CITY OF COLUMBIA
TENNESSEE

AGENDA

The Columbia Municipal Planning Commission will meet on Wednesday, August 13, 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 T-Square Engineering for Final Plat approval with surety in the amount of $740,000 for Summit at Carter's West Phase 4 off Carter's Creek Station Road, being a portion of Tax Map 41 Parcel 15.05.
2. Request from Ragan Smith & Associates for Final Plat approval with surety in the amount of $560,000 for Marlons Creek Phase 1B, being a portion of Tax Map 73 Parcel 15 off Lasea Road.
3. Request from M2 Group LLC for Final Plat approval with surety in the amount of $255,000 for Idlewild Farms Subdivision Phase 3 located off Hiwassee Drive, being Tax Map 89 Parcels 23.01 & 23.02.
4. Request from Allen O'Leary for Final Plat approval with surety in the amount of $795,000 for Rutherford Lane Subdivision Phase 2 located at Tax Map 112 Parcel 3.06 off Rutherford Lane.

III. Discussion Items

1. Request from Adam Crunk to correct the official zoning map by rezoning a portion of Tax Map 99 Parcel 60 off Tom J. Hitch Parkway from CD-3 (Neighborhood Character District) to SD-LI (Light Industrial Special District), CD-4C (General Urban Corridor Character District) and CD-4 (General Urban Character District).

2. Request from Olivia DuPuy for Preliminary Plat and Final PUD Master Plan approval of a portion of Honey Farm Crossing Lot 6 at Nashville Highway and Honey Farm Way at Tax Map 51 Parcel 58.

3. Request from Greg Gamble for Preliminary PUD Master Plan with Architectural Design approval of Waters Edge at Taylor Landing located at River Road and Taylor Landing, being Tax Map 90 Parcl 7.12.

4. Request from Damon Hill for Final PUD Master Plan revision approval of The Landing at Greens Mill, being a portion of Tax Map 51 Parcel 55 off Greens Mill Road.

5. Request from Mark Merrill for Final PUD Master Plan of Bear Springs Subdivision Phases 1A-B, 2A-C, and 3A being a portion of Tax Map 92 Parcel 12 off Bear Creek Pike.

6. Request from Development Services for review and recommendation regarding a Zoning Text Amendment of Ordinance 4400 concerning Article 4, Building, Lot & Building Site Standards.

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 PM. 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 Member Chairperson, Charlie Goatz, Planning Commission Member, Vice-Mayor Randy McBroom; Planning Commission Member Dr. Christa Martin; Planning Commission Member, James Shannon; Planning Commission Member, Vice Chairman, James Sloan; Planning Commission Member Ms. Nancy Williams.

Absent Was: Planning Commission Member, Mayor Chaz Molder.

Others Attending: Robert Archibald, Principal Planner; Austin Brass, City Planner; Ryan Filipkowski, Wastewater Engineer; Glenn Harper, City Engineer; Jake Hubbell, City Attorney; Jeremey Humphrey, Planner II; Thad Jablonski, Asst. City Manager; Paul Keltner, Director of Development Services; Tony Massey, City Manager; Sandra Richardson, Recording Secretary; Charles Rush, Principal Planner; Melissa Sanders, Planner I; Douglas Toney, Assistant Engineer.

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

Chairperson Charlie Goatz welcomed the visitors and discussed the rules of conduct. He also acknowledged that Mayor Molder lost his mother and will not be present tonight, and the Commission has a heavy heart over that.

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

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

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

Mr. Goatz called for the review of the minutes. Mr. Goatz moved to approve the minutes and Mr. Shannon seconded. The minutes were approved six to zero.

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

Mr. Goatz called for a review of Bond and Letters of Credit. Mr. Glenn Harper, City Engineer, stated that all Letters of Credit were in order, or in the process of being updated.

Consent

Chairman Charlie Goatz made a motion to rearrange the agenda. His motion was to move the consent item down to a discussion item for discussion, and he also motioned to move Item 8, Double Branch Road, to the second item for discussion. Dr. Martin seconded the motion. The motion passed six to zero. Mr. Goatz stated that the agenda had been amended.

Discussion Items

Item III.1. - **Request from Wyatt Woeltje for Final Plat approval of Columbia Mall Lot 1 located at 800 S James M. Campbell Blvd. being Tax Map 100N Group L Parcel 6.**

Mr. Goatz read the agenda item. Mr. Robert Archibald gave the details of the staff report. Mr. Wyatt Woeltje was present to answer questions.
Mr. Steve Bostelman and Ms. Druann Weir spoke about the neighboring properties, connectivity, shared history, and asked the Planning Commission to require left-turn access to be extended, lack of connectivity to the mall, concrete barrier, and they need access to open.
Mr. Will Holshof stated that he is the new owner, and he was unaware of the wall. They believe access is access. Mr. Allen O'Leary, WES Engineers and Surveyors was also present. Mr. Goatz stated for clarification that the City ordinance requires an access management plan, and the Commission has an engineering recommendation to continue and extend the PUDAE connection. He stated that the connection has been in existence. Mr. Goatz moved to approve subject to technical comments, including the engineering comments that the PUDAE access be extended to the adjacent lots. He asked if it was sufficient to include the reference access that the applicant wants to not allow that the Commission deems that is needed. Mr. Keltner stated yes, it sounds like you are looking to approving it and carrying forward the regulations for Access Management. Mr. Goatz stated and included that access be maintained that has been in existence for a long period of time. There was a second by Dr. Martin. Mr. Shannon stated you are talking about leaving that access open. Mr. Goatz stated that talking about making that access remain accessible to the adjacent property line. Mr. Sloan inquired about the maintenance of it. He asked if it would be City property at that point. Mr. Keltner discussed the mis-information floating around about roads that the applicant had not requested. He also stated that this request is for an easement. This is a plat access easement. Chairman Charlie Goatz called for the vote. The motion to approve passed six to zero.

Item III.2. - **Request from Nick Moran for Annexation with Plan of Services approval including a Comprehensive Plan Land Use Designation Amendment from Rural Transition to Suburban Neighborhoods with the default zoning designation of CD-3L (Neighborhood Large Lot Character District) for property at Tax Map 67 Parcel 1 located off Double Branch Road.**

Mr. Goatz read the agenda item. Mr. Charles Rush, Principal Planner, gave the details of the staff report. The applicant is requesting a CD-3L zone. He discussed sections of the zoning ordinance.
Chairman Goatz asked for non-repetitive comments from the citizens due to the large crowd.
Debbie Boehms, 2291 Double Branch Road, strongly opposed the request for the comprehensive plan amendment and the annexation. Concerns include the said property is higher in elevation, runoff water, blasting, bridge, creek overfilling, and needing connectivity before asking for annexation.
Mr. Jerry Lassiter, 2251 Double Branch Road, strongly opposed the request. His concerns included not knowing the property use, schools already overcrowded, and the need for more money and more schools.
Mr. Kevin Shepherd declined. Ms. Sabine Barnett, 2632 Double Branch Road expressed concerns about the land, amendment, rural nature, being against the proposal, it lies outside the city limits, wildlife, inadequate infrastructure, sewer lines proposal under the creek, requirements, traffic, and all the permits being taken care of if it is approved.
Mr. James Maize, 2111 Double Branch Road, concerns are where it stops, confusion in the continued planning for Columbia, connective Columbia, the UGB is not accurate, protective, if you go through with this request, where does it end, environmental level, protecting species, pump the brakes and do it right, impact to Rutherford Creek, Duck River, and be good stewards.
Chairman Goatz stated that the Commission had heard the concerns about run-off on Double Branch Road, the school capacity, and non-conformity with the comp plan.
Mr. Phil Davis, 2148 Double Branch Road, expressed concerns about taking away the barrier between the City and the residents, walkability, concrete bridges, the bridges can't hold the heavy equipment, and the community is supposed to be protected by the zoning.
Russ Tether, 2928 Beeswax, shared concerns with connectivity, making it a thoroughfare, traffic, narrow roads, parking, emergency vehicles getting through, traffic study, houses are close to the road, and the road was not designed to be a major thoroughfare.
Tracie Davis, 2148 Double Branch Road, expressed concerns with the crack in the ceiling , dry wall plaster falling off due to blasting, paying for the upkeep of her home, it is not roads going up it's the homes,
traffic, as a board consider their way of life as well.
Suzanne Goolsby has lived there over forty years, and stated that the bridge cannot take any more traffic, semi-trucks are now using their roads, small lots, cut through traffic, and they don't want it.
Michael Biscotto, 2735 SwarmCourt, in Honey Farm, expressed concerns with the traffic, the narrow road, no line in the middle of the road, one-sided sidewalk, losing space, and looking somewhere else.
Ms. Joy Youngdale, 2947 Beeswax, shared concerns about safety, the narrow street, school capacity, the Honey Farm Way has one street exit, and she opposes this request.
J.T. Ward, 2215 Double Branch, shared concerns about it being a terrible spot with a

huge hill, thick forest, no need for new homes, water issues, what Columbia will look like thirty years from now, it is protected now, and leaving it protected.
Mark Phelps, 2316 Double Branch Road, expressed concerns with ditches carrying runoff, annexing a lot of the area, will taxes go up, most people don't have city plumbing, will they have to have water added, sewage, costs, and he would like to see the area stay the way it is.
Mr. Brass addressed mobile home parking. The use that the applicant is requesting will not allow a mobile home park. He stated that what Mr. Russ alluded to was the future land use policy.The comprehensive plan did have this area protected.
Mr. Greg Gamble was present to answer questions. Mr. Gamble stated that they believe that their request would be consistent with Suburban Neighborhoods designation. He gave a presentation of his request. He discussed additional access points, bridge connections, lot sizes, buffers, open space, the previous plan, gravity flow, pump station, installation of the traffic signal, and being a part of the solution.
Mr. Goatz discussed the comp plan process and conformity.
Mr. Goatz moved to deny the request based on 8.5.19.H Item 8. This rezone is not consistent with the comp plan; there was a second by Mr. Shannon.
Vice-Mayor McBroom stated that he talked with the Road Superintendent, Ken McKee, and he stated that he would help the City however he can. Nobody has contacted him in reference to Double Branch Road. He also stated that he thinks there should be a traffic study before this is annexed if it is approved. He said he knows that there is a lot of traffic there, but the main issue is the water. Maybe we will have water at the end of 2028. He does not feel comfortable annexing something when it says adequate facilities. We hope to have adequate water. It is nothing you can do to make the water right, you cannot put it in line. He doesn't see how the Commission could annex, and the City doesn't have water for it.
Mr. Goatz stated in clarifying the motion, the motion was to deny based on 8.5.19.H the item not conforming to the comp plan. The motion to deny passed six to zero.
Mr. Keltner stated that he wanted to point out that this was a recommendation. This item can move forward to City Council with the recommendation. He also stated that due to public notice changes, the City staff will need to advertise these tomorrow. If Mr. Gamble wishes to move forward, please let staff know. Mr. Goatz gave a small break.

Item III.3. - **Request from Michael Sandifer for a Preliminary PUD Master Plan recommendation for the construction of a telecommunications tower on the site of Christ Our Savior Church at 2494 Nashville Highway, being Tax Map 51 Parcel 7.01. THIS ITEM WAS DEFERRED FROM A PREVIOUS AGENDA.**

Mr. Goatz read the agenda item. Mr. Charles Rush gave a detailed report of the staff report. He discussed Article 4.3.9E. Michael Sandifer, Project Manager, was present to answer questions.
Mr. Sandifer presented his project. Mr. Goatz stated that it needed to be addressed whether it is in close proximity to residential areas. He also asked why this Commission

would not want to see this prior to the PUD amendment.
Mr. Rush discussed the process and guidelines. Mr. Goatz repeated the request. Mr. Rush explained that it is a PUD revision to a previous PUD. It conforms to all standards except for the NEPA report. It is a PUD, and it can ask for deviations. Mr. Brass clarified the purpose of alternative compliance. He also stated that with a PUD the use is allowed within the PUD. They are asking for the one deviation that Mr. Rush alluded to. If this tower was a straight zone situation, they, unfortunately, wouldn't have the privilege to ask for a reduced the fall zone. Dr. Martin asked for clarity in the understanding of the NEPA. The request is to do this, and then allow historic preservation, and you are expecting wildlife to happen in the future. We are going to have a requirement that the Commission will have to get a good report for these three. Mr. Rush stated that it would all be included in one packet. He explained the process. She asked about the fall zone. She also stated that you are saying that, because it is in a PUD it doesn't have to be one hundred percent, and one can modify it to allow forty-four feet. Mr. Rush stated yes, if you choose to do so, because it is in a PUD they can ask for deviations. Like Mr. Brass stated if it was in a straight zone one could not ask for anything like that. Dr. Martin asked about the FAA and no lighting. Mr. Rush gave the explanation. Dr. Martin asked about the tower height. He is not asking for a variance on that, this is just giving the numbers to it. Mr. Rush explained the tower and property line requirements. Mr. Sloan asked what if the whole thing falls, and by a straight zone what isn't allowed, there is a shed and who's allowable for this if it falls. Mr. Rush stated that parking is not seen as a structure per the Ordinance. That is not a shed, it is for trash. Further discussion included dumpster enclosure, cord tie line, and survey benchmark. Mr. Sandifer stated that in reference to the FAA, typically towers under two hundred feet do not require lighting. Mr. Goatz stated that he has concerns about granting a variance for the fallout zone from a safety concern. He also stated that he understands the breakaway points. Mr. Goatz moved to deny the request on the fact that it doesn't conform to the Ordinance. Dr. Martin seconded the motion. The motion to deny passed six to zero.

Item III.4. - **Request from Allison Corolla for Preliminary Plat and Site Development Plan approval for Trotwood Foster Subdivision off Trotwood Ave, being Tax Map 112 Parcel 18.03. THIS ITEM WAS FORWARDED FROM A PREVIOUS AGENDA.**

Mr. Goatz read the agenda item. Vice-Mayor McBroom abstained. Mr. Brass gave the details of the staff report. It is zoned CD-3. The key area of concern was that Columbia Water Systems did issue a water availability letter. It is valid, and it meets the term period for the validity of the approval. Columbia Power and Water can only supply 500 gallons per minute for fire flow; however, the Fire Department did and, with this new tanker truck that the City recently purchased, can supply another 600 gallons per minute. The site plan does adhere to the Ordinance. John Bradford, 1504 Rockland Drive, expressed concerns about water, schools and infrastructure. Mr. Goatz stated for clarification on an annexation and things of that nature are critical items. They are for the Commission to review for consideration, and this one is straight zoning; the final plat is entitlement rights. Mr. Brass discussed that they are not asking for a rezone, and Foster Lane and the

proposal to realign that road section. Ms. Allison Corolla, T-Square Engineering, was present to answer questions. She stated that she wanted to clarify that they have paid their water service fees, so their water availability has been extended through April 2026. Mr. Goatz asked for clarification on the 500 GPM. There is a letter in reference to the tanker truck from the water department with 600 GPM. It doesn't specifically address anything; sprinkling will need to be done on this. He stated that his question, is as a board of volunteers here, is that the request being asked upon us to approve whether or not it has to be sprinkled or is the Fire Marshal taking the responsibility to saying this tanker truck has enough flow capacity to meet the requirements. Mr. Brass referenced the technical review comments. Mr. Goatz stated that it conforms to all the ordinances. He asked about the traffic study. Mr. Harper stated yes, and further addressed it. Mr. Goatz moved to approve subject to technical comments, along with the applicant providing timely submittal of an as-approved plan. Dr. Martin seconded the motion. She stated that there was an attached document to Engineering about a TVA approval, and if that is a future concern. Mr. Harper explained. City Attorney Jake Hubbel stated that the Commission has one member that has abstained, and we are down to five voting members. He stated just so that everybody is clear, the by-laws for the Planning Commission state that four concurrent votes are required to approve action on any matter. Although the Commission has five members present, it still requires four affirmative votes. Mr. Goatz stated to clarify if there is a three or two vote it will fail. Mr. Hubbel stated that the motion would fail. The motion to approve passed five to zero with Vice-Mayor McBroom abstaining.

Item III.5. - **Request from Colton Dorris for Preliminary Plat and Site Development Plan approval of Hampshire Pike Steadfast Mixed Use Development located off Hampshire Pike, being a portion of Tax Map 89 Parcel 41.15.** **THIS ITEM WAS FORWARDED FROM A PREVIOUS AGENDA**

Mr. Goatz read the agenda item. Vice-Mayor McBroom abstained. Mr. Austin Brass read the detailed staff report. It meets all the civic requirements. This does have an active water availability letter. Staff do approve. Mr. Josh Rowland was present to answer questions. Discussion included the connection, sidewalks, traffic study, the improvements stayed the same, and traffic lights. Mr. Harper gave the details of the traffic lights and monitoring. Mr. Goatz asked about the high traffic school time, and ways to connect, and diverting away will it increase the traffic. Mr. Harper stated there is always a possibility of cut thru traffic. Mr. Brass stated that the packet does include elevation, but it is not being reviewed under this request. It is reviewed at building permit. Discussion included sidewalk requirements, walkability, at this time, the request was for townhomes, site plan submittal, the Ordinance, frontage will have a sidewalk, it is a separate issue, and it will be required in the future. Mr. Goatz asked if we were meeting the required parking.Mr. Brass discussed the Ordinance requirements and parking issues. Mr. Goatzs asked: Are we guaranteed that the town homes will have a garage. Mr. Brass stated yes. Mr. Goatz asked if there was adequate civic space. Mr. Brass stated yes, it met that requirement. Mr. Goatz asked about timely submittal. Mr.

Brass confirmed. Mr. Goatz moved to approve subject to all technical comments along with the timely submittal of the as-approved plans. Mr. Sloan seconded, and asked if we could amend the motion to double down on the elevations not being a part of this approval packet. Mr. Goatz stated yes, duly noting that the elevation reviewed here is no part of the packet except for the garage's footprint. Mr. Sloan seconded the amended motion. The motion to approve with conditions passed five to zero with Vice Mayor McBroom abstaining.

Item III.6. - **Request from Abigail Overstreet for Final Plat approval with surety in the amount of $535,000 for Hampshire Pike Steadfast Mixed Use Subdivision Phase 1 located at Tax Map 89 Parcel 41.15 off Hampshire Pike.**

Mr. Goatz read the agenda item. Vice-Mayor McBroom abstained. Mr. Robert Archibald read the details of the staff report. The request fully conforms to the preliminary plat. Mr. Goatz discussed the review for clarity. Mr. Archibald confirmed. Mr. Keltner stated that this is the Final plat at the Preliminary level. Mr. Goatz moved to approve subject to all technical comments, and seconded by Mr. Shannon. The motion passed five to zero, with Vice-Mayor McBroom abstaining.

Item III.7. - **Request from WES Engineers & Surveyors for Preliminary Plat and Site Development Plan approval of Legends at Hunters Glen, being Tax Map 112 Parcel 18.02 located off Hunters Glen Drive.**

Mr. Goatz read the agenda item. Vice-Mayor Randy McBroom abstained. Mr. Brass gave the details of the staff report. The request does meet the standards of the Zoning Ordinance.
Mr. John Bradford had water concerns.
Mr. Gerald Vick, WES Engineering and Surveyor, was present to answer questions.
Mr. Goatz asked Mr. Matt Wheeler to come forward and answer a few questions about water.
Mr. Matt Wheeler, CPWS water department, was asked to address the water issue. Mr. Goatz stated that he knew that water availability addresses about 80 lots, until the water plant becomes complete, or when the connection to Trotwood is provided. Is that an accurate statement. Mr. Wheeler stated not quite. There is water availability to serve this whole project. He also stated that the 80-unit limit is built off the end existence mains through the Hunter Glen's Subdivision. Once the 80-unit limit is reached, the additional water main from Trotwood will be brought up to the connection to serve the balance of those units. They have an active water letter today to serve the project.
Mr. Goatz stated for clarification on the gallons per minute timeline of infrastructure. That will address the GPM concerns in that area. Mr. Wheeler stated that we can speak of the public water system's ability of the fire flow to meet the demand. Today the existing system can meet a little over five hundred GPM at that location. However, we do have capital projects on the books that are now falling within the funding that was approved. They have capital projects that are expected to be completed within the next three to five years that will address the south side areas, he further explained. Mr. Goatz

reiterated the conversation and stated that the request conforms to the Ordinance. Mr. Brass stated that is correct, and he discussed the future land use of this property, and the legal right to it.
Mr. Goatz moved to approve subject to technical comments, with timely submittal of the as-approved plan, and Mr. Shannon seconded. Mr. Sloan asked about the fire sprinkler on the Foster submittal. It was a requirement of a 3600 square feet size limit. Basically, it is saying any home over 3600 square feet is required to be sprinkled. This one looks like a different form that was submitted by WES Engineering. It has a 3,000 per home square footage. Mr. Sloan asked if there is a square footage requirement on this. Mr. Keltner stated that the square footage requirement comes directly from the national fire code. Mr. Vick stated that he filled out the information.It doesn't limit the fire protection of that. Mr. Goatz stated, for clarification, the limitation would be less than the 3,600 sq. feet requirement. The motion to approve passed five to zero, with Vice-Mayor McBroom abstaining.

Item III.8. - **Request from TKC Architecture & Engineering to Rezone property at 1221 E. End Street, being Tax Map 99 Parcel 59.03 from CD-3L (Residential Large Lot Character District) to CD-3 (Neighborhood Character District).**

Mr. Goatz read the agenda item. Mr. Austin Brass gave the details of the staff report. This does meet the standards of the Comprehensive plan. Staff would recommend approval. Mr. Cole Newton, was present to answer questions. Discussion included maximum house, description, amenities, and playground. Mr. Newton stated that he had a water availability letter. Mr. Goatz moved to approve subject to technical comments, and Dr. Martin seconded. Dr. Martin stated that she wanted the commission to know that when the signs were put out, the people called and wanted to know what was going on. The citizens are looking at the signs and definitely questioning what is being done around them. She stated that she appreciates that. The Vice-Mayor stated that he would be for this project. He appreciates it, it is refreshing. The motion to approve passed six to zero.

Item III.9. - **Request from Adam Crunk, PE, for Annexation with Plan of Services approval with a requested zoning designation of CD-3 (Neighborhood Character District) being Tax Map 112 Parcel 17.00 including a Comprehensive Land Use Designation Amendment from Rural Transition to Suburban Neighborhoods for property at Tax Map 112 Parcel 17.00 and Tax Map 112 Parcel 18.02 located off Foster Lane.**

Mr. Goatz read the agenda item. Mr. Austin Brass stated that this is a unique request, and annexation of the lot might be premature. Mr. Jeremy Humphrey gave the details of the staff report. Staff finds the comprehensive plan amendment and associated annexation inconsistent with the Connect Columbia provisions and policy. staff recommend that article 8.5.19. H.4 of the Zoning Ordinance has not been satisfied.
Mr. Ken Schriml, 1513 Heritage Drive, expressed concern with Trotwood and the amount of traffic on the road.

Mr. Adam Crunk, Crunk Engineering, was present to answer questions. Mr. Crunk discussed the access to Foster Lane, the pump station solution to serve the property, having an annexation and water approved water availability letter. They noticed that the property to the north is zoned CD-3, working with the property owner, land use, the future land use plan, the depth is no deeper, it does not add land, consistency, access, access easements, staff's comment, and two other approvals tonight. Mr. Goatz stated that the water availability letter is presumptive to say that there is adequate water. It is who comes first on that scenario. He asked is it an accurate statement on that. Mr. Crunk stated just like Mr. Wheeler stated before 80 lots only had to do with a second water connection having to be made at Trotwood. The first 80 lots is whether or not it is Hunter's Glen, whether or not the subdivision could be served just through extension at Hunter's Glen beyond the 80 lots. It would require a new main. There are others on the books that could increase the water flow long term. Mr. Goatz discussed the additional units. Mr. Goatz discussed the items of tonight. Mr. Brass discussed the critical analysis, and no legitimate access. Mr. Goatz stated that he doesn't think the staff's premature comments was out of line. Mr. Goatz moved to deny the request, base on 8.5.19. H.4. It is not consistent with the comprehensive plan, and Mr. Shannon seconded the motion. The motion to deny passed five to zero with Vice-Mayor McBroom abstaining. Mr. Goatz stated that this is a recommendation only. The applicant reserves the right to take it on to City Council. Staff need to know quickly due to publication notices. Mr. Keltner stated by default staff will push it forward. The publication fees will take effect at that time. Mr. Keltner further explained.

Other Business

Item IV.1. - **Residential Parking Standards**

Mr. Paul Keltner discussed Residential Parking Standards. Mr. Sloan stated that it is a matter of establishing when you do the rounding. Mr. Keltner stated that staff were sharing the information, and for the next meeting they would make recommendations, and if the Commission had ideas, let staff know. Further discussion included street parking, and thinking of the psychological effects of that.
Mr. Keltner discussed Columbia Commons and access to the state road. Mr. Douglas Toney, Assistant Engineer, distributed handouts, and he highlighted the changes to TDOT's requirements, the city's recommendation to TDOT, TDOT's recommendation, the modifications, and deferring to TDOT's judgment.

Adjourn

There being no further business to discuss Mr. Goatz moved to adjourn, and Mr. Sloan seconded. The motion to adjourn passed six to zero. The meeting adjourned at 6:38 PM.

Planning Commission Chairman, Charlie Goatz

Date

Active Letters of Credit and Sureties

7/23/2025

F	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	$36,000.00	04/01/2026
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
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	07/03/2026
Quail Run Meadows, Phase 3	Quail Run Development Co., LLC	$185,000.00	07/03/2026
Quail Run Meadows, Phase 4	Quail Run Development Co., LLC	$210,000.00	07/03/2026
Ridge at Carter's Station, Phase 1B (roads & drainage)	Richmond American Homes of Tenn	$260,000.00	03/31/2023

Active Letters of Credit and Sureties

7/23/2025

F	DEVELOPER	AMOUNT	EXP. DATE
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	$10,500.00	05/29/2025
Summerdale Subdivision, Phase 3 (roads & drainage)	P & L Development	$9,700.00	12/22/2023
Summerdale Subdivision, Phase 3B (roads & drainage)	P & L Development, LLC	$5,000.00	01/27/2024
Summerdale Subdivision, Phase 4 (roads & drainage)	P & L Development	$6,400.00	03/10/2026
Summerdale Subdivision, Phase 5 (roads & drainage)	P & L Development, LLC	$5,500.00	10/12/2024
Summerdale Subdivision, Phase 6 (roads & drainage)	P & L Development, LLC	$10,300.00	02/07/2024
Summerdale Subdivision, Phase 7 (roads & drainage)	P & L Development, LLC	$6,600.00	03/10/2026
Summerdale, Phase 1 (roads & drainage)	P & L Development	$13,500.00	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 (A)	Pulte Homes Tennessee Partnership	$120,000.00	10/06/2024
elan Subdivision, Phase 2 (roads and drainage)	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 Overlook, Phase 3	CHR Land, LLC	$145,000.00	04/15/2026
Hampshire Pike Mixed -Use Steadfast	Hampshire Pike Holdings, LLC	$535,000.00	05/13/2026
Bear Springs 1A	Meritage Homes of Tenn., Inc.	$675,000.00	11/02/2025
Bear Springs 1B	Meritage Homes of Tenn., Inc.	$120,000.00	12/26/2026
Reserve at Hickory Ridge Phase 1A	D R Horton, Inc.	$450,000.00	05/28/2026
Reserve at Hickory Ridge Phase 1B	D R Horton, Inc.	$690,000.00	05/28/2026
Hiwassee Drive (Idlewild Farms)	Habitat for Humanity	$255,000.00	05/23/2026
Marlons Creek Phase 1B	Marlon's Creek Prop Co., LLC	$560,000.00	07/16/2026

Active Letters of Credit and Sureties

7/23/2025

F	DEVELOPER	AMOUNT	EXP. DATE
Summit at Carters Station West - Phase 4	Pulte Homes Tennessee Partnership	$740,000.00	06/30/2026

cannot find plat

Summit at Carter's West Phase 4 Final Plat

Project #:	25-0243	**Location:**	Map 41 Parcel 15.05
Applicant:	T-Square Engineering	**Case Type(s):**	Final Plat
Staff Planner:	Robert Archibald, Principal Planner	**Proposed Use:**	Single Family Homes

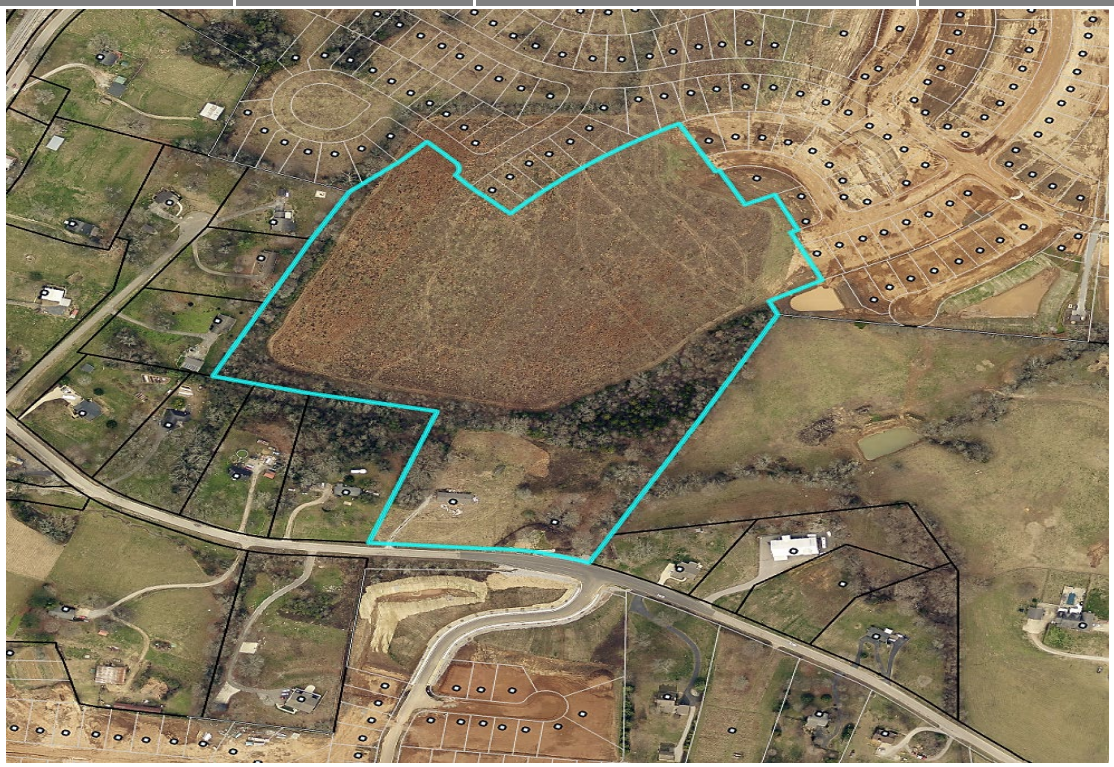
PROJECT SUMMARY

The applicant requests approval of a Final Plat to create 90 single-family residential lots. The Planning Commission approved the revised Preliminary Plat (24-0377) in October 2024. The preliminary plat was for 399 single-family residential lots that included an R-10 cluster alternative within a 113-acre site. The preliminary plat was revised to add an amenity center and relocate some of the lots.

- The development is subject to Ordinance 3638, the pre-July 2022 zoning ordinance.
- The Final Plat conforms to the approved Preliminary Plat.
- The applicant has provided financial surety in the amount of $740,000 to guarantee completion of infrastructure.
- The applicant has executed a development agreement in the format prescribed by Appendix B of the Subdivision Regulations.
- The applicant will record a stormwater maintenance agreement prior to the recordation of the Final Plat.
- The DRC reviewed this proposal at its July 2025 meeting. Staff review included standard comments and requests for technical corrections. Full technical comments are provided in the agenda packet.
- The Planning Commission is the **Decision-Making Authority** for the Final Plat.
- Templates are provided at the end of the report to assist the Planning Commission in crafting properly formatted motions.

SITE INFORMATION

CURRENT ZONING	EXISTING USE	EXISTING IMP.	LAND AREA
CD-3	In Development	Infrastructure for Development	+/- 25.46Acres



FUTURE LAND USE MAP	ZONING MAP





SITE CONTEXT/ADJACENT PROPERTIES			
	Future Land Use	Zoning	Current Use
Subject Property	Rural Transition	CD-3	Vacant/Developing
North	Rural Transitions	CD-3	Developing Single Family Homes
South	Rural Transitions	CD-3	Single Family Homes
East	Rural Transitions	County	Vacant\ Rural
West	Suburban Neighborhoods	CD-3	Single Family Homes

CONFORMITY WITH ZONING ORDINANCE

The Final Plat conforms to the approved Preliminary Plat of the applicable Zoning Ordinance (3638), and the Subdivision Regulations.

REVIEW PROCESS

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

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

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

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

> *A. Recommendations and final action on a Final Plat shall be based on consideration of the following criteria:*
>
> > *1. Whether the proposed Final Plat complies with the applicable zoning district and overlay districts;*
> >
> > *2. Whether the proposed Final Plat is consistent with all standards of these Subdivision Regulations and other related codes and ordinances enforced by the City; and*

3. Whether the proposed Final Plat meets all the requirements or conditions of any applicable development approvals, such as development plans or associated modification of standards.

B. Final Plat approval shall be subject to the completion of required improvements, or in lieu, the CMPC may approve a Performance Agreement.

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

SAMPLE MOTIONS

Approve:

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

Approve with Conditions:

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

Defer for Continued Review:

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

Deny:

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



VICINITY MAP - NOT TO SCALE

SITE DATA	
CURRENT ZONING:	R6
MINIMUM BUILDING SETBACKS:	R6
FRONT:	20'
REAR:	20'
SIDE:	7.5'
TOTAL PHASE AREA:	25.46 ACRES
OPEN SPACE:	6.27 ACRES
NEW ROW:	3.36 ACRES

* -

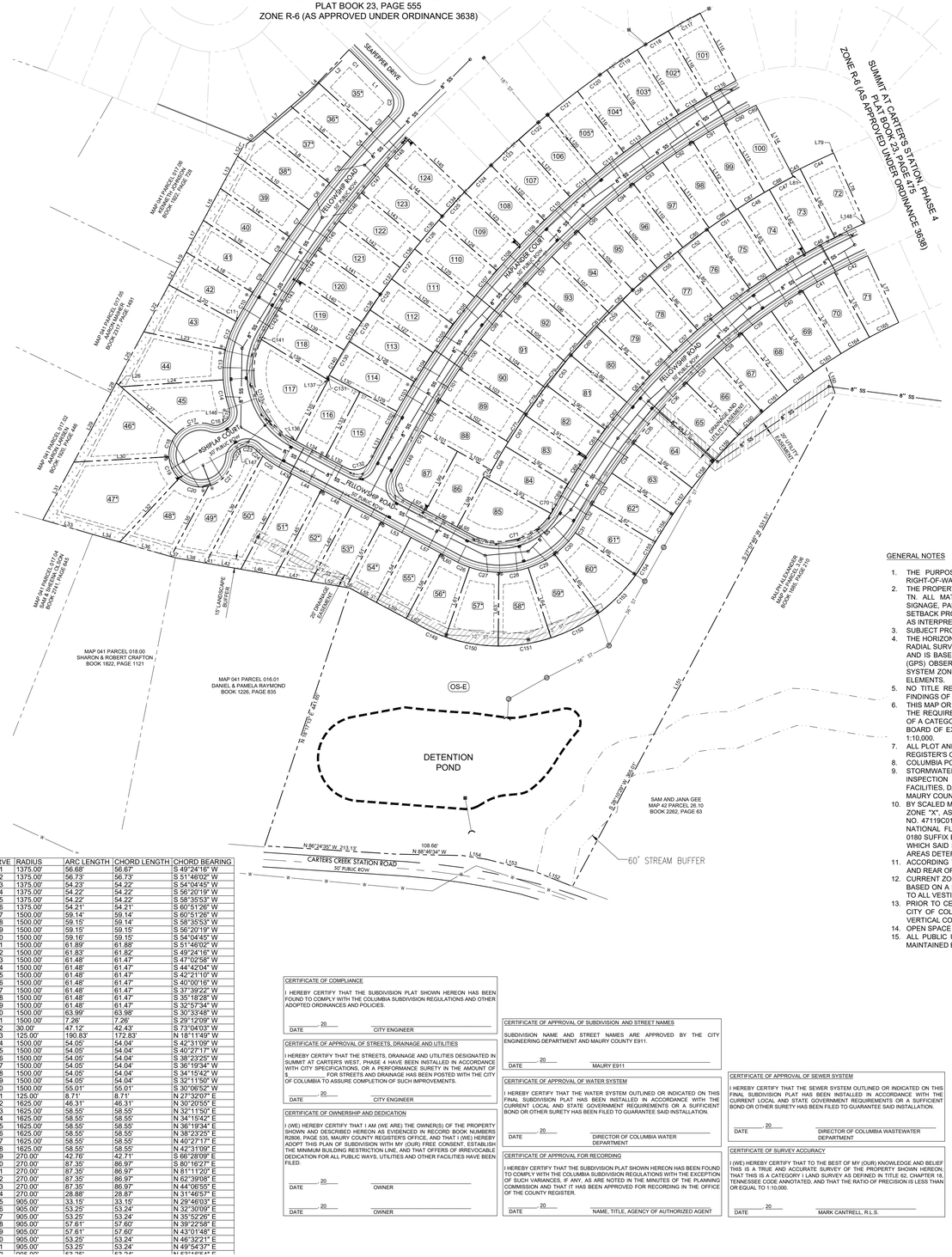
LOT	ACRES	SQ. FT.
35*	0.19	8270.0
36*	0.16	6988.9
37*	0.17	7519.1
38*	0.19	8133.9
39	0.18	7971.1
40	0.17	7555.6
41	0.17	7255.5
42	0.16	7154.9
43	0.20	8653.2
44	0.25	10946.4
45	0.22	9578.2
46*	0.27	11899.7
47*	0.45	19630.6
48*	0.19	8377.9
49*	0.24	10288.9
50*	0.23	10211.0
51*	0.21	9179.8
52*	0.19	8184.5
53*	0.17	7189.3
54*	0.15	6597.5
55*	0.15	6600.0
56*	0.17	7360.1
57*	0.19	8152.9
58*	0.19	8152.9
59*	0.19	8152.9
60*	0.19	8152.9
61*	0.16	6937.6
62*	0.16	6813.6
63	0.16	6813.6
64	0.17	7371.1
65	0.17	7371.1
66	0.16	6813.6
67	0.16	6813.6
68	0.16	6813.6
69	0.16	6813.6
70	0.16	6813.6
71	0.16	6813.6
72	0.16	7133.8
73	0.16	6875.0
74	0.16	6781.1
75	0.16	6781.1
76	0.16	6781.1
77	0.16	6781.1
78	0.16	6781.1
79	0.16	6781.1
80	0.16	7095.1

LOT	ACRES	SQ. FT.
81	0.16	7089.3
82	0.16	6776.1
83	0.16	6776.1
84	0.16	6870.1
85	0.21	9351.2
86	0.15	6324.4
87	0.17	7209.8
88	0.17	7384.4
89	0.17	7383.8
90	0.17	7383.8
91	0.17	7383.8
92	0.17	7383.8
93	0.17	7383.8
94	0.17	7383.8
95	0.17	7383.8
96	0.17	7383.8
97	0.17	7383.8
98	0.17	7383.8
99	0.17	7383.8
100	0.17	7378.7
101	0.16	7084.9
102*	0.16	7085.5
103*	0.16	7086.1
104*	0.16	7086.5
105*	0.17	7413.6
106	0.17	7406.5
107	0.17	7364.7
108	0.17	7364.7
109	0.17	7364.7
110	0.17	7364.7
111	0.17	7364.7
112	0.17	7364.7
113	0.17	7364.7
114	0.17	7491.7
115	0.18	7911.4
116	0.15	6616.1
117	0.26	11387.1
118	0.16	6875.6
119	0.16	7037.1
120	0.16	7037.1
121	0.16	7037.1
122	0.16	7037.1
123	0.16	7037.1
124	0.16	7037.1

LOT	ACRES	SQ. FT.
OS-E	6.27	273180.9

* - DENOTES CRITICAL (BASEMENT) LOT.

SUMMIT AT CARTER'S WEST, PHASE 3
PLAT BOOK 23, PAGE 555
ZONE R-6 (AS APPROVED UNDER ORDINANCE 3638)



LINE	BEARING	DISTANCE
L1	S 44°03'54" E	45.18'
L2	N 43°28'14" E	73.24'
L3	S 47°34'33" E	120.84'
L4	N 43°28'14" E	7.64'
L5	N 49°24'46" E	51.25'
L6	S 49°26'06" E	128.17'
L7	N 49°24'46" E	59.54'
L8	S 01°17'39" E	138.28'
L9	N 49°24'46" E	45.53'
L10	S 53°09'12" E	144.94'
L11	N 68°18'42" W	0.09'
L12	N 28°08'13" E	14.58'
L13	N 28°08'13" E	59.47'
L14	S 55°00'45" E	136.88'
L15	N 28°08'13" E	59.01'
L16	S 56°52'18" E	130.80'
L17	N 28°08'13" E	58.67'
L18	S 58°43'51" E	126.64'
L19	N 28°08'13" E	29.19'
L20	S 61°31'47" E	124.43'
L21	N 28°11'33" E	30.99'
L22	N 28°11'33" E	86.65'
L23	S 77°41'25" E	138.31'
L24	N 86°08'56" E	167.02'
L25	N 28°11'33" E	94.20'
L26	N 49°32'40" W	9.73'
L27	N 49°32'40" W	119.08'
L28	S 28°11'33" W	17.64'
L29	N 28°12'49" E	1.65'
L30	S 86°46'35" W	155.10'
L31	N 28°12'49" E	106.53'
L32	S 43°00'32" W	119.00'
L33	N 73°45'29" W	84.50'
L34	N 74°09'38" W	45.64'
L35	S 28°04'03" W	130.05'
L36	N 74°09'38" W	86.61'
L37	N 74°09'38" W	7.76'
L38	N 80°09'10" W	49.92'
L39	N 49°59'09" W	197.28'
L40	S 28°04'03" W	175.95'
L41	N 85°52'21" W	8.85'
L42	N 80°08'38" W	51.05'
L43	S 61°55'57" E	21.51'
L44	S 61°55'57" E	55.00'
L45	S 28°04'03" W	157.86'
L46	N 80°08'38" W	57.90'
L47	N 80°08'38" W	57.90'
L48	S 61°55'57" E	55.00'
L49	S 28°04'03" W	139.76'
L50	S 61°55'57" E	55.00'

LINE	BEARING	DISTANCE
L51	S 28°04'03" W	121.67'
L52	N 80°08'38" W	57.90'
L53	S 61°55'57" E	55.00'
L54	S 28°04'03" W	120.00'
L55	N 61°36'59" W	49.11'
L56	N 80°08'38" W	6.20'
L57	S 61°55'57" E	55.00'
L58	S 28°04'03" W	120.00'
L59	N 61°55'57" W	55.00'
L60	S 61°55'57" E	28.08'
L61	S 18°59'40" W	120.00'
L62	N 61°55'57" W	28.08'
L63	S 00°27'27" W	120.00'
L64	S 18°04'46" E	120.00'
L65	S 36°36'59" E	120.00'
L66	S 55°09'11" E	120.00'
L67	S 59°10'59" E	120.00'
L68	S 56°48'43" E	120.00'
L69	S 52°26'26" E	120.00'
L70	S 48°47'37" E	120.00'
L71	S 45°08'47" E	120.00'
L72	S 41°46'31" E	120.00'
L73	S 38°22'14" E	120.00'
L74	S 35°01'58" E	120.00'
L75	S 31°39'41" E	120.00'
L76	S 28°17'25" E	120.00'
L77	S 24°55'09" E	120.00'
L78	N 24°02'18" W	125.00'
L79	N 65°57'42" E	1.65'
L80	N 26°49'47" W	125.00'
L81	N 27°35'00" W	6.01'
L82	N 29°42'27" W	119.00'
L83	N 32°35'08" W	119.00'
L84	N 35°27'48" W	119.00'
L85	N 38°20'28" W	119.00'
L86	N 41°13'09" W	119.00'
L87	N 44°05'49" W	119.00'
L88	N 46°58'29" W	119.00'
L89	N 49°50'09" W	119.00'
L90	N 52°59'41" W	119.00'
L91	N 55°52'21" W	119.00'
L92	N 58°45'01" W	119.00'
L93	N 61°25'11" W	118.69'
L94	N 61°25'11" W	6.01'
L95	N 61°55'57" W	25.08'
L96	N 61°55'57" W	57.43'
L97	N 61°55'57" W	37.57'
L98	N 28°04'03" E	92.47'
L99	N 28°04'03" E	108.99'
L100	N 80°54'55" W	63.63'

LINE	BEARING	DISTANCE
L101	N 80°54'55" W	67.37'
L102	S 58°21'05" E	131.00'
L103	S 55°47'12" E	131.00'
L104	S 53°13'22" E	131.00'
L105	S 50°39'31" E	131.00'
L106	S 48°05'40" E	131.00'
L107	S 45°31'49" E	131.00'
L108	S 42°57'59" E	131.00'
L109	S 40°24'08" E	131.00'
L110	S 37°50'17" E	131.00'
L111	S 35°16'27" E	131.00'
L112	S 32°42'36" E	131.00'
L113	S 30°08'45" E	131.00'
L114	S 27°35'00" E	124.74'
L115	N 28°00'46" W	125.00'
L116	N 30°16'20" W	125.00'
L117	N 32°31'54" W	125.00'
L118	N 34°47'28" W	125.00'
L119	N 37°03'03" W	125.00'
L120	N 39°24'53" W	125.00'
L121	N 41°46'35" W	125.00'
L122	N 44°07'29" W	125.00'
L123	N 46°28'23" W	125.00'
L124	N 48°49'17" W	125.00'
L125	N 51°10'11" W	125.00'
L126	N 53°31'05" W	125.00'
L127	N 55°51'59" W	125.00'
L128	N 58°12'53" W	125.00'
L129	N 61°55'57" W	67.90'
L130	N 61°55'57" W	57.13'
L131	S 28°04'03" W	56.66'
L132	N 61°55'57" W	37.50'
L133	S 28°04'03" W	120.00'
L134	N 61°55'57" W	55.00'
L135	S 28°04'03" W	112.62'
L136	N 61°55'57" W	2.01'
L137	S 58°50'06" E	2.28'
L138	S 58°50'06" E	124.80'
L139	N 58°50'06" W	125.00'
L140	N 56°46'14" W	125.00'
L141	N 54°42'22" W	125.00'
L142	N 52°38'30" W	125.00'
L143	N 50°34'39" W	125.00'
L144	N 48°30'47" W	125.00'
L145	N 46°26'55" W	125.00'
L146	S 57°35'41" W	6.62'
L147	N 57°35'41" E	6.62'
L148	N 65°57'42" E	1.65'
L149	N 28°04'03" E	156.66'
L150	S 19°11'49" E	50.97'
L151	S 28°14'56" W	11.85'
L152	N 68°34'00" W	66.36'
L153	N 75°47'48" W	79.83'
L154	N 80°55'48" W	39.54'

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1	1885.00'	46.93'	46.92'	S 44°44'11" E
C2	30.00'	45.77'	41.46'	S 00°00'05" W
C3	1675.00'	37.54'	37.54'	S 43°03'58" W
C4	1675.00'	54.35'	54.35'	S 41°29'40" W
C5	1675.00'	54.35'	54.35'	S 39°38'07" W
C6	1675.00'	54.35'	54.35'	S 37°46'34" W
C7	1675.00'	54.35'	54.35'	S 35°55'01" W
C8	1675.00'	54.35'	54.35'	S 34°03'28" W
C9	1675.00'	54.35'	54.35'	S 32°11'55" W
C10	1675.00'	50.78'	50.78'	S 30°24'02" W
C11	175.00'	3.24'	3.24'	S 29°00'04" W
C12	175.00'	49.36'	49.20'	S 20°27'23" W
C13	175.00'	49.36'	49.20'	S 04°13'47" W
C14	175.00'	47.90'	47.75'	N 11°41'28" W
C15	18.00'	24.23'	22.44'	S 19°01'53" W
C16	18.00'	16.37'	15.81'	S 83°38'41" W
C17	52.00'	62.84'	59.08'	S 75°04'30" W
C18	52.00'	39.64'	38.69'	S 18°36'57" W
C19	52.00'	39.72'	38.76'	S 25°26'27" E
C20	52.00'	51.57'	49.48'	S 75°24'11" E
C21	52.00'	64.16'	60.16'	N 40°50'24" E
C22	18.00'	16.37'	15.81'	N 31°32'41" E
C23	18.00'	24.23'	22.44'	S 83°50'01" E
C24	175.00'	17.16'	17.16'	S 48°05'19" E
C25	175.00'	33.70'	33.65'	S 56°24'56" E
C26	150.00'	23.73'	23.73'	S 60°28'09" E
C27	150.00'	48.53'	48.32'	S 80°16'27" E
C28	150.00'	48.53'	48.32'	N 81°11'20" E
C29	150.00'	48.53'	48.32'	N 62°39'08" E
C30	150.00'	48.53'	48.32'	N 44°06'55" E
C31	150.00'	16.05'	16.04'	N 31°48'57" E
C32	1025.00'	37.55'	37.55'	N 29°46'03" E
C33	1025.00'	60.31'	60.30'	N 32°30'09" E
C34	1025.00'	60.31'	60.30'	N 35°52'26" E
C35	1025.00'	65.24'	65.23'	N 39°22'58" E
C36	1025.00'	65.24'	65.23'	N 43°01'48" E
C37	1025.00'	60.31'	60.30'	N 46°32'21" E
C38	1025.00'	60.31'	60.30'	N 49°54'37" E
C39	1025.00'	60.31'	60.30'	N 53°16'54" E
C40	1025.00'	60.31'	60.30'	N 56°39'10" E
C41	1025.00'	60.31'	60.30'	N 60°01'27" E
C42	1025.00'	60.31'	60.30'	N 63°23'43" E
C43	1075.00'	52.37'	52.37'	S 64°33'58" W
C44	1200.00'	58.46'	58.46'	S 64°33'57" W
C45	1200.00'	15.78'	15.78'	S 62°48'59" W
C46	1075.00'	54.00'	53.99'	S 61°43'53" W
C47	1194.00'	44.27'	44.27'	S 61°21'16" W
C48	1194.00'	59.97'	59.97'	S 58°51'13" W
C49	1075.00'	54.00'	53.99'	S 58°51'13" W
C50	1075.00'	54.00'	53.99'	S 55°58'32" W
C51	1194.00'	59.97'	59.97'	S 55°58'32" W
C52	1194.00'	59.97'	59.97'	S 53°05'50" W

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C53	1194.00'	59.97'	59.97'	S 50°13'08" W
C54	1075.00'	54.00'	53.99'	S 47°20'31" W
C55	1075.00'	54.00'	53.99'	S 44°27'51" W
C56	1194.00'	59.97'	59.97'	S 44°27'51" W
C57	1194.00'	59.97'	59.97'	S 41°35'11" W
C58	1075.00'	54.00'	53.99'	S 44°27'51" W
C59	1194.00'	59.97'	59.97'	S 44°27'51" W
C60	1194.00'	62.75'	62.74'	S 41°31'11" W
C61	1075.00'	56.50'	56.49'	S 41°31'11" W
C62	1075.00'	56.45'	56.44'	S 38°30'35" W
C63	1194.00'	62.70'	62.69'	S 38°30'35" W
C64	1787.93'	59.97'	59.97'	S 35°33'59" W
C65	1075.00'	54.00'	53.99'	S 35°33'59" W
C66	1075.00'	54.00'	53.99'	S 32°41'19" W
C67	1788.06'	59.97'	59.97'	S 32°41'19" W
C68	1788.06'	60.55'	60.55'	S 29°47'48" W
C69	1075.00'	47.50'	47.50'	S 29°59'02" W
C70	100.00'	7.52'	7.52'	S 30°52'18" W
C71	100.00'	148.43'	135.17'	S 75°32'48" W
C72	30.00'	47.12'	42.43'	N 16°55'57" W
C73	1325.00'	23.53'	23.53'	N 28°34'34" E
C74	1194.00'	15.44'	15.44'	N 28°42'52" E
C75	1325.00'	59.30'	59.30'	N 30°22'01" E
C76	1194.00'	53.44'	53.43'	N 30°22'01" E
C77	1194.00'	53.43'	53.43'	N 32°55'52" E
C78	1194.00'	53.43'	53.43'	N 35°29'43" E
C79	1194.00'	53.43'	53.43'	N 38°03'34" E
C80	1194.00'	53.43'	53.43'	N 40°37'24" E
C81	1194.00'	53.43'	53.43'	N 43°11'15" E
C82	1194.00'	53.43'	53.43'	N 45°45'06" E
C83	1194.00'	53.43'	53.43'	N 48°18'57" E
C84	1194.00'	53.43'	53.43'	N 50°52'47" E
C85	1194.00'	53.43'	53.43'	N 53°26'38" E
C86	1194.00'	53.43'	53.43'	N 56°00'29" E
C87	1194.00'	53.43'	53.43'	N 58°34'20" E
C88	1194.00'	53.40'	53.40'	N 61°08'08" E
C89	150.00'	9.27'	9.26'	S 63°47'09" W
C90	1325.00'	50.00'	50.00'	S 60°56'07" W
C91	1325.00'	59.30'	59.29'	S 58°34'20" W
C92	1325.00'	59.30'	59.29'	S 56°00'29" W
C93	1325.00'	59.30'	59.29'	S 53°26'38" W
C94	1325.00'	59.30'	59.29'	S 50°52'47" W
C95	1325.00'	59.30'	59.29'	S 48°18'57" W
C96	1325.00'	59.30'	59.29'	S 45°45'06" W
C97	1325.00'	59.30'	59.29'	S 43°11'15" W
C98	1325.00'	59.30'	59.29'	S 40°37'24" W
C99	1325.00'	59.30'	59.29'	S 38°03'34" W
C100	1325.00'	59.30'	59.29'	S 35°29'43" W
C101	1325.00'	59.30'	59.29'	S 32°55'52" W
C102	1375.00'	33.34'	33.34'	S 28°45'44" W
C103	1375.00'	55.88'	55.87'	S 30°37'16" W
C104	1375.00'	56.36'	56.35'	S 32°57'34" W
C105	1375.00'	56.36'	56.35'	S 35°18'28" W
C106	1375.00'	56.36'	56.35'	S 37°39'22" W
C107	1375.00'	56.36'	56.35'	S 40°00'16" W

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C108	1375.00'	56.73'	56.73'	S 51°46'02" W
C109	1375.00'	54.23'	54.22'	S 54°04'45" W
C110	1375.00'	54.22'	54.22'	S 56°20'19" W
C111	1375.00'	54.22'	54.22'	S 58°35'53" W
C112	1375.00'	54.21'	54.21'	S 60°51'26" W
C113	1500.00'	59.14'	59.14'	S 60°51'26" W
C114	1375.00'	54.22'	54.22'	S 58°35'53" W
C115	1375.00'	54.22'	54.22'	S 56°20'19" W
C116	1375.00'	54.23'	54.22'	S 54°04'45" W
C117	1375.00'	56.73'	56.73'	S 51°46'02" W
C118	1500.00'	59.15'	59.14'	S 58°35'53" W
C119	1500.00'	59.15'	59.15'	S 56°20'19" W
C120	1500.00'	59.16'	59.15'	S 54°04'45" W
C121	1500.00'	61.89'	61.88'	S 51°46'02" W
C122	1500.00'	61.83'	61.82'	S 49°24'16" W
C123	1500.00'	61.48'	61.47'	S 47°02'58" W
C124	1500.00'	61.48'	61.47'	S 44°42'04" W
C125	1500.00'	61.48'	61.47'	S 42°21'10" W
C126	1500.00'	61.48'	61.47'	S 40°00'16" W
C127	1500.00'	61.48'	61.47'	S 37°39'22" W
C128	1500.00'	61.48'	61.47'	S 35°18'28" W
C129	1500.00'	61.48'	61.47'	S 32°57'34" W
C130	1500.00'	63.99'	63.98'	S 30°33'48" W
C131	1500.00'	7.26'	7.26'	S 29°12'09" W
C132	90.00'	47.12'	42.43'	S 73°04'03" W
C133	125.00'	190.83'	172.83'	N 18°11'48" W
C134	1500.00'	54.05'	54.04'	S 42°31'09" W
C135	1500.00'	54.05'	54.04'	S 40°27'17" W
C136	1500.00'	54.05'	54.04'	S 38°23'25" W
C137	1500.00'	54.05'	54.04'	S 36°19'34" W
C138	1500.00'	54.05'	54.04'	S 34°15'42" W
C139	1500.00'	54.05'	54.04'	S 32°11'50" W
C140	1500.00'	55.01'	55.01'	S 30°06'52" W
C141	125.00'	8.71'	8.71'	N 27°39'07" E
C142	1625.00'	46.31'	46.31'	N 30°20'55" E
C143	1625.00'	58.55'	58.55'	N 32°11'50" E
C144	1625.00'	58.55'	58.55'	N 34°15'42" E
C145	1625.00'	58.55'	58.55'	N 36°19'34" E
C146	1625.00'	58.55'	58.55'	N 38°23'25" E
C147	1625.00'	58.55'	58.55'	N 40°27'17" E
C148	1625.00'	58.55'	58.55'	N 42°31'09" E
C149	270.00'	42.76'	42.71'	S 39°09'29" E
C150	270.00'	87.35'	86.97'	S 80°16'27" E
C151	270.00'	87.35'	86.97'	N 81°11'20" E
C152	270.00'	87.35'	86.97'	N 62°39'08" E
C153	270.00'	87.35'	86.97'	N 44°06'55" E
C154	270.00'	28.88'	28.87'	N 31°46'57" E
C155	905.00'	33.15'	33.15'	N 29°46'03" E
C156	905.00'	53.25'	53.24'	N 32°30'09" E
C157	905.00'	53.25'	53.24'	N 35°52'26" E
C158	905.00'	57.61'	57.60'	N 39°22'58" E
C159	905.00'	57.61'	57.60'	N 43°01'48" E
C160	905.00'	53.25'	53.24'	N 46°32'21" E
C161	905.00'	53.25'	53.24'	N 49°54'37" E
C162	905.00'	53.25'	53.24'	N 53°16'54" E

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.

DATE _____ 20____
CITY ENGINEER

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE AND UTILITIES

I HEREBY CERTIFY THAT THE STREETS, DRAINAGE AND UTILITIES DESIGNATED IN SUMMIT AT CARTER'S WEST, PHASE 4 HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR A PERFORMANCE SURETY IN THE AMOUNT OF $_____ FOR STREETS AND DRAINAGE HAS BEEN POSTED WITH THE CITY OF COLUMBIA TO ASSURE COMPLETION OF SUCH IMPROVEMENTS.

DATE _____ 20____
CITY ENGINEER

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 RECORD BOOK NUMBERS R2806, PAGE 535, 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 LINE, AND THAT OFFERS OF IRREVOCABLE DEDICATION FOR ALL PUBLIC WAYS, UTILITIES AND OTHER FACILITIES HAVE BEEN FILED.

DATE _____ 20____
OWNER

DATE _____ 20____
OWNER

CERTIFICATE OF APPROVAL OF SUBDIVISION AND STREET NAMES

SUBDIVISION NAME AND STREET NAMES ARE APPROVED BY THE CITY ENGINEERING DEPARTMENT AND MAURY COUNTY E911.

DATE _____ 20____
MAURY E911

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I HEREBY CERTIFY THAT THE WATER 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 SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

DATE _____ 20____
DIRECTOR OF COLUMBIA WATER DEPARTMENT

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 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 _____ 20____
NAME, TITLE, AGENCY OF AUTHORIZED AGENT

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 SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

DATE _____ 20____
DIRECTOR OF COLUMBIA WASTEWATER DEPARTMENT

CERTIFICATE OF SURVEY ACCURACY

I (WE) HEREBY CERTIFY THAT TO THE BEST OF MY (OUR) 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 LESS THAN OR EQUAL TO 1:10,000.

DATE _____ 20____
MARK CANTRELL, R.L.S.

TN SPCS NAD 83

SCALE 1" = 100'

100 0 50 100 200

LEGEND

- HEADWALL
- AREA DRAIN
- STORM MANHOLE
- CURB INLET
- FIRE HYDRANT
- WATER VALVE
- WATER METER
- SEWER MANHOLE
- 18" ST —— STORMWATER LINE
- 8" W —— WATER LINE
- 8" SS —— SANITARY SEWER LINE

GENERAL NOTES

1. THE PURPOSE OF THIS PLAT IS TO CREATE 90 LOTS, 1 OPEN SPACE AND DEDICATE RIGHT-OF-WAY.
2. 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.
3. SUBJECT PROPERTY IS PARCEL 15.05 AS SHOWN ON MAURY COUNTY TAX MAP 41.
4. THE HORIZONTAL LOCATION DATA SHOWN ON THIS SURVEY WAS GATHERED USING STANDARD RADIAL SURVEYING TECHNIQUES WITH AN ELECTRONIC TOTAL STATION AND DATA COLLECTOR AND IS BASED UPON A POSITIONAL SOLUTION DERIVED FROM GLOBAL POSITIONING SYSTEM (GPS) OBSERVATIONS) USING THE TDOT NETWORK. TENNESSEE STATE PLANE COORDINATE SYSTEM ZONE 4100, NAD83. DRONE AERIAL PHOTOMETRY WAS ALSO USED TO SURVEY SOME ELEMENTS.
5. NO TITLE REPORT HAS BEEN FURNISHED, THEREFORE THIS SURVEY IS SUBJECT TO THE FINDINGS OF AN ACCURATE TITLE SEARCH.
6. THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE REQUIREMENTS OF A GENERAL PROPERTY SURVEY AND CONFORMS TO THE ACCURACY OF A CATEGORY 1 SURVEY AS CURRENTLY DEFINED AND ADOPTED BY THE TENNESSEE STATE BOARD OF EXAMINERS FOR LAND SURVEYORS, AND THE RATIO OF PRECISION IS LESS THAN 1:10,000.
7. ALL PLOT AND DEED RECORDATION REFERENCES SHOWN HEREON ARE AS RECORDED IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE.
8. COLUMBIA POWER AND WATER SYSTEMS IS THE POWER PROVIDER.
9. STORMWATER MANAGEMENT OPERATION & MAINTENANCE WILL BE GOVERNED BY THE INSPECTION & MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES, DATED 6/16/2025, RECORDED IN DEED BOOK 3077, PAGE 325, REGISTER'S OFFICE OF MAURY COUNTY, TN.
10. BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THIS PROPERTY LIES WITHIN FLOOD ZONE "X", AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 47119C0180E WITH AN EFFECTIVE DATE OF 4/16/2007, WHICH MAKES UP A PART OF THE NATIONAL FLOOD INSURANCE ADMINISTRATION REPORT; COMMUNITY NO. 110, PANEL NO. 0180 SUFFIX E, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS SITUATED. SAID MAP DEFINES ZONE "X" UNDER "OTHER AREAS" AS AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD PLAIN.
11. ACCORDING TO THE TYPICAL LOT DETAIL, ALL LOTS ARE TO HAVE A 10' PUDE IN THE FRONT AND REAR OF THE LOTS, AS WELL AS A 5' PUDE IN THE SIDE OF THE LOTS.
12. CURRENT ZONING OF THE SUBJECT PROPERTY IS CO-3. THE SUBJECT PROPERTY AS SHOWN

T-SQUARE ENGINEERING
CIVIL-SITE | TRAFFIC | WASTEWATER

111 Southeast Parkway Court
Franklin, TN 37064
615.678.8212

www.T2-eng.com

July 21, 2025

City of Columbia Staff

Comment Response Letter – Final Plat – Summit at Carter's Station West, Phase 4

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. Submit updated application using the most current version found at www.columbiatn.gov.
   Included with submittal
4. Add Surveyor Signature.
   Will be provided on hard copies
5. Add note indicating maintenance of Open Space responsibility.
   Revised. See Note 14.

Engineering

6. Letter of Credit required in the amount of $740,000 prior to resubmittal date.
   Letter provided to Planning on 7/10/25
7. Asphalt binder and curbing shall be installed prior to resubmittal date.
   Completed
8. Grading shall substantially conform to approved construction plans (within 1 ft.) prior to resubmittal date.
   Completed
9. Record/reference Stormwater Maintenance Agreement prior to resubmittal date.
   Completed. See Note 9.
10. Install street signage (stop, street names) prior to resubmittal date.
    Completed
11. Add Note: All public utility and drainage easements located on proposed lots are to be maintained by the individual property owner for said lot.
    Revised. See Note 15.
12. Provide engineer's certification of slope along OS4, per construction plans approval note.
    Slopes have been graded and stabilized. Certification from Geotechnical Engineer is pending.
13. Denote all basement lots and show as critical lots, see construction plans.
    Revised. Critical Lots denoted with an asterisk (*).

Fire

14. No comments

Maury County Schools

15. Spring Hill Elementary, Spring Hill Middle School, Spring Hill High School. The development combined with current neighborhoods and additional approved developments in these zones may require either new construction of realignment of school zones to accommodate new students.
Acknowledged

Building

16. No comment.

City Attorney

17. No comments provided.

Wastewater

18. Plat signature is subject to as-builts, testing, CCTV and visual inspection.
Acknowledged

Columbia Power

19. 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.
Acknowledged
20. Unfortunately, due to current supply chain challenges, no timeframe can be guaranteed regarding the availability of meters or transformers appropriate for your development.
Acknowledged

Duck River Electric Membership Corp

21. No comment.

Public Works

22. No comment.

Police

23. No comment.

Maury County Highway Dept.

24. No comment.

Columbia Water

25. Coordinate walk-through, Bacteria sampling and pressure testing with CPWS.
Acknowledged
26. Provide a detailed list of water infrastructure cost including labor to CPWS Water Department in advance of plat signing for Deed Over form.
Acknowledged
27. Water system must be complete and active at time of plat signing.
Acknowledged

ATT

28. No comments provided.

Atmos Energy

29. No comments provided.

Maury County E911

30. No comment provided.

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, July 8, 2025

ITEM NO.
25-0243

DESCRIPTION: Summit at Carter's West, Phase 4 Carter's Creek Station Rd

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. Submit updated application using the most current version found at www.columbiatn.gov.
4. Add Surveyor Signature.
5. Add note indicating maintenance of Open Space responsibility.

Engineering

6. Letter of Credit required in the amount of $740,000 prior to resubmittal date.
7. Asphalt binder and curbing shall be installed prior to resubmittal date.
8. Grading shall substantially conform to approved construction plans (within 1 ft.) prior to resubmittal date.
9. Record/reference Stormwater Maintenance Agreement prior to resubmittal date.
10. Install street signage (stop, street names) prior to resubmittal date.
11. Add Note: All public utility and drainage easements located on proposed lots are to be maintained by the individual property owner for said lot.
12. Provide engineer's certification of slope along OS4, per construction plans approval note.
13. Denote all basement lots and show as critical lots, see construction plans.

CITY OF
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Fire

14. No comments

Maury County Schools

15. Spring Hill Elementary, Spring Hill Middle School, Spring Hill High School. The development combined with current neighborhoods and additional approved developments in these zones may require either new construction of realignment of school zones to accommodate new students.

Building

16. No comment.

City Attorney

17. No comments provided.

Wastewater

18. Plat signature is subject to as-builts, testing, CCTV and visual inspection.

Columbia Power

19. 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.
20. Unfortunately, due to current supply chain challenges, no timeframe can be guaranteed regarding the availability of meters or transformers appropriate for your development.

Duck River Electric Membership Corp

21. No comment.

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Public Works

22. No comment.

Police

23. No comment.

Maury County Highway Dept.

24. No comment.

Columbia Water

25. Coordinate walk-through, Bacteria sampling and pressure testing with CPWS.
26. Provide a detailed list of water infrastructure cost including labor to CPWS Water Department in advance of plat signing for Deed Over form.
27. Water system must be complete and active at time of plat signing.

ATT

28. No comments provided.

Atmos Energy

29. No comments provided.

Maury County E911

30. No comment provided.

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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 abrass@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.

DOCUMENT PREPARED BY:

Name: Alexander Mollica
Company Crunk Engineering

Address: 7112 Crossroads Blvd.
Brentwood, TN 37027

After recording return copy to City of Columbia, Development Services

INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES

Map & Parcel Number: Map 041, Parcel 15.50
Project Name: Summit at Carter's Station - Phase 4

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

THIS AGREEMENT, made this 16th day of June, 2025, by and between Pulte Group 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 CHRISTOPHER K. LEAVITT

Title VP LAND PLANNING + DEVELOPMENT

Signature

Owner PULTE GROUP

Address 100 WESTWOOD PLACE, SUITE 100

City, State ZIP BRENTWOOD TN 37027

STATE OF Tennessee
COUNTY OF Williamson

Before me, Farrah Burgett of the state and county mentioned, personally appeared Christopher K. Leavitt, 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 16 day of June, 20 25.

FarrahBurgett
Notary Public

FARRAH BURGETT
STATE OF TENNESSEE NOTARY PUBLIC
COUNTY OF WILLIAMSON

My Commission Expires: 4/10/2027

CITY OF COLUMBIA, TENNESSEE
ENGINEERING DEPARTMENT

APPROVED BY :_____

STATE OF TENNESSEE
COUNTY OF MAURY

Before me, _____ of the state and county mentioned, personally appeared _____, 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 _____ day of _____, 20_____.

_____
Notary Public
My Commission Expires:_____

Post Construction Long Term Maintenance Plan

Project Name: Summit at Carter's Station North – Phase 4

Columbia, TN

June 16, 2025

Table of Contents

Section Name

System Description
Maintenance Procedures

System Description

The site consists of a series of stormwater conveyances both open channel and piped. The majority of this stormwater in Phase 4 will be conveyed to a detention pond at the south end of the site.

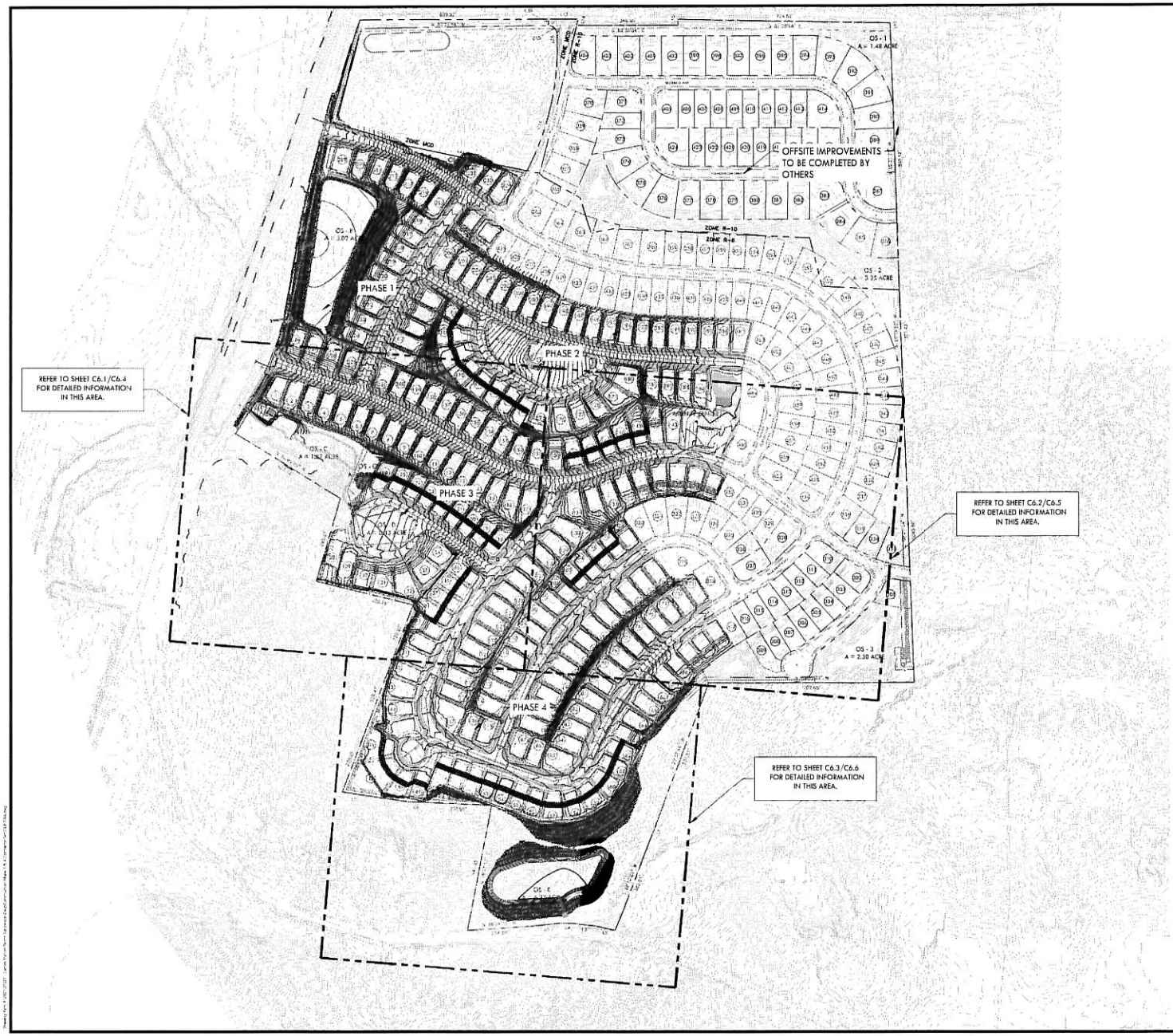
- 2,859 feet of grass lined open channel.
- 1,909 feet of storm pipe under 24", 1,238 feet of 30"/36" storm pipe, and 48 storm structures.

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 for verification.

A copy of the INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES that has been completed, notarized, and recorded in the Land Records of the County of Maury, Tennessee will be kept on site with this document.

Maintenance Procedures

1. **STORMWATER DETENTION PONDS**
   - **a.** The outlet structures shall be checked regularly for clogging and shall be cleaned and repaired as necessary---monthly after it is first built then a regular sequence should be established or at least quarterly or after a large rain event.
   - **b.** Check banks and bottom surface of basins for erosion and correct as necessary.
   - **c.** Check at least quarterly and after each extreme storm event, the facility should be cleaned of accumulated debris. The banks of surface ponds should be checked and areas of erosion repaired. Remove nuisance wetland species and take appropriate measures to control mosquitos.
   - **d.** This maintenance typically includes sediment, floatable, and debris removal from inlets, outlets and skimmers.
   - **e.** Pond vegetation to be trimmed or harvested as appropriate, grassy areas, frequently mowed. Grass should be mowed so that it does not get over 12.
   - **f.** Remove sediment when accumulation reached 6 inches, or if re-suspension is observed or probable.
   - **g.** Some sediment may contain contaminants which the Tennessee Department of Environment and Conservation (TDEC) requires special disposal procedure. If there is any uncertainty about what the sediment contains or it is known to contain contaminants, then TDEC should be consulted and their disposal recommendations followed. The TDEC Division of Water Pollution Control should be contacted at (931) 380-3371. Generally, special attention or sampling should be given to sediment accumulated in facilities serving industrial, manufacturing or heavy commercial sites, Page 2 of 4 Rev. 9/26/2016 fueling centers or automotive maintenance areas, large parking areas, or other areas where pollutants (other than clean soil) are suspected to accumulate and be conveyed by storm runoff.
   - **h.** Some sediment collected may be innocuous (free of pollutants) and can be used as fill material, cover or land spreading. It is important that this material not be placed in any way that will promote or allow re-suspension in storm runoff.
2. **1,909 feet of storm pipe under 24", 1,238 feet of 30"/36" storm pipe, and 48 storm structures.**
   - a. These structures will be inspected and cleaned quarterly to ensure pipes and drain inlets do not fill with sediment or trash.



NOTES:

1. GRADING TO MATCH BUILDING TYPE AND ANY LOTS OVER 20% GRADE SHALL BE LABELED AS CRITICAL.
2. A GEOTECHNICAL INVESTIGATION WILL BE REQUIRED TO INVESTIGATE THE EXISTENCE OF SINKHOLES. ANY SINKHOLES DISCOVERED WILL BE REMEDIATED AS NECESSARY.

CRUNK ENGINEERING LLC
7112 CROSSROADS BOULEVARD
SUITE 201
BRENTWOOD, TN 37027
(615) 873-1795
WWW.CRUNKENG.COM

SUMMIT AT CARTERS STATION NORTH
PHASE 3 & 4 - CONTRACTOR SET

CARTERS CREEK STATION ROAD
MAURY COUNTY, TENNESSEE

REVISIONS

No.	DATE
2	11/17/23
3	01/18/24
4	03/01/24
5	04/12/24
6	05/24/24
7	06/04/24

07/12/23 21027

C6.0

OVERALL GRADING & DRAINAGE PLAN

GRADING & DRAINAGE PLAN KEYNOTES

CODE	DESCRIPTION	DETAIL LOCATION
G1	SINGLE CURB INLET	C8.1 - 3
G2	SINGLE CATCH BASIN	C8.1 - 4
G3	JUNCTION BOX	C8.1 - 2
G4	CONCRETE HEADWALL	C8.1 - 6
G5	RIPRAP OUTLET	C8.2 - 3
G6	SOUTH POND OUTLET STRUCTURE	C8.2 - 1
G7	12" HYDFLAST DRAIN	-
G8	PRECAST HEADWALL WITH ENERGY DISSIPATORS	C8.2 - 2

NOTES:
1. REFER TO SHEET C1.3 FOR NOTES

PROPOSED GRADING & DRAINAGE LEGEND

- PROPOSED CONTOUR
- 85.10 PROPOSED SPOT ELEVATION
- STORM STRUCTURE LABEL
- ST STORM PIPE
- SINGLE CURB INLET
- SINGLE CATCH BASIN
- JUNCTION BOX

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07/12/23
21027

C6.1
GRADING PLAN

GRADING & DRAINAGE PLAN KEYNOTES

CODE	DESCRIPTION	DETAIL LOCATION
G1	SINGLE CURB INLET	CB.1 - 3
G2	SINGLE CATCH BASIN	CB.1 - 4
G3	JUNCTION BOX	CB.1 - 2
G4	CONCRETE HEADWALL	CB.1 - 6
G5	RIPRAP OUTLET	CB.2 - 3
G6	SOUTH POND OUTLET STRUCTURE	CB.2 - 1
G7	12" NYOPLAST DRAIN	-
G8	PRECAST HEADWALL WITH ENERGY DISSIPATORS	CB.2 - 2

NOTES:
1. REFER TO SHEET C2.0 FOR NOTES.

PROPOSED GRADING & DRAINAGE LEGEND

- PROPOSED CONTOUR
- PROPOSED SPOT ELEVATION
- STORM STRUCTURE LABEL
- STORM PIPE
- SINGLE CURB INLET
- SINGLE CATCH BASIN
- JUNCTION BOX

GRAPHIC SCALE: 0 10 20 30 40 50 100

SUMMIT AT CARTERS STATION NORTH
PHASE 3 & 4 - CONTRACTOR SET

CARTERS CREEK STATION ROAD
MAURY COUNTY, TENNESSEE

REVISIONS	
No.	DATE
2	11/17/23
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6	05/24/24
7	06/04/24

C6.2
GRADING PLAN

07/12/23
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GRADING & DRAINAGE PLAN KEYNOTES

CODE	DESCRIPTION	DETAIL LOCATION
G1	SINGLE CURB INLET	C8.1 - 3
G2	SINGLE CATCH BASIN	C8.1 - 4
G3	JUNCTION BOX	C8.1 - 2
G4	CONCRETE HEADWALL	C8.1 - 6
G5	RIPRAP OUTLET	C8.2 - 3
G6	SOUTH POND OUTLET STRUCTURE	C8.2 - 1
G7	12" HYDPLAST DRAIN	-
G8	PRECAST HEADWALL WITH ENERGY DISSIPATORS	C8.2 - 2

NOTES
1. REFER TO SHEET C7.0 FOR NOTES

PROPOSED GRADING & DRAINAGE LEGEND

- PROPOSED CONTOUR
- +51.10 PROPOSED SPOT ELEVATION
- STORM STRUCTURE LABEL
- STORM PIPE
- SINGLE CURB INLET
- SINGLE CATCH BASIN
- JUNCTION BOX

0 10 20 30 40 50 100
GRAPHIC SCALE

N

SUMMIT AT CARTERS STATION NORTH
PHASE 3 & 4 - CONTRACTOR SET

CARTERS CREEK STATION ROAD
MAURY COUNTY, TENNESSEE

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REVISIONS	
No.	DATE
1	10/11/23
2	11/17/23
3	01/18/24
4	03/01/24
5	04/12/24

07/12/23
21027

C6.3
GRADING PLAN

GRADING & DRAINAGE PLAN KEYNOTES

CODE	DESCRIPTION	DETAIL LOCATION
G1	SINGLE CURB INLET	C8.1 - 3
G2	SINGLE CATCH BASIN	C8.1 - 4
G3	JUNCTION BOX	C8.1 - 2
G4	CONCRETE HEADWALL	C8.1 - 6
G5	RIPRAP OUTLET	C8.2 - 3
G6	SOUTH POND OUTLET STRUCTURE	C8.2 - 1
G7	12" NYOPLAST DRAIN	-
G8	PRECAST HEADWALL WITH ENERGY DISSIPATORS	C8.2 - 2

NOTES:
1. REFER TO SHEET C1.0 FOR NOTES

PROPOSED GRADING & DRAINAGE LEGEND

- PROPOSED CONTOUR
- +55.10 PROPOSED SPOT ELEVATION
- (X) STORM STRUCTURE LABEL
- ST STORM PIPE
- SINGLE CURB INLET
- SINGLE CATCH BASIN
- JUNCTION BOX

REVISIONS	
No.	DATE
2	11/17/23
3	01/18/24
4	03/01/24
5	04/12/24
6	05/24/24
7	06/04/24

SUMMIT AT CARTERS STATION NORTH
PHASE 3 & 4 - CONTRACTOR SET

CARTERS CREEK STATION ROAD
MAURY COUNTY, TENNESSEE

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C6.4
DRAINAGE PLAN

07/12/23
21027

GRADING & DRAINAGE PLAN KEYNOTES

CODE	DESCRIPTION	DETAIL LOCATION
G1	SINGLE CURB INLET	C8.1 - 3
G2	SINGLE CATCH BASIN	C8.1 - 4
G3	JUNCTION BOX	C8.1 - 2
G4	CONCRETE HEADWALL	C8.1 - 6
G5	RIPRAP OUTLET	C8.2 - 3
G6	SOUTH POND OUTLET STRUCTURE	C8.2 - 1
G7	17" NYOPLAST DRAIN	-
G8	PRECAST HEADWALL WITH ENERGY DISSIPATORS	C8.2 - 2

NOTES:
1. REFER TO SHEET C1.0 FOR NOTES

PROPOSED GRADING & DRAINAGE LEGEND

- PROPOSED CONTOUR
- +55.10 PROPOSED SPOT ELEVATION
- A1 STORM STRUCTURE LABEL
- ST STORM PIPE
- SINGLE CURB INLET
- SINGLE CATCH BASIN
- JUNCTION BOX

0 10 20 30 40 50 100
GRAPHIC SCALE

N

REVISIONS	
No.	DATE
2	11/17/23
3	01/18/24
4	03/01/24
5	04/12/24
6	05/24/24
7	06/04/24

SUMMIT AT CARTERS STATION NORTH
PHASE 3 & 4 - CONTRACTOR SET

CARTERS CREEK STATION ROAD
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C6.5
DRAINAGE PLAN

07/12/23
21027

GRADING & DRAINAGE PLAN KEYNOTES

CODE	DESCRIPTION	DETAIL LOCATION
C1	SINGLE CURB INLET	C8.1 - 3
C2	SINGLE CATCH BASIN	C8.1 - 4
C3	JUNCTION BOX	C8.1 - 2
C4	CONCRETE HEADWALL	C8.1 - 6
C5	RIPRAP OUTLET	C8.2 - 3
C6	SOUTH POND OUTLET STRUCTURE	C8.2 - 1
C7	12" HYDPLAST DRAIN	-
C8	PRECAST HEADWALL WITH ENERGY DISSIPATORS	C8.2 - 2

NOTES:
1. REFER TO SHEET C1.0 FOR NOTES

PROPOSED GRADING & DRAINAGE LEGEND

- PROPOSED CONTOUR
- PROPOSED SPOT ELEVATION
- STORM STRUCTURE LABEL
- STORM PIPE
- SINGLE CURB INLET
- SINGLE CATCH BASIN
- JUNCTION BOX

0 10 20 30 40 50 100
GRAPHIC SCALE

REVISIONS	
No.	DATE
1	10/11/23
2	11/17/23
3	01/18/24
4	03/01/24
5	04/12/24

SUMMIT AT CARTERS STATION NORTH
PHASE 3 & 4 - CONTRACTOR SET

CARTERS CREEK STATION ROAD
MAURY COUNTY, TENNESSEE

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C6.6
DRAINAGE PLAN

07/12/23
21027

STORM STRUCTURE TABLE

ID	RIM	INVERT	TYPE
BY-D5	667.23	12" HDPE (IN): 660.00 12" HDPE (IN): 660.00	12" NYLOPLAST
BY-D6	676.09	12" HDPE (IN): 667.60 12" HDPE (IN): 667.60	12" NYLOPLAST
BY-D7	683.59	12" HDPE (IN): 674.50 12" HDPE (IN): 674.50	12" NYLOPLAST
BY-D8	690.36	12" HDPE (IN): 682.00	12" NYLOPLAST
BY-E1	681.32	18" ADS (IN): 678.00	CONCRETE HEADWALL
BY-E2	682.35	18" ADS (IN): 678.50 18" ADS (IN): 678.40	SINGLE CURB INLET
BY-E3	682.35	18" ADS (IN): 678.90 18" ADS (IN): 679.00 18" ADS (IN): 679.80	SINGLE CURB INLET
BY-E4	683.67	18" ADS (IN): 679.30 18" ADS (IN): 679.20	SINGLE CATCH BASIN
BY-E5	686.23	18" ADS (IN): 683.00 18" ADS (IN): 682.60 18" ADS (IN): 682.50	SINGLE CURB INLET
BY-E6	686.23	12" HDPE (IN): 683.10 18" ADS (IN): 683.00	SINGLE CURB INLET
BY-E7	691.25	12" HDPE (IN): 688.00	12" NYLOPLAST
BY-F1	684.93	18" ADS (IN): 681.20 18" ADS (IN): 681.10	SINGLE CURB INLET
BY-F2	684.93	18" ADS (IN): 681.50	SINGLE CURB INLET
BY-G1	688.62	18" ADS (IN): 684.90 18" ADS (IN): 684.80	SINGLE CURB INLET
BY-G2	702.37	18" ADS (IN): 698.10 18" ADS (IN): 698.00	SINGLE CURB INLET
BY-G3	702.37	18" ADS (IN): 699.00	SINGLE CURB INLET
BY-H1	658.20	12" HDPE (IN): 649.40	12" NYLOPLAST
N-H6	666.72	18" ADS (IN): 663.10 18" ADS (IN): 663.10 18" ADS (IN): 663.00	SINGLE CURB INLET
N-H7	683.19	18" ADS (IN): 679.10 18" ADS (IN): 679.10 18" ADS (IN): 679.00	SINGLE CURB INLET
N-H8	697.58	18" ADS (IN): 693.80 18" ADS (IN): 693.70	SINGLE CURB INLET
N-H9	697.58	18" ADS (IN): 694.40 18" ADS (IN): 694.30	SINGLE CURB INLET
N-H10	700.79	18" ADS (IN): 695.50 18" ADS (IN): 695.40	SINGLE CURB INLET
N-H11	700.82	18" ADS (IN): 696.00 18" ADS (IN): 695.90	SINGLE CURB INLET
N-H12	706.54	18" ADS (IN): 702.10 12" HDPE (IN): 697.20 18" ADS (IN): 697.10	SINGLE CURB INLET
N-H13	717.24	18" ADS (IN): 713.50 18" ADS (IN): 713.40 18" ADS (IN): 713.40	SINGLE CURB INLET
N-H14	717.24	18" ADS (IN): 714.00	SINGLE CURB INLET
N-M1	714.02	12" HDPE (IN): 711.30 12" HDPE (IN): 711.30	12" NYLOPLAST
N-M2	718.01	12" HDPE (IN): 715.80	12" NYLOPLAST
N-O1	666.74	18" ADS (IN): 663.50	SINGLE CURB INLET
N-R1	683.19	18" ADS (IN): 679.50	SINGLE CURB INLET
N-S1	703.87	12" HDPE (IN): 698.80 12" HDPE (IN): 698.80	12" NYLOPLAST
N-S2	701.34	12" HDPE (IN): 699.20 12" HDPE (IN): 699.20 12" HDPE (IN): 699.20	12" NYLOPLAST
N-S3	703.07	12" HDPE (IN): 701.00	12" NYLOPLAST
N-X1	726.80	18" ADS (IN): 722.50 18" ADS (IN): 722.40	SINGLE CURB INLET
N-X2	728.70	18" ADS (IN): 723.50 18" ADS (IN): 723.50 18" ADS (IN): 723.40	SINGLE CURB INLET
N-X3	729.40	18" ADS (IN): 724.30 18" ADS (IN): 724.20	SINGLE CURB INLET
N-X4	729.14	18" ADS (IN): 725.10	SINGLE CURB INLET

STORM STRUCTURE TABLE

ID	RIM	INVERT	TYPE
N-Y1	728.31	18" ADS (IN): 723.00	SINGLE CURB INLET
S-A1	664.33	36" ADS (IN): 655.99	CONCRETE HEADWALL
S-A2	669.40	36" ADS (IN): 661.50 36" ADS (IN): 657.80	JUNCTION MANHOLE
S-A3	675.63	36" ADS (IN): 664.40 36" ADS (IN): 664.30	JUNCTION MANHOLE
S-A4	677.66	36" ADS (IN): 672.90 12" ADS (IN): 674.00 36" ADS (IN): 671.40	JUNCTION MANHOLE
S-A5	689.15	36" ADS (IN): 683.00 12" HDPE (IN): 686.00 36" ADS (IN): 678.50	JUNCTION MANHOLE
S-A6	688.86	36" ADS (IN): 683.90 36" ADS (IN): 683.91	JUNCTION MANHOLE
S-A7	699.72	12" HDPE (IN): 697.00 36" ADS (IN): 694.00 36" ADS (IN): 690.00	SINGLE CATCH BASIN
S-A8	700.16	18" ADS (IN): 695.30 18" ADS (IN): 695.50 30" ADS (IN): 694.75 36" ADS (IN): 694.65	SINGLE CURB INLET
S-A9	703.98	30" ADS (IN): 696.00 30" ADS (IN): 695.90	SINGLE CURB INLET
S-A10	703.98	30" ADS (IN): 696.30 30" ADS (IN): 696.20	SINGLE CURB INLET
S-A11	705.98	30" ADS (IN): 696.85 18" ADS (IN): 702.60 30" ADS (IN): 696.75	SINGLE CURB INLET
S-A12	707.59	30" ADS (IN): 697.45 30" ADS (IN): 697.35	SINGLE CURB INLET
S-A13	708.52	24" ADS (IN): 698.25 24" ADS (IN): 698.30 30" ADS (IN): 698.20	SINGLE CURB INLET
S-A14	708.52	24" ADS (IN): 698.55 24" ADS (IN): 698.45	SINGLE CURB INLET
S-A15	707.20	18" ADS (IN): 702.55 18" ADS (IN): 700.30 24" ADS (IN): 700.20	SINGLE CURB INLET
S-A16	706.48	18" ADS (IN): 703.25 18" ADS (IN): 703.15	SINGLE CURB INLET
S-A17	706.22	18" ADS (IN): 703.40	SINGLE CURB INLET
S-B1	705.98	18" ADS (IN): 702.90	SINGLE CURB INLET
S-C1	709.75	18" ADS (IN): 705.80 18" ADS (IN): 705.70	SINGLE CURB INLET
S-C2	709.75	18" ADS (IN): 706.10	SINGLE CURB INLET
S-D1	700.10	18" ADS (IN): 695.90 18" ADS (IN): 695.80	SINGLE CURB INLET
S-D2	700.16	15" HDPE (IN): 696.25 18" ADS (IN): 696.15	SINGLE CURB INLET
S-D3	699.93	12" HDPE (IN): 697.40 12" HDPE (IN): 697.40 15" HDPE (IN): 697.40	12" NYLOPLAST
S-D4	702.09	12" HDPE (IN): 699.75 12" HDPE (IN): 699.75	12" NYLOPLAST
S-D5	709.52	12" HDPE (IN): 707.00	12" NYLOPLAST
S-E1	701.79	12" HDPE (IN): 699.50	12" NYLOPLAST
S-F1	709.01	24" ADS (IN): 698.60 18" ADS (IN): 700.20 24" ADS (IN): 698.50	SINGLE CURB INLET
S-F2	712.19	24" ADS (IN): 699.83 24" ADS (IN): 699.75	SINGLE CURB INLET
S-F3	709.17	24" ADS (IN): 700.70 24" ADS (IN): 700.60	SINGLE CURB INLET
S-F4	709.17	24" ADS (IN): 700.90 24" ADS (IN): 700.80	SINGLE CURB INLET
S-F5	712.16	24" ADS (IN): 701.50 24" ADS (IN): 701.40	SINGLE CURB INLET
S-F6	705.43	24" ADS (IN): 702.15 24" ADS (IN): 702.05	SINGLE CATCH BASIN
S-F7	705.97	12" HDPE (IN): 702.45 18" ADS (IN): 702.35 24" ADS (IN): 702.25	SINGLE CATCH BASIN
S-F8	706.37	18" ADS (IN): 703.15 18" ADS (IN): 703.05	SINGLE CURB INLET
S-F9	706.37	18" ADS (IN): 703.30	SINGLE CURB INLET
S-G1	709.01	18" ADS (IN): 700.70 18" ADS (IN): 700.60	SINGLE CURB INLET

STORM STRUCTURE TABLE

ID	RIM	INVERT	TYPE
S-G2	710.51	12" HDPE (IN): 701.60 18" ADS (IN): 701.50	SINGLE CURB INLET
S-G3	705.61	12" HDPE (IN): 703.10 12" HDPE (IN): 703.10	12" NYLOPLAST
S-G4	708.94	12" HDPE (IN): 706.40	12" NYLOPLAST
S-I1	707.20	18" ADS (IN): 700.60 18" ADS (IN): 700.50	SINGLE CURB INLET
S-I2	705.03	18" ADS (IN): 701.70 18" ADS (IN): 701.80 18" ADS (IN): 701.70	SINGLE CURB INLET
S-I3	707.00	18" ADS (IN): 703.50 18" ADS (IN): 703.40	SINGLE CURB INLET
S-I4	707.00	18" ADS (IN): 703.80	SINGLE CURB INLET
S-J1	705.03	18" ADS (IN): 702.00	SINGLE CURB INLET
S-K1	708.86	12" HDPE (IN): 706.30 12" HDPE (IN): 706.30	12" NYLOPLAST
S-K2	710.90	12" HDPE (IN): 708.40	12" NYLOPLAST
S-L1	693.90	12" HDPE (IN): 687.80 12" HDPE (IN): 687.50	12" NYLOPLAST
S-L2	691.67	12" HDPE (IN): 689.00	12" NYLOPLAST
S-M1	702.93	12" HDPE (IN): 700.60	12" NYLOPLAST
S-N2	694.75	12" ADS (IN): 687.90 12" ADS (IN): 687.90	12" NYLOPLAST
S-N3	695.89	12" HDPE (IN): 689.20 12" ADS (IN): 689.20	12" NYLOPLAST
S-N4	697.10	12" HDPE (IN): 690.80 12" HDPE (IN): 690.80	12" NYLOPLAST
S-N5	697.42	12" HDPE (IN): 694.45	12" NYLOPLAST
S-O1	651.70	36" ADS (IN): 644.00 36" ADS (IN): 644.00	CONCRETE HEADWALL
S-O2	660.75	36" ADS (IN): 655.00 36" ADS (IN): 655.00	OUTLET STRUCTURE

STORM PIPE TABLE

INLET	INVERT	OUTLET	INVERT	LENGTH (FT)	SLOPE (%)	SHAPE	DIAMETER (IN)	MATERIAL
BY-D5	660.00		649.10	143.48	7.60%	CIRCULAR	12	HDPE
BY-D6	667.60	BY-D5	660.00	106.66	7.13%	CIRCULAR	12	HDPE
BY-D7	674.50	BY-D6	667.60	110.00	6.27%	CIRCULAR	12	HDPE
BY-D8	682.00	BY-D7	674.50	128.97	5.82%	CIRCULAR	12	HDPE
BY-E2	678.40	BY-E1	678.00	18.43	2.17%	CIRCULAR	18	ADS
BY-E3	678.80	BY-E2	678.50	25.00	1.20%	CIRCULAR	18	ADS
BY-E4	679.20	BY-E3	678.90	34.31	0.87%	CIRCULAR	18	ADS
BY-E5	682.50	BY-E4	679.30	126.30	2.53%	CIRCULAR	18	ADS
BY-E6	683.00	BY-E5	682.60	25.00	1.60%	CIRCULAR	18	ADS
BY-E7	688.00	BY-E6	683.10	155.71	3.15%	CIRCULAR	12	HDPE
BY-F1	681.10	BY-E3	679.00	119.64	1.76%	CIRCULAR	18	ADS
BY-F2	681.50	BY-F1	681.20	25.00	1.20%	CIRCULAR	18	ADS
BY-G1	684.80	BY-E5	683.00	98.64	1.82%	CIRCULAR	18	ADS
BY-G2	698.00	BY-G1	684.90	168.59	7.77%	CIRCULAR	18	ADS
BY-G3	699.00	BY-G2	698.10	25.00	3.60%	CIRCULAR	18	ADS
BY-H1	649.40		649.10	6.11	4.91%	CIRCULAR	12	HDPE
N-H6	663.00		654.20	109.32	8.05%	CIRCULAR	18	ADS
N-H6	663.10	N-O1	663.50	25.00	1.60%	CIRCULAR	18	ADS
N-H7	679.10	N-R1	679.50	25.00	1.60%	CIRCULAR	18	ADS
N-H7	679.00	N-H6	663.10	224.32	7.09%	CIRCULAR	18	ADS
N-H8	693.80	N-H9	694.30	25.00	2.00%	CIRCULAR	18	ADS
N-H8	693.70	N-H7	679.10	204.43	7.14%	CIRCULAR	18	ADS
N-H10	695.40	N-H9	694.40	42.70	2.34%	CIRCULAR	18	ADS
N-H11	695.90	N-H10	695.50	25.00	1.60%	CIRCULAR	18	ADS
N-H12	697.10	N-H11	696.00	90.41	1.22%	CIRCULAR	18	ADS
N-H13	713.40	N-H12	702.10	159.37	7.09%	CIRCULAR	18	ADS
N-H14	714.00	N-H13	713.50	25.00	2.00%	CIRCULAR	18	ADS
N-M1	711.30	N-S2	699.20	118.58	10.20%	CIRCULAR	12	HDPE
N-M2	715.80	N-M1	711.30	107.82	4.17%	CIRCULAR	12	HDPE
N-S1	698.80	N-H12	697.20	153.80	1.04%	CIRCULAR	12	HDPE
N-S2	699.20	N-S1	698.80	36.01	1.11%	CIRCULAR	12	HDPE
N-S3	701.00	N-S2	699.20	89.02	2.02%	CIRCULAR	12	HDPE
N-X1	722.40	N-H13	713.40	168.59	5.40%	CIRCULAR	18	ADS
N-X2	723.40	N-X1	722.50	89.10	1.01%	CIRCULAR	18	ADS
N-X3	724.20	N-X2	723.50	66.01	1.06%	CIRCULAR	18	ADS
N-X4	725.10	N-X3	724.30	78.51	1.02%	CIRCULAR	18	ADS
N-Y1	725.00	N-X2	723.50	60.51	2.48%	CIRCULAR	18	ADS
S-A2	657.80	S-A1	655.99	30.48	5.94%	CIRCULAR	36	ADS
S-A3	664.30	S-A2	661.50	71.07	3.94%	CIRCULAR	36	ADS
S-A4	671.40	S-A3	664.40	113.94	6.14%	CIRCULAR	36	ADS
S-A5	678.50	S-A4	672.90	119.86	4.67%	CIRCULAR	36	ADS
S-A6	683.91	S-A5	683.00	63.24	1.44%	CIRCULAR	36	ADS
S-A7	690.00	S-A6	683.90	160.99	3.79%	CIRCULAR	36	ADS
S-A8	694.65	S-A7	694.00	129.60	0.50%	CIRCULAR	36	ADS
S-A8	694.75	S-A9	695.90	222.71	0.52%	CIRCULAR	30	ADS
S-A10	696.20	S-A9	696.00	25.00	0.80%	CIRCULAR	30	ADS
S-A11	696.75	S-A10	696.30	85.51	0.53%	CIRCULAR	30	ADS
S-A12	697.35	S-A11	696.85	85.32	0.59%	CIRCULAR	30	ADS
S-A13	698.20	S-A12	697.45	129.97	0.58%	CIRCULAR	30	ADS
S-A13	698.30	S-A14	698.45	24.85	0.60%	CIRCULAR	24	ADS
S-A15	700.20	S-A14	698.55	194.61	0.85%	CIRCULAR	24	ADS
S-A16	702.15	S-A15	702.55	84.11	0.71%	CIRCULAR	18	ADS
S-A17	703.40	S-A16	703.25	25.00	0.60%	CIRCULAR	18	ADS
S-B1	702.90	S-A11	702.60	25.00	1.20%	CIRCULAR	18	ADS
S-C1	705.70	S-A8	695.30	242.82	4.28%	CIRCULAR	18	ADS
S-C2	706.10	S-C1	705.80	25.00	1.20%	CIRCULAR	18	ADS
S-D1	695.80	S-A8	695.50	25.00	1.20%	CIRCULAR	18	ADS
S-D2	696.15	S-D1	695.90	19.04	1.31%	CIRCULAR	18	ADS
S-D3	697.40	S-D2	696.25	131.50	0.87%	CIRCULAR	15	HDPE
S-D4	699.75	S-D3	697.40	146.19	1.61%	CIRCULAR	12	HDPE

STORM PIPE TABLE

INLET	INVERT	OUTLET	INVERT	LENGTH (FT)	SLOPE (%)	SHAPE	DIAMETER (IN)	MATERIAL
S-D5	707.00	S-D4	699.75	155.25	4.67%	CIRCULAR	12	HDPE
S-E1	699.50	S-D3	697.40	120.83	1.74%	CIRCULAR	12	HDPE
S-F1	698.50	S-A12	698.25	54.22	0.46%	CIRCULAR	24	ADS
S-F2	699.75	S-F1	698.60	278.65	0.41%	CIRCULAR	24	ADS
S-F3	700.60	S-F2	699.85	184.66	0.41%	CIRCULAR	24	ADS
S-F4	700.80	S-F3	700.70	25.00	0.40%	CIRCULAR	24	ADS
S-F5	701.40	S-F4	700.90	119.74	0.42%	CIRCULAR	24	ADS
S-F6	702.05	S-F5	701.50	137.50	0.40%	CIRCULAR	24	ADS
S-F7	702.25	S-F6	702.15	19.56	0.51%	CIRCULAR	24	ADS
S-F8	703.05	S-F7	702.35	137.50	0.51%	CIRCULAR	18	ADS
S-F9	703.30	S-F8	703.15	25.00	0.60%	CIRCULAR	18	ADS
S-G1	700.60	S-F1	700.20	25.00	1.60%	CIRCULAR	18	ADS
S-G2	701.50	S-G1	700.70	84.17	0.95%	CIRCULAR	18	ADS
S-G3	703.10	S-G2	701.60	137.53	1.09%	CIRCULAR	12	HDPE
S-G4	706.40	S-G3	703.10	160.77	2.05%	CIRCULAR	12	HDPE
S-I1	700.50	S-A15	700.30	25.00	0.80%	CIRCULAR	18	ADS
S-I2	701.70	S-I1	700.60	133.72	0.82%	CIRCULAR	18	ADS
S-I3	703.40	S-I2	701.80	128.98	1.27%	CIRCULAR	18	ADS
S-I4	703.80	S-I3	703.50	25.00	1.20%	CIRCULAR	18	ADS
S-J1	702.00	S-I2	701.70	25.00	1.20%	CIRCULAR	18	ADS
S-K1	706.30	S-F7	703.45	103.73	2.75%	CIRCULAR	12	HDPE
S-K2	708.40	S-K1	706.30	114.86	1.83%	CIRCULAR	12	HDPE
S-L1	687.50	S-A5	686.00	20.85	7.20%	CIRCULAR	12	HDPE
S-L2	689.00	S-L1	687.80	115.20	1.04%	CIRCULAR	12	HDPE
S-M1	700.60	S-A7	697.00	114.20	3.15%	CIRCULAR	12	HDPE
S-N2	687.90	S-A4	674.00	58.26	23.86%	CIRCULAR	12	ADS
S-N3	689.20	S-N2	687.90	121.20	1.07%	CIRCULAR	12	ADS
S-N4	690.80	S-N3	689.20	133.64	1.20%	CIRCULAR	12	HDPE
S-N5	694.45	S-N4	690.80	345.08	1.06%	CIRCULAR	12	HDPE
S-O2	655.00	S-O1	644.00	54.25	20.28%	CIRCULAR	36	ADS
S-O2	655.00	S-O1	644.00	55.61	19.78%	CIRCULAR	36	ADS

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SUMMIT AT CARTERS STATION NORTH
PHASE 3 & 4 - CONTRACTOR SET

CARTERS CREEK STATION ROAD
MAURY COUNTY, TENNESSEE

REVISIONS	
No.	DATE
2	11/17/23
3	01/18/24
4	03/01/24
5	04/12/24
6	05/24/24
7	06/04/24

07/12/23 21027

C6.7

STORM PIPE & STRUCTURE TABLES

NOTES:

1. GRADING TO MATCH BUILDING TYPE AND ANY LOTS OVER 30% GRADE SHALL BE LABELED AS CRITICAL.
2. A GEOTECHNICAL INVESTIGATION WILL BE REQUIRED TO INVESTIGATE THE EXISTENCE OF SINKHOLES. ANY SINKHOLES DISCOVERED WILL BE REMEDIATED AS NECESSARY.
3. ALL SANITARY SEWER BACKFILL IN THE ROAD SHALL BE BACKFILLED WITH #67 CRUSHED STONE UP TO ROAD SUBGRADE.
4. SEWERS FOR EACH UNIT ARE TO BE INSTALLED ONLY UP TO THE PROPERTY LINE OF EACH LOT, SUCH THAT THE CLEANOUT INSTALLED BY THE HOMEBUILDERS WILL BE IN LINE WITH THE WATER METER.

GRAPHIC SCALE 0 80 160 320

N

C7.0
OVERALL UTILITY PLAN

07/12/23
21027

REVISIONS	
No.	DATE
2	11/17/23
3	01/18/24
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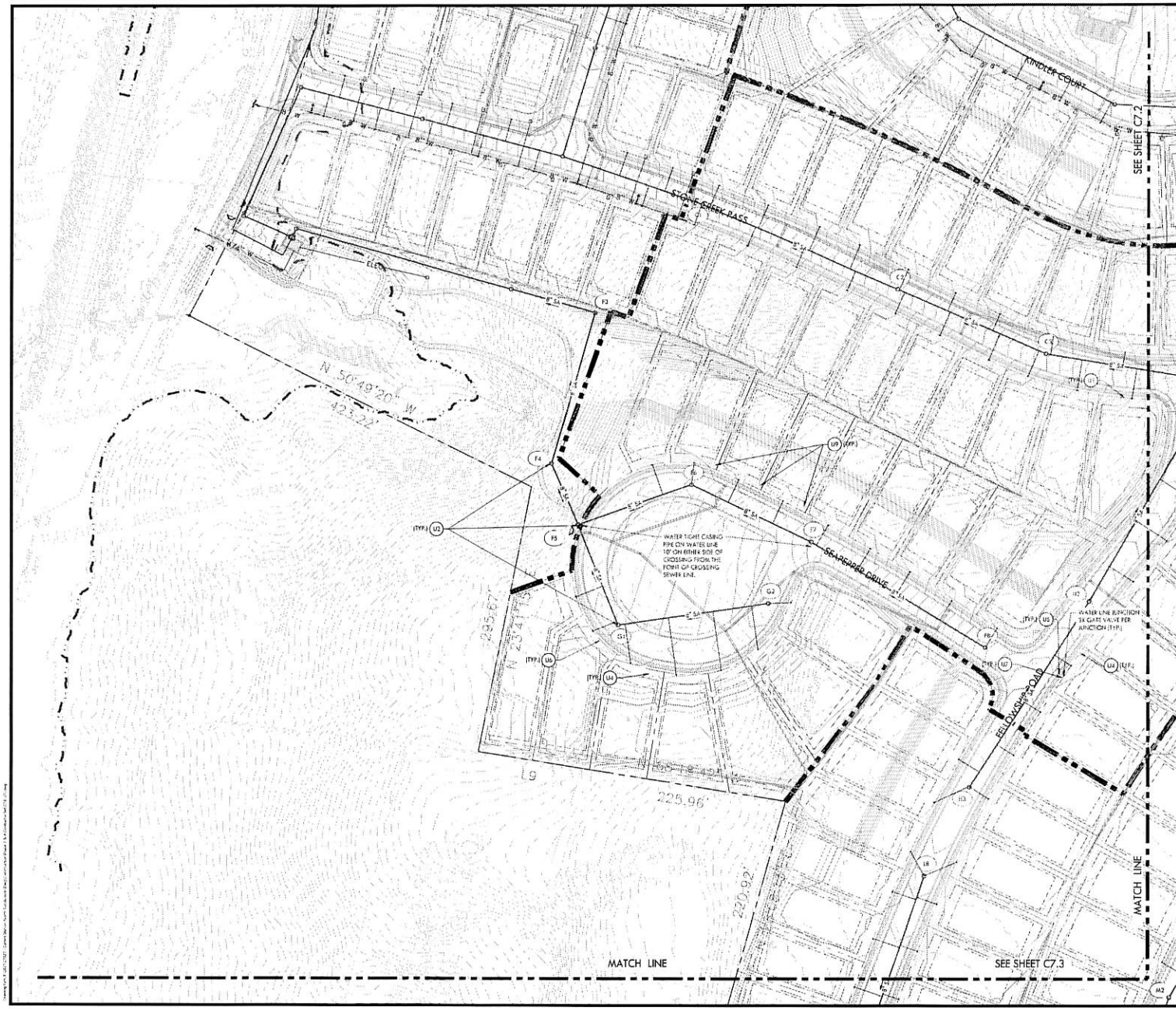

UTILITY PLAN KEYNOTES

CODE	DESCRIPTION	DETAIL LOCATION
U1	SANITARY SEWER LINE - SEE PLAN FOR SIZE	-
U2	ECCENTRIC SANITARY SEWER MANHOLE	CB.1 - 2
U3	CLEANOUT	CB.1 - 1
U4	PVC WATER LINE - SEE PLAN FOR SIZE	-
U5	GATE VALVE	CB.1 - 5
U6	THRUST BLOCK	CB.1 - 8
U7	TEE - SEE PLAN FOR SIZE	CB.1 - 8
U8	FIRE HYDRANT ASSEMBLY	CB.1 - 7
U9	WATER METER	CB.0 - 12
U10	4" SANITARY SEWER FORCE MAIN	-
U11	LIFT STATION	-

NOTES:
1. REFER TO SHEET C2.0 FOR NOTES.
2. ALL SEWER MAINS TO BE SDR 26 PVC AND ALL SEWER SERVICES TO BE SDR 26 OR SCHEDULE 40.
3. ALL SEWER SERVICES TO BE INSTALLED IN THE MIDDLE OF THE PROPERTY SUCH THAT THE SERVICE DOES NOT CONFLICT WITH THE DRIVEWAY.
4. #67 STONE REQUIRED BACKFILL FOR SANITARY SEWER IN ROADS UP TO ROAD SUBGRADE.

PROPOSED UTILITY LEGEND

SS — SANITARY SEWER LINE

W — WATER LINE

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PHASE 3 & 4 - CONTRACTOR SET

CARTERS CREEK STATION ROAD
MAURY COUNTY, TENNESSEE

REVISIONS

No.	DATE
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4	03/01/24
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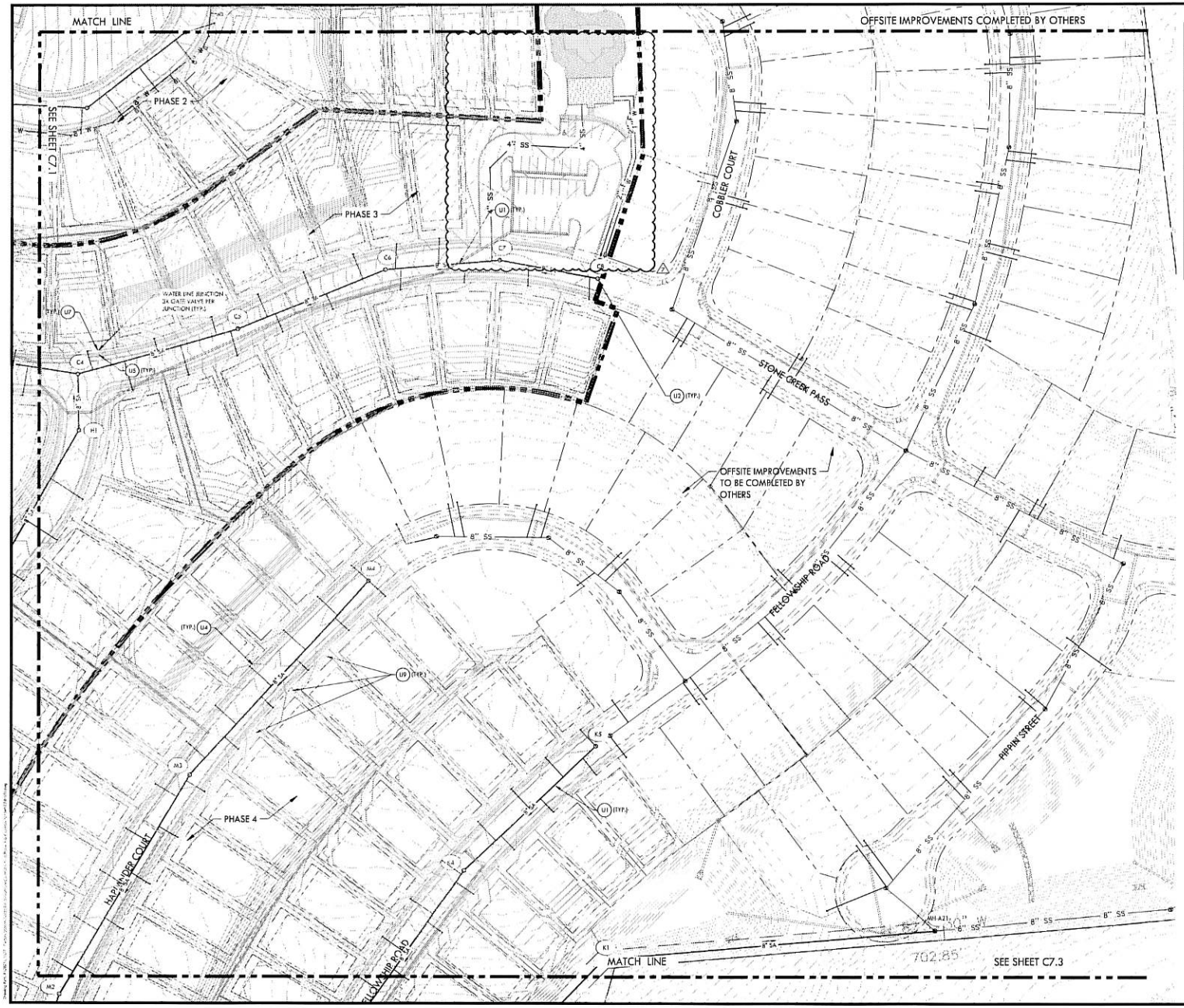
7	06/04/24

07/12/23 21027

C7.1

UTILITY PLAN



UTILITY PLAN KEYNOTES

CODE	DESCRIPTION	DETAIL LOCATION
U1	SANITARY SEWER LINE - SEE PLAN FOR SIZE	-
U2	ECCENTRIC SANITARY SEWER MANHOLE	C8.1 - 2
U3	CLEANOUT	C8.1 - 1
U4	PVC WATER LINE - SEE PLAN FOR SIZE	-
U5	GATE VALVE	C8.1 - 5
U6	THRUST BLOCK	C8.1 - 8
U7	TEE - SEE PLAN FOR SIZE	C8.1 - 8
U8	FIRE HYDRANT ASSEMBLY	C8.1 - 7
U9	WATER METER	C8.0 - 12
U10	4" SANITARY SEWER FORCE MAIN	-
U11	LIFT STATION	-

NOTES:
1. REFER TO SHEET C2.0 FOR NOTES.
2. ALL SEWER MAINS TO BE SDR 26 PVC AND ALL SEWER SERVICES TO BE SDR 26 OR SCHEDULE 40.
3. ALL SEWER SERVICES TO BE INSTALLED IN THE MIDDLE OF THE PROPERTY SUCH THAT THE SERVICE DOES NOT CONFLICT WITH THE DRIVEWAY.
4. #67 STONE REQUIRED BACKFILL FOR SANITARY SEWER IN ROADS UP TO ROAD SUBGRADE.

PROPOSED UTILITY LEGEND

SS — SANITARY SEWER LINE

W — WATER LINE

GRAPHIC SCALE 0 10 20 30 40 50 100

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SUMMIT AT CARTERS STATION NORTH
PHASE 3 & 4 - CONTRACTOR SET

CARTERS CREEK STATION ROAD
MAURY COUNTY, TENNESSEE

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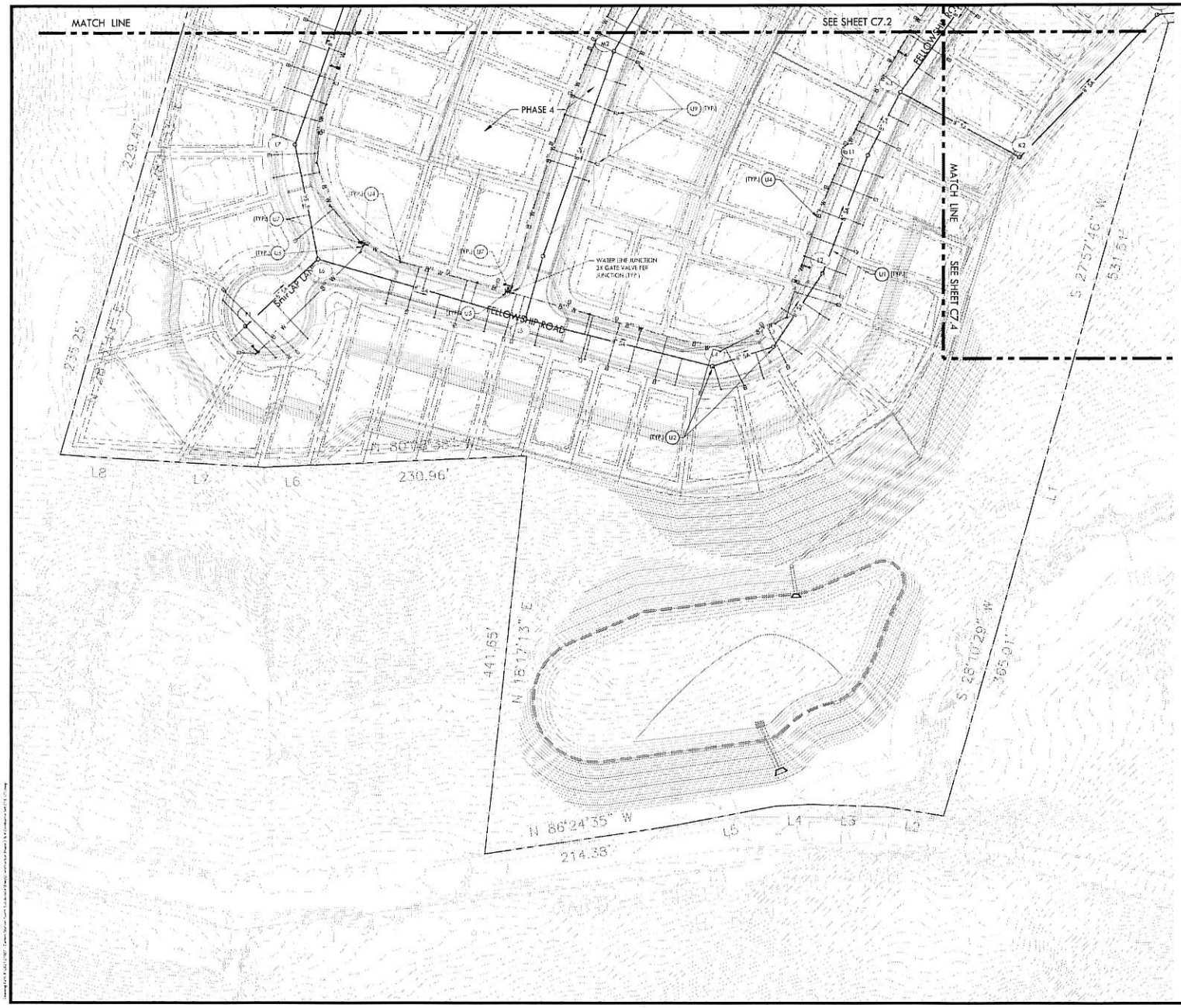
07/12/23 21027

C7.2
UTILITY PLAN



UTILITY PLAN KEYNOTES

CODE	DESCRIPTION	DETAIL LOCATION
U1	SANITARY SEWER LINE - SEE PLAN FOR SIZE	-
U2	ECCENTRIC SANITARY SEWER MANHOLE	C8.1 - 2
U3	CLEANOUT	C8.1 - 1
U4	PVC WATER LINE - SEE PLAN FOR SIZE	-
U5	GATE VALVE	C8.1 - 5
U6	THRUST BLOCK	C8.1 - 8
U7	TEE - SEE PLAN FOR SIZE	C8.1 - 8
U8	FIRE HYDRANT ASSEMBLY	C8.1 - 7
U9	WATER METER	C8.0 - 12
U10	4" SANITARY SEWER FORCE MAIN	-
U11	LIFT STATION	-

NOTES:
1. REFER TO SHEET C2.0 FOR NOTES.
2. ALL SEWER MAINS TO BE SDR 26 PVC AND ALL SEWER SERVICES TO BE SDR 26 OR SCHEDULE 40.
3. ALL SEWER SERVICES TO BE INSTALLED IN THE MIDDLE OF THE PROPERTY SUCH THAT THE SERVICE DOES NOT CONFLICT WITH THE DRIVEWAY.
4. #67 STONE REQUIRED BACKFILL FOR SANITARY SEWER IN ROADS UP TO ROAD SUBGRADE.

PROPOSED UTILITY LEGEND

SS — SANITARY SEWER LINE

W — WATER LINE

0 10 20 30 40 50 100
GRAPHIC SCALE

CRUNK ENGINEERING LLC
7112 CROSSBRIDGE BOULEVARD
SUITE 201
BRENTWOOD, TN 37027
(615) 873-1795
WWW.CRUNKENG.COM

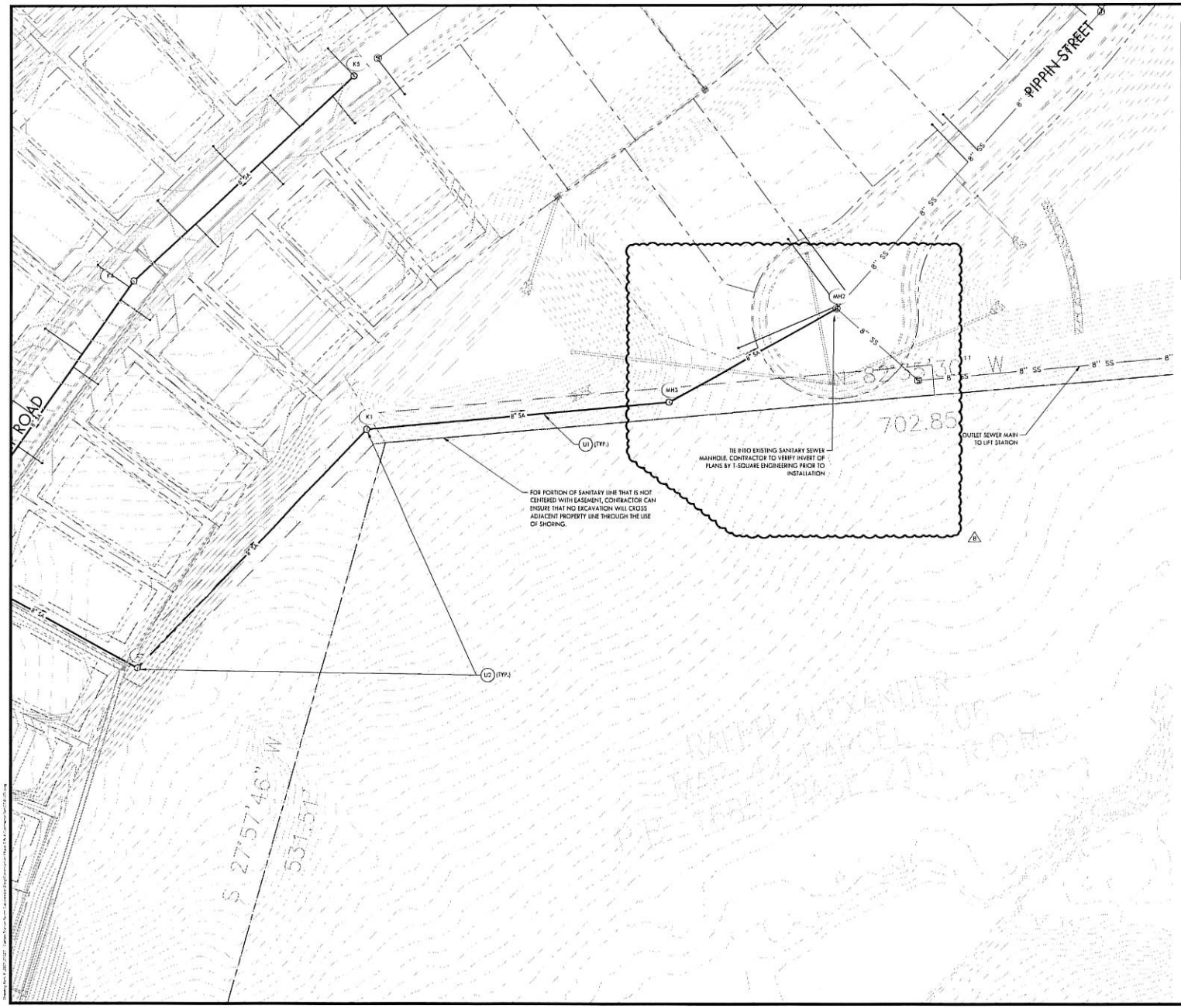
SUMMIT AT CARTERS STATION NORTH
PHASE 3 & 4 - CONTRACTOR SET

CARTERS CREEK STATION ROAD
MAURY COUNTY, TENNESSEE

REVISIONS		
No.		DATE
1		10/11/23
2		11/17/23
3		01/18/24
4		03/01/24
5		04/12/24

07/12/23 21027

C7.3
UTILITY PLAN



UTILITY PLAN KEYNOTES

CODE	DESCRIPTION	DETAIL LOCATION
U1	SANITARY SEWER LINE - SEE PLAN FOR SIZE	-
U12	ECCENTRIC SANITARY SEWER MANHOLE	C8.1 - 2
U13	CLEANOUT	C8.1 - 1
U14	PVC WATER LINE - SEE PLAN FOR SIZE	-
U15	GATE VALVE	C8.1 - 5
U16	THRUST BLOCK	C8.1 - 8
U17	TEE - SEE PLAN FOR SIZE	C8.1 - 8
U18	FIRE HYDRANT ASSEMBLY	C8.1 - 7
U19	WATER METER	C8.0 - 12
U110	4" SANITARY SEWER FORCE MAIN	-
U11	LIFT STATION	-

NOTES:
1. REFER TO SHEET C2.0 FOR NOTES.
2. ALL SEWER MAINS TO BE SDR 26 PVC AND ALL SEWER SERVICES TO BE SDR 26 OR SCHEDULE 40.
3. ALL SEWER SERVICES TO BE INSTALLED IN THE MIDDLE OF THE PROPERTY SUCH THAT THE SERVICE DOES NOT CONFLICT WITH THE DRIVEWAY.
4. #67 STONE REQUIRED BACKFILL FOR SANITARY SEWER IN ROADS UP TO ROAD SUBGRADE.

PROPOSED UTILITY LEGEND

SS — SANITARY SEWER LINE

W — WATER LINE

CRUNK ENGINEERING LLC
7112 CROSSBOADS BOULEVARD
SUITE 201
BRENTWOOD, TN 37027
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SUMMIT AT CARTERS STATION NORTH
PHASE 3 & 4 - CONTRACTOR SET

CARTERS CREEK STATION ROAD
MAURY COUNTY, TENNESSEE

REVISIONS		
No.	DATE	
3	01/18/24	
4	03/01/24	
5	04/12/24	
6	05/24/24	
7	06/04/24	
8	06/14/24	

07/12/23 21027

C7.4
SANITARY SEWER MAIN TIE-IN PLAN

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

Pulte Homes Tennessee Limited Partnership, 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:

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.

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.

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.

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.

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

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.

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.

Summit at Carter's West, Phase 4

PROJECT

Completed by the Developer	*Completed by the City*
Pulte Homes Tennessee Limited Partnership DEVELOPER NAME	
CHRISTOPHER K. LEAVITT AUTHORIZED AGENT NAME	_____ CITY ENGINEER
 SIGNATURE	_____ SIGNATURE
JUNE 16TH, 2025 DATE	_____ DATE
100 Westwood Place, Suite 100 STREET	
Brentwood, TN 37027 CITY, STATE, ZIP	
615-435-2297 PHONE	
christopher.leavitt@pultegroup.com kim.storch@pultegroup.com EMAIL	
Attest	*Attest*
Kim Storch ATTEST NAME	_____ ATTEST NAME
Kim Storch ATTEST SIGNATURE	_____ ATTEST SIGNATURE
6-16-2025 DATE	_____ DATE

Marlons Creek Phase 1B Final Plat

Project #:	25-0245	Location:	1686 Lasea Road
Applicant:	Owen Hosay	Case Type(s):	Final Plat
Staff Planner:	Charles Rush	Proposed Use:	27 Single Family Lots

PROJECT SUMMARY

The applicant requests Final Plat approval for the creation of 27 single-family lots. This Final Plat is part of a previously approved Preliminary Plat for the development of 161 single-family homes. A letter of credit in the amount of $560,000 has been provided for this Final Plat.

- This Final Plat is subject to the standards of the current Zoning Ordinance (4400).
- The Planning Commission recommended approval of the Annexation/Comprehensive Plan Amendment (*21-0288*) for the development of 163 single-family homes. On 4/14/22, it received approval from the City Council.
- The Planning Commission approved the Final Plat for Marlons Creek 1A in the June 2025 meeting.
- The applicant has indicated that they are making water improvements on Blackburn Lane at Clara Mathis.
- The Preliminary plat was approved 11/09/22 by the Planning Commission (*22-0219*).The preliminary plat was amended under 23-0349 and approved 2023
- A Land Disturbance Permit has been approved.
- Wastewater comments have been addressed.
- Columbia Water noted that the water systems must be completed and active at the time of plat signing.
- The Planning Commission is the **decision-making authority** for the Final Plat.
- Templates are provided at the end of the report to assist the Planning Commission in crafting properly formatted motions.

SITE INFORMATION

CURRENT ZONING	EXISTING USE	EXISTING IMP.	LAND AREA
CD-3	In-Development	Infrastructure for Development	+/- 9.49 Acres



FUTURE LAND USE MAP (Suburban Neighborhoods)	ZONING MAP (CD-3)
	

SITE CONTEXT/ADJACENT PROPERTIES			
	Future Land Use	Zoning	Current Use
Subject Property	Suburban Neighborhoods	CD-3	In Development
North	Rural Transition	County	Single Family/Rural
South	Suburban Neighborhoods	CD-3	Single Family
East	Rural Transition	County	Single Family/Rural
West	Rural Transition	CD-3	Single Family/Rural

CONFORMITY WITH ZONING ORDINANCE

The Final Plat conforms to the previously approved preliminary plat as approved in the current Zoning Ordinance 4400.

REVIEW PROCESS

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

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

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

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

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

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

SUMMARY OF DEVELOPMENT REVIEW COMMITTEE COMMENTS

The DRC reviewed this proposal at its July 2025 meeting. A full list of comments and the applicant's responses is provided in the agenda packet.

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 section 1.24.7 of the City of Columbia Zoning Ordinance, and Section 2.2.6 of the Subdivision Regulations, have been satisfied and approve revised Preliminary Plat as presented [, subject to technical comments and other conditions presented by planning staff].

Approve Subject to Conditions:

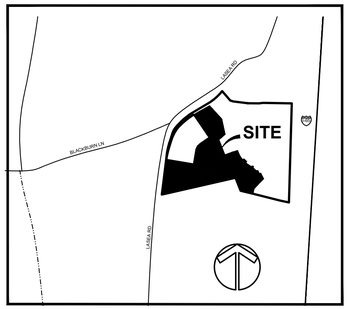
Move to find, based on the information presented by the applicant and the analysis provided by city staff, that the criteria listed in section 1.24.7 of the City of Columbia Zoning Ordinance, and Section 2.2.6 of the Subdivision Regulations, have been satisfied and approve the revised Preliminary Plat 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 section 1.24.7 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.)

GENERAL NOTES

1. THE PURPOSE OF THIS PLAT IS TO CREATE 27 RESIDENTIAL LOTS, 5 OPEN SPACE LOTS, AND TO DEDICATE RIGHT-OF-WAY.

2. BEARINGS SHOWN HEREON ARE BASED ON THE TENNESSEE COORDINATE SYSTEM OF 1983.

3. THIS PROPERTY IS CURRENTLY ZONED CD3.

4. BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THIS PROPERTY LIES WITHIN FLOOD ZONE "X" AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 47119C0195E, WITH AN EFFECTIVE DATE OF 4/16/2007 WHICH MAKES UP A PART OF THE NATIONAL FLOOD INSURANCE ADMINISTRATION REPORT; COMMUNITY NO. 471013 PANEL NO. "NOT PRINTED" WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS SITUATED. SAID MAP DEFINES ZONE "X" AREA OF MINIMAL FLOOD HAZARD.

5. THIS SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS AND/OR MAPS PREPARED BY OTHERS. 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. THEREFORE, RELIANCE UPON THE TYPE, SIZE AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN (3) THREE NOR MORE THAN (10) TEN WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. TENNESSEE ONE CALL 811.

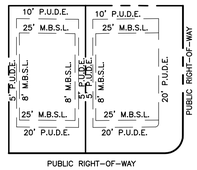
6. BEING A PORTION OF PARCEL NUMBER 15 AS SHOWN ON MAURY COUNTY PROPERTY MAP NUMBER 73.

7. ALL SIDEWALKS OUTSIDE THE RIGHT-OF-WAY SHALL BE MAINTAINED BY THE HOMEOWNER'S ASSOCIATION THE MAURY COUNTY HIGHWAY DEPARTMENT WILL NOT BE RESPONSIBLE FOR ANY MAINTENANCE OF THE SIDEWALK IN THE LASEA ROAD RIGHT-OF-WAY.

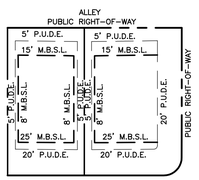
8. THIS PROPERTY IS SUBJECT TO THE INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES AS RECORDED IN BOOK R3051, PAGE 1245 IN THE REGISTERS OFFICE OF MAURY COUNTY, TENNESSEE.

9. ALL PUBLIC UTILITY AND DRAINAGE EASEMENTS LOCATED ON PROPOSED LOTS ARE TO BE MAINTAINED BY THE INDIVIDUAL PROPERTY OWNER FOR SAID LOT.

10. LOT 2 WILL NOT EXIST IN THIS SUBDIVISION.



SINGLE FAMILY
TYPICAL LOT DETAIL
(NOT TO SCALE)



ALLEY LOADED
SINGLE FAMILY
TYPICAL LOT DETAIL
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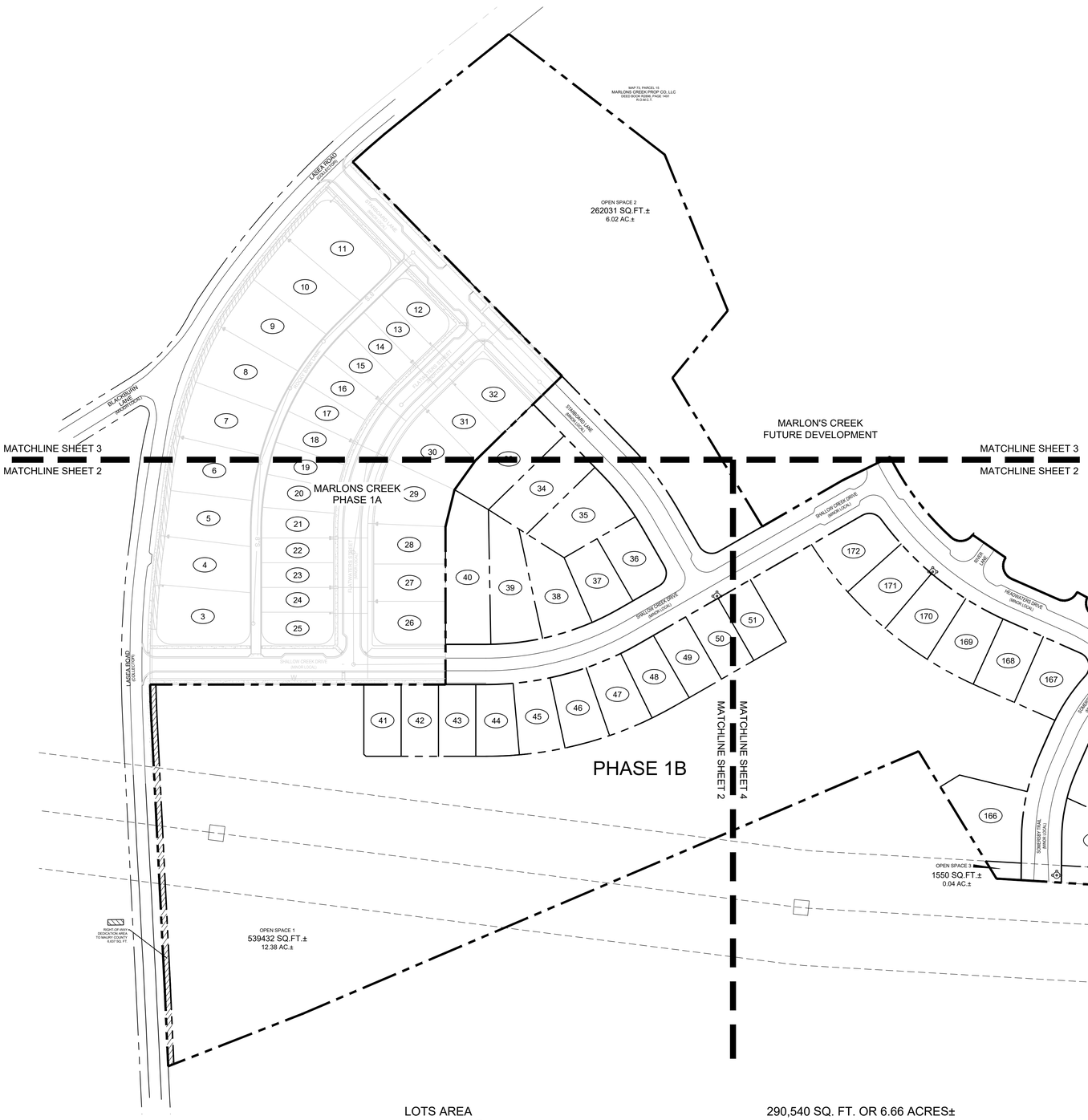

SEE NOTE 1.

0 50 100

LOT AREA TABLE		
LOT	SQ.FT.±	ACRES±
33	14635.18	0.34
34	13473.17	0.31
35	14314.66	0.33
36	9572.74	0.22
37	9119.13	0.21
38	12147.82	0.28
39	15079.25	0.35
40	19095.71	0.44
41	8118.45	0.19
42	8125.00	0.19
43	8125.00	0.19
44	8831.45	0.20
45	9096.66	0.21
46	9096.66	0.21
47	9096.66	0.21
48	8663.68	0.20
49	8125.00	0.19
50	8125.00	0.19
51	8125.00	0.19
165	12280.07	0.28

LOT AREA TABLE		
LOT	SQ.FT.±	ACRES±
166	14683.98	0.34
167	10723.58	0.25
168	9686.25	0.22
169	10320.60	0.24
170	10320.60	0.24
171	10320.60	0.24
172	11249.42	0.26

LOT AREA TABLE		
LOT	SQ.FT.±	ACRES±
OS1	539432.00	12.38
OS2	262031.33	6.02
OS3	1550.31	0.04
OS4	3868.30	0.09
OS5	42347.88	0.97

LOTS AREA	290,540 SQ. FT. OR 6.66 ACRES±
OPEN SPACE	769,029 SQ. FT. OR 19.50 ACRES±
CITY OF COLUMBIA RIGHT-OF-WAY DEDICATION	159,009 SQ. FT. OR 3.65 ACRES±
MAURY COUNTY RIGHT-OF-WAY DEDICATION	6,637 SQ. FT. OR 0.15 ACRES±
TOTAL AREA	1,305,415 SQ. FT. OR 29.96 ACRES±
PHASE 1A AREA	413,586 SQ.FT. OR 9.49 ACRES±
FUTURE DEVELOPMENT	2,970,389 SQ. FT. OR 68.19 ACRES±
TOTAL SITE AREA	3,797,561 SQ. FT. OR 87.18 ACRES±

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 DEED BOOK R2896, PAGE 1491, MAURY COUNTY REGISTER'S OFFICE AND ADOPT THIS FINAL SUBDIVISION PLAT OR THE PROPERTY AS SHWON HEREON AND DEDICATE ALL PUBLIC WAYS AND EASEMENTS AS NOTED WITH MY (OUR) FREE CONSENT.

LYNN EALEY DATE

AUTHORIZED MEMBER, MARLON'S CREEK PROP CO, LLC

CERTIFICATE OF ACCURACY

I (WE) HEREBY CERTIFY THAT TO THE BEST OF MY (OUR) 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.

RAGAN-SMITH ASSOCIATES, LLC

TED J. STEVENSON, II, RLS NUMBER 2136 DATE

CERTIFICATE OF THE 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

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE, AND UTILITIES

I HEREBY CERTIFY THAT THE STREETS, DRAINAGE, AND UTILITIES OUTLINED OR INDICATED ON THIS FINAL SUBDIVISION PLAT HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR A PERFORMANCE SURETY IN THE AMOUNT OF $____ FOR STREETS AND DRAINAGE HAS BEEN POSTED WITH THE CITY OF COLUMBIA, TENNESSEE, TO ASSURE COMPLETION OF SUCH IMPROVEMENTS.

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 UBDIVISION REGULATIONS, WITH THE EXCEPTION OF SUCH VARIANCES, IF ANY, AS NOTED IN THE MINUTES OF THE COLUMBIA MUNICIPAL PLANNING COMMISSION, AND THAT IT HAS 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 DEPARTMENT AND BY E-911 MAURY COUNTY.

MAURY COUNTY E-911 DATE

CERTIFICATE 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 GOVERNMENT REQUIREMENTS, OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

DIRECTOR OF WASTEWATER DEPARTMENT DATE

COLUMBIA, TENNESSEE

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

FINAL PLAT

MARLONS CREEK PHASE 1B

1686 LASEA ROAD
3RD CIVIL DISTRICT
MAURY COUNTY, TENNESSEE

DATE: JULY 16, 2025
SCALE: 1"= 50'
JOB NO. 21-0282

SHEET 1 of 4

LAND SURVEYOR
TED STEVENSON, TN RLS
RAGAN-SMITH ASSOCIATES, LLC.
315 WOODLAND STREET
NASHVILLE, TENNESSEE 37206
OFFICE: 615.244.8591
EMAIL: tstevenson@ragansmith.com

OWNER/DEVELOPER
MARLONS CREEK PROP CO, LLC
2925 BERRY HILL DRIVE
NASHVILLE, TN 37204
CONTACT: OWEN HOSAY
(615) 934-2864
EMAIL: owen@freehillventures.net

RaganSmith
a Pape-Dawson company

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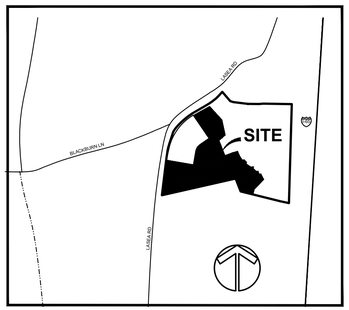
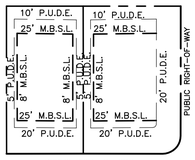
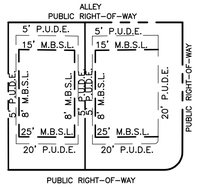


VICINITY MAP
(N.T.S.)



SINGLE FAMILY
TYPICAL LOT DETAIL
(NOT TO SCALE)



ALLEY LOADED
SINGLE FAMILY
TYPICAL LOT DETAIL
(NOT TO SCALE)

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N68°35'24"E	39.08'
L2	N76°39'54"W	62.04'
L3	S10°29'37"W	42.73'
L4	N10°29'37"E	46.21'
L5	S38°15'17"E	5.14'

CURVE TABLE						
CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHORD BRG
C1	1481.74'	107.91'	4°10'22"	53.98'	107.89'	N59°24'33"E
C2	470.00'	177.11'	21°35'27"	89.62'	176.07'	S27°08'26"E
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C4	25.00'	43.86'	100°31'34"	30.07'	38.45'	S05°56'53"E
C5	25.00'	39.27'	90°00'00"	25.00'	35.36'	N78°47'20"E
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C8	25.00'	30.98'	71°00'00"	17.83'	29.04'	S81°05'41"E
C9	1646.76'	62.33'	2°10'07"	31.17'	62.33'	N07°58'45"E
C10	465.00'	242.83'	29°55'14"	124.25'	240.08'	N85°03'01"E
C11	25.00'	39.27'	90°00'00"	25.00'	35.36'	N25°05'24"E
C12	465.00'	116.82'	14°23'37"	58.72'	116.51'	N27°06'25"W
C13	535.00'	134.40'	14°23'37"	67.56'	134.05'	N27°06'25"W
C14	25.00'	39.27'	90°00'00"	25.00'	35.36'	N64°54'36"W
C15	535.00'	279.38'	29°55'14"	142.95'	276.22'	N85°03'01"E
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C18	25.00'	47.39'	108°36'25"	34.80'	40.61'	S01°54'27"E
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C20	368.91'	155.15'	24°05'49"	78.74'	154.01'	S22°33'23"W
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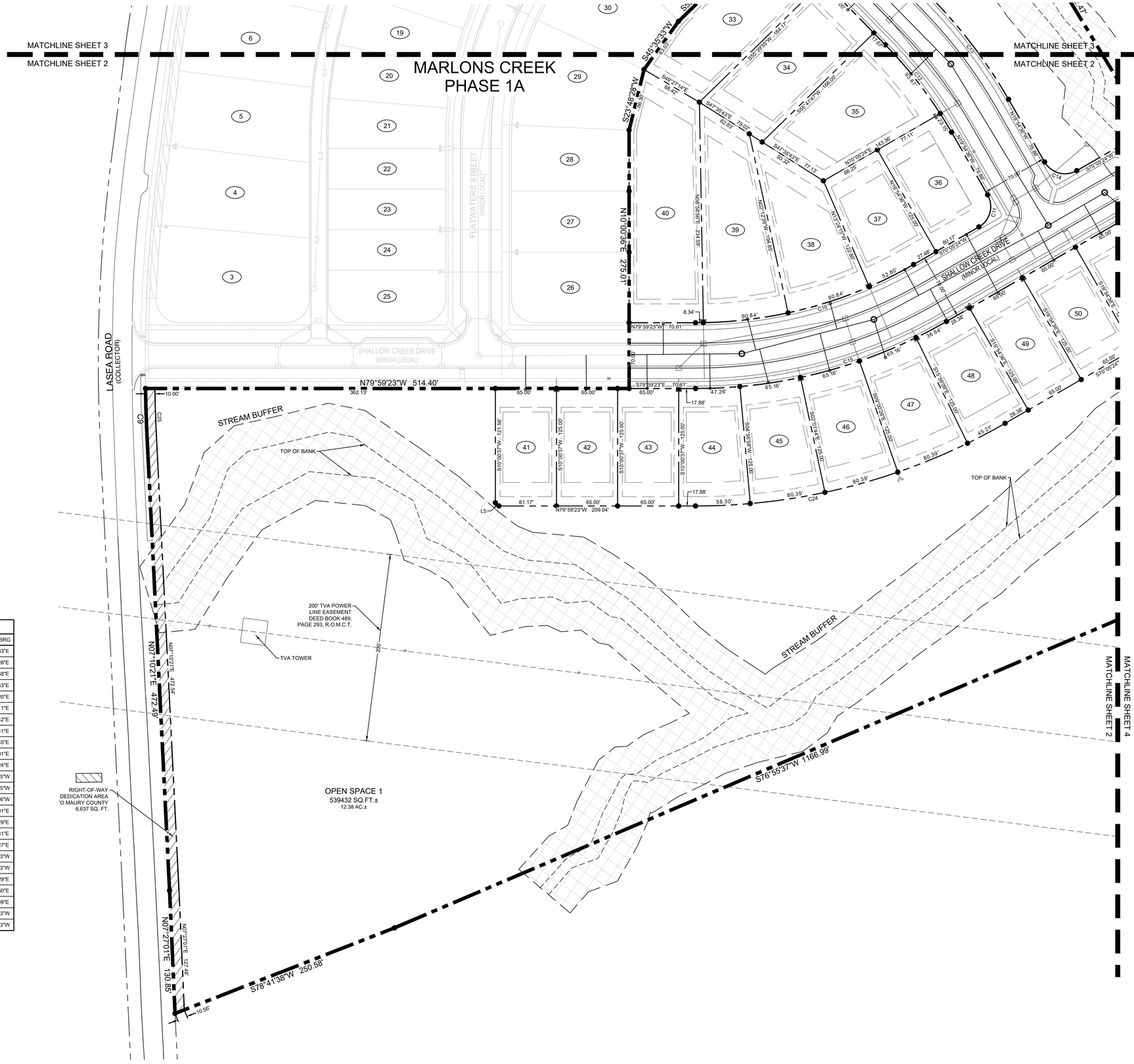
C23	665.00'	386.31'	33°17'03"	198.78'	380.90'	S39°34'09"E
C24	660.00'	80.39'	6°58'42"	40.24'	80.34'	N88°32'23"W
C25	1636.76'	61.81'	2°09'49"	30.91'	61.81'	S07°58'33"W

LEGEND

- ●IR(N) IRON ROD (NEW) (5/8" X 18" W/CAP STAMPED "RAGAN SMITH & ASSOCIATES")
- FIRE HYDRANT
- WATER VALVE
- CATCH BASIN/CURB INLET
- —W— WATER LINE
- —S— SANITARY SEWER LINE
- —P— OVERHEAD ELECTRIC POWER LINE
- R.O.M.C.T. REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE



FINAL PLAT

MARLONS CREEK PHASE 1B

1686 LASEA ROAD
3RD CIVIL DISTRICT
MAURY COUNTY, TENNESSEE

DATE: JULY 16, 2025
SCALE: 1"= 50'
JOB NO. 21-0282

SHEET 2 of 4

LAND SURVEYOR
TED STEVENSON, TN RLS
RAGAN-SMITH ASSOCIATES, LLC.
315 WOODLAND STREET
NASHVILLE, TENNESSEE 37206
OFFICE: 615.244.8591
EMAIL: tstevenson@ragansmith.com

OWNER/DEVELOPER
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EMAIL: owen@freehillventures.net

RaganSmith
a Pape-Dawson company

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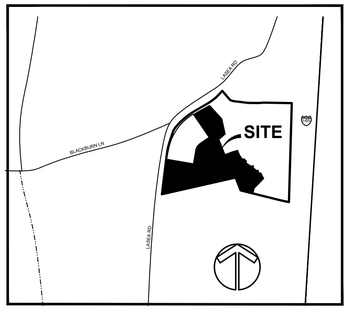
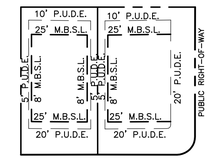
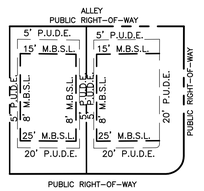


VICINITY MAP
(N.T.S.)



SINGLE FAMILY
TYPICAL LOT DETAIL
(NOT TO SCALE)



ALLEY LOADED
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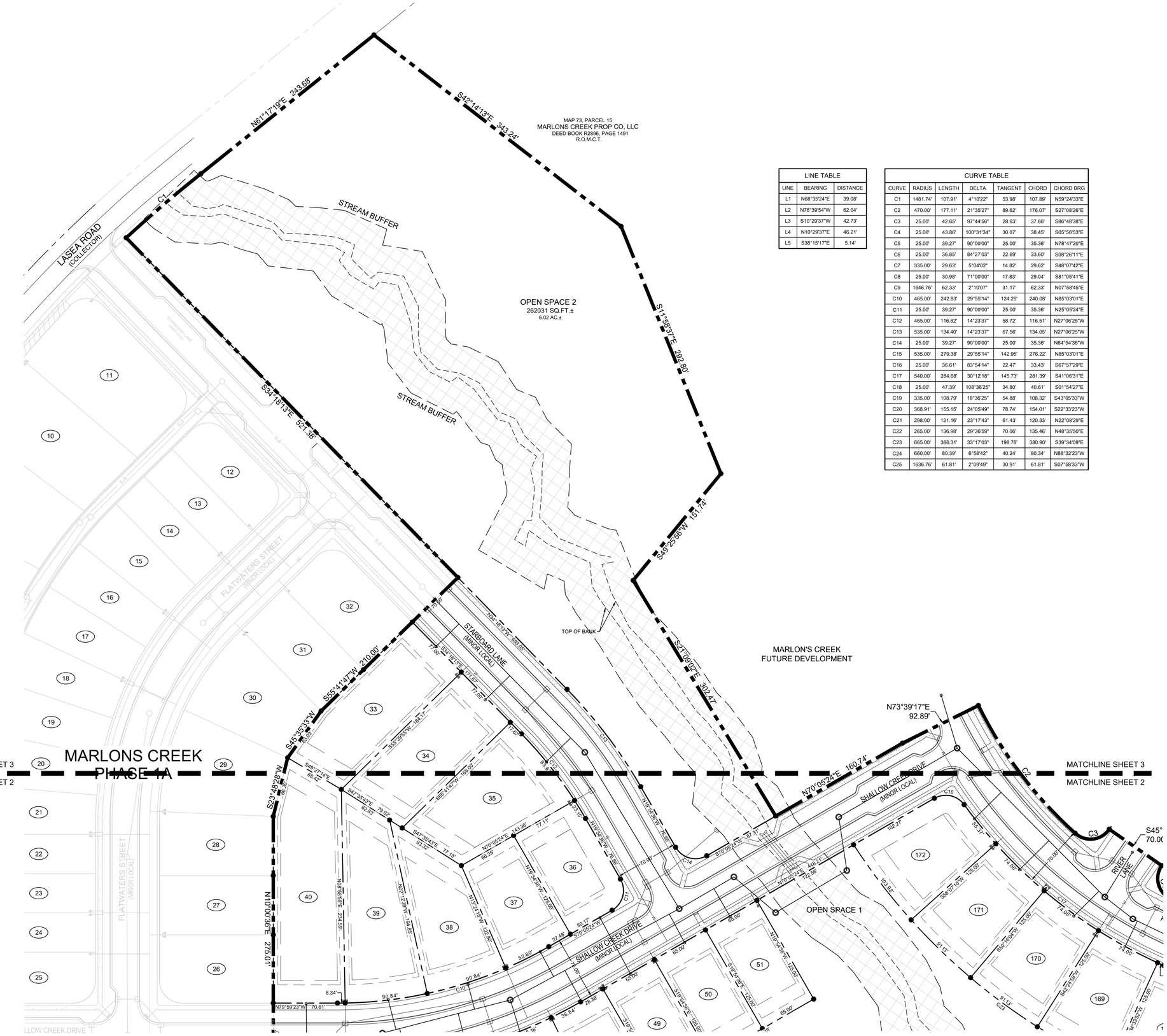

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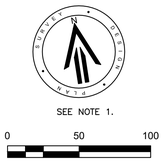

LEGEND

- IR(N) — IRON ROD (NEW) (5/8" X 18" W/CAP STAMPED "RAGAN SMITH & ASSOCIATES")
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FINAL PLAT

MARLONS CREEK PHASE 1B

1686 LASEA ROAD
3RD CIVIL DISTRICT
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DATE: JULY 16, 2025
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SHEET 3 of 4

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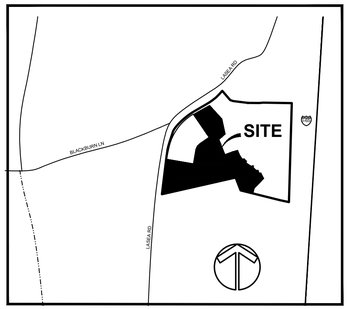
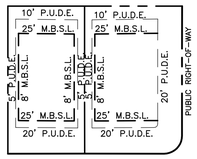
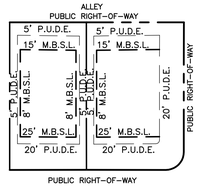


VICINITY MAP
(N.T.S.)



SINGLE FAMILY
TYPICAL LOT DETAIL
(NOT TO SCALE)



ALLEY LOADED
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TYPICAL LOT DETAIL
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L1	N68°35'24"E	39.08'
L2	N76°39'54"W	62.04'
L3	S10°29'37"W	42.73'
L4	N10°29'37"E	46.21'
L5	S38°15'17"E	5.14'

CURVE TABLE						
CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHORD BRG
C1	1481.74'	107.91'	4°10'22"	53.98'	107.89'	N59°24'33"E
C2	470.00'	177.11'	21°35'27"	89.62'	176.07'	S27°08'26"E
C3	25.00'	42.65'	97°44'56"	28.63'	37.66'	S86°48'38"E
C4	25.00'	43.86'	100°31'34"	30.07'	38.45'	S05°56'53"E
C5	25.00'	39.27'	90°00'00"	25.00'	35.36'	N78°47'20"E
C6	25.00'	36.85'	84°27'03"	22.69'	33.60'	S08°26'11"E
C7	335.00'	29.63'	5°04'02"	14.82'	29.62'	S48°07'42"E
C8	25.00'	30.98'	71°00'00"	17.83'	29.04'	S81°05'41"E
C9	1646.76'	62.33'	2°10'07"	31.17'	62.33'	N07°58'45"E
C10	465.00'	242.83'	29°55'14"	124.25'	240.08'	N85°03'01"E
C11	25.00'	39.27'	90°00'00"	25.00'	35.36'	N25°05'24"E
C12	465.00'	116.82'	14°23'37"	58.72'	116.51'	N27°06'25"W
C13	535.00'	134.40'	14°23'37"	67.56'	134.05'	N27°06'25"W
C14	25.00'	39.27'	90°00'00"	25.00'	35.36'	N64°54'36"W
C15	535.00'	279.38'	29°55'14"	142.95'	276.22'	N85°03'01"E
C16	25.00'	36.61'	83°54'14"	22.47'	33.43'	S67°57'29"E
C17	540.00'	284.68'	30°12'18"	145.73'	281.39'	S41°06'31"E
C18	25.00'	47.39'	108°36'25"	34.80'	40.61'	S01°54'27"E
C19	335.00'	108.79'	18°36'25"	54.88'	108.32'	S43°05'33"W
C20	368.91'	155.15'	24°05'49"	78.74'	154.01'	S22°33'23"W
C21	298.00'	121.16'	23°17'43"	61.43'	120.33'	N22°08'29"E
C22	265.00'	136.98'	29°36'59"	70.06'	135.46'	N48°35'50"E
C23	665.00'	386.31'	33°17'03"	198.78'	380.90'	S39°34'09"E
C24	660.00'	80.39'	6°58'42"	40.24'	80.34'	N88°32'23"W
C25	1636.76'	61.81'	2°09'49"	30.91'	61.81'	S07°58'33"W



0 50 100

MARLON'S CREEK
FUTURE DEVELOPMENT
STARBOARD LANE
(MINOR LOCAL)
SHALLOW CREEK DRIVE
(MINOR LOCAL)
HEADWATERS DRIVE
(MINOR LOCAL)
SOMERSBY TRAIL
(MINOR LOCAL)
RIVER LANE
OPEN SPACE 1
OPEN SPACE 3
1550 SQ.FT.±
0.04 AC.±
OPEN SPACE 4
3868 SQ.FT.±
0.09 AC.±
OPEN SPACE 5
42348 SQ.FT.±
0.97 AC.±
STREAM BUFFER
TOP OF BANK
200' TVA POWER LINE EASEMENT DEED BOOK 489, PAGE 293, R.O.M.C.T.
TVA TOWER
WASTEWATER PUMP STATION EASEMENT
MAP 73, PARCEL 15
MARLONS CREEK PROP CO, LLC
DEED BOOK R2896, PAGE 1491
R.O.M.C.T.
MATCHLINE SHEET 2
MATCHLINE SHEET 4
N73°39'17"E 92.89'
N70°05'24"E 160.74'
S45°14'59"E 70.00'
S51°23'21"E 20.07'
S56°12'40"E 88.48'
N63°24'19"E 8.90'
S26°35'41"E 70.00'
N63°24'19"E 27.32'
S26°35'41"E 122.00'
S44°10'38"W 254.02'
S13°38'18"W 100.28'
N76°39'54"W 128.74'
N76°21'42"W 239.95'
N27°21'36"W 239.79'
S76°55'37"W 1166.99'
S47°09'02"E 302.47'
N25°05'24"W 67.31'
N70°05'24"W 447.21'
N70°05'24"W 223.36'
S70°05'24"W 67.31'
S70°05'24"W 447.21'
S70°05'24"W 223.36'
N25°05'24"W 67.31'
N70°05'24"W 447.21'
N70°05'24"W 223.36'
N24°54'36"E 210.00'
S65°39'55"W 184.17'
S25°41'31"W 166.00'
S47°35'43"E 93.32'
N70°05'24"E 143.96'
N19°54'36"W 78.66'
N70°05'24"E 66.25'
N19°54'36"W 125.00'
S19°54'36"E 125.00'
S69°10'29"E 125.00'
S20°01'14"E 125.00'
N24°54'36"W 184.95'
N25°41'31"E 127.66'
S70°05'24"W 27.48'
S19°54'36"E 125.00'
N19°54'36"W 125.00'
S19°54'36"E 125.00'
S19°54'36"E 125.00'
S69°10'29"E 125.00'
S20°01'14"E 125.00

RaganSmith
a Pape-Dawson company

July 24, 2025
via Electronic Application Submittal
Charles Rush
Principal Planner
700 N Garden Street
Columbis, TN., 38401

RE: Marlons Creek, Phase 1B
1686 Lasea Road
Columbia, Tennessee

Dear Mr. Charles Rush,

Enclosed please find the responses to the Development Review Committee Meeting Technical Comments per your email of July 22, 2025. Responses to the comments are addressed as follows:

Engineering

Comment 1. Letter of Credit required in the amount of $560,000 prior to resubmittal date.
Response: completed

Comments 2. Asphalt binder and curbing shall be installed prior to resubmittal date.
Response: completed

Comment 3. Grading shall substantially conform to approved construction plans (within 1 ft.) prior to resubmittal date.
Response: completed

Comment 4: Install street signage (stop, street names) prior to resubmittal date.
Response: completed

Comment 5. Provide Engineering certification letter for box culvert
Response: completed

NASHVILLE
315 Woodland Street
P.O. Box 60070
Nashville, TN 37206

CHATTANOOGA
35 Station Street
Chattanooga, TN 37408

MURFREESBORO
1500 Medical Center Parkway
Suite 2 J
Murfreesboro, TN 37129

FRANKLIN
4068 Rural Plains Circle
Suite 290
Franklin, TN 37064

Maury County Schools

Comment 6. Howell Elementary, Cox Middle School, Battle Creek High School 25/26 SY 9-11th 9-12 (26/27). Spring Hill High School -12 (25/26 SY). The development combined with current neighborhoods and additional approved developments in these zones may require either new construction of realignment of school zones to accommodate new students.
Response: Acknowledged

Building

Comment 7. No comments provided.
Response: Acknowledged

Police

Comments 8. No comments provided.
Response: Acknowledged

City Attorney

Comment 9. No comments provided.
Response: Acknowledged

Fire

Comment 10. No comments
Response: Acknowledged

Wastewater

Comment 11. Columbia Wastewater has a few items required to be completed by the developer before plat signature.
Response: Acknowledged

Columbia Power

Comment 12. 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.
Response: Acknowledged

Duck River Electric Membership Corp

Comment 13. DREMC will be the local power provider for Marlons Creek Phase 1B. Distribution power will be provided in accordance with all DREMC service policies, rules, and regulations.
Response: Acknowledged

Maury County Highway Dept.

Comment 14. Replace headwall in Lasea Road ROW, at the Starboard Lane entrance, with an area drain inlet.
Response: completed

ATT

Comment 15. No comments provided.
Response: Acknowledged

Maury County E911

Comment 16. No comments provided.
Response: Acknowledged

Atmos Energy

Comment 17. No comments provided.
Response: Acknowledged

Columbia Water

Comment 18. Coordinate walk-through, Bacteria sampling, and pressure testing with CPWS. Show water meter/service locations on plat. Available Fire Flow Capacity In Marlon's Creek Subdivision is Less Than 1,000 gpm Until Offsite Improvements are Completed on Blackburn Lane at Clara Mathis. Provide A detailed list of water infrastructure cost including labor to CPWS Water Department in advance of plat signing for Deed Over form. Water system must be complete and active at time of plat signing.
Response: completed

Planning

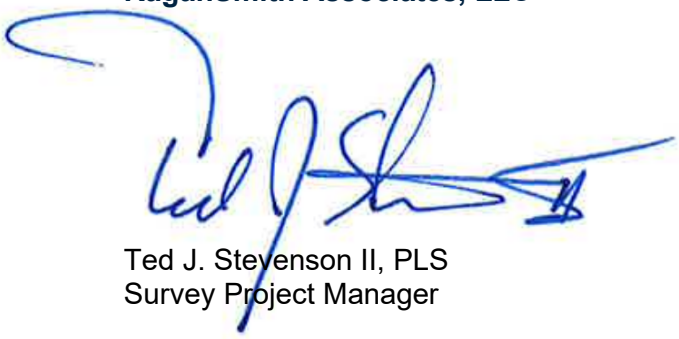
Comment 19. No comment.
Response: Acknowledged

Public Works

Comment 20. No comment.
Response: Acknowledged

Please call if you have any questions or comments.

Sincerely,
RaganSmith Associates, LLC



Ted J. Stevenson II, PLS
Survey Project Manager

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, July 8, 2025

ITEM NO.
25-0245

DESCRIPTION: Marlons creek Phase 1B

COMMENTS:

Engineering

1. Letter of Credit required in the amount of $560,000 prior to resubmittal date.
2. Asphalt binder and curbing shall be installed prior to resubmittal date.
3. Grading shall substantially conform to approved construction plans (within 1 ft.) prior to resubmittal date.
4. Install street signage (stop, street names) prior to resubmittal date.
5. Provide Engineering certification letter for box culvert

Maury County Schools

6. Howell Elementary, Cox Middle School, Battle Creek High School 25/26 SY 9-11th 9-12 (26/27). Spring Hill High School -12 (25/26 SY)

   The development combined with current neighborhoods and additional approved developments in these zones may require either new construction of realignment of school zones to accommodate new students.

Building

7. No comments provided.

Police

8. No comments provided.

CITY OF
COLUMBIA
TENNESSEE

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

City Attorney

9. No comments provided.

Fire

10. No comments

Wastewater

11. Columbia Wastewater has a few items required to be completed by the developer before plat signature.

Columbia Power

12. 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.

Duck River Electric Membership Corp

13. DREMC will be the local power provider for Marlons Creek Phase 1B. Distribution power will be provided in accordance with all DREMC service policies, rules, and regulations.

Maury County Highway Dept.

14. Replace headwall in Lasea Road ROW, at the Starboard Lane entrance, with an area drain inlet.

ATT

15. No comments provided.

Maury County E911

16. No comments provided.

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TENNESSEE

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

17. No comments provided.

Columbia Water

18. Coordinate walk-through, Bacteria sampling, and pressure testing with CPWS.

    Show water meter/service locations on plat.

    Available Fire Flow Capacity in Marlon's Creek Subdivision is Less Than 1,000 gpm Until Offsite Improvements are
    Completed on Blackburn Lane at Clara Mathis.

    Provide a detailed list of water infrastructure cost including labor to CPWS Water Department in advance of plat signing for Deed Over form.

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

Planning

19. No comment.

Public Works

20. No comment.

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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TENNESSEE

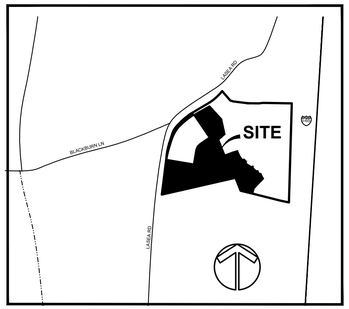
DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

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.



VICINITY MAP
(N.T.S.)

GENERAL NOTES

1. THE PURPOSE OF THIS PLAT IS TO CREATE 27 RESIDENTIAL LOTS, 5 OPEN SPACE LOTS, AND TO DEDICATE RIGHT-OF-WAY.

2. BEARINGS SHOWN HEREON ARE BASED ON THE TENNESSEE COORDINATE SYSTEM OF 1983.

3. THIS PROPERTY IS CURRENTLY ZONED CD3.

4. BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THIS PROPERTY LIES WITHIN FLOOD ZONE "X" AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 47119C0195E, WITH AN EFFECTIVE DATE OF 4/16/2007 WHICH MAKES UP A PART OF THE NATIONAL FLOOD INSURANCE ADMINISTRATION REPORT; COMMUNITY NO. 471013 PANEL NO. "NOT PRINTED" WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS SITUATED. SAID MAP DEFINES ZONE "X" AREA OF MINIMAL FLOOD HAZARD.

5. THIS SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS AND/OR MAPS PREPARED BY OTHERS. 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. THEREFORE, RELIANCE UPON THE TYPE, SIZE AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN (3) THREE NOR MORE THAN (10) TEN WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. TENNESSEE ONE CALL 811.

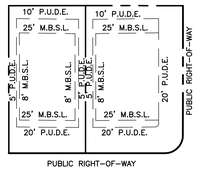
6. BEING A PORTION OF PARCEL NUMBER 15 AS SHOWN ON MAURY COUNTY PROPERTY MAP NUMBER 73.

7. ALL SIDEWALKS OUTSIDE THE RIGHT-OF-WAY SHALL BE MAINTAINED BY THE HOMEOWNER'S ASSOCIATION THE MAURY COUNTY HIGHWAY DEPARTMENT WILL NOT BE RESPONSIBLE FOR ANY MAINTENANCE OF THE SIDEWALK IN THE LASEA ROAD RIGHT-OF-WAY.

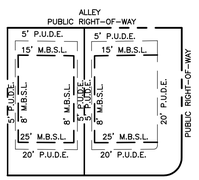
8. THIS PROPERTY IS SUBJECT TO THE INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES AS RECORDED IN BOOK R3051, PAGE 1245 IN THE REGISTERS OFFICE OF MAURY COUNTY, TENNESSEE.

9. ALL PUBLIC UTILITY AND DRAINAGE EASEMENTS LOCATED ON PROPOSED LOTS ARE TO BE MAINTAINED BY THE INDIVIDUAL PROPERTY OWNER FOR SAID LOT.

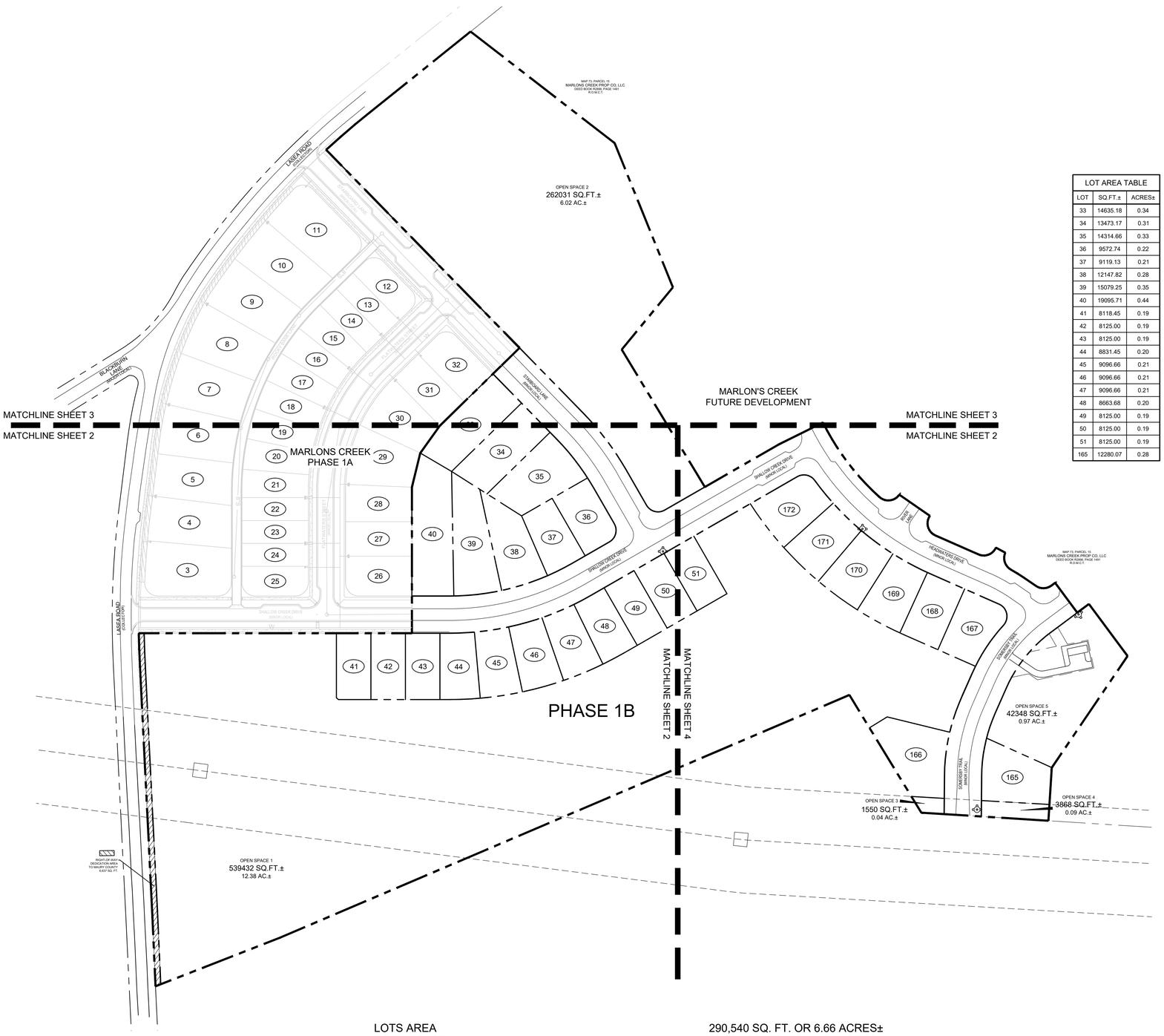
10. LOT 2 WILL NOT EXIST IN THIS SUBDIVISION.



SINGLE FAMILY
TYPICAL LOT DETAIL
(NOT TO SCALE)



ALLEY LOADED
SINGLE FAMILY
TYPICAL LOT DETAIL
(NOT TO SCALE)



LOT AREA TABLE		
LOT	SQ.FT.±	ACRES±
33	14635.18	0.34
34	13473.17	0.31
35	14314.66	0.33
36	9572.74	0.22
37	9119.13	0.21
38	12147.82	0.28
39	15079.25	0.35
40	19095.71	0.44
41	8118.45	0.19
42	8125.00	0.19
43	8125.00	0.19
44	8831.45	0.20
45	9096.66	0.21
46	9096.66	0.21
47	9096.66	0.21
48	8663.68	0.20
49	8125.00	0.19
50	8125.00	0.19
51	8125.00	0.19
165	12280.07	0.28

LOT AREA TABLE		
LOT	SQ.FT.±	ACRES±
166	14683.98	0.34
167	10723.58	0.25
168	9686.25	0.22
169	10320.60	0.24
170	10320.60	0.24
171	10320.60	0.24
172	11249.42	0.26

LOT AREA TABLE		
LOT	SQ.FT.±	ACRES±
OS1	539432.00	12.38
OS2	262031.33	6.02
OS3	1550.31	0.04
OS4	3868.30	0.09
OS5	42347.88	0.97

LOTS AREA	290,540 SQ. FT. OR 6.66 ACRES±
OPEN SPACE	769,029 SQ. FT. OR 19.50 ACRES±
CITY OF COLUMBIA RIGHT-OF-WAY DEDICATION	159,009 SQ. FT. OR 3.65 ACRES±
MAURY COUNTY RIGHT-OF-WAY DEDICATION	6,637 SQ. FT. OR 0.15 ACRES±
TOTAL AREA	1,305,415 SQ. FT. OR 29.96 ACRES±
PHASE 1A AREA	413,586 SQ.FT. OR 9.49 ACRES±
FUTURE DEVELOPMENT	2,970,389 SQ. FT. OR 68.19 ACRES±
TOTAL SITE AREA	3,797,561 SQ. FT. OR 87.18 ACRES±

SEE NOTE 1.

0 50 100

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 DEED BOOK R2896, PAGE 1491, MAURY COUNTY REGISTER'S OFFICE AND ADOPT THIS FINAL SUBDIVISION PLAT OR THE PROPERTY AS SHWON HEREON AND DEDICATE ALL PUBLIC WAYS AND EASEMENTS AS NOTED WITH MY (OUR) FREE CONSENT.

LYNN EALEY DATE

AUTHORIZED MEMBER, MARLON'S CREEK PROP CO, LLC

CERTIFICATE OF ACCURACY

I (WE) HEREBY CERTIFY THAT TO THE BEST OF MY (OUR) 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.

RAGAN-SMITH ASSOCIATES, LLC

TED J. STEVENSON, II, RLS NUMBER 2136 DATE

CERTIFICATE OF THE 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

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE, AND UTILITIES

I HEREBY CERTIFY THAT THE STREETS, DRAINAGE, AND UTILITIES OUTLINED OR INDICATED ON THIS FINAL SUBDIVISION PLAT HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR A PERFORMANCE SURETY IN THE AMOUNT OF $____ FOR STREETS AND DRAINAGE HAS BEEN POSTED WITH THE CITY OF COLUMBIA, TENNESSEE, TO ASSURE COMPLETION OF SUCH IMPROVEMENTS.

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 UBDIVISION REGULATIONS, WITH THE EXCEPTION OF SUCH VARIANCES, IF ANY, AS NOTED IN THE MINUTES OF THE COLUMBIA MUNICIPAL PLANNING COMMISSION, AND THAT IT HAS 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 DEPARTMENT AND BY E-911 MAURY COUNTY.

MAURY COUNTY E-911 DATE

CERTIFICATE 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 GOVERNMENT REQUIREMENTS, OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

DIRECTOR OF WASTEWATER DEPARTMENT DATE

COLUMBIA, TENNESSEE

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

FINAL PLAT

MARLONS CREEK PHASE 1B

1686 LASEA ROAD
3RD CIVIL DISTRICT
MAURY COUNTY, TENNESSEE

DATE: JUNE 16, 2025
SCALE: 1"= 50'
JOB NO. 21-0282

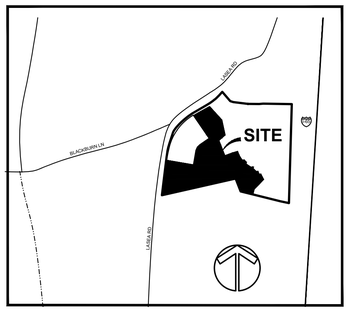
SHEET 1 of 4

LAND SURVEYOR
TED STEVENSON, TN RLS
RAGAN-SMITH ASSOCIATES, LLC.
315 WOODLAND STREET
NASHVILLE, TENNESSEE 37206
OFFICE: 615.244.8591
EMAIL: tstevenson@ragansmith.com

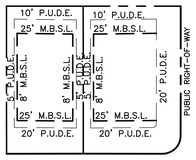
OWNER/DEVELOPER
MARLONS CREEK PROP CO, LLC
2925 BERRY HILL DRIVE
NASHVILLE, TN 37204
CONTACT: OWEN HOSAY
(615) 934-2864
EMAIL: owen@freehillventures.net

RaganSmith
a Pape-Dawson company

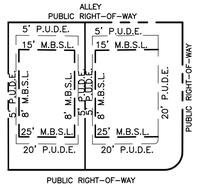
G:\21-0282\1-SURVEY\PLAT\FINAL\PHASE 1B\PHASE 1B FINAL PLAT.DWG



VICINITY MAP
(N.T.S.)



SINGLE FAMILY
TYPICAL LOT DETAIL
(NOT TO SCALE)



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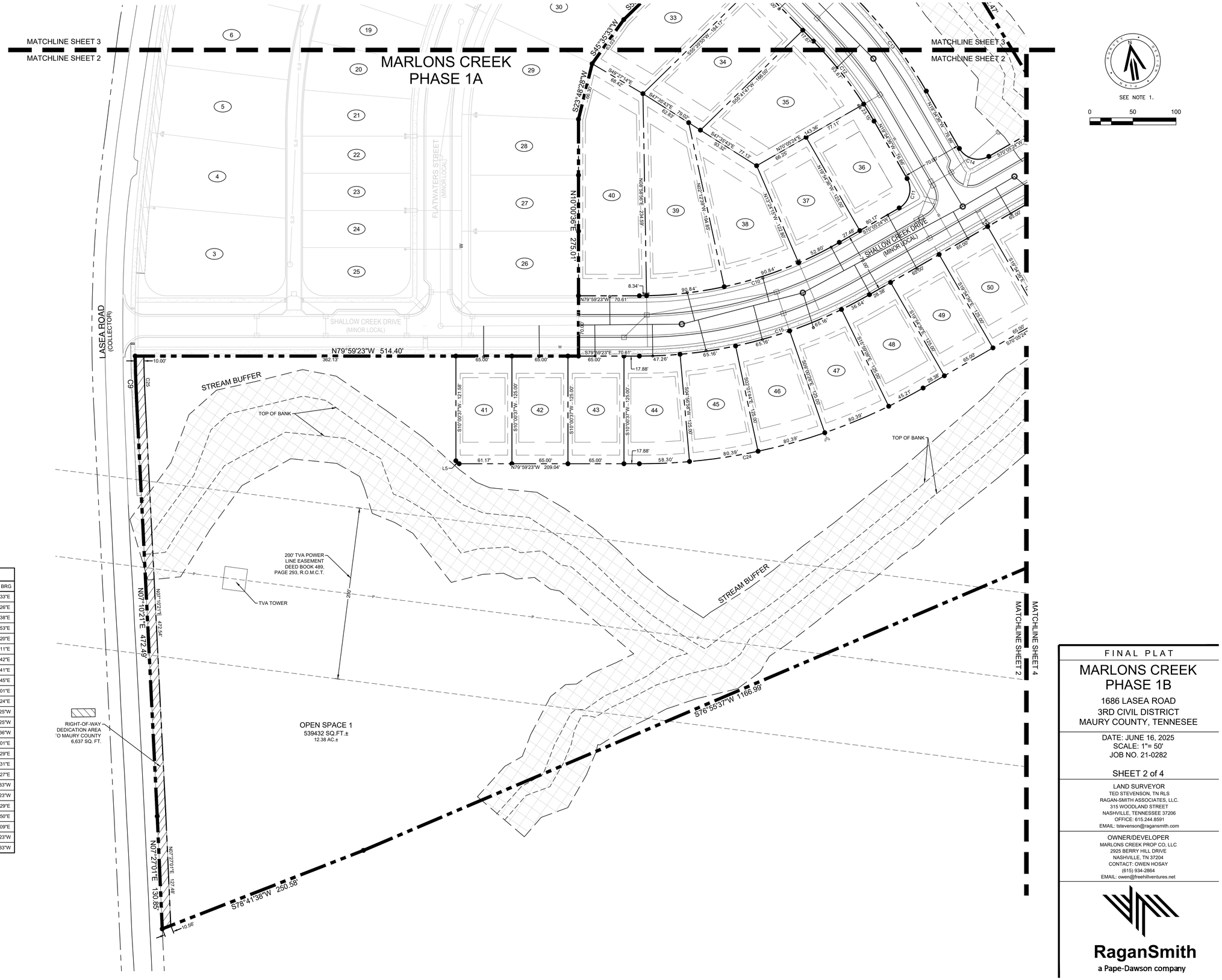

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FINAL PLAT

MARLONS CREEK PHASE 1B

1686 LASEA ROAD
3RD CIVIL DISTRICT
MAURY COUNTY, TENNESSEE

DATE: JUNE 16, 2025
SCALE: 1"= 50'
JOB NO. 21-0282

SHEET 2 of 4

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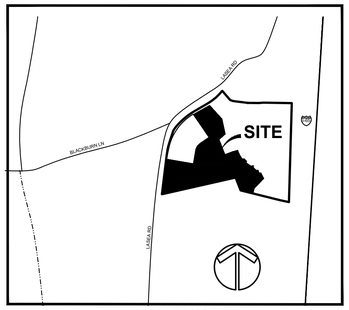

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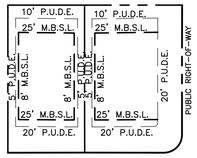

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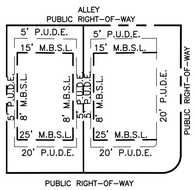

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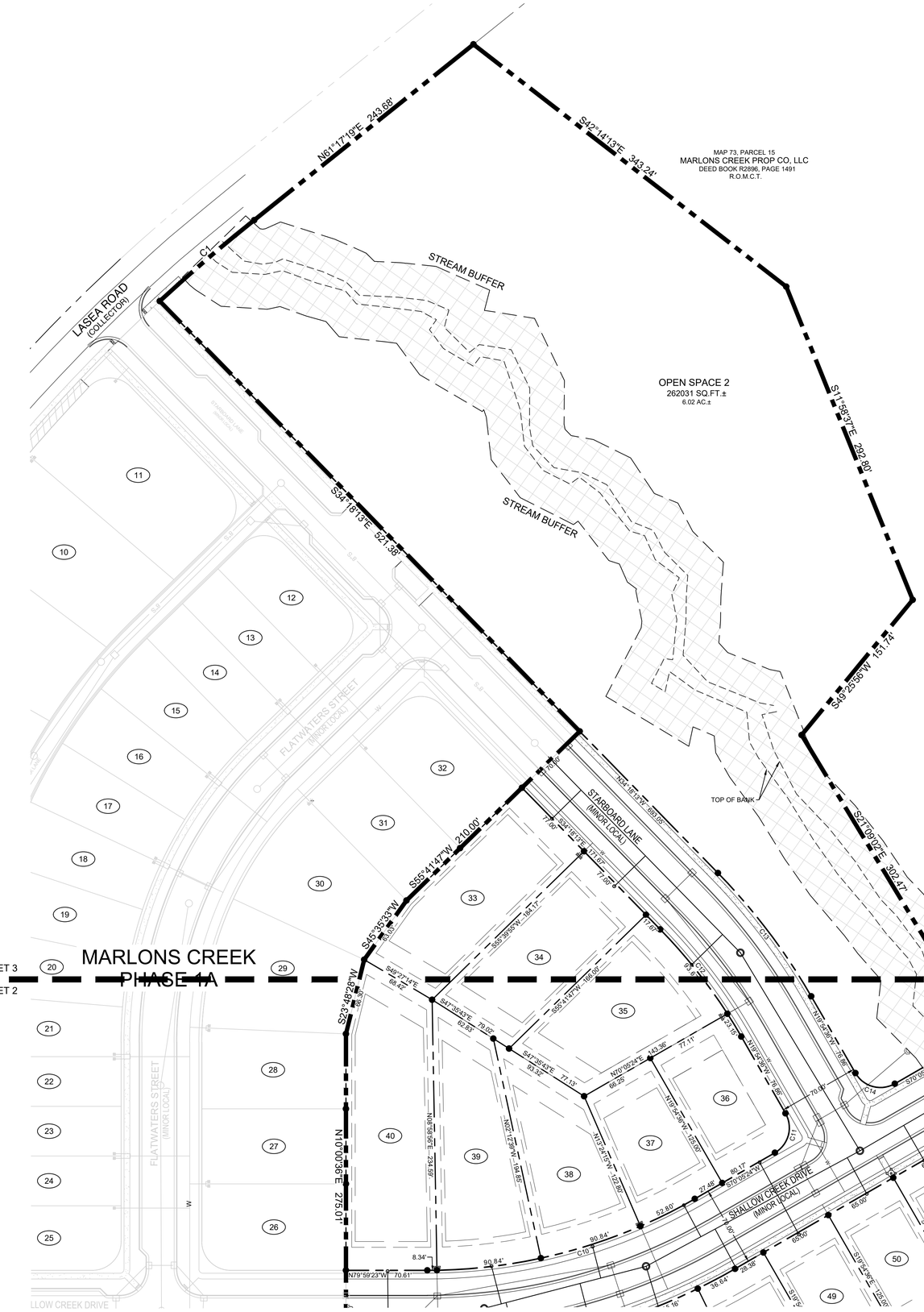

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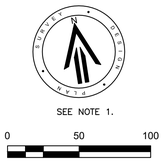

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1686 LASEA ROAD
3RD CIVIL DISTRICT
MAURY COUNTY, TENNESSEE

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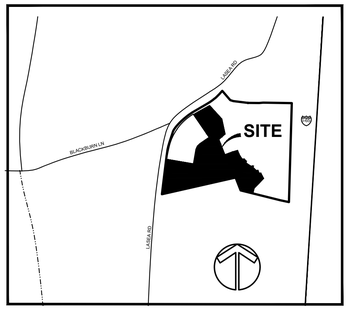

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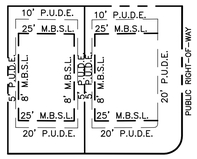

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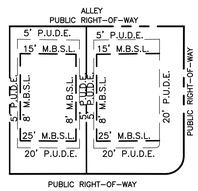

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MARLON'S CREEK
FUTURE DEVELOPMENT

STARBOARD LANE
(MINOR LOCAL)

SHALLOW CREEK DRIVE
(MINOR LOCAL)

HEADWATERS DRIVE
(MINOR LOCAL)

SOMERSBY TRAIL
(MINOR LOCAL)

RIVER LANE

OPEN SPACE 1

OPEN SPACE 5
42348 SQ.FT.±
0.97 AC.±

OPEN SPACE 4
3868 SQ.FT.±
0.09 AC.±

OPEN SPACE 3
1550 SQ.FT.±
0.04 AC.±

STREAM BUFFER

TOP OF BANK

WASTEWATER
PUMP STATION
EASEMENT

200' TVA POWER
LINE EASEMENT
DEED BOOK 489,
PAGE 293, R.O.M.C.T.

TVA TOWER

MAP 73, PARCEL 15
MARLONS CREEK PROP CO, LLC
DEED BOOK R2896, PAGE 1491
R.O.M.C.T.

N70°05'24"E 160.74'

N73°39'17"E
92.89'

S45°14'59"E
70.00'

S51°23'21"E
20.07'

S56°12'40"E
88.48'

N63°24'19"E
8.90'

S26°35'41"E
70.00'

N63°24'19"E
27.32'

S26°35'41"E
122.00'

S44°10'38"W 254.02'

S13°38'18"W
100.28'

N76°21'42"W 239.95'

N21°23'36"W 239.79'

S76°55'37"W 1166.99'

S47°09'02"E 302.47'

MATCHLINE SHEET 2

MATCHLINE SHEET 4

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June 16, 2025
via Electronic Application Submittal
Charles Rush
Principal Planner
700 N Garden Street
Columbis, TN., 38401

RE: Marlons Creek, Phase 1B
1686 Lasea Road
Columbia, Tennessee

Dear Mr. Charles Rush,

Enclosed please find the above referenced Final Plat dated June 16, 2025, revised per comments in your email of June 12, 2025. Responses to the comments are addressed as follows:

Planning

Comment 1. *The lead staff person for this case is Charles Rush, Principal Planner. Please contact crush@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.*
Response: **Acknowledged.**

Comment 2. *At resubmittal, please provide a response letter addressing each comment along with any revised plans. If the nature of the comment does not warrant a response, or the comment was previously addressed, please simply note that the information has been acknowledged. Any documents or additional information that you want to present to the Planning Commission should be included in your resubmittal.*
Response: **A response letter is included in this re-submittal.**

Comment 3. *Other phase should be grey scaled so only current phase is shown on the final plat.*
Response: **Now shown thereon.**

NASHVILLE
315 Woodland Street
P.O. Box 60070
Nashville, TN 37206

CHATTANOOGA
35 Station Street
Chattanooga, TN 37408

MURFREESBORO
1500 Medical Center Parkway
Suite 2 J
Murfreesboro, TN 37129

FRANKLIN
4068 Rural Plains Circle
Suite 290
Franklin, TN 37064

Comment 4. *4. Please get with the local Maury Count/Columbia TDEC office so they can review the septic requirements and provide a letter stating that these lots are fine. Or just remove the lots from the plat.*
Response: **Lot 1 has been removed from this phase and will be recorded at a future date.**

Engineering

Comment 5. *Letter of Credit provided in the amount of $560,000 prior to resubmittal date.*
Response: **Acknowledged.**

Comment 6. *Asphalt binder and curbing shall be installed prior to resubmittal date.*
Response: **Acknowledged.**

Comment 7. *Grading shall substantially conform to approved construction plans (within 1 ft.)*
Response: **Acknowledged.**

Comment 8. *Install street signage (stop, street names)*
Response: **Acknowledged.**

Comment 9. *Wastewater pump station easement in OS5 should encompass the access drive.*
Response: **Now shown thereon.**

Comment 10. *Label roadways as public.*
Response: **Now shown thereon.**

Comment 11. *Add Note: All public utility and drainage easements located on proposed lots are to be maintained by the individual property owner for said lot..*
Response: **Now shown thereon.**

Comment 12. *Provide engineer certification letter for the box culvert*
Response: **Acknowledged.**

Fire

Comment 13. *No comment*
Response: **Acknowledged.**

Wastewater

Comment 14. *Sewer services are not shown.*
Response: **Now shown thereon.**

Comment 15. Final Plat signature is subject to fence installation, concrete drive installation, pumping out of the wet well, testing and final visual inspection.
Response: Acknowledged.

Maury County E911

Comment 16. As of 5/27/25 Austin Phelps knew street names for phase 1B need to be corrected, which are not reflected on this plat. Before 911 releases any addresses or signs off on PH 1B plate these issues must be corrected.
Response: New street names are shown on the survey and are under review by E911.

Comment 17. 17. Ragan Smith, do not wait until the last minute to send in these requests or you risk delay. 911 will not expedite any request which we denied moultire Ln in 2023. It is still labeled on this for review. Somersby Trail needs to change as well.
Response: New street names are shown on the survey and are under review by E911.

Maury County Schools

Comment 18. Howell Elementary, Cox Middle School, Battle Creek High School 24/25 SY 9-10th 9-11 (25/26 SY) 9-12 (26/27 SY). Spring Hill High 11-12 (24/25 SY) 12 (25/26 SY). The development combined with current neighborhoods and additional approved developments in these zones may require either new construction of realignment of school zones to accommodate new students.
Response: Acknowledged.

Duck River Electric Membership Corp

Comment 19. DREMC will be the local power provider for Marlons Creek Subdivision. Distribution power will be provided in accordance with all DREMC Service policies, rules, and regulations.
Response: Acknowledged.

City Attorney

Comment 20. No comments provided.
Response: Acknowledged.

Building

Comment 21. No comments
Response: Acknowledged.

Columbia Power

Comment 22. 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.
Response: Acknowledged.

Comment 23. 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.
Response: Acknowledged.

ATT

Comment 24. ATT intends to serve
Response: Acknowledged.

Columbia Water

Comment 25. Coordinate walk-through, Bacteria pressure testing with CPWS.
Response: Acknowledged.

Comment 26. Show water meter/service locations on plat.
Response: Acknowledged.

Comment 27. Available Fire Flow Capacity in Marlon's Creek Subdivision is Less Than 1,000 gpm Until Offsite Improvements are Completed on Blackburn Lane at Clara Mathis.
Response: Acknowledged.

Comment 28. Provide a detailed list of water infrastructure cost including labor to CPWS Water Department in advance of plat signing for Deed Over form.
Response: Acknowledged.

Comment 29. Water system must be complete and active at time of plat signing.
Response: Acknowledged.

Police

Comment 30. No comments provided
Response: Acknowledged.

Public Works

Comment 31. No comment.
Response: Acknowledged.

Maury County Highway Dept.

Comment 31. No comment.
Response: Acknowledged.

Atmos Energy

Comment 31. No comments provided.
Response: Acknowledged.

Please call if you have any questions or comments.

Sincerely,
RaganSmith Associates, LLC

Ted J. Stevenson II, PLS
Survey Project Manager

BK/PG: R3051/1245-1261
25003177

17 PGS:AL-AGREEMENT
JANE BATCH: 347084 03/10/2025 - 10:10 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

Plu Owen Hosay

DOCUMENT PREPARED BY:
Name: Hunter Fred
Company Ragan Smith
Address: 315 Woodland St.
Nashville TN, 37206

After recording return copy to City of Columbia, Development Services

INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES

Map & Parcel Number: Map 73, Parcel 15.00
Project Name: Marlons Creek Phase 1B

Recorded by deed in the Register of Deeds Office of Maury County in Deed Book R2896, Page(s) 1491-1496.

THIS AGREEMENT, made this 10 day of March, 2025, by and between Marlons Creek Prop Co. LLC 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 Lynn Earley

Title Member

Signature

Owner Marlons Creek Propco LLC

Address 2925 Berry Hill Dr.

City, State ZIP Nashville TN, 37204

STATE OF TN
COUNTY OF DAVIDSON

Before me, SUSAN GORMAN of the state and county mentioned, personally appeared Gary Lynn Earley, 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 5th day of March, 2025.

Susan E. Gorman
Notary Public

My Commission Expires: 3/9/2027

SUSAN E. GORMAN
STATE OF TENNESSEE
NOTARY PUBLIC
DAVIDSON COUNTY
MY COMMISSION EXPIRES 3-9-2027

CITY OF COLUMBIA, TENNESSEE
ENGINEERING DEPARTMENT

APPROVED BY: R. Neil Scruggs
R. NEIL SCRUGGS

STATE OF TENNESSEE
COUNTY OF MAURY

Before me, Kim Dale of the state and county mentioned, personally appeared 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 10 day of March, 2025.

Kim Dale
Notary Public
My Commission Expires: 5/20/2026

KIM DALE
STATE OF TENNESSEE
NOTARY PUBLIC
MAURY COUNTY

Appendix B: Subdivision Development Agreement

This DEVELOPMENT AGREEMENT is made and entered into on this

17th day of February, 2025,
between THE CITY OF COLUMBIA, TENNESSEE, (hereinafter the "CITY"), and

Marlons Creek Prop Co, LLC, 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

17th day of February, 2025,
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:

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.

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.

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.

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.

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

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.

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.

Marlons Creek Subdivision
PROJECT

Completed by the Developer	*Completed by the City*
Marlons Creek Prop Co. LLC DEVELOPER NAME	
Owen Hosey AUTHORIZED AGENT NAME	CITY ENGINEER
 SIGNATURE	SIGNATURE
2-17-2025 DATE	DATE
2925 Berry Hill Drive STREET	
Nashville, TN 37204 CITY, STATE, ZIP	
615-934-8264 PHONE	
owen@freehillventures.net EMAIL	
Attest	*Attest*
Mandy A. Allen ATTEST NAME	ATTEST NAME
 ATTEST SIGNATURE	ATTEST SIGNATURE
02/17/2025 DATE	DATE

Idlewild Farms

Project #:	25-0204	Location:	Map 89 Parcel 23.01
Applicant:	M2 Group, LLC	Case Type(s):	Final Plat
Staff Planner:	Jeremy Humphrey, Planner II	Proposed Use:	Single Family

PROJECT SUMMARY

The applicant requests approval of a Final Plat to abandon Lots 82 & 83, create 16 lots, and 2 open spaces. The Planning Commission approved a Preliminary Plat for the development in July 2021. The approval created a vested right to develop under RS-20 Preliminary Plat based on the RS-20 standards of the previous Zoning Ordinance.

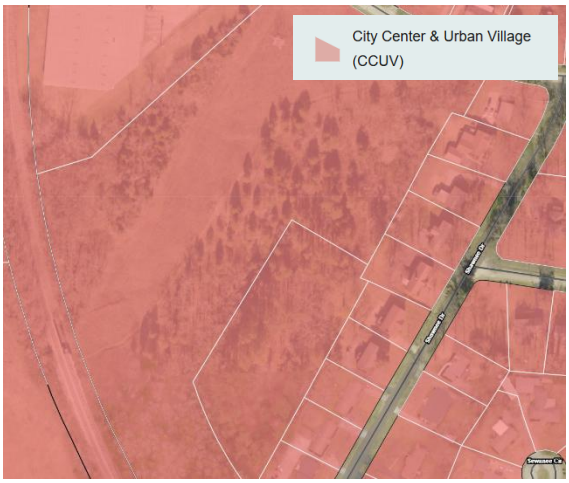
- The development is subject to Ordinance 3638, the pre-July 2022 zoning ordinance.
- The Final Plat conforms to the approved Preliminary Plat.
- The applicant has provided financial surety in the amount of $255,000 to guarantee completion of infrastructure.
- The applicant has executed a development agreement in the format prescribed by Appendix B of the Subdivision Regulations.
- The applicant has provided a stormwater maintenance agreement per the Subdivision Regulations.
- CPWS has noted that water system must be active at time of plat signing.
- The DRC reviewed this proposal at its April 2025 meeting. Staff review included standard comments and requests for technical corrections. Full technical comments are provided in the agenda packet.
- The Planning Commission is the **Decision-Making Authority** for the Final Plat.
- Templates are provided at the end of the report to assist the Planning Commission in crafting properly formatted motions.

SITE INFORMATION

CURRENT ZONING	EXISTING USE	EXISTING IMP.	LAND AREA
CD-3L	Vacant	Infrastructure for Development	+/-14 Acres



FUTURE LAND USE MAP



ZONING MAP



SITE CONTEXT/ADJACENT PROPERTIES			
	Future Land Use	Zoning	Current Use
Subject Property	Cit Center & Urban Village	CD-3L	Vacant/Developing
North	Cit Center & Urban Village	SD-LI	Vacant structure
South	Cit Center & Urban Village	CD-3L	Single Family
East	Cit Center & Urban Village	CD-3L	Single Family
West	Cit Center & Urban Village	CD-4C	Vacant land

The subject site is currently zoned CD-3L. The property is bounded North by a structure that is vacant and zoned SD-LI. Single family homes are to the South and East of the parcel. To the West is vacant land zoned CD-4C.

CONFORMITY WITH ZONING ORDINANCE

The Final Plat conforms to the preliminary plat that has been previously approved.

REVIEW PROCESS

The Development Review Committee evaluated the proposed Final Plat at its May 2024 meeting, as directed by section **8.3.7** of the Zoning Ordinance. Technical comments are provided in the agenda package and summarized above.

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

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

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

> *A. Recommendations and final action on a Final Plat shall be based on consideration of the following criteria:*
>
> *1. Whether the proposed Final Plat complies with the applicable zoning district and overlay districts;*
>
> *2. Whether the proposed Final Plat is consistent with all standards of these Subdivision Regulations and other related codes and ordinances enforced by the City; and*

3. Whether the proposed Final Plat meets all the requirements or conditions of any applicable development approvals, such as development plans or associated modification of standards.

B. Final Plat approval shall be subject to the completion of required improvements, or in lieu, the CMPC may approve a Performance Agreement.

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

SAMPLE MOTIONS

Approve:

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

Approve with Conditions:

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

Defer for Continued Review:

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

Deny:

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

FINAL PLAT FOR:

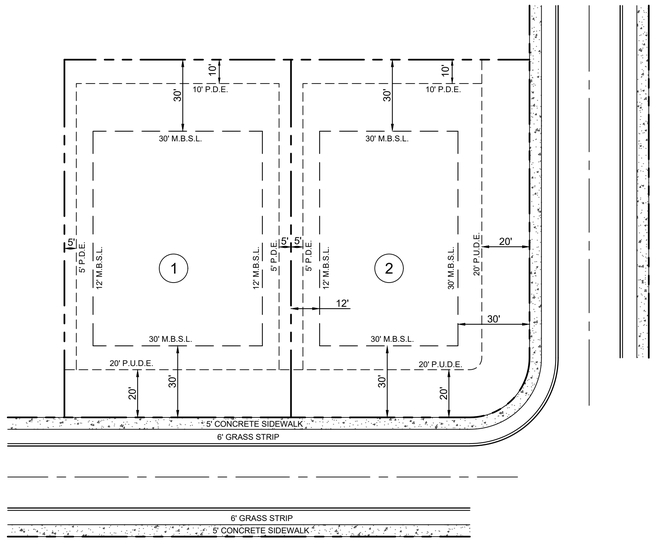
IDLEWILD FARMS

HIWASSEE DRIVE
CITY OF COLUMBIA
MAURY COUNTY, TENNESSEE
MAP 89, PARCELS 23.01 & 23.02
JUNE 16, 2025

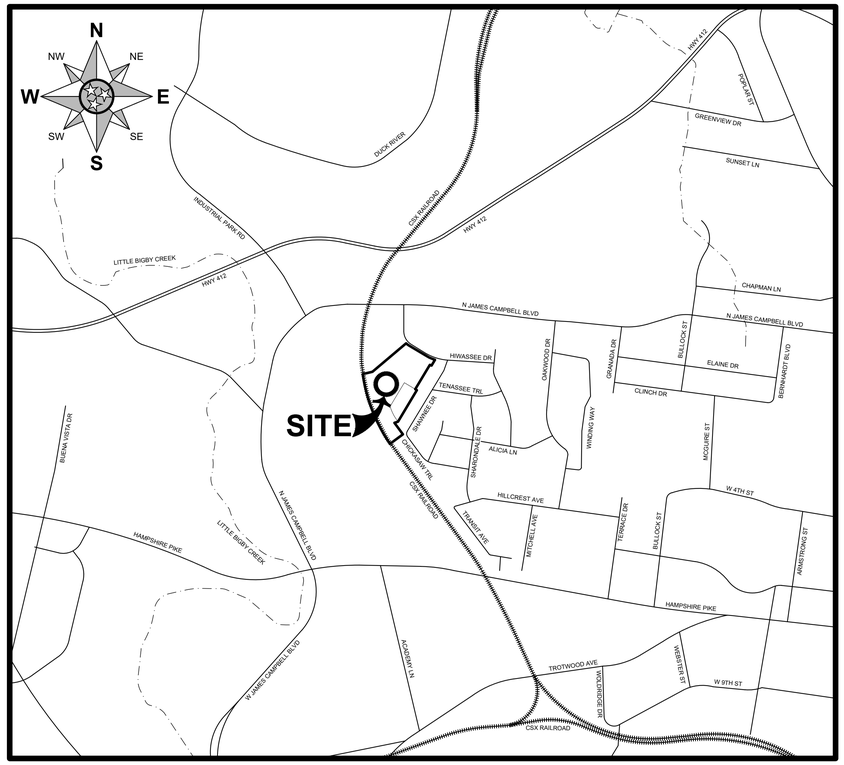
LOT AREA TABLE		
Lot #	Area (s.f.)	Area (ac.)
1	28,866	0.66
2	38,245	0.88
3	22,790	0.52
4	20,000	0.46
5	20,000	0.46
6	20,000	0.46
7	20,000	0.46
8	20,000	0.46
9	22,236	0.51
10	24,542	0.56
11	22,122	0.51
12	22,083	0.51
13	22,424	0.51
14	20,333	0.47
15	20,307	0.47
16	25,816	0.59

OPEN SPACE AREA TABLE		
O.S. #	AREA (S.F.)	AREA (AC.)
"A"	210,433	4.83
"B"	43,728	1.00

SHEET LIST TABLE	
SHEET NUMBER	SHEET TITLE
FP-01	COVER SHEET
FP-02	FINAL PLAT



TYPICAL LOT LAYOUT
SCALE: 1"=30'
(TYPICAL UNLESS NOTED OTHERWISE)



VICINITY MAP
SCALE: 1"=1000'

FINAL SUBDIVISION PLAT MAURY COUNTY, TENNESSEE	
TOTAL ACRES: 15.61	TOTAL LOTS: 16
ACRES NEW STREETS: 1.28	FEET NEW STREETS: 1,330
CIVIL DISTRICT: 4TH	CLOSURE ERROR: 1:10,000±
MILES OF NEW ROADS: 0.25	DATE: JUNE 16, 2025

GENERAL NOTES:

1. THE PURPOSE OF THIS PLAT IS TO ABANDON LOTS 82 & 83, AS REFERENCED IN IDLEWILD SUBDIVISION, SECTION 3, PB 4, PG 15, CREATE 16 LOTS AND 2 OPEN SPACES.
2. THE RECORDING OF THIS PLAT SHALL VOID, VACATE, AND SUPERCEDE THE PREVIOUSLY RECORDED PLAT(S), PLAT OF SURVEY FOR IDLEWILD SUBDIVISION, SECTION 3, PB 4, PG 15. ALL OTHER INFORMATION ON SAID PLATS SHALL REMAIN THE SAME.
3. BEARINGS ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD83).
4. SURVEY FIELD WORK WAS COMPLETED ON JANUARY 26, 2024.
5. THIS SURVEY WAS PREPARED USING THE CURRENT DEEDS AND PLATS OF RECORD FOR THE SUBJECT PROPERTY.
6. ALL DEED BOOK AND PLAT REFERENCES PERTAIN TO THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE.
7. ADJOINING PROPERTY LINES SHOWN WERE PLOTTED FROM INFORMATION TAKEN FROM EITHER DEED DESCRIPTION, RECORD PLATS, OR TAX MAPS.
8. PROPERTY CORNERS SET THIS SURVEY ARE 18" #4 REBAR WITH ORANGE PLASTIC CAP STAMPED "M2 GROUP", 18" #5 REBAR WITH YELLOW PLASTIC CAP STAMPED "M2 GROUP, LLC", OR PK NAIL WITH STAINLESS STEEL WASHER STAMPED "M2 GROUP, LLC", UNLESS NOTED OTHERWISE.
9. UNDERGROUND UTILITIES, IF SHOWN, HAVE BEEN PLOTTED FROM PLANS AND MARKINGS COMBINED WITH OBSERVED EVIDENCE OF UTILITIES TO DEVELOP A VIEW OF THOSE UNDERGROUND UTILITIES (CI/ASCE 38-2, QUALITY LEVEL C). OTHER UNDERGROUND UTILITIES MAY EXIST WHICH ARE NOT SHOWN AS A RESULT OF INFORMATION NOT BEING PROVIDED BY THE UTILITY OWNER. HOWEVER, LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT OR CONTRACTOR IS ADVISED THAT EXCAVATION MAY BE NECESSARY. CALL 811 BEFORE YOU DIG.
10. THE PROPERTY SHOWN HEREON IS LOCATED IN A FLOOD HAZARD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN) ACCORDING TO F.I.R.M. MAP "MAURY COUNTY, TENNESSEE" PANELS 170 & 285 OF 440, MAP NUMBER 47119C0170E & 47119C0285E, REVISED APRIL 16, 2007.
11. THE SUBJECT PROPERTY SHOWN HEREON HAS A VESTED ZONING DESIGNATION OF "R-20", ACCORDING TO THE PREVIOUS CITY OF COLUMBIA OFFICIAL ZONING ORDINANCE, ADOPTED AUGUST 2006 . SETBACK REQUIREMENTS ARE AS FOLLOWS:
    FRONT = 30 FEET
    SIDE = 12 FEET
    REAR = 30 FEET
12. DEVELOPMENT IS TO BE SERVED BY A MAIL KIOSK LOCATED IN OS-2.
13. THE OVERALL PROPERTY BOUNDARY SHOWN HEREON IS BASED ON A SURVEY BY WES ENGINEERS AND SURVEYORS, DATE OF SURVEY IS UNKNOWN.
14. ALL OPEN SPACE IS TO SERVE AS A PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENT (PUDAE).
15. ALL PUBLIC UTILITY AND DRAINAGE EASEMENTS LOCATED ON PROPOSED LOTS ARE TO BE MAINTAINED BY THE INDIVIDUAL PROPERTY OWNER FOR SAID LOT.
16. PROPERTY IS SUBJECT TO A STORMWATER MAINTENANCE AGREEMENT, RECORD BOOK 3073, PAGE 1054 RECORDED WITH THE MAURY COUNTY REGISTER OF DEEDS.

SUBJECT PROPERTY INFORMATION:

- OWNER: HABITAT FOR HUMANITY WILLIAMSON-MAURY
- PARCEL ID: TAX MAP 89, PARCEL 23.01 & 23.02
- INSTRUMENT: RB R2892, PG 825
- PLAT INSTRUMENT: PB 4, PG 15
- TOTAL AREA = 15.60 AC. (679,753 S.F.)
- ZONING: CD-3L

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 R2892, PAGE 825, MAURY COUNTY REGISTERS OFFICE, AND ADOPT THIS FINAL SUBDIVISION PLAT OF THE PROPERTY AS SHOWN HEREON AND DEDICATE ALL PUBLIC WAYS AND EASEMENTS AS NOTED WITH MY (OUR) FREE CONSENT.

OWNER(S) _____ DATE _____

TITLE (IF ACTION FOR CORPORATION OR PARTNERSHIP) _____

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 _____

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE, AND UTILITIES

I HEREBY CERTIFY THAT THE STREETS, DRAINAGE, AND UTILITIES OUTLINED OR INDICATED ON THIS FINAL SUBDIVISION PLAT HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR A PERFORMANCE SURETY IN THE AMOUNT OF $ _____ FOR STREETS AND DRAINAGE HAS BEEN POSTED WITH THE CITY OF COLUMBIA, TENNESSEE, TO ASSURE COMPLETION OF SUCH IMPROVEMENTS.

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 HAS 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 DEPARTMENT AND BY E-911 MAURY COUNTY.

MAURY COUNTY E-911 _____ DATE _____

CERTIFICATE OF ACCURACY

I (WE) HEREBY CERTIFY THAT TO THE BEST OF MY (OUR) KNOWLEDGE AND BELIEF 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.

REGISTERED LAND SURVEYOR _____ 3041 NUMBER _____ July 18, 2025 DATE _____

CERTIFICATE 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 GOVERNMENT REQUIREMENTS, OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

DIRECTOR OF WASTEWATER DEPARTMENT _____ DATE _____
COLUMBIA, TENNESSEE

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

CONTACT LIST

OWNER/DEVELOPER

HABITAT FOR HUMANITY WILLIAMSON-MAURY
109 NOAH DRIVE
FRANKLIN, TN 37064
(615) 690-8090
CONTACT: JENNEE GALLAND, PRESIDENT & COO
E-MAIL: jgalland@hfhwm.org

SURVEYOR

M2 GROUP, LLC
P.O. BOX 2543
BRENTWOOD, TN 37024
PHONE: (931) 623-8913
CONTACT: STEPHEN VANDER HORST, RLS, CFS
E-MAIL: stephen@m2groupllc.com

DESCRIPTION | DATE | REVISION #

STEPHEN VANDER HORST — REGISTERED LAND SURVEYOR — TENNESSEE NO. 3041 — 7/18/25

FINAL PLAT
IDLEWILD FARMS
HIWASSEE DRIVE
CITY OF COLUMBIA
MAURY COUNTY, TENNESSEE

M2 GROUP
P.O. BOX 2543
BRENTWOOD, TN 37024-2543
WWW.M2GROUPLLC.COM

COVER SHEET

DRAWN BY : ERG
CHECKED BY : SVH
DATE : JUNE 16, 2025
PROJECT NO. : 23-070

SHEET NUMBER:
FP-01

DRAWING1.DWG / Wednesday, January 10, 2018 12:04:03 PM

SUBJECT PROPERTY INFORMATION:

- OWNER: HABITAT FOR HUMANITY WILLIAMSON-MAURY
- PARCEL ID: TAX MAP 89, PARCEL 23.01 & 23.02
- INSTRUMENT: RB R2892, PG 825
- PLAT INSTRUMENT: PB 4, PG 15
- TOTAL AREA = 15.60 AC. (679,753 S.F.)
- ZONING: R-20 (PER PREVIOUS ZONING)

50 0 50 100
GRAPHIC SCALE

GENERAL NOTES:

1. THE PURPOSE OF THIS PLAT IS TO ABANDON LOTS 82 & 83, AS REFERENCED IN IDLEWILD SUBDIVISION, SECTION 3, PB 4, PG 15, CREATE 16 LOTS AND 2 OPEN SPACES.
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7. ADJOINING PROPERTY LINES SHOWN WERE PLOTTED FROM INFORMATION TAKEN FROM EITHER DEED DESCRIPTION, RECORD PLATS, OR TAX MAPS.
8. PROPERTY CORNERS SET THIS SURVEY ARE 18" #4 REBAR WITH ORANGE PLASTIC CAP STAMPED "M2 GROUP", 18" #5 REBAR WITH YELLOW PLASTIC CAP STAMPED "M2 GROUP, LLC", OR PK NAIL WITH STAINLESS STEEL WASHER STAMPED "M2 GROUP, LLC", UNLESS NOTED OTHERWISE.
9. UNDERGROUND UTILITIES. IF SHOWN, HAVE BEEN PLOTTED FROM PLANS AND MARKINGS COMBINED WITH OBSERVED EVIDENCE OF UTILITIES TO DEVELOP A VIEW OF THOSE UNDERGROUND UTILITIES (CI/ASCE 38-2, QUALITY LEVEL C). OTHER UNDERGROUND UTILITIES MAY EXIST WHICH ARE NOT SHOWN AS A RESULT OF INFORMATION NOT BEING PROVIDED BY THE UTILITY OWNER. HOWEVER, LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT OR CONTRACTOR IS ADVISED THAT EXCAVATION MAY BE NECESSARY. CALL 811 BEFORE YOU DIG.
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    FRONT = 30 FEET
    SIDE = 12 FEET
    REAR = 30 FEET
12. DEVELOPMENT IS TO BE SERVED BY A MAIL KIOSK LOCATED IN OS-2.
13. THE OVERALL PROPERTY BOUNDARY SHOWN HEREON IS BASED ON A SURVEY BY WES ENGINEERS AND SURVEYORS, DATE OF SURVEY IS UNKNOWN.
14. ALL OPEN SPACE IS TO SERVE AS A PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENT (PUDAE) AND TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION (HOA).
15. ALL PUBLIC UTILITY AND DRAINAGE EASEMENTS LOCATED ON PROPOSED LOTS ARE TO BE MAINTAINED BY THE INDIVIDUAL PROPERTY OWNER FOR SAID LOT.
16. PROPERTY IS SUBJECT TO A STORMWATER MAINTENANCE AGREEMENT, RECORD BOOK 3073, PAGE 1054 RECORDED WITH THE MAURY COUNTY REGISTER OF DEEDS.

LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	S72° 13' 06"W	52.46
L2	N49° 45' 38"E	4.55
L3	N66° 08' 05"W	25.02
L4	S59° 07' 45"E	25.50

CURVE TABLE				
CURVE #	LENGTH	RADIUS	CHORD DIRECTION	CHORD LENGTH
C1	34.29	175.00	N30° 53' 42"W	34.24
C2	123.91	175.00	N4° 59' 50"W	121.34
C3	48.06	175.00	N23° 09' 20"E	47.91
C4	39.33	25.00	N14° 02' 30"W	35.40
C5	39.21	25.00	S75° 57' 30"W	35.31
C6	147.33	125.00	S2° 44' 32"E	138.95
C7	200.69	2301.59	N31° 59' 47"W	200.62
C8	165.12	2301.59	N27° 26' 35"W	165.08
C9	162.85	2301.59	N23° 21' 39"W	162.82
C10	528.11	2301.59	N14° 45' 38"W	526.95
C11	46.68	206.10	S52° 37' 10"E	46.58
C12	127.63	543.54	S65° 50' 03"E	127.34

CSX TRANSPORTATION
RIGHT-OF-WAY CHARTER
MAP 099, PARCEL 403.00

MILLIKEN NONWOVENS LLC
MAP 089, PARCEL 23.03
DB R2260, PG 919

STORMWATER MANAGEMENT AREA

OS-1
OPEN SPACE "A"
4.83 AC.

OS-2
OPEN SPACE "B"
1.00 AC.

150' TVA TRANSMISSION EASEMENT
(REFERENCED PER PB 4, PG 15)

N31° 01' 25"E 1043.63' (TOTAL)

N31° 01' 25"E 809.85' (TOTAL)

S31° 01' 25"W 810.08' (TOTAL)

N30° 52' 41"E 513.19' (TOTAL)

N30° 56' 22"E 396.77' (TOTAL)

BESSER SPRINGS WAY
(50' PUBLIC R/W - MINOR LOCAL)

SHAWNEE DRIVE
(50' PUBLIC R/W - MINOR LOCAL)

HIWASSEE DRIVE
(50' PUBLIC R/W - MINOR LOCAL)

1	28,866 S.F. 0.66 AC.	1264	
2	38,245 S.F. 0.88 AC.	1256	
3	22,790 S.F. 0.52 AC.	1248	
4	20,000 S.F. 0.46 AC.	1240	
5	20,000 S.F. 0.46 AC.	1232	
6	20,000 S.F. 0.46 AC.	1224	
7	20,000 S.F. 0.46 AC.	1216	
8	20,000 S.F. 0.46 AC.	1208	
9	22,236 S.F. 0.51 AC.	1200	
10	24,542 S.F. 0.56 AC.	1255	
11	22,122 S.F. 0.51 AC.	1241	
12	22,083 S.F. 0.51 AC.	1233	
13	22,424 S.F. 0.51 AC.	1225	
14	20,333 S.F. 0.47 AC.	1217	
15	20,307 S.F. 0.47 AC.	1209	
16	25,816 S.F. 0.59 AC.	1201	

71B AMANDA NICOLE POTTS HOUSER, ET VIR
MAP 089K, GROUP B
PARCEL 23.00
DB R2662, PG 1309
MINOR PLAT SUBDIVISION OF PROPERTY OF KENT CARVELL
PB 8, PG 135

71A AMANDA NICOLE POTTS
MAP 089K, GROUP B
PARCEL 22.00
DB R2097, PG 1107
MINOR PLAT SUBDIVISION OF PROPERTY OF KENT CARVELL
PB 8, PG 135

84 LARON M TAYLOR
MAP 089N, GROUP F
PARCEL 3.00
DB R1416, PG 403
IDLEWILD SECTION 3
PB 4, PG 15

81 THREE LITTLE BEES LLC
MAP 089K, GROUP A
PARCEL 10.00
DB R2608, PG 358
IDLEWILD SECTION 3
PB 4, PG 15

80 NOLAN PATEE
MAP 089K, GROUP A
PARCEL 9.00
DB R2641, PG 619
IDLEWILD SECTION 3
PB 4, PG 15

79 LETOURNEAU PROPERTIES TN LLC
MAP 089K, GROUP A
PARCEL 8.00
DB R2579, PG 99
IDLEWILD SECTION 3
PB 4, PG 15

78 SHERRY D TAYLOR
MAP 089K, GROUP A
PARCEL 7.00
DB R2263, PG 667
IDLEWILD SECTION 3
PB 4, PG 15

77 MARION PATRICK REAVES
MAP 089K, GROUP A
PARCEL 6.00
DB 1367, PG 918
IDLEWILD SECTION 3
PB 4, PG 15

76 G & R CONSTRUCTION, INC
MAP 089K, GROUP A
PARCEL 5.00
DB R2842, PG 63
IDLEWILD SECTION 3
PB 4, PG 15

75 KRISTIN G COGGIN
MAP 089K, GROUP A
PARCEL 4.00
DB R2338, PG 193
IDLEWILD SECTION 3
PB 4, PG 15

74 ADAM RYAN ETUX
MAP 089K, GROUP A
PARCEL 3.00
DB 2207, PG 708
IDLEWILD SECTION 3
PB 4, PG 15

73 ERNEST NEAL BRADY ETUX
MAP 089K, GROUP A
PARCEL 2.00
DB R2439, PG 1195
IDLEWILD SECTION 3
PB 4, PG 15

72 STEPHEN TAYLOR ELLIS
MAP 089K, GROUP A
PARCEL 1.00
DB R2559, PG 1097
IDLEWILD SECTION 3
PB 4, PG 15

LOT LINES TO BE ABANDONED WITH THE RECORDING OF THIS PLAT. LOTS FORMERLY KNOWN AS 82 & 83 ON THE IDLEWILD, SECTION 3 FINAL PLAT WILL NOW SERVE AS OPEN SPACE "B" AS SHOWN AND NOTED HEREON.

OVERHEAD ELECTRIC LINES AND POLES TO BE RELOCATED

LEGEND:

PROPOSED PROPERTY LINE	SAN	EXISTING SANITARY SEWER LINE		FIRE HYDRANT		LIGHT STANDARD
PROPOSED RIGHT-OF-WAY	ST	EXISTING STORM SEWER LINE		WATER METER		COMMUNICATION PEDESTAL
EXISTING ADJACENT PROPERTY LINE	W W	EXISTING WATER LINE		SANITARY MANHOLE	MBSL	MINIMUM BUILDING SETBACK LINE
PROPOSED EASEMENT	OHE	EXISTING OVERHEAD ELECTRIC		SEWER BOX	PDE	PERMANENT DRAINAGE EASEMENT
EXISTING EASEMENT	G G	EXISTING GAS LINE		CURB INLET	PUDE	PERMANENT UTILITY & DRAINAGE EASEMENT
MBSL MINIMUM BUILDING SETBACK LINE		EXISTING RAILROAD TRACKS		POWER POLE	HW	HEADWALL
SAN PROPOSED SANITARY SEWER LINE	●	IRON REBAR FOUND (IRF)	→	GUY WIRE	1	LOT NUMBER
ST PROPOSED STORM SEWER LINE	■	CONCRETE MONUMENT FOUND (CMF)		HIGH TENSION TOWER	1201	ADDRESS
W PROPOSED WATER LINE	⊙	IRON PIPE FOUND (IPF)	ET	TRANSFORMER		
OH-E PROPOSED OVERHEAD ELECTRIC	○	IRON REBAR SET W/CAP (IRS)		ELECTRIC PEDESTAL		

Know what's below. Call before you dig.

REVISION #	DATE	DESCRIPTION

STEPHEN VANDERHOOFT 2429 REGISTERED LAND SURVEYOR STATE OF TENNESSEE 7/18/25 TENNESSEE NO. 2429

FINAL PLAT
IDLEWILD FARMS
HIWASSEE DRIVE
CITY OF COLUMBIA
MAURY COUNTY, TENNESSEE

M2 GROUP
P.O. BOX 2543
BRENTWOOD, TN 37024-2543
WWW.M2GROUPLLC.COM

FINAL PLAT

DATE :	JUNE 16, 2025	DRAWN BY :	ERG	CHECKED BY :	SVH
PROJECT NO. :	23-070				

SHEET NUMBER:
FP-02

DRAWING1.DWG / Wednesday, January 10, 2018 12:04:03 PM

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, July 8, 2025

ITEM NO.
25-0204

DESCRIPTION: Idlewild Farms

COMMENTS:

Fire

1. No comments

Engineering

2. Letter of Credit provided in the amount of $255,000. **Acknowledged**
3. Asphalt binder and curbing shall be installed prior to resubmittal date. **Acknowledged**
4. Grading shall substantially conform to approved construction plans (within 1 ft.) prior to resubmittal date. **Acknowledged**
5. Install street signage (stop, street names) prior to resubmittal date. **Acknowledged**
6. Rear PUDE should be 10' on typical lot layout **Typical Lot Layout has been corrected**

Wastewater

7. Final Plat signature is subject to testing and final visual inspection. **Acknowledged**
8. Final Plat signature is subject to testing, as-builts, and final visual inspection. **Acknowledged**

Building

9. No comment.

City Attorney

10. No comments provided.

CITY OF COLUMBIA TENNESSEE

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

Maury County E911

11. Besser Springs Way is correct. Addresses provided to Lexi Bolinski 4-24-2025 **Acknowledged**

Maury County Schools

12. Riverside Elementary, Whitthorne Middle School, Central High School
    The development combined with current neighborhoods and additional approved developments in these zones may require either new construction of realignment of school zones to accommodate new students.
    of school zones to accommodate new students. **Acknowledged**

Columbia Power

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

Columbia Water

14. Coordinate walk-through, Bacteria sampling and pressure testing with CPWS. **Acknowledged**

    Provide a detailed list of water infrastructure cost including labor to CPWS Water Department in advance of plat signing for Deed Over form. **Acknowledged**

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

Public Works

15. No comments.

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

Police

16. No comments provided.

Duck River Electric Membership Corp

17. No comment.

Maury County Highway Dept.

18. No comment.

ATT

19. No comment provided.

Atmos Energy

20. No comment provided.

Resubmittal Guidelines

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

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

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

CITY OF
COLUMBIA
TENNESSEE

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

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
COLUMBIA
TENNESSEE

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

DEVELOPMENT REVEW COMMITTEE MEETING
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2. Letter of Credit provided in the amount of $255,000.
3. Asphalt binder and curbing shall be installed prior to resubmittal date.
4. Grading shall substantially conform to approved construction plans (within 1 ft.) prior to resubmittal date.
5. Install street signage (stop, street names) prior to resubmittal date.
6. Rear PUDE should be 10' on typical lot layout

Wastewater

7. Final Plat signature is subject to testing and final visual inspection.
8. Final Plat signature is subject to testing, as-builts, and final visual inspection.

Building

9. No comment.

City Attorney

10. No comments provided.

CITY OF COLUMBIA TENNESSEE

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

Maury County E911

11. Besser Springs Way is correct. Addresses provided to Lexi Bolinski 4-24-2025

Maury County Schools

12. Riverside Elementary, Whitthorne Middle School, Central High School
    The development combined with current neighborhoods and additional approved developments in these zones may require either new construction of realignment of school zones to accommodate new students.
    of school zones to accommodate new students.

Columbia Power

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

Columbia Water

14. Coordinate walk-through, Bacteria sampling and pressure testing with CPWS.

    Provide a detailed list of water infrastructure cost including labor to CPWS Water Department in advance of plat signing for Deed Over form.

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

Public Works

15. No comments.

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

Police

16. No comments provided.

Duck River Electric Membership Corp

17. No comment.

Maury County Highway Dept.

18. No comment.

ATT

19. No comment provided.

Atmos Energy

20. No comment provided.

Resubmittal Guidelines

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

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

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

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

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.

FINAL PLAT FOR:

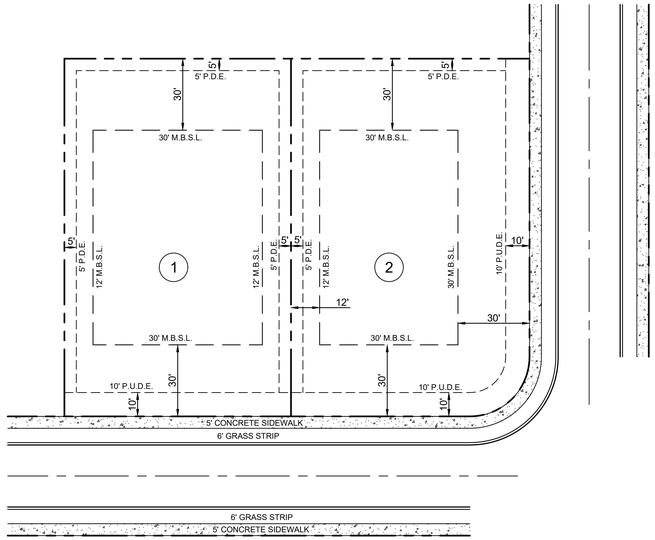
IDLEWILD FARMS

HIWASSEE DRIVE
CITY OF COLUMBIA
MAURY COUNTY, TENNESSEE
MAP 89, PARCELS 23.01 & 23.02
JUNE 16, 2025

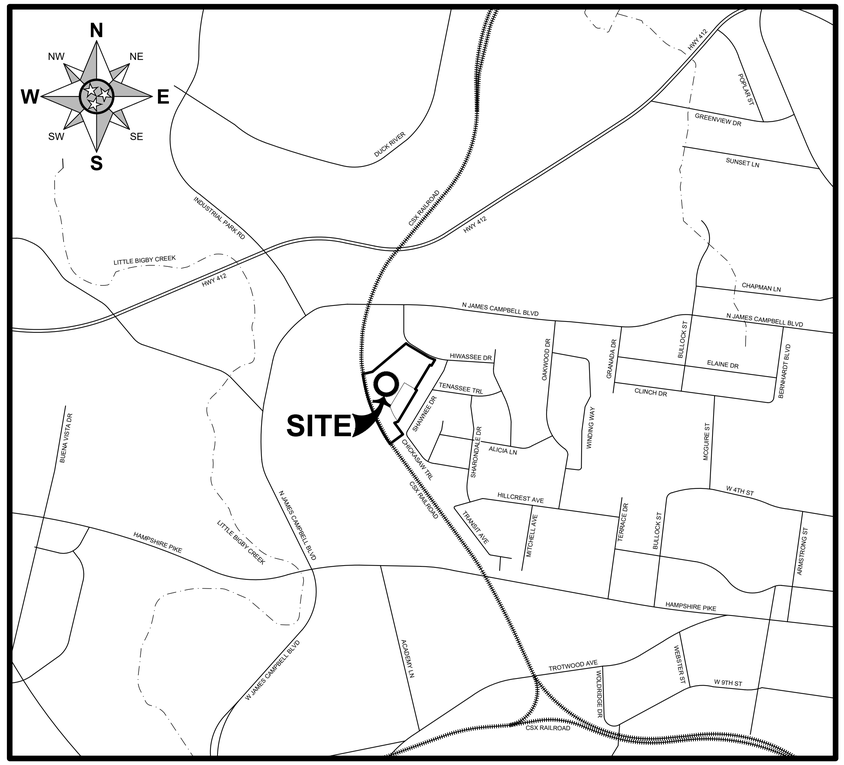
LOT AREA TABLE		
Lot #	Area (s.f.)	Area (ac.)
1	28,866	0.66
2	38,245	0.88
3	22,790	0.52
4	20,000	0.46
5	20,000	0.46
6	20,000	0.46
7	20,000	0.46
8	20,000	0.46
9	22,236	0.51
10	24,542	0.56
11	22,122	0.51
12	22,083	0.51
13	22,424	0.51
14	20,333	0.47
15	20,307	0.47
16	25,816	0.59

OPEN SPACE AREA TABLE		
O.S. #	AREA (S.F.)	AREA (AC.)
"A"	210,433	4.83
"B"	43,728	1.00

SHEET LIST TABLE	
SHEET NUMBER	SHEET TITLE
FP-01	COVER SHEET
FP-02	FINAL PLAT



TYPICAL LOT LAYOUT
SCALE: 1"=30'
(TYPICAL UNLESS NOTED OTHERWISE)



VICINITY MAP
SCALE: 1"=1000'

FINAL SUBDIVISION PLAT MAURY COUNTY, TENNESSEE	
TOTAL ACRES: 15.61	TOTAL LOTS: 16
ACRES NEW STREETS: 1.28	FEET NEW STREETS: 1,330
CIVIL DISTRICT: 4TH	CLOSURE ERROR: 1:10,000±
MILES OF NEW ROADS: 0.25	DATE: JUNE 16, 2025

GENERAL NOTES:

1. THE PURPOSE OF THIS PLAT IS TO ABANDON LOTS 82 & 83, AS REFERENCED IN IDLEWILD SUBDIVISION, SECTION 3, PB 4, PG 15, CREATE 16 LOTS AND 2 OPEN SPACES.
2. THE RECORDING OF THIS PLAT SHALL VOID, VACATE, AND SUPERCEDE THE PREVIOUSLY RECORDED PLAT(S), PLAT OF SURVEY FOR IDLEWILD SUBDIVISION, SECTION 3, PB 4, PG 15. ALL OTHER INFORMATION ON SAID PLATS SHALL REMAIN THE SAME.
3. BEARINGS ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD83).
4. SURVEY FIELD WORK WAS COMPLETED ON JANUARY 26, 2024.
5. THIS SURVEY WAS PREPARED USING THE CURRENT DEEDS AND PLATS OF RECORD FOR THE SUBJECT PROPERTY.
6. ALL DEED BOOK AND PLAT REFERENCES PERTAIN TO THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE.
7. ADJOINING PROPERTY LINES SHOWN WERE PLOTTED FROM INFORMATION TAKEN FROM EITHER DEED DESCRIPTION, RECORD PLATS, OR TAX MAPS.
8. PROPERTY CORNERS SET THIS SURVEY ARE 18" #4 REBAR WITH ORANGE PLASTIC CAP STAMPED "M2 GROUP", 18" #5 REBAR WITH YELLOW PLASTIC CAP STAMPED "M2 GROUP, LLC", OR PK NAIL WITH STAINLESS STEEL WASHER STAMPED "M2 GROUP, LLC", UNLESS NOTED OTHERWISE.
9. UNDERGROUND UTILITIES, IF SHOWN, HAVE BEEN PLOTTED FROM PLANS AND MARKINGS COMBINED WITH OBSERVED EVIDENCE OF UTILITIES TO DEVELOP A VIEW OF THOSE UNDERGROUND UTILITIES (CI/ASCE 38-2, QUALITY LEVEL C). OTHER UNDERGROUND UTILITIES MAY EXIST WHICH ARE NOT SHOWN AS A RESULT OF INFORMATION NOT BEING PROVIDED BY THE UTILITY OWNER. HOWEVER, LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT OR CONTRACTOR IS ADVISED THAT EXCAVATION MAY BE NECESSARY. CALL 811 BEFORE YOU DIG.
10. THE PROPERTY SHOWN HEREON IS LOCATED IN A FLOOD HAZARD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN) ACCORDING TO F.I.R.M. MAP "MAURY COUNTY, TENNESSEE" PANELS 170 & 285 OF 440, MAP NUMBER 47119C0170E & 47119C0285E, REVISED APRIL 16, 2007.
11. THE SUBJECT PROPERTY SHOWN HEREON HAS A VESTED ZONING DESIGNATION OF "R-20", ACCORDING TO THE PREVIOUS CITY OF COLUMBIA OFFICIAL ZONING ORDINANCE, ADOPTED AUGUST 2006 . SETBACK REQUIREMENTS ARE AS FOLLOWS:
    FRONT = 30 FEET
    SIDE = 12 FEET
    REAR = 30 FEET
12. DEVELOPMENT IS TO BE SERVED BY A MAIL KIOSK LOCATED IN OS-2.
13. THE OVERALL PROPERTY BOUNDARY SHOWN HEREON IS BASED ON A SURVEY BY WES ENGINEERS AND SURVEYORS, DATE OF SURVEY IS UNKNOWN.
14. ALL OPEN SPACE IS TO SERVE AS A PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENT (PUDAE).
15. ALL PUBLIC UTILITY AND DRAINAGE EASEMENTS LOCATED ON PROPOSED LOTS ARE TO BE MAINTAINED BY THE INDIVIDUAL PROPERTY OWNER FOR SAID LOT.
16. PROPERTY IS SUBJECT TO A STORMWATER MAINTENANCE AGREEMENT, RECORD BOOK 3073, PAGE 1054 RECORDED WITH THE MAURY COUNTY REGISTER OF DEEDS.

SUBJECT PROPERTY INFORMATION:

- OWNER: HABITAT FOR HUMANITY WILLIAMSON-MAURY
- PARCEL ID: TAX MAP 89, PARCEL 23.01 & 23.02
- INSTRUMENT: RB R2892, PG 825
- PLAT INSTRUMENT: PB 4, PG 15
- TOTAL AREA = 15.60 AC. (679,753 S.F.)
- ZONING: CD-3L

CONTACT LIST

OWNER/DEVELOPER

HABITAT FOR HUMANITY WILLIAMSON-MAURY
109 NOAH DRIVE
FRANKLIN, TN 37064
(615) 690-8090
CONTACT: JENNEE GALLAND, PRESIDENT & COO
E-MAIL: jgalland@hfhwm.org

SURVEYOR

M2 GROUP, LLC
P.O. BOX 2543
BRENTWOOD, TN 37024
PHONE: (931) 623-8913
CONTACT: STEPHEN VANDER HORST, RLS, CFS
E-MAIL: stephen@m2groupllc.com

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 R2892, PAGE 825, MAURY COUNTY REGISTERS OFFICE, AND ADOPT THIS FINAL SUBDIVISION PLAT OF THE PROPERTY AS SHOWN HEREON AND DEDICATE ALL PUBLIC WAYS AND EASEMENTS AS NOTED WITH MY (OUR) FREE CONSENT.

OWNER(S) DATE

TITLE (IF ACTION FOR CORPORATION OR PARTNERSHIP)

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

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE, AND UTILITIES

I HEREBY CERTIFY THAT THE STREETS, DRAINAGE, AND UTILITIES OUTLINED OR INDICATED ON THIS FINAL SUBDIVISION PLAT HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR A PERFORMANCE SURETY IN THE AMOUNT OF $ _____ FOR STREETS AND DRAINAGE HAS BEEN POSTED WITH THE CITY OF COLUMBIA, TENNESSEE, TO ASSURE COMPLETION OF SUCH IMPROVEMENTS.

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 HAS 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 DEPARTMENT AND BY E-911 MAURY COUNTY.

MAURY COUNTY E-911 DATE

CERTIFICATE OF ACCURACY

I (WE) HEREBY CERTIFY THAT TO THE BEST OF MY (OUR) KNOWLEDGE AND BELIEF 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.

REGISTERED LAND SURVEYOR 3041 NUMBER June 16, 2025 DATE

CERTIFICATE 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 GOVERNMENT REQUIREMENTS, OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

DIRECTOR OF WASTEWATER DEPARTMENT DATE
COLUMBIA, TENNESSEE

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

DRAWING1.DWG / Wednesday, January 10, 2018 12:04:03 PM

DESCRIPTION | DATE | REVISION #

STEPHEN VANDER HORST
REGISTERED LAND SURVEYOR
TENNESSEE NO. 3041
6/16/25

FINAL PLAT
IDLEWILD FARMS
HIWASSEE DRIVE
CITY OF COLUMBIA
MAURY COUNTY, TENNESSEE

M2 GROUP
P.O. BOX 2543
BRENTWOOD, TN 37024-2543
WWW.M2GROUPLLC.COM

COVER SHEET

DRAWN BY : ERG
CHECKED BY : SVH
DATE : JUNE 16, 2025
PROJECT NO. : 23-070

SHEET NUMBER:
FP-01

SUBJECT PROPERTY INFORMATION:

- OWNER: HABITAT FOR HUMANITY WILLIAMSON-MAURY
- PARCEL ID: TAX MAP 89, PARCEL 23.01 & 23.02
- INSTRUMENT: RB R2892, PG 825
- PLAT INSTRUMENT: PB 4, PG 15
- TOTAL AREA = 15.60 AC. (679,753 S.F.)
- ZONING: R-20 (PER PREVIOUS ZONING)

50 0 50 100
GRAPHIC SCALE

GENERAL NOTES:

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5. THIS SURVEY WAS PREPARED USING THE CURRENT DEEDS AND PLATS OF RECORD FOR THE SUBJECT PROPERTY.
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7. ADJOINING PROPERTY LINES SHOWN WERE PLOTTED FROM INFORMATION TAKEN FROM EITHER DEED DESCRIPTION, RECORD PLATS, OR TAX MAPS.
8. PROPERTY CORNERS SET THIS SURVEY ARE 18" #4 REBAR WITH ORANGE PLASTIC CAP STAMPED "M2 GROUP", 18" #5 REBAR WITH YELLOW PLASTIC CAP STAMPED "M2 GROUP, LLC", OR PK NAIL WITH STAINLESS STEEL WASHER STAMPED "M2 GROUP, LLC", UNLESS NOTED OTHERWISE.
9. UNDERGROUND UTILITIES. IF SHOWN, HAVE BEEN PLOTTED FROM PLANS AND MARKINGS COMBINED WITH OBSERVED EVIDENCE OF UTILITIES TO DEVELOP A VIEW OF THOSE UNDERGROUND UTILITIES (CI/ASCE 38-2, QUALITY LEVEL C). OTHER UNDERGROUND UTILITIES MAY EXIST WHICH ARE NOT SHOWN AS A RESULT OF INFORMATION NOT BEING PROVIDED BY THE UTILITY OWNER. HOWEVER, LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT OR CONTRACTOR IS ADVISED THAT EXCAVATION MAY BE NECESSARY. CALL 811 BEFORE YOU DIG.
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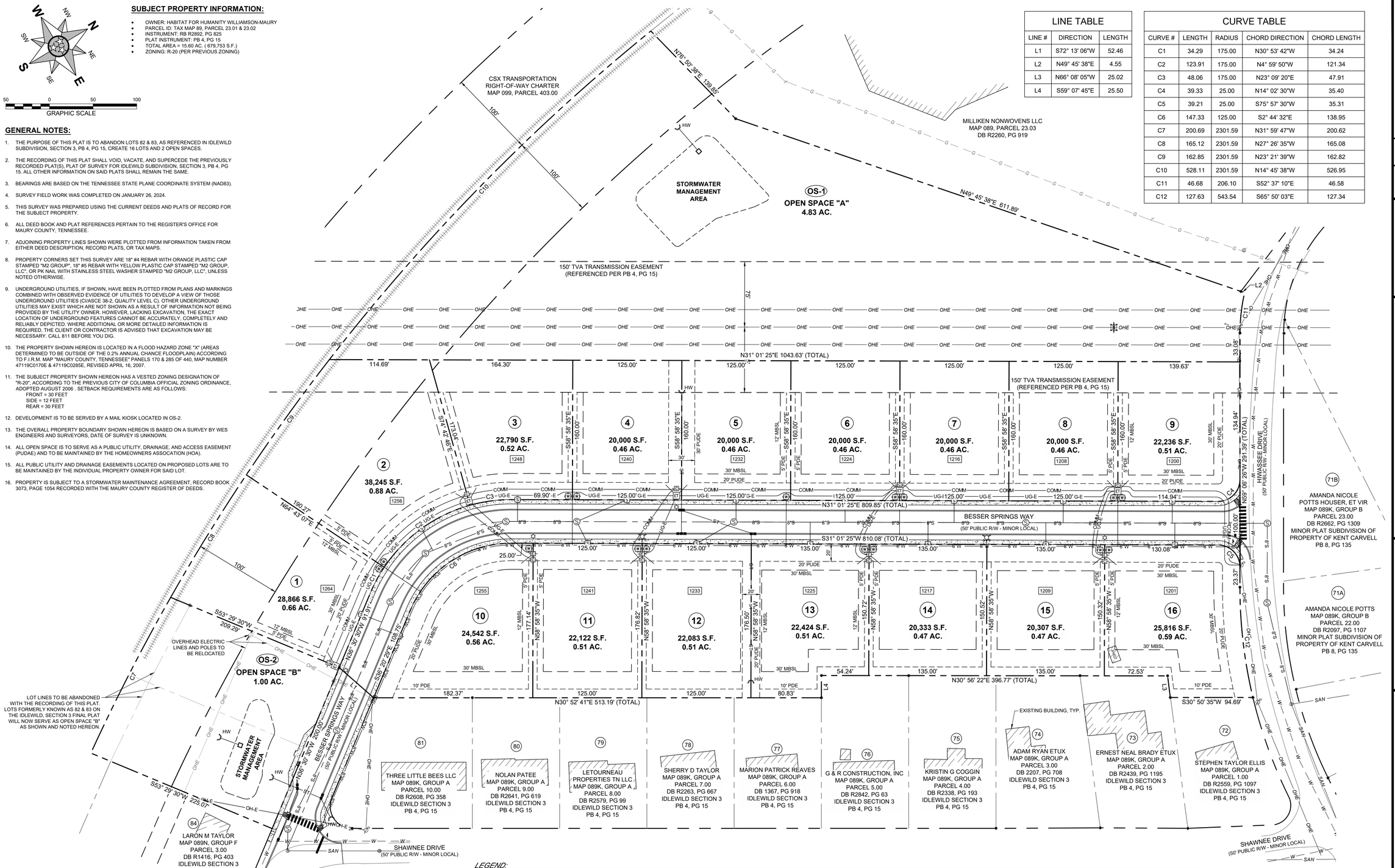
12. DEVELOPMENT IS TO BE SERVED BY A MAIL KIOSK LOCATED IN OS-2.
13. THE OVERALL PROPERTY BOUNDARY SHOWN HEREON IS BASED ON A SURVEY BY WES ENGINEERS AND SURVEYORS, DATE OF SURVEY IS UNKNOWN.
14. ALL OPEN SPACE IS TO SERVE AS A PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENT (PUDAE) AND TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION (HOA).
15. ALL PUBLIC UTILITY AND DRAINAGE EASEMENTS LOCATED ON PROPOSED LOTS ARE TO BE MAINTAINED BY THE INDIVIDUAL PROPERTY OWNER FOR SAID LOT.
16. PROPERTY IS SUBJECT TO A STORMWATER MAINTENANCE AGREEMENT, RECORD BOOK 3073, PAGE 1054 RECORDED WITH THE MAURY COUNTY REGISTER OF DEEDS.

LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	S72° 13' 06"W	52.46
L2	N49° 45' 38"E	4.55
L3	N66° 08' 05"W	25.02
L4	S59° 07' 45"E	25.50

CURVE TABLE				
CURVE #	LENGTH	RADIUS	CHORD DIRECTION	CHORD LENGTH
C1	34.29	175.00	N30° 53' 42"W	34.24
C2	123.91	175.00	N4° 59' 50"W	121.34
C3	48.06	175.00	N23° 09' 20"E	47.91
C4	39.33	25.00	N14° 02' 30"W	35.40
C5	39.21	25.00	S75° 57' 30"W	35.31
C6	147.33	125.00	S2° 44' 32"E	138.95
C7	200.69	2301.59	N31° 59' 47"W	200.62
C8	165.12	2301.59	N27° 26' 35"W	165.08
C9	162.85	2301.59	N23° 21' 39"W	162.82
C10	528.11	2301.59	N14° 45' 38"W	526.95
C11	46.68	206.10	S52° 37' 10"E	46.58
C12	127.63	543.54	S65° 50' 03"E	127.34



LEGEND:

PROPOSED PROPERTY LINE	SAN — EXISTING SANITARY SEWER LINE	FIRE HYDRANT	LIGHT STANDARD
PROPOSED RIGHT-OF-WAY	ST — EXISTING STORM SEWER LINE	WATER METER	COMMUNICATION PEDESTAL
EXISTING ADJACENT PROPERTY LINE	W — W — EXISTING WATER LINE	SANITARY MANHOLE	MBSL — MINIMUM BUILDING SETBACK LINE
PROPOSED EASEMENT	OHE — EXISTING OVERHEAD ELECTRIC	SEWER BOX	PDE — PERMANENT DRAINAGE EASEMENT
EXISTING EASEMENT	G — G — EXISTING GAS LINE	CURB INLET	PUDE — PERMANENT UTILITY & DRAINAGE EASEMENT
MBSL — MINIMUM BUILDING SETBACK LINE	EXISTING RAILROAD TRACKS	POWER POLE	HW — HEADWALL
SAN — PROPOSED SANITARY SEWER LINE	IRON REBAR FOUND (IRF)	GUY WIRE	1 — LOT NUMBER
ST — PROPOSED STORM SEWER LINE	CONCRETE MONUMENT FOUND (CMF)	HIGH TENSION TOWER	1201 — ADDRESS
W — PROPOSED WATER LINE	IRON PIPE FOUND (IPF)	TRANSFORMER	
OH-E — PROPOSED OVERHEAD ELECTRIC	IRON REBAR SET W/CAP (IRS)	ELECTRIC PEDESTAL	

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

REVISION #	DATE	DESCRIPTION

FINAL PLAT
IDLEWILD FARMS
HIWASSEE DRIVE
CITY OF COLUMBIA
MAURY COUNTY, TENNESSEE

M2 GROUP
P.O. BOX 2543
BRENTWOOD, TN 37024-2543
WWW.M2GROUPLLC.COM

FINAL PLAT

DATE :	JUNE 16, 2025	DRAWN BY :	ERG
PROJECT NO. :	23-070	CHECKED BY :	SVH

SHEET NUMBER:
FP-02

DRAWING1.DWG / Wednesday, January 10, 2018 12:04:03 PM

BK/PG: R3073/1054-1071
25008237

16 PGS:AL-AGREEMENT	
NANCY BATCH: 354069	06/09/2025 - 03:29 PM
VALUE	0.00
MORTGAGE TAX	0.00
TRANSFER TAX	0.00
RECORDING FEE	90.00
ARCHIVE FEE	0.00
DP FEE	2.00
REGISTER'S FEE	0.00
TOTAL AMOUNT	92.00

STATE OF TENNESSEE, MAURY COUNTY
JOHN FLEMING
REGISTER OF DEEDS

DOCUMENT PREPARED BY:
Name: Kevin Sturgill -pickup:
Company M2 Group, llc
Address: PO Box 2543
Brentwood, TN 37024
After recording return copy to City of Columbia, Development Services

INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES

Map & Parcel Number: Map 89, Parcels 23.01 & 23.02
Project Name: Idlewild Farms, Hiwassee Drive

Recorded by deed in the Register of Deeds Office of Maury County in Deed Book 2892, Page(s) 825.

THIS AGREEMENT, made this 9TH day of JUNE, 2025, by and between Habitat for Humanity Williamson - Maury 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 Jennee Galland

Title Peesident + COO - Habitat for Humanity, Williamson - Maury

Signature Jennee Galland

Owner Habitat for Humanity, Williamson - Maury

Address 1908 Noah Drive

City, State ZIP Franklin, TN 37064

STATE OF TENNESSEE
COUNTY OF MAURY

Before me, Jennifer Galland of the state and county mentioned, personally appeared _____, 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 16 day of May, 20 25.

Notary Public

My Commission Expires: 6-11-28

WILLIAMSON COUNTY ERIN MICHELLE WALKER STATE OF TENNESSEE NOTARY PUBLIC

CITY OF COLUMBIA, TENNESSEE
ENGINEERING DEPARTMENT

APPROVED BY : R Neil

STATE OF TENNESSEE
COUNTY OF MAURY

Before me, Regina Connelly of the state and county mentioned, personally appeared 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 to do, executed the foregoing instrument of the purposes therein contained.

Witness my hand this the 9th day of June, 20 25.

Notary Public
My Commission Expires: 8/29/2027

REGINA CONNELLY STATE OF TENNESSEE NOTARY PUBLIC MAURY COUNTY

FINAL PLAT FOR:

IDLEWILD FARMS

HIWASSEE DRIVE
CITY OF COLUMBIA
MAURY COUNTY, TENNESSEE
MAP 89, PARCELS 23.01 & 23.02
MARCH 17, 2025

LOT AREA TABLE		
Lot #	Area (s.f.)	Area (ac.)
1	28,856	0.66
2	38,245	0.88
3	22,790	0.52
4	20,000	0.46
5	20,000	0.46
6	20,000	0.46
7	20,000	0.46
8	20,000	0.46
9	22,236	0.51
10	24,542	0.56
11	22,122	0.51
12	22,083	0.51
13	22,424	0.51
14	20,333	0.47
15	20,397	0.47
16	25,816	0.59

SHEET LIST TABLE	
SHEET NUMBER	SHEET TITLE
FP-01	COVER SHEET
FP-02	FINAL PLAT

FINAL SUBDIVISION PLAT MAURY COUNTY, TENNESSEE			
TOTAL ACRES:	15.51	TOTAL LOTS:	16
ACRES NEW STREETS:	1.28	FEET NEW STREETS:	1,330
CIVIL DISTRICT:	4TH	CLOSURE ERROR:	1:10,000+
MILES OF NEW ROADS:	0.25	DATE:	MARCH 17, 2025

SUBJECT PROPERTY INFORMATION:

- OWNER: HABITAT FOR HUMANITY WILLIAMSON-MAURY
- PARCEL ID: TAX MAP 89, PARCEL 23.01 & 23.02
- INSTRUMENT: RB R02692, PG 825
- PLAT INSTRUMENT: PB 4, PG 15
- TOTAL AREA = 15.60 AC. (679,753 S.F.)
- ZONING: CO-3L

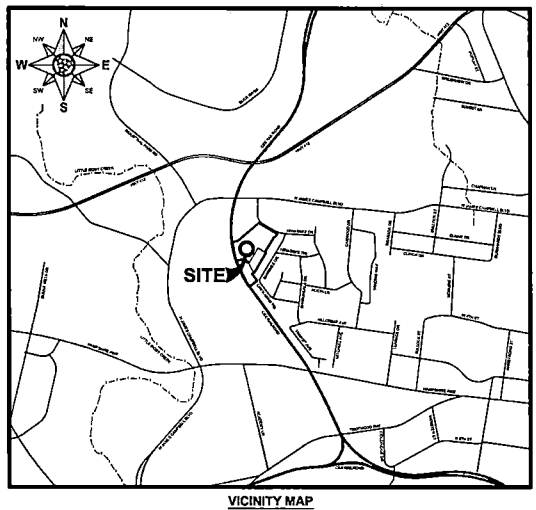
CONTACT LIST

OWNER/DEVELOPER

HABITAT FOR HUMANITY WILLIAMSON-MAURY
109 NOAH DRIVE
FRANKLIN, TN 37064
(615) 590-6090
CONTACT: JENNEE GALLAND, PRESIDENT & COO
E-MAIL: jgalland@hfhwm.org

SURVEYOR

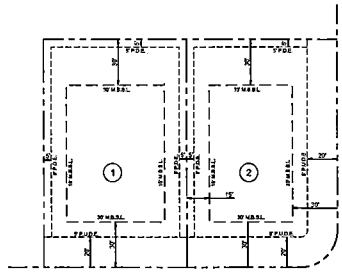
M2 GROUP, LLC
P.O. BOX 2543
BRENTWOOD, TN 37024
PHONE: (931) 823-8913
CONTACT: STEPHEN VANDER HORST, RLS, CFS
E-MAIL: stephen@m2groupllc.com



VICINITY MAP
SCALE: 1"=1000'

GENERAL NOTES:

1. THE PURPOSE OF THIS PLAT IS TO ABANDON LOTS 23 & 23, AS REFERENCED IN IDLEWILD SUBDIVISION, SECTION 5, PB 4, PG 15, CREATE 16 LOTS AND 2 OPEN SPACES.
2. THE RECORDING OF THIS PLAT SHALL VOID, VACATE, AND SUPERCEDE THE PREVIOUSLY RECORDED PLAT(S), PLAT OF SURVEY FOR IDLEWILD SUBDIVISION, SECTION 5, PB 4, PG 15. ALL OTHER INFORMATION ON SAID PLATS SHALL REMAIN THE SAME.
3. BEARINGS ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD83).
4. SURVEY FIELD WORK WAS COMPLETED ON JANUARY 24, 2024.
5. THIS SURVEY WAS PREPARED USING THE CURRENT DEEDS AND PLATS OF RECORD FOR THE SUBJECT PROPERTY.
6. ALL DEED BOOK AND PLAT REFERENCES PERTAIN TO THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE.
7. ADJOINING PROPERTY LINES SHOWN WERE PLOTTED FROM INFORMATION TAKEN FROM EITHER DEED OR DESCRIPTION, RECORD PLATS, OR TAX MAPS.
8. PROPERTY CORNERS SET THIS SURVEY ARE 1/2" #5 REBAR WITH ORANGE PLASTIC CAP STAMPED "M2 GROUP". 16" #5 REBAR WITH YELLOW PLASTIC CAP STAMPED "M2 GROUP, LLC", OR PK NAIL WITH STAINLESS STEEL WASHER STAMPED "M2 GROUP, LLC" UNLESS NOTED OTHERWISE.
9. UNDERGROUND UTILITIES, IF SHOWN, HAVE BEEN PLOTTED FROM PLANS AND MARKINGS COMBINED WITH OBSERVED EVIDENCE OF UTILITIES TO DEVELOP A VIEW OF THOSE UNDERGROUND UTILITIES (CHAPTER 18-2, QUALITY LEVEL C). OTHER UNDERGROUND UTILITIES MAY EXIST WHICH ARE NOT SHOWN AS A RESULT OF INFORMATION NOT BEING PROVIDED BY THE UTILITY OWNER, NONVISIBLE LOCATION OF THE UTILITY, OR LOCATION OF UNDERGROUND FEATURES CANNOT BE DETERMINED BY VISUAL SURVEY METHODS. ACCURACY OF DEPICTED POWERS, ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT OR CONTRACTOR IS ADVISED THAT EXCAVATION MAY BE NECESSARY. CALL 811 BEFORE YOU DIG.
10. THE PROPERTY SHOWN HEREON IS LOCATED IN A FLOOD HAZARD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN) ACCORDING TO F.I.R.M. MAP "MAURY COUNTY, TENNESSEE" PANELS 175 & 250 OF 445, MAP NUMBER 47119C0175 & 47119C0250, REVISED APRIL 16, 2007.
11. THE SUBJECT PROPERTY SHOWN HEREON HAS A ZONING DESIGNATION OF "CO-3L", NEIGHBORHOOD DISTRICT ACCORDING TO THE CURRENT CITY OF COLUMBIA OFFICIAL ZONING MAP. SETBACK REQUIREMENTS ARE AS FOLLOWS:
FRONT = 30 FEET
SIDE = 12 FEET
REAR = 30 FEET, OR 15 FEET FROM CENTER LINE OF REAR ALLEY
12. DEVELOPMENT IS TO BE SERVED BY A MAILBOX LOCATED IN LOT 2.
13. THE OVERALL PROPERTY BOUNDARY SHOWN HEREON IS BASED ON A SURVEY BY M2S ENGINEERS AND SURVEYORS, DATE OF SURVEY IS UNKNOWN.
14. ALL OPEN SPACE IS TO SERVE AS A PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENT (PUOAE).



TYPICAL LOT LAYOUT
SCALE: 1"=30'
(TYPICAL UNLESS NOTED OTHERWISE)

CERTIFICATE OF OWNERSHIP AND DEDICATION	CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE, AND UTILITIES	CERTIFICATE OF ACCURACY
I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE OWNER(S) OF THE PROPERTY SHOWN AND DESCRIBED HEREON AS EVIDENCED IN BOOK R2692, PAGE 825, MAURY COUNTY REGISTERS OFFICE, AND ADOPT THIS FINAL SUBDIVISION PLAT OF THE PROPERTY AS SHOWN HEREON AND DEDICATE ALL PUBLIC WAYS AND EASEMENTS AS NOTED WITH MY (OUR) FREE CONSENT. OWNER(S) DATE TITLE (IF ACTION FOR CORPORATION OR PARTNERSHIP)	I HEREBY CERTIFY THAT THE STREETS, DRAINAGE, AND UTILITIES OUTLINED OR INDICATED ON THIS FINAL SUBDIVISION PLAT HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR A PERFORMANCE SURETY IN THE AMOUNT OF $ _____ FOR STREETS AND DRAINAGE HAS BEEN POSTED WITH THE CITY OF COLUMBIA, TENNESSEE, TO ASSURE COMPLETION OF SUCH IMPROVEMENTS. CITY ENGINEER DATE COLUMBIA, TENNESSEE	I (WE) HEREBY CERTIFY THAT TO THE BEST OF MY (OUR) KNOWLEDGE AND BELIEF 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. REGISTERED LAND SURVEYOR NUMBER DATE
CERTIFICATE OF APPROVAL OF WATER SYSTEM	CERTIFICATE OF APPROVAL FOR RECORDING	CERTIFICATE OF SANITARY SEWER 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	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 HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE MAURY COUNTY REGISTER OF DEEDS. PLANNING DIRECTOR DATE COLUMBIA, TENNESSEE	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 GOVERNMENT REQUIREMENTS, OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION. DIRECTOR OF WASTEWATER DEPARTMENT DATE COLUMBIA, TENNESSEE
	CERTIFICATE OF SUBDIVISION NAME AND STREET NAMES	CERTIFICATE OF COMPLIANCE
	SUBDIVISION NAME AND STREET NAMES APPROVED BY THE CITY ENGINEERING DEPARTMENT AND BY E-911 MAURY COUNTY. MAURY COUNTY E-911 DATE	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

REVISION #	DATE	DESCRIPTION

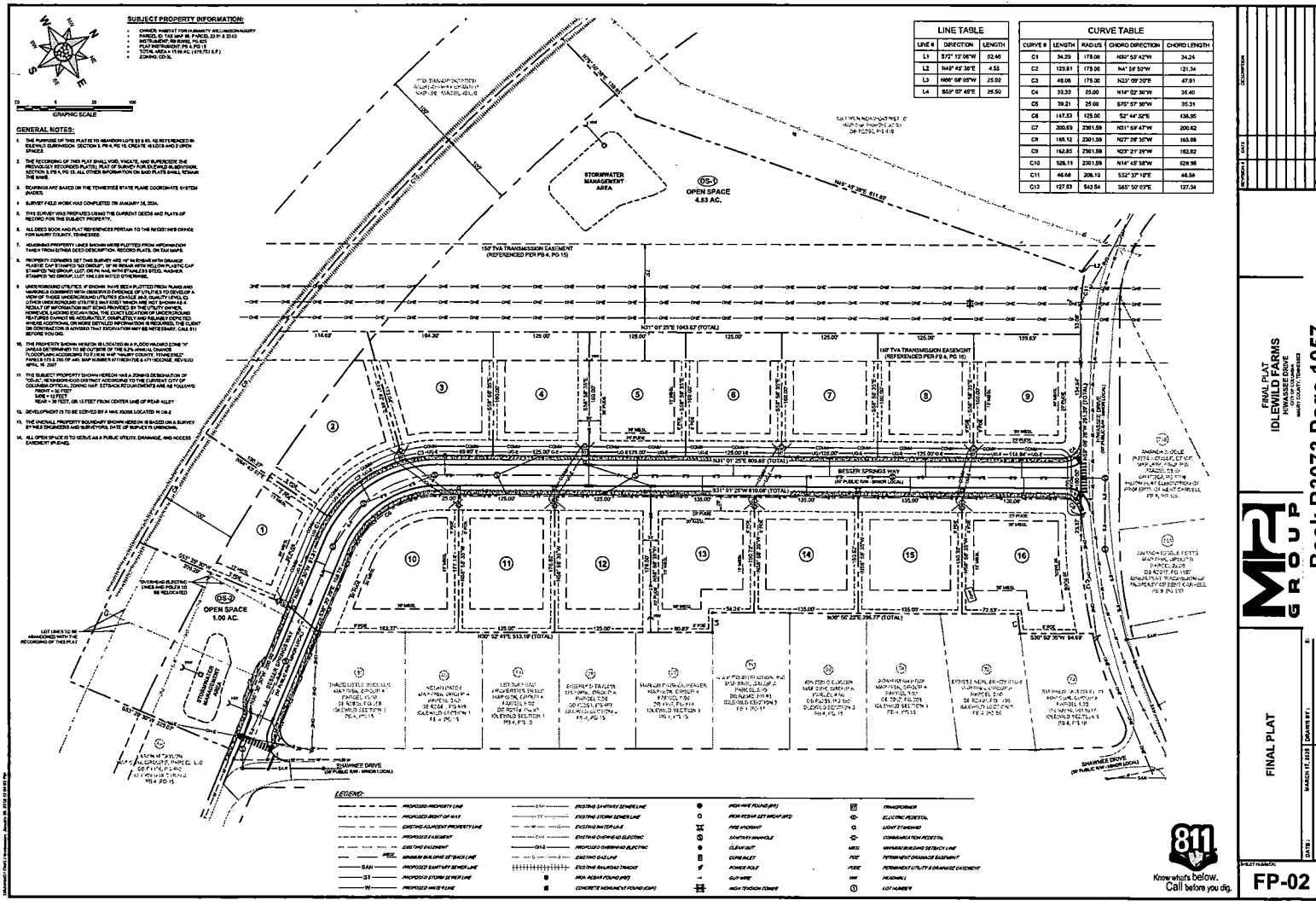
FINAL PLAT
IDLEWILD FARMS
HIWASSEE DRIVE
COLUMBIA, TENNESSEE
MAURY COUNTY, TENNESSEE

M2 GROUP
P.O. BOX 2543
BRENTWOOD, TN 37024-2543

COVER SHEET

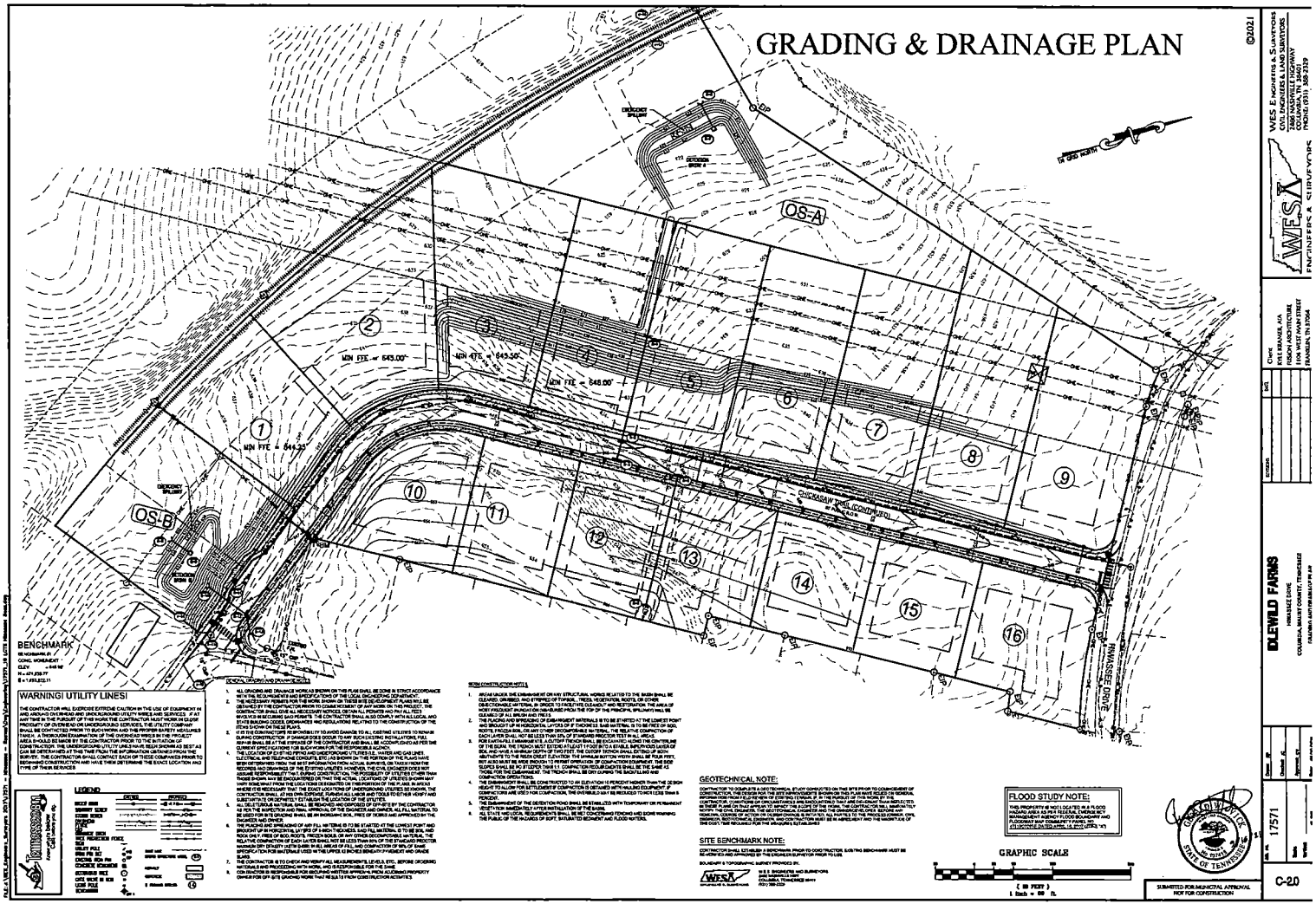
DATE: MARCH 17, 2025 | DRAWN BY: BWG

SHEET NUMBER:
FP-01



LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	S72° 13' 06"W	52.46
L2	N49° 45' 36"E	4.55
L3	N66° 08' 05"W	25.02
L4	S59° 07' 45"E	25.50

CURVE TABLE				
CURVE #	LENGTH	RADIUS	CHORD DIRECTION	CHORD LENGTH
C1	34.29	175.00	N30° 53' 42"W	34.24
C2	123.91	175.00	N4° 59' 50"W	121.34
C3	48.06	175.00	N23° 09' 20"E	47.91
C4	33.33	25.00	N14° 02' 36"W	35.40
C5	39.21	25.00	S70° 57' 30"W	35.31
C6	147.53	125.00	S2° 44' 32"E	138.95
C7	200.69	2301.59	N31° 59' 47"W	200.62
C8	165.12	2301.59	N27° 28' 35"W	165.08
C9	162.85	2301.59	N23° 21' 39"W	162.82
C10	528.11	2301.59	N14° 45' 58"W	526.98
C11	46.68	208.10	S52° 37' 10"E	46.56
C12	127.83	543.54	S65° 50' 03"E	127.34

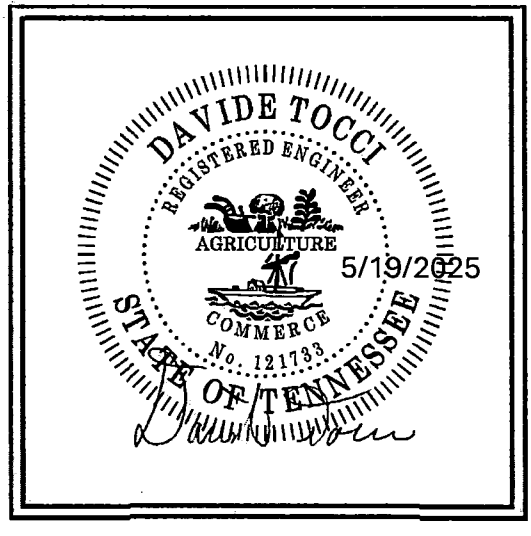

GRADING & DRAINAGE PLAN
OS-A
OS-B
MIN FFE = 643.00'
MIN FFE = 643.50'
MIN FFE = 648.00'
MIN FFE = 644.25'
CHICKASAW TRAIL (CONTINUED)
PAWASSEE DRIVE
BENCHMARK
WARNING! UTILITY LINES!
LEGEND
GEOTECHNICAL NOTE:
SITE BENCHMARK NOTE:
FLOOD STUDY NOTE:
GRAPHIC SCALE
DLEWLD FARMS
WES ENGINEERS & SURVEYORS
©2021
17571
C-20
SUBMITTED FOR MUNICIPAL APPROVAL NOT FOR CONSTRUCTION

Stormwater Facilities
Long Term Maintenance Plan

Project: Idlewild Farms
Address: Hiwassee Drive, Columbia, Tennessee Tax Map 89,
Parcel 23.01 & 23.02
M2 Project #: 23-070

Prepared By: Quentin L. Payne
Reviewed By: Kevin Sturgill.

Submittal Date: 05/19/2025



M2 GROUP

M2 GROUP

May, 2025

City of Columbia – Long Term Maintenance Plan (LTMP)

Overview

This project is to construct 16 residential lots development in Columbia, Maury County, Tennessee. This post construction LTMP addresses the development which consists of 14.61 acres in which utility infrastructures (water, sewer, and storm) will be installed. Proposed construction for Idlewild Farms 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 of.
- Schematics of SCMs are 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:

Idlewild Farms

Hiwassee Drive, Columbia, Tennessee; Tax Map 89, Parcel 23.01 & 23.02

Owner /Developer (also responsible for maintenance):

Owner/Developer: Habitat for Humanity Williamson – Maury
109 Noah Drive Franklin, TN 37064

Stormwater Facilities:

- *562.52 LF of 18" RCP Pipe*
- *78.68 LF of 18" CMP Pipe*
- *44.03 LF of 12" Steel Pipe*
- *2 Detention Ponds*
- *4 Double storm inlets*
- *1 Triple storm inlets*
- *6 Headwalls*

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.

*A copy of the **INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES** that has been completed, notarized and recorded in the Land Records of the County of Maury, Tennessee will be kept on site with this document.*

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 soil; 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:

Stormwater Detention Ponds

The outlet structure should be checked regularly for clogging and shall be cleaned and repaired as necessary monthly after it is first built, then a regular sequence should be established or at least quarterly or after a large rain event. Check the banks and bottom surface of basin for erosion and correct as necessary. Check at least quarterly and after each extreme storm event, the facility should be cleaned of accumulated debris. The banks of surface ponds should be checked and areas of erosion repaired. Remove nuisance wetland species and take appropriate measures to control mosquitoes. This maintenance typically includes sediment, floatable, and debris removal from inlets, outlets and skimmers. Pond vegetation needs to be trimmed or harvested as appropriate, grassy areas frequently mowed. Grass should be mowed so that it does not get over 6 inches. Remove sediment when accumulation reaches 6 inches, or if re-suspension is observed or probable. Some sediment may contain contaminants which the Tennessee Department of Environment and Conservation (TDEC) requires special disposal procedure. If there is any uncertainty about what the sediment contains or it is known to contain contaminants, then TDEC should be consulted and their disposal recommendations followed. The TDEC Division of Water Pollution Control should be contacted at (931) 380-3371. Generally, special attention or sampling should be given to sediment accumulated in facilities serving industrial, manufacturing or heavy commercial sites, fueling centers or automotive maintenance areas, large parking areas, or other areas where pollutants (other than clean soil) are suspected to accumulate and be conveyed by storm runoff. fueling centers or automotive maintenance areas, large parking areas, or other areas where pollutants (other than clean soil) are suspected to accumulate and be conveyed by storm runoff.

Grass Lined Open Channel

The facility should be checked annually for signs of erosion, vegetation loss, and channelization of the flow. The grass should be mowed when it reaches a height of 8 inches (20.3 cm) and no shorter than 3 inches (7.6 cm). Allowing the grass to grow taller may cause it to thin and become less effective. The clippings should be bagged and removed. Mow grass covered biofilters regularly to promote growth and pollutant uptake. Remove cuttings and dispose of properly (preferably through composting). Remove sediment by hand with a flat-bottomed shovel during dry periods. Remove only the amount of sediment necessary to restore hydraulic capacity, leaving as much of the vegetation in place as possible. Reseed or plug any damaged turf or vegetation. Eventually, sufficient sediment will be trapped that the entire biofilter will need to be removed with sediment and reconstructed to begin a new cycle of stormwater quality control. Roto-till or cultivate the surface of the sand/soil bed of dry swales if the swale does not draw down within 48.

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

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) _____

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:

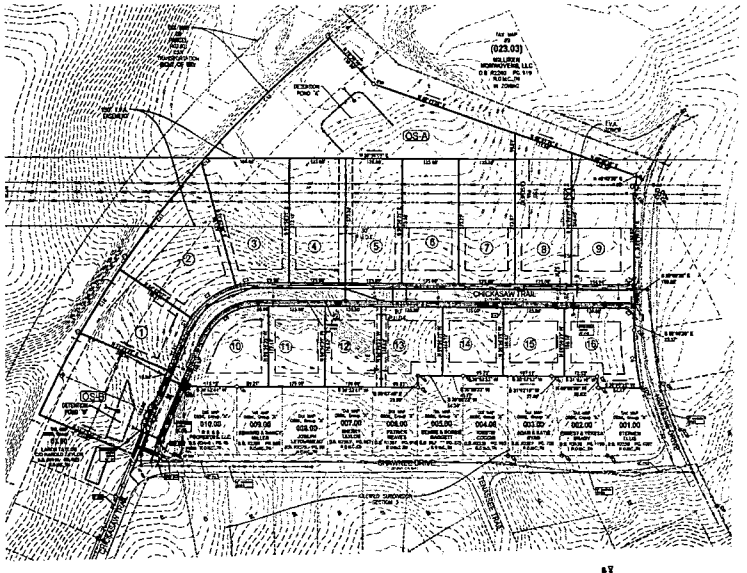
Maintenance Action Needed	Due Date

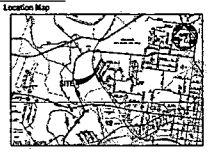
The next routine inspection is scheduled for approximately: _____
(date)

Inspected by: (signature) _____

Inspected by: (printed) _____

PRELIMINARY PLAT





©2021

SITE DATA:

BENCHMARK

WARNING! UTILITY LINES!

LEGEND

PROPOSED CONSTRUCTION SCHEDULE FOR THE YEAR 2021

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

SUBDIVISION TYPICAL LOT LAYOUT

SUBDIVISION TYPICAL CORNER LOT LAYOUT

OPEN SPACE NOTE:
ALL OPEN SPACE AREA IS TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION, CREATED FOR THE PURPOSE OF MAINTAINING ALL COMMON OPEN SPACE AND GROUNDS INCLUDING THE DETENTION AREAS SHOWN ON THIS PLAT.

GEOTECHNICAL NOTE:

SITE BENCHMARK NOTE:

FLOOD STUDY NOTE:
THIS PROPERTY IS NOT LOCATED IN A FLOOD HAZARD AREA AS PER FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD BOUNDARY AND FLOODWAY MAP (COMMUNITY PANEL NO. 47119C0287D DATED APRIL 16, 2007 ZONE "X")

GRAPHIC SCALE
(IN FEET)
1 inch = 100 ft.

SUBMITTED FOR MUNICIPAL APPROVAL NOT FOR CONSTRUCTION

WES Engineers & Surveyors
CIVIL ENGINEERS & LAND SURVEYORS
1106 NORTH MAIN STREET
COLUMBIA, TN 38401
PHONE: (931) 388-3369

WESX ENGINEERS & SURVEYORS

Owner
STEVE HAMMER, AIA
HENRY ARCHITECTS
1106 WEST MAIN STREET
FRANKLIN, TN 37064

DATE

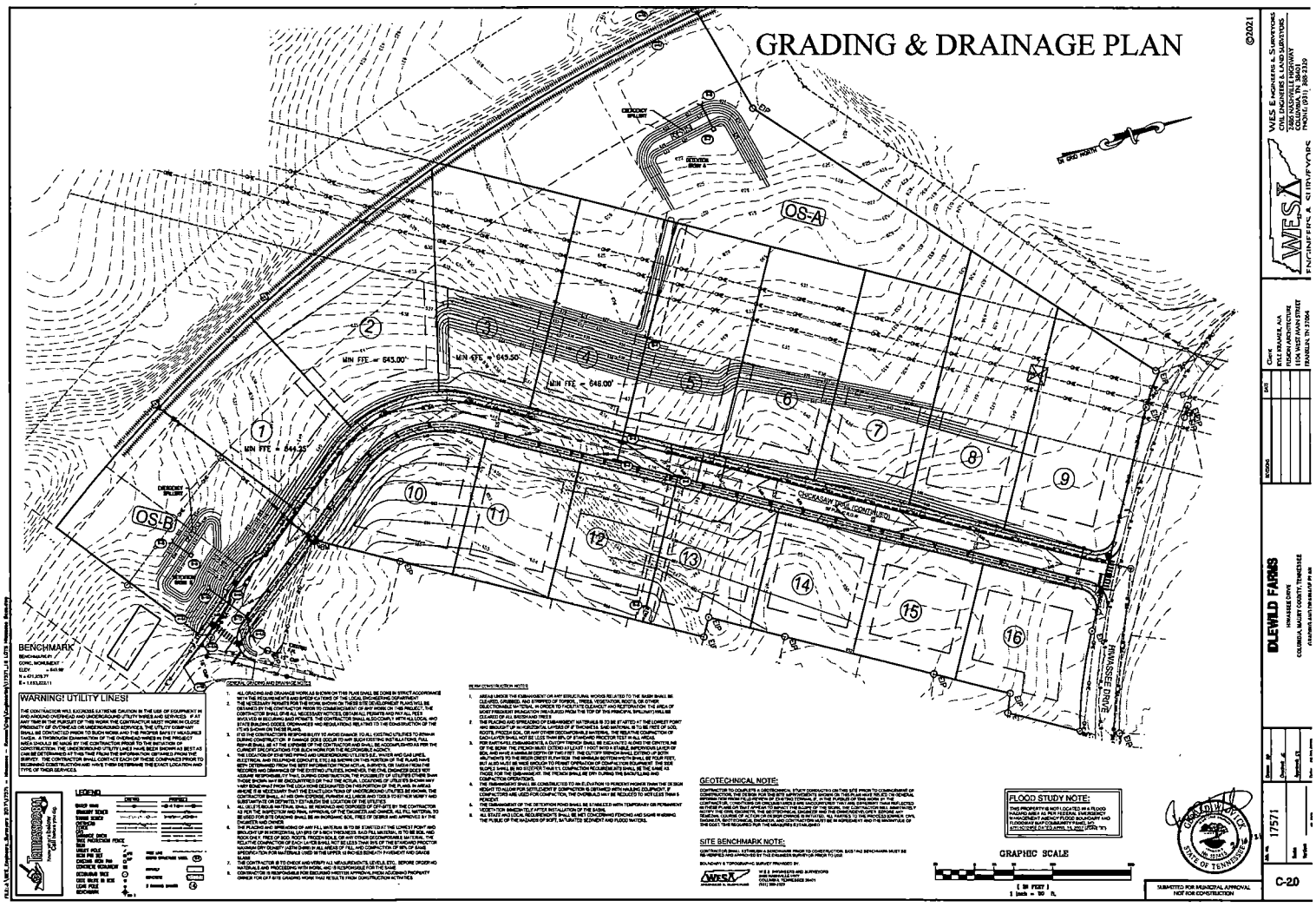
REVISIONS

CLEVELD FARMS
SEWANEE DRIVE
COLUMBIA, MAURY COUNTY, TENNESSEE
PRELIMINARY PLAT

Scale: 30"
Checked: JC
Approved: JC
Date: 08.26.2021

Job No. 17571
Sheet No. 1 of 1
Drawing No. —

1 of 1


GRADING & DRAINAGE PLAN
©2021
OS-A
OS-B
MIN FFE = 645.00'
MIN FFE = 649.50'
MIN FFE = 646.00'
MIN FFE = 644.25'
CHICKASAW TRAIL (CONTINUED)
RAMSSEE DRIVE
BENCHMARK
WARNING! UTILITY LINES!
LEGEND
GRAPHIC SCALE
FLOOD STUDY NOTE:
GEOTECHNICAL NOTE:
SITE BENCHMARK NOTE:
DLEWLD FARMS
HWASSEE DRIVE
COLUMBIA, MAURY COUNTY, TENNESSEE
WES E ENGINEERS & SURVEYORS
17571
C-2.0
SUBMITTED FOR MUNICIPAL APPROVAL
NOT FOR CONSTRUCTION

CITY OF
COLUMBIA
TENNESSEE

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

EXAMPLE STORMWATER MANAGEMENT INSPECTION/MAINTENANCE FORM

To be kept on site

PROJECT NAME: EXAMPLE DEVELOPMENT
PROJECT LOCATION: 700 NORTH GARDEN STREET
OWNER/LEGAL ENTITY: DOUGLAS TONEY
TELEPHONE: (931) 560-1560
E-MAIL: DTONEY@COLUMBIATN.COM

DATE	ITEM INSPECTED	INSPECTOR	OBSERVATION & REMARKS
08/04/2008	Storm Sewer System	Chuck Hughes	No Sediment Accumulation
08/04/2008	Catch Basin Sumps	Chuck Hughes	No Sediment Accumulation
08/04/2008	Swales	Chuck Hughes	Grass was healthy and an acceptable height. No sediment has accumulated No debris or erosion was present
08/04/2008	Outflow Control Structures	Chuck Hughes	No Sediment accumulated at structure Debris was removed from V-Notched Weir No erosion was evident
08/04/2008	Infiltration Basin	Chuck Hughes	No erosion or sediment Accumulation Debris was removed
08/04/2008	Storm Detention Area	Chuck Hughes	There is no erosion sediment accumulation Grass is browning and shall be watered weekly
08/04/2008	Street Cleaning	Chuck Hughes	Streets have no sediment accumulation
08/04/2008	Catch Basin Inlet Casting	Chuck Hughes	Debris was removed
02/04/2009	Street Cleaning	Chuck Hughes	Streets have no sediment accumulation
08/04/2009	Storm Sewer System	Sid Bream	Sediment was removed
08/04/2009	Catch Basin Sumps	Sid Bream	Sediment was removed
08/04/2009	Outflow Control Structures	Sid Bream	Sediment was removed
08/04/2009	Infiltration Basin	Sid Bream	Sediment was removed

June 16, 2025

City of Columbia
Attn: Robert Archibald
700 North Garden Street
Columbia, TN 38401

RE: Development Review Committee Meeting
Item No. 25-0204 Hiwassee Drive (Idlewild Farm Final Plat)

M2 Group, LLC (M2) has received the comments dated June 10, 2025, regarding the Idlewild Farm Development Review Committee comments from staff. Please allow this letter to serve as a current response to the review comments.

DESCRIPTION: Hiwassee Drive

COMMENTS:

Planning

1. The lead staff person for this case is Jeremy Humphrey, Planner II; he will prepare the staff report for this item. Please contact jhumphrey@columbiatn.gov with question about the development review process or technical comments. 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, please simply note that the information has been acknowledged. Acknowledged.

3. Show approximate location(s) of structures adjacent to property (#15) As shown and noted on plat.

4. Ensure survey stamped by State of TN certified land surveyor (#7) Acknowledged.

5. Add square footage of individual lots under each lot number (#17) Added square footage as shown on plat.

6. Note current zoning ordinance (can add vested zoning ordinance, if desired). As noted on General Notes #11.

7. Note that Lots #83 & #87 will not exist in subdivision other than as Open Space as submitted in application of the Final Plat. As noted on plat.

Fire

8. No comments

Engineering

9. Letter of Credit provided in the amount of $255,000. Submitted.
10. Asphalt binder and curbing shall be installed prior to resubmittal date. In process.
11. Grading shall substantially conform to approved construction plans (within 1 ft.) prior to resubmittal date. In process.
12. Record/reference Stormwater Maintenance Agreement prior to resubmittal date. Submitted and noted on plat.
13. Install street signage (stop, street names) prior to resubmittal date. In process.
14. Add note: All public utility and drainage easements located on proposed lots are to be maintained by the individual property owner for said lot. Note added as General Note #15.
15. Rear PUDE should be 10'. Revised rear PDE to 10'.

Wastewater

16. Final Plat signature is subject to testing and final visual inspection. Acknowledged.

Building

17. No comment.

City Attorney

18. No comments provided.

Maury County E911

19. Besser Springs Way is correct. Addresses provided to Lexi Bolinski 4-24-2025. Addresses added to plat.

Maury County Schools

20. Riverside Elementary, Whitthorne Middle School, Central High School
    The development combined with current neighborhoods and additional approved developments in these zones may require either new construction of realignment of school zones to accommodate new students. Acknowledged.

Columbia Power

21. 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. Acknowledged.

Columbia Water

22. Show water service lines and meter boxes on plat. As noted on plat.

    Coordinate walk-through, Bacteria pressure testing with CPWS. Acknowledged.

    Provide a detailed list of water infrastructure cost including labor to CPWS Water Department in advance of plat signing for Deed Over form. Acknowledged.

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

Public Works

23. No comments.

Police

24. No comments provided.

Duck River Electric Membership Corp

25. No comment.

Maury County Highway Dept.

26. No comment.

ATT

27. No comment provided.

Atmos Energy

28. No comment provided.

Resubmittal Guidelines

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

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

Please contact 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 to 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
COLUMBIA
TENNESSEE

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

DEVELOPMENT REVEW COMMITTEE MEETING
Tuesday, June 10, 2025

ITEM NO.
25-0204

DESCRIPTION: Idlewild Farms

COMMENTS:

Planning

1. The lead staff person for this case is Jeremy Humphrey, Planner II; he will prepare the staff report for this item. Please contact jhumphrey@columbiatn.gov with question about the development review process or technical comments.

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, please simply note that the information has been acknowledged.
3. Show approximate location(s) of structures adjacent to property (#15)
4. Ensure survey stamped by State of TN certified land surveyor(#7)
5. Add square footage of individual lots under each lot number (#17)
6. Note current zoning ordinance (can add vested zoning ordinance, if desired).
7. Note that Lots #83 & #87 will not exist in subdivision other than as Open Space as submitted in application of the Final Plat.

Fire

8. No comments

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9. Letter of Credit provided in the amount of $255,000.
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12. Record/reference Stormwater Maintenance Agreement prior to resubmittal date.
13. Install street signage (stop, street names) prior to resubmittal date.

14. Add note: All public utility and drainage easements located on proposed lots are to be maintained by the individual property owner for said lot.
15. Rear PUDE should be 10'

Wastewater

16. Final Plat signature is subject to testing and final visual inspection.

Building

17. No comment.

City Attorney

18. No comments provided.

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Public Works

23. No comments.

Police

24. No comments provided.

Duck River Electric Membership Corp

25. No comment.

Maury County Highway Dept.

26. No comment.

ATT

27. No comment provided.

CITY OF COLUMBIA TENNESSEE

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

Atmos Energy

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FINAL PLAT FOR:

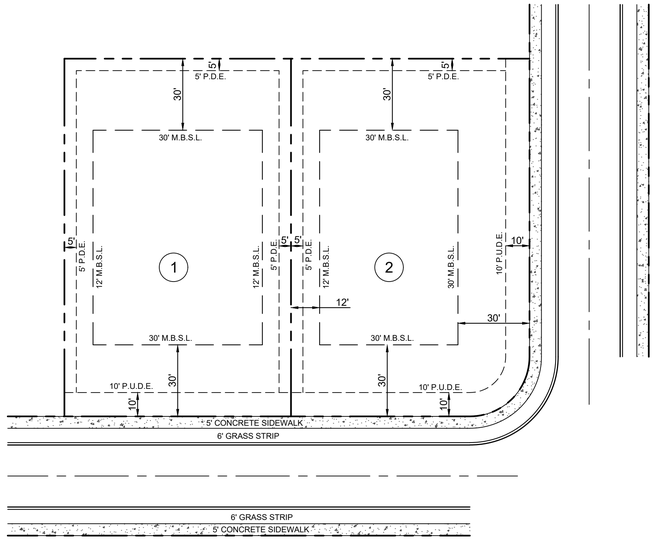
IDLEWILD FARMS

HIWASSEE DRIVE
CITY OF COLUMBIA
MAURY COUNTY, TENNESSEE
MAP 89, PARCELS 23.01 & 23.02
MAY 19, 2025

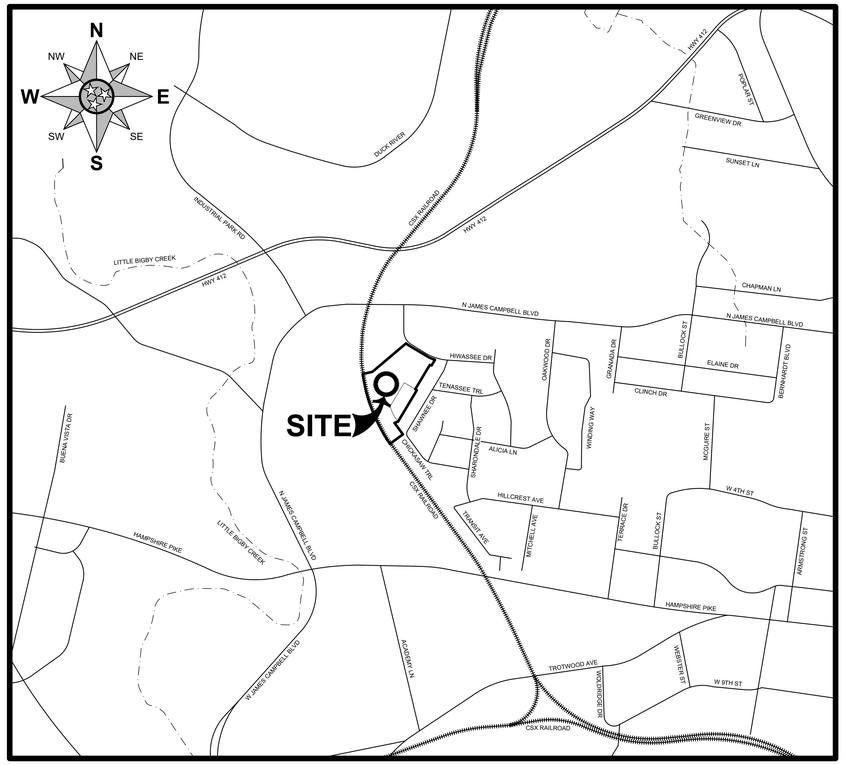
LOT AREA TABLE		
Lot #	Area (s.f.)	Area (ac.)
1	28,866	0.66
2	38,245	0.88
3	22,790	0.52
4	20,000	0.46
5	20,000	0.46
6	20,000	0.46
7	20,000	0.46
8	20,000	0.46
9	22,236	0.51
10	24,542	0.56
11	22,122	0.51
12	22,083	0.51
13	22,424	0.51
14	20,333	0.47
15	20,307	0.47
16	25,816	0.59

OPEN SPACE AREA TABLE		
O.S. #	AREA (S.F.)	AREA (AC.)
"A"	210,433	4.83
"B"	43,728	1.00

SHEET LIST TABLE	
SHEET NUMBER	SHEET TITLE
FP-01	COVER SHEET
FP-02	FINAL PLAT



TYPICAL LOT LAYOUT
SCALE: 1"=30'
(TYPICAL UNLESS NOTED OTHERWISE)



VICINITY MAP
SCALE: 1"=1000'

FINAL SUBDIVISION PLAT MAURY COUNTY, TENNESSEE	
TOTAL ACRES: 15.61	TOTAL LOTS: 16
ACRES NEW STREETS: 1.28	FEET NEW STREETS: 1,330
CIVIL DISTRICT: 4TH	CLOSURE ERROR: 1:10,000±
MILES OF NEW ROADS: 0.25	DATE: MAY 19, 2025

GENERAL NOTES:

1. THE PURPOSE OF THIS PLAT IS TO ABANDON LOTS 82 & 83, AS REFERENCED IN IDLEWILD SUBDIVISION, SECTION 3, PB 4, PG 15, CREATE 16 LOTS AND 2 OPEN SPACES.
2. THE RECORDING OF THIS PLAT SHALL VOID, VACATE, AND SUPERCEDE THE PREVIOUSLY RECORDED PLAT(S), PLAT OF SURVEY FOR IDLEWILD SUBDIVISION, SECTION 3, PB 4, PG 15. ALL OTHER INFORMATION ON SAID PLATS SHALL REMAIN THE SAME.
3. BEARINGS ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD83).
4. SURVEY FIELD WORK WAS COMPLETED ON JANUARY 26, 2024.
5. THIS SURVEY WAS PREPARED USING THE CURRENT DEEDS AND PLATS OF RECORD FOR THE SUBJECT PROPERTY.
6. ALL DEED BOOK AND PLAT REFERENCES PERTAIN TO THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE.
7. ADJOINING PROPERTY LINES SHOWN WERE PLOTTED FROM INFORMATION TAKEN FROM EITHER DEED DESCRIPTION, RECORD PLATS, OR TAX MAPS.
8. PROPERTY CORNERS SET THIS SURVEY ARE 18" #4 REBAR WITH ORANGE PLASTIC CAP STAMPED "M2 GROUP", 18" #5 REBAR WITH YELLOW PLASTIC CAP STAMPED "M2 GROUP, LLC", OR PK NAIL WITH STAINLESS STEEL WASHER STAMPED "M2 GROUP, LLC", UNLESS NOTED OTHERWISE.
9. UNDERGROUND UTILITIES, IF SHOWN, HAVE BEEN PLOTTED FROM PLANS AND MARKINGS COMBINED WITH OBSERVED EVIDENCE OF UTILITIES TO DEVELOP A VIEW OF THOSE UNDERGROUND UTILITIES (CI/ASCE 38-2, QUALITY LEVEL C). OTHER UNDERGROUND UTILITIES MAY EXIST WHICH ARE NOT SHOWN AS A RESULT OF INFORMATION NOT BEING PROVIDED BY THE UTILITY OWNER. HOWEVER, LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT OR CONTRACTOR IS ADVISED THAT EXCAVATION MAY BE NECESSARY. CALL 811 BEFORE YOU DIG.
10. THE PROPERTY SHOWN HEREON IS LOCATED IN A FLOOD HAZARD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN) ACCORDING TO F.I.R.M. MAP "MAURY COUNTY, TENNESSEE" PANELS 170 & 285 OF 440, MAP NUMBER 47119C0170E & 47119C0285E, REVISED APRIL 16, 2007.
11. THE SUBJECT PROPERTY SHOWN HEREON HAS A ZONING DESIGNATION OF "R-20", ACCORDING TO THE PREVIOUS CITY OF COLUMBIA OFFICIAL ZONING ORDINANCE, ADOPTED AUGUST 2006 . SETBACK REQUIREMENTS ARE AS FOLLOWS:
    FRONT = 30 FEET
    SIDE = 12 FEET
    REAR = 30 FEET
12. DEVELOPMENT IS TO BE SERVED BY A MAIL KIOSK LOCATED IN OS-2.
13. THE OVERALL PROPERTY BOUNDARY SHOWN HEREON IS BASED ON A SURVEY BY WES ENGINEERS AND SURVEYORS, DATE OF SURVEY IS UNKNOWN.
14. ALL OPEN SPACE IS TO SERVE AS A PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENT (PUDAE).

SUBJECT PROPERTY INFORMATION:

- OWNER: HABITAT FOR HUMANITY WILLIAMSON-MAURY
- PARCEL ID: TAX MAP 89, PARCEL 23.01 & 23.02
- INSTRUMENT: RB R2892, PG 825
- PLAT INSTRUMENT: PB 4, PG 15
- TOTAL AREA = 15.60 AC. (679,753 S.F.)
- ZONING: CD-3L

CONTACT LIST

OWNER/DEVELOPER

HABITAT FOR HUMANITY WILLIAMSON-MAURY
109 NOAH DRIVE
FRANKLIN, TN 37064
(615) 690-8090
CONTACT: JENNEE GALLAND, PRESIDENT & COO
E-MAIL: jgalland@hfhwm.org

SURVEYOR

M2 GROUP, LLC
P.O. BOX 2543
BRENTWOOD, TN 37024
PHONE: (931) 623-8913
CONTACT: STEPHEN VANDER HORST, RLS, CFS
E-MAIL: stephen@m2groupllc.com

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 R2892, PAGE 825, MAURY COUNTY REGISTERS OFFICE, AND ADOPT THIS FINAL SUBDIVISION PLAT OF THE PROPERTY AS SHOWN HEREON AND DEDICATE ALL PUBLIC WAYS AND EASEMENTS AS NOTED WITH MY (OUR) FREE CONSENT.

OWNER(S) DATE

TITLE (IF ACTION FOR CORPORATION OR PARTNERSHIP)

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

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE, AND UTILITIES

I HEREBY CERTIFY THAT THE STREETS, DRAINAGE, AND UTILITIES OUTLINED OR INDICATED ON THIS FINAL SUBDIVISION PLAT HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR A PERFORMANCE SURETY IN THE AMOUNT OF $ _____ FOR STREETS AND DRAINAGE HAS BEEN POSTED WITH THE CITY OF COLUMBIA, TENNESSEE, TO ASSURE COMPLETION OF SUCH IMPROVEMENTS.

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 HAS 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 DEPARTMENT AND BY E-911 MAURY COUNTY.

MAURY COUNTY E-911 DATE

CERTIFICATE OF ACCURACY

I (WE) HEREBY CERTIFY THAT TO THE BEST OF MY (OUR) KNOWLEDGE AND BELIEF 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.

REGISTERED LAND SURVEYOR NUMBER DATE

CERTIFICATE 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 GOVERNMENT REQUIREMENTS, OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

DIRECTOR OF WASTEWATER DEPARTMENT DATE
COLUMBIA, TENNESSEE

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

DRAWING1.DWG / Wednesday, January 10, 2018 12:04:03 PM

REVISION #	DATE	DESCRIPTION

FINAL PLAT
IDLEWILD FARMS
HIWASSEE DRIVE
CITY OF COLUMBIA
MAURY COUNTY, TENNESSEE

M2 GROUP
P.O. BOX 2543
BRENTWOOD, TN 37024-2543
WWW.M2GROUPLLC.COM

COVER SHEET

DRAWN BY : ERG
CHECKED BY : SVH
DATE : MAY 19, 2025
PROJECT NO. : 23-070

SHEET NUMBER:
FP-01

SUBJECT PROPERTY INFORMATION:

- OWNER: HABITAT FOR HUMANITY WILLIAMSON-MAURY
- PARCEL ID: TAX MAP 89, PARCEL 23.01 & 23.02
- INSTRUMENT: RB R2892, PG 825
- PLAT INSTRUMENT: PB 4, PG 15
- TOTAL AREA = 15.60 AC. (679,753 S.F.)
- ZONING: R-20 (PER PREVIOUS ZONING)

50 0 50 100
GRAPHIC SCALE

GENERAL NOTES:

1. THE PURPOSE OF THIS PLAT IS TO ABANDON LOTS 82 & 83, AS REFERENCED IN IDLEWILD SUBDIVISION, SECTION 3, PB 4, PG 15, CREATE 16 LOTS AND 2 OPEN SPACES.
2. THE RECORDING OF THIS PLAT SHALL VOID, VACATE, AND SUPERCEDE THE PREVIOUSLY RECORDED PLAT(S), PLAT OF SURVEY FOR IDLEWILD SUBDIVISION, SECTION 3, PB 4, PG 15. ALL OTHER INFORMATION ON SAID PLATS SHALL REMAIN THE SAME.
3. BEARINGS ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD83).
4. SURVEY FIELD WORK WAS COMPLETED ON JANUARY 26, 2024.
5. THIS SURVEY WAS PREPARED USING THE CURRENT DEEDS AND PLATS OF RECORD FOR THE SUBJECT PROPERTY.
6. ALL DEED BOOK AND PLAT REFERENCES PERTAIN TO THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE.
7. ADJOINING PROPERTY LINES SHOWN WERE PLOTTED FROM INFORMATION TAKEN FROM EITHER DEED DESCRIPTION, RECORD PLATS, OR TAX MAPS.
8. PROPERTY CORNERS SET THIS SURVEY ARE 18" #4 REBAR WITH ORANGE PLASTIC CAP STAMPED "M2 GROUP", 18" #5 REBAR WITH YELLOW PLASTIC CAP STAMPED "M2 GROUP, LLC", OR PK NAIL WITH STAINLESS STEEL WASHER STAMPED "M2 GROUP, LLC", UNLESS NOTED OTHERWISE.
9. UNDERGROUND UTILITIES, IF SHOWN, HAVE BEEN PLOTTED FROM PLANS AND MARKINGS COMBINED WITH OBSERVED EVIDENCE OF UTILITIES TO DEVELOP A VIEW OF THOSE UNDERGROUND UTILITIES (CI/ASCE 38-2, QUALITY LEVEL C). OTHER UNDERGROUND UTILITIES MAY EXIST WHICH ARE NOT SHOWN AS A RESULT OF INFORMATION NOT BEING PROVIDED BY THE UTILITY OWNER. HOWEVER, LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT OR CONTRACTOR IS ADVISED THAT EXCAVATION MAY BE NECESSARY. CALL 811 BEFORE YOU DIG.
10. THE PROPERTY SHOWN HEREON IS LOCATED IN A FLOOD HAZARD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN) ACCORDING TO F.I.R.M. MAP "MAURY COUNTY, TENNESSEE" PANELS 170 & 285 OF 440, MAP NUMBER 47119C0170E & 47119C0285E, REVISED APRIL 16, 2007.
11. THE SUBJECT PROPERTY SHOWN HEREON HAS A ZONING DESIGNATION OF "R-20", ACCORDING TO THE PREVIOUS CITY OF COLUMBIA OFFICIAL ZONING ORDINANCE, ADOPTED AUGUST 2006 . SETBACK REQUIREMENTS ARE AS FOLLOWS:
    FRONT = 30 FEET
    SIDE = 12 FEET
    REAR = 30 FEET
12. DEVELOPMENT IS TO BE SERVED BY A MAIL KIOSK LOCATED IN OS-2.
13. THE OVERALL PROPERTY BOUNDARY SHOWN HEREON IS BASED ON A SURVEY BY WES ENGINEERS AND SURVEYORS, DATE OF SURVEY IS UNKNOWN.
14. ALL OPEN SPACE IS TO SERVE AS A PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENT (PUDAE) AND TO BE MAINTAINED BY THE HOMEOWNERS ASSOCATION (HOA).

LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	S72° 13' 06"W	52.46
L2	N49° 45' 38"E	4.55
L3	N66° 08' 05"W	25.02
L4	S59° 07' 45"E	25.50

CURVE TABLE				
CURVE #	LENGTH	RADIUS	CHORD DIRECTION	CHORD LENGTH
C1	34.29	175.00	N30° 53' 42"W	34.24
C2	123.91	175.00	N4° 59' 50"W	121.34
C3	48.06	175.00	N23° 09' 20"E	47.91
C4	39.33	25.00	N14° 02' 30"W	35.40
C5	39.21	25.00	S75° 57' 30"W	35.31
C6	147.33	125.00	S2° 44' 32"E	138.95
C7	200.69	2301.59	N31° 59' 47"W	200.62
C8	165.12	2301.59	N27° 26' 35"W	165.08
C9	162.85	2301.59	N23° 21' 39"W	162.82
C10	528.11	2301.59	N14° 45' 38"W	526.95
C11	46.68	206.10	S52° 37' 10"E	46.58
C12	127.63	543.54	S65° 50' 03"E	127.34

CSX TRANSPORTATION
RIGHT-OF-WAY CHARTER
MAP 099, PARCEL 403.00

MILLIKEN NONWOVENS LLC
MAP 089, PARCEL 23.03
DB R2260, PG 919

N76° 50' 38"E 139.85'
N49° 45' 38"E 611.89'
N31° 01' 25"E 1043.63' (TOTAL)
N31° 01' 25"E 809.85' (TOTAL)
S31° 01' 25"W 810.08' (TOTAL)
N30° 56' 22"E 396.77' (TOTAL)
N30° 52' 41"E 513.19' (TOTAL)
S30° 50' 35"W 94.69'
N59° 06' 26"W 291.39' (TOTAL)
N64° 43' 01"E 190.27'
S53° 29' 30"W 208.29'
S53° 29' 30"W 225.07'
S14° 12' 46"E 173.04'
N36° 30' 30"W 200.00'
S38° 20' 28"E 108.75'
N36° 30' 30"W 6.91'

150' TVA TRANSMISSION EASEMENT
(REFERENCED PER PB 4, PG 15)

114.69' 164.30' 125.00' 125.00' 125.00' 125.00' 125.00' 139.63' 33.38'
182.37' 125.00' 125.00' 80.83'
69.90' 125.00' 125.00' 125.00' 125.00' 114.94'
54.24' 135.00' 135.00' 72.53'
25.00' 125.00' 125.00' 135.00' 135.00' 135.00' 130.08' 23.37'

100' 100'

HW

STORMWATER MANAGEMENT AREA

OS-1
OPEN SPACE "A"
4.83 AC.

OS-2
OPEN SPACE "B"
1.00 AC.

OVERHEAD ELECTRIC LINES AND POLES TO BE RELOCATED

LOT LINES TO BE ABANDONED WITH THE RECORDING OF THIS PLAT

BESSER SPRINGS WAY
(50' PUBLIC R/W - MINOR LOCAL)

SHAWNEE DRIVE
(50' PUBLIC R/W - MINOR LOCAL)

HIWASSEE DRIVE
(50' PUBLIC R/W - MINOR LOCAL)

1 — LARON M TAYLOR, MAP 089N, GROUP F, PARCEL 3.00, DB R1416, PG 403, IDLEWILD SECTION 3, PB 4, PG 15
2 — LARON M TAYLOR, MAP 089N, GROUP F, PARCEL 3.00, DB R1416, PG 403, IDLEWILD SECTION 3, PB 4, PG 15
3 — LARON M TAYLOR, MAP 089N, GROUP F, PARCEL 3.00, DB R1416, PG 403, IDLEWILD SECTION 3, PB 4, PG 15
4 — LARON M TAYLOR, MAP 089N, GROUP F, PARCEL 3.00, DB R1416, PG 403, IDLEWILD SECTION 3, PB 4, PG 15
5 — LARON M TAYLOR, MAP 089N, GROUP F, PARCEL 3.00, DB R1416, PG 403, IDLEWILD SECTION 3, PB 4, PG 15
6 — LARON M TAYLOR, MAP 089N, GROUP F, PARCEL 3.00, DB R1416, PG 403, IDLEWILD SECTION 3, PB 4, PG 15
7 — LARON M TAYLOR, MAP 089N, GROUP F, PARCEL 3.00, DB R1416, PG 403, IDLEWILD SECTION 3, PB 4, PG 15
8 — LARON M TAYLOR, MAP 089N, GROUP F, PARCEL 3.00, DB R1416, PG 403, IDLEWILD SECTION 3, PB 4, PG 15
9 — LARON M TAYLOR, MAP 089N, GROUP F, PARCEL 3.00, DB R1416, PG 403, IDLEWILD SECTION 3, PB 4, PG 15
10 — LARON M TAYLOR, MAP 089N, GROUP F, PARCEL 3.00, DB R1416, PG 403, IDLEWILD SECTION 3, PB 4, PG 15
11 — LARON M TAYLOR, MAP 089N, GROUP F, PARCEL 3.00, DB R1416, PG 403, IDLEWILD SECTION 3, PB 4, PG 15
12 — LARON M TAYLOR, MAP 089N, GROUP F, PARCEL 3.00, DB R1416, PG 403, IDLEWILD SECTION 3, PB 4, PG 15
13 — LARON M TAYLOR, MAP 089N, GROUP F, PARCEL 3.00, DB R1416, PG 403, IDLEWILD SECTION 3, PB 4, PG 15
14 — LARON M TAYLOR, MAP 089N, GROUP F, PARCEL 3.00, DB R1416, PG 403, IDLEWILD SECTION 3, PB 4, PG 15
15 — LARON M TAYLOR, MAP 089N, GROUP F, PARCEL 3.00, DB R1416, PG 403, IDLEWILD SECTION 3, PB 4, PG 15
16 — LARON M TAYLOR, MAP 089N, GROUP F, PARCEL 3.00, DB R1416, PG 403, IDLEWILD SECTION 3, PB 4, PG 15

81 — THREE LITTLE BEES LLC, MAP 089K, GROUP A, PARCEL 10.00, DB R2608, PG 358, IDLEWILD SECTION 3, PB 4, PG 15
80 — NOLAN PATEE, MAP 089K, GROUP A, PARCEL 9.00, DB R2641, PG 619, IDLEWILD SECTION 3, PB 4, PG 15
79 — LETOURNEAU PROPERTIES TN LLC, MAP 089K, GROUP A, PARCEL 8.00, DB R2579, PG 99, IDLEWILD SECTION 3, PB 4, PG 15
78 — SHERRY D TAYLOR, MAP 089K, GROUP A, PARCEL 7.00, DB R2263, PG 667, IDLEWILD SECTION 3, PB 4, PG 15
77 — MARION PATRICK REAVES, MAP 089K, GROUP A, PARCEL 6.00, DB 1367, PG 918, IDLEWILD SECTION 3, PB 4, PG 15
76 — G & R CONSTRUCTION, INC, MAP 089K, GROUP A, PARCEL 5.00, DB R2842, PG 63, IDLEWILD SECTION 3, PB 4, PG 15
75 — KRISTIN G COGGIN, MAP 089K, GROUP A, PARCEL 4.00, DB R2338, PG 193, IDLEWILD SECTION 3, PB 4, PG 15
74 — ADAM RYAN ETUX, MAP 089K, GROUP A, PARCEL 3.00, DB 2207, PG 708, IDLEWILD SECTION 3, PB 4, PG 15
73 — ERNEST NEAL BRADY ETUX, MAP 089K, GROUP A, PARCEL 2.00, DB R2439, PG 1195, IDLEWILD SECTION 3, PB 4, PG 15
72 — STEPHEN TAYLOR ELLIS, MAP 089K, GROUP A, PARCEL 1.00, DB R2559, PG 1097, IDLEWILD SECTION 3, PB 4, PG 15
71B — AMANDA NICOLE POTTS HOUSER, ET VIR, MAP 089K, GROUP B, PARCEL 23.00, DB R2662, PG 1309, MINOR PLAT SUBDIVISION OF PROPERTY OF KENT CARVELL, PB 8, PG 135
71A — AMANDA NICOLE POTTS, MAP 089K, GROUP B, PARCEL 22.00, DB R2097, PG 1107, MINOR PLAT SUBDIVISION OF PROPERTY OF KENT CARVELL, PB 8, PG 135
84 — LARON M TAYLOR, MAP 089N, GROUP F, PARCEL 3.00, DB R1416, PG 403, IDLEWILD SECTION 3, PB 4, PG 15

LEGEND:

PROPOSED PROPERTY LINE	SAN	EXISTING SANITARY SEWER LINE		FIRE HYDRANT	LIGHT STANDARD
PROPOSED RIGHT-OF-WAY	ST	EXISTING STORM SEWER LINE		WATER METER	COMMUNICATION PEDESTAL
EXISTING ADJACENT PROPERTY LINE	W	EXISTING WATER LINE		SANITARY MANHOLE	MBSL MINIMUM BUILDING SETBACK LINE
PROPOSED EASEMENT	OHE	EXISTING OVERHEAD ELECTRIC		CLEAN OUT	PDE PERMANENT DRAINAGE EASEMENT
EXISTING EASEMENT	G	EXISTING GAS LINE		CURB INLET	PUDE PERMANENT UTILITY & DRAINAGE EASEMENT
MBSL MINIMUM BUILDING SETBACK LINE		EXISTING RAILROAD TRACKS		POWER POLE	HW HEADWALL
SAN PROPOSED SANITARY SEWER LINE		IRON REBAR FOUND (IRF)		GUY WIRE	1 LOT NUMBER
ST PROPOSED STORM SEWER LINE		CONCRETE MONUMENT FOUND (CMF)		HIGH TENSION TOWER	
W PROPOSED WATER LINE		IRON PIPE FOUND (IPF)	ET	TRANSFORMER	
OH-E PROPOSED OVERHEAD ELECTRIC		IRON REBAR SET W/CAP (IRS)		ELECTRIC PEDESTAL	

Know what's below. Call before you dig.

REVISION #	DATE	DESCRIPTION

FINAL PLAT
IDLEWILD FARMS
HIWASSEE DRIVE
CITY OF COLUMBIA
MAURY COUNTY, TENNESSEE

M2 GROUP
P.O. BOX 2543
BRENTWOOD, TN 37024-2543
WWW.M2GROUPLLC.COM

FINAL PLAT

DRAWN BY : ERG
CHECKED BY : SVH
DATE : MAY 19, 2025
PROJECT NO. : 23-070

SHEET NUMBER:
FP-02

DRAWING1.DWG / Wednesday, January 10, 2018 12:04:03 PM

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

Habitat for Humanity Williamson - Maury, 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

21st day of January, 20 22 , Control # 21-0227
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:

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.

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.

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.

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.

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

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.

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.

Idlewild Farms PROJECT	
Completed by the Developer	*Completed by the City*
Habitat for Humanity Williamson - Maury DEVELOPER NAME	
Jennee Galland AUTHORIZED AGENT NAME	 CITY ENGINEER
Jennee Galland SIGNATURE	 SIGNATURE
5/16/25 DATE	 DATE
109 Noah Drive STREET	
Franklin, TN 37064 CITY, STATE, ZIP	
615 690-8090 PHONE	
jgalland@hfhwm.org EMAIL	
Attest	*Attest*
ERIN WALKER ATTEST NAME	 ATTEST NAME
 ATTEST SIGNATURE	 ATTEST SIGNATURE
5·16·2025 DATE	 DATE

CITY OF
COLUMBIA
TENNESSEE

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

INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES

Map & Parcel Number: Map 89, Parcels 23.01 & 23.02
Project Name and Address: Idlewild Farms, Hiwassee Drive

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

THIS AGREEMENT, made this _____ day of _____, 20____ , by and between Habitat for Humanity Williamson - Maury hereinafter referred to as the "OWNER(S)" of the following property and City of Columbia, Tennessee, hereinafter referred to as the "CITY",

WITNESSETH
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 the OWNER(S)

Jennee Galland

OWNER(S) Name Printed

_____ - Habitat for Humanity, Williamson - Maury

BY

President - COO

TITLE

109 Noah Drive

OWNER(S) Address

Franklin, TN 37064

OWNER(S) City, State and ZIP

STATE OF TENNESSEE
COUNTY OF MAURY

Before me, JENNIFER GALLAND of the state and county mentioned, personally appeared _____, with whom I am personally acquainted(or provided to me on the basis of satisfactory evidence), and who, upon oath, acknowledged such person to be president(or other officer authorized to execute the instrument) of HFHWM, the within named bargainer, a corporation, and that such president or officer as such President & COO, executed the foregoing instrument for the purpose therein contained, by personally signing the name of the corporation as _____.

Witness my hand this the 16 day of May, 20 25.

Notary Public

My Commission Expires: 6.11.28

ERIN MICHELLE WALKER
STATE OF TENNESSEE NOTARY PUBLIC
WILLIAMSON COUNTY

Below this line is for City use

APPROVED:

CITY OF COLUMBIA, TENNESSEE
ENGINEERING DEPARTMENT

By:_____

STATE OF TENNESSEE
COUNTY OF MAURY

Before me, _____ of the state and county mentioned, personally appeared _____, with whom I am personally acquainted(or provided to me on the basis of satisfactory evidence), and who acknowledge 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 _____ day of _____, 20_____.

_____
Notary Public

My Commission Expires:_____

FINAL PLAT FOR:
IDLEWILD FARMS

HIWASSEE DRIVE
CITY OF COLUMBIA
MAURY COUNTY, TENNESSEE
MAP 89, PARCELS 23.01 & 23.02
MARCH 17, 2025

LOT AREA TABLE		
Lot #	Area (s.f.)	Area (ac.)
1	25,866	0.59
2	38,245	0.88
3	22,790	0.52
4	20,009	0.46
5	20,000	0.46
6	20,000	0.46
7	20,000	0.46
8	20,000	0.46
9	22,224	0.51
10	24,542	0.56
11	22,122	0.51
12	22,083	0.51
13	22,424	0.51
14	20,333	0.47
15	20,397	0.47
16	20,818	0.69

SHEET LIST TABLE	
SHEET NUMBER	SHEET TITLE
FP-01	COVER SHEET
FP-02	FINAL PLAT

FINAL SUBDIVISION PLAT MAURY COUNTY, TENNESSEE	
TOTAL ACRES: 15.81	TOTAL LOTS: 16
ACRES NEW STREETS: 1.28	FEET NEW STREETS: 1,330
CIVIL DISTRICT: 4TH	CLOSURE ERROR: 1:10,000±
MILES OF NEW ROADS: 0.23	DATE: MARCH 17, 2025

ERIN MICHELLE WALKER
STATE OF TENNESSEE
NOTARY PUBLIC
WILLIAMSON COUNTY

SUBJECT PROPERTY INFORMATION:

- OWNER: HABITAT FOR HUMANITY WILLIAMSON-MAURY
- PARCEL ID: TAX MAP 89, PARCEL 23.01 & 23.02
- INSTRUMENT: RB R2892, PG 825
- PLAT INSTRUMENT: PB 4, PG 15
- TOTAL AREA = 15.60 AC. (679,753 S.F.)
- ZONING: CD-3L

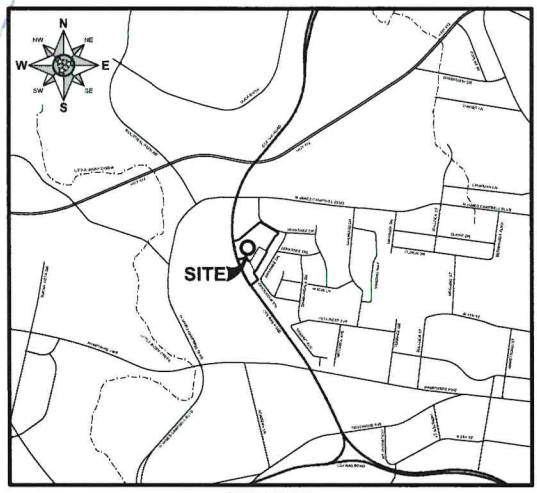
CONTACT LIST

OWNER/DEVELOPER

HABITAT FOR HUMANITY WILLIAMSON-MAURY
109 NOAH DRIVE
FRANKLIN, TN 37064
(615) 690-8090
CONTACT: JENNEE GALLAND, PRESIDENT & COO
E-MAIL: jgalland@hfmwm.org

SURVEYOR

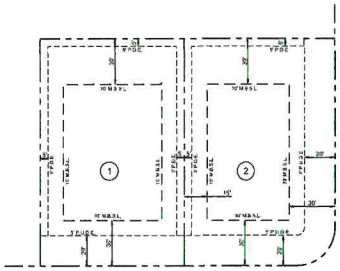
M2 GROUP, LLC
P.O. BOX 2543
BRENTWOOD, TN 37024
PHONE: (931) 623-8913
CONTACT: STEPHEN VANDER HORST, RLS, CFS
E-MAIL: stephen@m2groupllc.com



VICINITY MAP
SCALE: 1"=1000'

GENERAL NOTES:

1. THE PURPOSE OF THIS PLAT IS TO AMANDON LOTS 92 & 93, AS REFERENCED IN IDLEWILD SUBDIVISION, SECTION 1, PB 4, PG 15, CREATE 16 LOTS AND 1 OPEN SPACE.
2. THE RECORDING OF THIS PLAT SHALL VOID, VACATE, AND SUPERCEDE THE PREVIOUSLY RECORDED PLAT(S), PLAT OF SURVEY FOR IDLEWILD SUBDIVISION, SECTION 2, PB 4, PG 15, ALL OTHER INFORMATION ON SAID PLATS SHALL REMAIN THE SAME.
3. BEARINGS ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD83).
4. SURVEY FIELD WORK WAS COMPLETED ON JANUARY 26, 2024.
5. THIS SURVEY WAS PREPARED USING THE CURRENT DEEDS AND PLATS OF RECORD FOR THE SUBJECT PROPERTY.
6. ALL DEED BOOK AND PLAT REFERENCES PERTAIN TO THE REGISTERS OFFICE FOR MAURY COUNTY, TENNESSEE.
7. ADJOINING PROPERTY LINES SHOWN WERE PLOTTED FROM INFORMATION TAKEN FROM EITHER DEED DESCRIPTION, RECORDED PLATS, OR TAX MAPS.
8. PROPERTY CORNERS SET THIS SURVEY ARE 1/2" RE-BAR WITH ORANGE PLASTIC CAP STAMPED "M2 GROUP" OR RE-BAR WITH YELLOW PLASTIC CAP STAMPED "M2 GROUP, LLC" OR RE-BAR WITH STAINLESS STEEL WASHER STAMPED "M2 GROUP, LLC" UNLESS NOTED OTHERWISE.
9. UNDERGROUND UTILITIES IF SHOWN, HAVE BEEN PLOTTED FROM PLANS AND MARKINGS COMBINED WITH OBSERVED EVIDENCE OF UTILITIES TO DEVELOP A VIEW OF THOSE UNDERGROUND UTILITIES (CHANCE IN A QUALITY LEVEL D). OTHER UNDERGROUND UTILITIES MAY EXIST WHICH ARE NOT SHOWN AS A RESULT OF INFORMATION NOT BEING PROVIDED BY THE UTILITY OWNER. HOWEVER, LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY DEPICTED. FOR THE EXACT LOCATION OF UNDERGROUND FEATURES, THE APPROPRIATE UTILITY COMPANY SHOULD BE CONTACTED. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS DESIRED, THE CLIENT OR CONTRACTOR IS ADVISED THAT EXCAVATION MAY BE NECESSARY. CALL 811 BEFORE YOU DIG.
10. THE PROPERTY SHOWN HEREON IS LOCATED IN A FLOOD HAZARD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN) ACCORDING TO F.I.R.M. MAP "MAURY COUNTY, TENNESSEE" PANELS 175 & 185 OF 450 MAP NUMBER 47119C0175 E & 47119C0185 E, REVISED APRIL 16, 2009.
11. THE SUBJECT PROPERTY SHOWN HEREON IS ZONED CD-3L " NEIGHBORHOOD DISTRICT ACCORDING TO THE CURRENT CITY OF COLUMBIA OFFICIAL ZONING MAP. SETBACK REQUIREMENTS ARE AS FOLLOWS:
FRONT = 30 FEET
SIDE = 12 FEET
REAR = 20 FEET, OR 15 FEET FROM CENTERLINE OF REAR ALLEY
12. DEVELOPMENT IS TO BE SERVED BY A PWA, WOOD & CANNON WSD 1.
13. THE OVERALL PROPERTY BOUNDARY SHOWN HEREON IS BASED ON A SURVEY BY M2 ENGINEERING AND SURVEYORS, DATE OF SURVEY IS UNKNOWN.
14. ALL OPEN SPACE IS TO SERVE AS A PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENT (PUDAE).



TYPICAL LOT LAYOUT
SCALE: 1"=30'
(TYPICAL UNLESS NOTED OTHERWISE)

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 R2892 PAGE 825, MAURY COUNTY REGISTERS OFFICE, AND ADOPT THIS FINAL SUBDIVISION PLAT OF THE PROPERTY AS SHOWN HEREON AND DEDICATE ALL PUBLIC WAYS AND EASEMENTS AS NOTED WITH MY (OUR) FREE CONSENT.

OWNER(S) DATE

TITLE IF ACTION FOR CORPORATION OR PARTNERSHIP)

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

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE, AND UTILITIES

I HEREBY CERTIFY THAT THE STREETS, DRAINAGE, AND UTILITIES OUTLINED OR INDICATED ON THIS FINAL SUBDIVISION PLAT HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR A PERFORMANCE SURETY IN THE AMOUNT OF $ _____ FOR STREETS AND DRAINAGE HAS BEEN POSTED WITH THE CITY OF COLUMBIA, TENNESSEE, TO ASSURE COMPLETION OF SUCH IMPROVEMENTS.

CITY ENGINEER, COLUMBIA, TENNESSEE DATE

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 HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE MAURY COUNTY REGISTER OF DEEDS.

PLANNING DIRECTOR, COLUMBIA, TENNESSEE DATE

CERTIFICATE OF SUBDIVISION NAME AND STREET NAMES

SUBDIVISION NAME AND STREET NAMES APPROVED BY THE CITY ENGINEERING DEPARTMENT AND BY E-911 MAURY COUNTY.

MAURY COUNTY E-911 DATE

CERTIFICATE OF ACCURACY

I (WE) HEREBY CERTIFY THAT TO THE BEST OF MY (OUR) KNOWLEDGE AND BELIEF 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.

REGISTERED LAND SURVEYOR NUMBER DATE

CERTIFICATE 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 GOVERNMENT REQUIREMENTS, OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

DIRECTOR OF WASTEWATER DEPARTMENT, COLUMBIA, TENNESSEE DATE

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, COLUMBIA, TENNESSEE DATE

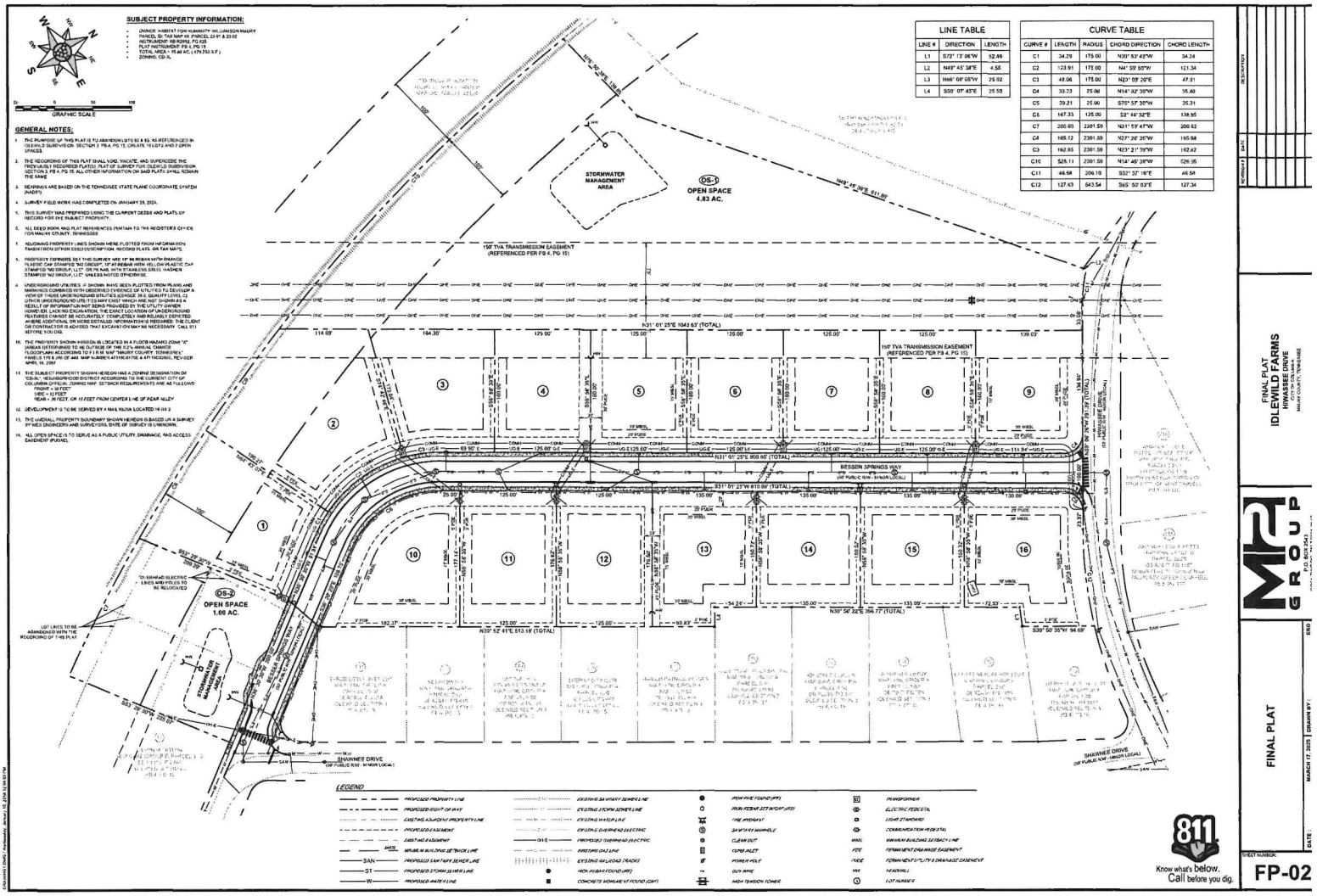
DESCRIPTION DATE

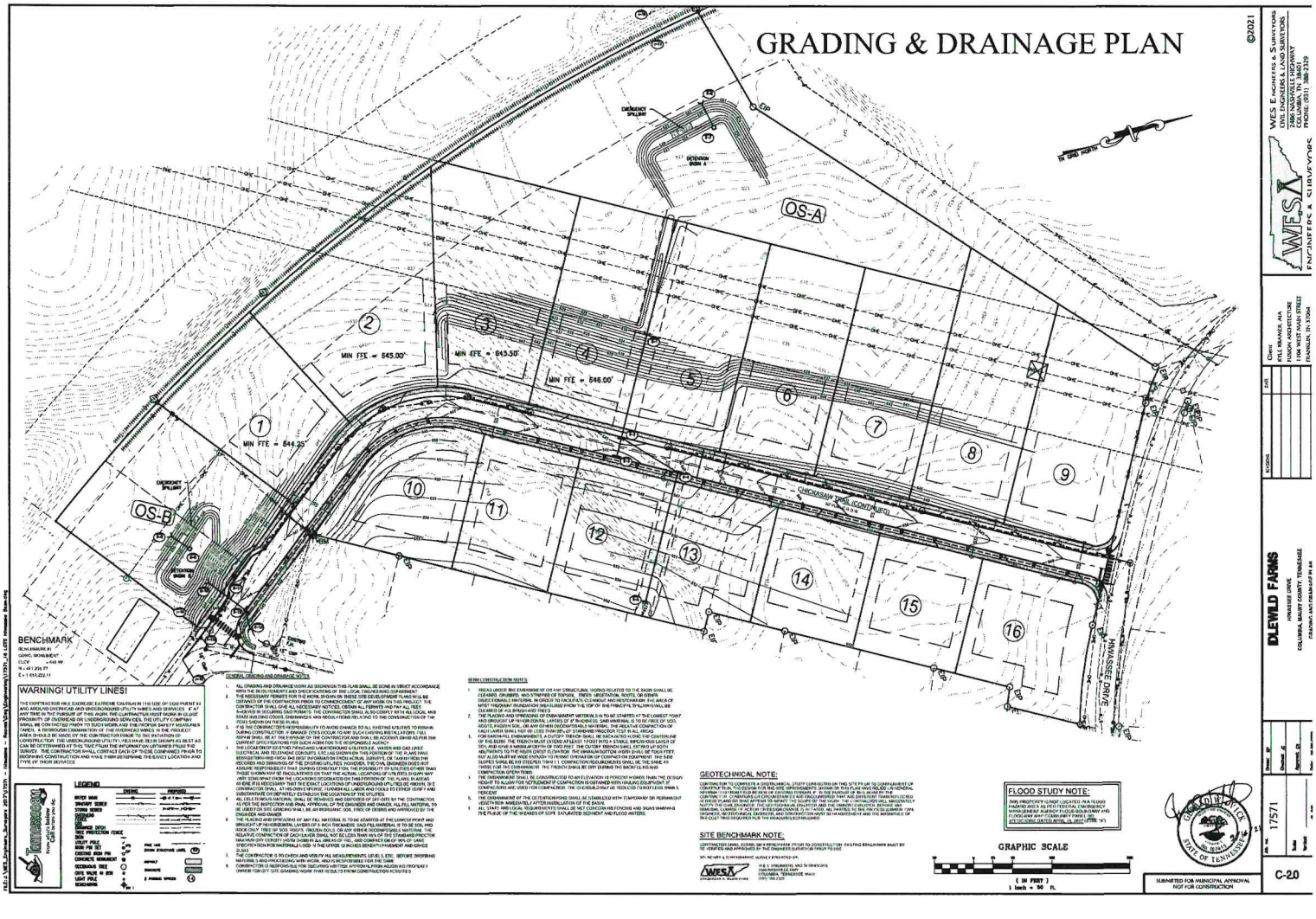
FINAL PLAT
IDLEWILD FARMS
HIWASSEE DRIVE
CITY OF COLUMBIA
MAURY COUNTY, TENNESSEE

M2 GROUP
P.O. BOX 2543
BRENTWOOD, TN 37024-2543

COVER SHEET

SHEET NUMBER: FP-01
DATE: MARCH 17, 2025
DRAWN BY: BRG


SUBJECT PROPERTY INFORMATION:
OWNER: HABITAT FOR HUMANITY WILLIAMSON MAURY
PARCEL ID: TAX MAP 58, PARCEL 23.01 & 23.02
INSTRUMENT: RB R0062, PG 628
PLAT INSTRUMENT: PB 4, PG 15
TOTAL AREA = 15.68 AC. (679,733 S.F.)
ZONING: CD-AL
GRAPHIC SCALE
GENERAL NOTES:
1. THE PURPOSE OF THIS PLAT IS TO ABANDON LOTS 83 & 93, AS REFERENCED IN OLD HALL SUBDIVISION, SECTION 3, PB 4, PG 15, CREATE 16 LOTS AND 2 OPEN SPACES.
2. THE RECORDING OF THIS PLAT SHALL VOID, VACATE, AND SUPERCEDE THE PREVIOUSLY RECORDED PLAT(S): PLAT OF SURVEY FOR OLDE HALL SUBDIVISION SECTION 3, PB 4, PG 15. ALL OTHER INFORMATION ON SAID PLAT(S) SHALL REMAIN THE SAME.
3. BEARINGS ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD83).
4. SURVEY FIELD WORK WAS COMPLETED ON JANUARY 25, 2024.
5. THIS SURVEY WAS PREPARED USING THE CURRENT DEEDS AND PLATS OF RECORD FOR THE SUBJECT PROPERTY.
6. ALL DEED BOOK AND PLAT REFERENCES PERTAIN TO THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE
7. ADJOINING PROPERTY LINES SHOWN HEREIN PLOTTED FROM INFORMATION TAKEN FROM EITHER DEED DESCRIPTION, RECORD PLATS, OR TAX MAPS.
8. PROPERTY CORNERS SET THIS SURVEY ARE 1/2" #4 REBAR WITH ORANGE "ILAGENT CAP STAMPED "NG GROUP", 12" #4 REBAR WITH YELLOW PLASTIC CAP STAMPED "NG GROUP, LLC" OR PK NAIL WITH STAINLESS STEEL WASHER STAMPED "NG GROUP, LLC" UNLESS NOTED OTHERWISE.
9. UNDERGROUND UTILITIES IF SHOWN HAVE BEEN PLOTTED FROM PLANS AND MARKINGS COMBINED WITH OBSERVED EVIDENCE OF UTILITIES TO DEVELOP A VIEW OF THOSE UNDERGROUND UTILITIES (CHAGE 30.2, QUALITY LEVEL C) UNLESS OTHERWISE NOTED. NO EXCAVATION WAS PERFORMED BY THIS SURVEYOR TO VERIFY THE INFORMATION SHOWN HEREON. DUE TO THE NATURE OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT OR CONTRACTOR IS ADVISED THAT EXCAVATION MAY BE NECESSARY. CALL 811 BEFORE YOU DIG.
10. THE PROPERTY SHOWN HEREON IS LOCATED IN A FLOOD HAZARD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN) ACCORDING TO F.I.R.M. MAP "MAURY COUNTY, TENNESSEE," PANELS 170 & 290 OF 445, MAP NUMBER 47119C0170 E & 47119C0290 E, REVISED APRIL 16, 2009.
11. THE SUBJECT PROPERTY SHOWN HEREON HAS A ZONING DESIGNATION OF "CD-AL," NEIGHBORHOOD DISTRICT ACCORDING TO THE CURRENT CITY OF COLUMBIA, TN ZONING MAP. SETBACK REQUIREMENTS ARE AS FOLLOWS: FRONT = 20 FEET
SIDE = 5 FEET
REAR = 30 FEET, OR 15 FEET FROM CENTER LINE OF REAR ALLEY
12. DEVELOPMENT IS TO BE SERVED BY A MAIL KIOSK LOCATED IN OS-2.
13. THE OVERALL PROPERTY BOUNDARY SHOWN HEREON IS BASED ON A SURVEY BY NEG ENGINEERING AND SURVEYORS, DATE OF SURVEY UNKNOWN.
14. ALL OPEN SPACE IS TO SERVE AS A PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENT (PUE/ME).
LINE TABLE
LINE # | DIRECTION | LENGTH
L1 | S72° 13' 06"W | 52.46
L2 | N49° 45' 38"E | 4.55
L3 | N66° 08' 05"W | 25.92
L4 | S59° 07' 45"E | 25.59
CURVE TABLE
CURVE # | LENGTH | RADIUS | CHORD DIRECTION | CHORD LENGTH
C1 | 34.29 | 175.00 | N39° 53' 43"W | 34.24
C2 | 123.91 | 175.00 | N4° 59' 05"W | 121.34
C3 | 48.06 | 175.00 | N23° 09' 29"E | 47.91
C4 | 33.33 | 25.00 | N14° 02' 36"W | 35.40
C5 | 39.21 | 25.00 | S76° 57' 36"W | 35.31
C6 | 147.35 | 125.00 | S2° 44' 32"E | 138.95
C7 | 200.69 | 2381.59 | N31° 59' 47"W | 200.62
C8 | 165.12 | 2381.59 | N27° 26' 35"W | 165.08
C9 | 162.85 | 2381.59 | N23° 21' 39"W | 162.82
C10 | 526.11 | 2381.59 | N14° 46' 38"W | 526.95
C11 | 46.58 | 206.10 | S52° 37' 16"E | 46.58
C12 | 127.43 | 543.54 | S45° 52' 03"E | 127.34
STORMWATER MANAGEMENT AREA
OS-1 OPEN SPACE 4.83 AC.
OS-2 OPEN SPACE 1.00 AC.
150' TVA TRANSMISSION EASEMENT (REFERENCED PER PB 4, PG 15)
110' TVA TRANSMISSION EASEMENT (REFERENCED PER PB 4, PG 15)
RESSEN SPRINGS WAY (50' PUBLIC R/W - MINOR LOCAL)
SHAWNEE DRIVE (50' PUBLIC R/W - MINOR LOCAL)
LOT LINES TO BE ABANDONED WITH THE RECORDING OF THIS PLAT
LEGEND
PROPOSED PROPERTY LINE
PROPOSED RIGHT-OF-WAY
EXISTING ADJACENT PROPERTY LINE
PROPOSED EASEMENT
EXISTING EASEMENT
MBSL MINIMUM BUILDING SETBACK LINE
PROPOSED SANITARY SEWER LINE
PROPOSED STORM SEWER LINE
PROPOSED WATER LINE
EXISTING SANITARY SEWER LINE
EXISTING STORM SEWER LINE
EXISTING WATER LINE
EXISTING OVERHEAD ELECTRIC
PROPOSED OVERHEAD ELECTRIC
EXISTING GAS LINE
EXISTING RAILROAD TRACKS
IRON PIN FOUND (IPF)
IRON REBAR SET W/CAP (IRS)
FIRE HYDRANT
SANITARY MANHOLE
CLEAN OUT
CURB INLET
POWER POLE
GUY WIRE
HIGH TENSION TOWER
TRANSFORMER
ELECTRIC PEDESTAL
LIGHT STANDARD
COMMUNICATION PEDESTAL
MINIMUM BUILDING SETBACK LINE
PERMANENT DRAINAGE EASEMENT
PERMANENT UTILITY & DRAINAGE EASEMENT
HEADWALL
LOT NUMBER
Know what's below. Call before you dig.
FINAL PLAT
IDLEWILD FARMS
HIWASSEE DRIVE
MAURY COUNTY, TENNESSEE
MJ GROUP
FINAL PLAT
DATE: MARCH 17, 2025
DRAWN BY:
CHK'D:
SHEET NUMBER:
FP-02


GRADING & DRAINAGE PLAN
©2021
OS-A
OS-B
MIN FFE = 645.00'
MIN FFE = 645.50'
MIN FFE = 646.00'
MIN FFE = 644.25'
EMERGENCY SPILLWAY
DETENTION SHOW A
DETENTION SHOW B
CHICKASAW TRAIL (CONTINUED)
HAWASSEE DRIVE
TN GRID NORTH
BENCHMARK
WARNING! UTILITY LINES!
LEGEND
GENERAL GRADING AND DRAINAGE NOTES
BERM CONSTRUCTION NOTES
GEOTECHNICAL NOTE:
SITE BENCHMARK NOTE:
FLOOD STUDY NOTE:
GRAPHIC SCALE
(IN FEET)
1 inch = 50 ft.
SUBMITTED FOR MUNICIPAL APPROVAL NOT FOR CONSTRUCTION
WES ENGINEERS & SURVEYORS
OWL ENGINEERS & LAND SURVEYORS
2486 NASHVILLE HIGHWAY
COLUMBIA, TN 38401
PHONE: (931) 388-2329
WESX
ENGINEERS & SURVEYORS
Client
KYLE KRAMER, AIA
FUSION ARCHITECTURE
1104 WEST MAIN STREET
FRANKLIN, TN 37064
DLEWILD FARMS
HAWASSEE DRIVE
COLUMBIA, MAURY COUNTY, TENNESSEE
Job No. 17571
Scale
Date
Drawn BY
Checked BY
Approved BY
Date
C-20

DOCUMENT PREPARED BY:
Name: Kevin Sturgill
Company M2 Group, llc
Address: PO Box 2543
Brentwood, TN 37024
After recording return copy to City of Columbia, Development Services

INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES

Map & Parcel Number: Map 89, Parcels 23.01 & 23.02
Project Name: Idlewild Farms, Hiwassee Drive

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

THIS AGREEMENT, made this _____ day of _____, 20____ , by and between Habitat for Humanity Williamson - Maury 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 Jennee Galland

Title Peesident + COO - Habitat for Humanity, Williamson - Maury

Signature _____

Owner Habitat for Humanity, Williamson - Maury

Address 1908 Noah Drive

City, State ZIP Franklin, TN 37064

STATE OF TENNESSEE
COUNTY OF MAURY

Before me, Jennifer Galland of the state and county mentioned, personally appeared _____, 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 16 day of May, 20 25.

_____
Notary Public

My Commission Expires: 6-11-28

WILLIAMSON COUNTY
STATE OF TENNESSEE NOTARY PUBLIC
ERIN MICHELLE WALKER

CITY OF COLUMBIA, TENNESSEE
ENGINEERING DEPARTMENT

APPROVED BY : _____

STATE OF TENNESSEE
COUNTY OF MAURY

Before me, _____ of the state and county mentioned, personally appeared _____, 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 _____ day of _____, 20_____.

_____
Notary Public
My Commission Expires: _____

FINAL PLAT FOR:
IDLEWILD FARMS

HIWASSEE DRIVE
CITY OF COLUMBIA
MAURY COUNTY, TENNESSEE
MAP 89, PARCELS 23.01 & 23.02
MARCH 17, 2025

LOT AREA TABLE		
Lot #	Area (s.f.)	Area (ac.)
1	28,866	0.66
2	36,245	0.88
3	23,790	0.52
4	20,000	0.46
5	20,000	0.46
6	20,000	0.46
7	20,000	0.46
8	20,000	0.46
9	22,236	0.51
10	24,542	0.56
11	22,122	0.51
12	22,083	0.51
13	22,424	0.51
14	20,333	0.47
15	20,307	0.47
16	25,616	0.59

SHEET LIST TABLE	
SHEET NUMBER	SHEET TITLE
FP-01	COVER SHEET
FP-02	FINAL PLAT

FINAL SUBDIVISION PLAT MAURY COUNTY, TENNESSEE	
TOTAL ACRES: 15.61	TOTAL LOTS: 16
ACRES NEW STREETS: 1.28	FEET NEW STREETS: 1,330
CIVIL DISTRICT: 4TH	CLOSURE ERROR: 1:10,000±
MILES OF NEW ROADS: 0.25	DATE: MARCH 17, 2025

SUBJECT PROPERTY INFORMATION:

- OWNER: HABITAT FOR HUMANITY WILLIAMSON-MAURY
- PARCEL ID: TAX MAP 89, PARCEL 23.01 & 23.02
- INSTRUMENT: R/B R2892, PG 825
- PLAT INSTRUMENT: PB 4, PG 15
- TOTAL AREA = 15.60 AC. (679,753 S.F.)
- ZONING: CD-3L

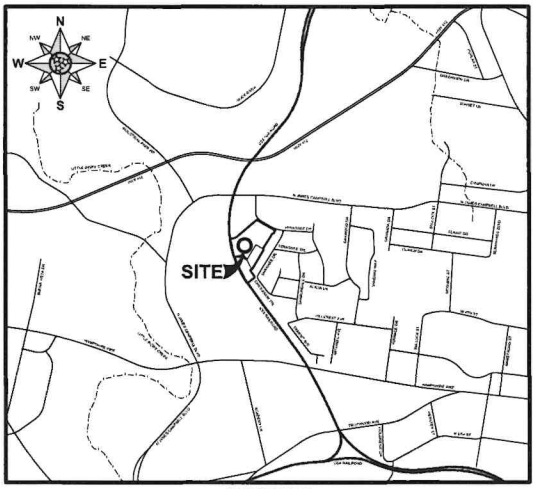
CONTACT LIST

OWNER/DEVELOPER

HABITAT FOR HUMANITY WILLIAMSON-MAURY
109 NOAH DRIVE
FRANKLIN, TN 37064
(615) 690-8090
CONTACT: JENNEE GALLAND, PRESIDENT & COO
E-MAIL: jgalland@hfhwm.org

SURVEYOR

M2 GROUP, LLC
P.O. BOX 2543
BRENTWOOD, TN 37024
PHONE: (931) 623-8913
CONTACT: STEPHEN VANDER HORST, RLS, CFS
E-MAIL: stephen@m2groupllc.com

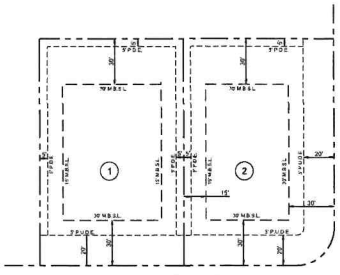


VICINITY MAP
SCALE: 1"=1000'

GENERAL NOTES:

1. THE PURPOSE OF THIS PLAT IS TO ABANDON LOTS 12 & 13, AS REFERENCED IN IDLEWILD SUBDIVISION, SECTION 3, PB 4, PG 15, CREATE 16 LOTS AND 2 OPEN SPACES.
3. THIS RECORDING OF THIS PLAT SHALL VOID, VACATE, AND SUPERCEDE THE PREVIOUSLY RECORDED PLAT(S) PLAT OF SURVEY FOR IDLEWILD SUBDIVISION, SECTION 3, PB 4, PG 15. ALL OTHER INFORMATION ON SAID PLATS SHALL REMAIN THE SAME.
3. BEARINGS ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD83).
4. SURVEY FIELD WORK WAS COMPLETED ON JANUARY 31, 2025.
5. THIS SURVEY WAS PREPARED USING THE CURRENT DEEDS AND PLATS OF RECORD FOR THE SUBJECT PROPERTY.
6. ALL DEED BOOK AND PLAT REFERENCES PERTAIN TO THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE.
7. ADJOINING PROPERTY LINES SHOWN WERE PLOTTED FROM INFORMATION TAKEN FROM EITHER DEED DESCRIPTION, RECORD PLATS, OR TAX MAPS.
8. PROPERTY CORNERS SET THIS SURVEY ARE 1/2" REBARS WITH ORANGE PLASTIC CAP STAMPED "M2 GROUP." 18"-30" REBAR WITH YELLOW PLASTIC CAP STAMPED "M2 GROUP, LLC" OR PK NAIL WITH STAINLESS STEEL WASHER STAMPED "M2 GROUP, LLC" UNLESS NOTED OTHERWISE.
9. UNDERGROUND UTILITIES IS SHOWN HAVE BEEN PLOTTED FROM PLANS AND MARKINGS COMBINED WITH OBSERVED EVIDENCE OF UTILITIES TO DEVELOP A VIEW OF THOSE UNDERGROUND UTILITIES (CHARGE 58.2, QUALITY LEVEL C). OTHER UNDERGROUND UTILITIES MAY EXIST WHICH ARE NOT SHOWN AS A RESULT OF INFORMATION NOT BEING PROVIDED BY THE UTILITY OWNER. HOWEVER, THE LOCATION OF ALL UTILITIES AND THE EXISTENCE OF UNDERGROUND FEATURES CANNOT BE ACCURATELY COMPLETELY AND RELIABLY DETERMINED. WHERE EXACT FINAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT OR CONTRACTOR IS ADVISED THAT EXCAVATION MAY BE NECESSARY. CALL 811 BEFORE YOU DIG.
10. THE PROPERTY SHOWN HEREON IS LOCATED IN A FLOOD HAZARD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN) ACCORDING TO F.I.R.M. MAP "MAURY COUNTY, TENNESSEE," PANELS 170 & 260 OF 445, MAP NUMBER 47119C0170E & 47119C0260E, REVISED APRIL 16, 2009.
11. THE SUBJECT PROPERTY SHOWN HEREON HAS A ZONING DESIGNATION OF "CD-3L" NEIGHBORHOOD DISTRICT ACCORDING TO THE CURRENT CITY OF COLUMBIA OFFICIAL ZONING MAP. SETBACK REQUIREMENTS ARE AS FOLLOWS:
FRONT = 30 FEET
SIDE = 12 FEET
REAR = 30 FEET, OR 12 FEET FROM CENTERLINE OF REAR ALLEY
12. DEVELOPMENT IS TO BE SERVED BY A WMA FROM LOCATED IN CD-3
13. THE OVERALL PROPERTY BOUNDARY SHOWN HEREON IS BASED ON A SURVEY BY M2S ENGINEERS AND SURVEYORS, DATE OF SURVEY IS UNKNOWN
14. ALL OPEN SPACE IS TO SERVE AS A PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENT (PUDAE).

CERTIFICATE OF OWNERSHIP AND DEDICATION	CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE, AND UTILITIES	CERTIFICATE OF ACCURACY
I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE OWNER(S) OF THE PROPERTY SHOWN AND DESCRIBED HEREON AS EVIDENCED IN BOOK R2892, PAGE 825, 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 (OUR) FREE CONSENT. OWNER(S) DATE TITLE (IF ACTION FOR CORPORATION OR PARTNERSHIP)	I HEREBY CERTIFY THAT THE STREETS, DRAINAGE, AND UTILITIES OUTLINED OR INDICATED ON THIS FINAL SUBDIVISION PLAT HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS OR A PERFORMANCE SURETY IN THE AMOUNT OF $ _____ FOR STREETS AND DRAINAGE HAS BEEN POSTED WITH THE CITY OF COLUMBIA, TENNESSEE TO ASSURE COMPLETION OF SUCH IMPROVEMENTS. CITY ENGINEER DATE COLUMBIA, TENNESSEE	I (WE) HEREBY CERTIFY THAT TO THE BEST OF MY (OUR) KNOWLEDGE AND BELIEF 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. REGISTERED LAND SURVEYOR NUMBER DATE
CERTIFICATE OF APPROVAL OF WATER SYSTEM	**CERTIFICATE OF APPROVAL FOR RECORDING**	**CERTIFICATE OF SANITARY SEWER 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	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 HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE MAURY COUNTY REGISTER OF DEEDS. PLANNING DIRECTOR DATE COLUMBIA, TENNESSEE	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 GOVERNMENT REQUIREMENTS, OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION. DIRECTOR OF WASTEWATER DEPARTMENT DATE COLUMBIA, TENNESSEE
	CERTIFICATE OF SUBDIVISION NAME AND STREET NAMES	**CERTIFICATE OF COMPLIANCE**
	SUBDIVISION NAME AND STREET NAMES APPROVED BY THE CITY ENGINEERING DEPARTMENT AND BY E-911 MAURY COUNTY. MAURY COUNTY E-911 DATE	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



TYPICAL LOT LAYOUT
SCALE: 1"=30'
(TYPICAL UNLESS NOTED OTHERWISE)

DESCRIPTION	DATE

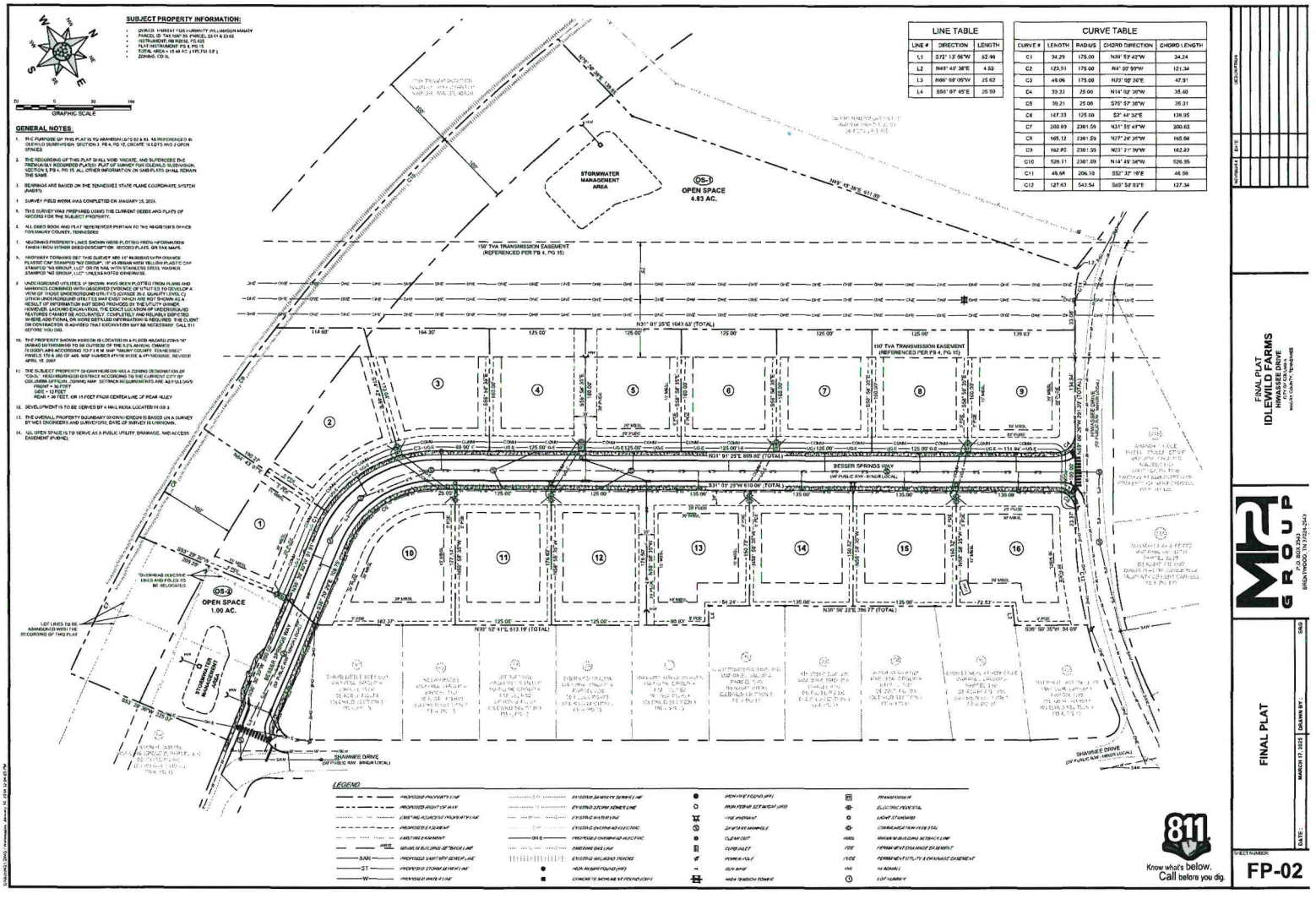
FINAL PLAT
IDLEWILD FARMS
HIWASSEE DRIVE
COLUMBIA
MAURY COUNTY, TENNESSEE

M2 GROUP
P.O. BOX 2543
BRENTWOOD, TN 37024-2543

COVER SHEET

DRAWN BY: SAS
DATE: MARCH 17, 2025

SHEET NUMBER:
FP-01



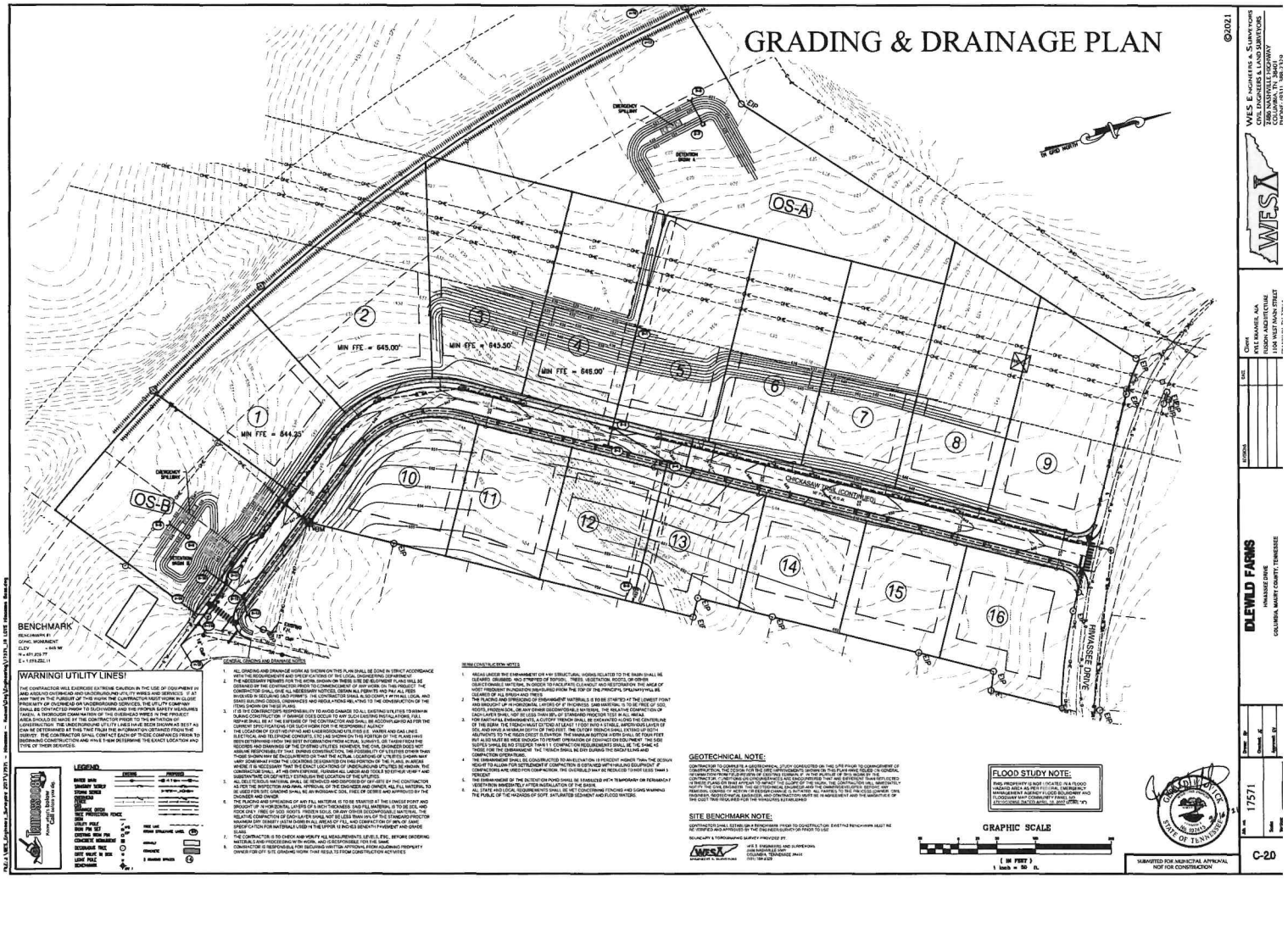
FINAL PLAT
IDLEWILD FARMS
HIWASSEE DRIVE
CITY OF COLUMBIA
MAURY COUNTY, TENNESSEE

MTA GROUP
P.O. BOX 2343
BRENTWOOD, TN 37024-2343

FINAL PLAT

DATE: MARCH 17, 2025 | DRAWN BY: SKG

SHEET NUMBER
FP-02

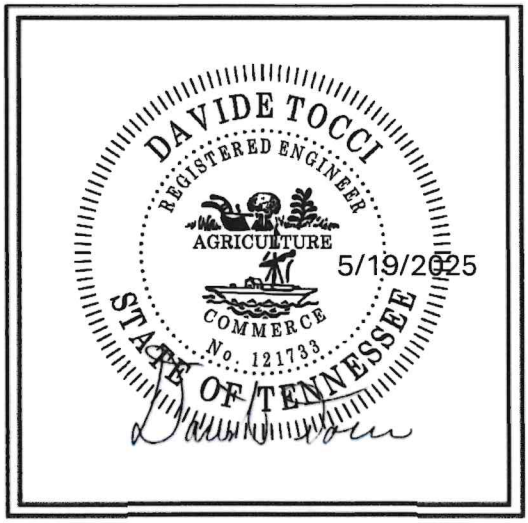

GRADING & DRAINAGE PLAN
©2021
OS-A
OS-B
MIN FFE = 645.00'
MIN FFE = 645.50'
MIN FFE = 646.00'
MIN FFE = 644.25'
EMERGENCY SPILLWAY
DETENTION BASIN A
DETENTION BASIN B
CHICKASAW TRAIL (CONTINUED)
HIWASSEE DRIVE
TN GRID NORTH
BENCHMARK
WARNING! UTILITY LINES!
LEGEND
GEOTECHNICAL NOTE:
SITE BENCHMARK NOTE:
FLOOD STUDY NOTE:
GRAPHIC SCALE
(IN FEET)
1 inch = 50 ft.
WES E NGINEERS & SURVEYORS
CIVIL ENGINEERS & LAND SURVEYORS
2886 NASHVILLE HIGHWAY
COLUMBIA, TN 38401
WES
DLEWILD FARMS
HIWASSEE DRIVE
COLUMBIA, MAURY COUNTY, TENNESSEE
17571
C-20
SUBMITTED FOR MUNICIPAL APPROVAL
NOT FOR CONSTRUCTION

Stormwater Facilities
Long Term Maintenance Plan

Project: Idlewild Farms
Address: Hiwassee Drive, Columbia, Tennessee Tax Map 89,
Parcel 23.01 & 23.02
M2 Project #: 23-070

Prepared By: Quentin L. Payne
Reviewed By: Kevin Sturgill.

Submittal Date: 05/19/2025



M2 GROUP

May, 2025

City of Columbia – Long Term Maintenance Plan (LTMP)

Overview

This project is to construct 16 residential lots development in Columbia, Maury County, Tennessee. This post construction LTMP addresses the development which consists of 14.61 acres in which utility infrastructures (water, sewer, and storm) will be installed. Proposed construction for Idlewild Farms 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 of.
- Schematics of SCMs are 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:

Idlewild Farms

Hiwassee Drive, Columbia, Tennessee; Tax Map 89, Parcel 23.01 & 23.02

Owner /Developer (also responsible for maintenance):

Owner/Developer: Habitat for Humanity Williamson – Maury
109 Noah Drive Franklin, TN 37064

Stormwater Facilities:

- *562.52 LF of 18" RCP Pipe*
- *78.68 LF of 18" CMP Pipe*
- *44.03 LF of 12" Steel Pipe*
- *2 Detention Ponds*
- *4 Double storm inlets*
- *1 Triple storm inlets*
- *6 Headwalls*

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.

A copy of the ***INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES*** *that has been completed, notarized and recorded in the Land Records of the County of Maury, Tennessee will be kept on site with this document.*

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 soil; 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:

Stormwater Detention Ponds

The outlet structure should be checked regularly for clogging and shall be cleaned and repaired as necessary monthly after it is first built, then a regular sequence should be established or at least quarterly or after a large rain event. Check the banks and bottom surface of basin for erosion and correct as necessary. Check at least quarterly and after each extreme storm event, the facility should be cleaned of accumulated debris. The banks of surface ponds should be checked and areas of erosion repaired. Remove nuisance wetland species and take appropriate measures to control mosquitoes. This maintenance typically includes sediment, floatable, and debris removal from inlets, outlets and skimmers. Pond vegetation needs to be trimmed or harvested as appropriate, grassy areas frequently mowed. Grass should be mowed so that it does not get over 6 inches. Remove sediment when accumulation reaches 6 inches, or if re-suspension is observed or probable. Some sediment may contain contaminants which the Tennessee Department of Environment and Conservation (TDEC) requires special disposal procedure. If there is any uncertainty about what the sediment contains or it is known to contain contaminants, then TDEC should be consulted and their disposal recommendations followed. The TDEC Division of Water Pollution Control should be contacted at (931) 380-3371. Generally, special attention or sampling should be given to sediment accumulated in facilities serving industrial, manufacturing or heavy commercial sites, fueling centers or automotive maintenance areas, large parking areas, or other areas where pollutants (other than clean soil) are suspected to accumulate and be conveyed by storm runoff. fueling centers or automotive maintenance areas, large parking areas, or other areas where pollutants (other than clean soil) are suspected to accumulate and be conveyed by storm runoff.

Grass Lined Open Channel

The facility should be checked annually for signs of erosion, vegetation loss, and channelization of the flow. The grass should be mowed when it reaches a height of 8 inches (20.3 cm) and no shorter than 3 inches (7.6 cm). Allowing the grass to grow taller may cause it to thin and become less effective. The clippings should be bagged and removed. Mow grass covered biofilters regularly to promote growth and pollutant uptake. Remove cuttings and dispose of properly (preferably through composting). Remove sediment by hand with a flat-bottomed shovel during dry periods. Remove only the amount of sediment necessary to restore hydraulic capacity, leaving as much of the vegetation in place as possible. Reseed or plug any damaged turf or vegetation. Eventually, sufficient sediment will be trapped that the entire biofilter will need to be removed with sediment and reconstructed to begin a new cycle of stormwater quality control. Roto-till or cultivate the surface of the sand/soil bed of dry swales if the swale does not draw down within 48.

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

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) _____

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

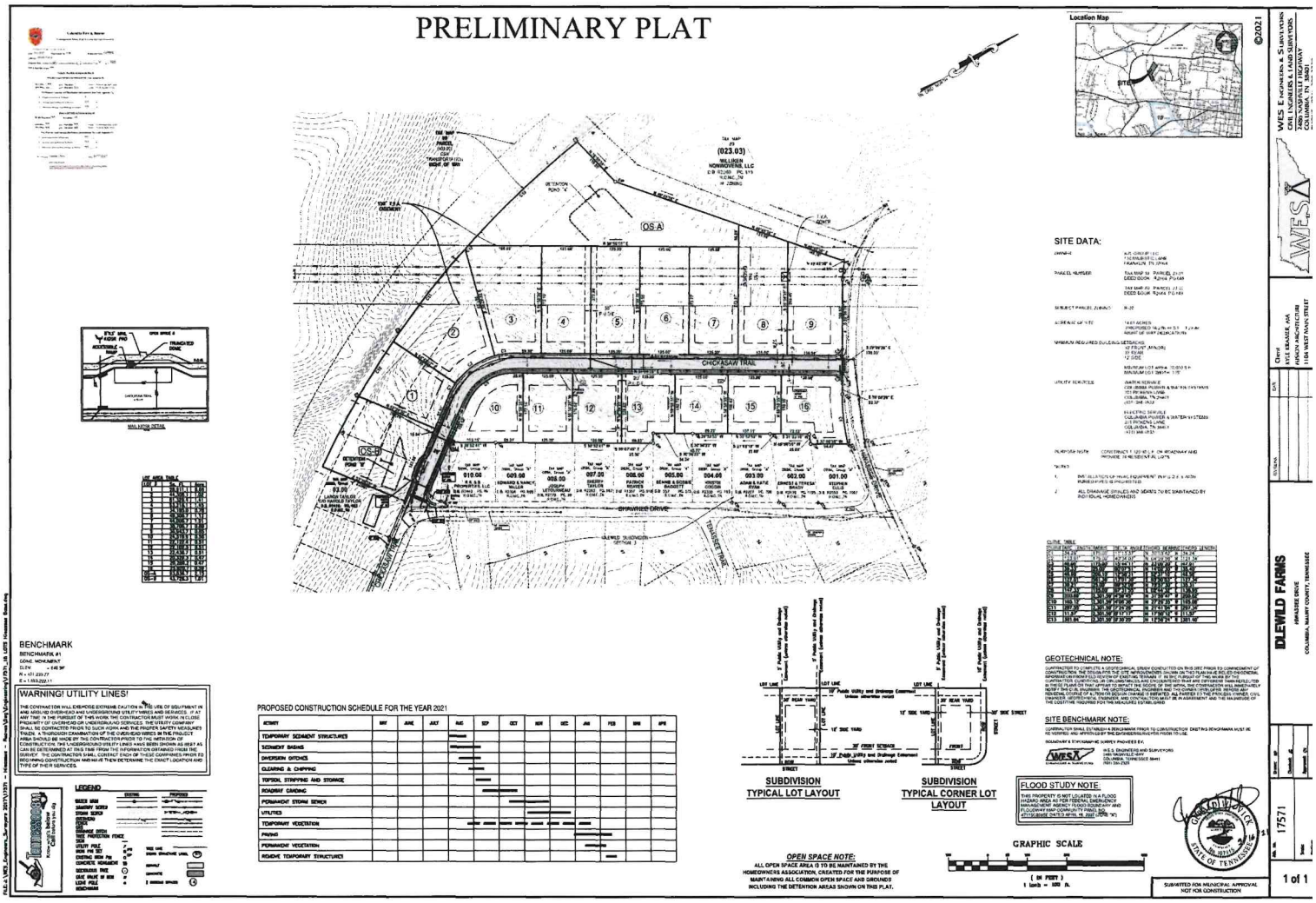
If any of the above Inspection Items are checked "Yes" for "Maintenance Needed," list Maintenance actions and their completion dates below:

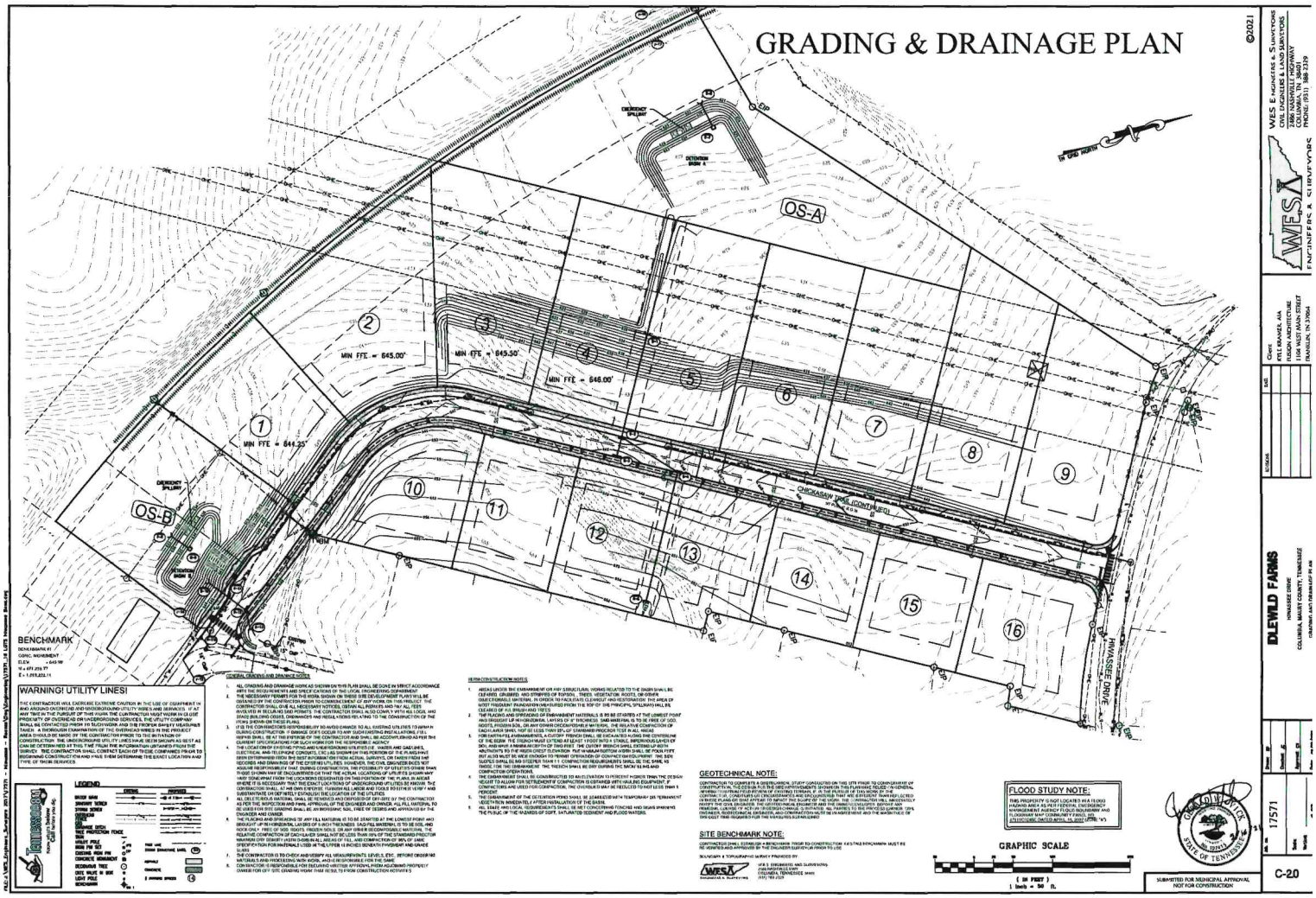
Maintenance Action Needed	Due Date

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

Inspected by: (signature) _____

Inspected by: (printed) _____


PRELIMINARY PLAT
Location Map
©2021
SITE DATA:
CHICKASAW TRAIL
OS-A
OS-B
BENCHMARK
WARNING! UTILITY LINES!
LEGEND
PROPOSED CONSTRUCTION SCHEDULE FOR THE YEAR 2021
SUBDIVISION TYPICAL LOT LAYOUT
SUBDIVISION TYPICAL CORNER LOT LAYOUT
GEOTECHNICAL NOTE:
SITE BENCHMARK NOTE:
FLOOD STUDY NOTE:
OPEN SPACE NOTE:
ALL OPEN SPACE AREA IS TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION, CREATED FOR THE PURPOSE OF MAINTAINING ALL COMMON OPEN SPACE AND GROUNDS INCLUDING THE DETENTION AREAS SHOWN ON THIS PLAT.
GRAPHIC SCALE
SUBMITTED FOR MUNICIPAL APPROVAL NOT FOR CONSTRUCTION
WES ENGINEERS & SURVEYORS
CIVIL ENGINEERS & LAND SURVEYORS
7455 NASHVILLE HIGHWAY
COLUMBIA, TN 38401
WESX
Client
KYLE KRAMER, AIA
ADMON ARCHITECTURE
1104 WEST MAIN STREET
DILEWILD FARMS
HIMASSEE DRIVE
COLUMBIA, MAURY COUNTY, TENNESSEE
17571
1 of 1


GRADING & DRAINAGE PLAN
OS-A
OS-B
MIN FFE = 645.00'
MIN FFE = 645.50'
MIN FFE = 646.00'
MIN FFE = 644.25'
CHICKASAW TRAIL (CONTINUED)
HIWASSEE DRIVE
BENCHMARK
WARNING! UTILITY LINES!
LEGEND
GENERAL GRADING AND DRAINAGE NOTES
SITE BENCHMARK NOTE:
GEOTECHNICAL NOTE:
FLOOD STUDY NOTE:
GRAPHIC SCALE
SUBMITTED FOR MUNICIPAL APPROVAL NOT FOR CONSTRUCTION
©2021
WES ENGINEERS & SURVEYORS
CIVIL ENGINEERS & LAND SURVEYORS
2486 NASHVILLE HIGHWAY
COLUMBIA, TN 38401
PHONE: (931) 388-2319
WES
ENGINEERS & SURVEYORS
Client
KYLE BRAMER, AIA
FUSION ARCHITECTURE
1104 WEST MAIN STREET
FRANKLIN, TN 37064
DLEWLD FARMS
HIWASSEE DRIVE
COLUMBIA, MAURY COUNTY, TENNESSEE
17571
C-20

CITY OF COLUMBIA TENNESSEE

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

EXAMPLE STORMWATER MANAGEMENT INSPECTION/MAINTENANCE FORM

To be kept on site

PROJECT NAME: EXAMPLE DEVELOPMENT
PROJECT LOCATION: 700 NORTH GARDEN STREET
OWNER/LEGAL ENTITY: DOUGLAS TONEY
TELEPHONE: (931) 560-1560
E-MAIL: DTONEY@COLUMBIATN.COM

DATE	ITEM INSPECTED	INSPECTOR	OBSERVATION & REMARKS
08/04/2008	Storm Sewer System	Chuck Hughes	No Sediment Accumulation
08/04/2008	Catch Basin Sumps	Chuck Hughes	No Sediment Accumulation
08/04/2008	Swales	Chuck Hughes	Grass was healthy and an acceptable height. No sediment has accumulated No debris or erosion was present
08/04/2008	Outflow Control Structures	Chuck Hughes	No Sediment accumulated at structure Debris was removed from V-Notched Weir No erosion was evident
08/04/2008	Infiltration Basin	Chuck Hughes	No erosion or sediment Accumulation Debris was removed
08/04/2008	Storm Detention Area	Chuck Hughes	There is no erosion sediment accumulation Grass is browning and shall be watered weekly
08/04/2008	Street Cleaning	Chuck Hughes	Streets have no sediment accumulation
08/04/2008	Catch Basin Inlet Casting	Chuck Hughes	Debris was removed
02/04/2009	Street Cleaning	Chuck Hughes	Streets have no sediment accumulation
08/04/2009	Storm Sewer System	Sid Bream	Sediment was removed
08/04/2009	Catch Basin Sumps	Sid Bream	Sediment was removed
08/04/2009	Outflow Control Structures	Sid Bream	Sediment was removed
08/04/2009	Infiltration Basin	Sid Bream	Sediment was removed

Rutherford Subdivision Ph.2 Final Plat

Project #:	**25-0189**	**Location:**	**Map 112 Parcel 003.06**
Applicant:	WES Engineering	**Case Type(s):**	Final Plat
Staff Planner:	Jeremy Humphrey, Planner II	**Proposed Use:**	Single Family

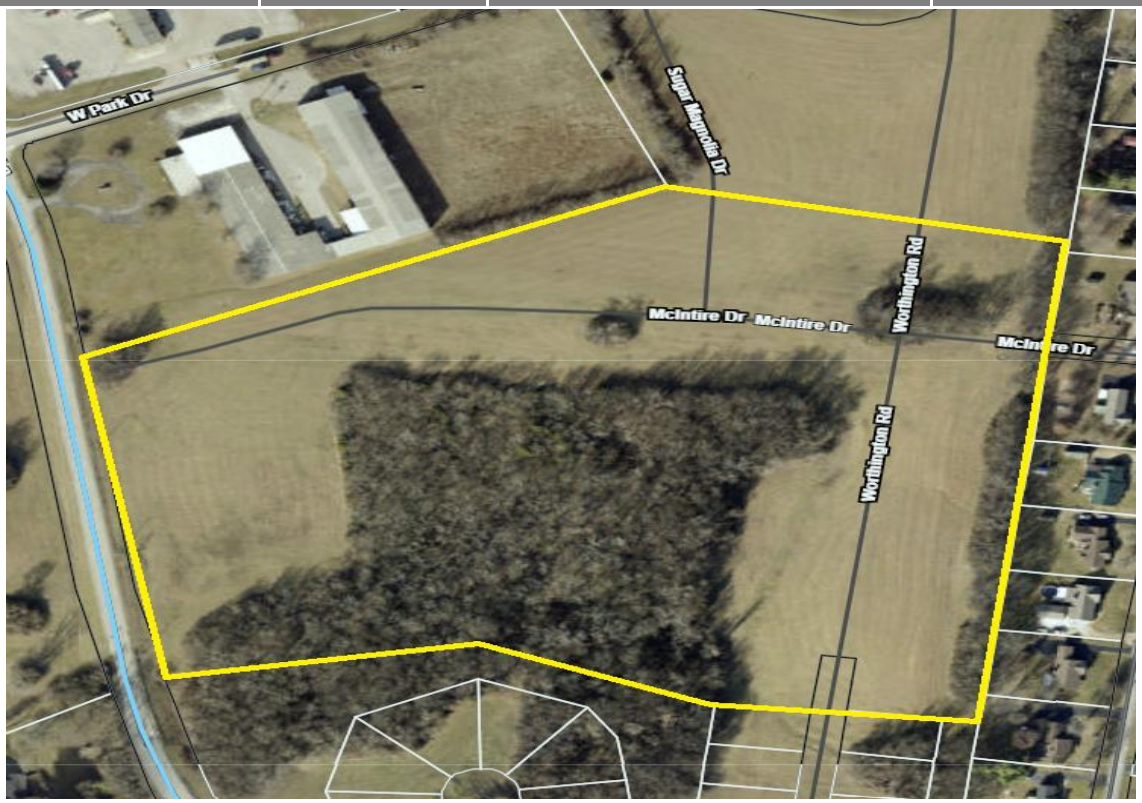
PROJECT SUMMARY

The applicant requests approval of a Final Plat to create 71 single family lots and dedicating right-of-way. The Planning Commission approved a Preliminary Plat for the development of 124 Single-family residential lots, required open space, and ROW on 65.65 acres on September 14th, 2022 (22-0202). The approval created a vested right to develop under RS-10 Preliminary Plat based on the RS-10 standards of the previous Zoning Ordinance.

- The development is subject to Ordinance 3638, the pre-July 2022 zoning ordinance.
- The Final Plat conforms to the approved Preliminary Plat.
- The applicant has provided financial surety in the amount of $700,000 to guarantee completion of infrastructure.
- The applicant has executed a development agreement in the format prescribed by Appendix B of the Subdivision Regulations.
- The applicant has provided a stormwater maintenance agreement per the Subdivision Regulations.
- The DRC reviewed this proposal at its July 2025 meeting. Staff review included standard comments and requests for technical corrections. Full technical comments are provided in the agenda packet.
- The Planning Commission is the **Decision-Making Authority** for the Final Plat.
- Templates are provided at the end of the report to assist the Planning Commission in crafting properly formatted motions.

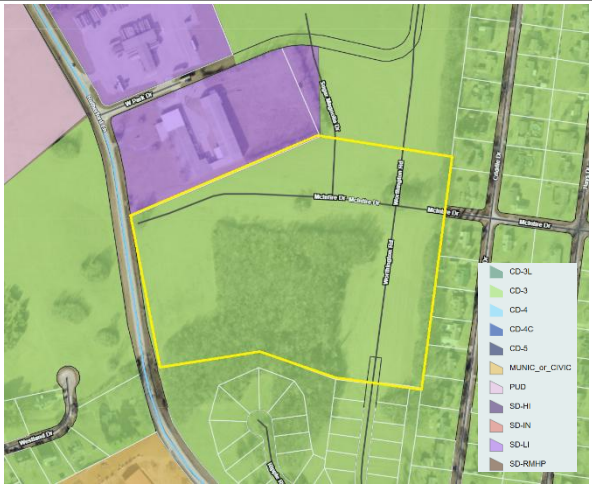
SITE INFORMATION

CURRENT ZONING	EXISTING USE	EXISTING IMP.	LAND AREA
CD-3	Vacant	Infrastructure for Development	+/- 39 Acres



FUTURE LAND USE MAP	ZONING MAP





SITE CONTEXT/ADJACENT PROPERTIES			
	Future Land Use	Zoning	Current Use
Subject Property	Suburban Neighborhood	CD-3	Vacant/Developing
North	TEC	SD-LI	Developed
South	Suburban Neighborhood	CD-3	Single Family
East	Suburban Neighborhood	CD-3	Single Family
West	Suburban Neighborhood	CD-3	Single Family

The subject site is currently zoned CD-3. The property is bounded North structures zoned SD-LI. Single family homes are to the South, East, and West of the subject parcel.

CONFORMITY WITH ZONING ORDINANCE

The Final Plat conforms to the preliminary plat that has been previously approved.

REVIEW PROCESS

The Development Review Committee evaluated the proposed Final Plat at its May 2024 meeting, as directed by section **8.3.7** of the Zoning Ordinance. Technical comments are provided in the agenda package and summarized above.

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

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

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

> *A. Recommendations and final action on a Final Plat shall be based on consideration of the following criteria:*
>
> *1. Whether the proposed Final Plat complies with the applicable zoning district and overlay districts;*
>
> *2. Whether the proposed Final Plat is consistent with all standards of these Subdivision Regulations and other related codes and ordinances enforced by the City; and*

3. Whether the proposed Final Plat meets all the requirements or conditions of any applicable development approvals, such as development plans or associated modification of standards.

B. Final Plat approval shall be subject to the completion of required improvements, or in lieu, the CMPC may approve a Performance Agreement.

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

SAMPLE MOTIONS

Approve:

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

Approve with Conditions:

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

Defer for Continued Review:

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

Deny:

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

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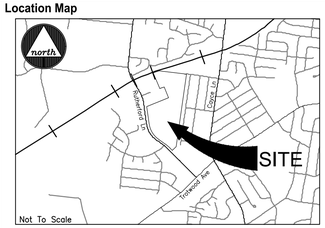
Location Map



TN GRID NORTH

LOT AREA TABLE			
LOT	SQ. FT.	ACRES
1	10,388.7	0.24
2	10,746.4	0.25
3	11,210.6	0.26
4	14,009.2	0.32
5	14,773.4	0.34
6	10,069.4	0.23
7	10,065.5	0.23
8	10,059.6	0.23
9	10,055.7	0.23
10	10,061.6	0.23
11	10,687.9	0.25
12	10,288.7	0.24
13	11,758.2	0.27
14	10,050.0	0.23
15	10,050.0	0.23
16	10,050.0	0.23
17	10,050.0	0.23
18	10,050.0	0.23
19	10,050.0	0.23
20	10,050.0	0.23
21	11,390.0	0.26
53	10,050.0	0.23
54	10,050.0	0.23
55	10,050.0	0.23
56	10,050.0	0.23
57	10,050.0	0.23
58	10,050.0	0.23
59	10,050.0	0.23
60	10,049.8	0.23
61	17,191.1	0.39
62	12,196.3	0.28
104	10,436.1	0.24
105	13,220.9	0.30
121	10,041.3	0.23
122	10,041.3	0.23
123	10,131.5	0.23
OS-3B	39,160.5	0.90
OS-4B	465,492.0	10.69

CURVE TABLE						
CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C26	175.00'	45.41'	45.28'	N 00°41'20" E	14°52'02"
C27	53.00'	55.68'	53.15'	N 36°50'23" W	60°11'24"
C28	175.00'	45.62'	45.49'	N 74°24'10" W	14°56'11"
C29	1175.00'	4.97'	4.97'	N 81°59'32" W	0°14'32"
C30	1175.00'	83.83'	83.81'	N 84°09'26" W	4°05'16"
C31	1175.00'	3.30'	3.30'	N 86°16'53" W	0°09'39"
C32	275.00'	93.52'	93.07'	S 83°53'46" W	19°29'02"
C33	275.00'	29.65'	29.64'	S 71°03'55" W	6°10'40"
C34	325.00'	59.47'	59.38'	S 73°13'06" W	10°29'01"
C35	325.00'	20.84'	20.83'	S 80°17'49" W	3°40'25"
C36	25.00'	39.32'	35.39'	S 37°04'35" W	90°06'53"
C37	25.00'	39.22'	35.32'	S 52°55'25" E	89°53'07"
C38	275.00'	67.95'	67.78'	N 75°03'18" E	14°09'27"
C39	325.00'	145.56'	144.35'	N 80°48'26" E	25°39'42"
C40	25.00'	39.27'	35.36'	N 48°38'17" E	90°00'00"
C41	225.00'	86.75'	86.22'	N 07°24'27" W	22°05'28"
C66	175.00'	45.77'	45.64'	S 00°37'45" W	14°59'12"
C67	53.00'	55.54'	53.04'	S 36°53'13" E	60°02'45"
C68	175.00'	45.70'	45.57'	S 74°23'26" E	14°57'40"
C69	175.00'	45.65'	45.52'	N 89°20'37" W	14°56'42"
C70	53.00'	55.55'	53.04'	S 53°09'36" W	60°02'53"
C71	175.00'	45.86'	45.73'	S 15°37'46" W	15°00'49"
C85	1225.00'	40.37'	40.37'	N 82°48'55" W	1°53'18"
C86	25.00'	38.13'	34.54'	N 40°03'38" W	87°23'51"
C96	175.00'	45.49'	45.36'	S 15°34'11" W	14°53'40"
C97	53.00'	55.68'	53.15'	S 53°06'47" W	60°11'30"
C98	175.00'	45.57'	45.44'	N 89°19'52" W	14°55'13"

Legend

- EIP — Iron Rod/Pipe Found
- IPS — Iron Rod Set
- ECM — Concrete Monument Existing
- MAG — Mag Nail
- Fence Post
- T — T-Post
- Bench Mark
- Stake Found
- Fire Hydrant
- Water Meter
- Water Valve
- Water Reducer
- Post Indicator Valve
- Clean Out
- Sanitary Sewer Manhole
- Storm Sewer Manhole
- Curb Inlet
- Catch Basin
- Area Drain
- Cable Manhole
- Electric Manhole
- Telephone Manhole
- Water Manhole
- Electric Meter
- Electric Riser
- Cable Riser
- Telephone Riser
- Gas Meter
- Gas Valve
- Light Pole
- Power Pole
- Telephone Pole
- Guy Pole
- Power Pole
- Guy Wire
- Flag Pole
- Sign
- Parking Block
- Handicap Parking
- Bollard
- Water Spigot
- Mailbox
- Evergreen Tree
- Deciduous Tree
- Bush
- 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
- 0000 — Lot Address Label

DEVELOPMENT AREA

OPEN SPACE NOTE:

ALL OPEN SPACE AREA IS TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION, CREATED FOR THE PURPOSE OF MAINTAINING ALL COMMON OPEN SPACE AND GROUNDS INCLUDING THE DETENTION AREAS SHOWN ON THIS PLAT. ALL OPEN SPACE AREA IS CONSIDERED A PUBLIC UTILITY, AND DRAINAGE EASEMENT.

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)

1 inch = 50 ft.

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 R2839, Page 368, Maury County Registers Office, and that I (we) hereby adopt this plan of subdivision with my (our) free consent, establish the minimum building restriction lines, and that offers of irrevocable dedication for all public ways, utilities, and other facilities have been filed.

Date — Regent Homes LLC

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE, STREET SIGNS, AND UTILITIES

I hereby certify that the streets, drainage, and utilities designated in Rutherford Subdivision, Phase 2 have been installed in accordance with City Specifications, or a performance surety in the amount of $ _____ for streets and drainage has been posted with the City of Columbia, Tennessee, to assure completion of such improvements.

Date — City Engineer, Columbia, Tennessee

CERTIFICATE OF APPROVAL OF SEWER SYSTEM

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

Date — Director of Wastewater Department, Columbia, Tennessee

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I, (we) hereby certify that the water system(s) outlined or indicated on the final subdivision plat entitled Rutherford Subdivision, 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.

Date — Columbia Power & Water Systems, 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 SUBDIVISION NAME AND STREET NAMES

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

Date — Maury County E-911, Columbia, Tennessee

CERTIFICATE OF APPROVAL FOR RECORDING

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

Date — Secretary, Planning Commission, Columbia, Tennessee

SURVEYOR'S CERTIFICATION (TENNESSEE)

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

7/21/25 — Allen B. O'Leary — TN RLS #1987

Date — Allen B. O'Leary — Number

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
ENGINEERS & SURVEYORS

Client
REGENT HOMES LLC
6901 LENOX VILLAGE DR
SUITE 107
NASHVILLE, TN 37211

FINAL PLAT

RUTHERFORD SUBDIVISION, PHASE 2

COLUMBIA, TN

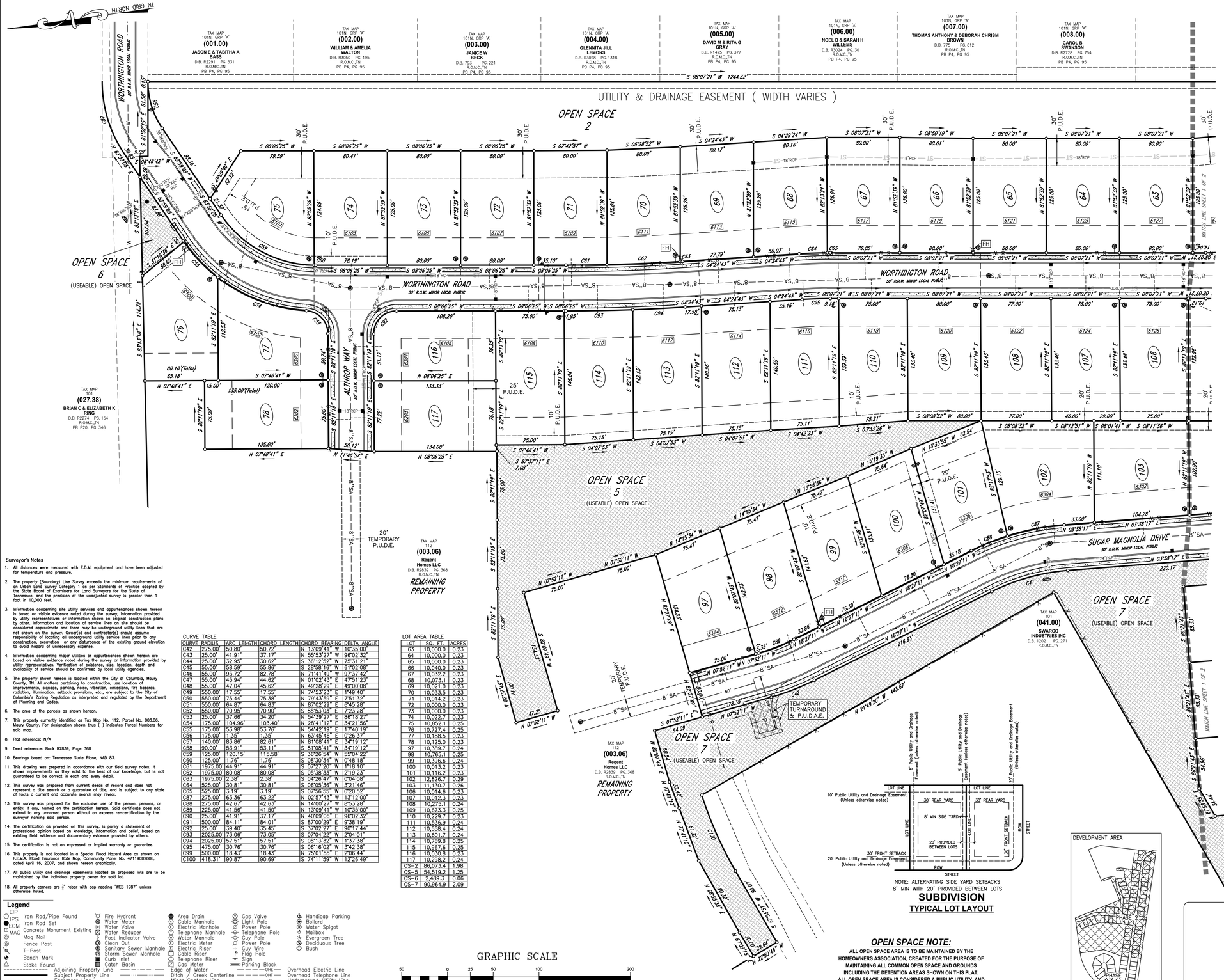
REVISIONS	DATE
STAFF COMMENTS ADDRESSED	07-21-2025

Drawn: EB
Checked: AO
Approved: AO
Date: 05-19-2024

Job. no. 23528
Scale: Vertical: 1"=50'
Horizontal:

1 of 2

FILE:J:\WES_Engineers_Surveyors 2023\23528 - Rutherford - Regent Homes\Dwg\Survey\01 - Final Plat\23528 - Final Plat - Phase 2.dwg



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 expenses.
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. 112, Parcel No. 003.06, Maury County. For designation shown thus ( ) indicates Parcel Numbers for said map.
8. Plat reference: N/A
9. Deed reference: Book R2839, Page 368
10. Bearings based on: Tennessee State Plane, NAD 83.
11. This drawing was prepared in accordance with our field survey notes. It shows improvements as they exist to the best of our knowledge, but is not guaranteed to be correct in each and every detail.
12. This survey was prepared from current deeds of record and does not represent a title search or a guarantee of title, and is subject to any state of facts a current and accurate search may reveal.
13. This survey was prepared for the exclusive use of the person, persons, or entity, if any, named on the certification hereon. Said certificate does not extend to any unnamed person without an express re-certification by the surveyor naming said person.
14. The certification as provided on this survey, is purely a statement of professional opinion based on knowledge, information and belief, based on existing field evidence and documentary evidence provided by others.
15. The certification is not an expressed or implied warranty or guarantee.
16. This property is not located in a Special Flood Hazard Area as shown on F.E.M.A. Flood Insurance Rate Map, Community Panel No. 47119C0220L, 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.

Legend

- EIP Iron Rod/Pipe Found
- IPS Iron Rod Set
- ECM Concrete Monument Existing
- MAG Mag Nail
- Fence Post
- T-Post
- Bench Mark
- Stake Found
- Fire Hydrant
- Water Meter
- Water Valve
- Water Reducer
- Post Indicator Valve
- Clean Out
- Sanitary Sewer Manhole
- Storm Sewer Manhole
- Curb Inlet
- Catch Basin
- Area Drain
- Cable Manhole
- Electric Manhole
- Telephone Manhole
- Water Manhole
- Electric Meter
- Electric Riser
- Cable Riser
- Telephone Riser
- Gas Meter
- Gas Valve
- Light Pole
- Power Pole
- Telephone Pole
- Guy Pole
- Guy Wire
- Flag Pole
- Sign
- Parking Block
- Handicap Parking
- Bollard
- Water Spigot
- Mailbox
- Evergreen Tree
- Deciduous Tree
- Bush
- 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

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C42	275.00'	50.80'	50.72'	N 13°09'41" W	10°35'00"
C43	25.00'	41.91'	37.17'	N 55°53'23" W	96°02'32"
C44	25.00'	32.95'	30.62'	S 36°12'52" W	75°31'21"
C45	55.00'	58.59'	55.86'	S 28°58'16" W	61°02'08"
C46	55.00'	93.72'	82.78'	N 71°41'49" W	97°37'42"
C47	55.00'	45.94'	44.62'	N 01°02'43" E	47°51'23"
C48	55.00'	47.04'	45.62'	N 49°28'29" E	49°00'08"
C49	550.00'	17.55'	17.55'	N 74°53'23" E	1°49'40"
C50	550.00'	75.44'	75.38'	N 79°43'59" E	7°51'32"
C51	550.00'	64.87'	64.83'	N 87°02'29" E	6°45'28"
C52	550.00'	70.95'	70.90'	S 85°53'03" E	7°23'28"
C53	25.00'	37.66'	34.20'	N 54°39'27" E	86°18'27"
C54	175.00'	104.96'	103.40'	N 28°41'12" E	34°21'56"
C55	175.00'	53.98'	53.76'	N 54°42'19" E	17°40'19"
C56	175.00'	1.35'	1.35'	N 63°45'46" E	0°26'37"
C57	140.00'	83.86'	82.61'	N 81°08'41" E	34°19'12"
C58	90.00'	53.91'	53.11'	S 81°08'41" W	34°19'12"
C59	125.00'	120.15'	115.58'	S 36°26'54" W	55°04'22"
C60	125.00'	1.76'	1.76'	S 08°30'34" W	0°48'18"
C61	1975.00'	44.91'	44.91'	S 07°27'20" W	1°18'10"
C62	1975.00'	80.08'	80.08'	S 08°38'13" W	2°19'23"
C63	1975.00'	2.38'	2.38'	S 04°26'47" W	0°04'08"
C64	525.00'	30.81'	30.81'	S 06°05'36" W	3°21'46"
C65	525.00'	3.19'	3.19'	S 07°56'55" W	0°20'52"
C87	275.00'	63.36'	63.22'	N 02°57'43" W	13°12'00"
C88	275.00'	42.67'	42.63'	N 14°00'27" W	8°53'28"
C89	225.00'	41.56'	41.50'	N 13°09'41" W	10°35'00"
C90	25.00'	41.91'	37.17'	N 40°09'06" E	96°02'32"
C91	500.00'	84.11'	84.01'	S 87°00'29" E	9°38'19"
C92	25.00'	39.40'	35.45'	S 37°02'27" E	90°17'44"
C93	2025.00'	73.06'	73.05'	S 07°04'22" W	2°04'01"
C94	2025.00'	57.51'	57.51'	S 05°13'32" W	1°37'38"
C95	475.00'	30.76'	30.76'	S 06°16'02" W	3°42'38"
C99	500.00'	18.43'	18.43'	N 75°01'55" E	2°06'44"
C100	418.31'	90.87'	90.69'	S 74°11'59" W	12°26'49"

LOT AREA TABLE

LOT	SQ. FT.	ACRES
63	10,000.0	0.23
64	10,000.0	0.23
65	10,000.0	0.23
66	10,040.0	0.23
67	10,039.2	0.23
68	10,073.1	0.23
69	10,021.0	0.23
70	10,033.5	0.23
71	10,010.4	0.23
72	10,000.0	0.23
73	10,000.0	0.23
74	10,022.7	0.23
75	10,852.1	0.25
76	10,727.4	0.25
77	10,188.5	0.23
78	10,125.0	0.23
97	10,389.7	0.24
98	10,765.1	0.25
99	10,396.6	0.24
100	10,013.2	0.23
101	10,116.2	0.23
102	12,826.7	0.29
103	11,130.7	0.26
106	10,014.6	0.23
107	10,013.8	0.23
108	10,275.1	0.24
109	10,673.3	0.25
110	10,229.7	0.23
111	10,536.9	0.24
112	10,558.4	0.24
113	10,601.7	0.24
114	10,789.8	0.25
115	10,967.6	0.25
116	10,030.8	0.23
117	10,298.2	0.24
OS-2	86,073.4	1.98
OS-5	54,519.2	1.25
OS-6	2,489.3	0.06
OS-7	90,964.9	2.09

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

NOTE: ALTERNATING SIDE YARD SETBACKS
8' MIN WITH 20' PROVIDED BETWEEN LOTS

SUBDIVISION
TYPICAL LOT LAYOUT

OPEN SPACE NOTE:

ALL OPEN SPACE AREA IS TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION, CREATED FOR THE PURPOSE OF MAINTAINING ALL COMMON OPEN SPACE AND GROUNDS INCLUDING THE DETENTION AREAS SHOWN ON THIS PLAT. ALL OPEN SPACE AREA IS CONSIDERED A PUBLIC UTILITY, AND DRAINAGE EASEMENT.

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 R2839, Page 368, Maury County Registers Office, and that I (we) hereby adopt this plan of subdivision with my (our) free consent, establish the minimum building restriction lines, and that offers of irrevocable dedication for all public ways, utilities, and other facilities have been filed.

Date — Regent Homes LLC

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE, STREET SIGNS, AND UTILITIES

I hereby certify that the streets, drainage, and utilities designated in Rutherford Subdivision, Phase 2 have been installed in accordance with City Specifications, or a performance surety in the amount of $_____ for streets and drainage has been posted with the City of Columbia, Tennessee, to assure completion of such improvements.

Date — City Engineer, Columbia, Tennessee

CERTIFICATE OF APPROVAL FOR SUBDIVISION NAME AND STREET NAMES

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

Date — Maury County E-911, Columbia, Tennessee

CERTIFICATE OF APPROVAL OF SEWER SYSTEM

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

Date — Director of Wastewater Department, Columbia, Tennessee

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I, (we) hereby certify that the water system(s) outlined or indicated on the final subdivision plat entitled Rutherford Subdivision, 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.

Date — Columbia Power & Water Systems, Columbia, Tennessee

CERTIFICATE OF COMPLIANCE

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

Date — City Engineer, Columbia, Tennessee

CERTIFICATE OF APPROVAL FOR RECORDING

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

Date — Secretary, Planning Commission, Columbia, Tennessee

SURVEYOR'S CERTIFICATION (TENNESSEE)

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

7/21/25 — Allen B. O'Leary — TN RLS #1987
Date — Allen B. O'Leary — Number



Register of Deed Recording Stamp

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

Client
REGENT HOMES LLC
6901 LENOX VILLAGE DR
SUITE 107
NASHVILLE, TN 37211

FINAL PLAT
RUTHERFORD SUBDIVISION, PHASE 2
COLUMBIA, TN

REVISIONS	DATE
STAFF COMMENTS ADDRESSED	07-21-2025

Drawn: EB
Checked: AO
Approved: AO
Date: 05-19-2024

Job. no. 23528
Scale: Vertical: 1"=50'
Horizontal:

2 of 2

FILE: J:\WES...Engineers...Surveyors 2023\23528 - Rutherford - Regent Homes\Dwg\Survey\01 - Final Plat\23528 - Final Plat - Phase 2.dwg

July 21, 2025

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

RE: **Project Name: Rutherford Subdivision, Phase 2, Final Plat**
City of Columbia Staff Review Re-Submittal

On behalf of Regent Homes LLC, the owner of these 71 proposed single-family lots, **WES Engineers & Surveyors** would like to re-submit this Final Plat to the City of Columbia for Planning Commission approval. Comments are addressed below in red.

Engineering

1. Provide surety calculation for approval and Letter of Credit prior to resubmittal date. Surety calculation has been provide.
2. Asphalt binder and curbing shall be installed prior to resubmittal date. Noted.
3. Grading shall substantially conform to approved construction plans (within 1 ft.) prior to resubmittal date. Noted.
4. Record/Reference Stormwater Maintenance Agreement prior to resubmittal date. Recorded and added to the final plat.
5. Install street signage (stop, street names) prior to resubmittal date. Noted.
6. Label McIntire as Major Local. This has been revised.

Fire

7. No comments. Noted.

Wastewater

8. Final Plat signature is subject to testing, as-builts, and final visual inspection. Noted.

Building

9. No comments. Noted.

City Attorney

10. No comments provided. Noted.

Public Works

11. No comments. Noted.

Maury County E911

12. Sugar Magnolia Dr., Worthington, McIntire, Althrop Way, All street names correct, Fees paid. Addresses for phase ready. DXF file has been given to 911. Noted.

Maury County Schools

13. Woodard Elementary, 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 of school zones to accommodate new students. Noted.

Columbia Water

14. Water meter symbol on plat does not match legend, please correct.
    Coordinate walk-through, Bacteria sampling and pressure testing with CPWS.

    Provide a detailed list of water infrastructure cost including labor to CPWS Water Department in advance of plat signing for Deed Over form.

    Water system must be complete and active at time of plat signing. Water meter symbols have been revised.

Columbia Power

15. 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. 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.

Duck River Electric Membership Corp

16. No comments. Noted.

Maury County Highway Dept.

17. No comments. Noted.

ATT

18. No comments provided. Noted.

Atmos Energy

19. No comments provided. Noted.

Police

20. No comments provided. 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, July 8, 2025

ITEM NO.
25-0189

DESCRIPTION: Rutherford Sub. Ph 2

COMMENTS:

Engineering

1. Provide surety calculation for approval and Letter of Credit prior to resubmittal date.
2. Asphalt binder and curbing shall be installed prior to resubmittal date.
3. Grading shall substantially conform to approved construction plans (within 1 ft.) prior to resubmittal date.
4. Record/Reference Stormwater Maintenance Agreement prior to resubmittal date.
5. Install street signage (stop, street names) prior to resubmittal date.
6. Label McIntire as Major Local

Fire

7. No comments

Wastewater

8. Final Plat signature is subject to testing, as-builts, and final visual inspection.

Building

9. No comments.

City Attorney

10. No comments provided.

CITY OF COLUMBIA TENNESSEE

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

Public Works

11. No comments.

Maury County E911

12. Sugar Magnolia Dr., Worthington, McIntire, Althrop Way, All street names correct, Fees paid. Addresses for phase ready. DXF file has been given to 911.

Maury County Schools

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The development combined with current neighborhoods and additional approved developments in these zones may require either new construction of realignment of school zones to accommodate new students.

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Coordinate walk-through, Bacteria sampling and pressure testing with CPWS.

    Provide a detailed list of water infrastructure cost including labor to CPWS Water Department in advance of plat signing for Deed Over form.

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15. 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. 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.

Duck River Electric Membership Corp

16. No comments.

Maury County Highway Dept.

17. No comments.

ATT

18. No comments provided.

Atmos Energy

19. No comments provided.

Police

20. No comments provided.

Resubmittal Guidelines

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

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

CITY OF
COLUMBIA
TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
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.

Melissa Sanders

From: Jeremy Humphrey
Sent: Monday, June 16, 2025 12:04 PM
To: Austin Brass; Charles Rush; Robert Archibald; Melissa Sanders
Subject: FW: Rutherford Subdivision -25-0189

Just FYI everyone

From: Allen O'Leary <allen@wesengineers.com>
Sent: Monday, June 16, 2025 8:28 AM
To: Jeremy Humphrey <JHumphrey@Columbiatn.gov>
Cc: Austin Brass <ABrass@Columbiatn.gov>; Robert Archibald <RArchibald@Columbiatn.gov>; Erik Bakke <erik@wesengineers.com>
Subject: [Caution External Email] - Rutherford Subdivision -25-0189

Jeremy,
At the request of the developer we would like to defer this project a month. With the weather the contractor has been delayed. Thank you.

Allen B. O'Leary, RLS
Principal

W.E.S. - *Engineers & Surveyors*

2486 Nashville Highway
Columbia, TN 38401
O: 931.388.2329
F: 931.548.2013
allen@wesengineers.com

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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, June 10, 2025

ITEM NO.
25-0189

DESCRIPTION: Rutherford Sub. Ph 2

COMMENTS:

Planning

1. The lead staff person for this case is Jeremy Humphrey, Planner II; he will prepare the staff report for this item. Please contact jhumphrey@columbiatn.gov with question about the development review process or technical comments.
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, please simply note that the information has been acknowledged.
3. Show approximate location(s) of structures adjacent to property (#15)

Engineering

4. Provide surety calculation for approval and Letter of Credit prior to resubmittal date.
5. Asphalt binder and curbing shall be installed prior to resubmittal date.
6. Grading shall substantially conform to approved construction plans (within 1 ft.) prior to resubmittal date.
7. Record/Reference Stormwater Maintenance Agreement prior to resubmittal date.
8. Install street signage (stop, street names) prior to resubmittal date.
9. Label McIntire as Major Local

Fire

10. No comments

Wastewater

11. Final Plat signature is subject to testing, as-builts, and final visual inspection.

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

Building

12. No comments.

City Attorney

13. No comments provided.

Public Works

14. No comments.

Maury County E911

15. Sugar Magnolia Dr., Worthington, McIntire, Althrop Way, All street names correct, Fees paid. Addresses for phase ready. DXF file has been given to 911.

Maury County Schools

16. Woodard Elementary, 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 of school zones to accommodate new students.

Columbia Water

17. Coordinate walk-through, Bacteria pressure testing with CPWS.

    Provide a detailed list of water infrastructure cost including labor to CPWS Water Department in advance of plat signing for Deed Over form.

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

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

Columbia Power

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

Duck River Electric Membership Corp

19. No comments.

Maury County Highway Dept.

20. No comments.

ATT

21. No comments provided.

Atmos Energy

22. No comments provided.

Police

23. No comments provided.

CITY OF
COLUMBIA
TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
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Please contact the case planner identified in the Planning Comments with any questions about the review process.

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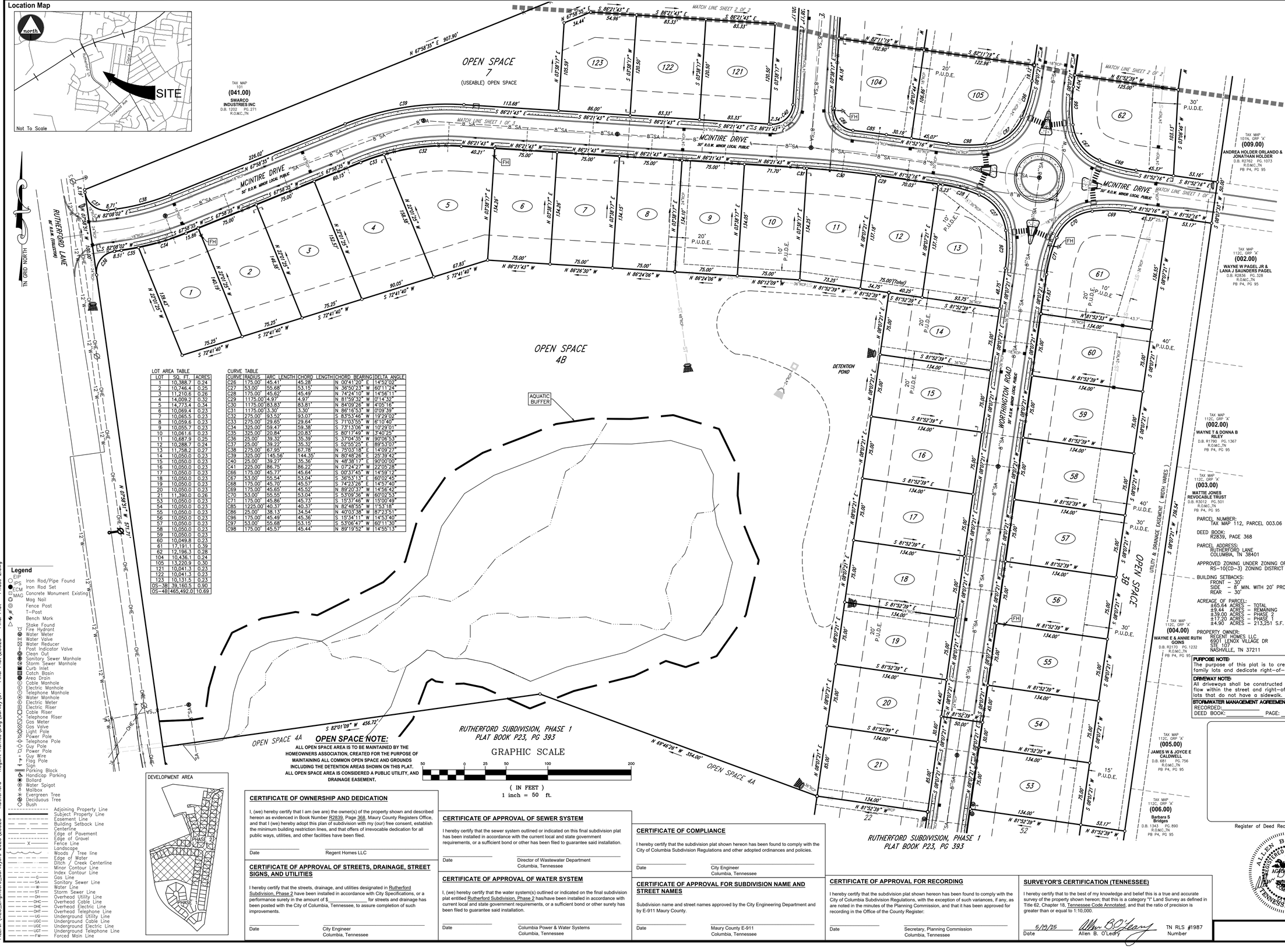


LOT AREA TABLE			
LOT	SQ. FT.	ACRES
1	10,388.7	0.24
2	10,746.4	0.25
3	11,210.6	0.26
4	14,009.2	0.32
5	14,773.4	0.34
6	10,069.4	0.23
7	10,065.5	0.23
8	10,059.6	0.23
9	10,055.7	0.23
10	10,061.6	0.23
11	10,687.9	0.25
12	10,288.7	0.24
13	11,758.2	0.27
14	10,050.0	0.23
15	10,050.0	0.23
16	10,050.0	0.23
17	10,050.0	0.23
18	10,050.0	0.23
19	10,050.0	0.23
20	10,050.0	0.23
21	11,390.0	0.26
53	10,050.0	0.23
54	10,050.0	0.23
55	10,050.0	0.23
56	10,050.0	0.23
57	10,050.0	0.23
58	10,050.0	0.23
59	10,050.0	0.23
60	10,049.8	0.23
61	17,191.1	0.39
62	12,196.3	0.28
104	10,436.1	0.24
105	13,220.9	0.30
121	10,041.3	0.23
122	10,041.3	0.23
123	10,131.5	0.23
OS-3B	39,160.5	0.90
OS-4B	465,492.0	10.69

CURVE TABLE					
CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C26	175.00'	45.41'	45.28'	N 00°41'20" E	14°52'02"
C27	53.00'	55.68'	53.15'	N 36°50'23" W	60°11'24"
C28	175.00'	45.62'	45.49'	N 74°24'10" W	14°56'11"
C29	1175.00'	4.97'	4.97'	N 81°59'32" W	0°14'32"
C30	1175.00'	83.83'	83.81'	N 84°09'26" W	4°05'16"
C31	1175.00'	3.30'	3.30'	N 86°16'53" W	0°09'39"
C32	275.00'	93.52'	93.07'	S 83°53'46" W	19°29'02"
C33	275.00'	29.65'	29.64'	S 71°03'55" W	6°10'40"
C34	325.00'	59.47'	59.38'	S 73°13'06" W	10°29'01"
C35	325.00'	20.84'	20.83'	S 80°17'49" W	3°40'25"
C36	25.00'	39.32'	35.39'	S 37°04'35" W	90°06'53"
C37	25.00'	39.22'	35.32'	S 52°55'25" E	89°53'07"
C38	275.00'	67.95'	67.78'	N 75°03'18" E	14°09'27"
C39	325.00'	145.56'	144.35'	N 80°48'26" E	25°39'42"
C40	25.00'	39.27'	35.36'	N 48°38'17" E	90°00'00"
C41	225.00'	86.75'	86.22'	N 07°24'27" W	22°05'28"
C66	175.00'	45.77'	45.64'	S 00°37'45" W	14°59'12"
C67	53.00'	55.54'	53.04'	S 36°53'13" E	60°02'45"
C68	175.00'	45.70'	45.57'	S 74°23'26" E	14°57'40"
C69	175.00'	45.65'	45.52'	N 89°20'37" W	14°56'42"
C70	53.00'	55.55'	53.04'	S 53°09'36" W	60°02'53"
C71	175.00'	45.86'	45.73'	S 15°37'46" W	15°00'49"
C85	1225.00'	40.37'	40.37'	N 82°48'55" W	1°53'18"
C86	25.00'	38.13'	34.54'	N 40°03'38" W	87°23'51"
C96	175.00'	45.49'	45.36'	S 15°34'11" W	14°53'40"
C97	53.00'	55.68'	53.15'	S 53°06'47" W	60°11'30"
C98	175.00'	45.57'	45.44'	N 89°19'52" W	14°55'13"

OPEN SPACE NOTE:
ALL OPEN SPACE AREA IS TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION, CREATED FOR THE PURPOSE OF MAINTAINING ALL COMMON OPEN SPACE AND GROUNDS INCLUDING THE DETENTION AREAS SHOWN ON THIS PLAT. ALL OPEN SPACE AREA IS CONSIDERED A PUBLIC UTILITY, AND DRAINAGE EASEMENT.

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 R2839, Page 368, Maury County Registers Office, and that I (we) hereby adopt this plan of subdivision with my (our) free consent, establish the minimum building restriction lines, and that offers of irrevocable dedication for all public ways, utilities, and other facilities have been filed.

Date _____ Regent Homes LLC _____

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE, STREET SIGNS, AND UTILITIES

I hereby certify that the streets, drainage, and utilities designated in Rutherford Subdivision, Phase 2 have been installed in accordance with City Specifications, or a performance surety in the amount of $ _____ for streets and drainage has been posted with the City of Columbia, Tennessee, to assure completion of such improvements.

Date _____ City Engineer Columbia, Tennessee

CERTIFICATE OF APPROVAL OF SEWER SYSTEM

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

Date _____ Director of Wastewater Department Columbia, Tennessee

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I, (we) hereby certify that the water system(s) outlined or indicated on the final subdivision plat entitled Rutherford Subdivision, 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.

Date _____ Columbia Power & Water Systems 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 SUBDIVISION NAME AND STREET NAMES

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

Date _____ Maury County E-911 Columbia, Tennessee

CERTIFICATE OF APPROVAL FOR RECORDING

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

Date _____ Secretary, Planning Commission Columbia, Tennessee

SURVEYOR'S CERTIFICATION (TENNESSEE)

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

5/19/25 Date _____ Allen B. O'Leary _____ TN RLS #1987 Number

Register of Deed Recording Stamp

ALLEN B. O'LEARY — 1987 — REGISTERED LAND SURVEYOR — AGRICULTURE, SC — COLUMBIA, TN — TENNESSEE No. 1987

©2025

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

Client
REGENT HOMES LLC
6901 LENOX VILLAGE DR
SUITE 107
NASHVILLE, TN 37211

FINAL PLAT
RUTHERFORD SUBDIVISION, PHASE 2
COLUMBIA, TN

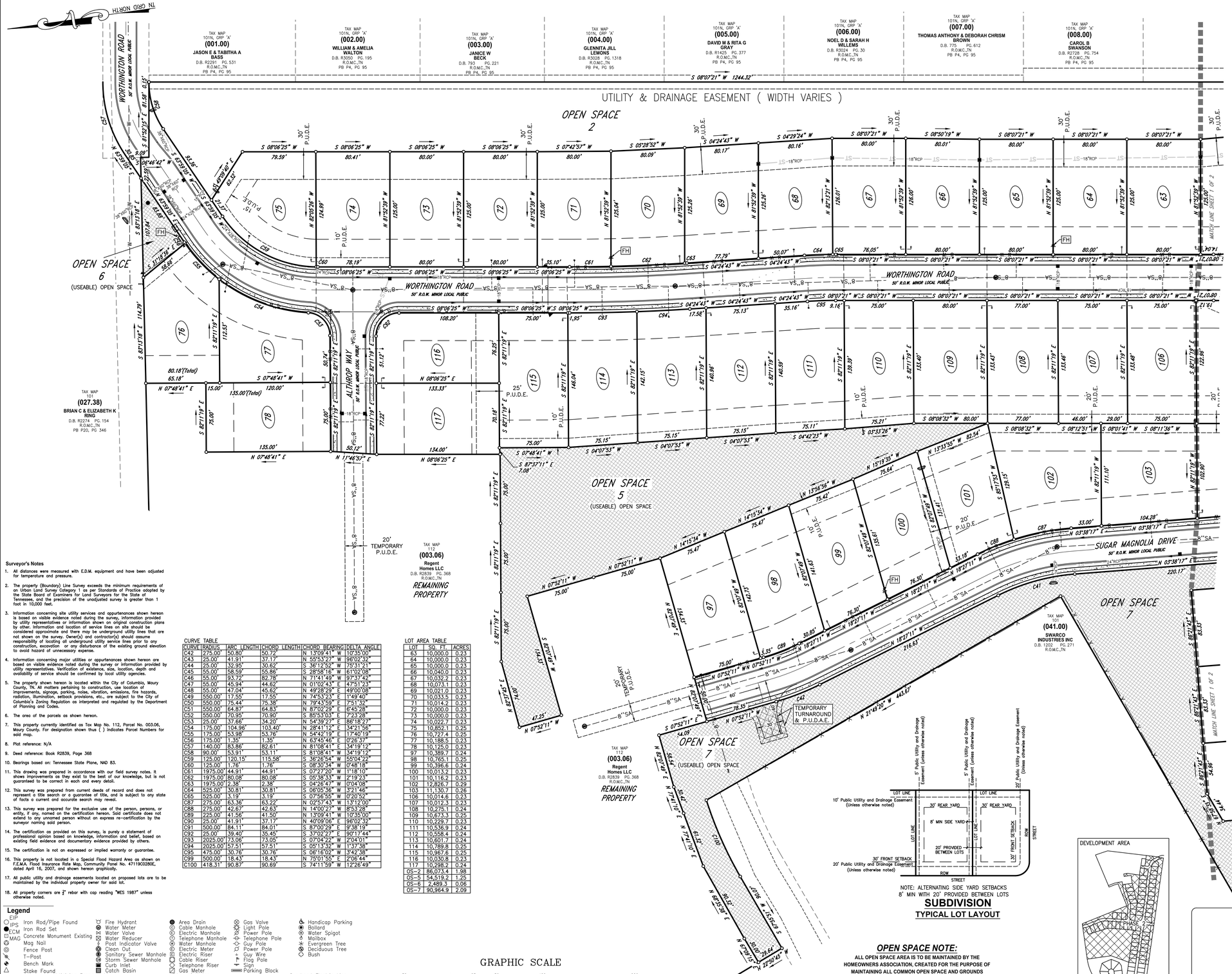
REVISIONS	DATE

Drawn: EB
Checked: AO
Approved: AO
Date: 05-19-2024

Job. no. 23528
Scale: Vertical: 1"=50'
Horizontal:

1 of 2

FILE..s:\WES_Engineers_Surveyors 2023\23528 - Rutherford - Regent Homes\Dwg\Survey\01 - Final Plat\23528 - Final Plat - Phase 2.dwg



Location Map



©2025

WES E NGINEERS & S URVEYORS
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SUITE 107
NASHVILLE, TN 37211

FINAL PLAT

RUTHERFORD SUBDIVISION, PHASE 2

COLUMBIA, TN

DATE	REVISIONS

Drawn: EB | Checked: AO | Approved: AO | Date: 05-19-2024

Job. no. 23528

Scale: Vertical: 1"=50' Horizontal:

2 of 2

CERTIFICATE OF OWNERSHIP AND DEDICATION

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Date — Regent Homes LLC

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CERTIFICATE OF APPROVAL OF WATER SYSTEM

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Date — Columbia Power & Water Systems, 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

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

Date — Secretary, Planning Commission, Columbia, Tennessee

SURVEYOR'S CERTIFICATION (TENNESSEE)

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

5/19/25 — Allen B. O'Leary — TN RLS #1987

Date — Allen B. O'Leary — Number



Register of Deed Recording Stamp

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 expenses.
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. 112, Parcel No. 003.06, Maury County. For designation shown thus ( ) indicates Parcel Numbers for said map.
8. Plat reference: N/A
9. Deed reference: Book R2839, Page 368
10. Bearings based on: Tennessee State Plane, NAD 83.
11. This drawing was prepared in accordance with our field survey notes. It shows improvements as they exist to the best of our knowledge, but is not guaranteed to be correct in each and every detail.
12. This survey was prepared from current deeds of record and does not represent a title search or a guarantee of title, and is subject to any state of facts a current and accurate search may reveal.
13. This survey was prepared for the exclusive use of the person, persons, or entity, if any, named on the certification hereon. Said certificate does not extend to any unnamed person without an express re-certification by the surveyor naming said person.
14. The certification as provided on this survey, is purely a statement of professional opinion based on knowledge, information and belief, based on existing field evidence and documentary evidence provided by others.
15. The certification is not an expressed or implied warranty or guarantee.
16. This property is not located in a Special Flood Hazard Area as shown on F.E.M.A. Flood Insurance Rate Map, Community Panel No. 47119C0220K, 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.

Legend

- EIP — Iron Rod/Pipe Found
- IPS — Iron Rod Set
- ECM — Concrete Monument Existing
- MAG — Mag Nail
- Fence Post
- T-Post
- Bench Mark
- Stake Found
- Fire Hydrant
- Water Meter
- Water Valve
- Water Reducer
- Post Indicator Valve
- Clean Out
- Sanitary Sewer Manhole
- Storm Sewer Manhole
- Curb Inlet
- Catch Basin
- Area Drain
- Cable Manhole
- Electric Manhole
- Telephone Manhole
- Water Manhole
- Electric Meter
- Electric Riser
- Cable Riser
- Telephone Riser
- Gas Meter
- Gas Valve
- Light Pole
- Power Pole
- Telephone Pole
- Guy Pole
- Power Pole
- Guy Wire
- Flag Pole
- Sign
- Parking Block
- Handicap Parking
- Bollard
- Water Spigot
- Mailbox
- Evergreen Tree
- Deciduous Tree
- Bush
- 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

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD	CHORD BEARING	DELTA ANGLE
C42	275.00'	50.80'	50.72'	N 13°09'41" W	10°35'00"
C43	25.00'	41.91'	37.17'	N 55°53'27" W	96°02'32"
C44	25.00'	32.95'	30.62'	S 36°12'52" W	75°31'21"
C45	55.00'	58.59'	55.86'	S 28°58'16" W	61°02'08"
C46	55.00'	93.72'	82.78'	N 71°41'49" W	97°37'42"
C47	55.00'	45.94'	44.62'	N 01°02'43" E	47°51'23"
C48	55.00'	47.04'	45.62'	N 49°28'29" E	49°00'08"
C49	550.00'	17.55'	17.55'	N 74°53'23" E	1°49'40"
C50	550.00'	75.44'	75.38'	N 79°43'59" E	7°51'32"
C51	550.00'	64.87'	64.83'	N 87°02'29" E	6°45'28"
C52	550.00'	70.95'	70.90'	S 85°53'03" E	7°23'28"
C53	25.00'	37.66'	34.20'	N 54°39'27" E	86°18'27"
C54	175.00'	104.96'	103.40'	N 28°41'12" E	34°21'56"
C55	175.00'	53.98'	53.76'	N 54°42'19" E	17°40'19"
C56	175.00'	1.35'	1.35'	N 63°45'46" E	0°26'37"
C57	140.00'	83.86'	82.61'	N 81°08'41" E	34°19'12"
C58	90.00'	53.91'	53.11'	S 81°08'41" W	34°19'12"
C59	125.00'	120.15'	115.58'	S 36°26'54" W	55°04'22"
C60	125.00'	1.76'	1.76'	S 08°30'34" W	0°48'18"
C61	1975.00'	44.91'	44.91'	S 07°27'20" W	1°18'10"
C62	1975.00'	80.08'	80.08'	S 08°38'33" W	2°19'23"
C63	1975.00'	2.38'	2.38'	S 04°26'47" W	0°04'08"
C64	525.00'	30.81'	30.81'	S 06°05'36" W	3°21'46"
C65	525.00'	3.19'	3.19'	S 07°56'55" W	0°20'52"
C87	275.00'	63.36'	63.22'	N 02°57'43" W	13°12'00"
C88	275.00'	42.67'	42.63'	N 14°00'27" W	8°53'28"
C89	225.00'	41.56'	41.50'	N 13°09'41" W	10°35'00"
C90	25.00'	41.91'	37.17'	N 40°09'06" E	96°02'32"
C91	500.00'	84.11'	84.01'	S 87°00'29" E	9°38'19"
C92	25.00'	39.40'	35.45'	S 37°02'27" E	90°17'44"
C93	2025.00'	73.06'	73.05'	S 07°04'27" W	2°04'01"
C94	2025.00'	57.51'	57.51'	S 05°13'32" W	1°37'38"
C95	475.00'	30.76'	30.76'	S 06°16'02" W	3°42'38"
C99	500.00'	18.43'	18.43'	N 75°01'55" E	2°06'44"
C100	418.31'	90.87'	90.69'	S 74°11'59" W	12°26'49"

LOT AREA TABLE

LOT	SQ. FT.	ACRES
63	10,000.0	0.23
64	10,000.0	0.23
65	10,000.0	0.23
66	10,040.0	0.23
67	10,039.2	0.23
68	10,073.1	0.23
69	10,021.0	0.23
70	10,033.5	0.23
71	10,010.4	0.23
72	10,000.0	0.23
73	10,000.0	0.23
74	10,022.7	0.23
75	10,852.1	0.25
76	10,727.4	0.25
77	10,188.5	0.23
78	10,125.0	0.23
97	10,389.7	0.24
98	10,765.1	0.25
99	10,396.6	0.24
100	10,013.2	0.23
101	10,116.2	0.23
102	12,826.7	0.29
103	11,130.7	0.26
106	10,014.6	0.23
107	10,013.8	0.23
108	10,275.1	0.24
109	10,673.3	0.25
110	10,229.7	0.23
111	10,536.9	0.24
112	10,558.4	0.24
113	10,601.7	0.24
114	10,789.8	0.25
115	10,967.6	0.25
116	10,030.8	0.23
117	10,298.2	0.24
OS-2	86,073.4	1.98
OS-5	54,519.2	1.25
OS-6	2,489.3	0.06
OS-7	90,964.9	2.09

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

NOTE: ALTERNATING SIDE YARD SETBACKS
8' MIN WITH 20' PROVIDED BETWEEN LOTS

SUBDIVISION
TYPICAL LOT LAYOUT

OPEN SPACE NOTE:

ALL OPEN SPACE AREA IS TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION, CREATED FOR THE PURPOSE OF MAINTAINING ALL COMMON OPEN SPACE AND GROUNDS INCLUDING THE DETENTION AREAS SHOWN ON THIS PLAT. ALL OPEN SPACE AREA IS CONSIDERED A PUBLIC UTILITY, AND DRAINAGE EASEMENT.

FILE: x:\WES...Engineers...Surveyors 2023\23528 - Rutherford - Regent Homes\Dwg\Survey\01 - Final Plat\23528 - Final Plat - Phase 2.dwg

Appendix B: Subdivision Development Agreement

This DEVELOPMENT AGREEMENT is made and entered into on this

12 day of May, 2025,
between THE CITY OF COLUMBIA, TENNESSEE, (hereinafter the "CITY"), and

Regent Homes, LLC, 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:

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.

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.

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.

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.

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

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.

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.

PROJECT	
Completed by the Developer	*Completed by the City*
Regent Homes, LLC DEVELOPER NAME	
AUTHORIZED AGENT NAME	CITY ENGINEER
David McGowan SIGNATURE	SIGNATURE
5-12-25 DATE	DATE
7376 Althorp Way STREET	
Nashville, TN 37211 CITY, STATE, ZIP	
615-456-1341 PHONE	
john.beyer@regenthomes-tn.com EMAIL	
Attest	*Attest*
ATTEST NAME	ATTEST NAME
ATTEST SIGNATURE	ATTEST SIGNATURE
5-12-25 DATE	DATE

May 19, 2025

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

RE: **Project Name: Rutherford Subdivision, Phase 2, Final Plat**
City of Columbia Staff Review Submittal

On behalf of Regent Homes LLC, the owner of these 71 proposed single family lots, **WES Engineers & Surveyors** would like to submit this Final Plat to the City of Columbia for Planning Commission approval.

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

Sincerely,
WES Engineers & Surveyors



Allen B. O'Leary, RLS
Principal

Tom J. Hitch Parkway Zoning Map Correction

Project #:	25-0235	Location:	Map 99 Parcel 60.00
Applicant:	Adam Crunk, PE	Case Type(s):	Rezoning
Staff Planner:	Austin Brass, AICP Melissa Sanders	Proposed Use:	N/A

PROJECT SUMMARY

The applicant requests to correct the official Zoning Map for a 140-acre property located at Tom J. Hitch Pkwy & Highlander Drive to CD-4 (General Urban Character District) CD-4C (General Urban Corridor District) & CD-3 (Neighborhood Character Distrct).

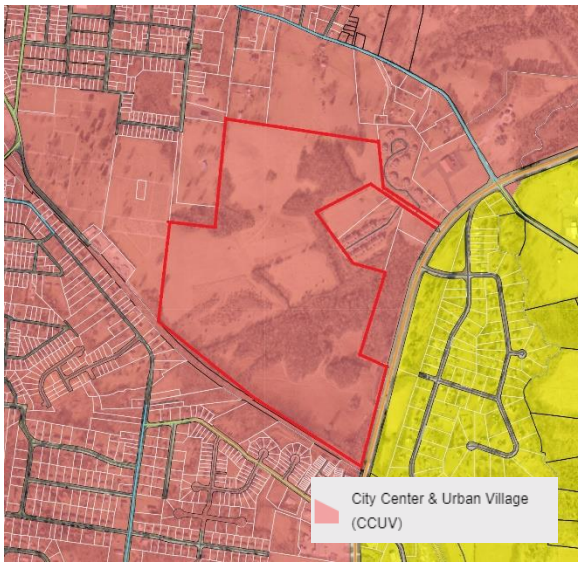
- The property was rezoned under a previous Zoning Ordinance 1507 as approved by City Council of August 17th, 2006. This rezoning request was for tract portions of 97.78- and 29.30-acres to be rezoned from GCS (General Commercial Services (*CD-4C*) I-R (Industrial-Restrictive (*SD-LI*) and R-6 (Medium Density Residential (*CD-3*) to R-6 (Medium Density Residential (*CD-3*) and RM-1 (High Density Residential (*CD-4*).
- With the adoption of the current Zoning Ordinance 4400, an updated zoning map was made that reflects the reclassification of Zoning Districts from the previous Zoning Map. Typically, Zoning Districts follow distinct boundary lines and encompass an entire parcel bounded by rights-of-way. This property was historically zoned with multiple zoning districts on one parcel, including the districts as approved in the rezoning request as described above in 2006. The official Zoning Map update did not reflect the multiple split zones on the property and in turn displayed the mapping of the property in its entirety as CD-3. This request is to reclassify the Zoning Map back to its original zoning designation including the clearing of a mapping inconsistency on small portion of the property that was previously Zoned Industrial Restrictive (IR) to CD-4 on the Highlander Drive ROW at the entrance of the property. All proposed Zoning corrections are consistent with the Comprehensive Plan, *Connect Columbia*.
- The Zoning of CD-4/CD-4C & CD-3 is consistent with the City Center Urban Village (CCUV) and future land use classification in *Connect Columbia.*
- Subsequent development and division of the property will require review and approval by the Planning Commission or the Zoning Administrator.
- The Planning Commission is a **recommending body** for rezoning requests; City Council is the decision-making authority.
- Templates are provided at the end of the report to assist the Planning Commission in crafting properly formatted motions.

SITE INFORMATION

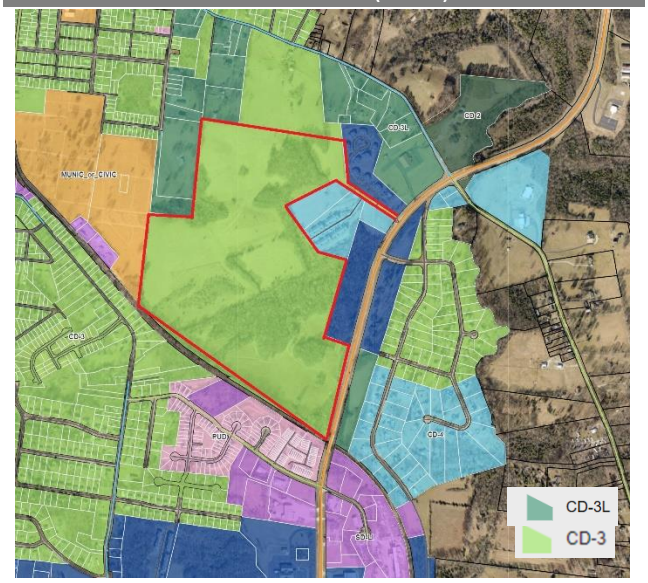
CURRENT ZONING	EXISTING USE	EXISTING IMP.	LAND AREA
CD-3	Vacant Land	Vacant Land	+/- 140.38 acres



FUTURE LAND USE MAP



ZONING MAP (CD-3)



SITE CONTEXT/ADJACENT PROPERTIES			
	Future Land Use	Zoning	Current Use
Subject Property	City Center & Urban Village	CD-3/CD-4/CD-4C	Vacant
North	City Center & Urban Village	CD-3	Vacant
South	City Center & Urban Village	PUD/ CD-3	Single-Family Homes
East	City Center & Urban Village/Suburban Neighborhoods	CD-3L/CD-4C	Vacant/ multi-family
West	City Center & Urban Village	Civic/ CD-3L	Cemetery/Single-Family

CONSISTENCY WITH CONNECT COLUMBIA

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

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

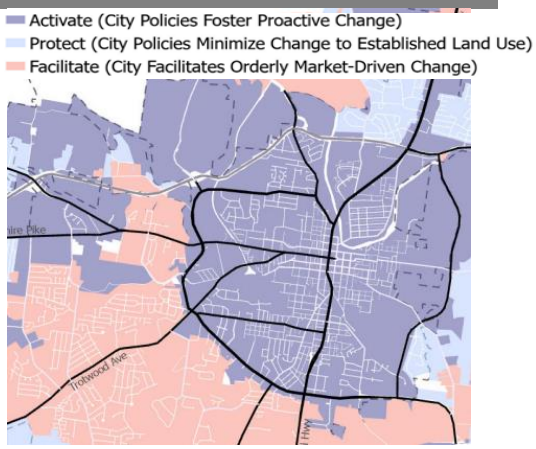
Implementing Standards
General Development Pattern: Mixed Uses & Isolated Uses
Density (density unites per ace): ≥ 12 du/ac
Building Height: 1-5 stories
Open Space Elements: Civic Spaces, Parks & Greenways





AREA OF CHANGE

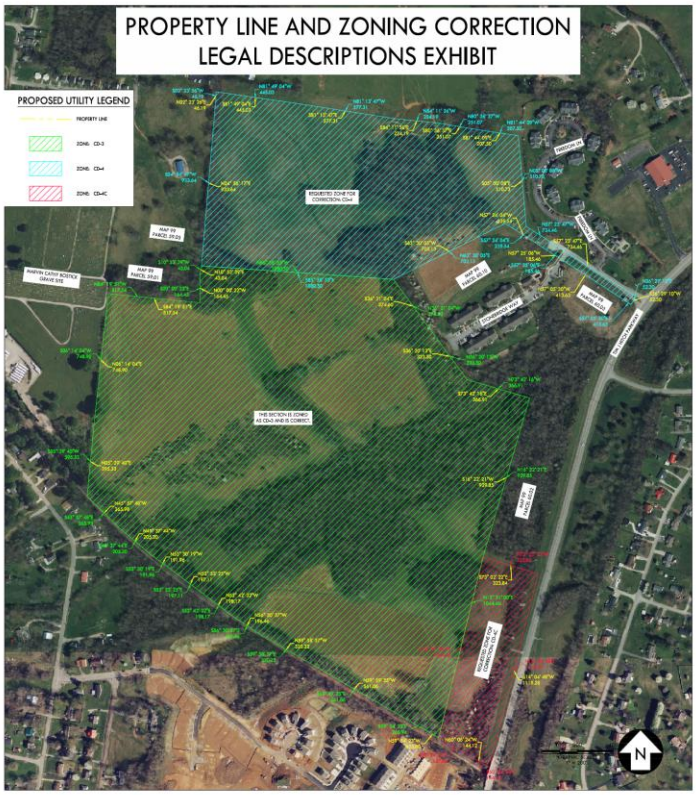
Connect Columbia established the areas of change policy designation for the subject site as *activate*. The designation includes areas where significant and beneficial change is occurring or is desired. These areas are the focus of proactive City policies to bring the community's values to fruition. 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

Section 2.2 Changes to Zoning Map require any change to the adopted Zoning Map shall be subject to compliance with the requirements and procedures of this Ordinance, which shall include without limitation in cases where the change was initiated by any person other than the City, submission, review and approval of an application for approval of a Proposed Zoning Map Amendment that complies with all standards, conditions, and requirements of this Ordinance, in accordance with Section 8.5.19 and related provisions of Article 8 (Administration, Procedures & Enforcement).

- The applicant has provided a legal description to match the zoning as approved on August 17th, 2006. This request is for the correction of the zoning to be labeled as such on the current official Zoning Map.
    - If the rezoning is successful and the site develops, Planning staff will perform zoning compliance review to determine conformity with the standards of the Ordinance.



PROPERTY LEGAL DESCRIPTION

COMMENCE AT THE POINT OF BEGINNING AT THE PROPERTY CORNER ADJACENT TO TOM J HITCH PARKWAY AND NORTH OF MAP 99, PARCEL 60.03; THENCE NORTH 57° 05' 30" WEST, 413.63 FEET, ALONG THE NORTH SIDE OF SAID MAP 99, PARCEL 60.03; THENCE NORTH 57° 25' 06" WEST, 185.46 FEET; THENCE NORTH 57° 24' 04" WEST, 239.54 FEET; THENCE SOUTH 63° 30' 05" WEST, 702.13 FEET; THENCE SOUTH 36° 21' 04" EAST, 374.60 FEET; THENCE SOUTH 36° 20' 13" EAST, 323.30 FEET; THENCE SOUTH 73° 42' 16" EAST, 366.91 FEET; THENCE SOUTH 16° 22' 21" WEST, 929.85 FEET; THENCE SOUTH 73° 02' 22" EAST, 323.84 FEET; THENCE SOUTH 14° 04' 48" WEST, 1119.28 FEET; THENCE NORTH 60° 06' 24" WEST, 114.12 FEET; THENCE NORTH 59° 54' 23" WEST, 453.80 FEET; THENCE NORTH 59° 59' 35" WEST, 561.06 FEET; THENCE NORTH 59° 58' 57" WEST, 320.22 FEET; THENCE NORTH 56° 30' 57" WEST, 196.46 FEET; THENCE NORTH 52° 42' 32" WEST, 198.17 FEET; THENCE NORTH 52° 53' 25" WEST, 197.11 FEET; THENCE NORTH 53° 30' 19" WEST, 191.96 FEET; THENCE NORTH 49° 37' 44" WEST, 205.20 FEET; THENCE NORTH 45° 57' 48" WEST, 265.98 FEET; THENCE NORTH 05° 29' 40" EAST, 395.33 FEET; THENCE NORTH 06° 14' 04" EAST, 748.90 FEET; THENCE SOUTH 84° 19' 51" EAST, 517.54 FEET; THENCE NORTH 00° 00' 22" WEST, 164.45 FEET; THENCE NORTH 10° 53' 39" EAST, 43.04 FEET; THENCE NORTH 04° 56' 17" EAST, 933.64 FEET; THENCE NORTH 02° 23' 26" EAST, 46.19 FEET; THENCE SOUTH 81° 49' 04" EAST, 445.03 FEET; THENCE SOUTH 81° 13' 47" EAST, 577.31 FEET; THENCE SOUTH 84° 11' 36" EAST, 234.19 FEET; THENCE SOUTH 80° 36' 37" EAST, 251.07 FEET; THENCE SOUTH 81° 44' 09" EAST, 207.50 FEET; THENCE SOUTH 05° 00' 08" EAST, 510.73 FEET; THENCE SOUTH 57° 23' 47" EAST, 734.46 FEET; THENCE SOUTH 36° 29' 10" WEST, 52.30 FEET, TO THE POINT OF BEGINNING.

ZONE CD-4 LEGAL DESCRIPTION

COMMENCE AT THE POINT OF BEGINNING AT THE PROPERTY CORNER TO THE SOUTH OF MAP 99, PARCEL 59.03 AND TO THE NORTH OF MAP 99, PARCEL 59.01; THENCE SOUTH 85° 58' 53" EAST, 1,080.50 FEET; THENCE NORTH 63° 30' 05" EAST, 702.13 FEET; THENCE SOUTH 57° 24' 04" EAST, 239.54 FEET; THENCE SOUTH 57° 25' 06" EAST, 185.46 FEET; THENCE SOUTH 57° 05' 30" EAST, 413.63 FEET; THENCE NORTH 36° 29' 10" EAST, 52.30 FEET; THENCE NORTH 57° 23' 47" WEST 734.46 FEET; THENCE NORTH 05° 00' 08" WEST, 510.73 FEET; THENCE NORTH 81° 44' 09" WEST, 207.5 FEET; THENCE NORTH 80° 36' 37" WEST, 251.07 FEET; THENCE NORTH 84° 11' 36" WEST, 234.19 FEET; THENCE NORTH 81° 13' 47" WEST, 577.31 FEET; THENCE NORTH 81° 49' 04" WEST, 445.03 FEET; THENCE SOUTH 02° 23' 26" WEST, 46.19 FEET; THENCE SOUTH 04° 56' 17" WEST, 933.64 FEET, TO THE POINT OF BEGINNING.

ZONE CD-4C LEGAL DESCRIPTION

COMMENCE AT THE POINT OF BEGINNING AT THE PROPERTY CORNCER ADJACENT TO TOM J HITCH PARKWAY AND SOUTH OF MAP 99, PARCEL 60.02; THENCE NORTH 73° 02' 22" WEST, 323.84 FEET, ALONG THE SOUTH SIDE OF SAID MAP 99, PARCEL 60.02; THENCE SOUTH 13° 51' 00" WEST, 1,044.46 FEET; THENCE SOUTH 59° 54' 23" EAST, 187.86 FEET; THENCE SOUTH 60° 06' 24" EAST, 144.12 FEET; THENCE NORTH 14° 04' 48" EAST, 1,119.28 FEET, TO THE POINT OF BEGINNING.

ZONE CD-3 LEGAL DESCRIPTION

COMMENCE AT THE POINT OF BEGINNING AT THE PROPERTY CORNER ADJECENT TO MARVIN CATHY BOSTICK GRAVE SITE AND SOUTH OF MAP 99, PARCEL 59.01; THENCE SOUTH 06° 14' 04" WEST, 748.90 FEET, ALONG THE EAST SIDE OF SAID MARVIN CATHY BOSTICK GRAVE SITE; THENCE SOUTH 05° 29' 40" WEST, 395.33 FEET; THENCE SOUTH 45° 57' 48" EAST, 265.98 FEET; THENCE SOUTH 49° 37' 44" EAST, 205.20 FEET; THENCE SOUTH 53° 30' 19" EAST, 191.96 FEET; THENCE SOUTH 52° 53' 25" EAST, 197.11 FEET; THENCE SOUTH 52° 42' 32" EAST, 198.17 FEET; THENCE SOUTH 56° 30' 57" EAST, 196.46 FEET; THENCE SOUTH 59° 58' 57" EAST, 320.22 FEET; THENCE SOUTH 59° 59' 35" EAST, 561.06 FEET; THENCE SOUTH 59° 54' 23" EAST, 265.94 FEET; THENCE NORTH 13° 51' 00" EAST, 1044.46 FEET; THENCE NORTH 16° 22' 21" EAST, 929.85 FEET; THENCE NORTH 73° 42' 16" WEST, 366.91 FEET; THENCE NORTH 36° 20' 13" WEST, 323.30 FEET; THENCE NORTH 36° 21' 04" WEST, 374.60 FEET; THENCE NORTH 85° 58' 53" WEST, 1080.50 FEET; THENCE SOUTH 10° 53' 39" WEST, 43.04 FEET; THENCE SOUTH 00° 00' 22" EAST, 164.45 FEET; THENCE NORTH 84° 19' 51" WEST, 517.54 FEET, TO THE POINT OF BEGINNING.

REVIEW PROCESS

The Development Review Committee evaluated the proposed rezoning at its July 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. The City Council is the decision-making authority.

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

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

SUMMARY OF DEVELOPMENT REVIEW COMMITTEE COMMENTS

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

- **Planning** requested a graphic that indicates all proposed land being rezoned that matched legal discerption. The applicant responded with a survey verification.
- **Columbia Wastewater** noted that there are no sanitary sewer pressure systems designed on this site.

COMMENTARY FROM PLANNING STAFF

- **The proposed CD-3/CD-4/CD-4C Zoning provides a correction to the Official Zoning Map.** The property was rezoned under a previous Zoning Ordinance 1507 as approved by City Council of August 17th, 2006. This rezoning request was for 97.78- and 29.30-acre tract portions to be rezoned from GCS (General Commercial Services (*CD-4C*), I-R (Industrial-Restrictive (*SD-LI*) and R-6 (Medium Density Residential (*CD-3*) to be zoned R-6 (Medium Density Residential (CD-3)) and RM-1 (High Density Residential (CD-4).

SAMPLE MOTIONS

Recommend to Approve:

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

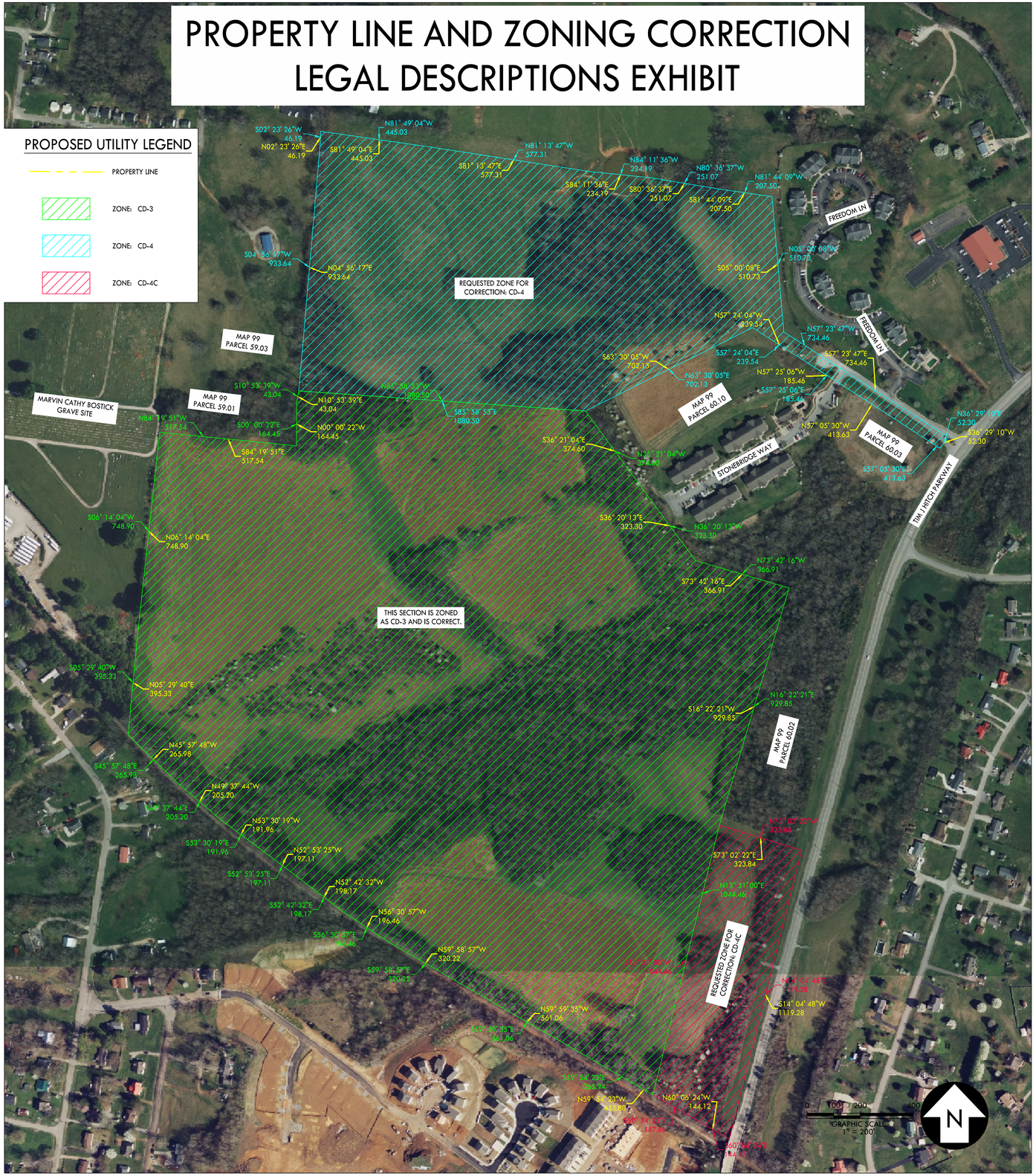
Recommend to Deny:

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

Defer:

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

PROPERTY LINE AND ZONING CORRECTION LEGAL DESCRIPTIONS EXHIBIT



PROPERTY LEGAL DESCRIPTION

COMMENCE AT THE POINT OF BEGINNING AT THE PROPERTY CORNER ADJACENT TO TOM J HITCH PARKWAY AND NORTH OF MAP 99, PARCEL 60.03; THENCE NORTH 57° 05' 30" WEST, 413.63 FEET, ALONG THE NORTH SIDE OF SAID MAP 99, PARCEL 60.03; THENCE NORTH 57° 25' 06" WEST, 185.46 FEET; THENCE NORTH 57° 24' 04" WEST, 239.54 FEET; THENCE SOUTH 63° 30' 05" WEST, 702.13 FEET; THENCE SOUTH 36° 21' 04" EAST, 374.60 FEET; THENCE SOUTH 36° 20' 13" EAST, 323.30 FEET; THENCE SOUTH 73° 42' 16" EAST, 366.91 FEET; THENCE SOUTH 16° 22' 21" WEST, 929.85 FEET; THENCE SOUTH 73° 02' 22" EAST, 323.84 FEET; THENCE SOUTH 14° 04' 48" WEST, 1119.28 FEET; THENCE NORTH 60° 06' 24" WEST, 114.12 FEET; THENCE NORTH 59° 54' 23" WEST, 453.80 FEET; THENCE NORTH 59° 59' 35" WEST, 561.06 FEET; THENCE NORTH 59° 58' 57" WEST, 320.22 FEET; THENCE NORTH 56° 30' 57" WEST, 196.46 FEET; THENCE NORTH 52° 42' 32" WEST, 198.17 FEET; THENCE NORTH 52° 53' 25" WEST, 197.11 FEET; THENCE NORTH 53° 30' 19" WEST, 191.96 FEET; THENCE NORTH 49° 37' 44" WEST, 205.20 FEET; THENCE NORTH 45° 57' 48" WEST, 265.98 FEET; THENCE NORTH 05° 29' 40" EAST, 395.33 FEET; THENCE NORTH 06° 14' 04" EAST, 748.90 FEET; THENCE SOUTH 84° 19' 51" EAST, 517.54 FEET; THENCE NORTH 00° 00' 22" WEST, 164.45 FEET; THENCE NORTH 10° 53' 39" EAST, 43.04 FEET; THENCE NORTH 04° 56' 17" EAST, 933.64 FEET; THENCE NORTH 02° 23' 26" EAST, 46.19 FEET; THENCE SOUTH 81° 49' 04" EAST, 445.03 FEET; THENCE SOUTH 81° 13' 47" EAST, 577.31 FEET; THENCE SOUTH 84° 11' 36" EAST, 234.19 FEET; THENCE SOUTH 80° 36' 37" EAST, 251.07 FEET; THENCE SOUTH 81° 44' 09" EAST, 207.50 FEET; THENCE SOUTH 05° 00' 08" EAST, 510.73 FEET; THENCE SOUTH 57° 23' 47" EAST, 734.46 FEET; THENCE SOUTH 36° 29' 10" WEST, 52.30 FEET, TO THE POINT OF BEGINNING.

ZONE CD-4 LEGAL DESCRIPTION

COMMENCE AT THE POINT OF BEGINNING AT THE PROPERTY CORNER TO THE SOUTH OF MAP 99, PARCEL 59.03 AND TO THE NORTH OF MAP 99, PARCEL 59.01; THENCE SOUTH 85° 58' 53" EAST, 1,080.50 FEET; THENCE NORTH 63° 30' 05" EAST, 702.13 FEET; THENCE SOUTH 57° 24' 04" EAST, 239.54 FEET; THENCE SOUTH 57° 25' 06" EAST, 185.46 FEET; THENCE SOUTH 57° 05' 30" EAST, 413.63 FEET; THENCE NORTH 36° 29' 10" EAST, 52.30 FEET; THENCE NORTH 57° 23' 47" WEST 734.46 FEET; THENCE NORTH 05° 00' 08" WEST, 510.73 FEET; THENCE NORTH 81° 44' 09" WEST, 207.5 FEET; THENCE NORTH 80° 36' 37" WEST, 251.07 FEET; THENCE NORTH 84° 11' 36" WEST, 234.19 FEET; THENCE NORTH 81° 13' 47" WEST, 577.31 FEET; THENCE NORTH 81° 49' 04" WEST, 445.03 FEET; THENCE SOUTH 02° 23' 26" WEST, 46.19 FEET; THENCE SOUTH 04° 56' 17" WEST, 933.64 FEET, TO THE POINT OF BEGINNING.

ZONE CD-4C LEGAL DESCRIPTION

COMMENCE AT THE POINT OF BEGINNING AT THE PROPERTY CORNCER ADJACENT TO TOM J HITCH PARKWAY AND SOUTH OF MAP 99, PARCEL 60.02; THENCE NORTH 73° 02' 22" WEST, 323.84 FEET, ALONG THE SOUTH SIDE OF SAID MAP 99, PARCEL 60.02; THENCE SOUTH 13° 51' 00" WEST, 1,044.46 FEET; THENCE SOUTH 59° 54' 23" EAST, 187.86 FEET; THENCE SOUTH 60° 06' 24" EAST, 144.12 FEET; THENCE NORTH 14° 04' 48" EAST, 1,119.28 FEET, TO THE POINT OF BEGINNING.

ZONE CD-3 LEGAL DESCRIPTION

COMMENCE AT THE POINT OF BEGINNING AT THE PROPERTY CORNER ADJECENT TO MARVIN CATHY BOSTICK GRAVE SITE AND SOUTH OF MAP 99, PARCEL 59.01; THENCE SOUTH 06° 14' 04" WEST, 748.90 FEET, ALONG THE EAST SIDE OF SAID MARVIN CATHY BOSTICK GRAVE SITE; THENCE SOUTH 05° 29' 40" WEST, 395.33 FEET; THENCE SOUTH 45° 57' 48" EAST, 265.98 FEET; THENCE SOUTH 49° 37' 44" EAST, 205.20 FEET; THENCE SOUTH 53° 30' 19" EAST, 191.96 FEET; THENCE SOUTH 52° 53' 25" EAST, 197.11 FEET; THENCE SOUTH 52° 42' 32" EAST, 198.17 FEET; THENCE SOUTH 56° 30' 57" EAST, 196.46 FEET; THENCE SOUTH 59° 58' 57" EAST, 320.22 FEET; THENCE SOUTH 59° 59' 35" EAST, 561.06 FEET; THENCE SOUTH 59° 54' 23" EAST, 265.94 FEET; THENCE NORTH 13° 51' 00" EAST, 1044.46 FEET; THENCE NORTH 16° 22' 21" EAST, 929.85 FEET; THENCE NORTH 73° 42' 16" WEST, 366.91 FEET; THENCE NORTH 36° 20' 13" WEST, 323.30 FEET; THENCE NORTH 36° 21' 04" WEST, 374.60 FEET; THENCE NORTH 85° 58' 53" WEST, 1080.50 FEET; THENCE SOUTH 10° 53' 39" WEST, 43.04 FEET; THENCE SOUTH 00° 00' 22" EAST, 164.45 FEET; THENCE NORTH 84° 19' 51" WEST, 517.54 FEET, TO THE POINT OF BEGINNING.

07-22-2024

ATTN: Austin Brass

RE: Tom J Hitch Parkway
Zoning Correction Application

Below are the comments received on July 8th, 2025. Our responses are as follows:

Planning

1. Please provide attachment that indicates area of land being rezoned that matches legal description in a graphic format.
    - **Response: Noted. This attachment has been submitted as a pdf titled "2025-07-21 – Survey Verification".**

2. Please update application to provide portion of property that is being rezoned that matches legal description.
    - **Response: Noted. The application has been updated and submitted as a pdf titled "2025-07-21 – Planning Commission Project Development Application".**

3. Provide more information regarding flag section of parcel to verify the correct Zoning as being CD-4 (former RM-1). Online base maps create a discrepancy that shows this flag section along Highland Drive to Tom Hitch Pkwy as being Zoned IR (Industrial Restricted)
    - **Response: Noted. Additional information regarding the flag section of the parcel has been included within the submitted pdf titled "2025-07-21 – Survey Verification".**

4. SE corner of parcel indicates a GCS zoning on former base maps; but is currently shown as CD-4. Please verify that this section is CD-4.
    - **Response: Noted. Additional information regarding the SE corner of said parcel can be found within the submitted pdf titled "2025-07-21 – Survey Verification".**

Maury County Schools

7. Howell Elementary, Cox Middle School, Central High School. The development combined with current neighborhoods and additional approved developments in these zones may require either new construction of realignment of school zones to accommodate new students.
    - **Response: Noted.**

Columbia Power

10. Columbia Power System has an existing power line near your proposed residential development. We are willing to serve this residential development subject to all Columbia Power System policies and procedures in effect at actual time service is rendered

provided an approved final plat and complete electrical load information is furnished as soon as possible prior to start of actual construction. Unfortunately, due to current supply chain challenges, no timeframe can be guaranteed regarding the availability of meters or transformers appropriate for your development.

- **Response: Noted.**

Wastewater

14. There shall be no sanitary sewer pressure systems designed on this site.
    - **Response: Noted.**

If there are any questions or concerns, please let me know.

Thanks,

Pablo Dahbura
pablo@crunkeng.com
615-873-1795
Crunk Engineering

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, July 8, 2025

ITEM NO.
25-0235

DESCRIPTION: Tom J Hitch Parkway

COMMENTS:

Planning

1. Please provide attachment that indicates area of land being rezoned that matches legal description in a graphic format.
2. Please update application to provide portion of property that is being rezoned that matches legal description.
3. Provide more information regarding flag section of parcel to verify the correct Zoning as being CD-4 (former RM-1). Online base maps create a discrepancy that shows this flag section along Highland Drive to Tom Hitch Pkwy as being Zoned IR (Industrial Restricted)
4. SE corner of parcel indicates a GCS zoning on former base maps; but is currently shown as CD-4. Please verify that this section is CD-4.

Engineering

5. No comments on rezoning

Fire

6. No comments

Maury County Schools

7. Howell Elementary, Cox Middle School, Central High School. The development combined with current neighborhoods and additional approved developments in these zones may require either new construction of realignment of school zones to accommodate new students.

CITY OF
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TENNESSEE

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COLUMBIA, TN 38401
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Public Works

8. No comments.

City Attorney

9. No comments provided.

Columbia Power

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

Duck River Electric Membership Corp

11. No comments.

Police

12. No comments provided.

Building

13. No comments.

Wastewater

14. There shall be no sanitary sewer pressure systems designed on this site.

CITY OF COLUMBIA TENNESSEE

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

Maury County Highway Dept.

15. No comment.

Columbia Water

16. No comments.

Atmos Energy

17. No comments.

Maury County E911

18. No comments provided.

ATT

19. No comments provided.

Resubmittal Guidelines

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

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

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

CITY OF
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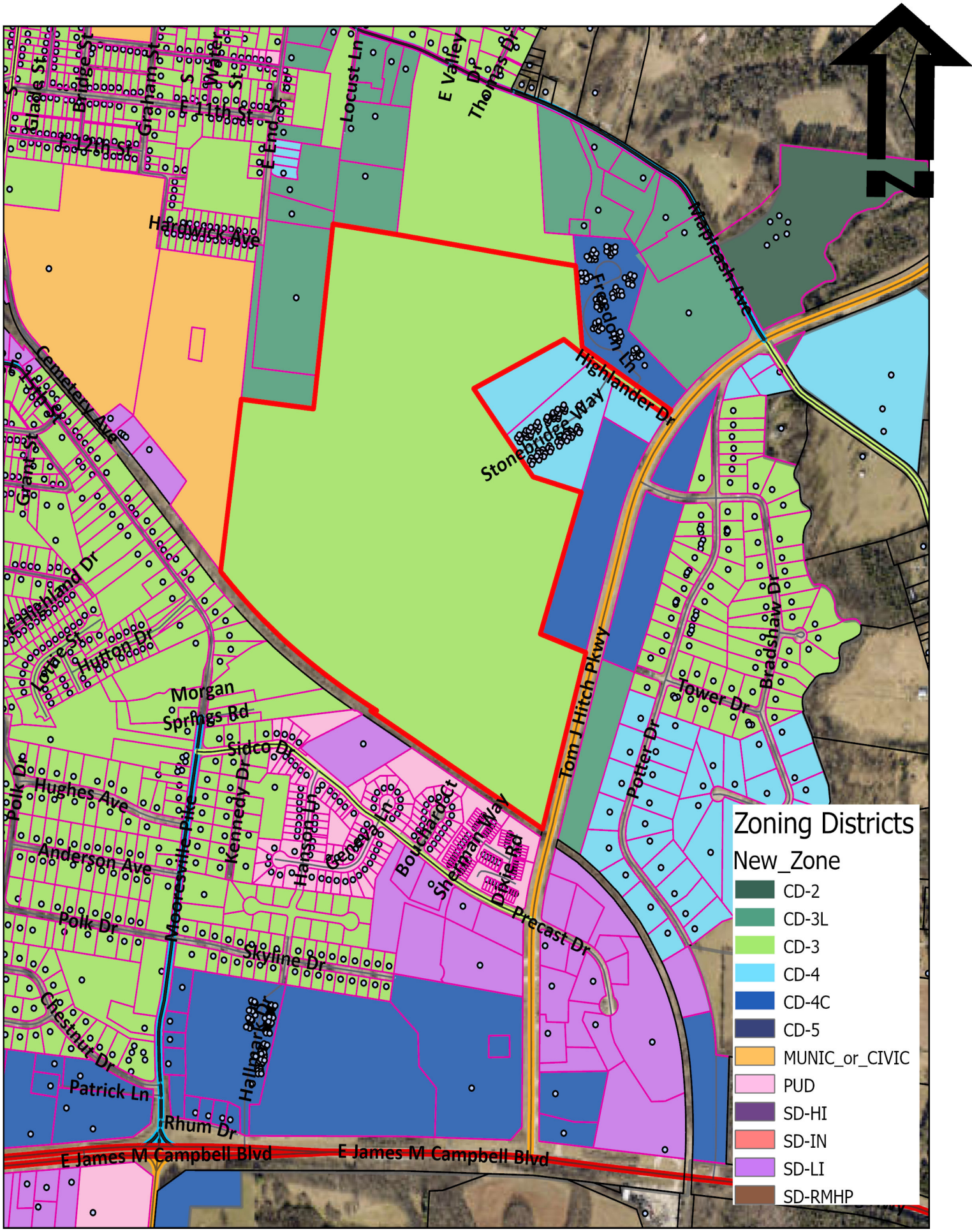
TENNESSEE

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

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.

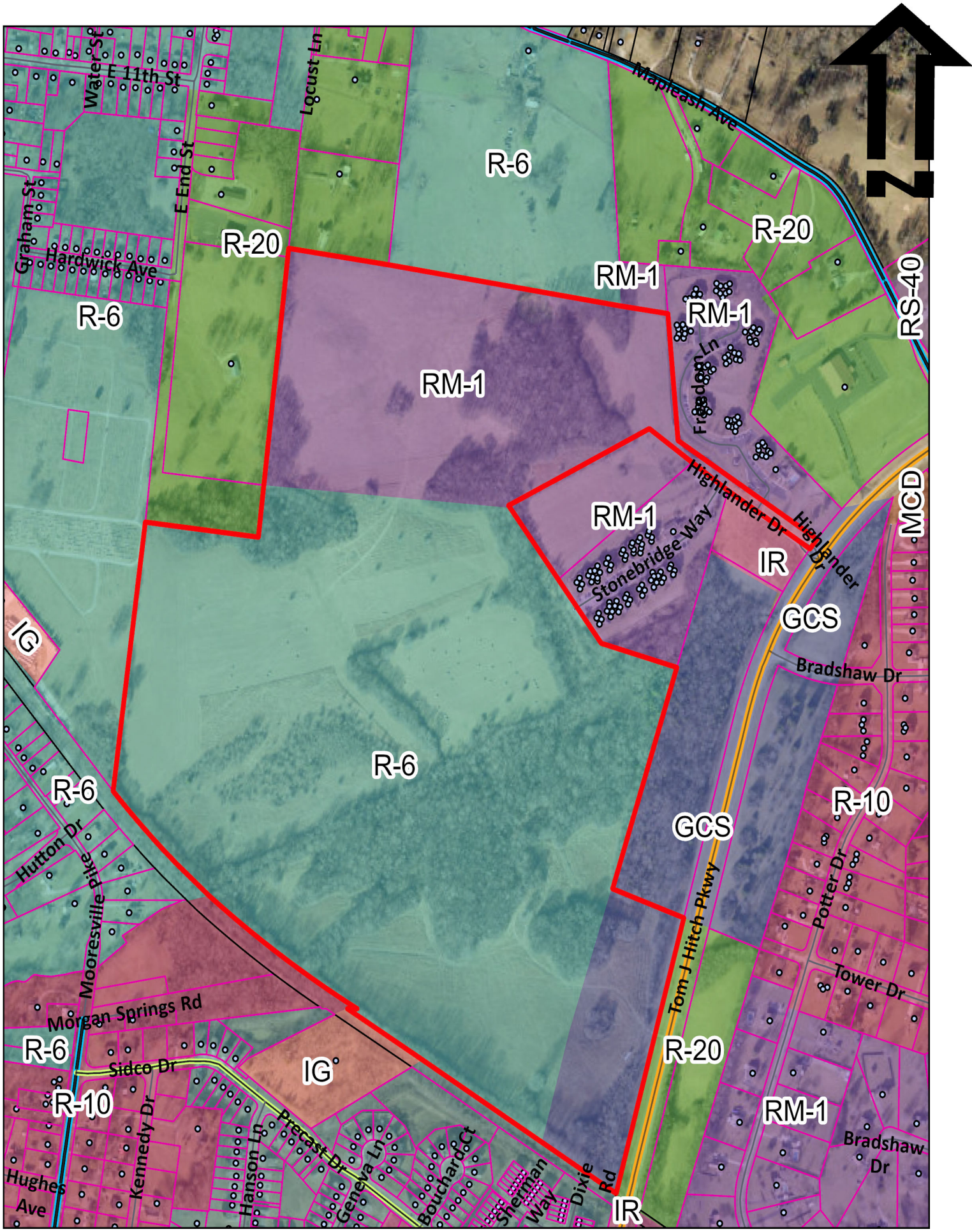
NOTE: All resubmittals must demonstrate compliance with city standards prior to Planning Commission review. Requests which do not adhere to regulations and/or remain unresponsive to technical comments will not be forwarded to the next agenda until such items are amended. Final Plat applications which 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.



Case #25-0235
Tom J. Hitch Parkway

Development Services
700 N. Garden St.
(931) 560-1560
www.columbiatn.gov

CITY OF COLUMBIA
TENNESSEE



Case #25-0235
Tom J. Hitch Parkway

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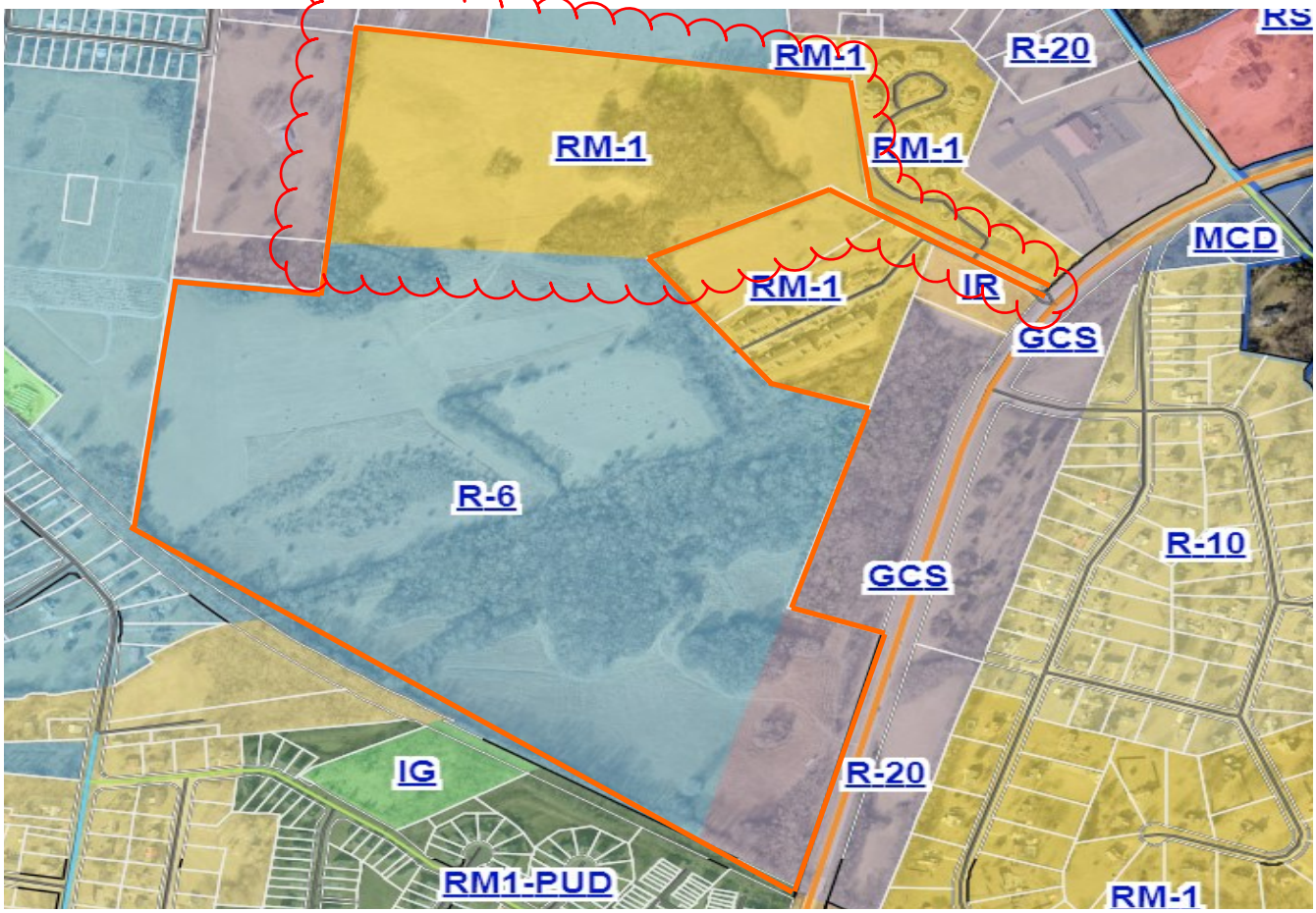
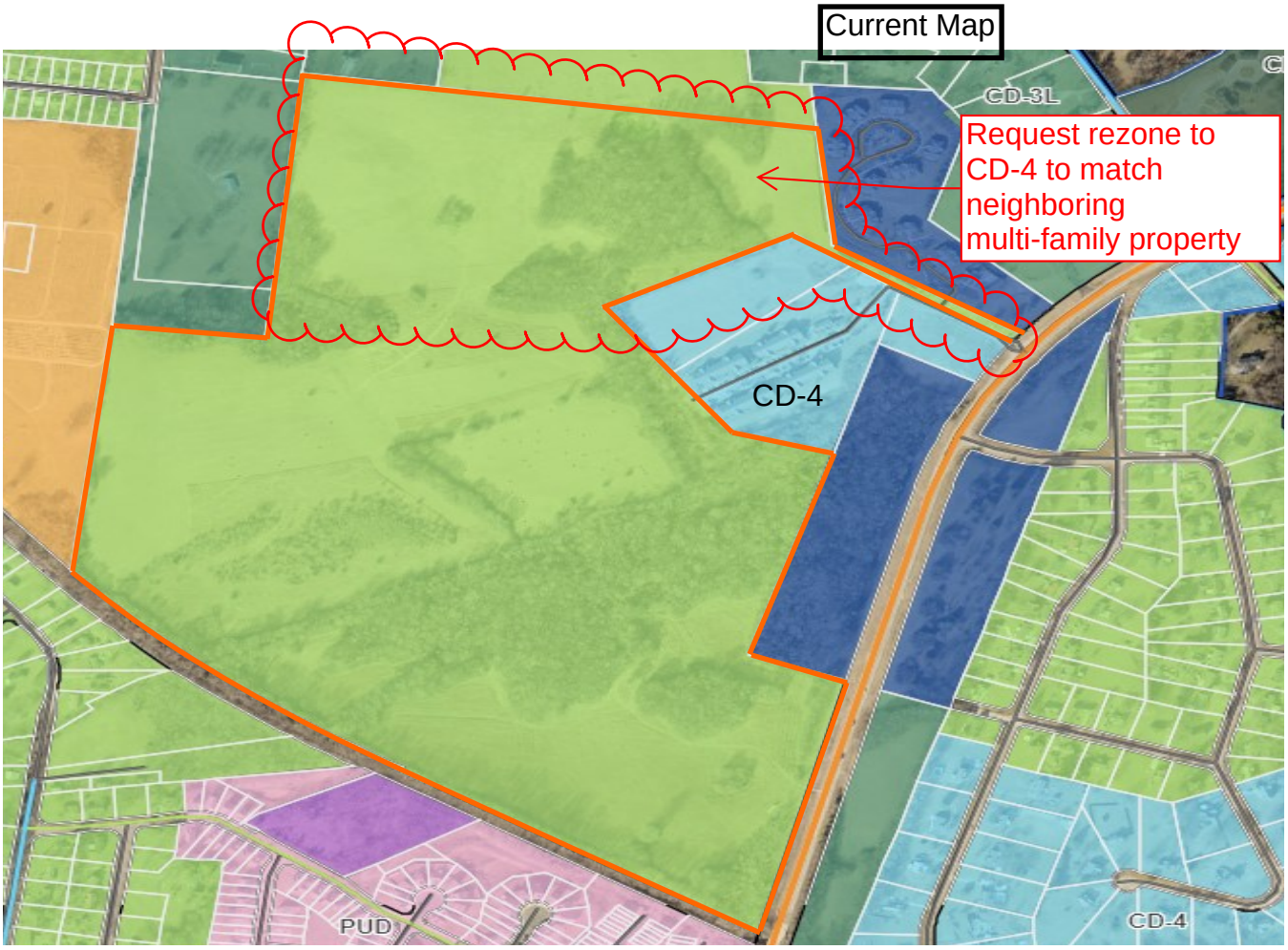
CITY OF COLUMBIA
TENNESSEE

Old Map



Current Map



Please find the legal description for the rezoning request located Map 99, Parcel 60.00:

Commence at the Point of Beginning at the property corner adjacent to Tom J Hitch Parkway and North of Map 99, Parcel 60.03; thence North 57° 05' 27" West, 413.66 feet, along the West line of said Map 99, Parcel 60.03; thence North 57° 25' 06" West, 185.46 feet; thence North 57° 24' 04" West, 239.54 feet; thence South 63° 30' 05" West, 702.13 feet; thence North 85° 58' 53" West, 1,080.50 feet; thence North 04° 56' 17" East, 933.64 feet; thence North 02° 23' 26" East, 46.19 feet; thence South 81° 49' 04" East, 445.03 feet; thence South 81° 13' 47" East, 577.31 feet; thence South 84° 11' 36" East, 234.19 feet; thence South 80° 36' 37" East, 251.07 feet; thence South 81° 44' 09" East, 207.50 feet; thence South 05° 00' 08" East, 510.73 feet; thence South 57° 23' 47" East, 734.46 feet; thence South 36° 29' 10" West, 52.30 feet, to the Point of Beginning.

06-13-2025

Tom J. Hitch Parkway
Columbia, TN
38401

City of Columbia

This letter serves as a formal request for the rezoning of a portion of parcel 60.00 on Tom J. Hitch Parkway from CD-3 Neighborhood Character District to CD-4 General Urban Character District.

According to Connect Columbia Future Land Use Map (Updated 2023), this parcel is located within the City Center Urban Village (CCUV), which includes the CD-4 General Urban Character District within its land use considerations.

This request is being made as a correction to the zoning map prior to the recent ordinance and map revisions of The City of Columbia in which this parcel was previously zoned as RM-1.

If there are any questions or concerns, please contact either myself or Pablo Dahbura at pablo@crunkeng.com

Thanks.



Adam Crunk, PE
Crunk Engineering LLC
615-873-1795
adam@crunkeng.com

Honey Farms Wal Mart Final PUD Master Plan & Preliminary Plat

Project #:	25-0219	Location:	2248 Nashville Hwy
Applicant:	Olivia DuPuy	Case Type(s):	Final PUD Master Plan/Preliminary Plat
Staff Planner:	Austin Brass, AICP	Proposed Use:	45,002 SF Wal Mart

PROJECT SUMMARY

The applicant seeks approval of a Final PUD Master Plan for a 45,002 SF grocery retail market. This proposal is located on a vacant 7.49-acre site at the Northeast corner of Honey Farm Way and Nashville Hwy. The Preliminary PUD Master plan was recommended for approval with conditions from Planning Commission on April 9th, 2025, with City Council approval on July 12th, 2025. In addition, this request includes a Preliminary Plat as a replat of Lot 6 to create the 7.49-acre parcel including a PUDE easement that serves as cross access in the form of an internal drive from Honey Farm Way with a future connection to the property at the north.

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 approved for building sites 2 and 3 to exceed 180'. In addition, a deviation request has been noted for other building sites; however, this is within the 20% parameter of an administrative adjustment and can be granted by Staff.
- 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 proposed to provide a 6' wooden fence to provide screening and allow access to the utility area. **The site plan had been readjusted to include a 6' composite fence as recommended by Planning Commission for a material other than wood for purposes of future maintenance.**

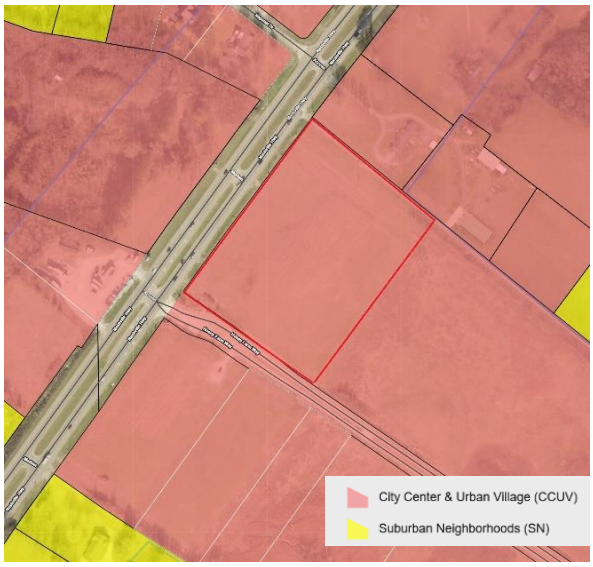
- The applicant proposed a one-story building. As noted, this requirement is subject to adjacent uses within a PUD-MU district subject to Planning Commission approval. The applicant has responded by providing a prototypical building elevation with tall vestibules and building elements to make the building appear to be a second story. In addition, glazing has been added to the upper sections of the building façade that gives 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. This request was approved with the deviation to not screen 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 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. This request was approved by Planning Commission.
- Food sales with a parking ratio of 1 space per 500 SF for general merchandise sales are 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. The request was approved with the Preliminary PUD Master Plan.
- This request included a freestanding monument sign. This sign type is not permitted by right in a PUD-MU district and therefore is included as an additional request. The base standards for a monument sign within commercial districts are 50 ft in area with a maximum 10’ height. The applicant proposes a 100 SF sign exceeding the allowable area by 50 SF. The applicant has provided that the monument base of this sign will be clad in brick. This request was approved with the Preliminary PUD Master Plan.
- 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. **The Planning Commission requested that the 200’ wall sign fronting Honey Farm Way be removed. This sign has been removed from this elevation with this Final PUD Master Plan.**
- The Planning Commission is the **decision-making authority** for approval of a Final PUD Master Plan per section 8.5.21.R of the Zoning Ordinance that lists the criteria for Planning Commission action. The Planning Commission will be the decision-making for any subsequent subdivision of the property with a Preliminary and Final Plat.

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 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.

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

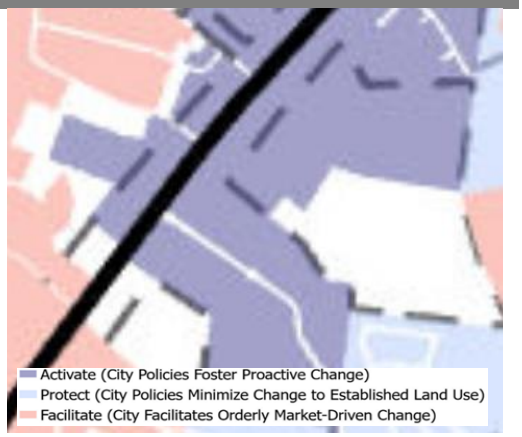
Implementing Standards
General Development Pattern: Mixed Uses & Isolated Uses
Density (density unites per ace): ≥ 12 du/ac
Building Height: 1-5 stories
Open Space Elements: Civic Spaces, Parks & Greenways





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 Final PUD Master Plan conforms to the approved Preliminary PUD Master Site Plan.**
    - 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.
    - 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**	**Approved Preliminary PUD Master Plan**
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 street section.
Building Height:	2 stories minimum **Subject to adjacent uses in PUD MU per Planning Commission*	1 story (*appearance of 2 stories with raised parapets*)
Frontage Buildout:	90% minimum	100%
Setbacks:	**Principal Buildings** **Front:** – 0-20 ft. **Side:** – 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. In addition, facades greater than 100' in width must be differentiated so that it appears to be comprised of two or more adjacent buildings by dividing façade into changes with shape, sill, details, size, rhythm, wall material and/or color, cornice height, change in pilasters, columns, or other façade elements.	The principal frontage enfronts the Nashville Hwy Thoroughfare including the main entrance fronting this street section with an additional entrance provided at the rear elevation facing the drive-thru elevation. The entire width of the building site frontage is 180' with the code requiring the façade to be differentiated every 100' at a 90 percent maximum building frontage buildout. The front façade indicates a 111' frontage with an additional 20' street screen wall. Among the front façade, differential of materials is provided with brick modulations, and material changes from brick & EIFS.
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%
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 upper floor windows are aligned with windows on other floors including windows found on the 1st floor.
Window Glazing Material:	Clear	All windows proposed are 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*)
Shopfront Frontages:	12 in-24 in. knee wall required at Frontage	A 12-inch knee wall is provided at shopfront elevation
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.
Roof Type & Pitch:	Hip/ Gable/ Flat	Flat
Primary Building Materials:	Brick, Fiber Cement Board, Wood	All elevations indicate a primary façade material of brick
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

The Development Review Committee reviewed this Final PUD Master Plan at its July 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 **8.5.21** (Planned Unit Development) outlines the procedural requirements for approval of a Final PUD Master Plan.

8.5.21 (Q). Final Master PUD Development Plan General.

1. In reviewing a Final Master PUD Development Plan or amendment to Final Master PUD Development Plan, the function of the reviewing agencies is twofold: a. First, the plan or amendment must be found to be in substantial compliance with the approved Preliminary Master PUD Development Plan or amendment to Preliminary Master PUD Development Plan. b. Second, all new or revised information that was not in the previously approved Preliminary Master PUD Development Plan or amendment to Preliminary Master PUD Development Plan must be reviewed to determine its quality and compliance with all applicable requirements of this Ordinance.

2. The Final Master PUD Development Plan or amendment to Final Master PUD Development Plan shall be deemed in substantial compliance with the approved Preliminary Master PUD Development Plan or amendment to Preliminary Master PUD Development Plan provided any modifications by the applicant do not involve changes which in aggregate would: a. Violate any provisions of this Ordinance; b. Change the Lot

or Building Site Area requirement as submitted in the Preliminary Master PUD Development Plan or amendment to Preliminary Master PUD Development Plan by more than 10%; c. Involve any increase in the number of Dwelling Units approved for the site in the Preliminary Master PUD Development Plan or amendment to Preliminary Master PUD Development Plan; d. Involve a reduction of more than 3% of the area shown on the Preliminary Master PUD Development Plan or amendment to Preliminary Master PUD Development Plan as reserved for Common Open Space; e. Increase the Floor Area shown on the Preliminary Master PUD Development Plan or amendment to Preliminary Master PUD Development Plan for non-Residential Uses by more than 5%; or f. Alter the mix of Building Types or Uses shown on the Preliminary Master PUD Development Plan or amendment to Preliminary Master PUD Development Plan by more than 3% in any category or Uses or any one or more Building Types from that proposed in the Preliminary Master PUD Development Plan or amendment to Preliminary Master PUD Development Plan.
R. Planning Commission Action.

1. The Planning Commission may approve, approve with conditions or modifications, or disapprove the final Master PUD Development Plan or Amendment to existing Master PUD Development Plan.

2. The Planning Commission may approve the Final Master PUD Development Plan or amendment to Final Master PUD Development Plan if it finds: a. **That the Final Master PUD Development Plan or amendment to Final Master PUD Development Plan meets the provisions for substantial compliance with the Preliminary Master PUD Development Plan or amendment to Preliminary Master PUD Development Plan**, and b. The Final Master PUD Development Plan or amendment to Final Master PUD Development Plan complies with all other standards for review which were not considered when the Preliminary Master PUD Development Plan or amendment to Preliminary Master PUD Development Plan was approved.

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 July 2025 meeting. A full list of comments, and the applicant's responses, is provided in the agenda packet. Some key comments are noted below.

- **Planning** noted that a Water Availability Letter was issued for the Preliminary PUD Master plan on December 18th, 2024, and only remained valid from 120 days. The applicant has noted that impact fees have been paid to CPWS to secure water availability for the site.
- **Engineering** noted that this Final PUD Master plan is subject to traffic impact study and to indicate hatching to the PUDE for clarity. The applicant responded by showing a cross-hatched area that will serve as the internal drive on the Preliminary Plat.
- **Columbia Water** indicated that the water availability letter was issued on **December 18th, 2024,** and remains valid for 120 days. Further communication with the applicant and CPWS has indicated that impact fees will be paid to CPWS to secure water in lieu of an updated Water Availability Letter.

COMMENTS FROM PLANNING STAFF

This Final PUD Master Plan adheres to all standards of the previously approved Preliminary PUD Master Plan with added conditions from removal of wall signage and durable fence material.

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 **8.5.21.Q**, & **8.5.21.R**, the City of Columbia Zoning Ordinance have been satisfied, and recommend approval of the Final Planned Unit Development Master Plan as presented *[subject to technical comments and other conditions presented by planning staff*].

Approve Subject to Conditions:

Move to find, based on the information presented by the applicant and the analysis provided by city staff, that the criteria listed in sections **8.5.21.B**, **8.5.21.M**, of the City of Columbia Zoning Ordinance have been satisfied, and recommend approval of the Final Planned Unit Development Master Plan, subject to the following conditions: [*list conditions of approval crafted by Planning Commission*].

Deny:

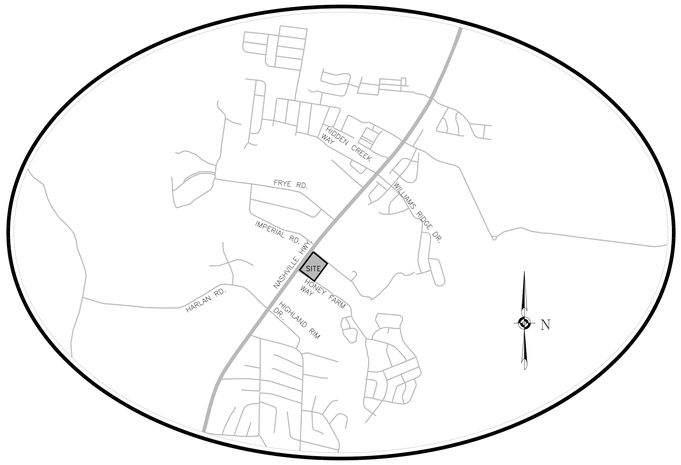
Move to recommend denial of the Preliminary Planned Unit Development Master Plan having found, based on the information presented by the applicant and the analysis provided by city staff, that the criteria listed in sections**8.5.19** of the City of Columbia Zoning Ordinance, are not satisfied [*list 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.

FINAL 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:

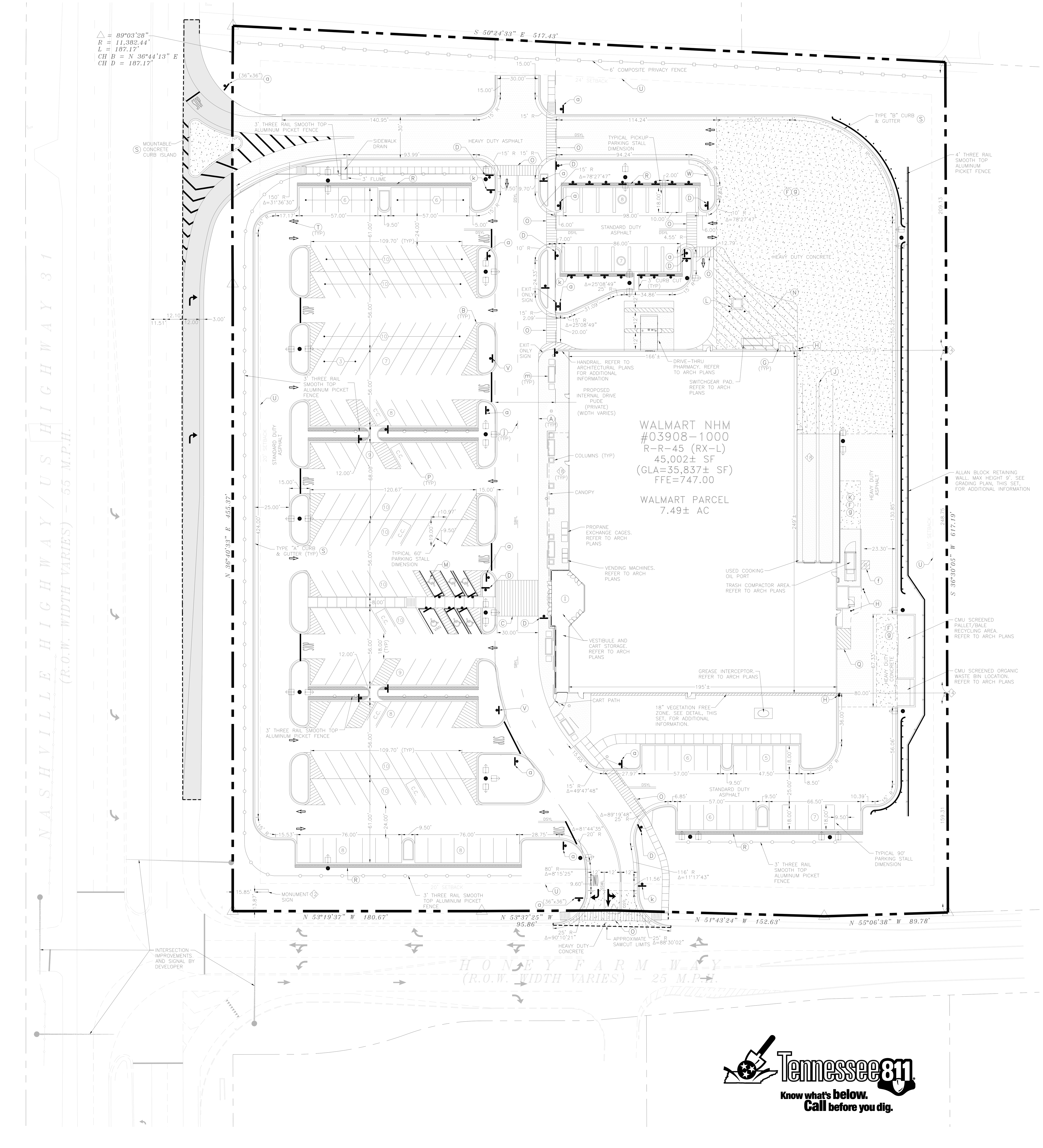
CARLSON CONSULTING ENGINEERS, INC.
7068 Ledgestone Commons, Bartlett, TN 38133
Phone (901) 384-0404 • Fax (901) 384-0710
oliviadupuy@carlsonconsulting.net

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.



Know what's below. Call before you dig.

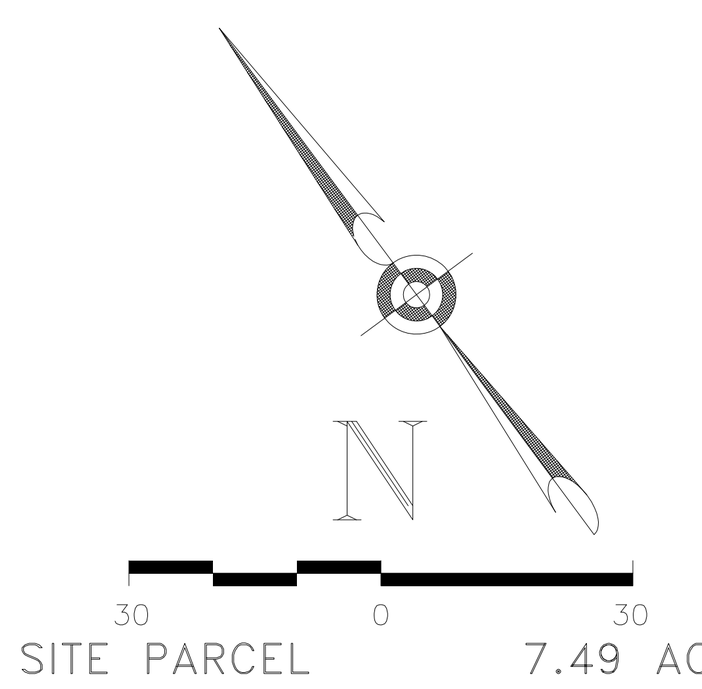
SITE ANALYSIS TABLE	PROPOSED (TOTAL)
TOTAL BUILDING AREA RETAIL FOOD SALES USABLE FLOOR AREA (UFA) GENERAL RETAIL SALES USABLE FLOOR AREA (UFA)	45,002 S.F. 22,628 S.F. 6,936 S.F.
REQUIRED PARKING RATIO FOR RETAIL FOOD SALES (PER CITY OF COLUMBIA) REQUIRED PARKING FOR RETAIL FOOD SALES (PER CITY OF COLUMBIA)	1 SPACE PER 200 UFA 114 SPACES
REQUIRED PARKING RATIO FOR GENERAL RETAIL SALES (PER CITY OF COLUMBIA) REQUIRED PARKING FOR GENERAL RETAIL SALES (PER CITY OF COLUMBIA)	1 SPACE PER 500 UFA 14 SPACES
TOTAL REQUIRED PARKING (PER CITY OF COLUMBIA)	128 SPACES
CUSTOMER AND ASSOCIATE PARKING ACCESSIBLE PARKING EV PARKING PICKUP PARKING CART CORRALS (NOT INCLUDED IN PARKING COUNTS BELOW)	172 SPACES 8 SPACES 0 SPACES 15 SPACES 6 CORRALS/6 SPACES
TOTAL PARKING EXCLUDING PICKUP STALLS PARKING RATIO EXCLUDING PICKUP STALLS	180 SPACES 4.00/1,000 S.F.
TOTAL PARKING INCLUDING PICKUP STALLS PARKING RATIO INCLUDING PICKUP STALLS	195 SPACES 4.33/1,000 S.F.

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 AFFIRMS THAT ADEQUATE FUNDS HAVE BEEN INCLUDED TO ADDRESS THIS REQUIREMENT.
- (B) AREA STRIPED AT SSYL/4" AT 45° @ 2'-0" O.C.
- (C) VESTIBULE CROSSWALK STRIPING. 6" WHITE STRIPES 90°-2' O.C. (TYP), W/8" END STRIPES. SEE "VESTIBULE CROSSWALK STRIPING" DETAIL, THIS SET, FOR ADDITIONAL INFORMATION.
- (D) PEDESTRIAN CROSSING SIGN TYPICAL AT PEDESTRIAN CROSSWALKS AS NOTED ON PLANS.
- (E) RESERVED
- (F) CONCRETE JOINTING AND FILLERS TO BE COMPLETED PER DETAIL (TYPICAL OF ALL EXTERIOR CONCRETE EXCLUSIVE OF ARCHITECTURAL CONCRETE).
- (G) EXIT PORCH. SEE ARCHITECTURAL PLANS FOR EXACT SIZE, LOCATION FOR STOOPS, STAIRS AND/ OR RAMPS THAT MAY BE REQUIRED. RAMP PAVEMENT FLUSH WITH THE TOP OF STOOP. THE PAVEMENT SHALL BE FLUSH WITH THE SURFACE OF THE EXIT PORCHES AT ALL DOORS. SEE GRADING PLAN FOR ELEVATIONS.
- (H) 6" DIA PIPE BOLLARD TYPICAL UNLESS NOTED OTHERWISE. SEE DETAIL SHEET.
- (I) AT GRADE OVERHEAD DOOR LOCATION. SEE ARCHITECTURAL PLANS FOR EXACT SIZE AND LOCATION FOR COORDINATION WITH CIVIL PLANS.
- (J) 4" WIDE x 130' LONG YELLOW PAINTED TRUCK ALIGNMENT STRIPES TYPICAL.
- (K) HEAVY DUTY CONCRETE "LANDING AREA" (ORIENT FOR TRUCK LOADING). REFER TO ARCHITECTURAL PLAN FOR EXACT LOCATION AND SLOPE.
- (L) CONCRETE TRANSFORMER PAD. CONTRACTOR TO COORDINATE WITH LOCAL POWER COMPANY FOR DETAILS.
- (M) ACCESSIBLE PARKING SPACE. SEE DETAIL SHEET FOR ACCESSIBLE PARKING SPACE SIZE, SIGN AND SYMBOL ("VAN"-INDICATES VAN ACCESSIBLE SPACE).
- (N) AREA STRIPED AT SSYL/4" AT 45° @ 5'-0" O.C.
- (O) 7'-4" WIDE PEDESTRIAN CROSSWALK. SEE DETAIL SHEET.
- (P) CART CORRAL TYPICAL. SEE DETAIL SHEET FOR CART CORRAL DETAIL.
- (Q) 10' X 15' STRIPED AREA PAINTED SSYL/4" AT 45° @ 2'-0" O.C. AT JIB CRANE LOCATION. SEE ARCHITECTURAL PLANS.
- (R) 2' BUFFER FOR CAR OVERHANG – REFERENCE LANDSCAPE BUFFER DETAIL. SEE DETAIL SHEET.
- (S) ALL CURBS SHALL BE CONCRETE CURB AND GUTTER U.N.O. SEE DETAIL SHEET FOR ADDITIONAL INFORMATION.
- (T) ARROW PAVEMENT MARKINGS TYPICAL. SEE DETAIL SHEET.
- (U) BUILDING SETBACK LINE PER ZONING ORDINANCE.
- (V) "NO PARKING FIRE LANE" SIGN. SEE PLAN FOR LOCATION.
- (W) 3' HEAVY DUTY CONCRETE BUFFER FOR LANDSCAPE PROTECTION. SEE DETAIL SHEET.
- (X) RESERVED.
- (Y) "NO TRUCKS" SIGN. SEE DETAIL SHEET.
- (Z) "TRUCK ROUTE" SIGN. SEE PLAN FOR LOCATION.
- (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.

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.



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
- 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%.

SIGN EXCLUSION AREA REQUIREMENT

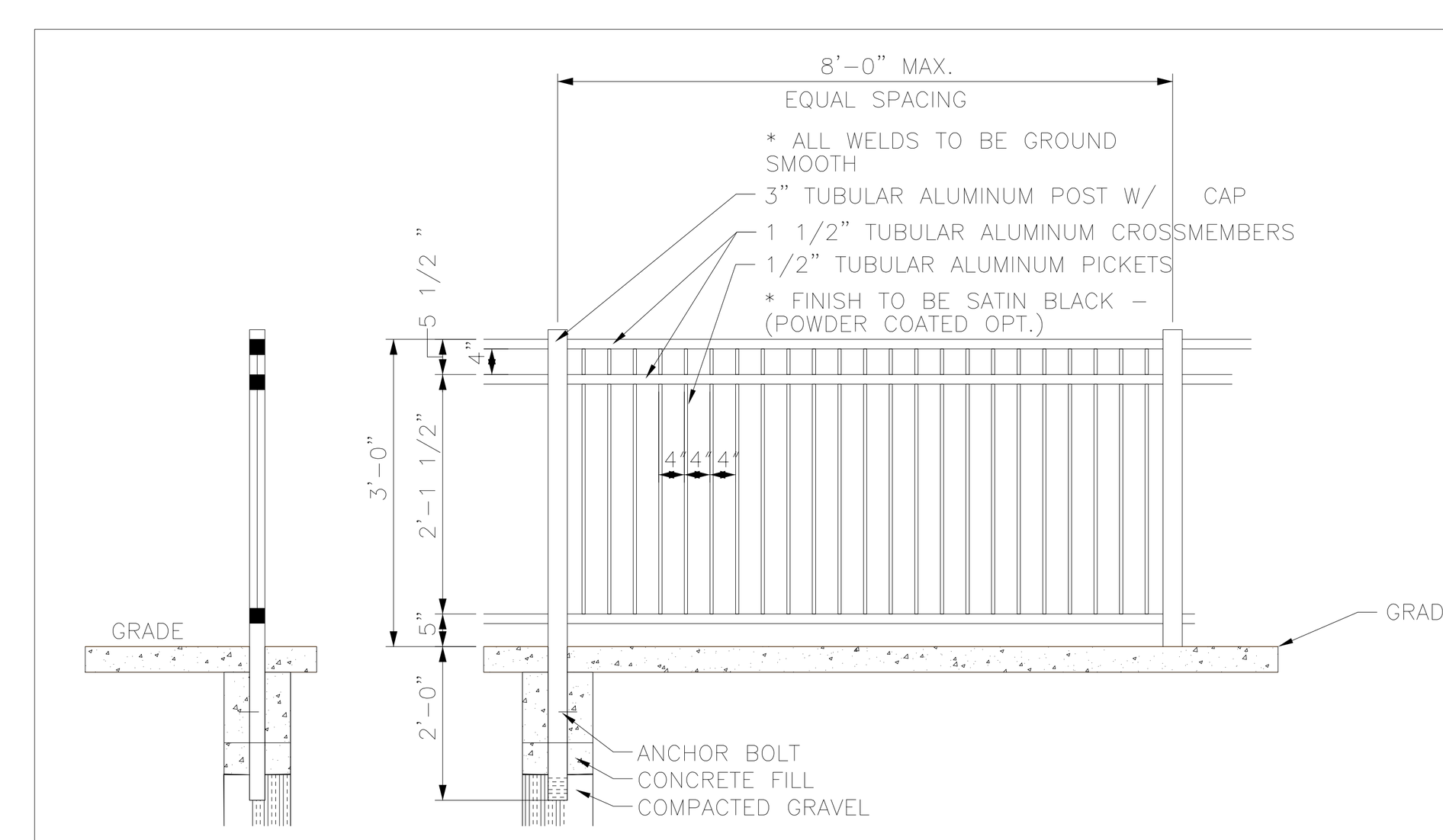
ALL SIGNS SHALL BE LOCATED OUTSIDE OF THE SIGN EXCLUSION AREA.

FOR STOP SIGNS, THE SIGN EXCLUSION AREA IS 4' FROM THE EDGE OF THE TRAVEL LANE TO THE CENTER OF THE SIGN BASE IN ALL DIRECTIONS, INCLUDING ALONG CURB AND STRIPED ISLAND RADII.

FOR ALL OTHER SIGNS, THE SIGN EXCLUSION AREA IS 9' FROM THE EDGE OF THE TRAVEL LANE TO THE CENTER OF THE SIGN BASE FOR ALL PARKING AISLE DRIVES AND 4' FROM THE EDGE OF THE TRAVEL LANE TO THE CENTER OF THE SIGN BASE FOR THE BFR, OCR, ENTRANCE DRIVES, AND ALL OTHER DRIVES.

EDGE OF TRAVEL LANE FOR THIS PURPOSE IS DEFINED AS THE CENTER OF STRIPE, FACE OF CURB, OR EDGE OF BUILDING SIDEWALK AS APPLICABLE.

REFER TO DETAILS FOR ADDITIONAL INFORMATION. SIGNS NOT INSTALLED IN THE PROPER LOCATIONS WILL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

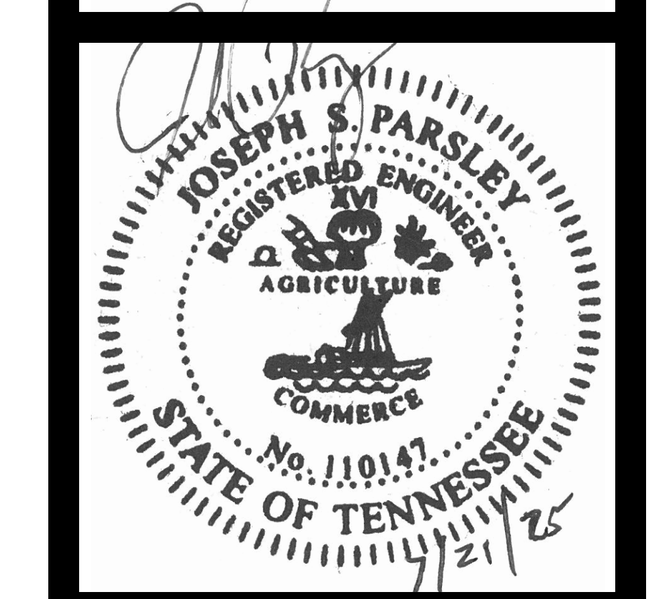


THREE RAIL SMOOTH TOP ALUMINUM PICKET FENCE

SITE PLAN

REVISIONS	BY

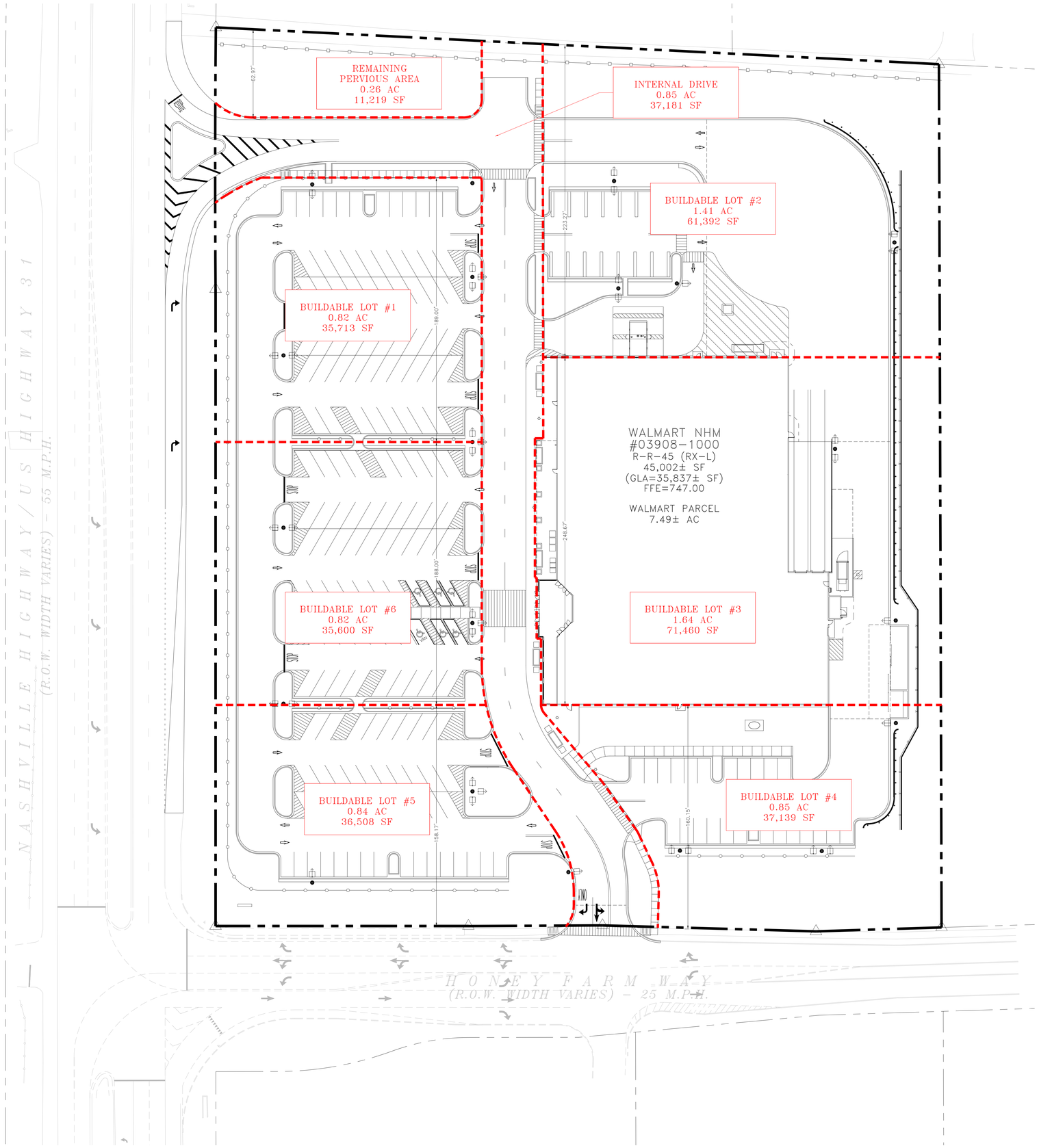
CARLSON CONSULTING ENGINEERS, INC.
7068 LEDGESTONE COMMONS
BARTLETT, TENNESSEE 38133
PH. (901) 384-0404 • FX. (901) 384-0710
TN CORPORATION #355643



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	3/24/25
SCALE	1"=30'
JOB No.	03908-1000
SHEET	2 OF 8 SHEETS



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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 DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION	INTERNAL DRIVE COMMERCIAL AND MIXED-USE	DATE 7/1/2024
STANDARD DETAILS	(NTS)	DS-39

INTERNAL DRIVE LAYOUT

REVISIONS	BY

CARLSON CONSULTING ENGINEERS, INC.
7068 LEDGESTONE COMMONS
KNOXVILLE, TENNESSEE 37919
PH: (901) 384-0425 FAX: (901) 384-0710
TN CORPORATION #355643

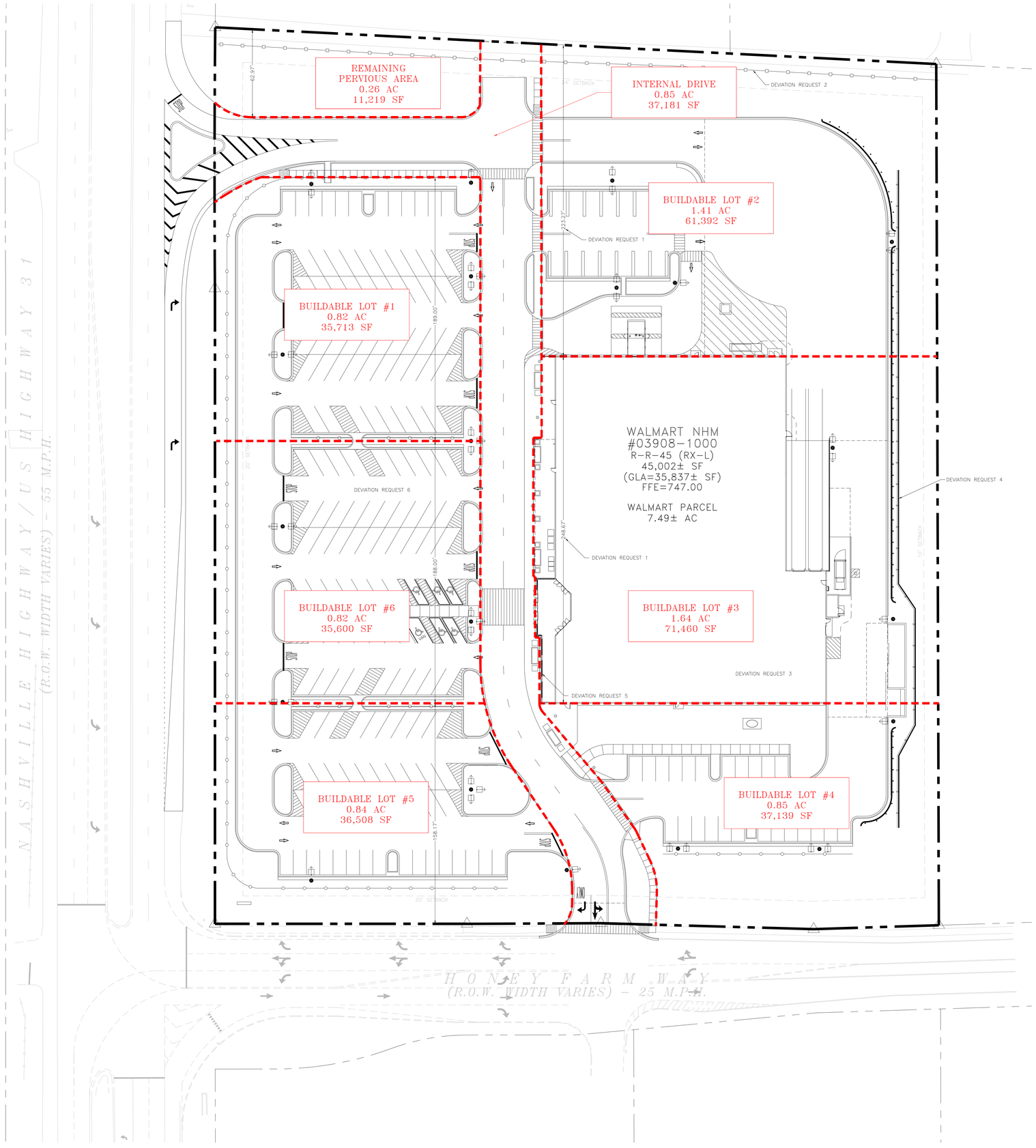
JOSEPH S. PARKER REGISTERED ENGINEER AGRICULTURE COMMERCE No. 119147 STATE OF TENNESSEE

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
3/24/25
SCALE
1"=30'
JOB No.
03908-1000
SHEET
3 OF 8 SHEETS



PUD DEVIATION REQUESTS

REVISIONS	BY

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REGISTERED ENGINEER
AGRICULTURE
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No. 119147
STATE OF TENNESSEE

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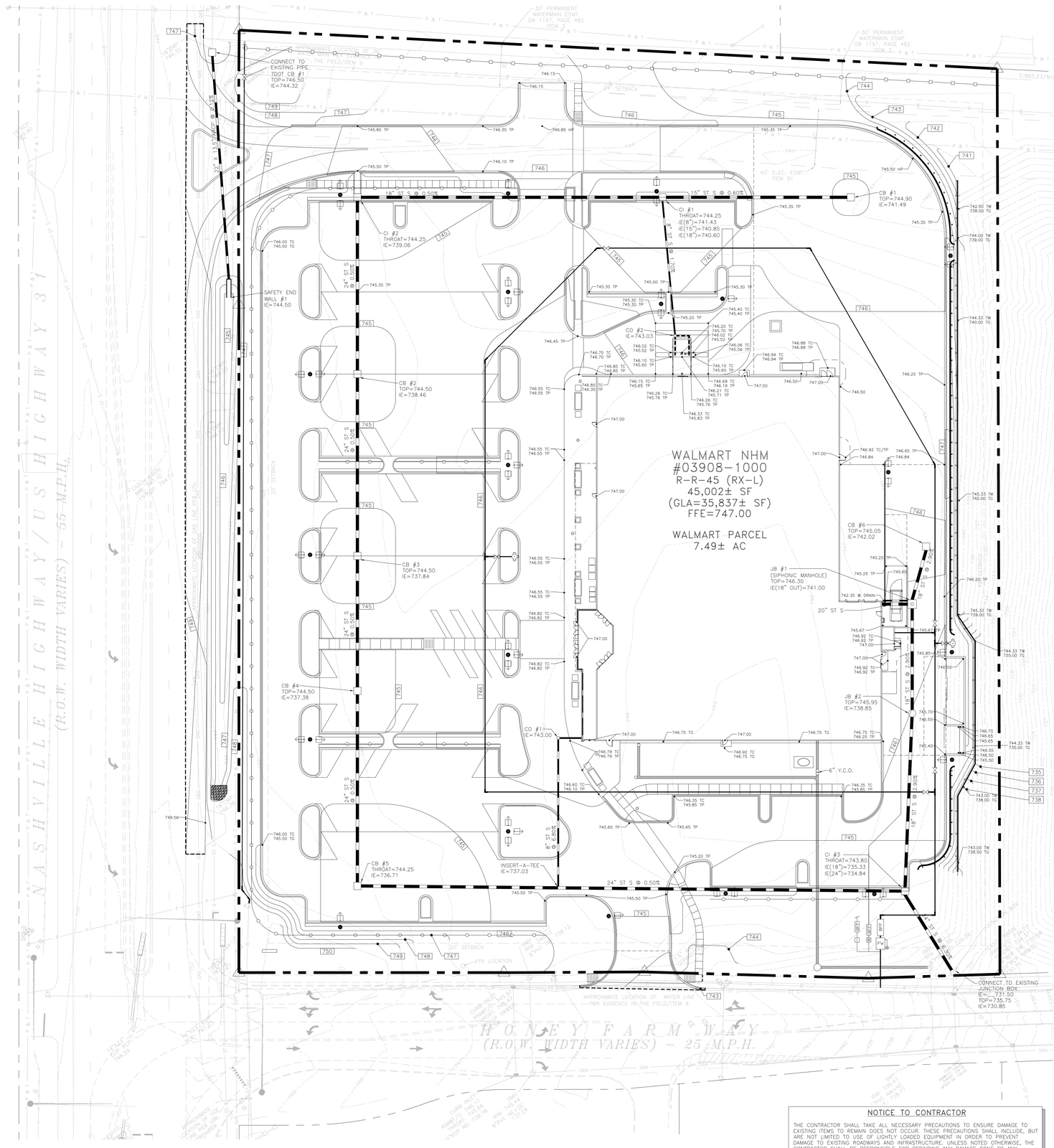


SITE BUILDING AREA–FOUNDATION SUBSURFACE PREPARATION
WAL-MART– NEIGHBORHOOD MARKET #03908
COLUMBIA, TENNESSEE
5/13/2025

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. THE EXISTING FILL MATERIAL SHOULD BE COMPLETELY REMOVED WITHIN THE BUILDING FOOTPRINT AND DELETERIOUS MATERIALS SHOULD BE REMOVED PRIOR TO REPLACEMENT AS FILL MATERIAL. THE EXISTING FILL MATERIAL MAY BE USED TO A DEPTH OF 2 FEET BELOW FINISHED SLAB SUBGRADE AND BOTTOM OF FOUNDATIONS. ONCE THE ELEVATION IS AT 2 FEET BELOW FINISHED SUBGRADE, THE TOP 12 INCHES OF REPLACED FILL MATERIAL SHOULD BE CHEMICALLY STABILIZED USING A LIME TREATMENT PROCESS CONSISTING OF 3 TO 4 PERCENT LIME. THE REMAINING TWO FEET OF FILL MATERIAL SHOULD CONSIST OF APPROVED FILL MATERIAL. THE SUBGRADE MATERIAL SHOULD PROOFROLL AS FIRM AND UNYIELDING. THE UPPER 1 FOOT OF SUBGRADE SHOULD BE COMPACTED TO AT LEAST 100% MAXIMUM DRY DENSITY PER ASTM D698. 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, UPPER 2 FEET	<25 MAX.>	<45 MAX.>
BUILDING AREA, BELOW UPPER 2 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 STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D698) AT A MOISTURE CONTENT WITHIN 2 PERCENT BELOW TO 3 PERCENT ABOVE THE OPTIMUM.

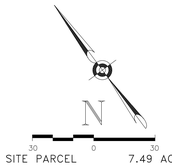
THE UPPER 12 INCHES OF SUBGRADE SHALL BE PLACED IN LOOSE LIFTS NOT EXCEEDING 6 INCHES IN THICKNESS AND COMPACTED TO AT LEAST 100 PERCENT OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D698) AT A MOISTURE CONTENT WITHIN 2 PERCENT BELOW TO 3 PERCENT ABOVE THE OPTIMUM.

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 MAY 13, 2025 (GEOTECHNICAL REPORT IS FOR INFORMATION ONLY AND IS NOT A CONSTRUCTION SPECIFICATION)

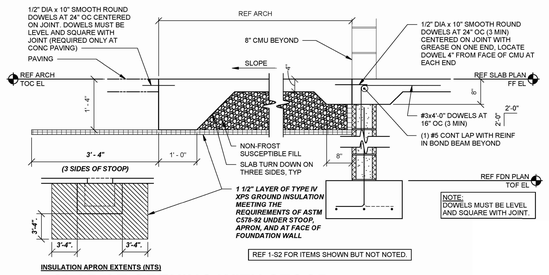
NOTES:

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.

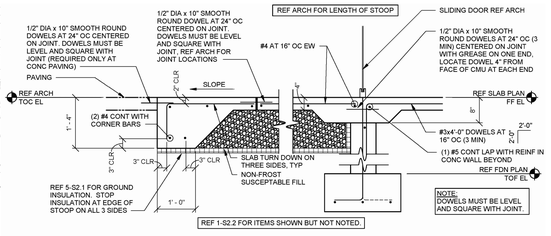


LEGEND

- 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



5 SLAB AT OPENING WITH STOOP



6 SLAB AT VESTIBULE STOOP

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.

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.

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

GRADING PLAN

REVISIONS	BY

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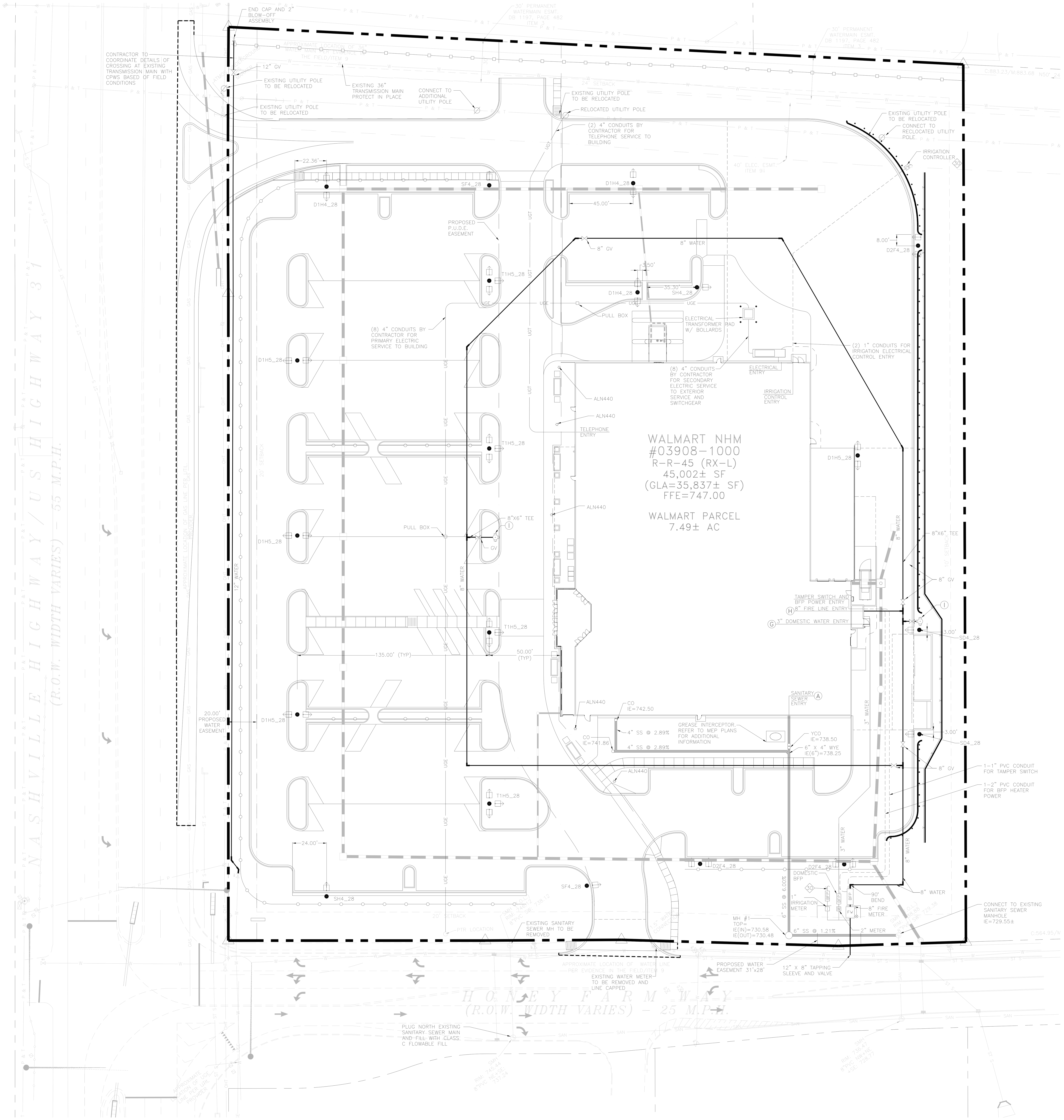

LEGEND

- 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) RESERVED

(M) RESERVED

(N) RESERVED

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. PUBLIC WATER SYSTEM CONSTRUCTION AND MATERIALS SHALL CONFORM TO THE STANDARD SPECIFICATIONS OF THE COLUMBIA POWER AND WATER SYSTEMS (CPWS) MOST CURRENT EDITION.
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.
31. NO TREES SHALL BE PLANTED WITHIN A WATERLINE EASEMENT. NO TREES SHALL BE PLANTED WITHIN 6' OF ANY WATER MAIN.
32. NO CONSTRUCTION OF WATER INFRASTRUCTURE OR EXCAVATION NEAR EXISTING WATER SYSTEM INFRASTRUCTURE MAY TAKE PLACE PRIOR TO THE PRE-CONSTRUCTION MEETING WITH CPWS WATER ENGINEERING. THE CONTRACTOR SHALL CONTACT CPWS WATER ENGINEERING A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION.
33. ONLY CPWS PERSONNEL MAY OPERATE PUBLIC WATER SYSTEM. CONTRACTOR SHALL NOT OPERATE (OPEN/CLOSE) ANY VALVES, EXPOSE WATER MAINS, OR ATTEMPT TO CONNECT TO THE EXISTING SYSTEM WITHOUT EXPRESS PERMISSION AND UNDER THE SUPERVISION OF THE CPWS INSPECTOR.

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
	4	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
	4	T1H5-28	3 @ 90°	0.837	3-EALS035H5SM750NDD1BLCKF 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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Know what's below.
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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

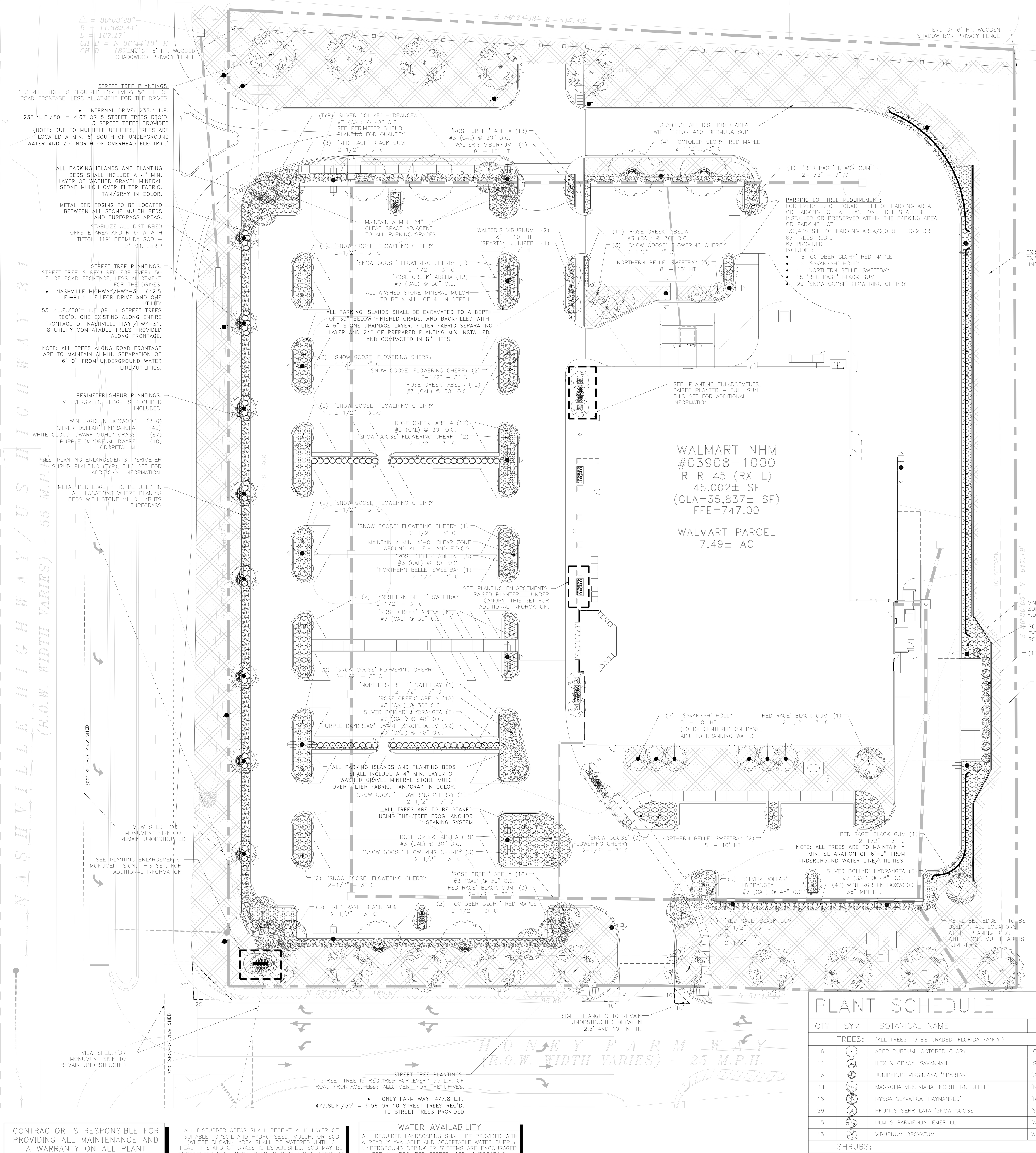
JOSEPH S. PARSLEY, REGISTERED ENGINEER, No. 110147, STATE OF TENNESSEE

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: 3/24/25
SCALE: 1"=30'
JOB No.: 03908-1000
SHEET: 6 OF 8 SHEETS



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.

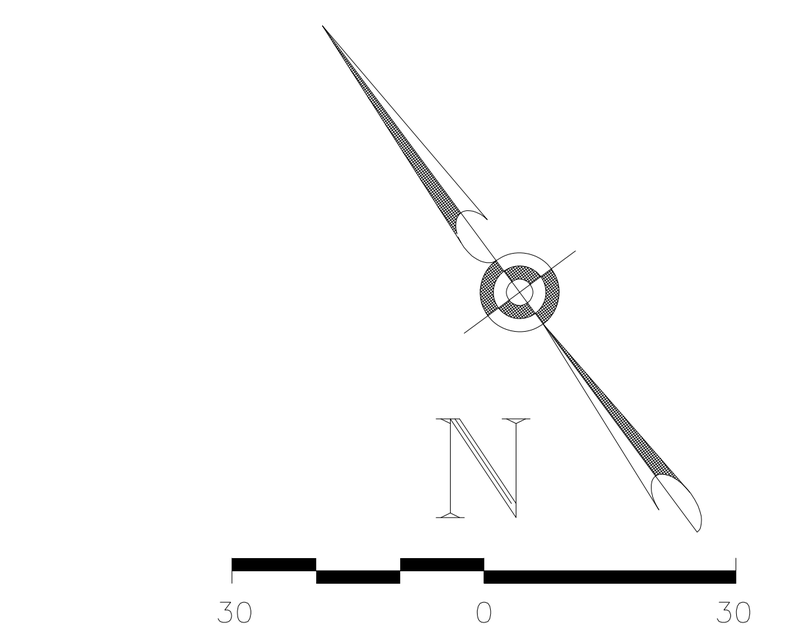
d. PARKING ISLANDS SHALL CONTAIN A MINIMUM OF ONE (1) SHADE TREE FOR EVERY SINGLE ISLAND. IF A PARKING ISLAND IS DOUBLE LENGTH OR WIDTH, THEN TWO (2) SHADE TREES SHALL BE REQUIRED.
PARKING ISLAND TREES ARE INCLUDED. TREE TYPES SELECTED FOR ADEQUATE HEALTH FOR GROWING AREA ALLOTTED.

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.



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 ZONING MAY ACCEPT PLANTER BOXES IN LIEU OF FOUNDATION LANDSCAPING PLACED NEAR FRONTAGE.

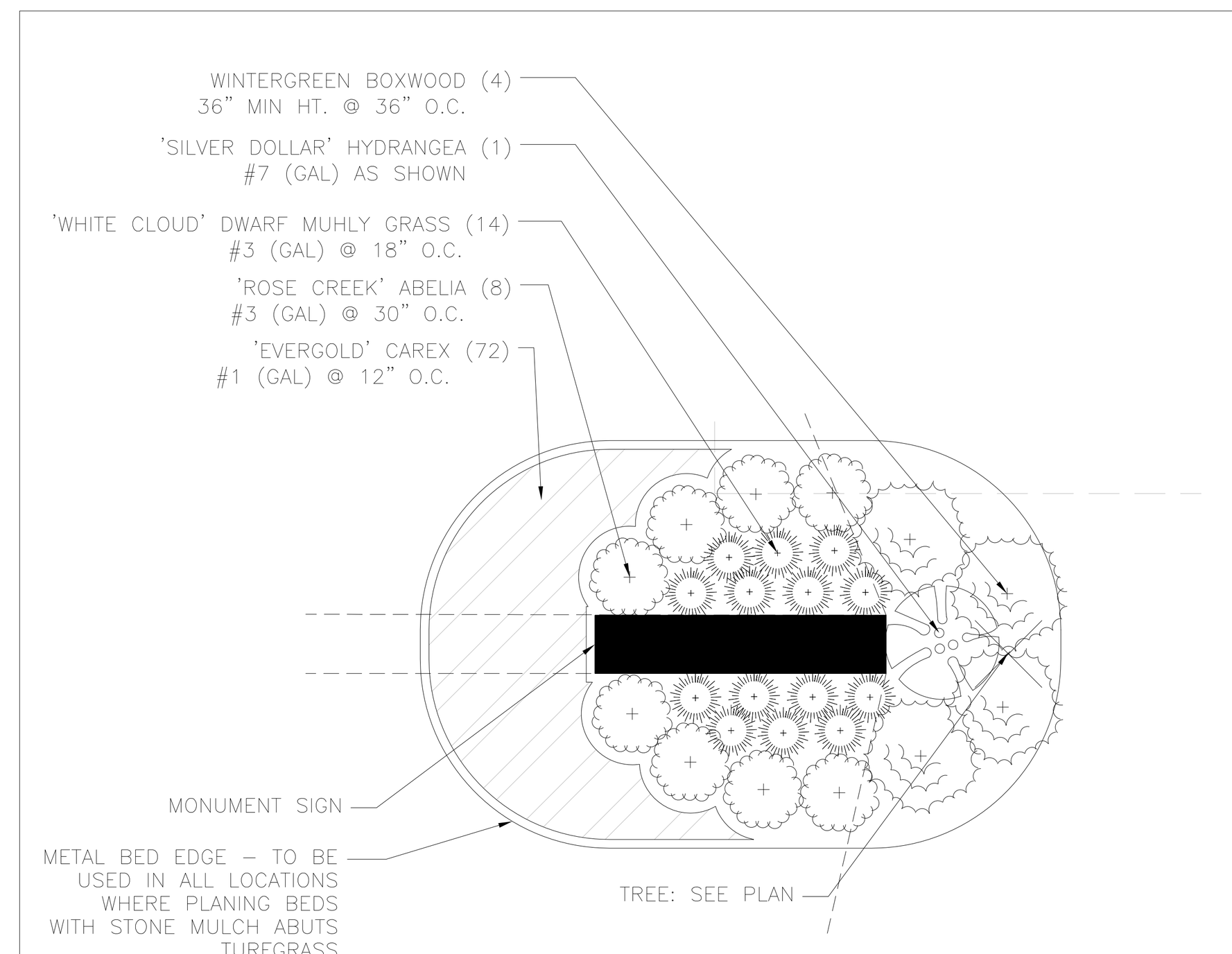
RAISED PLANTERS HAVE BEEN INCLUDED IN PLACE OF A CONTINUOUS FOUNDATION PLANTING BED ALONG THE SIDE FACING NASHVILLE HIGHWAY. THE SIDE FACING THE FRONTAGE OF HONEY FARM WAY HAS A BROAD OPEN SPACE AREA WITH TREES. THE OTHER TWO SIDES OF THE BUILDING INCLUDE THE LOADING ZONE AND FLY THRU PICK UP LANES AND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

ALL LANDSCAPE PLANTINGS SHALL BE FULLY IRRIGATED

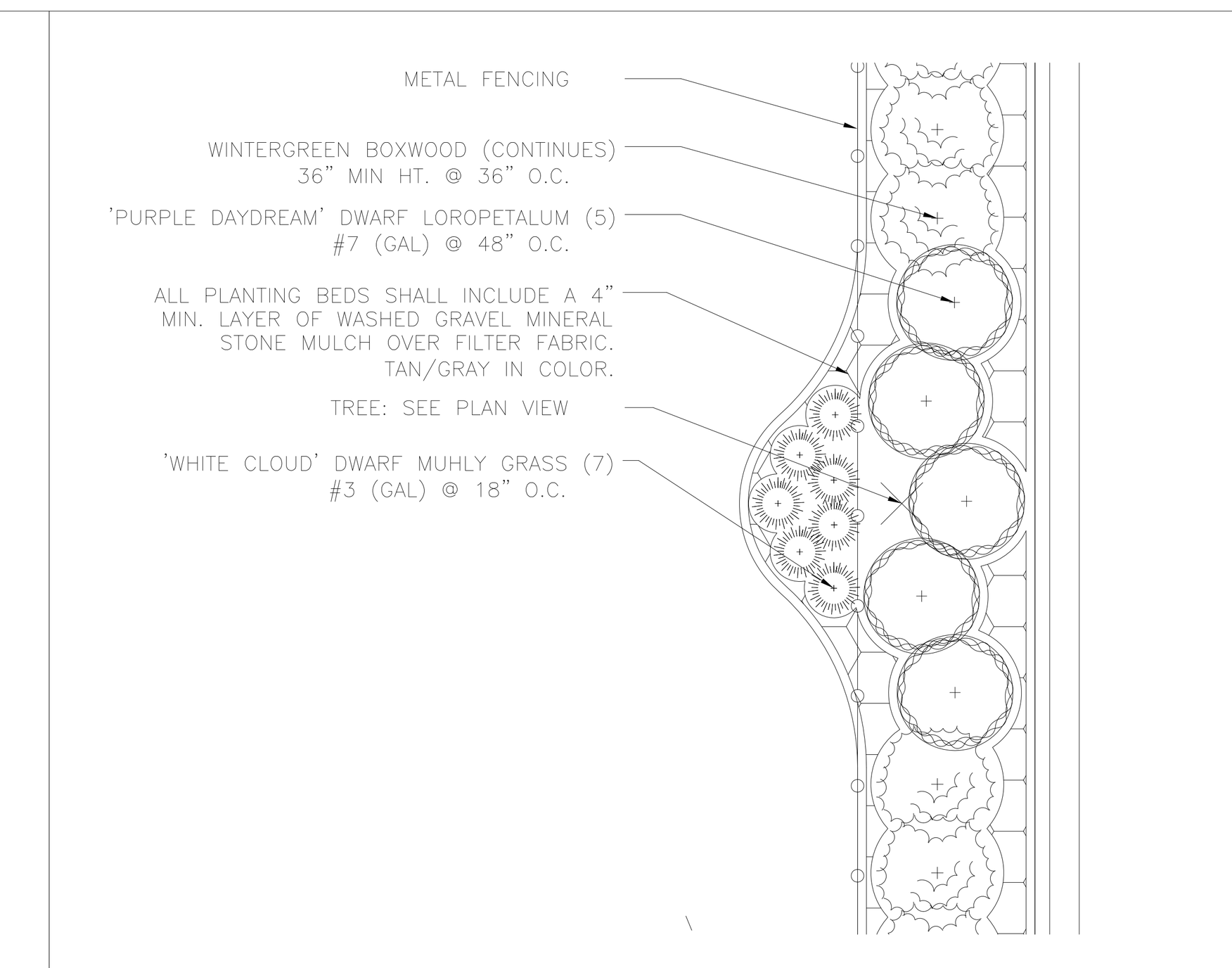
THE CONTRACTOR SHALL INCLUDE A PERMANENT IN-GROUND IRRIGATION SYSTEM THAT INCLUDES ENVIRONMENTAL SENSORS THAT REGULATE THE WATERING SCHEDULE TO ALL LANDSCAPE AREAS. THE IRRIGATION SYSTEM SHALL BE AN AUTOMATICALLY CONTROLLED SYSTEM THAT PROVIDES FULL COVERAGE OF ALL INSTALLED PLANTINGS AND UTILIZES A 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: MONUMENT SIGN SCALE: 1" = 10'



PLANTING ENLARGEMENTS: PERIMETER SHRUB PLANTING (TYP) 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 'SPARTAN'	'SPARTAN' JUNIPER	6' - 7' 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
25		HYPERICUM CALYCINUM	CREEPING ST. JOHN?S WORT	#1 (GAL)/8" - 12" HT	24" O.C.	CONT	ROUND, FULL HEAD
152		CAREX OSHIMENSIS 'EVERGOLD'	'EVERGOLD' CAREX	#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.

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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 REGISTERED LANDSCAPE ARCHITECT TENNESSEE NO. 0653
July 21.25

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 3/24/25
SCALE 1"=30'
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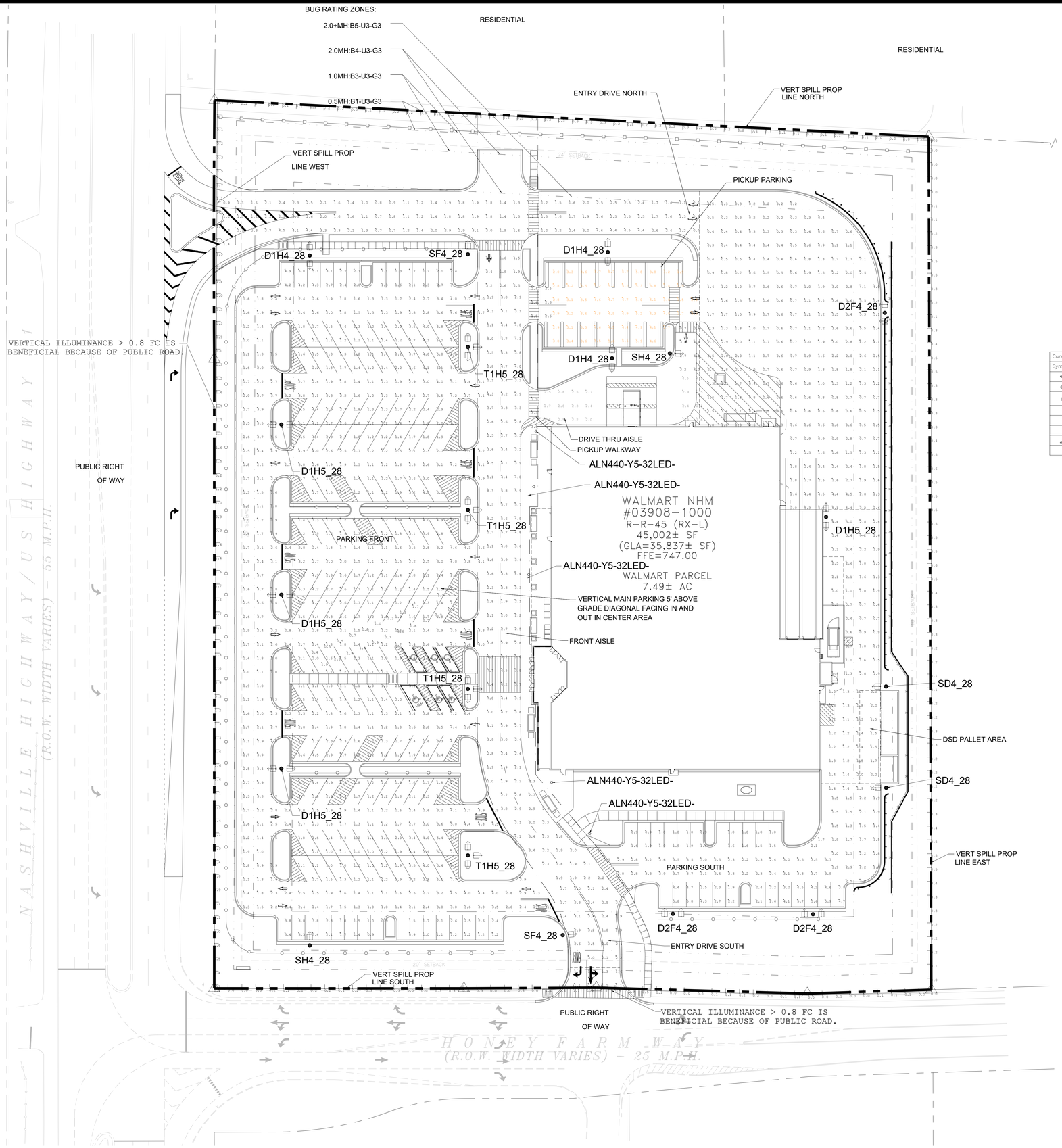
SHEET 7 OF 8 SHEETS

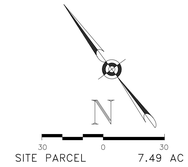


LED STATISTICS SHOWN ARE AT 50000 HOURSL93 RATING (~12 YEARS @ 12 HRS/DAY).

THE POPULATION STILL EMITS 93% OF INITIAL LUMENS. THE LUMINAIRE HAS NOT FAILED. IT IS STILL OPERATING WITH A REDUCED LIGHT OUTPUT. L93 = OPERATING HOURS AT WHICH AN AVERAGE OF 7% OF INITIAL LUMENS HAVE BEEN LOST IN A TESTED POPULATION OF LED PLATFORMS.

IN COMPARISON, NON-LED LUMINAIRES ARE RATED WITH MEAN LUMENS MEASURED AT 40-50% OF RATED LIFE, DEPENDING ON TECHNOLOGY, AND RATED LIFE OF B50, WHERE B50 = OPERATING HOURS AT WHICH 50% OF A TESTED POPULATION OF LAMPS HAVE FAILED.

MATURE SIZE OF THE TREES AT 10-YEAR GROWTH HAVE BEEN MODELED AS OBJECTS INTO THE PHOTOMETRIC PLAN.



Current Luminaire Schedule

Symbol	Qty	Label	Arrangement	LLF	Description	Arr. Watts	Arr. Lum. Lumens	BUG Rating
	3	D1H4_28	D180	0.837	2-EALS035H4AF750ND01BLCKF 25ft pole on 3ft base	280	40000	B3-U0-G3
	4	D1H5_28	D180	0.837	2-EALS035H5SM750ND01BLCKF 25ft pole on 3ft base	280	40000	B4-U0-G2
	3	D2F4_28	ROTATED OPTICS	0.837	1-EALS035F4AF750ND01BLCKFS1 & 1-EALS035F4AF750ND01BLCKFS2 25ft pole on 3ft	232	30000	B2-U0-G2
	2	SD4_28	SINGLE	0.837	1-EALS035D4AF750ND01BLCKF 25ft pole on 3ft base	70	10000	B2-U0-G2
	2	SF4_28	SINGLE	0.837	1-EALS035F4AF750ND01BLCKF 25ft pole on 3ft base	116	15000	B2-U0-G2
	2	SH4_28	SINGLE	0.837	1-EALS035H4AF750ND01BLCKF 25ft pole on 3ft base	140	20000	B3-U0-G3
	4	T1H5_28	3 @ 90°	0.837	3-EALS035H5SM750ND01BLCKF 25ft pole on 3ft base	420	60000	B4-U0-G2
	5	ALN440-Y5-32LED-5K-700	SINGLE	0.837	ALN440-Y5-32LED-5K-700-BLT 12ft pole	74.9	5700	B3-U3-G3

Calculation Summary Illuminance Foot-candles

Label	Avg	Max	Min	Avg/Min	Max/Min	# Pts
Drive-Thru Aisle	2.66	4.5	1.6	1.66	2.81	20
DSD Pallet Area	1.49	2.2	1.1	1.35	2.00	32
Entry Drive North	1.95	4.6	0.7	2.79	6.57	118
Entry Drive South	2.19	3.6	1.1	1.99	3.27	34
Front Aisle	3.64	8.5	1.8	2.02	4.72	135
OPD Parking	4.07	5.9	1.9	2.14	3.11	59
OPD Walkway	2.80	3.5	2.4	1.17	1.46	9
Parking Front	2.49	8.4	0.8	3.11	10.50	755
Parking South	2.86	5.9	0.9	3.18	6.56	80
Rear Drive	1.62	5.5	0.2	8.10	27.50	326
Vert Parking West In	0.95	1.7	0.4	2.38	4.25	10
Vert Parking West Out	1.15	2.3	0.6	1.92	3.83	11
Vert Spill Prop Line East	0.30	0.6	0.0	N.A.	N.A.	62
Vert Spill Prop Line North	0.17	0.3	0.0	N.A.	N.A.	52
Vert Spill Prop Line South	0.30	1.9	0.0	N.A.	N.A.	52
Vert Spill Prop Line West	0.96	1.7	0.0	N.A.	N.A.	65

PHOTOMETRICS PLAN

REVISIONS | BY

CARLSON CONSULTING ENGINEERS, INC.
7088 LEDGESTONE COMMONS
BARTLETT, TENNESSEE 38133
PH: (901) 384-0040 ♦ FAX: (901) 384-0710
TN CORPORATION #355643

JOSEPH S. PARKER 115147 REGISTERED ENGINEER AGRICULTURE CONSTRUCTION COMMERCE 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
3/24/25
SCALE
1"=30'
JOB No.
03908-1000
SHEET
8 OF 8 SHEETS

CARLSON CONSULTING ENGINEERS, INC.

July 21, 2025

City of Columbia
700 N Garden Street
Columbia, TN 38401

Re: Final PUD Civil Design Summary
#03908-1000 Walmart Neighborhood Market

To Whom It May Concern:

This letter serves as a summary of the notable design changes made from the Preliminary PUD submittal that have been coordinated with the Planning Staff:

1. The proposed privacy fence along the northern border of the property has been updated from a 6-foot wooden shadow box fence to a 6-foot Winchester Grey composite fence. While maintaining the appearance of wood, the composite material offers a more durable, low-maintenance alternative.

2. The proposed retaining wall was coordinated with staff to be composed of the AB Europa Collection Allan Block.

3. To establish the parking lot as the principal use, the site was further subdivided into additional building lots to meet the building site width requirement. As a result, the required screening and landscaping were incorporated into the landscaped islands within the parking lot to separate these building sites.

4. The design has incorporated planter boxes and tree wells along the store front to account for the required 'Planter Strip' for the Internal Drive.

5. Please see the 'Final PUD Architectural Design Summary' for architectural related changes to the site.

6. Per coordination with CPWS, a utility easement has been delineated around the water meters.

7. Per coordination with CPWS, underground electric has been rerouted to connect to the switchgear that will be constructed on-site.

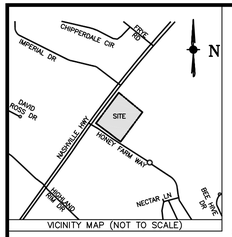
8. Per comments from wastewater, notes have been added to the utility plan to plug and abandon sewer main that will not be utilized.

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.

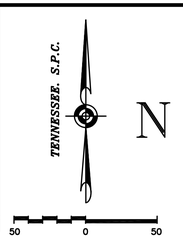
Thank you,

Olivia DuPuy

Olivia DuPuy, EI
Carlson Consulting Engineers, Inc.



VICINITY MAP (NOT TO SCALE)



FLOOD NOTE:

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.

LINE TABLE		
LINE #	LENGTH	BEARING
L1	25.55	N53° 37' 25"W
L2	9.60	N36° 40' 33"E
L3	53.57	N2° 43' 15"E
L4	345.39	N36° 40' 33"E
L5	157.13	N53° 19' 27"W
L6	3.27	N84° 47' 28"W
L7	154.29	S53° 19' 27"E
L8	41.26	N36° 40' 33"E
L9	43.93	S50° 24' 33"E
L10	282.17	S36° 40' 33"W
L11	6.00	N53° 19' 27"W
L12	99.51	S36° 40' 33"W
L13	1.29	S53° 19' 27"E
L14	43.68	S36° 40' 33"W
L15	3.08	S53° 19' 27"E
L16	50.12	S36° 40' 33"W
L17	67.15	S3° 31' 40"E
L18	40.70	S1° 22' 38"W
L19	22.49	S11° 25' 49"W
L20	23.07	S38° 17' 38"W
L21	39.53	N51° 43' 24"W

CURVE TABLE				
CURVE #	LENGTH	RADIU	CH BEARING	CH LENGTH
C1	15.641	23.500	N55° 44' 36"E	15.35
C2	46.521	78.500	N19° 41' 54"E	45.84
C3	77.930	131.500	N19° 41' 54"E	76.79
C4	3.540	13.500	N29° 09' 46"E	3.53
C5	26.748	148.500	N79° 37' 52"W	26.71
C6	7.740	44.500	N89° 46' 26"W	7.73
C7	71.631	11382.440	N36° 45' 23"E	71.63
C8	25.156	60.000	S28° 28' 29"E	24.97
C9	21.206	13.500	N81° 40' 33"E	19.09
C10	0.806	94.500	S17° 14' 36"W	0.81
C11	5.132	22.500	S4° 53' 44"W	5.12
C12	23.443	50.000	S24° 51' 44"W	23.23

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
WV	WATER VALVE
ICV	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
WFF	WALL MOUNTED FLOOD LIGHT
E	ELECTRIC MANHOLE
EM	ELECTRIC METER
EPB	ELECTRIC PULLBOX
EV	ELECTRIC VAULT
T	TELEPHONE MANHOLE
TP	TELEPHONE PEDESTAL
TPB	TELEPHONE PULLBOX
CP	CABLE T.V. PEDESTAL
PP	POWER POLE
	GUY WIRE
TBM	TEMPORARY BENCHMARK
	SIGN

TRAFFIC CONTROL LEGEND

	HANDICAP PARKING
	PAINTED SOLID WHITE LINE
	PAINTED SOLID YELLOW LINE
	PAINTED DASHED WHITE LINE
	PAINTED DASHED YELLOW LINE
	TRAFFIC FLOW
	LEFT TURN ONLY LANE
	RIGHT TURN ONLY LANE
	STRAIGHT OR LEFT TURN LANE
	STRAIGHT OR RIGHT TURN LANE

LINE LEGEND

	EASEMENT LINE
	BUILDING SETBACK LINE
	PROPERTY LINE
OHT	OVERHEAD TELEPHONE
ST S	DRAIN. SEWER LINE TYPE AND SIZE
W	WATER LINE AND SIZE OF PIPE
SAN	SANITARY SEWER LINE AND SIZE
P	OVERHEAD POWER
P&T	OVERHEAD POWER & TELEPHONE CABLE
UGE	UNDERGROUND ELECTRIC CABLE
UGT	UNDERGROUND TELEPHONE CABLE
FO	UNDERGROUND FIBER OPTIC CABLE
GAS	GAS LINE AND SIZE
	FENCE
P&CATV	OVERHEAD POWER AND CATV

SITE DATA	
PROJECT NAME	REPLAT OF LOT 6 HONEY FARM CROSSING
PROJECT NUMBER	#03908-1000
ADDRESS	2248 NASHVILLE HWY, COLUMBIA, TN 38401
PARCEL ID	051 058
EXISTING ZONING	PLANNED UNIT DEVELOPMENT (PUD)
PROPOSED ZONING	PLANNED UNIT DEVELOPMENT (PUD)
EXISTING SITE AREA	7.49 ACRES
ROW RESERVATION	N/A
PROPOSED SITE AREA	7.49 ACRES
PROPOSED LOTS	1
PROPOSED DENSITY	N/A
BUILDING HEIGHT	24'
LOT WIDTH	N/A
SETBACKS	
FRONT	20'
SIDE	10'
REAR	24'

OWNER OF RECORD

WAL-MART REAL ESTATE BUSINESS TRUST, A DELAWARE STATUTORY TRUST
702 SW 8TH STREET
MAIL STOP 0505
BENTONVILLE, AR 72716-0505

MAP 51, PARCEL 058
PART OF LOT 6
PB P23, PG 218

APPLICANT

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

PRELIMINARY PLAT

REPLAT OF LOT 6 HONEY FARM CROSSING

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'	DRAWING FILE: WM	JOB No. PRELIMPLAT
DATE: 7/21/2025	DRAWN BY: JSL	SHEET 1 OF 1

CARLSON CONSULTING ENGINEERS, INC.

July 21, 2025

City of Columbia
700 N Garden Street
Columbia, TN 38401

Re: Water Availability Letter Update
#03908-1000 Walmart Neighborhood Market

To Whom It May Concern:

This letter acknowledges the current water availability letter has expired. Per coordination with staff, if the new water service fees are paid prior to the Planning Commission meeting, CPWS will issue an updated letter. We are currently in the process of securing payment.

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

DEVELOPMENT REVEW COMMITTEE MEETING
Tuesday, July 8, 2025

ITEM NO.
25-0219

DESCRIPTION: Walmart Neighborhood Market at Honey Farm Crossing

COMMENTS:

Planning

1. Please note any changes from approved plans by the Planning Commission to final PUD master Plan (if any).
2. Water Availability Letter uploaded expires 120 days from issuance on Dec 18 2024. Applicant noted that the client is in process on paying impact fees per CPWS coordination. Please provide proof pf payment of impact fees and/or updated WAL at resubmittal. A note from CPWS stating that fees have been paid to extend 1 year can suffice.
3. Provide Separate sheet for Final PUD Master Plan & Preliminary Plat

Engineering

4. Subject to Construction Plans and Traffic Impact Study
5. Apply a hatching to the PUDAE for visual clarity.

Public Works

6. Please see the attached City of Columbia Dumpster Guidelines & Accessibility Requirements regarding compactor guidelines. Private sanitation services must be utilized as the City does not offer compactor service.
7. 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.

8. 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

Police

9. No comments provided.

City Attorney

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

10. No comments provided.

Building

11. No comments provided.

Maury County Schools

12. No Comment.

Columbia Power

13. 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.

Duck River Electric Membership Corp

14. No comment.

Wastewater

15. Walmart will be required to abandon any on-site sanitary sewer mains and manholes per plan review, including an offsite main. These are the mains and manholes which were initially installed by previous developers for this parcel, and which Walmart does not currently have plans to utilize.

Fire

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

16. The water availability letter needs to match the required water letter. I have spoken with CPWS about this, and they will correct it.

Maury County Highway Dept.

17. No comment.

Columbia Water

18. A water availability letter was originally issued on December 18, 2024, and is expired, however an updated letter is in-process
at the time of this righting. 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.

Atmos Energy

19. No comments provided.

Maury County E911

20. No comments provided.

ATT

21. No comments provided.

CITY OF
COLUMBIA
TENNESSEE

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

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.

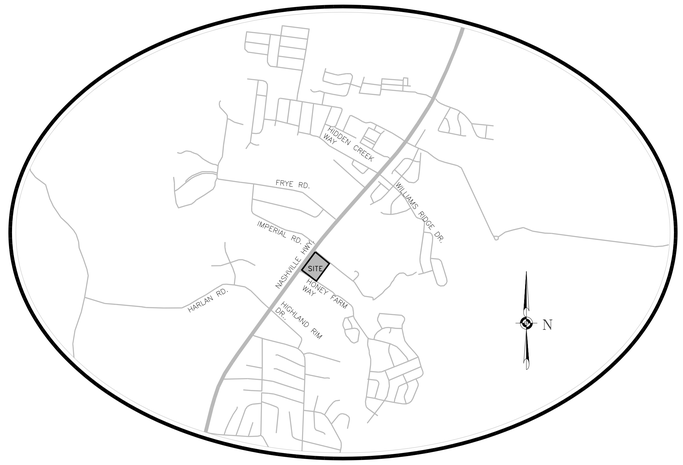
Please contact pkeltner@columbiatn.gov or srichardson@columbiatn.gov if you encounter difficulties with the online portal.

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:

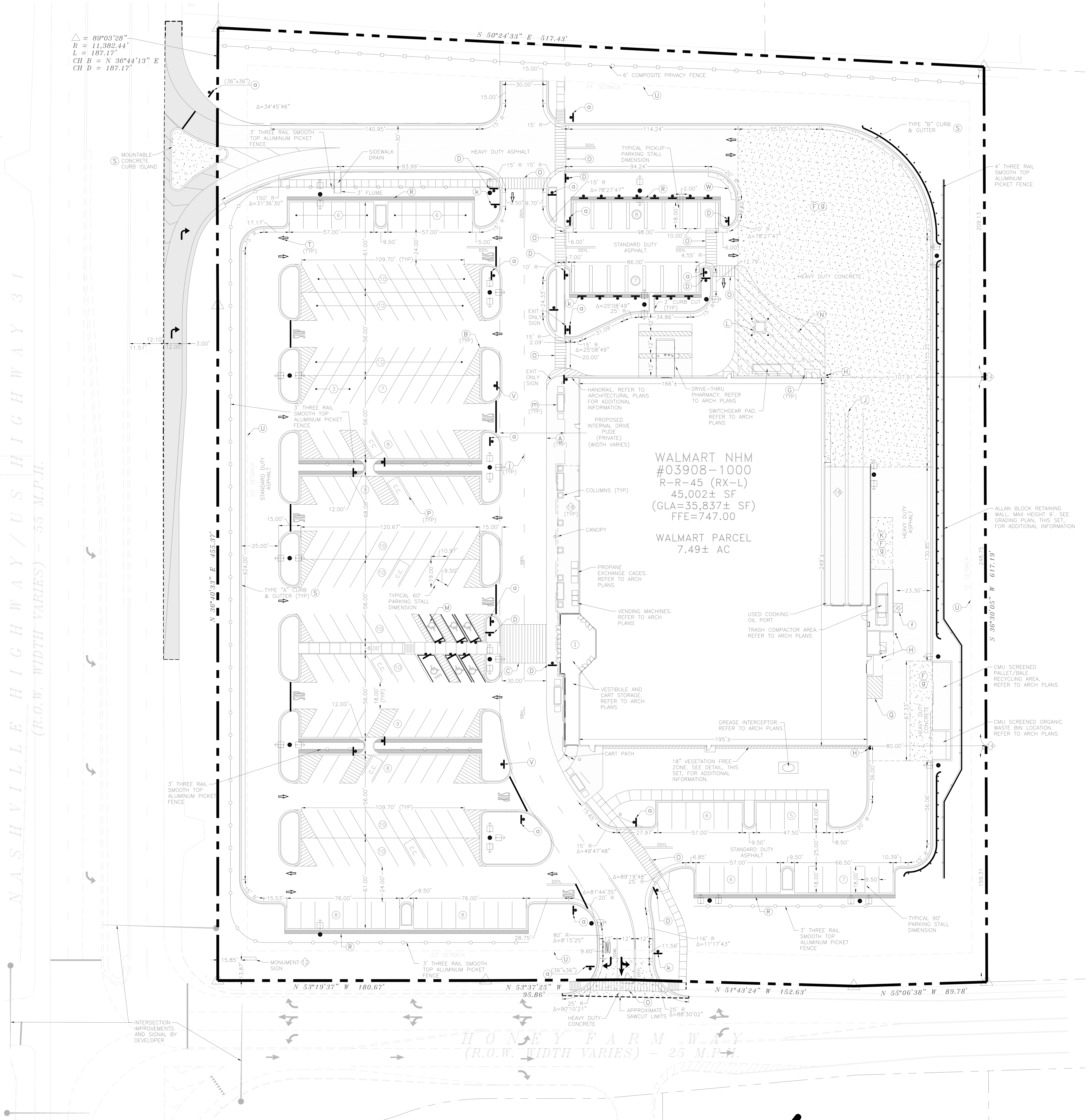
CARLSON CONSULTING ENGINEERS, INC.
7068 Ledgestone Commons, Bartlett, TN 38133
Phone (901) 384-0404 • Fax (901) 384-0710
oliviadupuy@carlsonconsulting.net

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.



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

SITE ANALYSIS TABLE

	PROPOSED (TOTAL)
TOTAL BUILDING AREA RETAIL FOOD SALES USABLE FLOOR AREA (UFA) GENERAL RETAIL SALES USABLE FLOOR AREA (UFA)	45,002 S.F. 22,628 S.F. 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 ACCESSIBLE PARKING EV PARKING PICKUP PARKING CART CORRALS (NOT INCLUDED IN PARKING COUNTS BELOW)	172 SPACES 8 SPACES 0 SPACES 15 SPACES 6 CORRALS/6 SPACES
TOTAL PARKING EXCLUDING PICKUP STALLS PARKING RATIO EXCLUDING PICKUP STALLS	180 SPACES 4.00/1,000 S.F.
TOTAL PARKING INCLUDING PICKUP STALLS PARKING RATIO INCLUDING PICKUP STALLS	195 SPACES 4.33/1,000 S.F.

N

SITE PARCEL 7.49 AC

SITE LEGEND

- (A) FIRE LANE STRIPING SHALL BE 6" WIDE STRIPES PAINTED TRAFFIC RED WITH "NO PARKING FIRE LANE" PAINTED WITH 4" HIGH WHITE LETTERING. SEE DETAIL SHEET FOR ADDITIONAL INFORMATION. "NO PARKING FIRE LANE" SIGNS SHALL BE PLACED AT 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.
- (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) RESERVED
- (F) CONCRETE JOINTING AND FILLERS TO BE COMPLETED PER DETAIL (TYPICAL OF ALL EXTERIOR CONCRETE EXCLUSIVE OF ARCHITECTURAL CONCRETE).
- (G) EXIT PORCH. SEE ARCHITECTURAL PLANS FOR EXACT SIZE, LOCATION FOR STOOPS, STAIRS AND/ OR RAMPS THAT MAY BE REQUIRED. RAMP PAVEMENT FLUSH WITH THE TOP OF STOOP. THE PAVEMENT SHALL BE FLUSH WITH THE SURFACE OF THE EXIT PORCHES AT ALL DOORS. SEE GRADING PLAN FOR ELEVATIONS.
- (H) 6" DIA PIPE BOLLARD TYPICAL UNLESS NOTED OTHERWISE. SEE DETAIL SHEET.
- (I) AT GRADE OVERHEAD DOOR LOCATION. SEE ARCHITECTURAL PLANS FOR EXACT SIZE AND LOCATION FOR COORDINATION WITH CIVIL PLANS.
- (J) 4" WIDE x 130' LONG YELLOW PAINTED TRUCK ALIGNMENT STRIPES TYPICAL.
- (K) HEAVY DUTY CONCRETE "LANDING AREA" (ORIENT FOR TRUCK LOADING). REFER TO ARCHITECTURAL PLAN FOR EXACT LOCATION AND SLOPE.
- (L) CONCRETE TRANSFORMER PAD. CONTRACTOR TO COORDINATE WITH LOCAL POWER COMPANY FOR DETAILS.
- (M) ACCESSIBLE PARKING SPACE. SEE DETAIL SHEET FOR ACCESSIBLE PARKING SPACE SIZE, SIGN AND SYMBOL ("VAN"-INDICATES VAN ACCESSIBLE SPACE).
- (N) AREA STRIPED AT SSYL/4" AT 45° @ 5'-0" O.C.
- (O) 7'-4" WIDE PEDESTRIAN CROSSWALK. SEE DETAIL SHEET.
- (P) CART CORRAL TYPICAL. SEE DETAIL SHEET FOR CART CORRAL DETAIL.
- (Q) 10' X 15' STRIPED AREA PAINTED SSYL/4" AT 45° @ 2'-0" O.C. AT JIB CRANE LOCATION. SEE ARCHITECTURAL PLANS.
- (R) 2' BUFFER FOR CAR OVERHANG - REFERENCE LANDSCAPE BUFFER DETAIL. SEE DETAIL SHEET.
- (S) ALL CURBS SHALL BE CONCRETE CURB AND GUTTER U.N.O. SEE DETAIL SHEET FOR ADDITIONAL INFORMATION.
- (T) ARROW PAVEMENT MARKINGS TYPICAL. SEE DETAIL SHEET.
- (U) BUILDING SETBACK LINE PER ZONING ORDINANCE.
- (V) "NO PARKING FIRE LANE" SIGN. SEE PLAN FOR LOCATION.
- (W) 3' HEAVY DUTY CONCRETE BUFFER FOR LANDSCAPE PROTECTION. SEE DETAIL SHEET.
- (X) RESERVED.
- (Y) "NO TRUCKS" SIGN. SEE DETAIL SHEET.
- (Z) "TRUCK ROUTE" SIGN. SEE PLAN FOR LOCATION.
- (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.

NOTICE TO CONTRACTOR

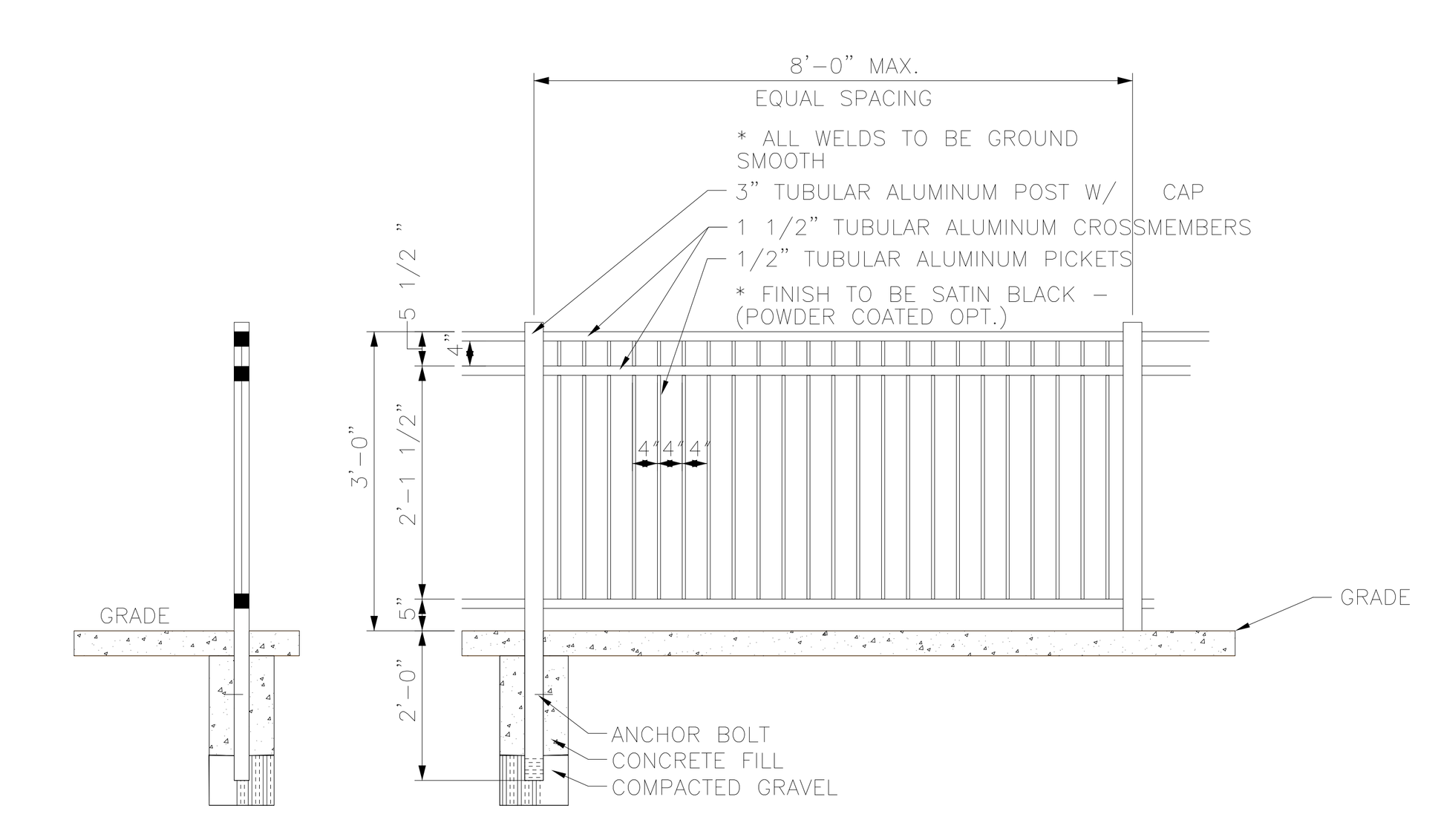
THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO ENSURE DAMAGE TO EXISTING ITEMS TO REMAIN DOES NOT OCCUR. THESE PRECAUTIONS SHALL INCLUDE, BUT ARE NOT LIMITED TO USE OF LIGHTLY LOADED EQUIPMENT IN ORDER TO PREVENT DAMAGE TO EXISTING ROADWAYS AND INFRASTRUCTURE. UNLESS NOTED OTHERWISE, THE CONTRACTOR 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.
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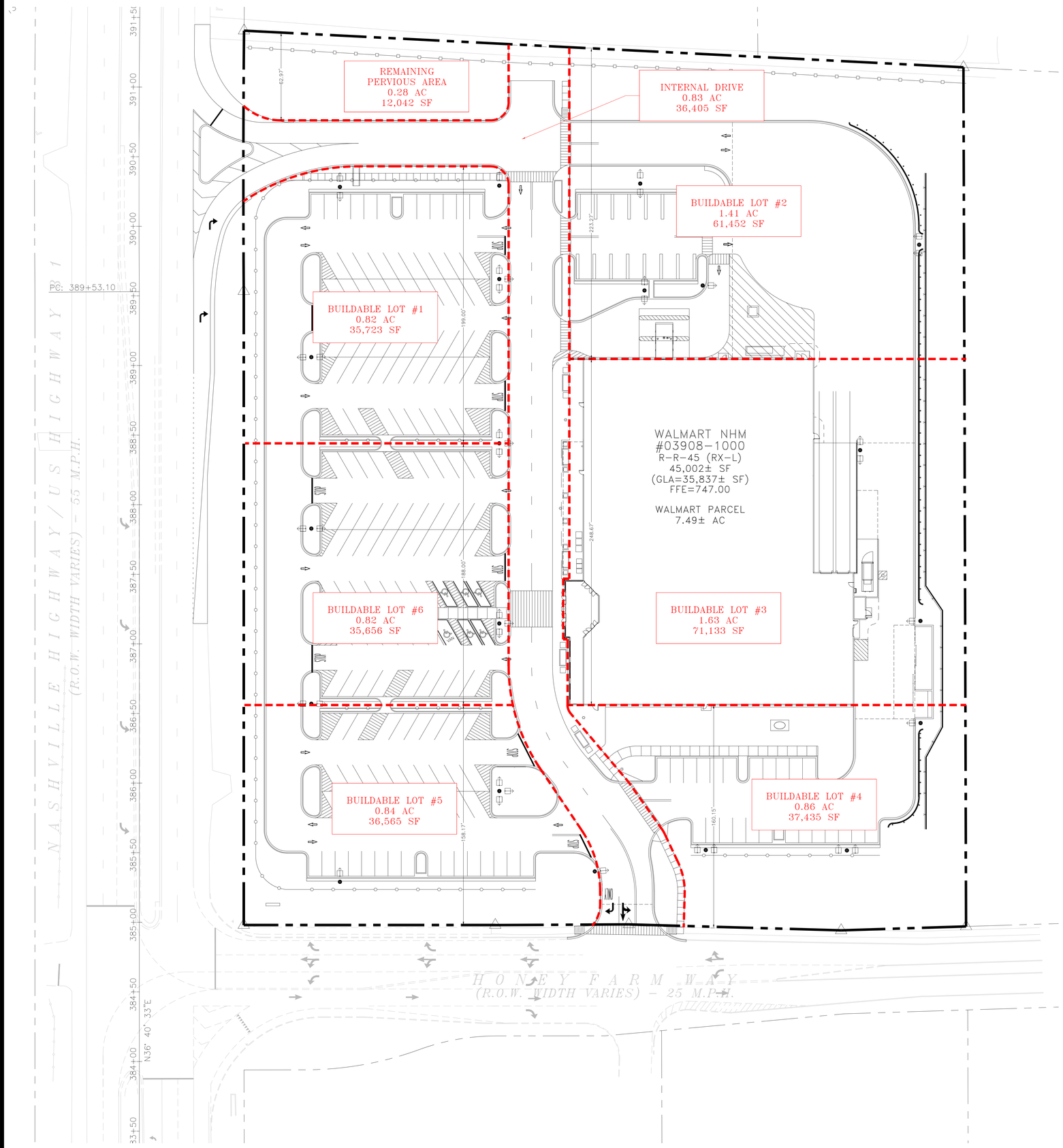
TN CORPORATION #355643

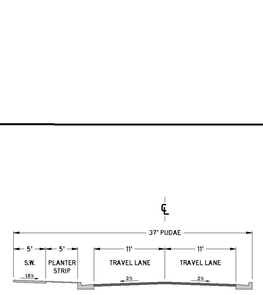
JOSEPH S. PARSLEY REGISTERED ENGINEER AGRICULTURE COMMERCE STATE OF TENNESSEE No. 110147 6/16/25

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	3/24/25
SCALE	1"=30'
JOB No.	03908-1000
SHEET	2 OF 8 SHEETS





NOTES:

1. ONLY PERMITTED WITHIN THE APPLICABLE ZONING DISTRICTS
2. PAVEMENT SECTION SHALL FOLLOW THE MINOR LOCAL ROADWAY CLASSIFICATION'S STANDARD DETAIL
3. CURB AND GUTTER, SEE SD-01
4. ADDITIONAL RIGHT OF WAY MAY BE REQUIRED
5. DIMENSIONS REFLECT A MINIMUM STANDARD
6. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER
7. SHALL BE ENCOMPASSED IN A PUBLIC UTILITY, DRAINAGE, AND ACCESS EASEMENT (PUDAE). ADDITIONAL EASEMENTS MAY BE REQUIRED.
8. ADDITIONAL ELEMENTS SUCH AS PLANTER STRIPS, TREE WELLS, PLANTERS, DECORATIVE LIGHTING, AND ANGLE PARKING MAY BE PROVIDED. DIMENSIONS AND PLACEMENT OF SUCH ELEMENTS SHALL BE DETERMINED BY THE CITY ENGINEER.
9. PLANTER STRIPS MAY BE SUBSTITUTED WITH AN EQUIVALENT WIDTH OF SIDEWALK WITH TREE WELLS OR PLANTERS.
10. SIDEWALK AND PLANTER STRIPS SHALL BE PROVIDED ON AT LEAST ONE SIDE AND ON ALL SIDES WHERE BUILDING ENFRONT THE INTERNAL DRIVE

CITY OF COLUMBIA TENNESSEE	CITY OF COLUMBIA DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION **STANDARD DETAILS**	**INTERNAL DRIVE** **COMMERCIAL AND MIXED-USE** (NTS)	DATE 7/1/2024 **DS-39**

INTERNAL DRIVE LAYOUT

REVISIONS | BY

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JOSEPH S. PARDLEY
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AGRICULTURE
CIVIL
COMMERCE
No. 110147
STATE OF TENNESSEE

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

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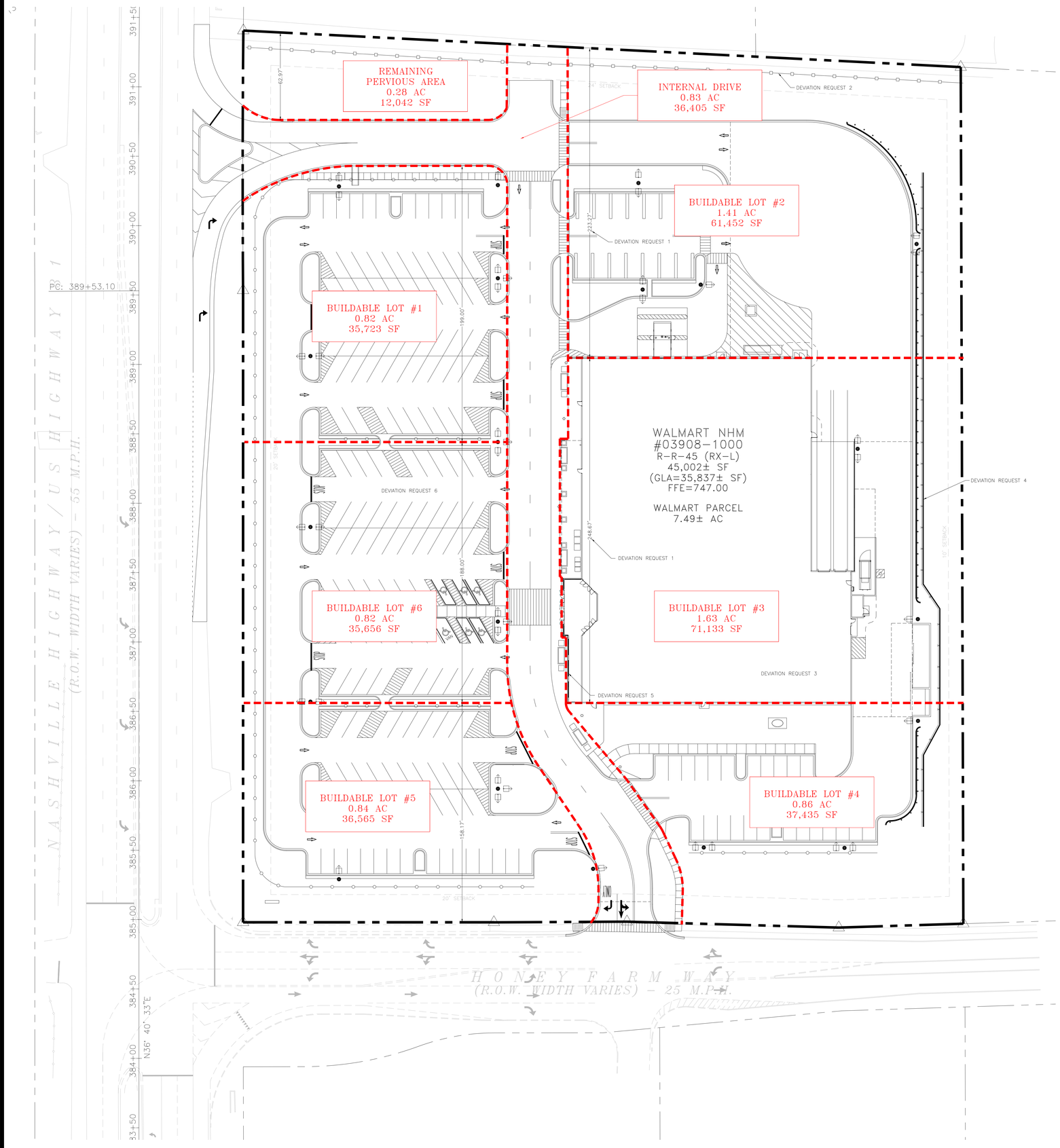

PUD DEVIATION REQUESTS

REVISIONS	BY

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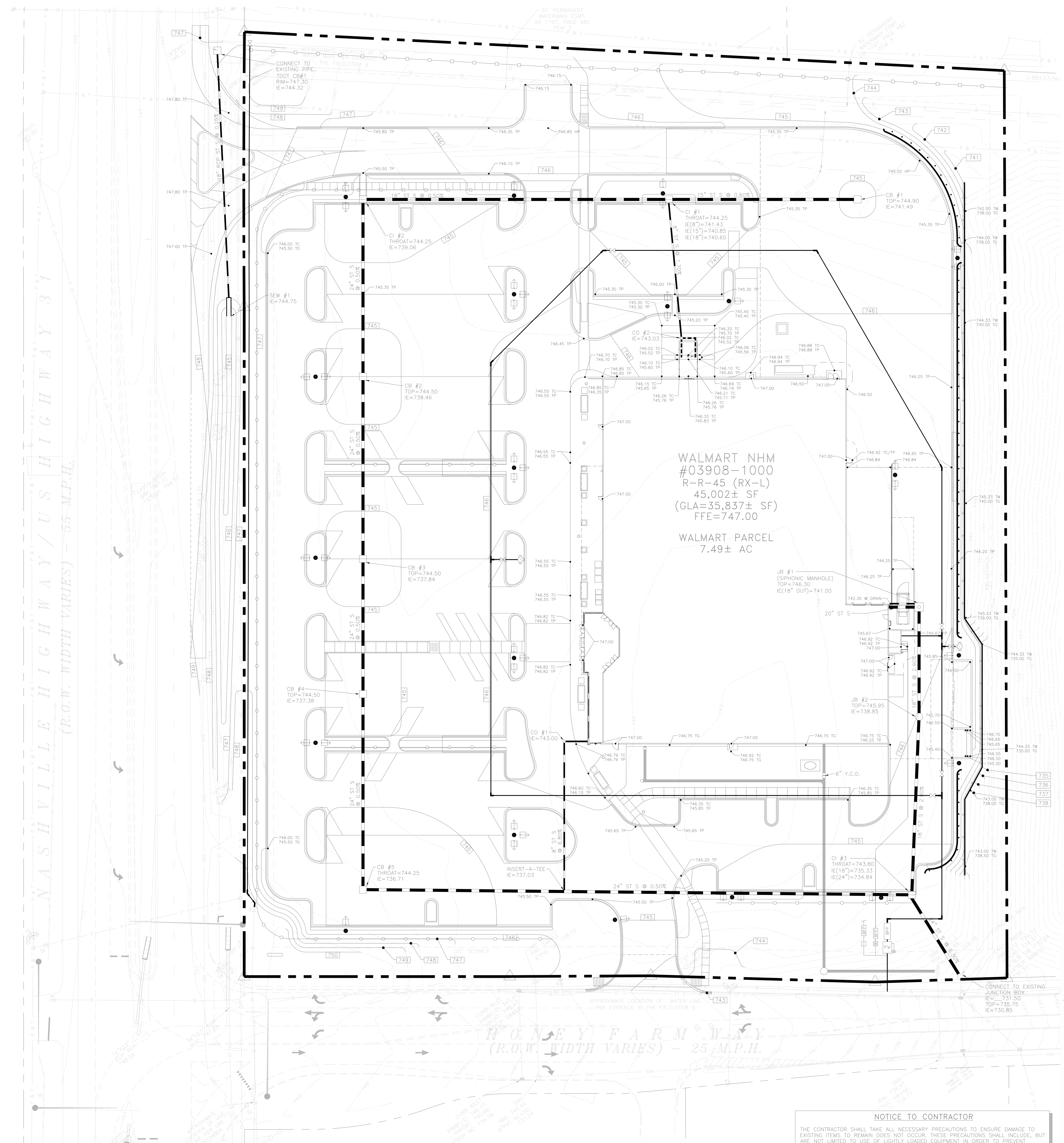


SITE BUILDING AREA–FOUNDATION SUBSURFACE PREPARATION
WAL–MART– NEIGHBORHOOD MARKET #03908
COLUMBIA, TENNESSEE
5/13/2025

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. THE EXISTING FILL MATERIAL SHOULD BE COMPLETELY REMOVED WITHIN THE BUILDING FOOTPRINT AND DELETERIOUS MATERIALS SHOULD BE REMOVED PRIOR TO REPLACEMENT AS FILL MATERIAL. THE EXISTING FILL MATERIAL MAY BE USED TO A DEPTH OF 2 FEET BELOW FINISHED SLAB SUBGRADE AND BOTTOM OF FOUNDATIONS. ONCE THE ELEVATION IS AT 2 FEET BELOW FINISHED SUBGRADE, THE TOP 12 INCHES OF REPLACED FILL MATERIAL SHOULD BE CHEMICALLY STABILIZED USING A LIME TREATMENT PROCESS CONSISTING OF 3 TO 4 PERCENT LIME. THE REMAINING TWO FEET OF FILL MATERIAL SHOULD CONSIST OF APPROVED FILL MATERIAL. 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 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:

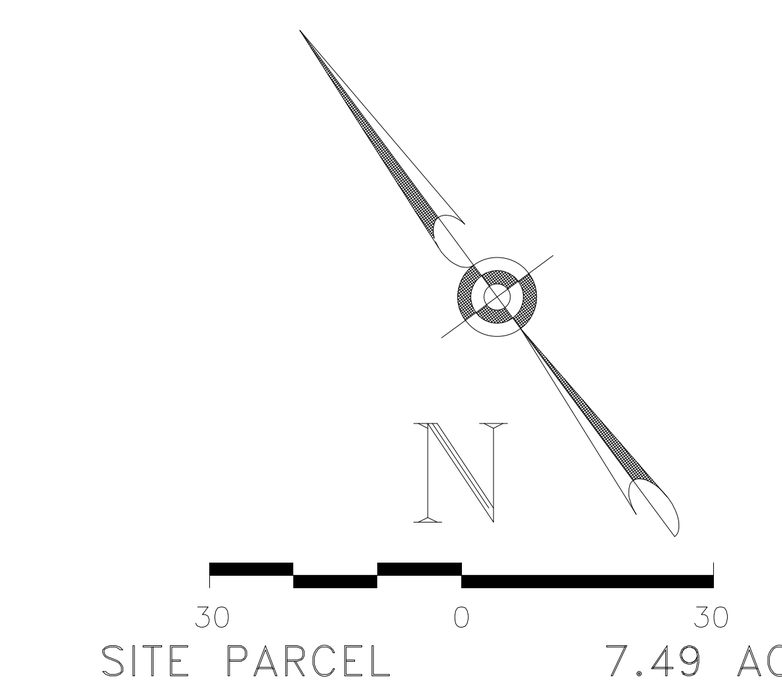
LOCATION WITH RESPECT TO FINAL GRADE	P.I.	L.L.
BUILDING AREA, UPPER 2 FEET	<25 MAX.>	<45 MAX.>
BUILDING AREA, BELOW UPPER 2 FEET	<30 MAX.>	<50 MAX.>

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 STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D698) AT A MOISTURE CONTENT WITHIN 2 PERCENT BELOW TO 3 PERCENT ABOVE THE OPTIMUM.

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 MAY 13, 2025 (GEOTECHNICAL REPORT IS FOR INFORMATION ONLY AND IS NOT A CONSTRUCTION SPECIFICATION)



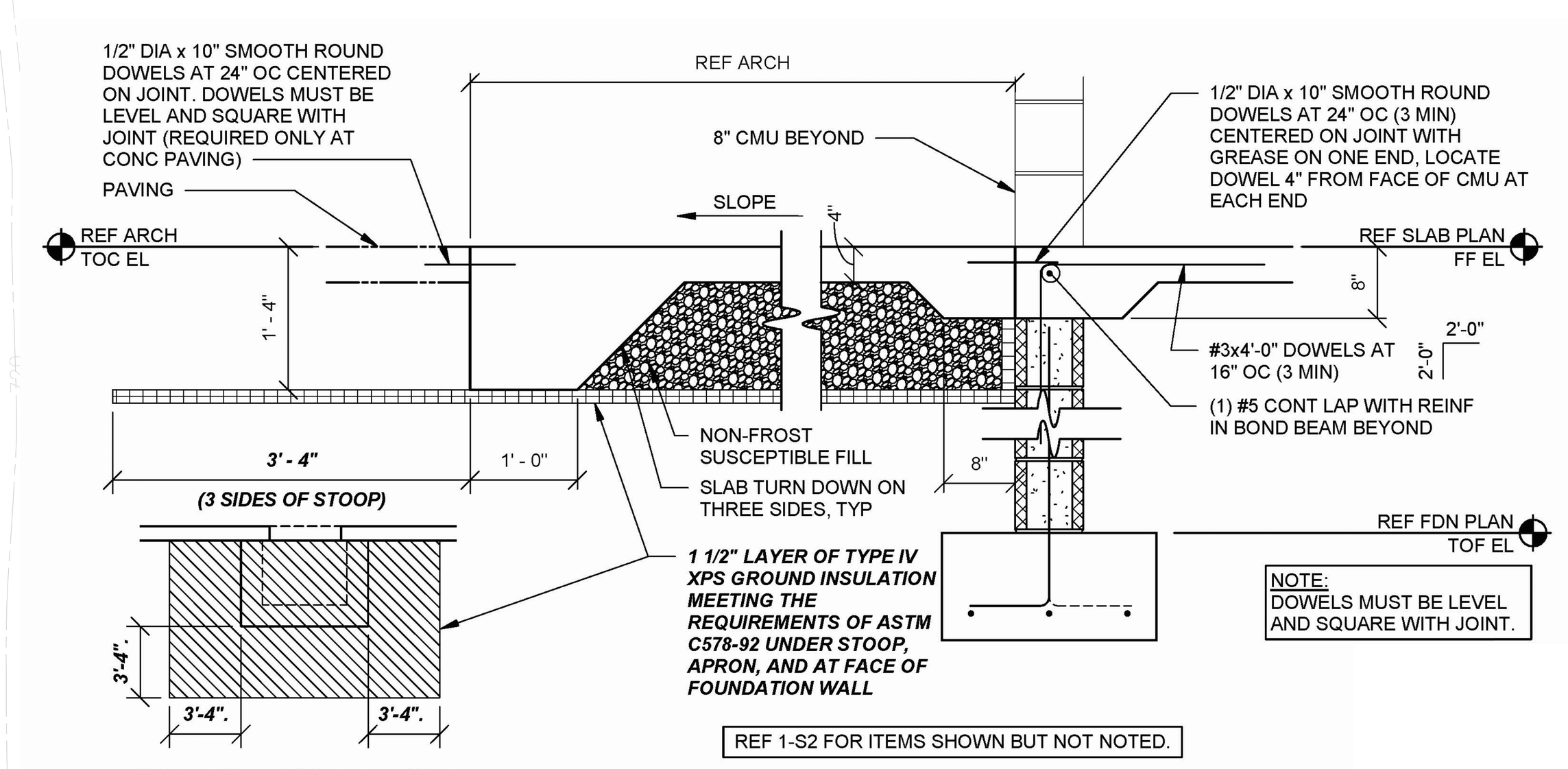
SITE PARCEL 7.49 AC

LEGEND

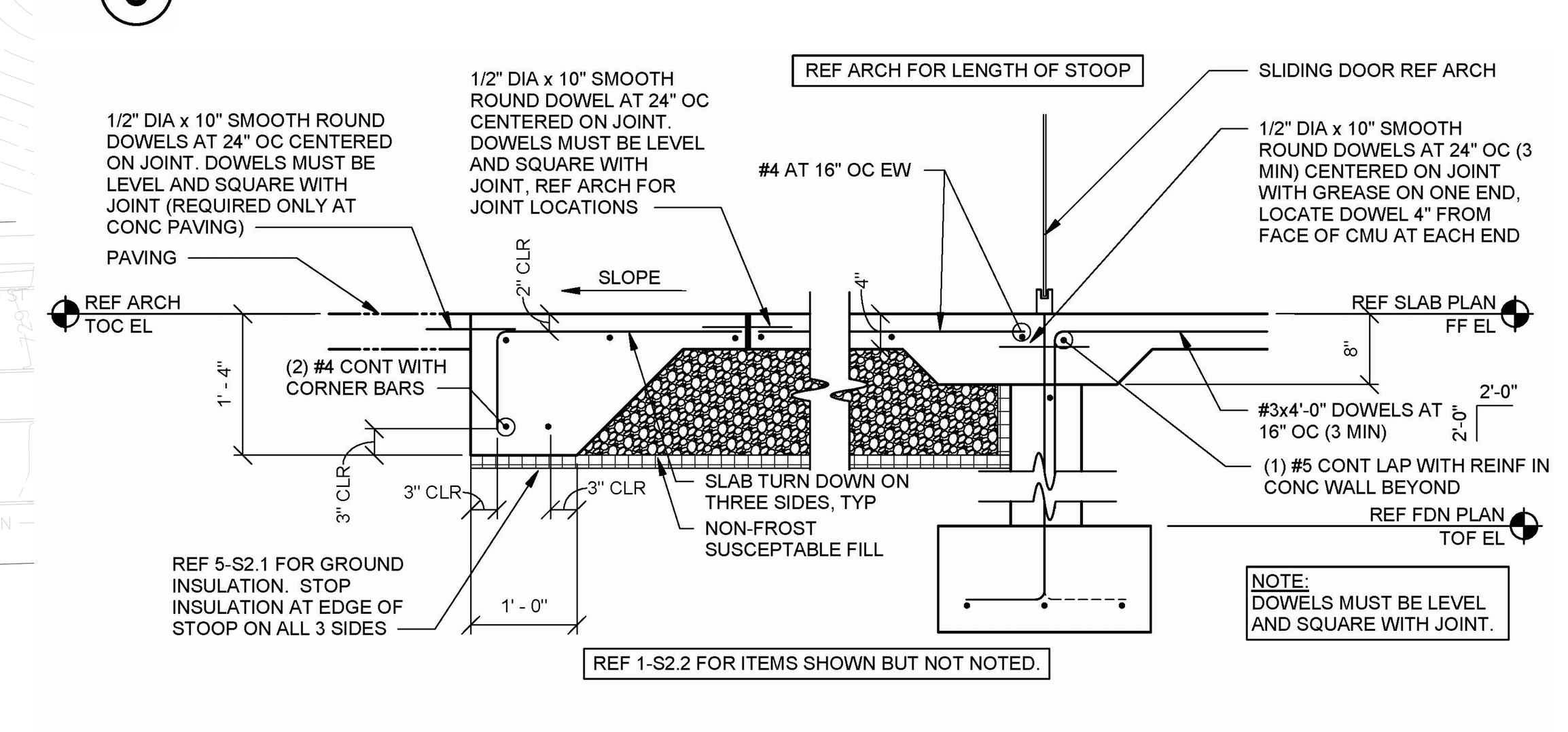
- PROPERTY LINE
- STORM SEWER
- CURB INLET/CATCH BASIN
- JUNCTION BOX
- CLEAN OUT
- HEADWALL
- RIP–RAP
- CONCRETE DITCH
- XXX.XX – SPOT ELEVATION
- HP – HIGH POINT
- TC – TOP OF CURB
- TG – TOP OF GROUND
- TP – TOP OF PAVEMENT
- TREE PROTECTION FENCE
- SLOPE ARROW

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.



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.

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

GRADING PLAN

REVISIONS	BY

CARLSON CONSULTING ENGINEERS, INC.
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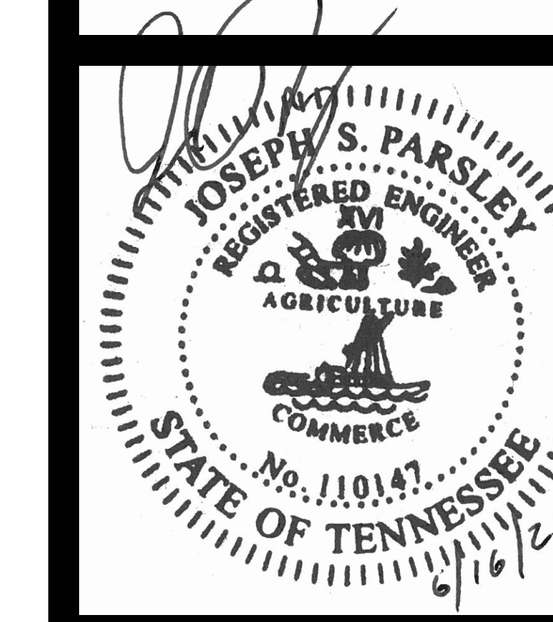

NEIGHBORHOOD MARKET #03908–1000
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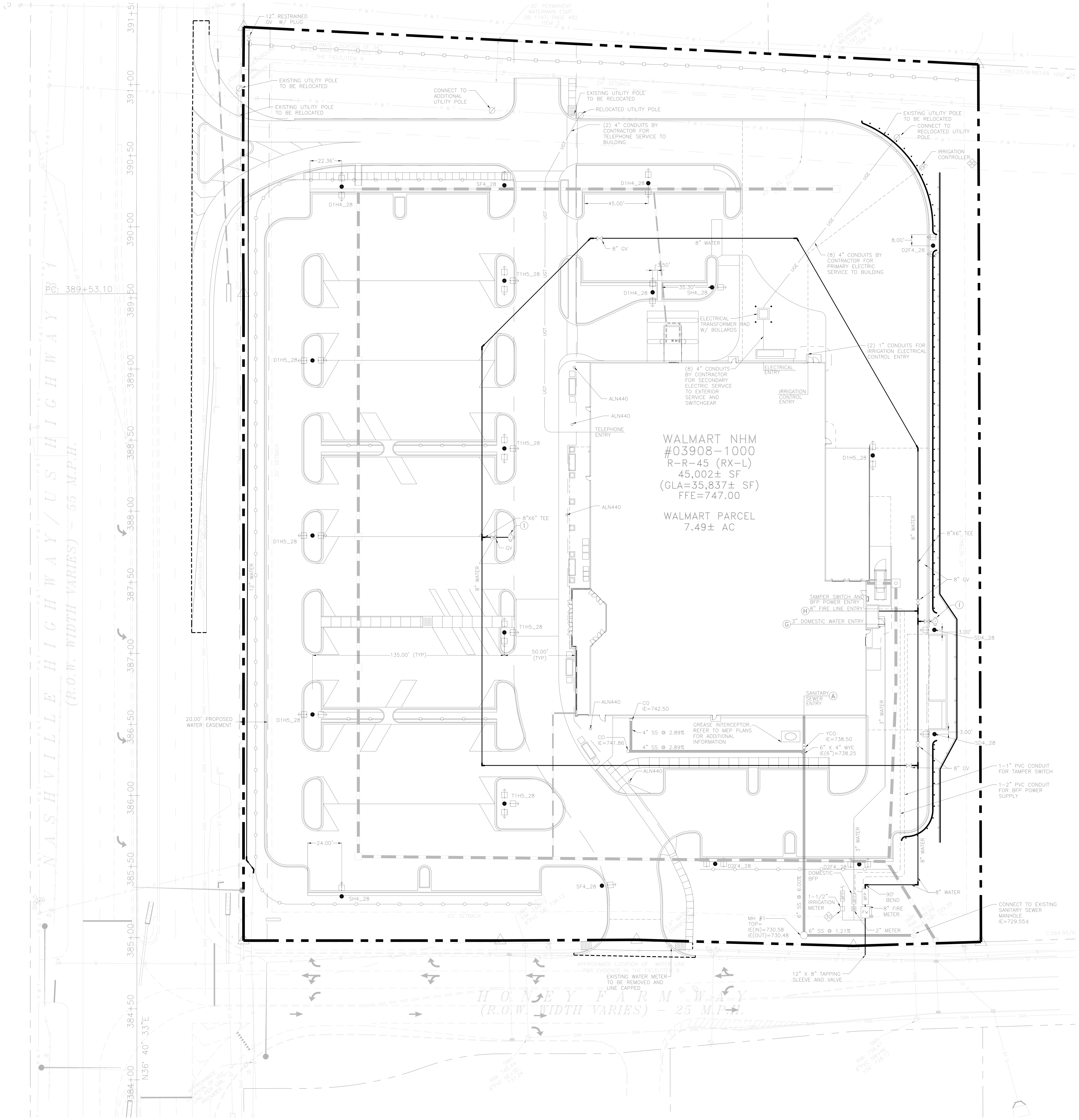

SITE PARCEL 7.49 AC

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) RESERVED

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
	4	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
	4	T1H5–28	3 @ 90°	0.837	3-EALS035H5SM750NDD1BLCKF 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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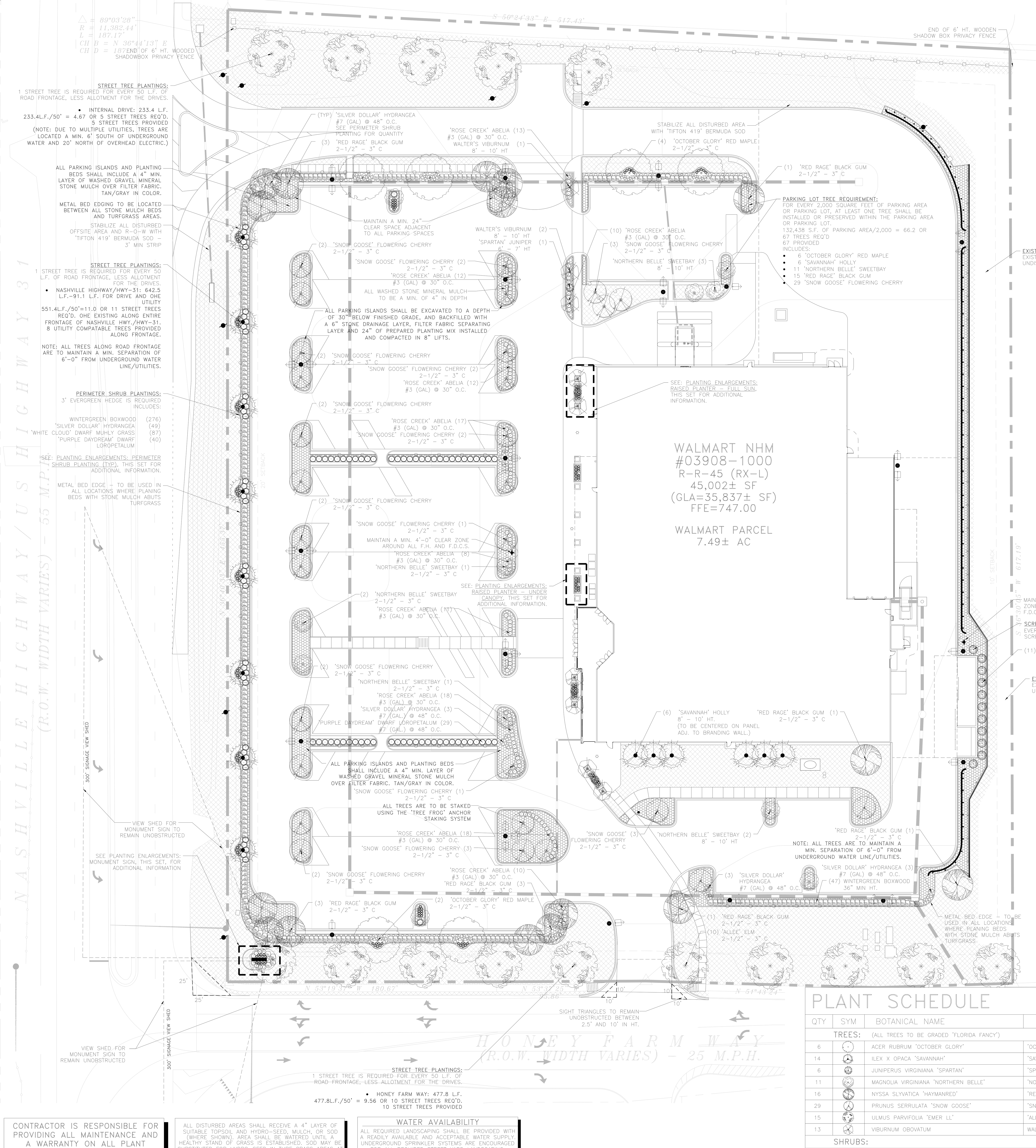
SHEET 6 OF 8 SHEETS

UTILITY PLAN



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 ZONING MAY ACCEPT PLANTER BOXES IN LIEU OF FOUNDATION LANDSCAPING PLACED NEAR FRONTAGE.

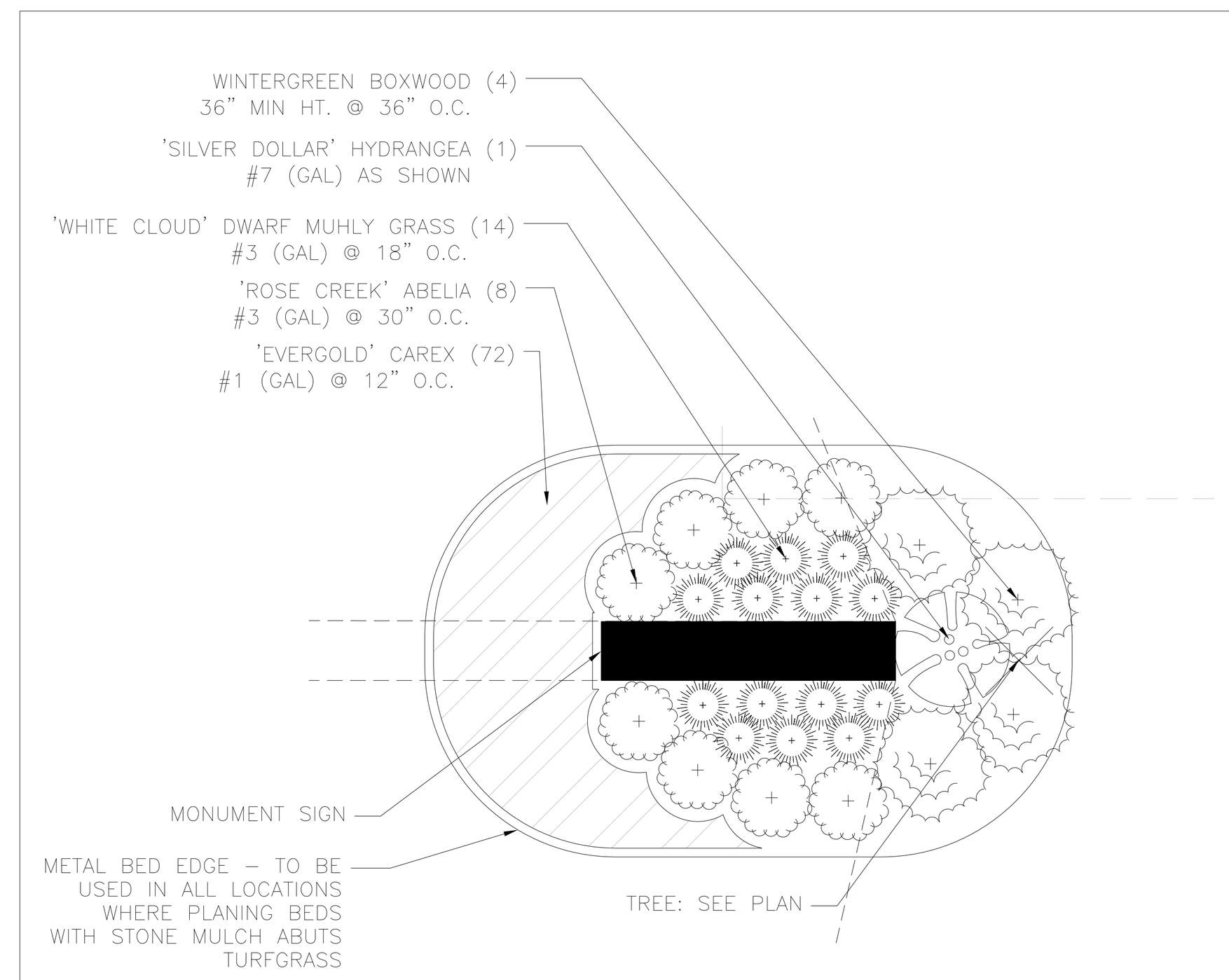
RAISED PLANTERS HAVE BEEN INCLUDED IN PLACE OF A CONTINUOUS FOUNDATION PLANTING BED ALONG THE SIDE FACING NASHVILLE HIGHWAY. THE SIDE FACING THE FRONTAGE OF HONEY FARM WAY HAS A BROAD OPEN SPACE AREA WITH TREES. THE OTHER TWO SIDES OF THE BUILDING INCLUDE THE LOADING ZONE AND FLY THRU PICK UP LANES AND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

ALL LANDSCAPE PLANTINGS SHALL BE FULLY IRRIGATED

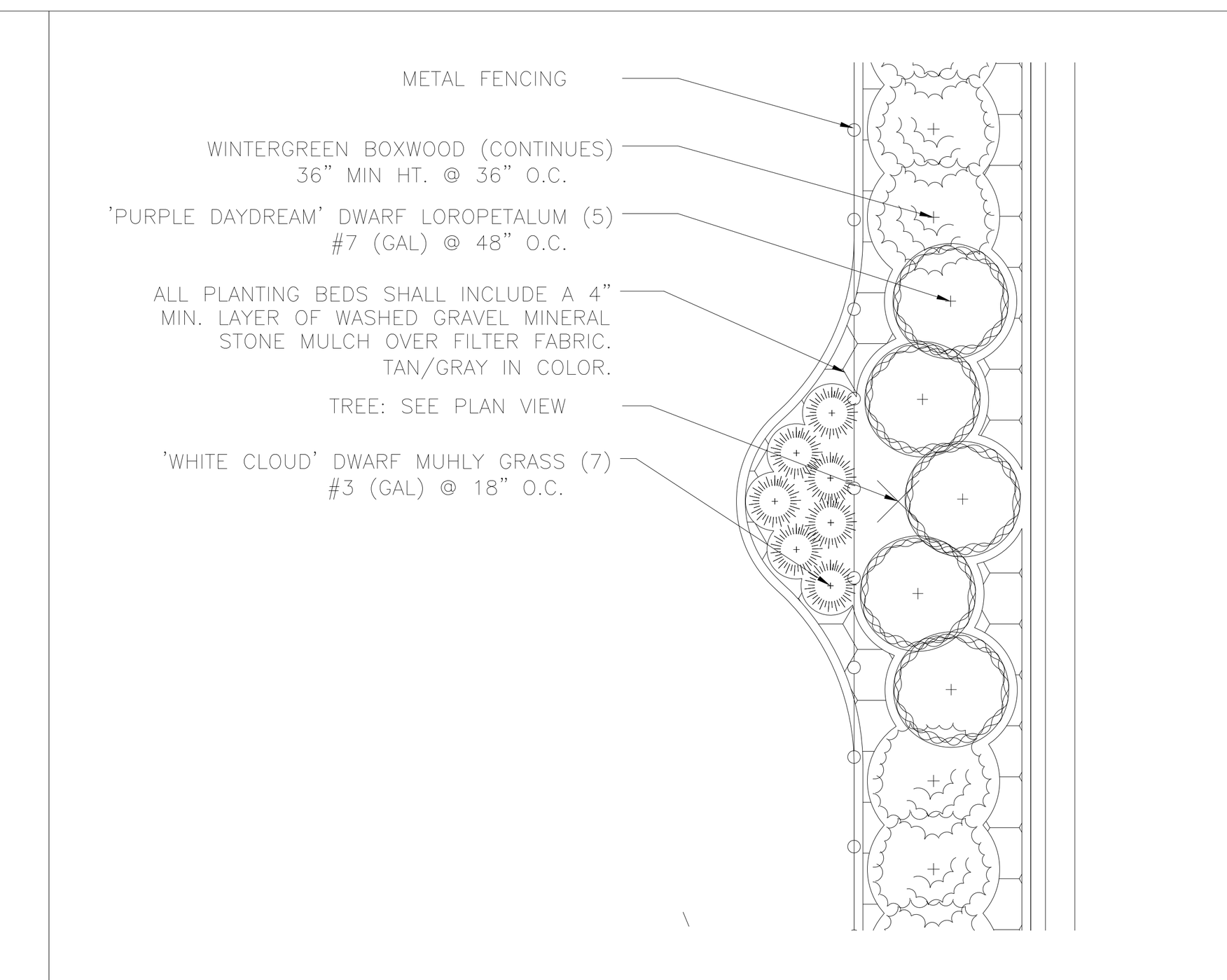
THE CONTRACTOR SHALL INCLUDE A PERMANENT IN-GROUND IRRIGATION SYSTEM THAT INCLUDES ENVIRONMENTAL SENSORS THAT REGULATE THE WATERING SCHEDULE TO ALL LANDSCAPE AREAS. THE IRRIGATION SYSTEM SHALL BE AN AUTOMATICALLY CONTROLLED SYSTEM THAT PROVIDES FULL COVERAGE OF ALL INSTALLED PLANTINGS AND UTILIZES A 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: MONUMENT SIGN SCALE: 1" = 10'



PLANTING ENLARGEMENTS: PERIMETER SHRUB PLANTING (TYP) 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 'SPARTAN'	'SPARTAN' JUNIPER	6' - 7' 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
25		HYPERICUM CALYCINUM	CREEPING ST. JOHN?S WORT	#1 (GAL)/8" - 12" HT	24" O.C.	CONT	ROUND, FULL HEAD
152		CAREX OSHIMENSIS 'EVERGOLD'	'EVERGOLD' CAREX	#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.

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 REGISTERED LANDSCAPE ARCHITECT TENNESSEE NO. 000
1.16.25

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	3/24/25
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

T1H5_28

DRIVE THRU AISLE

PICKUP WALKWAY

ALN440-Y5-32LED-

ALN440-Y5-32LED-

WALMART NHM
#03908-1000
R-R-45 (RX-L)
45,002± SF
(GLA=35,837± SF)
FFE=747.00

D1H5_28

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

T1H5_28

D1H5_28

T1H5_28

PARKING FRONT

PROPOSED TOWNHOMES

SD4_28

DSD PALLET AREA

SD4_28

ALN440-Y5-32LED-

ALN440-Y5-32LED-

VERT SPILL PROP LINE EAST

PARKING SOUTH

D2F4_28

D2F4_28

SF4_28

ENTRY DRIVE SOUTH

SH4_28

VERT SPILL PROP LINE SOUTH

24' SETBACK

PUBLIC RIGHT OF WAY

VERTICAL ILLUMINANCE > 0.8 FC IS BENEFICIAL BECAUSE OF PUBLIC ROAD.

VERTICAL ILLUMINANCE > 0.8 FC IS BENEFICIAL BECAUSE OF PUBLIC ROAD.

PUBLIC RIGHT OF WAY

N A S H V I L L E H I G H W A Y / U S 1 3
(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.

N36° 40' 33"E

392+00 391+50 391+00 390+50 390+00 389+50 389+00 388+50 388+00 387+50 387+00 386+50 386+00 385+50 385+00 384+50 384+00

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-EALS035H4AF750ND01BLCKF 25ft pole on 3ft base	280	40000	B3-U0-G3
	4	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-EALS035F4AF750DD01BLCKFS1 & 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
	4	T1H5_28	3 @ 90°	0.837	3-EALS035H5SM750NDD1BLCKF 25ft pole on 3ft base	420	60000	B4-U0-G2
	5	ALN440-Y5-32LED-5K-700	SINGLE	0.837	ALN440-Y5-32LED-5K-700-BLT 12ft pole	74.9	5700	B3-U3-G3

Calculation Summary Illuminance Foot-candles						
Label	Avg	Max	Min	Avg/Min	Max/Min	# Pts
Drive-Thru Aisle	2.66	4.5	1.6	1.66	2.81	20
DSD Pallet Area	1.49	2.2	1.1	1.35	2.00	32
Entry Drive North	1.95	4.6	0.7	2.79	6.57	118
Entry Drive South	2.19	3.6	1.1	1.99	3.27	34
Front Aisle	3.64	8.5	1.8	2.02	4.72	135
OPD Parking	4.07	5.9	1.9	2.14	3.11	59
OPD Walkway	2.80	3.5	2.4	1.17	1.46	9
Parking Front	2.49	8.4	0.8	3.11	10.50	755
Parking South	2.86	5.9	0.9	3.18	6.56	80
Rear Drive	1.62	5.5	0.2	8.10	27.50	326
Vert Parking West In	0.95	1.7	0.4	2.38	4.25	10
Vert Parking West Out	1.15	2.3	0.6	1.92	3.83	11
Vert Spill Prop Line East	0.30	0.6	0.0	N.A.	N.A.	62
Vert Spill Prop Line North	0.17	0.3	0.0	N.A.	N.A.	52
Vert Spill Prop Line South	0.30	1.9	0.0	N.A.	N.A.	52
Vert Spill Prop Line West	0.96	1.7	0.0	N.A.	N.A.	65

PHOTOMETRICS PLAN

REVISIONS	BY

CARLSON CONSULTING ENGINEERS, INC.
7088 LEDGESTONE COMMONS
BARTLETT, TENNESSEE 38133
PH: (901) 384-0040 FAX: (901) 384-0710
TN CORPORATION #355643

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

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

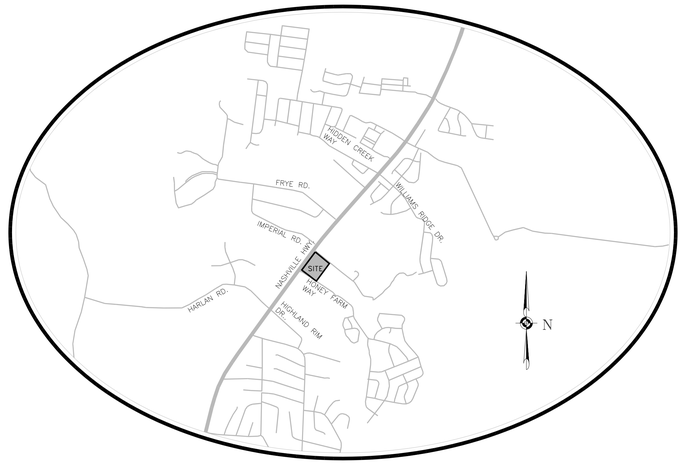
WAL-MART STORES, INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72716

Walmart

DRAWN JMC
CHECKED OAD
DATE 3/24/25
SCALE 1"=30'
JOB No. 03908-1000
SHEET 8 OF 8 SHEETS

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:

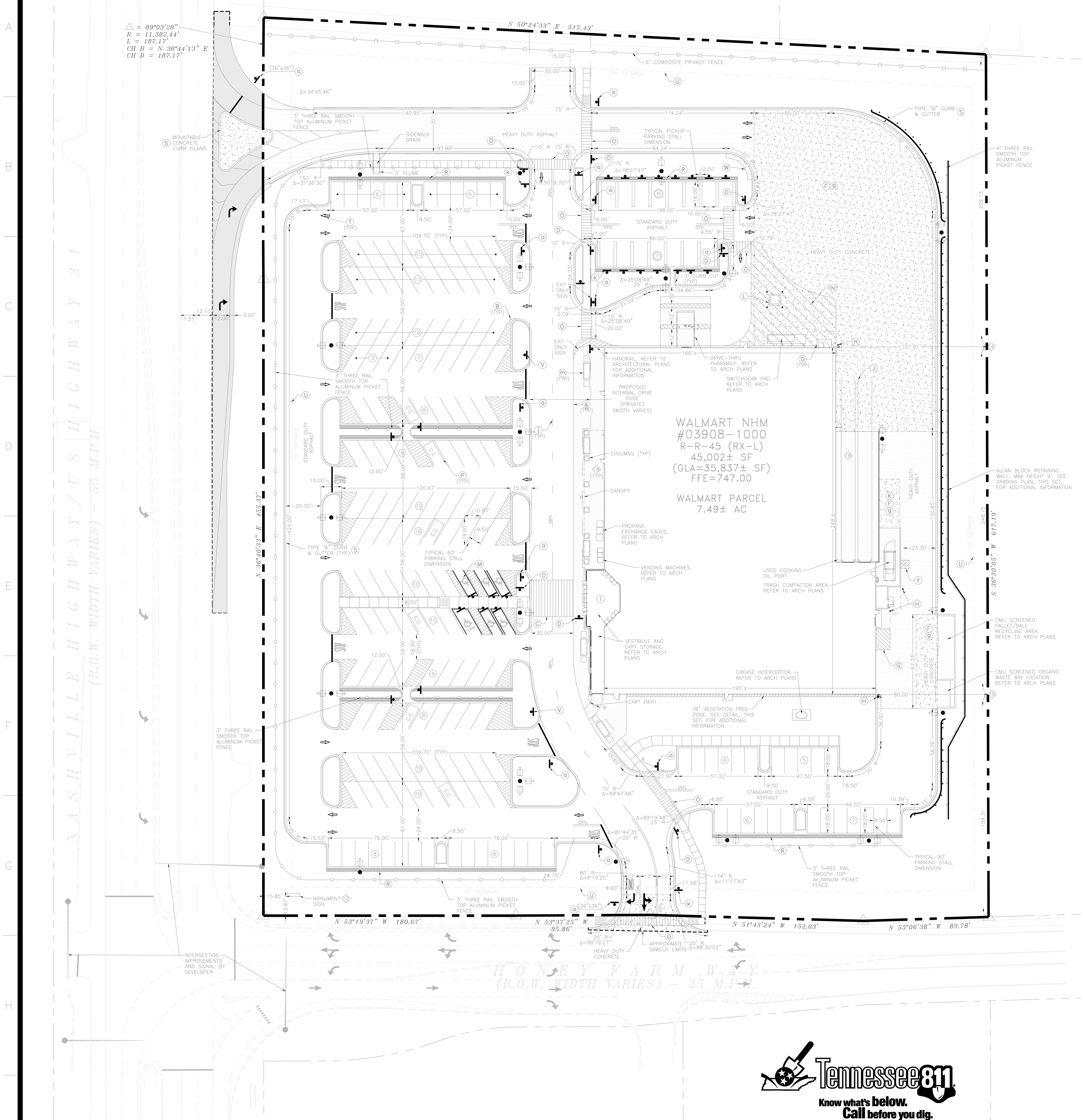
CARLSON CONSULTING ENGINEERS, INC.
7068 Ledgestone Commons, Bartlett, TN 38133
Phone (901) 384-0404 • Fax (901) 384-0710
oliviadupuy@carlsonconsulting.net

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 RETAIL FOOD SALES USABLE FLOOR AREA (UFA) GENERAL RETAIL SALES USABLE FLOOR AREA (UFA)	45,002 S.F. 22,628 S.F. 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 ACCESSIBLE PARKING EV PARKING PICKUP PARKING CART CORRALS (NOT INCLUDED IN PARKING COUNTS BELOW)	172 SPACES 8 SPACES 0 SPACES 15 SPACES 6 CORRALS/6 SPACES
TOTAL PARKING EXCLUDING PICKUP STALLS PARKING RATIO EXCLUDING PICKUP STALLS	180 SPACES 4.00/1,000 S.F.
TOTAL PARKING INCLUDING PICKUP STALLS PARKING RATIO INCLUDING PICKUP STALLS	195 SPACES 4.33/1,000 S.F.

N

30 0 30

SITE PARCEL 7.49 AC

SITE LEGEND

- (A) FIRE LANE STRIPING SHALL BE 6" WIDE STRIPES PAINTED TRAFFIC RED WITH "NO PARKING FIRE LANE" PAINTED WITH 4" HIGH WHITE LETTERING. SEE DETAIL SHEET FOR ADDITIONAL INFORMATION. "NO PARKING FIRE LANE" SIGNS SHALL BE PLACED AT 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.
- (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) RESERVED
- (F) CONCRETE JOINTING AND FILLERS TO BE COMPLETED PER DETAIL (TYPICAL OF ALL EXTERIOR CONCRETE EXCLUSIVE OF ARCHITECTURAL CONCRETE).
- (G) EXIT PORCH. SEE ARCHITECTURAL PLANS FOR EXACT SIZE, LOCATION FOR STOOPS, STAIRS AND/ OR RAMPS THAT MAY BE REQUIRED. RAMP PAVEMENT FLUSH WITH THE TOP OF STOOP. THE PAVEMENT SHALL BE FLUSH WITH THE SURFACE OF THE EXIT PORCHES AT ALL DOORS. SEE GRADING PLAN FOR ELEVATIONS.
- (H) 6" DIA PIPE BOLLARD TYPICAL UNLESS NOTED OTHERWISE. SEE DETAIL SHEET.
- (I) AT GRADE OVERHEAD DOOR LOCATION. SEE ARCHITECTURAL PLANS FOR EXACT SIZE AND LOCATION FOR COORDINATION WITH CIVIL PLANS.
- (J) 4" WIDE x 130' LONG YELLOW PAINTED TRUCK ALIGNMENT STRIPES TYPICAL.
- (K) HEAVY DUTY CONCRETE "LANDING AREA" (ORIENT FOR TRUCK LOADING). REFER TO ARCHITECTURAL PLAN FOR EXACT LOCATION AND SLOPE.
- (L) CONCRETE TRANSFORMER PAD. CONTRACTOR TO COORDINATE WITH LOCAL POWER COMPANY FOR DETAILS.
- (M) ACCESSIBLE PARKING SPACE. SEE DETAIL SHEET FOR ACCESSIBLE PARKING SPACE SIZE, SIGN AND SYMBOL ("VAN"-INDICATES VAN ACCESSIBLE SPACE).
- (N) AREA STRIPED AT SSYL/4" AT 45° @ 5'-0" O.C.
- (O) 7'-4" WIDE PEDESTRIAN CROSSWALK. SEE DETAIL SHEET.
- (P) CART CORRAL TYPICAL. SEE DETAIL SHEET FOR CART CORRAL DETAIL.
- (Q) 10' X 15' STRIPED AREA PAINTED SSYL/4" AT 45° @ 2'-0" O.C. AT JIB CRANE LOCATION. SEE ARCHITECTURAL PLANS.
- (R) 2' BUFFER FOR CAR OVERHANG – REFERENCE LANDSCAPE BUFFER DETAIL. SEE DETAIL SHEET.
- (S) ALL CURBS SHALL BE CONCRETE CURB AND GUTTER U.N.O. SEE DETAIL SHEET FOR ADDITIONAL INFORMATION.
- (T) ARROW PAVEMENT MARKINGS TYPICAL. SEE DETAIL SHEET.
- (U) BUILDING SETBACK LINE PER ZONING ORDINANCE.
- (V) "NO PARKING FIRE LANE" SIGN. SEE PLAN FOR LOCATION.
- (W) 3' HEAVY DUTY CONCRETE BUFFER FOR LANDSCAPE PROTECTION. SEE DETAIL SHEET.
- (X) RESERVED.
- (Y) "NO TRUCKS" SIGN. SEE DETAIL SHEET.
- (Z) "TRUCK ROUTE" SIGN. SEE PLAN FOR LOCATION.
- (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.

NOTICE TO CONTRACTOR

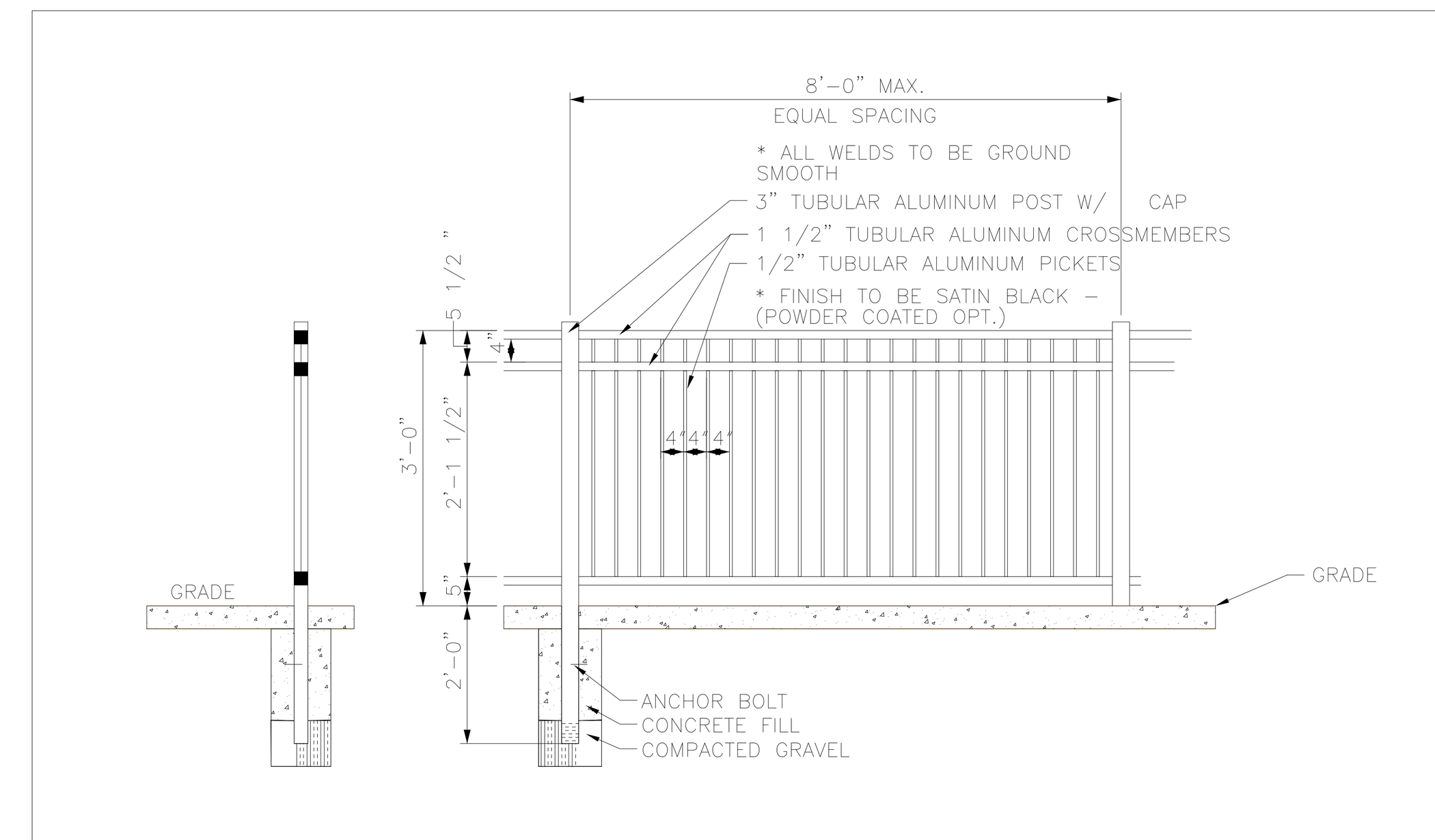
THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO ENSURE DAMAGE TO EXISTING ITEMS TO REMAIN DOES NOT OCCUR. THESE PRECAUTIONS SHALL INCLUDE, BUT ARE NOT LIMITED TO USE OF LIGHTLY LOADED EQUIPMENT IN ORDER TO PREVENT DAMAGE TO EXISTING ROADWAYS AND INFRASTRUCTURE. UNLESS NOTED OTHERWISE, THE CONTRACTOR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

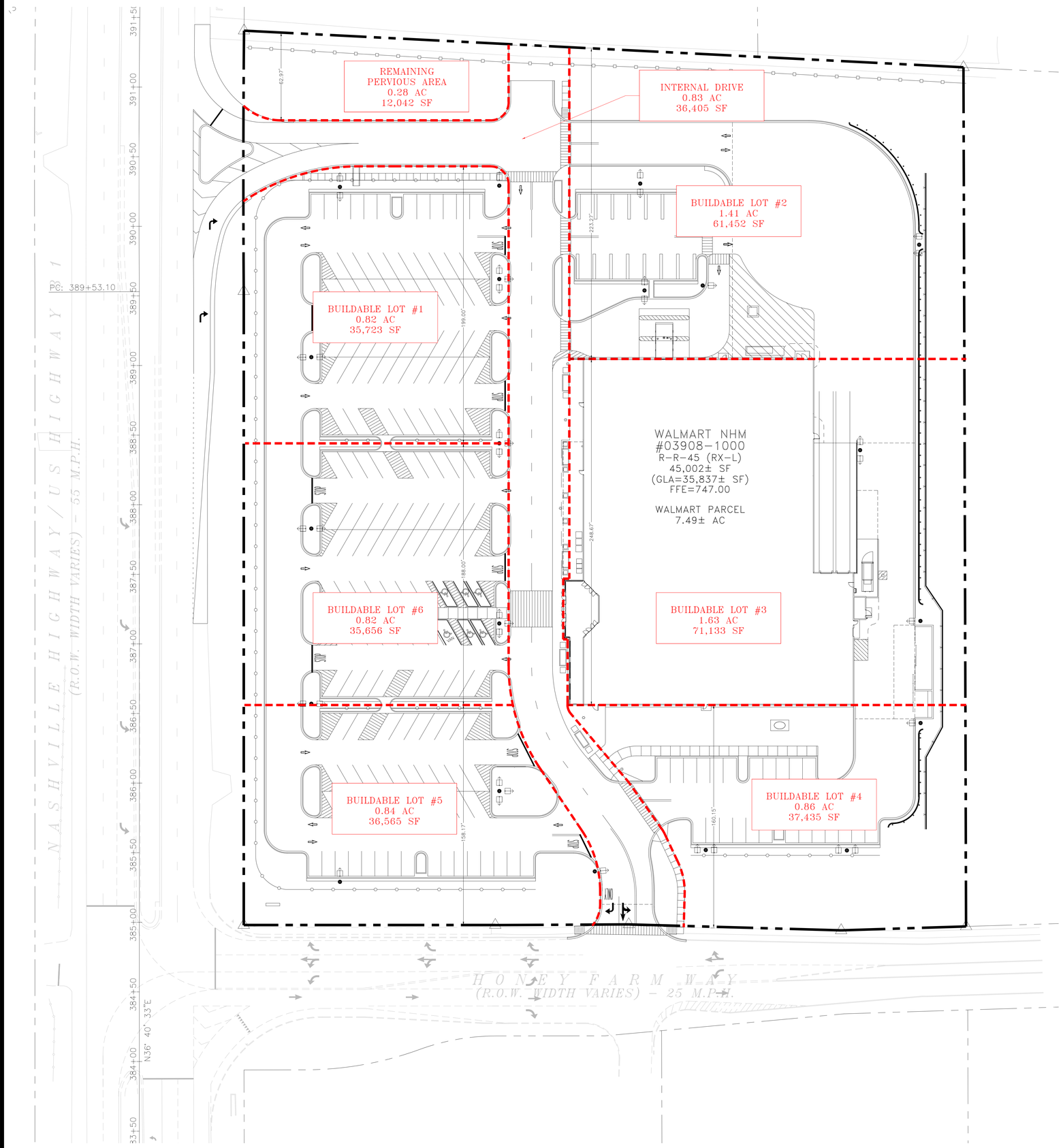
JOSEPH S. PARSLEY, REGISTERED ENGINEER, No. 110147, STATE OF TENNESSEE
6/16/25

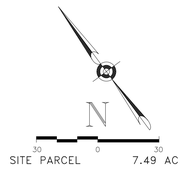
NEIGHBORHOOD MARKET #03908-1000
COLUMBIA, MAURY COUNTY, TENNESSEE

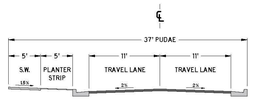
WAL-MART STORES, INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72716

Walmart

DRAWN	JMC
CHECKED	OAD
DATE	3/24/25
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 DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION	INTERNAL DRIVE COMMERCIAL AND MIXED-USE	DATE 7/1/2024
STANDARD DETAILS	(NTS)	DS-39

INTERNAL DRIVE LAYOUT

REVISIONS	BY

CARLSON CONSULTING ENGINEERS, INC.
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FRANKLIN, TENNESSEE 37067
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TN CORPORATION #355643

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

NEIGHBORHOOD MARKET #03908-1000
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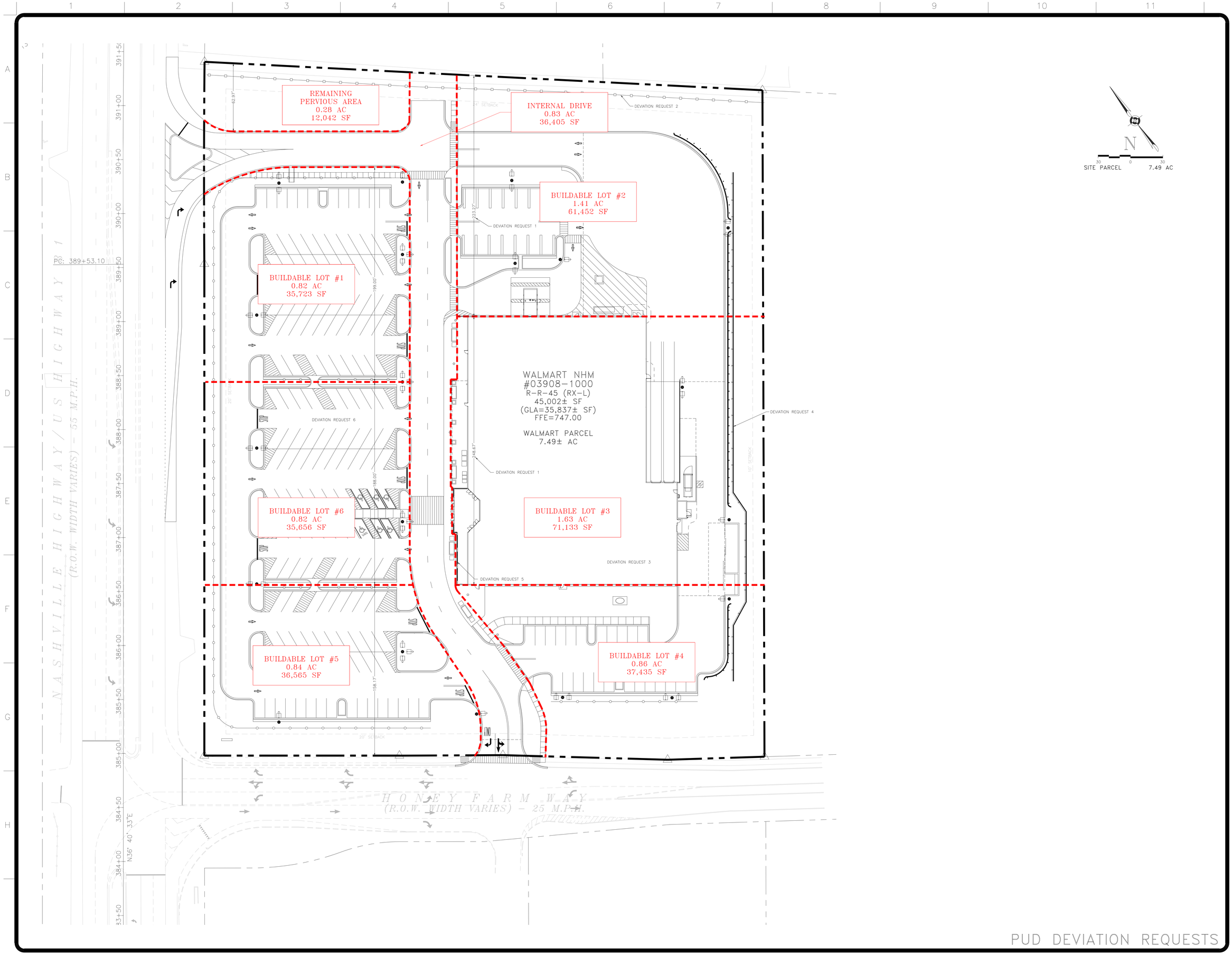

PUD DEVIATION REQUESTS

REVISIONS	BY

CARLSON CONSULTING ENGINEERS, INC.
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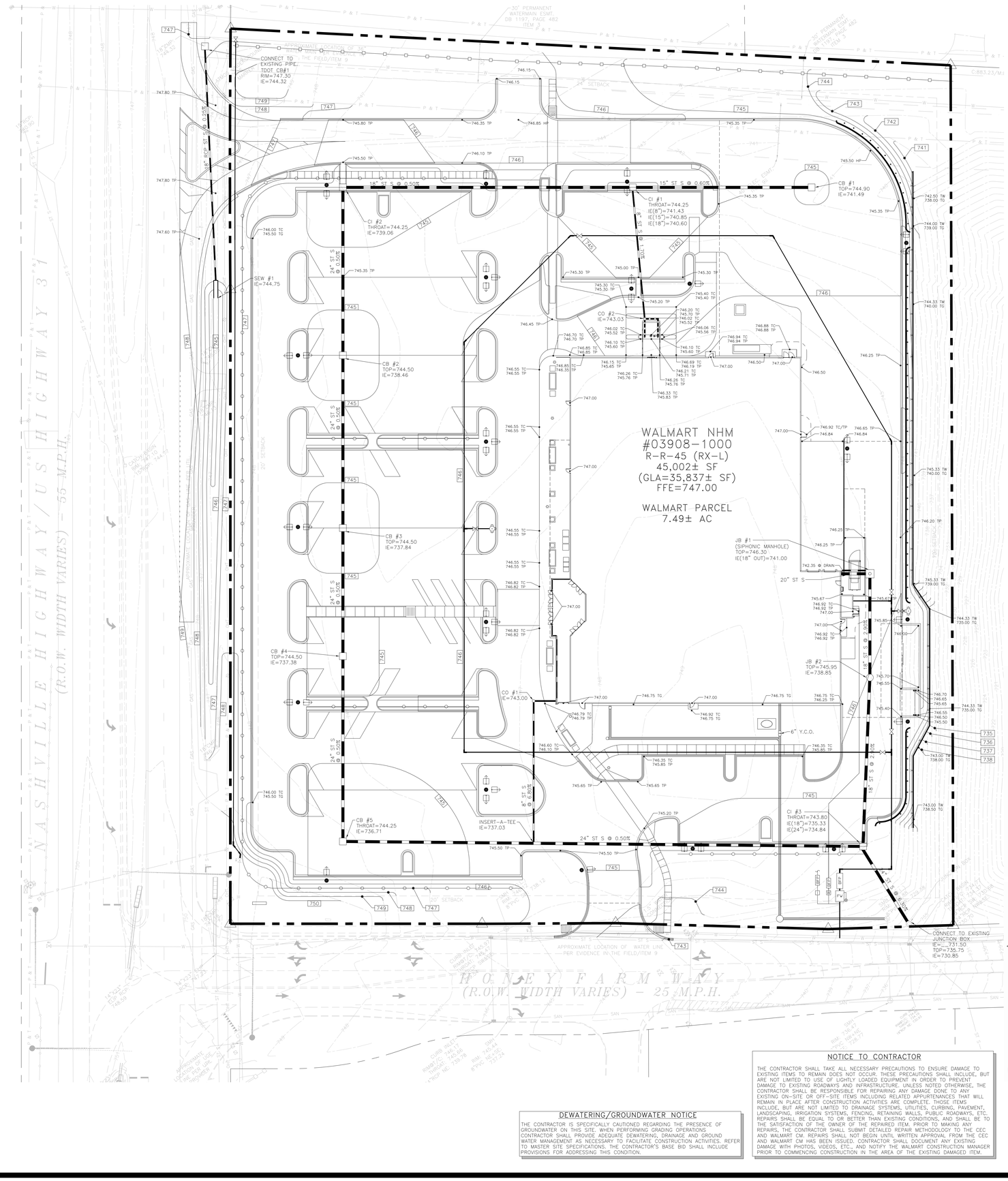


SITE BUILDING AREA–FOUNDATION SUBSURFACE PREPARATION
WAL-MART– NEIGHBORHOOD MARKET #03908
COLUMBIA, TENNESSEE
5/13/2025

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. THE EXISTING FILL MATERIAL SHOULD BE COMPLETELY REMOVED WITHIN THE BUILDING FOOTPRINT AND DELETERIOUS MATERIALS SHOULD BE REMOVED PRIOR TO REPLACEMENT AS FILL MATERIAL. THE EXISTING FILL MATERIAL MAY BE USED TO A DEPTH OF 2 FEET BELOW FINISHED SLAB SUBGRADE AND BOTTOM OF FOUNDATIONS. ONCE THE ELEVATION IS AT 2 FEET BELOW FINISHED SUBGRADE, THE TOP 12 INCHES OF REPLACED FILL MATERIAL SHOULD BE CHEMICALLY STABILIZED USING A LIME TREATMENT PROCESS CONSISTING OF 3 TO 4 PERCENT LIME. THE REMAINING TWO FEET OF FILL MATERIAL SHOULD CONSIST OF APPROVED FILL MATERIAL. THE SUBGRADE MATERIAL SHOULD PROOFROLL AS FIRM AND UNYIELDING. THE UPPER 1 FOOT OF SUBGRADE SHOULD BE COMPACTED TO AT LEAST 100% MAXIMUM DRY DENSITY PER ASTM D698. 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, UPPER 2 FEET	<25 MAX.>	<45 MAX.>
BUILDING AREA, BELOW UPPER 2 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 STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D698) AT A MOISTURE CONTENT WITHIN 2 PERCENT BELOW TO 3 PERCENT ABOVE THE OPTIMUM.

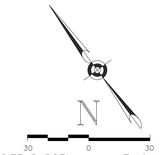
THE UPPER 12 INCHES OF SUBGRADE SHALL BE PLACED IN LOOSE LIFTS NOT EXCEEDING 6 INCHES IN THICKNESS AND COMPACTED TO AT LEAST 100 PERCENT OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D698) AT A MOISTURE CONTENT WITHIN 2 PERCENT BELOW TO 3 PERCENT ABOVE THE OPTIMUM.

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 MAY 13, 2025 (GEOTECHNICAL REPORT IS FOR INFORMATION ONLY AND IS NOT A CONSTRUCTION SPECIFICATION)

NOTES:

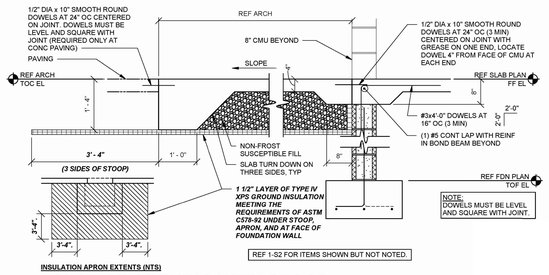
1. CONTRACTOR IS RESPONSIBLE FOR DEMOLITION OF EXISTING STRUCTURES INCLUDING REMOVAL OF ANY EXISTING UTILITIES SERVING THE STRUCTURE. UTILITIES ARE TO BE REMOVED TO THE RIGHT–OF–WAY.
2. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE 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.



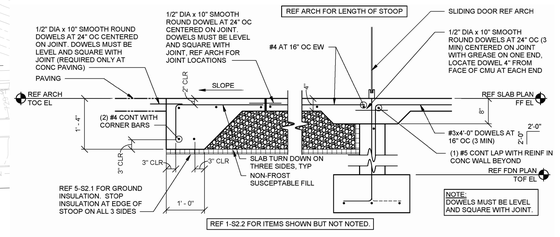
SITE PARCEL 7.49 AC

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



5 SLAB AT OPENING WITH STOOP



6 SLAB AT VESTIBULE STOOP

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.

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.

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

GRADING PLAN

REVISIONS	BY

CARLSON CONSULTING ENGINEERS, INC.
7068 LEDGESTONE COMMONS
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JOSEPH S. PARKER — REGISTERED ENGINEER — AGRICULTURE — COMMERCE — No. 110147 — STATE OF TENNESSEE

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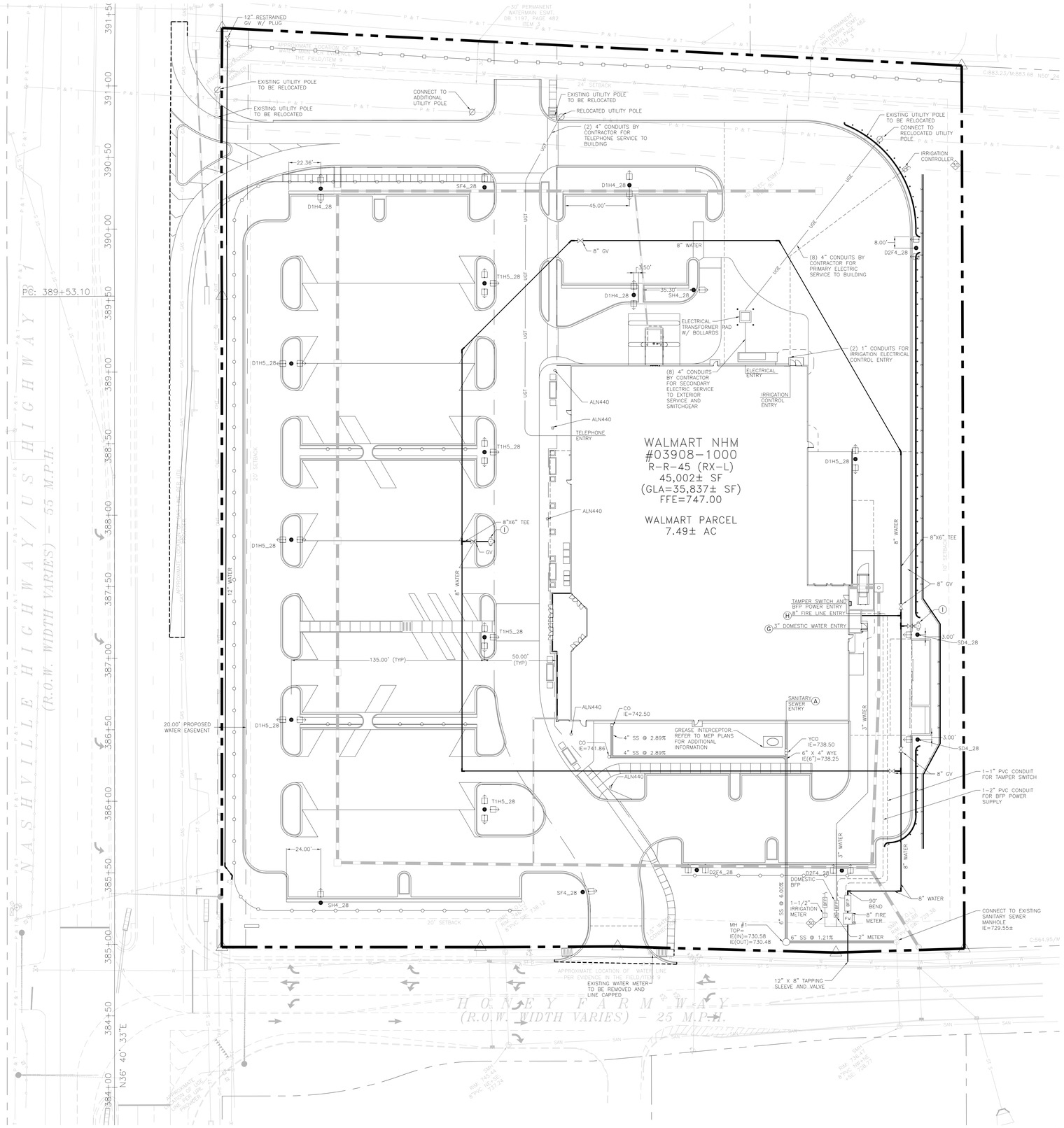
12" RESTRAINED GV W/ PLUG
EXISTING UTILITY POLE TO BE RELOCATED
EXISTING UTILITY POLE TO BE RELOCATED
CONNECT TO ADDITIONAL UTILITY POLE
EXISTING UTILITY POLE TO BE RELOCATED
RELOCATED UTILITY POLE
(2) 4" CONDUITS BY CONTRACTOR FOR TELEPHONE SERVICE TO BUILDING
EXISTING UTILITY POLE TO BE RELOCATED
CONNECT TO RELOCATED UTILITY POLE
IRRIGATION CONTROLLER
8" GV
8" WATER
(8) 4" CONDUITS BY CONTRACTOR FOR PRIMARY ELECTRIC SERVICE TO BUILDING
ELECTRICAL TRANSFORMER PAD W/ BOLLARDS
(2) 1" CONDUITS FOR IRRIGATION ELECTRICAL CONTROL ENTRY
(8) 4" CONDUITS BY CONTRACTOR FOR SECONDARY ELECTRIC SERVICE TO EXTERIOR SERVICE AND SWITCHGEAR
ELECTRICAL ENTRY
IRRIGATION CONTROL ENTRY
TELEPHONE ENTRY
WALMART NHM
#03908-1000
R-R-45 (RX-L)
45,002± SF
(GLA=35,837± SF)
FFE=747.00
WALMART PARCEL
7.49± AC
TAMPER SWITCH AND BFP POWER ENTRY
8" FIRE LINE ENTRY
3" DOMESTIC WATER ENTRY
SANITARY SEWER ENTRY
GREASE INTERCEPTOR REFER TO MEP PLANS FOR ADDITIONAL INFORMATION
CO IE=742.50
CO IE=741.86
4" SS @ 2.89%
4" SS @ 2.89%
YCO IE=738.50
6" X 4" WYE IE(6")=738.25
6" SS @ 6.00%
6" SS @ 1.21%
DOMESTIC BFP
1-1/2" IRRIGATION METER
90° BEND
8" FIRE METER
2" METER
MH #1 TOP= IE(IN)=730.58 IE(OUT)=730.48
CONNECT TO EXISTING SANITARY SEWER MANHOLE IE=729.55±
1-1" PVC CONDUIT FOR TAMPER SWITCH
1-2" PVC CONDUIT FOR BFP POWER SUPPLY
12" X 8" TAPPING SLEEVE AND VALVE
EXISTING WATER METER TO BE REMOVED AND LINE CAPPED
APPROXIMATE LOCATION OF 30' WATERMAIN EASEMENT PER EVIDENCE IN THE FIELD/ITEM 9
30' PERMANENT WATERMAIN ESMT. DB 1197, PAGE 482 ITEM 3
24' SETBACK
20' SETBACK
10' SETBACK
PC: 389+53.10
N.A.S.H.V.I.L.E. H.I.G.H.W.A.Y. (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.
N36° 40' 33"E
20.00' PROPOSED WATER EASEMENT
C:883.23'/M:883.68 N50°24
C:564.95'/M
22.36'
45.00'
35.30'
50.00' (TYP)
135.00' (TYP)
24.00'
8.00'
3.00'
D1H4_28
D1H5_28
D2F4_28
SF4_28
SH4_28
T1H5_28
SD4_28
ALN440
8"X6" TEE
GV
D1H5_28
D1H5_28
D1H5_28
D1H5_28
D1H5_28
D2F4_28
D2F4_28
SF4_28
SH4_28
T1H5_28
T1H5_28
T1H5_28
T1H5_28
SD4_28
SD4_28
SD4_28
ALN440
ALN440
ALN440
ALN440
ALN440
8"X6" TEE
8" GV
8" GV
8" GV
8" WATER
8" WATER
8" WATER
8" WATER
3" WATER
3" WATER
3" WATER
12" WATER
UGT
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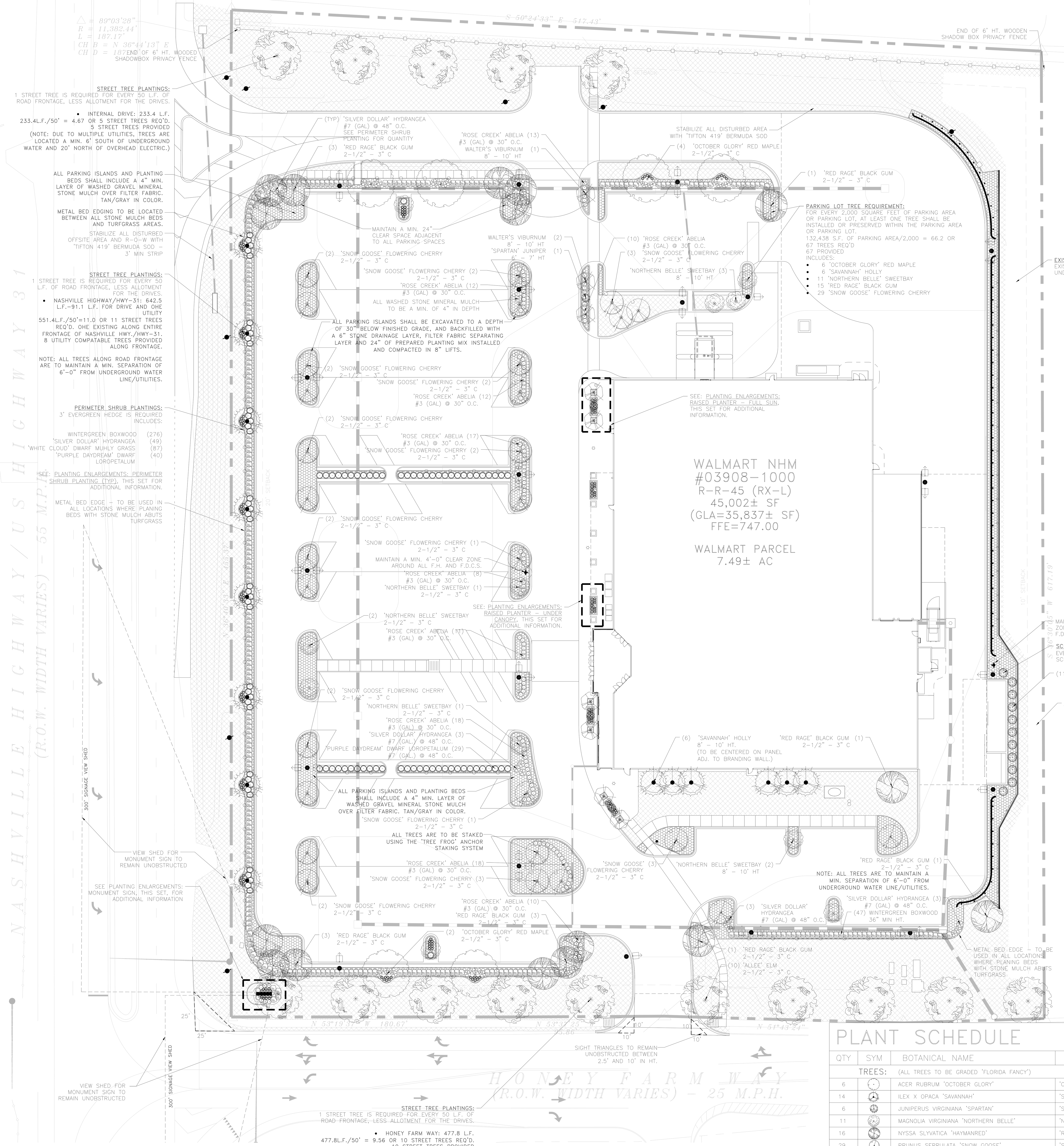


CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL MAINTENANCE AND A WARRANTY ON ALL PLANT MATERIAL AND WORKMANSHIP FOR A PERIOD OF ONE YEAR FROM FINAL ACCEPTANCE.

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 ZONING MAY ACCEPT PLANTER BOXES IN LIEU OF FOUNDATION LANDSCAPING PLACED NEAR FRONTAGE.

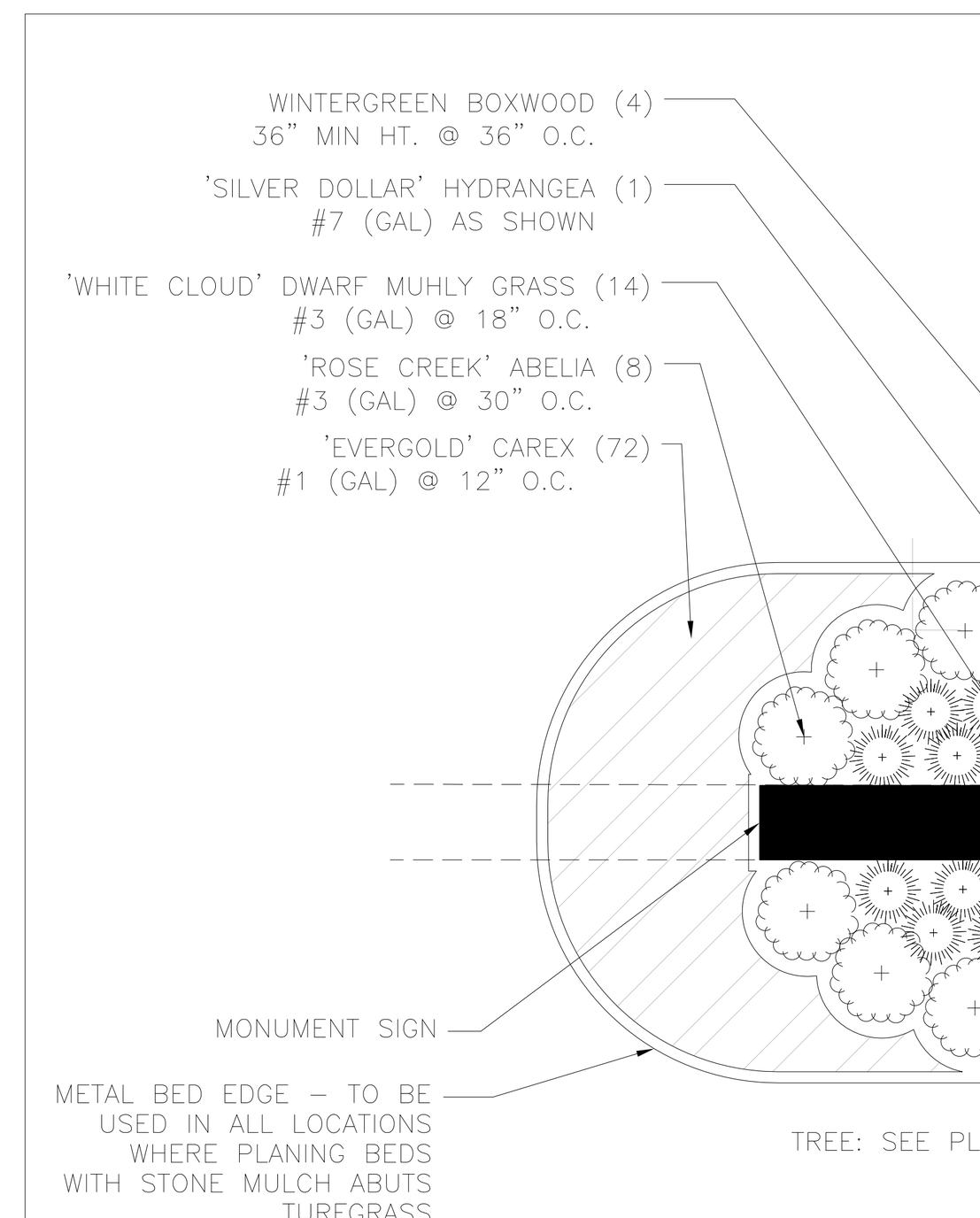
RAISED PLANTERS HAVE BEEN INCLUDED IN PLACE OF A CONTINUOUS FOUNDATION PLANTING BED ALONG THE SIDE FACING NASHVILLE HIGHWAY. THE SIDE FACING THE FRONTAGE OF HONEY FARM WAY HAS A BROAD OPEN SPACE AREA WITH TREES. THE OTHER TWO SIDES OF THE BUILDING INCLUDE THE LOADING ZONE AND FLY THRU PICK UP LANES AND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

ALL LANDSCAPE PLANTINGS SHALL BE FULLY IRRIGATED

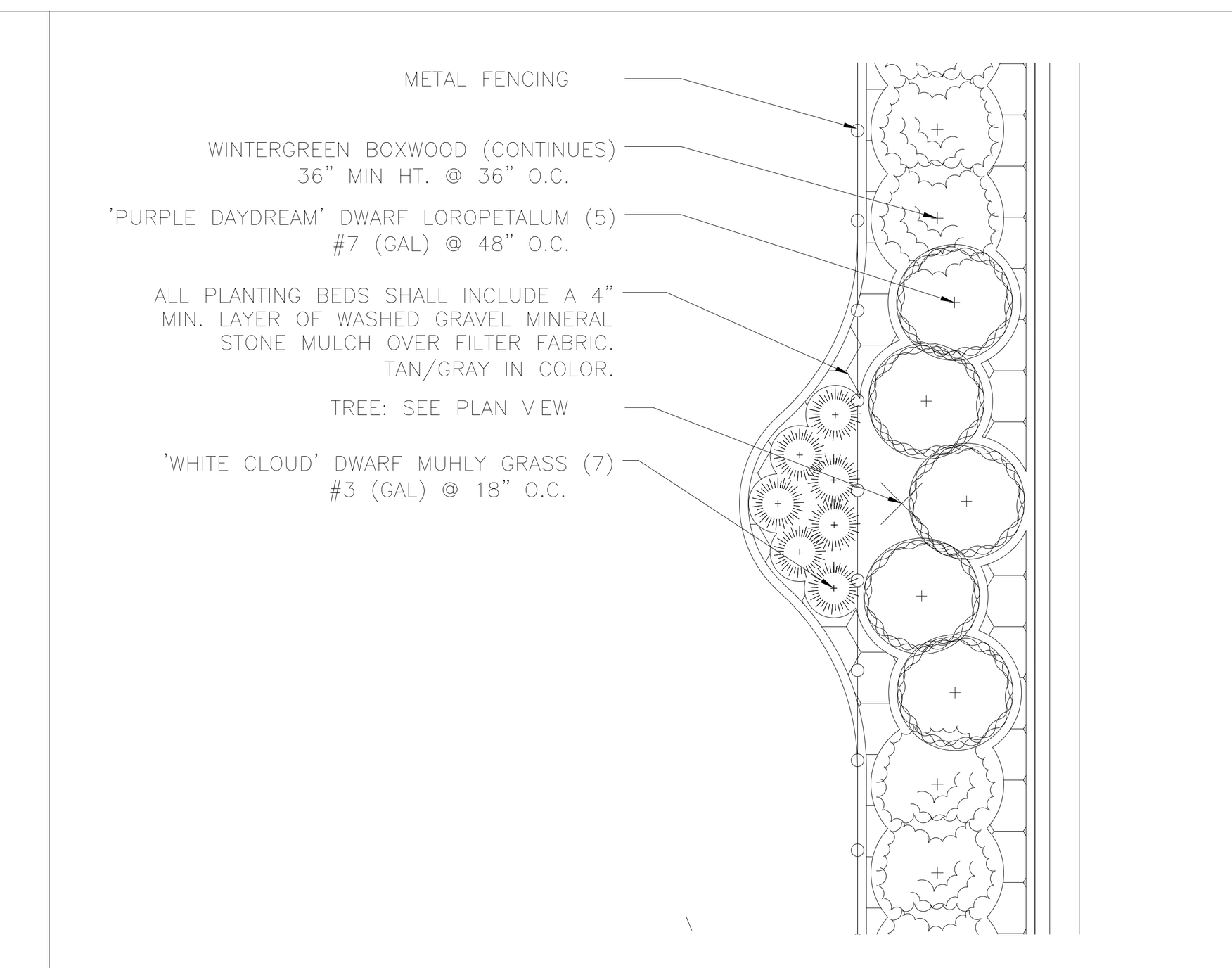
THE CONTRACTOR SHALL INCLUDE A PERMANENT IN-GROUND IRRIGATION SYSTEM THAT INCLUDES ENVIRONMENTAL SENSORS THAT REGULATE THE WATERING SCHEDULE TO ALL LANDSCAPE AREAS. THE IRRIGATION SYSTEM SHALL BE AN AUTOMATICALLY CONTROLLED SYSTEM THAT PROVIDES FULL COVERAGE OF ALL INSTALLED PLANTINGS AND UTILIZES A 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: MONUMENT SIGN SCALE: 1" = 10'



PLANTING ENLARGEMENTS: PERIMETER SHRUB PLANTING (TYP) 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 'SPARTAN'	'SPARTAN' JUNIPER	6' - 7' 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
25		HYPERICUM CALYCINUM	CREEPING ST. JOHN?S WORT	#1 (GAL)/8" - 12" HT	24" O.C.	CONT	ROUND, FULL HEAD
152		CAREX OSHIMENSIS 'EVERGOLD'	'EVERGOLD' CAREX	#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.

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 REGISTERED LANDSCAPE ARCHITECT TENNESSEE NO.
16.25

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	3/24/25
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

T1H5_28

DRIVE THRU AISLE

PICKUP WALKWAY

ALN440-Y5-32LED-

ALN440-Y5-32LED-

WALMART NHM
#03908-1000
R-R-45 (RX-L)
45,002± SF
(GLA=35,837± SF)
FFE=747.00

D1H5_28

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

T1H5_28

D1H5_28

T1H5_28

PARKING FRONT

PROPOSED TOWNHOMES

SD4_28

DSD PALLET AREA

SD4_28

ALN440-Y5-32LED-

ALN440-Y5-32LED-

VERT SPILL PROP LINE EAST

PARKING SOUTH

D2F4_28

D2F4_28

SF4_28

ENTRY DRIVE SOUTH

SH4_28

VERT SPILL PROP LINE SOUTH

24' SETBACK

PUBLIC RIGHT OF WAY

VERTICAL ILLUMINANCE > 0.8 FC IS BENEFICIAL BECAUSE OF PUBLIC ROAD.

VERTICAL ILLUMINANCE > 0.8 FC IS BENEFICIAL BECAUSE OF PUBLIC ROAD.

PUBLIC RIGHT OF WAY

N A S H V I L L E H I G H W A Y / U S 1 3
(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.

N36° 40' 33"E

392+00 391+50 391+00 390+50 390+00 389+50 389+00 388+50 388+00 387+50 387+00 386+50 386+00 385+50 385+00 384+50 384+00

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-EALS035H4AF750ND01BLCKF 25ft pole on 3ft base	280	40000	B3-U0-G3
	4	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-EALS035F4AF750DD01BLCKFS1 & 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
	4	T1H5_28	3 @ 90°	0.837	3-EALS035H5SM750NDD1BLCKF 25ft pole on 3ft base	420	60000	B4-U0-G2
	5	ALN440-Y5-32LED-5K-700	SINGLE	0.837	ALN440-Y5-32LED-5K-700-BLT 12ft pole	74.9	5700	B3-U3-G3

Calculation Summary Illuminance Foot-candles						
Label	Avg	Max	Min	Avg/Min	Max/Min	# Pts
Drive-Thru Aisle	2.66	4.5	1.6	1.66	2.81	20
DSD Pallet Area	1.49	2.2	1.1	1.35	2.00	32
Entry Drive North	1.95	4.6	0.7	2.79	6.57	118
Entry Drive South	2.19	3.6	1.1	1.99	3.27	34
Front Aisle	3.64	8.5	1.8	2.02	4.72	135
OPD Parking	4.07	5.9	1.9	2.14	3.11	59
OPD Walkway	2.80	3.5	2.4	1.17	1.46	9
Parking Front	2.49	8.4	0.8	3.11	10.50	755
Parking South	2.86	5.9	0.9	3.18	6.56	80
Rear Drive	1.62	5.5	0.2	8.10	27.50	326
Vert Parking West In	0.95	1.7	0.4	2.38	4.25	10
Vert Parking West Out	1.15	2.3	0.6	1.92	3.83	11
Vert Spill Prop Line East	0.30	0.6	0.0	N.A.	N.A.	62
Vert Spill Prop Line North	0.17	0.3	0.0	N.A.	N.A.	52
Vert Spill Prop Line South	0.30	1.9	0.0	N.A.	N.A.	52
Vert Spill Prop Line West	0.96	1.7	0.0	N.A.	N.A.	65

PHOTOMETRICS PLAN

REVISIONS	BY

CARLSON CONSULTING ENGINEERS, INC.
7088 LEDGESTONE COMMONS
BARTLETT, TENNESSEE 38133
PH: (901) 384-0040 FAX: (901) 384-0710
TN CORPORATION #355643

JOSEPH S. PARISE
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
3/24/25
SCALE
1"=30'
JOB No.
03908-1000
SHEET
8 OF 8 SHEETS

CARLSON CONSULTING ENGINEERS, INC.

June 11, 2025

City of Columbia
700 N Garden Street
Columbia, TN 38401

Re: Final PUD Civil Design Summary
#03908-1000 Walmart Neighborhood Market

To Whom It May Concern:

This letter serves as a summary of the notable design changes made from the Preliminary PUD submittal that have been coordinated with the Planning Staff:

1. The proposed privacy fence along the northern border of the property has been updated from a 6-foot wooden shadow box fence to a 6-foot Winchester Grey composite fence. While maintaining the appearance of wood, the composite material offers a more durable, low-maintenance alternative.

2. The proposed retaining wall was coordinated with staff to be composed of the AB Europa Collection Allan Block.

3. To establish the parking lot as the principal use, the site was further subdivided into additional building lots to meet the building site width requirement. As a result, the required screening and landscaping were incorporated into the landscaped islands within the parking lot to separate these building sites.

4. The design has incorporated planter boxes and tree wells along the store front to account for the required 'Planter Strip' for the Internal Drive.

5. Please see the 'Final PUD Architectural Design Summary' for architectural related changes to the site.

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.

HFA

To: Carlson Consulting Engineers, Inc.

From: HFA-AE, Ltd.

Date: 2025.06.10

Re: 3908-1000 Columbia TN – Final PUD & Preliminary Plat Submittal

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To Whom It May Concern,

HFA-AE, Ltd. worked closely with the City of Columbia, TN to address design comments related to the architectural design of the market known as 3908 Columbia TN. Please see below for a summary of the design evolution based on the partnership.

2024.12.16
HFA-AE, Ltd. provided site signage and architectural elevations to Carlson Consulting Engineers, Inc. to be included within the Preliminary PUD submittal.

2025.01.07
Design Review Committee meeting was held. Carlson Consulting Engineers, Inc. attended in person and HFA-AE, Ltd. attended virtually.

Discussion Topics (related to architectural):

- Pylon signs are not allowed. Monument signs allowed but should follow City requirements.
- Foundation landscaping is required.
- Building elevations
  - Stucco must be authentic. No EIFS allowed.
  - 100 feet maximum elevation. Articulation must be provided to meet requirements.
  - Add brick rowlock course within base area to meet requirements for providing base on elevations.
  - 70% glazing requirement is not being met. Provide SF.
  - Illumination of letters and logo only.
  - No ACM panels allowed.
- Resubmittal deadline: 2025.01.21

2025.01.16
HFA-AE, Ltd. reached out to the Principal Planner, Austin Brass, at the City of Columbia to request a review meeting to discuss our proposed solutions to the DRC's comments.

2025.01.17
HFA-AE, Ltd. held a meeting with the City of Columbia to discuss proposed solutions to the DRC's comments.

Brief Summary of Discussion:

- City recommended breaking the facade up into sections/buildings within the 100 feet range to meet design intent and provide glazing percentages for each section/building.

  - Glazing percentages are to be provided for clear and spandrel.
- A concern about the 'blank facade' on each side of the brand wall. The stucco is too expanse and doesn't read as a separate building. Recommend adding glazing to these areas to meet requirements.
- City recommended adding trellis and additional glazing to create a more pedestrian scaled facade.
- City stated that the NE elevation is not of concern as it will not be as visible and it would be okay to reduce the articulation and reallocate to the front elevation.

2025.01.21
HFA-AE, Ltd. submitted revised site signage and building elevations to Carlson Consulting Engineers, Inc. for resubmittal.

Revisions included:

- Building materials incorporated to proposed pylon sign.
- Additional renderings to show visibility hardship of signage.
- Open canopies added to principal elevation.
- ACM metal panels removed from project and replaced with authentic stucco.
- Rowlock brick was added to street-facing elevations.
- Additional glazing added to principal elevation.

2025.01.23
Austin Brass with the City of Columbia reached out to HFA and requested a virtual meeting to review resubmittal.

2025.01.24
City of Columbia and HFA-AE, Ltd. met virtually to discuss resubmittal.

Brief Summary of Discussion:

- 70% glazing requirement still isn't being met… provide cut sheet on glazing and storefront type.
  - Additional glazing would be preferred on the principal frontage.
- Remove contraction/control joints on the stucco as it makes the material look like EIFS.
- The windows are not properly trimmed out – add 4" trim at transom and add soldier/rowlock for base storefront.
- The principal frontage still does not meet the articulation requirements. The blue/cream stucco area is still too expansive and not broken up. We would like to see something within that area to break up the façade. The intent is to be pedestrian scale… and this is not.
  - HFA-AE, Ltd. requested clarification on expectation… City stated that modulation needs to occur (bump outs that protrude feet rather than inches).
- The committee would like to see a rendering view of the approach from the boulevard to see the prominent view of the residential neighborhood.
- Wall signage significantly exceeds the allowable 32 SF.
  - If you provide an architectural element beneath the brand wall, you could maybe classify it as a band sign.
- Pylon signs are not allowed and will not be allowed by the committee.
  - HFA-AE, Ltd. presented visibility issues due to landscaping… City recommended monument sign.

2025.01.30
HFA-AE, Ltd. issued revised site signage and building elevations to the City of Columbia for review.

Revisions included:

- Added storefront and increased areas of coverage.
- Updated building color to match the updated branding concept but maintained the originally proposed materials.
- Added brick columns and open canopies at the 'brand wall'.
- Added trim around storefront at brick and stucco, as required.

2025.01.31
City of Columbia issued additional staff comments on proposed design revisions for consideration.

2025.02.07
HFA-AE, Ltd. issued revised site signage and building elevations to the City of Columbia for review.

Revisions included:

- ADD additional storefront on the front elevation to increase glazing percentages
- REVISED proposed storefront to increase in size
- ADD 4" trim around storefront where located within stucco
- ADD rowlock and solider course brick at storefront where located within brick
- ADD open air canopy along front elevation
- UPDATED building colors to match client's new standards
- UPDATED building signage to match client's new standards
- REMOVED proposed joints from stucco to prevent stucco from appearing like EIFS
- ADD proposed monument sign as alternative to pylon sign
  - Provided rendering of visibility hardship for monument sign
- Provided renderings of the building, site, and rear of the building with landscaping as proposed within current landscaping plan.

2025.02.11
City of Columbia issued additional staff comments on proposed design revisions for consideration.

2025.03.10
HFA-AE, Ltd. issued revised site signage and building elevations to the City of Columbia for review.

2025.03.12
City of Columbia and HFA-AE, Ltd. met virtually to discuss resubmittal.

2025.03.19
HFA-AE, Ltd. issued revised site signage and building elevations to the City of Columbia for review.

2025.03.31
City of Columbia provided comments on monument signage materials. HFA-AE, Ltd. clarified intent of materials.

HFA

2025.04.01
HFA-AE, Ltd. provided updated site signage exhibits to the City of Columbia for review.

2025.04.09
Planning Commission meeting was held, and feedback was provided.
Request (related to architectural):

- Remove secondary brand wall along Honey Farms Way.

2025.04.15
HFA-AE, Ltd. issued revised site signage and building elevations to the City of Columbia for review.

Revisions included:

- Removal of secondary brand wall along Honey Farms Way.

If you have any questions on the summary above, please do not hesitate to contact me.

Sincerely,



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

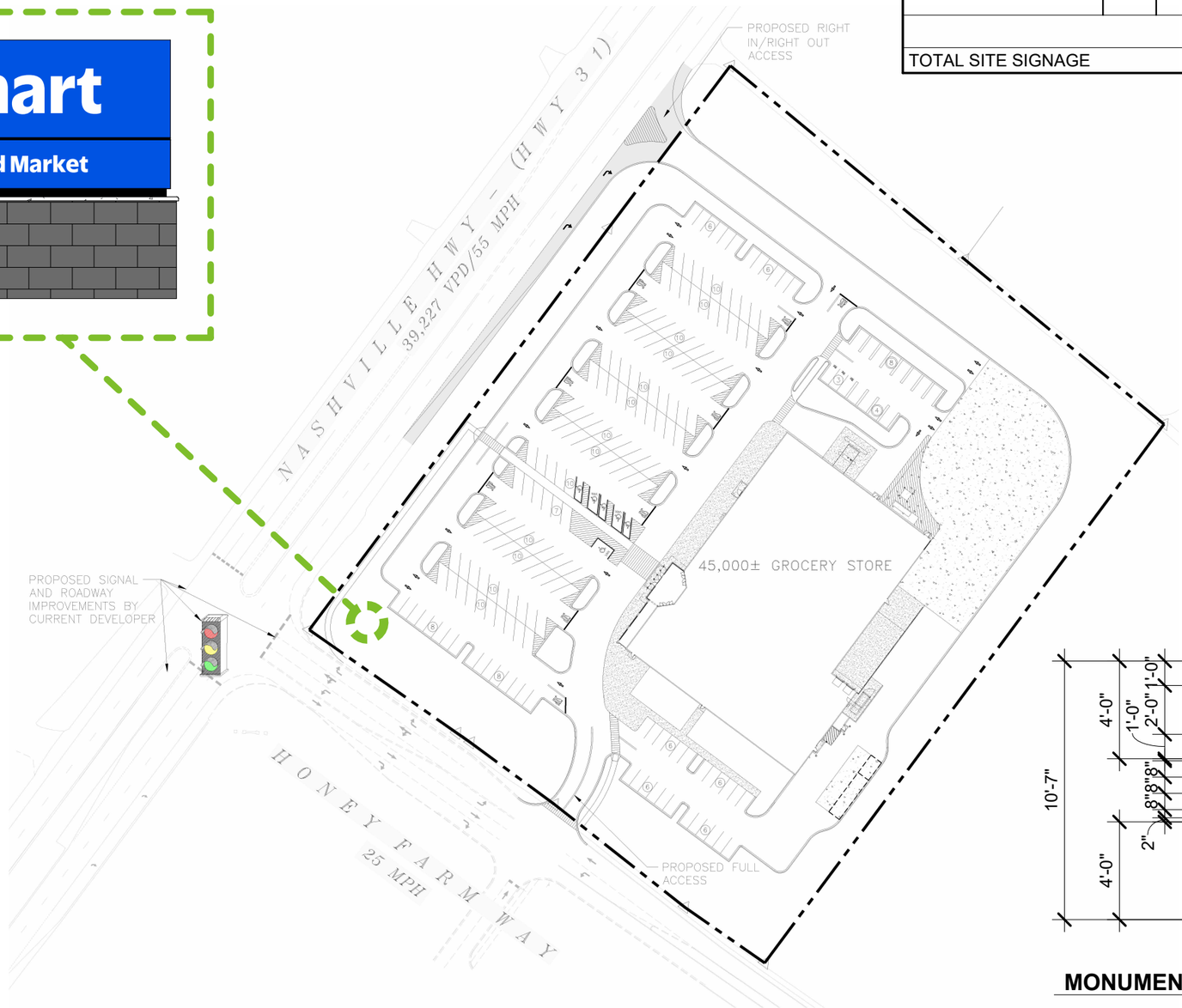
VARIANCE REQUIRED DUE TO AREA RESTRICTIONS

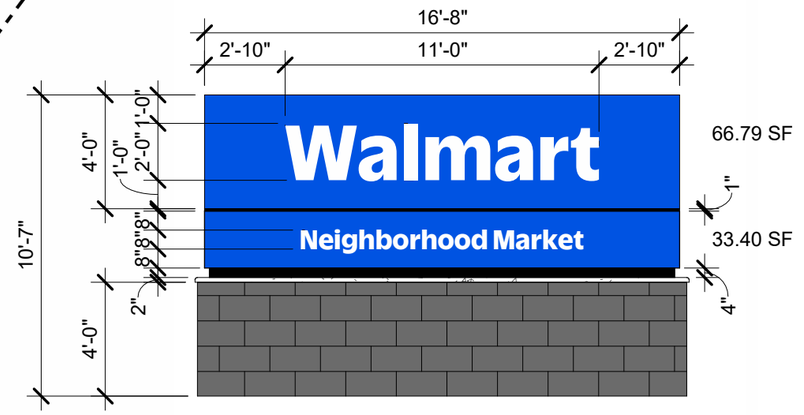
10'-7" H 100.19SF



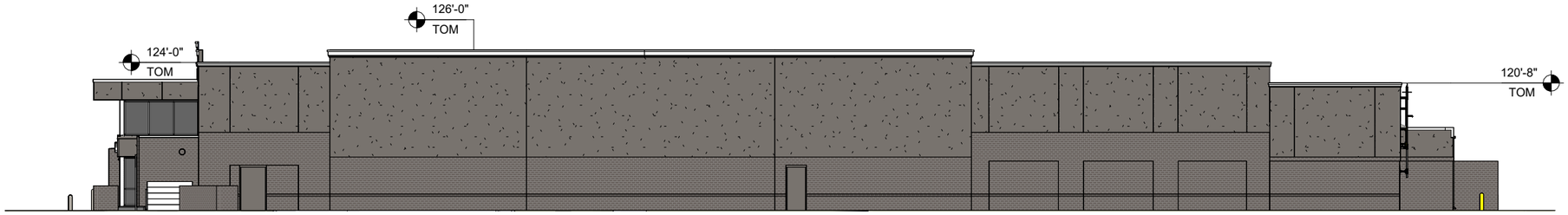
SITE SIGNAGE SCHEDULE

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

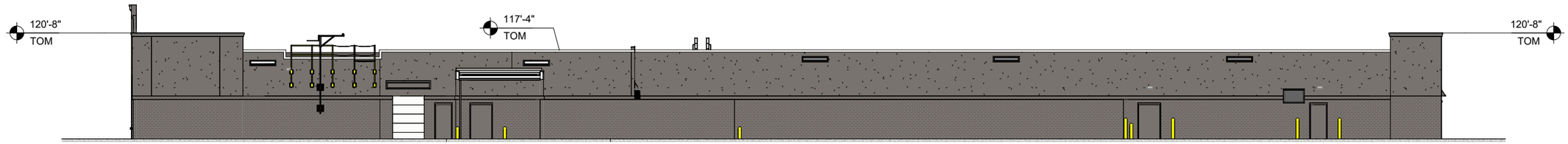




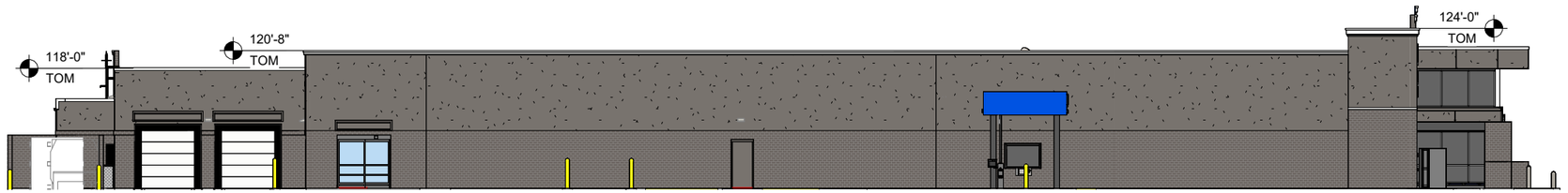
MONUMENT SIGN



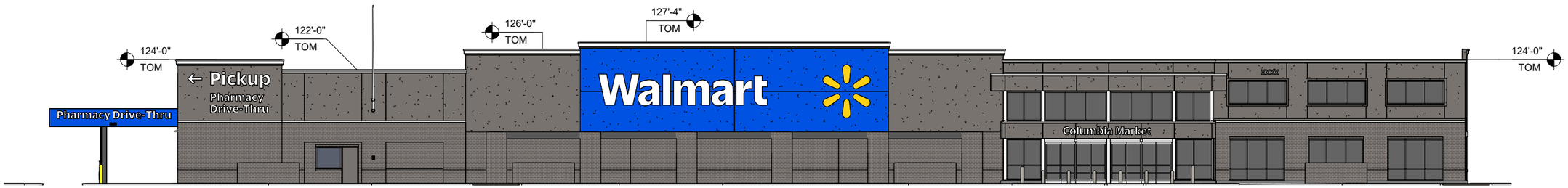
SIDE ELEVATION (SOUTHWEST)



REAR ELEVATION (SOUTHEAST)

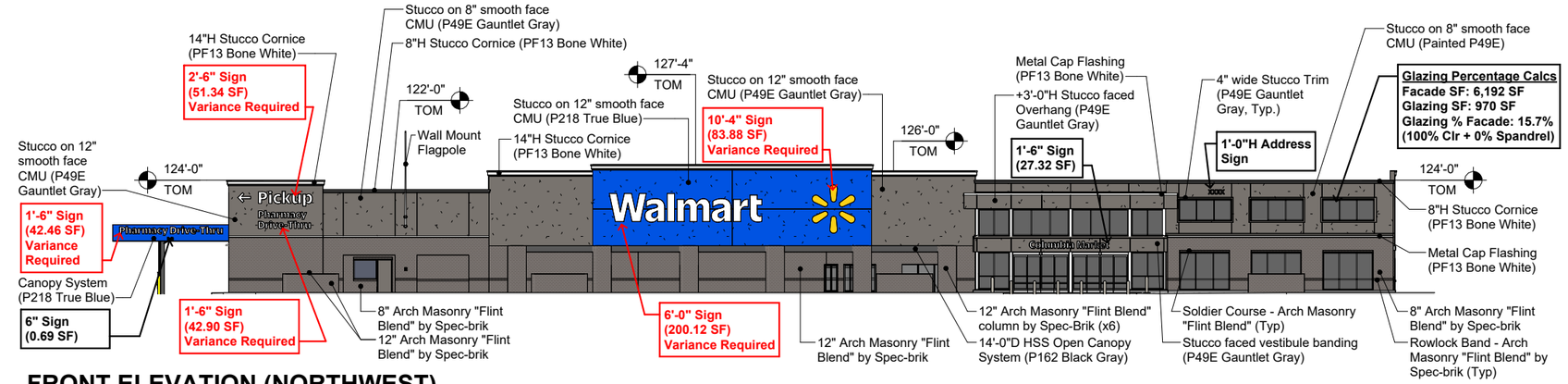


SIDE ELEVATION (NORTHEAST)

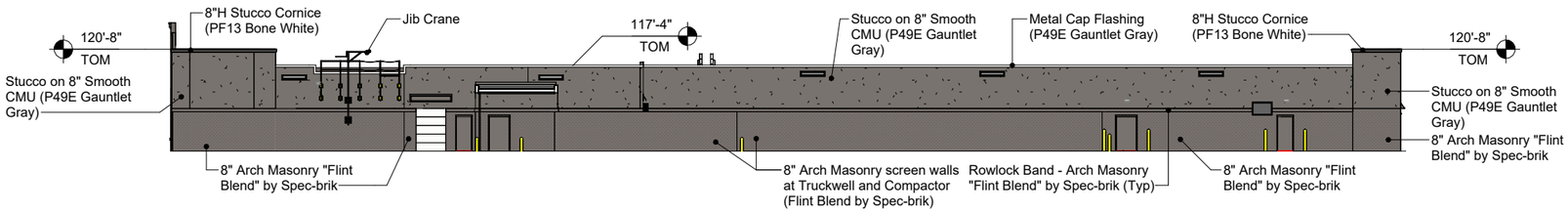


FRONT ELEVATION (NORTHWEST)

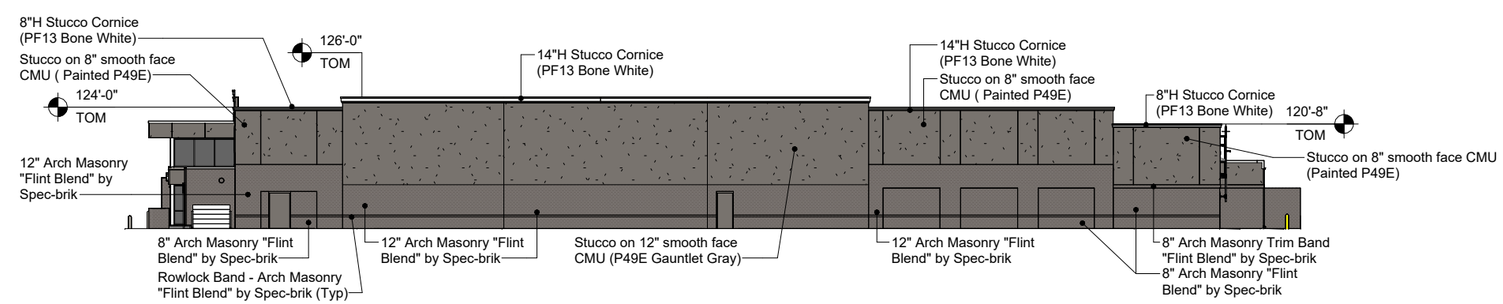
Paint P49E Gauntlet Gray	Paint P218 True Blue	Paint P162E Black Gray	Aluminum Brake Cladding and Automatic Doors - Clear Anodized finish	Architectural Masonry "Flint Blend" by Spec-Brik



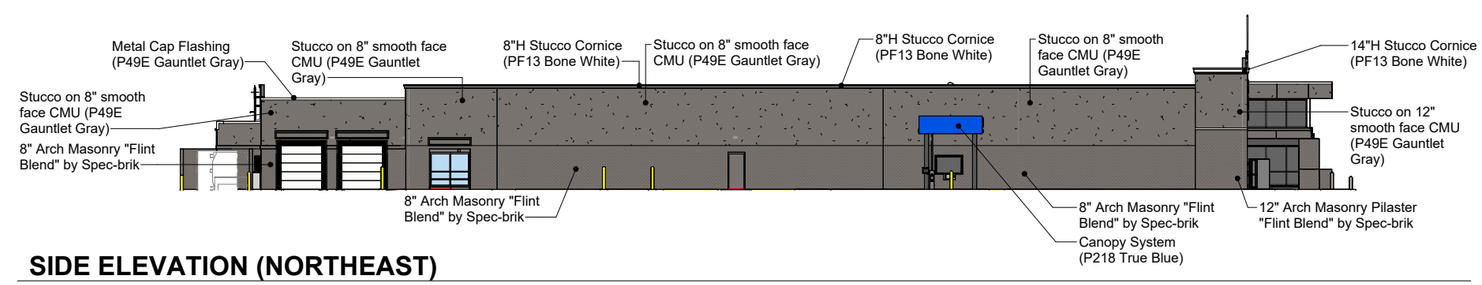
FRONT ELEVATION (NORTHWEST)



REAR ELEVATION (SOUTHEAST)



SIDE ELEVATION (SOUTHWEST)



SIDE ELEVATION (NORTHEAST)



Perspective - Honey Farm Way - South



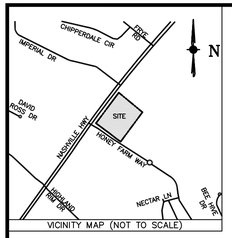
Perspective - Parking Front RX Corner



Perspective - Parking Front SW Corner



Perspective - Monument Sign Visibility



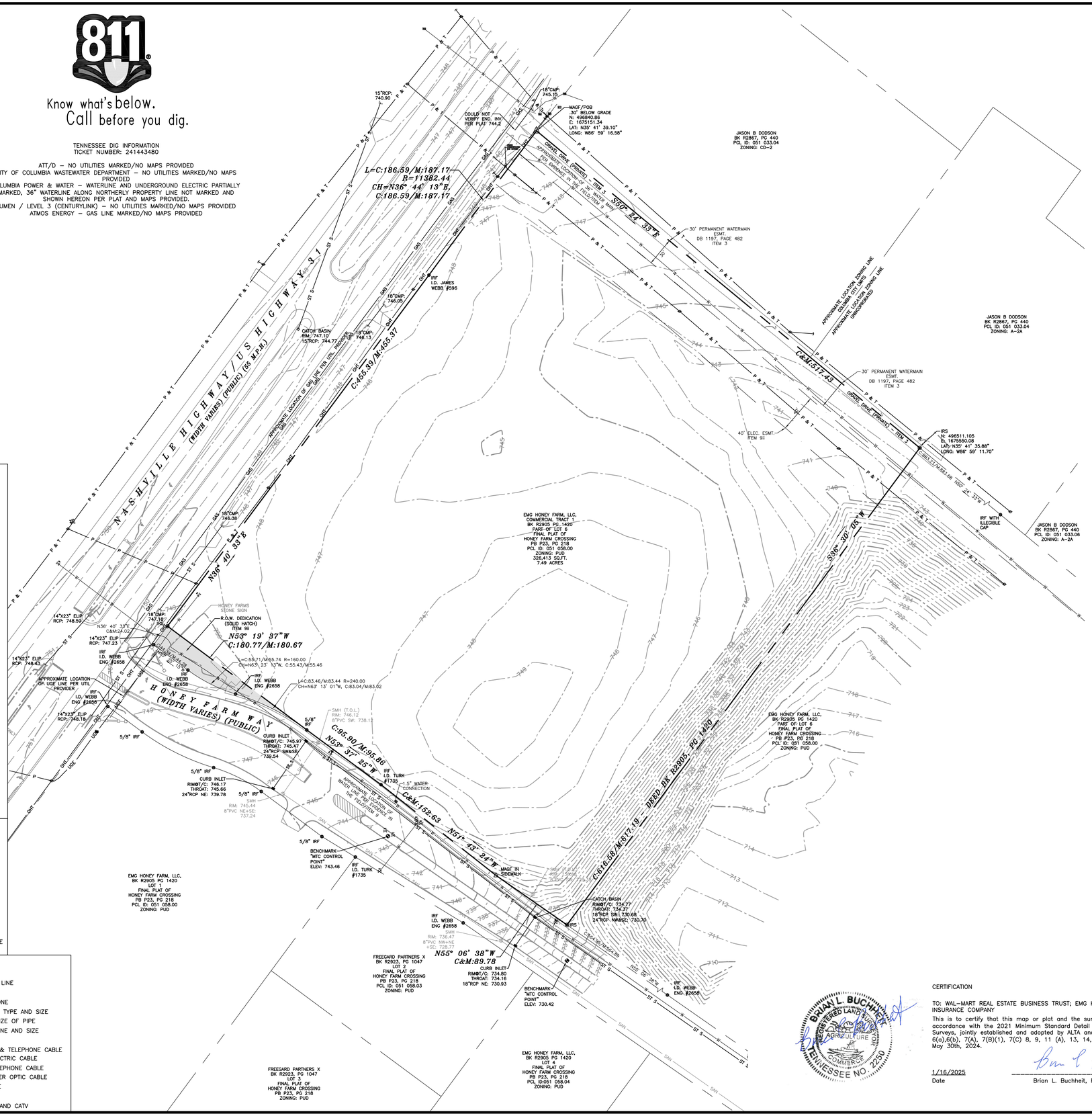
VICINITY MAP (NOT TO SCALE)

Know what's below.
Call before you dig.

TENNESSEE DIG INFORMATION
TICKET NUMBER: 241443480

ATT/D – NO UTILITIES MARKED/NO MAPS PROVIDED
CITY OF COLUMBIA WASTEWATER DEPARTMENT – NO UTILITIES MARKED/NO MAPS PROVIDED
COLUMBIA POWER & WATER – WATERLINE AND UNDERGROUND ELECTRIC PARTIALLY MARKED, 36" WATERLINE ALONG NORTHERLY PROPERTY LINE NOT MARKED AND SHOWN HEREON PER PLAT AND MAPS PROVIDED.
LUMEN / LEVEL 3 (CENTURYLINK) – NO UTILITIES MARKED/NO MAPS PROVIDED
ATMOS ENERGY – GAS LINE MARKED/NO MAPS PROVIDED

TENNESSEE S.P.C.
N
50 0 50



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.

SYMBOLS LEGEND

⊠	CONC. MONUMENT
IRF	IRON REBAR FOUND
IPF	IRON PIPE FOUND
IRS	5/8" CAPPED IRON REBAR SET
CMF	CHISELED MARK FOUND
CMS	CHISELED MARK SET
PKF	PK NAIL FOUND
SMH	SANITARY MANHOLE
SCO	SANITARY CLEANOUT
GT	GREASE TRAP
DMH	DRAINAGE MANHOLE
CI	CURB INLET
	CATCH BASIN
	SURFACE DOWN SPOUT
	UNDERGROUND DOWN SPOUT
	AUTO. SPKR/FIRE DEPT. CON.
	HYDRANT
WM	WATER METER
BFP	BACKFLOW PREVENTER
	WATER VALVE
IRR	IRRIGATION CONTROL VALVE
PIV	POST INDICATOR VALVE
WS	WATER SPIGOT
MB	MAILBOX
GM	GAS METER
GV	GAS VALVE
LIGHT	AREA LIGHT
LIGHT	CONCRETE BASE LIGHT POLE
	WALL MOUNTED FLOOD LIGHT
E	ELECTRIC MANHOLE
EM	ELECTRIC METER
EB	ELECTRIC PULLBOX
EV	ELECTRIC VAULT
T	TELEPHONE MANHOLE
TP	TELEPHONE PEDESTAL
TPB	TELEPHONE PULLBOX
CP	CABLE T.V. PEDESTAL
PP	POWER POLE
	GUY WIRE
TBM	TEMPORARY BENCHMARK
	SIGN

TRAFFIC CONTROL LEGEND

	HANDICAP PARKING
	PAINTED SOLID WHITE LINE
	PAINTED SOLID YELLOW LINE
	PAINTED DASHED WHITE LINE
	PAINTED DASHED YELLOW LINE
	TRAFFIC FLOW
	LEFT TURN ONLY LANE
	RIGHT TURN ONLY LANE
	STRAIGHT OR LEFT TURN LANE
	STRAIGHT OR RIGHT TURN LANE

LINE LEGEND

	EASEMENT LINE
	BUILDING SETBACK LINE
	PROPERTY LINE
OHT	OVERHEAD TELEPHONE
ST S	DRAIN. SEWER LINE TYPE AND SIZE
W	WATER LINE AND SIZE OF PIPE
SAN	SANITARY SEWER LINE AND SIZE
P	OVERHEAD POWER
P&T	OVERHEAD POWER & TELEPHONE CABLE
UGE	UNDERGROUND ELECTRIC CABLE
UGT	UNDERGROUND TELEPHONE CABLE
FO	UNDERGROUND FIBER OPTIC CABLE
GAS	GAS LINE AND SIZE
	FENCE
P&CATV	OVERHEAD POWER AND CATV

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 — TENNESSEE NO. 2250

CERTIFICATION

TO: WAL–MART REAL ESTATE BUSINESS TRUST; 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.

1/16/2025
Date

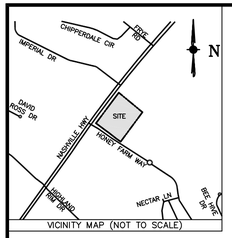
Brian L. Buchheit, PLS No. 2250

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: 1/16/2025
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 ***NOT A SURVEY RELATED ITEM.***, AND QUITCLAIM OF COMMON AREAS OF RECORD IN BOOK R2083, PAGE 11 ***DOES NOT AFFECTS SUBJECT PARCEL.*** IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE.

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'	DRAWING FILE: WM	JOB No. COLUMBIA,TN
DATE: 1/16/2025	DRAWN BY: DCS/JHW	SHEET 2 OF 2

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

REVISED
JANUARY 2025

TRAFFIC IMPACT STUDY

PROPOSED HONEY FARM WALMART NEIGHBORHOOD MARKET
COLUMBIA, TENNESSEE



1/21/25

PREPARED BY:

RG Phillips Consulting, LLC

Richard G. Phillips, P.E.

106 Mission Court, Suite 301

Franklin, TN 37067

RG PHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

Traffic Impact Study

Honey Farm Walmart Neighborhood Market
Columbia, Tennessee

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Introduction and Scope

The purpose of this traffic study is to assess the traffic impacts associated with the proposed Honey Farm Walmart Neighborhood Market development in Columbia, Tennessee. The development is proposed to include a 45,000-S.F. Walmart Neighborhood Market (LUC 850), as well as a 6,600-S.F. fast-food restaurant with a drive-through (LUC 934), a 5,500-S.F. fast casual restaurant (LUC 930), 6,000 S.F. of future retail (LUC 822), 174 apartment units (LUC 220), 180 townhomes (LUC 215), a 98,275-S.F. storage facility (LUC 151), and a 17,000-S.F. health department (LUC 720). Notably, a previous traffic study was prepared for this site by KCI Technologies, Inc. in June 2023. This November 2024 traffic study serves as an update to the prior analyses to reflect changes in proposed land uses, expected trip generation, and project access. Specifically, this updated study addresses the addition of the proposed Walmart Neighborhood Market to the Honey Farm development.

Based on the scope set by City of Columbia staff, this study includes the following intersections:

- #1 – Nashville Highway (US 31 / SR 6) & Honey Farm Way
- #2 – Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access
- #3 – Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access
- #4 – Nashville Highway (US 31 / SR 6) & Hidden Creek Way / Williams Ridge Drive

This report identifies potential traffic impacts to the surrounding roadway network based on the proposed development. Three scenarios were considered for analysis, as follows:

- Existing Traffic Conditions (2024)
- Background Traffic Conditions (2026)
- Projected Traffic Conditions at Horizon Year (2026)

2024 Existing Traffic Conditions

Traffic counts were conducted at locations #1 and #4 from 7:00 AM to 9:00 AM and from 2:00 PM to 6:00 PM. A traffic incident occurred on Nashville Highway during initial traffic collection that affected the AM peak hour traffic; AM traffic data were recollected on a different day as a result.

2026 Background Traffic Conditions

The 2024 existing traffic volumes were increased by 2.5% per year for the two-year buildout period, and one offsite development was identified and included.

2026 Projected Traffic Conditions

Trips expected to be generated by the proposed development were determined from ITE's *Trip Generation, 11th Edition.* These generated volumes were added to the background traffic volumes to determine the 2026 projected traffic conditions. Internal and pass-by reduction factors were included in the trip generation calculations.

Consideration of Offsite Improvements

Right turn lane evaluations were performed for the intersection of Nashville Highway and the proposed Walmart right-only access based on the 2026 projected traffic conditions. The projected conditions at this intersection were found to meet the thresholds for the installation of a northbound right turn lane on Nashville Highway.

Conclusions and Recommendations

Based on the analyses presented in this study, the traffic generated by the proposed Walmart Neighborhood Market can be accommodated by the surrounding roadway infrastructure with the following offsite improvements:

Nashville Highway and Proposed Walmart Right-Only Access

To provide adequate access for the Walmart Neighborhood Market, a right-only driveway on Nashville Highway is shown on the north end of the development. With the inclusion of this driveway, it is recommended that a northbound right turn lane with 150' of storage length be constructed on Nashville Highway.

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

Nashville Highway and Honey Farm Way

- When warranted, provide traffic signal control. Provide optimized signal timings and evaluate need for coordinated operation.
- Extend the southbound left-turn storage on Nashville Highway to 300'.
- Realign the existing westbound approach of Honey Farm Way to remove the existing curvature of the roadway.
- Provide one entering lane and three exiting lanes for the westbound approach of Honey Farm Way. The exiting approach should include one 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.

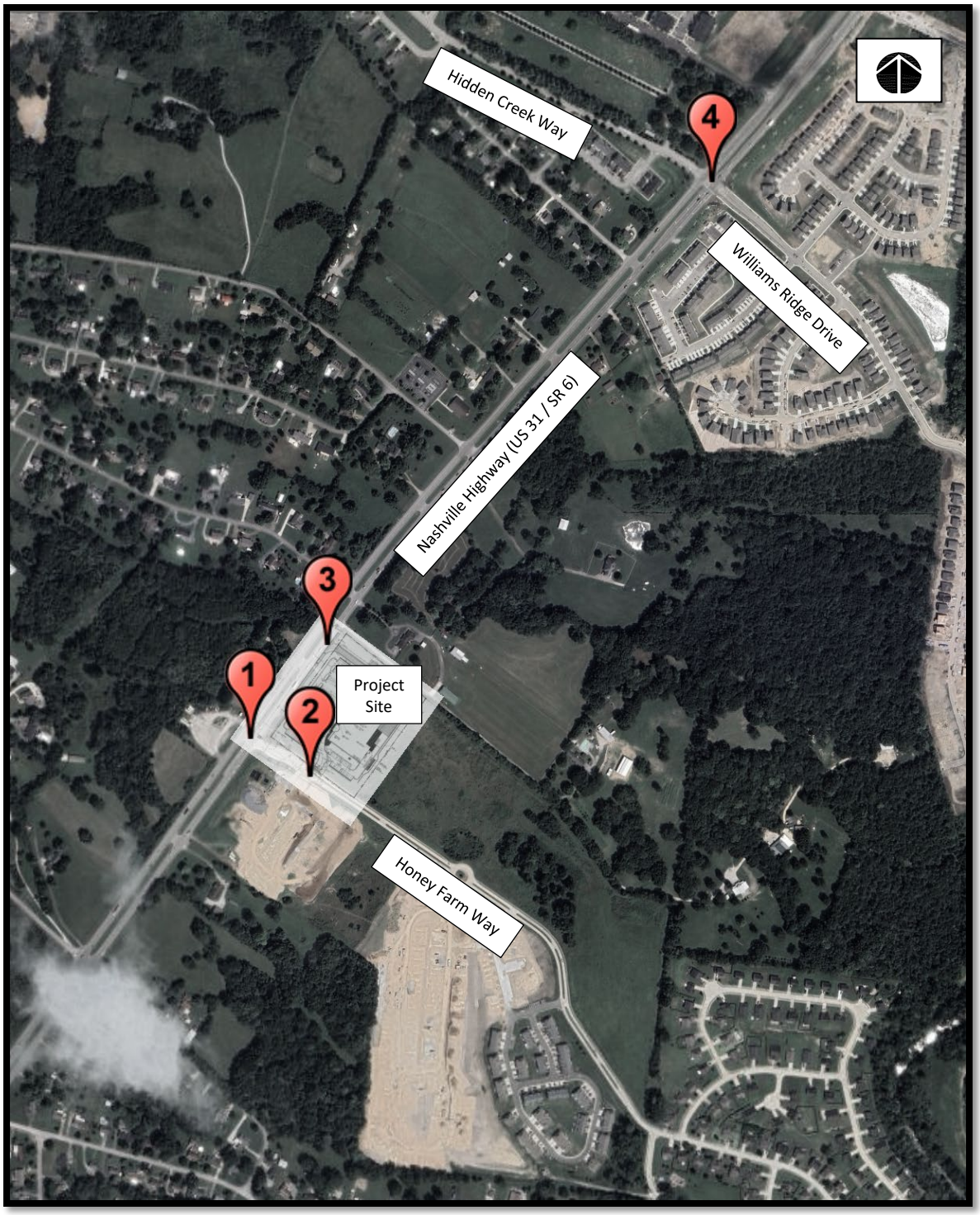

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Figure 1.
Project Location and Study Intersections

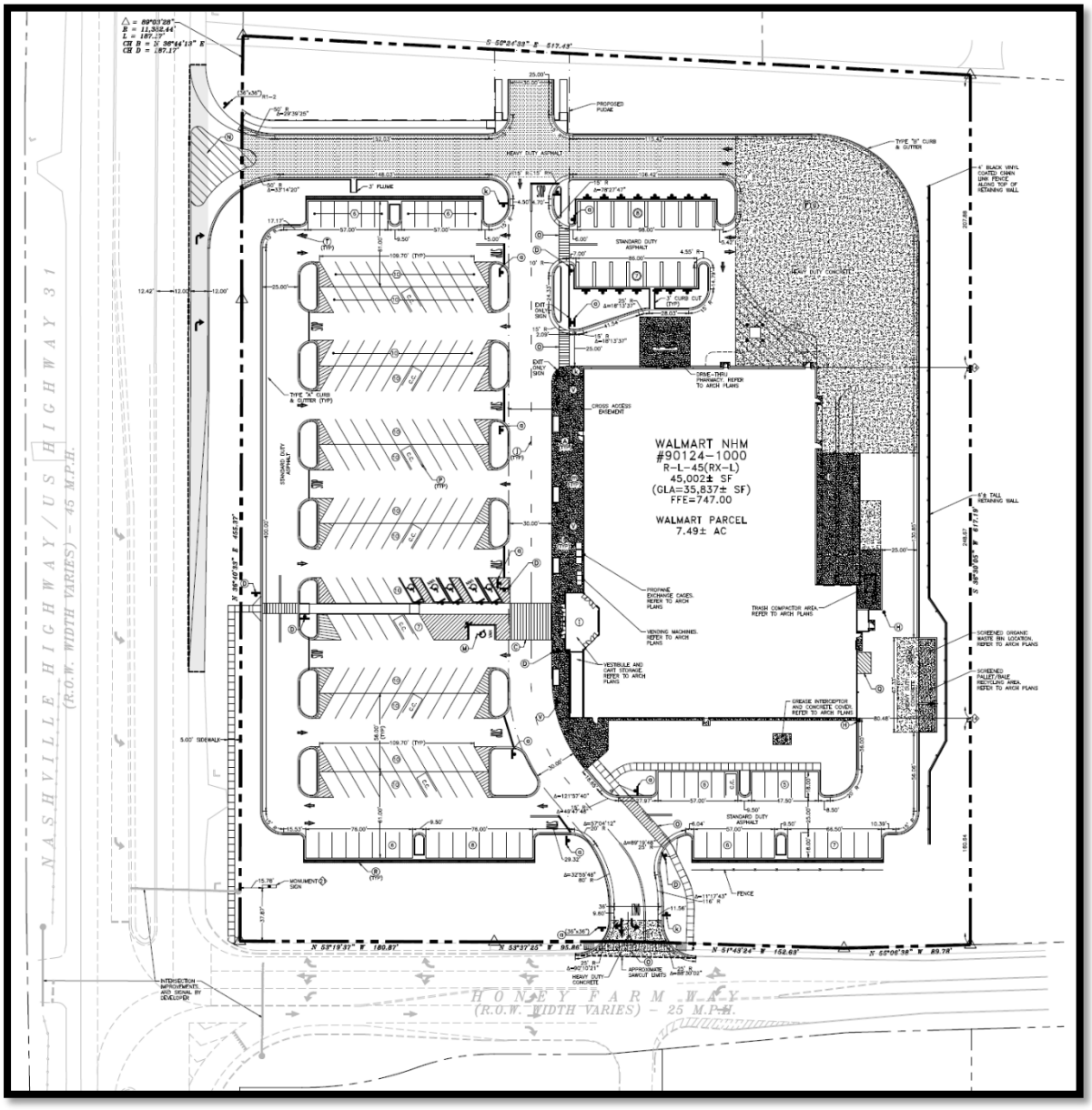
2. PROJECT DESCRIPTION

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, 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.

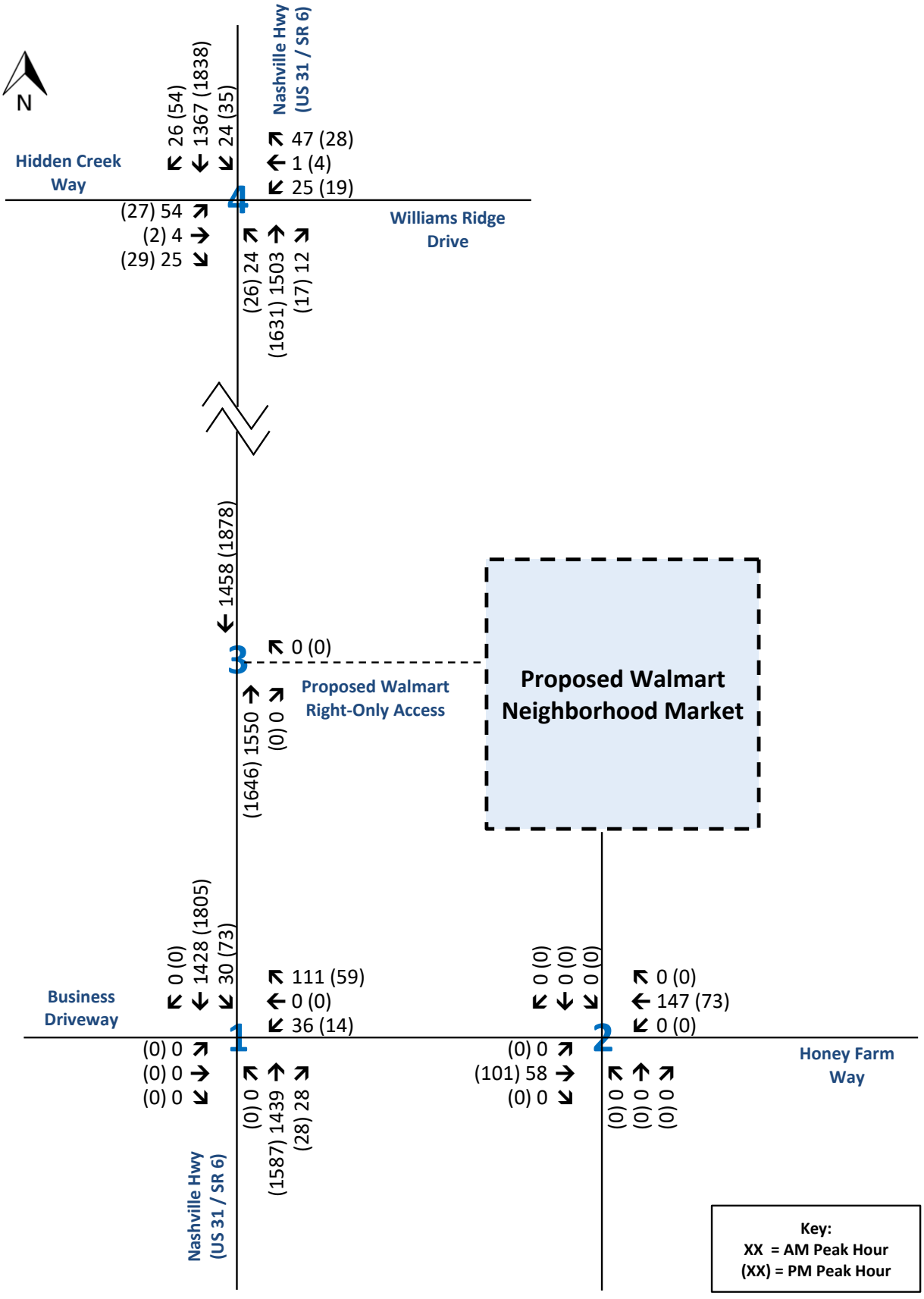


Figure 3.
Existing Traffic Volumes (2024)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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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.

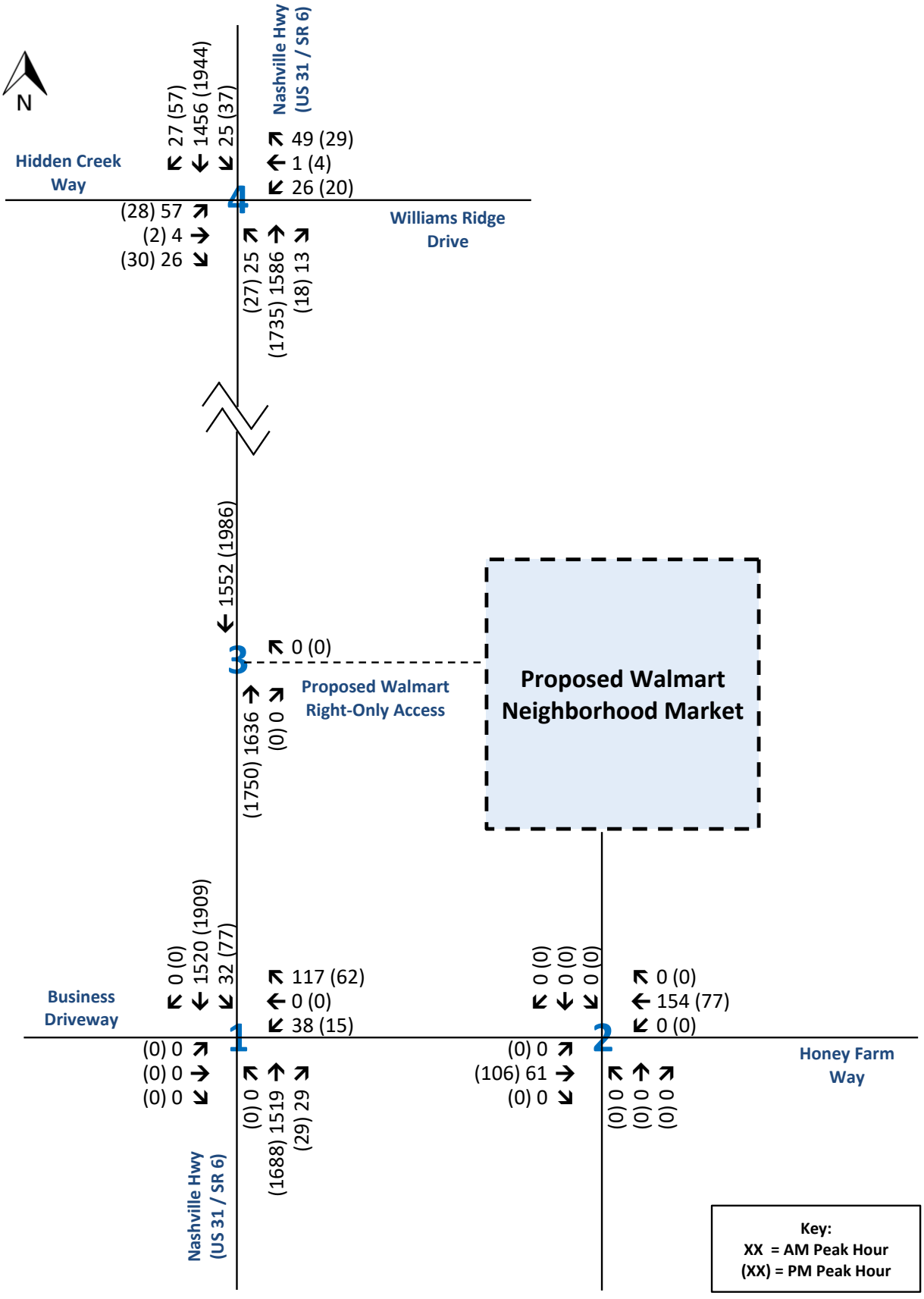

Figure 4.
Background Traffic Volumes (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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. This table also includes the number of internal and pass-by trips assumed for the development.

- Internal Trip Reduction – Information contained in the *Trip Generation Handbook* indicates that multi-use sites with retail-to-retail attraction can result in as much as a 30% reduction in external trips. However, based on scoping discussions with City of Columbia staff, a 20% internal reduction rate was applied for the grocery store, fast-food restaurant with a drive-through, fast casual restaurant, and future retail portions of the development.

- Pass-By Trips – Information contained in the *Trip Generation Handbook* indicates the pass-by capture rates are significant for retail land uses. The specific pass-by rates utilized for each land use are detailed in the footnotes of Table 5.

Additional information regarding the trip generation calculations for the site development included in this study is contained in Appendix C.

Table 5
Trip Generation for the Proposed
Honey Farm Walmart Neighborhood Market

Description	ITE Land Use Code (LUC)	SIZE	Daily Trips	AM Peak Hour Trips		PM Peak Hour Trips	
				Enter	Exit	Enter	Exit
Grocery Store	850	45,000 S.F.	4,292	76	53	202	202
Fast-Food Restaurant with Drive-Through	934	6,600 S.F.	3,086	150	144	113	105
Fast Casual Restaurant	930	5,500 S.F.	534	4	4	46	37
Future Retail	822	6,000 S.F.	326	12	8	27	27
Multifamily Housing (Low-Rise)	220	174 Units	1,190	18	58	60	35
Townhomes	215	180 Units	1,322	22	66	61	43
Mini-Warehouse	151	98,275 S.F.	142	5	4	7	8
Health Department	720	17,000 S.F.	622	39	10	20	46
Total Generated Trips			**11,514**	**326**	**347**	**536**	**503**
Internal Trip Reduction [(1)]			(2,301)	(65)	(71)	(106)	(100)
Total Primary Trips			**9,213**	**261**	**276**	**430**	**403**
Pass-By Trip Reduction [(2)]			(2,093)	(71)	(64)	(114)	(109)
Net New Trips Generated			**7,120**	**190**	**212**	**316**	**294**

[(1)] For LUCs 850, 934, 930, and 822, an internal trip reduction of 20% was taken for the weekday, AM, and PM trip generations.
[(2)] For LUC 850, the weekday, AM, and PM pass-by reduction rates used were 20%, 20%, and 33%, respectively. For LUC 934, the weekday, AM, and PM pass-by reduction rates used were 50%, 49%, and 50%. For LUC 930, the weekday, AM, and PM pass-by reduction rates used were 25%, 0%, and 25%. For LUC 822, the weekday, AM, and PM pass-by reduction rates used were 25%, 0%, and 34%.

Trip Distribution

The trips that will be generated by the proposed project were assigned to the roadway network using trip distributions that are detailed in Appendix D. These directional distributions were based on the existing directional split of traffic, the access proposed for the site, and the population and employment centers in the area. Given the multiple land uses proposed for the Honey Farm development, various trip distributions were determined. As an example, Figure 5 illustrates the primary trip distribution for the Walmart Neighborhood Market, which is described as follows:

- 50% to / from the south on Nashville Highway
- 50% to / from the north on Nashville Highway
    - 45% via Nashville Highway
    - 3% via Williams Ridge Drive
    - 2% via Hidden Creek Way

Appendix D contains the following trip distribution sheets:

- Primary Trip Distributions
    - Grocery Store (Walmart Neighborhood Market)
    - Fast-Food Restaurant with Drive-Through
    - Fast Casual Restaurant
    - Future Retail
    - Multifamily Housing (Low-Rise)
    - Townhomes
    - Mini-Warehouse
    - Health Department
- Pass-By Trip Distributions
    - Grocery Store (Walmart Neighborhood Market)
    - Fast-Food Restaurant with Drive-Through
    - Fast Casual Restaurant
    - Future Retail
- Offsite Trip Distribution
    - 2558 Nashville Highway

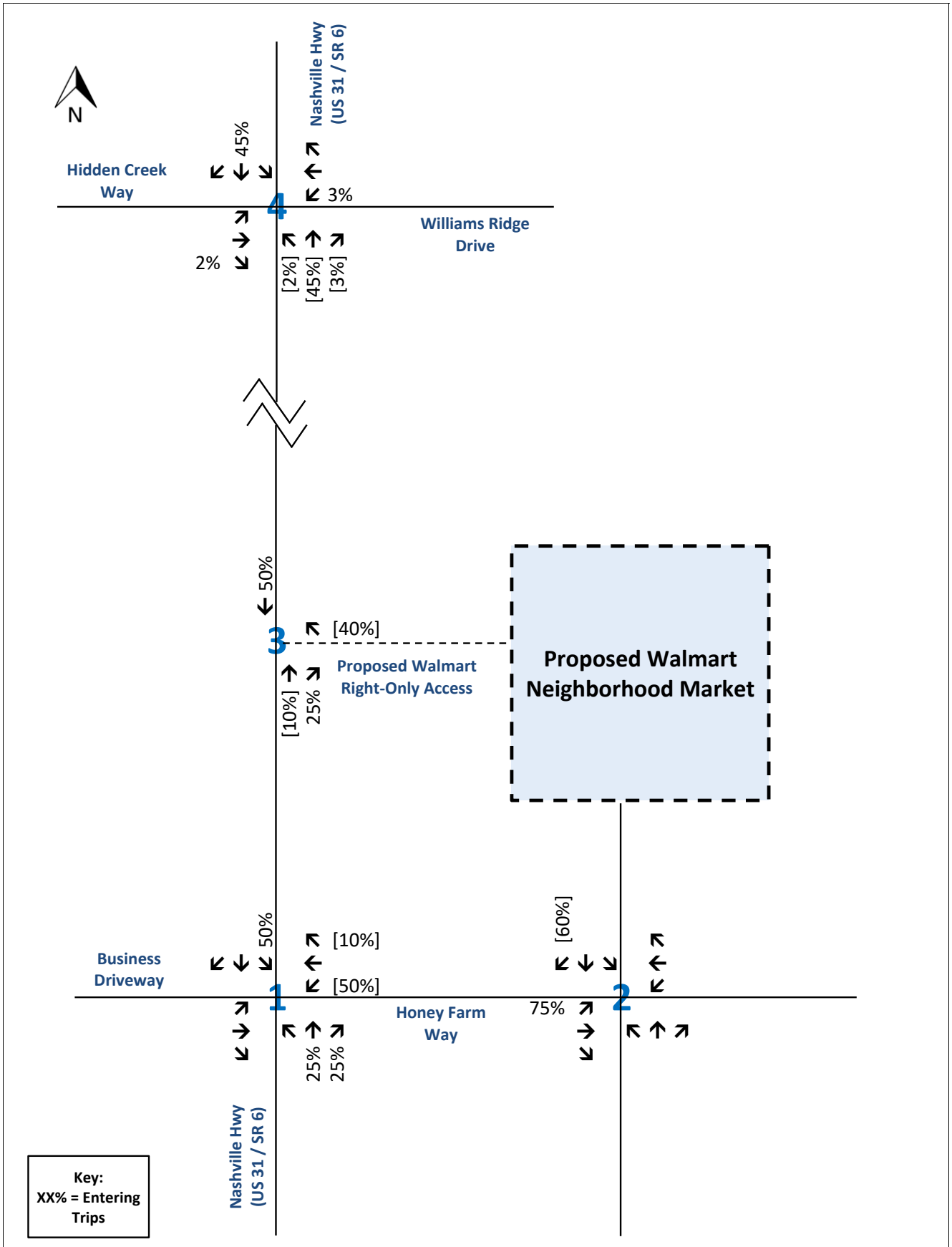

Figure 5.
Primary Trip Distribution - Grocery Store (Walmart Neighborhood Market)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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Traffic Assignment

The assignments of the total trips that will be generated by the proposed development are presented in Figure 6. Appendix E contains the traffic assignment figures utilized in developing the projected traffic volumes at buildout conditions. Traffic assignment information included in Appendix E is listed as follows:

- Existing Traffic Volumes (2024)
- Background Traffic Volumes (2026)
    - Historical Growth (2.5% per year for 2 years)
    - Offsite Traffic – 2558 Nashville Highway
    - Total Background Traffic (Historical Growth + Offsite)
- Site-Generated Traffic
    - Primary Traffic Volumes
        - Grocery Store (Walmart Neighborhood Market)
        - Fast-Food Restaurant with Drive-Through
        - Fast Casual Restaurant
        - Future Retail
        - Multifamily Housing (Low-Rise)
        - Townhomes
        - Mini-Warehouse
        - Health Department
    - Total Primary Traffic Volumes
    - Pass-By Traffic Volumes
        - Grocery Store (Walmart Neighborhood Market)
        - Fast-Food Restaurant with Drive-Through
        - Fast Casual Restaurant
        - Future Retail
    - Total Pass-By Traffic Volumes
- Total Site-Generated Traffic Volumes
- Total Projected Traffic Volumes at Project Buildout (2026)

The site-generated traffic volumes, shown in Figure 6, were added to the total background peak hour traffic volumes in order to obtain the total projected traffic volumes for the intersections within the study area. Figure 7 presents the total projected AM and PM peak hour traffic volumes expected at project buildout in 2026.

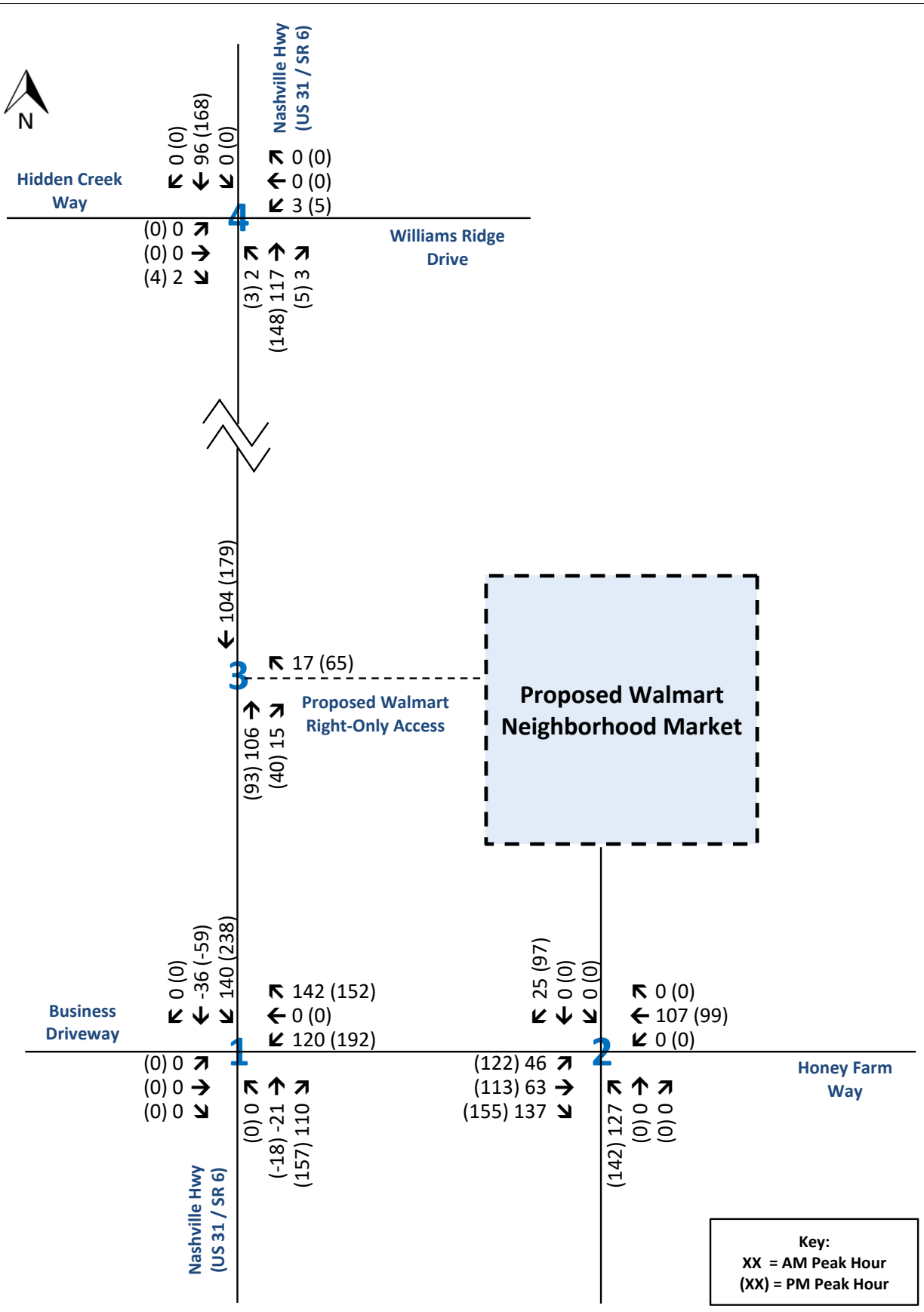

Figure 6.
Site Generated Traffic
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

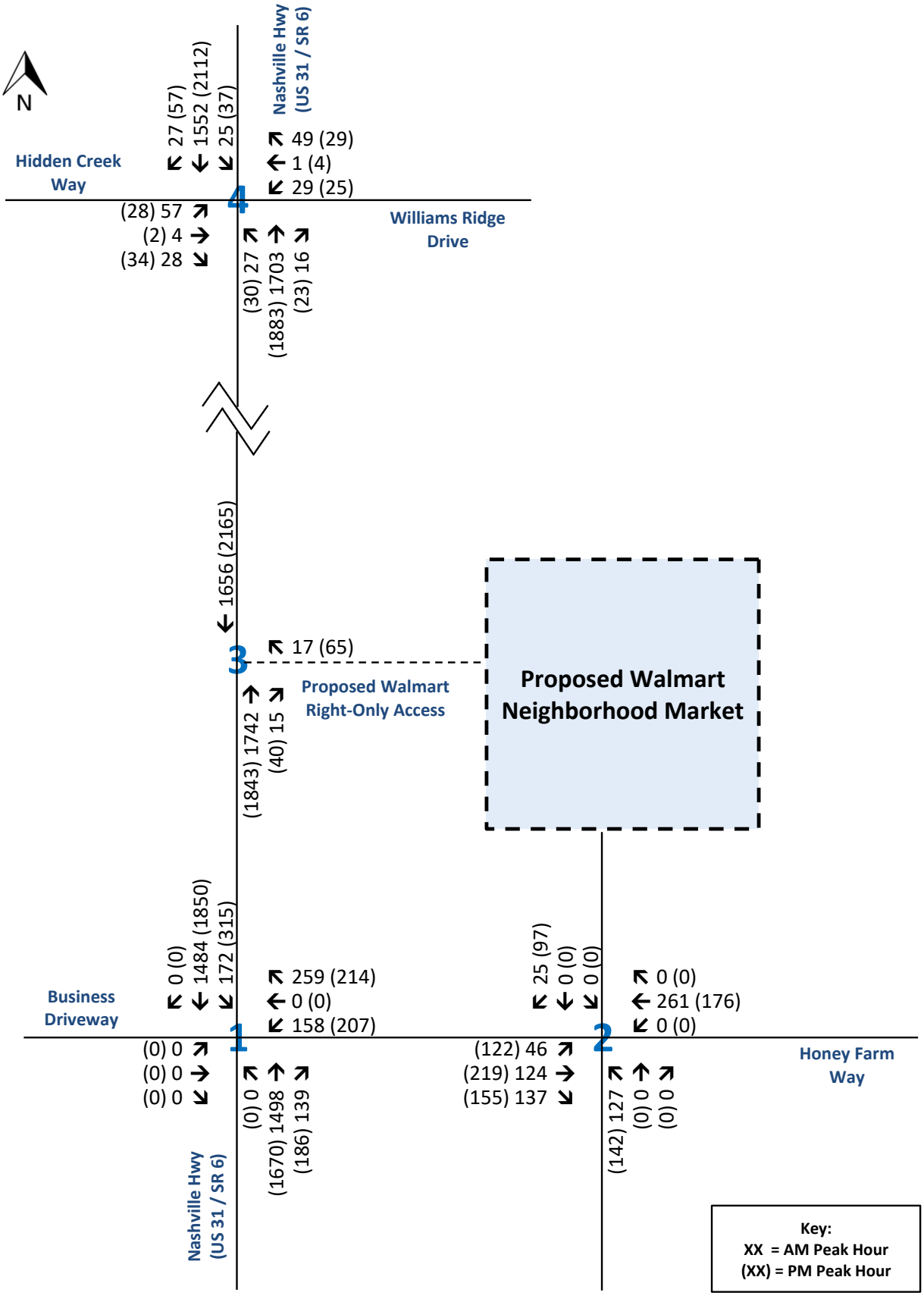

Figure 7.
Total Projected Traffic at Buildout (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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2026 Projected Intersection Capacity Analyses

Capacity analyses were performed in order to determine the impact of the project on the intersections included in the scope of the study. These capacity analyses were used to evaluate the need for roadway and traffic control improvements at the intersections studied.

The results of the capacity analyses for the 2026 projected traffic conditions at the intersections studied are presented in Table 6. As shown, the intersections included in this study are expected to operate at acceptable levels of service (LOS D or better) during the AM and PM peak hours of traffic. Of note, intersection #1, Nashville Highway (US 31 / SR 6) and Honey Farm Way, was analyzed in the 2026 projected traffic conditions as a signalized location. In KCI's previous traffic study for the Honey Farm development, traffic signal warrants were conducted, and the thresholds for a signal were met, at this intersection. Based on KCI's traffic signal warrant analyses and discussions with the City of Columbia, the intersection of Nashville Highway and Honey Farm Way is planned to be signalized as part of the overall Honey Farm buildout.

Appendix B contains the capacity analysis worksheets for the 2026 projected traffic conditions.

Table 6
2026 Projected Traffic Conditions Analyses
Peak Hour Levels of Service

Intersection			Level of Service / Delay (Seconds)	
#	**Description**	**Movement [(1)]**	**AM Peak Hour**	**PM Peak Hour**
1	Nashville Highway (US 31 / SR 6) & Honey Farm Way	Overall (Signalized)	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.

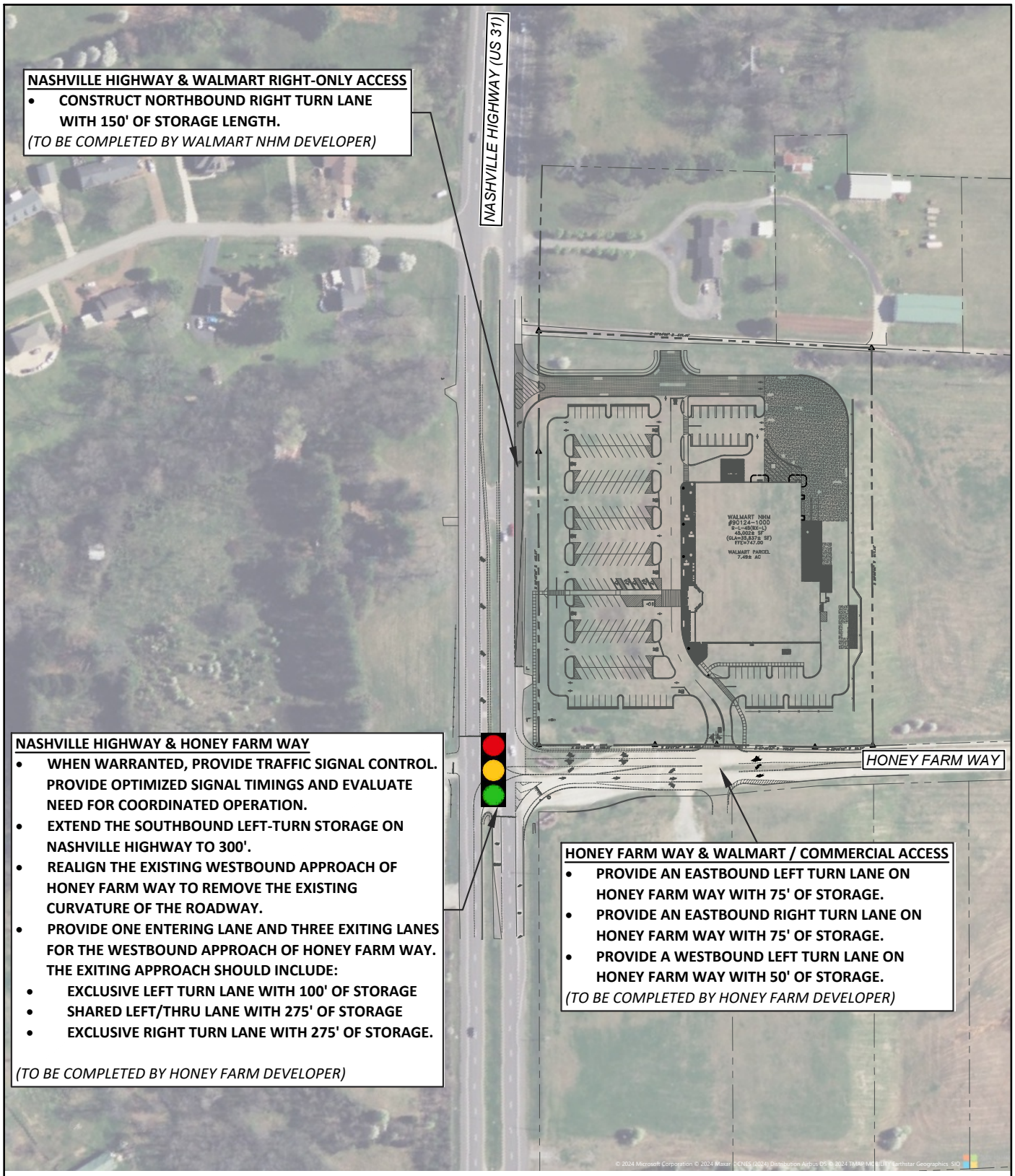
In addition, recommendations provided in KCI's previous traffic study are now included in the updated Honey Farm site development plan and are summarized as follows:

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)

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Figure 8.
Recommended Improvements

APPENDIX A

TRAFFIC COUNT DATA

INTERSECTION TURNING

MOVEMENT COUNTS

INTERSECTION VEHICULAR TURNING MOVEMENT COUNTS

LOCATION: #1 - Nashville Highway (US Highway 31 / State Route 6) & Honey Farm Way / Business Driveway
PROJECT: Proposed Honey Farm Walmart Neighborhood Market
DATE: Tuesday, October 22, 2024
NOTES: Due to a traffic incident, AM peak data was recollected on 11/7/2024

LOCATION	Northbound			Southbound			Eastbound			Westbound			
	Nashville Highway (US Highway 31 / State Route 6)			Nashville Highway (US Highway 31 / State Route 6)			Business Driveway			Honey Farm Way			
TIME	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM - 7:15 AM	0	334	9	8	289	0	0	0	0	11	0	26	
7:15 AM - 7:30 AM	0	345	6	6	362	0	0	0	0	13	0	33	
7:30 AM - 7:45 AM	0	364	6	6	419	0	0	0	0	6	0	25	
7:45 AM - 8:00 AM	0	396	7	10	358	0	0	0	0	6	0	27	
8:00 AM - 8:15 AM	0	318	8	15	281	0	0	0	0	7	0	18	
8:15 AM - 8:30 AM	0	302	4	14	274	0	0	0	0	7	0	17	
8:30 AM - 8:45 AM	0	327	2	10	278	0	0	0	0	7	0	14	
8:45 AM - 9:00 AM	0	340	8	7	308	0	0	0	0	10	0	12	
2:00 PM - 2:15 PM	0	346	2	13	404	0	0	0	0	4	0	20	
2:15 PM - 2:30 PM	0	320	6	10	422	0	0	0	0	9	0	12	
2:30 PM - 2:45 PM	0	375	4	10	552	0	0	0	0	4	0	14	
2:45 PM - 3:00 PM	0	396	10	25	449	0	0	0	0	0	0	20	
3:00 PM - 3:15 PM	0	383	5	20	395	0	0	0	0	6	0	11	
3:15 PM - 3:30 PM	0	433	9	18	409	0	0	0	0	4	0	14	
3:30 PM - 3:45 PM	0	432	9	21	370	0	0	0	0	3	0	23	
3:45 PM - 4:00 PM	0	374	10	23	360	0	0	0	0	4	0	6	
4:00 PM - 4:15 PM	0	353	5	24	366	0	0	0	0	8	0	13	
4:15 PM - 4:30 PM	0	399	10	16	363	0	0	0	0	5	0	11	
4:30 PM - 4:45 PM	0	388	11	23	368	0	0	0	0	6	0	13	
4:45 PM - 5:00 PM	0	290	4	18	393	0	0	0	0	5	0	20	
5:00 PM - 5:15 PM	0	338	7	18	382	0	0	0	0	4	0	16	
5:15 PM - 5:30 PM	0	424	6	25	346	0	0	0	0	5	0	14	
5:30 PM - 5:45 PM	0	382	9	18	350	0	0	0	0	3	0	16	
5:45 PM - 6:00 PM	0	323	7	18	345	0	0	0	0	5	0	9	PHF
AM Peak Hour (7:00 AM - 8:00 AM)	0	1,439	28	30	1,428	0	0	0	0	36	0	111	0.93
PM Peak Hour (2:30 PM - 3:30 PM)	0	1,587	28	73	1,805	0	0	0	0	14	0	59	0.93

INTERSECTION VEHICULAR TURNING MOVEMENT COUNTS

LOCATION: #2 - Honey Farm Way & Commercial Access / Proposed Walmart Access
PROJECT: Proposed Honey Farm Walmart Neighborhood Market
DATE: Tuesday, October 22, 2024
NOTES: Due to a traffic incident, AM peak data was recollected on 11/7/2024

LOCATION	Northbound			Southbound			Eastbound			Westbound		
	Commercial Access			Proposed Walmart Access			Honey Farm Way			Honey Farm Way		
TIME	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00 AM - 7:15 AM								17			37	
7:15 AM - 7:30 AM								12			46	
7:30 AM - 7:45 AM								12			31	
7:45 AM - 8:00 AM								17			33	
8:00 AM - 8:15 AM								23			25	
8:15 AM - 8:30 AM								18			24	
8:30 AM - 8:45 AM								12			21	
8:45 AM - 9:00 AM								15			22	
2:00 PM - 2:15 PM								15			24	
2:15 PM - 2:30 PM								16			21	
2:30 PM - 2:45 PM								14			18	
2:45 PM - 3:00 PM								35			20	
3:00 PM - 3:15 PM								25			17	
3:15 PM - 3:30 PM								27			18	
3:30 PM - 3:45 PM								30			26	
3:45 PM - 4:00 PM								33			10	
4:00 PM - 4:15 PM								29			21	
4:15 PM - 4:30 PM								26			16	
4:30 PM - 4:45 PM								34			19	
4:45 PM - 5:00 PM								22			25	
5:00 PM - 5:15 PM								25			20	
5:15 PM - 5:30 PM								31			19	
5:30 PM - 5:45 PM								27			19	
5:45 PM - 6:00 PM								25			14	
AM Peak Hour (7:00 AM - 8:00 AM)	0	0	0	0	0	0	0	58	0	0	147	0
PM Peak Hour (2:30 PM - 3:30 PM)	0	0	0	0	0	0	0	101	0	0	73	0

INTERSECTION VEHICULAR TURNING MOVEMENT COUNTS

LOCATION: #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

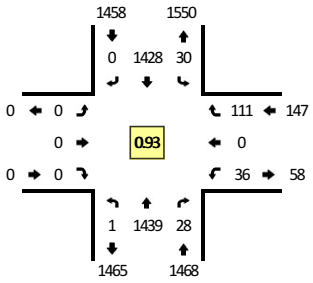
TMC REPORTS

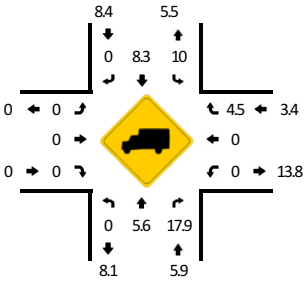
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

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

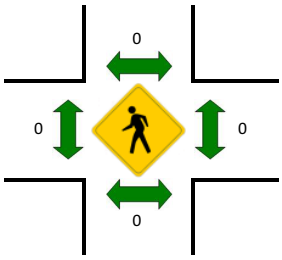
QC JOB #: 16795307
DATE: Thu, Nov 7 2024

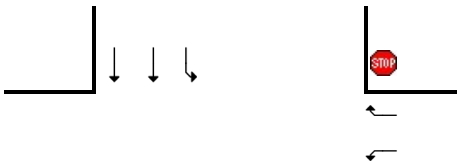
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

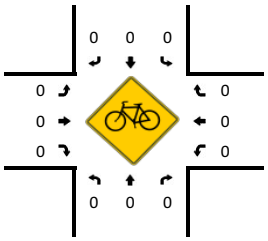


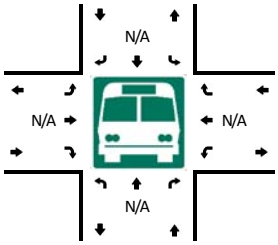


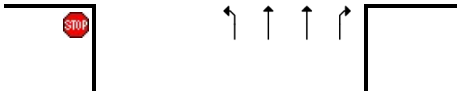
TRUE DATA TO IMPROVE MOBILITY

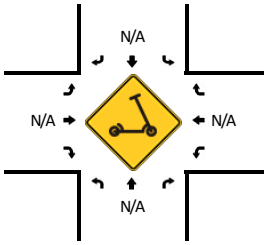












15-Min Count Period Beginning At	Nashville Hwy (Northbound)				Nashville Hwy (Southbound)				Honey Farm Way (Eastbound)				Honey Farm Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	334	9	1	8	289	0	0	0	0	0	0	11	0	26	0	678	
7:15 AM	0	345	6	0	6	362	0	0	0	0	0	0	13	0	33	0	765	
7:30 AM	0	364	6	0	6	419	0	0	0	0	0	0	6	0	25	0	826	
7:45 AM	0	396	7	0	10	358	0	0	0	0	0	0	6	0	27	0	804	3073
8:00 AM	0	318	8	0	15	281	0	1	0	0	0	0	7	0	18	0	648	3043
8:15 AM	0	302	4	0	14	274	0	0	0	0	0	0	7	0	17	0	618	2896
8:30 AM	0	327	2	0	10	278	0	0	0	0	0	0	7	0	14	0	638	2708
8:45 AM	0	340	8	0	7	308	0	0	0	0	0	0	10	0	12	0	685	2589

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1456	24	0	24	1676	0	0	0	0	0	0	24	0	100	0	3304
Heavy Trucks	0	96	0		0	144	0		0	0	0		0	0	8		248
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

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

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

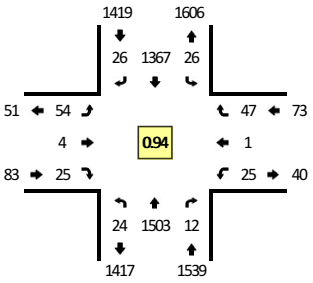
Type of peak hour being reported: Intersection Peak

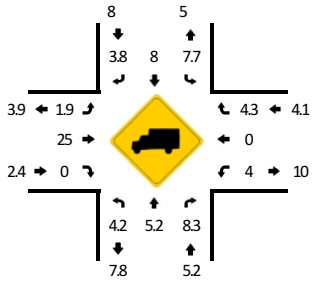
Method for determining peak hour: Total Entering Volume

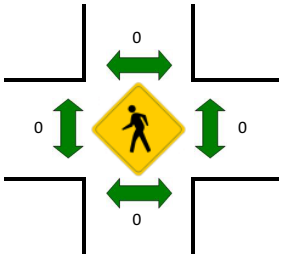
LOCATION: Nashville Hwy -- Hidden Creek Way
CITY/STATE: Columbia, TN

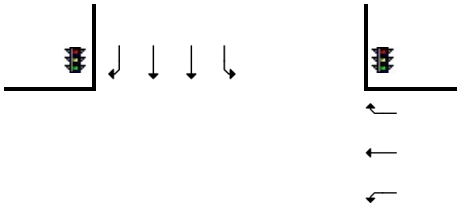
QC JOB #: 16795309
DATE: Thu, Nov 7 2024

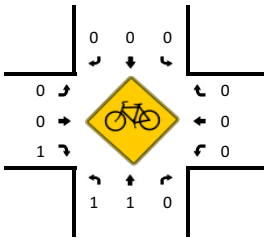
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

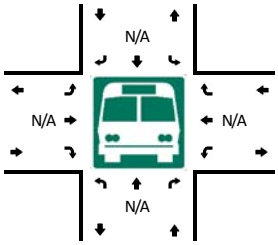


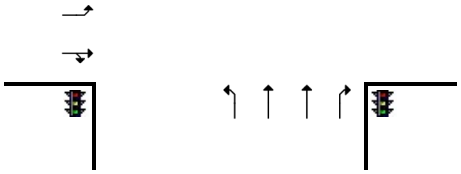


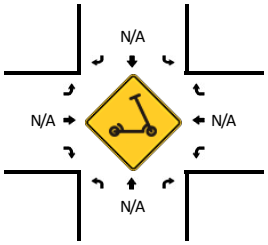












15-Min Count Period Beginning At	Nashville Hwy (Northbound)				Nashville Hwy (Southbound)				Hidden Creek Way (Eastbound)				Hidden Creek Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	349	3	0	1	266	2	0	12	0	19	0	7	0	7	0	667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

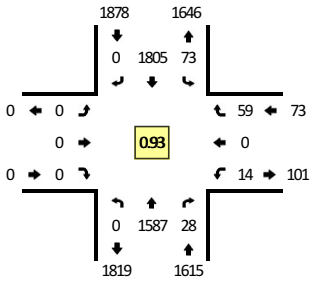
Report generated on 11/13/2024 6:36 AM

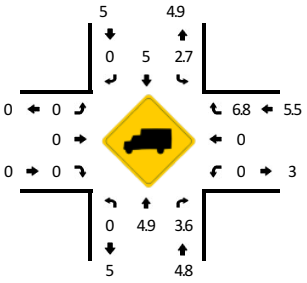
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

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

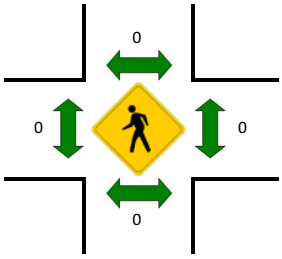
LOCATION: Nashville Highway -- Honey Farm Way | **QC JOB #:** 16795302
CITY/STATE: Columbia, TN | **DATE:** Tue, Oct 22 2024

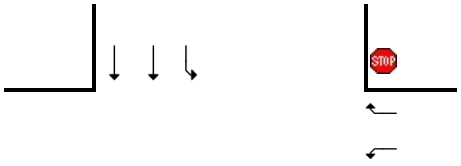
Peak-Hour: 2:30 PM -- 3:30 PM
Peak 15-Min: 2:30 PM -- 2:45 PM

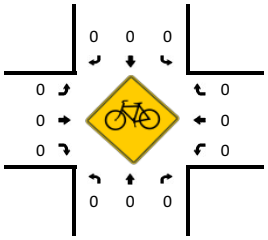


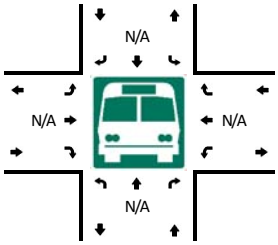


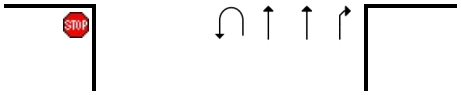
TRUE DATA TO IMPROVE MOBILITY

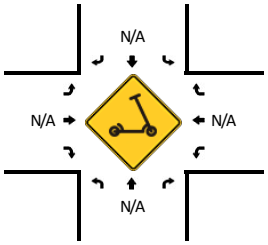












15-Min Count Period Beginning At	Nashville Highway (Northbound)				Nashville Highway (Southbound)				Honey Farm Way (Eastbound)				Honey Farm Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	346	2	0	13	404	0	0	0	0	0	0	4	0	20	0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

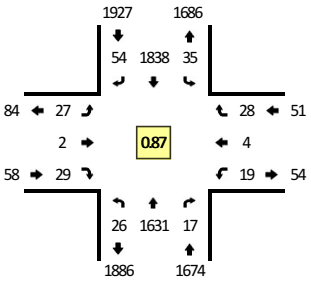
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

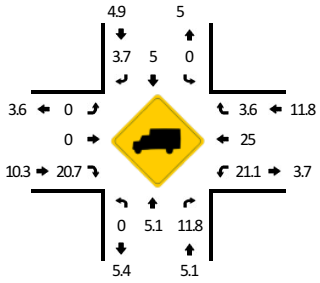
LOCATION: Nashville Hwy -- Hidden Creek Way
CITY/STATE: Columbia, TN

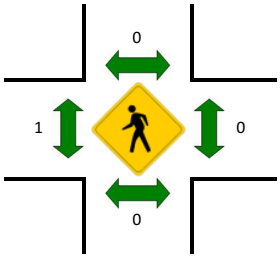
QC JOB #: 16795304
DATE: Tue, Oct 22 2024

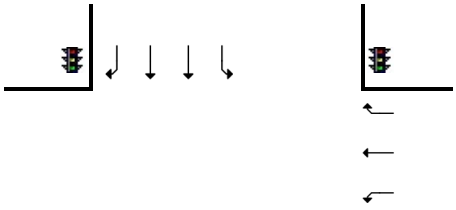
Peak-Hour: 2:30 PM -- 3:30 PM
Peak 15-Min: 2:30 PM -- 2:45 PM

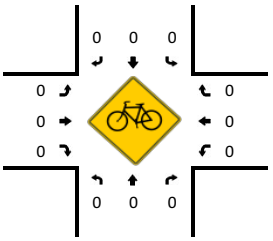


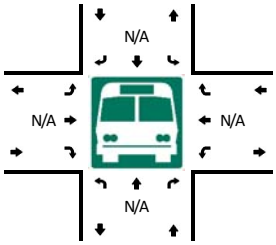


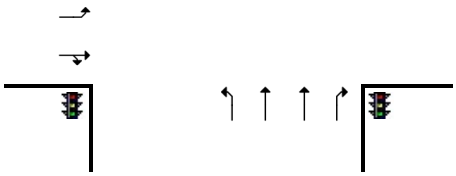


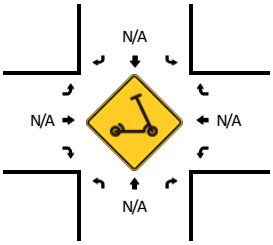












15-Min Count Period Beginning At	Nashville Hwy (Northbound)				Nashville Hwy (Southbound)				Hidden Creek Way (Eastbound)				Hidden Creek Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	2	339	6	0	0	409	6	0	6	1	7	0	2	0	8	0	786	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

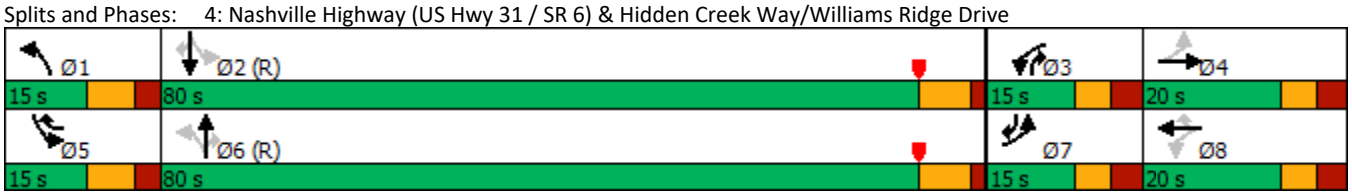
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	4	25	25	1	47	24	1503	12	24	1367	26
Future Volume (vph)	54	4	25	25	1	47	24	1503	12	24	1367	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length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

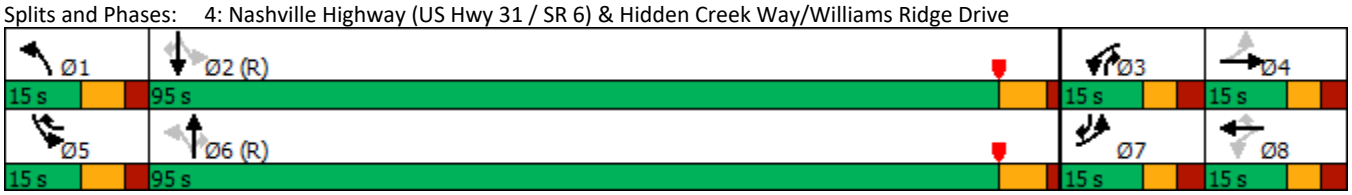
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	2	29	19	4	28	26	1631	17	35	1838	54
Future Volume (vph)	27	2	29	19	4	28	26	1631	17	35	1838	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length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

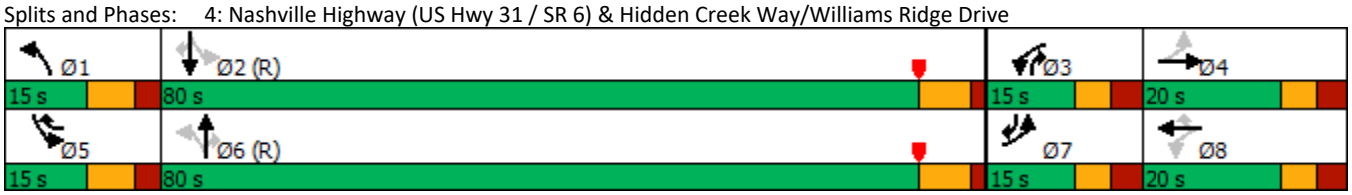
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	4	26	26	1	49	25	1586	13	25	1456	27
Future Volume (vph)	57	4	26	26	1	49	25	1586	13	25	1456	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length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

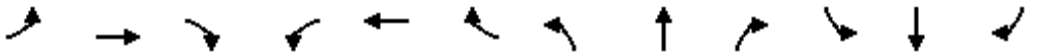
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	6.5	6.5		6.5	6.5	7.0	7.0	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0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

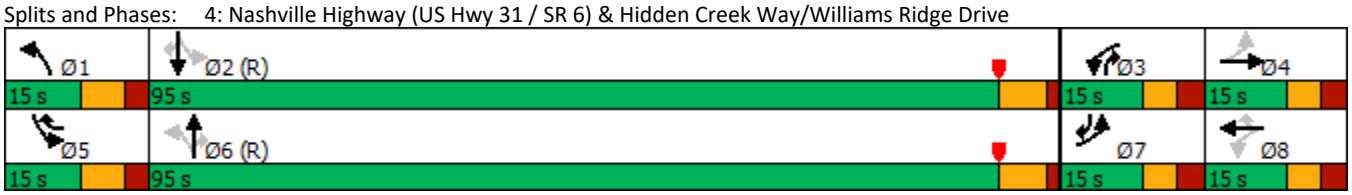
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	2	30	20	4	29	27	1735	18	37	1944	57
Future Volume (vph)	28	2	30	20	4	29	27	1735	18	37	1944	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length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



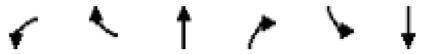
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	2	30	20	4	29	27	1735	18	37	1944	57
Future Volume (veh/h)	28	2	30	20	4	29	27	1735	18	37	1944	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00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



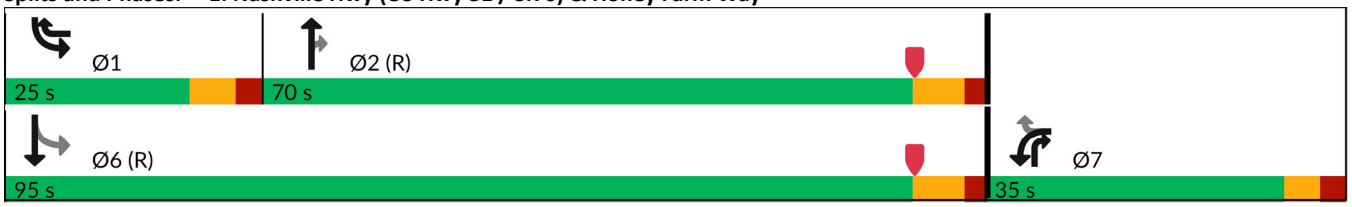
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	158	259	1498	139	172	1484
Future Volume (vph)	158	259	1498	139	172	1484
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		250	300	
Storage Lanes	2	1		1	1	
Taper Length (ft)	50				50	
Lane Util.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

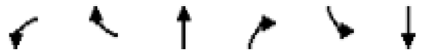
Splits and Phases: 1: Nashville Hwy (US Hwy 31 / SR 6) & Honey Farm Way





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	-

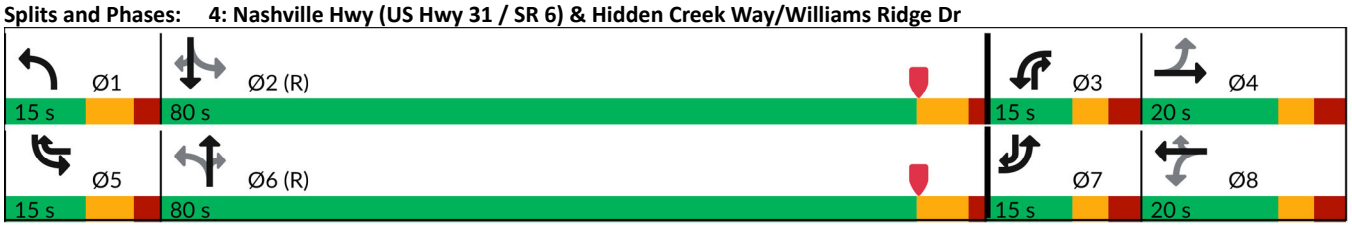
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	4	28	29	1	49	27	1703	16	25	1552	27
Future Volume (vph)	57	4	28	29	1	49	27	1703	16	25	1552	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length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

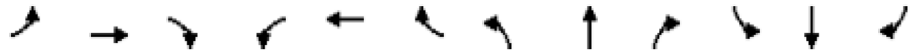




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	61	34	31	1	52	29	1812	17	27	1651	29
v/c Ratio	0.31	0.28	0.23	0.01	0.26	0.14	0.71	0.01	0.16	0.63	0.02
Control Delay (s/veh)	52.6	28.1	56.7	57.0	6.1	3.2	7.7	0.0	7.2	14.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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.



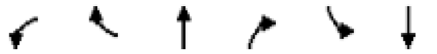
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	4	28	29	1	49	27	1703	16	25	1552	27
Future Volume (veh/h)	57	4	28	29	1	49	27	1703	16	25	1552	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00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



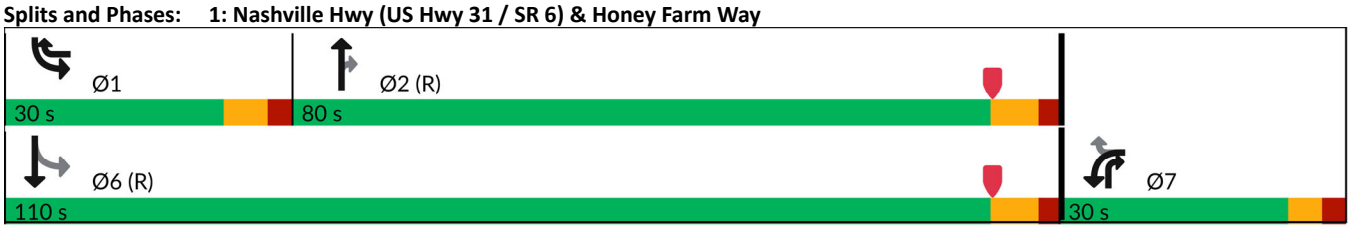
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	207	214	1670	186	315	1850
Future Volume (vph)	207	214	1670	186	315	1850
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		250	300	
Storage Lanes	2	1		1	1	
Taper Length (ft)	50				50	
Lane Util.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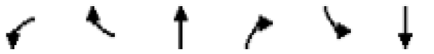


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	207	214	1670	186	315	1850
Future Volume (veh/h)	207	214	1670	186	315	1850
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	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

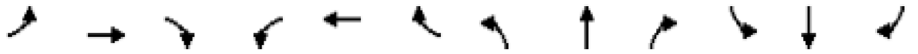
Intersection						
Int Delay, s/veh	0.4					

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

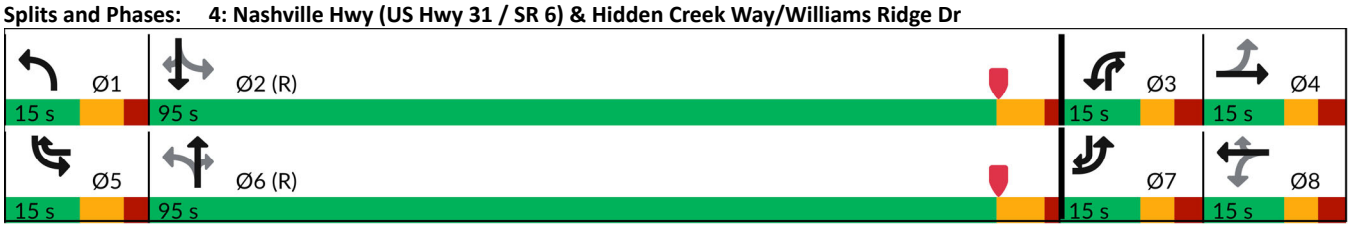
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 49 (35%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay (s/veh): 19.7 Intersection LOS: B
Intersection Capacity Utilization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





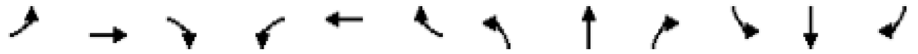
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	32	41	29	5	33	34	2164	26	43	2428	66
v/c Ratio	0.15	0.34	0.24	0.05	0.18	0.23	0.85	0.02	0.29	0.93	0.05
Control Delay (s/veh)	52.5	27.7	62.6	64.0	2.0	12.7	11.1	0.0	13.8	27.4	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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

Generated By OTISS Pro v2.1

Proposed Honey Farm Walmart Neighborhood Market
Trip Generation
Weekday

VEHICLE TRIPS BEFORE REDUCTION								
Land Use & Data Source	Location	Independent Variable	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
850 - Supermarket	General Urban/Suburban	1000 Sq. Ft. GFA	45	Weekday	Best Fit (LIN) T = 83.39(X) + 539.33	2146 50%	2146 50%	P
934 - Fast-Food Restaurant with Drive-Through Window	General Urban/Suburban	1000 Sq. Ft. GFA	6.6	Weekday	Average 467.48	1543 50%	1543 50%	3086
930 - Fast Casual Restaurant	General Urban/Suburban	1000 Sq. Ft. GFA	5.5	Weekday	Average 97.14	267 50%	267 50%	534
822 - Strip Retail Plaza (<40k)	General Urban/Suburban	1000 Sq. Ft. GLA	6	Weekday	Average 54.45	163 50%	163 50%	326
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	General Urban/Suburban	Dwelling Units	174	Weekday	Best Fit (LIN) T = 6.41(X) + 75.31	595 50%	595 50%	1190
215 - Single-Family Attached Housing	General Urban/Suburban	Dwelling Units	180	Weekday	Best Fit (LIN) T = 7.62(X) - 50.48	661 50%	661 50%	1322
151 - Mini-Warehouse	General Urban/Suburban	1000 Sq. Ft. GFA	98.28	Weekday	Average 1.45	71 50%	71 50%	142
720 - Medical-Dental Office Building - Stand-Alone	General Urban/Suburban	1000 Sq. Ft. GFA	17	Weekday	Best Fit (LIN) T = 42.97(X) - 108.01	311 50%	311 50%	622

NEW VEHICLE TRIPS			
Land Use	New Vehicle Trips		
	Entry	Exit	Total
850 - Supermarket	2146	2146	4292
934 - Fast-Food Restaurant with Drive-Through Window	1543	1543	3086
930 - Fast Casual Restaurant	267	267	534
822 - Strip Retail Plaza (<40k)	163	163	326
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	595	595	1190
215 - Single-Family Attached Housing	661	661	1322
151 - Mini-Warehouse	71	71	142
720 - Medical-Dental Office Building - Stand-Alone	311	311	622

RESULTS			
Site Totals	Entry	Exit	Total
New Vehicle Trips	5757	5757	11514

Data Source: Trip Generation Manual, 11th Ed

Generated By OTISS Pro v2.1

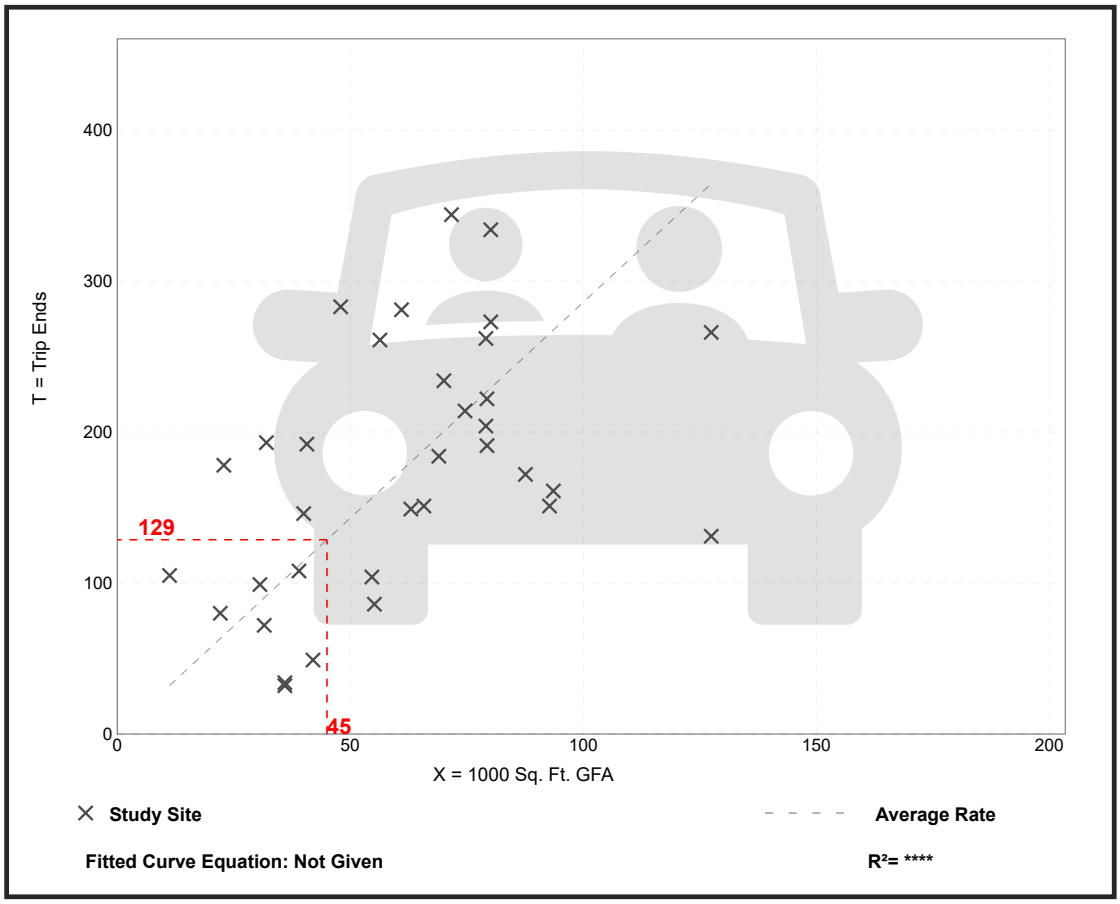
Supermarket
(850)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 34
Avg. 1000 Sq. Ft. GFA: 61
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.86	0.89 - 9.35	1.45

Data Plot and Equation



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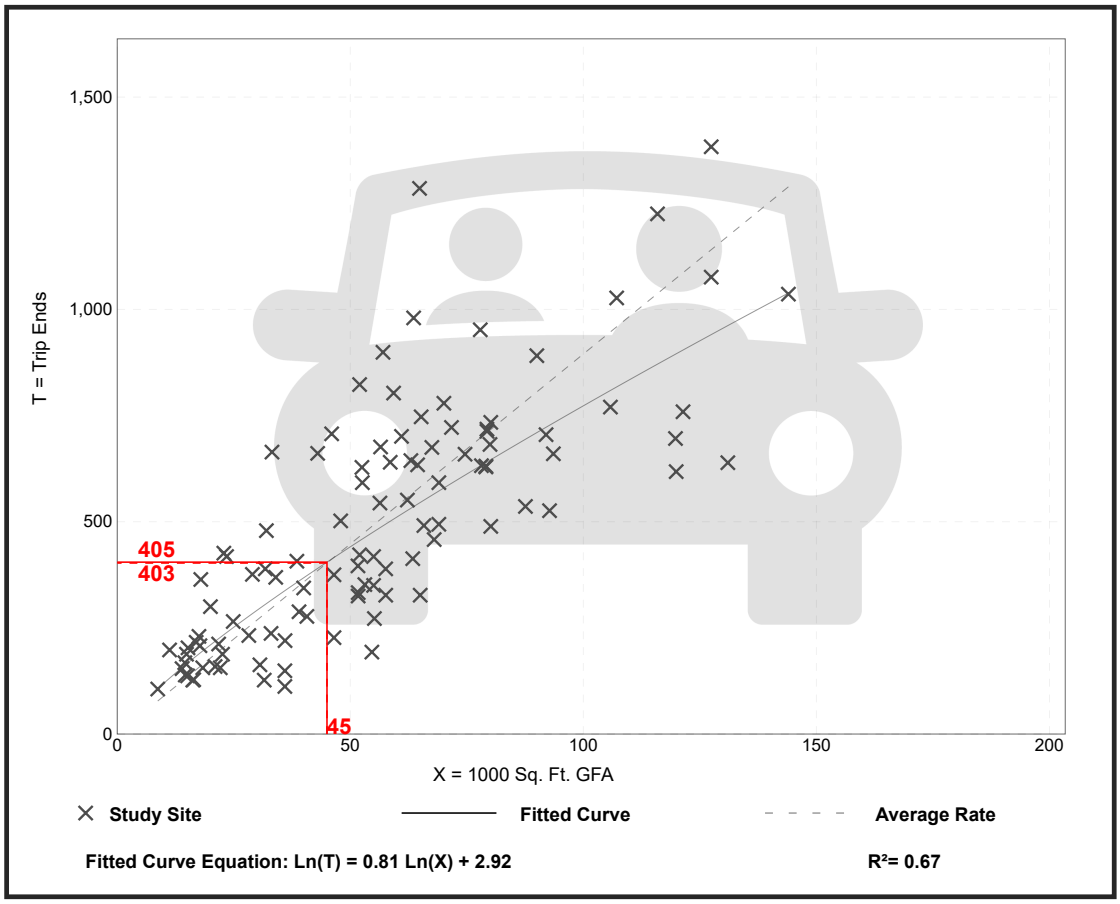
Supermarket
(850)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 104
Avg. 1000 Sq. Ft. GFA: 55
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.95	3.11 - 20.30	3.32

Data Plot and Equation



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Supermarket
(850)

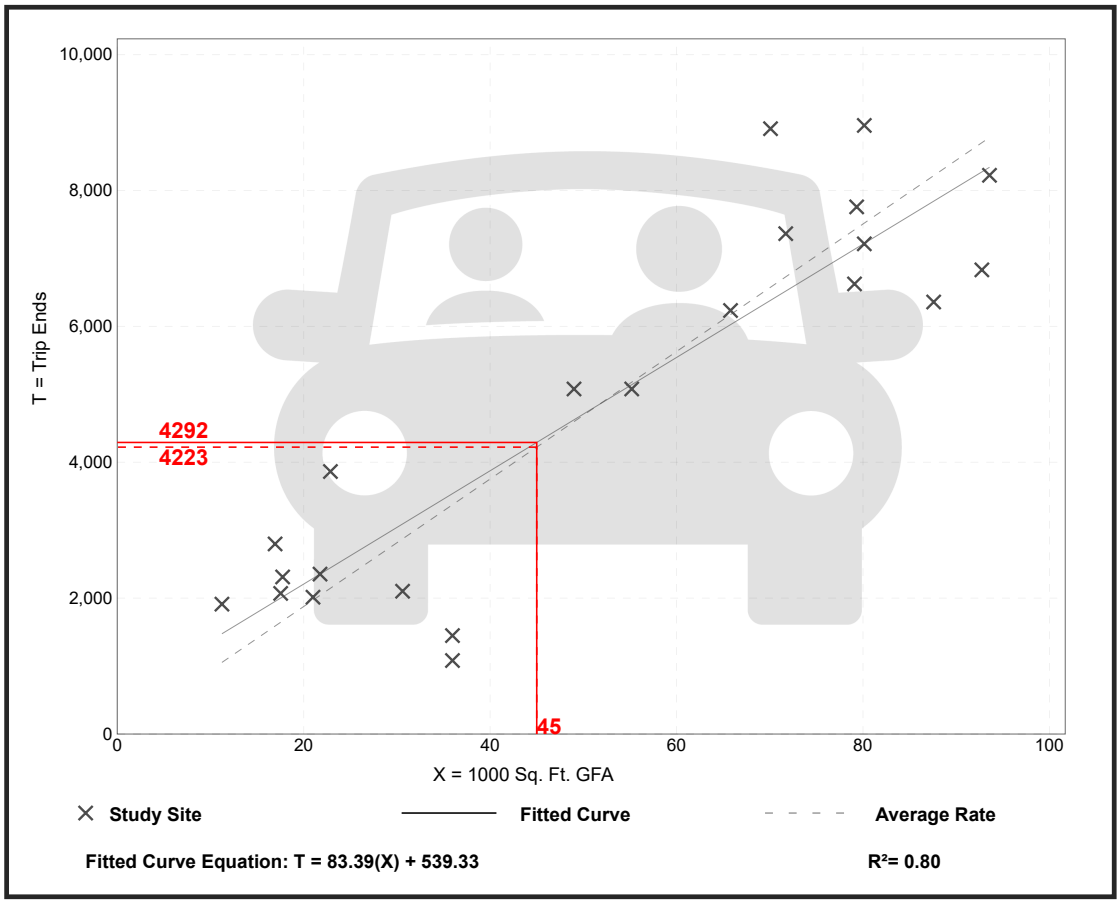
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. 1000 Sq. Ft. GFA: 52
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
93.84	30.09 - 170.24	27.05

Data Plot and Equation



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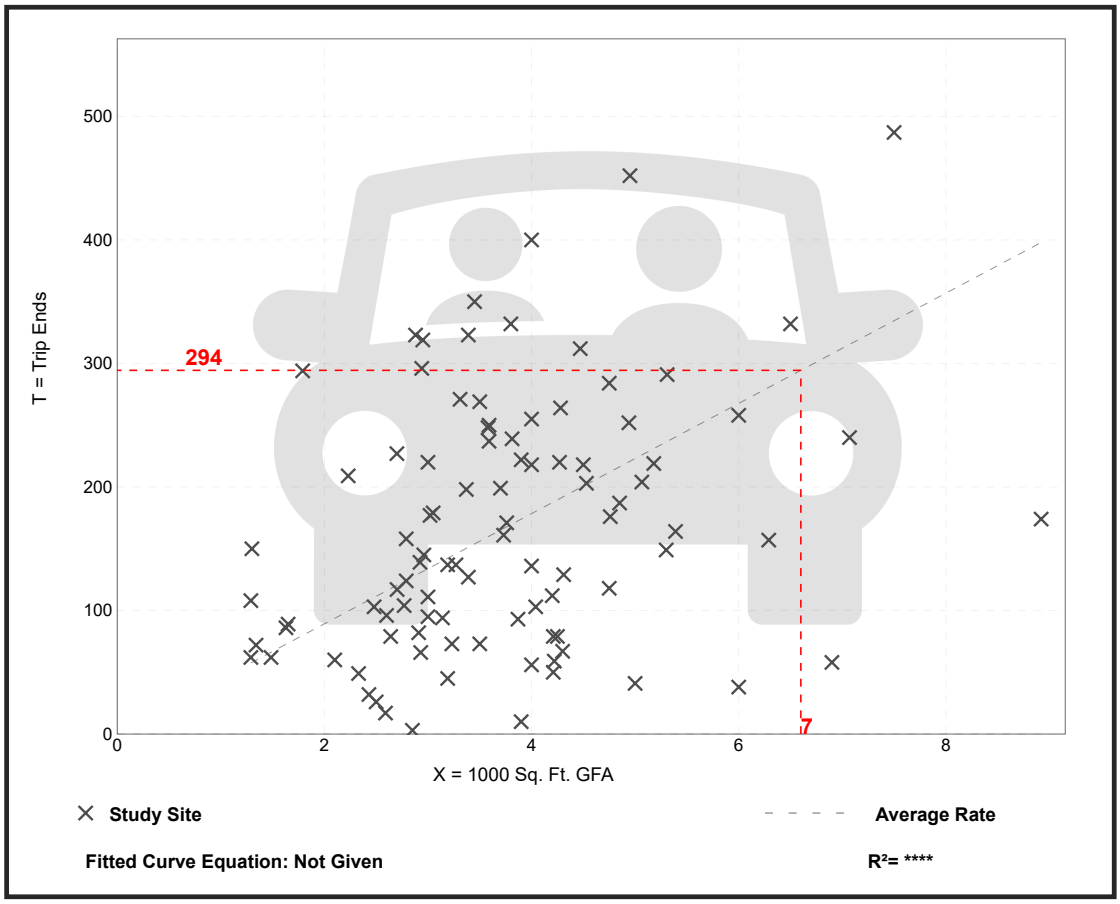
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 96
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
44.61	1.05 - 164.25	27.14

Data Plot and Equation



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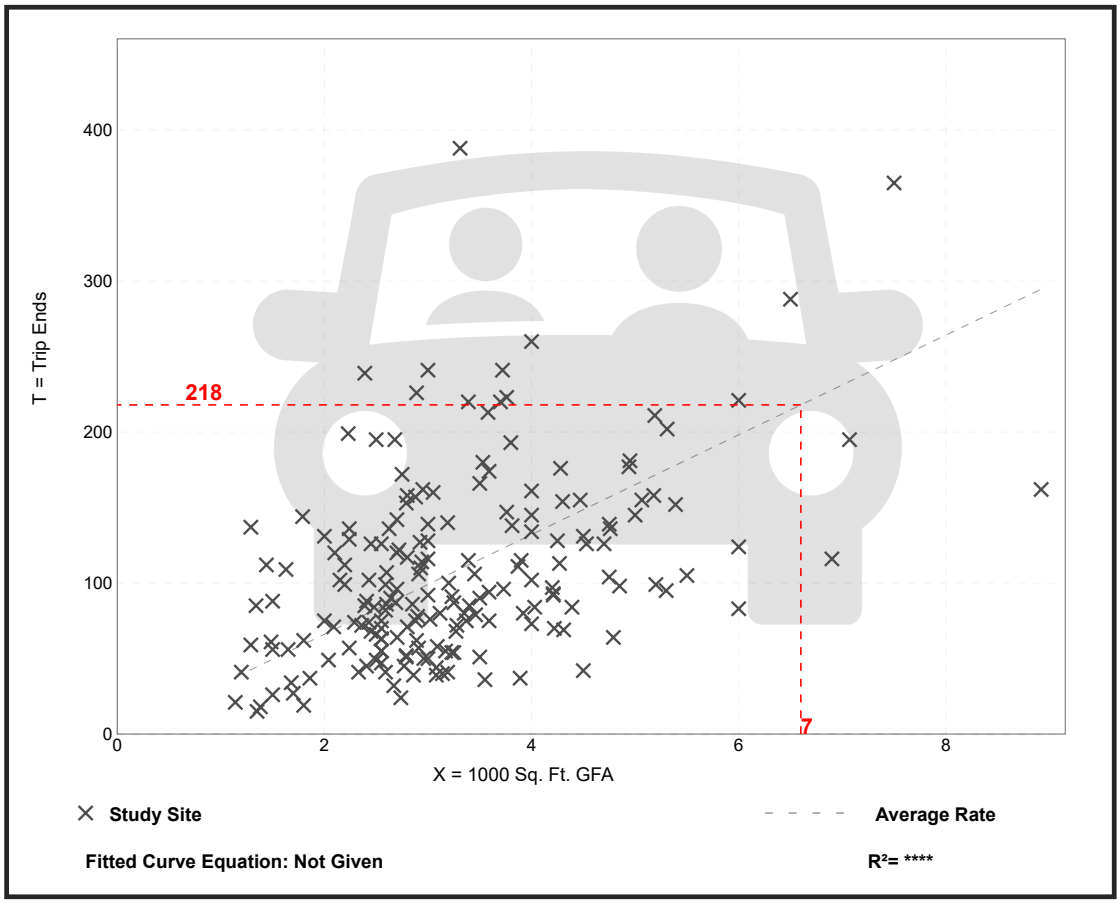
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 190
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.03	8.77 - 117.22	17.59

Data Plot and Equation



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

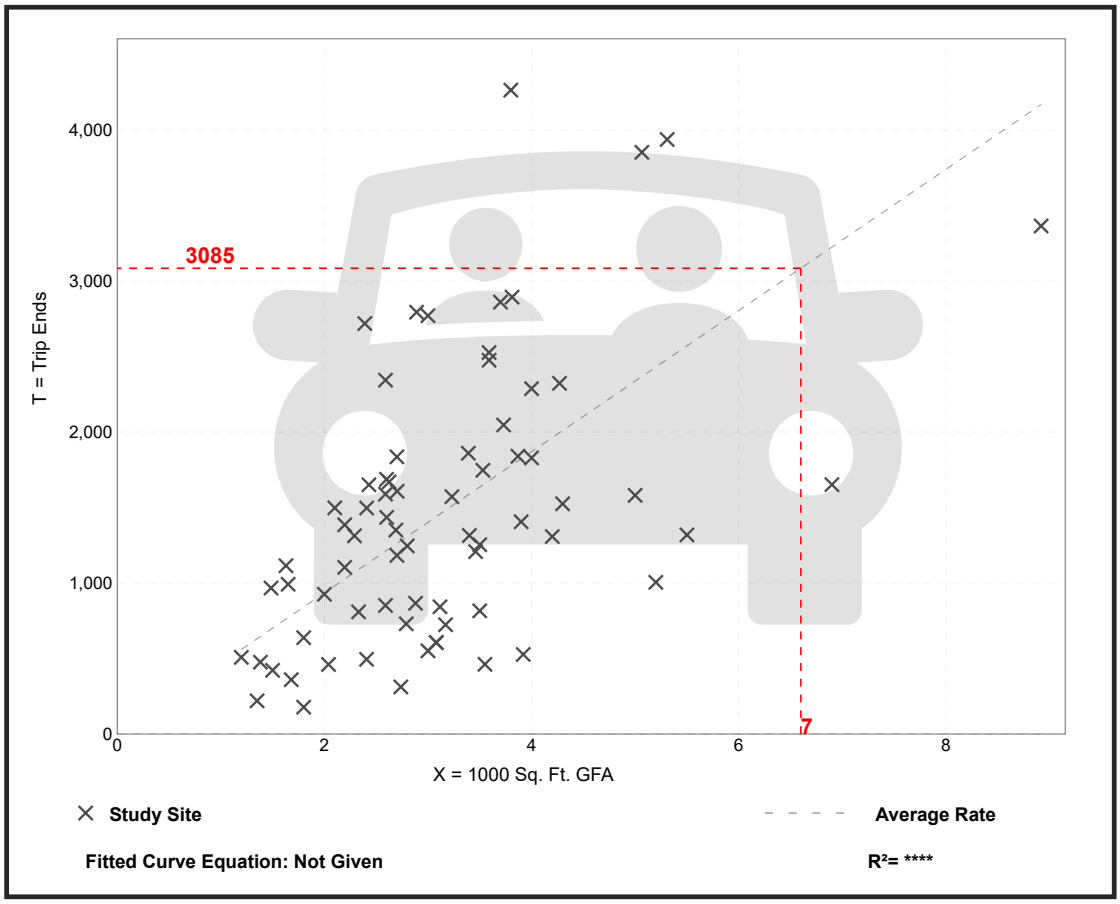
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 71
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
467.48	98.89 - 1137.66	238.62

Data Plot and Equation



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Fast Casual Restaurant
(930)

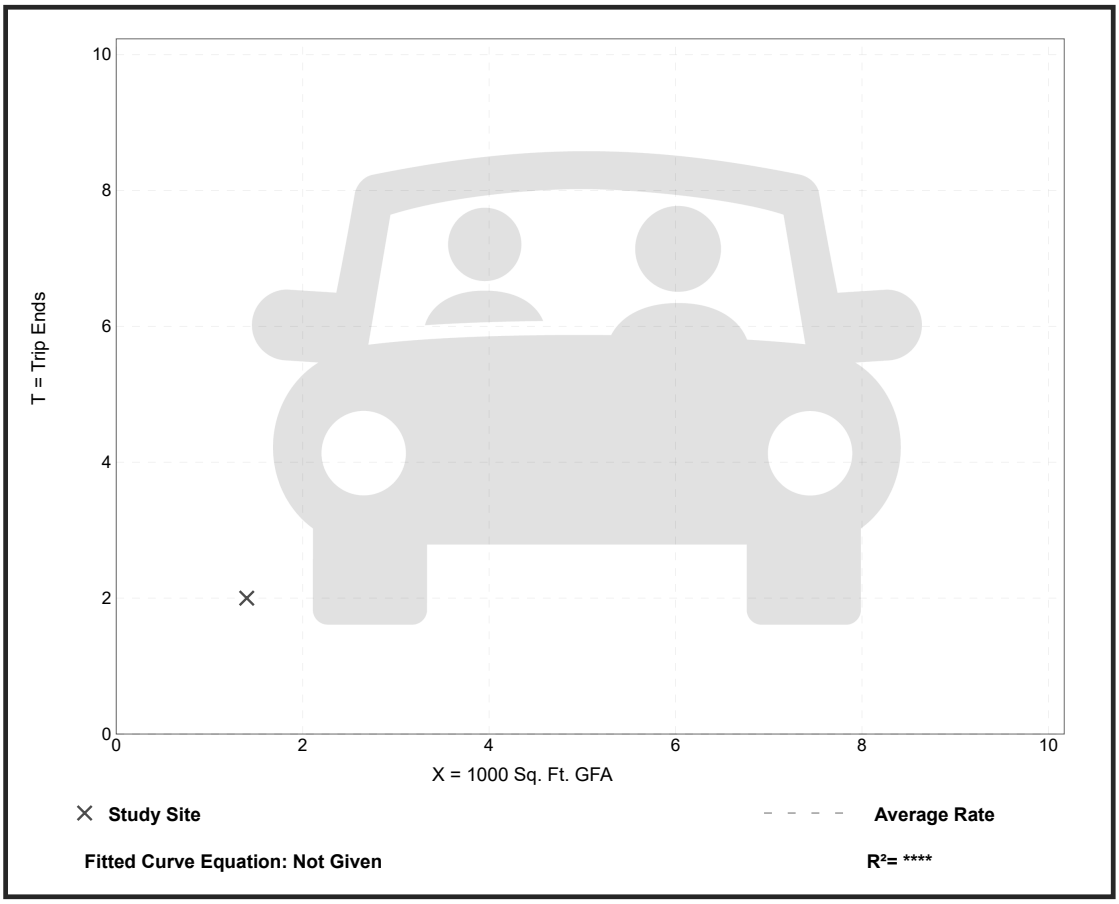
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 1
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.43	1.43 - 1.43	*

Data Plot and Equation

Caution – Small Sample Size



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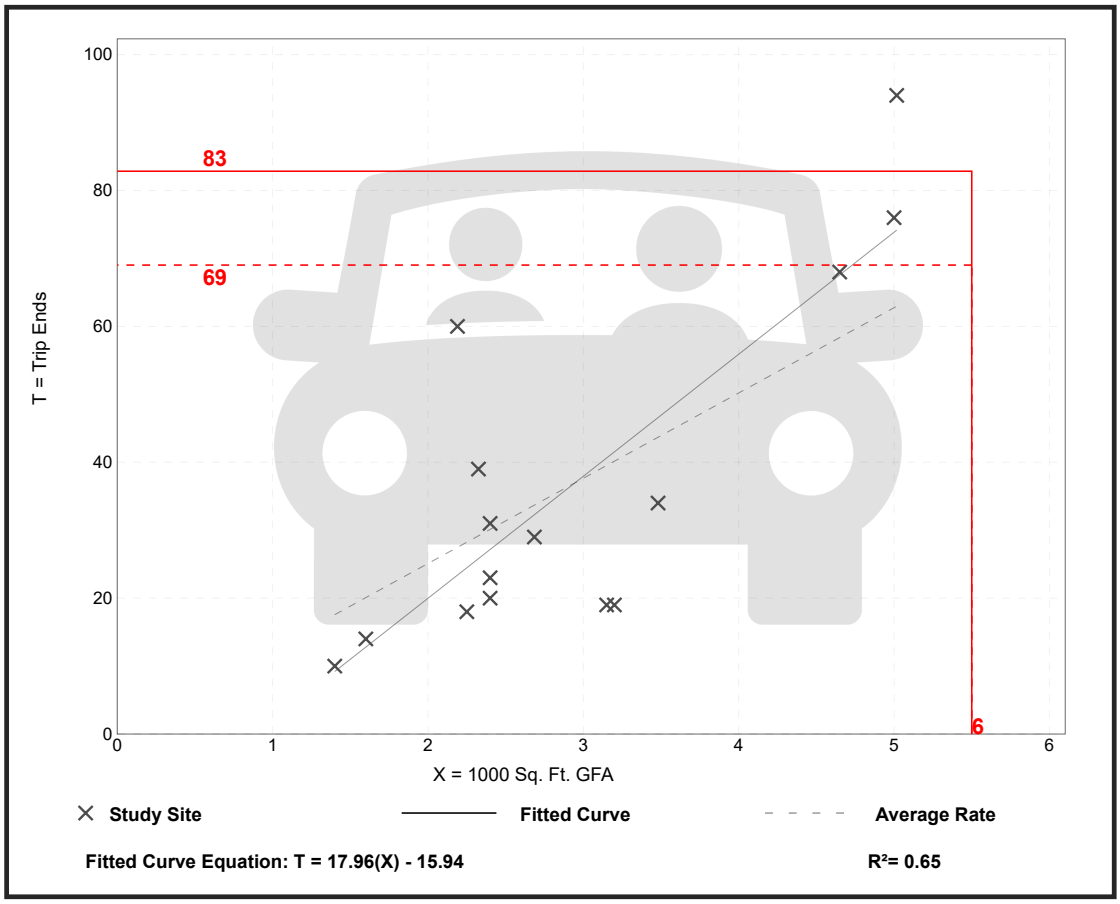
Fast Casual Restaurant
(930)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 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**

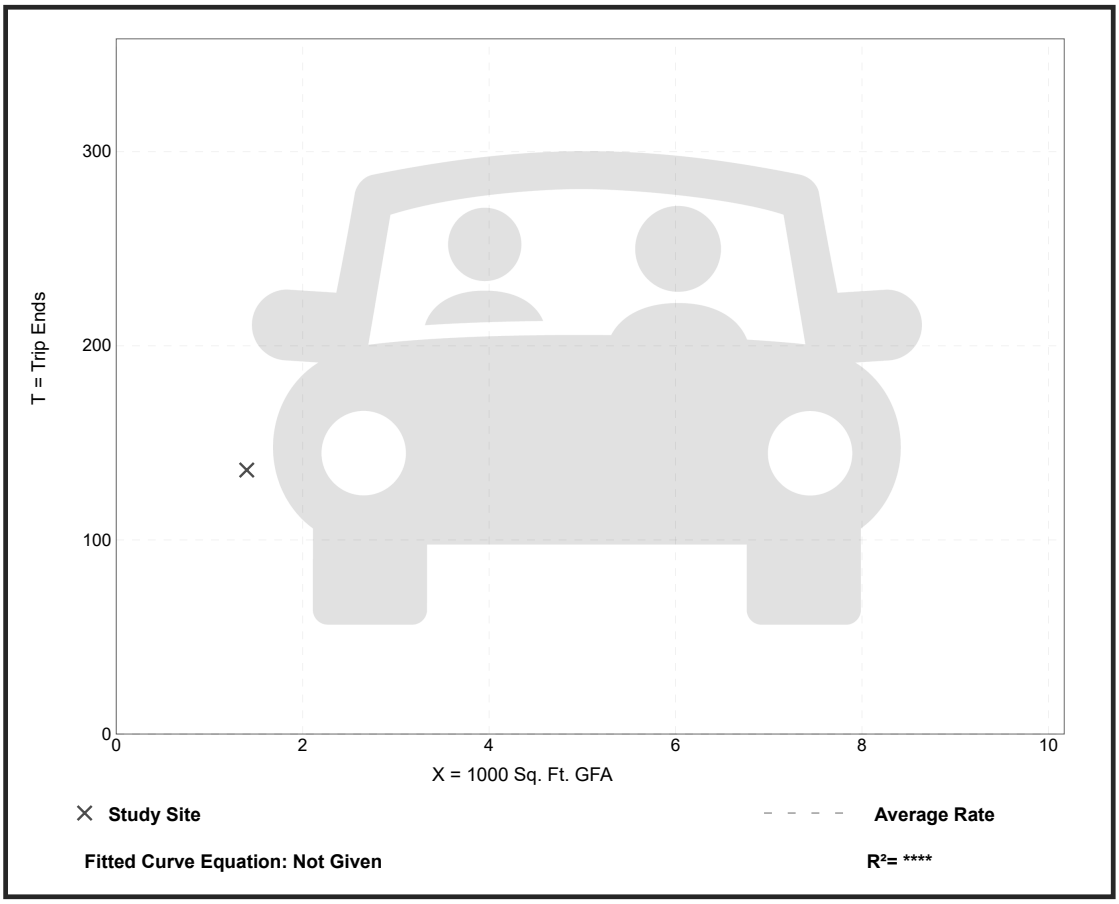
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 1
Directional Distribution: 50% entering, 50% exiting

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)

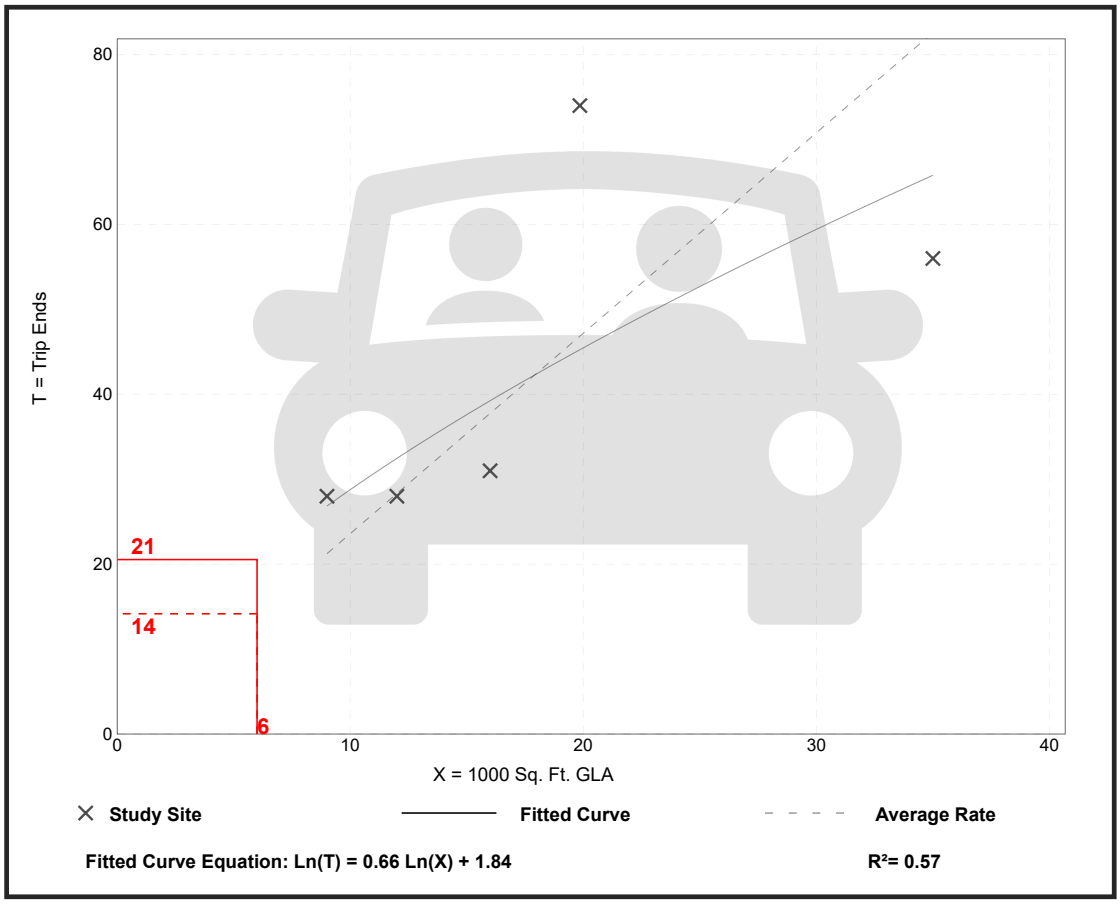
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

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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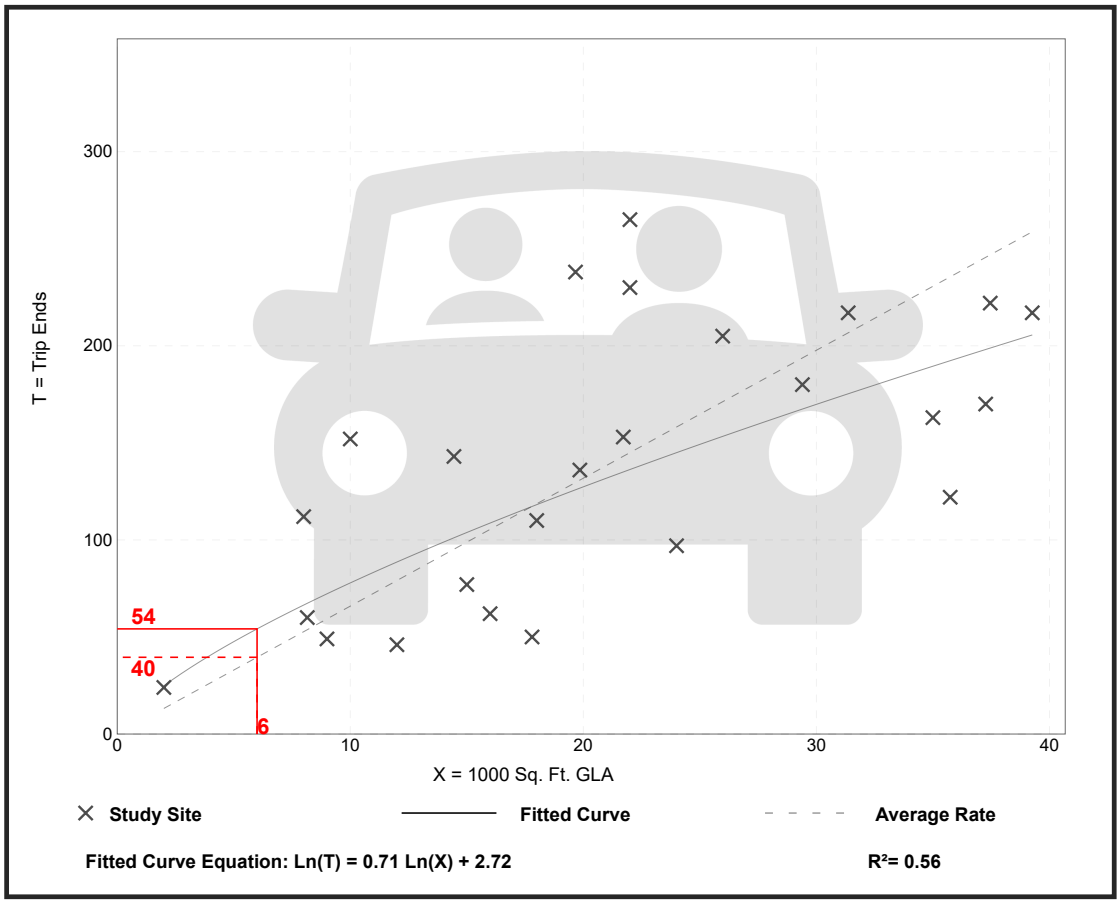
Strip Retail Plaza (<40k)
(822)

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**

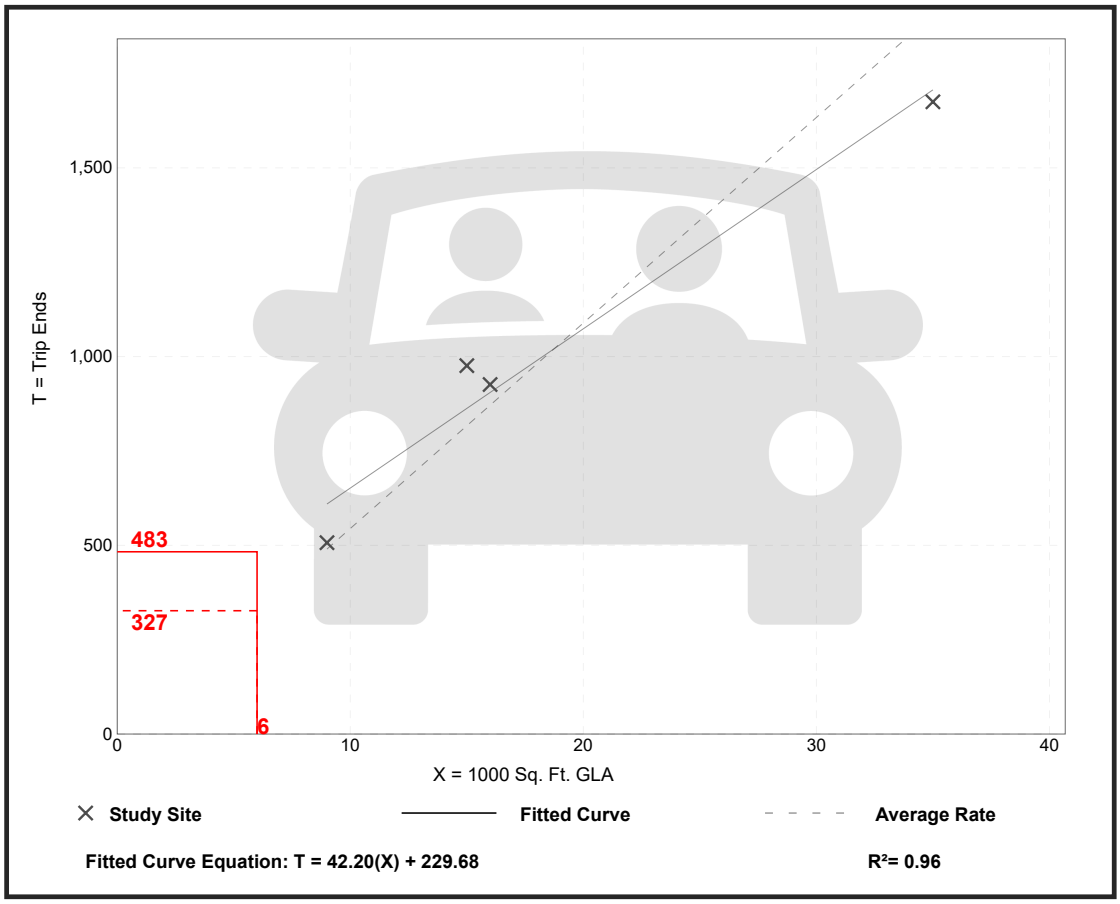
Setting/Location: **General Urban/Suburban**
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

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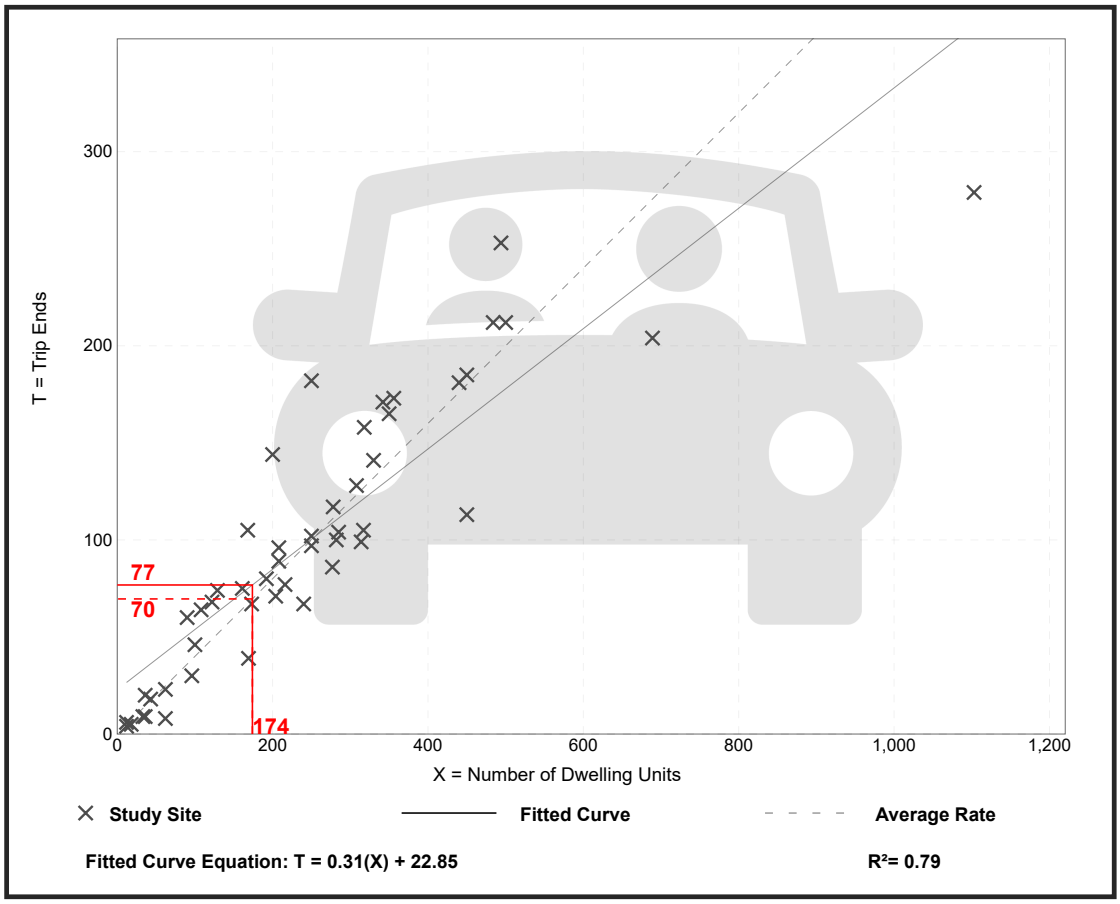
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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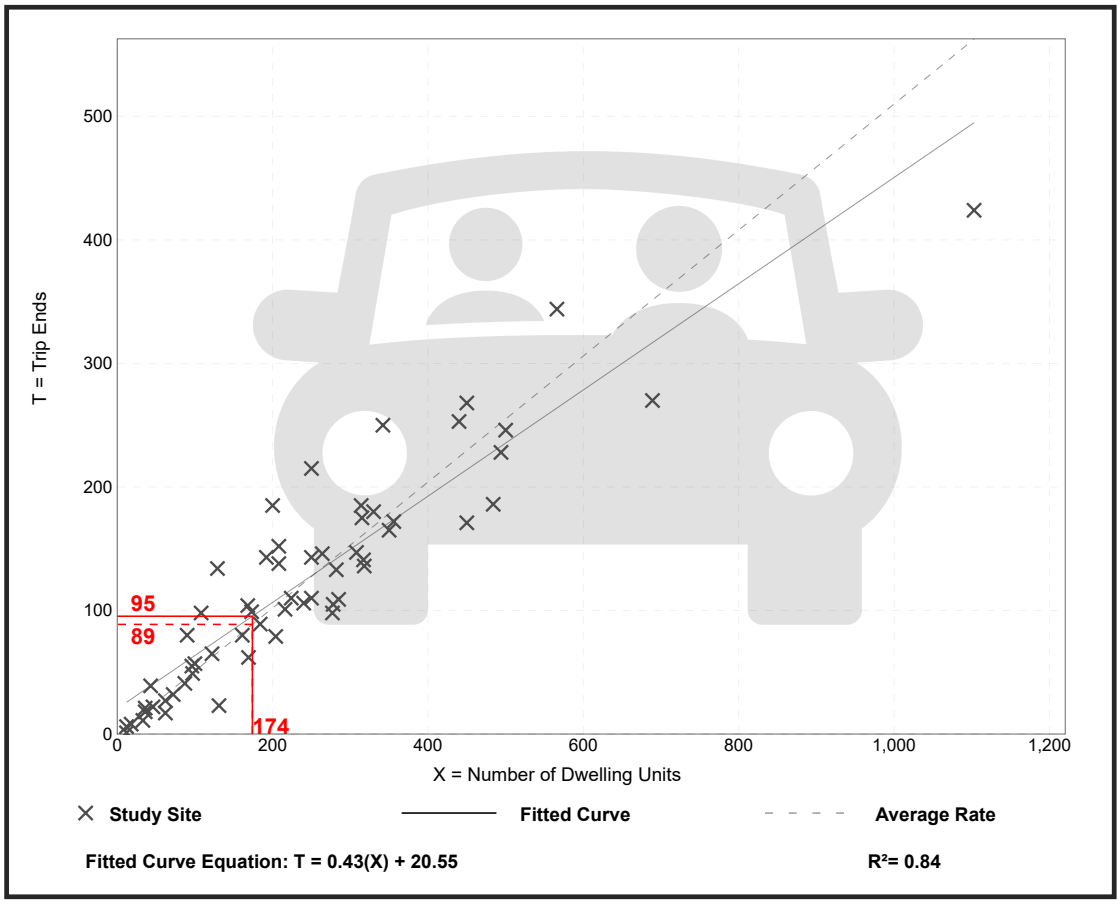
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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)

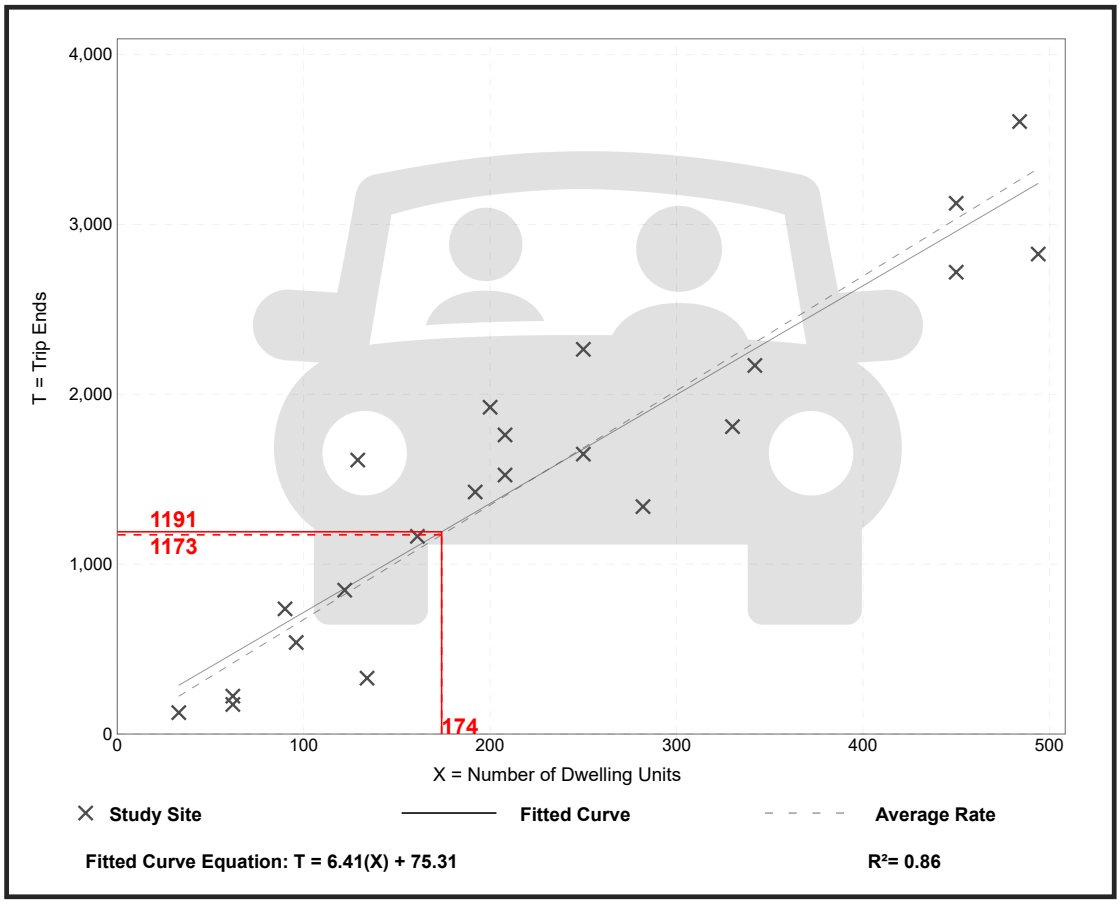
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

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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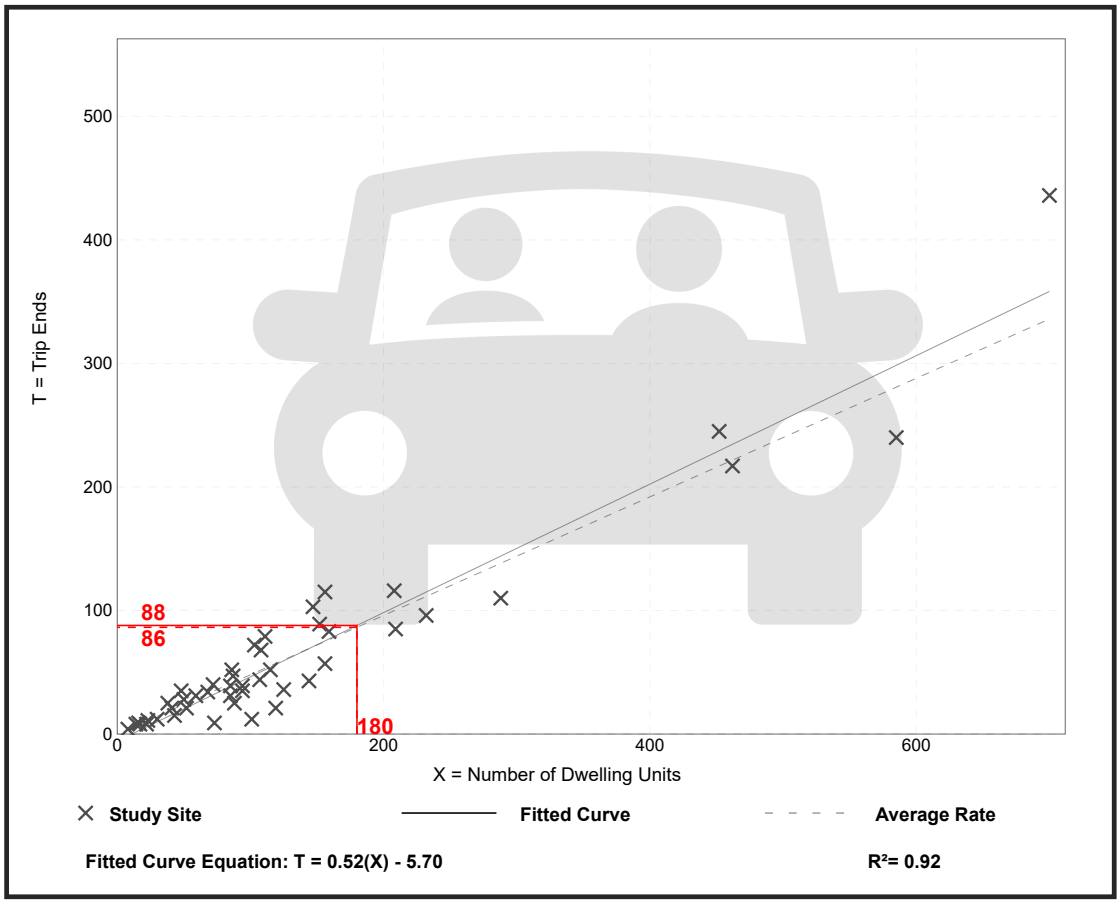
Single-Family Attached Housing
(215)

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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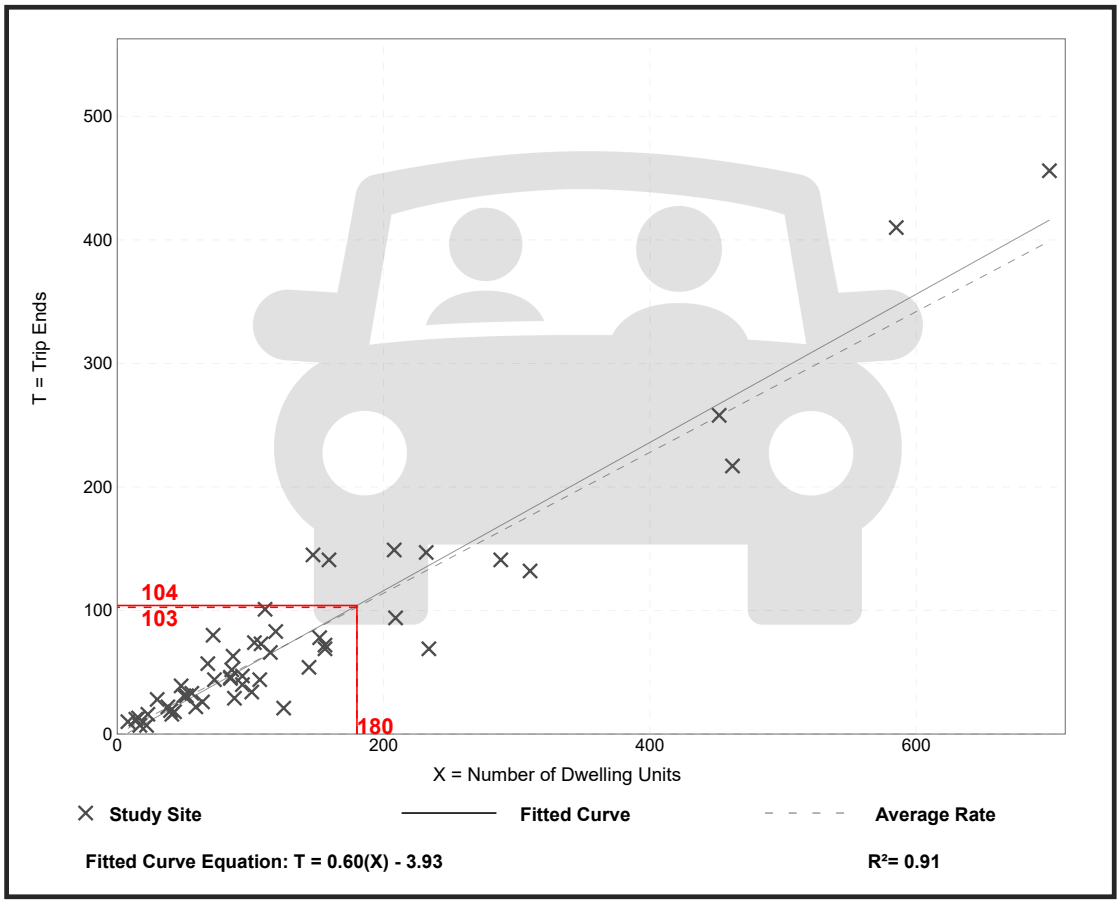
Single-Family Attached Housing
(215)

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



Single-Family Attached Housing
(215)

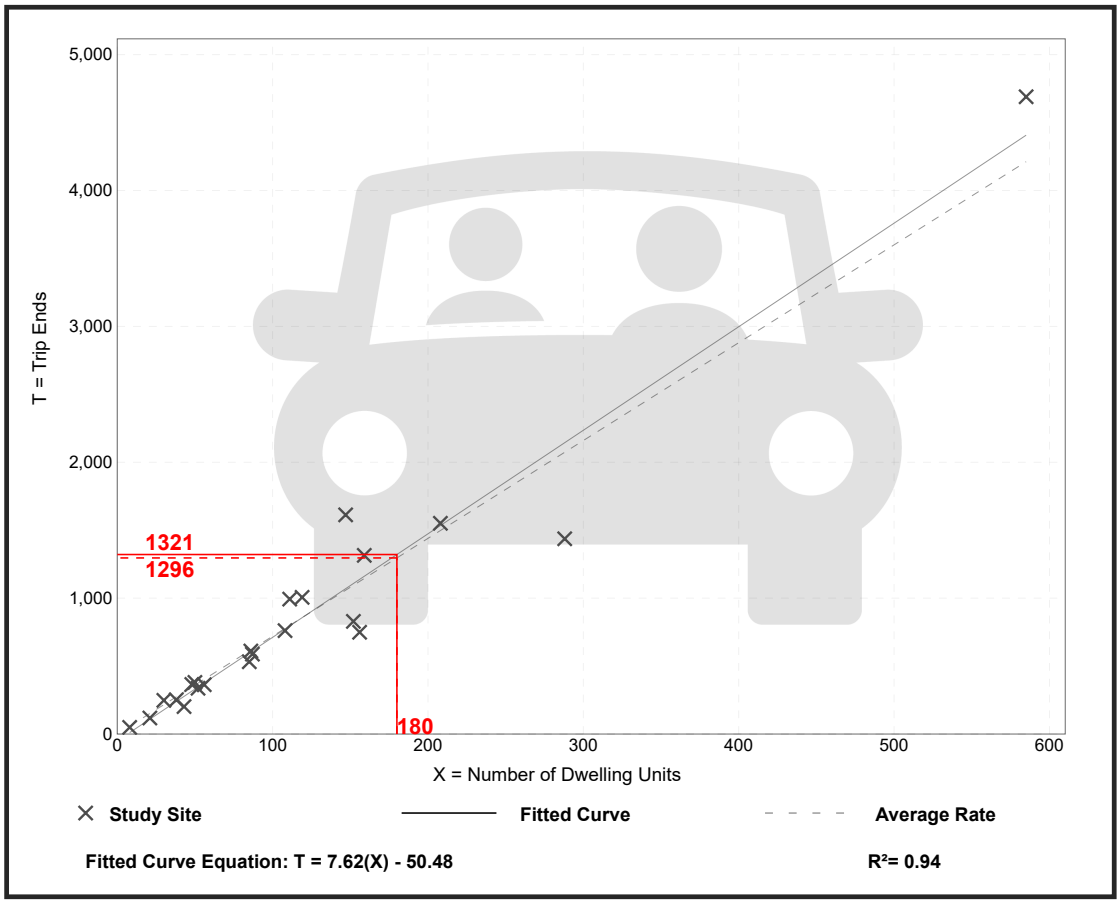
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

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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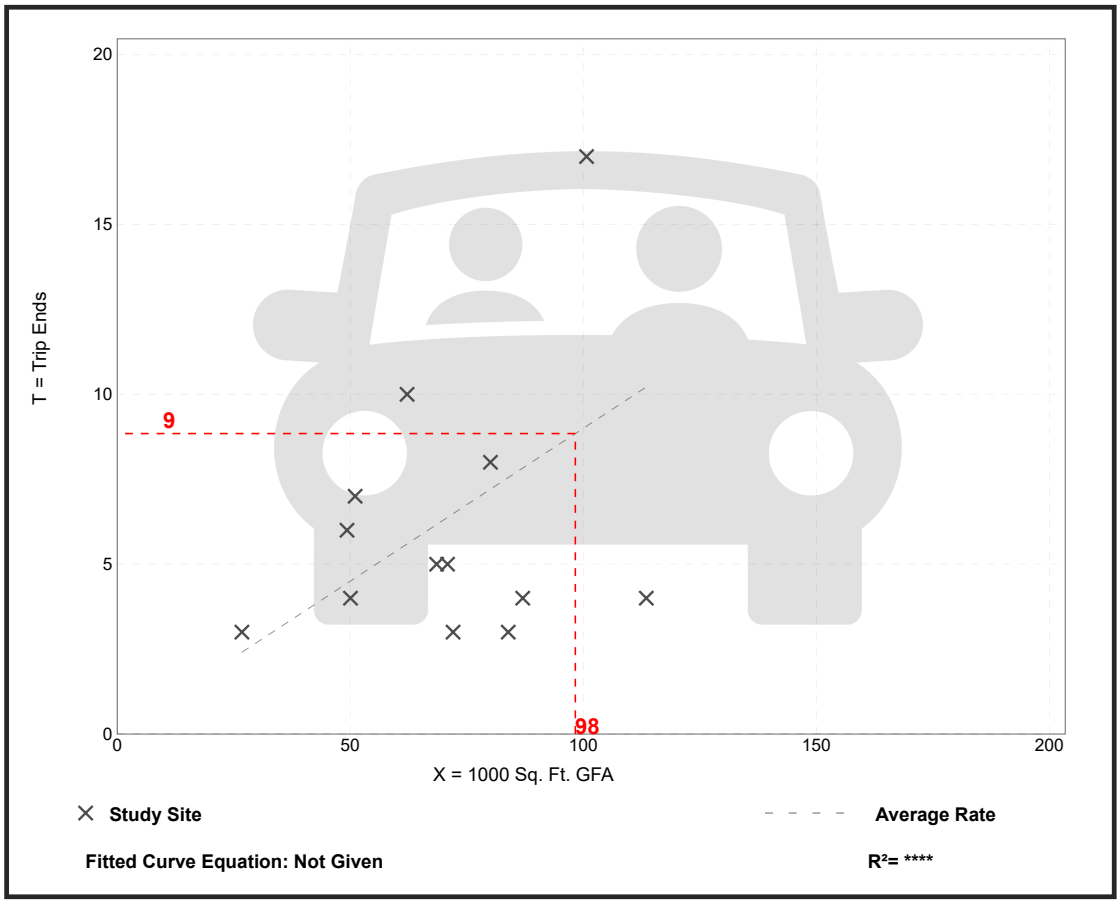
Mini-Warehouse
(151)

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



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

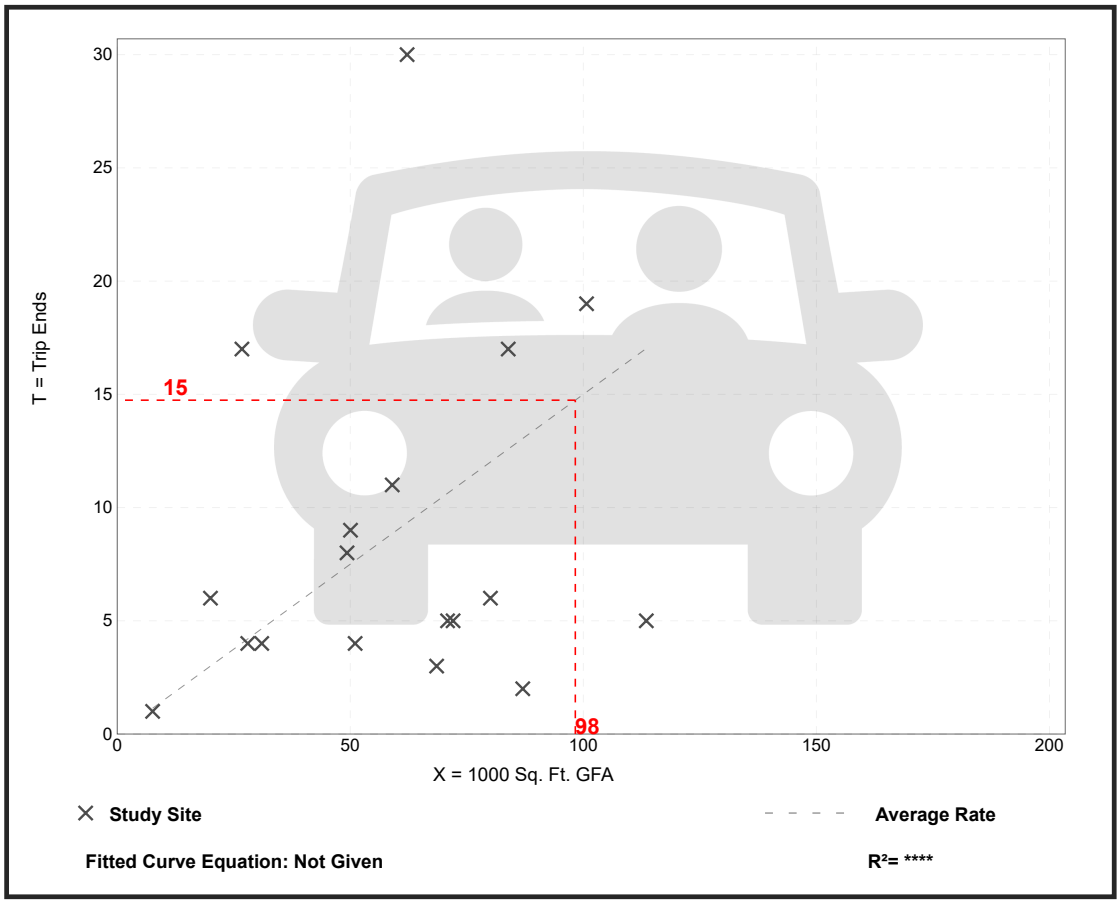
Mini-Warehouse
(151)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 59
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.02 - 0.64	0.14

Data Plot and Equation



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Mini-Warehouse
(151)

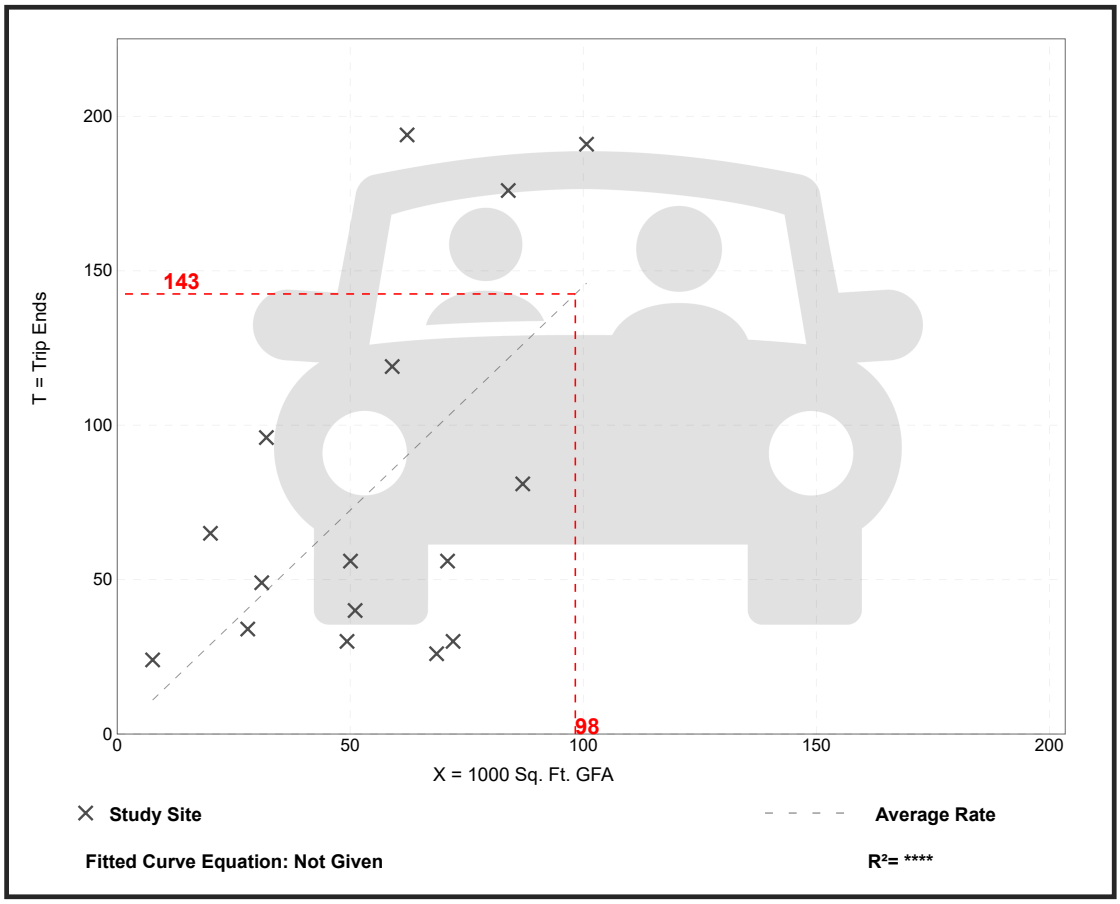
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 16
Avg. 1000 Sq. Ft. GFA: 55
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.45	0.38 - 3.25	0.92

Data Plot and Equation



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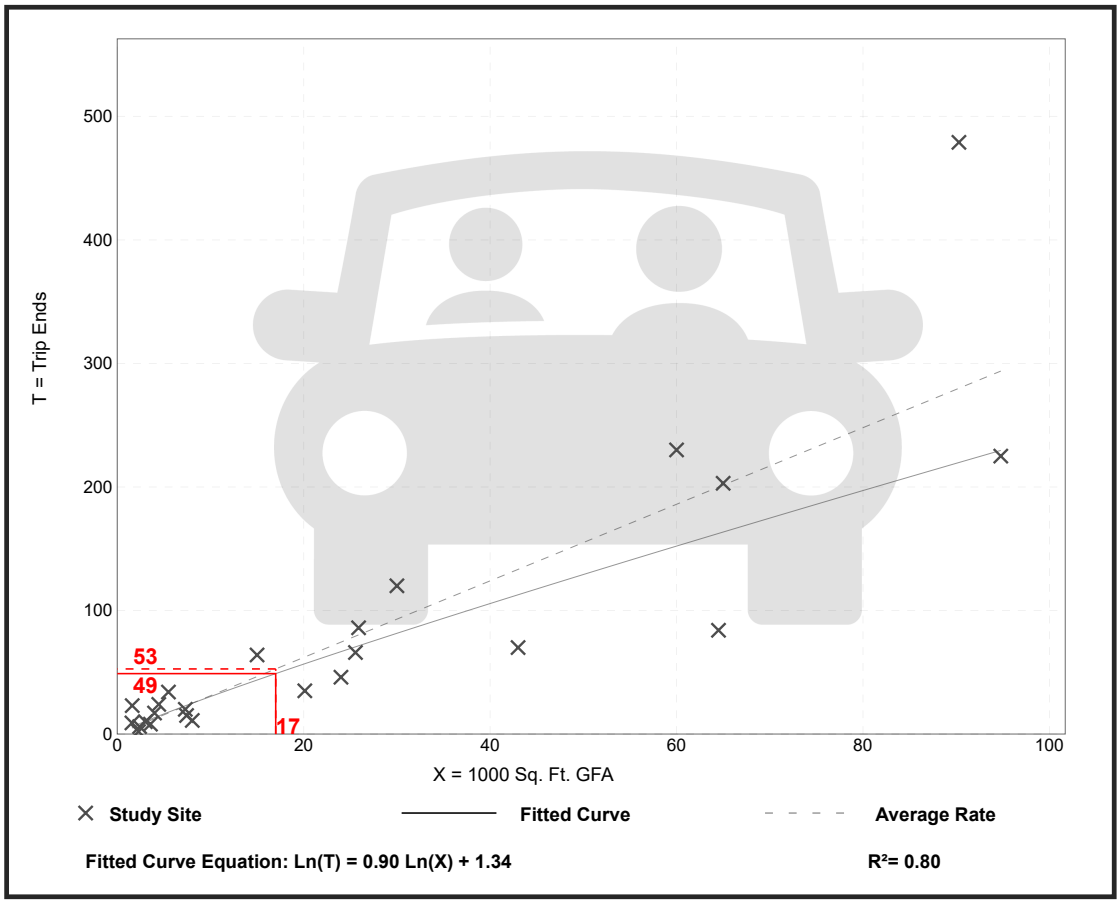
Medical-Dental Office Building - Stand-Alone
(720)

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

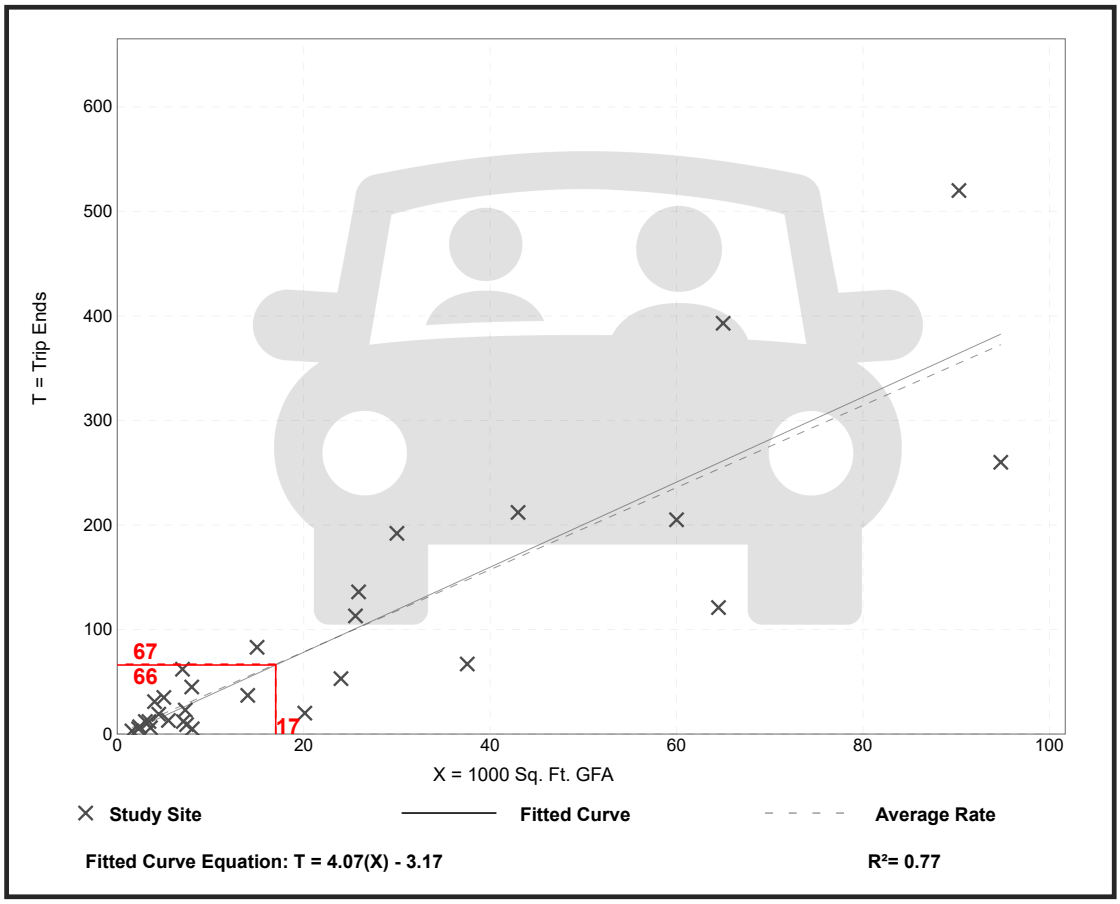
Medical-Dental Office Building - Stand-Alone
(720)

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)

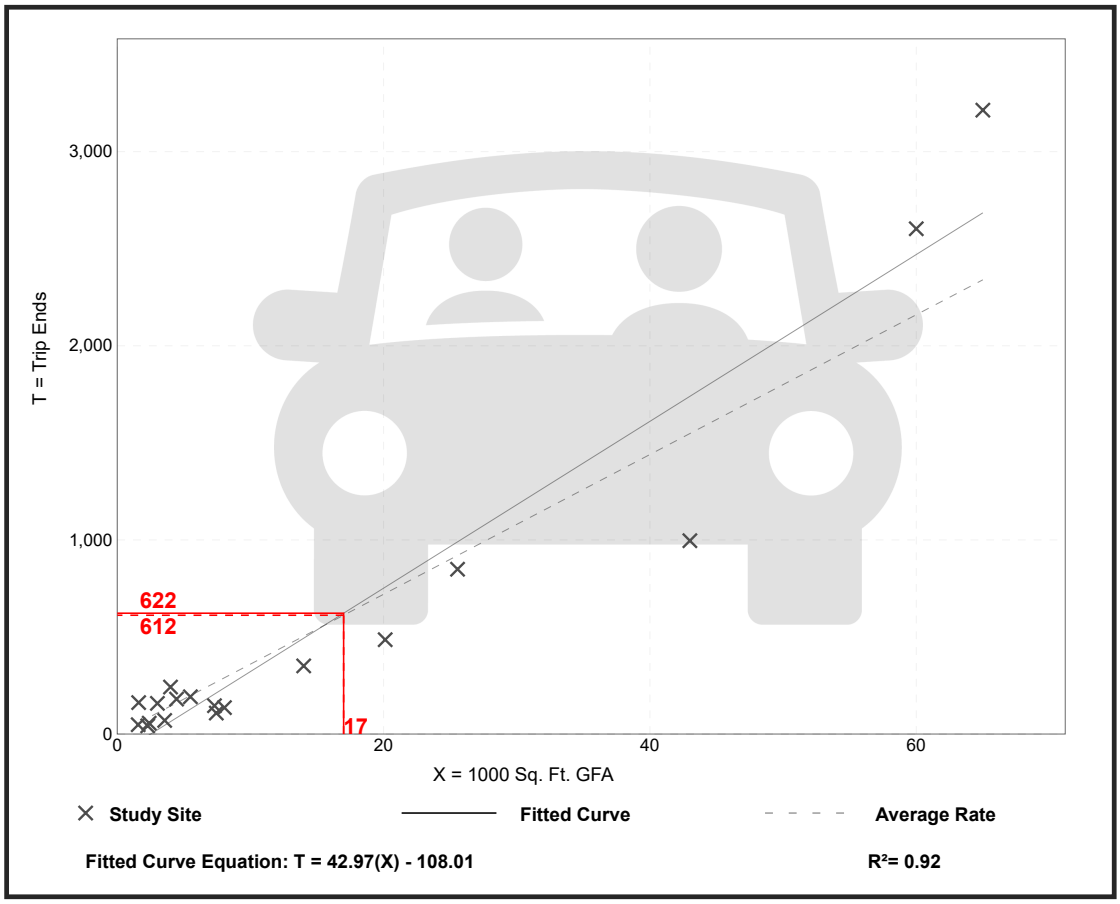
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

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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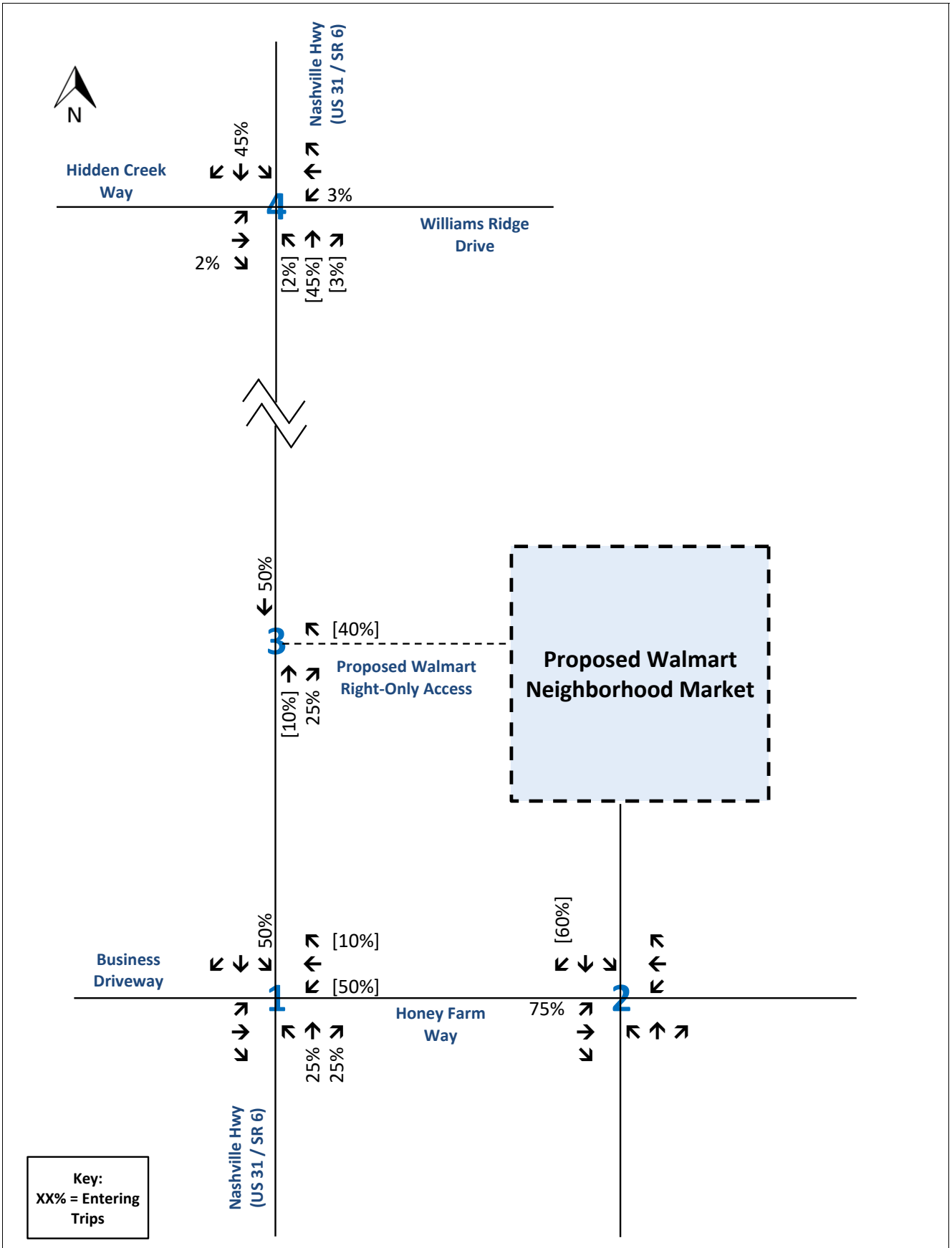
APPENDIX D

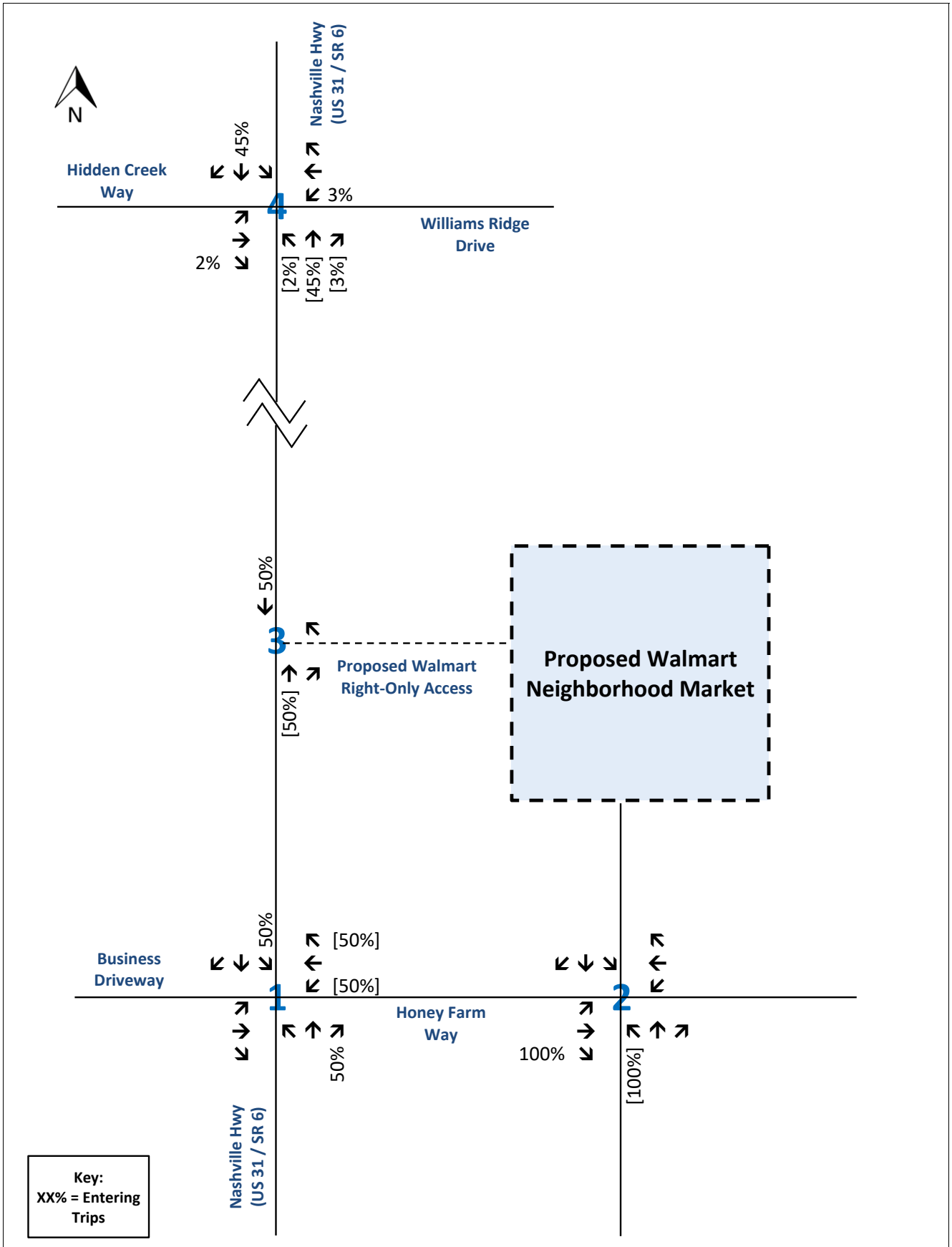
TRIP DISTRIBUTION

PRIMARY TRIP DISTRIBUTIONS



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

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

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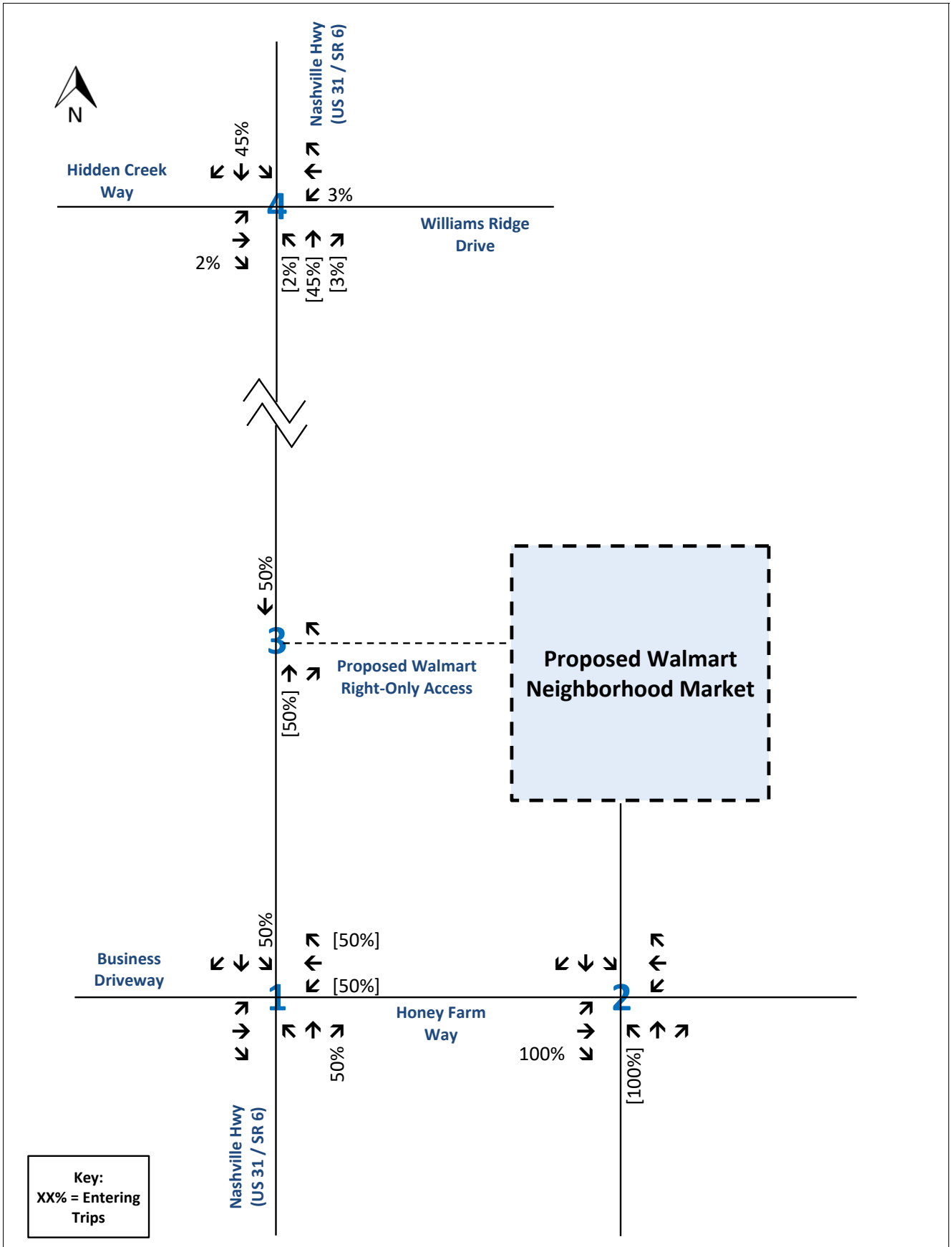
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

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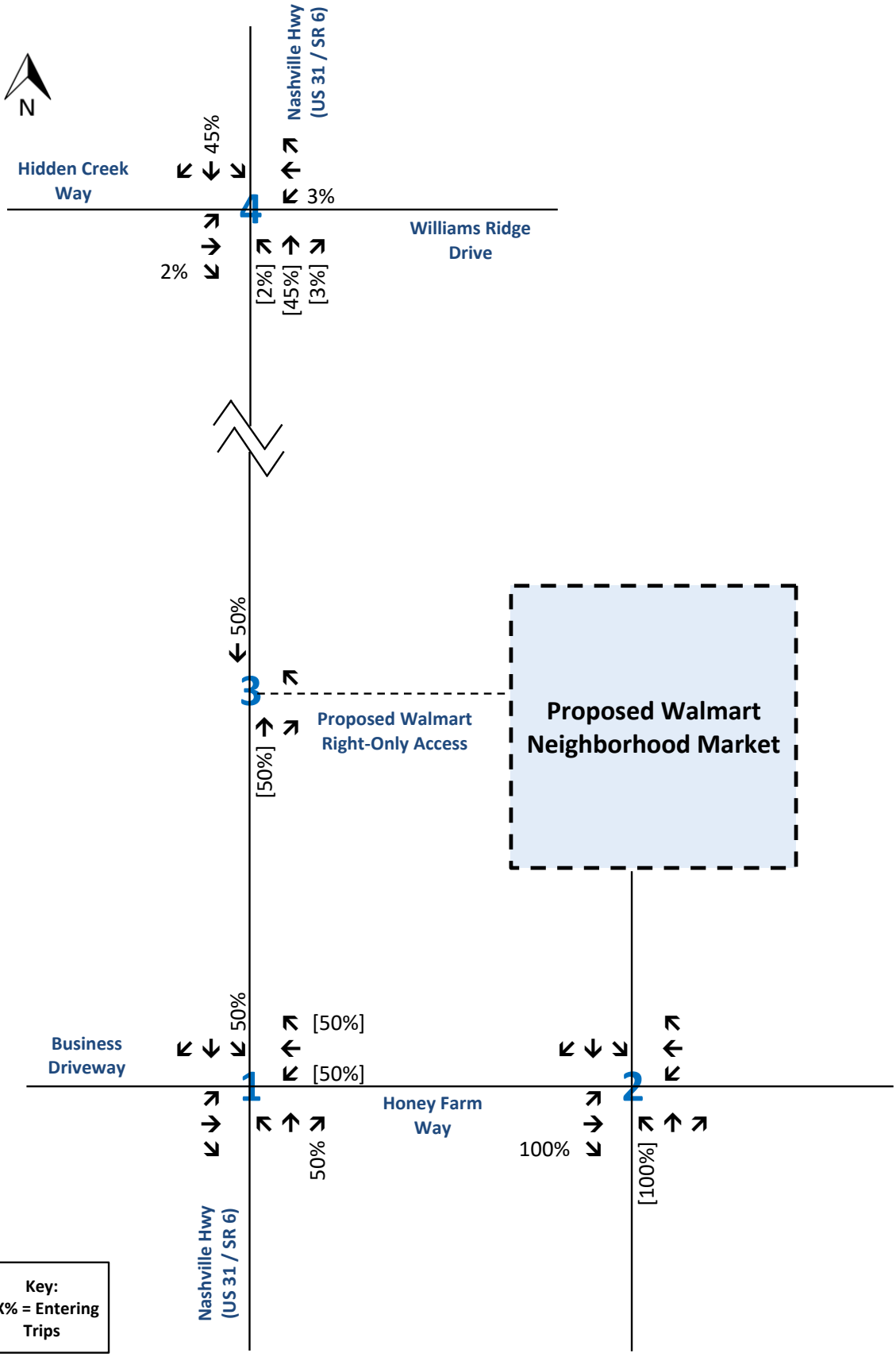
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

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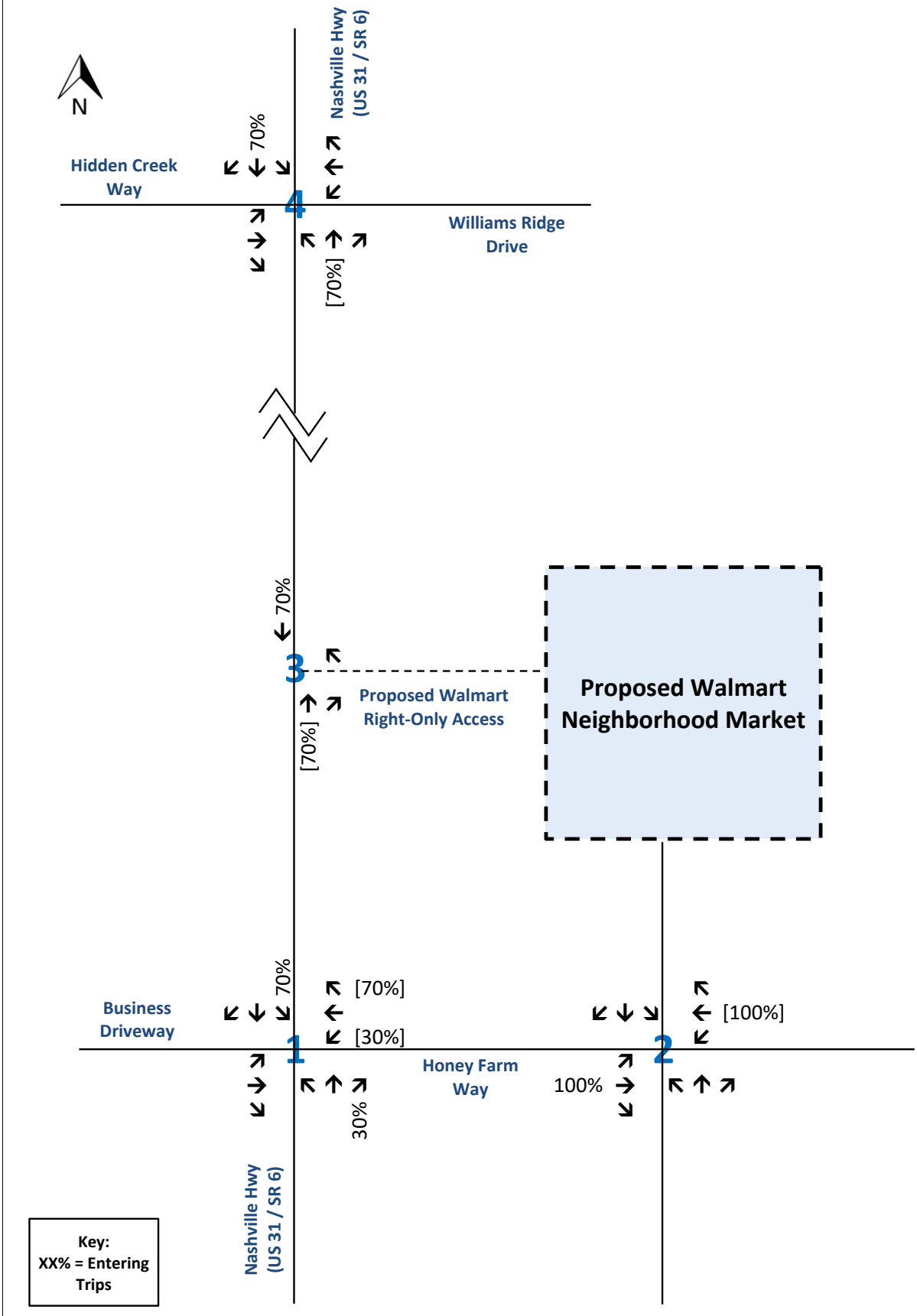
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

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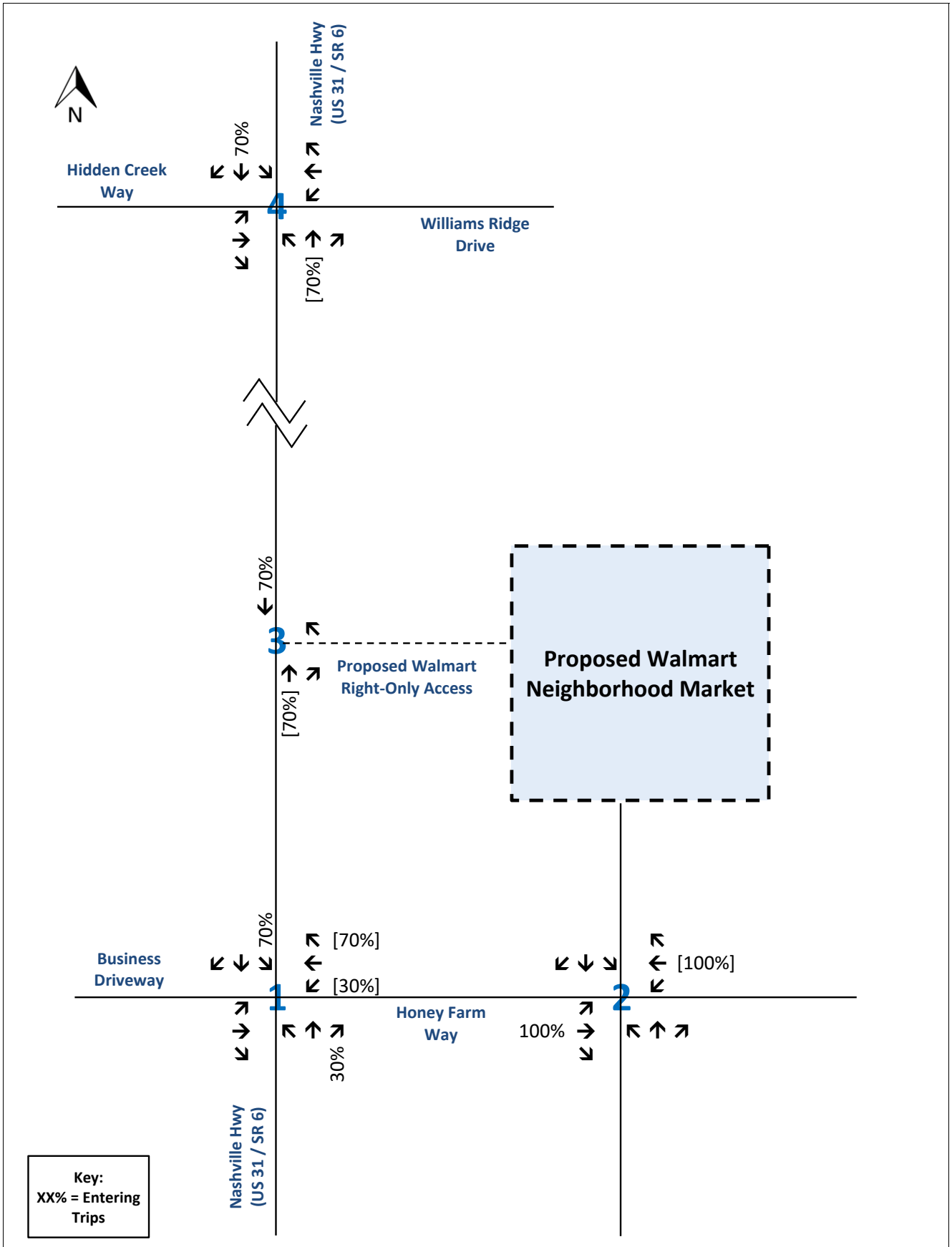
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

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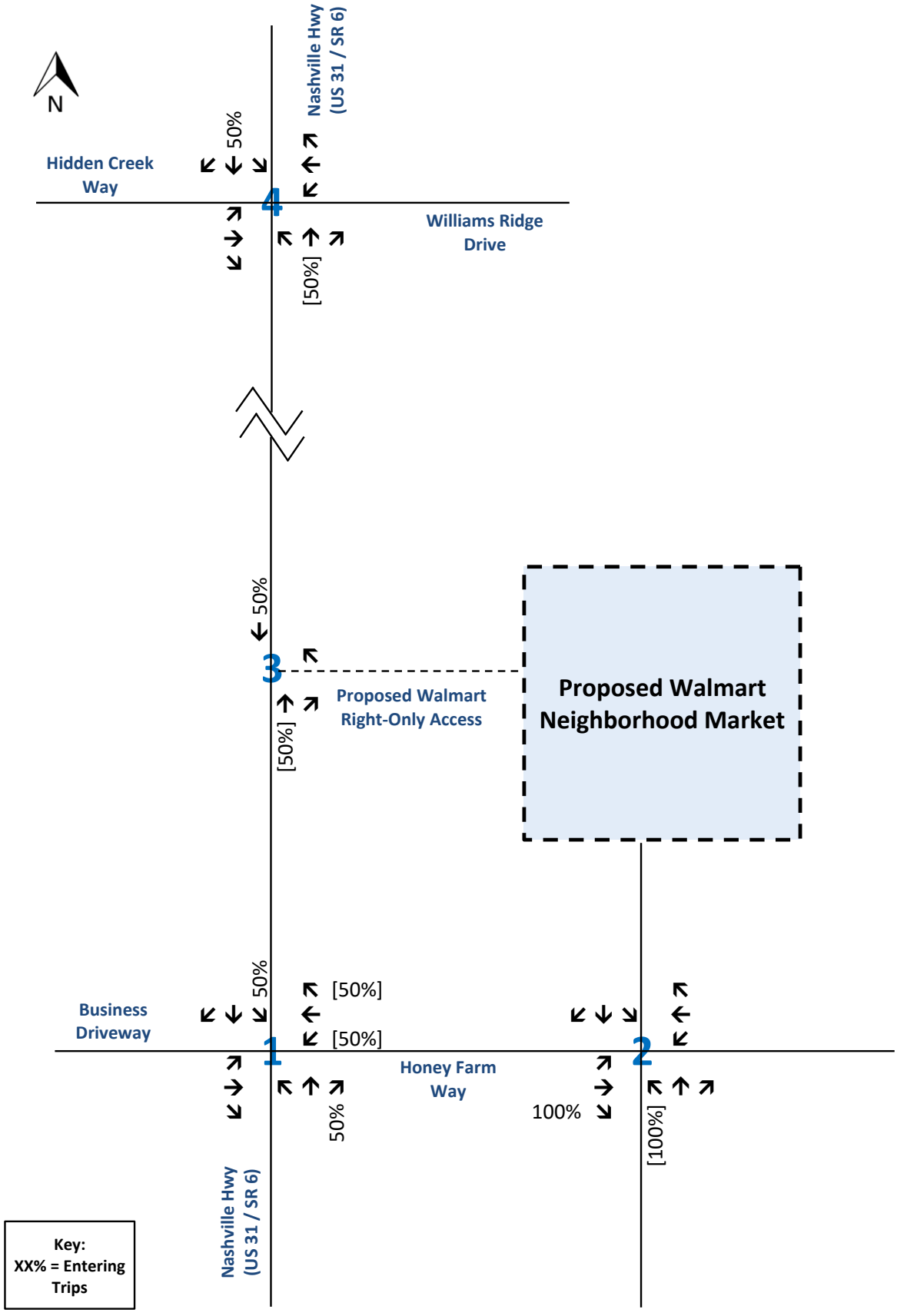
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

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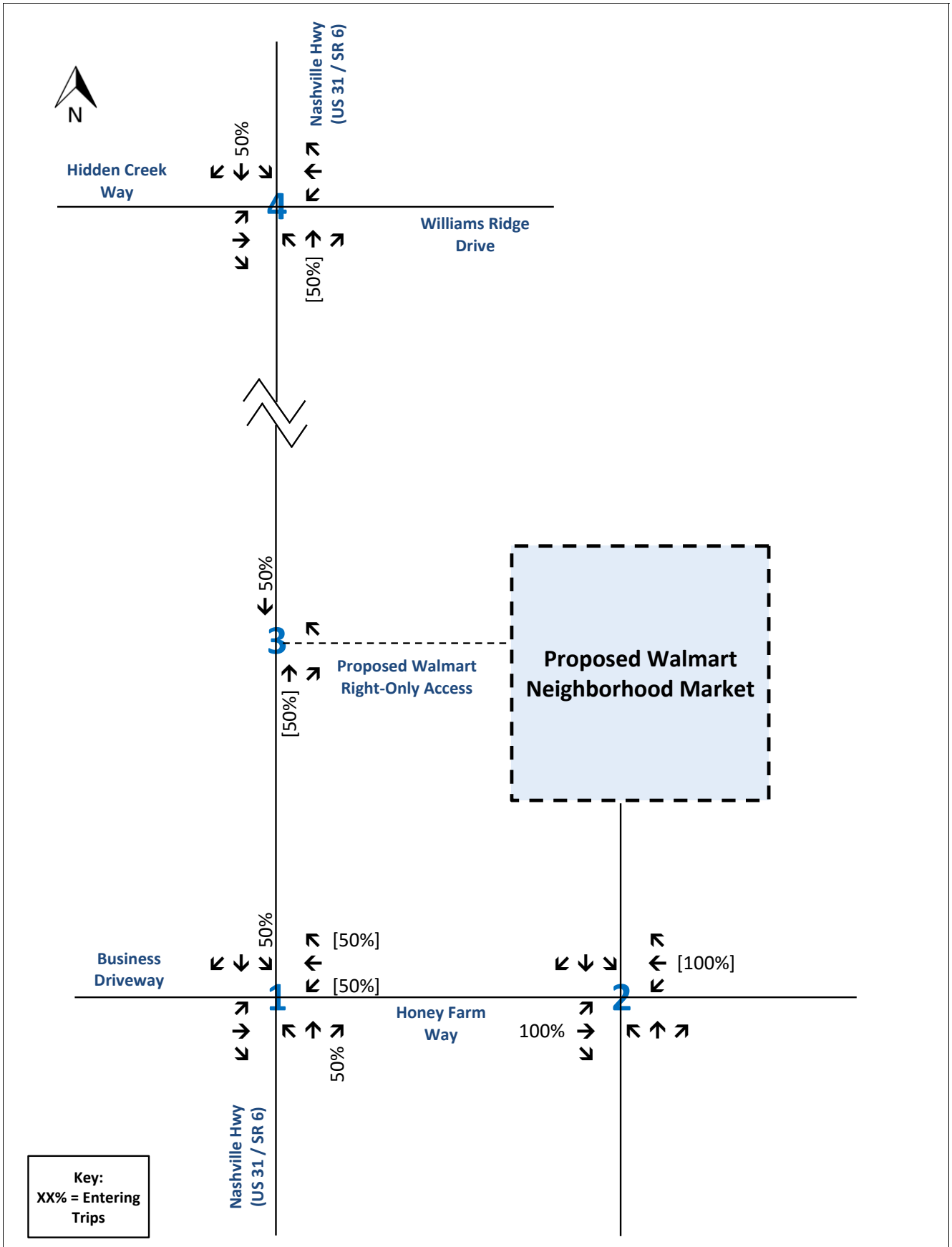

Trip Distribution Worksheet
Primary Trip Distribution - Health Department
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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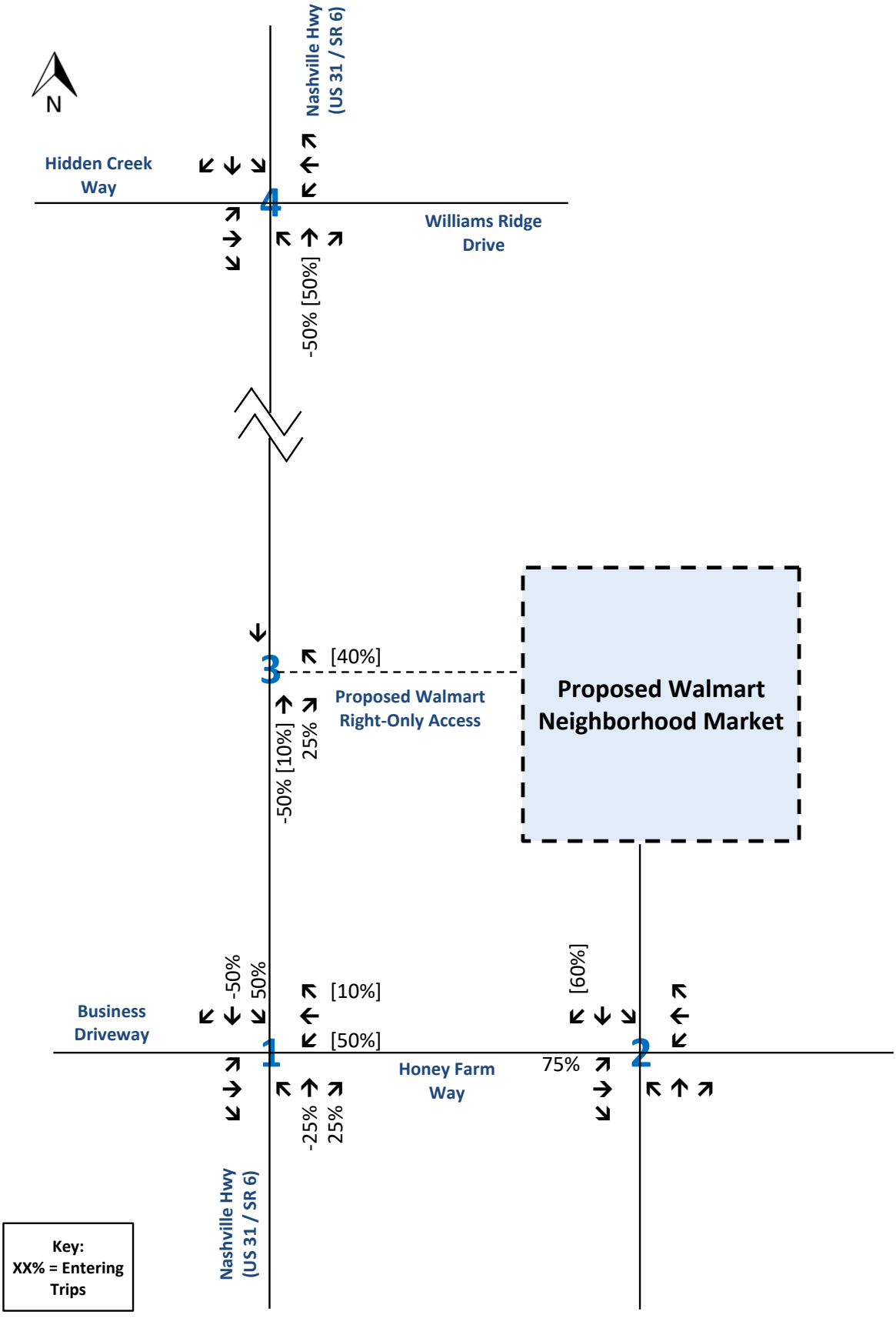
PASS-BY TRIP DISTRIBUTIONS



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

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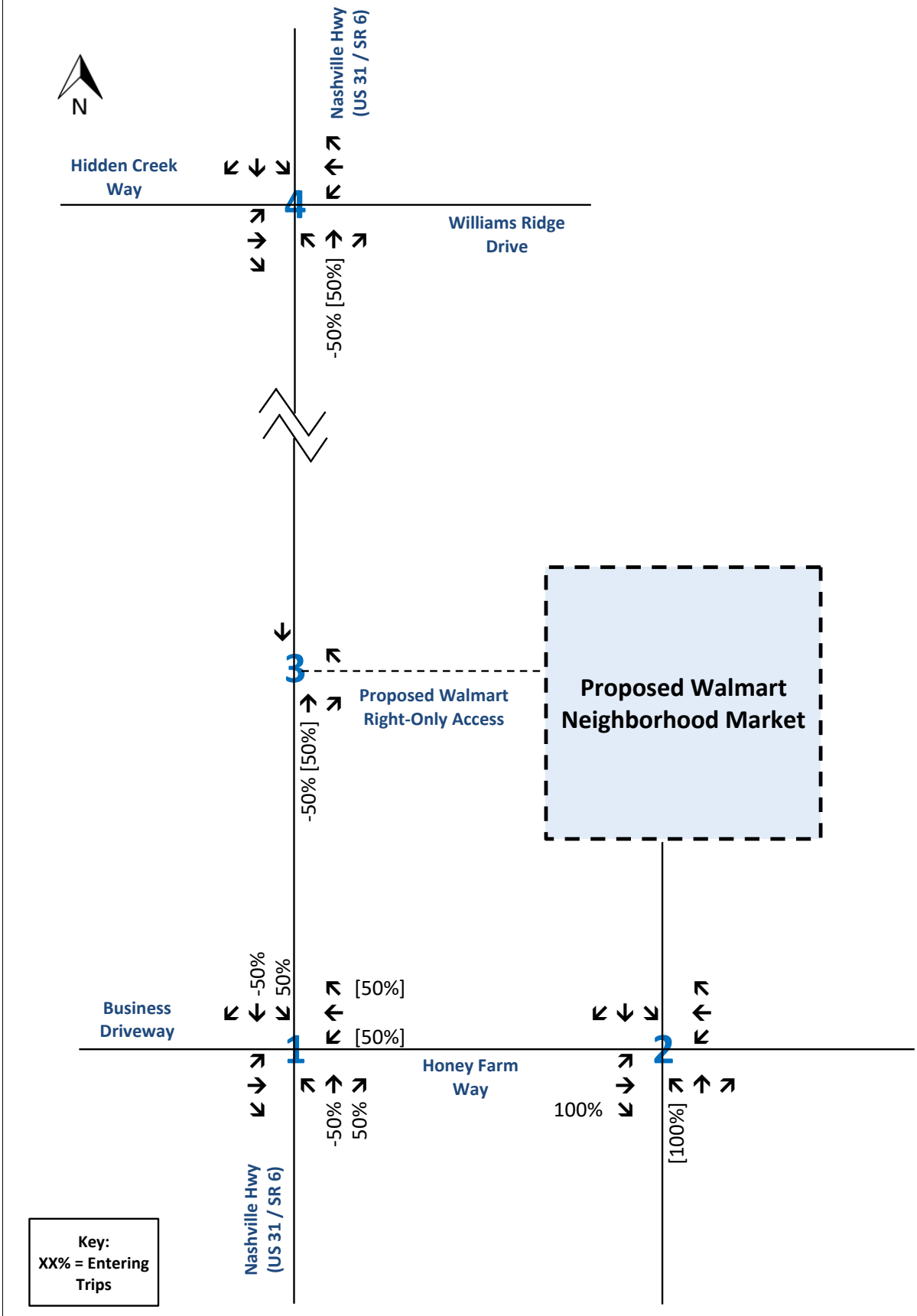
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

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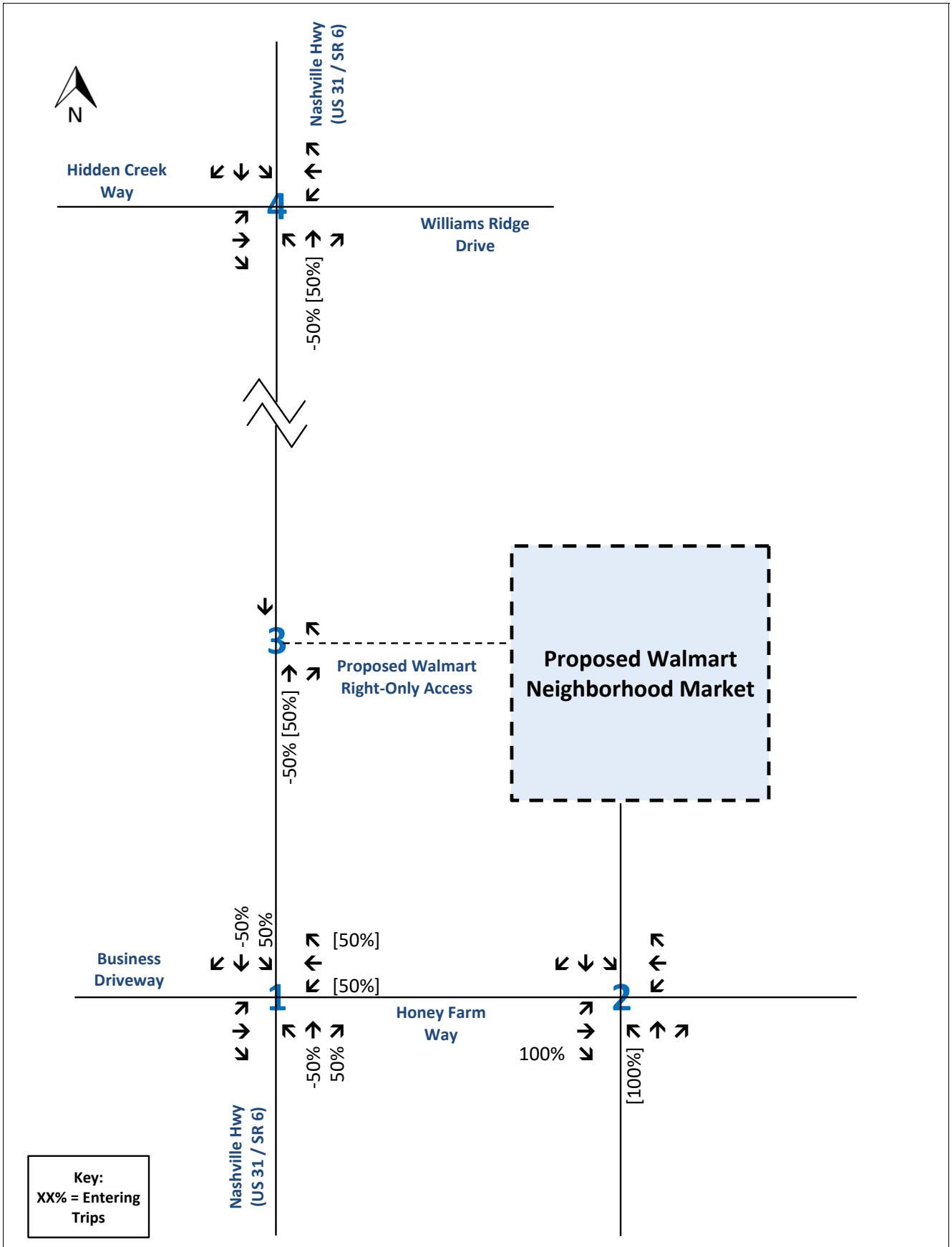
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

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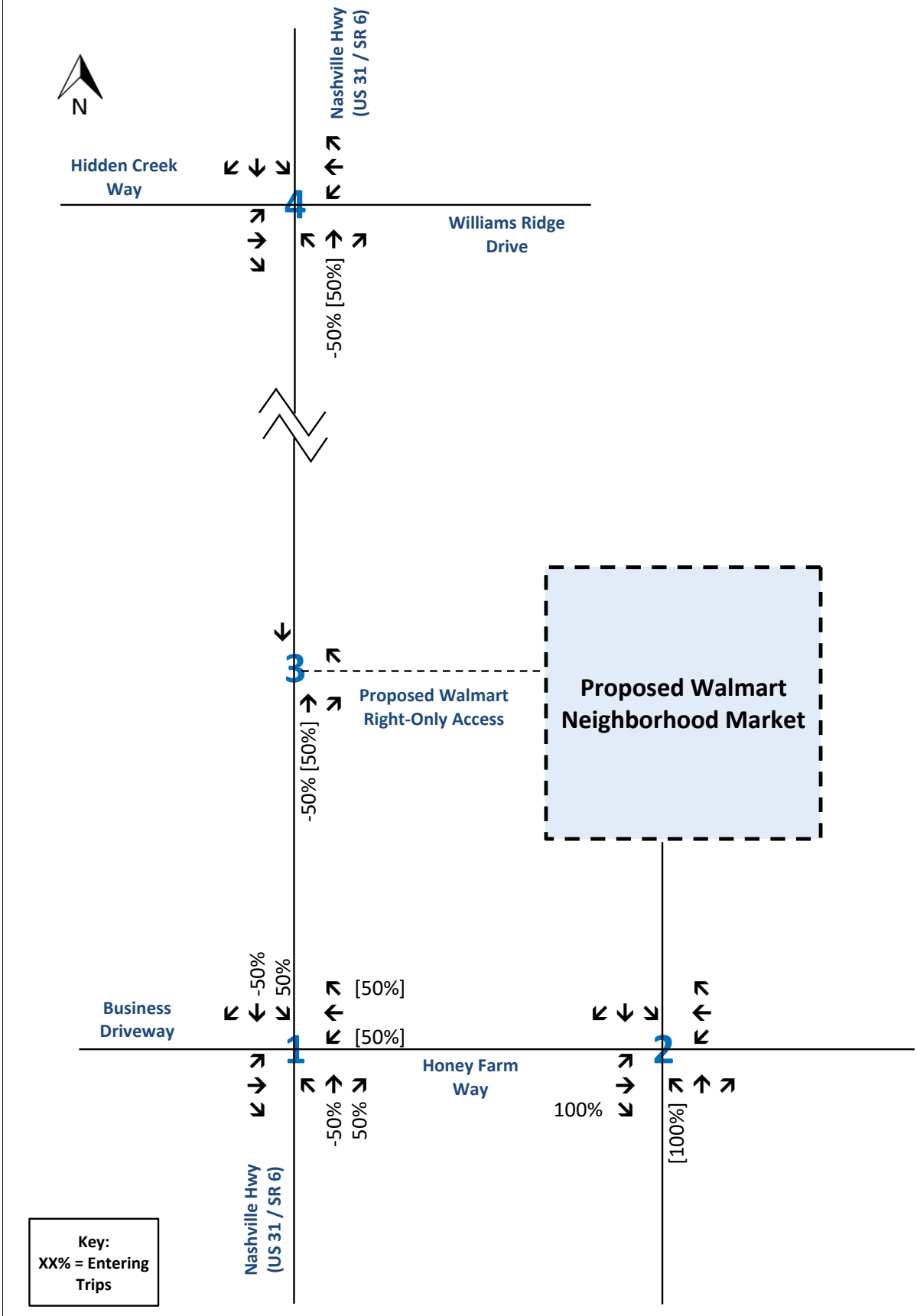
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

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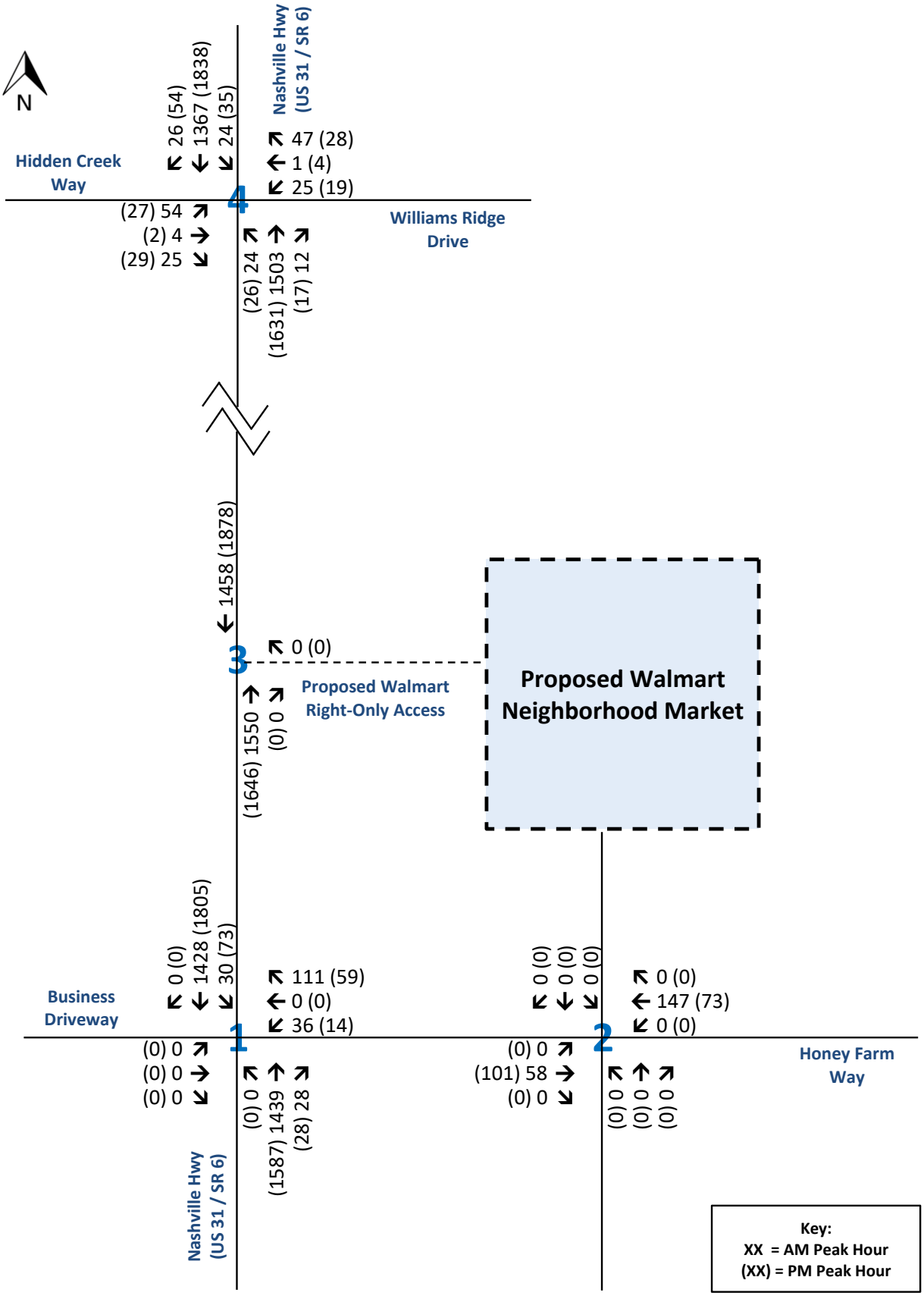
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

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

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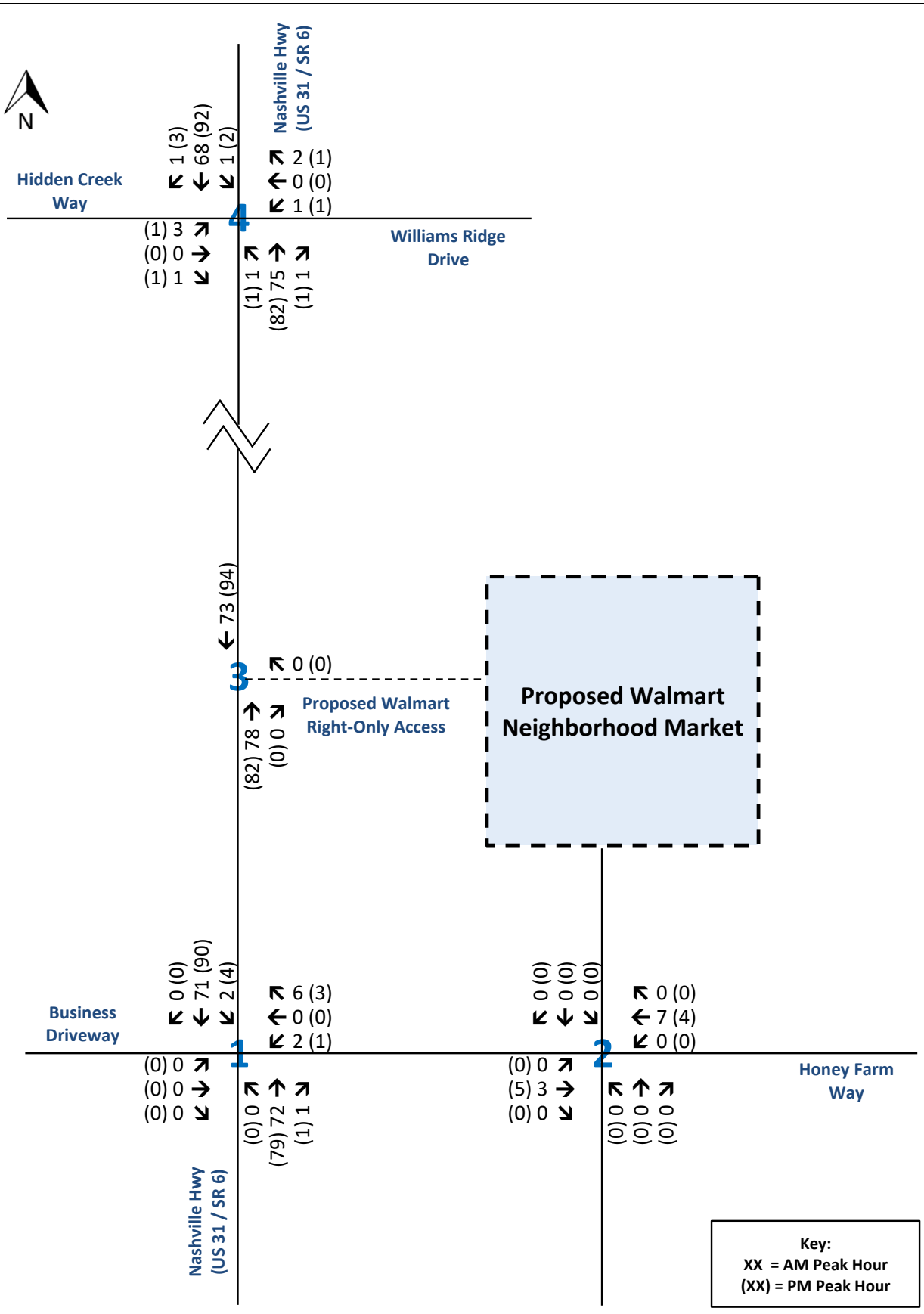
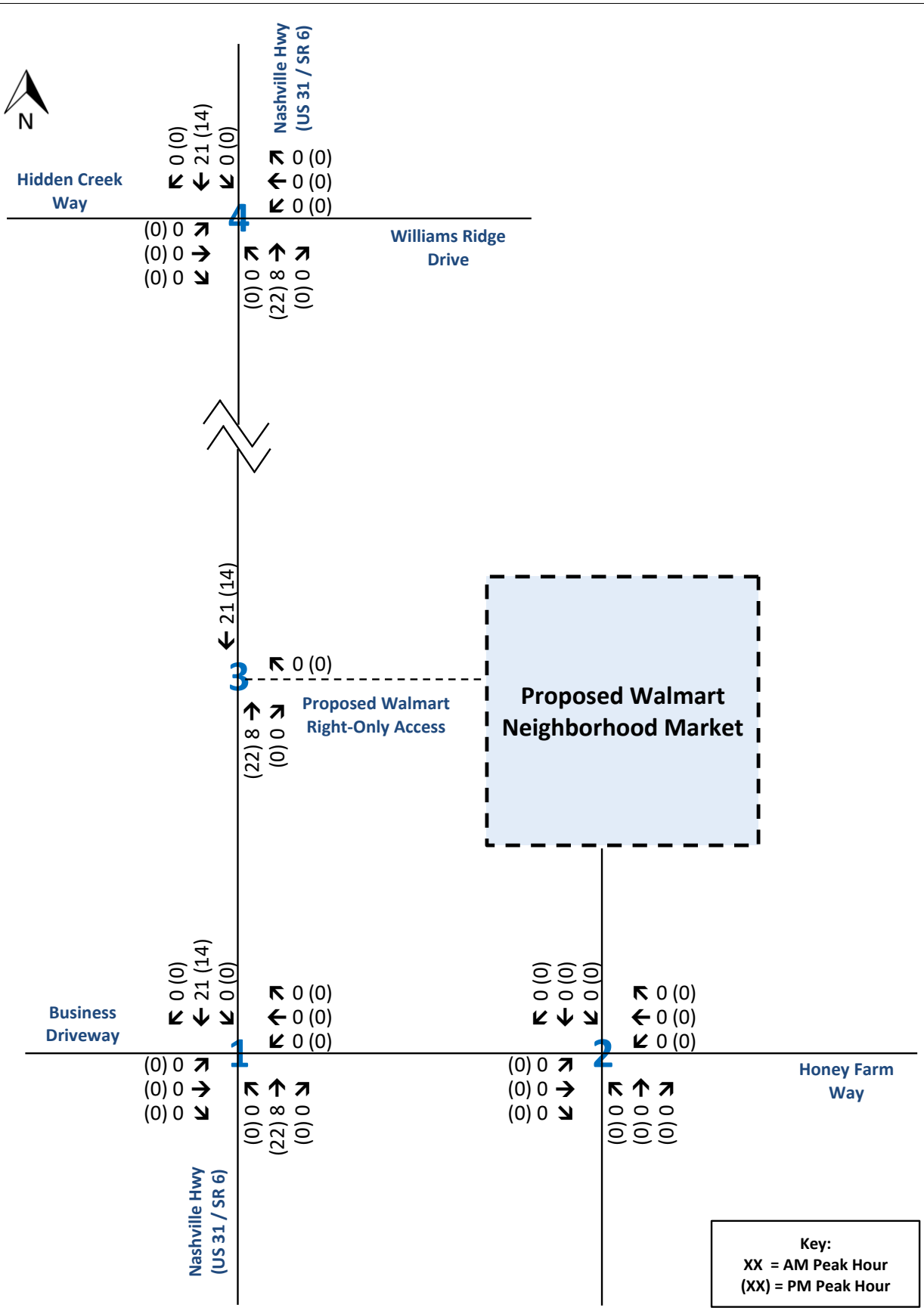
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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



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

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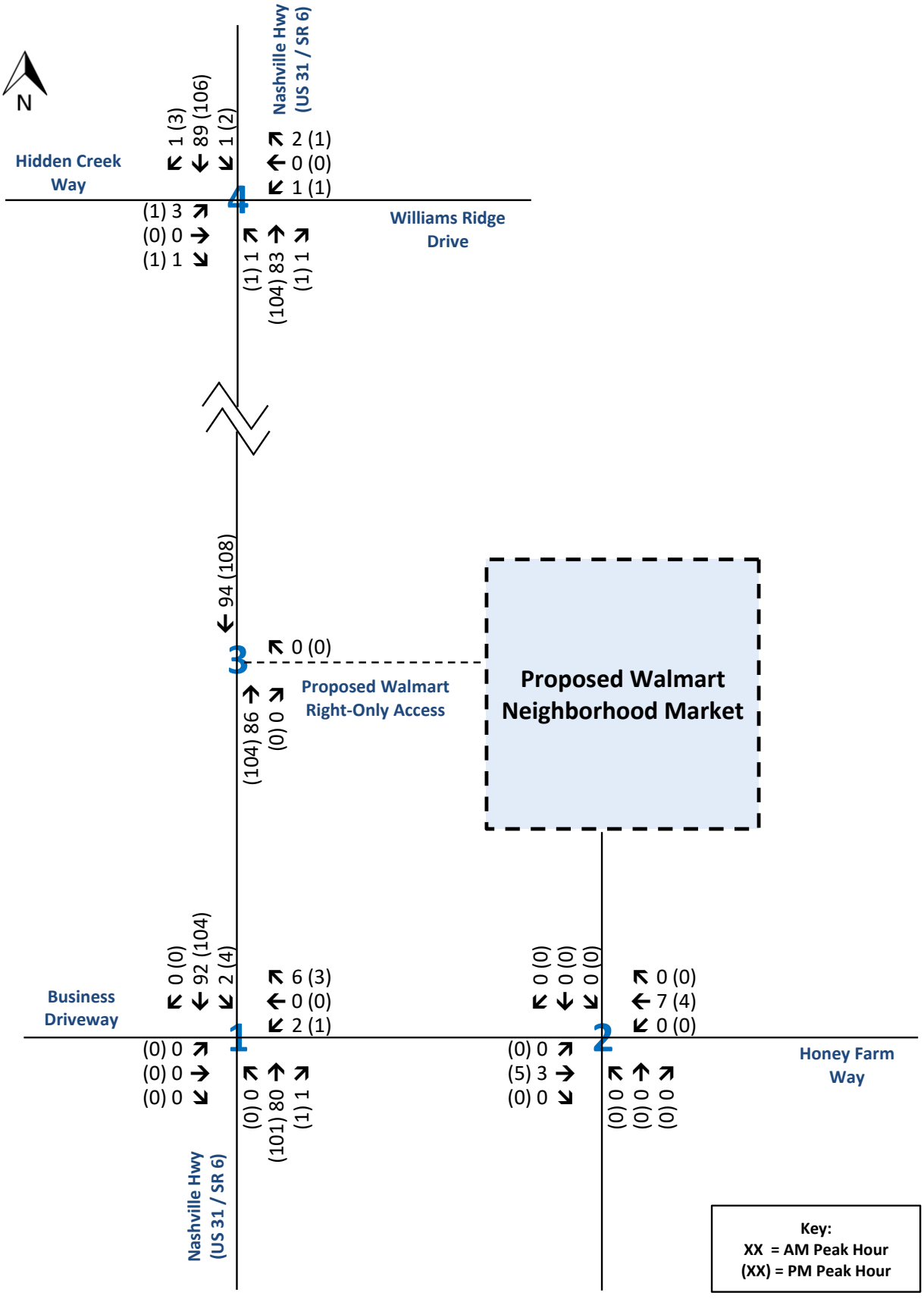
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

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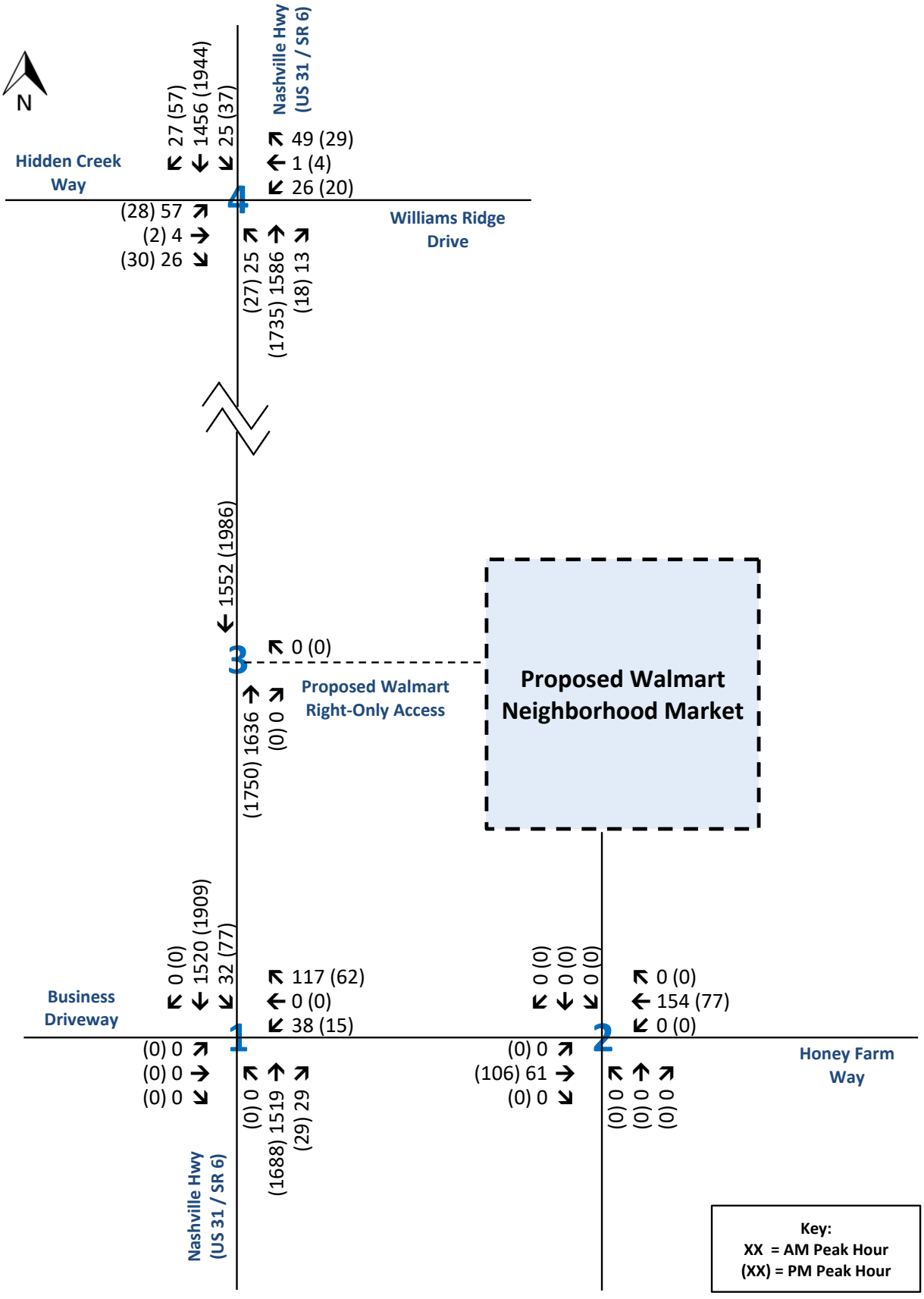
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

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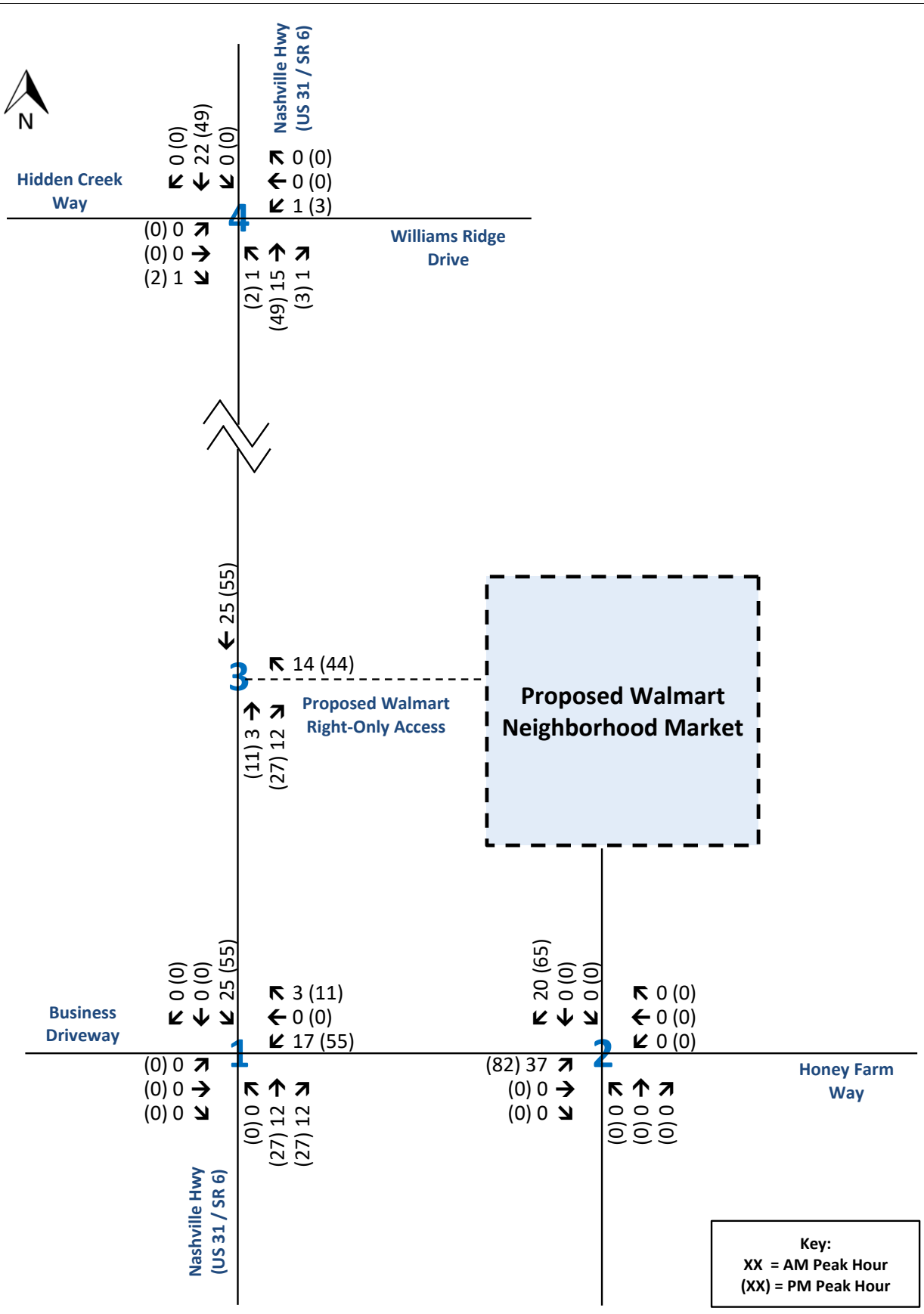
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

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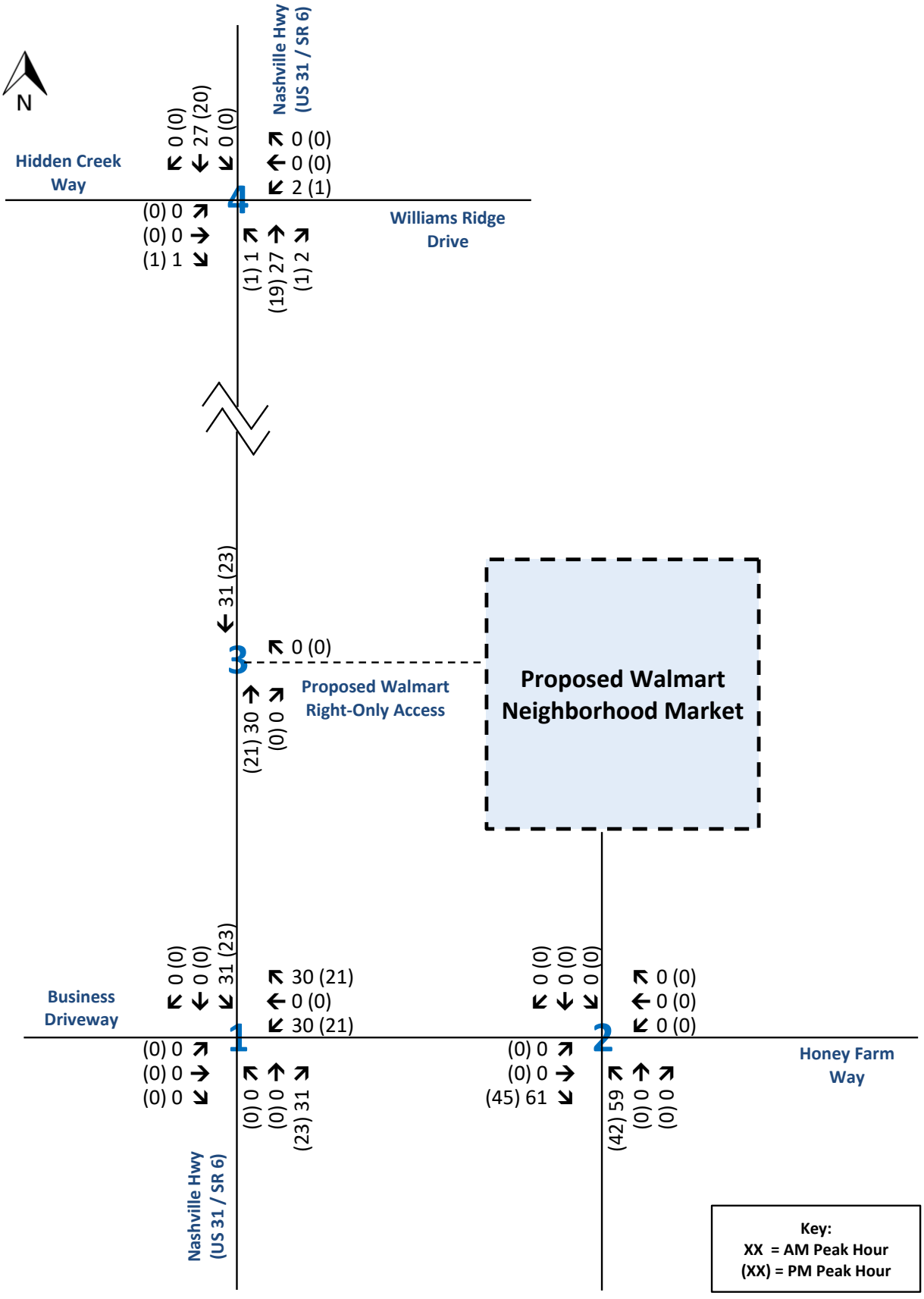
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

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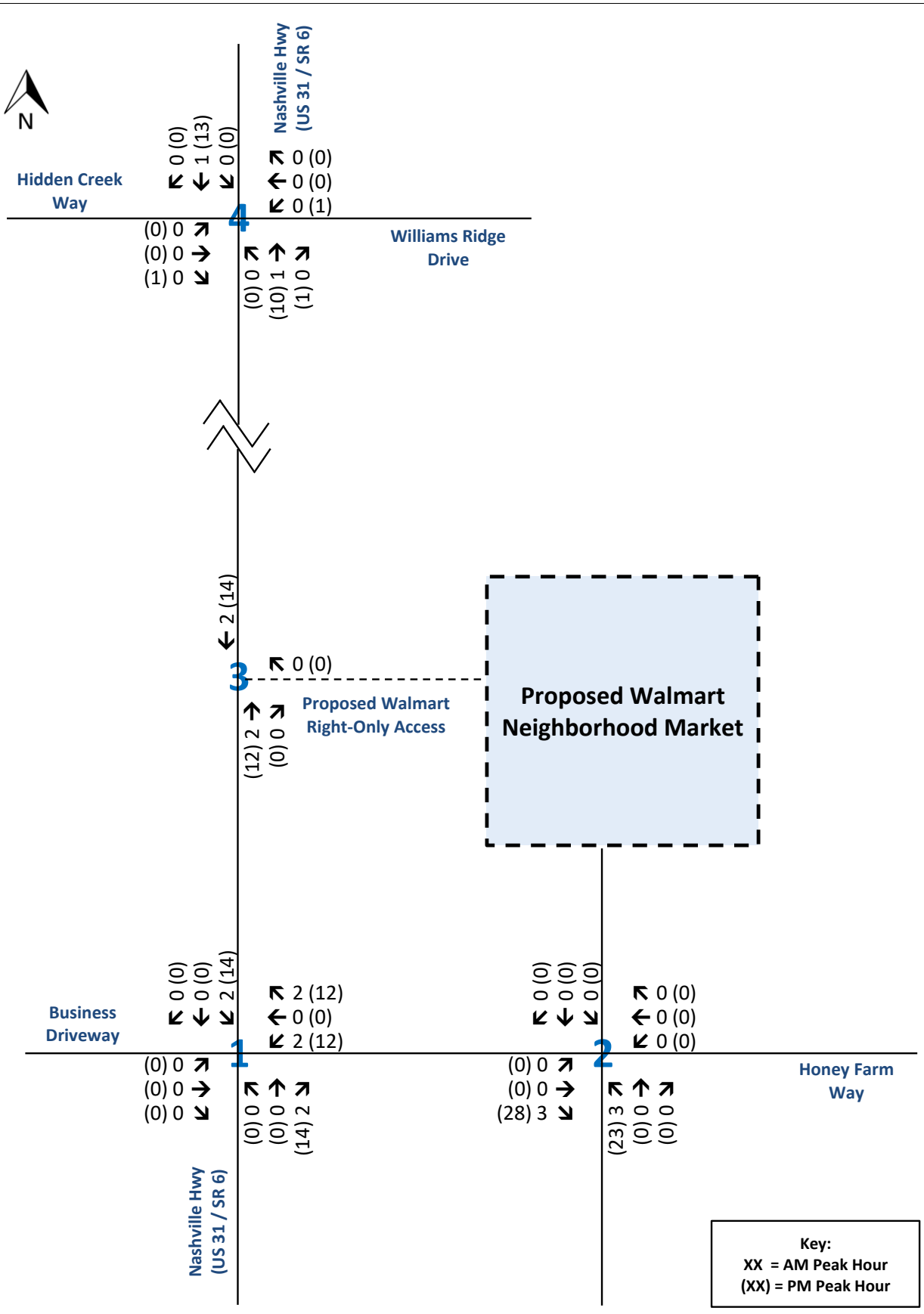
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

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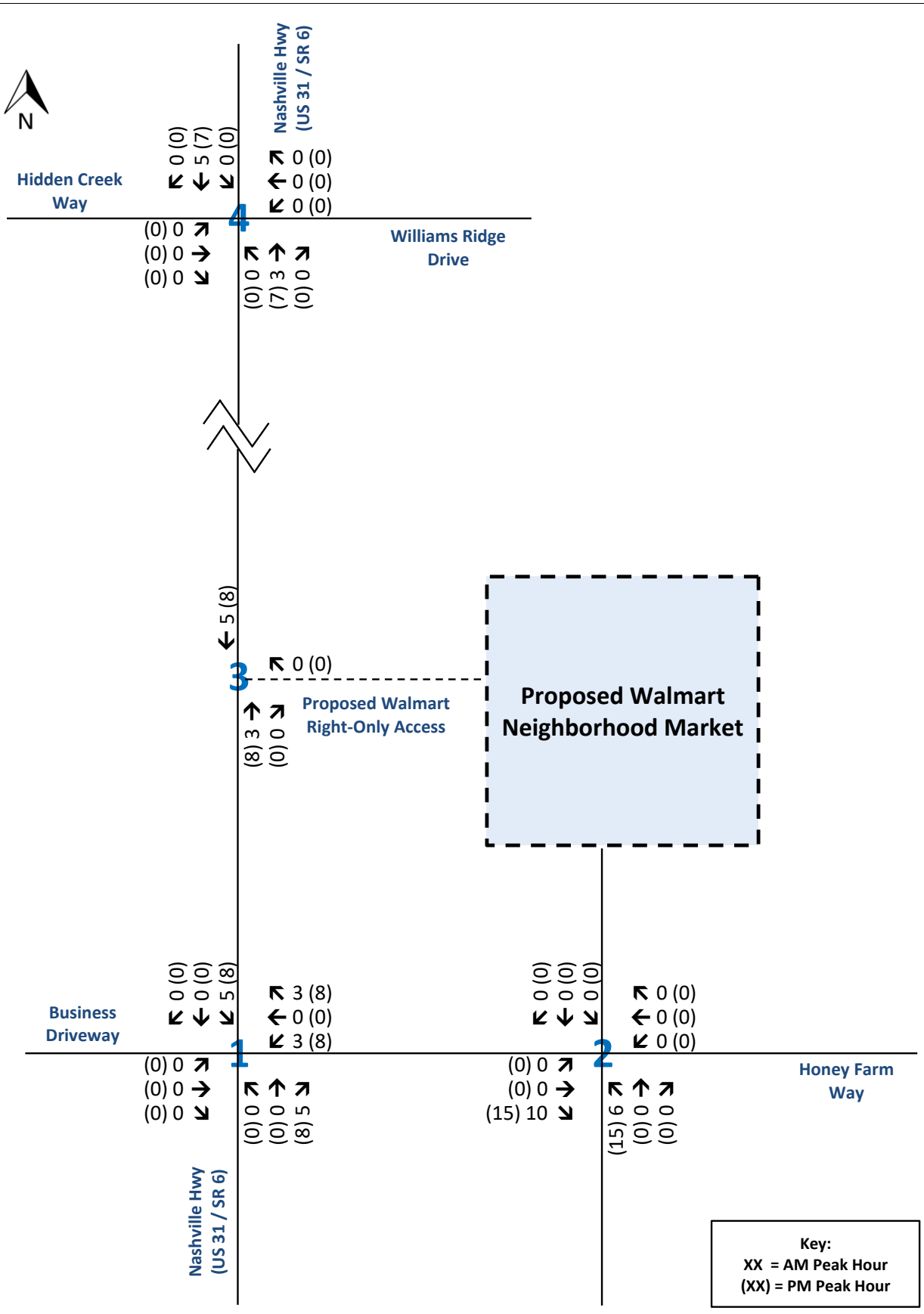
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

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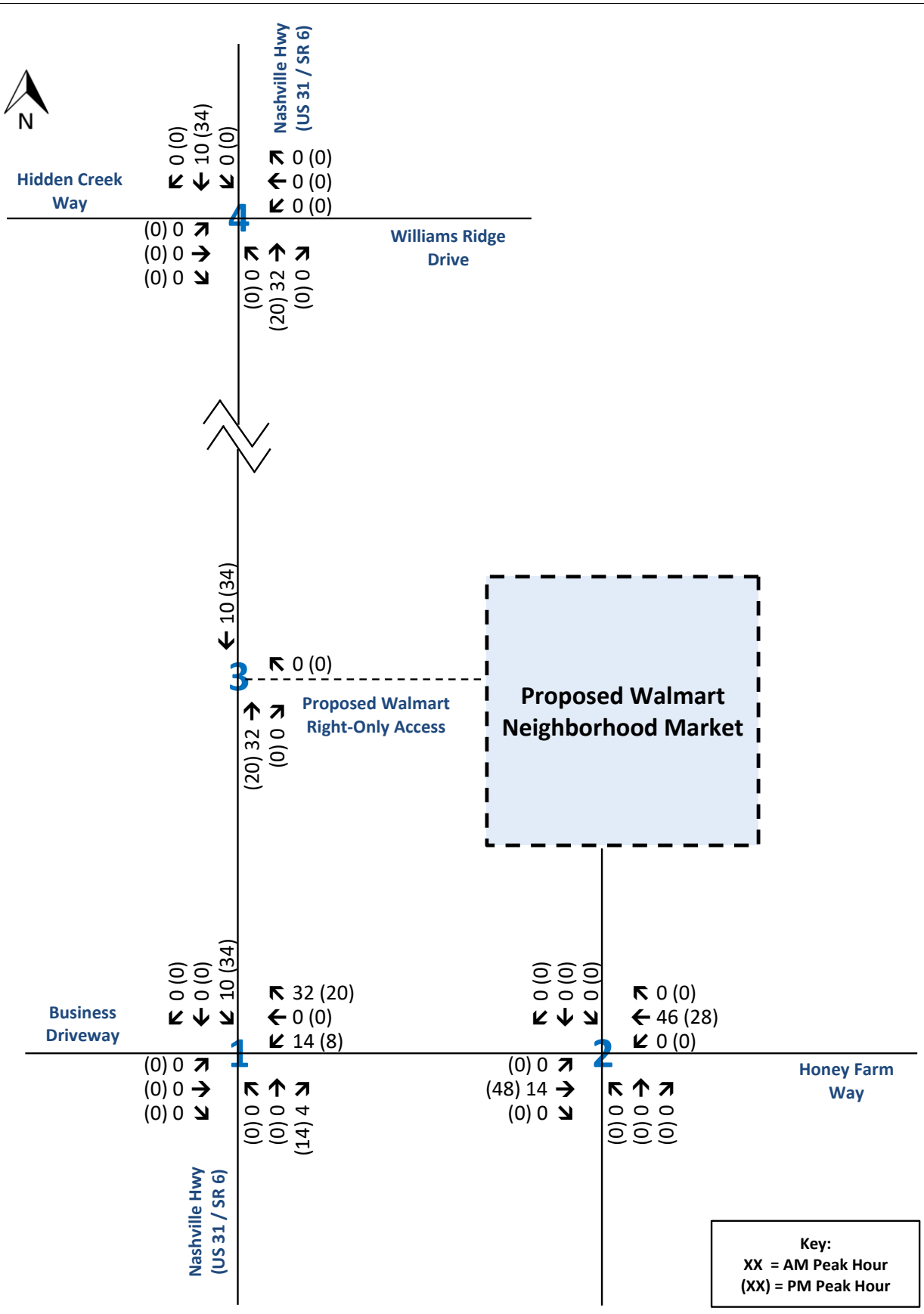
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

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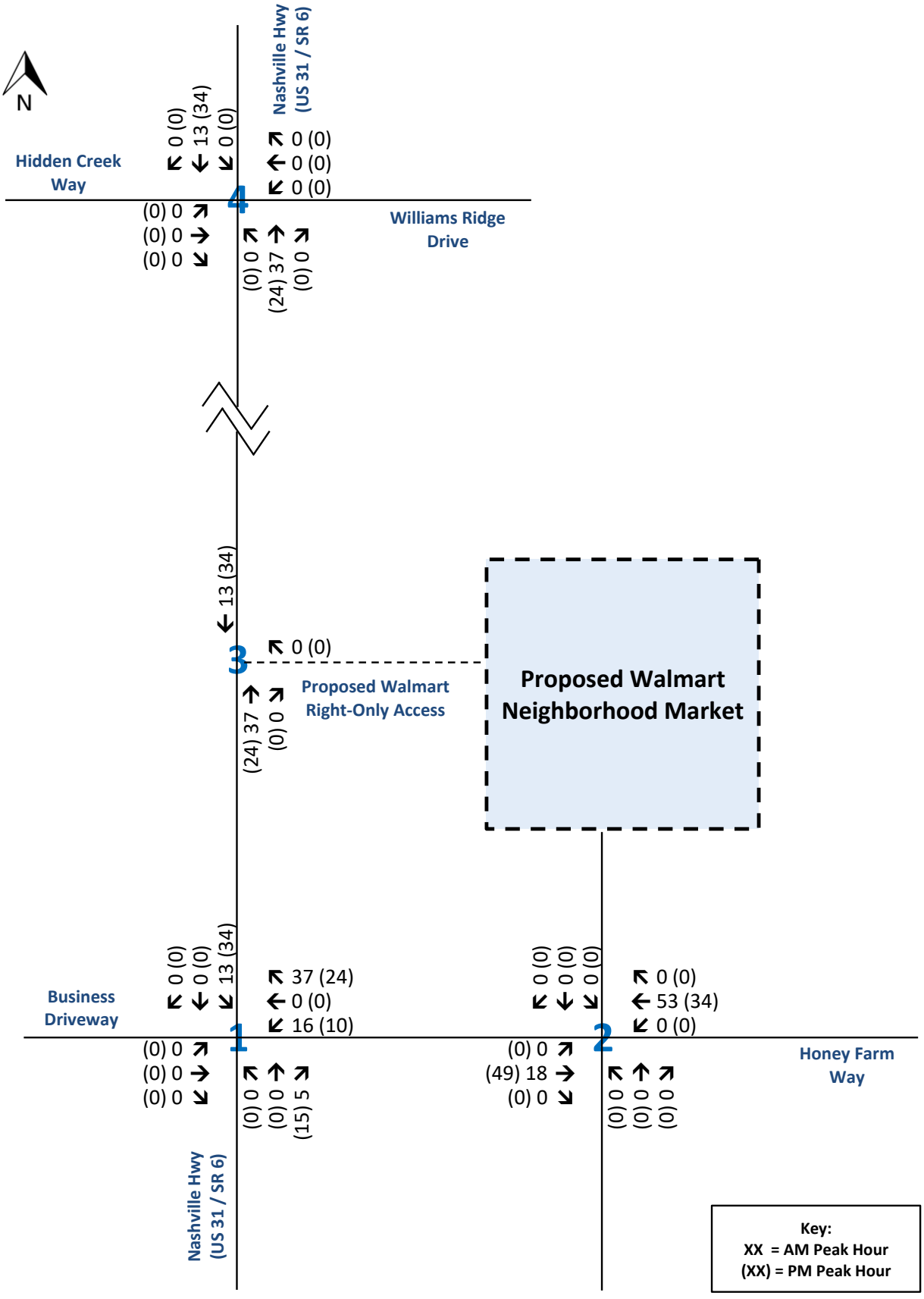
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

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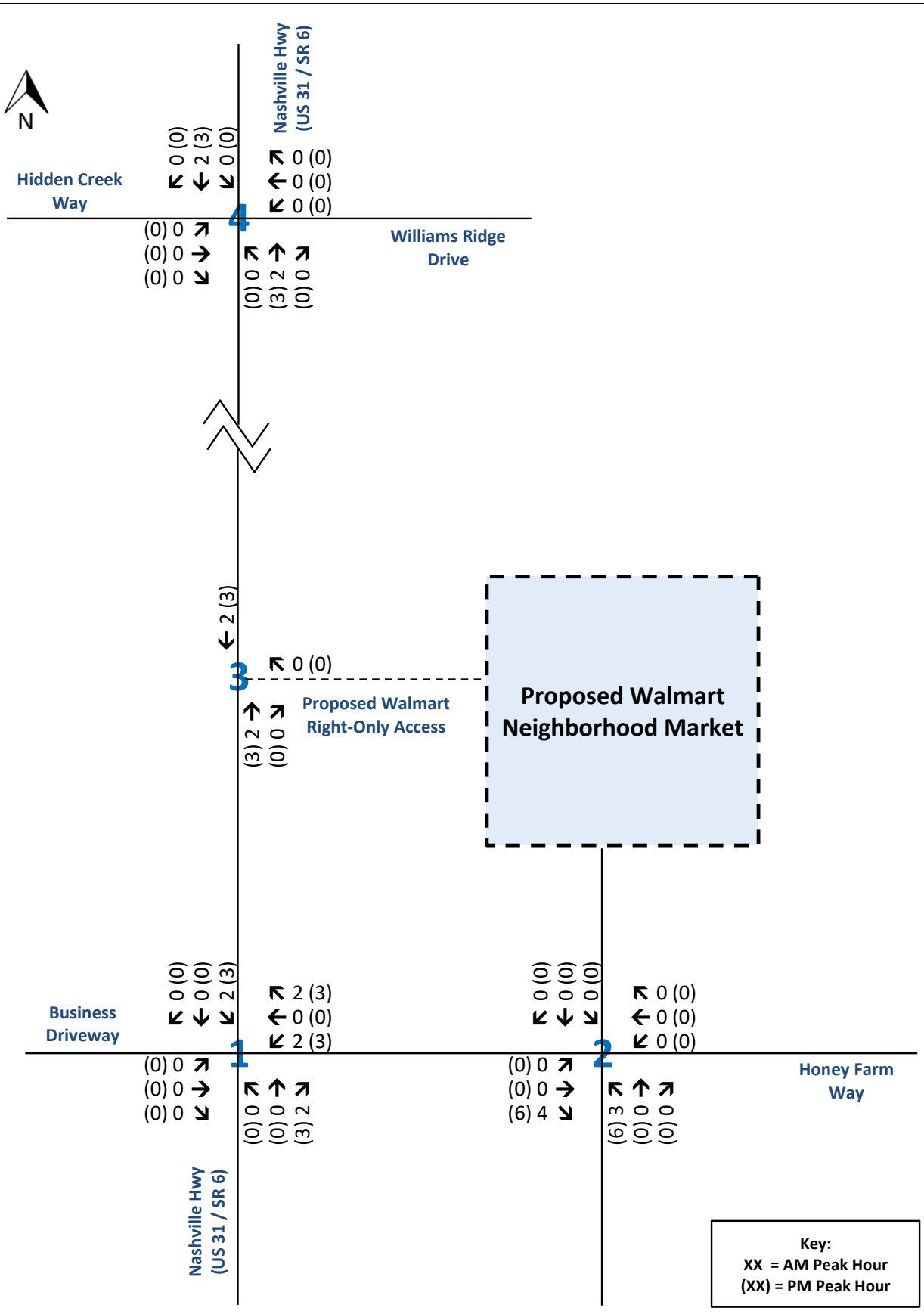
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

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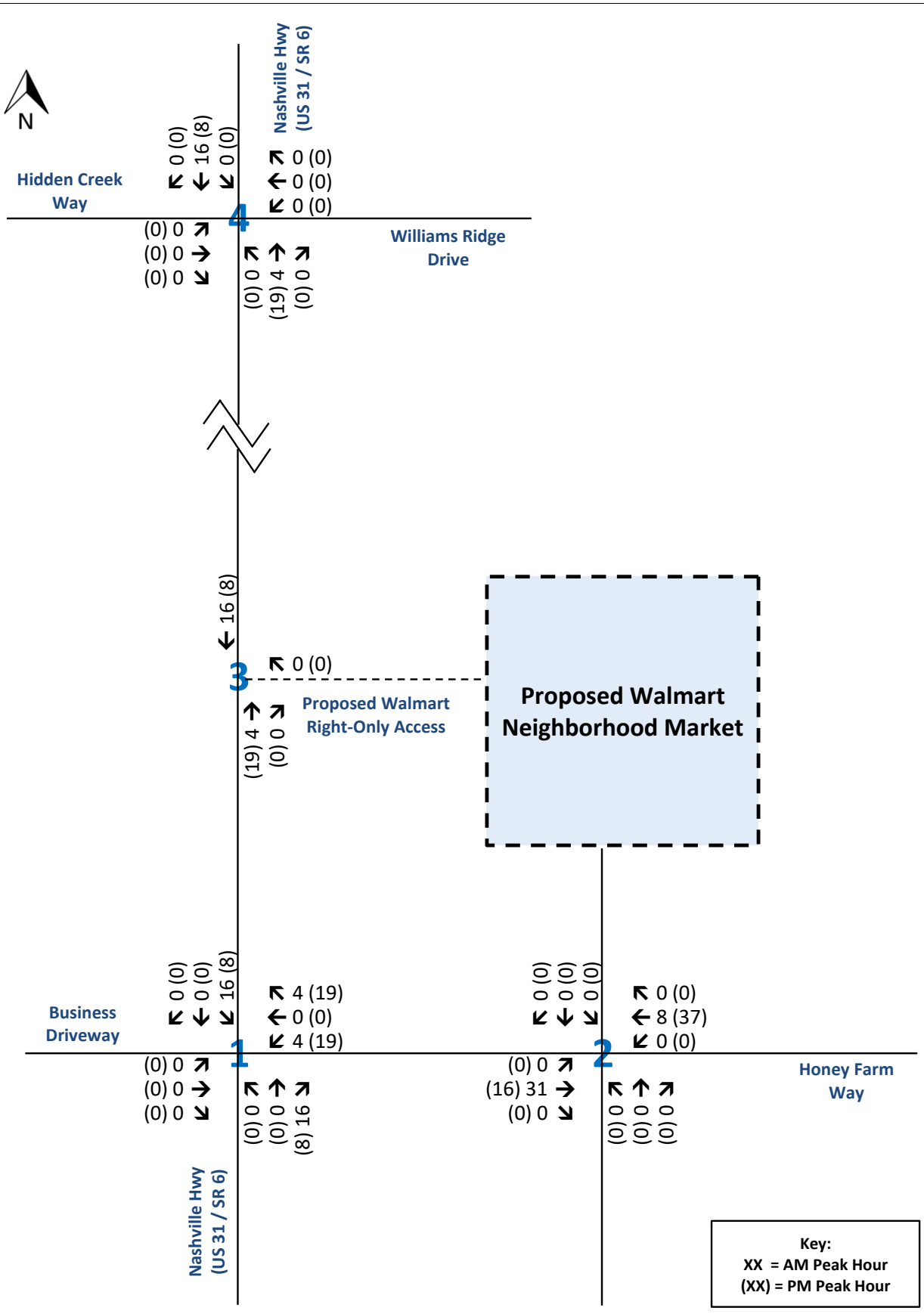
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

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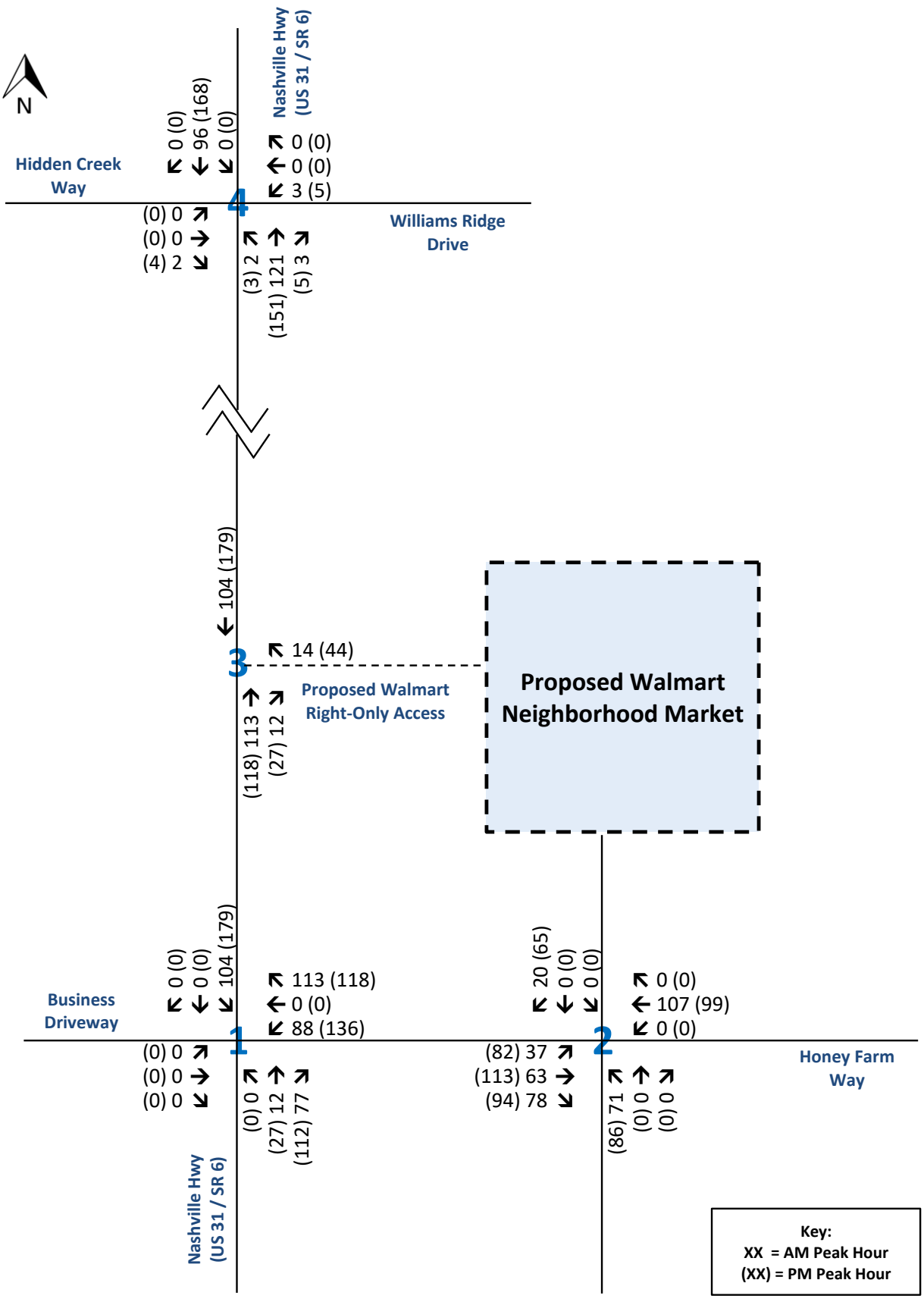
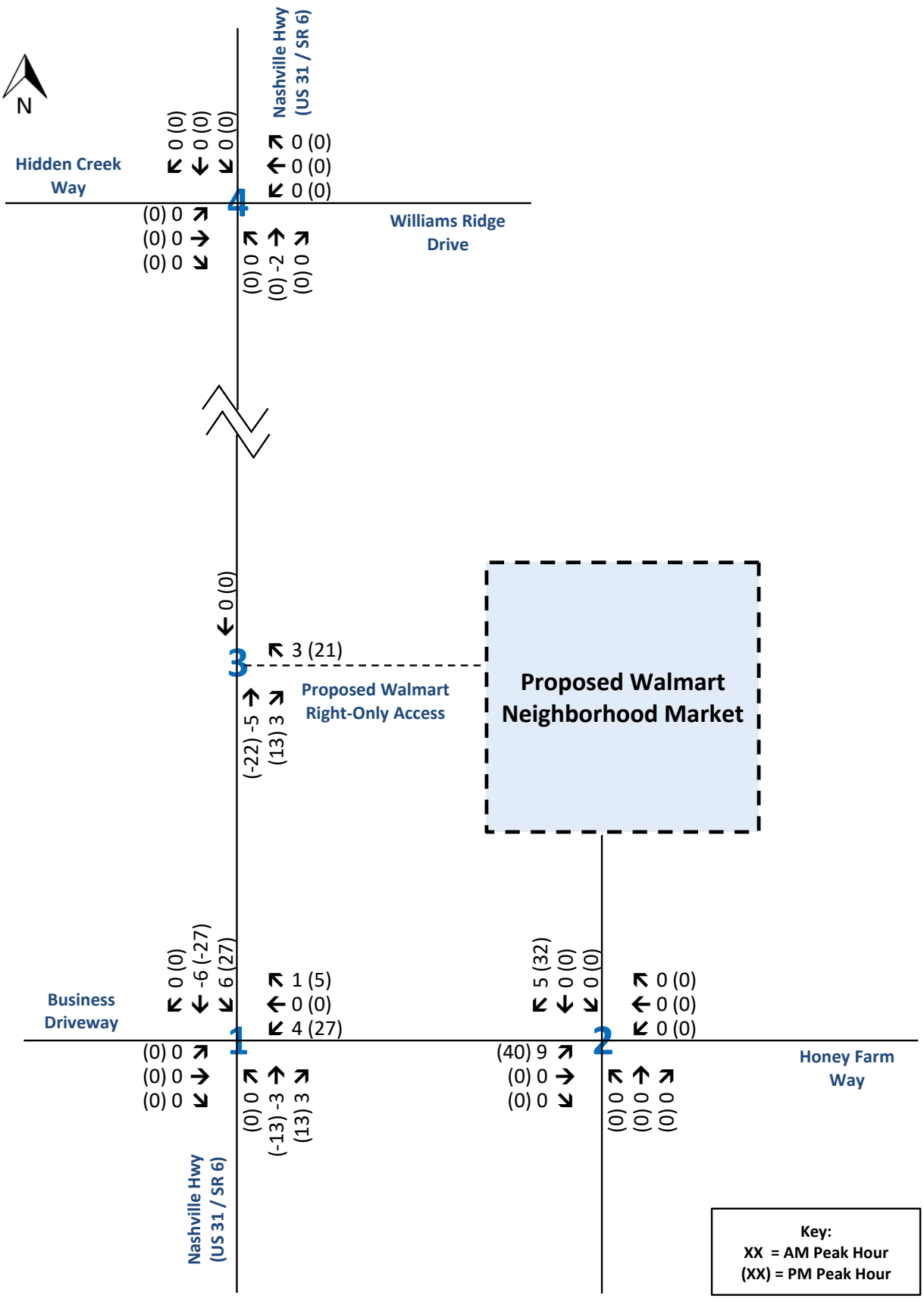
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



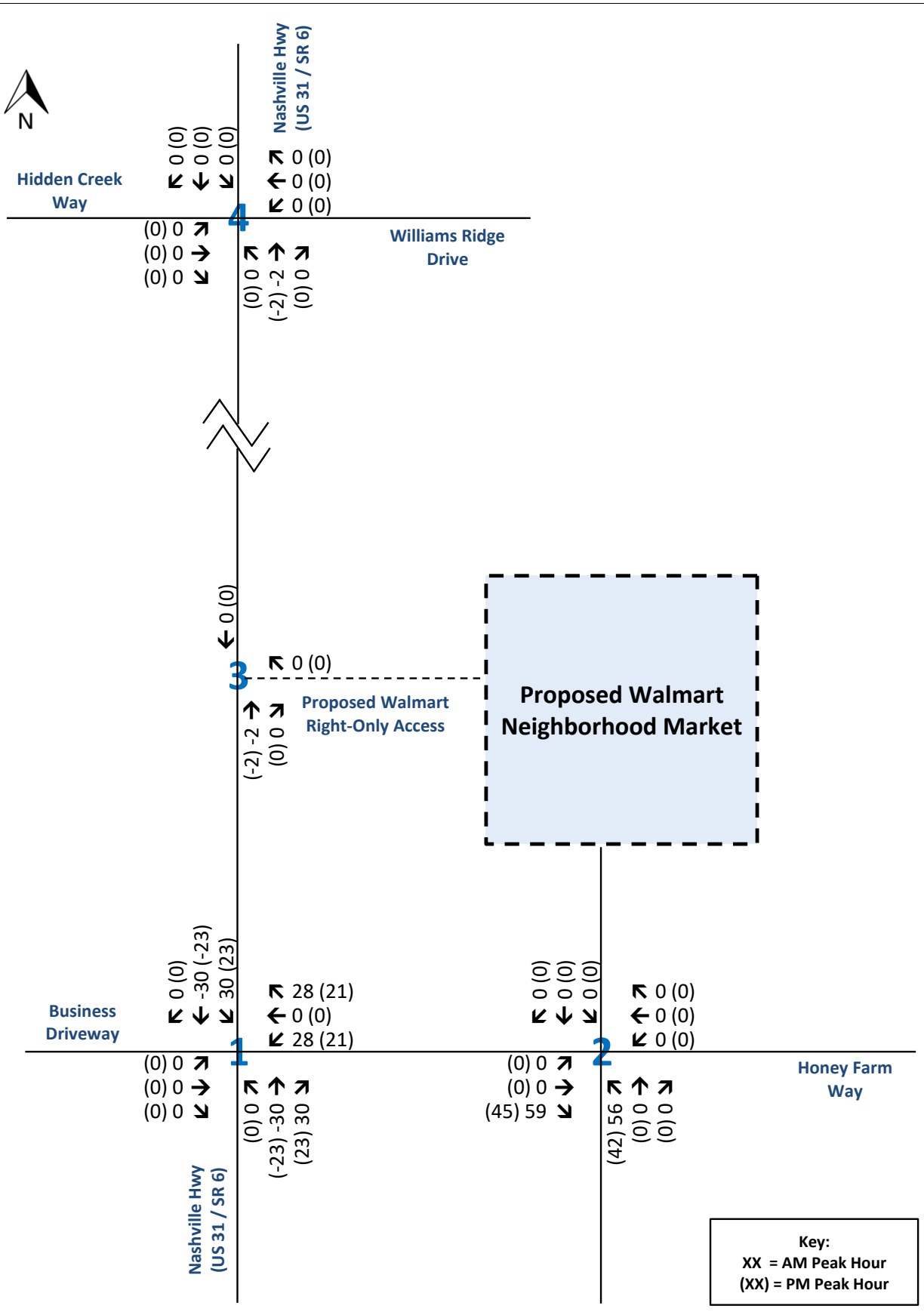
Traffic Assignment Worksheet

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

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



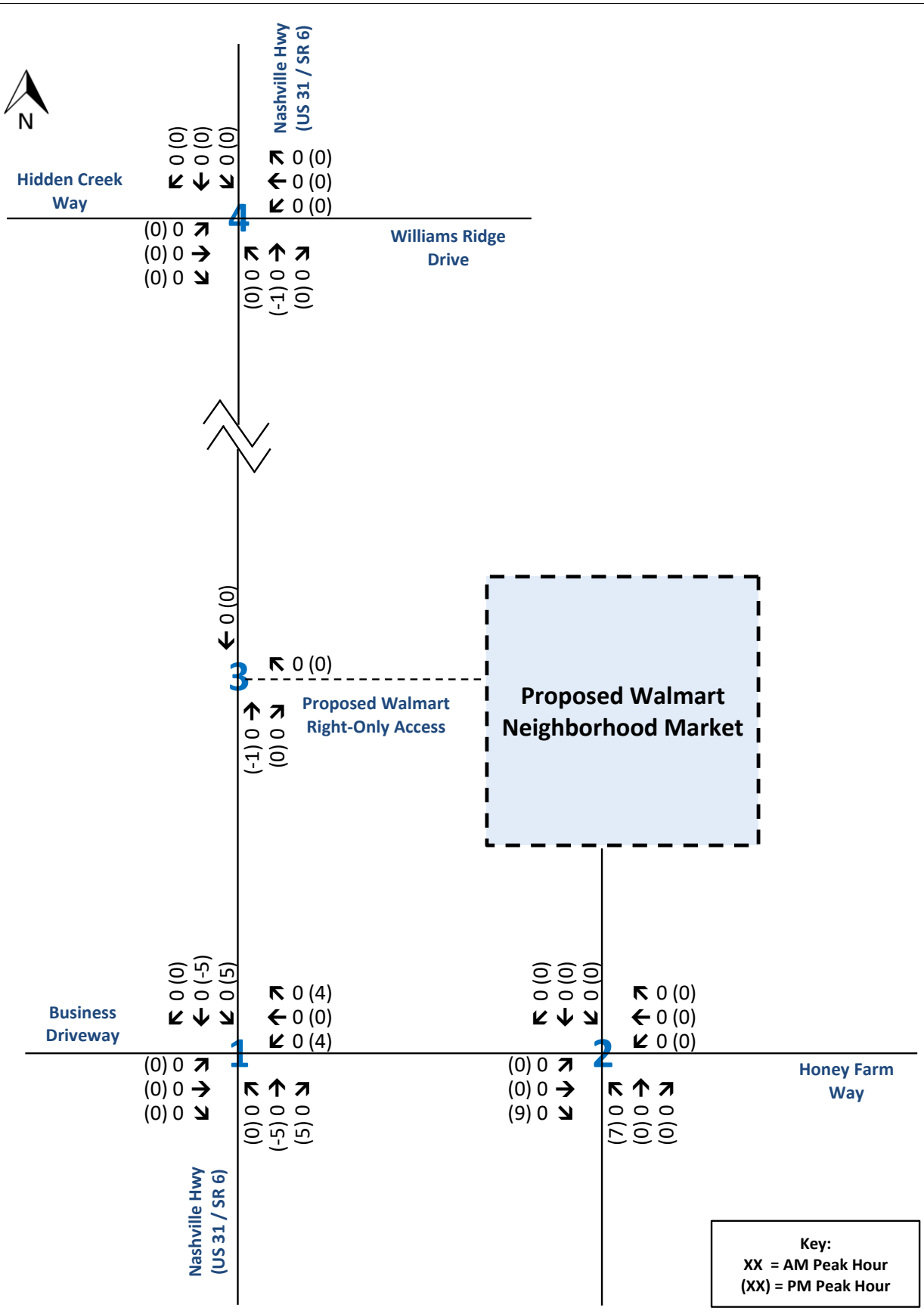
Traffic Assignment Worksheet

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

Honey Farm - Walmart Neighborhood Market

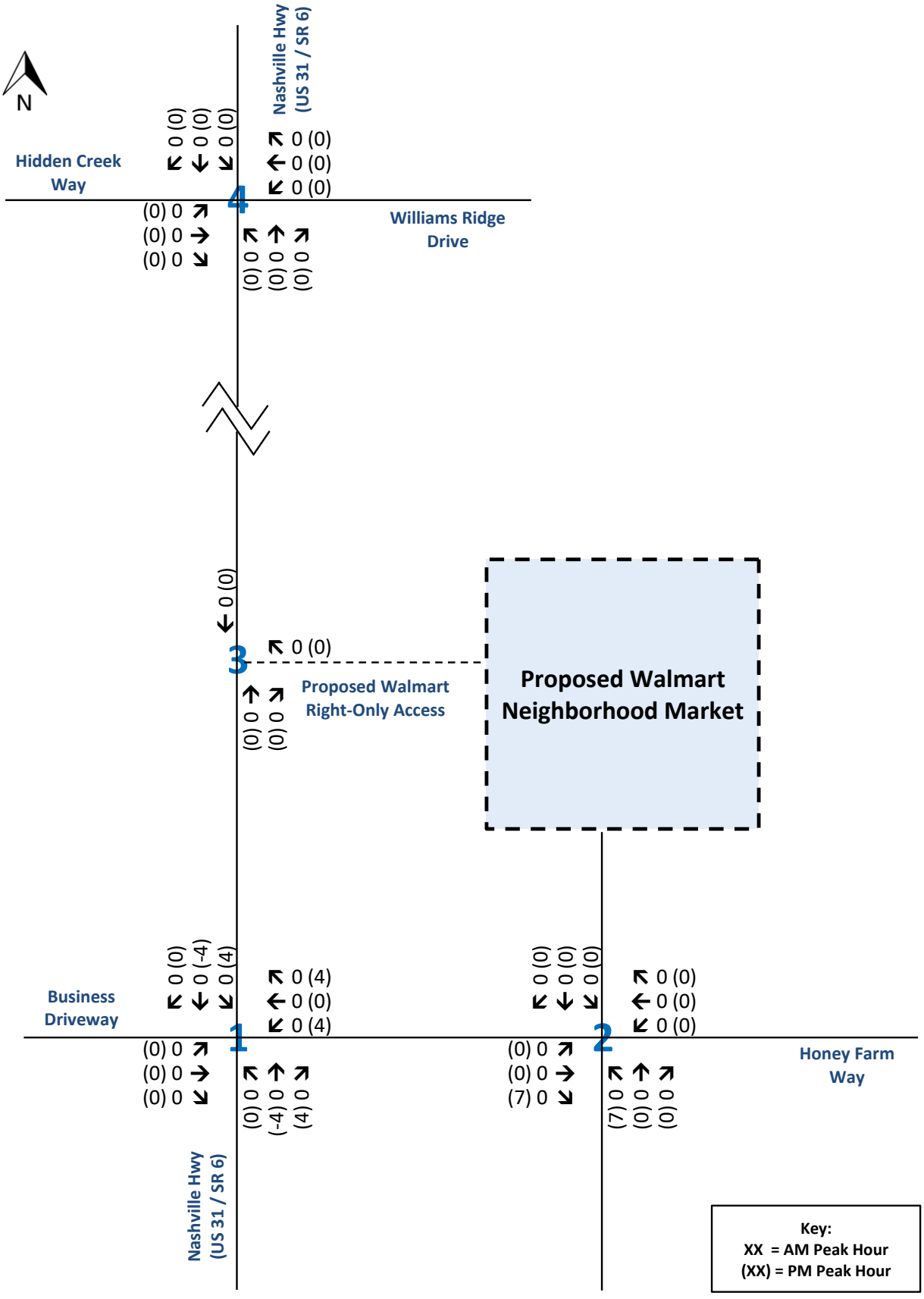
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



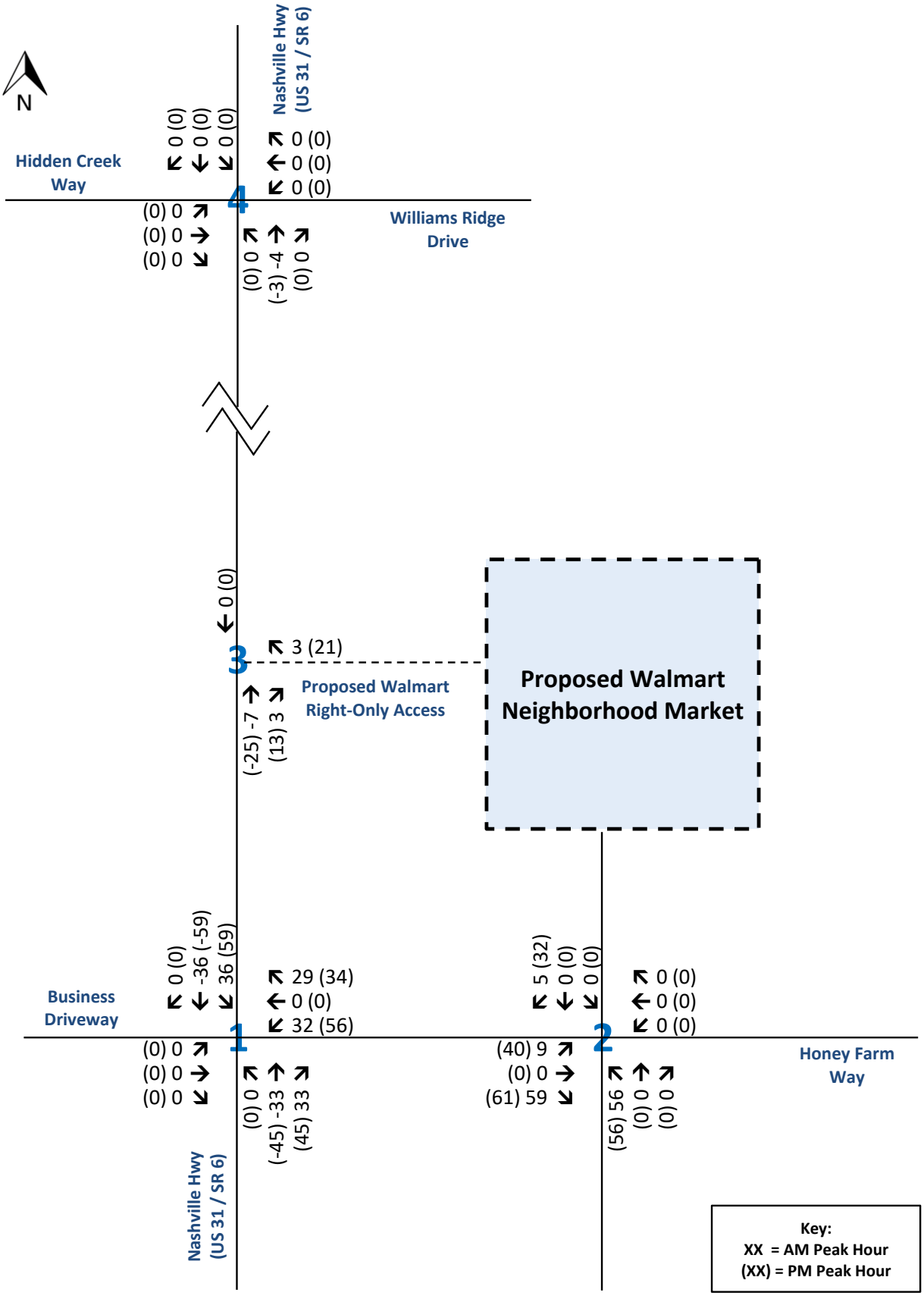
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



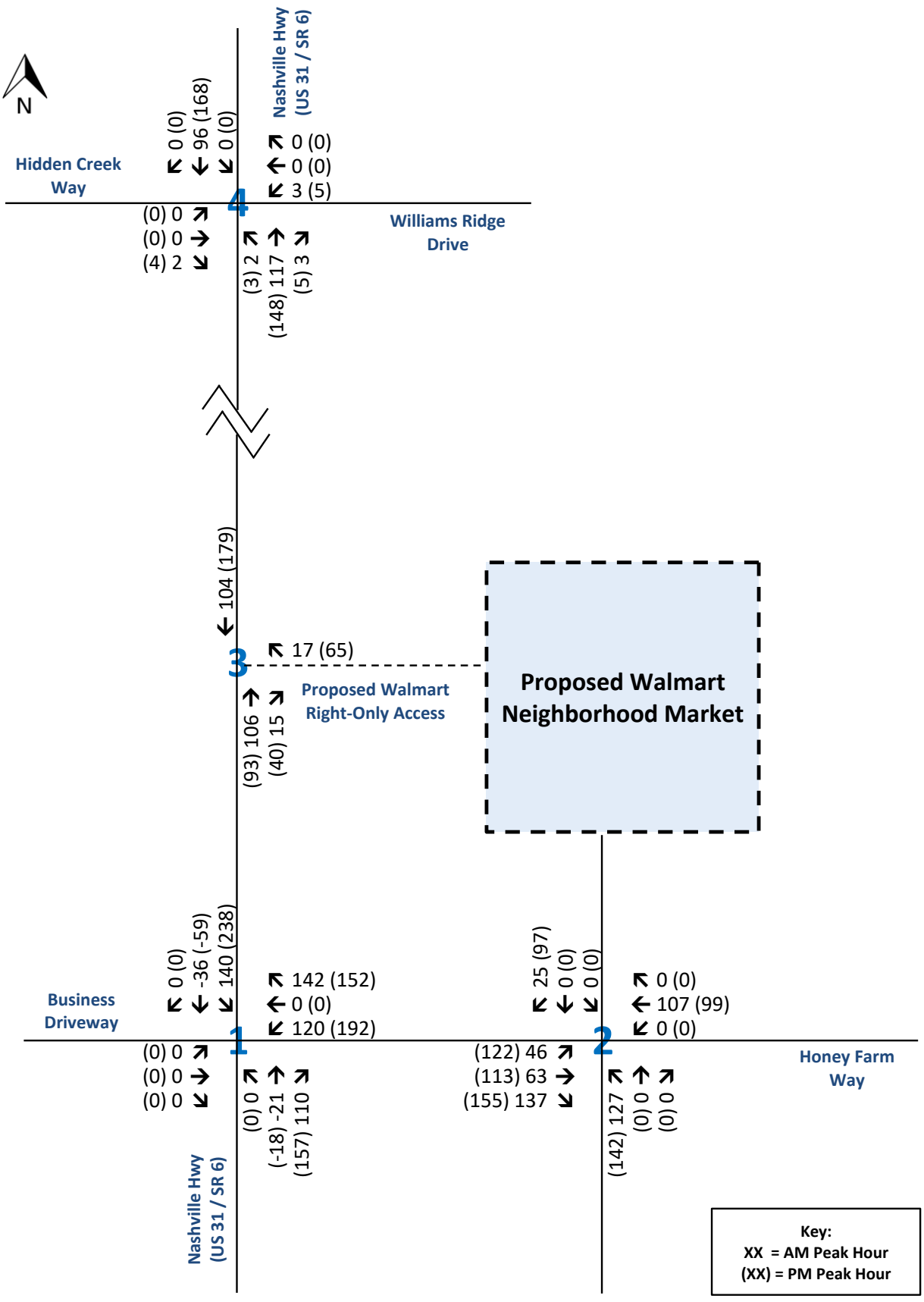
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



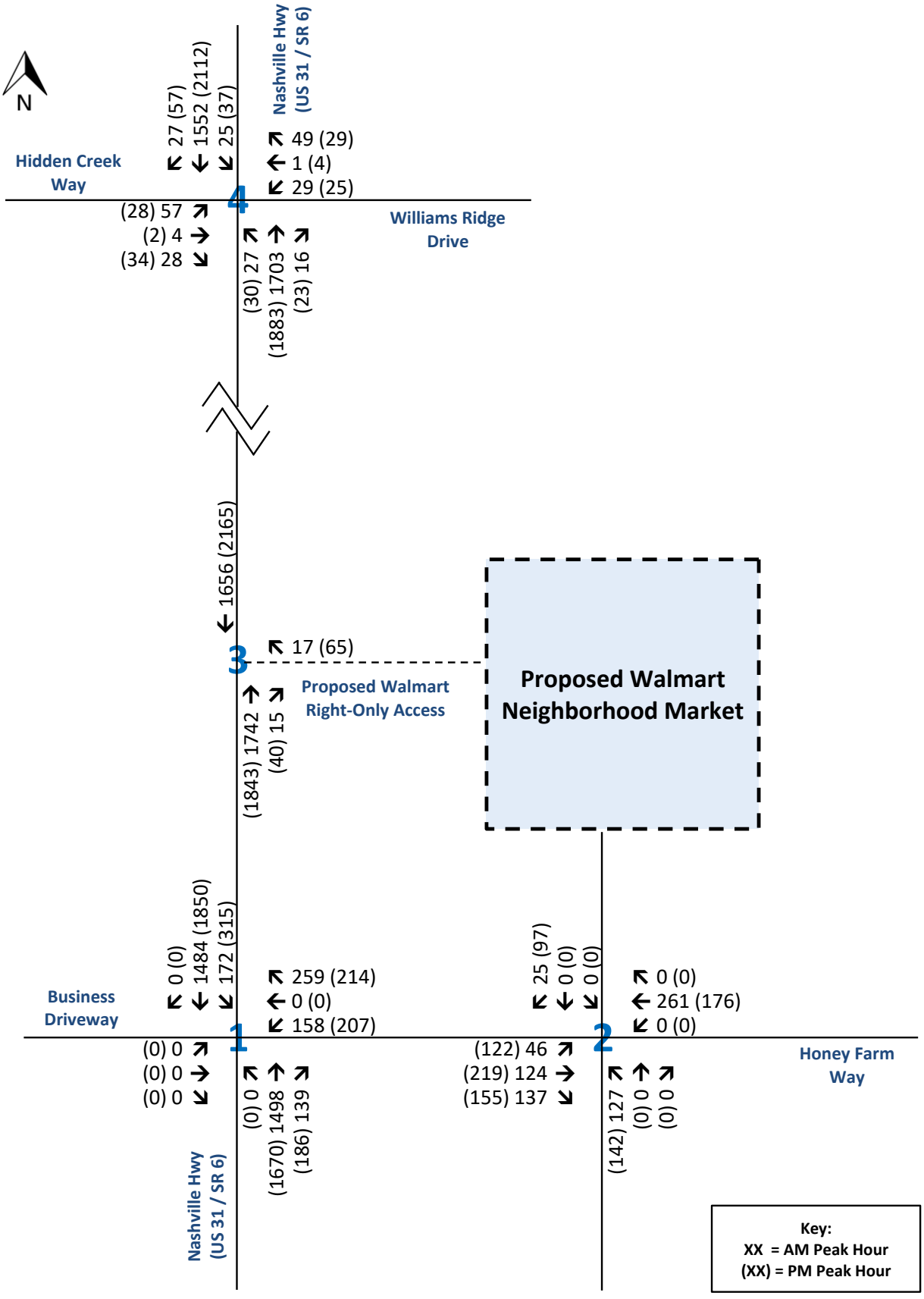
Traffic Assignment Worksheet
Total Passby Traffic Assignment
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

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

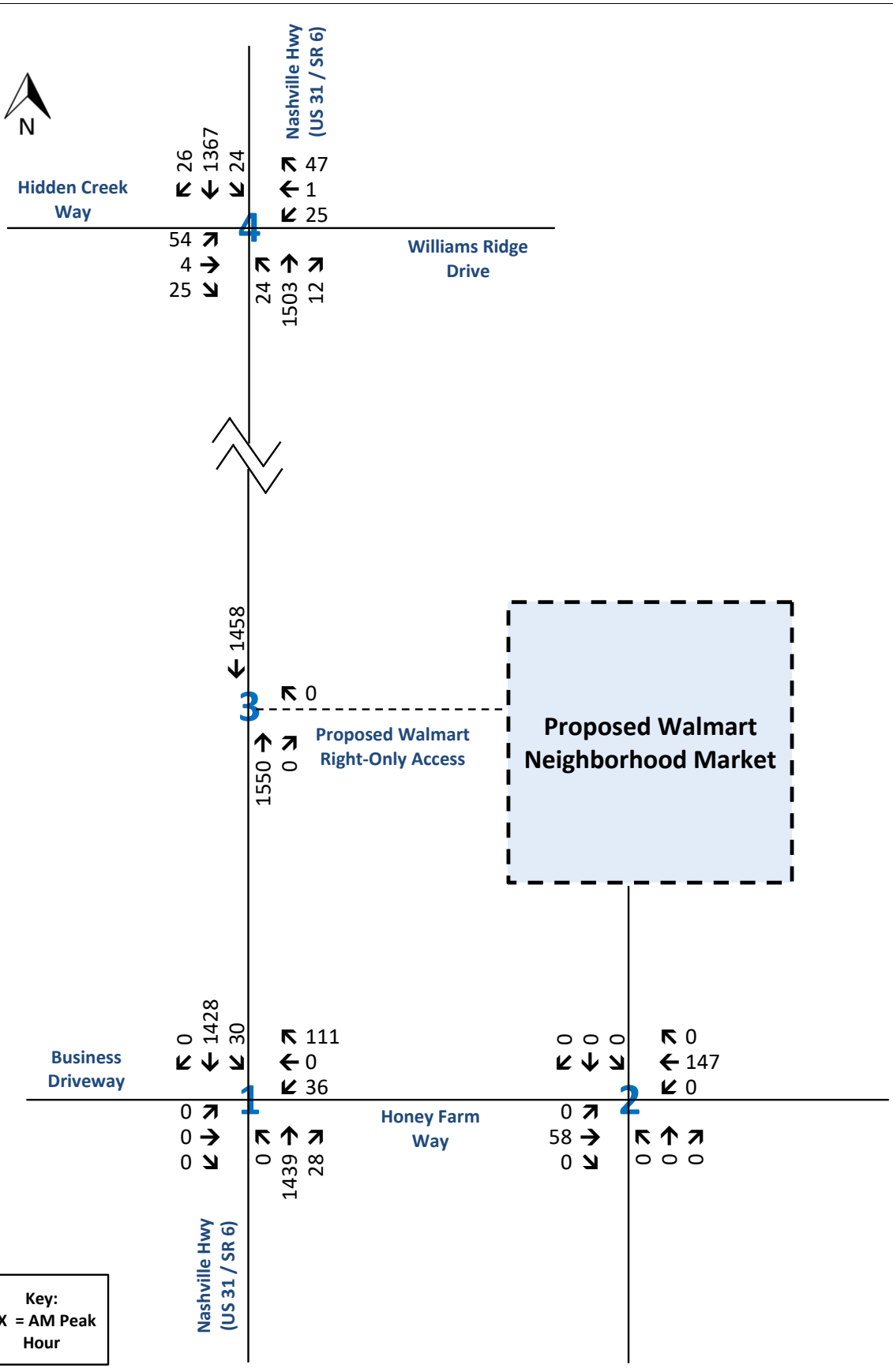


Traffic Assignment Worksheet
Total Projected Traffic at Buildout (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

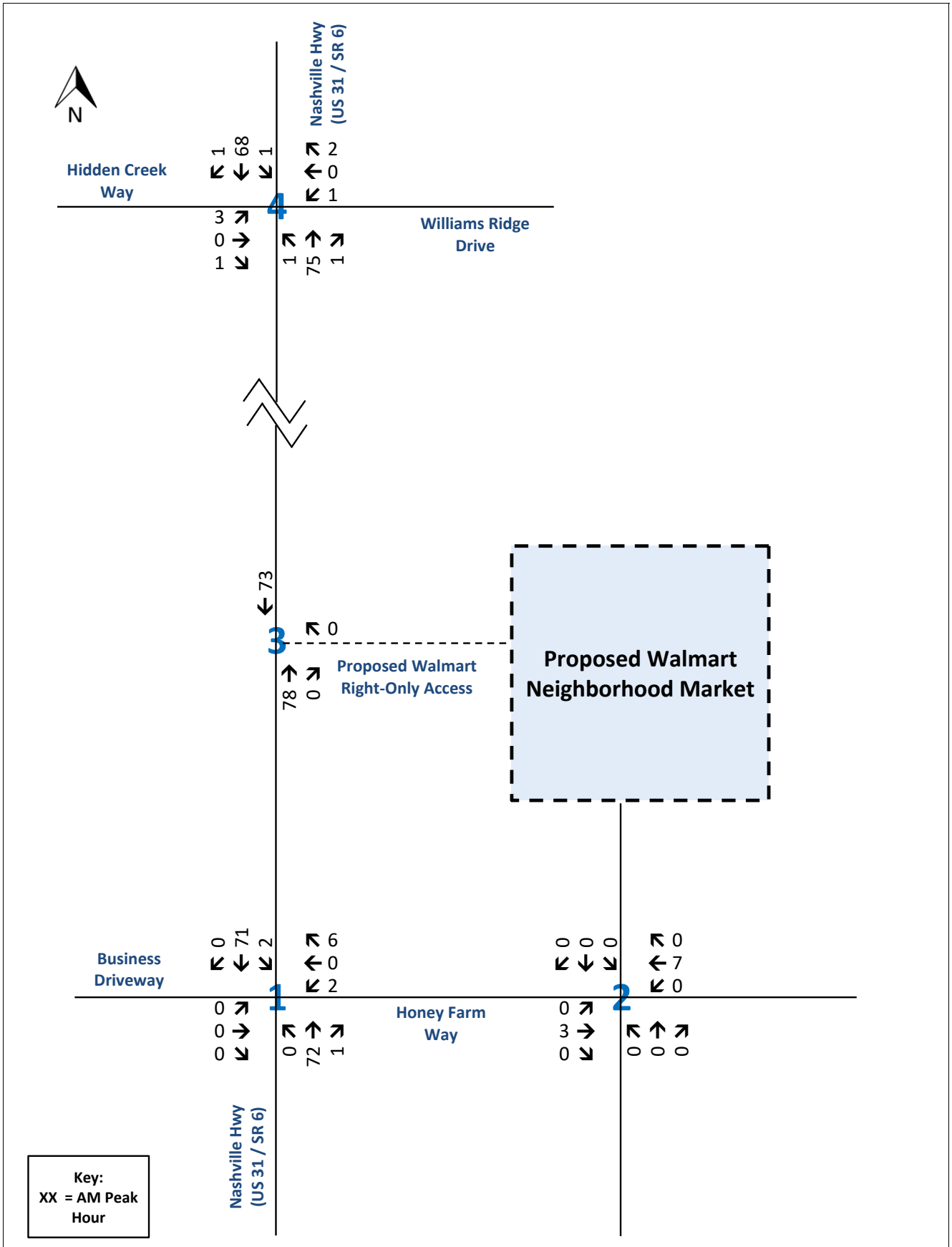
TRAFFIC ASSIGNMENT WORKSHEETS

AM PEAK HOUR



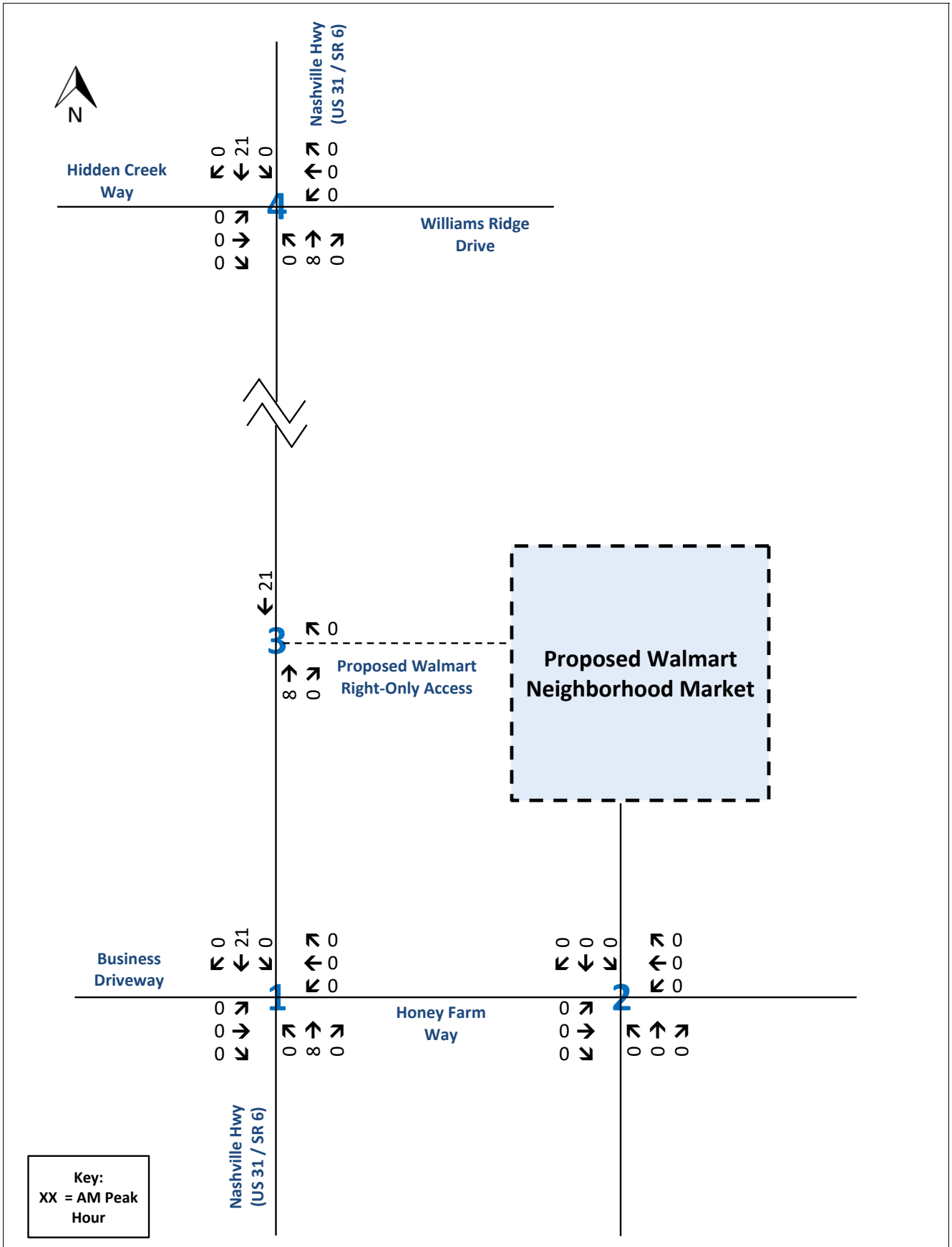
Traffic Assignment Worksheet
Existing Traffic Volumes (2024)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



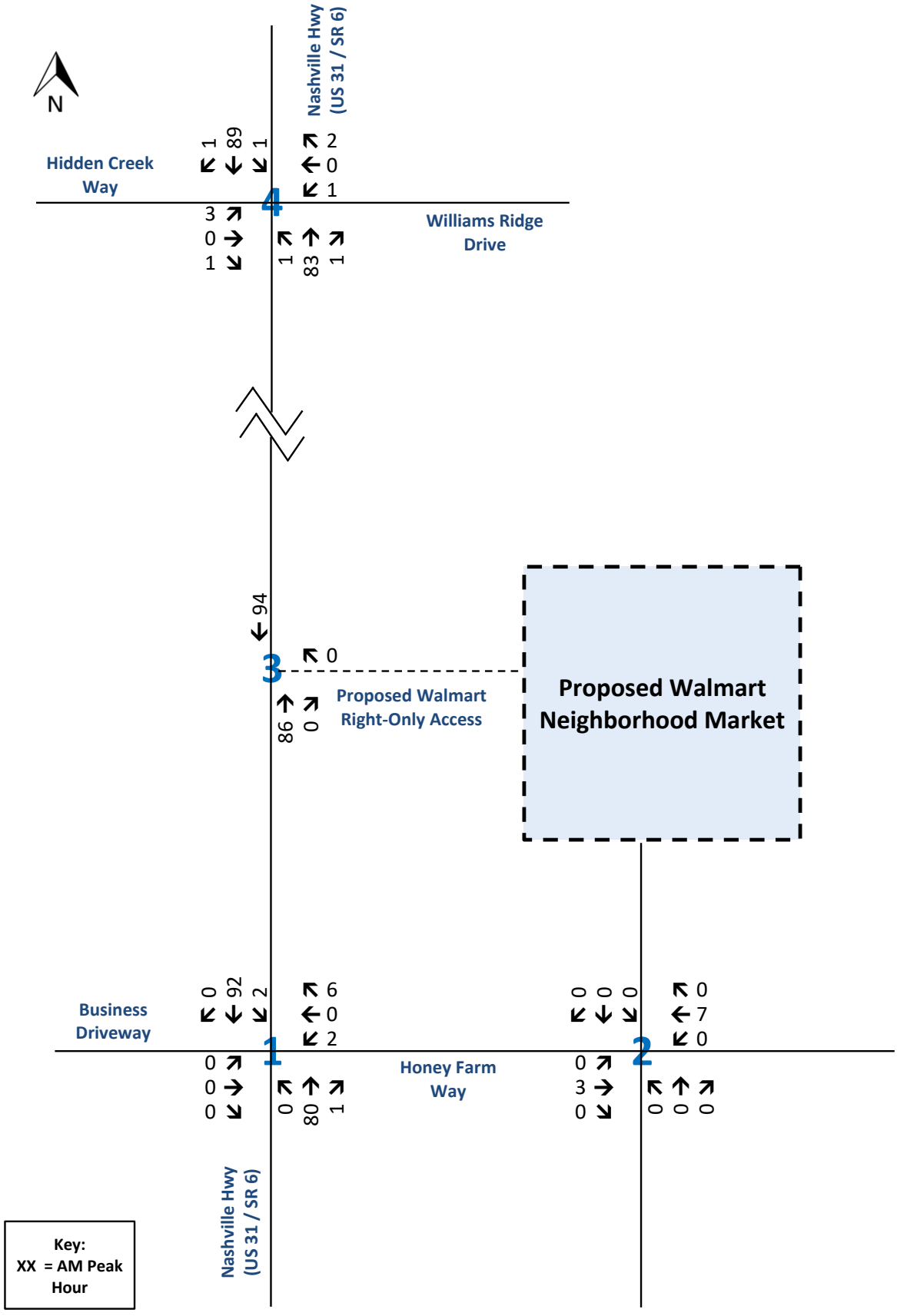
Traffic Assignment Worksheet
Background - Historical Growth Only (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



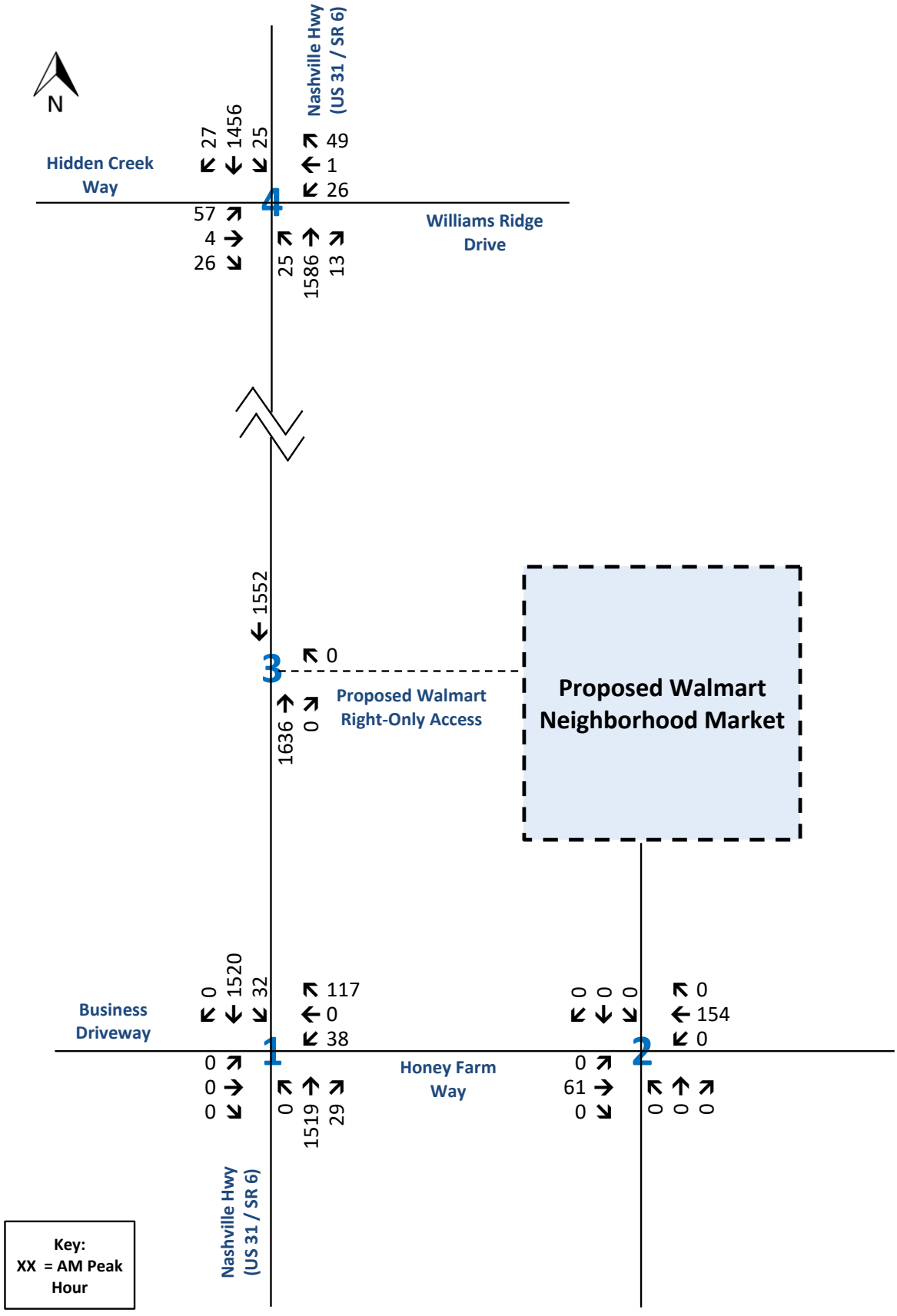
Traffic Assignment Worksheet
Off-Site Traffic Assignment - 2558 Nashville Highway
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



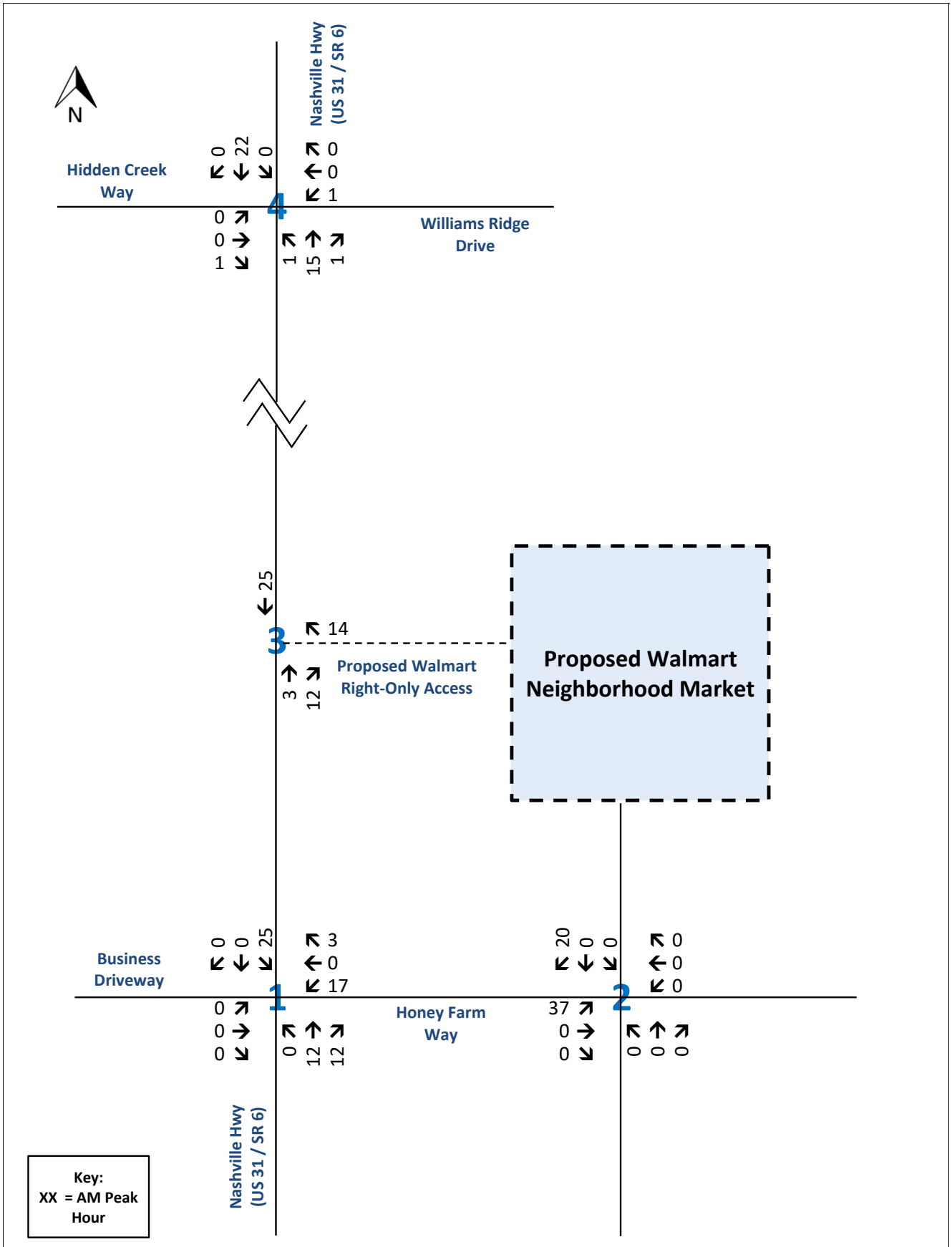
Traffic Assignment Worksheet
Background (Growth + Offsite)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



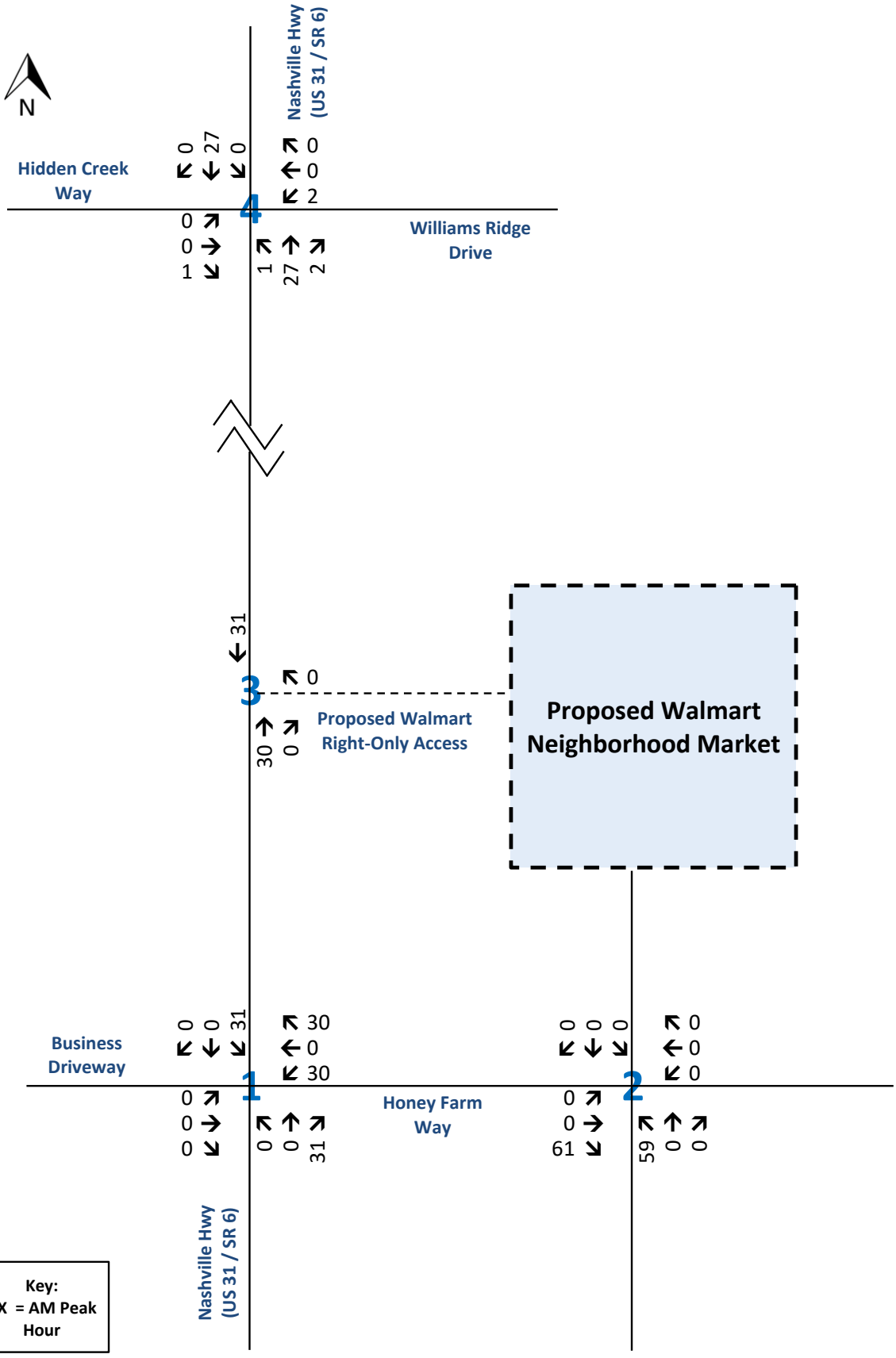
Traffic Assignment Worksheet

Primary Traffic Assignment - Grocery Store (Walmart Neighborhood Market)

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



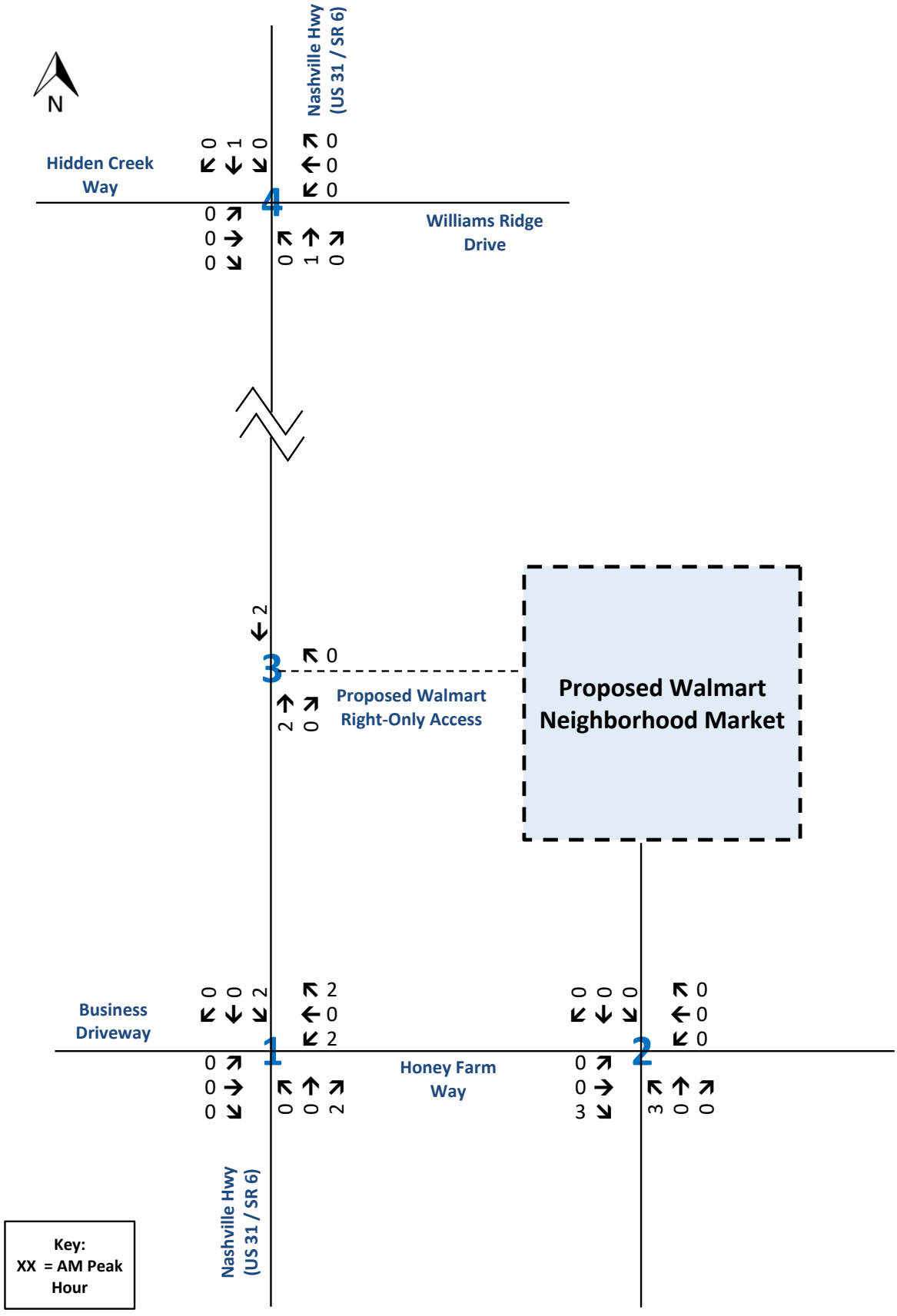
Traffic Assignment Worksheet

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

Honey Farm - Walmart Neighborhood Market

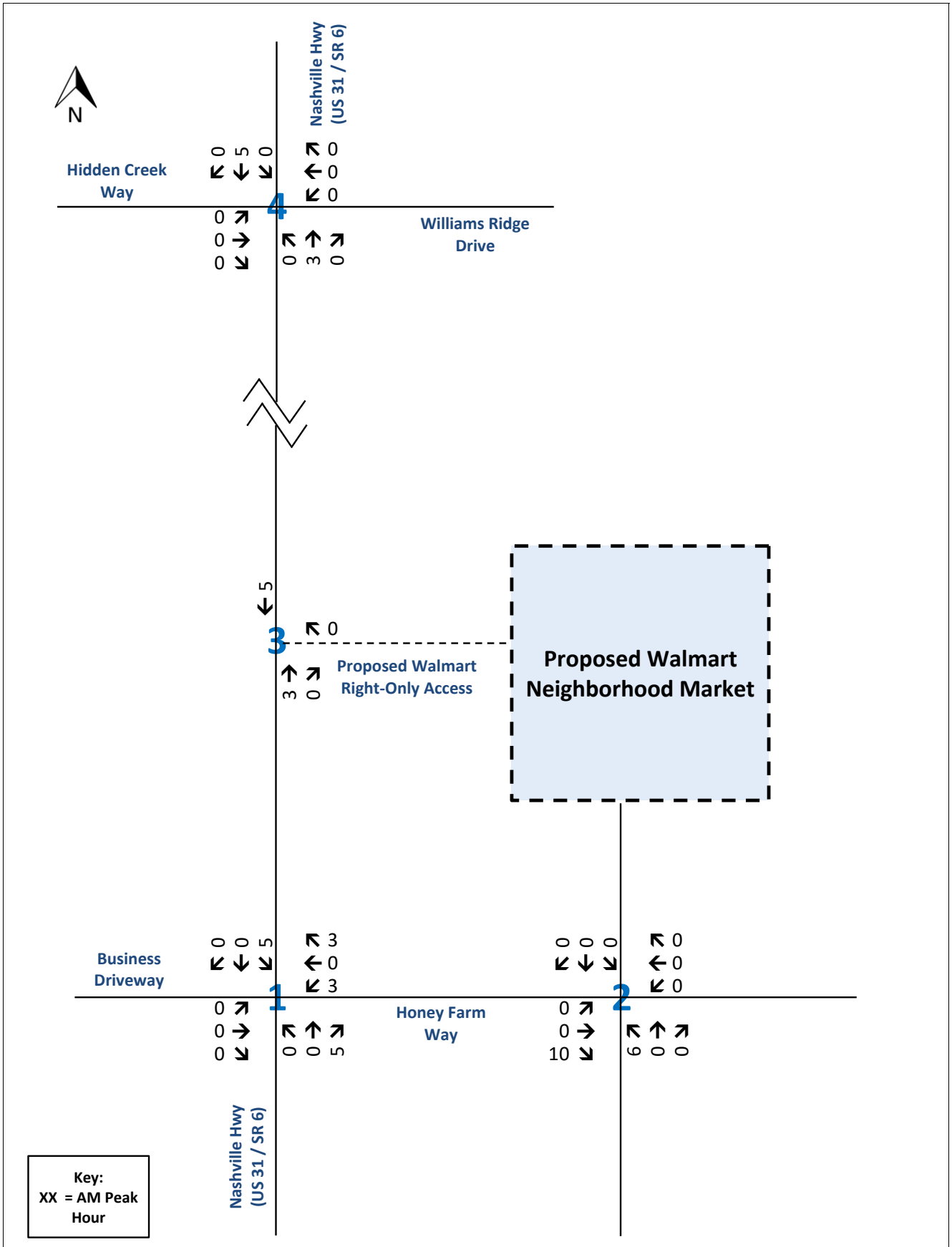
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



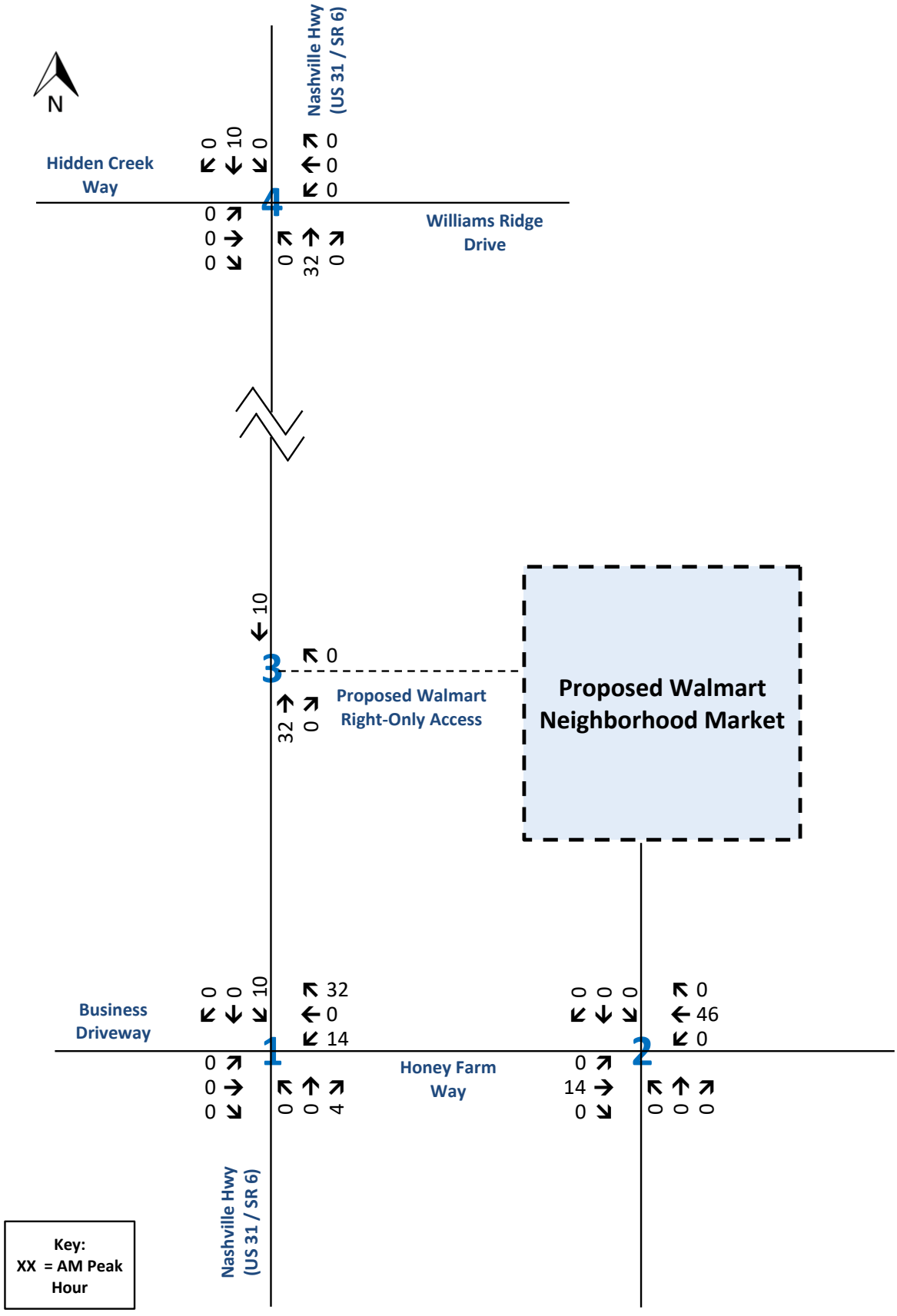
Traffic Assignment Worksheet
Primary Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



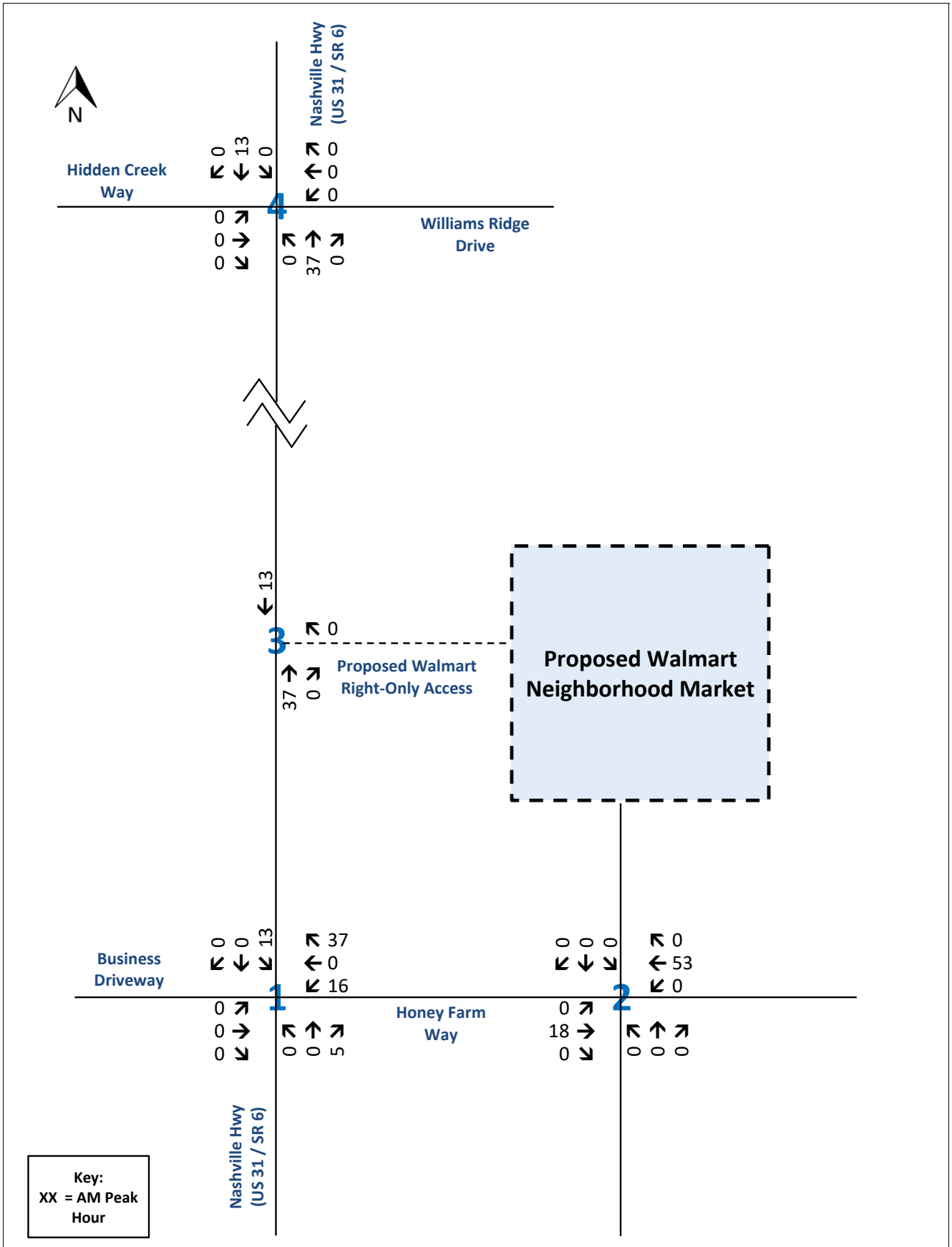
Traffic Assignment Worksheet
Primary Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



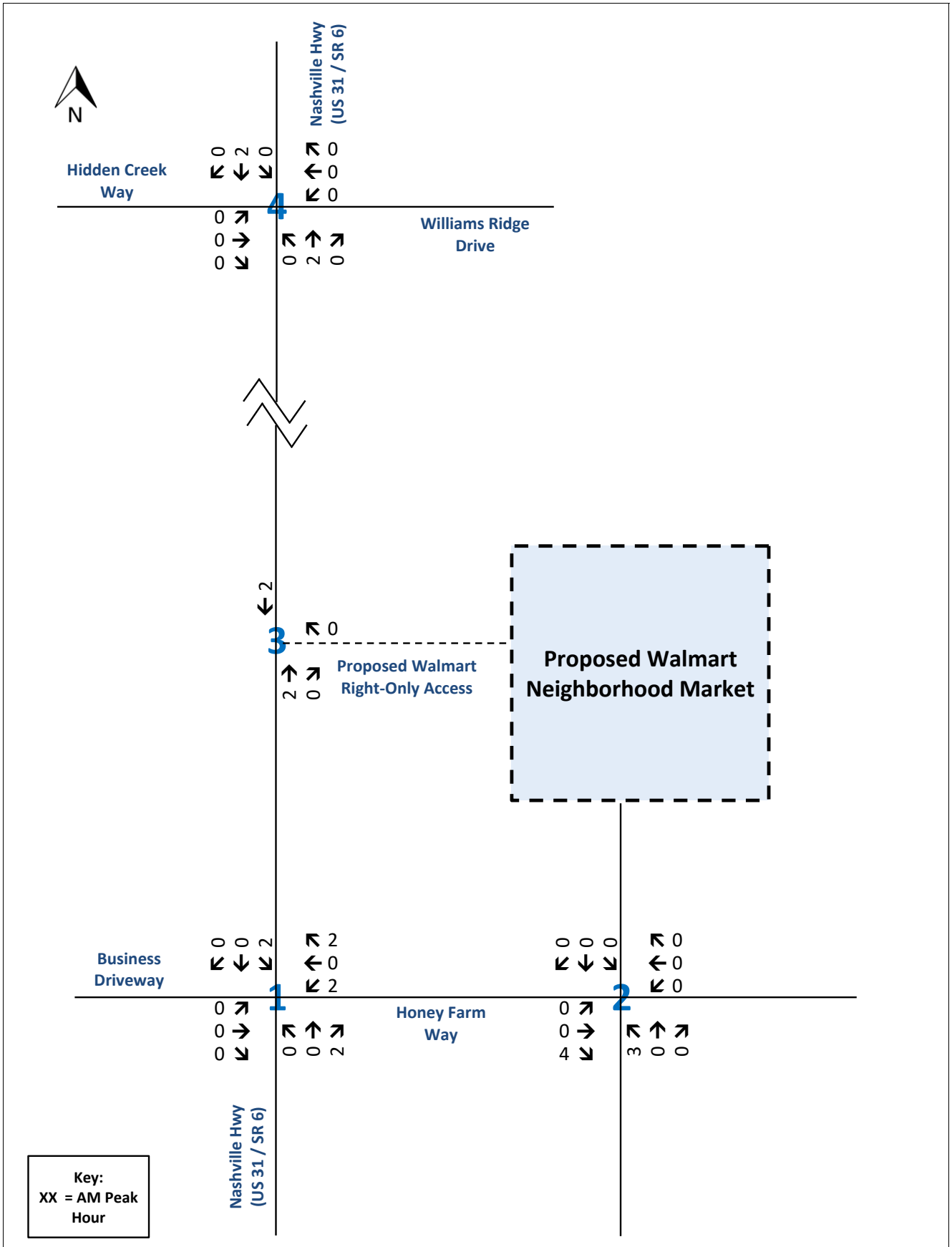
Traffic Assignment Worksheet
Primary Traffic Assignment - Multifamily Housing (Low-Rise)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



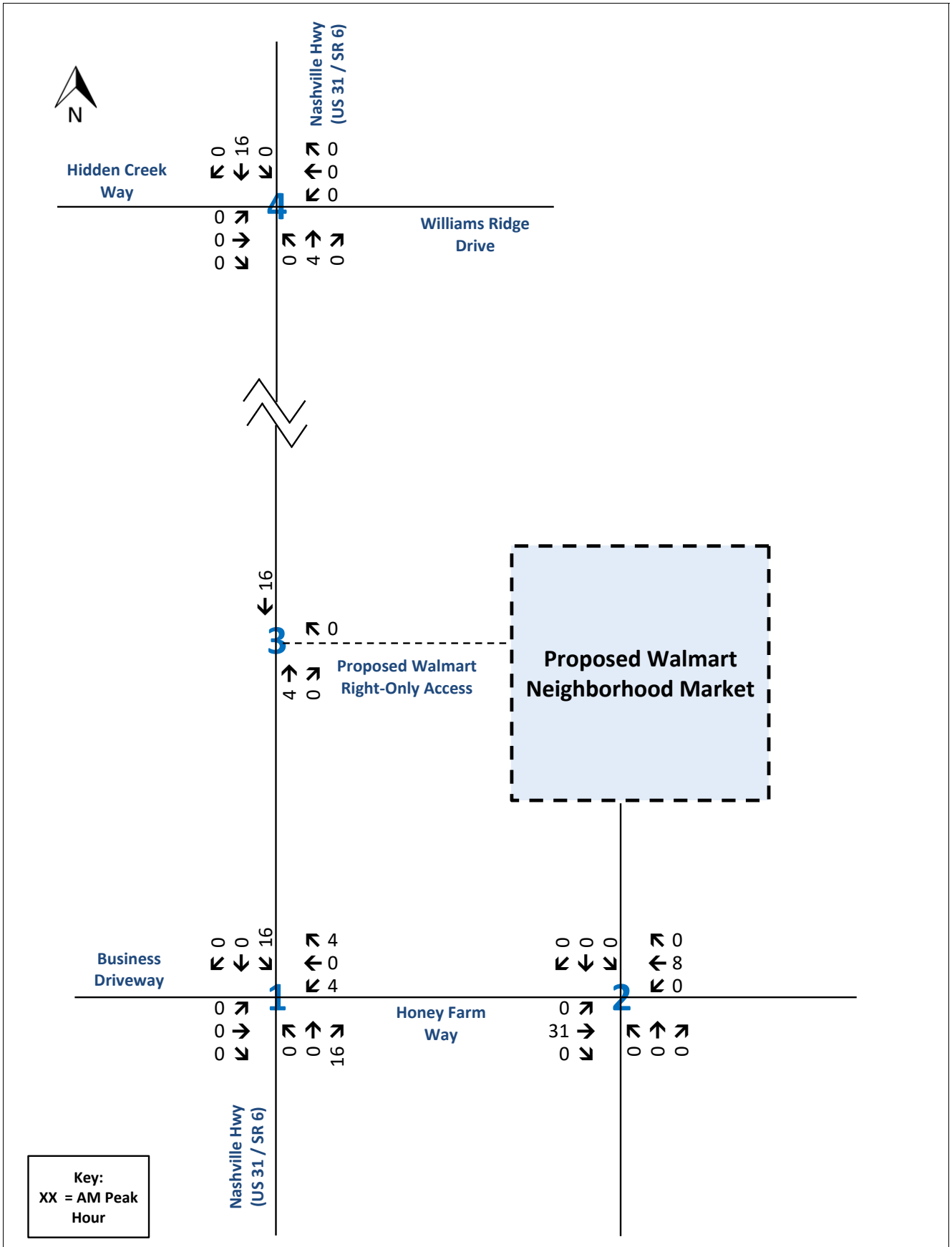
Traffic Assignment Worksheet
Primary Traffic Assignment - Townhomes
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



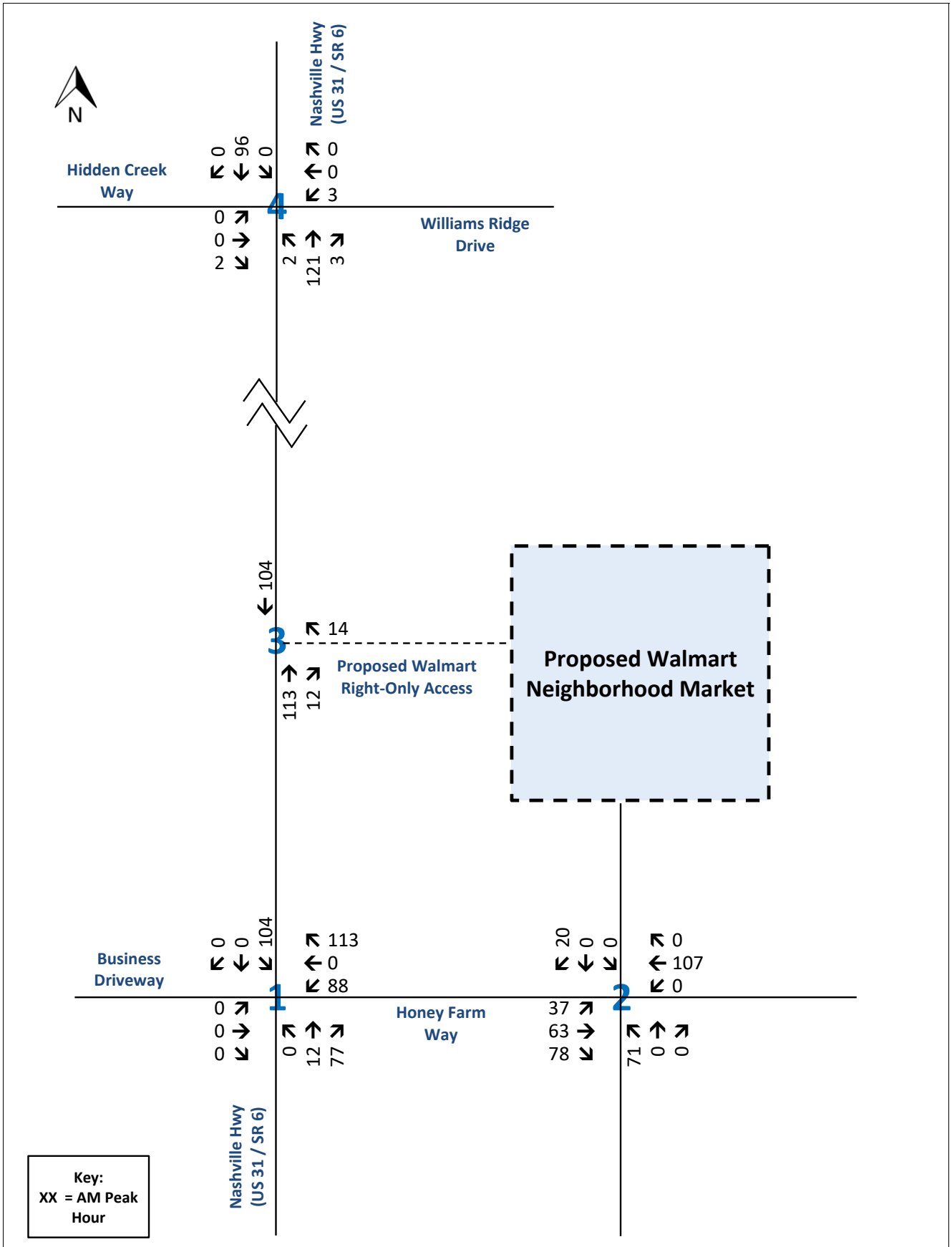
Traffic Assignment Worksheet
Primary Traffic Assignment - Mini-Warehouse
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



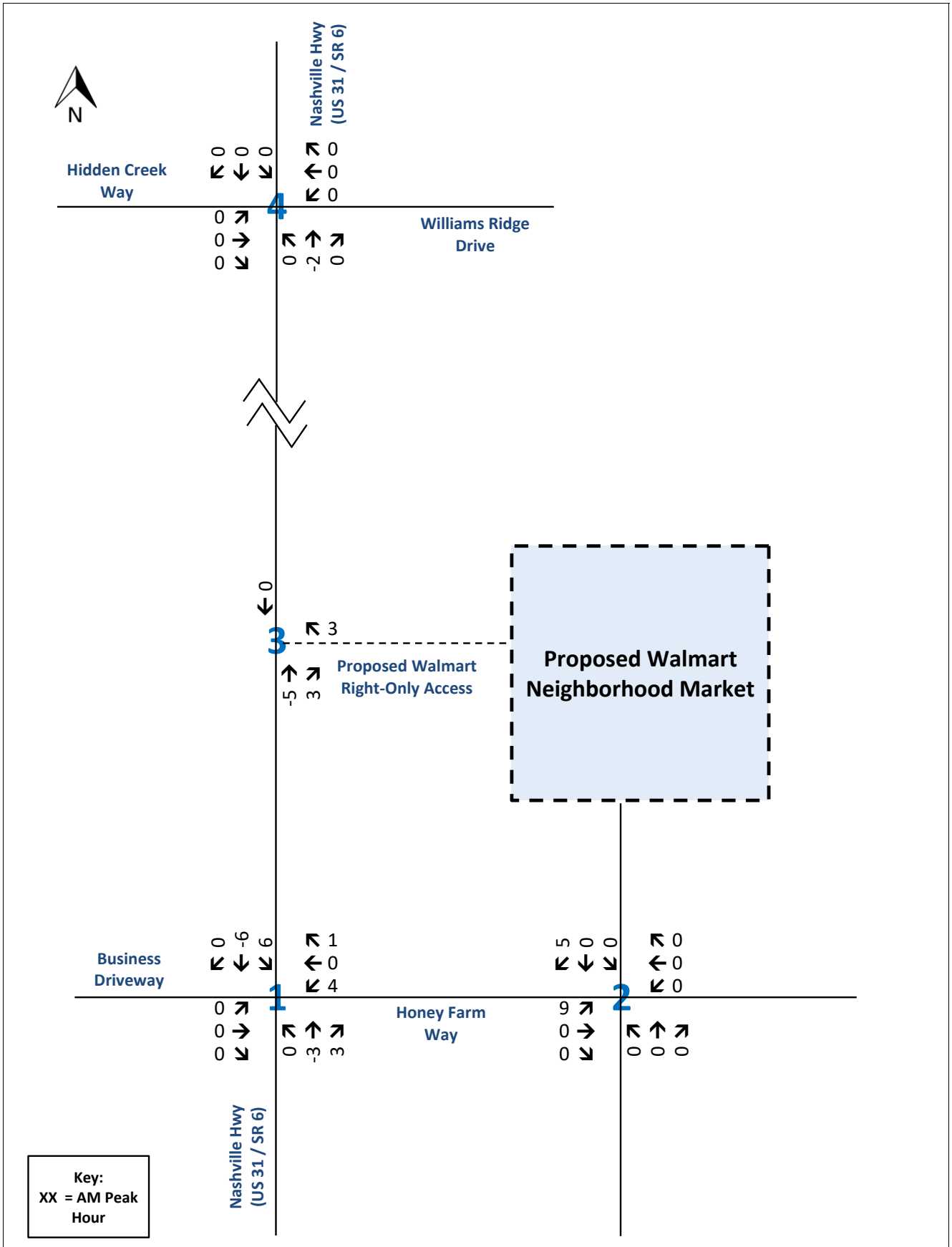
Traffic Assignment Worksheet
Primary Traffic Assignment - Health Department
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



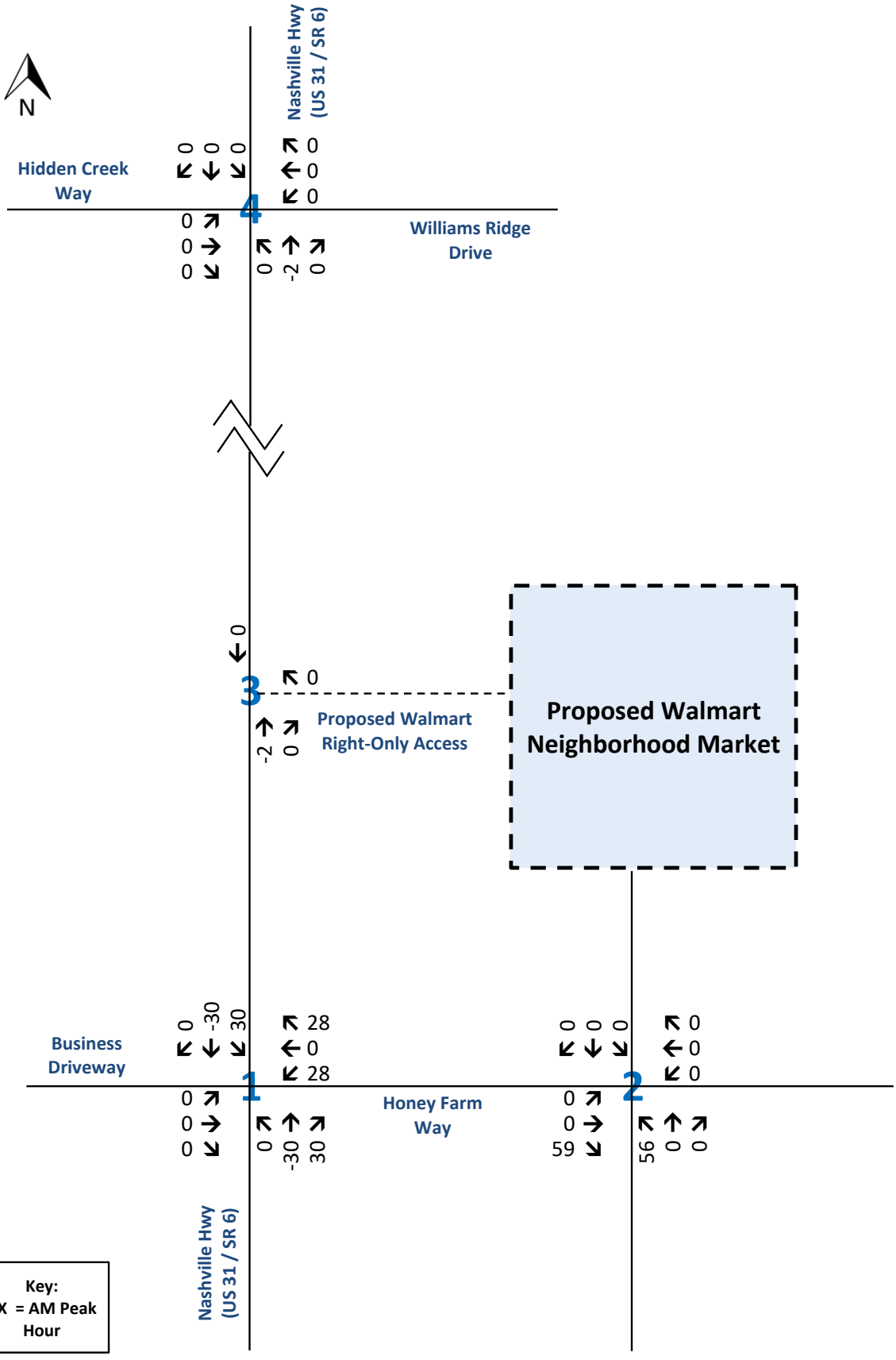
Traffic Assignment Worksheet

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

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



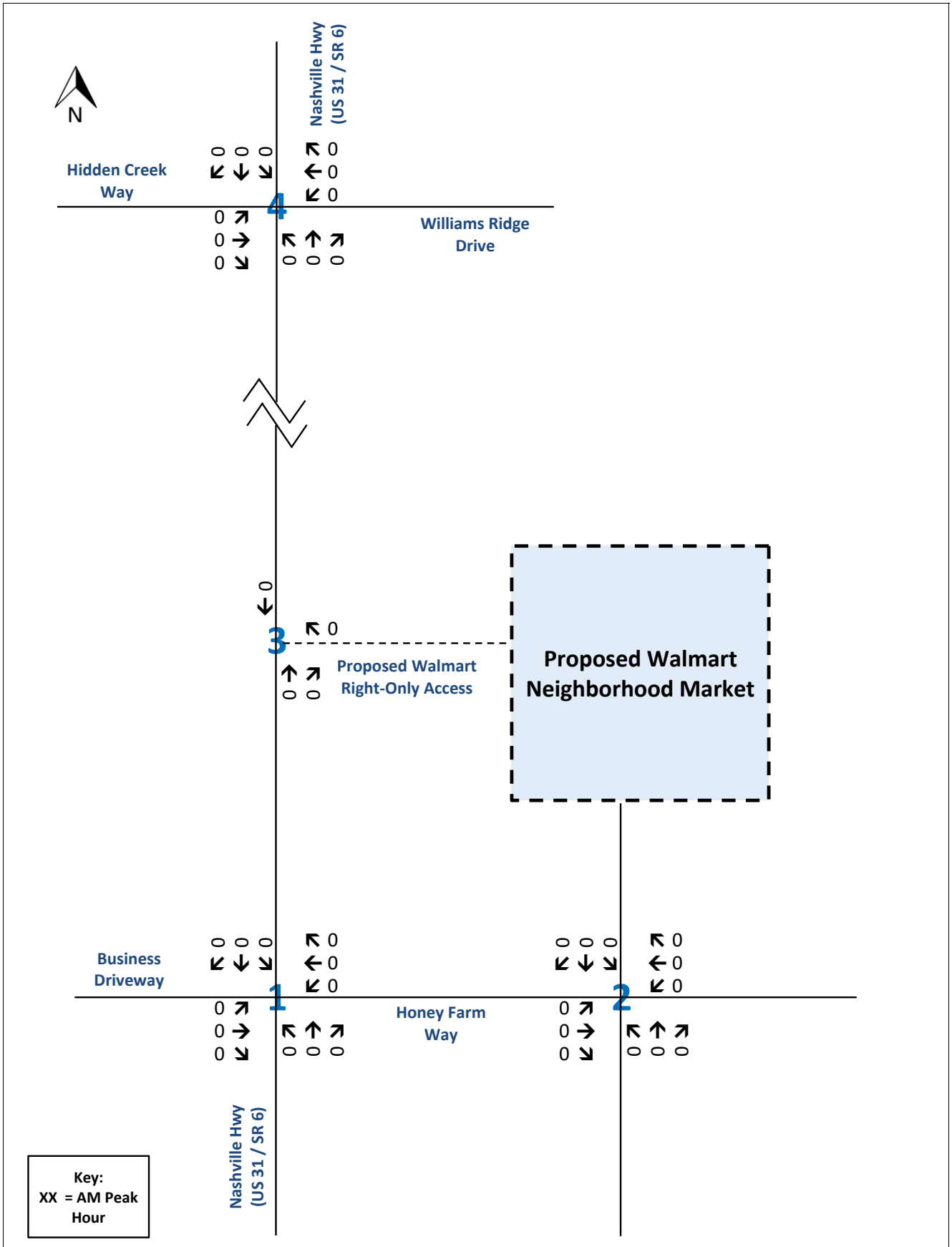
Traffic Assignment Worksheet

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

Honey Farm - Walmart Neighborhood Market

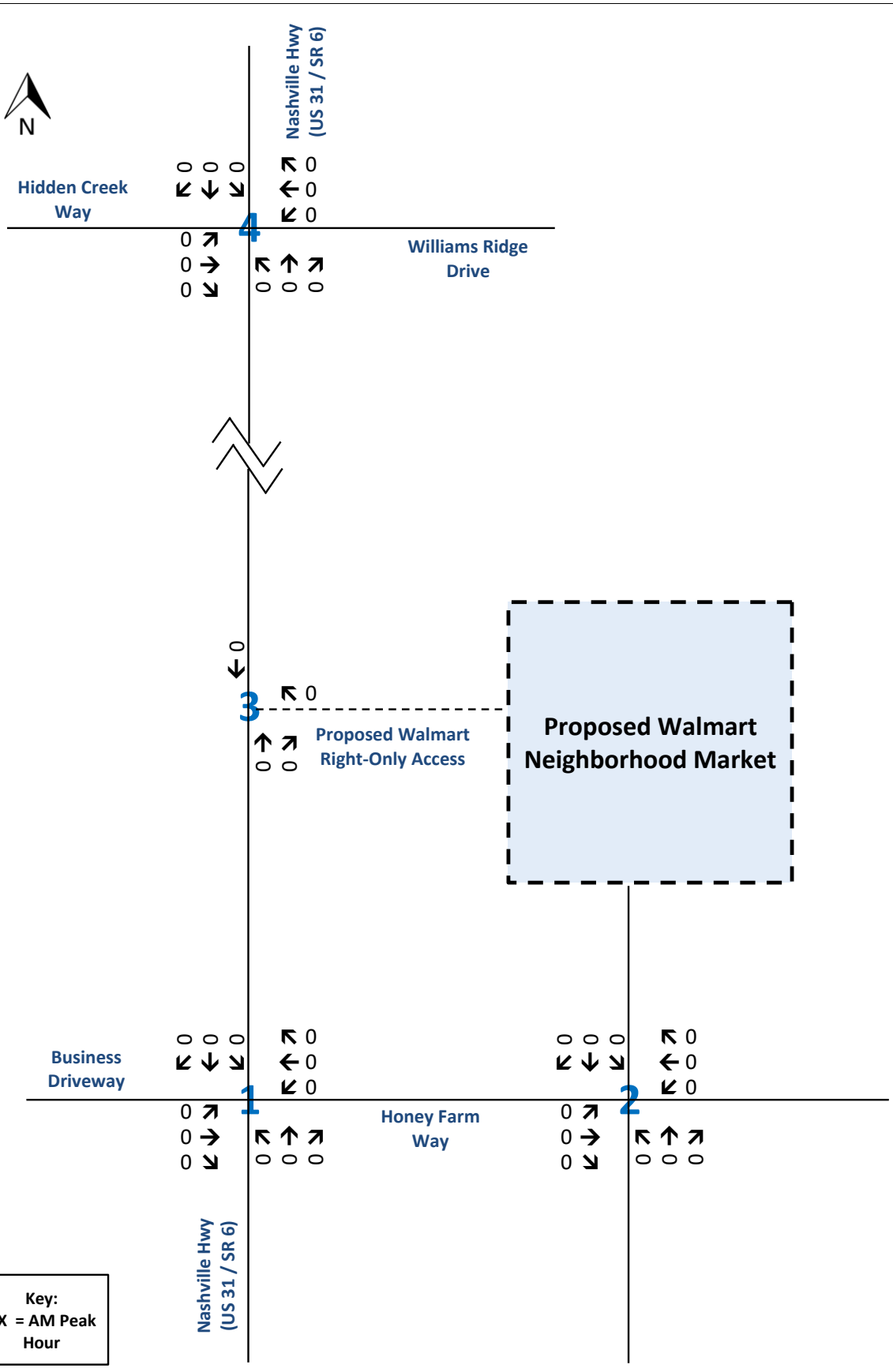
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



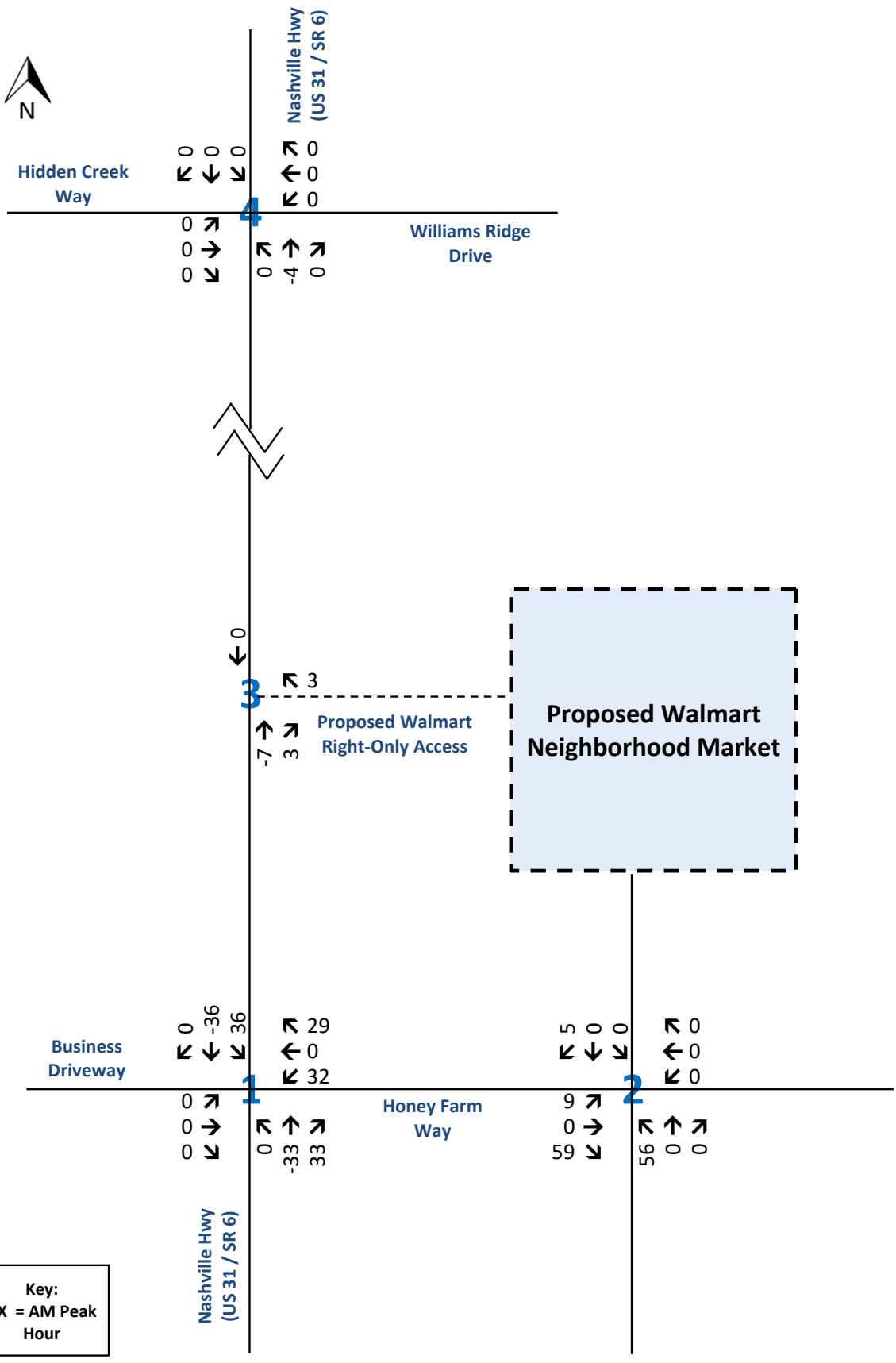
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



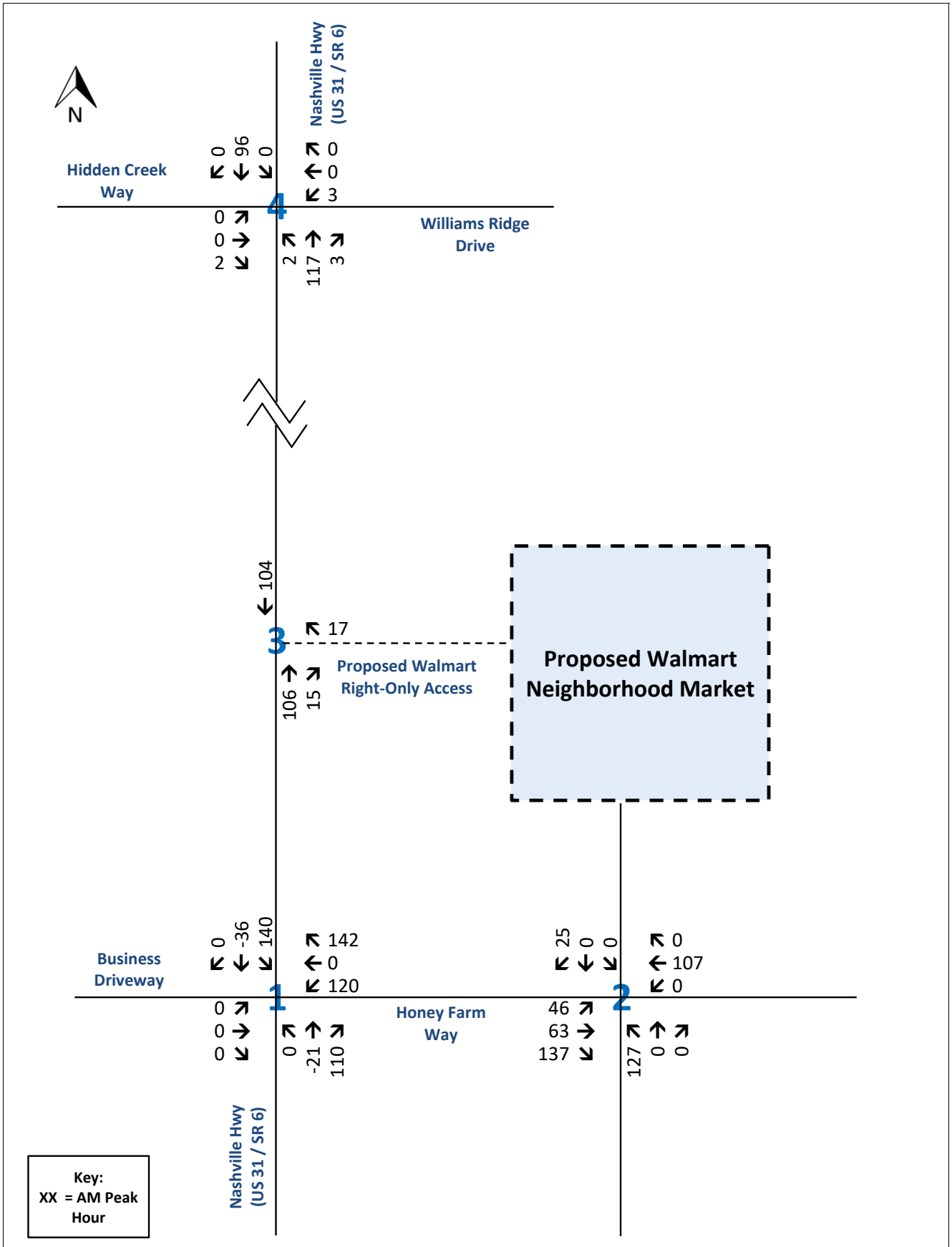
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



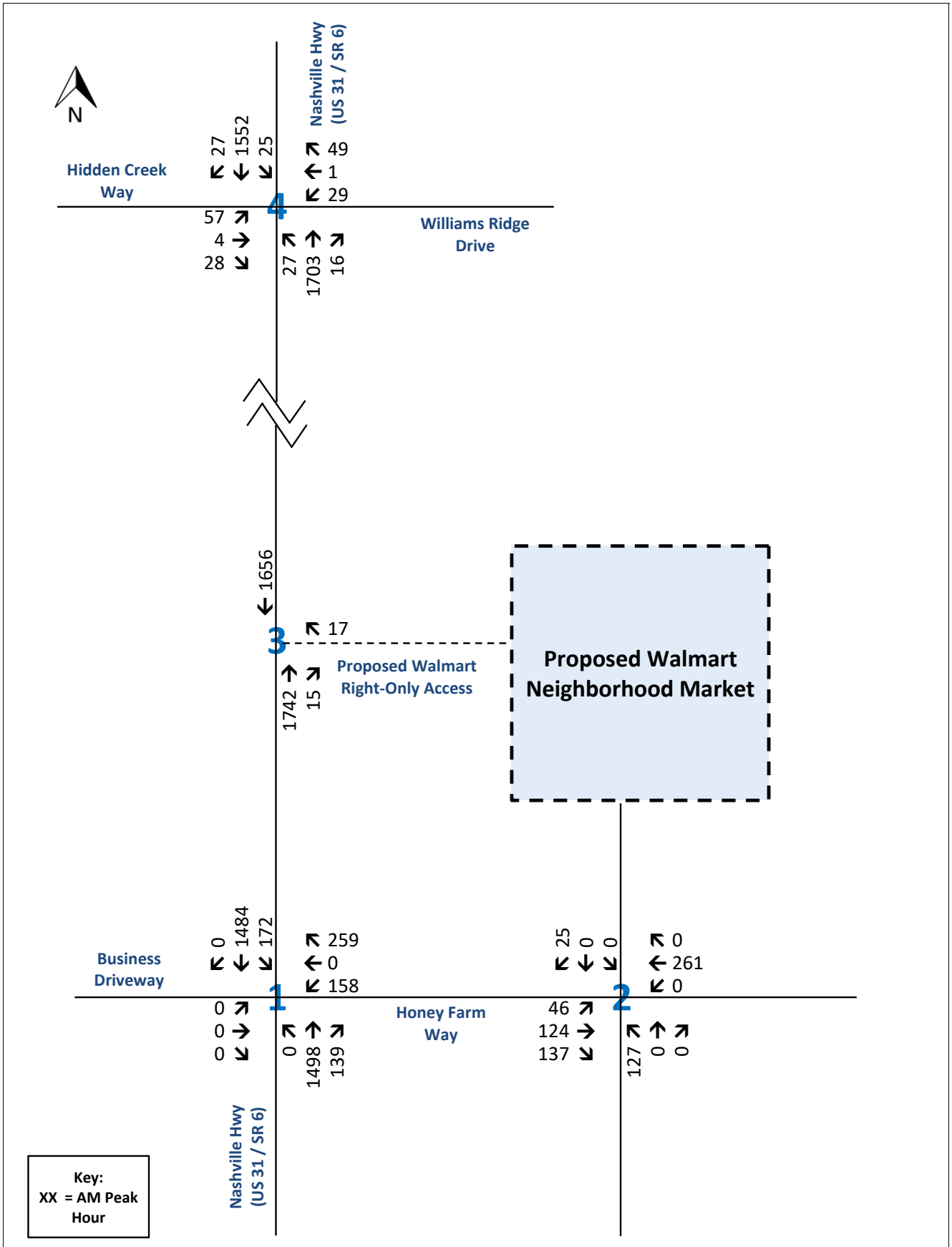
Traffic Assignment Worksheet
Total Passby Traffic Assignment
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

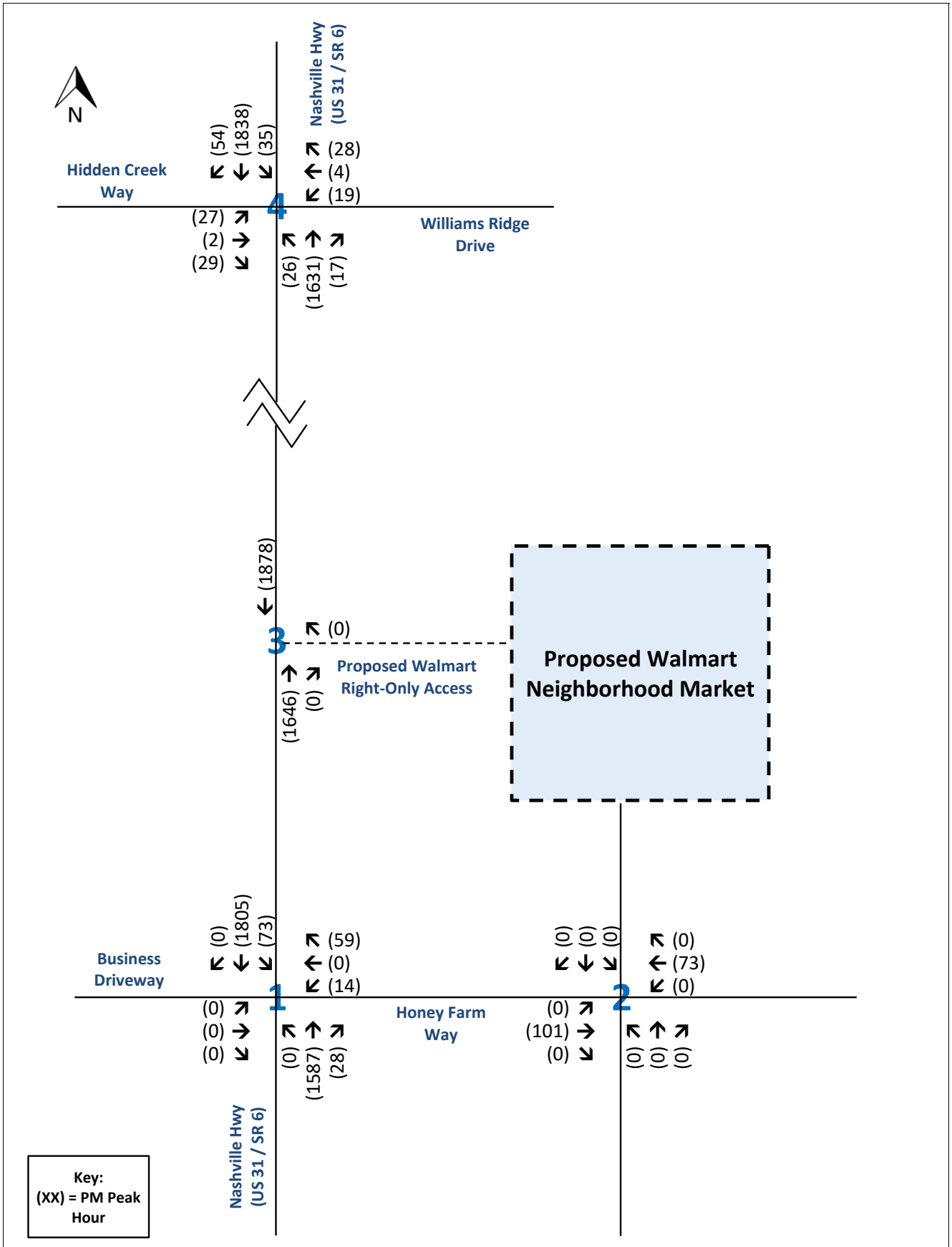


Traffic Assignment Worksheet
Total Projected Traffic at Buildout (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

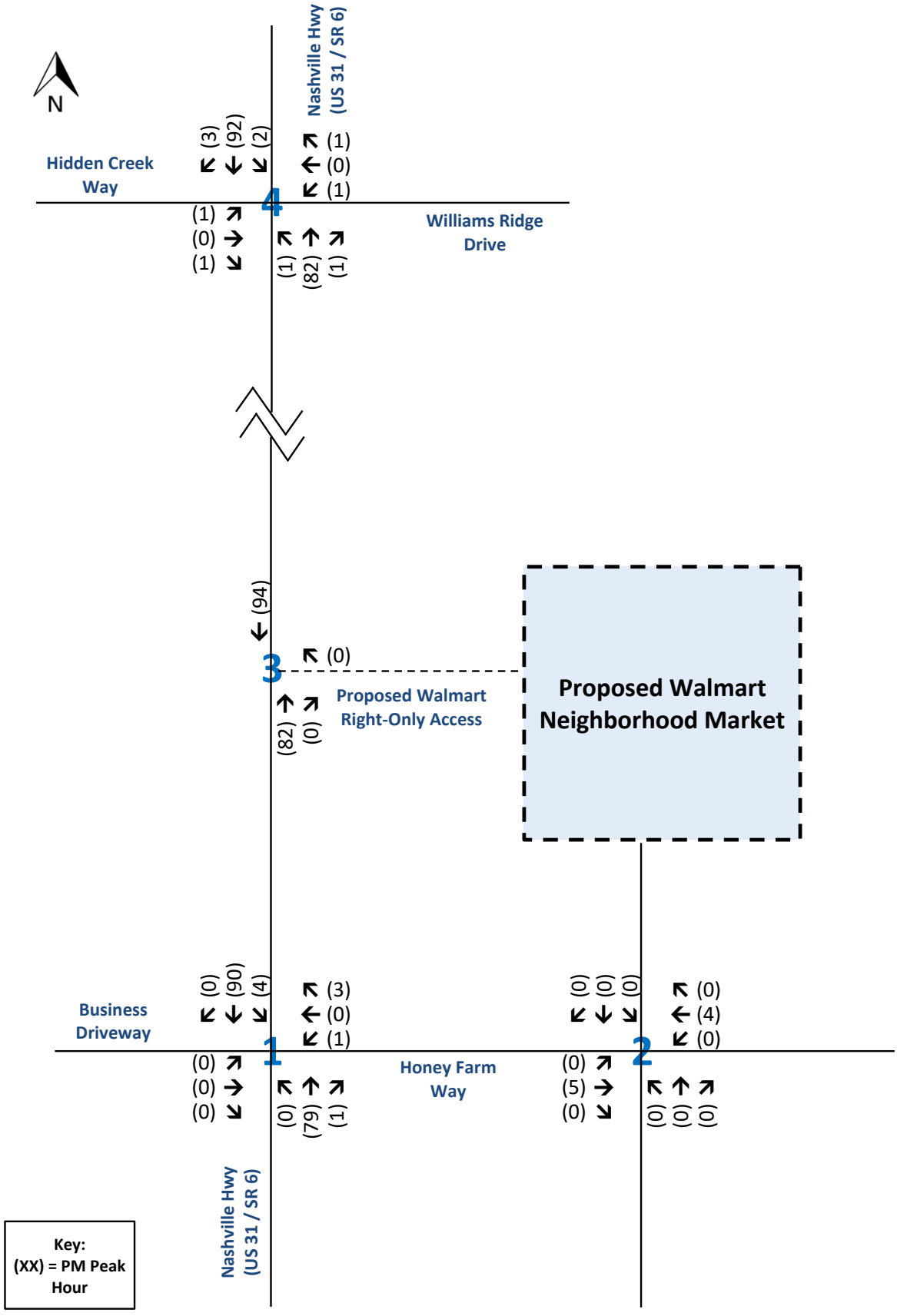
TRAFFIC ASSIGNMENT WORKSHEETS

PM PEAK HOUR



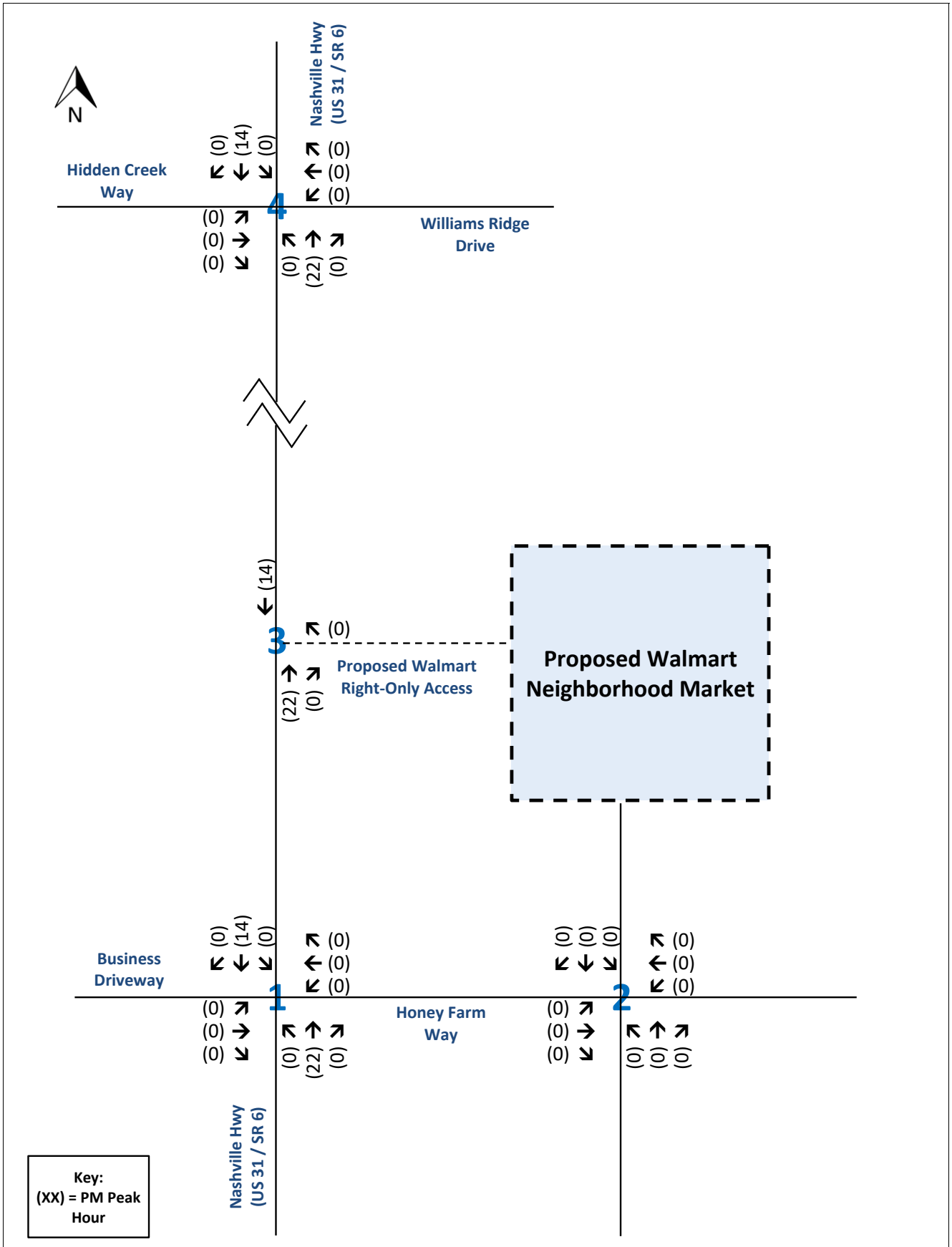
Traffic Assignment Worksheet
Existing Traffic Volumes (2024)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



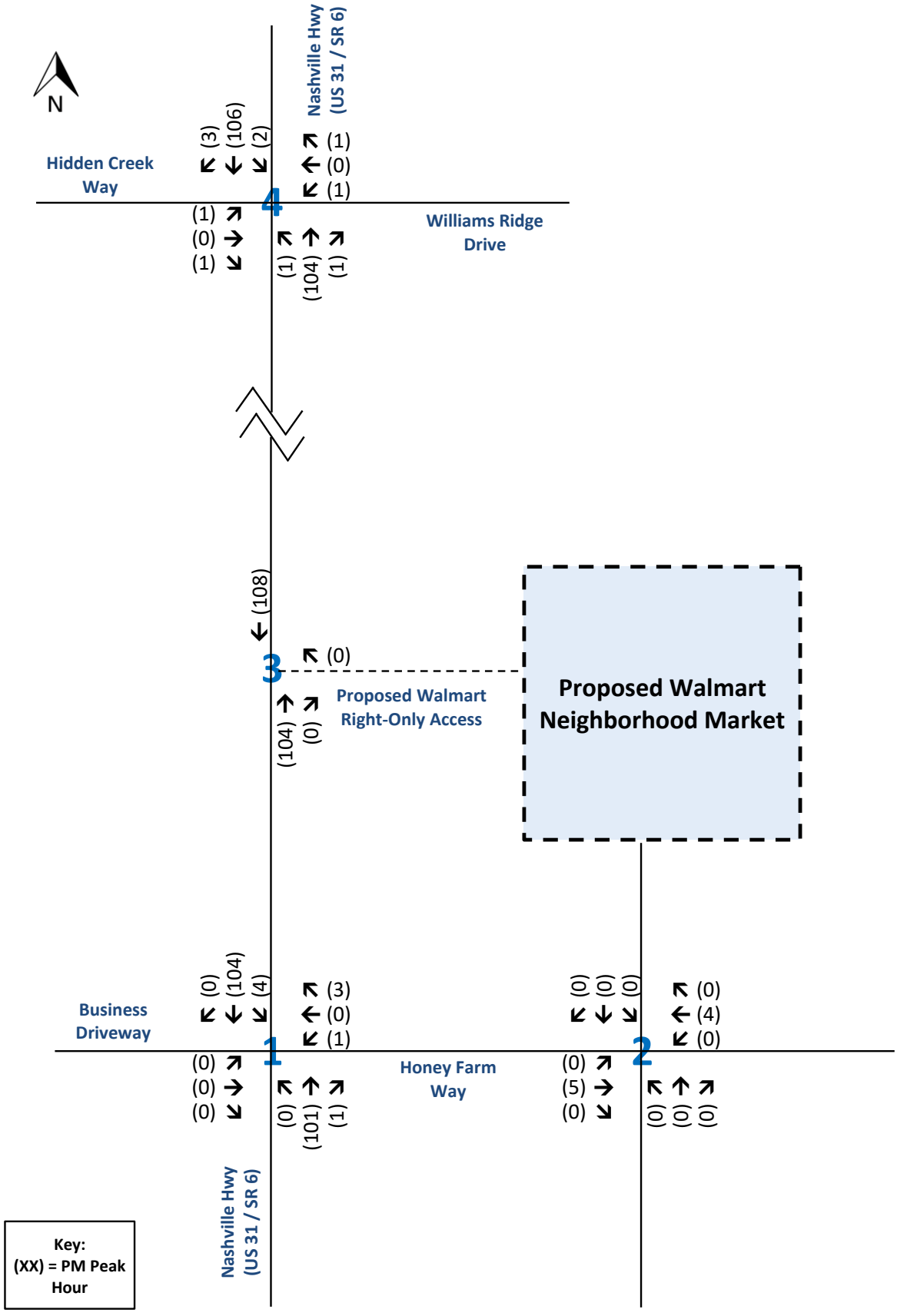
Traffic Assignment Worksheet
Background - Historical Growth Only (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



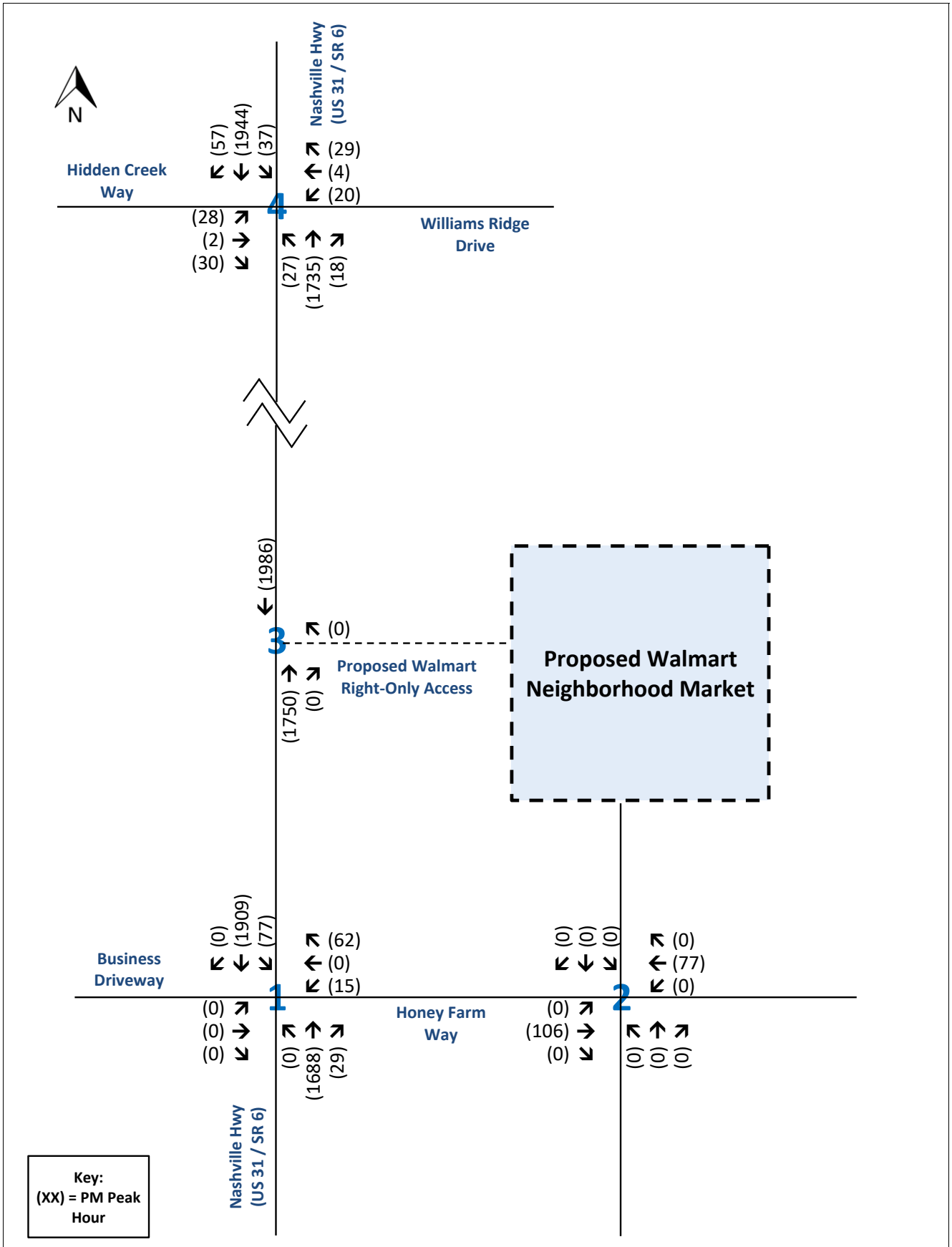
Traffic Assignment Worksheet
Off-Site Traffic Assignment - 2558 Nashville Highway
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



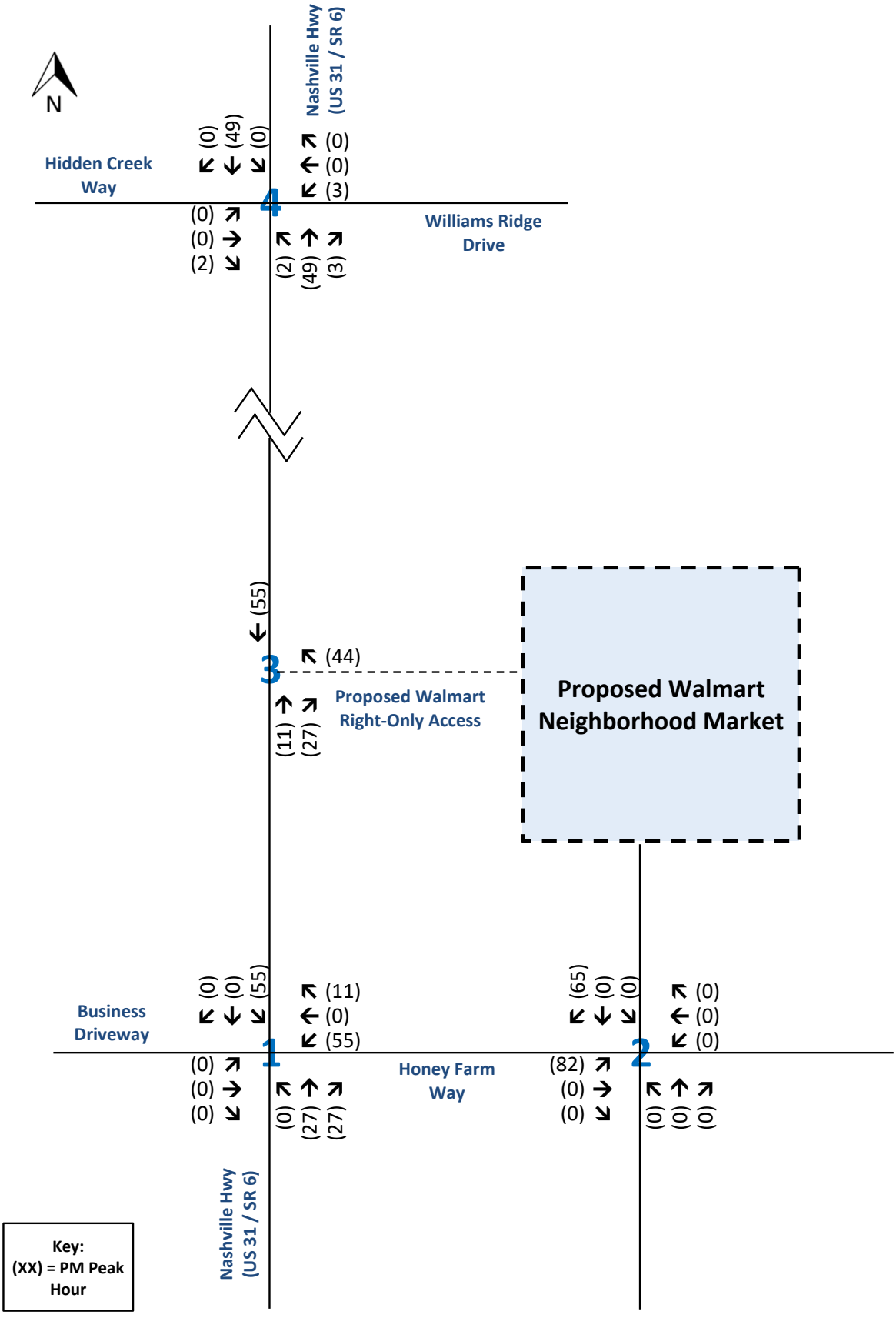
Traffic Assignment Worksheet
Background (Growth + Offsite)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



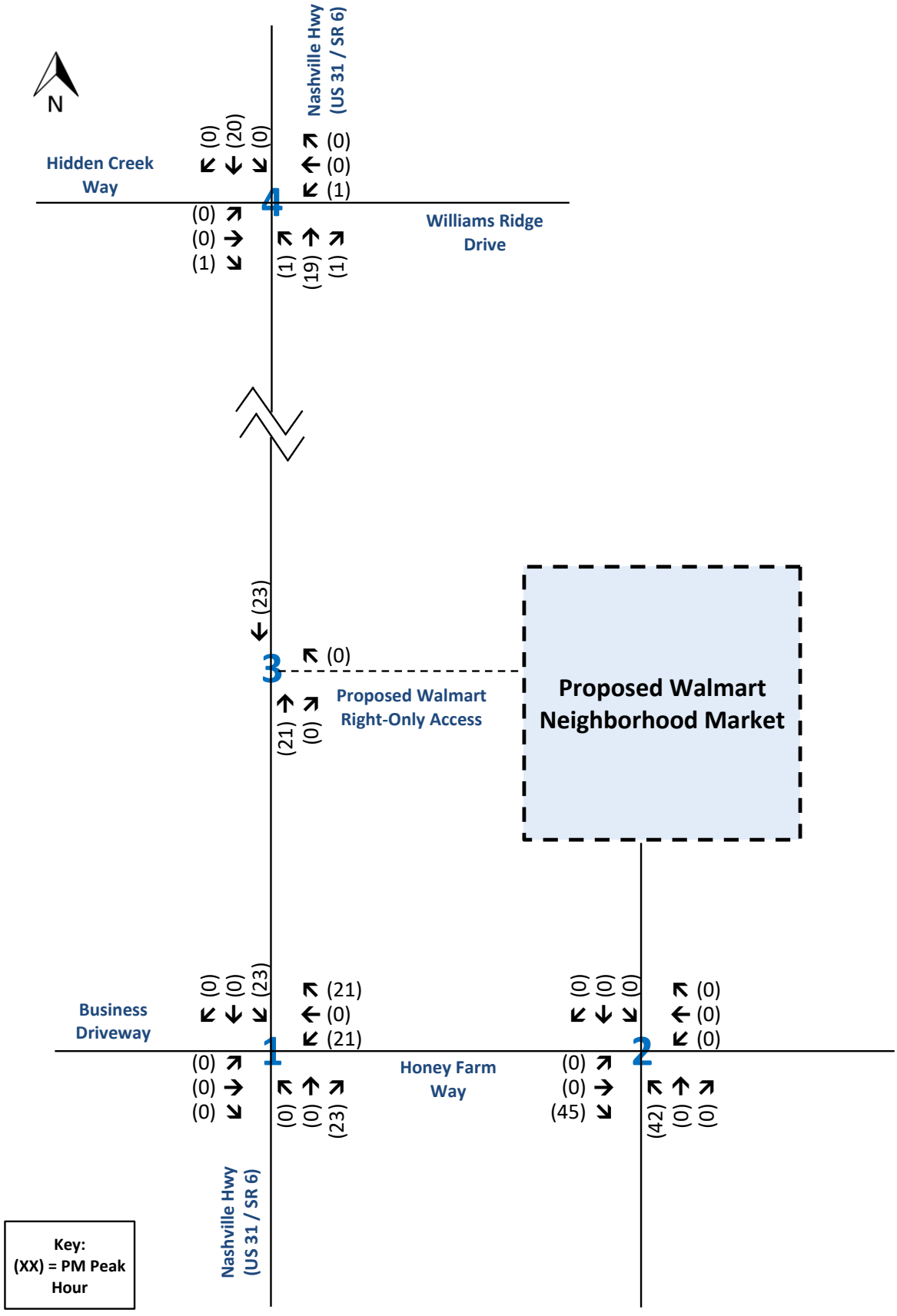
Traffic Assignment Worksheet
Background Traffic Volumes (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



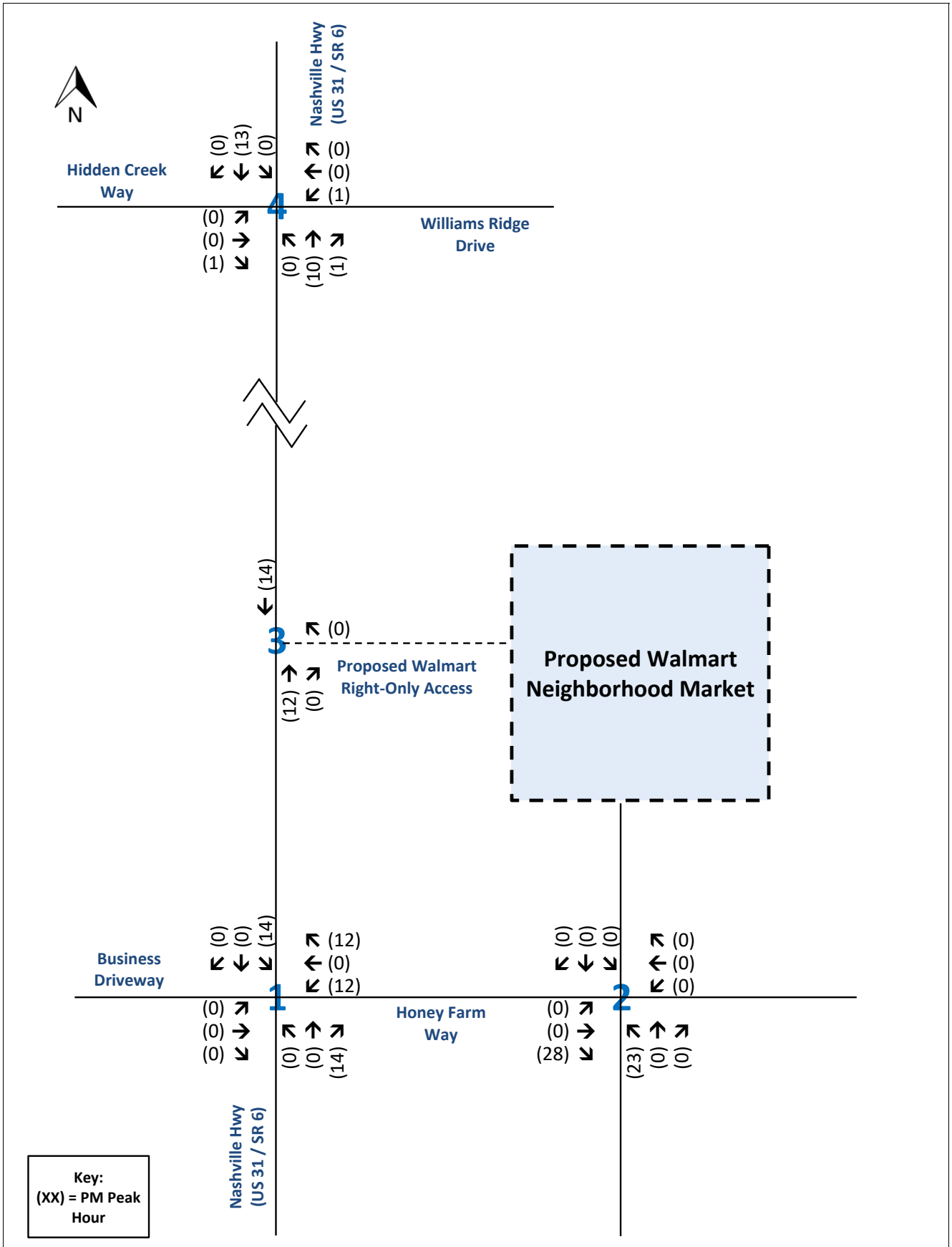
Traffic Assignment Worksheet

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

Honey Farm - Walmart Neighborhood Market

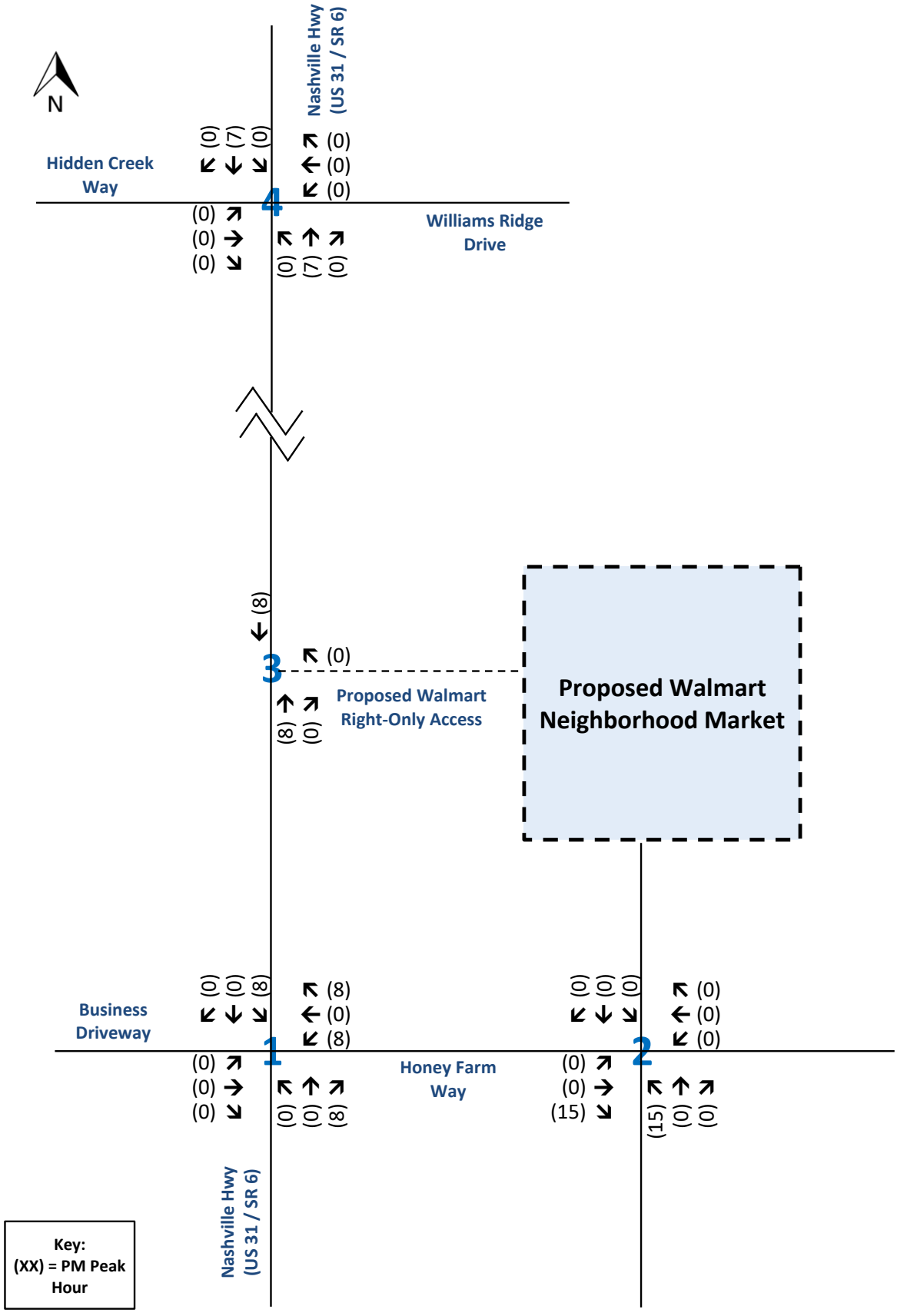
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



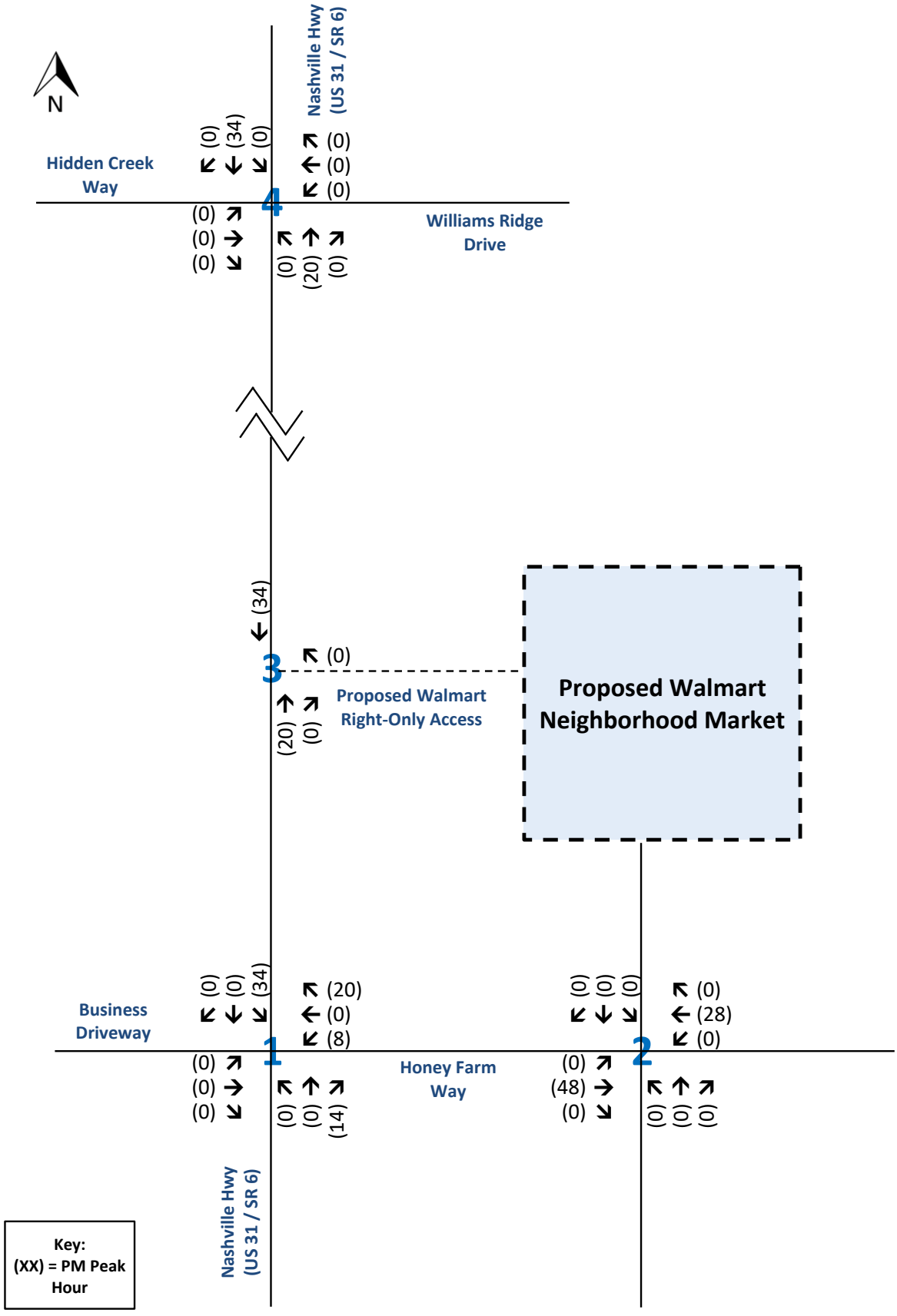
Traffic Assignment Worksheet
Primary Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



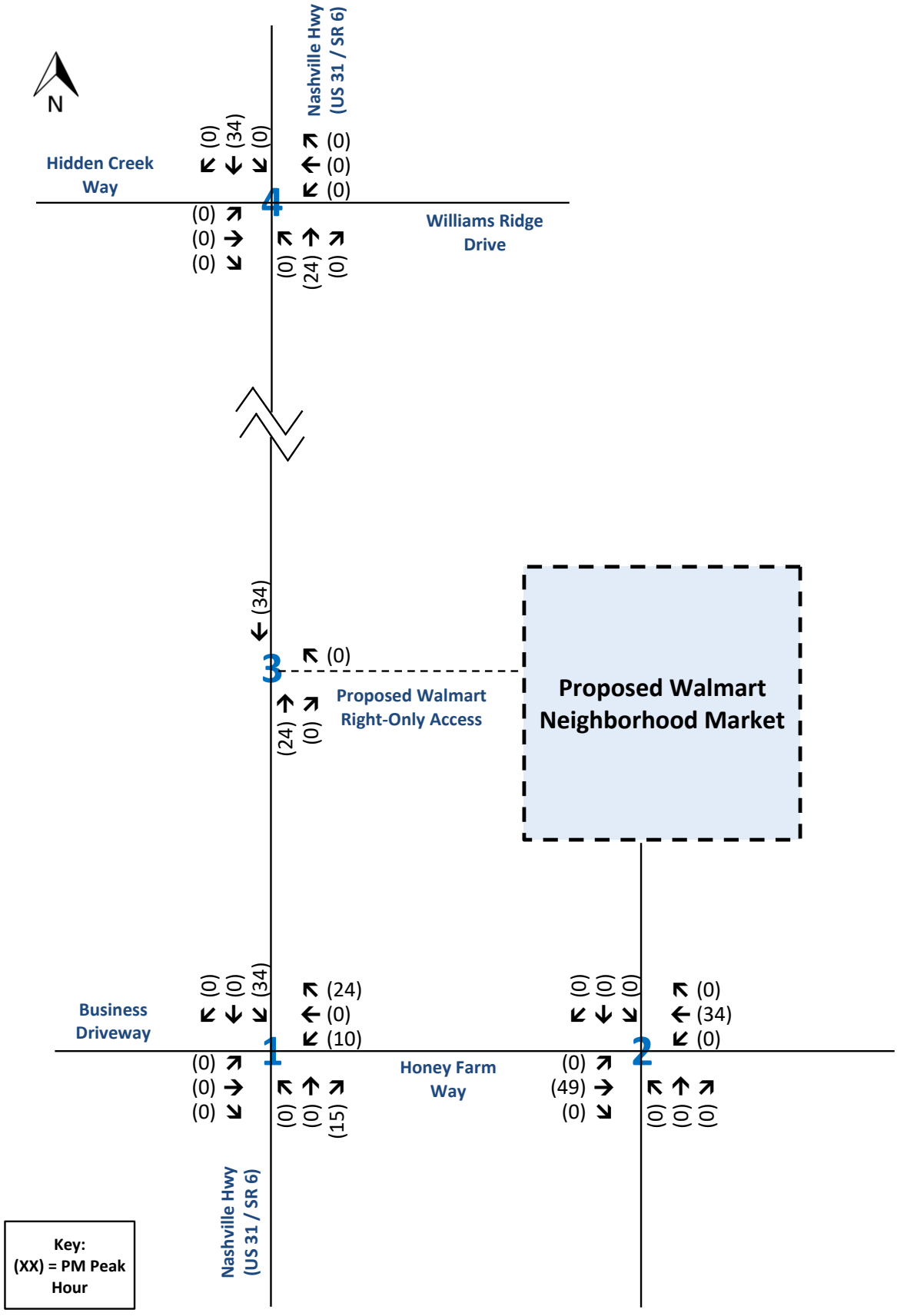
Traffic Assignment Worksheet
Primary Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



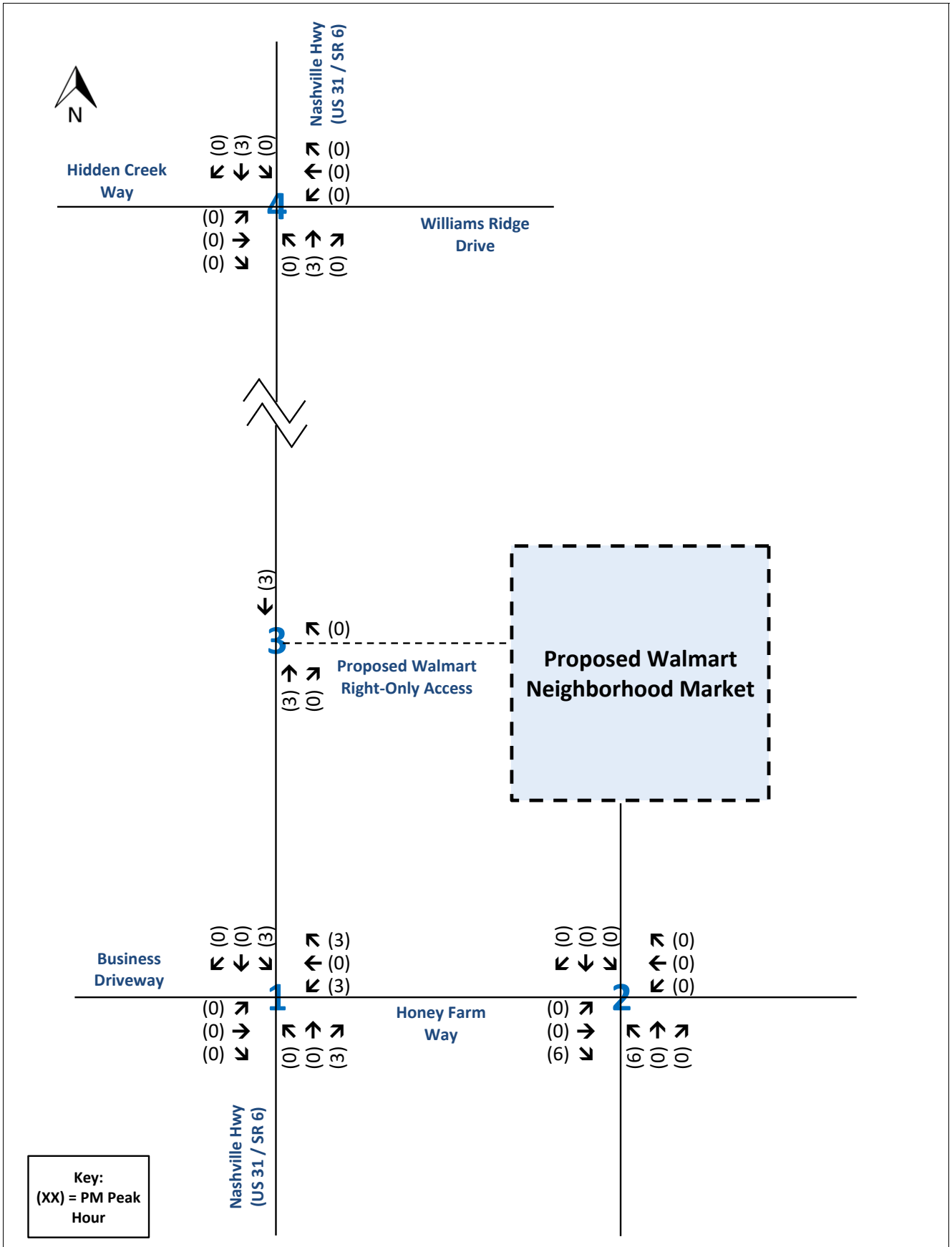
Traffic Assignment Worksheet
Primary Traffic Assignment - Multifamily Housing (Low-Rise)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



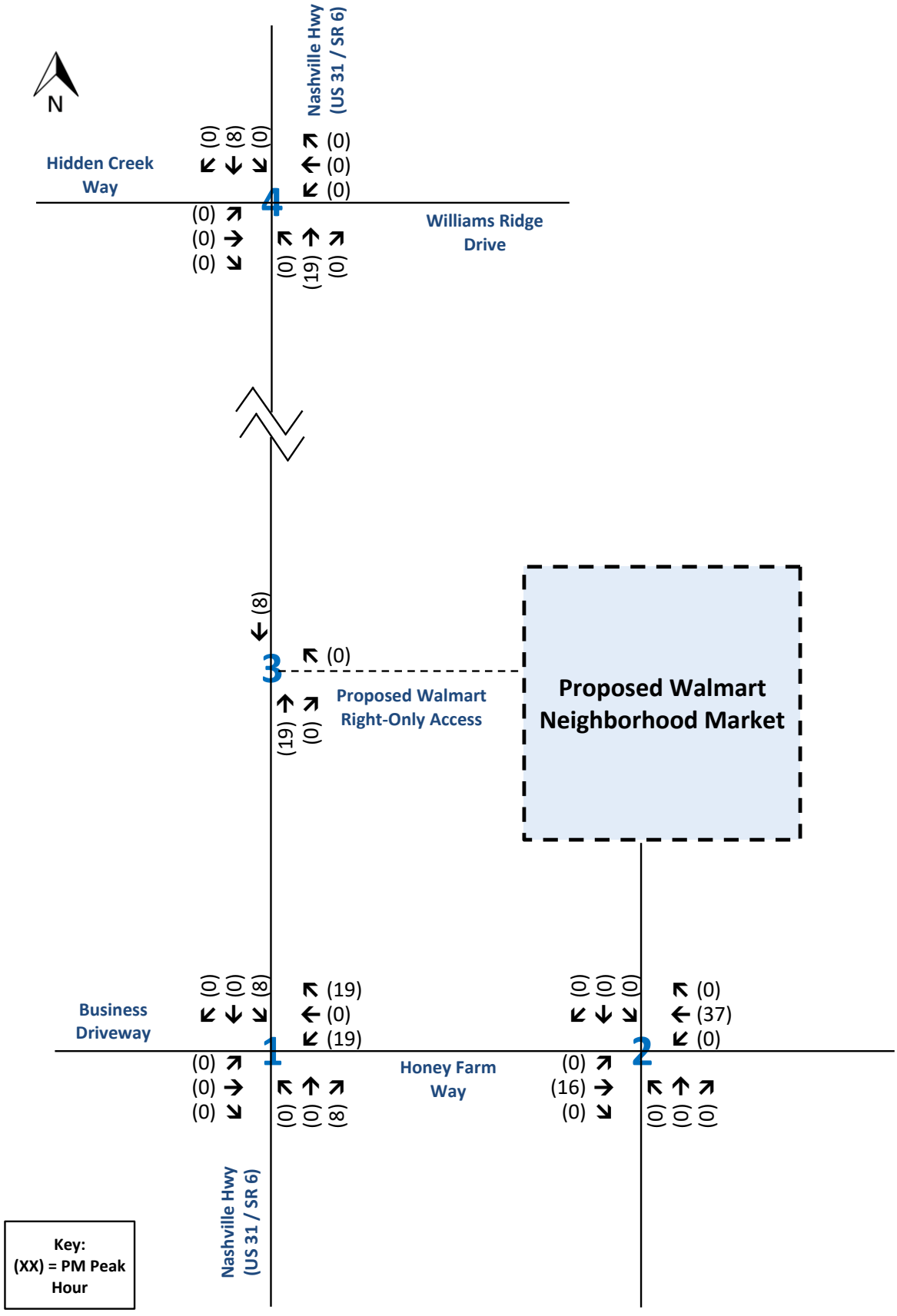
Traffic Assignment Worksheet
Primary Traffic Assignment - Townhomes
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



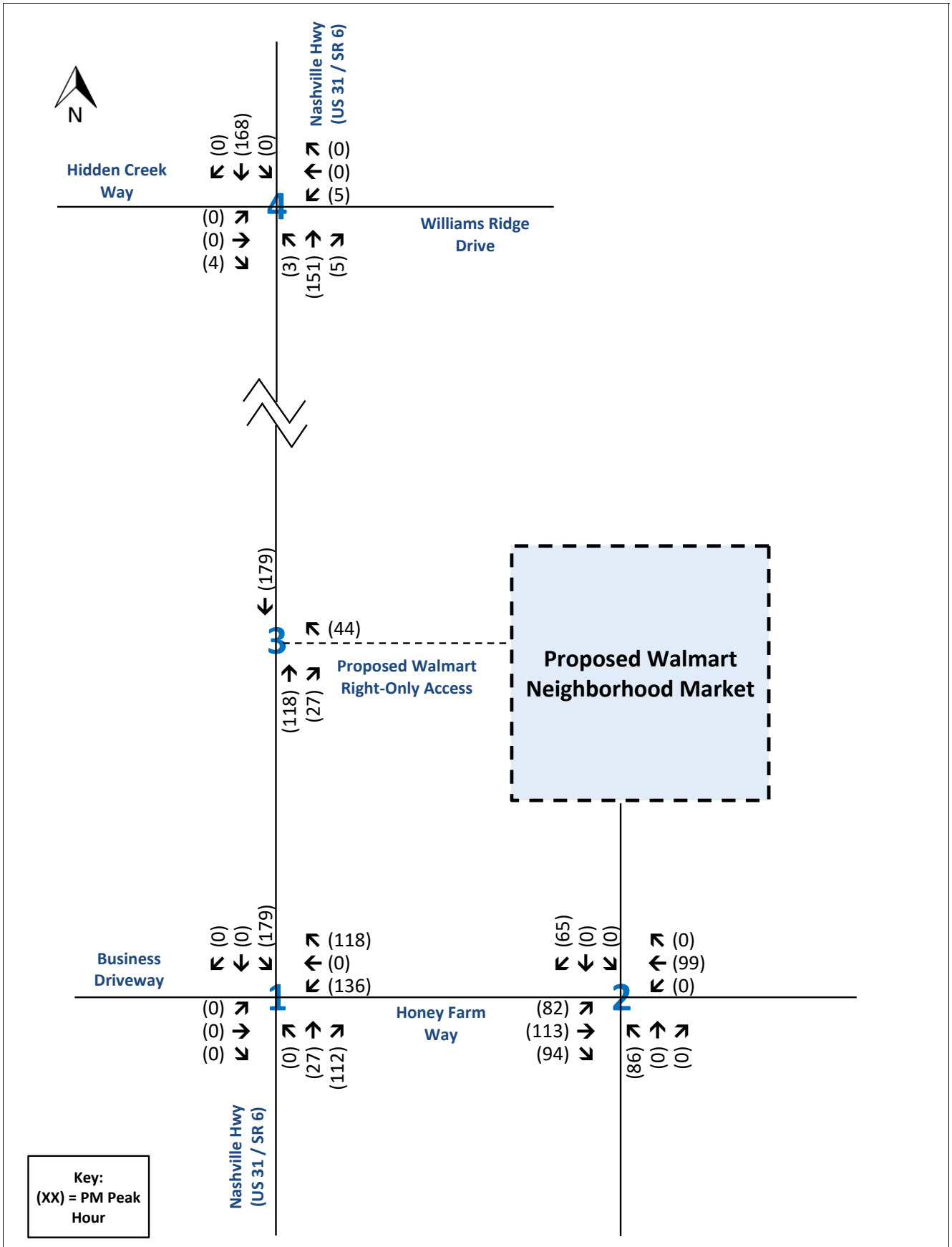
Traffic Assignment Worksheet
Primary Traffic Assignment - Mini-Warehouse
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



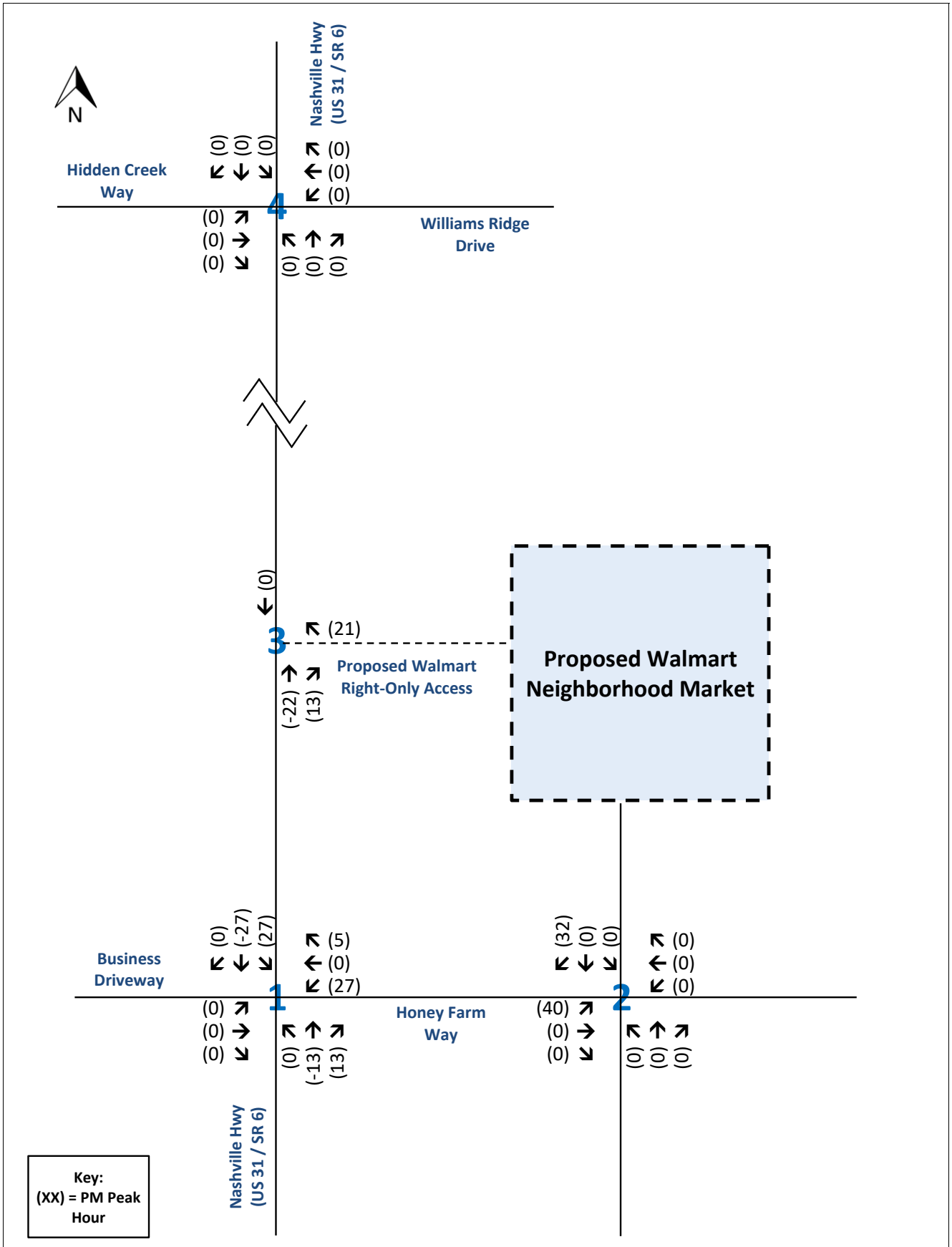
Traffic Assignment Worksheet
Primary Traffic Assignment - Health Department
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



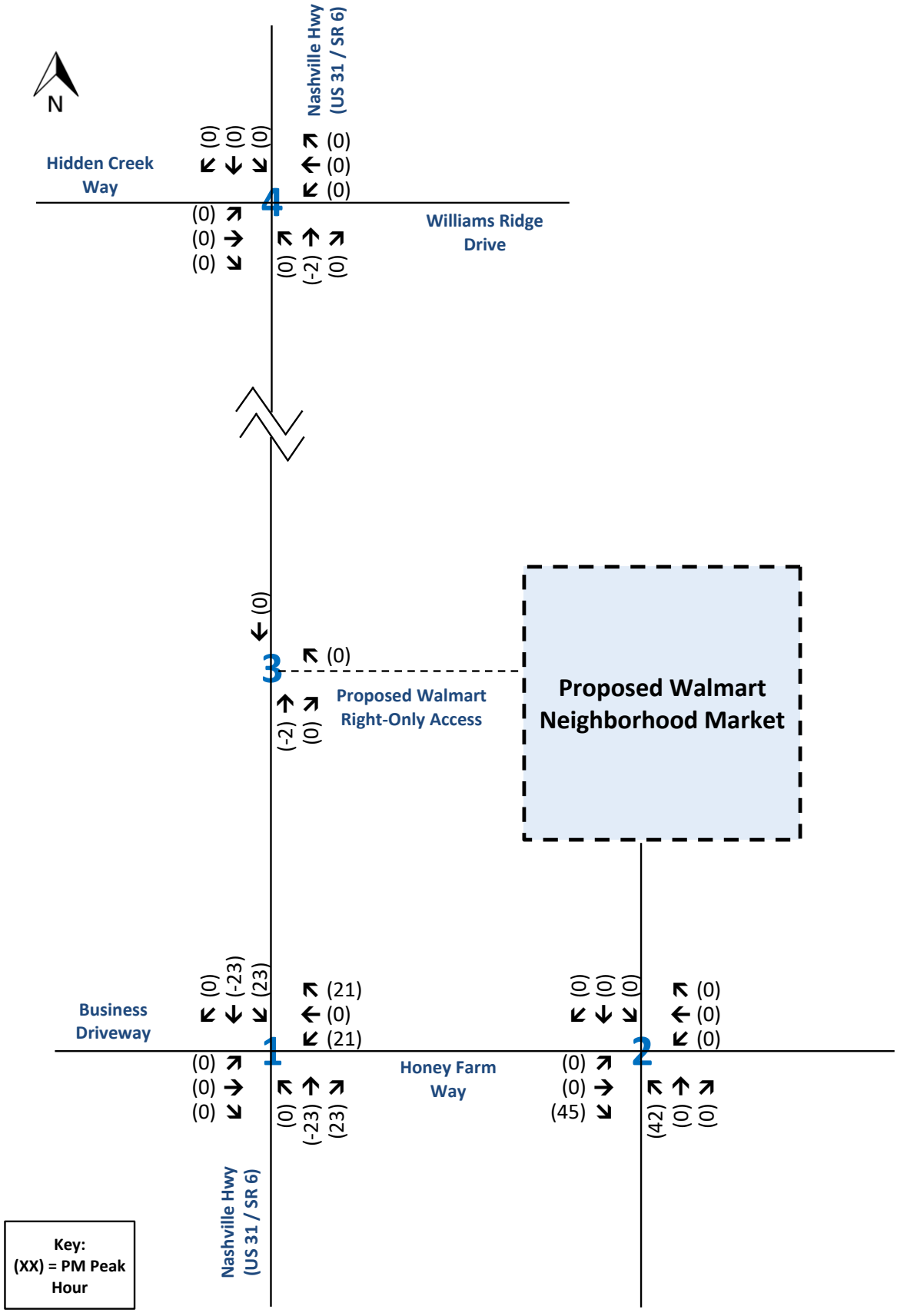
Traffic Assignment Worksheet

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

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



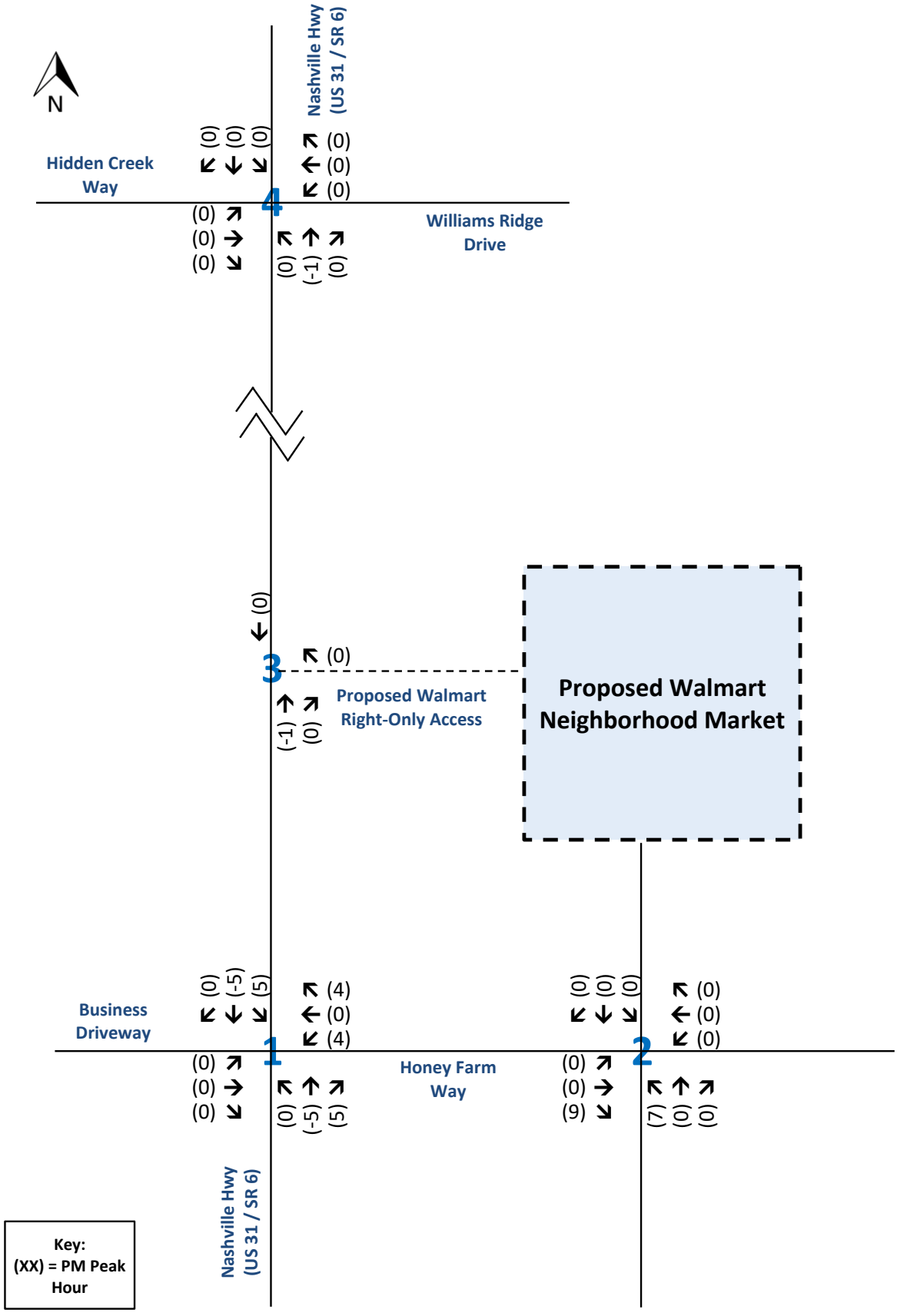
Traffic Assignment Worksheet

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

Honey Farm - Walmart Neighborhood Market

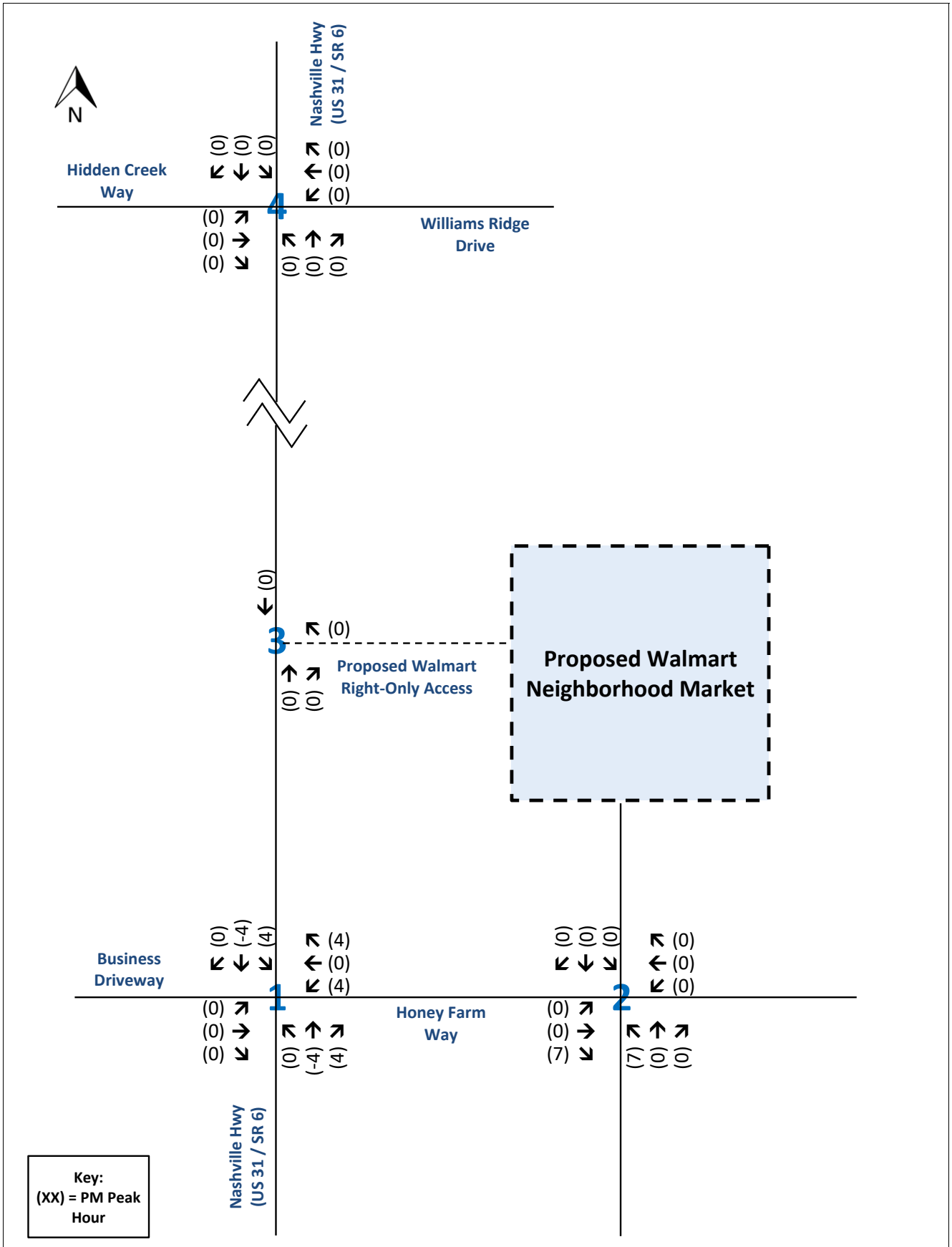
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



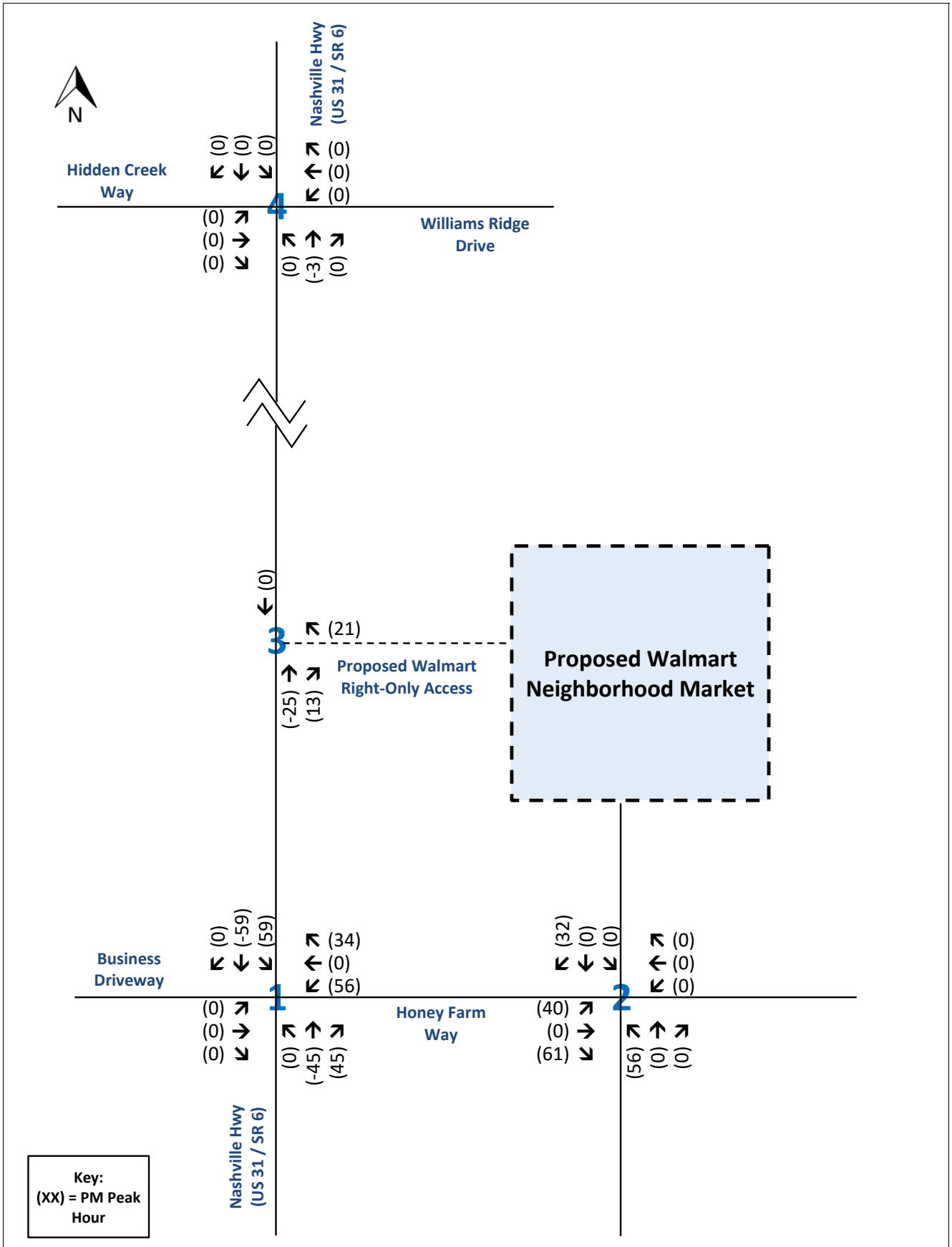
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



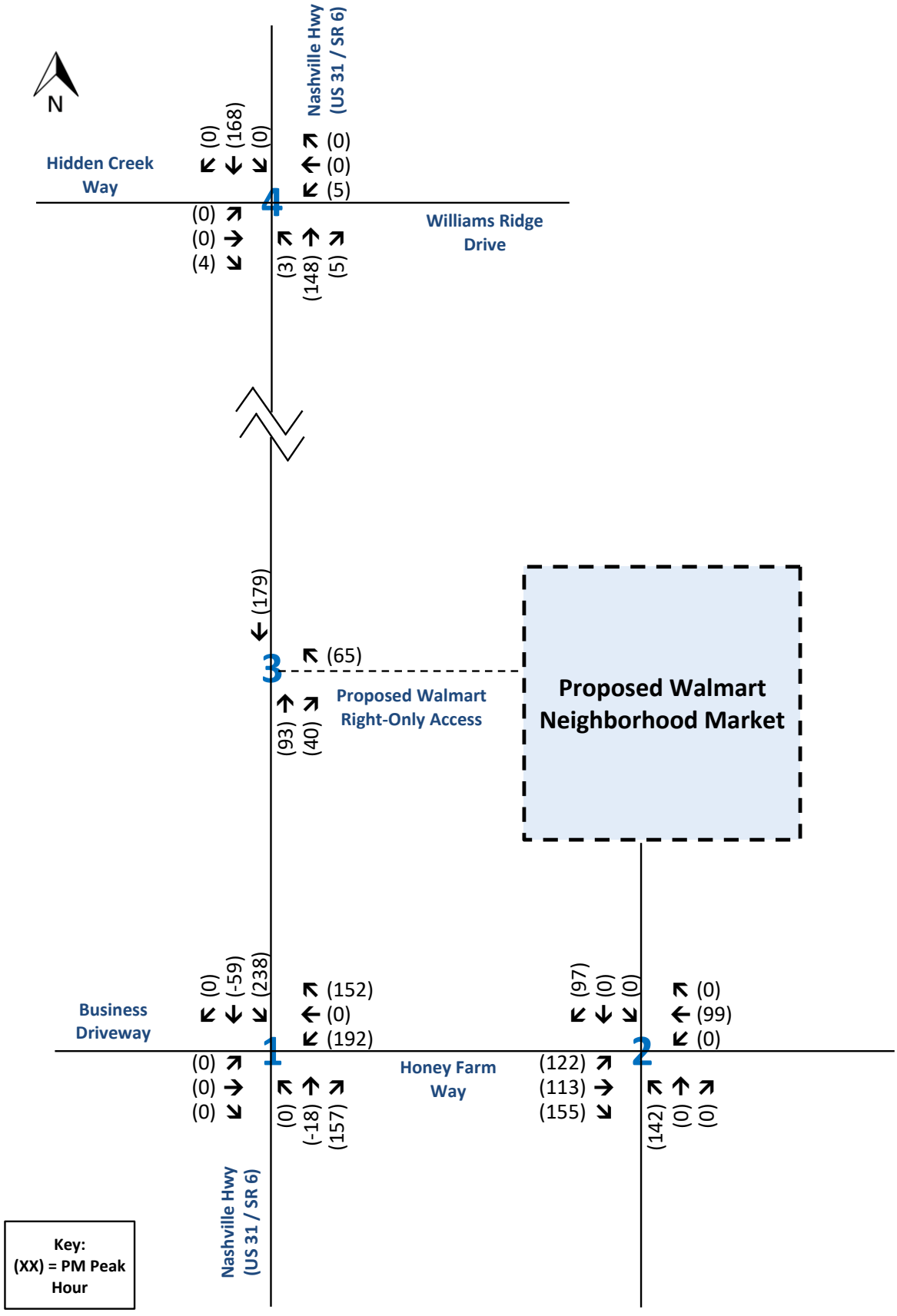
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



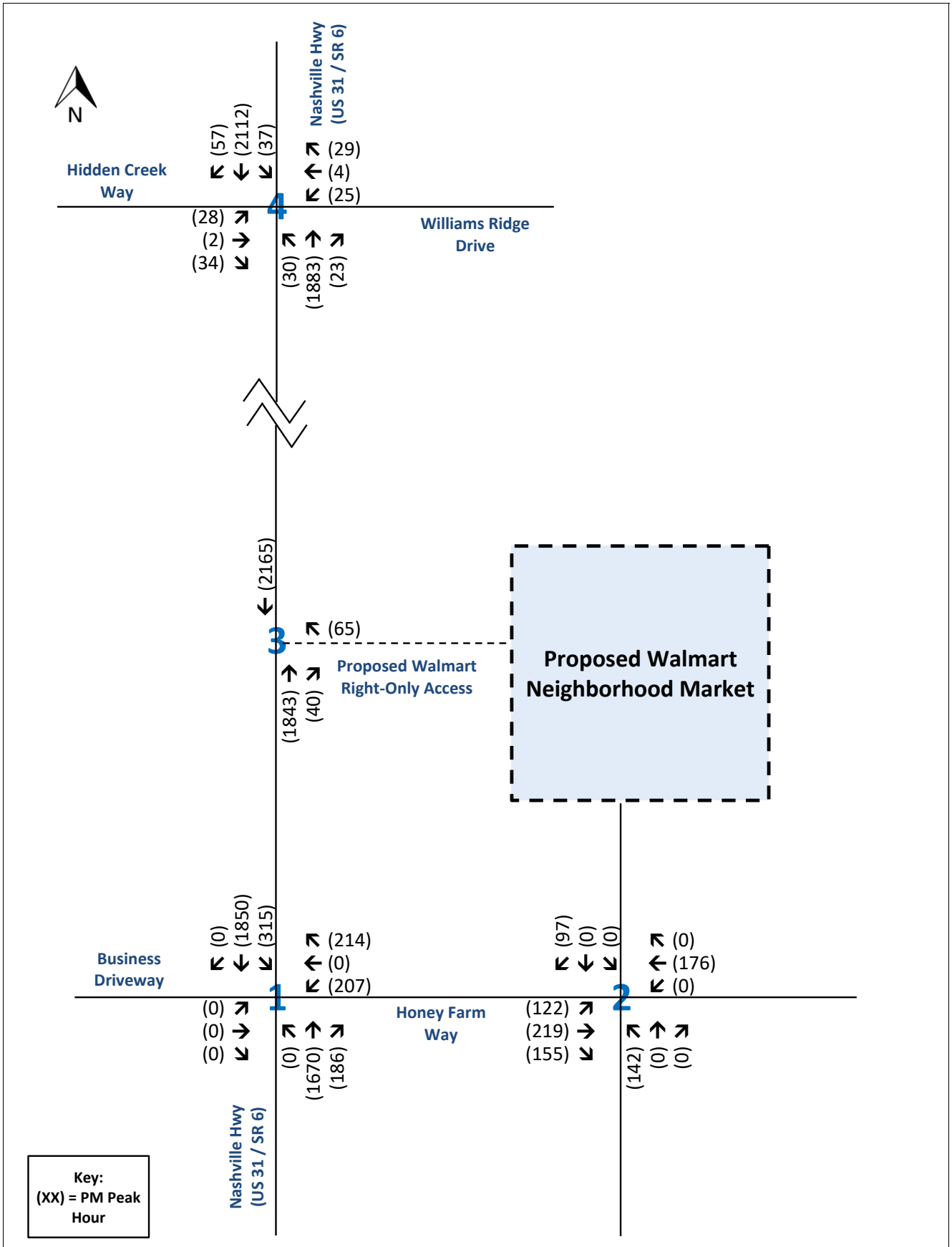
Traffic Assignment Worksheet
Total Passby Traffic Assignment
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



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

RGPHILLIPS CONSULTING
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

APPENDIX F

TURN LANE

EVALUATIONS

RIGHT TURN LANE

EVALUATIONS

RIGHT TURN LANE EVALUATION

Based on NCHRP 457

PROJECT: **Proposed Walmart Neighborhood Market - Honey Farm Crossing**

LOCATION: **#2 - Honey Farm Way & Walmart Access / Commercial Access**

SECENARIO: **2026 Projected Traffic Volumes**

TIME PERIOD: **AM Peak Hour**

DIRECTION: **Westbound**

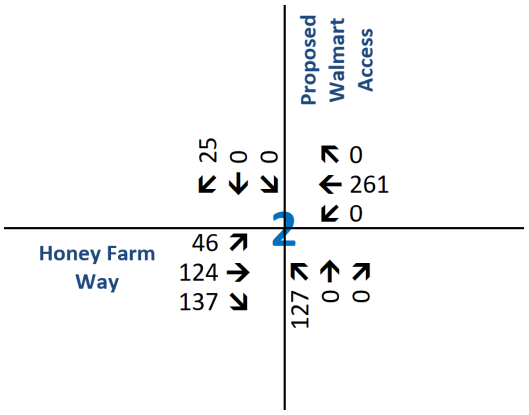


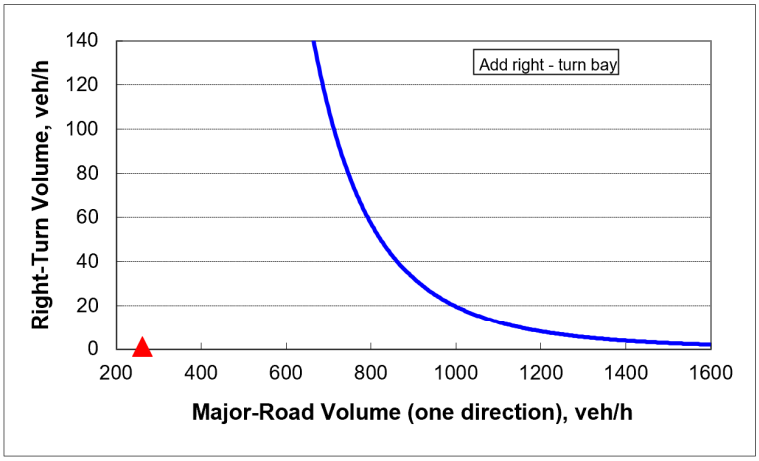
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	**Value**
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	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**

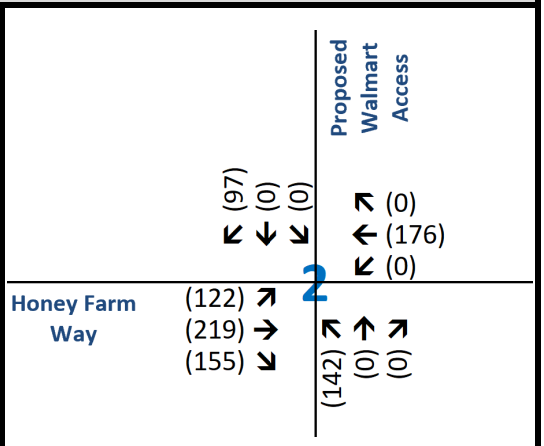


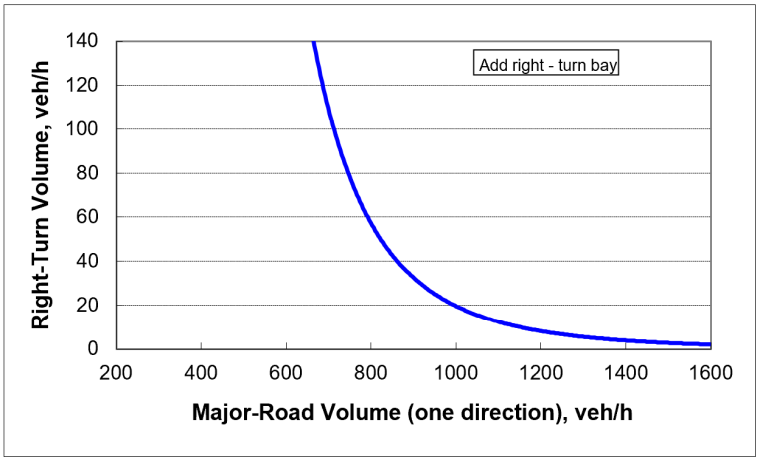
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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**

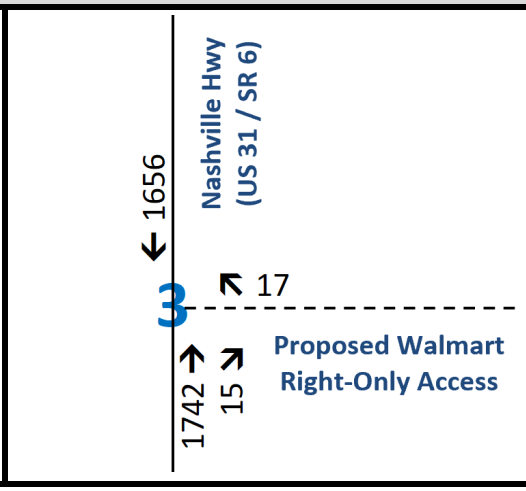


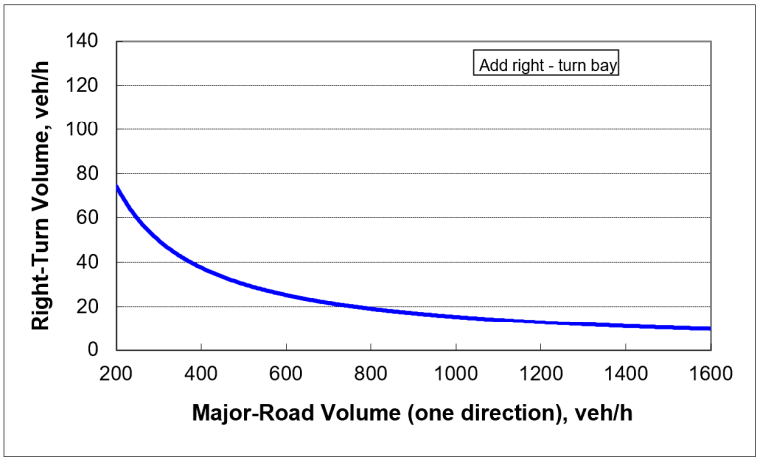
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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**

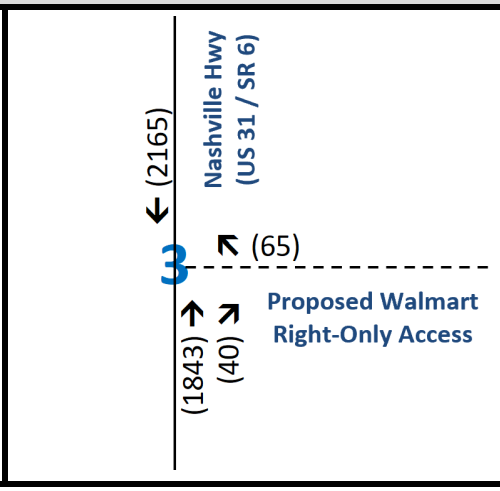


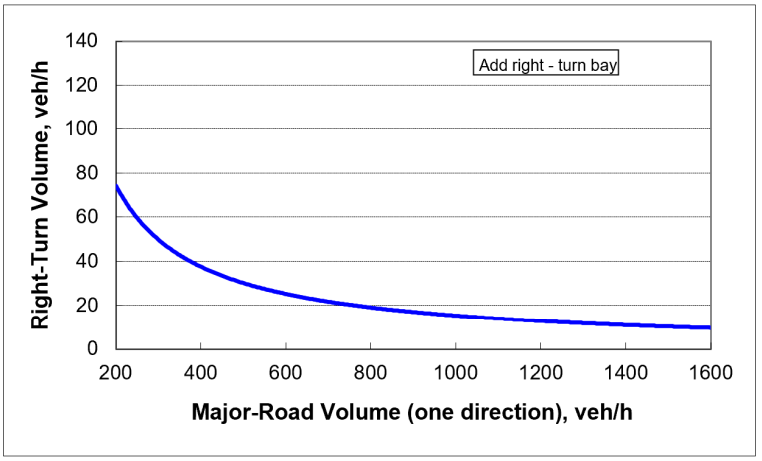
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

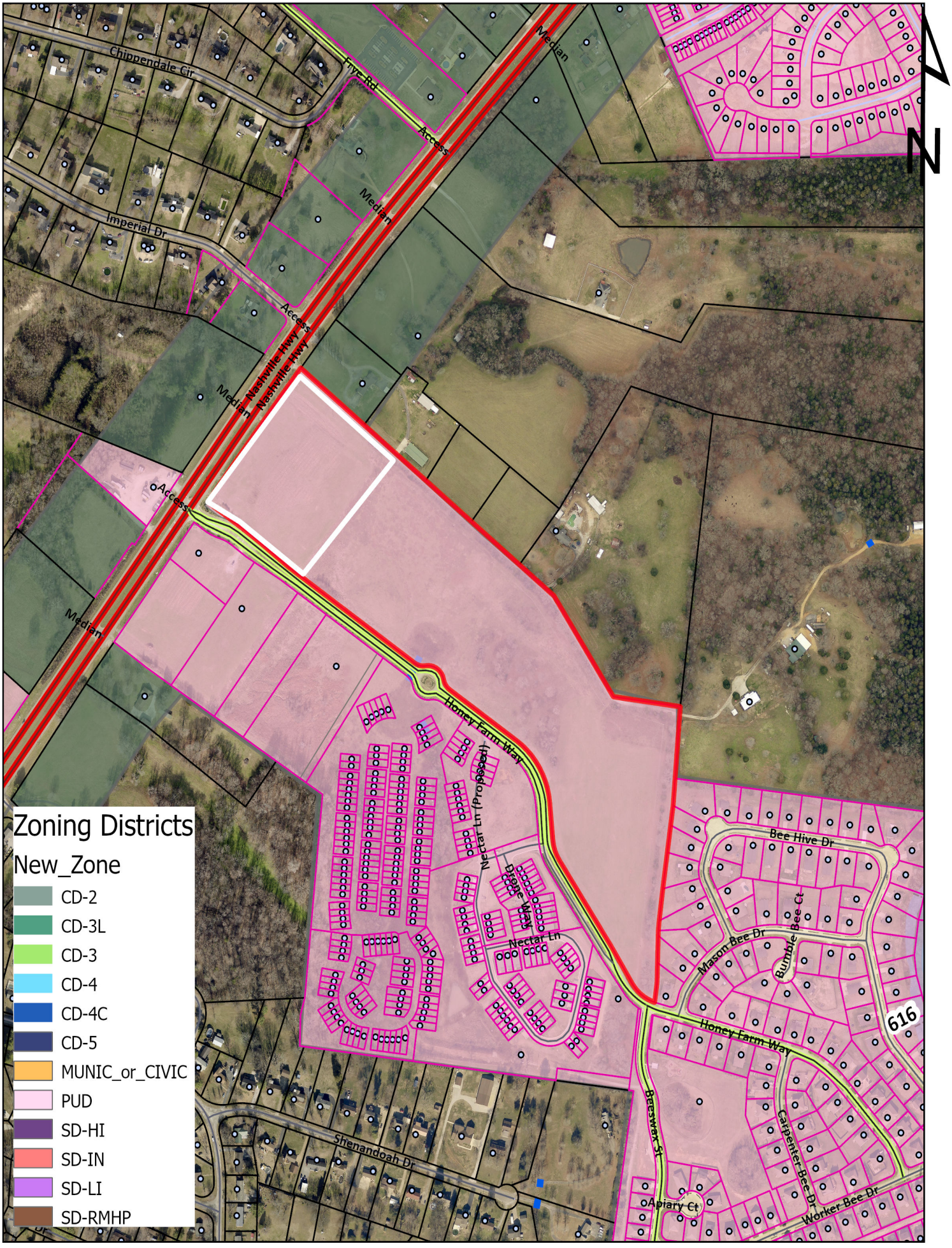
INPUT

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.	





25-0217/25-0219
Honey Farm PUD
Honey Farm Crossing Lot 6, portion of

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

CITY OF COLUMBIA
TENNESSEE

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

November 8, 2024

Olivia DuPuy
Carlson Consulting Engineers, Inc
7068 Ledgestone Commons
Bartlett, TN 38133

Re: Walmart Neighborhood Market; Corner of Nashville Hwy & Honey Farm Way, being Tax Map: 051 Parcel: 058.00

Dear Sir:

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

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

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

Yours truly,

COLUMBIA POWER SYSTEM

Trevor Gilmer
Power Engineering Manager

so

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

Columbia Fire & Rescue

Fire Flow Requirements

Water Purveyor: Columbia Power & Water System

Date: 4/11/24
Name: Chad Lueders
Phone: 636.497.2889
Email: chad.lueders@aiefire.com
Address/Parcel ID: 051 05800 000
Property Type: ☐ Residential ◉ Commercial ☐ Industrial
Construction Type: V-B
Enclosed Area (ft²): 50,000

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: 1,500 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: 4/11/2024

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

CARLSON CONSULTING ENGINEERS, INC.

June 11, 2025

City of Columbia
700 N Garden Street
Columbia, TN 38401

Re: Preliminary Plat 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.

The project's design has been coordinated with staff to best meet the City of Columbia's Zoning Code. Due to site constraints and the nature of the project, not all design principles were achievable. The applicant will request for relief from the City of Columbia Planning Commission within the submittal package.

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.

Equitas

December 2, 2024

Ms. Olivia DuPuy
Carlson Consulting Engineers, Inc.
7068 Ledgestone Commons
Bartlett, TN 38133

RE: Project Development Application
Walmart Neighborhood Market #03908-1000
2248 Nashville Hwy, Columbia, TN

Olivia:

Please accept this letter as confirmation that Drew Smith, Senior Vice President of Equitas Management Group, is authorized to sign the Project Development Application on behalf of EMG Honey Farm, LLC.

Sincerely,

Reggie Vachon, Jr.
Executive Vice President

CITY OF COLUMBIA TENNESSEE

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

Preliminary Plat, Site Development Plan, and PUD Checklist

Development: #03908-1000 Walmart Neighborhood Market

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

General

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

Lots and Land-Use

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

Structures

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

CITY OF COLUMBIA TENNESSEE

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

Grading, Drainage, and Storm

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

Streets, Parking, and Pedestrian Elements

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

Landscaping, Open Space, and Amenities

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

Utilities

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

CITY OF
COLUMBIA
TENNESSEE

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

PUD Specific Items

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

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

Checklist Completed By:

Olivia DuPuy	Olivia DuPuy Digitally signed by Olivia DuPuy Date: 2025.06.11 11:20:25 -05'00'	6/11/2025
Print Name	Signature	Date

Water's Edge at Taylor Bend Preliminary PUD Master Plan

Project #:	25-0196	**Location:**	090 007.12
Applicant:	Greg Gamble	**Case Type(s):**	Preliminary PUD Master Plan
Staff Planner:	Charles Rush, Principal Planner	**Proposed Use:**	PUD-MU

PROJECT SUMMARY

The applicant is seeking approval for a Preliminary PUD Master Plan to establish a Planned Unit Mixed Use Development (PUD-MU). The PUD-MU proposes a total of 94 units, which have a combination of townhomes and multi-family buildings (82 dwelling units in 5 multi-family buildings, and 12 dwelling units from townhomes) (which is a total of Total Density of 18.8 DUA for the proposed development). **12 Density Unit Acre (12 DUA) is the maximum allowed in PUD-MU; the applicant has not requested a deviation from this standard.**

- The target site is +/- 5.0 acres.
- Each of the proposed buildings is on its building site. A total of 17 building sites is within the proposed PUD-MU development.
- Per the zoning PUD-MU standards, a total of 20% of building sites are allowed to front a pedestrian way instead of a thoroughfare. A total of 2 of the proposed 17 buildings are proposed to be enfronted by a pedestrian way, which makes 12% of the buildings (Buildings 16 & 17).
- The property is currently zoned Planned Unit Development (PUD); however, the previous Multi-Family PUD plan was approved in July 2020 and has expired due to inactivity. The PUD-MU zoning designation is supported in Connect Columbia; the area is reflected as the City Center & Urban Village Future Land Use Character Area.
- Parcel size is required to be a 10-acre minimum for a PUD-MU zoning classification; however, this parcel is already zoned PUD.
- A civic space is included, which has a patio and grill seating area, an amenity pool and pool deck, and an entertainment lawn and/or dog park. 5% is the requirement for Civic Spaces, and the applicant has provided 6.2%.

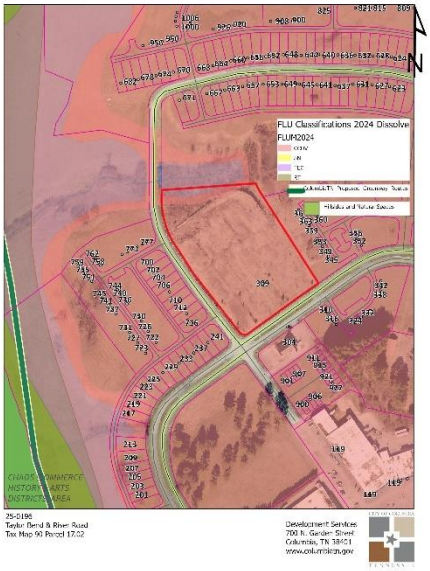
- The site has vehicular access along Taylor Bend and River Road.
- Parking: Attached dwellings, except for Two Family Dwellings, parking requirement is 2 per Dwelling Unit in PUD-R & PUD-MU. 94 units x 2 per unit = 188 total parking spaces needed. 1 parking space is needed per 5,000 sq ft of civic space (3 parking spaces meet the requirement). 188+3=191 parking spaces required, and 209 parking spaces are shown. 248 parking spaces are permitted with 30% adjustment above base parking ratio.
- Elevations: The proposed townhomes & multifamily buildings are using brick and cementitious siding (Hardie board).
- **Deviations Request**: Façade Windowsill height, if residential: 5 ft min. above average grade at façade (proposed 4 ft min).
- **Additional Comments**: PUD-MU only permits 12 Density acre max (proposed 18.8 density per acre).
- **Applicants needs to state that they will comply with all PUD-MU standards and other standards related to development.**
- The DRC reviewed this proposal at its June 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 **Recommending Body** for Preliminary PUD Master Plans.
- The City Council is the **Approving Body** for Preliminary PUD Master Plans.
- Templates are provided at the end of the report to assist the Planning Commission in crafting properly formatted motions.

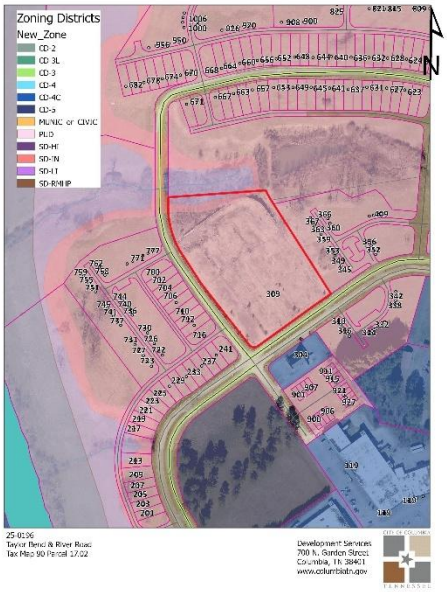
SITE INFORMATION

CURRENT ZONING	EXISTING USE	EXISTING IMP.	LAND AREA
PUD-MU	In Development	Vacant	+/-5 Acres



FUTURE LAND USE MAP	ZONING MAP





SITE CONTEXT/ADJACENT PROPERTIES			
	Future Land Use	Zoning	Current Use
Subject Property	City Center Urban Village	PUD	Undeveloped
North	City Center Urban Village	PUD	Townhomes
South	City Center Urban Village	PUD/CD-4C	Townhomes/Commercial
East	City Center Urban Village	PUD	Townhomes
West	City Center Urban Village	PUD	Townhomes/Undeveloped

The subject site is currently undeveloped. The property is surrounded by townhomes to the east and west and by a realtor's office to the south.

CONFORMITY WITH ZONING ORDINANCE

Deviations Request:

- Façade Windowsill height, if residential: 5 ft min. above average grade at façade (proposed 4 ft min).



Additional Comments:

- PUD-MU is 12 Density per acre max (proposed 18.8 density per acre).

PUD-MU **TABLE 4.3.1-M DISTRICT STANDARDS**
PLANNED UNIT DEVELOPMENT – MIXED USE

Density / Floor Area Ratio (FAR)	*Applicable only to Development Parcels
12 Density Units per acre max	

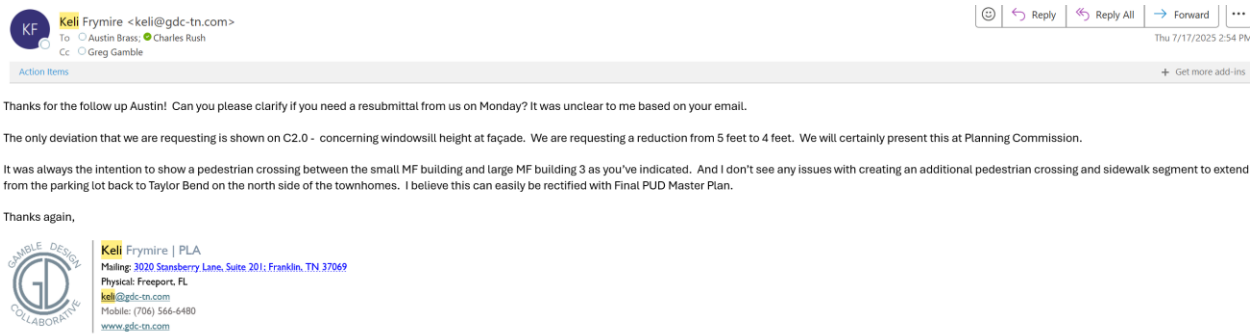
***Red text below are deviations for the PUD-MU standards**

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 (except townhomes) 18 ft. min/ 24 ft. max for townhomes with a max of 6 units attached (100' max).	Townhome Building Site 1: 20' Townhome Building Site 2: 20' Townhome Building Site 3: 20' Townhome Building Site 4: 20' Townhome Building Site 5: 20' Townhome Building Site 6: 20' Townhome Building Site 7: 20' Townhome Building Site 8: 20' Townhome Building Site 9: 20'

	Small Multifamily Buildings are 100' max.	Townhome Building Site 10: 20' Townhome Building Site 11: 20' Townhome Building Site 12: 20' Large Multi-family Building Site 13: 91.5' Large Multi-family Building Site 14: 137.3 Large Multi-family Building Site 15: 97.8' Small Multi-Family Building Site 16: 46' Large Multi-family Building Site 17: 170.4'
Lot/Building Enfrontment:	Facades must have main entrance in principle of building frontage (up to 20% of building Sites are allowed to enfront a pedestrian way instead of thoroughfares)	The façade of the building enfronts a dedicated thoroughfare. Building Sites 16 and Building 17 enfronts a pedestrian way, proposed 12%
Building Height:	2 stories minimum **Subject to adjacent uses in PUD MU per Planning Commission*	All proposed structures meet or exceed requirements.
Frontage Buildout:	60% minimum	Townhome Building Site 1: 66.7% Townhome Building Site 2: 100% Townhome Building Site 3: 100% Townhome Building Site 4: 100% Townhome Building Site 5: 100% Townhome Building Site 6: 66.7% Townhome Building Site 7: 66.7% Townhome Building Site 8: 100% Townhome Building Site 9: 100% Townhome Building Site 10: 100% Townhome Building Site 11: 100% Townhome Building Site 12: 66.7% Large Multi-family Building Site 13: 97% Large Multi-family Building Site 14: 86% Large Multi-family Building Site 15: 81% Small Multi-Family Building Site 16: **56%** Large Multi-family Building Site 17: 79%
Setbacks:	**Principal Buildings** **Front:** 0-20 ft. **Front (Secondary)**: 0-20' **Side:** 0' attached, otherwise 10 ft- 24ft. **Rear:** NR.	**Front:** 10-13' Townhomes; 10-15' Multi-family **Front (Secondary)**: 4' **Side:** - 0'; 10'-24' **Rear:** NR

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 street section or pedestrian way..
Vertical Composition:	Identifiable Base, Middle, & Cap.	The facade includes a defined base and cap. **Missing defined middle on all elevations (color is a defined as a middle)**
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, 50% for shopfront.	**Building Site 17 (Building 4) only has a glazing of 18% for the façade frontage along the pedestrian way.** Other buildings meet the requirements of 20% minimum. Townhome calculations are needed, but must meet the 20%-60% requirement.
Window Shape:	Square or vertical proportions.	All windows are square or vertically proportioned
Window Alignment:	Upper-floor windows and other features must be aligned with those of the first floor.	**Buildings do not conform to this requirement (see elevations)**
Window Types:	Single-hung, double-hung, casement.	All windows adhere to the window type standards as described.
Window Glazing Material:	Clear	All windows are 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)	**(proposed 4 ft min).**
Façade Variety:	No façade may exist more than once on a block face or within view of same façade	Requirement is met.
Roof Type & Pitch:	Flat/ Shed (P at rear only and if ridge is attached to an exterior Building wall; except for porches, stoops or dormers which may have a shed roof anywhere on the Building) Hip/ Gable/ Ptch 6:12-14:12, (except for shed roofs which may be 3;12-14;12 and except rof pitch may match the primary roof	Flat & Gable
Primary Building Materials:	Brick, Natural Stone, Wood, Cementitious Siding, Authentic stucco over masonry	Brick & Cementitious siding
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.



Keli Frymire <keli@gdc-tn.com>
To Austin Brass; Charles Rush
Cc Greg Gamble

Reply | Reply All | Forward
Thu 7/17/2025 2:54 PM

Action Items
Get more add-ins

Thanks for the follow up Austin! Can you please clarify if you need a resubmittal from us on Monday? It was unclear to me based on your email.

The only deviation that we are requesting is shown on C2.0 - concerning windowsill height at façade. We are requesting a reduction from 5 feet to 4 feet. We will certainly present this at Planning Commission.

It was always the intention to show a pedestrian crossing between the small MF building and large MF building 3 as you've indicated. And I don't see any issues with creating an additional pedestrian crossing and sidewalk segment to extend from the parking lot back to Taylor Bend on the north side of the townhomes. I believe this can easily be rectified with Final PUD Master Plan.

Thanks again,

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

REVIEW PROCESS

The Development Review Committee evaluated the proposed Preliminary PUD Master Plan at its June 2025 meeting, as directed by section **8.3.7** of the Zoning Ordinance. Technical comments are provided in the agenda package.

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 render 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)

SAMPLE MOTIONS

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.

Melissa Sanders

From: Charles Rush
Sent: Monday, August 11, 2025 12:29 PM
To: Melissa Sanders
Subject: FW: Taylor Bend/Waters Edge PUD Project# 25-0196 - Deferral Request

CHARLES RUSH
Development Services
Principal Planner

Office: (931) 560-1531

CRush@ColumbiaTN.gov

www.ColumbiaTN.gov

700 N Garden Street, Columbia, TN 38401

From: Keli Frymire <keli@gdc-tn.com>
Sent: Monday, August 11, 2025 12:23 PM
To: Paul Keltner <PKeltner@Columbiatn.gov>; Austin Brass <ABrass@Columbiatn.gov>; Charles Rush <CRush@Columbiatn.gov>
Cc: Greg Gamble <greg.gamble@gdc-tn.com>; Cliff Smith <cliff.smith@cpsland.com>
Subject: [Caution External Email] - Taylor Bend/Waters Edge PUD Project# 25-0196 - Deferral Request

Good morning all,

The applicant for the Taylor Bend/Waters Edge Preliminary PUD Master Plan, project#25-0196 is requesting to defer this item from the August 13, 2025 Planning Commission agenda to be heard at the September 10, 2025 PC. It is our intention to submit revised plans on Monday, September 18 to resolve staff comments.

Please confirm receipt of this request.

Thank you,

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

Melissa Sanders

From: Moore, Joshua Daniel (2004) <moorejd@rose-hulman.edu>
Sent: Sunday, August 10, 2025 7:27 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [Caution External Email] - Oppose Bear Springs Final PUD Master Plan (Mark Merrill, Ragan Smith, and Meritage Homes)
Attachments: Moore_Joshua_Planning_Commission_Bear_Springs_PUD_Opposition_August_2025.pdf; Moore_Joshua_Planning_Commission_Bear_Springs_PUD_Opposition_August_2025_small.pdf

Dear Planning Commission Members,

See attached for my full opposition letter.

I urge you to deny approval of the Bear Springs Final PUD Master Plan until Meritage Homes resolves ongoing problems at Taylor Landing, where they remain in full control. Meritage has missed the City's August 11 deadline to finish six outstanding punch lists. Over 30 Taylor Landing homes recently failed State Fire Marshal inspections, where electrical fire hazards were found. The City has also recently issued code violations for trash and overgrown weeds. Our irrigation system has been broken for over a month, and landscaping continues to be in disrepair.

Meritage has not delivered on the promises they made to homeowners. The City should not subject future Bear Springs homeowners to the same nightmare we continue to face at Taylor Landing, nor reward a developer with such an egregious record of failures by rubber stamping another large-scale development for them.

Respectfully,

Joshua Moore
360 Coleman Ct.
Columbia, TN 38401

Joshua D. Moore
President, Taylor Landing Homeowner Advocacy
360 Coleman Ct.
Columbia, TN 38401

August 10, 2025

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

RE: Opposition to Final PUD Master Plan - Bear Springs (Mark Merrill, Ragan Smith, and Meritage Homes)

Dear Planning Commission Members,

I strongly oppose approval of the "Request from Mark Merrill for Final PUD Master Plan of Bear Springs Subdivision Phases 1A-B, 2A-C, and 3A being a portion of Tax Map 92 Parcel 12 off Bear Creek Pike." This is a **Meritage Homes** development being submitted by Ragan Smith. The City should not approve new large-scale projects for a developer that continues to demonstrate systemic safety violations, regulatory noncompliance, environmental disregard, and failure to meet existing obligations to Columbia homeowners at Taylor Landing.

Ongoing Safety and Code Violations at Taylor Landing

Meritage, as declarant, remains in complete control of both Taylor Landing and it's HOA, and has failed to resolve serious, well-documented problems:

- **Missed August 11, 2025 Deadline**: After years of inaction on punch list repairs, Taylor Landing homeowners had to campaign to secure a City deadline of August 11 for Meritage to complete six (6) outstanding punch lists. This came after multiple Meritage bonds expired on June 30, 2025. Even with this deadline, Meritage has still not completed all required work.
- **Electrical Fire Hazards**: For years, multiple homes at Taylor Landing have reported burnt attic disconnect boxes. In April, I asked Meritage (through our property manager, Ghertner & Company) to take immediate action on this life-threatening issue. Meritage did nothing for months until I worked with the Tennessee State Fire Marshal's Office (SFMO), which initiated safety inspections. Only after the safety inspections found violations in homes, did Meritage offer repairs, an apparent belated attempt to avoid greater liability.



Burnt attic HVAC disconnect box found in Taylor Landing home in January 2024; SFMO found more homes with this and other electrical fire hazards during their recent 2025 inspections; Over 30 occupied homes failed state inspection years after the City allowed them to be being occupied.

This is not an isolated problem. Similar issues have been documented in at least **four Meritage developments across two states**, two in South Carolina and two in Tennessee. At Taylor Landing alone, more than 30 homes failed 2025 SFMO inspections, with violations stemming from Meritage's and its subcontractors' installation errors, including **oversized breakers, missing labels, and burnt HVAC disconnect boxes**.

A permit audit revealed that **90 homes** in Taylor Landing appear to have never been originally inspected for HVAC, a violation of Tennessee state law. This occurred because Meritage **did not include HVAC on their main electrical permits**, allowing HVAC systems to be installed without proper permits or inspections. The City had a duty to ensure HVAC and final electrical inspections were both completed before issuing Certificates of Occupancy, and failed to do so.

A recent review of Bear Springs permits already shows concerning similarities in HVAC permitting practices. If the City allows Meritage to proceed building homes at Bear Springs, it must ensure HVAC systems are properly permitted, installed, and inspected as required by state law before any more homes are built.

- **Trash, Landscaping, and Irrigation Failures**: The City has recently issued code violations at Taylor Landing for trash accumulation that went uncollected for nearly a year and overgrown weeds, including weeds several feet tall between homes. Despite these violations being reported nearly a month ago, Meritage, as declarant, has still not brought the development into compliance with City Code. The community irrigation system has been down for over a month (and failed repeatedly in past years as well), following a CPWS-reported leak that led to nearly **$40,000 in water bills** between May-July of this year. This has caused even further widespread plant and turf loss, after our landscaping had been in disrepair for years due to Meritage's neglect while in declarant control of the HOA, and strained our HOA's financials even more than they already were,



Trash and weeds at Taylor Landing that have led to recent City Code violations.

- **Environmental and Contractor Licensing Concerns:** In addition to the safety and code violations described above, Meritage's construction practices on their recent punch list work have raised additional environmental concerns and questions about contractor licensing.





Curb repair at Taylor Landing by Meritage, showing concrete near or in a storm drain leading to the Duck River.

This practice risks discharging construction debris, including concrete, directly into Columbia's MS4 stormwater system and ultimately the Duck River, a designated water source of critical importance to the region. Such discharges may violate both local MS4 requirements and stormwater regulations.

Meritage, as the licensed general contractor, bears full responsibility for ensuring its subcontractors perform work to code and in compliance with environmental regulations. The proximity of this repair to a storm drain and its apparent substandard quality show a troubling lack of oversight.

Neither MS4 enforcement nor TDEC has acted on any of the environmental concerns raised at Taylor Landing, despite photographic evidence.

This lack of accountability reinforces the need for the City to pause approvals for new Meritage projects until compliance with all applicable safety, code, and environmental standards is demonstrated.

- **City Enabling Ongoing Problems:** Despite these unresolved issues, Development Services has allowed Meritage to begin building at Bear Springs, even without an approved Final PUD Master Plan, and continues issuing permits and conducting inspections (that have apparently been failing in multiple homes) even as Meritage fails to bring Taylor Landing into basic safety, code, and environmental compliance. Meritage has even apparently significantly changed the elevations of the homes in the Bear Springs' PUD Master Plan, requesting approval for lower quality materials, expecting the City of Columbia to rubber stamp their changes.

No Approval Without Accountability

Before approving Meritage's Bear Springs Final PUD Master Plan, the City should require Meritage to:

1. Complete all six outstanding punch list items at Taylor Landing.
2. Resolve all landscaping and irrigation failures at Taylor Landing, including those cited in City code violations.

3. Demonstrate compliance with stormwater and environmental protection requirements, including MS4 and TDEC regulations.
4. Ensure all subcontracted work is properly supervised and meets code and quality standards.

Approving this PUD now would reward a developer with a documented pattern of noncompliance, undermine public trust, and weaken the credibility of the City's planning and inspection processes.

I urge the Planning Commission to deny approval until Meritage demonstrates full compliance and accountability at Taylor Landing.

Respectfully,

Joshua D. Moore
President, Taylor Landing Homeowner Advocacy

Joshua D. Moore
President, Taylor Landing Homeowner Advocacy
360 Coleman Ct.
Columbia, TN 38401

August 10, 2025

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

RE: Opposition to Preliminary PUD Master Plan - Waters Edge (Greg Gamble)

Dear Planning Commission Members,

I strongly oppose approval of the "Request from Greg Gamble for Preliminary PUD Master Plan with Architectural Design approval of Waters Edge at Taylor Landing located at River Road and Taylor Landing, being Tax Map 90 Parcl 7.12."[1] This development will create significant traffic, infrastructure, and community impacts, and will directly delay the transition of our HOA from Meritage Homes' control to homeowner control.

Traffic and Safety Concerns:

The applicant's traffic study was completed when the only planned exit from the project was onto River Road. The City has since required an additional entrance/exit onto Taylor Bend Road.

However, there is no updated traffic study addressing the major increase in traffic that will occur on Taylor Bend Road as a result, including the significant rise in vehicles entering and exiting Taylor Bend Road from Theta Pike. The original traffic study does not even cover the traffic on Taylor Bend Road to Theta Pike.

Before any approval, the City must require the developer to submit a revised, comprehensive traffic study that includes this connection and its impacts on surrounding roads.

Burden on Taylor Landing Resources

This development will place heavy additional demand on our community's infrastructure, amenities, roads, and parking, resources that will inevitably be used by apartment residents. Yet, none of the developer's promises to address these impacts are binding, because Meritage still controls our HOA and has not committed to enforceable agreements.

[1] The Planning Commission agenda as of August 10, 2025 shows the request as being "Taylor Landing" and the road being "Taylor Landing", although it's actually "Taylor Bend".

Unresolved Taylor Landing HOA Transition Issues

Taylor Bend Road, where Waters Edge construction will occur, is the same road the City has been trying for years to get Meritage to repair as part of the outstanding punch lists, completion of which must occur before our HOA can transition control to homeowners. Approving this development now will make those repairs even more difficult, delay completion of the Taylor Landing punch lists, and push back our transition date even further.

Property Maintenance Failures

The property already has overgrown weeds encroaching onto the curbs and the public road, an early indicator of poor maintenance practices and disregard for City code requirements, the same problem we have been dealing with regarding Meritage Homes' neglect.





Overgrowth including trees and weeds on the property in question, encroaching onto Taylor Bend Road, a public road (Photos taken August 9, 2025).





Overgrowth of the developer's other property, also showing encroaching weeds onto River Road, a public road (Photos taken August 9, 2025).

The developers also previously rezoned a property across River Road from this one, which will form a part of their planned Waters Edge complex, which all will be in the middle of Taylor Landing. That property too has been left unmaintained and now exhibits the same types of City code violations, overgrowth and weeds more than 12 inches high encroaching onto curbs and the public road. Approving a major new development for an applicant with visible maintenance failures on two properties only sets the stage for further code enforcement problems.

Require Solutions Before Approval

Before granting any approval for the Waters Edge PUD, the City should require the developer to:

1. Submit a revised traffic study that fully addresses the new Taylor Bend Road access point and its impacts.
2. Commit, in binding form, to funding and implementing measures to offset impacts on Taylor Landing's infrastructure and resources.
3. Coordinate road and punch list repairs with Meritage to ensure the Taylor Landing HOA transition is not delayed.
4. Resolve existing code violations for overgrown weeds.

Until these issues are resolved, approval would be premature and contrary to the City's responsibility to protect existing neighborhoods.

Respectfully,

Joshua D. Moore
President, Taylor Landing Homeowner Advocacy

Joshua D. Moore
President, Taylor Landing Homeowner Advocacy
360 Coleman Ct.
Columbia, TN 38401

August 10, 2025

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

RE: Opposition to Preliminary PUD Master Plan - Waters Edge (Greg Gamble)

Dear Planning Commission Members,

I strongly oppose approval of the "Request from Greg Gamble for Preliminary PUD Master Plan with Architectural Design approval of Waters Edge at Taylor Landing located at River Road and Taylor Landing, being Tax Map 90 Parcl 7.12."[1] This development will create significant traffic, infrastructure, and community impacts, and will directly delay the transition of our HOA from Meritage Homes' control to homeowner control.

Traffic and Safety Concerns:

The applicant's traffic study was completed when the only planned exit from the project was onto River Road. The City has since required an additional entrance/exit onto Taylor Bend Road.

However, there is no updated traffic study addressing the major increase in traffic that will occur on Taylor Bend Road as a result, including the significant rise in vehicles entering and exiting Taylor Bend Road from Theta Pike. The original traffic study does not even cover the traffic on Taylor Bend Road to Theta Pike.

Before any approval, the City must require the developer to submit a revised, comprehensive traffic study that includes this connection and its impacts on surrounding roads.

Burden on Taylor Landing Resources

This development will place heavy additional demand on our community's infrastructure, amenities, roads, and parking, resources that will inevitably be used by apartment residents. Yet, none of the developer's promises to address these impacts are binding, because Meritage still controls our HOA and has not committed to enforceable agreements.

[1] The Planning Commission agenda as of August 10, 2025 shows the request as being "Taylor Landing" and the road being "Taylor Landing", although it's actually "Taylor Bend".

Unresolved Taylor Landing HOA Transition Issues

Taylor Bend Road, where Waters Edge construction will occur, is the same road the City has been trying for years to get Meritage to repair as part of the outstanding punch lists, completion of which must occur before our HOA can transition control to homeowners. Approving this development now will make those repairs even more difficult, delay completion of the Taylor Landing punch lists, and push back our transition date even further.

Property Maintenance Failures

The property already has overgrown weeds encroaching onto the curbs and the public road, an early indicator of poor maintenance practices and disregard for City code requirements, the same problem we have been dealing with regarding Meritage Homes' neglect.





Overgrowth including trees and weeds on the property in question, encroaching onto Taylor Bend Road, a public road (Photos taken August 9, 2025).





Overgrowth of the developer's other property, also showing encroaching weeds onto River Road, a public road (Photos taken August 9, 2025).

The developers also previously rezoned a property across River Road from this one, which will form a part of their planned Waters Edge complex, which all will be in the middle of Taylor Landing. That property too has been left unmaintained and now exhibits the same types of City code violations, overgrowth and weeds more than 12 inches high encroaching onto curbs and the public road. Approving a major new development for an applicant with visible maintenance failures on two properties only sets the stage for further code enforcement problems.

Require Solutions Before Approval

Before granting any approval for the Waters Edge PUD, the City should require the developer to:

1. Submit a revised traffic study that fully addresses the new Taylor Bend Road access point and its impacts.
2. Commit, in binding form, to funding and implementing measures to offset impacts on Taylor Landing's infrastructure and resources.
3. Coordinate road and punch list repairs with Meritage to ensure the Taylor Landing HOA transition is not delayed.
4. Resolve existing code violations for overgrown weeds.

Until these issues are resolved, approval would be premature and contrary to the City's responsibility to protect existing neighborhoods.

Respectfully,

Joshua D. Moore
President, Taylor Landing Homeowner Advocacy

Melissa Sanders

From: Moore, Joshua Daniel (2004) <moorejd@rose-hulman.edu>
Sent: Sunday, August 10, 2025 7:33 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [Caution External Email] - Oppose Waters Edge Preliminary PUD Master Plan (Greg Gamble)
Attachments: Moore_Joshua_Planning_Commission_Waters_Edge_PUD_Opposition_August_2025_small.pdf

Dear Planning Commission Members,

See attached for my full opposition letter.

Please deny the Waters Edge Preliminary PUD. The traffic study is outdated and ignores the new Taylor Bend Road access. The project will increase demand on Taylor Landing's roads and amenities without any binding commitments to address the impact.

The site already has overgrown weeds in violation of City code, and the developers have allowed both this property and their other property, which will form part of the apartment complex, to remain in violation. This shows a lack of respect for our community as well as City code.

Construction will also impact and delay the Taylor Bend Road repairs that Meritage Homes is required to complete as part of its punch lists, repairs the City must secure within the one-year window after bonds expired on June 30, 2025.

Respectfully,

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

Melissa Sanders

From: Greg Wood <g.a.wood@outlook.com>
Sent: Sunday, August 10, 2025 9:28 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [External - USE CAUTION] Oppose Bear Springs Final PUD Master Plan (Mark Merrill, Ragan Smith, and Meritage Homes)

Dear Planning Commission Members,

I urge you to deny approval of the Bear Springs Final PUD Master Plan until Meritage Homes resolves ongoing problems at Taylor Landing, where they remain in full control. Meritage has missed the City's August 11 deadline to finish six outstanding punch lists. Over 30 Taylor Landing homes recently failed State Fire Marshal inspections, where electrical fire hazards were found. The City has also recently issued code violations for trash and overgrown weeds. Our irrigation system has been broken for over a month, and landscaping continues to be in disrepair.

Meritage has not delivered on the promises they made to homeowners. The City should not subject future Bear Springs homeowners to the same nightmare we continue to face at Taylor Landing, nor reward a developer with such an egregious record of failures by rubber stamping another large-scale development for them.

Respectfully,

Greg Wood
414 Palmetto Dr
Columbia, TN

Melissa Sanders

From: Greg Wood <g.a.wood@outlook.com>
Sent: Sunday, August 10, 2025 9:37 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
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Respectfully,

Greg Wood
414 Palmetto Dr
Columbia, TN

Melissa Sanders

From: Kristina Dickson <kdickson1112@gmail.com>
Sent: Sunday, August 10, 2025 8:36 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
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Meritage has not delivered on the promises they made to homeowners. The City should not subject future Bear Springs homeowners to the same nightmare we continue to face at Taylor Landing, nor reward a developer with such an egregious record of failures by rubber stamping another large-scale development for them. Please do what is right and deny this company of any future communities in this beautiful county.

Respectfully & Fed up with Meritage,
Kristina R. Dickson
Taylor Landing
758 Prairie View Drive
Columbia, TN 38401
615.335.5894

Melissa Sanders

From: Kristina Dickson <kdickson1112@gmail.com>
Sent: Sunday, August 10, 2025 8:45 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
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The site already has overgrown weeds in violation of City code, and the developers have allowed both this property and their other property, which will form part of the apartment complex, to remain in violation. This shows a lack of respect for our community as well as City code.

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Respectfully & Hopeful,
Kristina R. Dickson
Taylor Landing
758 Prairie View Drive
Columbia, TN 38401
615.335.5894

Melissa Sanders

From: Robert Migliavacca <rwmiglia@gmail.com>
Sent: Monday, August 11, 2025 11:12 AM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
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Respectfully,

Robert W Migliavacca
767 Foxland Dr
Columbia, TN 38401

Melissa Sanders

From: Robert Migliavacca <rwmiglia@gmail.com>
Sent: Monday, August 11, 2025 11:15 AM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
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Robert W Migliavacca
767 Foxland Dr
Columbia, TN 38401

Melissa Sanders

From: Craig Humphreys <humphreyscraig@yahoo.com>
Sent: Monday, August 11, 2025 11:19 AM
To: vcgoatz@columbiatn.gov; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
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Respectfully,

Warren Humphreys

908 Oak Ridge Taylor landing

Columbia, Tn 38401

Melissa Sanders

From: Kristina Dickson <kdickson1112@gmail.com>
Sent: Sunday, August 10, 2025 8:36 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
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Taylor Landing
758 Prairie View Drive
Columbia, TN 38401
615.335.5894

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Sent: Sunday, August 10, 2025 8:45 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
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Respectfully & Hopeful,
Kristina R. Dickson
Taylor Landing
758 Prairie View Drive
Columbia, TN 38401
615.335.5894

Melissa Sanders

From: Tim Davis <tim347davis@gmail.com>
Sent: Monday, August 11, 2025 12:57 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [External - USE CAUTION]

Subject: Oppose Bear Springs Final PUD Master Plan (Mark Merrill, RaganSmith, and Meritage Homes)

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Respectfully,

Tim J Davis
334 Seaton Way
Columbia, TN 38401

Melissa Sanders

From: Tim Davis <tim347davis@gmail.com>
Sent: Monday, August 11, 2025 1:01 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
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Respectfully,

Tim Davis
334 Seaton Way
Columbia, TN 38401

Melissa Sanders

From: Todd Wilson <todd@toddwilson.org>
Sent: Monday, August 11, 2025 7:36 PM
To: Austin Brass
Cc: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; Christa Martin; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [Caution External Email] - City of Columbia Waters Edge Project

Austin,

Thank you for getting back to me. I reviewed the developer's plans. I'm glad they are resolving some of our past concerns. However, I remain strongly opposed to this Waters Edige Project and have five primary concerns as described below. I would like you to record these comments in the public record / official community feedback and to ensure the Mayor, Planning Commissioner, and other key City Officials know of these concerns. They are representative of the community at large.

1. I remain strongly opposed to allowing high-density housing on a 5-acre parcel that sits within the footprint of the 78 acres of Taylor Landing. This small parcel will almost instantly add 33% more housing units within our community. The footprint of the subject development lies entirely within the larger footprint of Taylor Landing. As such, the potential for unintended consequences impacting the 300 family units in Taylor Landing is high.

2. With an increase of about 33% more housing units within the footprint of Taylor Landing, there is no way to control this influx of housing (and resident) density from using our Taylor Landing amenities (playground, trails, dog walk, etc.). This will result in heavier usage on our infrastructure, over which we have no control. For example, my home, and at least 50% of the others in Taylor Landing, are farther from our community amenities than this new development will be. Because the lot sits squeezed between Taylor Landing homes, the residents of the new development will likely access and use our amenities whenever they want.

This will also exacerbate the parking problem we already face. The illegal parking problem we already have is only going to get worse with nearly 100 new housing units, including some small business owners who likely think it's okay to park their business vehicles on our streets.

At a minimum, the developer should be required to contribute substantially to our HOA fees that go to maintain infrastructure.

3. The city is insisting that the developer add a primary entrance/exit from near the back of the property directly into Taylor Landing on Taylor Bend. If this is a requirement to meet other City codes or requirements, this is all the justification necessary to disapprove this high-density development on a 5-acre lot that is within an established community. A high-density housing project does not have to be allowed there, given the context of it residing entirely within the bounds of an established, much lower-density community. The requirement to have a second egress point because of housing density creates a SIGNIFICANT negative impact on the residents of Taylor Landing. This alone is sufficient justification to disapprove this project. I suggest the City pursue a waiver to allow only one egress point. Surely that would not be approved, primarily because of the high housing density being served on such a small lot. Surely the planning commission is smart enough to see the paradox.

4. The completed traffic study appears to be flawed. It did not consider traffic via Taylor Bend to Theta Pike. I'm not sure how that's possible, and it gives me concern about the rigor with which the city is looking at the details. The City is now requesting the developer to add an entrance/exit from the back of the property onto Taylor Bend. This will significantly add to car traffic through Taylor Bend. The traffic study needs to be redone to consider the increased traffic through the main artery route in Taylor Landing.

5. The developer has already obtained the City's approval for their plans for the property across the street from this one. However, they did not inform the City or the neighborhood that they planned to put a swimming pool and clubhouse on the tree lot property and share those amenities with their housing across the street. By obtaining approvals in pieces, the developer does not have to highlight the higher traffic that will be generated in our footprint. This needs to be added to the City report, and the City officials and the planning commission need to know this amplifies the concerns already raised above.

Please confirm these comments have been received, that the planning commission will see them, and they will be incorporated into the documentation with the report.

Thank you

Todd Wilson

On Aug 11, 2025, at 8:02 PM, Austin Brass <ABrass@Columbiatn.gov> wrote:

Mr. Wilson:

Thank you for reaching out and your patience with the email response. Staff has been in discussion with the applicant to ensure the request meets all city standards before putting the item on the docket for Planning Commission.

With this request the applicant has formally requested to defer this item to the September Planning Commission meeting.

Best,
-Austin

From: Todd Wilson <todd@toddwilson.org>
Sent: Sunday, August 10, 2025 11:18 AM
To: Austin Brass <ABrass@Columbiatn.gov>; Paul Keltner <PKeltner@Columbiatn.gov>
Cc: Charles Rush <CRush@Columbiatn.gov>; Melissa Sanders <MSanders@Columbiatn.gov>; Moore, Joshua Daniel (2004) <moorejd@rose-hulman.edu>
Subject: [Caution External Email] - Re: City of Columbia Waters Edge Project

Austin - I never heard back on the question below.

Thanks
Todd Wilson

On Aug 6, 2025, at 8:26 PM, Todd Wilson <todd@toddwilson.org> wrote:

Austin,

I'm looking through the revised PUD for the Waters Edge Project. It appears the applicant's traffic study was completed when the only exit from the project was onto River Rd. The city apparently is requiring the applicant to put an entrance/exit onto Taylor Bend Road (which our community is adamantly opposed to). The applicant's resubmittal shows the additional entrance/exit onto River Road. However, I do not see an updated traffic study to address the increased traffic that will result inside Taylor Bend, including the significant increase in traffic entering and exiting Taylor Bend Road from Theta Pike. Is the developer being required to submit a revised traffic study based on the second access point? I reviewed the traffic study, and remarkably, it does not even cover the traffic on Taylor Bend to Theta Pike. Why would that have been skipped in the original traffic pattern, and will the developer now have to update the traffic study?

Todd Wilson

> On Jul 29, 2025, at 10:07 AM, Austin Brass <ABrass@Columbiatn.gov> wrote:
>
> Good Morning:
>
> Please see attached per our discussion this morning.
>
> Thank you.
>
> <image001.png>

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.

This email has been scanned for viruses and malware, and may have been

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This email has been scanned for viruses and malware, and may have been automatically archived by Mimecast, a leader in email security and cyber resilience. Mimecast integrates email defenses with brand protection, security awareness training, web security, compliance and other essential capabilities. Mimecast helps protect large and small organizations from malicious activity, human error and technology failure; and to lead the movement toward building a more resilient world. To find out more, visit our website.

Melissa Sanders

From: donna todd <dtodd3695@gmail.com>
Sent: Monday, August 11, 2025 6:28 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; Christa Martin; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [External - USE CAUTION] Oppose Bear Springs Final PUD Master Plan (Mark Merrill, Ragan Smith, and Meritage Homes)

Dear Planning Commission Members,

In reference to any new development by the Meritage Home Development company vote NO. This company is unethical and dishonest. They do subpar work, cut corners, avoid inspections and lie to everyone. I urge you to deny approval of the Bear Springs Final PUD Master Plan until Meritage Homes resolves ongoing problems at Taylor Landing, where they remain in full control. You as the City Commission gave until August 11 to finish all the unfinished punch items and mess they have left in our neighborhood. From what I understand they have not met this deadline. Over 30 Taylor Landing homes recently failed State Fire Marshal inspections, where electrical fire hazards were found. The City has also recently issued code violations for trash and overgrown weeds. Our irrigation system has been broken for over a month, and landscaping continues to be an eyesore because of their mismanagement and lack of concern for the homeowners and the city of Columbia. Do you really want these people to continue to invade our community with their track record? PLEASE HELP US!!!

Meritage has not delivered on the promises they made to homeowners. The City should not subject future Bear Springs homeowners to the same nightmare we continue to face at Taylor Landing, nor reward a developer with such an egregious record of failures by rubber stamping another large-scale development for them.

Respectfully,

Donna Todd

203 River Rd.

Columbia, Tn. 38401t

DD

Melissa Sanders

From: Rose Marie Arnold <rma.walker@yahoo.com>
Sent: Monday, August 11, 2025 6:41 PM
To: Melissa Sanders
Subject: [External - USE CAUTION] Oppose Bear Springs PUD Master Plan (Mark Merrill, Ragan Smith, and Meritage Homes)

Dear Planning Commission Members,

Meritage Homes should not win approval for any further building in Columbia! Ever! They delay, ignore and turn their backs on current homeowners. Their promises mean nothing.

I urge you to deny approval of the Bear Springs Final PUD Master Plan until Meritage Homes resolves ongoing problems at Taylor Landing, where they remain in full control. Meritage has missed the City's August 11 deadline to finish six outstanding punch lists. Over 30 Taylor Landing homes recently failed State Fire Marshal inspections, where electrical fire hazards were found. The City has also recently issued code violations for trash and overgrown weeds. Our irrigation system has been broken for over a month, and landscaping continues to be in disrepair.

Meritage has not delivered on the promises they made to homeowners. The City should not subject future Bear Springs homeowners to the same nightmare we continue to face at Taylor Landing, nor reward a developer with such an egregious record of failures by rubber stamping another large-scale development for them.

Respectfully,

Rose Marie Arnold
Taylor Landing Homeowner
734 Prairie View Dr.
Columbia. TN 38401

Melissa Sanders

From: Bonnie <bonniewhat@gmail.com>
Sent: Tuesday, August 12, 2025 10:14 AM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; Christa Martin; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [External - USE CAUTION] Deny Meritage

Dear Planning Commission Members,

I urge you to deny approval of the Bear Springs Final PUD Master Plan until Meritage Homes resolves ongoing problems at Taylor Landing, where they remain in full control. Meritage has missed the City's August 11 deadline to finish six outstanding punch lists. Over 30 Taylor Landing homes recently failed State Fire Marshal inspections, where electrical fire hazards were found. The City has also recently issued code violations for trash and overgrown weeds. Our irrigation system was broken for over a month, and landscaping continues to be in disrepair.

Meritage has not delivered on the promises they made to homeowners. The City should not subject future Bear Springs homeowners to the same nightmare we continue to live in at Taylor Landing, nor reward a developer with such an egregious record of failures by rubber stamping another large-scale development for them.

Respectfully,

Bonnie Froehlich
714 Taylor Bend Rd

Sent from my iPhone

Melissa Sanders

From: Patrick Bennie <patrickbennie@me.com>
Sent: Tuesday, August 12, 2025 2:10 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; Christa Martin; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [Caution External Email] - Oppose Bear Springs Final PUD

Dear Planning Commission Members,

I urge you to deny approval of the Bear Springs Final PUD Master Plan until Meritage Homes resolves ongoing problems at Taylor Landing, where they remain in full control. Meritage has missed the City's August 11 deadline to finish six outstanding punch lists. Over 30 Taylor Landing homes recently failed State Fire Marshal inspections, where electrical fire hazards were found. The City has also recently issued code violations for trash and overgrown weeds. Our irrigation system was broken for over a month, and landscaping continues to be in disrepair.

Meritage has not delivered on the promises they made to homeowners. The City should not subject future Bear Springs homeowners to the same nightmare we continue to live in at Taylor Landing, nor reward a developer with such an egregious record of failures by rubber stamping another large-scale development for them.

Respectfully,

and... I totally agree with the above
Patrick Bennie
756 Prairie View Drive, Columbia, 38401

Melissa Sanders

From: Arnel Tirones <a.tirones@yahoo.com>
Sent: Tuesday, August 12, 2025 5:15 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; Christa Martin; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [External - USE CAUTION] Oppose the Bear Springs final PUD Master Plan (Mark Merrill, Ragan Smith, and Meritage Homes)

Dear Planning Commission Members,

My wife and I are writing, along with many of our neighbors, to ask you not to approve the Final PUD Master Plan for the Bear Springs Subdivision (Phases 1A-B, 2A-C, and 3A), submitted by Mark Merrill for Meritage Homes and Ragan Smith. This project, located off Bear Creek Pike (Tax Map 92 Parcel 12), shouldn't move forward while Meritage continues to ignore serious problems—especially at Taylor Landing.

Ongoing Issues at Taylor Landing

Meritage still runs Taylor Landing and its HOA, and homeowners are stuck dealing with big problems:
• Missed Repairs: The City gave Meritage until August 11, 2025 to fix six things they've been putting off for years. Their bonds have already expired—and the work still isn't done.
• Fire Hazards: Some homes had burnt HVAC boxes in their attics for years. Meritage didn't fix anything until the State Fire Marshal got involved. Over 30 homes failed inspections in 2025 because of serious electrical issues.
• Missing Permits: About 90 homes didn't get proper HVAC inspections because Meritage left HVAC off the electrical permits. That breaks state law, and the City shouldn't have signed off on those homes.

Now, the same permit problems are showing up at Bear Springs. The City needs to make sure HVAC systems are properly permitted and inspected before any more homes go up.

Neglect and Environmental Concerns

• Trash and Weeds: Taylor Landing has had trash piling up and weeds everywhere. The City gave them violations, but Meritage still hasn't cleaned it up.
• Broken Sprinklers: The irrigation system has been broken for over a month. A leak caused nearly $40,000 in water bills, the landscaping is dying, and the HOA is struggling to pay for it.
• Stormwater Risks: Meritage's recent curb work shows concrete near storm drains that lead to the Duck River. This might break MS4 and TDEC rules, but nothing's been done—even with photo proof.

Don't Approve Until Meritage Follows Through

Meritage shouldn't get the green light for Bear Springs until they:
• Finish the six repairs at Taylor Landing
• Fix the landscaping and irrigation issues
• Follow all stormwater and environmental rules

• Make sure subcontractors do quality work that meets code

Letting this project move forward now would send the wrong message—it rewards a developer that hasn't followed the rules, makes people lose trust in the City, and weakens oversight. Please hold off on approving anything until Meritage shows they've fixed the problems at Taylor Landing.

Respectfully,

Arnel and Abegail Tirones



Virus-free.www.avast.com

Melissa Sanders

From: patriciamims1950@gmail.com
Sent: Tuesday, August 12, 2025 5:59 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; Christa Martin; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [External - USE CAUTION] Oppose Bear Springs Final PUD Master Plan (Mark Merrill, Ragan Smith, and Meritage Homes)

Dear Planning Commission Members,

Please deny approval of Bear Springs Final PUD Master Plan.
Meritage Homes has not resolved ongoing problems at Taylor Landing, where they remain in full control. Meritage has missed the City's August 11 deadline to finish six outstanding punch lists.
My home was one of 30 Taylor Landing homes recently failed State Fire Marshal inspections, where electrical fire hazards were found. The City has also recently issued code violations for trash and overgrown weeds. Our irrigation system was broken for over a month, and landscaping continues to be in disrepair. All these things are costly to the homeowners

Meritage has not delivered on the promises they made to homeowners. The City should not subject future Bear Springs homeowners to the same nightmare we continue to live in at Taylor Landing, nor reward a developer with such an egregious record of failures by rubber stamping another large-scale development for them.

Thank you for your time.

Patricia Sawatzki
601 Taylor Bend
Columbia, TN 38401

Melissa Sanders

From: Jennifer Fite <jenniferfite@rocketmail.com>
Sent: Wednesday, August 13, 2025 10:14 AM
To: Charlie Goatz; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [External - USE CAUTION] Bear Springs PUD

Good Morning,
I am writing this letter to inform you of the neglect Meritage Homes has caused in my community, Taylor Landing. Upon hearing their request of approval for the Bear Springs PUD Master Plan, I immediately thought of the outstanding punch lists here in my community including problems with fire hazards in HVAC units, the non existent landscaping and irrigation issues, garbage neglect and so much more. Their negligence has caused my property value to go down due to all of these problems, problems that the City of Columbia are well aware of due to Meritage's various city code violations. The list is a long one. How can this city approve of yet another community from this company while they can hardly do a competent job at this one. Mark my words if this committee allows this, another nightmare of a neighborhood will be produced. I'm sure you, the city council would not want another crop of new homeowners to bombard your office with more problems this company will most certainly cause.
I am asking, no pleading with you to deny approval until Meritage completes their promises to the good people of Taylor Landing. We are a united community that will continue to fight against this council for not thinking of the well being of our City and its residents instead choosing to allow these companies to defy city laws showing they do not have Columbia's best interest. Please do the right thing.

Respectfully,
Jennifer Fite
724 Prairie View Drive
Columbia, TN 38401

Sent from my iPhone

July 21, 2025

Charles Rush, Principal Planner
Development Services
City of Columbia, TN

RE: Re-Submittal Waters Edge at Taylor Bend Revised Master Plan – **Project #25-0196**

Dear Mr. Rush,
Based upon our correspondence after our June resubmittal, this project was moved from the July Planning Commission project schedule and placed on the August Planning Commission project schedule due to the timing of the TIS review fee payment.

As this project was not on the July DRC agenda for additional comments, we have made no changes to the June 16, 2025 dated documents, previously submitted. At this time, we respectfully request to be placed on the August Planning Commission agenda.

This Preliminary PUD Master Plan is seeking one deviation request from PUD-MU design standards.
Table 4.3.1-M; Façade.
Current Text:
Façade window sill height. If residential: 5 ft. min. above average grade at façade.
Requested Deviation:
Façade window sill height. If residential: 4 ft. min. above average grade at façade.

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

Thank you,

Gamble Design Collaborative
Greg Gamble

WATERS EDGE

PRELIMINARY PUD MASTER DEVELOPMENT PLAN

INTERSECTION OF RIVER ROAD AND TAYLOR BEND ROAD
COLUMBIA, TENNESSEE



LOCATION MAP

0 400 800
GRAPHIC SCALE 1"=400'-0"

SHEET INDEX

C0.0	COVER SHEET
C1.0	SURVEY
C2.0	PRELIMINARY PUD MASTER DEVELOPMENT PLAN
C3.0	CONCEPTUAL GRADING, STORM, UTILITIES
L1.0	TREE CANOPY COVERAGE
L1.1	CODE MINIMUM LANDSCAPE PLAN
A1.0	ARCHITECTURAL ELEVATIONS

OWNER:
BRENT CAMPBELL
1187 GLENBROOK DR
FRANKLIN, TN 37064

DEVELOPER:
CPS LAND
213 OVERLOOK CIRCLE, SUITE B2
BRENTWOOD, TN 37027
CLIFF SMITH
cliff.smith@cpsland.com

APPLICANT/ LAND PLANNER:
GAMBLE DESIGN COLLABORATIVE
3020 STANSBERRY LANE, SUITE 201
FRANKLIN, TN 37064
GREG GAMBLE
615-975-5765
greg.gamble@gdc-tn.com

ENGINEER:
KIMLEY-HORN
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TN 37067
GRAY HARRISON, P.E.
615.564.2701
gray.harrison@kimley-horn.com

ARCHITECT:
OPEN ARCHITECTURE
ERIC CLAUS
513.403.7019
ERIC.CLAUS@OPENARCHITECTURE.COM

GREGORY C. GAMBLE
REGISTERED
LANDSCAPE ARCHITECT

PRE-APP: APRIL 23, 2025
INITIAL SUBMITTAL: MAY 19, 2025
RESUBMITTAL: JUNE 16, 2025

GAMBLE DESIGN COLLABORATIVE

DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE



NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE NAD83 COORDINATE SYSTEM.
2. NO PROPOSED BUILDINGS FALL WITHIN THE 100 YEAR FLOODPLAIN, PER THE FEMA FIRM MAP NUMBER 47119C0170E EFFECTIVE APRIL 16, 2007.
3. PORTIONS OF EXISTING SEWER LINE TO BE ABANDONED. LINE TO BE FILLED WITH CLASS C FLOWABLE FILL AND REMOVED FROM THE EXISTING LIVE SYSTEM WITH PROPER CONCRETE PATCHING.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

WATERS EDGE
REVISED PRELIMINARY PUD DEVELOPMENT PLAN
RIVER ROAD & TAYLOR BEND RD, COLUMBIA TN

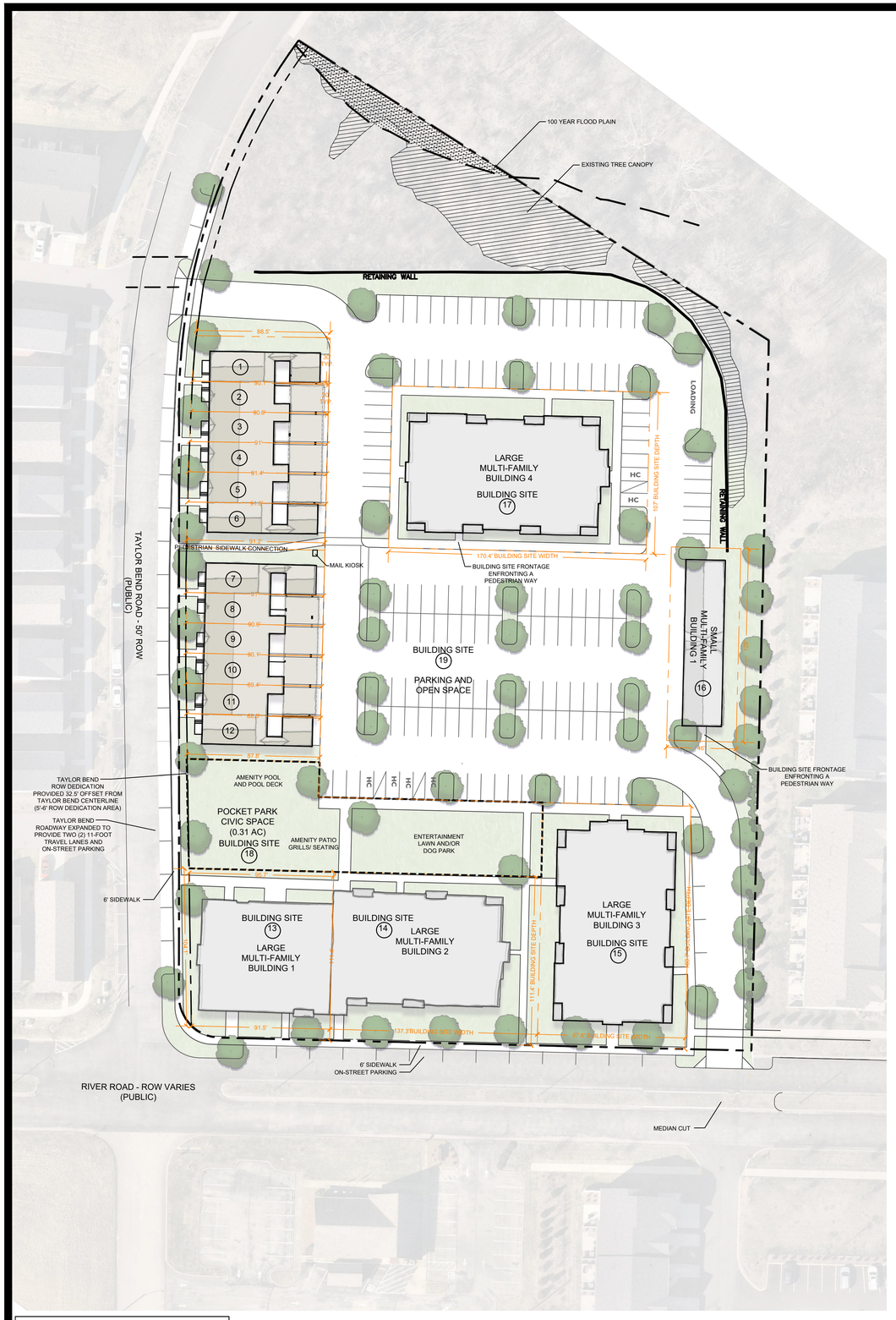
WILLIAM GRAY HARRISON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 127919
STATE OF TENNESSEE

Date: JUNE 16, 2025

Revision Date
△
△
△

OVERALL EXISTING CONDITIONS

C1.0



0 40 80 120
GRAPHIC SCALE 1"=40'-0"

NOTE:

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

LEGAL DESCRIPTION OF PROPERTY:

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

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

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

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

FRONTAGE CALCULATIONS			
BUILDING SITE	BUILDING TYPE	BUILDING SITE WIDTH	FRONTAGE BUILD-OUT
1	TOWNHOME	30 LF	20 LF; 66.7%
2	TOWNHOME	20 LF	20 LF; 100%
3	TOWNHOME	20 LF	20 LF; 100%
4	TOWNHOME	20 LF	20 LF; 100%
5	TOWNHOME	20 LF	20 LF; 100%
6	TOWNHOME	30 LF	20 LF; 66.7%
7	TOWNHOME	30 LF	20 LF; 100%
8	TOWNHOME	20 LF	20 LF; 100%
9	TOWNHOME	20 LF	20 LF; 100%
10	TOWNHOME	20 LF	20 LF; 100%
11	TOWNHOME	20 LF	20 LF; 100%
12	TOWNHOME	30 LF	20 LF; 66.7%
13	LARGE MULTI-FAMILY 1	91.5 LF	89 LF; 97%
14	LARGE MULTI-FAMILY 2	137.3 LF	118 LF; 86%
15	LARGE MULTI-FAMILY 3	97.8 LF	79 LF; 81%
16	SMALL MULTI-FAMILY 1	46 LF	26 LF; 56% **
17	LARGE MULTI-FAMILY 4	170.4 LF	135 LF; 79%

** IF WITH FINAL ARCHITECTURE AT FINAL MASTER DEVELOPMENT PLAN, THIS FRONTAGE BUILD-OUT IS STILL BELOW 60% MINIMUM, APPLICANT WILL SEEK AN ADMINISTRATIVE ADJUSTMENT FOR THE 6% (OR 1.6') NEEDED TO COMPLY.

PUD-MU DESIGN STANDARDS DEVIATION REQUESTS:

TABLE 4.3.1-M; FACADE

CURRENT TEXT:
FACADE WINDOW SILL HEIGHT. IF RESIDENTIAL; 5 FT. MIN. ABOVE AVERAGE GRADE AT FACADE.

REQUESTED DEVIATION:
FACADE WINDOW SILL HEIGHT. IF RESIDENTIAL; 4 FT. MIN. ABOVE AVERAGE GRADE AT FACADE.

SEE ARCHITECTURAL SHEETS FOR ADDITIONAL DETAILS.

PRELIMINARY PUD DEVELOPMENT PLAN SITE DATA:

TOTAL SITE AREA: +/-5.0 AC
EXISTING ZONING: PUD
FUTURE LAND USE: CCUV - CITY CENTER URBAN VILLAGE
VESTING: WATERS EDGE PUD; ORDINANCE 4262; NOV. 14, 2019

THE SITE IS CURRENTLY ZONED PUD. HOWEVER, THE PUD MASTER PLAN HAS EXPIRED. THE APPLICANT SEEKS TO HAVE A NEW PUD MASTER PLAN APPROVED FOR THE SITE.

NEW PUDS DEVELOPING IN THE CCUV FUTURE LAND USE DISTRICT ARE REQUIRED TO BE ZONED PUD-MU. IN ORDER TO CREATE A MASTER PLAN IN KEEPING WITH THE FORM AND AESTHETIC OF THIS SURROUNDING AREA, THE PROPOSED PUD MASTER PLAN HAS FOLLOWED THE DESIGN STANDARDS FOUND IN PUD-MU DISTRICT INCLUDING THE LOCATION AND QUANTITY OF PARKING, IDENTIFICATION OF CIVIC SPACE, AND BUILDING FORM.

THE PROPOSED PLAN REDUCES THE TOTAL NUMBER OF MULTI-FAMILY UNITS FROM 135 UNITS TO 99 UNITS. WHILE THE PREVIOUS PLAN CONSISTED OF 5 LARGE MULTI-FAMILY BUILDINGS, THE PROPOSED PLAN MIXES TOWNHOMES, LARGE AND SMALL MULTI-FAMILY BUILDINGS.

TOTAL DWELLING UNITS: 94 UNITS (REDUCTION FROM PREVIOUSLY ENTITLED 135)
TOTAL DENSITY: 18.8 DUA

BUILDING BREAKDOWN:
- TOTAL MULTI-FAMILY UNITS: 94 DWELLING UNITS
  - LARGE MULTI-FAMILY BLDG 1: 12 DU
  - LARGE MULTI-FAMILY BLDG 2: 18 DU
  - LARGE MULTI-FAMILY BLDG 3: 18 DU
  - LARGE MULTI-FAMILY BLDG 4: 18 DU
  - SMALL MULTI-FAMILY BLDG 1: 4 DU; 7-GARAGE PARKING SPACES
- TOWNHOMES: 12 DWELLING UNITS
  - TOWNHOME 1, 6, 7, 12: 1 CODE COMPLIANT GARAGE SPACE
  - TOWNHOME 2-5; 8-11: 2 COVERED PARKING SPACES

BUILDING SITES:
PRINCIPAL STRUCTURE SETBACKS:
- FRONT SETBACK PUD-MU STANDARD: 0'-20'
- PROVIDED SETBACK: 10'-13' TOWNHOMES; 10'-15' LARGE MULTI-FAMILY;
- FRONT SETBACK SECONDARY PUD-MU STANDARD: 0'-20'
- PROVIDED SETBACK: 4' LARGE MULTI-FAMILY
- SIDE SETBACK PUD-MU STANDARD: 0' MIN. ATTACHED; OTHERWISE 10' - 24'
  - PROVIDED SETBACK: 0'; 10' MIN. - 24' MAX.
- REAR SETBACK: NOT REGULATED

ENFRONTMENT PUD-MU STANDARD: UP TO 20% OF BUILDING SITE ARE ALLOWED TO FRONT PEDESTRIAN WAYS INSTEAD OF THOROUGHFARES.
- TOTAL NUMBER OF BUILDING SITES: 17
- BUILDING SITES ENFRONTING PEDESTRIAN WAYS: 2 (12% OF BUILDING SITES)
- BUILDING SITES 16 AND 17 ENFRONT PEDESTRIAN WAYS.

PARKING SUMMARY:
- TOTAL DWELLING UNITS: 94 UNITS
- REQUIRED MINIMUM PARKING RATIO: 2 SPACES PER UNIT
- REQUIRED CIVIC SPACE PARKING: 1 SPACE PER 5,000 SF OF REQUIRED CIVIC SPACE
- TOTAL REQUIRED PARKING: 188 PARKING RESIDENTIAL SPACES; 3 CIVIC PARKING SPACES
- TOTAL PROVIDED: 209 SPACES
  - TOWNHOMES: 16 COVERED CARPORT SPACES PROVIDED ON-LOT, 4 GARAGE SPACES (10' X 20')
  - SMALL MULTI-FAMILY BUILDING 1: 7 GARAGE SPACES (10'X20')
  - SURFACE PARKING: 175 SPACES
  - ON-STREET PARKING: 34 SPACES

TOTAL CIVIC SPACE: 0.31 AC
- REQUIRED 5% OF GROSS SITE AREA: 0.25 AC
- PROVIDED: 0.31AC (6.2%)
- POCKET PARK - TO INCLUDE COMMUNITY AMENITIES SUCH AS A POOL, PATIO AND GRILLING AREA, AND DOG PARK.

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

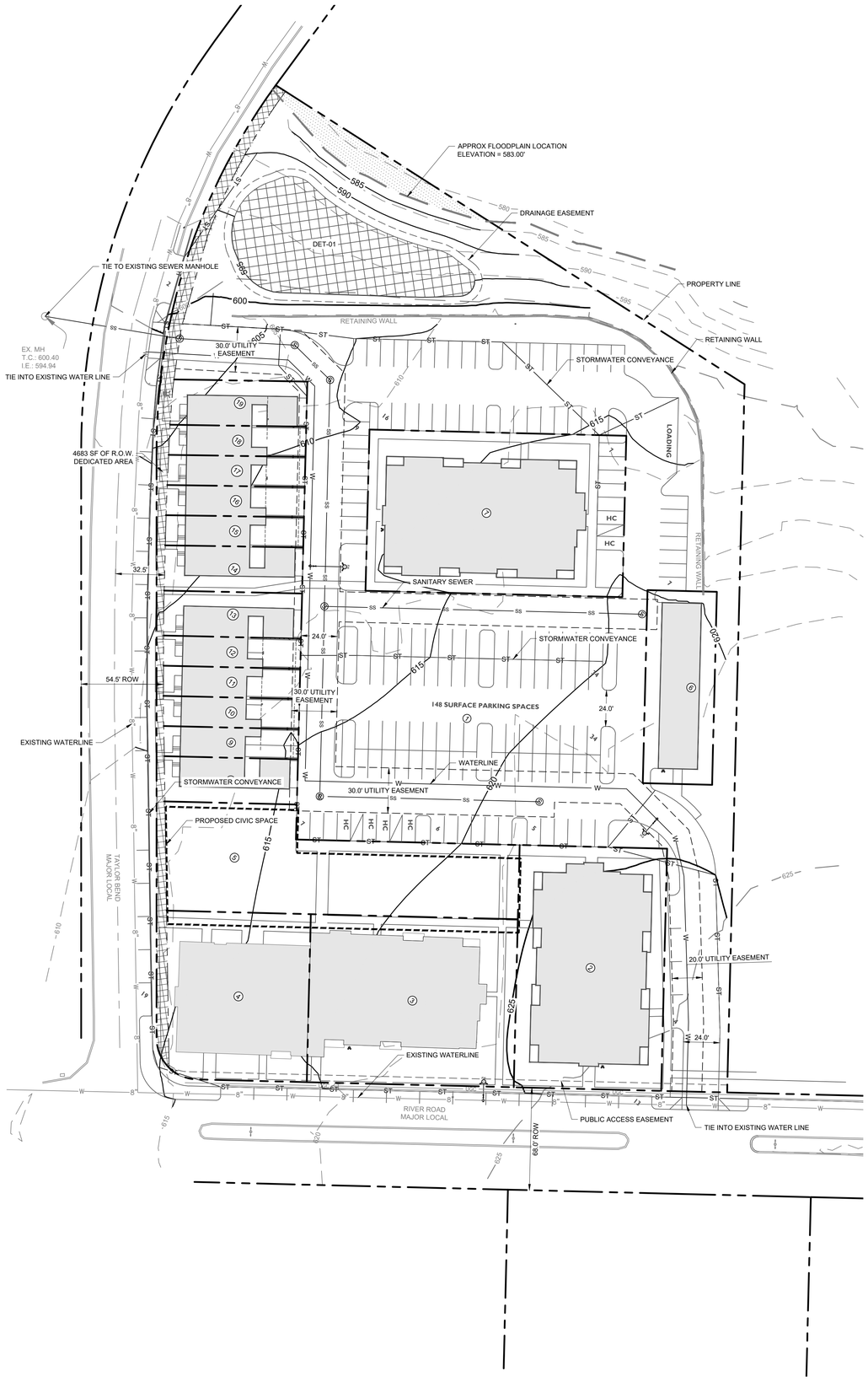
WATERS EDGE
PRELIMINARY PUD DEVELOPMENT PLAN
RIVER ROAD & TAYLOR BEND RD, COLUMBIA TN



Date: MAY 29, 2025

Revision Date
⚠1 6.16.2025 - staff comment
△
△

SITE DEVELOPMENT PLAN
SHEET
C2.0



NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE NAD83 COORDINATE SYSTEM.
2. NO PROPOSED BUILDINGS FALL WITHIN THE 100 YEAR FLOODPLAIN, PER THE FEMA FIRM MAP NUMBER 47119C0170E EFFECTIVE APRIL 16, 2007.
3. SITE TO BE SERVED VIA PRIVATE TRASH SERVICE

RETAINING WALL NOTE

EXISTING RETAINING WALL TO BE EXAMINED AND CERTIFIED PRIOR TO FINAL CONSTRUCTION DOCUMENTS.

PARCEL AREA TABLE

PARCEL #	AREA (SF)
1	110326.09
2	15717.92
3	15298.24
4	10372.75
5	13545.24
6	7808.00
7	15729.00
8	2647.36
9	1786.21
10	1803.93
11	1815.03
12	1824.73
13	2744.42
14	2783.99
15	1838.93
16	1837.02
17	1829.99
18	1822.81
19	2708.06

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

WATERS EDGE
REVISED PRELIMINARY PUD DEVELOPMENT PLAN
RIVER ROAD & TAYLOR BEND RD, COLUMBIA TN

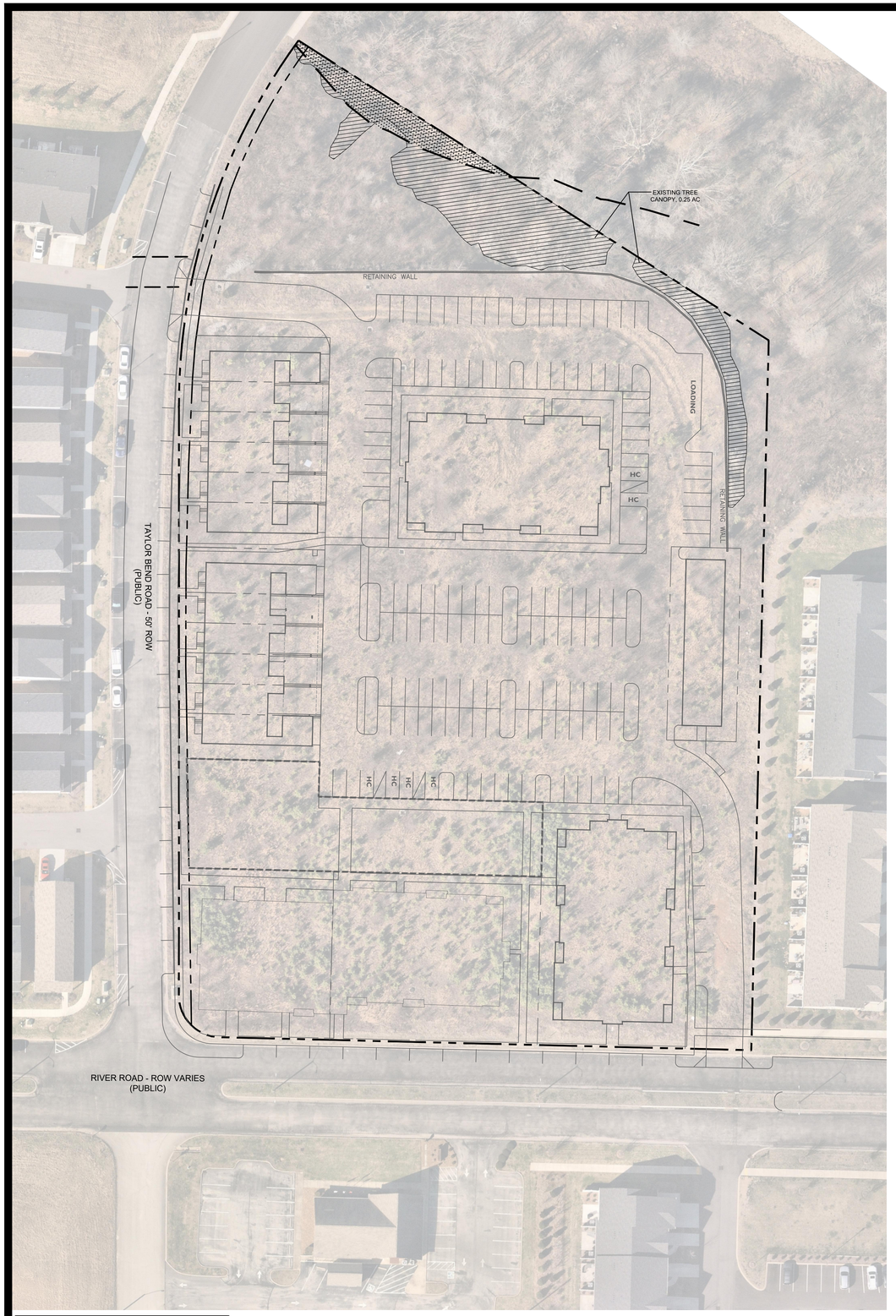
WILLIAM GRAY HARRISON
REGISTERED ENGINEER
AGRICULTURE
No. 127979
COMMERCE
STATE OF TENNESSEE

Date: JUNE 16, 2025

Revision Date
△
△
△

CONCEPTUAL GRADING STORM AND UTILITIES

C3.0



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GRAPHIC SCALE 1"=40'-0"

PRELIMINARY PUD DEVELOPMENT PLAN SITE DATA:

TOTAL SITE AREA: +/-5.0 AC
EXISTING ZONING: PUD
FUTURE LAND USE: CCUV - CITY CENTER URBAN VILLAGE
VESTING: WATERS EDGE PUD; ORDINANCE 4262; NOV. 14, 2019

THE SITE WAS PREVIOUSLY CLEARED IN ACCORDANCE WITH AN APPROVED SITE PLAN. BRUSH/VOLUNTEER GROWTH HAS OCCURRED IN THE DISTURBED AREA.

EXISTING TREE CANOPY: 10,677.4 SF (0.25 AC); 0.5% OF TOTAL SITE AREA
PUD-MU TREE CANOPY RETENTION STANDARD: 54% PRESERVATION

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

WATERS EDGE
PRELIMINARY PUD DEVELOPMENT PLAN
RIVER ROAD & TAYLOR BEND RD, COLUMBIA TN

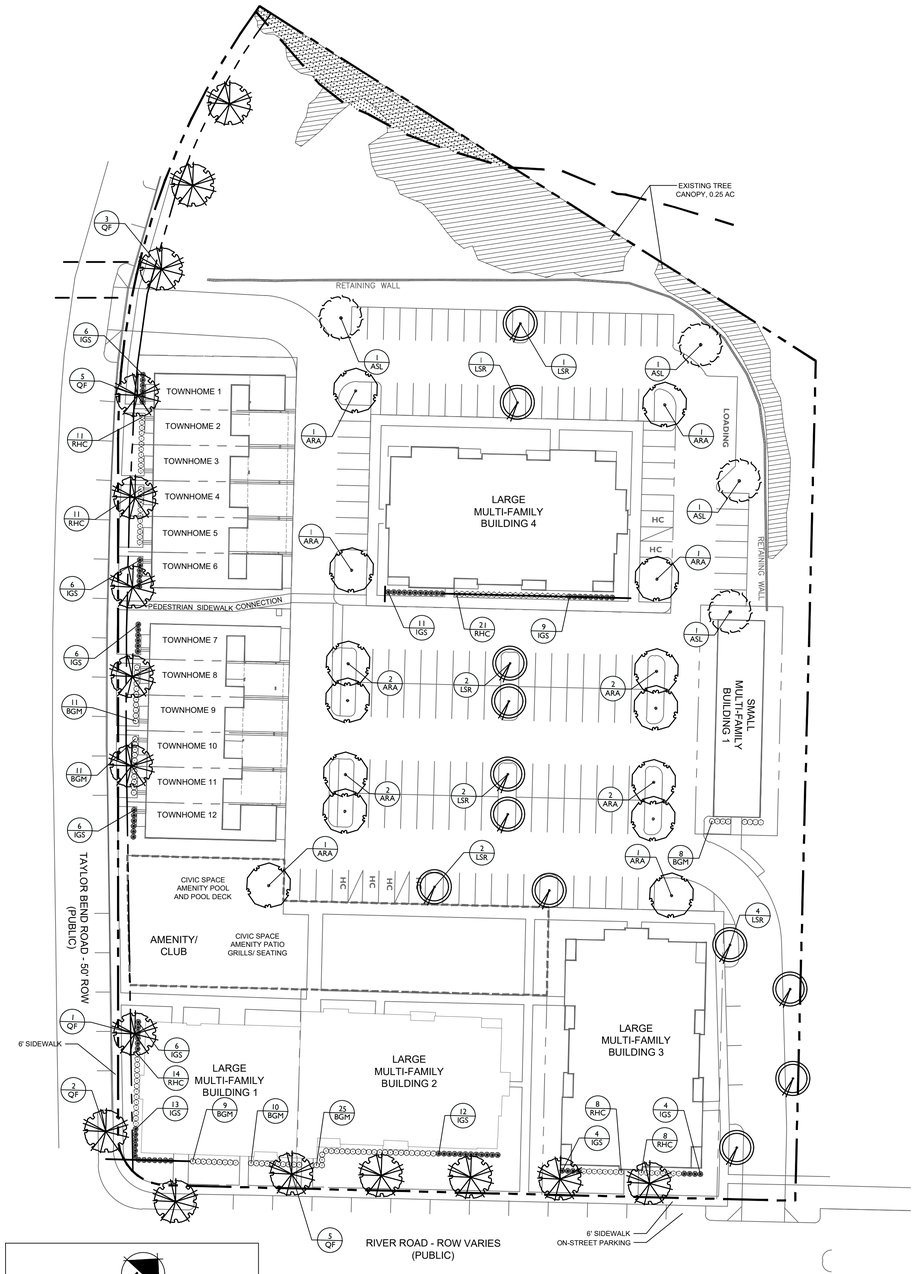
GREGORY C. GAMBLE
REGISTERED LANDSCAPE ARCHITECT
05.16.25

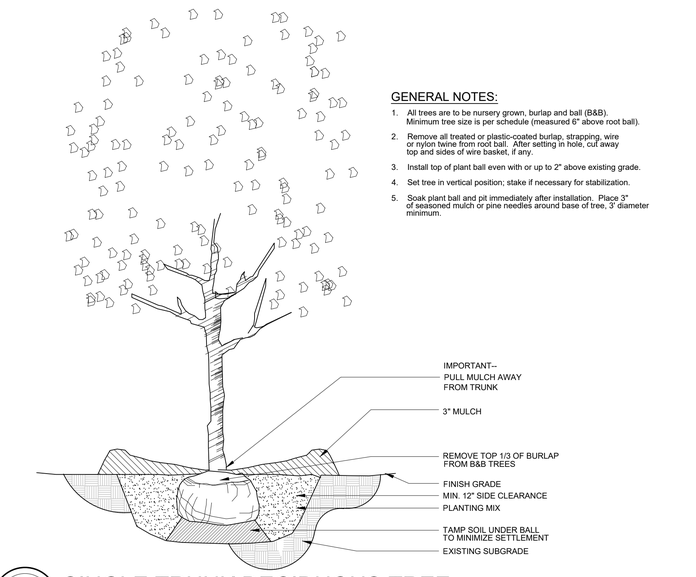
Date: MAY 29, 2025

Revision Date
1 6.16.2025 - staff comment
2
3

CANOPY COVERAGE

SHEET
L1.0





1 / L1.0 SECTION — SINGLE TRUNK DECIDUOUS TREE — DETAIL # NTS

GENERAL NOTES:

1. All trees are to be nursery grown, burlap and ball (B&B). Minimum tree size is per schedule (measured 6" above root ball).
2. Remove all treated or plastic-coated burlap, strapping, wire or nylon twine from root ball. After setting in hole, cut away top and sides of wire basket, if any.
3. Install top of plant ball even with or up to 2" above existing grade.
4. Set tree in vertical position; stake if necessary for stabilization.
5. Soak plant ball and pit immediately after installation. Place 3" of seasoned mulch or pine needles around base of tree, 3' diameter minimum.

2 / L1.0 SECTION — SHRUB PLANTING — DETAIL # NTS

GENERAL NOTES:

1. Install top of plant ball shall be level with finished grade.
2. Tamp planting mix firmly as pit is filled around each plant ball.
3. Soak each plant ball and pit immediately after installation.
4. Cut and remove burlap from top 1/3 of root ball. Non-degradable burlap shall be removed or rolled under ball after replacement of plant.
5. Combustible mulch shall not be applied or maintained within two feet of any building around entire exterior perimeter.

REQUIRED LANDSCAPE CALCULATIONS:

THIS LANDSCAPE PLAN HAS BEEN DESIGNED TO MEET THE MINIMUM REQUIREMENTS FOR THE CITY OF COLUMBIA BASED ON REQUIREMENTS OF SEC 4.3.16, 4.3.12.C, 4.3.1.M, AND 5.2.3.

SEC 4.3.12.C.14 - PARKING AREA REQUIREMENTS	REQUIRED	PROVIDED
1 SHADE TREE PER PARKING ISLAND 2 SHADE TREES PER DOUBLE LENGTH ISLAND	28 SHADE TREES	30 SHADE TREES
1 SHADE TREE PER 2,000 SF OF PARKING AREA TOTAL PARKING AREA: 58,864 SF	30 SHADE TREES	30 SHADE TREES
REQUIRED: NO PARKING SPACE MORE THAN 72' FROM A TREE WITHIN THE LOT PROVIDED: ALL PARKING SPOTS HAVE A TREE WITHIN THE REQUIRED DISTANCE		

SEC 4.3.1.M - PRIVATE LANDSCAPE STANDARDS FOR PUD - MU CHARACTER DISTRICT
REQUIRED: LAYER 1 - > 3 FT, 30% OF LAYER 1 MUST BE LANDSCAPED WITH A CONTINUOUS SHRUB HEDGE ALONG FOUNDATION AT FACADE. PROVIDED: 230 SHURBS TO SATISFY THESE REQUIREMENTS IN LAYER 1 REQUIRED: LAYER 1 - > 15', SOD AND 1 TREE PER 50' OF FRONTAGE. PROVIDED: 0 TREES ALONG TAYLOR BEND ROAD DUE TO LAYER 1 LESS THAN 15 FT 6 TREES ALONG RIVER ROAD 0 TREES BUILDING SITE 16 AND 17 DUE TO DISTANCE BEING LESS THAN 15 FT

SEC 4.3.11.H PARCEL BUFFER
NOT APPLICABLE: DEVELOPMENT DOES NOT ABUT ANY SINGLE FAMILY OR TWO-FAMILY DETACHED RESIDENTIAL DWELLINGS.

SEC 5.2.3.G PUBLIC FRONTAGES
PUBLIC FRONTAGE TREES SHALL BE PLACED A MIN. 3 FT AWAY FROM WALKWAYS AND 6 FT AWAY FROM PORCH EAVES, AWNINGS, AND SIMILAR OVERHEAD OBSTRUCTIONS
FRONTAGE TREES NOT REQUIRED ADJACENT TO CIVIC SPACE.

PROVIDED: 10 TREES ALONG TAYLOR BEND
0 TREES ALONG RIVER ROAD
ROW IS AT BACK OF SIDEWALK AND DOES NOT ALLOW FOR FRONTAGE TREES.

SEC 5.5 PROJECT BUFFERS
NOT APPLICABLE: PROPOSED PUD DEVELOPMENT IS ADJACENT TO OTHER PUD ZONED PROPERTIES

PLANT SCHEDULE - CODE MINIMUM

CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	HEIGHT	LEAF	SPACING	REMARKS
CANOPY TREES								
ARA	14	Acer rubrum 'Autumn Flame'	Autumn Flame Red Maple	2.5" Cal. B&B	12'-14'	DECIDUOUS	AS SHOWN	CENTRAL LEADER
ASL	4	Acer saccharum 'Legacy'	Legacy Sugar Maple	2.5" Cal. B&B	12'-14'	DECIDUOUS	AS SHOWN	CENTRAL LEADER
LSR	12	Liquidambar styraciflua 'Rotundiloba'	Fruitless Narrow Sweet Gum	2.5" Cal. B&B	12'-14'	DECIDUOUS	AS SHOWN	CENTRAL LEADER
QF	16	Quercus falcata	Southern Red Oak	2.5" Cal. B&B	12'-14'	DECIDUOUS	AS SHOWN	SINGLE-STRAIGHT CENTRAL LEADER
	46	(SUBTOTAL)						
SHRUBS								
BGM	74	Buxus x 'Green Mountain'	Green Mountain Boxwood	3 gal.	24"	EVERGREEN	36" O.C.	
IGS	83	Ilex glabra 'Shamrock'	Shamrock Inkberry Holly	3 gal.	30"	EVERGREEN	36" O.C.	
RHC	73	Rhododendron x 'Conleb'	Autumn Embers Encore Azalea	3 gal.	30"	EVERGREEN	36" O.C.	
	230	(SUBTOTAL)						

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

WATERS EDGE
REVISED PRELIMINARY PUD DEVELOPMENT PLAN
RIVER ROAD & TAYLOR BEND RD, COLUMBIA TN

ZACHARY C. GAMBLE — TENNESSEE — 2510 — REGISTERED LANDSCAPE ARCHITECT

Revision Date
△
△
△

CODE MINIMUM LANDSCAPE PLAN
SHEET
L1.1

* SILL HEIGHT NOTE: PUD-MU ZONING CODE REQUIRES THE RESIDENTIAL SILL TO BE 5' MIN. ABOVE AVERAGE GRADE AT FACADE. APPLICANT IS REQUESTING STAFF LEVEL ALLOWABLE DEVIATION TO REDUCE THE MIN. DIMENSION TO 4' (20%) MIN. ABOVE AVERAGE GRADE AT FACADE FOR ALL BUILDINGS THAT ARE PARALLEL TO STRAIGHT FRONTAGE LINES OR TANGENT OF CURVED FRONTAGE LINE.



3 A201 **ELEVATION** BUILDING 1&2 - (FACING BLDG 3)
1/8" = 1'-0"



2 A201 **ELEVATION** BUILDING 1&2 - (FACING TAYLOR'S BEND RD.)
1/8" = 1'-0"

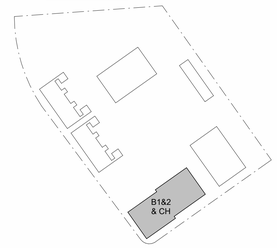


4 A201 **ELEVATION** BUILDING 1&2 - (FACING PARKING LOT)
1/8" = 1'-0"



1 A201 **ELEVATION** BUILDING 1&2 - (FACING RIVER RD.)
1/8" = 1'-0"

KEY PLAN



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ARCHITECTURE
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CINCINNATI, OH, 45214
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BARLOW BUILDERS & CPS LAND
TAYLORS BEND

ISSUANCES

NO.	DATE	DESCRIPTION
	2025.05.19	ZONING SUBMISSION

PROJECT NO:
24053

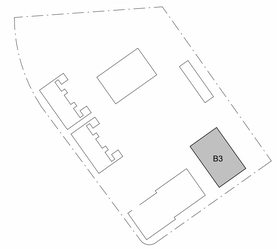
SHEET TITLE:
BUILDING 1&2 ELEVATIONS

SHEET NUMBER:
A201

6/16/2025 9:43:53 AM

* SILL HEIGHT NOTE: PUD-MU ZONING CODE REQUIRES THE RESIDENTIAL SILL TO BE 5' MIN. ABOVE AVERAGE GRADE AT FACADE. APPLICANT IS REQUESTING STAFF LEVEL ALLOWABLE DEVIATION TO REDUCE THE MIN. DIMENSION TO 4' (20%) MIN. ABOVE AVERAGE GRADE AT FACADE FOR ALL BUILDINGS THAT ARE PARALLEL TO STRAIGHT FRONTAGE LINES OR TANGENT OF CURVED FRONTAGE LINE.

KEY PLAN





3 A203 **ELEVATION** BUILDING 3 - (FACING BLDG 1&2)
1/8" = 1'-0"



1 A203 **ELEVATION** BUILDING 3 - (FACING RIVER RD.)
1/8" = 1'-0"



4 A203 **ELEVATION** BUILDING 3 - (FACING BACK OF PROPERTY)
1/8" = 1'-0"



2 A203 **ELEVATION** BUILDING 3 - (FACING PARKING LOT)
1/8" = 1'-0"

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BARLOW BUILDERS & CPS LAND
TAYLORS BEND

ISSUANCES

NO.	DATE	DESCRIPTION
	2025.05.19	ZONING SUBMISSION

PROJECT NO:
24053

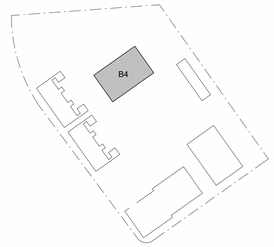
SHEET TITLE:
BUILDING 3 ELEVATIONS

SHEET NUMBER:
A203

6/16/2025 9:43:59 AM

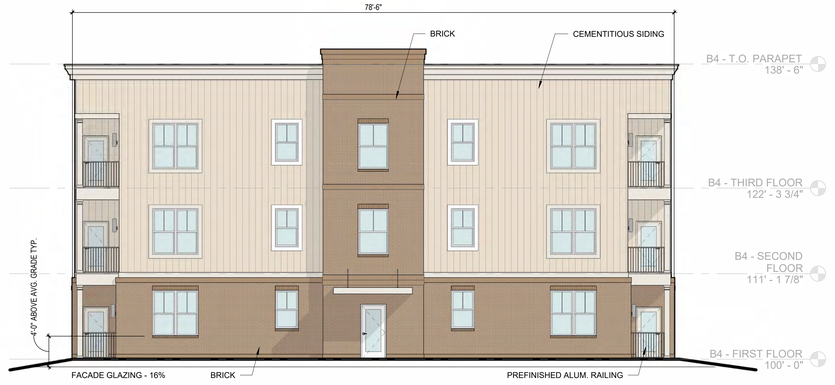
* SILL HEIGHT NOTE: PUD-MU ZONING CODE REQUIRES THE RESIDENTIAL SILL TO BE 5' MIN. ABOVE AVERAGE GRADE AT FACADE. APPLICANT IS REQUESTING STAFF LEVEL ALLOWABLE DEVIATION TO REDUCE THE MIN. DIMENSION TO 4' (20%) MIN. ABOVE AVERAGE GRADE AT FACADE FOR ALL BUILDINGS THAT ARE PARALLEL TO STRAIGHT FRONTAGE LINES OR TANGENT OF CURVED FRONTAGE LINE.

KEY PLAN





4 A204 **ELEVATION** BUILDING 4 - (FACING PARKING LOT)
1/8" = 1'-0"



1 A204 **ELEVATION** BUILDING 4 - (FACING TOWNHOMES)
1/8" = 1'-0"



2 A204 **ELEVATION** BUILDING 4 - (FACING WATER DETENTION AREA)
1/8" = 1'-0"



3 A204 **ELEVATION** BUILDING 4 - (FACING BACK OF PROPERTY)
1/8" = 1'-0"

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TAYLORS BEND

ISSUANCES

NO.	DATE	DESCRIPTION
	2025.05.19	ZONING SUBMISSION

PROJECT NO:
24053

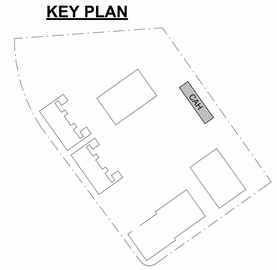
SHEET TITLE:
BUILDING 4 ELEVATIONS

SHEET NUMBER:
A204

6/16/2025 9:44:03 AM

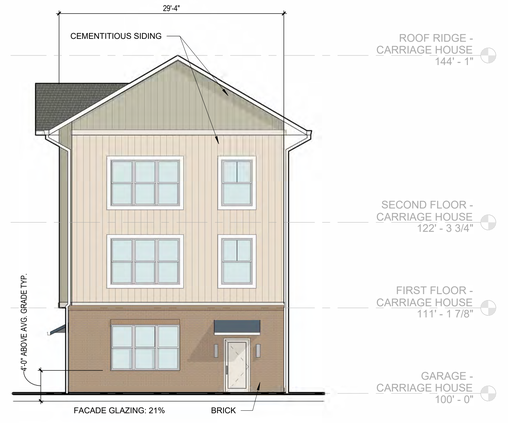
* SILL HEIGHT NOTE: PUD-MU ZONING CODE REQUIRES THE RESIDENTIAL SILL TO BE 5' MIN. ABOVE AVERAGE GRADE AT FACADE. APPLICANT IS REQUESTING STAFF LEVEL ALLOWABLE DEVIATION TO REDUCE THE MIN. DIMENSION TO 4' (20%) MIN. ABOVE AVERAGE GRADE AT FACADE FOR ALL BUILDINGS THAT ARE PARALLEL TO STRAIGHT FRONTAGE LINES OR TANGENT OF CURVED FRONTAGE LINE.

KEY PLAN





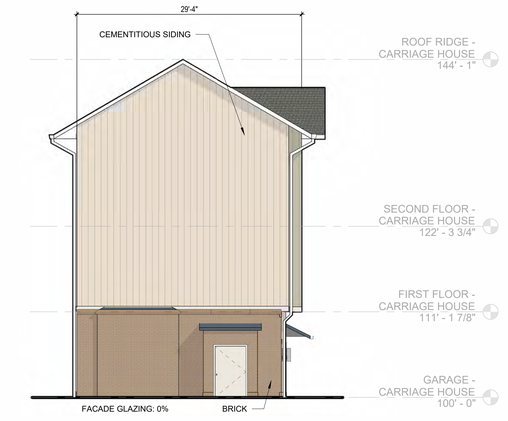
1 A205 **ELEVATION** CARRIAGE HOUSE - (FACING PARKING LOT)
1/8" = 1'-0"



4 A205 **ELEVATION** CARRIAGE HOUSE - (FACING RIVER RD.)
1/8" = 1'-0"



3 A205 **ELEVATION** CARRIAGE HOUSE - (FACING BACK OF PROPERTY)
1/8" = 1'-0"



2 A205 **ELEVATION** CARRIAGE HOUSE - (FACING WATER DETENTION AREA.)
1/8" = 1'-0"

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TAYLORS BEND

ISSUANCES

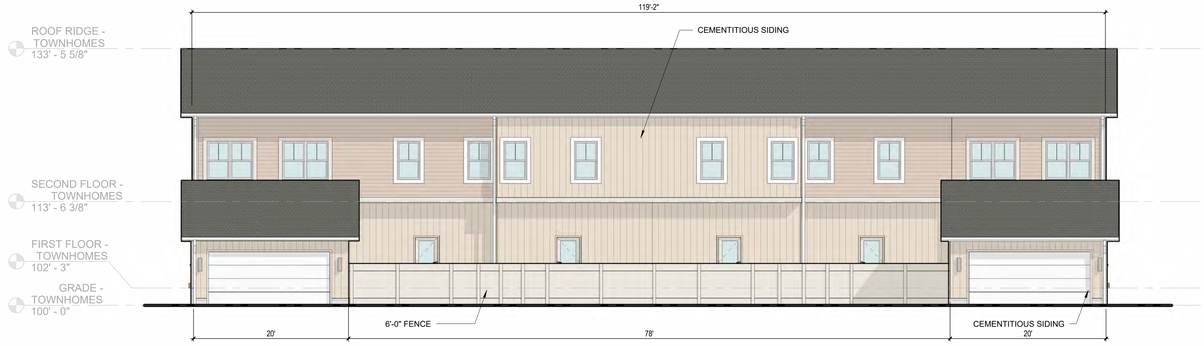
NO.	DATE	DESCRIPTION
	2025.05.19	ZONING SUBMISSION

PROJECT NO:
24053

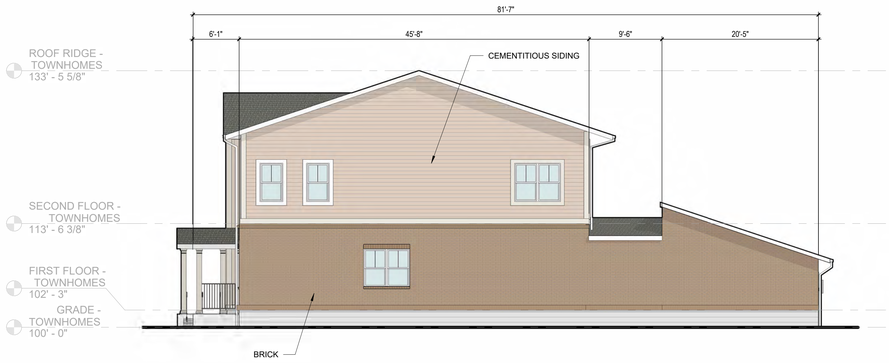
SHEET TITLE:
CARRIAGE HOUSE ELEVATIONS

SHEET NUMBER:
A205

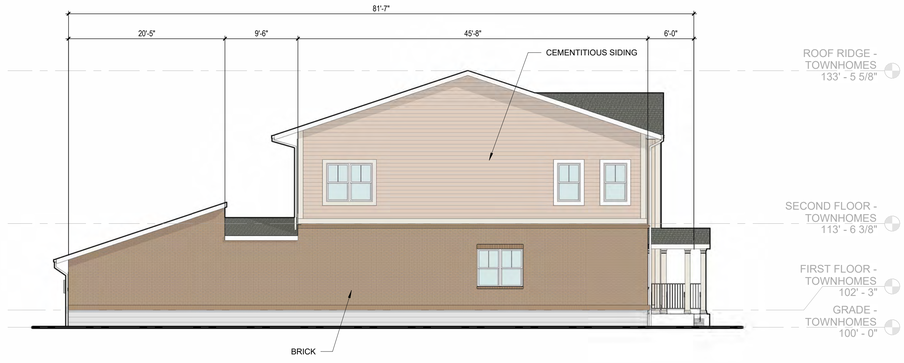
6/16/2025 9:44:07 AM



4 A206 **ELEVATION** TOWNHOME - ROW 1 - (FACING PARKING LOT)
1/8" = 1'-0"



2 A206 **ELEVATION** TOWNHOME - ROW 1 - (FACING B1&2)
1/8" = 1'-0"

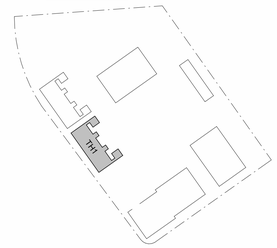


3 A206 **ELEVATION** TOWNHOME - ROW 1 - (FACING ROW 2)
1/8" = 1'-0"



1 A206 **ELEVATION** TOWNHOME - ROW 1 - (FACING TAYLOR'S BEND RD.)
1/8" = 1'-0"

KEY PLAN



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BARLOW BUILDERS & CPS LAND
TAYLORS BEND

ISSUANCES

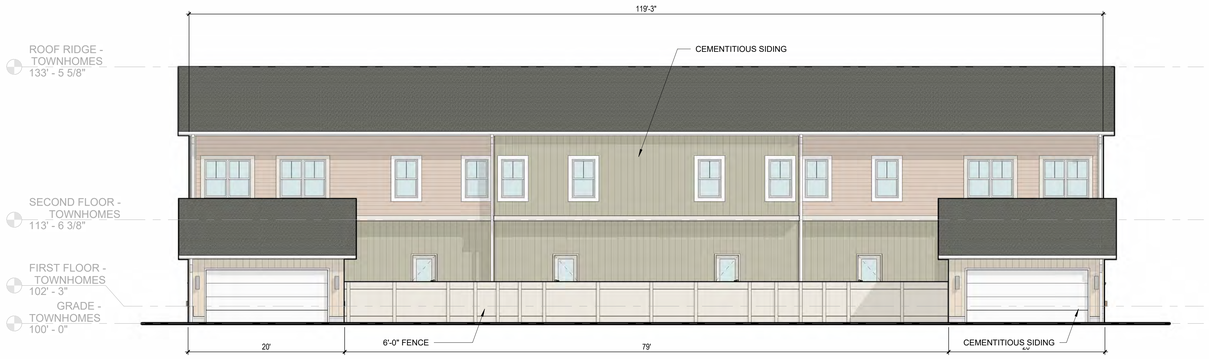
NO.	DATE	DESCRIPTION
	2025.05.19	ZONING SUBMISSION

PROJECT NO:
24053

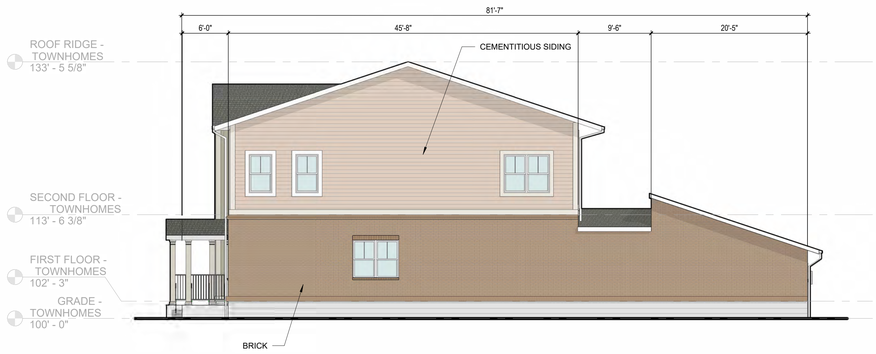
SHEET TITLE:
TOWNHOME ELEVATIONS

SHEET NUMBER:
A206

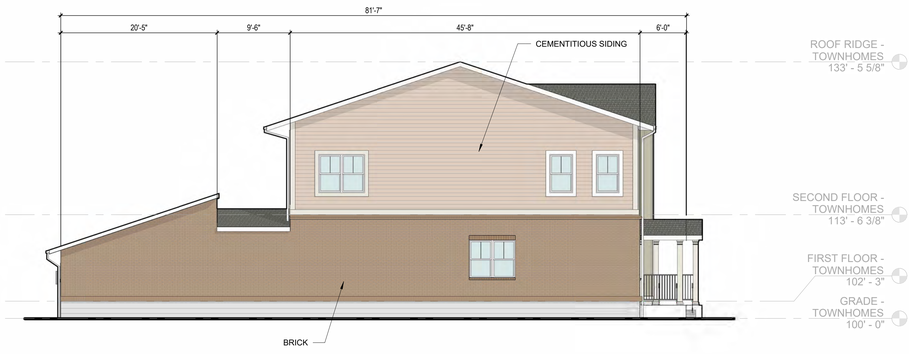
6/16/2025 9:44:11 AM



2 A207 **ELEVATION** TOWNHOME - ROW 2 - (FACING PARKING LOT)
1/8" = 1'-0"



3 A207 **ELEVATION** TOWNHOME - ROW 2 - (FACING ROW 1)
1/8" = 1'-0"

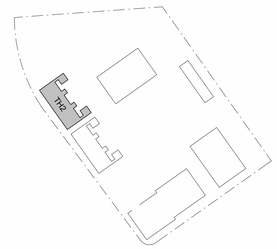


4 A207 **ELEVATION** TOWNHOME - ROW 2 - FACING WATER DETENTION AREA)
1/8" = 1'-0"



1 A207 **ELEVATION** TOWNHOME - ROW 2 - (FACING TAYLOR'S BEND RD.)
1/8" = 1'-0"

KEY PLAN



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BARLOW BUILDERS & CPS LAND
TAYLORS BEND

ISSUANCES

NO.	DATE	DESCRIPTION
	2025.05.19	ZONING SUBMISSION

PROJECT NO:
24053

SHEET TITLE:
TOWNHOME ELEVATIONS

SHEET NUMBER:
A207

6/16/2025 9:44:15 AM

February 28, 2025
Extension: 6/10/2025

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

RE: Water Availability Letter (Extension) Expires: 8/28/2025
Waters Edge Apartments
Northeast Intersection at Taylors Ben and River Road
Tax Map 90, Parcel 7.12
Columbia*, Maury County, TN*

Dear Mr. Gallon:

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 consists of 135 multi-family units in 7 buildings, with an amenity center. CPWS has evaluated the projected water demands for the proposed development in the water system hydraulic model and is able to provide domestic and fire protection service 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:

- Water system infrastructure will be connected to the existing 8-inch water mains located on Taylors Bend and/or River Rd
- Multifamily buildings must be served by master meters. Any sub-metering will be the responsibility of the property owner.

- Fire flow availability up to 1,650 gpm is based on Fire Flow Requirements letter dated 8/27/2024 submitted with application.
- Separate fire and 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) and all parties have fully executed a water service agreement.

This Water Availability Letter will expire on the date listed 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	135	**$51,450**

- Upon Construction Drawing approval by CPWS, applicant may then pay Impact Fees and Meter 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.
- 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
1" Irrigation Meter Cost	1	$710	$710
6" Domestic Service (master) Meter Cost	1	Current Price	Deferred
6" Fire Meter Cost	1	Current Price	Deferred
(7/1/25) Impact Fee for 1" Irrigation Meter	1	$9,200	$9,200
(7/1/25) Impact Fee for 6" Service Meter	1	$459,000	$459,000
Estimate of Fees Due Prior to Pre-Construction Meeting =			**$468,910**

- 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.

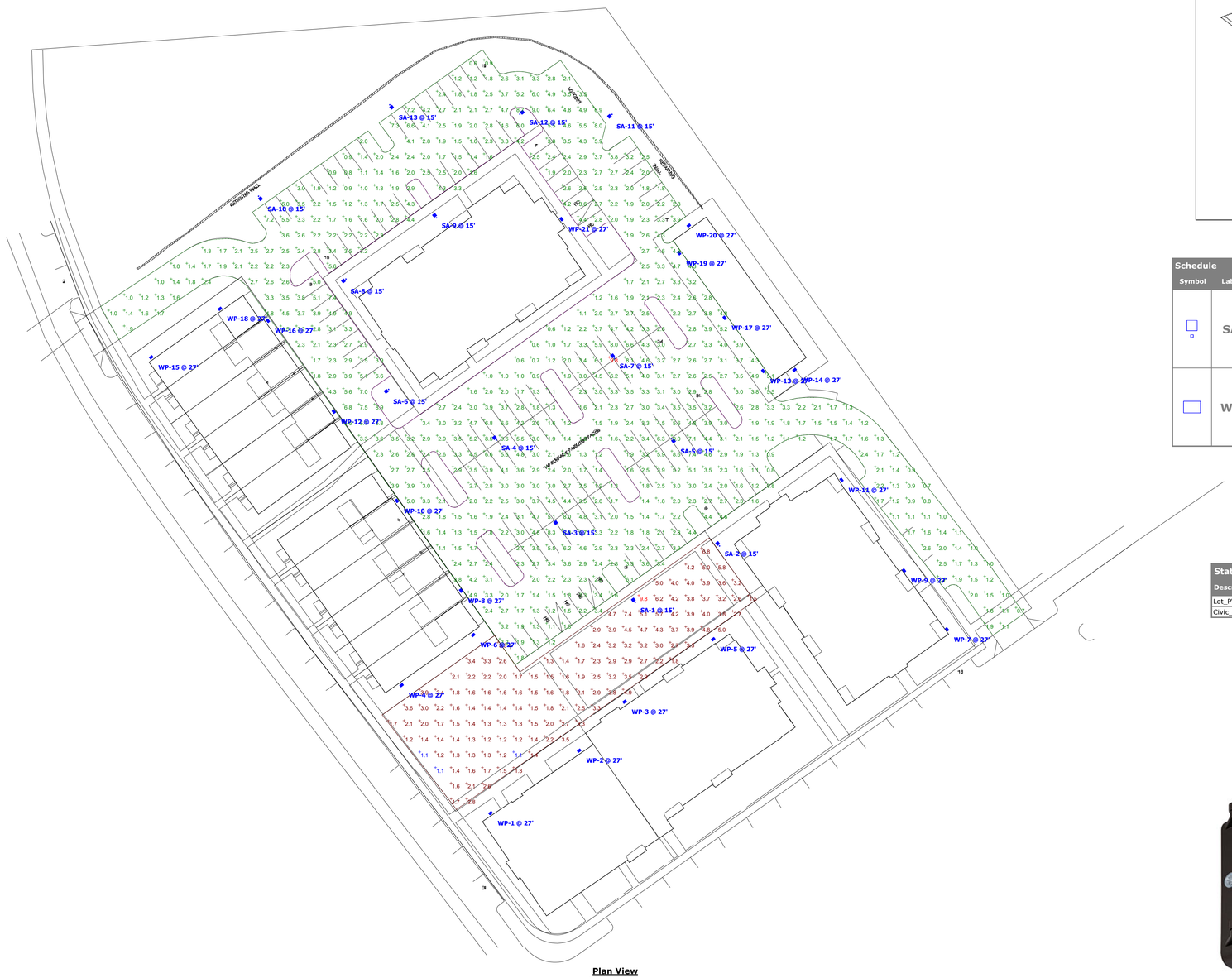
Please feel free to contact me at 931-388-4833 x7655 or Matt.Wheeler@cpws.com if you have questions or would like to discuss.

Sincerely,

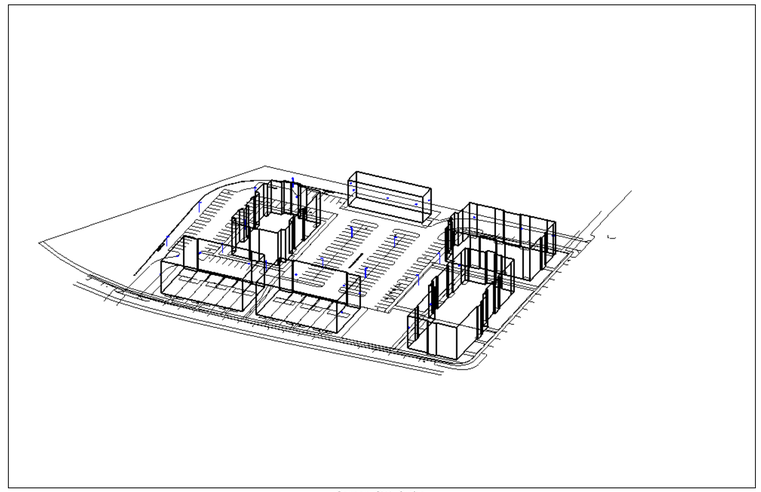


Matthew J. Wheeler, P.E.
Vice President of Water Resources, CPWS

cc: Bart Anderson, CPWS
Eric King, Inflo Design Group
File 24-062



Plan View
Scale - 1" = 40ft



Corner_SW_Ortho

Schedule

Symbol	Label	QTY	Manufacturer	Description	Number Lamps	Lamp Output	LLF	Catalog	Input Power	Polar Plot
	SA	13	Keystone Techonologies, LLC	(1) head mounted on 15' pole. 15'AFF. Type V, calculated at 3000° K.	1	18820	0.96	KT-ALED140PS-M2-OSB-PMA-8CSB-VDIM-P (TS) 3000K 480V	147.98	Max: 6269cd
	WP	21	ALEO LIGHTING, INC.	Wall Mounted at 27' AFF. Calculated at 3000° K.	1	9733	0.96	WPT-80UX/CT	80.37	Max: 3868cd

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Lot_PVA_0ft_AFF	+	2.9 fc	9.8 fc	0.6 fc	16.3:1	4.8:1
Civic_Area_0ft_AFF	+	2.7 fc	9.8 fc	1.1 fc	8.9:1	2.5:1

Note

1. For budget purposes only.
2. Direct calculation only.
3. Calculations taken at Ground.
4. Levels not guaranteed. Estimation based on info provided.
5. Confirm all voltages, finishes and mounting prior to order.





River Road Project Phase 2
LED Site Lighting Proposal

Designer
AP
Date
06/15/2025
Scale
Not to Scale
Drawing No.
002
Summary
LED PHOTOMETRICS

June 16, 2025

Charles Rush, Principal Planner
Development Services
City of Columbia, TN

RE: Re-Submittal Waters Edge at Taylor Bend Revised Master Plan – **Project #25-0196**

Dear Mr. Rush,
The accompanying documents are for the re-submittal associated with the Revised PUD Master Plan for the Waters Edge at Taylor Bend project.

Based on feedback from staff, the plan has been adjusted to include a new driveway connection to the north of the townhomes. Additionally, our team has decided to alter the footprint of Large Multi-Family Building 1. Not only will this provide more area for our civic space/amenity area, but it has also reduced the overall dwelling units to a total of 94 units.

Technical Review Comment responses can be found below.

Resubmittal Items uploaded to the online portal:

1. Preliminary PUD Master Plan document set
2. Comment Response Letter.
3. Water availability letter
4. Fire Flow letter

Technical Review Comments – Dated June 10, 2025
Planning:

1. *The lead staff person for this case is Charles Rush, Principal Planner. Please contact crush@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.* **Response: Noted.**
2. *At resubmittal, please provide a response letter addressing each comment along with any revised plans. If the nature of the comment does not warrant a response, or the comment was previously addressed, please simply note that the information has been acknowledged. Any documents or additional information that you want to present to the Planning Commission should be included in your resubmittal.* **Response: Noted.**
3. *Change application description to Preliminary PUD Master Plan. If current plan is expired you will be proposing a new plan.* **Response: The current plan is expired. The current application type is "Preliminary Planned Unit Development Master Plan." No changes have been made by the applicant for resubmittal.**

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

4. *Remove all expired and revised notations on all submittal documents. You are submitting a Preliminary PUD Master Plan.* **Response: "Revised" has been removed from the titleblock of the plan set. However, this request is not to create/rezone a new PUD MU property, but to replace the expired master plan on a property with an existing PUD zoning and entitlement. References to this entitlement and PUD history have been left in the Site Data portion of Sheet C2.0.**
5. *Submit updated and completed Fire Flow letter.* **Response: Fire Flow letter is included in this resubmittal package.**
6. *Building #4 does not meet the layering requirement for Parking. Parking needs to start 20' from front. Redesign site to include conformity with the Zoning Ordinance.* **Response: The parking at Large Multi-Family Building 4 has been updated to be in the 3rd layer.**
7. *Provide minimum and maximum building site width and depth of each site.* **Response: Building Site dimensions have been included on Sheet C2.0.**
8. *Provide calculations for Frontage Build-Out.* **Response: Frontage Build-Out information has been provided on Sheet C2.0.**
9. *Provide list of deviations requested.* **Response: The applicant is currently not requesting any deviations for this Preliminary PUD Master Development Plan.**
10. *All garage dimensions have to be 10'x20'.* **Response: The garage spaces counted towards the minimum parking counts will be 10' x 20'.**
11. *Building #1 entire frontage needs to have an pedestrian path that connects to the sidewalk on River Road.* **Response: The layout of Large Multi-Family Building 1 has been updated. Sidewalk connections are provided along both River Road and Taylor Bend Road, as well as a sidewalk connection along the rear side of this building to Taylor Bend Road. Small Multi-Family Building 1 provides sidewalk along the entire frontage of this building site that connects back to the sidewalk along River Road.**
12. *All Principal Buildings have to be a minimum of 2-stories; max 4-stories.* **Response: Please refer to architectural elevations. All buildings are within this range.**
13. *Show mail kiosk location and note that during construction phase units will have immediate accessible pedestrian access upon construction.* **Response: Multi-family buildings will have internal mail kiosks. A mail kiosk has been shown between Townhome 6 and Townhome 7.**
14. *Provide clarity for Frontage Build-out direction.* **Townhomes have their frontage on Taylor Bend. Large MF Buildings 1, 2, and 3 have their frontage on River Road. Large MF Building 4 has frontage on a pedestrian sidewalk with connections back to Taylor Bend and to the internal civic space. Small MF Building 1 has frontage on a pedestrian path with connection back to River Road.**
15. *Provide Photometric Plan.* **Response: A photometric plan has been included in this submittal.**
16. *Provide pedestrian path percentage calculations (less than or equal to 20% of the max lots and building sites).* **Response. There are 17 Buildings proposed on 17 building sites. Civic Space and the Parking/other open space are also shown on separate building sites/lots. Of the 17 Building Sites, two are proposed for frontage on pedestrian paths (12%). This calculation has been provided on sheet C2.0**
17. *Provide a Landscape Plan.* **Response: A landscape plan meeting the code minimum requirements has been provided with resubmittal.**
18. *Vinyl fencing is not permitted.* **Response: We have reflected the changes by removing the "Vinyl" specifier in our elevation notes.**

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19. *Building sites need to include parking with the sites/or parking sites.* **Response: Most of the surface parking is shown on a "parking and open space building site." Townhomes 2-5 and 8-11 have two surface parking spaces each on their building sites. Townhomes 1, 6, 7, and 12 provide 1 garage space on site. Small Multi-family building 1 provides 8 garage spaces on site. Large Multi-Family building 4 provides 7 surface parking spaces. Parking data is provided on Sheet C2.0.**
20. *Provide glazing of non-shopfront calculations that meet the 20% requirement.* **Response: We have included glazing percentage figures on all elevations.**
21. *Provide measurements that façade windows/doors are a minimum of 20' apart.* **Response: Refer to Architectural Elevations. Our dimensioning of the building shows compliance.**
22. *In stories above first-floor facades must be less than/equal to 50%.* **Response: We have included glazing percentage figures on all elevations.**
23. *Show on Architectures that all PUD-MU design standards are met by providing measurements, etc.* **Response: We have provided notation on our drawings in the form of notes and dimensions to demonstrate compliance with PUD-MU design standards.**
24. *Provide dumpster locations and specs if applicable or notate how service will be provided.* **Response: Dumpster is not proposed on-site. Trash service to be provided via a private service and disposed of off-site.**
25. *Upload an updated water letter, the one of file is for double branch rd.* **Response. Water availability letter for the Water's Edge site is provided.**
26. *Show and label all flood plains.* **Response: Floodplain is shown and labeled on the PUD plans.**
27. *Need a traffic study.* **Response: Traffic Study has been submitted and the review fee paid as of 6/11/2025.**
28. *Advisory: During the preapp we mentioned that a second access point would be needed (See fire & Engineering comment).* **Response: A second access point has been provided with resubmittal.**

Fire:

1. *The water availability letter that is uploaded does not go with this project. Please get a required water flow letter from the Fire Marshals Office then send it to CPWS to get a current water availability letter.* **Response: *Water availability letter for this site is provided with an August expiration date.***
2. *Show proposed location of fire hydrants and FDC's. A fire hydrant must be within 100 feet of each FDC.* ***Response: Proposed FDCs and fire hydrants are shown on sheet C3.0. Hydrants are located accordingly.***
3. *The City Engineer and I have discussed and agreed this site needs a second entrance.* **Response: A second access point has been provided with resubmittal.**

Engineering:

29. *Subject to TIS and Construction Plans*. **Response: Noted.**
30. *TIS review fee has not been provided.* **Response: TIS review fee has been paid as of 6/11/2025.**

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31. *Existing retaining wall will require certification from geotechnical engineer attesting to the installation, design, and structural integrity.* **Response. Noted. Wall is to be certified prior to final construction documents.**
32. *Provide a secondary connection point to Taylors Bend Rd across from Foxland Dr.* **Response. A second access point has been provided with resubmittal.**
33. *Show classification of roadways (major local).* **Response. Roadway classifications are identified on the plan.**
34. *Minimum ROW for Taylor Bend Rd is 65 ft. Provide half the required ROW to meet the minimum required width (32.5 ft from CL of existing ROW). Additional ROW may be required along River Rd to construct sidewalk within it.* **Response. During the pre-application meeting, we discussed providing the correct street lane and parking dimensions along Taylor Bend, with the sidewalk along the back of curb/parallel parking as was provided along River Road and for the River Road development on the opposite corner. This was shown. There was no stated preference for ROW dedication or creating an access easement for the sidewalk, as the Taylor Bend subdivision has. Per this request, a ROW dedication has been shown with resubmittal. This creates a dedicated space that ranges from about 5 to 6 feet beyond the proposed sidewalk.**
35. *Extend sidewalk across access driveway straight across. Provide Public Access Easement for portion of sidewalk on private property.* **Response. This driveway crossing has been shown perpendicular with resubmittal.**
36. *Coordinate with Maury County E-911 for addressing and street name approval.* **Response: Noted.**

Wastewater:

37. *Developer is required to abandon existing on-site sewer will class C flowable fill and remove it form the existing live system with property concrete patching.* **Response: Noted. A note as been added to the plans stating such.**

Public Works:

38. *For 99 multifamily units (12 townhomes, 4 carriage houses, 83 multifamily apartments), we recommend four 8-yard dumpsters with twice 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, carriage houses and multi-family residents. Individual trash receptacles will not be provided by the City of Columbia to townhome or carriage house residents. Please see the attached City of Columbia Dumpster Guidelines & Accessibility Requirements.* **Response: Noted.**
39. *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

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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.
Something Good Around Every Corner
Public Works 110 Santa Fe Pike Columbia, Tennessee 38401 Phone 931.388.8650
This institution is an equal opportunity provider.
Response: Noted.

Police:

40. *No comments provided.*

Building.

41. *No comments.*

City Attorney

42. *No comments provided.*

Maury County E911

43. *Will need a road names for this development. 911 must receive a detailed layout of all multi-family building, showing all unit locations.* **Response. Noted. No new roadways will be created with this development.**

Maury County Schools

44. *Riverside Elementary, Cox Middle School, Central High School. The development combined with current neighborhoods and additional approved development in these zones may require either new construction of realignment of school zones to accommodate new students.* **Response: Noted.**

Columbia Water

45. *A water availability letter was issued on October 27, 2024, however it is currently expired. 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*

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the preparation and approval of detailed construction plans prepared in accordance with CPWS and Tennessee Department of Environmental and Conservation requirements.
Response: Noted. Water Availability Letter was issued on February 28, 2025 and expires August 28, 2025. Water Letter is included in this resubmittal.

Columbia Power

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

Maury County Highway Dept.

47. *No Comment.*

Atmos Energy

48. *No Comment provided.*

Duck River Electric Membership Corp.

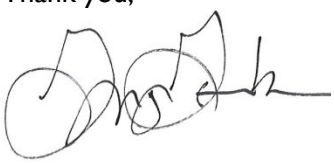
49. *No comment.*

ATT

50. *No Comments provided.*

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

Thank you,



Gamble Design Collaborative
Greg Gamble

CITY OF
COLUMBIA
TENNESSEE

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

DEVELOPMENT REVEW COMMITTEE MEETING
Tuesday, June 10, 2025

ITEM NO.
25-0196

DESCRIPTION: Waters Edge at Taylor Bend

COMMENTS:

Planning

1. The lead staff person for this case is Charles Rush, Principal Planner. Please contact crush@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. Change application description to Preliminary PUD Master Plan. If current plan is expired you will be proposing a new plan.
4. Remove all expired and revised notations on all submittal documents. You are submitting a Preliminary PUD Master Plan.
5. Submit updated and completed Fire Flow letter.
6. Building #4 does not meet the layering requirement for Parking. Parking needs to start 20' from front. Redesign site to include conformity with the Zoning Ordinance.
7. Provide minimum and maximum building site width and depth of each site.
8. Provide calculations for Frontage Build-Out.
9. Provide list of deviations requested.
10. All garage dimensions have to be 10’x20’.
11. Building #1 entire frontage needs to have an pedestrian path that connects to the sidewalk on River Road
12. All Principal Buildings have to be a minimum of 2-stories; max 4-stories.
13. Show mail kiosk location and note that during construction phase units will have immediate accessible pedestrian access upon construction.
14. Provide clarity for Frontage Build-out direction.
15. Provide Photometric Plan.
16. Provide pedestrian path percentage calculations (less than or equal to 20% of the max lots and building sites).
17. Provide a Landscape Plan.

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18. Vinyl fencing is not permitted.
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    and 6 inches of clearance on each side of the dumpster.
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    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.
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    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.

Something Good Around Every Corner
Public Works 110 Santa Fe Pike Columbia, Tennessee 38401 Phone 931.388.8650
This institution is an equal opportunity provider.

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City Attorney

42. No comments provided.

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43. Will need a road names for this development. 911 must receive detailed layout of all multi family building, showing all units location.

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The development combined with current neighborhoods and additional approved developments in these zones may require either new construction of realignment of school zones to accommodate new students.

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

Maury County Highway Dept.

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Atmos Energy

48. No comment provided.

Duck River Electric Membership Corp

49. No comment.

ATT

50. No comments provided.

Resubmittal Guidelines

CITY OF
COLUMBIA
TENNESSEE

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

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.

WATERS EDGE

REVISED PRELIMINARY PUD MASTER DEVELOPMENT PLAN

INTERSECTION OF RIVER ROAD AND TAYLOR BEND ROAD
COLUMBIA, TENNESSEE



LOCATION MAP

0 400 800
GRAPHIC SCALE 1"=400'-0"

SHEET INDEX

C0.0	COVER SHEET
C1.0	SURVEY
C2.0	PRELIMINARY PUD MASTER DEVELOPMENT PLAN
C3.0	CONCEPTUAL GRADING, STORM, UTILITIES
L1.0	TREE CANOPY COVERAGE
A1.0	ARCHITECTURAL ELEVATIONS

OWNER:
BRENT CAMPBELL
1187 GLENBROOK DR
FRANKLIN, TN 37064

DEVELOPER:
CPS LAND
213 OVERLOOK CIRCLE, SUITE B2
BRENTWOOD, TN 37027
CLIFF SMITH
cliff.smith@cpsland.com

APPLICANT/ LAND PLANNER:
GAMBLE DESIGN COLLABORATIVE
3020 STANSBERRY LANE, SUITE 201
FRANKLIN, TN 37064
GREG GAMBLE
615-975-5765
greg.gamble@gdc-tn.com

ENGINEER:
KIMLEY-HORN
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TN 37067
GRAY HARRISON, P.E.
615.564.2701
gray.harrison@kimley-horn.com

ARCHITECT:
OPEN ARCHITECTURE
ERIC CLAUS
513.403.7019
ERIC.CLAUS@OPENARCHITECTURE.COM

GREGORY C. GAMBLE — REGISTERED LANDSCAPE ARCHITECT — 5/14/25

PRE-APP: APRIL 23, 2025
INITIAL SUBMITTAL: MAY 19, 2025
RESUBMITTAL:

GAMBLE DESIGN COLLABORATIVE

DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE



NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE NAD83 COORDINATE SYSTEM.
2. NO PROPOSED BUILDINGS FALL WITHIN THE 100 YEAR FLOODPLAIN, PER THE FEMA FIRM MAP NUMBER 47119C0170E EFFECTIVE APRIL 16, 2007

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

GAMBLE DESIGN COLLABORATIVE

DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

WATERS EDGE
REVISED PRELIMINARY PUD DEVELOPMENT PLAN
RIVER ROAD & TAYLOR BEND RD, COLUMBIA TN

WILLIAM GRAY HARRISON
REGISTERED ENGINEER
AGRICULTURE
COLUMBIA
No. 137919
STATE OF TENNESSEE

Date: MAY 19, 2025

Revision Date
△
△
△

OVERALL EXISTING CONDITIONS

C1.0



0 40 80 120
GRAPHIC SCALE 1"=40'-0"

NOTE:

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

LEGAL DESCRIPTION OF PROPERTY:

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

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

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

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

PRELIMINARY PUD DEVELOPMENT PLAN SITE DATA:

TOTAL SITE AREA: +/-5.0 AC
EXISTING ZONING: PUD
FUTURE LAND USE: CCUV - CITY CENTER URBAN VILLAGE
VESTING: WATERS EDGE PUD; ORDINANCE 4262; NOV. 14, 2019

THE SITE IS CURRENTLY ZONED PUD. HOWEVER, THE PUD MASTER PLAN HAS EXPIRED. THE APPLICANT SEEKS TO REVISE THE PUD MASTER PLAN.

THE PROPOSED PLAN REDUCES THE TOTAL NUMBER OF MULTI-FAMILY UNITS FROM 135 UNITS TO 99 UNITS. WHILE THE PREVIOUS PLAN CONSISTED OF 5 LARGE MULTI-FAMILY BUILDINGS, THE PROPOSED PLAN MIXES TOWNHOMES, LARGE AND SMALL MULTI-FAMILY BUILDINGS.

NEW PUDS DEVELOPING IN THE CCUV FUTURE LAND USE DISTRICT ARE REQUIRED TO BE ZONED PUD-MU. IN ORDER TO CREATE A MASTER PLAN IN KEEPING WITH THE FORM AND AESTHETIC OF THIS DISTRICT, THE PROPOSED PUD MASTER PLAN HAS FOLLOWED MANY OF THE DESIGN STANDARDS FOUND IN PUD-MU DISTRICTS INCLUDING THE LOCATION AND QUANTITY OF PARKING, IDENTIFICATION OF CIVIC SPACE, AND BUILDING FORM.

TOTAL DWELLING UNITS: 99 UNITS (REDUCTION FROM PREVIOUSLY APPROVED 135)
TOTAL DENSITY: 19.8 DUA

BUILDING BREAKDOWN:
- TOTAL MULTI-FAMILY UNITS: 99 DWELLING UNITS
  - LARGE MULTI-FAMILY BLDG 1: 17 DU
  - LARGE MULTI-FAMILY BLDG 2: 18 DU
  - LARGE MULTI-FAMILY BLDG 3: 18 DU
  - LARGE MULTI-FAMILY BLDG 4: 18 DU
  - SMALL MULTI-FAMILY BLDG 1: 4 DU; 8-GARAGE PARKING SPACES
- TOWNHOMES: 12 DWELLING UNITS
  - TOWNHOME 1, 6, 7, 12: 1 CODE COMPLIANT GARAGE SPACE
  - TOWNHOME 2-5; 8-11: 2 COVERED PARKING SPACE

BUILDING SITES:
PRINCIPAL STRUCTURE SETBACKS:
- FRONT SETBACK PUD-MU STANDARD: 0'-20'
- PROVIDED SETBACK: X TOWNHOMES; X LARGE MULTI-FAMILY;
- FRONT SETBACK SECONDARY PUD-MU STANDARD: 0'-20'
- PROVIDED SETBACK: X LARGE MULTI-FAMILY
- SIDE SETBACK PUD-MU STANDARD: 0' MIN. ATTACHED; OTHERWISE 10' - 24'
- PROVIDED SETBACK: 0'; 15' MINIMUM BETWEEN TOWNHOME BUILDINGS
- REAR SETBACK: NOT REGULATED

ENFRONTMENT PUD-MU STANDARD: UP TO 20% OF BUILDING SITE ARE ALLOWED TO FRONT PEDESTRIAN WAYS INSTEAD OF THOROUGHFARES.
- TOTAL NUMBER OF BUILDING SITES: 17
- BUILDING SITES ENFRONTING PEDESTRAIN WAYS: 2 (12% OF BUILDING SITES)

PARKING SUMMARY:
- TOTAL DWELLING UNITS: 99 UNITS
- REQUIRED MINIMUM PARKING RATIO: 2 SPACES PER UNIT
- REQUIRED CIVIC SPACE PARKING: 1 SPACE PER 5,000 SF OF REQUIRED CIVIC SPACE
- TOTAL REQUIRED PARKING: 198 PARKING RESIDENTIAL SPACES; 3 CIVIC PARKING SPACES
- TOTAL PROVIDED: 214 SPACES (PLUS 4 NON-CODE COMPLIANT GARAGE SPACES)
  - TOWNHOMES: 12 UNITS, 24 REQUIRED PARKING SPACES
  - PROVIDED ON-LOT: 16 COVERED CARPORT SPACES PROVIDED ON-LOT, 4 GARAGE SPACES (10' X 20')
  - MULTI-FAMILY: 87 UNITS, 174 REQUIRED PARKING SPACES
  - PROVIDED: 194 SPACES PROVIDED
    - 150 SURFACE PARKING; 8 GARAGE PARKING SPACES (10'X20' MIN.); 36 ON-STREET PARKING SPACES

TOTAL CIVIC SPACE: 0.40 AC
- REQUIRED 5% OF GROSS SITE AREA: 0.25 AC
- PROVIDED: 0.40 AC (8%)

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

WATERS EDGE
REVISED PRELIMINARY PUD DEVELOPMENT PLAN
RIVER ROAD & TAYLOR BEND RD, COLUMBIA TN

GREGORY C. GAMBLE — REGISTERED LANDSCAPE ARCHITECT — 5/29/25 — TENNESSEE

Date: MAY 29, 2025

Revision Date
△
△
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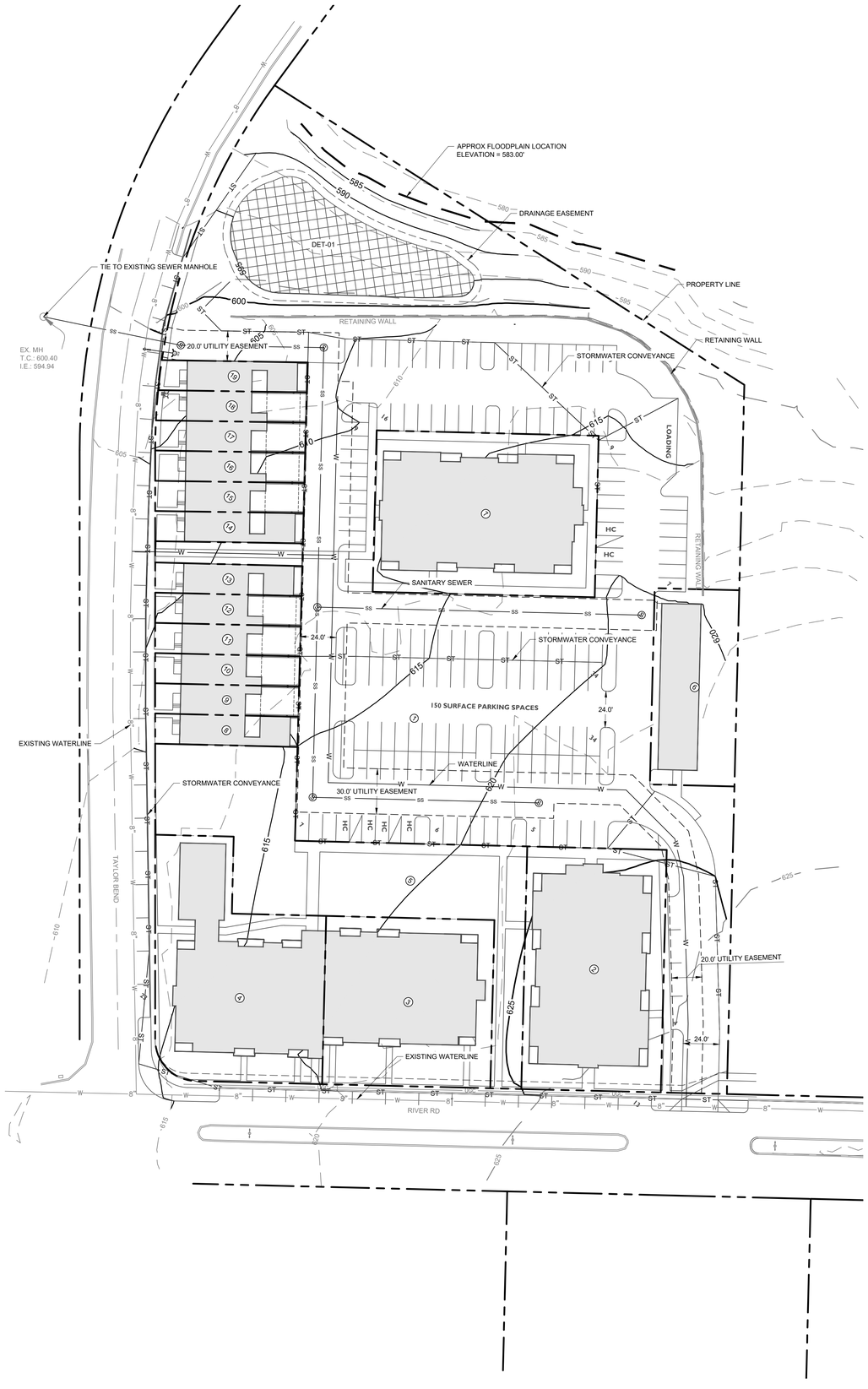
SITE DEVELOPMENT PLAN
SHEET
C2.0



NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE NAD83 COORDINATE SYSTEM.
2. NO PROPOSED BUILDINGS FALL WITHIN THE 100 YEAR FLOODPLAIN, PER THE FEMA FIRM MAP NUMBER 47119C0170E EFFECTIVE APRIL 16, 2007

PARCEL AREA TABLE	
PARCEL #	**AREA (SF)**
1	112847.07
2	14839.59
3	12411.35
4	14931.75
5	17563.36
6	7280.00
7	15729.00
8	1889.66
9	1900.37
10	1911.09
11	1921.80
12	1932.51
13	1932.54
14	1961.60
15	1972.31
16	1983.03
17	1990.61
18	1982.01
19	1942.92

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

GAMBLE DESIGN COLLABORATIVE

DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

WATERS EDGE
REVISED PRELIMINARY PUD DEVELOPMENT PLAN
RIVER ROAD & TAYLOR BEND RD, COLUMBIA TN

WILLIAM GRAY HARRISON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 127819
STATE OF TENNESSEE

Date: MAY 19, 2025

Revision Date
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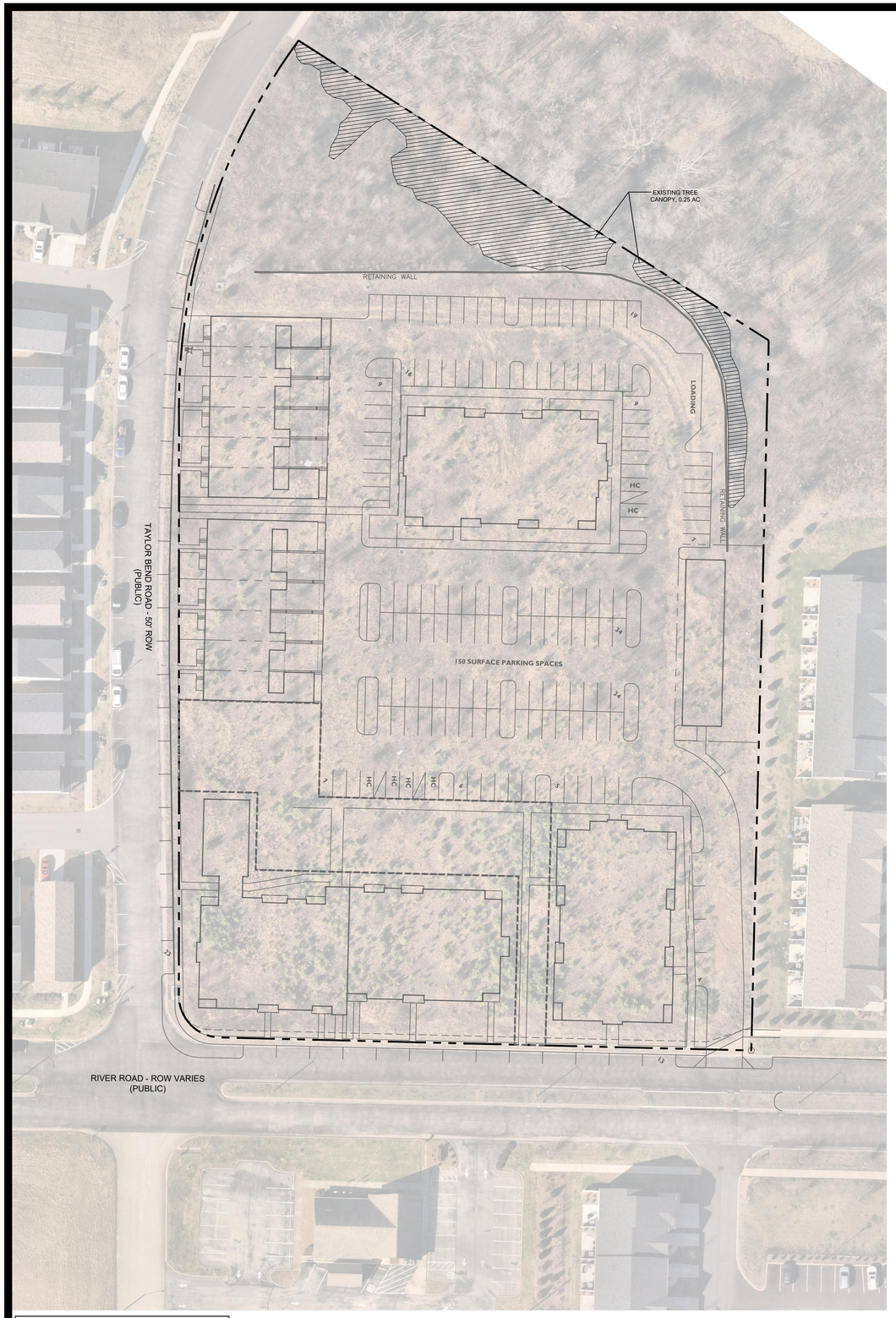
△
△

CONCEPTUAL GRADING STORM AND UTILITIES

C3.0



PRELIMINARY PUD DEVELOPMENT PLAN SITE DATA:

TOTAL SITE AREA: +/-5.0 AC
EXISTING ZONING: PUD
FUTURE LAND USE: CCUV - CITY CENTER URBAN VILLAGE
VESTING: WATERS EDGE PUD; ORDINANCE 4262; NOV. 14, 2019

THE SITE WAS PREVIOUSLY CLEARED IN ACCORDANCE WITH AN APPROVED SITE PLAN. BRUSH/VOLUNTEER GROWTH HAS OCCURRED IN THE DISTURBED AREA.

EXISTING TREE CANOPY: 10,677.4 SF (0.25 AC); 0.5% OF TOTAL SITE AREA
PUD-MU TREE CANOPY RETENTION STANDARD: 54% PRESERVATION

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

WATERS EDGE
REVISED PRELIMINARY PUD DEVELOPMENT PLAN
RIVER ROAD & TAYLOR BEND RD, COLUMBIA TN

GREGORY C. GAMBLE REGISTERED LANDSCAPE ARCHITECT

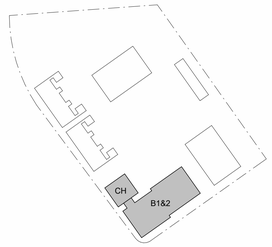
Date: MAY 29, 2025

Revision Date
△
△
△

CANOPY COVERAGE

SHEET
L1.0

KEY PLAN



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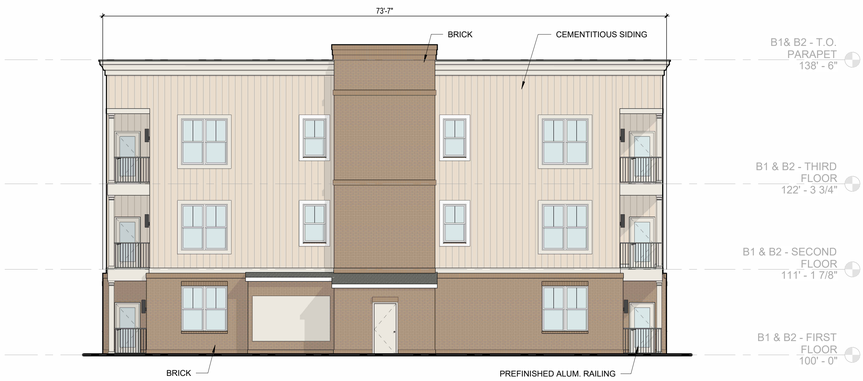
3 A202 **ELEVATION** AMENITY BACK
1/8" = 1'-0"



2 A202 **ELEVATION** BUILDING 1&2 - RIGHT
1/8" = 1'-0"



1 A202 **ELEVATION** BUILDING 1&2 - BACK
1/8" = 1'-0"

BARLOW BUILDERS & CPS LAND
TAYLORS BEND

ISSUANCES

NO.	DATE	DESCRIPTION
	2025.05.19	ZONING SUBMISSION

PROJECT NO:
24053

SHEET TITLE:
BUILDING 1&2 ELEVATIONS

SHEET NUMBER:
A202

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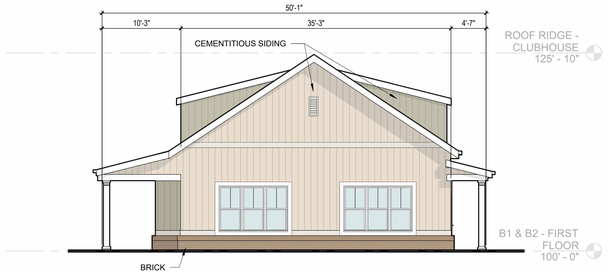


3 A201 **ELEVATION** CLUBHOUSE SIDE

1/8" = 1'-0"



2 A201 **ELEVATION** BUILDING 1&2 - LEFT

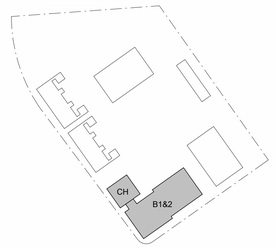
1/8" = 1'-0"



1 A201 **ELEVATION** BUILDING 1&2 - FRONT

1/8" = 1'-0"

KEY PLAN



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ISSUANCES

NO.	DATE	DESCRIPTION
	2025.05.19	ZONING SUBMISSION

PROJECT NO:
24053

SHEET TITLE:
BUILDING 1&2 ELEVATIONS

SHEET NUMBER:
A201

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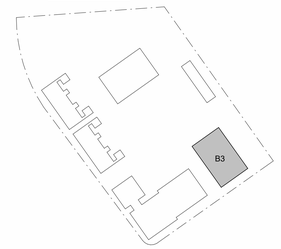
KEY PLAN





3 A203 **ELEVATION** BUILDING 3 - LEFT
1/8" = 1'-0"



1 A203 **ELEVATION** BUILDING 3 - FRONT
1/8" = 1'-0"



4 A203 **ELEVATION** BUILDING 3 - RIGHT
1/8" = 1'-0"



2 A203 **ELEVATION** BUILDING 3 - BACK
1/8" = 1'-0"

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ISSUANCES

NO.	DATE	DESCRIPTION
	2025.05.19	ZONING SUBMISSION

PROJECT NO:
24053

SHEET TITLE:
BUILDING 3 ELEVATIONS

SHEET NUMBER:
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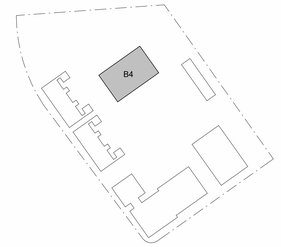
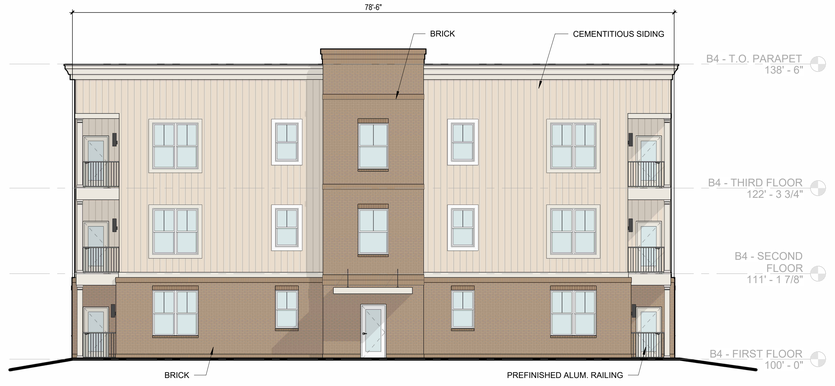




4 A204 **ELEVATION** BUILDING 4 - LEFT
1/8" = 1'-0"



1 A204 **ELEVATION** BUILDING 4 - FRONT
1/8" = 1'-0"



2 A204 **ELEVATION** BUILDING 4 - RIGHT
1/8" = 1'-0"



3 A204 **ELEVATION** BUILDING 4 - BACK
1/8" = 1'-0"

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ISSUANCES

NO.	DATE	DESCRIPTION
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PROJECT NO:
24053

SHEET TITLE:
BUILDING 4 ELEVATIONS

SHEET NUMBER:
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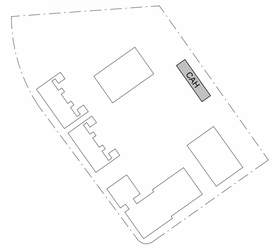
KEY PLAN



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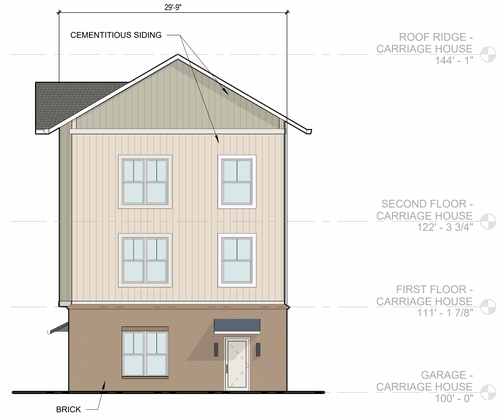
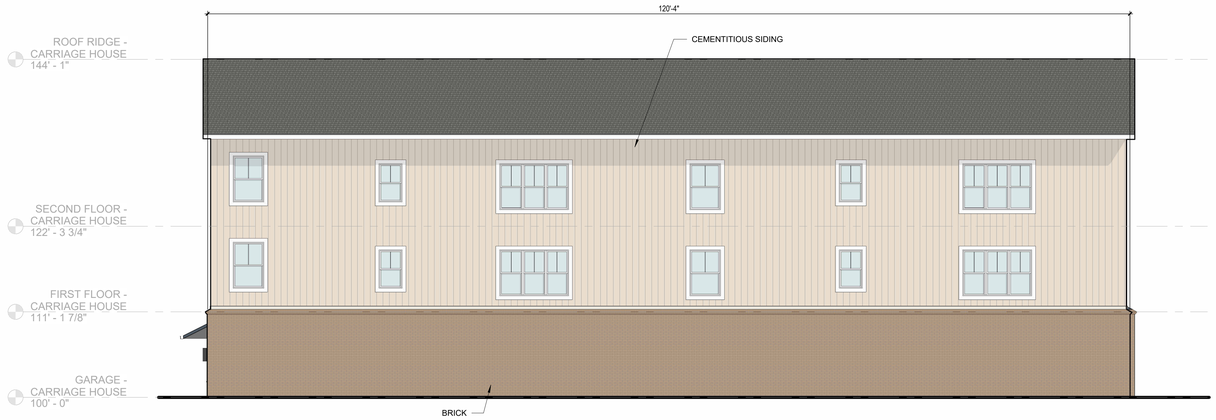
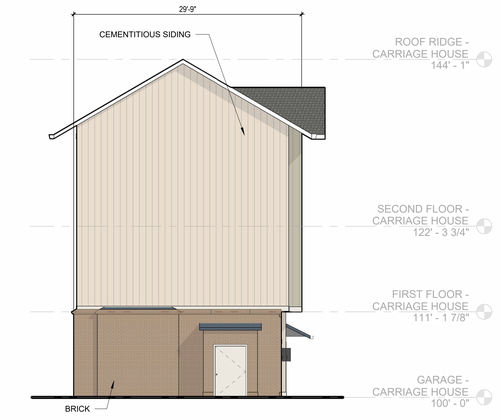
1 A205 **ELEVATION** CARRIAGE HOUSE - FRONT
1/8" = 1'-0"



4 A205 **ELEVATION** CARRIAGE HOUSE - SIDE 1
1/8" = 1'-0"



3 A205 **ELEVATION** CARRIAGE HOUSE - BACK
1/8" = 1'-0"



2 A205 **ELEVATION** CARRIAGE HOUSE - SIDE 2
1/8" = 1'-0"

BARLOW BUILDERS & CPS LAND
TAYLORS BEND

ISSUANCES

NO.	DATE	DESCRIPTION
	2025.05.19	ZONING SUBMISSION

PROJECT NO:
24053

SHEET TITLE:
CARRIAGE HOUSE ELEVATIONS

SHEET NUMBER:
A205

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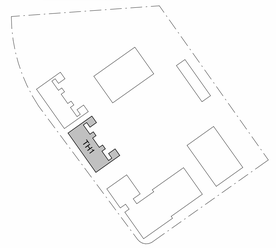
KEY PLAN



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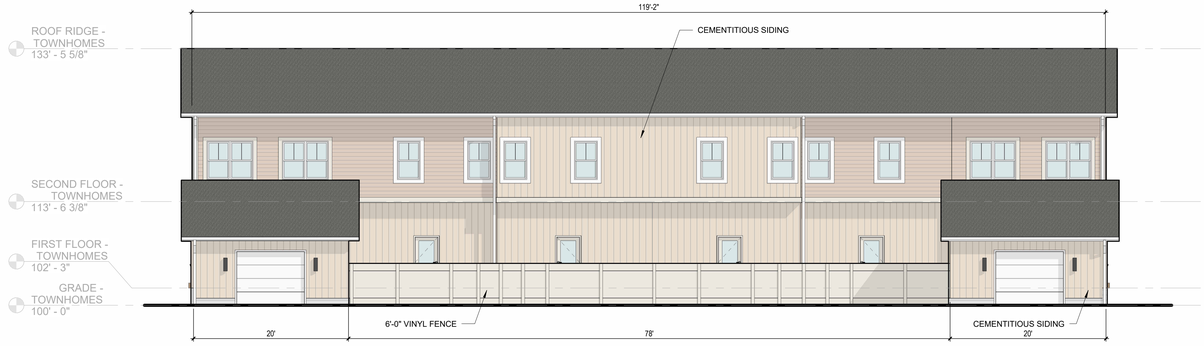
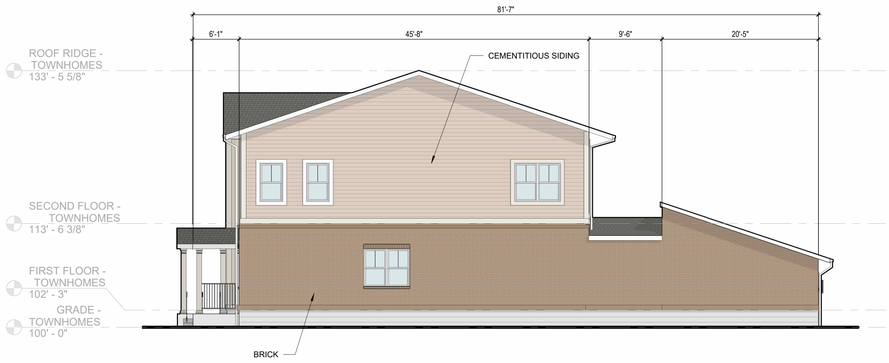
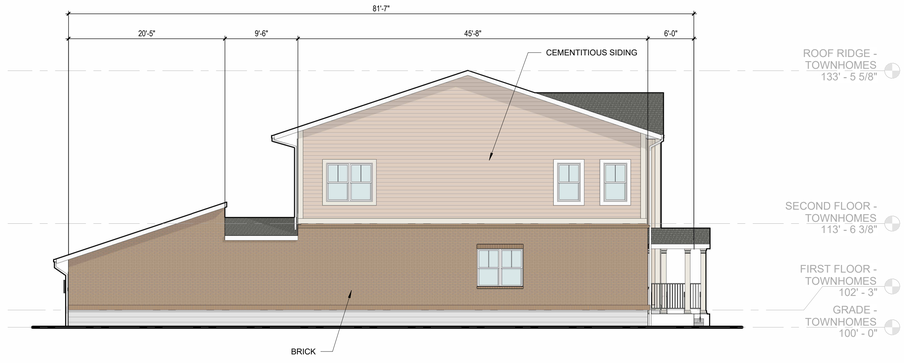


4 A206 **ELEVATION** TOWNHOME - ROW 1 - BACK
1/8" = 1'-0"



2 A206 **ELEVATION** TOWNHOME - ROW 1 - RIGHT
1/8" = 1'-0"



3 A206 **ELEVATION** TOWNHOME - ROW 1 - LEFT
1/8" = 1'-0"



1 A206 **ELEVATION** TOWNHOME - ROW 1 - FRONT
1/8" = 1'-0"

BARLOW BUILDERS & CPS LAND
TAYLORS BEND

ISSUANCES

NO.	DATE	DESCRIPTION
	2025.05.19	ZONING SUBMISSION

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SHEET TITLE:
TOWNHOME ELEVATIONS

SHEET NUMBER:
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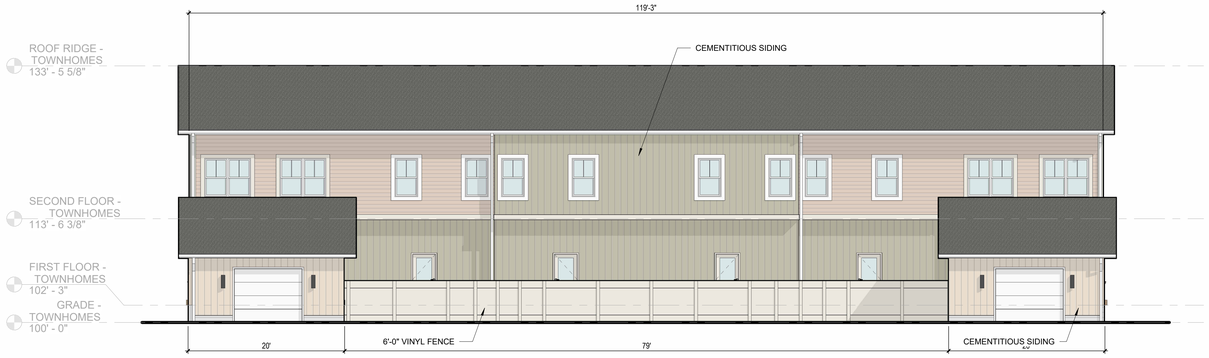
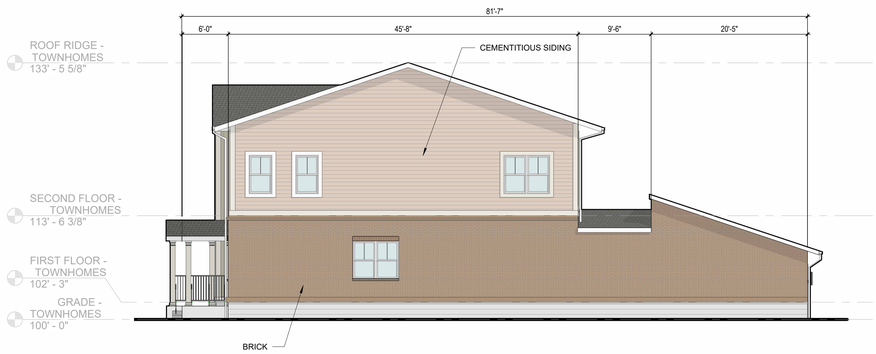


2 A207 **ELEVATION** TOWNHOME - ROW 2 - BACK
1/8" = 1'-0"



3 A207 **ELEVATION** TOWNHOME - ROW 2 - RIGHT
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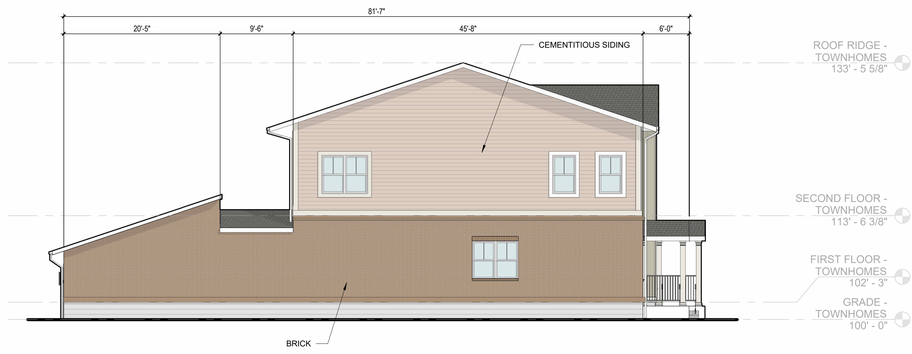
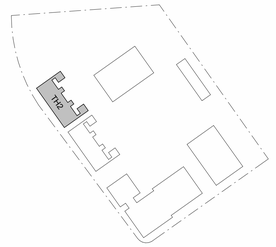


4 A207 **ELEVATION** TOWNHOME - ROW 2 - LEFT
1/8" = 1'-0"



1 A207 **ELEVATION** TOWNHOME - ROW 2 - FRONT
1/8" = 1'-0"

KEY PLAN



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24053

SHEET TITLE:
TOWNHOME ELEVATIONS

SHEET NUMBER:
A207

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Traffic Impact Study

Water's Edge

May 2025

FOR SUBMITTAL TO:

City of Columbia

PREPARED FOR:

CPS Land



05/19/2025

PREPARED BY:

Kimley»Horn

4031 Aspen Grove Drive, Suite 200

Franklin, TN 37067

615-564-2701

Project Number 118119003

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Kimley»Horn

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Appendix A: Site Plan

Appendix B: Traffic Counts

Appendix C: Volume Development

Appendix D: Capacity Reports

Appendix E: Turn Lane Warrants

Appendix F: Scoping Documents

1.0 EXECUTIVE SUMMARY

This traffic study evaluates the anticipated traffic impacts associated with the *Water's Edge* development. The site is approximately 5 acres and is located in the north quadrant at the intersection of Taylor Bend and River Road in Columbia, Tennessee.

The proposed development is planned to consist of 16 single family units and 83 multi-family units and will generate 680 daily trips, 52 AM peak hour trips and 62 PM peak hour trips.

The results of the analyses show that all study intersections currently operate at an acceptable overall LOS during the AM and PM peak hours. Under the projected No-Build and Build conditions, all study intersections are projected to continue to operate at an acceptable overall LOS during the AM and PM peak hours. It should be noted that it is not uncommon for side street approaches at unsignalized intersections or individual movements at signalized intersections to experience higher delay during peak periods.

1.1 DEVELOPMENT IMPROVEMENT RECOMMENDATIONS

The following improvements are recommended to be completed by the *Water's Edge* development.

- Intersection 6 – River Road at Site Driveway A
    - Provide one (1) ingress lane and one (1) egress lane.

2.0 INTRODUCTION

This traffic study evaluates the anticipated traffic impacts associated with the *Water's Edge* development. The following scenarios are analyzed in this study:

- Existing 2025 Conditions
  - Existing traffic counts and lane configurations
- Projected 2027 No-Build Conditions
  - Existing traffic counts grown to the build-out year at a standard growth rate plus traffic associated with nearby approved developments and existing lane configurations
- Projected 2027 Build Conditions
  - Existing traffic counts grown to the build-out year at a standard growth rate plus traffic associated with nearby approved developments and the proposed development and existing lane configurations

The study network analyzed in this study consists of the intersections listed in Table 1. For the purposes of this traffic impact study, the roadways within the study network are assumed to have the following orientations listed in Table 2. The study area and project site are shown in Figure 1. A site plan for the proposed development is included in Appendix A**.**

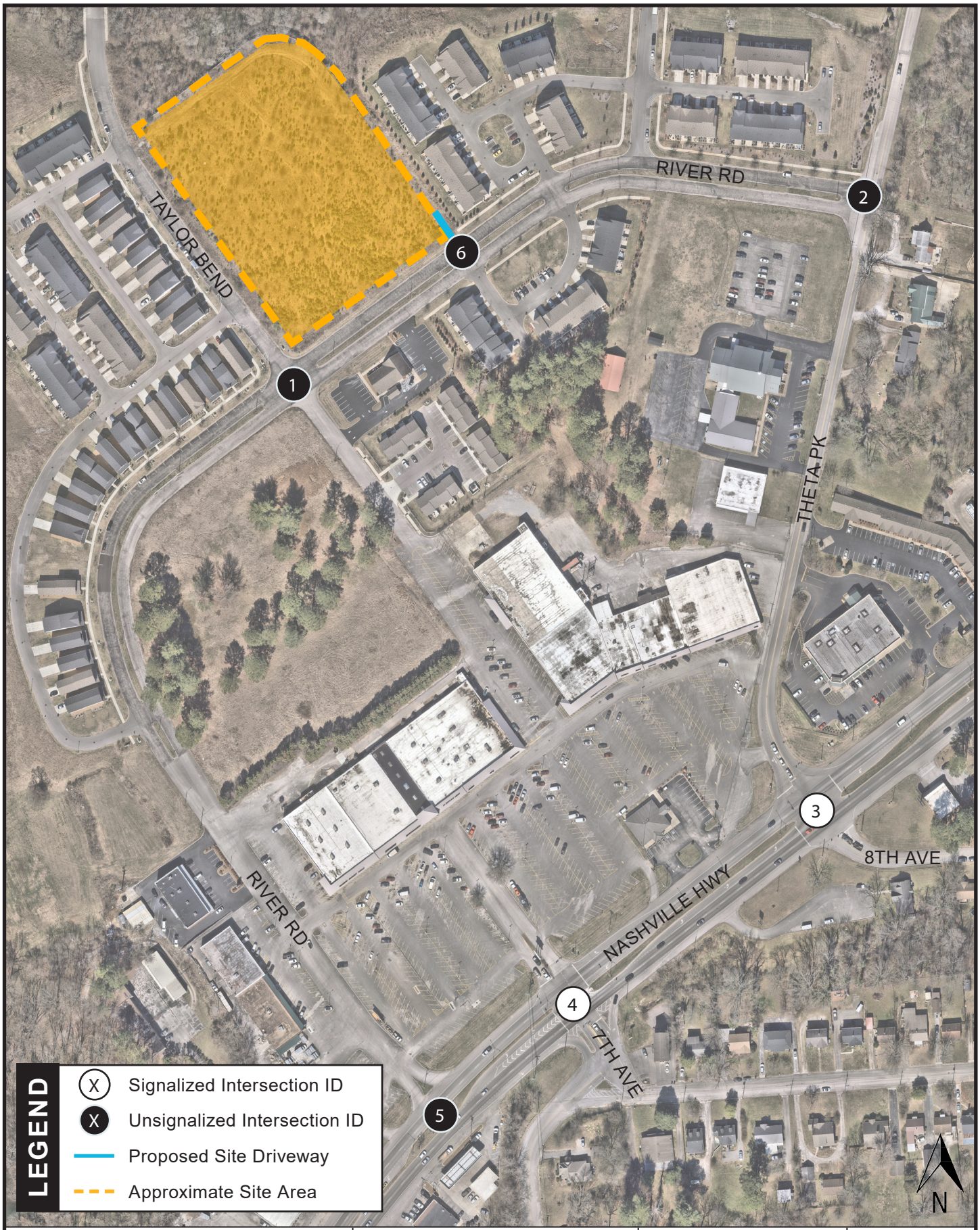
Table 1: Study Intersections

#	Intersection	Existing Control
1	Taylor Bend at River Road	TWSC*
2	River Road at Theta Pike	TWSC
3	Nashville Highway at Theta Pike	Signal
4	Nashville Highway at 7th Avenue	Signal
5	Nashville Highway at River Road	RIRO**

**Two-way stop control*
***Right-in/right-out*

Table 2: Roadway Orientations

Roadway	Orientation
Taylor Bend	North-South
River Road	East-West *(North-South at Int #5)*
Theta Pike	North-South
Nashville Highway	East-West
7th Avenue	North-South



Kimley»Horn	Water's Edge Traffic Impact Study	Study Area	Figure 1

3.0 METHODOLOGY

3.1 SCOPING MEETING

The scope of this study was determined via virtual meeting with City of Columbia on 04/28/2025. The final scoping documents and memorandum of understanding (MOU) incorporating assumptions and discussion from the meeting are included in Appendix F.

3.2 DATA COLLECTION

Volume peak hour turning movement counts (TMCs) were performed at each study intersection. The TMCs were collected from 7:00 AM - 9:00 AM for the AM peak period and 4:00 PM - 6:00 PM for the PM peak period.

3.3 TRIP GENERATION

Traffic for the proposed development was calculated using equations contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, *11th Edition*, using equations where available. Internal capture (or mixed-use) reductions represent the concept that trips generated by individual land uses within a site may remain internal to the site. Mixed-use vehicle trip reductions are calculated using guidance from the *ITE Trip Generation Handbook, 3rd Edition*. Alternative modes of transportation include pedestrians, bicyclists, and transit users. Alternate mode reductions account for the notion that some site-generated trips will occur by a means other than automobile. A pass-by trip occurs when a proposed development diverts traffic that is already traveling on a street adjacent to the site. Pass-by reductions are calculated using guidance from the *(ITE) Trip Generation Manual, 11th Edition.*

3.4 CAPACITY ANALYSES

Level-of-service (LOS) determinations were made for the weekday AM and PM peak hours for the study network intersections using *Synchro, Version 12.0. Synchro* software uses methodologies contained in the *Highway Capacity Manual, 7th Edition* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

LOS is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions of a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F the worst.

LOS for unsignalized intersections, with stop control on the minor street only, are reported for the side-street approaches and major street left-turns. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delay turning onto a major roadway.

LOS for signalized and all-way stop controlled (AWSC) intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably. The LOS criteria for signalized and unsignalized intersections is shown in Table 3.

Table 3: LOS Criteria for Intersections

LOS	Signalized Delay	Unsignalized Delay	Description
A	≤10.0	≤10.0	Operations with very low delay and most vehicles do not stop.
B	>10.0 and ≤20.0	>10.0 and ≤15.0	Operations with good progression but with some restricted movement.
C	>20.0 and ≤35.0	>15.0 and ≤25.0	Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	>35.0 and ≤55.0	>25.0 and ≤35.0	Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines
E	>55.0 and ≤80.0	>35.0 and ≤50.0	Operations where there is significant delay, extensive queuing, and poor progression.
F	>80.0	>50.0	Operations that is unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.

3.5 TURN LANE WARRANTS

National Cooperative Highway Research Program (NCHRP) Report 457, "Evaluating Intersection Improvements: An Engineering Study Guide", was used to evaluate if left-turn and/or right-turn lanes should be implemented along non-state routes at unsignalized site driveways. From the NCHRP Report 457, the following methodology were applied to perform these evaluations:

- Figure 2-5 ("Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection")
- Figure 2-6 ("Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection")

3.6 SIGHT DISTANCE

Intersection sight distance measurements and calculations were performed using methodology provided in *A Policy on Geometric Design of Highways and Streets, 7th Edition (2018)*, published by the American Association of State Highways and Transportation Officials (AASHTO).

4.0 EXISTING CONDITIONS

4.1 VEHICULAR NETWORK

Characteristics for the roadways within the study are summarized in Table 1. The existing road geometry is illustrated in Figure 3.

Table 4: Roadway Network

Roadway	Lanes	Posted Speed	Classification	AADT
Taylor Bend	2	25*	Local	N/A
River Road	2	25*	Local	N/A
Theta Pike	2	35	Collector	4,408
Nashville Highway	4	45	Arterial	30,156
7th Avenue	2	25*	Local	N/A

**Not posted – assumed speed*

4.2 VEHICULAR VOLUMES

Vehicle peak hour turning movement counts (TMCs) were performed at each study intersection in 2023. The 2023 counts were grown at 3% per year to establish the existing 2025 volumes. Peak hours for the study intersections are shown in Table 5. The existing intersection geometry is shown in Figure 2. The existing peak hour traffic volumes are shown in Figure 3. The complete traffic count data is provided in Appendix B.

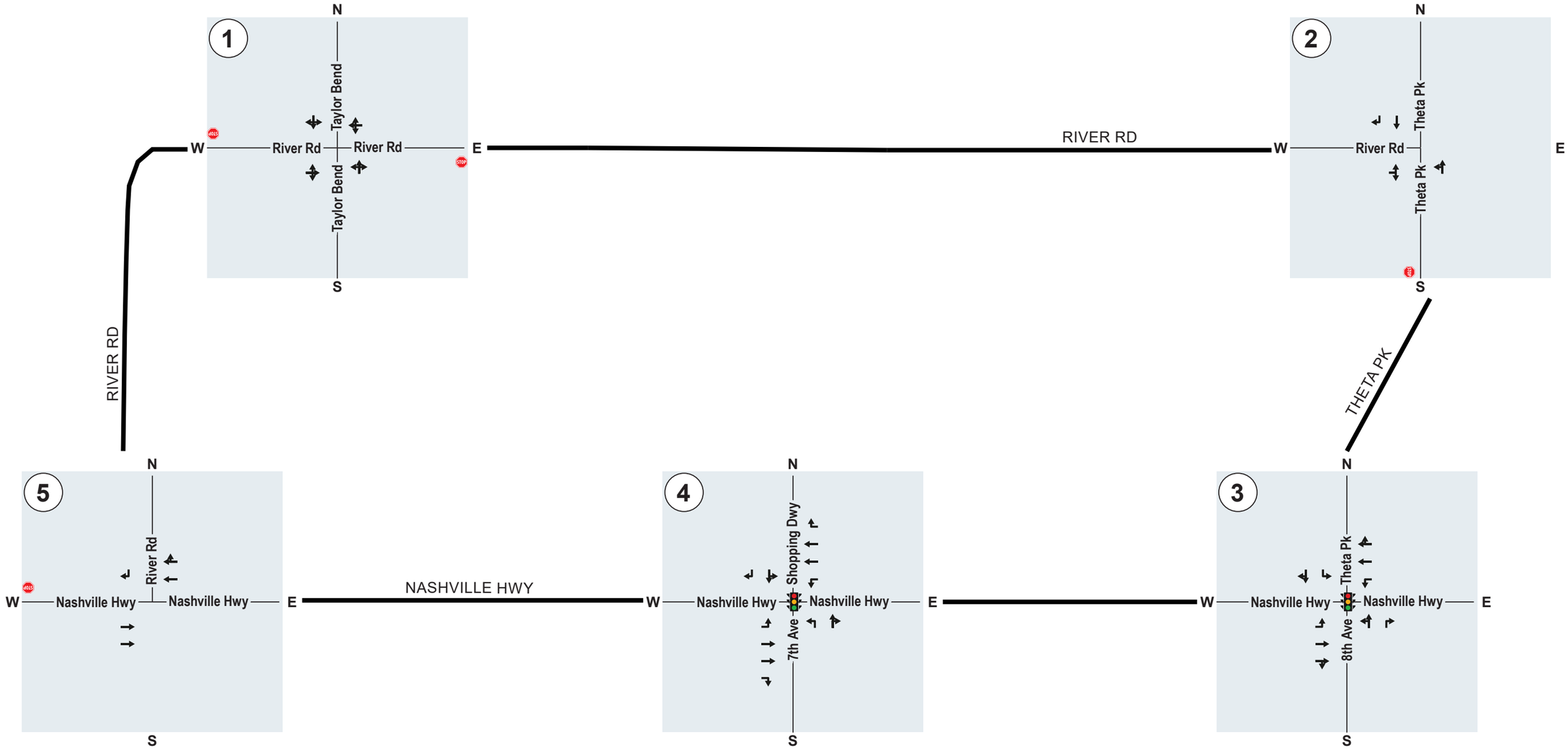
Table 5: Intersection Peak Hours

#	Intersection	Date Collected	AM	PM
1	Taylor Bend at River Road	10/24/2023	7:15 - 8:15	4:30 – 5:30
2	River Road at Theta Pike	10/24/2023	7:45 - 8:45	4:30 – 530
3	Nashville Highway at Theta Pike	10/24/2023	7:15 - 8:15	4:30 – 5:30
4	Nashville Highway at 7th Avenue	10/24/2023	7:15 - 8:15	4:30 – 5:30
5	Nashville Highway at River Road	10/24/2023	7:15 - 8:15	4:30 – 5:30

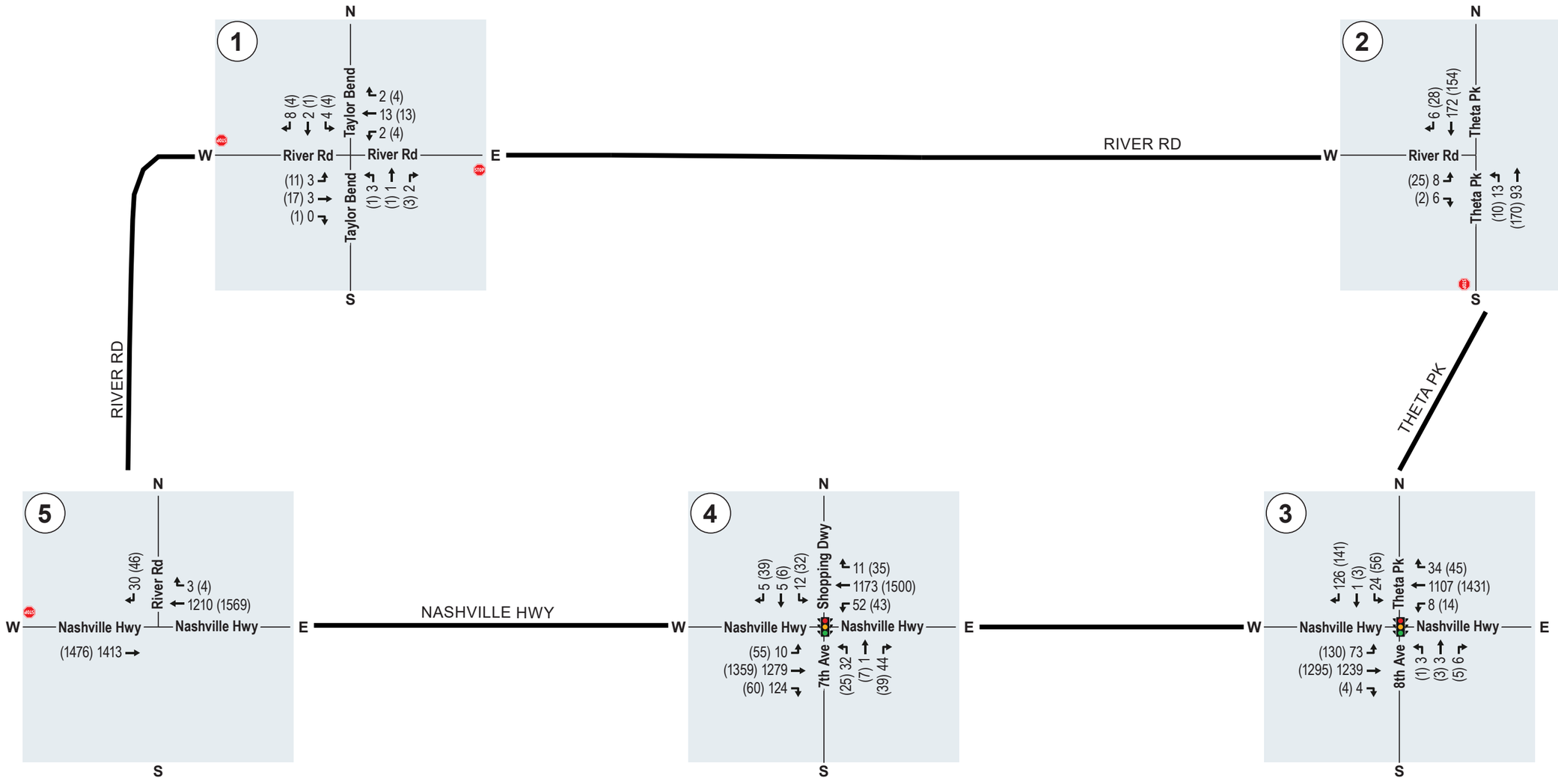
In addition to the TMCs, 24-hour average daily traffic (ADT) counts were also collected and are summarized in Table 6 below.

Table 6: ADT Counts

#	Roadway	Location	ADT	NB/EB	SB/WB	85th Speed
1	Theta Pike	south of River Road	3,348	1,758	1,590	37
2	Nashville Highway	south of River Road	32,797	16,718	16,079	46



Kimley»Horn	**Water's Edge Traffic Impact Study**	**Existing Intersection Geometry**	**Figure 2**



LEGEND

X Signalized Intersection ID	Existing Traffic Signal	XX	AM Peak Hour Traffic Volumes
X Unsignalized Intersection ID	STOP Existing Stop Sign	(XX)	PM Peak Hour Traffic Volumes
→ Turning Movement			

N

Kimley»Horn	Water's Edge Traffic Impact Study	Existing Traffic Volumes	Figure 3

5.0 NO-BUILD CONDITIONS

5.1 NO-BUILD VOLUMES

Background traffic is defined as expected traffic on the roadway in future year(s) absent the construction and opening of the proposed project. Background traffic can include a base growth rate based on historical count data as well as population growth data and estimates.

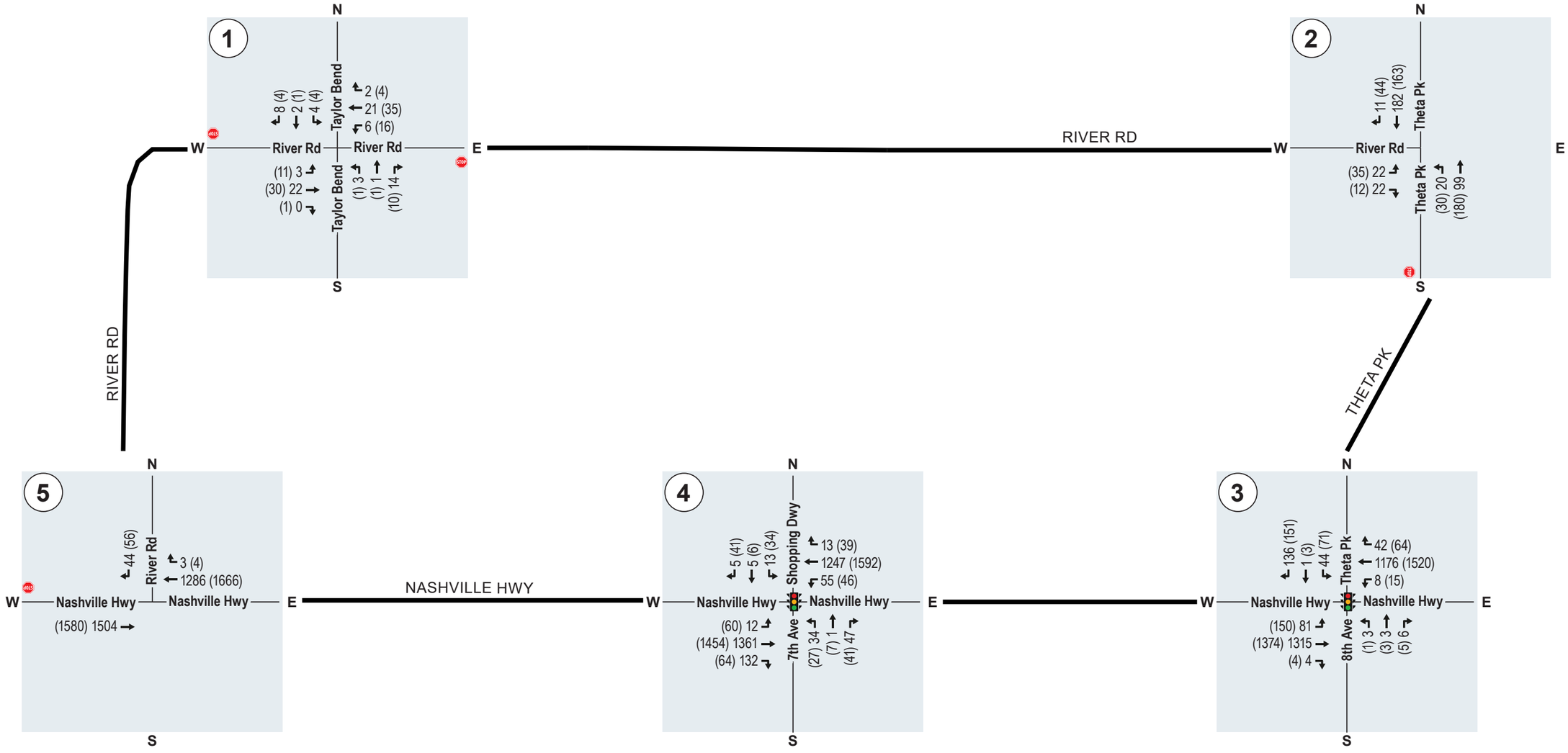
To account for background traffic, the existing traffic volumes were increased by 3.00% per year to account for the expected background growth through the build-out year. In addition to standard background growth, trips associated with the nearby approved developments listed in Table 7 were also incorporated into the volume projections. The no-build volumes are shown in Figure 4.

Table 7: Approved Developments

ID	Development Name	Build Year	Daily	AM	PM
A	River Road Columbia	2025	868	63	76

5.2 FUTURE TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS

No improvements were identified to be incorporated into the capacity analyses. There may be other improvements planned. However, they will not impact the number or characteristics of intersection lanes.



LEGEND

(X) Signalized Intersection ID	Existing Traffic Signal	XX	AM Peak Hour Traffic Volumes
X Unsignalized Intersection ID	STOP Existing Stop Sign	(XX)	PM Peak Hour Traffic Volumes
→ Turning Movement			

N

Kimley»Horn	**Water's Edge Traffic Impact Study**	**No-Build Traffic Volumes** — **Figure 4**

6.0 BUILD CONDITIONS

6.1 SITE ACCESS

A brief description of each site access point is listed in Table 8.

Table 8: Site Access Details

#	Intersection	Control/Movement	Location
6	River Road at Site Driveway	TWSC/Full-Movement	~400' east of Taylor Bend

The intersection sight distance required for vehicles exiting the site at the driveway is 335’ for vehicles turning left and 290’ for vehicles turning right. Sight distance is anticipated to be adequate at the site driveway.

6.2 PROJECT TRAFFIC

6.2.1 PROJECT TRIPS

Trip generation for the proposed development was calculated based on the methodology outlined in Section 3.3. Due to the location and proposed land uses, the trip generation was performed with no reductions to gross trips. Table 9 summarizes the project trip generation. A detailed trip generation worksheet for the proposed development is provided in Appendix C.

6.2.2 TRIP DISTRIBUTION AND ASSIGNMENT

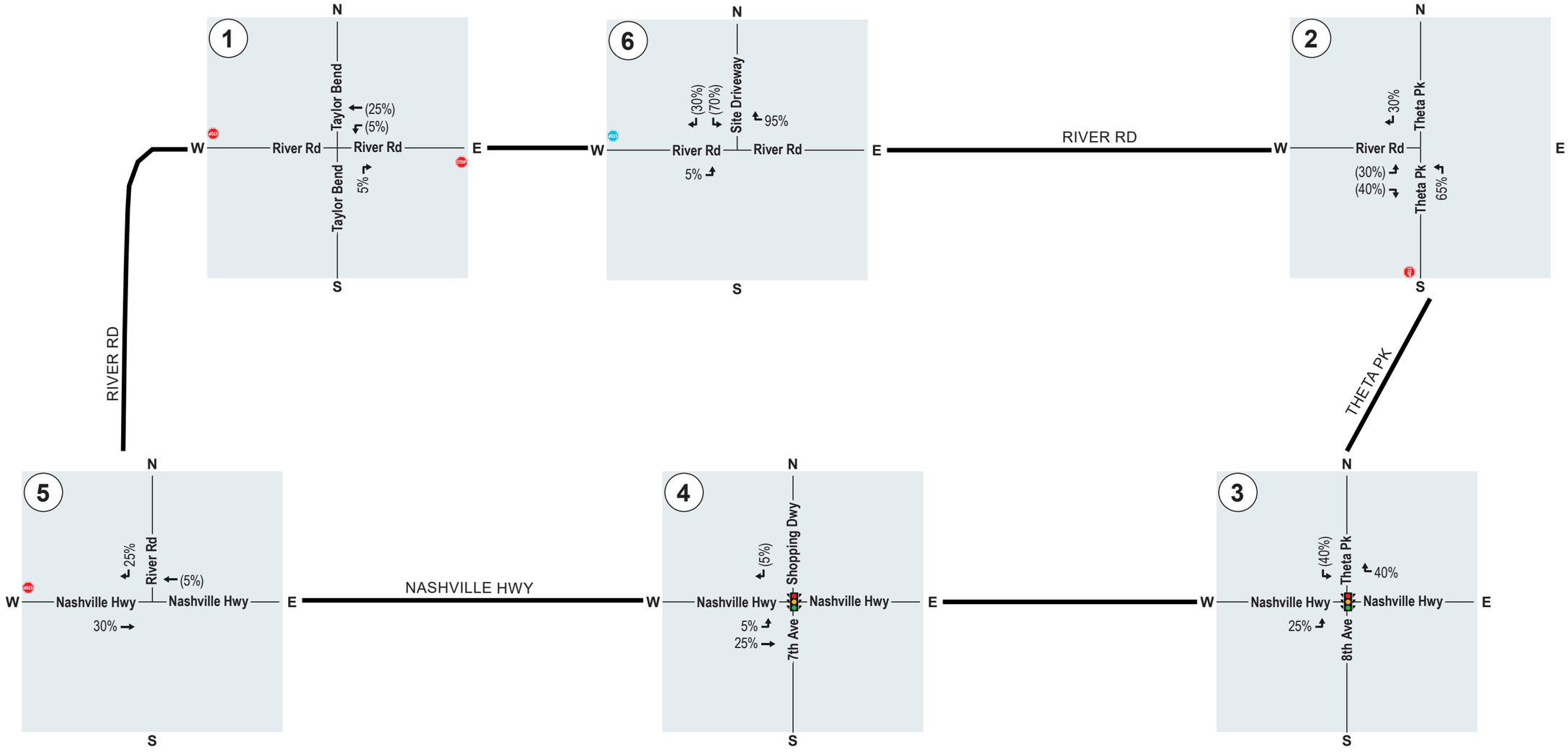
The directional distribution and assignment of new project trips was based on a review of land uses and population densities in the area as well as the existing peak hour turning movement counts. Figure 5 provides the directional distribution and assignment of new project trips. Figure 6 illustrates the assignment of project trips to the study network. The projected build peak hour volumes are shown in Figure 7. Intersection volume worksheets for all intersections and driveways within the study network are provided in Appendix C.

Table 9: Trip Generation

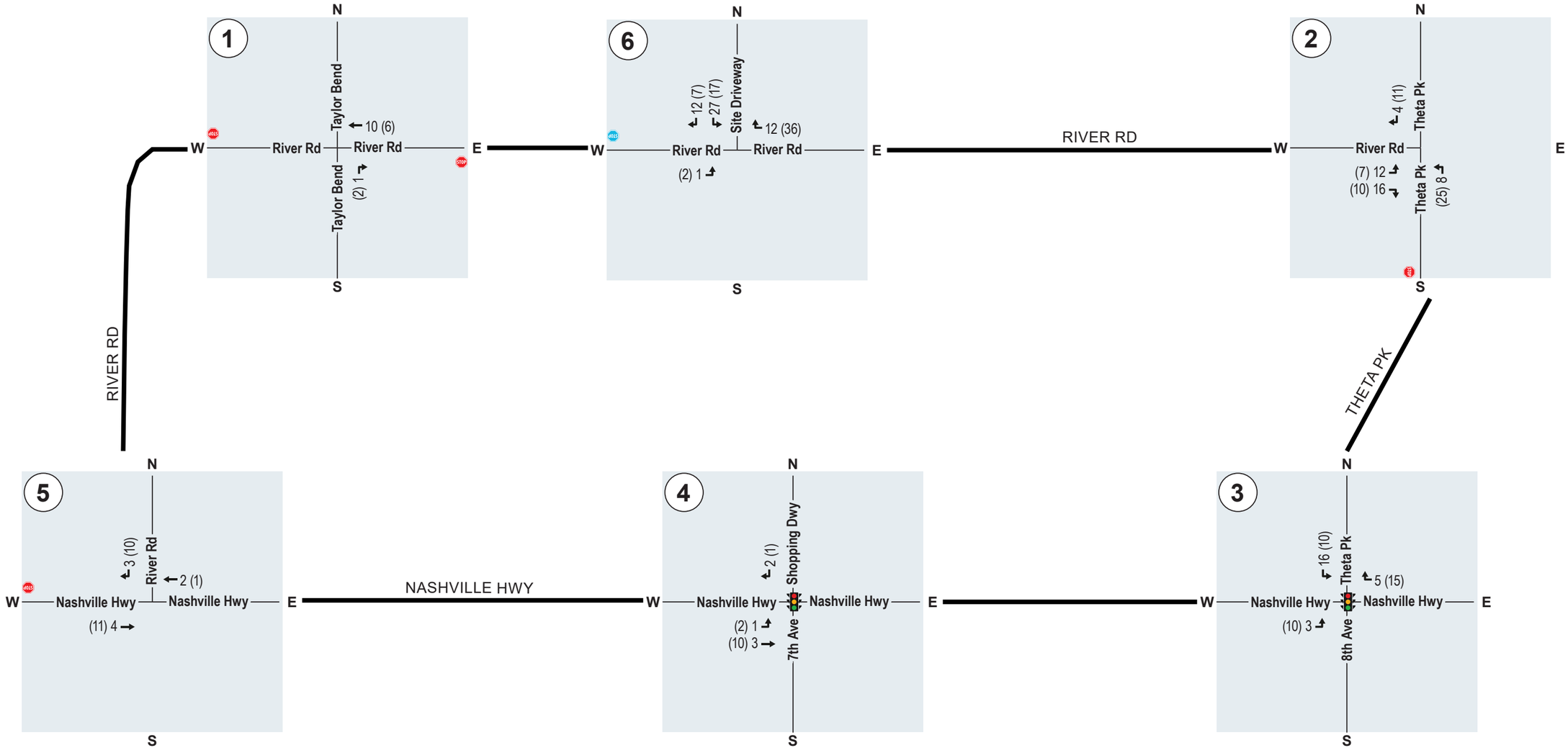
Proposed Trip Generation - Water's Edge

ITE Code	Land Use	Setting/Location	Density		Daily			AM Peak Hour			PM Peak Hour		
					Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
215	Single-Family Attached Housing	General Urban/Suburban	16	d.u.	72	36	36	3	1	2	6	3	3
220	Multifamily Housing (Low-Rise)	General Urban/Suburban	83	d.u.	608	304	304	49	12	37	56	35	21
GROSS PROPOSED TRIPS					**680**	**340**	**340**	**52**	**13**	**39**	**62**	**38**	**24**

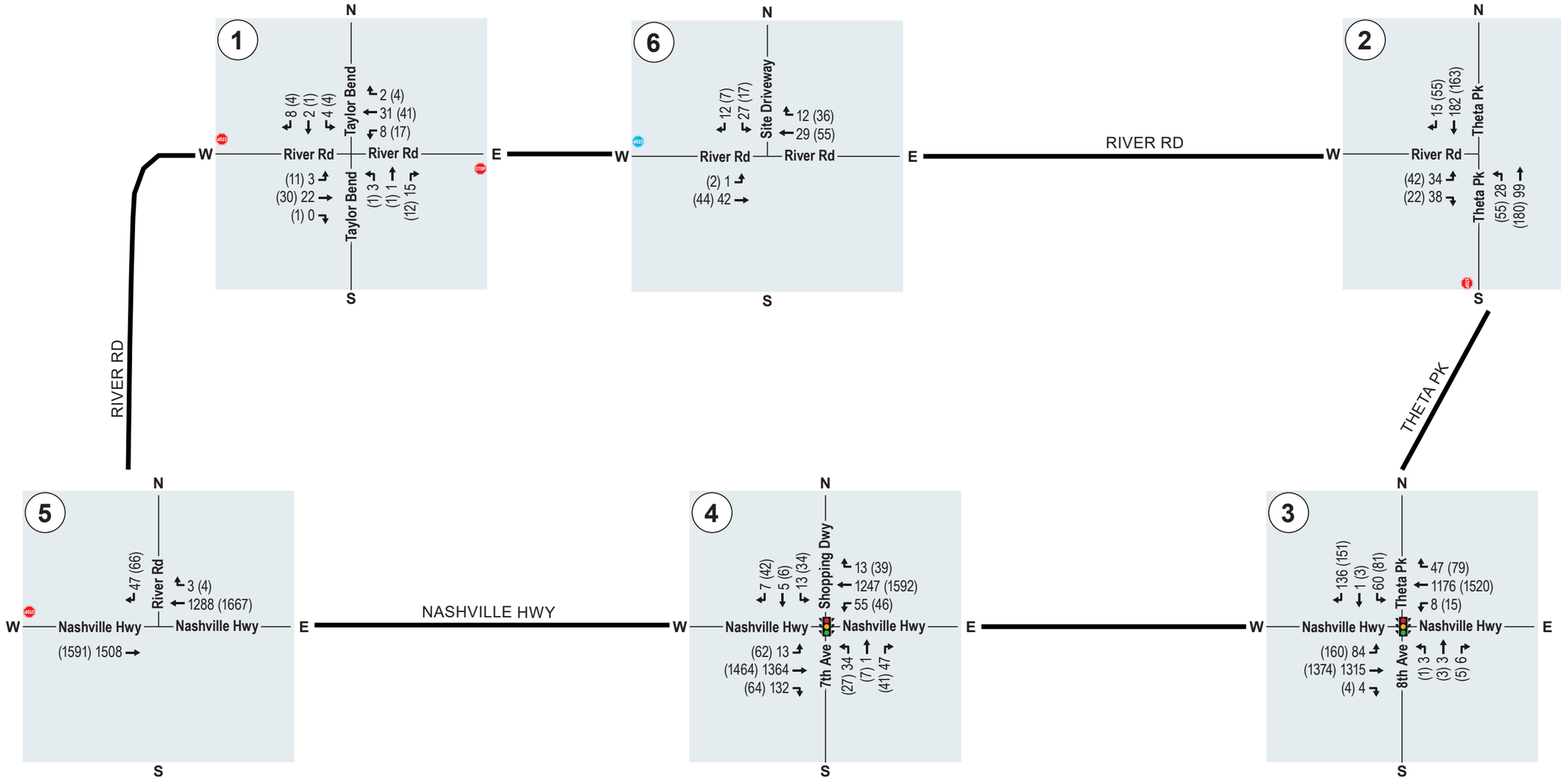
Notes:



Kimley»Horn	**Water's Edge Traffic Impact Study**	**Trip Distribution & Assignment**	**Figure 5**



Kimley»Horn	**Water's Edge Traffic Impact Study**	**Project Trips**	**Figure 6**



LEGEND

(X) Signalized Intersection ID	Existing Traffic Signal	XX	AM Peak Hour Traffic Volumes
X Unsignalized Intersection ID	STOP Existing Stop Sign	(XX)	PM Peak Hour Traffic Volumes
→ Turning Movement	STOP Proposed Stop Sign		

N

Kimley»Horn

Water's Edge
Traffic Impact Study

Build Traffic Volumes

Figure 7

6.3 TURN LANE EVALUATION

The turn lane evaluations were calculated based on the methodology outlined in Section 3.5. The results of the turn lane warrants are summarized in Table 10. Detailed turn lane calculations are provided in Appendix E.

Table 10: Turn Lane Warrants

#	Intersection	Movement	Scenario	AM	PM
2	Theta Pike and River Road	NBL	Existing	✗	✗
			No-Build	✗	✗
			Build	✗	✗

Based on the turn lane evaluation, a northbound left-turn lane at the intersection of Theta Pike at River Road (Intersection 2) is not warranted during the AM or PM peak hour under Existing, No-Build, or Build conditions.

7.0 CAPACITY ANALYSIS

The capacity analyses were calculated based on methodology outlined in Section 3.4. The results of the capacity analyses are summarized in Table 11 and Table 12. Detailed capacity reports are provided in Appendix D.

The results of the analyses show that all study intersections currently operate at an acceptable overall LOS during the AM and PM peak hours. Under the projected No-Build and Build conditions, all study intersections are projected to continue to operate at an acceptable overall LOS during the AM and PM peak hours. It should be noted that it is not uncommon for side street approaches at unsignalized intersections or individual movements at signalized intersections to experience higher delay during peak periods.

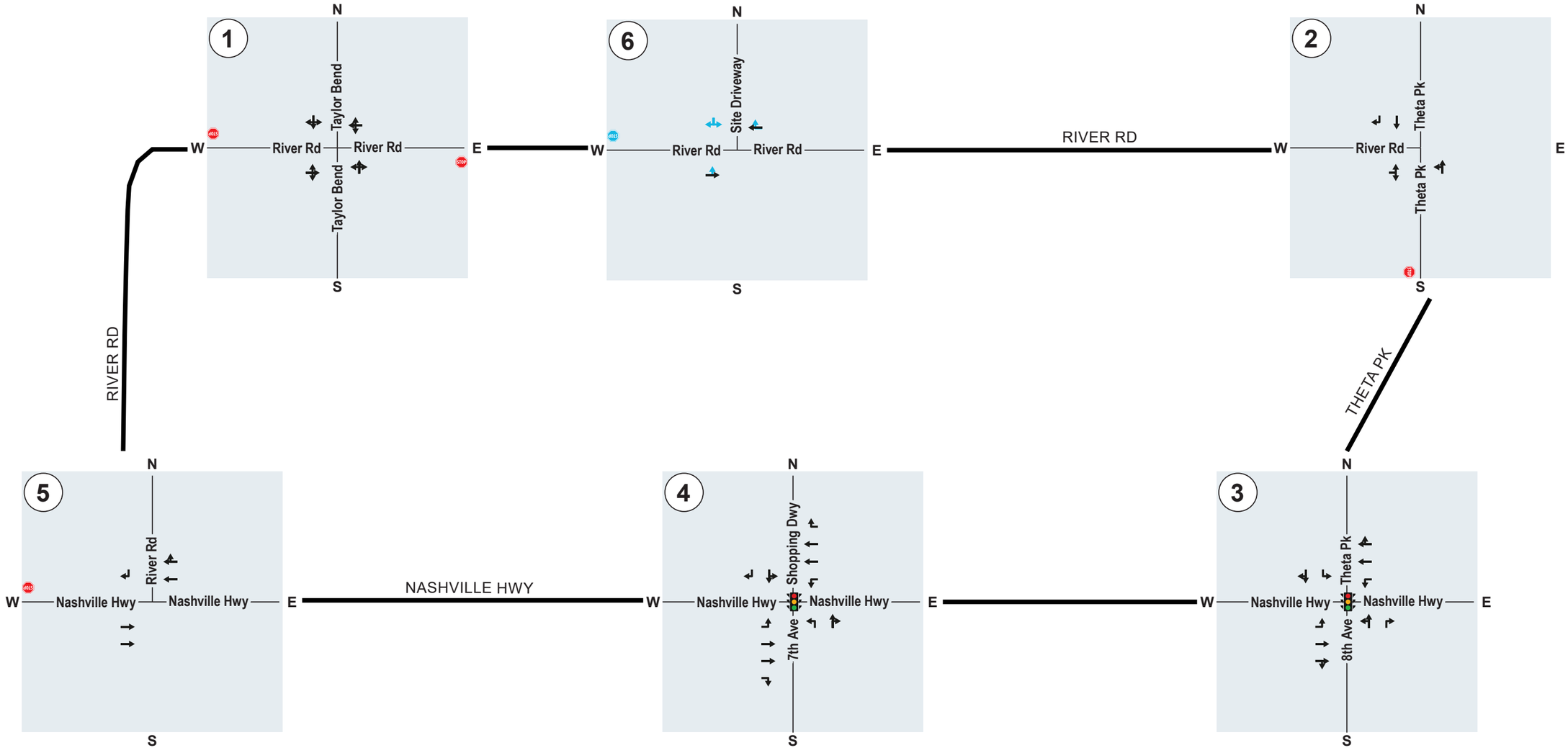
The Build lane configuration is shown in Figure 8.

Table 11: LOS Summary

			Existing AM		Existing PM		No-Build AM		No-Build PM		Build AM		Build PM	
#	Intersection	Movement	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Taylor Bend & River Rd	EBL	A	7.3	A	7.3	A	7.3	A	7.3	A	7.3	A	7.4
		WBL	A	7.2	A	7.3	A	7.3	A	7.3	A	7.3	A	7.3
		NB	A	8.8	A	8.8	A	8.8	A	8.8	A	8.8	A	8.8
		SB	A	8.7	A	8.9	A	8.9	A	9.3	A	9.0	A	9.3
2	Theta Pk & River Rd	NBL	A	7.7	A	7.6	A	7.7	A	7.7	A	7.7	A	7.8
		EB	B	10.1	B	10.9	B	10.4	B	11.3	B	10.7	B	11.7
3	8th Ave/Theta Pk & Nashville Hwy	EBL	A	8.2	B	13.1	A	8.9	B	17.7	A	9.1	B	19.4
		EBT	A	1.6	A	1.6	A	1.8	A	1.8	A	1.8	A	1.7
		EBR	A	1.6	A	1.5	A	1.7	A	1.7	A	1.7	A	1.7
		WBL	A	6.9	A	6.9	A	7.0	A	7.1	A	7.0	A	7.2
		WBT	B	12.9	B	16.0	B	13.7	B	17.9	B	13.7	B	18.4
		WBR	B	12.8	B	15.9	B	13.6	B	18.0	B	13.7	B	18.5
		NBL	D	37.7	D	37.5	D	37.8	D	37.5	D	37.8	D	37.5
		NBT	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		NBR	D	37.5	D	37.5	D	37.5	D	37.5	D	37.5	D	37.5
		SBL	D	46.7	D	51.0	D	49.7	D	54.6	D	51.9	**E**	56.6
		SBT	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		SBR	D	46.6	D	47.9	D	47.8	D	49.3	D	47.8	D	49.3
		Intersection	A	9.4	B	12.0	B	10.2	B	13.5	B	10.5	B	14.0
4	7th Ave/Shopping Dwy & Nashville Hwy	EBL	**E**	59.4	**E**	58.7	**E**	59.4	**E**	58.7	**E**	59.4	**E**	58.7
		EBT	A	7.7	A	7.9	A	8.3	A	8.7	A	8.4	A	8.8
		EBR	A	4.7	A	4.5	A	4.9	A	4.8	A	4.9	A	4.8
		WBL	**E**	57.4	**E**	56.5	**E**	57.6	**E**	56.5	**E**	57.6	**E**	56.5
		WBT	A	5.7	A	8.6	A	6.2	A	9.2	A	6.2	A	9.2
		WBR	A	3.4	A	4.6	A	3.5	A	4.8	A	3.5	A	4.8
		NBL	D	54.2	D	53.8	D	54.3	D	53.8	D	54.3	D	53.8
		NBT	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		NBR	D	52.5	D	49.4	D	52.5	D	49.4	D	52.5	D	49.4
		SBL	D	48.2	D	49.3	D	48.3	D	49.5	D	48.3	D	49.7
		SBT	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
		SBR	D	46.9	D	47.0	D	47.0	D	47.0	D	47.1	D	47.1
		Intersection	A	9.4	B	11.6	A	9.8	B	12.2	A	9.9	B	12.2
5	Nashville Hwy & River Rd	SB	B	14.6	C	18.3	C	15.8	C	20.3	C	15.9	C	21.0
6	River Rd & Site Driveway	EBL	--	--	--	--	--	--	--	--	A	7.3	A	7.5
		SB	--	--	--	--	--	--	--	--	A	9.1	A	9.3

Table 12: Queue Summary

			Existing AM		Existing PM		No-Build AM		No-Build PM		Build AM		Build PM	
#	Intersection	Movement	Storage	Queue	Storage	Queue	Storage	Queue	Storage	Queue	Storage	Queue	Storage	Queue
1	Taylor Bend & River Rd	EBL		0		0		0		0		0		0
		WBL		0		0		0		0		0		0
		NBL		0		0		3		0		3		3
		SBL		3		0		3		0		3		0
2	Theta Pk & River Rd	EBL		3		3		5		8		10		10
		NBL		0		0		3		3		3		3
3	8th Ave/Theta Pk & Nashville Hwy	EBL	325	m17	325	107	325	m19	325	144	325	m25	325	154
		EBT		112		122		118		129		118		128
		WBL	100	6	100	7	100	6	100	8	100	6	100	8
		WBT		321		524		357		613		360		624
		NBT		16		13		16		13		16		13
		NBR	85	0	85	0	85	0	85	0	85	0	85	0
		SBL	85	41	85	75	85	64	85	**90**	85	82	85	**101**
		SBT		53		57		55		59		55		59
4	7th Ave/Shopping Dwy & Nashville Hwy	EBL	160	26	160	78	160	26	160	78	160	26	160	78
		EBT		372		337		414		386		415		391
		EBR	160	33	160	10	160	36	160	12	160	36	160	12
		WBL	100	m79	100	m49	100	m71	100	m49	100	m70	100	m49
		WBT		36		37		38		39		38		39
		WBR	100	m0	100	m0	100	m0	100	m0	100	m0	100	m0
		NBL	115	55	115	45	115	57	115	47	115	57	115	47
		NBT		36		40		37		41		37		41
		SBT		34		60		35		62		35		62
		SBR		0		7		0		9		0		10
5	Nashville Hwy & River Rd	SBR		8		13		10		18		13		23
6	River Rd & Site Driveway	EBL		0		0		0		0		0		0
		SBL										5		3



LEGEND

- X — Signalized Intersection ID
- X — Unsignalized Intersection ID
- Existing Traffic Signal
- Existing Stop Sign
- Proposed Stop Sign
- Existing Lane Configuration
- Build Lane Configuration

N

Kimley»Horn	Water's Edge Traffic Impact Study	Build Intersection Geometry	Figure 8

8.0 RECOMMENDATIONS

8.1 DEVELOPMENT IMPROVEMENT RECOMMENDATIONS

The following improvements are recommended to serve the traffic associated with the *Water's Edge* development.

- Intersection 6 – River Road at Site Driveway A
    - Provide one (1) ingress lane and one (1) egress lane.

APPENDIX A

Site Plan



SITE PLAN:

99 UNITS:
- 12 TOWNHOMES
- 4 CARRIAGE HOUSE UNITS
- 83 LARGE MULTI-FAMILY UNITS

TOTAL PARKING GOAL: 201 SPACES
- CODE REQUIRES 1.5 SPACES/UNIT = 149
- CODE CIVIC SPACE PARKING: 1/5000 SF = 3
- 2/PER UNIT GOAL = 198 SPACES

PROVIDED PARKING: 193 + TAYLORS BEND SPACES
- 148 SURFACE PARK
- 13 ON-STREET RIVER ROAD
- 8 CARRIAGE HOUSE GARAGE SPACES
- 20 CODE COMPLIANT TH SPACES
- 4 TH GARAGE UNITS/ NON-CODE
- TDB ON-STREET TAYLOR BEND

APPENDIX B

Traffic Counts

Peak Hour Turning Movement Count

Columbia, TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, October 24, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						Taylor Bend						River Rd (West)						River Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0715 - 0730	3	0	0	-	0	3	2	0	4	-	0	6	0	0	0	-	0	0	0	2	1	-	0	3	12
0730 - 0745	0	0	1	-	0	1	2	1	0	-	0	3	0	2	0	-	0	2	0	7	1	-	0	8	14
0745 - 0800	0	1	1	-	0	2	0	1	2	-	0	3	1	0	0	-	0	1	0	1	0	-	0	1	7
0800 - 0815	0	0	0	-	0	0	0	0	2	-	0	2	2	1	0	-	0	3	2	2	0	-	0	4	9
Total	3	1	2	0	0	6	4	2	8	0	0	14	3	3	0	0	0	6	2	12	2	0	0	16	42
Approach %	50.00	16.67	33.33	0.00	0.00	-	28.57	14.29	57.14	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	12.50	75.00	12.50	0.00	0.00	-	
PHF	0.25	0.25	0.50	0.00	0.00	**0.50**	0.50	0.50	0.50	0.00	0.00	**0.58**	0.38	0.38	0.00	0.00	0.00	**0.50**	0.25	0.43	0.50	0.00	0.00	**0.50**	**0.75**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						Taylor Bend						River Rd (West)						River Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						Taylor Bend						River Rd (West)						River Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0715 - 0730	3	0	0	-	0	3	2	0	4	-	0	6	0	0	0	-	0	0	0	2	0	-	0	2	11
0730 - 0745	0	0	1	-	0	1	2	1	0	-	0	3	0	2	0	-	0	2	0	7	1	-	0	8	14
0745 - 0800	0	1	1	-	0	2	0	1	2	-	0	3	1	0	0	-	0	1	0	1	0	-	0	1	7
0800 - 0815	0	0	0	-	0	0	0	0	2	-	0	2	2	1	0	-	0	3	2	2	0	-	0	4	9
Total	3	1	2	0	0	6	4	2	8	0	0	14	3	3	0	0	0	6	2	12	1	0	0	15	41
Approach %	50.00	16.67	33.33	0.00	0.00	-	28.57	14.29	57.14	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	13.33	80.00	6.67	0.00	0.00	-	
PHF	0.25	0.25	0.50	0.00	0.00	**0.50**	0.50	0.50	0.50	0.00	0.00	**0.58**	0.38	0.38	0.00	0.00	0.00	**0.50**	0.25	0.43	0.25	0.00	0.00	**0.47**	**0.73**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						Taylor Bend						River Rd (West)						River Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	0	1	1
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	**0.25**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						Taylor Bend						River Rd (West)						River Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Columbia, TN

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, October 24, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						Taylor Bend						River Rd (West)						River Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1700 - 1715	0	0	1	-	0	1	2	1	1	-	0	4	3	4	0	-	0	7	1	3	0	-	0	4	16
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	1	5	1	-	0	7	2	3	0	-	0	5	12
1730 - 1745	0	0	2	-	0	2	0	0	1	-	0	1	2	4	0	-	2	8	1	0	2	-	0	3	14
1745 - 1800	1	1	0	-	0	2	2	0	2	-	0	4	2	3	0	-	1	6	0	6	2	-	0	8	20
Total	1	1	3	0	0	5	4	1	4	0	0	9	8	16	1	0	3	28	4	12	4	0	0	20	62
Approach %	20.00	20.00	60.00	0.00	0.00	-	44.44	11.11	44.44	0.00	0.00	-	28.57	57.14	3.57	0.00	10.71	-	20.00	60.00	20.00	0.00	0.00	-	
PHF	0.25	0.25	0.38	0.00	0.00	**0.63**	0.50	0.25	0.50	0.00	0.00	**0.56**	0.67	0.80	0.25	0.00	0.38	**0.88**	0.50	0.50	0.50	0.00	0.00	**0.63**	**0.78**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						Taylor Bend						River Rd (West)						River Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						Taylor Bend						River Rd (West)						River Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1700 - 1715	0	0	1	-	0	1	2	1	1	-	0	4	3	4	0	-	0	7	1	3	0	-	0	4	16
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	1	5	1	-	0	7	2	3	0	-	0	5	12
1730 - 1745	0	0	2	-	0	2	0	0	1	-	0	1	2	4	0	-	2	8	1	0	2	-	0	3	14
1745 - 1800	1	1	0	-	0	2	2	0	2	-	0	4	2	3	0	-	1	6	0	6	2	-	0	8	20
Total	1	1	3	0	0	5	4	1	4	0	0	9	8	16	1	0	3	28	4	12	4	0	0	20	62
Approach %	20.00	20.00	60.00	0.00	0.00	-	44.44	11.11	44.44	0.00	0.00	-	28.57	57.14	3.57	0.00	10.71	-	20.00	60.00	20.00	0.00	0.00	-	
PHF	0.25	0.25	0.38	0.00	0.00	**0.63**	0.50	0.25	0.50	0.00	0.00	**0.56**	0.67	0.80	0.25	0.00	0.38	**0.88**	0.50	0.50	0.50	0.00	0.00	**0.63**	**0.78**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						Taylor Bend						River Rd (West)						River Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						Taylor Bend						River Rd (West)						River Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Columbia, TN

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, October 24, 2023	
Period	0700 - 0900
Peak Hour	0745 - 0845

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	Theta Pike (South)						Theta Pike (North)						River Rd												
Time	Left 2.1	Thru 2.2			U-Turn 2.3	App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7		Right 2.8		U-Turn 2.9	App Total						App Total	Int Total
0745 - 0800	0	18	-	-	0	18	-	49	0	-	0	49	1	-	1	-	0	2	-	-	-	-	-	0	69
0800 - 0815	3	30	-	-	0	33	-	43	3	-	0	46	0	-	0	-	0	0	-	-	-	-	-	0	79
0815 - 0830	0	14	-	-	0	14	-	43	0	-	0	43	4	-	0	-	0	4	-	-	-	-	-	0	61
0830 - 0845	7	26	-	-	2	35	-	27	3	-	0	30	3	-	5	-	0	8	-	-	-	-	-	0	73
Total	10	88	0	0	2	100	0	162	6	0	0	168	8	0	6	0	0	14	0	0	0	0	0	0	282
Approach %	10.00	88.00	0.00	0.00	2.00	-	0.00	96.43	3.57	0.00	0.00	-	57.14	0.00	42.86	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.36	0.73	0.00	0.00	0.25	**0.71**	0.00	0.83	0.50	0.00	0.00	**0.86**	0.50	0.00	0.30	0.00	0.00	**0.44**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.89**

Bikes

	Northbound						Southbound						Eastbound												
	Theta Pike (South)						Theta Pike (North)						River Rd												
Time	Left 2.1	Thru 2.2			U-Turn 2.3	App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7		Right 2.8		U-Turn 2.9	App Total						App Total	Int Total
0745 - 0800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0800 - 0815	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0815 - 0830	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0830 - 0845	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Theta Pike (South)						Theta Pike (North)						River Rd												
Time	Left 2.1	Thru 2.2			U-Turn 2.3	App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7		Right 2.8		U-Turn 2.9	App Total						App Total	Int Total
0745 - 0800	0	18	-	-	0	18	-	49	0	-	0	49	1	-	1	-	0	2	-	-	-	-	-	0	69
0800 - 0815	3	28	-	-	0	31	-	43	3	-	0	46	0	-	0	-	0	0	-	-	-	-	-	0	77
0815 - 0830	0	14	-	-	0	14	-	40	0	-	0	40	4	-	0	-	0	4	-	-	-	-	-	0	58
0830 - 0845	7	25	-	-	2	34	-	27	3	-	0	30	3	-	5	-	0	8	-	-	-	-	-	0	72
Total	10	85	0	0	2	97	0	159	6	0	0	165	8	0	6	0	0	14	0	0	0	0	0	0	276
Approach %	10.31	87.63	0.00	0.00	2.06	-	0.00	96.36	3.64	0.00	0.00	-	57.14	0.00	42.86	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.36	0.76	0.00	0.00	0.25	**0.71**	0.00	0.81	0.50	0.00	0.00	**0.84**	0.50	0.00	0.30	0.00	0.00	**0.44**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.90**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Theta Pike (South)						Theta Pike (North)						River Rd												
Time	Left 2.1	Thru 2.2			U-Turn 2.3	App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7		Right 2.8		U-Turn 2.9	App Total						App Total	Int Total
0745 - 0800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0800 - 0815	0	1	-	-	0	1	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	1
0815 - 0830	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
0830 - 0845	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.50**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Theta Pike (South)						Theta Pike (North)						River Rd												
Time	Left 2.1	Thru 2.2			U-Turn 2.3	App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7		Right 2.8		U-Turn 2.9	App Total						App Total	Int Total
0745 - 0800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0800 - 0815	0	1	-	-	0	1	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	1
0815 - 0830	0	0	-	-	0	0	-	2	0	-	0	2	0	-	0	-	0	0	-	-	-	-	-	0	2
0830 - 0845	0	1	-	-	0	1	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	1
Total	0	2	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.50**

Peak Hour Turning Movement Count

Columbia, TN

Click here for Map

Marr Traffic DATA COLLECTION

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Tuesday, October 24, 2023	
Period	1600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	Theta Pike (South)						Theta Pike (North)						River Rd												
Time	Left 2.1	Thru 2.2			U-Turn 2.3	App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7		Right 2.8		U-Turn 2.9	App Total						App Total	Int Total
1645 - 1700	0	40	-	-	0	40	-	44	6	-	0	50	6	-	0	-	0	6	-	-	-	-	-	0	96
1700 - 1715	2	40	-	-	0	42	-	37	6	-	0	43	4	-	1	-	0	5	-	-	-	-	-	0	90
1715 - 1730	4	45	-	-	0	49	-	32	8	-	0	40	3	-	0	-	1	4	-	-	-	-	-	0	93
1730 - 1745	3	35	-	-	0	38	-	32	6	-	0	38	10	-	1	-	0	11	-	-	-	-	-	0	87
Total	9	160	0	0	0	169	0	145	26	0	0	171	23	0	2	0	1	26	0	0	0	0	0	0	366
Approach %	5.33	94.67	0.00	0.00	0.00	-	0.00	84.80	15.20	0.00	0.00	-	88.46	0.00	7.69	0.00	3.85	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.56	0.89	0.00	0.00	0.00	**0.86**	0.00	0.82	0.81	0.00	0.00	**0.86**	0.58	0.00	0.50	0.00	0.25	**0.59**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.95**

Bikes

	Northbound						Southbound						Eastbound												
	Theta Pike (South)						Theta Pike (North)						River Rd												
Time	Left 2.1	Thru 2.2			U-Turn 2.3	App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7		Right 2.8		U-Turn 2.9	App Total						App Total	Int Total
1645 - 1700	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1730 - 1745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Theta Pike (South)						Theta Pike (North)						River Rd												
Time	Left 2.1	Thru 2.2			U-Turn 2.3	App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7		Right 2.8		U-Turn 2.9	App Total						App Total	Int Total
1645 - 1700	0	39	-	-	0	39	-	42	6	-	0	48	6	-	0	-	0	6	-	-	-	-	-	0	93
1700 - 1715	2	40	-	-	0	42	-	37	6	-	0	43	4	-	1	-	0	5	-	-	-	-	-	0	90
1715 - 1730	4	45	-	-	0	49	-	32	8	-	0	40	3	-	0	-	1	4	-	-	-	-	-	0	93
1730 - 1745	3	35	-	-	0	38	-	31	6	-	0	37	10	-	1	-	0	11	-	-	-	-	-	0	86
Total	9	159	0	0	0	168	0	142	26	0	0	168	23	0	2	0	1	26	0	0	0	0	0	0	362
Approach %	5.36	94.64	0.00	0.00	0.00	-	0.00	84.52	15.48	0.00	0.00	-	88.46	0.00	7.69	0.00	3.85	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.56	0.88	0.00	0.00	0.00	**0.86**	0.00	0.85	0.81	0.00	0.00	**0.88**	0.58	0.00	0.50	0.00	0.25	**0.59**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.97**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Theta Pike (South)						Theta Pike (North)						River Rd												
Time	Left 2.1	Thru 2.2			U-Turn 2.3	App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7		Right 2.8		U-Turn 2.9	App Total						App Total	Int Total
1645 - 1700	0	1	-	-	0	1	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	2
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1730 - 1745	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
Total	0	1	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.38**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Theta Pike (South)						Theta Pike (North)						River Rd												
Time	Left 2.1	Thru 2.2			U-Turn 2.3	App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7		Right 2.8		U-Turn 2.9	App Total						App Total	Int Total
1645 - 1700	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1730 - 1745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Peak Hour Turning Movement Count

Columbia, TN

Click here for Map

Marr Traffic DATA COLLECTION

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Tuesday, October 24, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	8th Ave						Theta Pike						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0715 - 0730	1	0	2	-	0	3	7	0	29	-	0	36	12	258	1	-	0	271	1	238	5	-	1	245	555
0730 - 0745	1	1	1	-	0	3	5	0	30	-	0	35	15	296	1	-	0	312	2	281	7	-	0	290	640
0745 - 0800	1	0	1	-	0	2	7	1	33	-	0	41	14	322	1	-	0	337	2	274	7	-	0	283	663
0800 - 0815	0	2	2	-	0	4	4	0	27	-	0	31	28	292	1	-	0	321	0	250	13	-	2	265	621
Total	3	3	6	0	0	12	23	1	119	0	0	143	69	1168	4	0	0	1241	5	1043	32	0	3	1083	2479
Approach %	25.00	25.00	50.00	0.00	0.00	-	16.08	0.70	83.22	0.00	0.00	-	5.56	94.12	0.32	0.00	0.00	-	0.46	96.31	2.95	0.00	0.28	-	
PHF	0.75	0.38	0.75	0.00	0.00	**0.75**	0.82	0.25	0.90	0.00	0.00	**0.87**	0.62	0.91	1.00	0.00	0.00	**0.92**	0.63	0.93	0.62	0.00	0.38	**0.93**	**0.93**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	8th Ave						Theta Pike						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	8th Ave						Theta Pike						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0715 - 0730	1	0	2	-	0	3	7	0	28	-	0	35	12	249	1	-	0	262	1	228	3	-	1	233	533
0730 - 0745	1	1	1	-	0	3	5	0	30	-	0	35	14	284	1	-	0	299	2	274	6	-	0	282	619
0745 - 0800	1	0	1	-	0	2	7	1	33	-	0	41	14	307	1	-	0	322	2	266	7	-	0	275	640
0800 - 0815	0	2	2	-	0	4	4	0	27	-	0	31	27	272	1	-	0	300	0	240	13	-	2	255	590
Total	3	3	6	0	0	12	23	1	118	0	0	142	67	1112	4	0	0	1183	5	1008	29	0	3	1045	2382
Approach %	25.00	25.00	50.00	0.00	0.00	-	16.20	0.70	83.10	0.00	0.00	-	5.66	94.00	0.34	0.00	0.00	-	0.48	96.46	2.78	0.00	0.29	-	
PHF	0.75	0.38	0.75	0.00	0.00	**0.75**	0.82	0.25	0.89	0.00	0.00	**0.87**	0.62	0.91	1.00	0.00	0.00	**0.92**	0.63	0.92	0.56	0.00	0.38	**0.93**	**0.93**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	8th Ave						Theta Pike						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	0	1	-	0	1	0	9	0	-	0	9	0	7	2	-	0	9	19
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	8	0	-	0	8	0	5	0	-	0	5	13
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	8	0	-	0	8	0	4	0	-	0	4	12
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	13	0	-	0	13	0	8	0	-	0	8	21
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	38	0	0	0	38	0	24	2	0	0	26	65
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	92.31	7.69	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.73	0.00	0.00	0.00	**0.73**	0.00	0.75	0.25	0.00	0.00	**0.72**	**0.77**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	8th Ave						Theta Pike						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	3
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	1	4	0	-	0	5	0	2	1	-	0	3	8
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	7	0	-	0	7	0	4	0	-	0	4	11
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	1	7	0	-	0	8	0	2	0	-	0	2	10
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	18	0	0	0	20	0	11	1	0	0	12	32
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	10.00	90.00	0.00	0.00	0.00	-	0.00	91.67	8.33	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.50	0.64	0.00	0.00	0.00	**0.63**	0.00	0.69	0.25	0.00	0.00	**0.75**	**0.73**

Peak Hour Turning Movement Count

Columbia, TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, October 24, 2023	
Period	1600 - 1800
Peak Hour	1615 - 1715

* the Peak Hour Diagram does not include Bikes



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	8th Ave						Theta Pike						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1615 - 1630	0	0	2	-	0	2	13	0	40	-	0	53	37	289	0	-	0	326	4	333	9	-	0	346	727
1630 - 1645	1	1	0	-	0	2	11	1	24	-	0	36	28	337	3	-	0	368	4	336	12	-	0	352	758
1645 - 1700	0	2	2	-	0	4	16	0	33	-	0	49	29	279	1	-	0	309	2	343	9	-	1	355	717
1700 - 1715	0	0	1	-	0	1	13	2	36	-	0	51	28	316	0	-	1	345	2	337	12	-	0	351	748
Total	1	3	5	0	0	9	53	3	133	0	0	189	122	1221	4	0	1	1348	12	1349	42	0	1	1404	2950
Approach %	11.11	33.33	55.56	0.00	0.00	-	28.04	1.59	70.37	0.00	0.00	-	9.05	90.58	0.30	0.00	0.07	-	0.85	96.08	2.99	0.00	0.07	-	
PHF	0.25	0.38	0.63	0.00	0.00	**0.56**	0.83	0.38	0.83	0.00	0.00	**0.89**	0.82	0.91	0.33	0.00	0.25	**0.92**	0.75	0.98	0.88	0.00	0.25	**0.99**	**0.97**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	8th Ave						Theta Pike						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	8th Ave						Theta Pike						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1615 - 1630	0	0	2	-	0	2	13	0	39	-	0	52	37	284	0	-	0	321	4	327	8	-	0	339	714
1630 - 1645	1	1	0	-	0	2	11	1	22	-	0	34	28	329	2	-	0	359	4	330	12	-	0	346	741
1645 - 1700	0	2	2	-	0	4	16	0	32	-	0	48	28	274	1	-	0	303	2	336	9	-	1	348	703
1700 - 1715	0	0	1	-	0	1	13	2	36	-	0	51	28	315	0	-	1	344	2	331	12	-	0	345	741
Total	1	3	5	0	0	9	53	3	129	0	0	185	121	1202	3	0	1	1327	12	1324	41	0	1	1378	2899
Approach %	11.11	33.33	55.56	0.00	0.00	-	28.65	1.62	69.73	0.00	0.00	-	9.12	90.58	0.23	0.00	0.08	-	0.87	96.08	2.98	0.00	0.07	-	
PHF	0.25	0.38	0.63	0.00	0.00	**0.56**	0.83	0.38	0.83	0.00	0.00	**0.89**	0.82	0.91	0.38	0.00	0.25	**0.92**	0.75	0.99	0.85	0.00	0.25	**0.99**	**0.98**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	8th Ave						Theta Pike						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1615 - 1630	0	0	0	-	0	0	0	0	1	-	0	1	0	4	0	-	0	4	0	4	1	-	0	5	10
1630 - 1645	0	0	0	-	0	0	0	0	1	-	0	1	0	6	1	-	0	7	0	4	0	-	0	4	12
1645 - 1700	0	0	0	-	0	0	0	0	1	-	0	1	1	4	0	-	0	5	0	5	0	-	0	5	11
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	3
Total	0	0	0	0	0	0	0	0	3	0	0	3	1	14	1	0	0	16	0	16	1	0	0	17	36
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	6.25	87.50	6.25	0.00	0.00	-	0.00	94.12	5.88	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.75	0.00	0.00	**0.75**	0.25	0.58	0.25	0.00	0.00	**0.57**	0.00	0.80	0.25	0.00	0.00	**0.85**	**0.75**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	8th Ave						Theta Pike						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	2	0	-	0	2	3
1630 - 1645	0	0	0	-	0	0	0	0	1	-	0	1	0	2	0	-	0	2	0	2	0	-	0	2	5
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	2	0	-	0	2	3
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	3	0	-	0	3	4
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	5	0	0	0	5	0	9	0	0	0	9	15
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.63	0.00	0.00	0.00	**0.63**	0.00	0.75	0.00	0.00	0.00	**0.75**	**0.75**

Peak Hour Turning Movement Count

Columbia, TN

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Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, October 24, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	7th Ave						Driveway						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	7	0	7	-	0	14	1	3	2	-	0	6	2	258	15	-	0	275	6	258	0	-	0	264	559
0730 - 0745	7	0	9	-	0	16	3	1	1	-	0	5	1	304	38	-	0	343	13	302	3	-	1	319	683
0745 - 0800	9	0	6	-	0	15	5	1	1	-	0	7	4	337	35	-	0	376	18	287	2	-	0	307	705
0800 - 0815	7	1	19	-	0	27	2	0	1	-	0	3	2	306	29	-	0	337	11	259	5	-	0	275	642
Total	30	1	41	0	0	72	11	5	5	0	0	21	9	1205	117	0	0	1331	48	1106	10	0	1	1165	2589
Approach %	41.67	1.39	56.94	0.00	0.00	-	52.38	23.81	23.81	0.00	0.00	-	0.68	90.53	8.79	0.00	0.00	-	4.12	94.94	0.86	0.00	0.09	-	
PHF	0.83	0.25	0.54	0.00	0.00	**0.67**	0.55	0.42	0.63	0.00	0.00	**0.75**	0.56	0.89	0.77	0.00	0.00	**0.88**	0.67	0.92	0.50	0.00	0.25	**0.91**	**0.92**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	7th Ave						Driveway						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	7th Ave						Driveway						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	7	0	7	-	0	14	1	2	2	-	0	5	2	251	14	-	0	267	6	252	0	-	0	258	544
0730 - 0745	5	0	9	-	0	14	3	1	1	-	0	5	1	293	37	-	0	331	13	292	3	-	1	309	659
0745 - 0800	8	0	6	-	0	14	4	1	1	-	0	6	4	324	34	-	0	362	18	278	2	-	0	298	680
0800 - 0815	7	1	17	-	0	25	2	0	1	-	0	3	2	289	28	-	0	319	11	249	4	-	0	264	611
Total	27	1	39	0	0	67	10	4	5	0	0	19	9	1157	113	0	0	1279	48	1071	9	0	1	1129	2494
Approach %	40.30	1.49	58.21	0.00	0.00	-	52.63	21.05	26.32	0.00	0.00	-	0.70	90.46	8.84	0.00	0.00	-	4.25	94.86	0.80	0.00	0.09	-	
PHF	0.84	0.25	0.57	0.00	0.00	**0.67**	0.63	0.50	0.63	0.00	0.00	**0.79**	0.56	0.89	0.76	0.00	0.00	**0.88**	0.67	0.92	0.56	0.00	0.25	**0.91**	**0.92**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	7th Ave						Driveway						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	1	0	-	0	1	0	6	1	-	0	7	0	3	0	-	0	3	11
0730 - 0745	2	0	0	-	0	2	0	0	0	-	0	0	0	9	1	-	0	10	0	8	0	-	0	8	20
0745 - 0800	0	0	0	-	0	0	1	0	0	-	0	1	0	6	1	-	0	7	0	5	0	-	0	5	13
0800 - 0815	0	0	2	-	0	2	0	0	0	-	0	0	0	10	1	-	0	11	0	8	1	-	0	9	22
Total	2	0	2	0	0	4	1	1	0	0	0	2	0	31	4	0	0	35	0	24	1	0	0	25	66
Approach %	50.00	0.00	50.00	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	0.00	88.57	11.43	0.00	0.00	-	0.00	96.00	4.00	0.00	0.00	-	
PHF	0.25	0.00	0.25	0.00	0.00	**0.50**	0.25	0.25	0.00	0.00	0.00	**0.50**	0.00	0.78	1.00	0.00	0.00	**0.80**	0.00	0.75	0.25	0.00	0.00	**0.69**	**0.75**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	7th Ave						Driveway						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	3	0	-	0	3	4
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	2	0	-	0	2	4
0745 - 0800	1	0	0	-	0	1	0	0	0	-	0	0	0	7	0	-	0	7	0	4	0	-	0	4	12
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	7	0	-	0	7	0	2	0	-	0	2	9
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	17	0	0	0	17	0	11	0	0	0	11	29
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.61	0.00	0.00	0.00	**0.61**	0.00	0.69	0.00	0.00	0.00	**0.69**	**0.60**

Peak Hour Turning Movement Count

Columbia, TN

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Marr Traffic DATA COLLECTION

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Tuesday, October 24, 2023	
Period	1600 - 1800
Peak Hour	1615 - 1715

* the Peak Hour Diagram does not include Bikes



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	7th Ave						Driveway						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1615 - 1630	8	2	7	-	0	17	8	2	8	-	0	18	11	297	11	-	0	319	9	356	11	-	0	376	730
1630 - 1645	5	1	9	-	0	15	6	1	10	-	0	17	15	358	7	-	0	380	8	345	8	-	1	362	774
1645 - 1700	7	3	10	-	0	20	6	1	8	-	0	15	12	300	25	-	1	338	12	360	9	-	0	381	754
1700 - 1715	4	1	11	-	0	16	10	2	11	-	0	23	12	326	14	-	1	353	11	353	5	-	0	369	761
Total	24	7	37	0	0	68	30	6	37	0	0	73	50	1281	57	0	2	1390	40	1414	33	0	1	1488	3019
Approach %	35.29	10.29	54.41	0.00	0.00	-	41.10	8.22	50.68	0.00	0.00	-	3.60	92.16	4.10	0.00	0.14	-	2.69	95.03	2.22	0.00	0.07	-	
PHF	0.75	0.58	0.84	0.00	0.00	**0.85**	0.75	0.75	0.84	0.00	0.00	**0.79**	0.83	0.89	0.57	0.00	0.50	**0.91**	0.83	0.98	0.75	0.00	0.25	**0.98**	**0.98**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	7th Ave						Driveway						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	7th Ave						Driveway						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1615 - 1630	8	2	7	-	0	17	8	1	8	-	0	17	11	292	11	-	0	314	9	351	11	-	0	371	719
1630 - 1645	5	1	9	-	0	15	6	1	10	-	0	17	15	350	7	-	0	372	8	340	8	-	1	357	761
1645 - 1700	7	3	10	-	0	20	6	1	8	-	0	15	12	294	25	-	1	332	12	349	9	-	0	370	737
1700 - 1715	4	1	11	-	0	16	10	2	11	-	0	23	12	324	14	-	1	351	10	348	5	-	0	363	753
Total	24	7	37	0	0	68	30	5	37	0	0	72	50	1260	57	0	2	1369	39	1388	33	0	1	1461	2970
Approach %	35.29	10.29	54.41	0.00	0.00	-	41.67	6.94	51.39	0.00	0.00	-	3.65	92.04	4.16	0.00	0.15	-	2.67	95.00	2.26	0.00	0.07	-	
PHF	0.75	0.58	0.84	0.00	0.00	**0.85**	0.75	0.63	0.84	0.00	0.00	**0.78**	0.83	0.90	0.57	0.00	0.50	**0.92**	0.81	0.99	0.75	0.00	0.25	**0.98**	**0.98**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	7th Ave						Driveway						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1615 - 1630	0	0	0	-	0	0	0	1	0	-	0	1	0	4	0	-	0	4	0	3	0	-	0	3	8
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	7	0	-	0	7	0	2	0	-	0	2	9
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	0	4	0	9	0	-	0	9	13
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1	2	0	-	0	3	4
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	16	0	0	0	16	1	16	0	0	0	17	34
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	5.88	94.12	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.57	0.00	0.00	0.00	**0.57**	0.25	0.44	0.00	0.00	0.00	**0.47**	**0.65**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	7th Ave						Driveway						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	2	0	-	0	2	3
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	3	0	-	0	3	4
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	2	0	-	0	2	4
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	3	0	-	0	3	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	10	0	0	0	10	15
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.63	0.00	0.00	0.00	**0.63**	0.00	0.83	0.00	0.00	0.00	**0.83**	**0.94**

Peak Hour Turning Movement Count

Columbia, TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, October 24, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						River Rd						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
Time			Right 5.1			App Total			Right 5.2			App Total		Thru 5.3				App Total		Thru 5.4	Right 5.5			App Total	Int Total
0715 - 0730	-	-	0	-	-	0	-	-	11	-	-	11	-	291	-	-	-	291	-	268	1	-	-	269	571
0730 - 0745	-	-	0	-	-	0	-	-	5	-	-	5	-	340	-	-	-	340	-	309	0	-	-	309	654
0745 - 0800	-	-	0	-	-	0	-	-	8	-	-	8	-	372	-	-	-	372	-	298	1	-	-	299	679
0800 - 0815	-	-	0	-	-	0	-	-	4	-	-	4	-	329	-	-	-	329	-	265	1	-	-	266	599
Total	0	0	0	0	0	0	0	0	28	0	0	28	0	1332	0	0	0	1332	0	1140	3	0	0	1143	2503
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	99.74	0.26	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.64	0.00	0.00	**0.64**	0.00	0.90	0.00	0.00	0.00	**0.90**	0.00	0.92	0.75	0.00	0.00	**0.92**	**0.92**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						River Rd						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
Time			Right 5.1			App Total			Right 5.2			App Total		Thru 5.3				App Total		Thru 5.4	Right 5.5			App Total	Int Total
0715 - 0730	-	-	0	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
0730 - 0745	-	-	0	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
0745 - 0800	-	-	0	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
0800 - 0815	-	-	0	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						River Rd						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
Time			Right 5.1			App Total			Right 5.2			App Total		Thru 5.3				App Total		Thru 5.4	Right 5.5			App Total	Int Total
0715 - 0730	-	-	0	-	-	0	-	-	11	-	-	11	-	279	-	-	-	279	-	258	1	-	-	259	549
0730 - 0745	-	-	0	-	-	0	-	-	5	-	-	5	-	332	-	-	-	332	-	299	0	-	-	299	636
0745 - 0800	-	-	0	-	-	0	-	-	8	-	-	8	-	359	-	-	-	359	-	288	1	-	-	289	656
0800 - 0815	-	-	0	-	-	0	-	-	4	-	-	4	-	312	-	-	-	312	-	257	1	-	-	258	574
Total	0	0	0	0	0	0	0	0	28	0	0	28	0	1282	0	0	0	1282	0	1102	3	0	0	1105	2415
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	99.73	0.27	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.64	0.00	0.00	**0.64**	0.00	0.89	0.00	0.00	0.00	**0.89**	0.00	0.92	0.75	0.00	0.00	**0.92**	**0.92**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						River Rd						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
Time			Right 5.1			App Total			Right 5.2			App Total		Thru 5.3				App Total		Thru 5.4	Right 5.5			App Total	Int Total
0715 - 0730	-	-	0	-	-	0	-	-	0	-	-	0	-	11	-	-	-	11	-	7	0	-	-	7	18
0730 - 0745	-	-	0	-	-	0	-	-	0	-	-	0	-	5	-	-	-	5	-	8	0	-	-	8	13
0745 - 0800	-	-	0	-	-	0	-	-	0	-	-	0	-	7	-	-	-	7	-	5	0	-	-	5	12
0800 - 0815	-	-	0	-	-	0	-	-	0	-	-	0	-	11	-	-	-	11	-	6	0	-	-	6	17
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0	0	0	34	0	26	0	0	0	26	60
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.77	0.00	0.00	0.00	**0.77**	0.00	0.81	0.00	0.00	0.00	**0.81**	**0.83**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						River Rd						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
Time			Right 5.1			App Total			Right 5.2			App Total		Thru 5.3				App Total		Thru 5.4	Right 5.5			App Total	Int Total
0715 - 0730	-	-	0	-	-	0	-	-	0	-	-	0	-	1	-	-	-	1	-	3	0	-	-	3	4
0730 - 0745	-	-	0	-	-	0	-	-	0	-	-	0	-	3	-	-	-	3	-	2	0	-	-	2	5
0745 - 0800	-	-	0	-	-	0	-	-	0	-	-	0	-	6	-	-	-	6	-	5	0	-	-	5	11
0800 - 0815	-	-	0	-	-	0	-	-	0	-	-	0	-	6	-	-	-	6	-	2	0	-	-	2	8
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	0	12	0	0	0	12	28
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.67	0.00	0.00	0.00	**0.67**	0.00	0.60	0.00	0.00	0.00	**0.60**	**0.64**

Peak Hour Turning Movement Count

Columbia, TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, October 24, 2023	
Period	1600 - 1800
Peak Hour	1615 - 1715

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						River Rd						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
Time			Right 5.1			App Total			Right 5.2			App Total		Thru 5.3				App Total		Thru 5.4	Right 5.5			App Total	Int Total
1615 - 1630	-	-	2	-	-	2	-	-	10	-	-	10	-	316	-	-	-	316	-	370	2	-	-	372	700
1630 - 1645	-	-	3	-	-	3	-	-	7	-	-	7	-	384	-	-	-	384	-	364	2	-	-	366	760
1645 - 1700	-	-	6	-	-	6	-	-	12	-	-	12	-	328	-	-	-	328	-	374	0	-	-	374	720
1700 - 1715	-	-	1	-	-	1	-	-	14	-	-	14	-	363	-	-	-	363	-	371	0	-	-	371	749
Total	0	0	12	0	0	12	0	0	43	0	0	43	0	1391	0	0	0	1391	0	1479	4	0	0	1483	2929
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	99.73	0.27	0.00	0.00	-	
PHF	0.00	0.00	0.50	0.00	0.00	**0.50**	0.00	0.00	0.77	0.00	0.00	**0.77**	0.00	0.91	0.00	0.00	0.00	**0.91**	0.00	0.99	0.50	0.00	0.00	**0.99**	**0.96**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						River Rd						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
Time			Right 5.1			App Total			Right 5.2			App Total		Thru 5.3				App Total		Thru 5.4	Right 5.5			App Total	Int Total
1615 - 1630	-	-	0	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
1630 - 1645	-	-	0	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
1645 - 1700	-	-	0	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
1700 - 1715	-	-	0	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						River Rd						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
Time			Right 5.1			App Total			Right 5.2			App Total		Thru 5.3				App Total		Thru 5.4	Right 5.5			App Total	Int Total
1615 - 1630	-	-	2	-	-	2	-	-	10	-	-	10	-	312	-	-	-	312	-	364	2	-	-	366	690
1630 - 1645	-	-	3	-	-	3	-	-	6	-	-	6	-	374	-	-	-	374	-	357	2	-	-	359	742
1645 - 1700	-	-	6	-	-	6	-	-	12	-	-	12	-	322	-	-	-	322	-	362	0	-	-	362	702
1700 - 1715	-	-	1	-	-	1	-	-	14	-	-	14	-	360	-	-	-	360	-	367	0	-	-	367	742
Total	0	0	12	0	0	12	0	0	42	0	0	42	0	1368	0	0	0	1368	0	1450	4	0	0	1454	2876
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	99.72	0.28	0.00	0.00	-	
PHF	0.00	0.00	0.50	0.00	0.00	**0.50**	0.00	0.00	0.75	0.00	0.00	**0.75**	0.00	0.91	0.00	0.00	0.00	**0.91**	0.00	0.99	0.50	0.00	0.00	**0.99**	**0.97**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						River Rd						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
Time			Right 5.1			App Total			Right 5.2			App Total		Thru 5.3				App Total		Thru 5.4	Right 5.5			App Total	Int Total
1615 - 1630	-	-	0	-	-	0	-	-	0	-	-	0	-	3	-	-	-	3	-	5	0	-	-	5	8
1630 - 1645	-	-	0	-	-	0	-	-	1	-	-	1	-	9	-	-	-	9	-	5	0	-	-	5	15
1645 - 1700	-	-	0	-	-	0	-	-	0	-	-	0	-	4	-	-	-	4	-	9	0	-	-	9	13
1700 - 1715	-	-	0	-	-	0	-	-	0	-	-	0	-	3	-	-	-	3	-	3	0	-	-	3	6
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	19	0	0	0	19	0	22	0	0	0	22	42
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.53	0.00	0.00	0.00	**0.53**	0.00	0.61	0.00	0.00	0.00	**0.61**	**0.70**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Driveway						River Rd						TN-99 Nashville Hwy (West)						TN-99 Nashville Hwy (East)						
Time			Right 5.1			App Total			Right 5.2			App Total		Thru 5.3				App Total		Thru 5.4	Right 5.5			App Total	Int Total
1615 - 1630	-	-	0	-	-	0	-	-	0	-	-	0	-	1	-	-	-	1	-	1	0	-	-	1	2
1630 - 1645	-	-	0	-	-	0	-	-	0	-	-	0	-	1	-	-	-	1	-	2	0	-	-	2	3
1645 - 1700	-	-	0	-	-	0	-	-	0	-	-	0	-	2	-	-	-	2	-	3	0	-	-	3	5
1700 - 1715	-	-	0	-	-	0	-	-	0	-	-	0	-	0	-	-	-	0	-	1	0	-	-	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	7	0	0	0	7	11
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.58	0.00	0.00	0.00	**0.58**	**0.55**

Bi-Directional Speed & Class Count || Volume Summary 15min

Columbia, TN

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Theta Pike,
south of River Rd

Date
Tuesday, October 24, 2023

Lat/Long
35.628853°, -87.029336°

Weather
Mostly Cloudy
67°F

Click here for Detailed Weather

Click here for Map

0000 - 2400 (Weekday 24h Session)
Volume Summary 15min

	Volume Summary 15min		15min	60min
Time	NB	SB	Total	Total
0000 - 0015	1	1	**2**	
0015 - 0030	1	1	**2**	
0030 - 0045	4	1	**5**	
0045 - 0100	1	0	**1**	**10**
0100 - 0115	1	0	**1**	
0115 - 0130	1	3	**4**	
0130 - 0145	2	2	**4**	
0145 - 0200	1	0	**1**	**10**
0200 - 0215	0	0	**0**	
0215 - 0230	0	1	**1**	
0230 - 0245	0	0	**0**	
0245 - 0300	0	1	**1**	**2**
0300 - 0315	2	0	**2**	
0315 - 0330	0	3	**3**	
0330 - 0345	2	2	**4**	
0345 - 0400	0	2	**2**	**11**
0400 - 0415	0	0	**0**	
0415 - 0430	1	0	**1**	
0430 - 0445	2	1	**3**	
0445 - 0500	0	4	**4**	**8**
0500 - 0515	2	2	**4**	
0515 - 0530	7	3	**10**	
0530 - 0545	3	3	**6**	
0545 - 0600	5	4	**9**	**29**
0600 - 0615	5	8	**13**	
0615 - 0630	9	17	**26**	
0630 - 0645	4	6	**10**	
0645 - 0700	15	19	**34**	**83**
0700 - 0715	14	24	**38**	
0715 - 0730	15	41	**56**	
0730 - 0745	20	37	**57**	
0745 - 0800	16	45	**61**	**212**
0800 - 0815	43	30	**73**	
0815 - 0830	42	29	**71**	
0830 - 0845	19	21	**40**	
0845 - 0900	17	24	**41**	**225**
0900 - 0915	19	25	**44**	
0915 - 0930	28	26	**54**	
0930 - 0945	17	29	**46**	
0945 - 1000	25	16	**41**	**185**
1000 - 1015	20	26	**46**	
1015 - 1030	21	10	**31**	
1030 - 1045	14	31	**45**	
1045 - 1100	17	30	**47**	**169**
1100 - 1115	16	23	**39**	
1115 - 1130	28	23	**51**	
1130 - 1145	31	28	**59**	
1145 - 1200	19	23	**42**	**191**
1200 - 1215	37	18	**55**	
1215 - 1230	28	24	**52**	
1230 - 1245	34	25	**59**	
1245 - 1300	32	30	**62**	**228**
1300 - 1315	19	25	**44**	
1315 - 1330	33	27	**60**	
1330 - 1345	18	21	**39**	
1345 - 1400	33	27	**60**	**203**
1400 - 1415	40	39	**79**	
1415 - 1430	40	34	**74**	
1430 - 1445	33	28	**61**	
1445 - 1500	33	27	**60**	**274**
1500 - 1515	38	30	**68**	
1515 - 1530	57	47	**104**	
1530 - 1545	41	41	**82**	
1545 - 1600	31	43	**74**	**328**
1600 - 1615	47	30	**77**	
1615 - 1630	46	36	**82**	
1630 - 1645	42	29	**71**	
1645 - 1700	37	41	**78**	**308**
1700 - 1715	42	36	**78**	
1715 - 1730	51	32	**83**	
1730 - 1745	30	24	**54**	
1745 - 1800	33	36	**69**	**284**
1800 - 1815	35	19	**54**	
1815 - 1830	33	23	**56**	
1830 - 1845	28	15	**43**	
1845 - 1900	18	23	**41**	**194**
1900 - 1915	36	14	**50**	
1915 - 1930	33	19	**52**	
1930 - 1945	22	8	**30**	
1945 - 2000	20	11	**31**	**163**
2000 - 2015	17	10	**27**	
2015 - 2030	14	11	**25**	
2030 - 2045	16	8	**24**	
2045 - 2100	13	14	**27**	**103**
2100 - 2115	22	6	**28**	
2115 - 2130	10	7	**17**	
2130 - 2145	15	4	**19**	
2145 - 2200	3	6	**9**	**73**
2200 - 2215	5	2	**7**	
2215 - 2230	6	3	**9**	
2230 - 2245	8	1	**9**	
2245 - 2300	2	4	**6**	**31**
2300 - 2315	7	4	**11**	
2315 - 2330	3	0	**3**	
2330 - 2345	3	2	**5**	
2345 - 0000	4	1	**5**	**24**

Session Total	1758	1590	**3348**
Session Average	18.31	16.56	**34.88**
Session Percentage	52.51	47.49	

Bi-Directional Speed & Class Count || Bi-Directional Speed 15min

Columbia, TN

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Theta Pike,
south of River Rd

Date
Tuesday, October 24, 2023

Lat/Long
35.628853°, -87.029336°

Click here for Map

Weather
Mostly Cloudy
67°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session)
Bi-Directional Speed 15min

	Bi-Directional 15min															15min
Time	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	Total
0000 - 0015	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
0015 - 0030	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
0030 - 0045	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5
0045 - 0100	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0100 - 0115	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0115 - 0130	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
0130 - 0145	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4
0145 - 0200	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0300 - 0315	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0315 - 0330	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
0330 - 0345	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	4
0345 - 0400	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0430 - 0445	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
0445 - 0500	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
0500 - 0515	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4
0515 - 0530	0	0	0	1	4	3	2	0	0	0	0	0	0	0	0	10
0530 - 0545	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	6
0545 - 0600	0	0	0	1	2	6	0	0	0	0	0	0	0	0	0	9
0600 - 0615	0	0	1	1	5	6	0	0	0	0	0	0	0	0	0	13
0615 - 0630	0	1	1	4	9	5	6	0	0	0	0	0	0	0	0	26
0630 - 0645	0	0	0	0	5	3	2	0	0	0	0	0	0	0	0	10
0645 - 0700	0	1	0	4	13	14	1	1	0	0	0	0	0	0	0	34
0700 - 0715	0	0	1	4	13	13	5	2	0	0	0	0	0	0	0	38
0715 - 0730	0	3	2	9	16	19	7	0	0	0	0	0	0	0	0	56
0730 - 0745	1	1	5	8	16	14	11	1	0	0	0	0	0	0	0	57
0745 - 0800	0	1	5	7	16	21	9	2	0	0	0	0	0	0	0	61
0800 - 0815	1	2	6	22	27	12	3	0	0	0	0	0	0	0	0	73
0815 - 0830	3	7	18	22	12	6	3	0	0	0	0	0	0	0	0	71
0830 - 0845	3	1	7	8	12	9	0	0	0	0	0	0	0	0	0	40
0845 - 0900	0	1	1	9	22	7	0	1	0	0	0	0	0	0	0	41
0900 - 0915	2	1	4	15	14	5	1	2	0	0	0	0	0	0	0	44
0915 - 0930	0	0	2	19	21	8	2	2	0	0	0	0	0	0	0	54
0930 - 0945	1	2	9	14	7	9	4	0	0	0	0	0	0	0	0	46
0945 - 1000	0	0	3	11	12	12	2	1	0	0	0	0	0	0	0	41
1000 - 1015	0	1	1	9	24	5	6	0	0	0	0	0	0	0	0	46
1015 - 1030	0	1	5	4	10	10	1	0	0	0	0	0	0	0	0	31
1030 - 1045	0	1	3	7	10	16	7	1	0	0	0	0	0	0	0	45
1045 - 1100	0	0	1	10	17	11	6	2	0	0	0	0	0	0	0	47
1100 - 1115	0	2	3	4	16	10	1	2	1	0	0	0	0	0	0	39
1115 - 1130	0	1	7	10	20	12	1	0	0	0	0	0	0	0	0	51
1130 - 1145	0	4	9	16	12	14	4	0	0	0	0	0	0	0	0	59
1145 - 1200	0	3	4	12	10	10	2	1	0	0	0	0	0	0	0	42
1200 - 1215	0	1	12	13	19	6	3	0	1	0	0	0	0	0	0	55
1215 - 1230	0	1	9	11	23	7	0	1	0	0	0	0	0	0	0	52
1230 - 1245	0	1	9	20	19	6	4	0	0	0	0	0	0	0	0	59
1245 - 1300	0	2	8	20	22	9	0	0	0	0	1	0	0	0	0	62
1300 - 1315	0	3	7	10	7	15	2	0	0	0	0	0	0	0	0	44
1315 - 1330	0	0	5	13	24	16	1	0	1	0	0	0	0	0	0	60
1330 - 1345	0	1	5	7	14	10	2	0	0	0	0	0	0	0	0	39
1345 - 1400	1	0	6	18	22	12	1	0	0	0	0	0	0	0	0	60
1400 - 1415	1	4	13	23	25	9	4	0	0	0	0	0	0	0	0	79
1415 - 1430	1	3	9	29	18	9	4	0	1	0	0	0	0	0	0	74
1430 - 1445	0	0	9	19	14	15	4	0	0	0	0	0	0	0	0	61
1445 - 1500	0	0	9	13	24	11	2	1	0	0	0	0	0	0	0	60
1500 - 1515	2	2	3	18	27	14	1	0	1	0	0	0	0	0	0	68
1515 - 1530	2	1	8	53	28	5	5	1	0	1	0	0	0	0	0	104
1530 - 1545	0	1	6	22	26	20	6	1	0	0	0	0	0	0	0	82
1545 - 1600	0	2	9	7	34	18	4	0	0	0	0	0	0	0	0	74
1600 - 1615	0	1	6	16	33	16	4	1	0	0	0	0	0	0	0	77
1615 - 1630	0	1	4	18	35	18	6	0	0	0	0	0	0	0	0	82
1630 - 1645	0	0	5	17	28	17	2	0	1	1	0	0	0	0	0	71
1645 - 1700	0	2	2	17	29	21	7	0	0	0	0	0	0	0	0	78
1700 - 1715	1	6	5	14	24	22	6	0	0	0	0	0	0	0	0	78
1715 - 1730	0	1	4	10	34	28	6	0	0	0	0	0	0	0	0	83
1730 - 1745	0	0	2	12	27	10	2	1	0	0	0	0	0	0	0	54
1745 - 1800	0	2	1	15	29	16	5	1	0	0	0	0	0	0	0	69
1800 - 1815	0	0	6	12	24	8	3	1	0	0	0	0	0	0	0	54
1815 - 1830	0	1	3	8	23	13	7	1	0	0	0	0	0	0	0	56
1830 - 1845	0	0	1	18	14	8	2	0	0	0	0	0	0	0	0	43
1845 - 1900	0	0	0	11	18	9	3	0	0	0	0	0	0	0	0	41
1900 - 1915	0	0	7	11	20	9	2	0	0	0	0	0	0	0	1	50
1915 - 1930	1	0	7	13	17	8	6	0	0	0	0	0	0	0	0	52
1930 - 1945	0	0	2	10	9	5	3	0	1	0	0	0	0	0	0	30
1945 - 2000	0	1	4	4	15	6	0	0	0	1	0	0	0	0	0	31
2000 - 2015	0	0	5	5	8	3	3	2	1	0	0	0	0	0	0	27
2015 - 2030	0	1	0	7	9	7	0	1	0	0	0	0	0	0	0	25
2030 - 2045	0	0	0	4	11	7	2	0	0	0	0	0	0	0	0	24
2045 - 2100	0	2	0	1	12	11	1	0	0	0	0	0	0	0	0	27
2100 - 2115	0	0	1	8	10	7	1	1	0	0	0	0	0	0	0	28
2115 - 2130	0	1	3	0	9	2	2	0	0	0	0	0	0	0	0	17
2130 - 2145	0	0	1	7	5	4	2	0	0	0	0	0	0	0	0	19
2145 - 2200	0	0	0	1	2	5	1	0	0	0	0	0	0	0	0	9
2200 - 2215	0	0	1	1	3	1	1	0	0	0	0	0	0	0	0	7
2215 - 2230	0	1	0	2	1	4	1	0	0	0	0	0	0	0	0	9
2230 - 2245	0	1	0	0	4	3	1	0	0	0	0	0	0	0	0	9
2245 - 2300	0	0	0	1	4	0	1	0	0	0	0	0	0	0	0	6
2300 - 2315	0	0	0	2	4	4	1	0	0	0	0	0	0	0	0	11
2315 - 2330	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
2330 - 2345	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5
2345 - 2400	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	5
Session Total	20	77	296	782	1178	733	216	32	9	3	1	0	0	0	1	3348

10mph Pace Speed	Number in Pace
27-36	2070 (61.8%)

15th Percentile	50th Percentile	Average	85th Percentile	95th Percentile
25	32	31	37	41

Bi-Directional Speed & Class Count || Volume Summary 15min

Columbia, TN

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
SR-99 U.S. Hwy 31,
south of River Rd

Date
Tuesday, October 24, 2023

Lat/Long
35.624448°, -87.032657°

Click here for Map

Weather
Mostly Cloudy
67°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session)
Volume Summary 15min

	Volume Summary 15min		15min	60min
Time	NB	SB	Total	Total
0000 - 0015	10	21	**31**	
0015 - 0030	18	30	**48**	
0030 - 0045	13	45	**58**	
0045 - 0100	9	32	**41**	**178**
0100 - 0115	8	10	**18**	
0115 - 0130	3	35	**38**	
0130 - 0145	13	76	**89**	
0145 - 0200	9	34	**43**	**188**
0200 - 0215	5	17	**22**	
0215 - 0230	8	18	**26**	
0230 - 0245	15	8	**23**	
0245 - 0300	10	12	**22**	**93**
0300 - 0315	16	12	**28**	
0315 - 0330	26	16	**42**	
0330 - 0345	42	19	**61**	
0345 - 0400	24	12	**36**	**167**
0400 - 0415	25	27	**52**	
0415 - 0430	46	30	**76**	
0430 - 0445	72	17	**89**	
0445 - 0500	84	22	**106**	**323**
0500 - 0515	162	27	**189**	
0515 - 0530	197	33	**230**	
0530 - 0545	198	33	**231**	
0545 - 0600	193	72	**265**	**915**
0600 - 0615	181	84	**265**	
0615 - 0630	195	126	**321**	
0630 - 0645	220	145	**365**	
0645 - 0700	244	179	**423**	**1374**
0700 - 0715	230	201	**431**	
0715 - 0730	271	295	**566**	
0730 - 0745	334	270	**604**	
0745 - 0800	332	268	**600**	**2201**
0800 - 0815	273	230	**503**	
0815 - 0830	228	240	**468**	
0830 - 0845	218	229	**447**	
0845 - 0900	242	227	**469**	**1887**
0900 - 0915	224	212	**436**	
0915 - 0930	237	227	**464**	
0930 - 0945	191	222	**413**	
0945 - 1000	235	229	**464**	**1777**
1000 - 1015	216	208	**424**	
1015 - 1030	237	197	**434**	
1030 - 1045	235	239	**474**	
1045 - 1100	215	253	**468**	**1800**
1100 - 1115	241	253	**494**	
1115 - 1130	236	270	**506**	
1130 - 1145	281	261	**542**	
1145 - 1200	248	273	**521**	**2063**
1200 - 1215	285	256	**541**	
1215 - 1230	285	276	**561**	
1230 - 1245	281	255	**536**	
1245 - 1300	266	258	**524**	**2162**
1300 - 1315	265	277	**542**	
1315 - 1330	264	254	**518**	
1330 - 1345	258	285	**543**	
1345 - 1400	259	263	**522**	**2125**
1400 - 1415	330	274	**604**	
1415 - 1430	282	307	**589**	
1430 - 1445	322	288	**610**	
1445 - 1500	313	319	**632**	**2435**
1500 - 1515	381	283	**664**	
1515 - 1530	381	319	**700**	
1530 - 1545	285	325	**610**	
1545 - 1600	296	334	**630**	**2604**
1600 - 1615	347	333	**680**	
1615 - 1630	304	329	**633**	
1630 - 1645	358	331	**689**	
1645 - 1700	311	332	**643**	**2645**
1700 - 1715	335	328	**663**	
1715 - 1730	306	320	**626**	
1730 - 1745	292	335	**627**	
1745 - 1800	233	322	**555**	**2471**
1800 - 1815	219	257	**476**	
1815 - 1830	218	282	**500**	
1830 - 1845	221	237	**458**	
1845 - 1900	194	215	**409**	**1843**
1900 - 1915	183	184	**367**	
1915 - 1930	176	207	**383**	
1930 - 1945	138	167	**305**	
1945 - 2000	158	133	**291**	**1346**
2000 - 2015	111	116	**227**	
2015 - 2030	126	118	**244**	
2030 - 2045	113	81	**194**	
2045 - 2100	88	113	**201**	**866**
2100 - 2115	99	108	**207**	
2115 - 2130	93	81	**174**	
2130 - 2145	92	78	**170**	
2145 - 2200	42	81	**123**	**674**
2200 - 2215	43	67	**110**	
2215 - 2230	41	82	**123**	
2230 - 2245	37	60	**97**	
2245 - 2300	26	56	**82**	**412**
2300 - 2315	29	51	**80**	
2315 - 2330	20	40	**60**	
2330 - 2345	23	30	**53**	
2345 - 0000	19	36	**55**	**248**

Session Total	16718	16079	**32797**
Session Average	174.15	167.49	**341.64**
Session Percentage	50.97	49.03	

Bi-Directional Speed & Class Count || Bi-Directional Speed 15min

Columbia, TN

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
SR-99 U.S. Hwy 31,
south of River Rd

Date
Tuesday, October 24, 2023

Lat/Long
35.624448°, -87.032657°

Weather
Mostly Cloudy
67°F

Click here for Detailed Weather

Click here for Map

0000 - 2400 (Weekday 24h Session)
Bi-Directional Speed 15min

	Bi-Directional 15min															15min
Time	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	Total
0000 - 0015	0	0	0	0	1	2	17	10	1	0	0	0	0	0	0	31
0015 - 0030	0	0	0	0	2	5	15	19	7	0	0	0	0	0	0	48
0030 - 0045	0	0	0	0	3	8	29	16	2	0	0	0	0	0	0	58
0045 - 0100	0	0	0	0	2	8	14	14	3	0	0	0	0	0	0	41
0100 - 0115	0	0	0	1	0	5	8	3	1	0	0	0	0	0	0	18
0115 - 0130	0	0	0	0	1	7	16	7	6	0	1	0	0	0	0	38
0130 - 0145	0	0	0	0	1	9	36	37	4	1	1	0	0	0	0	89
0145 - 0200	0	0	0	0	2	7	19	12	3	0	0	0	0	0	0	43
0200 - 0215	0	0	0	0	2	3	7	7	1	2	0	0	0	0	0	22
0215 - 0230	0	0	0	0	3	8	9	5	1	0	0	0	0	0	0	26
0230 - 0245	0	0	0	0	1	5	12	4	1	0	0	0	0	0	0	23
0245 - 0300	0	0	0	0	3	3	11	3	2	0	0	0	0	0	0	22
0300 - 0315	0	0	0	0	0	1	14	13	0	0	0	0	0	0	0	28
0315 - 0330	0	0	0	0	0	9	17	14	2	0	0	0	0	0	0	42
0330 - 0345	0	0	0	0	2	3	30	16	7	2	1	0	0	0	0	61
0345 - 0400	0	0	0	0	1	3	19	11	2	0	0	0	0	0	0	36
0400 - 0415	0	0	0	0	0	11	12	27	2	0	0	0	0	0	0	52
0415 - 0430	0	0	0	0	1	11	28	32	3	1	0	0	0	0	0	76
0430 - 0445	0	0	0	0	3	11	34	33	7	1	0	0	0	0	0	89
0445 - 0500	0	0	0	0	0	11	48	40	6	1	0	0	0	0	0	106
0500 - 0515	0	0	0	0	0	21	79	73	14	1	1	0	0	0	0	189
0515 - 0530	0	0	0	1	0	10	74	113	27	5	0	0	0	0	0	230
0530 - 0545	0	0	0	1	2	21	94	89	20	3	1	0	0	0	0	231
0545 - 0600	0	0	0	0	6	20	116	93	25	5	0	0	0	0	0	265
0600 - 0615	1	0	0	1	1	24	105	106	22	4	1	0	0	0	0	265
0615 - 0630	0	1	0	1	6	49	133	100	25	6	0	0	0	0	0	321
0630 - 0645	1	1	0	1	3	53	169	114	23	0	0	0	0	0	0	365
0645 - 0700	0	0	0	0	11	69	188	128	22	5	0	0	0	0	0	423
0700 - 0715	0	0	0	0	5	78	208	114	25	1	0	0	0	0	0	431
0715 - 0730	1	0	0	6	22	115	256	137	26	3	0	0	0	0	0	566
0730 - 0745	0	0	1	1	20	142	280	128	27	5	0	0	0	0	0	604
0745 - 0800	1	1	0	12	56	164	239	103	20	3	0	1	0	0	0	600
0800 - 0815	0	0	2	2	14	110	230	122	21	2	0	0	0	0	0	503
0815 - 0830	0	1	0	3	15	56	202	162	27	2	0	0	0	0	0	468
0830 - 0845	1	0	0	3	15	100	219	93	14	2	0	0	0	0	0	447
0845 - 0900	1	0	1	2	23	121	189	116	16	0	0	0	0	0	0	469
0900 - 0915	0	1	2	0	17	99	205	102	5	5	0	0	0	0	0	436
0915 - 0930	0	0	2	4	34	128	202	83	7	1	2	1	0	0	0	464
0930 - 0945	0	0	0	1	31	111	164	89	15	2	0	0	0	0	0	413
0945 - 1000	0	0	0	2	3	112	235	97	14	1	0	0	0	0	0	464
1000 - 1015	1	0	1	1	7	98	210	95	11	0	0	0	0	0	0	424
1015 - 1030	0	1	1	2	14	112	204	88	10	2	0	0	0	0	0	434
1030 - 1045	1	3	2	13	24	112	214	95	10	0	0	0	0	0	0	474
1045 - 1100	2	1	2	4	27	114	207	92	17	2	0	0	0	0	0	468
1100 - 1115	2	2	1	4	20	103	232	109	18	2	1	0	0	0	0	494
1115 - 1130	3	1	3	7	19	117	219	116	17	4	0	0	0	0	0	506
1130 - 1145	1	1	0	8	28	155	210	125	14	0	0	0	0	0	0	542
1145 - 1200	2	2	2	3	27	136	210	118	15	6	0	0	0	0	0	521
1200 - 1215	8	3	5	9	52	177	202	79	6	0	0	0	0	0	0	541
1215 - 1230	1	1	2	8	22	161	257	95	14	0	0	0	0	0	0	561
1230 - 1245	1	2	4	10	65	141	223	76	13	1	0	0	0	0	0	536
1245 - 1300	0	0	6	13	50	133	214	92	12	3	1	0	0	0	0	524
1300 - 1315	1	4	3	2	21	154	230	103	24	0	0	0	0	0	0	542
1315 - 1330	1	0	2	4	26	121	231	109	21	3	0	0	0	0	0	518
1330 - 1345	0	0	2	11	59	182	221	56	10	2	0	0	0	0	0	543
1345 - 1400	2	1	1	4	44	138	224	95	10	1	2	0	0	0	0	522
1400 - 1415	1	2	1	9	39	203	230	104	14	1	0	0	0	0	0	604
1415 - 1430	1	1	4	5	48	198	239	83	9	1	0	0	0	0	0	589
1430 - 1445	1	0	1	6	50	165	257	109	16	5	0	0	0	0	0	610
1445 - 1500	2	2	2	2	25	162	300	105	28	4	0	0	0	0	0	632
1500 - 1515	1	3	5	18	64	178	271	112	11	0	1	0	0	0	0	664
1515 - 1530	5	4	4	11	50	219	285	108	13	1	0	0	0	0	0	700
1530 - 1545	0	0	2	0	14	124	297	150	22	1	0	0	0	0	0	610
1545 - 1600	1	2	3	19	65	195	238	90	17	0	0	0	0	0	0	630
1600 - 1615	1	0	2	19	39	223	262	115	17	1	1	0	0	0	0	680
1615 - 1630	0	0	5	7	34	150	267	150	20	0	0	0	0	0	0	633
1630 - 1645	2	3	3	18	87	203	261	99	13	0	0	0	0	0	0	689
1645 - 1700	2	0	1	14	40	178	265	127	14	2	0	0	0	0	0	643
1700 - 1715	0	4	12	32	79	228	223	78	7	0	0	0	0	0	0	663
1715 - 1730	0	0	0	3	25	137	254	172	33	1	1	0	0	0	0	626
1730 - 1745	0	3	6	7	25	171	289	110	16	0	0	0	0	0	0	627
1745 - 1800	0	0	0	3	25	126	247	131	20	3	0	0	0	0	0	555
1800 - 1815	0	1	1	6	14	84	217	124	27	1	1	0	0	0	0	476
1815 - 1830	2	1	0	1	34	145	204	97	15	1	0	0	0	0	0	500
1830 - 1845	0	0	0	0	37	138	197	79	5	2	0	0	0	0	0	458
1845 - 1900	0	0	0	0	12	81	230	76	10	0	0	0	0	0	0	409
1900 - 1915	0	0	0	2	7	78	181	83	15	1	0	0	0	0	0	367
1915 - 1930	0	0	0	0	18	82	172	97	13	1	0	0	0	0	0	383
1930 - 1945	0	0	0	0	13	81	137	64	8	2	0	0	0	0	0	305
1945 - 2000	0	0	0	0	13	66	128	69	13	2	0	0	0	0	0	291
2000 - 2015	0	0	0	0	2	35	111	70	6	2	1	0	0	0	0	227
2015 - 2030	0	0	0	0	12	53	118	49	10	1	1	0	0	0	0	244
2030 - 2045	0	0	1	0	9	46	79	44	12	3	0	0	0	0	0	194
2045 - 2100	0	0	0	0	5	33	88	59	14	1	1	0	0	0	0	201
2100 - 2115	0	0	0	0	5	33	100	61	7	1	0	0	0	0	0	207
2115 - 2130	0	0	0	1	3	28	75	58	7	2	0	0	0	0	0	174
2130 - 2145	0	0	0	0	3	22	78	55	12	0	0	0	0	0	0	170
2145 - 2200	0	0	0	1	7	20	58	34	2	0	1	0	0	0	0	123
2200 - 2215	0	1	0	0	2	16	48	32	10	1	0	0	0	0	0	110
2215 - 2230	0	0	0	0	0	16	47	51	9	0	0	0	0	0	0	123
2230 - 2245	0	0	0	1	1	16	43	29	7	0	0	0	0	0	0	97
2245 - 2300	0	0	0	0	3	12	34	29	2	2	0	0	0	0	0	82
2300 - 2315	0	0	0	3	0	14	30	27	6	0	0	0	0	0	0	80
2315 - 2330	0	0	0	1	1	21	25	10	2	0	0	0	0	0	0	60
2330 - 2345	0	0	0	0	2	11	23	16	1	0	0	0	0	0	0	53
2345 - 2400	0	0	0	1	2	12	27	12	1	0	0	0	0	0	0	55
Session Total	51	54	98	335	1731	7890	14125	7196	1162	133	20	2	0	0	0	32797

10mph Pace Speed	Number in Pace
37-46	23988 (73.1%)

15th Percentile	50th Percentile	Average	85th Percentile	95th Percentile
37	42	41	46	49

APPENDIX C

Volume Development

Proposed Trip Generation - Water's Edge

ITE Code	Land Use	Setting/Location	Density		Daily			AM Peak Hour			PM Peak Hour		
					Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
215	Single-Family Attached Housing	General Urban/Suburban	16	d.u.	72	36	36	3	1	2	6	3	3
220	Multifamily Housing (Low-Rise)	General Urban/Suburban	83	d.u.	608	304	304	49	12	37	56	35	21
GROSS PROPOSED TRIPS					**680**	**340**	**340**	**52**	**13**	**39**	**62**	**38**	**24**

Notes:

INTERSECTION VOLUME WORKSHEET
INTERSECTION 1
River Rd at Driveway/Taylor Bend
AM PEAK HOUR

	River Rd Eastbound				River Rd Westbound				Driveway Northbound				Taylor Bend Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Existing Traffic																
Raw 2025 AM Counts	*0*	*3*	*3*	*0*	*0*	*2*	*12*	*2*	*0*	*3*	*1*	*2*	*0*	*4*	*2*	*8*
Growth Rate (Raw Counts)	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*
Growth Factor (Raw Counts)	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*
Growth Trips (Raw Counts)	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing 2025 AM Volumes	**0**	**3**	**3**	**0**	**0**	**2**	**13**	**2**	**0**	**3**	**1**	**2**	**0**	**4**	**2**	**8**
Existing Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Conflicting Pedestrians		2		1		1		2		1		2		2		1
Heavy Vehicles	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Heavy Vehicle %	2	2	2	2	2	2	2	50	2	2	2	2	2	2	2	2
Background Traffic																
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Growth Trips	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
River Road Columbia Entering Distribution						25%	45%									
River Road Columbia Exiting Distribution			(40%)									(25%)				
River Road Columbia Trips	0	0	19	0	0	4	7	0	0	0	0	12	0	0	0	0
No-Build 2027 AM Volumes	**0**	**3**	**22**	**0**	**0**	**6**	**21**	**2**	**0**	**3**	**1**	**14**	**0**	**4**	**2**	**8**
Project Traffic																
Trip Distribution IN												5%				
Trip Distribution OUT						(5%)	(25%)									
Project Trips	0	0	0	0	0	2	10	0	0	0	0	1	0	0	0	0
Build 2027 AM Volumes	**0**	**3**	**22**	**0**	**0**	**8**	**31**	**2**	**0**	**3**	**1**	**15**	**0**	**4**	**2**	**8**

Water's Edge Traffic Impact Study

INTERSECTION VOLUME WORKSHEET

INTERSECTION 1

River Rd at Driveway/Taylor Bend

PM PEAK HOUR

	River Rd Eastbound				River Rd Westbound				Driveway Northbound				Taylor Bend Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Existing Traffic																
Raw 2025 PM Counts	*3*	*8*	*16*	*1*	*0*	*4*	*12*	*4*	*0*	*1*	*1*	*3*	*0*	*4*	*1*	*4*
Growth Rate (Raw Counts)	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*
Growth Factor (Raw Counts)	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*
Growth Trips (Raw Counts)	*0*	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing 2025 PM Volumes	**3**	**8**	**17**	**1**	**0**	**4**	**13**	**4**	**0**	**1**	**1**	**3**	**0**	**4**	**1**	**4**
Existing Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Conflicting Pedestrians		3		0		0		3		0		4		4		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Background Traffic																
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Growth Trips	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
River Road Columbia Entering Distribution						25%	45%									
River Road Columbia Exiting Distribution			(40%)									(25%)				
River Road Columbia Trips	0	0	12	0	0	12	21	0	0	0	0	7	0	0	0	0
No-Build 2027 PM Volumes	**3**	**8**	**30**	**1**	**0**	**16**	**35**	**4**	**0**	**1**	**1**	**10**	**0**	**4**	**1**	**4**
Project Traffic																
Trip Distribution IN												5%				
Trip Distribution OUT						(5%)	(25%)									
Project Trips	0	0	0	0	0	1	6	0	0	0	0	2	0	0	0	0
Build 2027 PM Volumes	**3**	**8**	**30**	**1**	**0**	**17**	**41**	**4**	**0**	**1**	**1**	**12**	**0**	**4**	**1**	**4**

Water's Edge Traffic Impact Study

INTERSECTION VOLUME WORKSHEET

INTERSECTION 2

River Rd at Theta Pike

AM PEAK HOUR

	River Rd Eastbound				Westbound				Theta Pike Northbound				Theta Pike Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Existing Traffic																
Raw 2025 AM Counts	*0*	*8*	*0*	*6*	*0*	*0*	*0*	*0*	*2*	*10*	*88*	*0*	*0*	*0*	*162*	*6*
Growth Rate (Raw Counts)	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*
Growth Factor (Raw Counts)	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*
Growth Trips (Raw Counts)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*5*	*0*	*0*	*0*	*10*	*0*
Existing 2025 AM Volumes	**0**	**8**	**0**	**6**	**0**	**0**	**0**	**0**	**2**	**11**	**93**	**0**	**0**	**0**	**172**	**6**
Existing Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0
Heavy Vehicle %	2	2	2	2	2	2	2	2	2	2	3	2	2	2	2	2
Background Traffic																
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Growth Trips	0	0	0	0	0	0	0	0	0	1	6	0	0	0	10	0
River Road Columbia Entering Distribution										40%						30%
River Road Columbia Exiting Distribution		(30%)		(35%)												
River Road Columbia Trips	0	14	0	16	0	0	0	0	0	6	0	0	0	0	0	5
No-Build 2027 AM Volumes	**0**	**22**	**0**	**22**	**0**	**0**	**0**	**0**	**2**	**18**	**99**	**0**	**0**	**0**	**182**	**11**
Project Traffic																
Trip Distribution IN										65%						30%
Trip Distribution OUT		(30%)		(40%)												
Project Trips	0	12	0	16	0	0	0	0	0	8	0	0	0	0	0	4
Build 2027 AM Volumes	**0**	**34**	**0**	**38**	**0**	**0**	**0**	**0**	**2**	**26**	**99**	**0**	**0**	**0**	**182**	**15**

Water's Edge Traffic Impact Study

INTERSECTION VOLUME WORKSHEET

INTERSECTION 2

River Rd at Theta Pike

PM PEAK HOUR

	River Rd Eastbound				Westbound				Theta Pike Northbound				Theta Pike Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Existing Traffic																
Raw 2025 PM Counts	*1*	*23*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*9*	*160*	*0*	*0*	*0*	*145*	*26*
Growth Rate (Raw Counts)	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*
Growth Factor (Raw Counts)	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*
Growth Trips (Raw Counts)	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*10*	*0*	*0*	*0*	*9*	*2*
Existing 2025 PM Volumes	**1**	**24**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**10**	**170**	**0**	**0**	**0**	**154**	**28**
Existing Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Conflicting Pedestrians		0		0		0		0		1		0		0		1
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0
Heavy Vehicle %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Background Traffic																
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Growth Trips	0	1	0	0	0	0	0	0	0	1	10	0	0	0	9	2
River Road Columbia Entering Distribution										40%						30%
River Road Columbia Exiting Distribution		(30%)		(35%)												
River Road Columbia Trips	0	9	0	10	0	0	0	0	0	19	0	0	0	0	0	14
No-Build 2027 PM Volumes	**1**	**34**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**30**	**180**	**0**	**0**	**0**	**163**	**44**
Project Traffic																
Trip Distribution IN										65%						30%
Trip Distribution OUT		(30%)		(40%)												
Project Trips	0	7	0	10	0	0	0	0	0	25	0	0	0	0	0	11
Build 2027 PM Volumes	**1**	**41**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**55**	**180**	**0**	**0**	**0**	**163**	**55**

Water's Edge Traffic Impact Study

INTERSECTION VOLUME WORKSHEET
INTERSECTION 3
TN-99 Nashville Hwy at 8th Ave/Theta Pike
AM PEAK HOUR

	TN-99 Nashville Hwy Eastbound				TN-99 Nashville Hwy Westbound				8th Ave Northbound				Theta Pike Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Existing Traffic																
Raw 2025 AM Counts	*0*	*69*	*1168*	*4*	*3*	*5*	*1043*	*32*	*0*	*3*	*3*	*6*	*0*	*23*	*1*	*119*
Growth Rate (Raw Counts)	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*
Growth Factor (Raw Counts)	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*
Growth Trips (Raw Counts)	*0*	*4*	*71*	*0*	*0*	*0*	*64*	*2*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*7*
Existing 2025 AM Volumes	**0**	**73**	**1239**	**4**	**3**	**5**	**1107**	**34**	**0**	**3**	**3**	**6**	**0**	**24**	**1**	**126**
Existing Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	2	56	0	0	0	35	3	0	0	0	0	0	0	0	1
Heavy Vehicle %	2	3	5	2	2	2	3	9	2	2	2	2	2	2	2	2
Background Traffic																
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Growth Trips	0	4	76	0	0	0	68	2	0	0	0	0	0	1	0	8
River Road Columbia Entering Distribution		25%					5%	35%								
River Road Columbia Exiting Distribution														(40%)		(5%)
River Road Columbia Trips	0	4	0	0	0	0	1	6	0	0	0	0	0	19	0	2
No-Build 2027 AM Volumes	**0**	**81**	**1315**	**4**	**3**	**5**	**1176**	**42**	**0**	**3**	**3**	**6**	**0**	**44**	**1**	**136**
Project Traffic																
Trip Distribution IN		25%						40%								
Trip Distribution OUT														(40%)		
Project Trips	0	3	0	0	0	0	0	5	0	0	0	0	0	16	0	0
Build 2027 AM Volumes	**0**	**84**	**1315**	**4**	**3**	**5**	**1176**	**47**	**0**	**3**	**3**	**6**	**0**	**60**	**1**	**136**

Water's Edge Traffic Impact Study

INTERSECTION VOLUME WORKSHEET
INTERSECTION 3
TN-99 Nashville Hwy at 8th Ave/Theta Pike
PM PEAK HOUR

	TN-99 Nashville Hwy Eastbound				TN-99 Nashville Hwy Westbound				8th Ave Northbound				Theta Pike Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Existing Traffic																
Raw 2025 PM Counts	*1*	*122*	*1221*	*4*	*1*	*12*	*1349*	*42*	*0*	*1*	*3*	*5*	*0*	*53*	*3*	*133*
Growth Rate (Raw Counts)	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*
Growth Factor (Raw Counts)	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*
Growth Trips (Raw Counts)	*0*	*7*	*74*	*0*	*0*	*1*	*82*	*3*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*8*
Existing 2025 PM Volumes	**1**	**129**	**1295**	**4**	**1**	**13**	**1431**	**45**	**0**	**1**	**3**	**5**	**0**	**56**	**3**	**141**
Existing Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Conflicting Pedestrians		1		0		0		1		0		0		0		0
Heavy Vehicles	0	1	19	1	0	0	25	1	0	0	0	0	0	0	0	4
Heavy Vehicle %	2	2	2	25	2	2	2	2	2	2	2	2	2	2	2	3
Background Traffic																
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Growth Trips	0	8	79	0	0	1	87	3	0	0	0	0	0	3	0	9
River Road Columbia Entering Distribution		25%					5%	35%								
River Road Columbia Exiting Distribution														(40%)		(5%)
River Road Columbia Trips	0	12	0	0	0	0	2	16	0	0	0	0	0	12	0	1
No-Build 2027 PM Volumes	**1**	**149**	**1374**	**4**	**1**	**14**	**1520**	**64**	**0**	**1**	**3**	**5**	**0**	**71**	**3**	**151**
Project Traffic																
Trip Distribution IN		25%						40%								
Trip Distribution OUT														(40%)		
Project Trips	0	10	0	0	0	0	0	15	0	0	0	0	0	10	0	0
Build 2027 PM Volumes	**1**	**159**	**1374**	**4**	**1**	**14**	**1520**	**79**	**0**	**1**	**3**	**5**	**0**	**81**	**3**	**151**

Water's Edge Traffic Impact Study

INTERSECTION VOLUME WORKSHEET
INTERSECTION 4
TN-99 Nashville Hwy at 7th Ave/Driveway
AM PEAK HOUR

	TN-99 Nashville Hwy **Eastbound**				TN-99 Nashville Hwy **Westbound**				7th Ave **Northbound**				Driveway **Southbound**			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Existing Traffic																
Raw 2025 AM Counts	*0*	*9*	*1205*	*117*	*1*	*48*	*1106*	*10*	*0*	*30*	*1*	*41*	*0*	*11*	*5*	*5*
Growth Rate (Raw Counts)	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*
Growth Factor (Raw Counts)	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*
Growth Trips (Raw Counts)	*0*	*1*	*74*	*7*	*0*	*3*	*67*	*1*	*0*	*2*	*0*	*3*	*0*	*1*	*0*	*0*
Existing 2025 AM Volumes	**0**	**10**	**1279**	**124**	**1**	**51**	**1173**	**11**	**0**	**32**	**1**	**44**	**0**	**12**	**5**	**5**
Existing Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Conflicting Pedestrians		1		0		0		1		0		0		0		0
Heavy Vehicles	0	0	48	4	0	0	35	1	0	3	0	2	0	1	1	0
Heavy Vehicle %	2	2	4	3	2	2	3	9	2	9	2	5	2	8	20	2
Background Traffic																
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Growth Trips	0	1	78	8	0	3	72	1	0	2	0	3	0	1	0	0
River Road Columbia Entering Distribution		5%	25%					5%								
River Road Columbia Exiting Distribution							(5%)									
River Road Columbia Trips	0	1	4	0	0	0	2	1	0	0	0	0	0	0	0	0
No-Build 2027 AM Volumes	**0**	**12**	**1361**	**132**	**1**	**54**	**1247**	**13**	**0**	**34**	**1**	**47**	**0**	**13**	**5**	**5**
Project Traffic																
Trip Distribution IN		5%	25%													
Trip Distribution OUT																(5%)
Project Trips	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	2
Build 2027 AM Volumes	**0**	**13**	**1364**	**132**	**1**	**54**	**1247**	**13**	**0**	**34**	**1**	**47**	**0**	**13**	**5**	**7**

Water's Edge Traffic Impact Study

INTERSECTION VOLUME WORKSHEET
INTERSECTION 4
TN-99 Nashville Hwy at 7th Ave/Driveway
PM PEAK HOUR

	TN-99 Nashville Hwy Eastbound				TN-99 Nashville Hwy Westbound				7th Ave Northbound				Driveway Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Existing Traffic																
Raw 2025 PM Counts	*2*	*50*	*1281*	*57*	*1*	*40*	*1414*	*33*	*0*	*24*	*7*	*37*	*0*	*30*	*6*	*37*
Growth Rate (Raw Counts)	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*
Growth Factor (Raw Counts)	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*
Growth Trips (Raw Counts)	*0*	*3*	*78*	*3*	*0*	*2*	*86*	*2*	*0*	*1*	*0*	*2*	*0*	*2*	*0*	*2*
Existing 2025 PM Volumes	**2**	**53**	**1359**	**60**	**1**	**42**	**1500**	**35**	**0**	**25**	**7**	**39**	**0**	**32**	**6**	**39**
Existing Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Conflicting Pedestrians		1		0		0		1		0		0		0		0
Heavy Vehicles	0	0	21	0	0	1	26	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	17	2
Background Traffic																
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Growth Trips	0	3	83	4	0	3	91	2	0	2	0	2	0	2	0	2
River Road Columbia Entering Distribution		5%	25%					5%								
River Road Columbia Exiting Distribution							(5%)									
River Road Columbia Trips	0	2	12	0	0	0	1	2	0	0	0	0	0	0	0	0
No-Build 2027 PM Volumes	**2**	**58**	**1454**	**64**	**1**	**45**	**1592**	**39**	**0**	**27**	**7**	**41**	**0**	**34**	**6**	**41**
Project Traffic																
Trip Distribution IN		5%	25%													
Trip Distribution OUT																(5%)
Project Trips	0	2	10	0	0	0	0	0	0	0	0	0	0	0	0	1
Build 2027 PM Volumes	**2**	**60**	**1464**	**64**	**1**	**45**	**1592**	**39**	**0**	**27**	**7**	**41**	**0**	**34**	**6**	**42**

Water's Edge Traffic Impact Study

INTERSECTION VOLUME WORKSHEET
INTERSECTION 5
TN-99 Nashville Hwy at Driveway/River Rd
AM PEAK HOUR

	TN-99 Nashville Hwy Eastbound				TN-99 Nashville Hwy Westbound				Driveway Northbound				River Rd Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Existing Traffic																
Raw 2025 AM Counts	*0*	*0*	*1332*	*0*	*0*	*0*	*1140*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*28*
Growth Rate (Raw Counts)	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*
Growth Factor (Raw Counts)	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*
Growth Trips (Raw Counts)	*0*	*0*	*81*	*0*	*0*	*0*	*70*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*
Existing 2025 AM Volumes	**0**	**0**	**1413**	**0**	**0**	**0**	**1210**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**
Existing Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	50	0	0	0	38	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2	2	4	2	2	2	3	2	2	2	2	2	2	2	2	2
Background Traffic																
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Growth Trips	0	0	86	0	0	0	74	0	0	0	0	0	0	0	0	2
River Road Columbia Entering Distribution			30%													
River Road Columbia Exiting Distribution							(5%)									(25%)
River Road Columbia Trips	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	12
No-Build 2027 AM Volumes	**0**	**0**	**1504**	**0**	**0**	**0**	**1286**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**44**
Project Traffic																
Trip Distribution IN			30%													25%
Trip Distribution OUT							(5%)									
Project Trips	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	3
Build 2027 AM Volumes	**0**	**0**	**1508**	**0**	**0**	**0**	**1288**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**47**

Water's Edge Traffic Impact Study

INTERSECTION VOLUME WORKSHEET
INTERSECTION 5
TN-99 Nashville Hwy at Driveway/River Rd
PM PEAK HOUR

	TN-99 Nashville Hwy Eastbound				TN-99 Nashville Hwy Westbound				Driveway Northbound				River Rd Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Existing Traffic																
Raw 2025 PM Counts	*0*	*0*	*1391*	*0*	*0*	*0*	*1479*	*4*	*0*	*0*	*0*	*12*	*0*	*0*	*0*	*43*
Growth Rate (Raw Counts)	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*
Growth Factor (Raw Counts)	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*
Growth Trips (Raw Counts)	*0*	*0*	*85*	*0*	*0*	*0*	*90*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*3*
Existing 2025 PM Volumes	**0**	**0**	**1476**	**0**	**0**	**0**	**1569**	**4**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**46**
Existing Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Conflicting Pedestrians		0		0		0		0		1		0		0		1
Heavy Vehicles	0	0	23	0	0	0	29	0	0	0	0	0	0	0	0	1
Heavy Vehicle %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Background Traffic																
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Growth Trips	0	0	90	0	0	0	96	0	0	0	0	1	0	0	0	3
River Road Columbia Entering Distribution			30%													
River Road Columbia Exiting Distribution							(5%)									(25%)
River Road Columbia Trips	0	0	14	0	0	0	1	0	0	0	0	0	0	0	0	7
No-Build 2027 PM Volumes	**0**	**0**	**1580**	**0**	**0**	**0**	**1666**	**4**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**56**
Project Traffic																
Trip Distribution IN			30%													25%
Trip Distribution OUT							(5%)									
Project Trips	0	0	11	0	0	0	1	0	0	0	0	0	0	0	0	10
Build 2027 PM Volumes	**0**	**0**	**1591**	**0**	**0**	**0**	**1667**	**4**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**66**

Water's Edge Traffic Impact Study

INTERSECTION VOLUME WORKSHEET

INTERSECTION 6

River Road at Site Driveway

AM PEAK HOUR

	River Road Eastbound				River Road Westbound				Northbound				Site Driveway Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Existing Traffic																
Raw 2025 AM Counts	*0*	*0*	*9*	*0*	*0*	*0*	*16*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		*0*
Growth Rate (Raw Counts)	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*
Growth Factor (Raw Counts)	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*
Growth Trips (Raw Counts)	*0*	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing 2025 AM Volumes	**0**	**0**	**10**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Existing Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2	2	2	2	2	2	6	2	2	2	2	2	2	2	2	2
Background Traffic																
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Growth Trips	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
River Road Columbia Entering Distribution							70%									
River Road Columbia Exiting Distribution			(65%)													
River Road Columbia Trips	0	0	31	0	0	0	11	0	0	0	0	0	0	0	0	0
No-Build 2027 AM Volumes	**0**	**0**	**42**	**0**	**0**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Traffic																
Trip Distribution IN		5%						95%								
Trip Distribution OUT														(70%)		(30%)
Project Trips	0	1	0	0	0	0	0	12	0	0	0	0	0	27	0	12
Build 2027 AM Volumes	**0**	**1**	**42**	**0**	**0**	**0**	**29**	**12**	**0**	**0**	**0**	**0**	**0**	**27**	**0**	**12**

Water's Edge Traffic Impact Study

INTERSECTION VOLUME WORKSHEET

INTERSECTION 6

River Road at Site Driveway

PM PEAK HOUR

	River Road Eastbound				River Road Westbound				Northbound				Site Driveway Southbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Existing Traffic																
Raw 2025 PM Counts	*0*	*0*	*23*	*0*	*0*	*0*	*20*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*9*	*0*
Growth Rate (Raw Counts)	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*
Growth Factor (Raw Counts)	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*	*1.061*
Growth Trips (Raw Counts)	*0*	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*
Existing 2025 PM Volumes	**0**	**0**	**24**	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**
Existing Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Background Traffic																
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Growth Trips	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0
River Road Columbia Entering Distribution							70%									
River Road Columbia Exiting Distribution			(65%)													
River Road Columbia Trips	0	0	19	0	0	0	33	0	0	0	0	0	0	0	0	0
No-Build 2027 PM Volumes	**0**	**0**	**44**	**0**	**0**	**0**	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**
Project Traffic																
Trip Distribution IN		5%						95%								
Trip Distribution OUT														(70%)		(30%)
Project Trips	0	2	0	0	0	0	0	36	0	0	0	0	0	17	0	7
Build 2027 PM Volumes	**0**	**2**	**44**	**0**	**0**	**0**	**55**	**36**	**0**	**0**	**0**	**0**	**0**	**17**	**11**	**7**

Water's Edge Traffic Impact Study

APPENDIX D

Capacity Reports

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	3	0	2	13	2	3	1	2	4	2	8
Future Vol, veh/h	3	3	0	2	13	2	3	1	2	4	2	8
Conflicting Peds, #/hr	2	0	1	1	0	2	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	50	2	2	2	2	2	2
Mvmt Flow	4	4	0	3	17	3	4	1	3	5	3	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	22	0	0	5	0	0	38	40	7	41	39	22
Stage 1	-	-	-	-	-	-	13	13	-	26	26	-
Stage 2	-	-	-	-	-	-	25	27	-	15	13	-
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	1593	-	-	1616	-	-	967	852	1075	963	853	1056
Stage 1	-	-	-	-	-	-	1007	885	-	992	874	-
Stage 2	-	-	-	-	-	-	993	872	-	1005	885	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1590	-	-	1615	-	-	948	846	1072	952	847	1053
Mov Cap-2 Maneuver	-	-	-	-	-	-	948	846	-	952	847	-
Stage 1	-	-	-	-	-	-	1004	882	-	988	870	-
Stage 2	-	-	-	-	-	-	977	869	-	997	882	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	3.63	0.85	8.76	8.71
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	966	900	-	-	206	-	-	988
HCM Lane V/C Ratio	0.008	0.003	-	-	0.002	-	-	0.019
HCM Control Delay (s/veh)	8.8	7.3	0	-	7.2	0	-	8.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

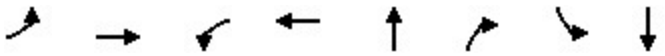
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	6	13	93	172	6
Future Vol, veh/h	8	6	13	93	172	6
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	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	3	2	2
Mvmt Flow	9	7	15	104	193	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	327	193	200	0	-	0
Stage 1	193	-	-	-	-	-
Stage 2	134	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	667	848	1372	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	660	848	1372	-	-	-
Mov Cap-2 Maneuver	660	-	-	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	893	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.05	0.94	0
HCM LOS	B		

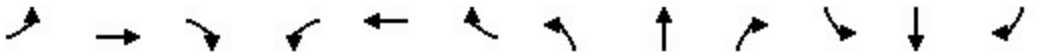
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	221	-	729	-	-
HCM Lane V/C Ratio	0.011	-	0.022	-	-
HCM Control Delay (s/veh)	7.7	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	78	1336	9	1227	6	6	26	136
v/c Ratio	0.25	0.56	0.03	0.56	0.02	0.02	0.10	0.35
Control Delay (s/veh)	5.1	5.9	4.4	13.1	37.8	0.2	39.3	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.1	6.0	4.4	13.1	37.8	0.2	39.3	9.6
Queue Length 50th (ft)	9	91	1	250	4	0	16	1
Queue Length 95th (ft)	m17	112	6	321	16	0	41	53
Internal Link Dist (ft)		454		255	398			1046
Turn Bay Length (ft)	325		100			85	85	
Base Capacity (vph)	422	2403	432	2207	295	341	249	392
Starvation Cap Reductn	0	70	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.57	0.02	0.56	0.02	0.02	0.10	0.35

Intersection Summary

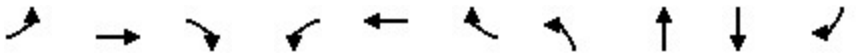
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	1239	4	8	1107	34	3	3	6	24	1	126
Future Volume (veh/h)	73	1239	4	8	1107	34	3	3	6	24	1	126
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	1856	1826	1870	1870	1856	1767	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	1332	4	9	1190	37	3	3	6	26	1	135
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	5	2	2	3	9	2	2	2	2	2	2
Cap, veh/h	340	2364	7	345	2220	69	124	109	281	206	2	279
Arrive On Green	0.08	1.00	1.00	0.01	0.64	0.64	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1767	3548	11	1781	3490	108	424	616	1585	1406	12	1575
Grp Volume(v), veh/h	78	651	685	9	601	626	6	0	6	26	0	136
Grp Sat Flow(s),veh/h/ln	1767	1735	1824	1781	1763	1836	1040	0	1585	1406	0	1587
Q Serve(g_s), s	1.6	0.0	0.0	0.2	20.7	20.7	0.0	0.0	0.3	1.9	0.0	8.5
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.2	20.7	20.7	8.5	0.0	0.3	10.4	0.0	8.5
Prop In Lane	1.00		0.01	1.00		0.06	0.50		1.00	1.00		0.99
Lane Grp Cap(c), veh/h	340	1156	1215	345	1121	1168	233	0	281	206	0	281
V/C Ratio(X)	0.23	0.56	0.56	0.03	0.54	0.54	0.03	0.00	0.02	0.13	0.00	0.48
Avail Cap(c_a), veh/h	516	1156	1215	577	1121	1168	233	0	281	206	0	281
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.9	0.0	0.0	6.9	11.1	11.1	37.5	0.0	37.4	45.4	0.0	40.7
Incr Delay (d2), s/veh	0.3	1.6	1.6	0.0	1.8	1.8	0.2	0.0	0.1	1.3	0.0	5.8
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	0.5	0.5	0.5	0.1	7.5	7.8	0.1	0.0	0.1	0.7	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.2	1.6	1.6	6.9	12.9	12.8	37.7	0.0	37.5	46.7	0.0	46.6
LnGrp LOS	A	A	A	A	B	B	D		D	D		D
Approach Vol, veh/h		1414			1236			12			162	
Approach Delay, s/veh		2.0			12.8			37.6			46.6	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	76.0		25.0	5.7	79.3		25.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	59.0		19.5	15.5	59.0		19.5				
Max Q Clear Time (g_c+I1), s	3.6	22.7		12.4	2.2	2.0		10.5				
Green Ext Time (p_c), s	0.1	18.9		0.3	0.0	26.7		0.0				

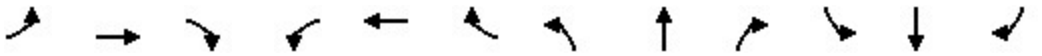
Intersection Summary			
HCM 7th Control Delay, s/veh		9.4	
HCM 7th LOS		A	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	11	1390	135	57	1275	12	35	49	18	5
v/c Ratio	0.13	0.55	0.11	0.47	0.45	0.01	0.28	0.26	0.16	0.02
Control Delay (s/veh)	53.4	10.1	2.9	77.9	1.1	0.0	51.3	16.6	47.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.4	10.1	2.9	77.9	1.1	0.0	51.3	16.6	47.5	0.2
Queue Length 50th (ft)	8	244	8	43	9	0	23	1	12	0
Queue Length 95th (ft)	26	372	33	m79	36	m0	55	36	34	0
Internal Link Dist (ft)		248			454			156	255	
Turn Bay Length (ft)	160		160	100		100	115			
Base Capacity (vph)	241	2550	1177	241	2844	1192	224	306	222	338
Starvation Cap Reductn	0	0	0	0	140	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.55	0.11	0.24	0.47	0.01	0.16	0.16	0.08	0.01

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)	10	1279	124	52	1173	11	32	1	44	12	5	5
Future Volume (veh/h)	10	1279	124	52	1173	11	32	1	44	12	5	5
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	1841	1856	1870	1856	1767	1767	1870	1826	1781	1604	1870
Adj Flow Rate, veh/h	11	1390	135	57	1275	12	35	1	48	13	5	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	4	3	2	3	9	9	2	5	8	20	2
Cap, veh/h	23	2538	1141	74	2659	1128	125	3	122	101	28	124
Arrive On Green	0.01	0.73	0.73	0.04	0.75	0.75	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1781	3497	1571	1781	3526	1496	1327	32	1558	571	362	1585
Grp Volume(v), veh/h	11	1390	135	57	1275	12	35	0	49	18	0	5
Grp Sat Flow(s),veh/h/ln	1781	1749	1571	1781	1763	1496	1327	0	1590	933	0	1585
Q Serve(g_s), s	0.7	19.9	2.8	3.5	15.3	0.2	2.8	0.0	3.2	0.5	0.0	0.3
Cycle Q Clear(g_c), s	0.7	19.9	2.8	3.5	15.3	0.2	6.6	0.0	3.2	3.7	0.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.98	0.72		1.00
Lane Grp Cap(c), veh/h	23	2538	1141	74	2659	1128	125	0	125	129	0	124
V/C Ratio(X)	0.48	0.55	0.12	0.78	0.48	0.01	0.28	0.00	0.39	0.14	0.00	0.04
Avail Cap(c_a), veh/h	243	2538	1141	243	2659	1128	250	0	275	248	0	274
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	1.00	1.00	0.81	0.81	0.81	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.9	6.9	4.5	52.2	5.2	3.4	51.6	0.0	48.2	48.1	0.0	46.9
Incr Delay (d2), s/veh	5.5	0.9	0.2	5.2	0.5	0.0	2.6	0.0	4.3	0.2	0.0	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	0.3	5.9	0.8	1.6	4.2	0.1	1.0	0.0	1.4	0.5	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.4	7.7	4.7	57.4	5.7	3.4	54.2	0.0	52.5	48.2	0.0	46.9
LnGrp LOS	E	A	A	E	A	A	D		D	D		D
Approach Vol, veh/h		1536			1344			84			23	
Approach Delay, s/veh		7.8			7.9			53.2			47.9	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	85.8		14.6	6.4	89.0		14.6				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	15.0	59.0		19.0	15.0	59.0		19.0				
Max Q Clear Time (g_c+I1), s	5.5	21.9		5.7	2.7	17.3		8.6				
Green Ext Time (p_c), s	0.0	24.5		0.0	0.0	22.4		0.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			9.4									
HCM 7th LOS			A									

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1413	1210	3	0	30
Future Vol, veh/h	0	1413	1210	3	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	4	3	2	2	2
Mvmt Flow	0	1536	1315	3	0	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	659
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	-	-	-	0	406
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	406
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	14.64
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	406
HCM Lane V/C Ratio	-	-	-	0.08
HCM Control Delay (s/veh)	-	-	-	14.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.3

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	17	1	4	13	4	1	1	3	4	1	4
Future Vol, veh/h	11	17	1	4	13	4	1	1	3	4	1	4
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	22	1	5	17	5	1	1	4	5	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	25	0	0	23	0	0	78	86	26	87	84	22
Stage 1	-	-	-	-	-	-	51	51	-	32	32	-
Stage 2	-	-	-	-	-	-	28	35	-	55	51	-
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	1590	-	-	1592	-	-	911	804	1049	899	806	1055
Stage 1	-	-	-	-	-	-	962	853	-	984	868	-
Stage 2	-	-	-	-	-	-	990	866	-	958	852	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1585	-	-	1592	-	-	894	792	1045	877	794	1052
Mov Cap-2 Maneuver	-	-	-	-	-	-	894	792	-	877	794	-
Stage 1	-	-	-	-	-	-	954	845	-	978	863	-
Stage 2	-	-	-	-	-	-	980	861	-	940	844	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.77	1.38	8.81	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	952	675	-	-	327	-	-	935
HCM Lane V/C Ratio	0.007	0.009	-	-	0.003	-	-	0.012
HCM Control Delay (s/veh)	8.8	7.3	0	-	7.3	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

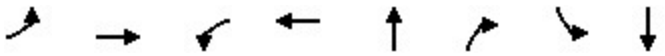
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	2	10	170	154	28
Future Vol, veh/h	25	2	10	170	154	28
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	2	11	179	162	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	363	163	193	0	-	0
Stage 1	163	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	636	882	1381	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	630	881	1379	-	-	-
Mov Cap-2 Maneuver	630	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	833	-	-	-	-	-

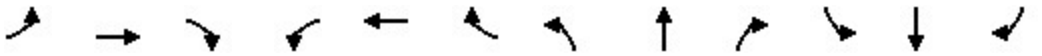
Approach	EB	NB	SB
HCM Control Delay, s/v	10.86	0.42	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	100	-	643	-	-
HCM Lane V/C Ratio	0.008	-	0.044	-	-
HCM Control Delay (s/veh)	7.6	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	134	1339	14	1521	4	5	58	148
v/c Ratio	0.52	0.56	0.05	0.73	0.01	0.01	0.23	0.37
Control Delay (s/veh)	30.4	6.6	4.9	19.5	37.5	0.0	41.8	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.4	6.6	4.9	19.5	37.5	0.0	41.8	9.8
Queue Length 50th (ft)	35	103	2	378	2	0	35	2
Queue Length 95th (ft)	107	122	7	524	13	0	75	57
Internal Link Dist (ft)		454		255	398			1046
Turn Bay Length (ft)	325		100			85	85	
Base Capacity (vph)	342	2405	433	2075	313	341	249	398
Starvation Cap Reductn	0	103	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.58	0.03	0.73	0.01	0.01	0.23	0.37

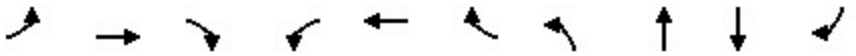
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	1295	4	14	1431	45	1	3	5	56	3	141
Future Volume (veh/h)	130	1295	4	14	1431	45	1	3	5	56	3	141
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	1530	1870	1870	1870	1870	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	134	1335	4	14	1475	46	1	3	5	58	3	145
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	25	2	2	2	2	2	2	2	2	3
Cap, veh/h	272	2404	7	351	2221	69	79	211	281	196	6	276
Arrive On Green	0.09	1.00	1.00	0.02	0.63	0.63	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	3634	11	1781	3518	110	217	1192	1585	1407	32	1558
Grp Volume(v), veh/h	134	653	686	14	744	777	4	0	5	58	0	148
Grp Sat Flow(s),veh/h/ln	1781	1777	1868	1781	1777	1851	1410	0	1585	1407	0	1590
Q Serve(g_s), s	2.9	0.0	0.0	0.3	29.2	29.4	0.0	0.0	0.3	4.3	0.0	9.3
Cycle Q Clear(g_c), s	2.9	0.0	0.0	0.3	29.2	29.4	9.3	0.0	0.3	13.6	0.0	9.3
Prop In Lane	1.00		0.01	1.00		0.06	0.25		1.00	1.00		0.98
Lane Grp Cap(c), veh/h	272	1175	1236	351	1122	1168	291	0	281	196	0	282
V/C Ratio(X)	0.49	0.56	0.56	0.04	0.66	0.67	0.01	0.00	0.02	0.30	0.00	0.53
Avail Cap(c_a), veh/h	441	1175	1236	574	1122	1168	291	0	281	196	0	282
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.9	0.0	0.0	6.9	12.9	12.9	37.4	0.0	37.3	47.2	0.0	41.0
Incr Delay (d2), s/veh	1.2	1.6	1.5	0.0	3.1	3.0	0.1	0.0	0.1	3.8	0.0	6.8
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	0.5	0.5	0.1	10.8	11.3	0.1	0.0	0.1	1.7	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.1	1.6	1.5	6.9	16.0	15.9	37.5	0.0	37.5	51.0	0.0	47.9
LnGrp LOS	B	A	A	A	B	B	D		D	D		D
Approach Vol, veh/h		1473			1535			9			206	
Approach Delay, s/veh		2.6			15.8			37.5			48.8	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	75.4		25.0	6.2	78.8		25.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	59.0		19.5	15.5	59.0		19.5				
Max Q Clear Time (g_c+I1), s	4.9	31.4		15.6	2.3	2.0		11.3				
Green Ext Time (p_c), s	0.2	20.2		0.2	0.0	26.7		0.0				

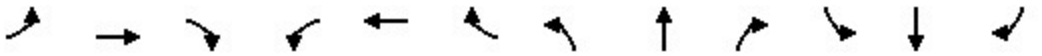
Intersection Summary		
HCM 7th Control Delay, s/veh	12.0	
HCM 7th LOS	B	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	56	1387	61	44	1531	36	26	47	39	40
v/c Ratio	0.46	0.52	0.05	0.40	0.58	0.03	0.22	0.26	0.36	0.20
Control Delay (s/veh)	60.7	8.9	1.1	68.4	1.5	0.0	50.3	21.1	55.7	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.7	8.9	1.1	68.4	1.5	0.0	50.3	21.1	55.7	3.6
Queue Length 50th (ft)	39	226	0	33	15	0	17	5	26	0
Queue Length 95th (ft)	78	337	10	m49	37	m0	45	40	60	7
Internal Link Dist (ft)		248			454			156	255	
Turn Bay Length (ft)	160		160	100		100	115			
Base Capacity (vph)	241	2648	1204	241	2627	1171	235	313	228	338
Starvation Cap Reductn	0	0	0	0	131	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.52	0.05	0.18	0.61	0.03	0.11	0.15	0.17	0.12

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)	55	1359	60	43	1500	35	25	7	39	32	6	39
Future Volume (veh/h)	55	1359	60	43	1500	35	25	7	39	32	6	39
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	1648	1870
Adj Flow Rate, veh/h	56	1387	61	44	1531	36	26	7	40	33	6	40
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	17	2
Cap, veh/h	72	2561	1142	60	2537	1131	118	22	126	128	18	144
Arrive On Green	0.04	0.72	0.72	0.03	0.71	0.71	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1781	3554	1584	1781	3554	1584	1360	242	1380	745	195	1585
Grp Volume(v), veh/h	56	1387	61	44	1531	36	26	0	47	39	0	40
Grp Sat Flow(s),veh/h/ln	1781	1777	1584	1781	1777	1584	1360	0	1622	940	0	1585
Q Serve(g_s), s	3.4	19.7	1.2	2.7	23.8	0.7	2.1	0.0	3.0	2.8	0.0	2.6
Cycle Q Clear(g_c), s	3.4	19.7	1.2	2.7	23.8	0.7	7.8	0.0	3.0	5.8	0.0	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.85	0.85		1.00
Lane Grp Cap(c), veh/h	72	2561	1142	60	2537	1131	118	0	148	146	0	144
V/C Ratio(X)	0.78	0.54	0.05	0.74	0.60	0.03	0.22	0.00	0.32	0.27	0.00	0.28
Avail Cap(c_a), veh/h	243	2561	1142	243	2537	1131	229	0	280	248	0	274
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	1.00	1.00	0.60	0.60	0.60	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.3	7.0	4.5	52.7	7.9	4.6	51.8	0.0	46.8	48.9	0.0	46.6
Incr Delay (d2), s/veh	6.5	0.8	0.1	3.9	0.6	0.0	2.0	0.0	2.6	0.4	0.0	0.4
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	1.6	6.0	0.3	1.2	7.2	0.2	0.8	0.0	1.3	1.1	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.7	7.9	4.5	56.5	8.6	4.6	53.8	0.0	49.4	49.3	0.0	47.0
LnGrp LOS	E	A	A	E	A	A	D		D	D		D
Approach Vol, veh/h		1504			1611			73			79	
Approach Delay, s/veh		9.6			9.8			51.0			48.1	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	85.3		16.0	9.5	84.5		16.0				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	15.0	59.0		19.0	15.0	59.0		19.0				
Max Q Clear Time (g_c+I1), s	4.7	21.7		7.8	5.4	25.8		9.8				
Green Ext Time (p_c), s	0.0	23.8		0.1	0.0	24.0		0.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.6									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1476	1569	4	0	46
Future Vol, veh/h	0	1476	1569	4	0	46
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1538	1634	4	0	48

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	820
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	-	-	-	0	318
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	318
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	18.34
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	318
HCM Lane V/C Ratio	-	-	-	0.151
HCM Control Delay (s/veh)	-	-	-	18.3
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.5

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	22	0	6	21	2	3	2	14	4	2	8
Future Vol, veh/h	3	22	0	6	21	2	3	2	14	4	2	8
Conflicting Peds, #/hr	2	0	1	1	0	2	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	50	2	2	2	2	2	2
Mvmt Flow	4	29	0	8	28	3	4	3	19	5	3	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	33	0	0	30	0	0	85	87	32	88	86	32
Stage 1	-	-	-	-	-	-	38	38	-	47	47	-
Stage 2	-	-	-	-	-	-	46	49	-	41	38	-
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	1579	-	-	1582	-	-	902	803	1041	897	804	1041
Stage 1	-	-	-	-	-	-	977	863	-	966	855	-
Stage 2	-	-	-	-	-	-	967	854	-	974	863	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1576	-	-	1581	-	-	881	795	1038	868	796	1038
Mov Cap-2 Maneuver	-	-	-	-	-	-	881	795	-	868	796	-
Stage 1	-	-	-	-	-	-	973	860	-	959	849	-
Stage 2	-	-	-	-	-	-	949	848	-	949	860	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.87	1.51	8.77	8.89
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	979	216	-	-	366	-	-	944
HCM Lane V/C Ratio	0.026	0.003	-	-	0.005	-	-	0.02
HCM Control Delay (s/veh)	8.8	7.3	0	-	7.3	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

**Volumes and platoon ratios were adjusted as needed so that delay increases from previous scenario due to Synchro glitch.*

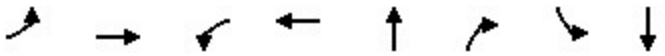
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	22	20	99	182	11
Future Vol, veh/h	22	22	20	99	182	11
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	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	3	2	2
Mvmt Flow	25	25	22	111	204	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	361	204	217	0	-	0
Stage 1	204	-	-	-	-	-
Stage 2	156	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	638	836	1353	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	872	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	627	836	1353	-	-	-
Mov Cap-2 Maneuver	627	-	-	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	872	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.4	1.3	0
HCM LOS	B		

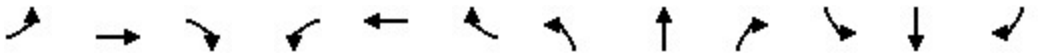
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	303	-	717	-	-
HCM Lane V/C Ratio	0.017	-	0.069	-	-
HCM Control Delay (s/veh)	7.7	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	87	1418	9	1310	6	6	47	147
v/c Ratio	0.31	0.59	0.03	0.60	0.02	0.02	0.19	0.37
Control Delay (s/veh)	7.0	6.1	4.5	13.9	37.8	0.2	40.9	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.0	6.1	4.5	13.9	37.8	0.2	40.9	9.4
Queue Length 50th (ft)	10	97	1	278	4	0	29	1
Queue Length 95th (ft)	m19	118	6	357	16	0	64	55
Internal Link Dist (ft)		454		255	398			1046
Turn Bay Length (ft)	325		100			85	85	
Base Capacity (vph)	400	2403	410	2201	295	341	249	401
Starvation Cap Reductn	0	72	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.61	0.02	0.60	0.02	0.02	0.19	0.37

Intersection Summary

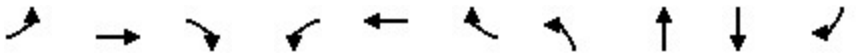
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	1315	4	8	1176	42	3	3	6	44	1	136
Future Volume (veh/h)	81	1315	4	8	1176	42	3	3	6	44	1	136
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	1856	1826	1870	1870	1856	1767	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	1414	4	9	1265	45	3	3	6	47	1	146
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	5	2	2	3	9	2	2	2	2	2	2
Cap, veh/h	317	2365	7	325	2205	78	119	104	281	196	2	279
Arrive On Green	0.08	1.00	1.00	0.01	0.64	0.64	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1767	3549	10	1781	3473	123	392	584	1585	1406	11	1576
Grp Volume(v), veh/h	87	691	727	9	642	668	6	0	6	47	0	147
Grp Sat Flow(s),veh/h/ln	1767	1735	1824	1781	1763	1833	977	0	1585	1406	0	1587
Q Serve(g_s), s	1.8	0.0	0.0	0.2	23.0	23.0	0.0	0.0	0.3	3.5	0.0	9.2
Cycle Q Clear(g_c), s	1.8	0.0	0.0	0.2	23.0	23.0	9.3	0.0	0.3	12.7	0.0	9.2
Prop In Lane	1.00		0.01	1.00		0.07	0.50		1.00	1.00		0.99
Lane Grp Cap(c), veh/h	317	1156	1215	325	1119	1164	222	0	281	196	0	281
V/C Ratio(X)	0.27	0.60	0.60	0.03	0.57	0.57	0.03	0.00	0.02	0.24	0.00	0.52
Avail Cap(c_a), veh/h	492	1156	1215	557	1119	1164	222	0	281	196	0	281
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.6	0.0	0.0	6.9	11.5	11.5	37.6	0.0	37.4	46.8	0.0	41.0
Incr Delay (d2), s/veh	0.4	1.8	1.7	0.0	2.1	2.1	0.2	0.0	0.1	2.9	0.0	6.8
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	0.6	0.6	0.6	0.1	8.3	8.6	0.1	0.0	0.1	1.4	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.9	1.8	1.7	7.0	13.7	13.6	37.8	0.0	37.5	49.7	0.0	47.8
LnGrp LOS	A	A	A	A	B	B	D		D	D		D
Approach Vol, veh/h		1505			1319			12			194	
Approach Delay, s/veh		2.2			13.6			37.7			48.3	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	75.9		25.0	5.7	79.3		25.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	59.0		19.5	15.5	59.0		19.5				
Max Q Clear Time (g_c+I1), s	3.8	25.0		14.7	2.2	2.0		11.3				
Green Ext Time (p_c), s	0.1	19.8		0.2	0.0	29.5		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		10.2
HCM 7th LOS		B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	11	1479	143	54	1355	14	37	52	19	5
v/c Ratio	0.13	0.58	0.12	0.45	0.48	0.01	0.30	0.27	0.16	0.02
Control Delay (s/veh)	53.4	10.6	3.1	76.4	1.1	0.0	51.5	16.4	47.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.4	10.6	3.1	76.4	1.2	0.0	51.5	16.4	47.4	0.2
Queue Length 50th (ft)	8	270	10	41	10	0	25	1	13	0
Queue Length 95th (ft)	26	414	36	m71	38	m0	57	37	35	0
Internal Link Dist (ft)		248			454			156	255	
Turn Bay Length (ft)	160		160	100		100	115			
Base Capacity (vph)	241	2551	1177	241	2839	1190	224	308	221	338
Starvation Cap Reductn	0	0	0	0	138	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.58	0.12	0.22	0.50	0.01	0.17	0.17	0.09	0.01

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)	10	1361	132	50	1247	13	34	1	47	13	5	5
Future Volume (veh/h)	10	1361	132	50	1247	13	34	1	47	13	5	5
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	1841	1856	1870	1856	1767	1767	1870	1826	1781	1604	1870
Adj Flow Rate, veh/h	11	1479	143	54	1355	14	37	1	51	14	5	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	4	3	2	3	9	9	2	5	8	20	2
Cap, veh/h	23	2527	1135	70	2639	1120	127	3	131	105	28	133
Arrive On Green	0.01	0.72	0.72	0.04	0.75	0.75	0.08	0.08	0.07	0.08	0.08	0.07
Sat Flow, veh/h	1781	3497	1571	1781	3526	1496	1327	31	1559	579	331	1585
Grp Volume(v), veh/h	11	1479	143	54	1355	14	37	0	52	19	0	5
Grp Sat Flow(s),veh/h/ln	1781	1749	1571	1781	1763	1496	1327	0	1590	909	0	1585
Q Serve(g_s), s	0.7	22.4	3.1	3.3	17.3	0.3	3.0	0.0	3.4	0.7	0.0	0.3
Cycle Q Clear(g_c), s	0.7	22.4	3.1	3.3	17.3	0.3	7.1	0.0	3.4	4.1	0.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.98	0.74		1.00
Lane Grp Cap(c), veh/h	23	2527	1135	70	2639	1120	127	0	133	133	0	133
V/C Ratio(X)	0.48	0.59	0.13	0.78	0.51	0.01	0.29	0.00	0.39	0.14	0.00	0.04
Avail Cap(c_a), veh/h	243	2527	1135	243	2639	1120	245	0	275	244	0	274
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.80	0.90	1.00	0.85
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.9	7.3	4.7	52.4	5.6	3.5	51.7	0.0	48.6	48.1	0.0	47.0
Incr Delay (d2), s/veh	5.5	1.0	0.2	5.2	0.6	0.0	2.7	0.0	3.9	0.2	0.0	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	0.3	6.7	0.8	1.5	4.8	0.1	1.1	0.0	1.5	0.5	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.4	8.3	4.9	57.6	6.2	3.5	54.3	0.0	52.5	48.3	0.0	47.0
LnGrp LOS	E	A	A	E	A	A	D		D	D		D
Approach Vol, veh/h		1633			1423			89			24	
Approach Delay, s/veh		8.4			8.1			53.3			48.1	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	85.5		15.2	6.4	88.4		15.2				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	15.0	59.0		19.0	15.0	59.0		19.0				
Max Q Clear Time (g_c+I1), s	5.3	24.4		6.1	2.7	19.3		9.1				
Green Ext Time (p_c), s	0.0	24.8		0.0	0.0	23.6		0.4				

Intersection Summary		
HCM 7th Control Delay, s/veh	9.8	
HCM 7th LOS	A	

**Volumes and platoon ratios were adjusted as needed so that delay increases from previous scenario due to Synchro glitch.*

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1504	1286	3	0	44
Future Vol, veh/h	0	1504	1286	3	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	4	3	2	2	2
Mvmt Flow	0	1635	1398	3	0	48

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	701
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	-	-	-	0	381
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	381
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	15.79
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	381
HCM Lane V/C Ratio	-	-	-	0.125
HCM Control Delay (s/veh)	-	-	-	15.8
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.4

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	30	1	16	35	4	1	1	10	4	1	4
Future Vol, veh/h	11	30	1	16	35	4	1	1	10	4	1	4
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	38	1	21	45	5	1	1	13	5	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	53	0	0	40	0	0	154	161	43	163	159	50
Stage 1	-	-	-	-	-	-	67	67	-	91	91	-
Stage 2	-	-	-	-	-	-	87	94	-	71	68	-
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	1553	-	-	1570	-	-	813	731	1027	802	733	1018
Stage 1	-	-	-	-	-	-	943	839	-	916	819	-
Stage 2	-	-	-	-	-	-	921	817	-	938	838	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1548	-	-	1570	-	-	789	712	1023	768	714	1015
Mov Cap-2 Maneuver	-	-	-	-	-	-	789	712	-	768	714	-
Stage 1	-	-	-	-	-	-	934	831	-	901	806	-
Stage 2	-	-	-	-	-	-	903	804	-	913	831	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.92	2.13	8.79	9.28
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	964	468	-	-	513	-	-	853
HCM Lane V/C Ratio	0.016	0.009	-	-	0.013	-	-	0.014
HCM Control Delay (s/veh)	8.8	7.3	0	-	7.3	0	-	9.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

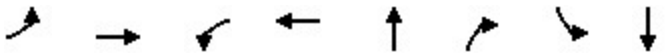
Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	12	30	180	163	44
Future Vol, veh/h	35	12	30	180	163	44
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	13	32	189	172	46

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	425	173	219	0	-	0
Stage 1	173	-	-	-	-	-
Stage 2	253	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	586	871	1351	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	789	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	569	870	1349	-	-	-
Mov Cap-2 Maneuver	569	-	-	-	-	-
Stage 1	834	-	-	-	-	-
Stage 2	789	-	-	-	-	-

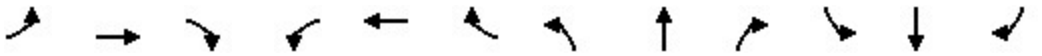
Approach	EB	NB	SB
HCM Control Delay, s/v	11.26	1.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	257	-	625	-	-
HCM Lane V/C Ratio	0.023	-	0.079	-	-
HCM Control Delay (s/veh)	7.7	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	155	1420	15	1633	4	5	73	159
v/c Ratio	0.63	0.59	0.06	0.80	0.01	0.01	0.29	0.39
Control Delay (s/veh)	45.1	6.7	5.3	22.6	37.5	0.0	43.0	9.7
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.1	6.8	5.3	22.6	37.5	0.0	43.0	9.7
Queue Length 50th (ft)	70	108	3	444	2	0	45	2
Queue Length 95th (ft)	144	129	8	613	13	0	90	59
Internal Link Dist (ft)		454		255	398			1046
Turn Bay Length (ft)	325		100			85	85	
Base Capacity (vph)	316	2404	412	2040	313	341	249	407
Starvation Cap Reductn	0	111	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.62	0.04	0.80	0.01	0.01	0.29	0.39

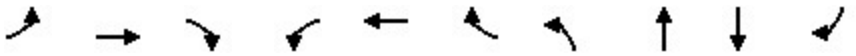
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	1374	4	15	1520	64	1	3	5	71	3	151
Future Volume (veh/h)	150	1374	4	15	1520	64	1	3	5	71	3	151
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	1530	1870	1870	1870	1870	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	155	1416	4	15	1567	66	1	3	5	73	3	156
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	25	2	2	2	2	2	2	2	2	3
Cap, veh/h	254	2401	7	332	2176	91	76	202	281	186	5	276
Arrive On Green	0.10	1.00	1.00	0.02	0.63	0.63	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	3635	10	1781	3475	146	200	1141	1585	1407	30	1560
Grp Volume(v), veh/h	155	692	728	15	799	834	4	0	5	73	0	159
Grp Sat Flow(s),veh/h/ln	1781	1777	1869	1781	1777	1844	1341	0	1585	1407	0	1590
Q Serve(g_s), s	3.4	0.0	0.0	0.3	33.6	34.0	0.0	0.0	0.3	5.5	0.0	10.1
Cycle Q Clear(g_c), s	3.4	0.0	0.0	0.3	33.6	34.0	10.1	0.0	0.3	15.6	0.0	10.1
Prop In Lane	1.00		0.01	1.00		0.08	0.25		1.00	1.00		0.98
Lane Grp Cap(c), veh/h	254	1174	1234	332	1113	1155	279	0	281	186	0	282
V/C Ratio(X)	0.61	0.59	0.59	0.05	0.72	0.72	0.01	0.00	0.02	0.39	0.00	0.56
Avail Cap(c_a), veh/h	414	1174	1234	553	1113	1155	279	0	281	186	0	282
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.7	0.0	0.0	7.1	14.0	14.0	37.4	0.0	37.3	48.5	0.0	41.4
Incr Delay (d2), s/veh	1.9	1.7	1.7	0.1	4.0	3.9	0.1	0.0	0.1	6.1	0.0	7.9
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	0.6	0.6	0.1	12.7	13.2	0.1	0.0	0.1	2.2	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.6	1.7	1.7	7.1	17.9	18.0	37.5	0.0	37.5	54.6	0.0	49.3
LnGrp LOS	B	A	A	A	B	B	D		D	D		D
Approach Vol, veh/h		1575			1648			9			232	
Approach Delay, s/veh		3.3			17.9			37.5			51.0	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	74.9		25.0	6.3	78.7		25.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	59.0		19.5	15.5	59.0		19.5				
Max Q Clear Time (g_c+I1), s	5.4	36.0		17.6	2.3	2.0		12.1				
Green Ext Time (p_c), s	0.3	18.6		0.1	0.0	29.4		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	13.5	
HCM 7th LOS	B	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	56	1484	65	49	1624	40	28	49	41	42
v/c Ratio	0.46	0.56	0.05	0.42	0.62	0.03	0.23	0.27	0.37	0.20
Control Delay (s/veh)	60.7	9.7	1.3	66.4	1.5	0.0	50.5	20.6	56.0	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.7	9.7	1.3	66.4	1.6	0.0	50.5	20.6	56.0	4.4
Queue Length 50th (ft)	39	257	0	37	16	0	19	5	28	0
Queue Length 95th (ft)	78	386	12	m49	39	m0	47	41	62	9
Internal Link Dist (ft)		248			454			156	255	
Turn Bay Length (ft)	160		160	100		100	115			
Base Capacity (vph)	241	2634	1198	241	2622	1169	234	314	227	338
Starvation Cap Reductn	0	0	0	0	141	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.56	0.05	0.20	0.65	0.03	0.12	0.16	0.18	0.12

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)	55	1454	64	48	1592	39	27	7	41	34	6	41
Future Volume (veh/h)	55	1454	64	48	1592	39	27	7	41	34	6	41
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	1648	1870
Adj Flow Rate, veh/h	56	1484	65	49	1624	40	28	7	42	35	6	42
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	17	2
Cap, veh/h	72	2537	1131	63	2519	1123	120	22	133	133	17	152
Arrive On Green	0.04	0.71	0.71	0.04	0.71	0.71	0.10	0.10	0.08	0.09	0.10	0.09
Sat Flow, veh/h	1781	3554	1584	1781	3554	1584	1357	231	1389	750	182	1585
Grp Volume(v), veh/h	56	1484	65	49	1624	40	28	0	49	41	0	42
Grp Sat Flow(s),veh/h/ln	1781	1777	1584	1781	1777	1584	1357	0	1620	932	0	1585
Q Serve(g_s), s	3.4	22.6	1.3	3.0	27.0	0.8	2.2	0.0	3.1	3.0	0.0	2.7
Cycle Q Clear(g_c), s	3.4	22.6	1.3	3.0	27.0	0.8	8.3	0.0	3.1	6.1	0.0	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	0.85		1.00
Lane Grp Cap(c), veh/h	72	2537	1131	63	2519	1123	120	0	156	150	0	152
V/C Ratio(X)	0.78	0.58	0.06	0.78	0.64	0.04	0.23	0.00	0.31	0.27	0.00	0.28
Avail Cap(c_a), veh/h	243	2537	1131	243	2519	1123	224	0	280	246	0	274
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.90	1.00	0.90
Upstream Filter(I)	1.00	1.00	1.00	0.50	0.50	0.50	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.3	7.7	4.7	52.6	8.6	4.8	51.7	0.0	47.0	49.1	0.0	46.7
Incr Delay (d2), s/veh	6.5	1.0	0.1	3.8	0.6	0.0	2.1	0.0	2.4	0.4	0.0	0.4
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	1.6	6.9	0.4	1.4	8.2	0.2	0.8	0.0	1.4	1.1	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.7	8.7	4.8	56.5	9.2	4.8	53.8	0.0	49.4	49.5	0.0	47.0
LnGrp LOS	E	A	A	E	A	A	D		D	D		D
Approach Vol, veh/h		1605			1713			77			83	
Approach Delay, s/veh		10.3			10.5			51.0			48.2	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	84.6		16.6	9.5	84.0		16.6				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	15.0	59.0		19.0	15.0	59.0		19.0				
Max Q Clear Time (g_c+I1), s	5.0	24.6		8.1	5.4	29.0		10.3				
Green Ext Time (p_c), s	0.0	24.1		0.1	0.0	23.4		0.3				

Intersection Summary		
HCM 7th Control Delay, s/veh		12.2
HCM 7th LOS		B

**Volumes and platoon ratios were adjusted as needed so that delay increases from previous scenario due to Synchro glitch.*

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1580	1666	4	0	56
Future Vol, veh/h	0	1580	1666	4	0	56
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1646	1735	4	0	58

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	871
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	-	-	-	0	294
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	294
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	20.25
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	294
HCM Lane V/C Ratio	-	-	-	0.198
HCM Control Delay (s/veh)	-	-	-	20.2
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.7

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	3	22	0	8	31	2	3	2	15	4	2	8
Future Vol, veh/h	3	22	0	8	31	2	3	2	15	4	2	8
Conflicting Peds, #/hr	2	0	1	1	0	2	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	50	2	2	2	2	2	2
Mvmt Flow	4	29	0	11	41	3	4	3	20	5	3	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	46	0	0	30	0	0	103	106	32	107	104	46
Stage 1	-	-	-	-	-	-	38	38	-	66	66	-
Stage 2	-	-	-	-	-	-	65	67	-	41	38	-
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	1562	-	-	1582	-	-	877	784	1041	873	786	1024
Stage 1	-	-	-	-	-	-	977	863	-	945	840	-
Stage 2	-	-	-	-	-	-	946	839	-	974	863	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1559	-	-	1581	-	-	855	775	1038	842	776	1021
Mov Cap-2 Maneuver	-	-	-	-	-	-	855	775	-	842	776	-
Stage 1	-	-	-	-	-	-	973	860	-	936	833	-
Stage 2	-	-	-	-	-	-	925	831	-	948	860	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.88	1.42	8.8	8.98
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	974	216	-	-	347	-	-	923
HCM Lane V/C Ratio	0.027	0.003	-	-	0.007	-	-	0.02
HCM Control Delay (s/veh)	8.8	7.3	0	-	7.3	0	-	9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

**Volumes and platoon ratios were adjusted as needed so that delay increases from previous scenario due to Synchro glitch.*

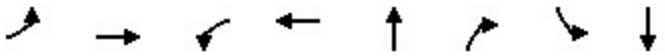
Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	38	28	99	182	15
Future Vol, veh/h	34	38	28	99	182	15
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	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	3	2	2
Mvmt Flow	38	43	31	111	204	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	379	204	221	0	-	0
Stage 1	204	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	623	836	1348	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	856	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	608	836	1348	-	-	-
Mov Cap-2 Maneuver	608	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	856	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.72	1.71	0
HCM LOS	B		

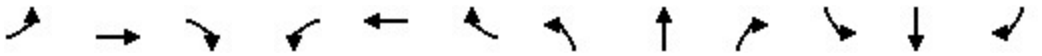
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	397	-	710	-	-
HCM Lane V/C Ratio	0.023	-	0.114	-	-
HCM Control Delay (s/veh)	7.7	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	90	1418	9	1316	6	6	65	147
v/c Ratio	0.32	0.59	0.03	0.60	0.02	0.02	0.26	0.37
Control Delay (s/veh)	7.9	6.1	4.5	14.0	37.8	0.2	42.3	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.9	6.1	4.5	14.0	37.8	0.2	42.3	9.4
Queue Length 50th (ft)	11	97	1	281	4	0	40	1
Queue Length 95th (ft)	m24	118	6	360	16	0	82	55
Internal Link Dist (ft)		454		255	398			1046
Turn Bay Length (ft)	325		100			85	85	
Base Capacity (vph)	398	2403	410	2198	295	341	249	401
Starvation Cap Reductn	0	75	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.61	0.02	0.60	0.02	0.02	0.26	0.37

Intersection Summary

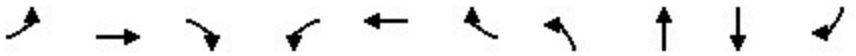
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	1315	4	8	1176	47	3	3	6	60	1	136
Future Volume (veh/h)	84	1315	4	8	1176	47	3	3	6	60	1	136
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	1856	1826	1870	1870	1856	1767	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	1414	4	9	1265	51	3	3	6	65	1	146
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	5	2	2	3	9	2	2	2	2	2	2
Cap, veh/h	316	2365	7	325	2192	88	119	104	281	196	2	279
Arrive On Green	0.09	1.00	1.00	0.01	0.63	0.63	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1767	3549	10	1781	3454	139	392	584	1585	1406	11	1576
Grp Volume(v), veh/h	90	691	727	9	645	671	6	0	6	65	0	147
Grp Sat Flow(s),veh/h/ln	1767	1735	1824	1781	1763	1830	977	0	1585	1406	0	1587
Q Serve(g_s), s	1.9	0.0	0.0	0.2	23.2	23.2	0.0	0.0	0.3	4.8	0.0	9.2
Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.2	23.2	23.2	9.3	0.0	0.3	14.1	0.0	9.2
Prop In Lane	1.00		0.01	1.00		0.08	0.50		1.00	1.00		0.99
Lane Grp Cap(c), veh/h	316	1156	1215	325	1119	1162	222	0	281	196	0	281
V/C Ratio(X)	0.28	0.60	0.60	0.03	0.58	0.58	0.03	0.00	0.02	0.33	0.00	0.52
Avail Cap(c_a), veh/h	490	1156	1215	557	1119	1162	222	0	281	196	0	281
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.7	0.0	0.0	6.9	11.6	11.6	37.6	0.0	37.4	47.4	0.0	41.0
Incr Delay (d2), s/veh	0.4	1.8	1.7	0.0	2.2	2.1	0.2	0.0	0.1	4.5	0.0	6.8
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	0.6	0.6	0.6	0.1	8.4	8.7	0.1	0.0	0.1	1.9	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	1.8	1.7	7.0	13.7	13.7	37.8	0.0	37.5	51.9	0.0	47.8
LnGrp LOS	A	A	A	A	B	B	D		D	D		D
Approach Vol, veh/h		1508			1325			12			212	
Approach Delay, s/veh		2.2			13.7			37.7			49.1	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	75.8		25.0	5.7	79.3		25.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	59.0		19.5	15.5	59.0		19.5				
Max Q Clear Time (g_c+I1), s	3.9	25.2		16.1	2.2	2.0		11.3				
Green Ext Time (p_c), s	0.1	19.8		0.2	0.0	29.5		0.0				

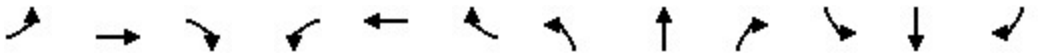
Intersection Summary		
HCM 7th Control Delay, s/veh	10.6	
HCM 7th LOS	B	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	11	1483	143	54	1355	14	37	52	19	8
v/c Ratio	0.13	0.58	0.12	0.45	0.48	0.01	0.30	0.27	0.16	0.04
Control Delay (s/veh)	53.4	10.7	3.1	76.3	1.1	0.0	51.5	16.4	47.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.4	10.7	3.1	76.3	1.2	0.0	51.5	16.4	47.4	0.3
Queue Length 50th (ft)	8	272	10	41	10	0	25	1	13	0
Queue Length 95th (ft)	26	415	36	m70	38	m0	57	37	35	0
Internal Link Dist (ft)		248			454			156	255	
Turn Bay Length (ft)	160		160	100		100	115			
Base Capacity (vph)	241	2551	1177	241	2839	1190	224	308	221	338
Starvation Cap Reductn	0	0	0	0	145	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.58	0.12	0.22	0.50	0.01	0.17	0.17	0.09	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)	10	1364	132	50	1247	13	34	1	47	13	5	7
Future Volume (veh/h)	10	1364	132	50	1247	13	34	1	47	13	5	7
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	1841	1856	1870	1856	1767	1767	1870	1826	1781	1604	1870
Adj Flow Rate, veh/h	11	1483	143	54	1355	14	37	1	51	14	5	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	4	3	2	3	9	9	2	5	8	20	2
Cap, veh/h	23	2526	1135	70	2638	1120	127	3	131	106	28	133
Arrive On Green	0.01	0.72	0.72	0.04	0.75	0.75	0.08	0.08	0.07	0.08	0.08	0.07
Sat Flow, veh/h	1781	3497	1571	1781	3526	1496	1323	31	1559	580	331	1585
Grp Volume(v), veh/h	11	1483	143	54	1355	14	37	0	52	19	0	8
Grp Sat Flow(s),veh/h/ln	1781	1749	1571	1781	1763	1496	1323	0	1590	911	0	1585
Q Serve(g_s), s	0.7	22.5	3.1	3.3	17.3	0.3	3.0	0.0	3.4	0.7	0.0	0.5
Cycle Q Clear(g_c), s	0.7	22.5	3.1	3.3	17.3	0.3	7.1	0.0	3.4	4.1	0.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.98	0.74		1.00
Lane Grp Cap(c), veh/h	23	2526	1135	70	2638	1120	127	0	134	133	0	133
V/C Ratio(X)	0.48	0.59	0.13	0.78	0.51	0.01	0.29	0.00	0.39	0.14	0.00	0.06
Avail Cap(c_a), veh/h	243	2526	1135	243	2638	1120	245	0	275	244	0	274
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.80	0.90	1.00	0.85
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.9	7.4	4.7	52.4	5.7	3.5	51.6	0.0	48.6	48.1	0.0	47.0
Incr Delay (d2), s/veh	5.5	1.0	0.2	5.2	0.6	0.0	2.7	0.0	3.9	0.2	0.0	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	0.3	6.7	0.8	1.5	4.8	0.1	1.1	0.0	1.5	0.5	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.4	8.4	4.9	57.6	6.2	3.5	54.3	0.0	52.5	48.3	0.0	47.1
LnGrp LOS	E	A	A	E	A	A	D		D	D		D
Approach Vol, veh/h		1637			1423			89			27	
Approach Delay, s/veh		8.4			8.1			53.2			47.9	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	85.5		15.2	6.4	88.3		15.2				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	15.0	59.0		19.0	15.0	59.0		19.0				
Max Q Clear Time (g_c+I1), s	5.3	24.5		6.1	2.7	19.3		9.1				
Green Ext Time (p_c), s	0.0	24.8		0.0	0.0	23.6		0.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			9.9									
HCM 7th LOS			A									

**Volumes and platoon ratios were adjusted as needed so that delay increases from previous scenario due to Synchro glitch.*

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1508	1288	3	0	47
Future Vol, veh/h	0	1508	1288	3	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	4	3	2	2	2
Mvmt Flow	0	1639	1400	3	0	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	702
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	-	-	-	0	381
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	381
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	15.91
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	381
HCM Lane V/C Ratio	-	-	-	0.134
HCM Control Delay (s/veh)	-	-	-	15.9
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.5

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	42	29	12	27	12
Future Vol, veh/h	1	42	29	12	27	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	1	56	39	16	36	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	55	0	-	0	105	47
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	59	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1550	-	-	-	892	1023
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	964	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1550	-	-	-	892	1023
Mov Cap-2 Maneuver	-	-	-	-	892	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	964	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.17	0	9.11
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	42	-	-	-	928
HCM Lane V/C Ratio	0.001	-	-	-	0.056
HCM Control Delay (s/veh)	7.3	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	30	1	17	41	4	1	1	12	4	1	4
Future Vol, veh/h	11	30	1	17	41	4	1	1	12	4	1	4
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	38	1	22	53	5	1	1	15	5	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	61	0	0	40	0	0	164	172	43	173	170	58
Stage 1	-	-	-	-	-	-	67	67	-	102	102	-
Stage 2	-	-	-	-	-	-	97	104	-	71	68	-
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	1543	-	-	1570	-	-	801	722	1027	790	723	1008
Stage 1	-	-	-	-	-	-	943	839	-	904	811	-
Stage 2	-	-	-	-	-	-	910	809	-	938	838	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1538	-	-	1570	-	-	776	702	1023	753	704	1005
Mov Cap-2 Maneuver	-	-	-	-	-	-	776	702	-	753	704	-
Stage 1	-	-	-	-	-	-	934	831	-	889	797	-
Stage 2	-	-	-	-	-	-	891	795	-	911	830	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.93	2.01	8.78	9.34
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	970	468	-	-	485	-	-	840
HCM Lane V/C Ratio	0.019	0.009	-	-	0.014	-	-	0.014
HCM Control Delay (s/veh)	8.8	7.4	0	-	7.3	0	-	9.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

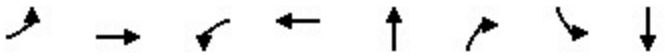
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	42	22	55	180	163	55
Future Vol, veh/h	42	22	55	180	163	55
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	23	58	189	172	58

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	478	173	230	0	-	0
Stage 1	173	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	546	871	1337	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	519	870	1336	-	-	-
Mov Cap-2 Maneuver	519	-	-	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	747	-	-	-	-	-

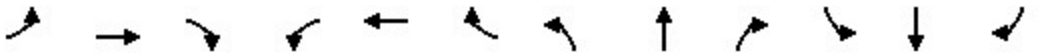
Approach	EB	NB	SB
HCM Control Delay, s/v	11.73	1.83	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	421	-	602	-	-
HCM Lane V/C Ratio	0.043	-	0.112	-	-
HCM Control Delay (s/veh)	7.8	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	165	1420	15	1648	4	5	84	159
v/c Ratio	0.67	0.59	0.06	0.81	0.01	0.01	0.34	0.39
Control Delay (s/veh)	48.1	6.7	5.3	23.4	37.5	0.0	44.0	9.7
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.1	6.8	5.3	23.4	37.5	0.0	44.0	9.7
Queue Length 50th (ft)	80	108	3	459	2	0	52	2
Queue Length 95th (ft)	155	128	8	624	13	0	101	59
Internal Link Dist (ft)		454		255	398			1046
Turn Bay Length (ft)	325		100			85	85	
Base Capacity (vph)	314	2404	413	2025	313	341	249	407
Starvation Cap Reductn	0	118	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.62	0.04	0.81	0.01	0.01	0.34	0.39

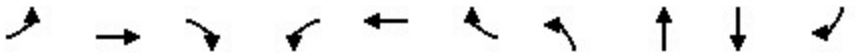
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1374	4	15	1520	79	1	3	5	81	3	151
Future Volume (veh/h)	160	1374	4	15	1520	79	1	3	5	81	3	151
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	1530	1870	1870	1870	1870	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	165	1416	4	15	1567	81	1	3	5	84	3	156
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	25	2	2	2	2	2	2	2	2	3
Cap, veh/h	254	2401	7	331	2145	110	76	202	281	186	5	276
Arrive On Green	0.11	1.00	1.00	0.02	0.62	0.62	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	3635	10	1781	3438	177	200	1141	1585	1407	30	1560
Grp Volume(v), veh/h	165	692	728	15	807	841	4	0	5	84	0	159
Grp Sat Flow(s),veh/h/ln	1781	1777	1869	1781	1777	1838	1341	0	1585	1407	0	1590
Q Serve(g_s), s	3.6	0.0	0.0	0.3	34.4	34.9	0.0	0.0	0.3	6.4	0.0	10.1
Cycle Q Clear(g_c), s	3.6	0.0	0.0	0.3	34.4	34.9	10.1	0.0	0.3	16.5	0.0	10.1
Prop In Lane	1.00		0.01	1.00		0.10	0.25		1.00	1.00		0.98
Lane Grp Cap(c), veh/h	254	1174	1234	331	1108	1147	279	0	281	186	0	282
V/C Ratio(X)	0.65	0.59	0.59	0.05	0.73	0.73	0.01	0.00	0.02	0.45	0.00	0.56
Avail Cap(c_a), veh/h	409	1174	1234	552	1108	1147	279	0	281	186	0	282
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.1	0.0	0.0	7.2	14.3	14.4	37.4	0.0	37.3	48.9	0.0	41.4
Incr Delay (d2), s/veh	2.3	1.7	1.7	0.1	4.2	4.2	0.1	0.0	0.1	7.7	0.0	7.9
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	2.3	0.6	0.6	0.1	13.0	13.6	0.1	0.0	0.1	2.6	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.4	1.7	1.7	7.2	18.4	18.5	37.5	0.0	37.5	56.6	0.0	49.3
LnGrp LOS	B	A	A	A	B	B	D		D	E		D
Approach Vol, veh/h		1585			1663			9			243	
Approach Delay, s/veh		3.5			18.4			37.5			51.8	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	74.6		25.0	6.3	78.7		25.0				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	15.5	59.0		19.5	15.5	59.0		19.5				
Max Q Clear Time (g_c+I1), s	5.6	36.9		18.5	2.3	2.0		12.1				
Green Ext Time (p_c), s	0.3	18.1		0.1	0.0	29.4		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		14.0
HCM 7th LOS		B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	56	1494	65	49	1624	40	28	49	41	43
v/c Ratio	0.46	0.57	0.05	0.42	0.62	0.03	0.23	0.27	0.37	0.21
Control Delay (s/veh)	60.7	9.8	1.3	66.0	1.5	0.0	50.5	20.6	56.0	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.7	9.8	1.3	66.0	1.6	0.0	50.5	20.6	56.0	4.7
Queue Length 50th (ft)	39	261	0	37	16	0	19	5	28	0
Queue Length 95th (ft)	78	391	12	m49	39	m0	47	41	62	10
Internal Link Dist (ft)		248			454			156	255	
Turn Bay Length (ft)	160		160	100		100	115			
Base Capacity (vph)	241	2634	1198	241	2622	1169	234	314	227	338
Starvation Cap Reductn	0	0	0	0	151	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.57	0.05	0.20	0.66	0.03	0.12	0.16	0.18	0.13

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)	55	1464	64	48	1592	39	27	7	41	34	6	42
Future Volume (veh/h)	55	1464	64	48	1592	39	27	7	41	34	6	42
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	1648	1870
Adj Flow Rate, veh/h	56	1494	65	49	1624	40	28	7	42	35	6	43
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	17	2
Cap, veh/h	72	2537	1131	63	2519	1123	120	22	134	133	18	152
Arrive On Green	0.04	0.71	0.71	0.03	0.71	0.71	0.10	0.10	0.08	0.08	0.10	0.09
Sat Flow, veh/h	1781	3554	1584	1781	3554	1584	1356	231	1389	750	182	1585
Grp Volume(v), veh/h	56	1494	65	49	1624	40	28	0	49	41	0	43
Grp Sat Flow(s),veh/h/ln	1781	1777	1584	1781	1777	1584	1356	0	1620	933	0	1585
Q Serve(g_s), s	3.4	22.8	1.3	3.0	27.0	0.8	2.2	0.0	3.1	3.0	0.0	2.8
Cycle Q Clear(g_c), s	3.4	22.8	1.3	3.0	27.0	0.8	8.4	0.0	3.1	6.1	0.0	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	0.85		1.00
Lane Grp Cap(c), veh/h	72	2537	1131	63	2519	1123	120	0	156	150	0	152
V/C Ratio(X)	0.78	0.59	0.06	0.78	0.64	0.04	0.23	0.00	0.31	0.27	0.00	0.28
Avail Cap(c_a), veh/h	243	2537	1131	243	2519	1123	224	0	280	246	0	274
HCM Platoon Ratio	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	0.85	0.85	1.00	0.90
Upstream Filter(I)	1.00	1.00	1.00	0.48	0.48	0.48	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.3	7.8	4.7	52.8	8.6	4.8	51.7	0.0	47.0	49.3	0.0	46.7
Incr Delay (d2), s/veh	6.5	1.0	0.1	3.7	0.6	0.0	2.1	0.0	2.4	0.4	0.0	0.4
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	1.6	7.0	0.4	1.4	8.2	0.2	0.8	0.0	1.4	1.1	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.7	8.8	4.8	56.5	9.2	4.8	53.8	0.0	49.4	49.7	0.0	47.1
LnGrp LOS	E	A	A	E	A	A	D		D	D		D
Approach Vol, veh/h		1615			1713			77			84	
Approach Delay, s/veh		10.3			10.5			51.0			48.3	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	84.5		16.6	9.5	84.0		16.6				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	15.0	59.0		19.0	15.0	59.0		19.0				
Max Q Clear Time (g_c+I1), s	5.0	24.8		8.1	5.4	29.0		10.4				
Green Ext Time (p_c), s	0.0	24.2		0.1	0.0	23.4		0.3				

Intersection Summary		
HCM 7th Control Delay, s/veh	12.2	
HCM 7th LOS	B	

**Volumes and platoon ratios were adjusted as needed so that delay increases from previous scenario due to Synchro glitch.*

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1591	1667	4	0	66
Future Vol, veh/h	0	1591	1667	4	0	66
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1657	1736	4	0	69

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	871
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	-	-	-	0	294
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	294
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	20.95
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	294
HCM Lane V/C Ratio	-	-	-	0.234
HCM Control Delay (s/veh)	-	-	-	21
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.9

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	44	55	36	17	7
Future Vol, veh/h	2	44	55	36	17	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	56	71	46	22	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	117	0	-	0	155	94
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	62	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1472	-	-	-	836	963
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	961	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1472	-	-	-	835	963
Mov Cap-2 Maneuver	-	-	-	-	835	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	961	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.32	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	78	-	-	-	869
HCM Lane V/C Ratio	0.002	-	-	-	0.035
HCM Control Delay (s/veh)	7.5	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

APPENDIX E

Turn Lane Warrants

NCHRP Turn Lane Warrants

NCHRP Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

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

2-Lane Left Turn Assumptions

Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

4-Lane Left Turn Assumptions

Average time for making left-turn, s:	4.0
Critical headway, s:	6.0

#	Movement	Scenario	TOD	Facility Type	Speed	Advancing Volume	Opposing Volume	Left-Turn Volume	% Lefts in Advancing Volume	Limiting Advancing Volume	Warranted
2	NBL	Existing	AM	2-lane roadway	35	104	178	11	11%	486	No
2	NBL	Existing	PM	2-lane roadway	35	180	182	10	6%	649	No
2	NBL	No-Build	AM	2-lane roadway	35	117	193	18	15%	407	No
2	NBL	No-Build	PM	2-lane roadway	35	210	207	30	14%	413	No
2	NBL	Build	AM	2-lane roadway	35	125	197	26	21%	360	No
2	NBL	Build	PM	2-lane roadway	35	235	218	55	23%	337	No

APPENDIX F

Scoping Documents

CITY OF COLUMBIA – DEVELOPMENT SERVICES

TRAFFIC IMPACT STUDY (TIS) MEMORANDUM OF UNDERSTANDING (MOU) & AGREEMENT

CONTACT INFO (Identify primary point of contact)			
DEVELOPER/OWNER ☐ PRIMARY CONTACT		CIVIL CONSULTANT ☑ PRIMARY CONTACT	
Contact Name:	Cliff Smith	Contact Name:	Sophia Close
Company:	CPS Land	Company:	Kimley-Horn
Address:	213 Overlook Cir. Suite B2, Brentwood, TN 37027	Address:	4031 Aspen Grove Dr., Suite 200, Franklin, TN 37067
Email:	cliff.smith@cpsland.com	Email:	Sophia.Close@kimley-horn.com
Phone:	615.477.3186	Phone:	984.263.9807

DEVELOPERS TIS CONSULTANT CONTACT INFO: *complete if study was completed by Developer's consultant.*			
Contact Name:	Kennedy Adams	Company:	Kimley-Horn
Address:	4031 Aspen Grove Dr., Suite 200, Franklin, TN 37067		
Email:	Kennedy.Adams@kimley-horn.com	Phone:	615.314.5662

INDICATE THE LEVEL OF TIS REVIEW TO BE PERFORMED BY 3RD PARTY CONSULTANT AND CORRESPONDING FEE (SUBJECT TO STAFF CONFIRMATION):

* Level of TIS determined by the number of Daily & Peak Hour Trips per estimated trip generation calculation.

☐ Traffic Access Study ($2,900) ☐ Level I TIS ($3,900) ☑ Level II TIS ($4,800) ☐ Level III TIS (Fee TBD)

TRANSPORTATION IMPACT STUDY – MEMORANDUM OF UNDERSTANDING (MOU)

This MOU acknowledges that the transportation impact study for the following project will be prepared in accordance with the latest version of the City of Columbia Land Development Regulations.

PROJECT INFORMATION:	
Name:	Water's Edge
Address:	
Description:	Located north of River Road and east of Taylor Bend in Columbia, TN.
Existing Land Use (be specific):	Vacant
Proposed Land Use (be specific):	PUD (Mixed town homes and multi-family)
Reason for Request: (Planned Unit Development, Site Plan, Rezoning)	PUD Amendment
Potential Development Yield (number of residential units; building square footage, projected number of employees, hours of operations):	99 units (16 town homes and 83 multi-family units)

☑ Attach a site map and a trip generation table with a description of the proposed land uses, ITE rates, estimated daily, morning, midday and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc.

☑ Attach a conceptual development plan showing all access points and adjacent streets.

Project Buildout Year: 2027	Ambient or CMP Growth Rate (% Per Year): 3.0

STUDY INTERSECTIONS: *use additional pages as necessary	
1. Taylor Bend at River Road	9.
2. River Road at Theta Pike	10.
3. Nashville Highway at Theta Pike	11.
4. Nashville Highway at 7th Avenue	12.
5. Nashville Highway at River Road	13.
6.	14.
7.	15.
8.	16.

TRIP CREDITS (EXACT AMOUNT OF CREDIT SUBJECT TO APPROVAL BY CITY OF COLUMBIA):

	YES	(indicate ☐% of total trips)	NO
Transit Usage	◯	%	☑
Existing Active Land Use	☐	%	☑
Previous Land Use	☐	%	☑
Internal Trip	☐	%	☑
Pass-By Trip	☐	%	☑

3RD PARTY TRAFFIC CONSULTANT CONTACT INFO:	☐ NEEL SCHAFFER	☑ VOLKERT	
NEEL SCHAFFER - GREG JUDY		VOLKERT – DYAN DAMRON	
201 E. Main Street, Suite 325 Murfreesboro, TN 37130		302 Innovation Drive, Suite 100 Franklin, TN 37067	
greg.judy@neel-schaffer.com	615-217-0500	dyan.damron@volkert.com	615-656-1845

MEMORANDUM OF UNDERSTANDING SIGN OFF:

APPLICANT: Cliff Smith (Name) | Cliff Smith (Signature) | 5/16/25 (Date)

*As applicant, I agree to pay 100% of the review fee. *Paid to the City of Columbia.*
I understand that no work will commence until FULL payment is received and that it is NON-REFUNDABLE.

3RD PARTY TRAFFIC CONSULTANT: _____ (Name) _____ (Signature) _____ (Date)

CITY ENGINEER: _____ (Name) _____ (Signature) _____ (Date)

DIRECTOR OF DEVELOPMENT SERVICES: _____ (Name) _____ (Signature) _____ (Date)

Questions may be submitted and the completed form shall be emailed for review to: Glenn Harper, City Engineer gharper@columbiatn.com.

Water's Edge Scoping Summary

We have a project located east of Taylor Bend and North of River Road in Columbia, Tennessee. Please see some notes for our assumptions listed below. Supporting documentation is also attached.

Trip Generation

- Existing Uses (To Be Removed)
  - None
- Proposed Uses (To Be Added)
  - Multifamily Housing (Low-Rise) – 83 Units
  - Single-Family Attached Housing – 16 Units
- Internal Capture Reductions
  - No reduction proposed
- Pass-By Reductions
  - No reduction proposed
- Alternative Mode Reductions
  - No reduction proposed

Build Out Year

- 2027

Growth Rate

- 3.0%

Background Developments

- River Road Columbia

Study Intersections

- Taylor Bend at River Road
- River Road at Theta Pike
- Nashville Highway at Theta Pike
- Nashville Highway at 7th Avenue
- Nashville Highway at River Road

Site access:

- One full movement driveway along River Road

Study Scenarios

- Existing AM
- Existing PM
- No-Build AM
- No-Build PM
- Build AM
- Build PM

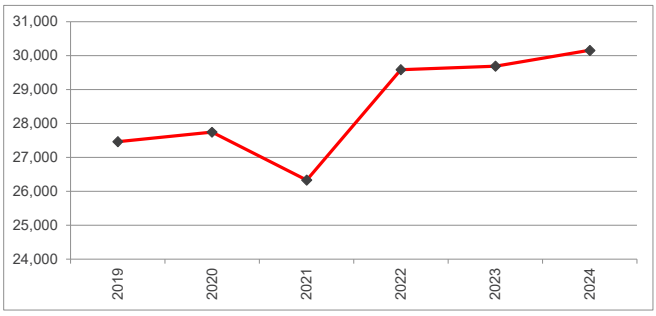
Additional Notes:

- Historical counts collected 10/24/2023

Growth Rate Calculations - Water's Edge

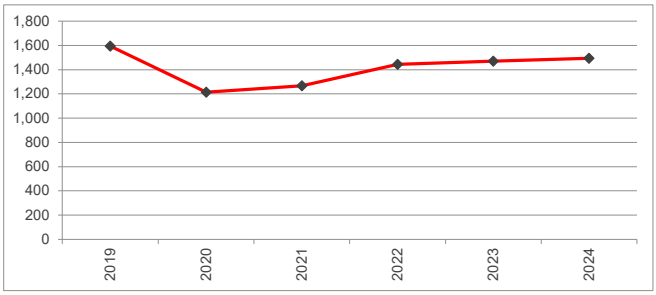
Station	600000046		
Route	Nashville Highway		
Location	North of Bass Drive		
Count Type	Count Year	AADT	Annual Growth Rate
Actual	2019	27,466	
Estimate	2020	27,741	1.0%
Actual	2021	26,329	-5.1%
Actual	2022	29,584	12.4%
Actual	2023	29,688	0.4%
Actual	2024	30,156	1.6%

	AADT
5 Year Growth Rate	1.9%
Average 1 Year Growth Rate	2.0%
Most Recent Actual Count Growth Rate	1.6%



Station	60000151		
Route	Carter Street		
Location	South of Nashville Highway		
Count Type	Count Year	AADT	Annual Growth Rate
Actual	2019	1,593	
Actual	2020	1,215	-23.7%
Actual	2021	1,267	4.3%
Actual	2022	1,444	14.0%
Actual	2023	1,470	1.8%
Estimate	2024	1,495	1.7%

	AADT
5 Year Growth Rate	-1.3%
Average 1 Year Growth Rate	-0.4%
Most Recent Actual Count Growth Rate	1.8%



Average of Sites

	AADT
5 Year Growth Rate	0.3%
Average 1 Year Growth Rate	0.8%
Most Recent Actual Count Growth Rate	1.7%

Proposed Trip Generation - Water's Edge

ITE Code	Land Use	Setting/Location	Density		Daily			AM Peak Hour			PM Peak Hour		
					Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
215	Single-Family Attached Housing	General Urban/Suburban	16	d.u.	72	36	36	3	1	2	6	3	3
220	Multifamily Housing (Low-Rise)	General Urban/Suburban	83	d.u.	608	304	304	49	12	37	56	35	21
GROSS PROPOSED TRIPS					**680**	**340**	**340**	**52**	**13**	**39**	**62**	**38**	**24**

Notes:

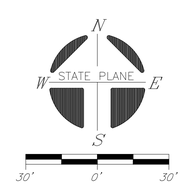
SITE PLAN:

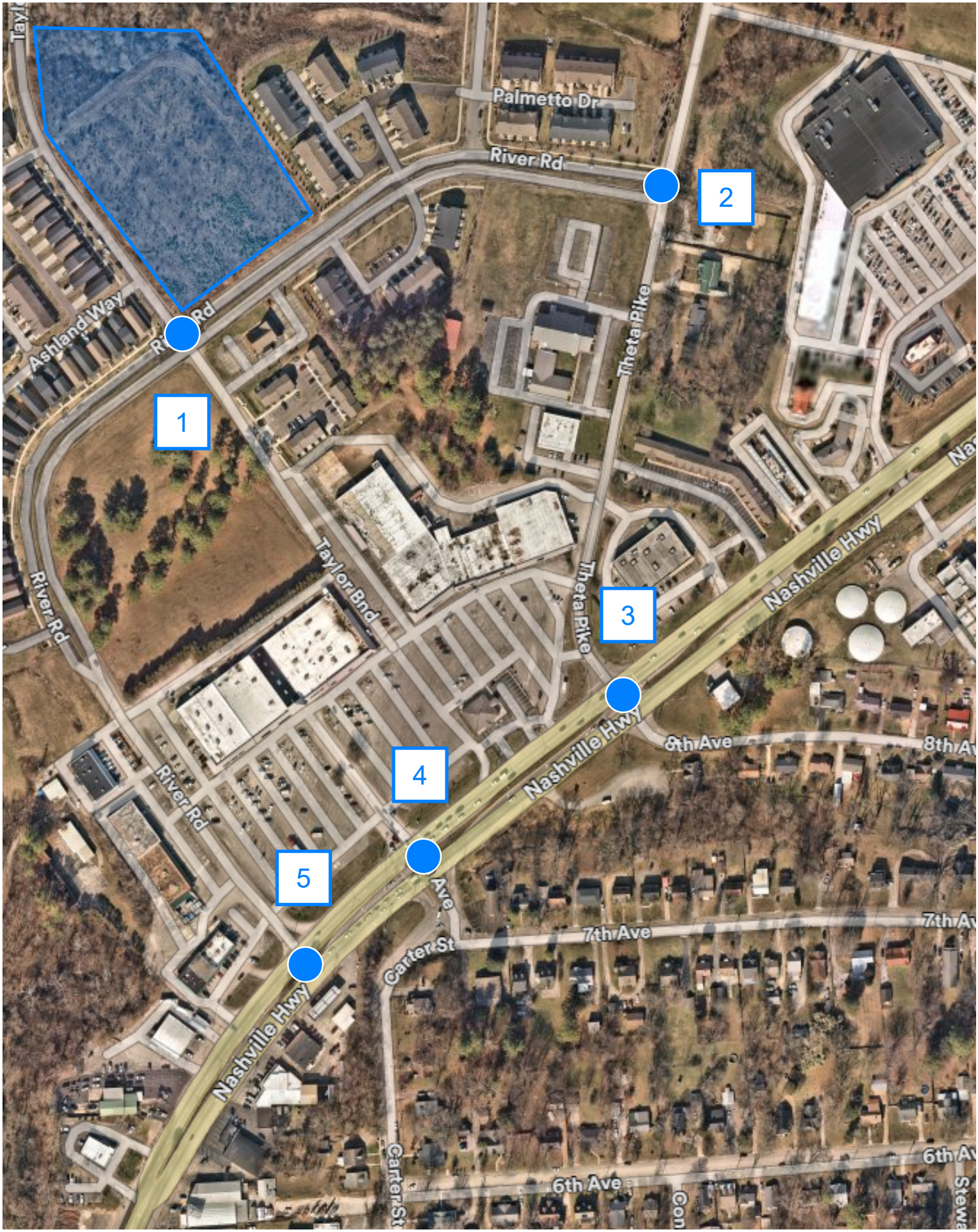
99 UNITS:
- 12 TOWNHOMES
- 4 CARRIAGE HOUSE UNITS
- 83 LARGE MULTI-FAMILY UNITS

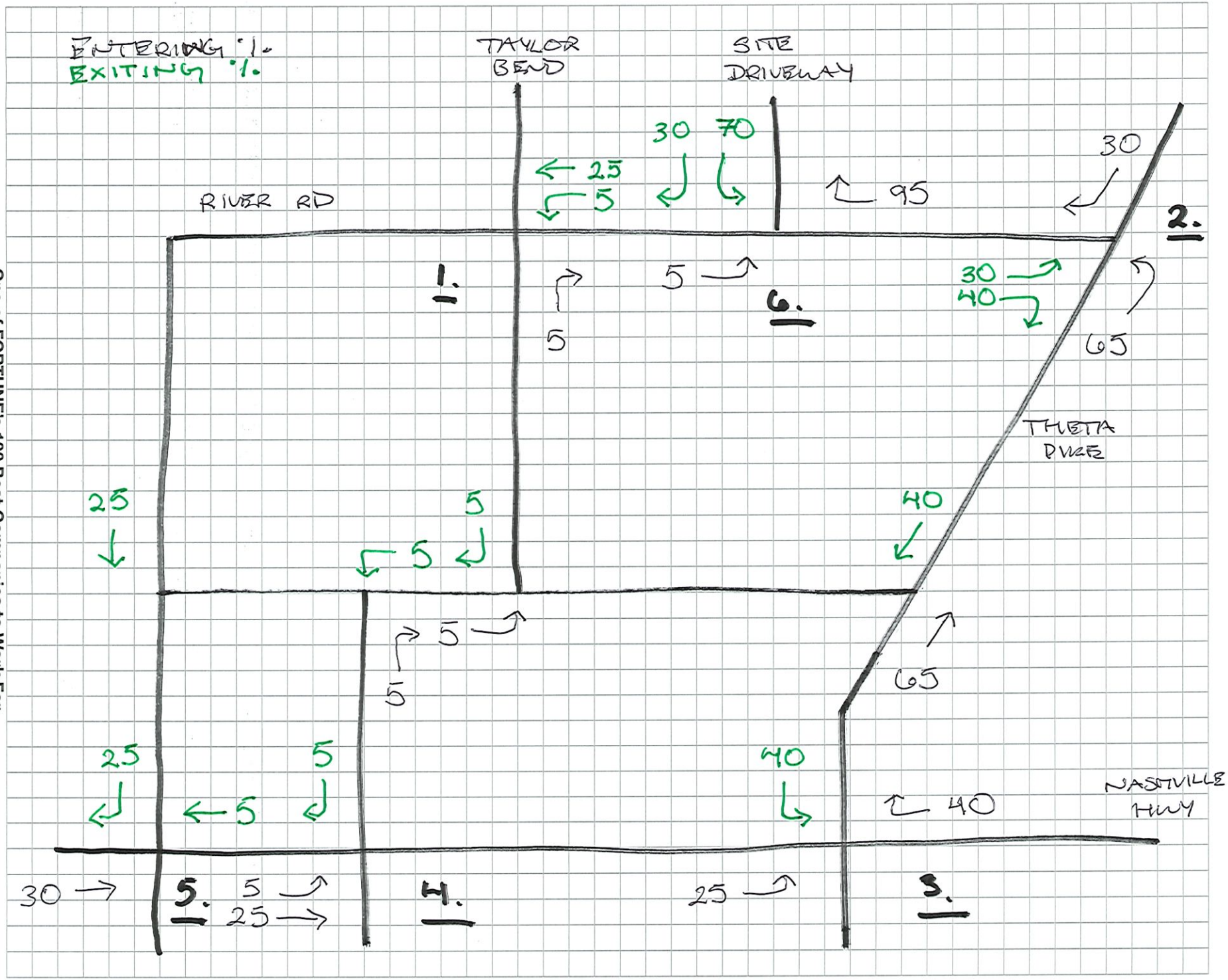
TOTAL PARKING GOAL: 201 SPACES
- CODE REQUIRES 1.5 SPACES/UNIT = 149
- CODE CIVIC SPACE PARKING: 1/5000 SF = 3
- 2/PER UNIT GOAL = 198 SPACES

PROVIDED PARKING: 193 + TAYLORS BEND SPACES
- 148 SURFACE PARK
- 13 ON-STREET RIVER ROAD
- 8 CARRIAGE HOUSE GARAGE SPACES
- 20 CODE COMPLIANT TH SPACES
- 4 TH GARAGE UNITS/ NON-CODE
- TDB ON-STREET TAYLOR BEND






Palmetto Dr
River Rd
Ashland Way
Theta Pike
Taylor Bnd
River Rd
Nashville Hwy
8th Ave
7th Ave
Carter St
6th Ave
1
2
3
4
5



Kimley»Horn
Expect More. Experience Better.

Job WATER'S EDGE Subject DISTRIBUTION Sheet No. ___ of ___
Designed By ___ Date ___ Checked By ___ Date ___ Job No. ___

One of FORTUNE's 100 Best Companies to Work For

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

May 16, 2025

CPS Land
Cliff Smith
215 Ward Circle, Suite 103
Brentwood, TN 37027

Re: Taylor Bend, being Tax Map 90 Parcel 00712 000

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 & WATER SYSTEMS

Trevor Gilmer
Power Engineering Manager

kw

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

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

Dear Mr. Gallon:

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

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

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

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

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

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

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

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

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

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

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

Sincerely,



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

cc: Matt Wheeler, CPWS
File 24-062

Columbia Fire & Rescue

Fire Flow Requirements

Water Purveyor: Columbia Power & Water System

Date: 08/27/2024
Name: Keyshawn Gallon
Phone: (615) 432-5521
Email: keyshawn.gallon@kimley-horn.com
Address/Parcel ID: Parcel Number: 090 007.12
Property Type: (•) Residential ( ) Commercial ( ) Industrial
Construction Type: Multi-Family
Enclosed Area (ft²): +/- 57,249

FILLED OUT BY COLUMBIA FIRE AND RESCUE

NFPA Sprinkler Type: NFPA 13R

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: 1,650 gpm Duration: 2 hours

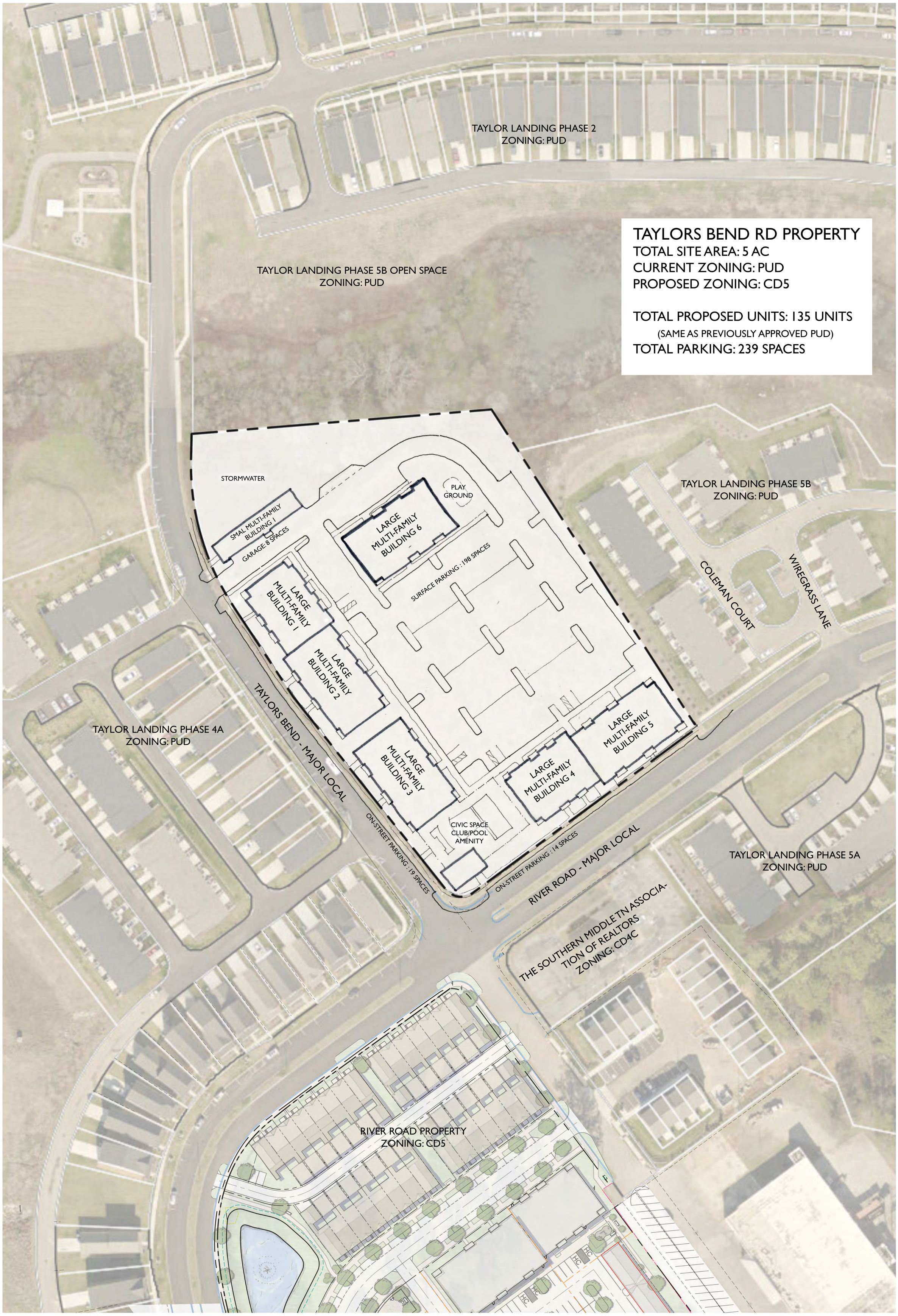
Fire Hydrant Location and Distribution (International Fire Code Appendix C)

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: 8/28/2024



N

0 50 100
GRAPHIC SCALE

TAYLORS BEND ROAD
CONCEPTUAL MASTER PLAN
August 8, 2024

GAMBLE DESIGN COLLABORATIVE

Columbia Fire & Rescue

Fire Flow Requirements

Water Purveyor: Columbia Power & Water System

Date: 08/27/2024
Name: Keyshawn Gallon
Phone: (615) 432-5521
Email: keyshawn.gallon@kimley-horn.com
Address/Parcel ID: Parcel Number: 090 007.12
Property Type: (•) Residential ( ) Commercial ( ) Industrial
Construction Type: Multi-Family
Enclosed Area (ft²): +/- 57,249

FILLED OUT BY COLUMBIA FIRE AND RESCUE

NFPA Sprinkler Type: NFPA 13R

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: 1,650 gpm Duration: 2 hours

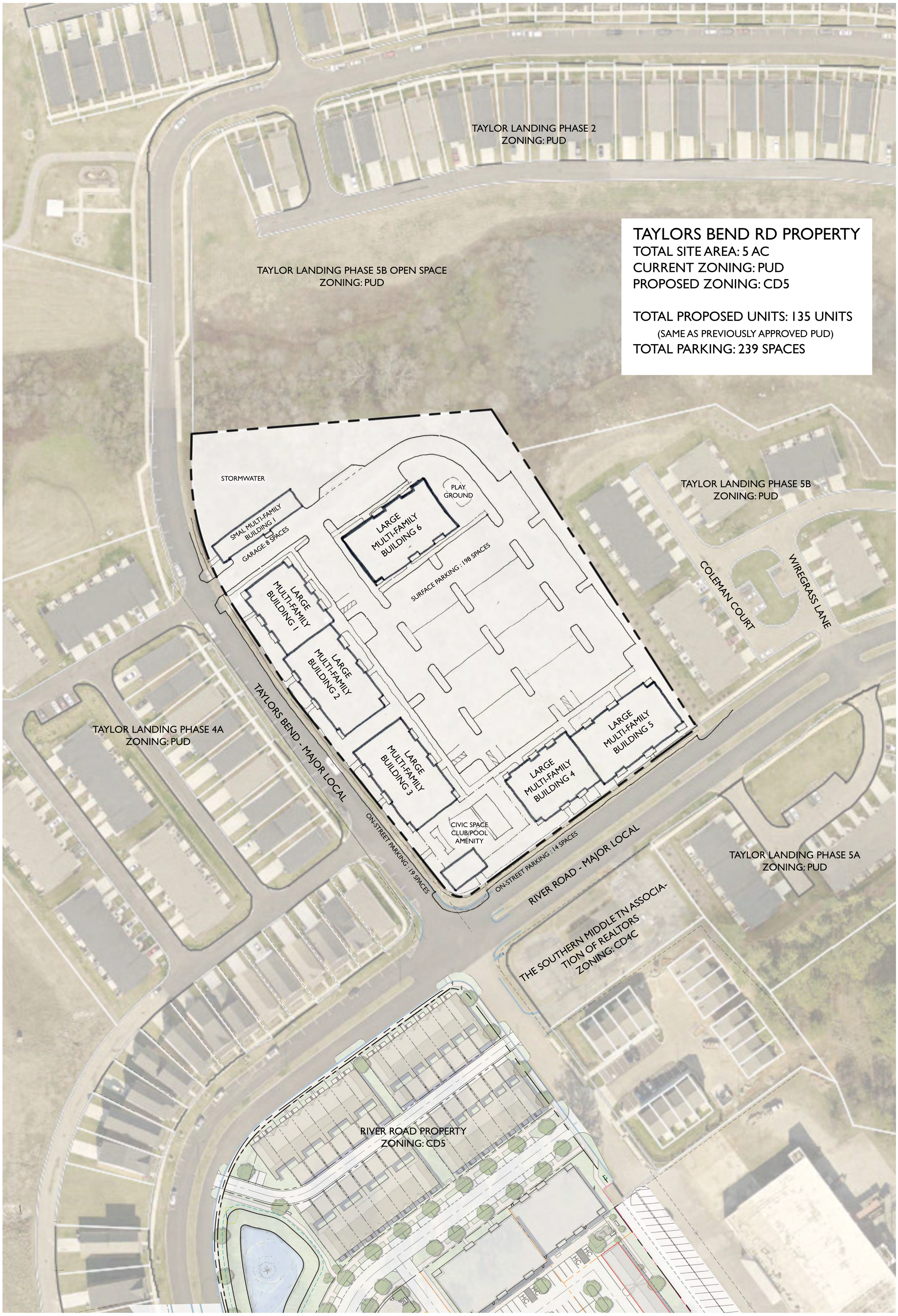
Fire Hydrant Location and Distribution (International Fire Code Appendix C)

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: 8/28/2024



N

0 50 100
GRAPHIC SCALE

TAYLORS BEND ROAD
CONCEPTUAL MASTER PLAN
August 8, 2024

GAMBLE DESIGN COLLABORATIVE

CITY OF COLUMBIA
TENNESSEE

WASTEWATER DEPARTMENT

30 August 2024

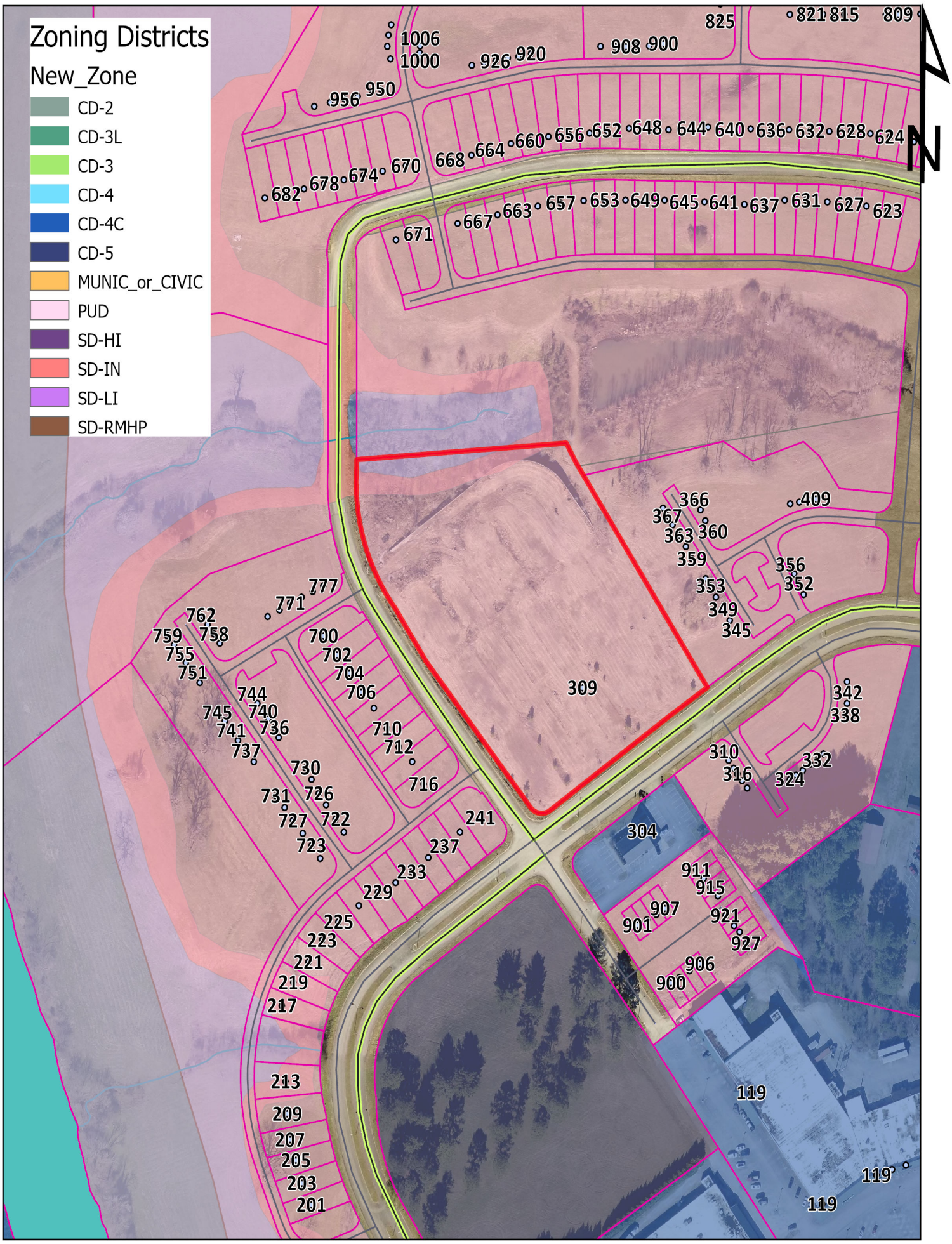
Keyshawn Gallon
4031 Aspen Grove Drive, Suite 200
Franklin, TN 37067

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

Keyshawn,

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

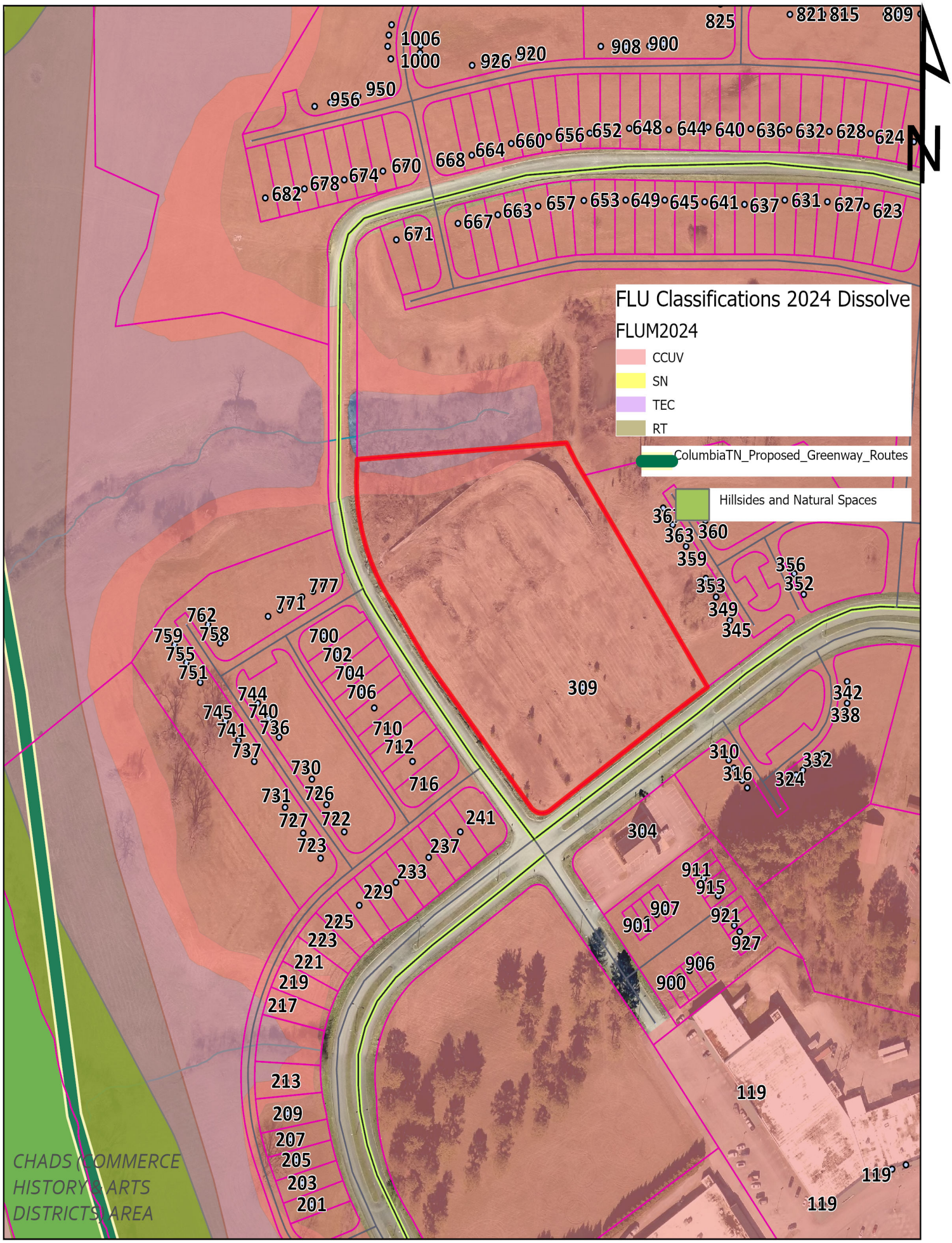
Donnie Boshers, Director
City of Columbia, TN
Wastewater Department



25-0196
Taylor Bend & River Road
Tax Map 90 Parcel 17.02

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

CITY OF COLUMBIA



25-0196
Taylor Bend & River Road
Tax Map 90 Parcel 17.02

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

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: Revised Waters Edge Preliminary PUD aka Taylor Bend Property

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

General

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

Lots and Land-Use

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

Structures

- ☑ Location and approximate dimensions of all existing and proposed structures.
- existing wall ☐ 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
- at FMDP ☐ Location, type, and size of proposed signs
- ☑ Approximate height, bulk, and the utilization of structures including activities and the number of living units.

CITY OF COLUMBIA
TENNESSEE

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

Grading, Drainage, and Storm

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

Streets, Parking, and Pedestrian Elements

- NA ❑ 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
- at FMDP ❑ 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.
- at FMDP ❑ Location, dimension, and materials of fences and walls
- ☑ Tree Canopy retention

Utilities

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

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PUD Specific Items

- ☑ List of all deviations from PUD Standards requested
- ☑ The nature of the landholder's interest in the land proposed to be developed and a written statement of concurrence from all parties having a beneficial interest in the affected property.
- ☑ Location and approximate dimensions of all existing and proposed structures including approximate height, bulk, and the utilization of structures including activities and the number of living units. Include architectural renderings of all proposed structures with materials listed.
- at FMDP ☐ 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.
- at FMDP ☐ 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:

Keli Frymire	KR Frymire	5.19.2025
Print Name	Signature	Date

May 19, 2025

Paul Keltner, Director
Development Services
City of Columbia, TN

RE: Initial Submittal – Waters Edge PUD Revised Preliminary Master Development Plan

Dear Mr. Keltner,
The accompanying submittal is to amend the PUD Master Plan for the above referenced property. This property is currently zoned PUD, with an expired master plan. Site work, approved with previous development, was started on this property in the past. This included clearing, grading and the construction of a retaining wall, which is proposed to remain. Previously, the applicant sought to rezone the property to CD-5 but withdrew that application in response to feedback from Planning Commission and the neighbors that favored the revised PUD master plan in lieu of a rezoning.

The proposed master plan follows the aesthetic and building form requirements of PUD-MU, which would be the only new PUD type allowed for this location based on the Connect Columbia land use policy. The proposed revised master plan would be able to meet the requirements set forth in a PUD-MU plan, with the exception of the existing density entitlement and parcel size criteria.

The revised plan includes townhomes along the Taylor Bend frontage and large multi-family buildings along the River Road frontage. The developer of this project was also the developer of the CD-5 property to the southwest of the River Road/Taylor Bend intersection and intends to utilize complementary architecture between the two sites. The overall number of dwelling units is being reduced from 135 units to 99 units. Buildings have been setback from the ROW based on the setbacks of the surrounding development. Parking is located in the third layer and on-street parking along both Taylor Bend and River Road.

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

Thank you,

Gamble Design Collaborative
Greg Gamble

DEVELOPMENT PLANNING | DESIGN | MANAGEMENT

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

The Landings at Greens Mill Final PUD Master Plan Revision

Project #:	25-0206	**Location:**	Map 051 Parcel 055.00
Applicant:	W-E-S Engineers and Surveyors	**Case Type(s):**	PUD Revision
Staff Planner:	Robert Archibald, Principal Planner	**Proposed Use:**	Single Family Homes

PROJECT SUMMARY

The applicant is seeking to revise a previously approved Planned Unit Development (PUD) Master Plan to modify the architectural elevations at The Landings at Greens Mill. The Planning Commission recently approved a Final PUD Master Plan revision (24-0146) that involved reorienting lots and removing estate lots. This request for 550 lots did not increase the site's density compared to the Final PUD Master Plan approved by the Planning Commission on March 9, 2022.

This revision also includes the addition of a new three-car garage model. Furthermore, the applicant is requesting a deviation from the maximum allowed driveway width of 25 feet, proposing a width of 28 feet and 7 inches to accommodate the three-car garage units.

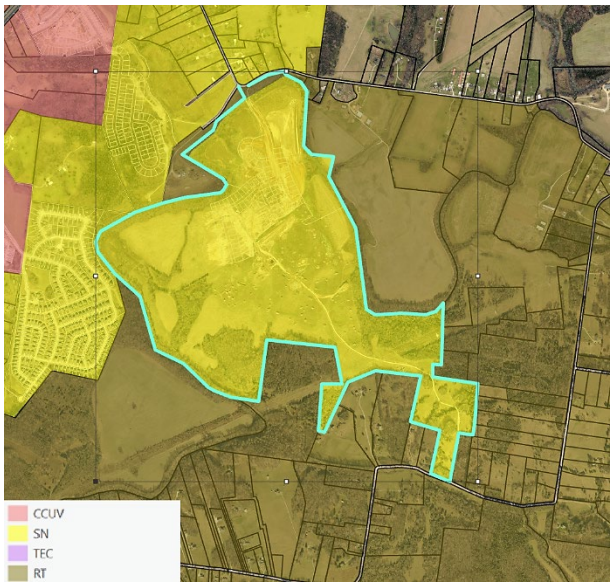
- The development was approved under Ordinance 3638, in effect between 2006 and 2022.
- The approvals created a vested right to develop under the standards in effect at the time.
- The property is subject to a Final PUD Master Plan based on the RS-10 standards of the previous Zoning Ordinance.
- The DRC reviewed this proposal at its July 2025 meeting. Staff review included standard comments and requests for technical corrections. Full technical comments are provided in the agenda packet.
- The Planning Commission serves as the Architectural Design Review Team when reviewing all Planned Unit Developments under the current and previous Zoning Ordinance.
- The Planning Commission is the **Decision-Making Authority** for the Final PUD Master Plan, any modifications to approved elevations, and any deviations from driveway width standards as defined in this request.
- Templates are provided at the end of the report to assist the Planning Commission in crafting properly formatted motions.

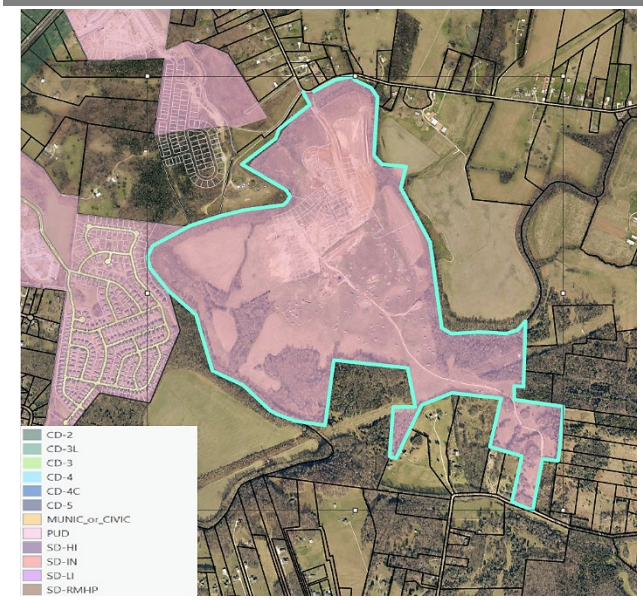
SITE INFORMATION

CURRENT ZONING	EXISTING USE	EXISTING IMP.	LAND AREA
PUD	Residential	Under Development	+ /- 72.56acres



FUTURE LAND USE MAP	ZONING MAP





CONFORMITY WITH ZONING ORDINANCE

Zoning Ordinance #3638 §10.2.12-C (2) Maximum Driveway Width

Except for driveways providing access to a state highway, driveway width shall not exceed the maximum listed below:

USE	DRIVEWAY WIDTH MIN.	MAX.
Residential, excluding multifamily	10	25
Commercial and industrial uses customarily having a large volume of tractor-trailer vehicle traffic, gas stations	25	40
All other uses One Way Two Way	 15 25	 20 35
Note: All one-way driveways shall be signed to indicate "entrance only" and "exit only"		

- **The proposed Final PUD Master Plan revision modifies the permitted maximum driveway width of 25' to a width of 28'7" to accommodate three-bay garage units.**
    - The driveway width requested is typically reviewed as an administrative adjustment request specific to each lot versus a "blanket" request as presented to the Planning Commission. This administrative request would follow the criteria listed below and would be subject to approval by the Zoning Administrator.
        - All additional procedures and standards are met.
        - That granting the administrative adjustment will not have an adverse impact on land use compatibility.
        - That granting administrative adjustment will not materially and adversely affect adjacent land uses and the physical character of uses in the immediate vicinity of the proposed development because of inadequate buffering, screening, setbacks, and other land use considerations; and
        - That granting the administrative adjustment shall be consistent with the purposes and intent of the ordinance.

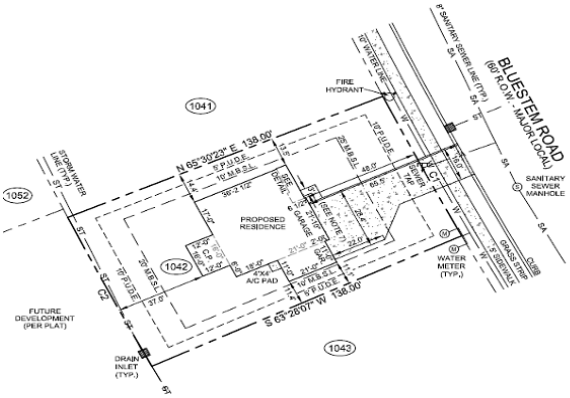


Figure 1 Code Approved

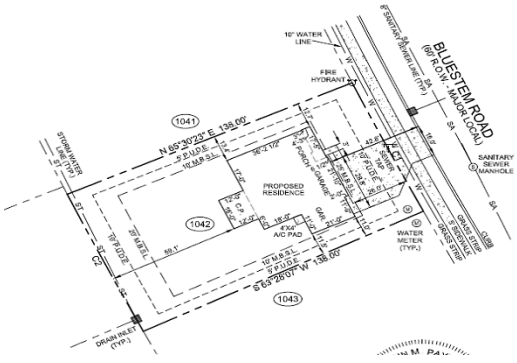


Figure 2 Deviation Request



Figure 3 Boulevard layout for drive deviation request

The requested deviation for the increase in drive width is specific to the spine road (Bluestem Rd.) into the community. The lots shown above are proposed with three-bay garage units.

- **The proposed Final PUD Master Plan revision modifies the elevations approved on March 9, 2022, by the Planning Commission**

Previously Approved	Proposed
Cement Siding: Lap, Shake, Board/Batten Brick Veneer	Cement Siding: Lap, Shake, Board/Batten Brick Veneer Stone Veneer (per plan/elevation
Shutters Gable Details: Brackets & Vents Varying Window Grid Patterns Carriage Style Garage Doors Dormers	Shutters Gable Details: Brackets & Vents (expanded selection) Varying Window Grid Patterns Carriage Style Garage Doors Dormers (expanded selection) Stone Base Columns (per plan/elevation)
Architectural Shingles Standard Roof Pitches	Metal Roof (per plan/elevation) Increased Roof Pitches

REVIEW PROCESS

As required by **§ 8.3.6-A.2**, the Columbia Municipal Planning Commission is designated as 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.

> ***§8.3.6-C.2 – The Planning Commission may approve alternative materials and methods of compliance that, in the determination of the Planning Commission, meet or exceed the prescribed standards.***

The Development Review Committee reviewed the proposed Final PUD Master Plan revision at its July 2025 meeting, as directed by **§ 8.3.7** of the Zoning Ordinance. Technical comments are provided in the agenda package and summarized above.

As required by **§ 8.5.4.D.3,** the Zoning Ordinance, staff posted signs on the subject property, mailed letters to adjacent property owners, and published notice of the Planning Commission's meeting in newspapers of general circulation.

Section **§ 8.5.15.F** of the Zoning Ordinance establishes the following Design Review Criteria to be considered:

a. Compatibility with the surrounding Structures; and
b. Compliance with applicable design standards and requirements of this Ordinance or the applicable Development Plan or Master PUD Development Plan.

Section **§ 8.5.21.W.3(a)** of the Zoning Ordinance authorizes the Planning Commission to approve minor modifications to a Final PUD Master Plan during the period of actual Development

Section **§ 8.5.21.W.3** establishes the criteria for Planning Commission review and action on revisions to a Final PUD Master Plan. The applicants' proposed changes meet these criteria.

Collectively, all such modifications approved by the Planning Commission shall not, in the aggregate, result in:

(1) Any increase in the number of Dwelling Units that are approved in the Final Master PUD Development Plan or an amendment to Final Master PUD Development Plan; or
(2) An increase of more than 3% in the floor area for Commercial Uses from that approved in the Final Master PUD Development Plan or amendment to Final Master PUD Development Plan.

COMMENTARY FROM PROFESSIONAL PLANNING STAFF

The proposed increase in driveway width to 28 feet 7 inches is a direct result of the developer's desire to include a three-bay garage in their model portfolio. This request is generally treated as an administrative adjustment and would be evaluated by the Zoning Administrator, subject to specific criteria. The applicant is proposing to increase driveway widths on several lots, particularly those located on Bluestem Road, the main road leading into the subdivision. The broader application of three-car garage units would modify the previously approved Final PUD Master Plan and introduce an entirely new elevation that has not been approved before.

Model iterations typically vary throughout the development process. This proposal presents the same model, but with different design elements for the homes along the entrance to the subdivision. Staff acknowledge that a three-car garage home would create a distinctive feature compared to the existing approved elevations.

There is some hesitation in supporting having side-by-side models in this location. In Columbia, it is common for subdivision designs to feature different model representations. This approach enhances architectural distinction along the road frontage and helps avoid the monotonous repetition of identical models.

In addition, concentrating increased impervious surfaces in one area of development raises stormwater runoff concerns, especially since this area is in a lower topographical position downstream from a new bridge and the remainder of the development at the opposite end of the subdivision. The new bridge, located northwest of the development, is currently undergoing construction under a Conditional Letter of Map Revision (CLOMR) from FEMA. This has altered the existing floodplain coverage for the area, resulting in a higher elevation that allows for additional stormwater runoff toward Bluestem Road. This model also necessitates wider driveways.

In conclusion, the proposed Final PUD Master Plan revision, as presented by the applicant, is compliant with the standards. Staff would like to note that even though there are no specific architectural design standards in the previous Zoning Ordinance concerning this PUD, a metal roof would not be permitted if this development were located along certain major highways as identified in Section 7.2.9. Furthermore, staff requests that the Planning Commission consider requiring the applicant to include additional variation of home design along Bluestem Rd. and limit the construction of the proposed three-car garage models, specifically side-by-side along Bluestem Rd.

SAMPLE MOTIONS

Approve:

Move to approve revisions to the Final Planned Unit Development Master Plan as presented and find that the Master Plan conforms to the applicable zoning ordinance, [subject to remaining technical comments from staff].

Approve with Conditions:

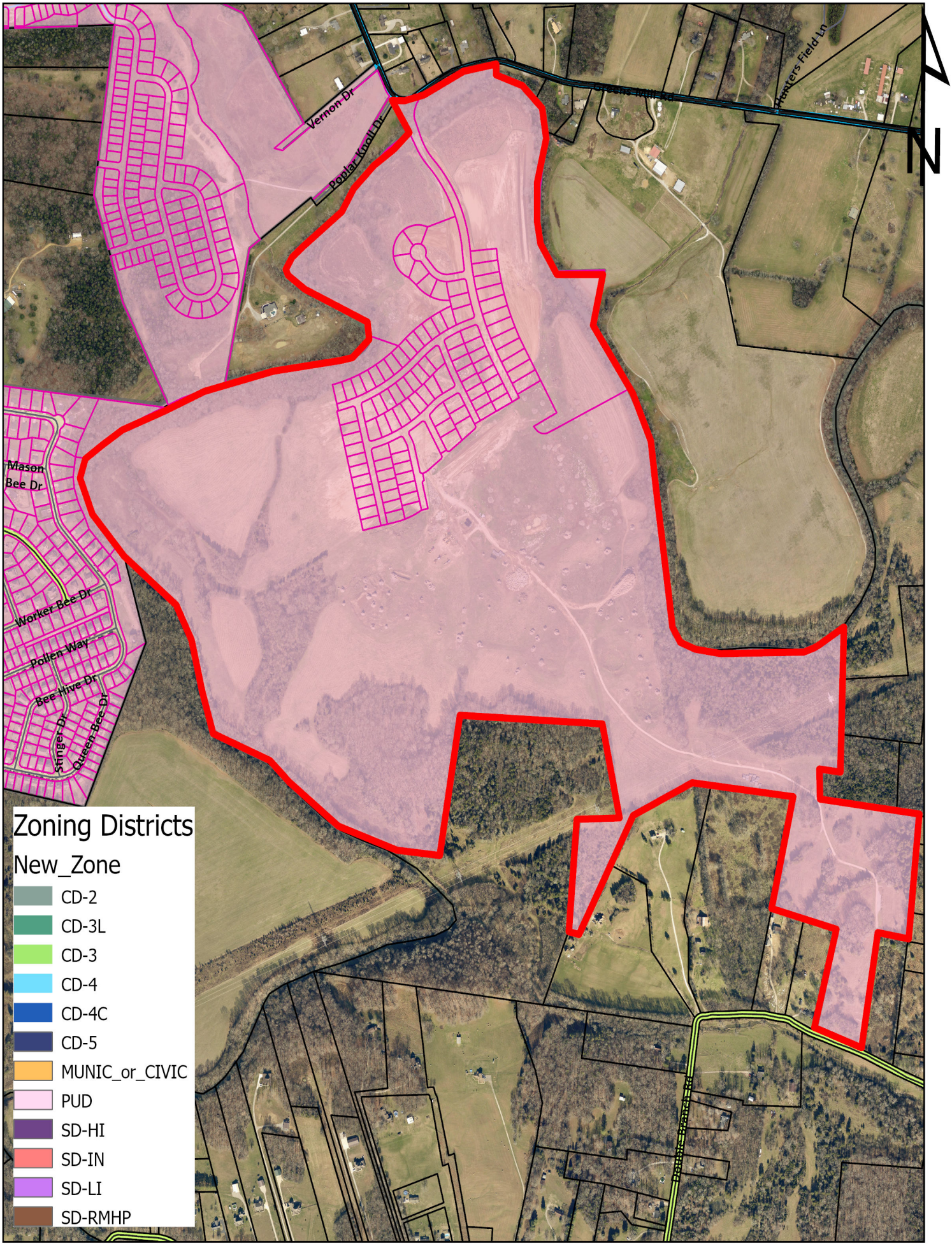
Move to approve revisions to the Final Planned Unit Development Master Plan, subject to the following conditions: [list conditions of approval crafted by Planning Commission].

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 revisions to the Final Planned Unit Development Master Plan as presented do not conform to the applicable zoning ordinance and deny the request due to [list specific deficiencies].



25-0206
Greens Mill PUD
The Landing at Greens Mill

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

CITY OF COLUMBIA
TENNESSEE

City Approval Form

Community: Greens Mill

Date Submitted: 01/01/22

Comments:TBD

TCG 5 - 40' (Landon Collection)

Plan 1: Montgomery (1,658 SQFT)
Elevations Submitted: Traditional 1, Craftsman 1, Traditional 2

Plan 2: Dunbar (1,776 SQFT)
Elevations Submitted: Traditional, Craftsman 1, Craftsman 2

Plan 3: Ashland (1,986 SQFT)
Elevations Submitted: Traditional, Craftsman 1, Craftsman 2

Plan 4: Cooper (2,071 SQFT)
Elevations Submitted: Traditional, Craftsman 1, Craftsman 2

Plan 5: Richland (2,263 SQFT)
Elevations Submitted: Traditional, Craftsman 1, Craftsman 2

Plan 6: Shelby (2,301 SQ FT)
Elevations Submitted: Traditional, Craftsman 1, Craftsman 2

TCG 5 - 50' (Harpeth Collection)

Plan 7: Donelson (1,869 SQFT)
Elevations Submitted: Traditional, Craftsman 1, Craftsman 2

Plan 8: Acadia (2,130 SQFT)
Elevations Submitted: Traditional, Craftsman 1, Craftsman 2

Plan 9: Loudon (2,131 SQFT)
Elevations Submitted: Traditional, Craftsman 1, Craftsman 2

Plan 11: Stapleton (2,253 SQFT)
Elevations Submitted: Traditional, Craftsman 1, Craftsman 2

Plan 12: Wilburn (2,596 SQ FT)
Elevations Submitted: Traditional, Craftsman 1, Craftsman 2

Plan 10: Portland (2,907 SQFT)
Elevations Submitted: Traditional, Craftsman 1, Traditional 2

TCG 7 - 50' FLEX (Cordell Collection)

Plan 13: Spencer (2,645 SQFT)
Elevations Submitted: Traditional 1, Craftsman, Traditional 2

Plan 14: Madison (3,516 SQFT)
Elevations Submitted: Traditional 1, Craftsman, Traditional 2

Plan 15: Vincent (3,733 SQFT)
Elevations Submitted: Traditional 1, Craftsman, Traditional 2

Plan 16: Quincy (3,999 SQ FT)
Elevations Submitted: Traditional 1, Craftsman, Traditional 2

Plan 17: Bryant (4,263 SQFT)
Elevations Submitted: Traditional 1, Craftsman, Traditional 2

Plan 18: Marshall (3.007 SQFT)
Elevations Submitted: Traditional 1, Craftsman, Traditional 2

Plan 19: Hamilton (2,928 SQ FT)
Elevations Submitted: Traditional 1, Craftsman, Traditional 2

City Official: _____

_____ Approved Date: _____/_____/_____

Authorized Signature

TCG 5 - 40'
(Landon Collection)



The Montgomery



Traditional 1

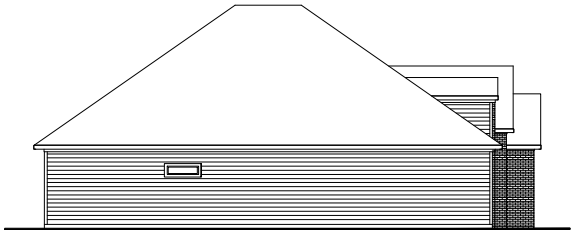


Traditional 2

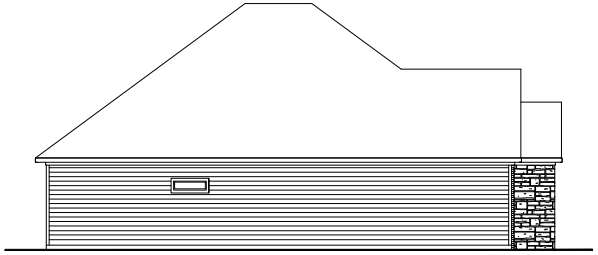


Craftsman

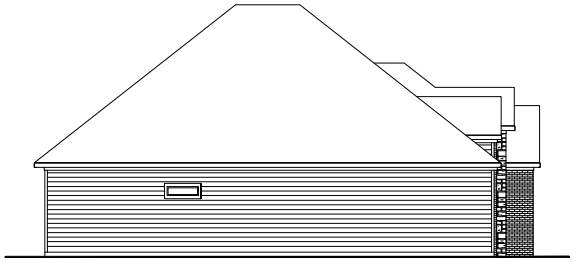
The Montgomery (Side Elevations)



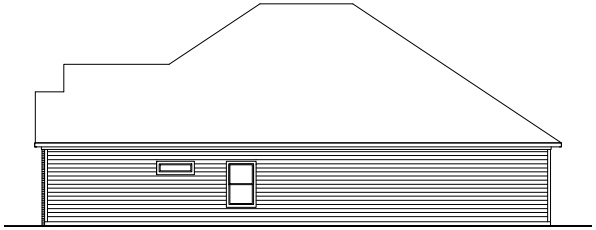
Traditional 1 - Left Elevation



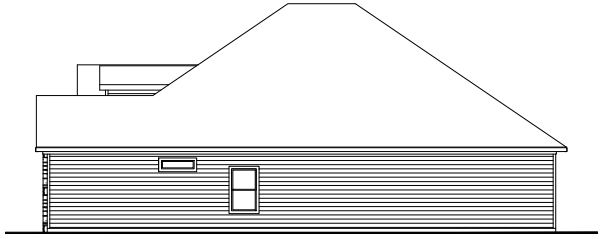
Craftsman - Left Elevation



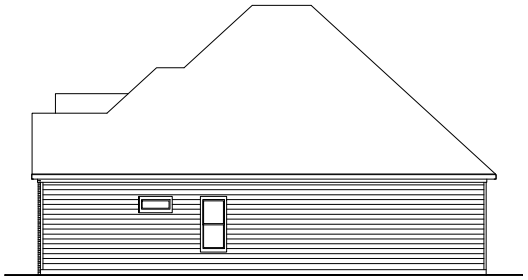
Traditional 2 - Left Elevation



Traditional 1 - Right Elevation



Craftsman - Right Elevation



Traditional 2 - Right Elevation

The Montgomery (Side Entry)



Traditional 1



Traditional 2



Craftsman

The Dunbar



Craftsman 1

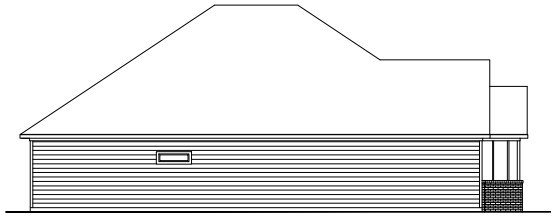


Craftsman 2

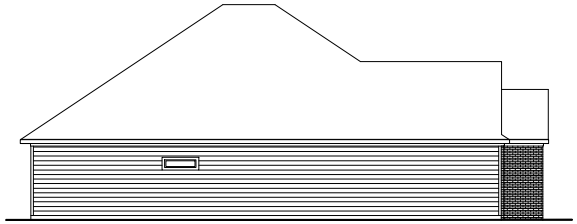


Traditional

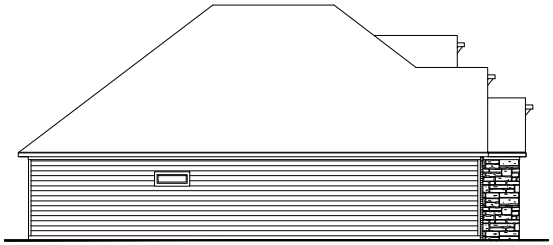
The Dunbar (Side Elevations)



Craftsman 1 - Left Elevation



Traditional - Left Elevation



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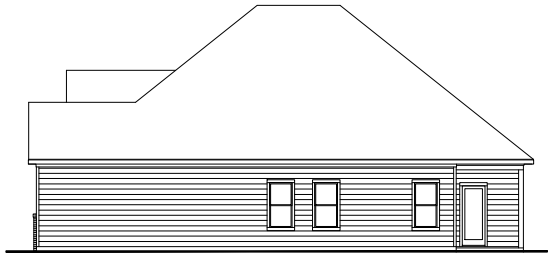
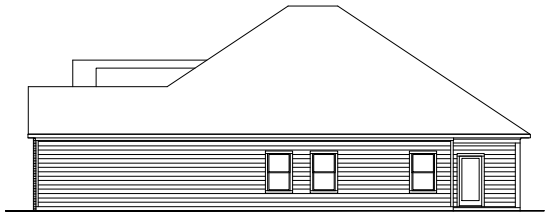
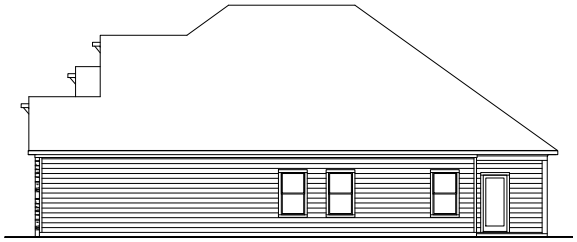


Craftsman 1 - Right Elevation



Traditional - Right Elevation



Craftsman 2 - Right Elevation

The Dunbar (Side Entry)



Craftsman 1



Craftsman 2



Traditional

The Ashland



Craftsman 1

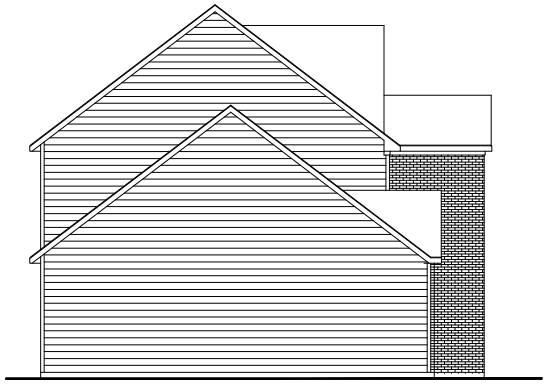


Craftsman 2

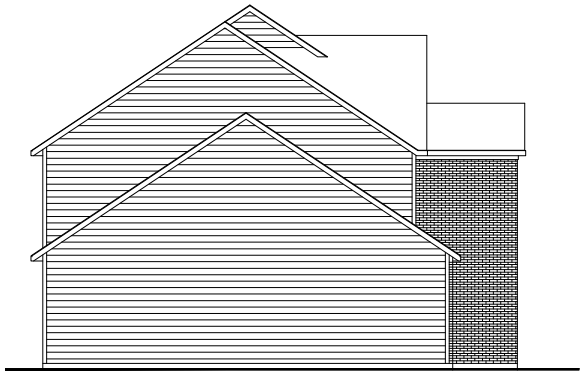


Traditional

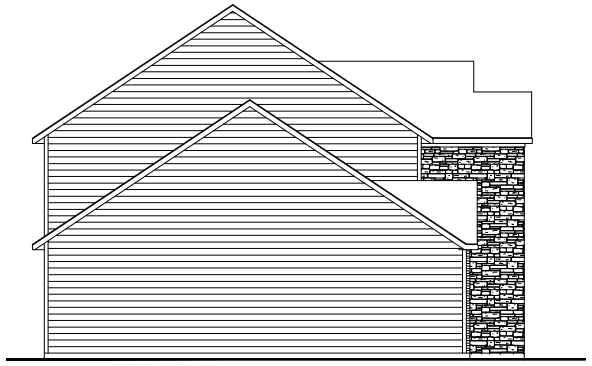
The Ashland (Side Elevations)



Craftsman 1 - Left Elevation



Traditional - Left Elevation



Craftsman 2 - Left Elevation



Craftsman 1 - Right Elevation



Traditional - Right Elevation



Craftsman 2 - Right Elevation

The Ashland (Side Entry)



Craftsman 1



Craftsman 2

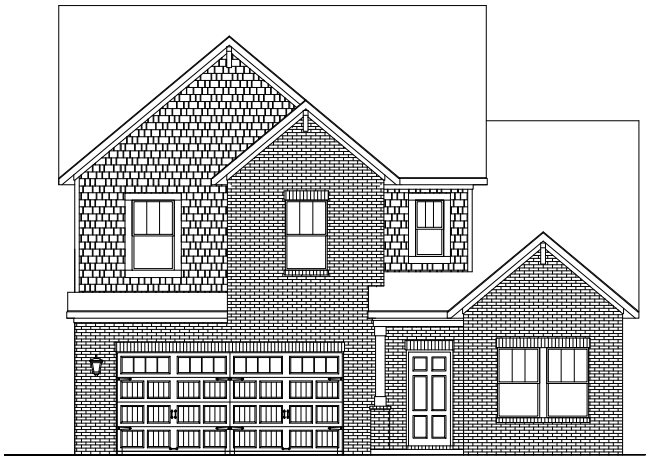


Traditional

The Cooper



Craftsman 1

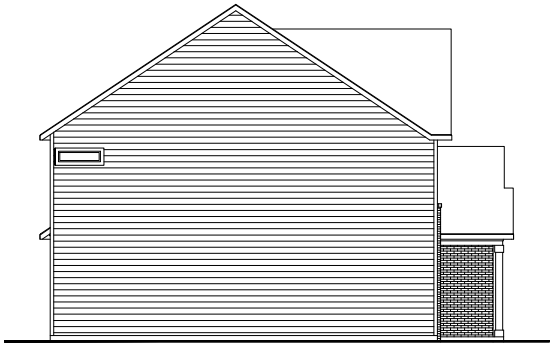


Craftsman 2

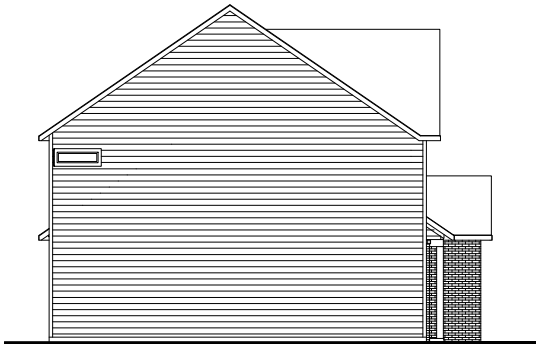


Traditional

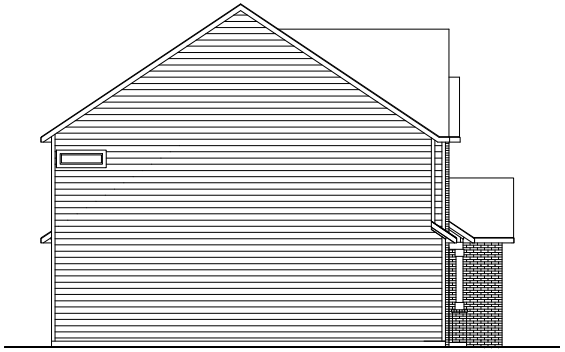
The Cooper (Side Elevations)



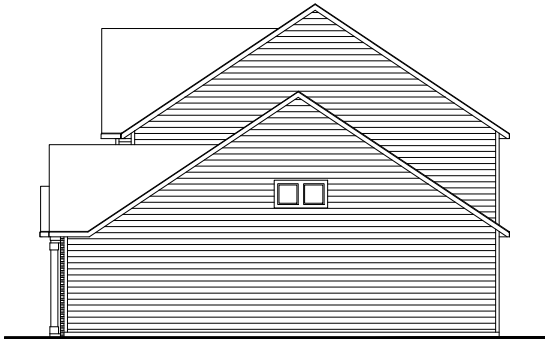
Craftsman 1 - Left Elevation



Traditional - Left Elevation



Craftsman 2 - Left Elevation



Craftsman 1 - Right Elevation



Traditional - Right Elevation



Craftsman 2 - Right Elevation

The Cooper (Side Entry)



Craftsman 1



Craftsman 2



Traditional

The Richland



Craftsman 1

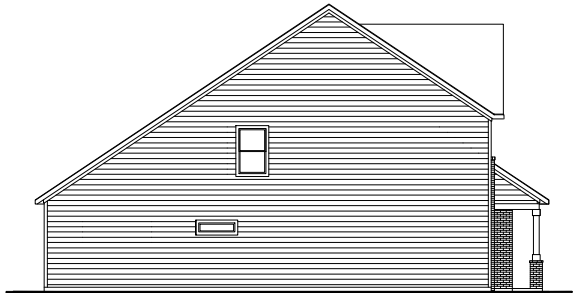


Craftsman 2

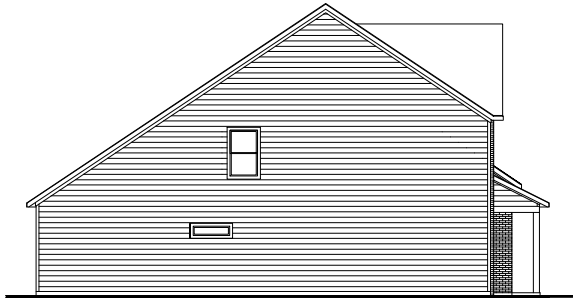


Traditional

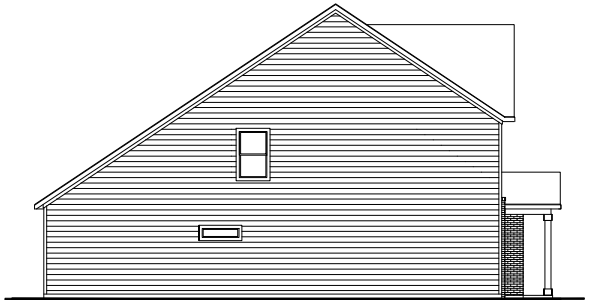
The Richland (Side Elevations)



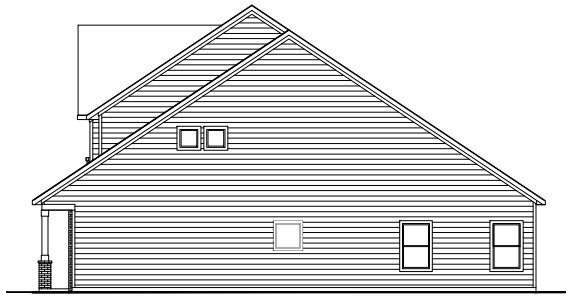
Craftsman 1 - Left Elevation



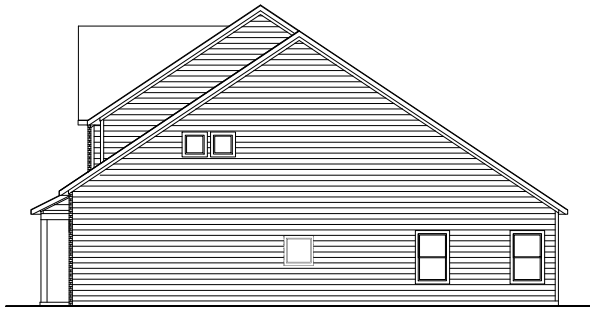
Traditional - Left Elevation



Craftsman 2 - Left Elevation



Craftsman 1 - Right Elevation



Traditional - Right Elevation



Craftsman 2 - Right Elevation

The Richland (Side Entry)



Craftsman 1



Craftsman 2



Traditional

The Shelby



Craftsman 1

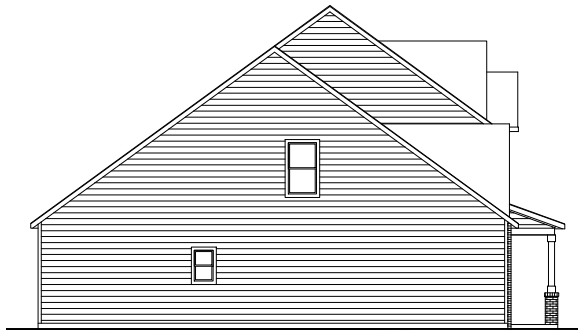


Craftsman 2

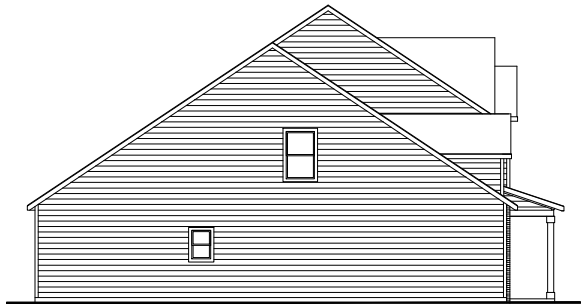


Traditional

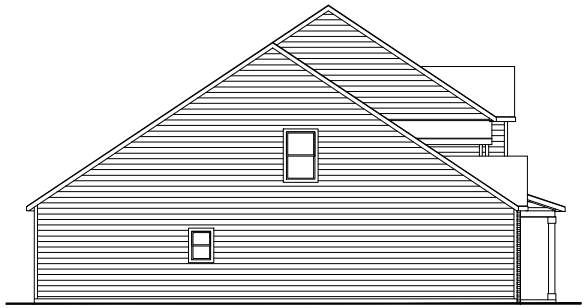
The Shelby (Side Elevations)



Craftsman 1 - Left Elevation



Traditional - Left Elevation



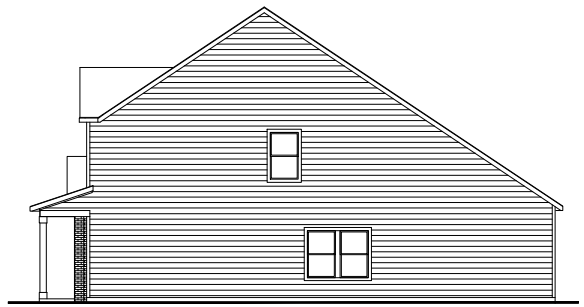
Craftsman 2 - Left Elevation



Craftsman 1 - Right Elevation



Traditional - Right Elevation



Craftsman 2 - Right Elevation

The Shelby (Side Entry)



Craftsman 1



Craftsman 2



Traditional

TCG 5 - 50'
(Harpeth Collection)



The Donelson



Craftsman 1

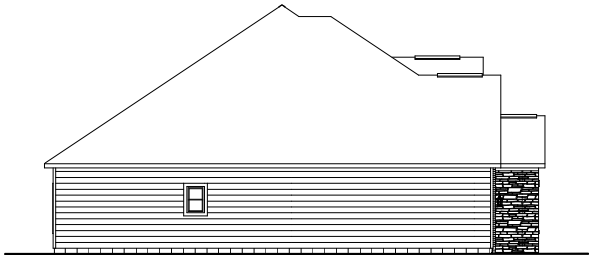


Craftsman 2

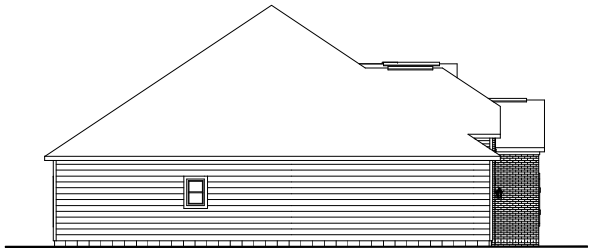


Traditional

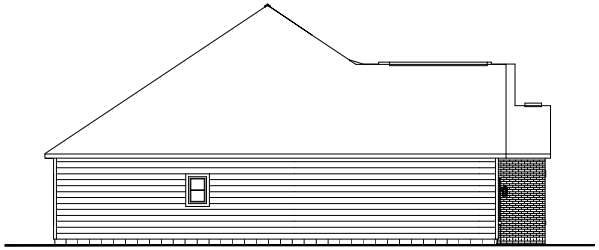
The Donelson (Side Elevations)



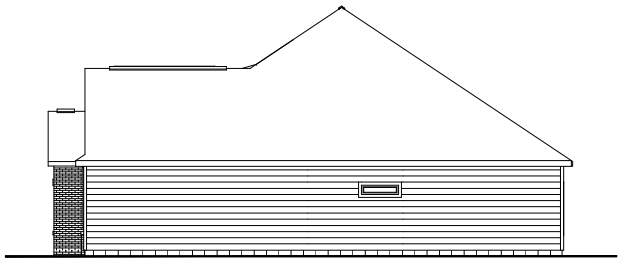
Craftsman 1 - Left Elevation



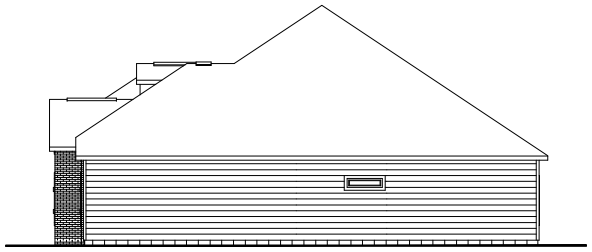
Traditional - Left Elevation



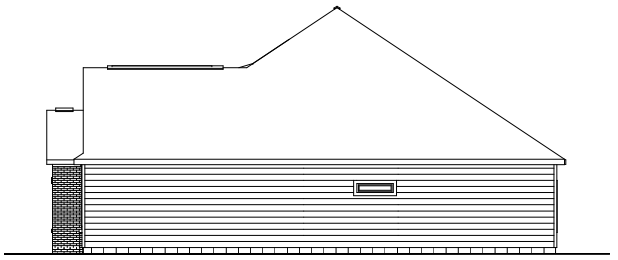
Craftsman 2 - Left Elevation



Craftsman 1 - Right Elevation



Traditional - Right Elevation



Craftsman 2 - Right Elevation

The Donelson (Side Entry)



Craftsman 1



Craftsman 2



Traditional

The Acadia



Craftsman 1



Craftsman 2



Traditional

The Donelson



Craftsman 1

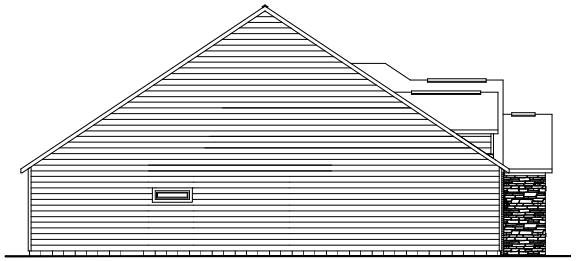


Craftsman 2

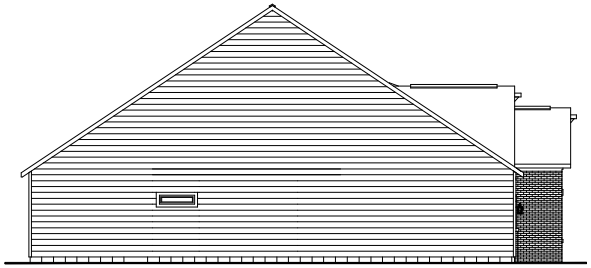


Traditional

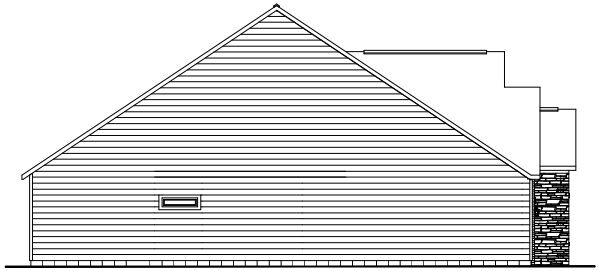
The Acadia (Side Elevations)



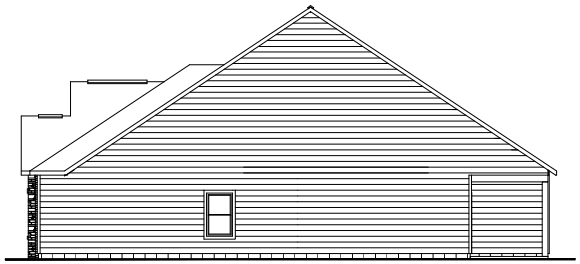
Craftsman 1 - Left Elevation



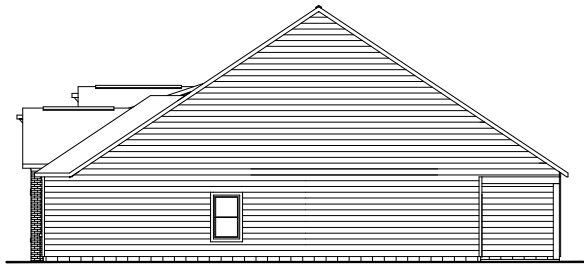
Traditional - Left Elevation



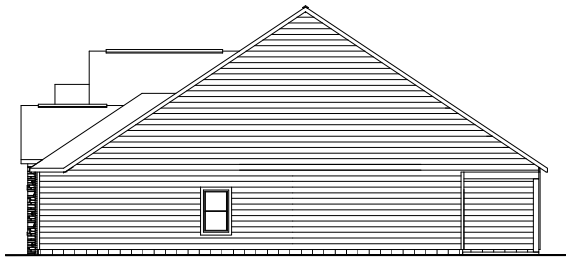
Craftsman 2 - Left Elevation



Craftsman 1 - Right Elevation



Traditional - Right Elevation



Craftsman 2 - Right Elevation

The Acadia (Side Entry)



Craftsman 1



Craftsman 2



Traditional

The Loudon



Craftsman

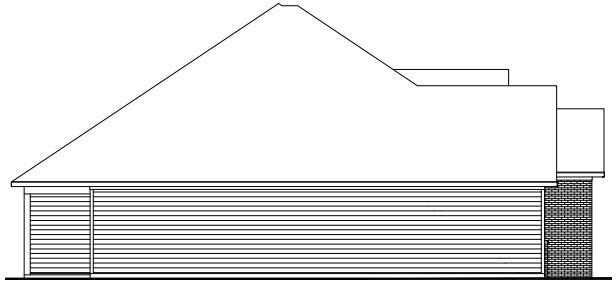


Traditional 2

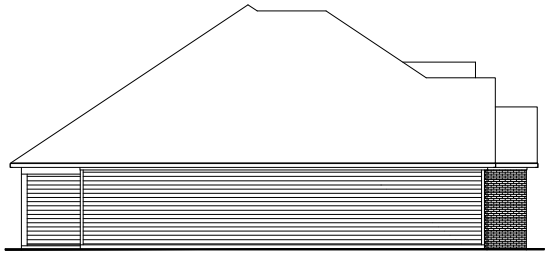


Traditional

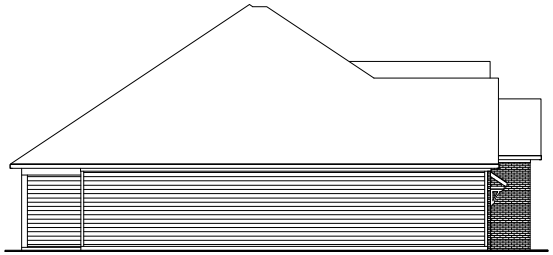
The Loudon (Side Elevations)



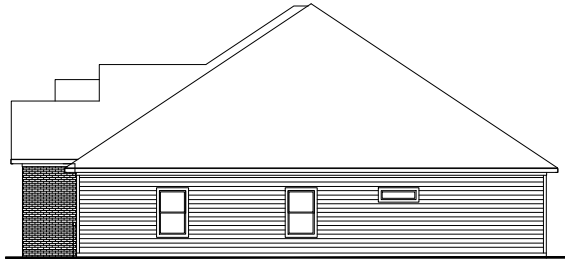
Traditional - Left Elevation



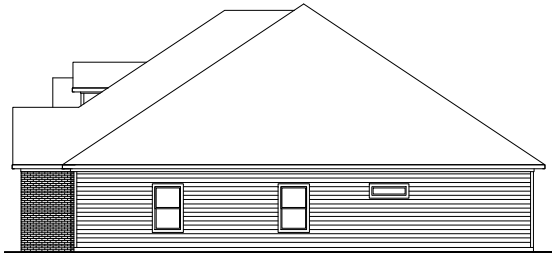
Craftsman - Left Elevation



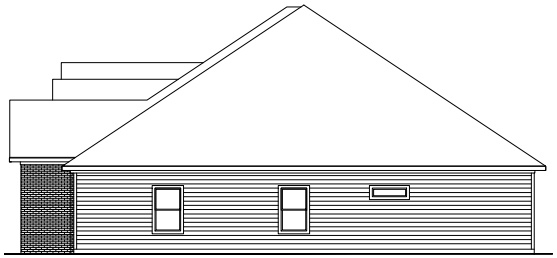
Traditional 2 - Left Elevation



Traditional - Right Elevation

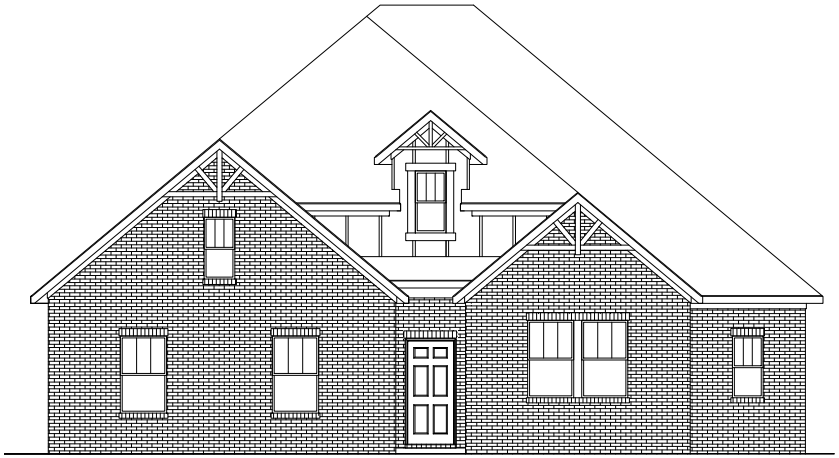


Craftsman - Right Elevation

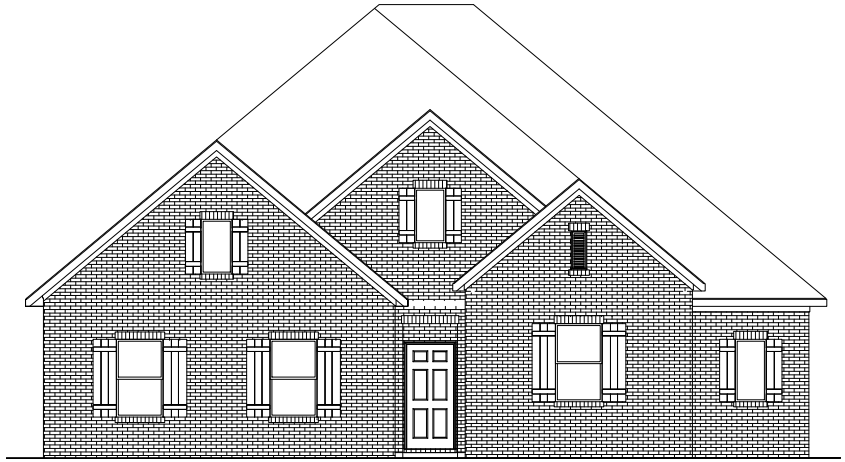


Traditional 2 - Right Elevation

The Loudon (Side Entry)



Craftsman



Traditional 2



Traditional 1

The Stapleton



Craftsman 1

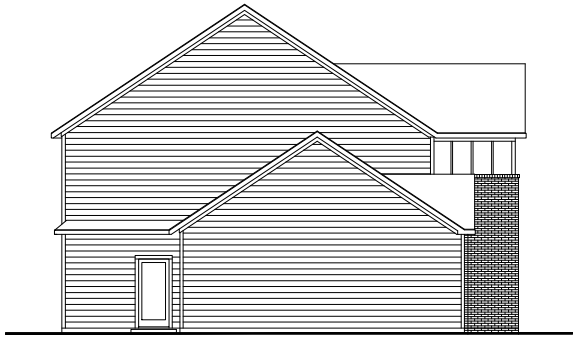


Craftsman 2

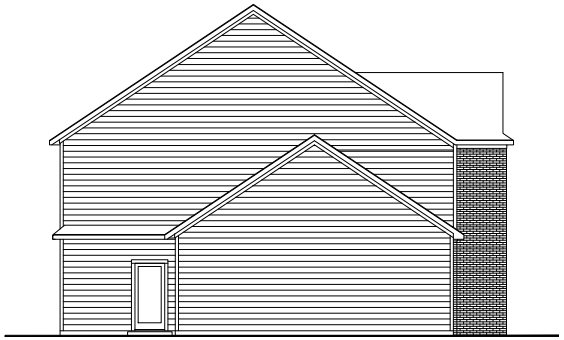


Traditional

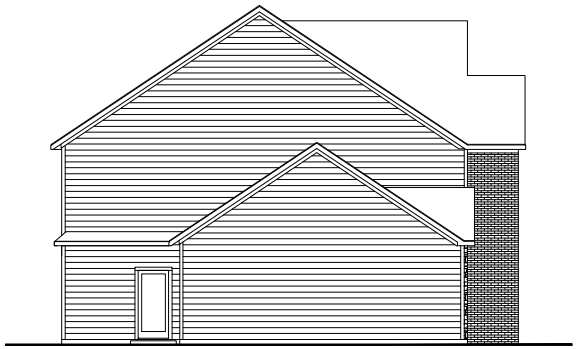
The Stapleton (Side Elevations)



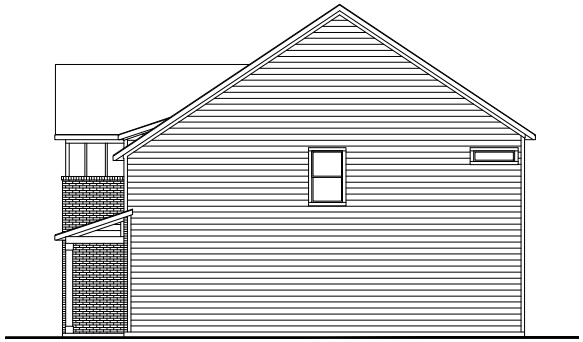
Craftsman 1 - Left Elevation



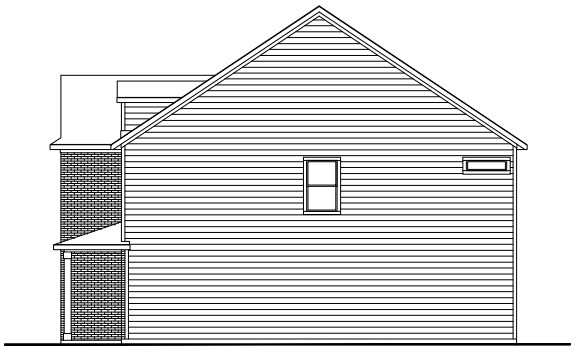
Traditional - Left Elevation



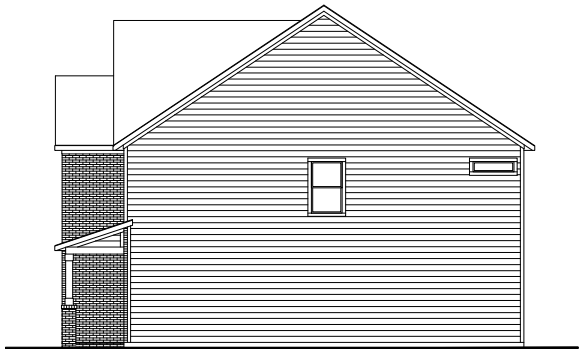
Craftsman 2 - Left Elevation



Craftsman 1 - Right Elevation



Traditional - Right Elevation



Craftsman 2 - Right Elevation

The Stapleton (Side Entry)



Craftsman 1



Craftsman 2



Traditional

The Wilburn



Craftsman 1

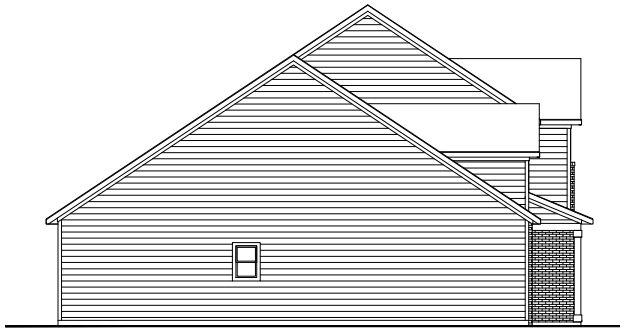


Craftsman 2

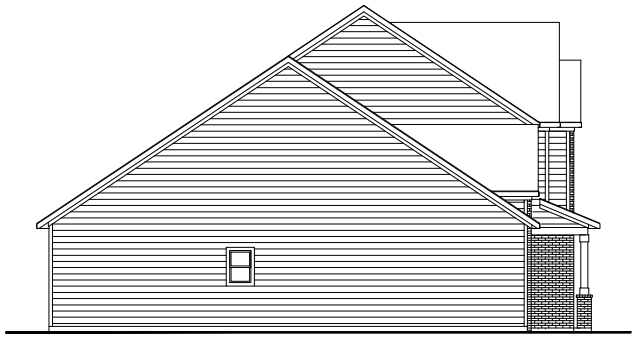


Traditional

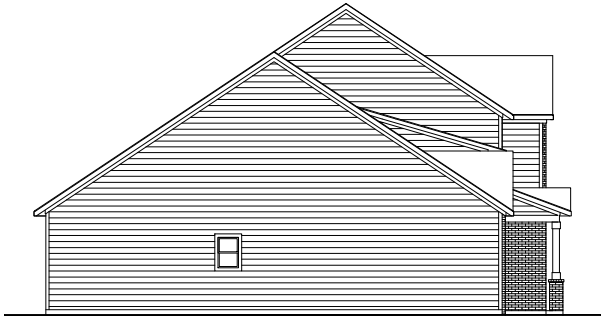
The Wilburn (Side Elevations)



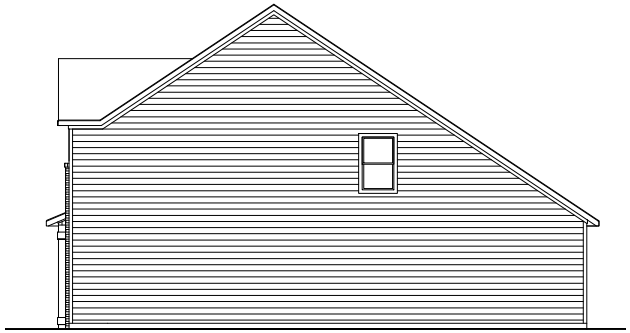
Craftsman 1 - Left Elevation



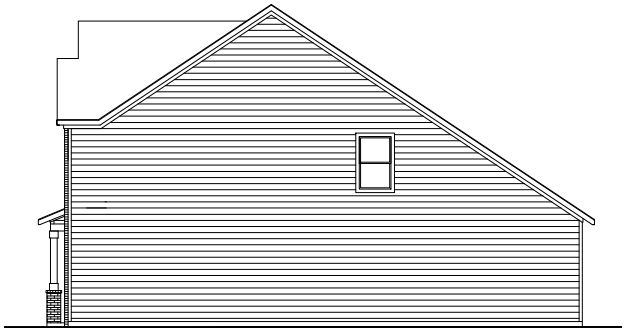
Traditional - Left Elevation



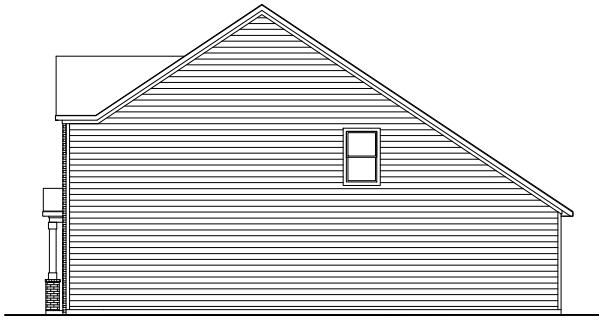
Craftsman 2 - Left Elevation



Craftsman 1 - Right Elevation



Traditional - Right Elevation



Craftsman 2 - Right Elevation

The Wilburn (Side Entry)



Craftsman 1



Craftsman 2



Traditional

The Portland



Craftsman

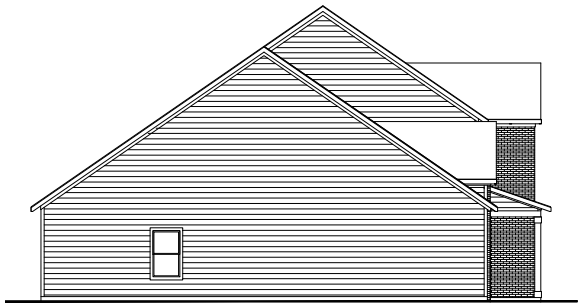


Traditional 2

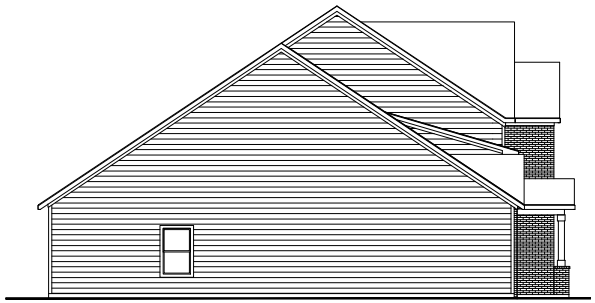


Traditional 1

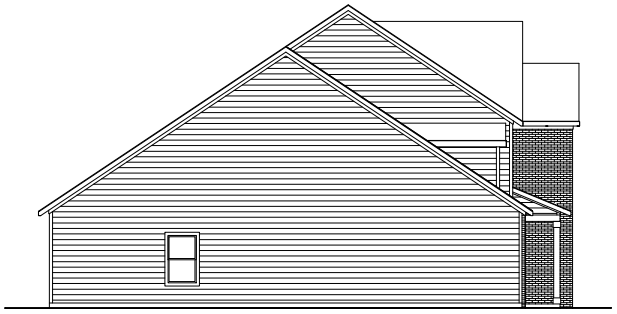
The Portland (Side Elevations)



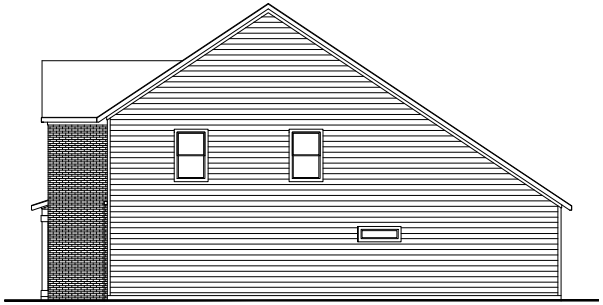
Traditional 1 - Left Elevation



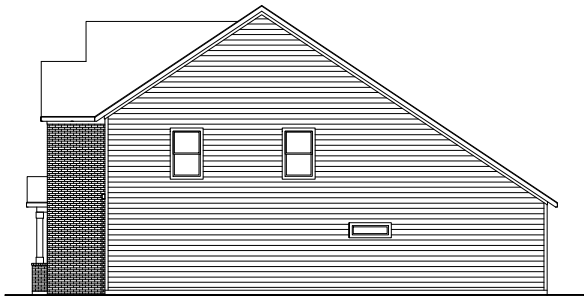
Craftsman - Left Elevation



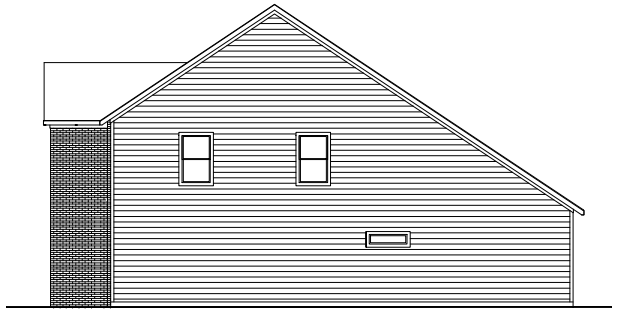
Traditional 2 - Left Elevation



Traditional 1 - Right Elevation



Craftsman - Right Elevation



Traditional 2 - Right Elevation

The Portland (Side Entry)



Craftsman



Traditional 2



Traditional 1

TCG 7 - 50' FLEX
(Cordell Collection)



The Spencer



Craftsman

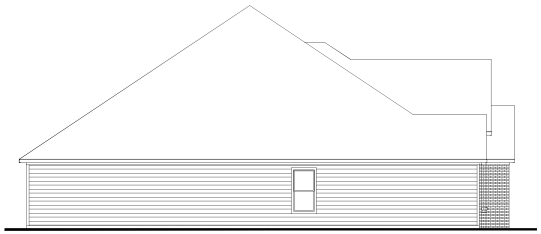


Traditional 2

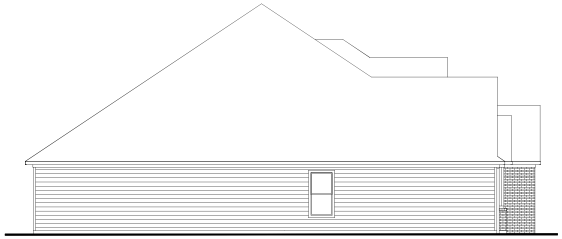


Traditional 1

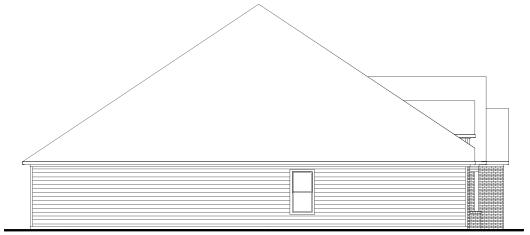
The Spencer (Side Elevations)



Traditional 1 - Left Elevation



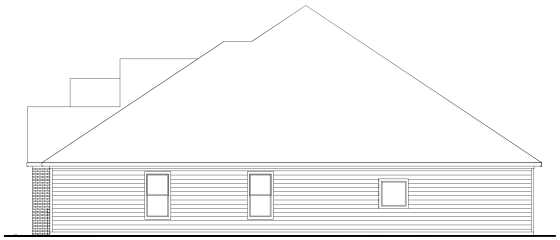
Craftsman - Left Elevation



Traditional 2 - Left Elevation



Traditional 1 - Right Elevation



Craftsman - Right Elevation



Traditional 2 - Right Elevation

The Spencer (Side Entry)



Craftsman



Traditional 2



Traditional 1

The Madison



Craftsman



Traditional 2



Traditional 1

The Madison (Side Elevations)



Traditional 1 - Left Elevation



Craftsman - Left Elevation



Traditional 2 - Left Elevation



Traditional 1 - Right Elevation



Craftsman - Right Elevation



Traditional 2 - Right Elevation

The Madison (Side Entry)



Craftsman



Traditional 2



Traditional 1

The Vincent



Craftsman

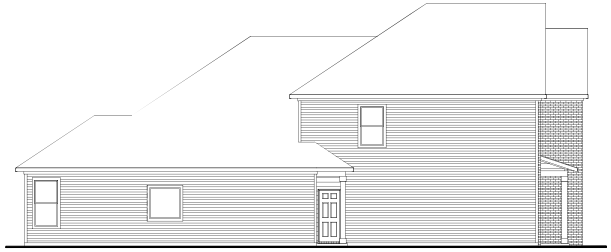


Traditional 2



Traditional 1

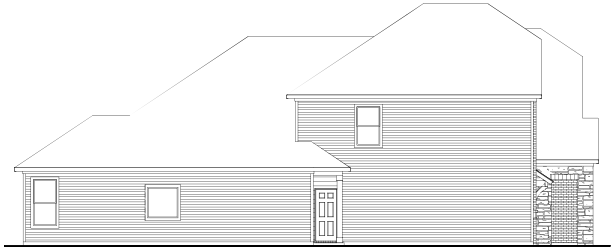
The Vincent (Side Elevations)



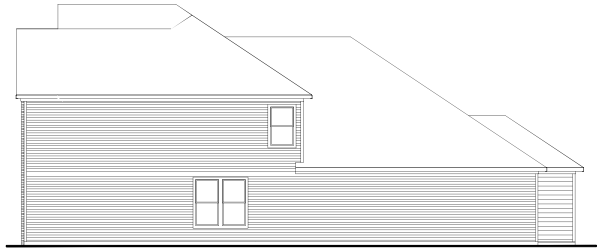
Traditional 1 - Left Elevation



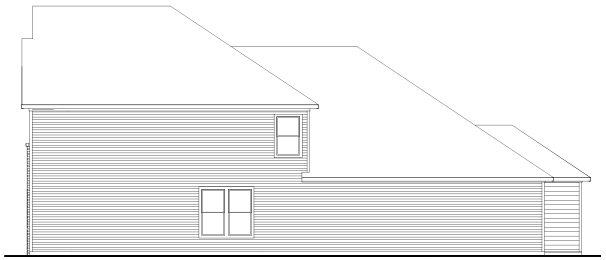
Craftsman - Left Elevation



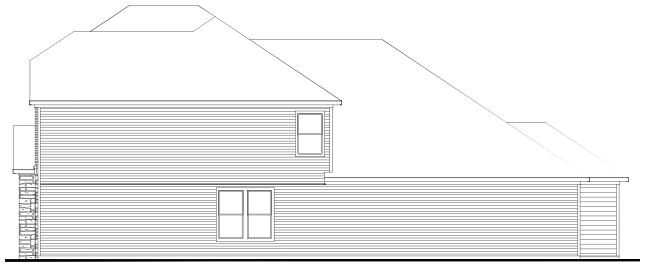
Traditional 2 - Left Elevation



Traditional 1 - Right Elevation



Craftsman - Right Elevation



Traditional 2 - Right Elevation

The Vincent (Side Entry)



Craftsman



Traditional 2



Traditional 1

The Quincy



Craftsman



Traditional 2



Traditional 1

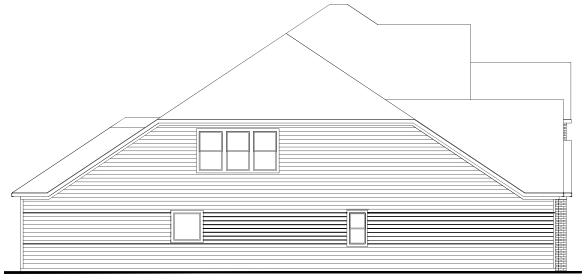
The Quincy (Side Elevations)



Traditional 1 - Left Elevation



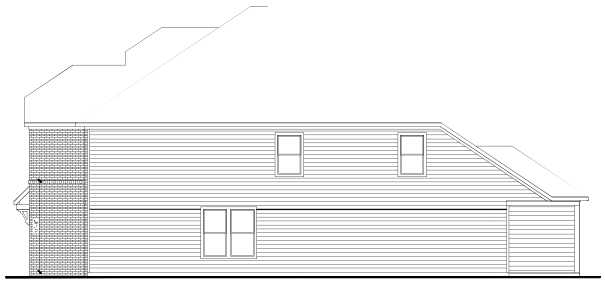
Craftsman - Left Elevation



Traditional 2 - Left Elevation



Traditional 1 - Right Elevation



Craftsman - Right Elevation



Traditional 2 - Right Elevation

The Quincy (Side Entry)



Craftsman



Traditional 2



Traditional 1

The Bryant



Craftsman



Traditional 2



Traditional 1

The Bryant (Side Elevations)



Traditional 1 - Left Elevation



Craftsman - Left Elevation



Traditional 2 - Left Elevation



Traditional 1 - Right Elevation



Craftsman - Right Elevation



Traditional 2 - Right Elevation

The Bryant (Side Entry)



Craftsman



Traditional 2



Traditional 1

The Hamilton



Craftsman



Traditional 2



Traditional 1

The Marshall



Craftsman



Traditional 2



Traditional 1

City Approval Form

Community: Greens Mill

Date Submitted: 07/18/2025

Comments: TBD

Plan Lineup:

Plan 1: Cleveland (1,646 SQFT)
Elevations Submitted: Craftsman 1 , Craftsman 2, Craftsman 3, Homestead 1, Traditional 1, Traditional 2, Traditional 3

Plan 2: Heartland (1,765 SQFT)
Elevations Submitted: Craftsman 1 , Craftsman 2, Craftsman 3, Craftsman 4, Homestead 1, Traditional 1, Traditional 2,

Plan 3: Sutherland (2,344 SQ FT)
Elevations Submitted: Craftsman 1 , Craftsman 2, Craftsman 3, Craftsman 4, Homestead 1, Traditional 1, Traditional 2,

Plan 4: Stanford (2,264 SQ FT)
Elevations Submitted: A, B, C, D, E, F, G, H, I

Plan 5: Winston (2,578 SQ FT)
Elevations Submitted: A, B, C, D, E, F, G, H

Plan 6: Colburn (2,844 SQ FT)
Elevations Submitted: B, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U

Plan 7: Delta (3,143 SQ FT)
Elevations Submitted: A, B, C, D, E, F, PB1, PB2

Plan 8: Denali (3,550 SQ FT)
Elevations Submitted: A, B, C, D, E, L, PB1, PB2

Plan 9: Aspen (1,688 SQ FT)
Elevations Submitted: D, E, F, L, M, N,
PB1, PB2

Plan 10: Aurora (1,829 SQ FT)
Elevations Submitted: D, E, F, L, M, N, PB1, PB2

Plan 11: Briar (1,888 SQ FT)
Elevations Submitted: D, E, F, L, M, N, PB1, PB2

Plan 12: Boulder (2,259 SQ FT)
Elevations Submitted: D, E, F, L, M, N, PB1, PB2

Plan lineup continued:

Plan 13: Brook (2,474 SQFT)
Elevations Submitted: D, E, F, L, M, N, PB1, PB2

Plan 14: Canyon (2,570 SQFT)
Elevations Submitted: D, E, F, L, M, N, PB1, PB2

Plan 15: Cascade (2,907 SQFT)
Elevations Submitted: D, E, F, L, M, N, PB1, PB2

Plan 16: Cove (3,004 SQ FT)
Elevations Submitted: D, E, F, L, M, N, PB1, PB2

City Official: _____

_____ Approved Date: _____/_____ / _____

Authorized Signature



Material and Architectural comparison:

Old elevation features:

* Cement Siding:
  - Lap
  - Shake
  - Board & Batten
* Brick Veneer
* Shutters
* Gable details
  - Brackets
  - Vents
* Varying window grid patterns
* Carriage style garage doors
* Dormers

New elevation features:

* Cement Siding:
  - Lap
  - Shake
  - Board & Batten
* Brick Veneer
* Stone Veneer (per plan and elevation)
* Shutters
* Gable details
  - Brackets
  - Vents (expanded selection)
* Varying window grid patterns
* Carriage style garage doors
* Stone base columns (per plan and elevation)
* Metal roof (per plan and elevation)
* Increased roof pitches
* Dormers (expanded selection)

City Official: _____

_____ Approved Date: _____/_____ / _____

Authorized Signature

CLEVELAND



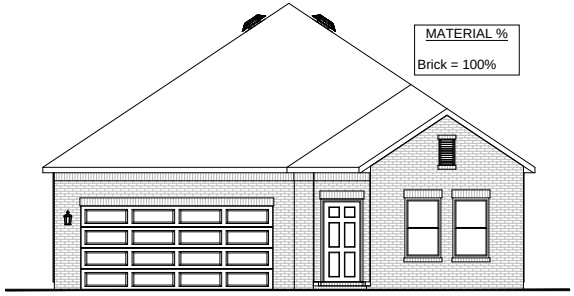
HOMESTEAD 1



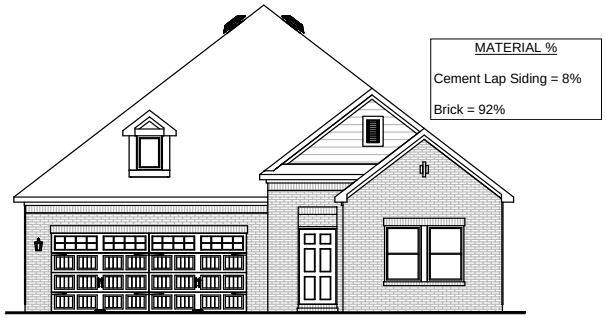
CRAFTSMAN 2



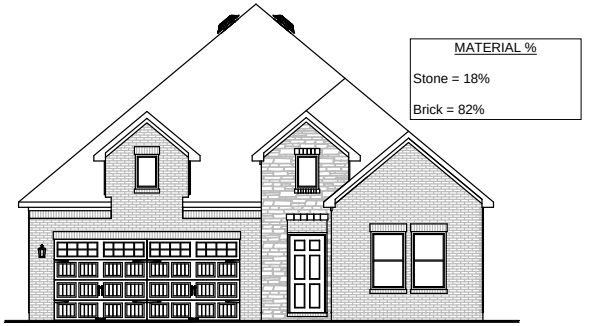
CRAFTSMAN 3



TRADITIONAL 1



TRADITIONAL 2



TRADITIONAL 3

HEARTLAND



MATERIAL %

Cement Lap Siding = 5%

Cement Board & Batten = 20%

Brick = 75%

HOMESTEAD 1

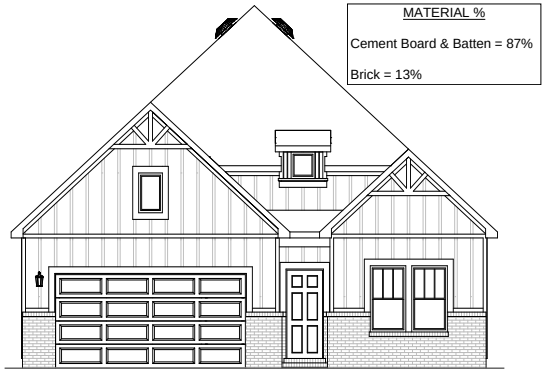


MATERIAL %

Cement Lap Siding = 38%

Brick = 62%

CRAFTSMAN 2



MATERIAL %

Cement Board & Batten = 87%

Brick = 13%

CRAFTSMAN 3



MATERIAL %

Cement Shake = 40%

Stone = 28%

Brick = 32%

CRAFTSMAN 4



MATERIAL %

Cement Lap Siding = 21%

Brick = 79%

TRADITIONAL 1



MATERIAL %

Cement Lap Siding = 18%

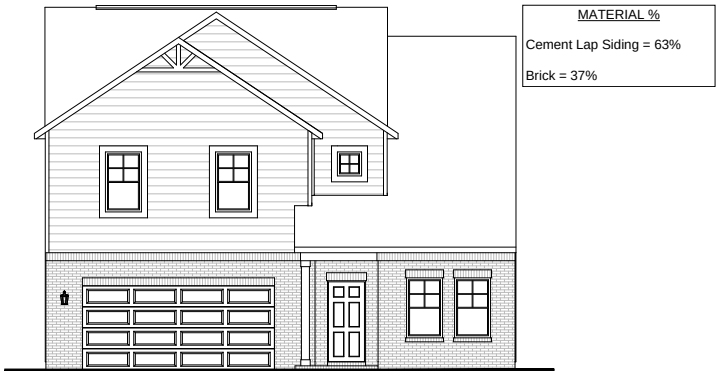
Brick = 82%

TRADITIONAL 2

KIRKLAND



CRAFTSMAN 1



CRAFTSMAN 2



HOMESTEAD 1



TRADITIONAL 1

ROLAND



MATERIAL %

Cement Lap Siding = 90%

Brick = 10%

CRAFTSMAN 1



MATERIAL %

Cement Board & Batten = 56%

Brick = 44%

CRAFTSMAN 2



MATERIAL %

Cement Lap Siding = 23%

Brick = 77%

HOMESTEAD 1



MATERIAL %

Cement Lap Siding = 7%

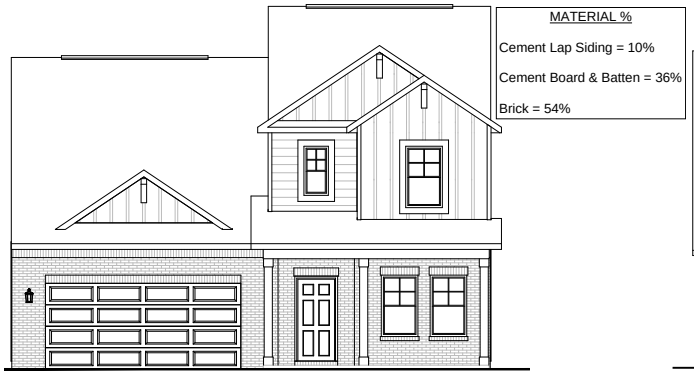
Brick = 93%

TRADITIONAL 1

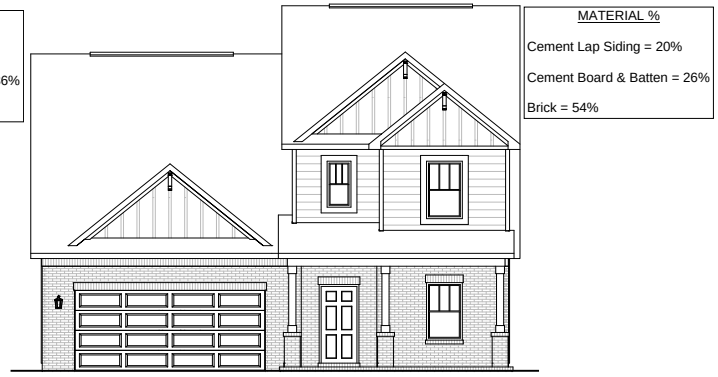
SUTHERLAND



HOMESTEAD 1



CRAFTSMAN 2



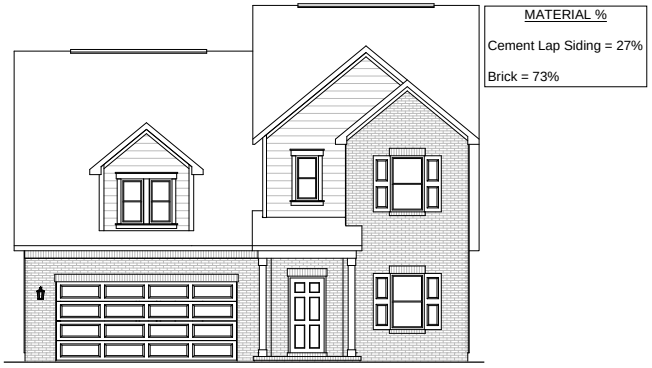
CRAFTSMAN 3



CRAFTSMAN 4



TRADITIONAL 1



TRADITIONAL 2

STANFORD



MATERIAL %

Cement Lap Siding = 48%

Cement Board & Batten = 44%

Brick = 8%

A



MATERIAL %

Cement Lap Siding = 62%

Cement Shake = 30%

Stone = 8%

B



MATERIAL %

Cement Lap Siding = 52%

Cement Board & Batten = 39%

Brick = 9%

C



MATERIAL %

Cement Lap Siding = 64%

Cement Shake = 28%

Stone = 8%

D



MATERIAL %

Cement Lap Siding = 30%

Cement Shake = 14%

Brick = 56%

E



MATERIAL %

Cement Shake Siding = 27%

Cement Board & Batten = 22%

Brick = 51%

F



MATERIAL %

Cement Board & Batten = 33%

Brick = 67%

G



MATERIAL %

Cement Board & Batten = 31%

Brick = 69%

H



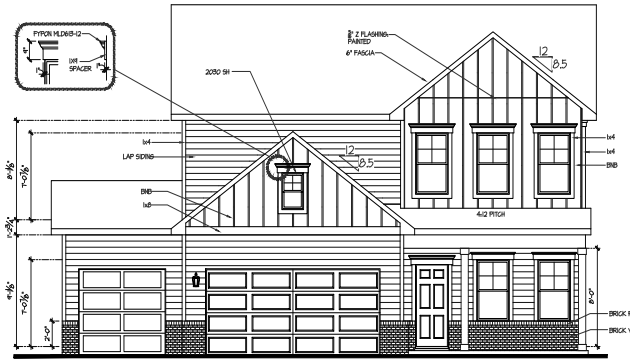
MATERIAL %

Cement Board & Batten = 35%

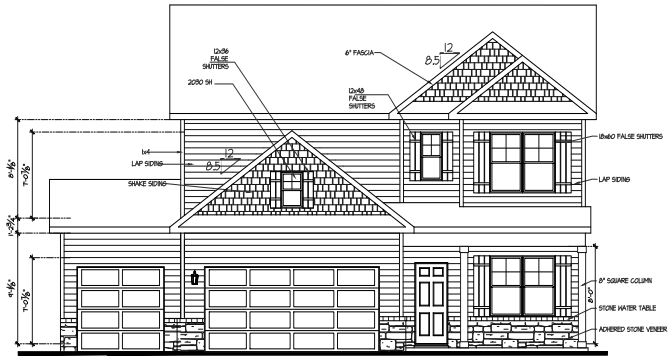
Brick = 65%

I

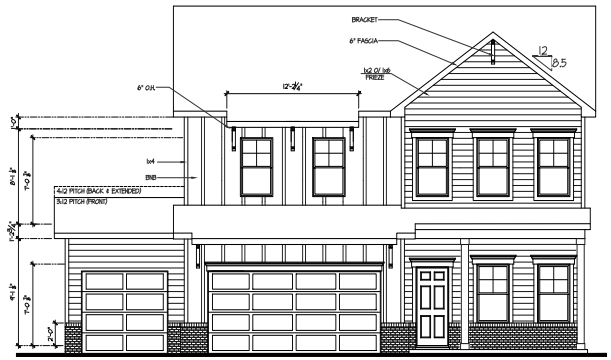
STANFORD | 3- Car



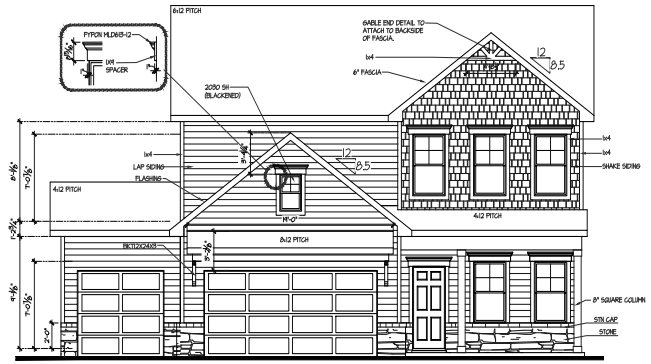
A



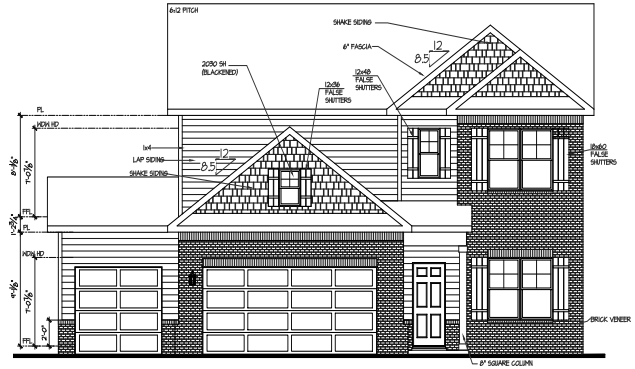
B



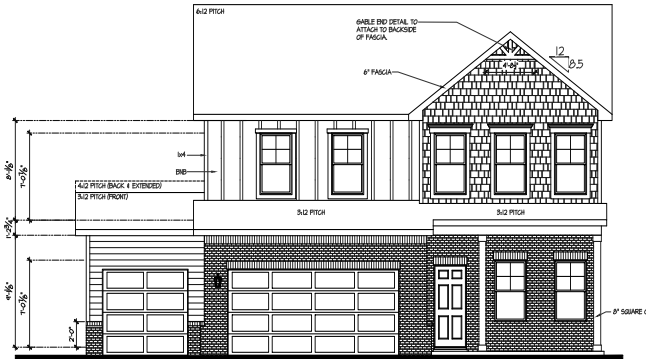
C



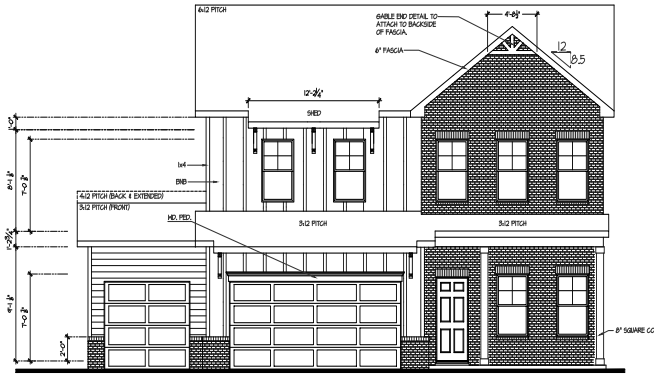
D



E



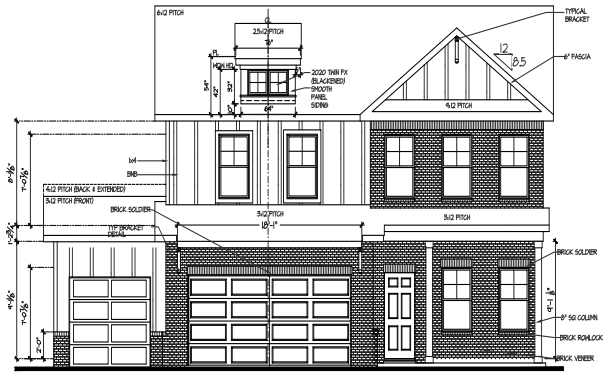
F



G



H



I

WINSTON



MATERIAL %

Cement Lap Siding = 76%

Cement
Board & Batten = 16%

Brick = 8%

A



MATERIAL %

Cement Lap Siding = 76%

Cement Shake = 16%

Brick = 8%

B



MATERIAL %

Cement
Board & Batten = 35%

Brick = 65%

C



MATERIAL %

Cement
Board & Batten = 36%

Brick = 64%

D



MATERIAL %

Cement
Board & Batten = 55%

Stone = 36%

Brick = 9%

E



MATERIAL %

Cement Shake = 36%

Stone = 28%

Brick = 36%

F



MATERIAL %

Cement
Board & Batten = 52 %

Brick = 48%

G



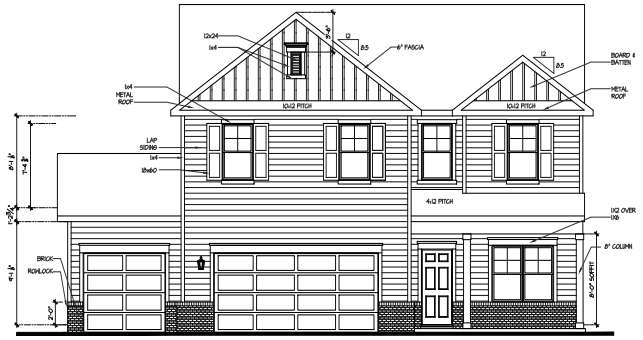
MATERIAL %

Cement
Board & Batten = 38%

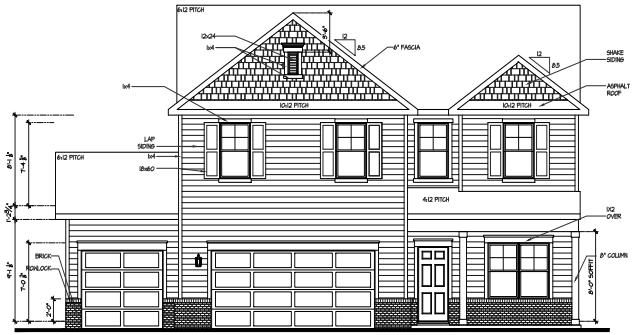
Brick = 62%

H

WINSTON | 3-Car



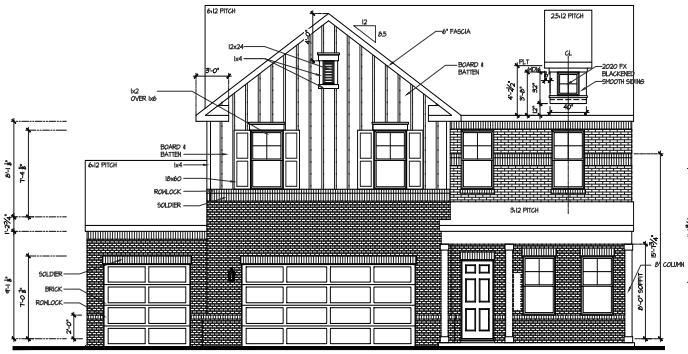
A



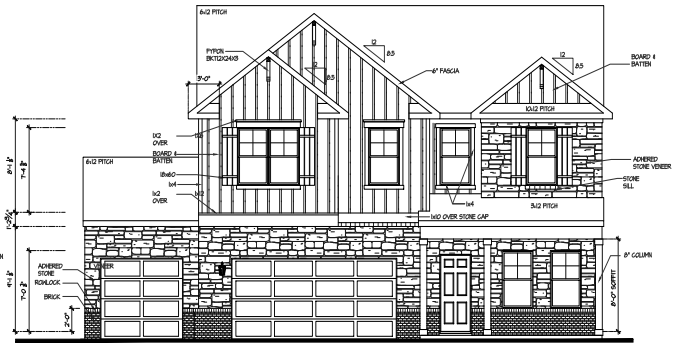
B



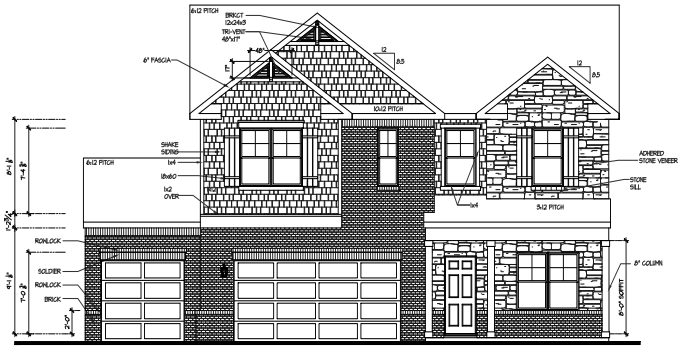
C



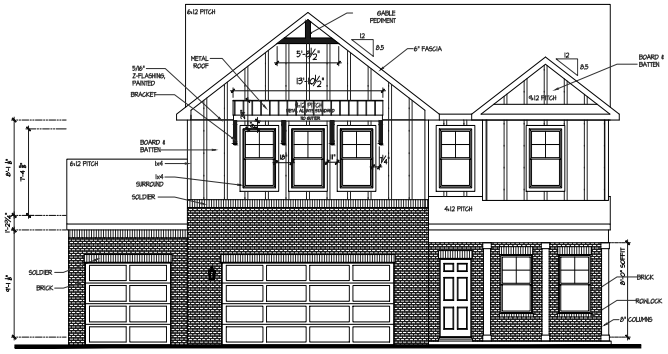
D



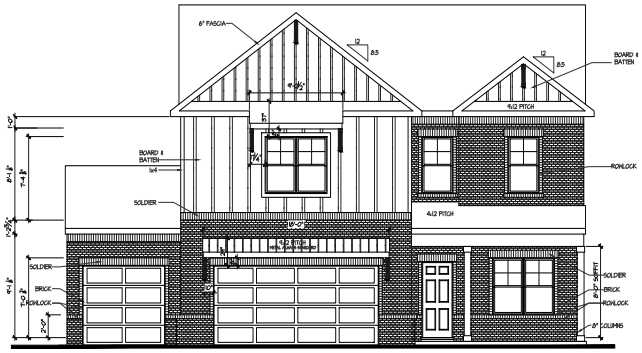
E



F



G



H

COLBURN



MATERIAL %

Cement
Lap Siding = 91%

Brick = 9%

B



MATERIAL %

Cement
Lap Siding = 22%

Cement
Board & Batten = 40%

Cement Shake = 28%

Brick = 10%

D



MATERIAL %

Cement
Lap Siding = 45%

Cement Shake = 45%

Brick = 10%

E



MATERIAL %

Cement
Lap Siding = 17%

Cement Shake = 45%

Brick = 38%

F



MATERIAL %

Cement
Lap Siding = 92%

Brick = 8%

G



MATERIAL %

Cement
Lap Siding = 8%

Cement
Board & Batten = 36%

Cement Shake = 15%

Brick = 41%

H



MATERIAL %

Cement
Shake = 39%

Brick = 61%

I



MATERIAL %

Cement
Lap Siding = 13%

Cement
Board & Batten = 38%

Brick = 49%

J



MATERIAL %

Cement
Lap Siding = 6%

Cement Shake = 34%

Brick = 60%

K

COLBURN (cont.)



MATERIAL %

Cement Lap Siding = 7%

Cement Shake = 13%

Stone = 53%

Brick = 27%

L



MATERIAL %

Cement Lap Siding = 9%

Cement
Board & Batten = 13%

Brick = 78%

M



MATERIAL %

Cement Lap Siding = 5%

Cement Shake = 20%

Stone = 49%

Brick = 26%

N



MATERIAL %

Cement Shake = 25%

Stone = 33%

Brick = 42%

O



MATERIAL %

Cement
Board & Batten = 21%

Brick = 79%

P



MATERIAL %

Cement Shake = 14%

Stone = 23%

Brick = 63%

Q



MATERIAL %

Cement Lap Siding = 9%

Cement
Board & Batten = 13%

Brick = 78%

R



MATERIAL %

Cement
Board & Batten = 56%

Brick = 44%

S



MATERIAL %

Cement
Board & Batten = 20%

Brick = 80%

T

COLBURN (cont.)



MATERIAL %

Cement
Board & Batten = 36%

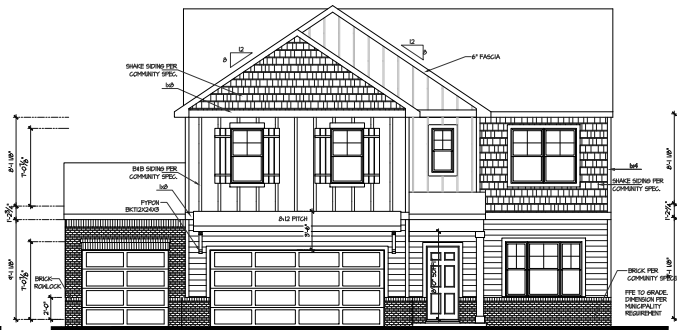
Brick = 64%

U

COLBURN | 3-Car



B



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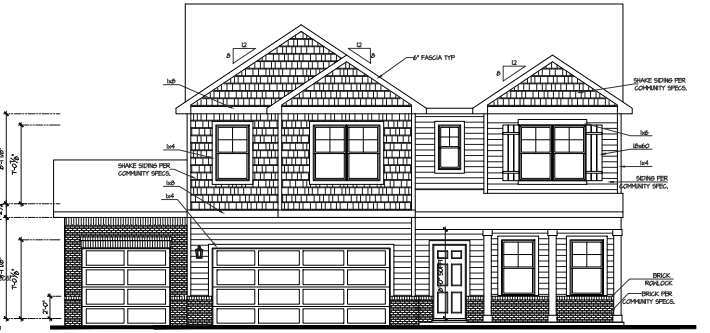


E



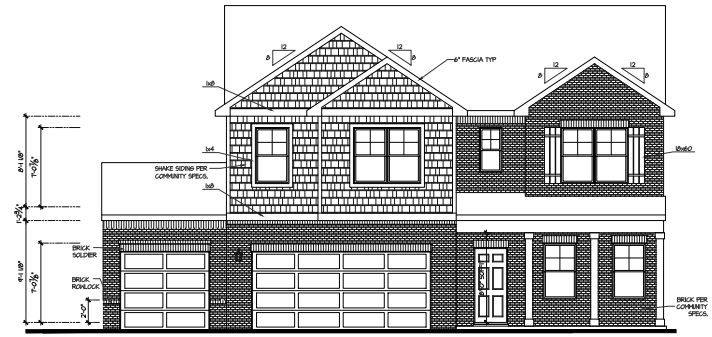
F



G



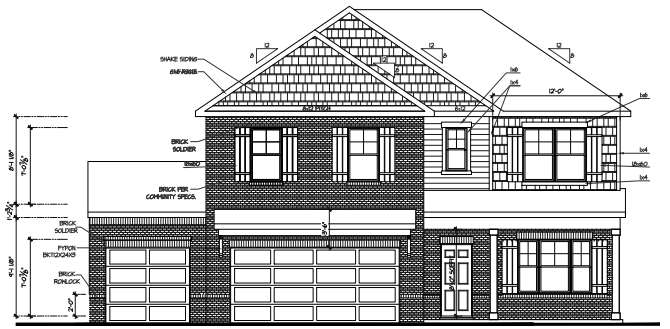
H



I



J

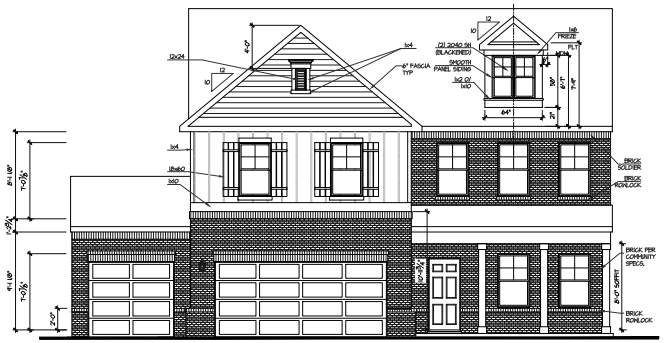


K

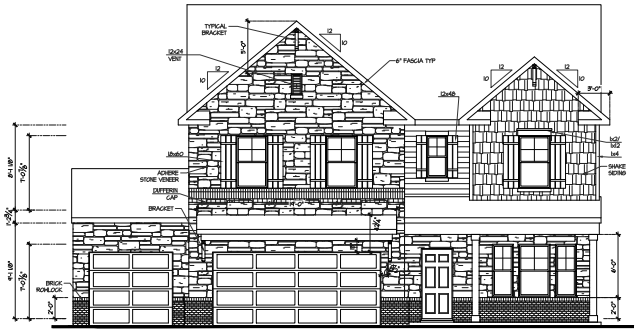
COLBURN | 3-Car(cont)



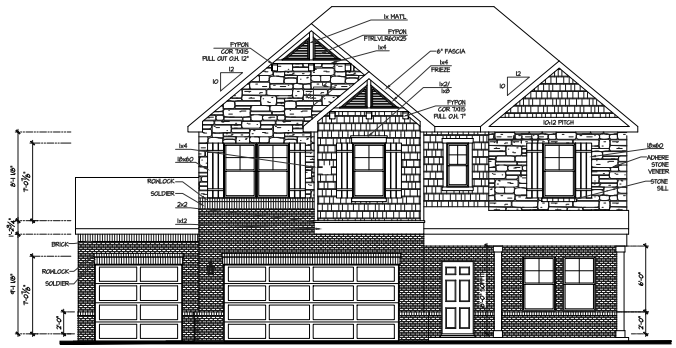
L



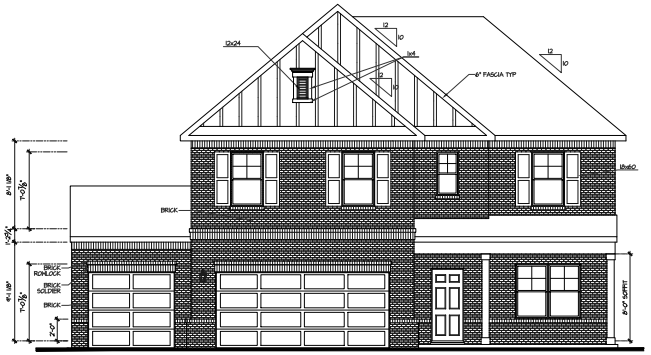
M



N



O



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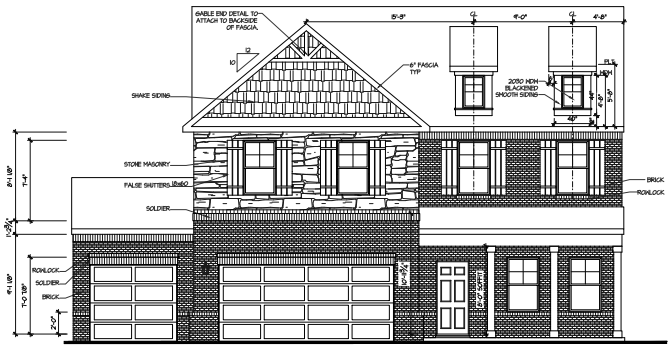


Q



R

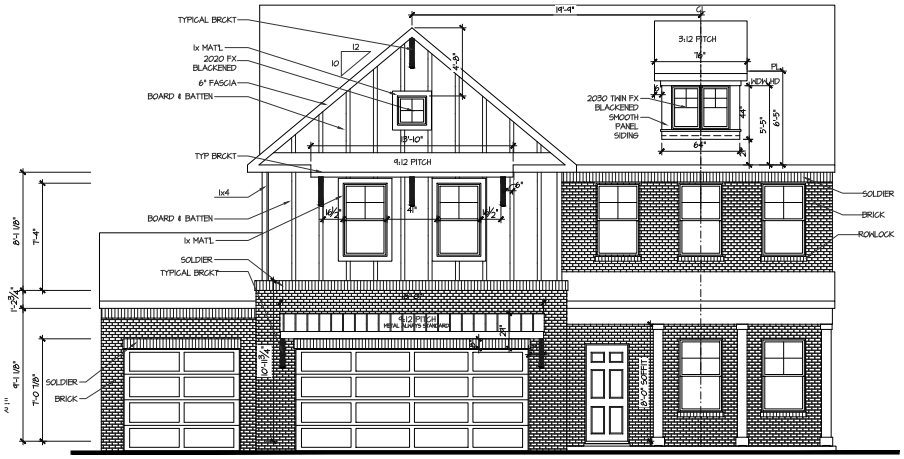


S



T

COLBURN | 3-Car (cont)



U

DELTA



MATERIAL %

Cement Lap Siding = 18%

Brick = 82%

Front Elevation 'A'

SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT



MATERIAL %

Cement Board & Batten = 18%

Brick = 82%

Front Elevation 'B'

SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT



MATERIAL %

Cement Shake = 18%

Cement Lap Siding = 8%

Stone = 54%

Brick = 20%

Front Elevation 'C'

SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT



MATERIAL %

Cement Shake = 14%

Stone = 34%

Brick = 52%

Front Elevation 'D'

SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT



MATERIAL %

Cement Board & Batten = 18%

Brick = 82%

Front Elevation 'E'

SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT



MATERIAL %

Cement Shake = 12%

Stone = 19%

Brick = 69%

Front Elevation 'F'

SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT

MATERIAL %

Cement Board & Batten = 27%

Brick = 73%



Front Elevation 'PB1'

SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT



MATERIAL %

Cement Board & Batten = 15%

Brick = 85%

Front Elevation 'PB2'

SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT

DELTA

MATERIAL %

Cement Lap Siding = 100%



LEFT ELEVATION

SCALE = $\frac{3}{16}$" = 1'



REAR ELEVATION

SCALE = $\frac{3}{16}$" = 1'

MATERIAL %

Cement Lap Siding = 100%



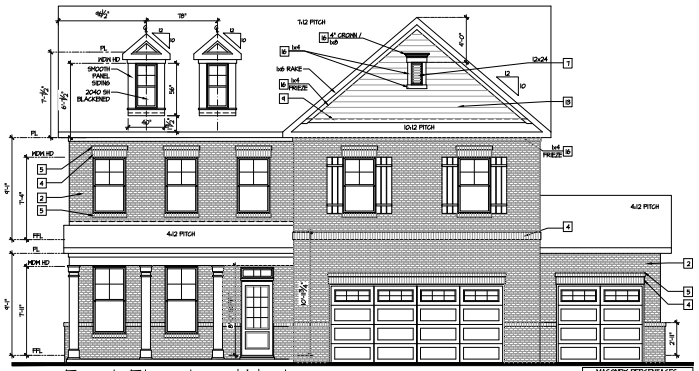
RIGHT ELEVATION

SCALE = $\frac{3}{16}$" = 1'

MATERIAL %

Cement Lap Siding = 100%

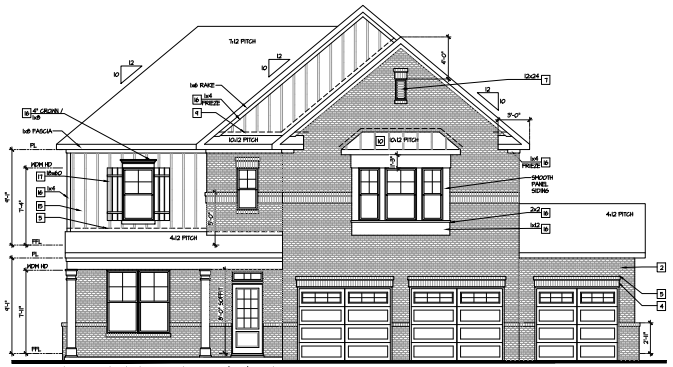
DELTA 3- Car



Front Elevation 'A' at
3-Car Front Load Garage

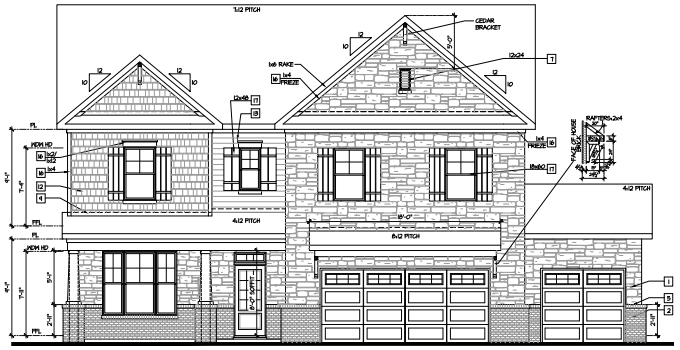
SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT

MASONRY PERCENTAGES	
FRONT ELEV TOTAL SF	691 SF
BRICK	67 % 466 SF
STONE	0 % 0 SF
SIDING	13 % 89 SF
SHAKE	0 % 0 SF
B-N-B	0 % 0 SF



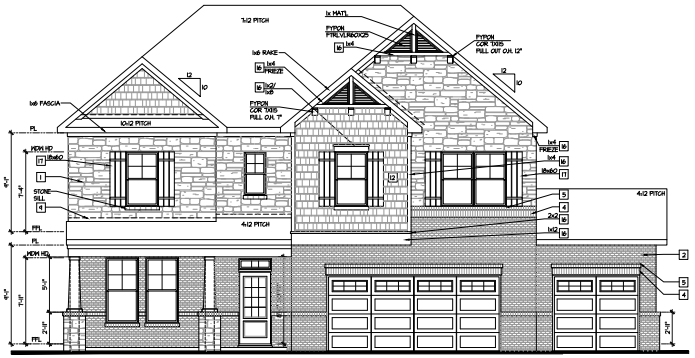
Front Elevation 'B' at
3-Car Front Load Garage

SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT



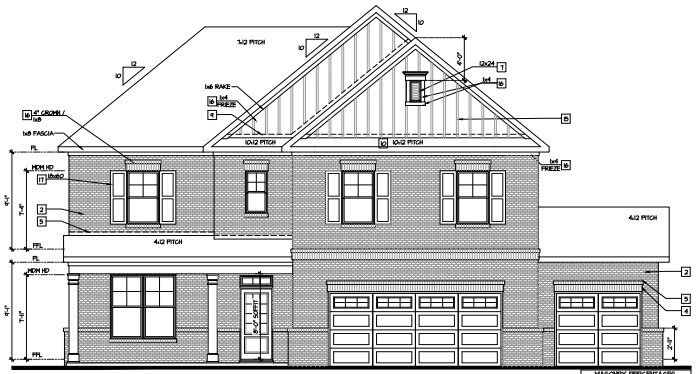
Front Elevation 'C' at
3-Car Front Load Garage

SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT



Front Elevation 'D' at
3-Car Front Load Garage

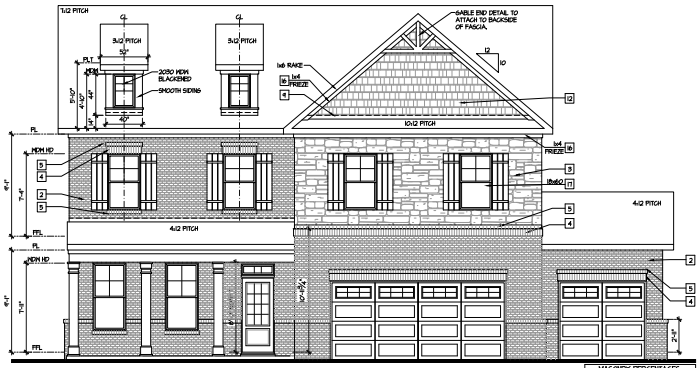
SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT



Front Elevation 'E' at
3-Car Front Load Garage

SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT

MASONRY PERCENTAGES	
FRONT ELEV TOTAL SF	1114 SF
BRICK	80 % 891 SF
STONE	0 % 0 SF
SIDING	0 % 0 SF
SHAKE	0 % 0 SF
B-N-B	20 % 223 SF



Front Elevation 'F' at
3-Car Front Load Garage

SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT

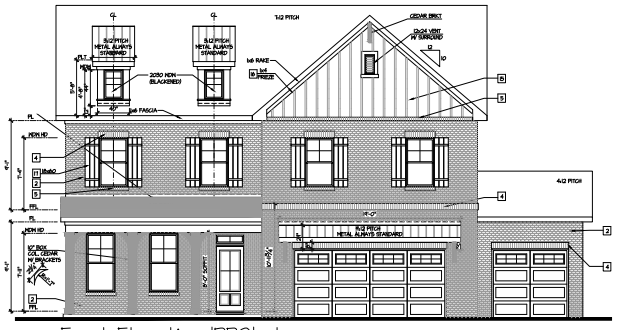
MASONRY PERCENTAGES	
FRONT ELEV TOTAL SF	691 SF
BRICK	14 % 489 SF
STONE	25 % 172 SF
SIDING	2 % 13 SF
SHAKE	0 % 0 SF
B-N-B	0 % 0 SF



Front Elevation 'PB1' at
3-Car Front Load Garage

SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT

MASONRY PERCENTAGES	
FRONT ELEV TOTAL SF	1316 SF
BRICK	60 % 789 SF
STONE	0 % 0 SF
SIDING	2 % 13 SF
SHAKE	0 % 0 SF
B-N-B	38 % 514 SF



Front Elevation 'PB2' at
3-Car Front Load Garage

SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT

DENALI



Front Elevation 'A'

SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT

MATERIAL %

Cement Board & Batten = 38%

Brick = 62%



Front Elevation 'B'

SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT

MATERIAL %

Cement Board & Batten = 18%

Cement Shake = 22%

Brick = 60%



Front Elevation 'C'

SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT

MATERIAL %

Cement Shake = 30%

Stone = 32%

Brick = 38%



Front Elevation 'D'

SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT

MATERIAL %

Cement Shake = 30%

Stone = 38%

Brick = 32%



Front Elevation 'PB1'

SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT

MATERIAL %

Cement Board & Batten = 38%

Brick = 62%



Front Elevation 'PB2'

SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT

MATERIAL %

Cement Board & Batten = 24%

Brick = 76%

DENALI



MATERIAL %

Cement Lap Siding = 100%

RIGHT ELEVATION

SCALE = $\frac{3}{16}$" = 1'



REAR ELEVATION

SCALE = $\frac{3}{16}$" = 1'

MATERIAL %

Cement Lap Siding = 100%



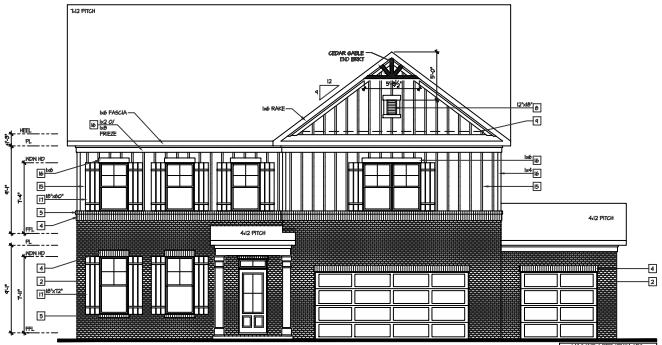
LEFT ELEVATION

SCALE = $\frac{3}{16}$" = 1'

MATERIAL %

Cement Lap Siding = 100%

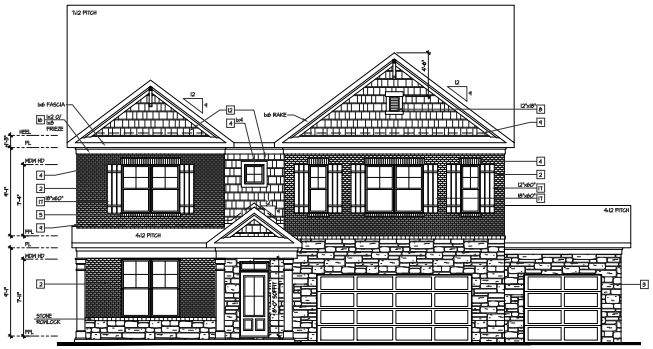
DENALI 3-Car



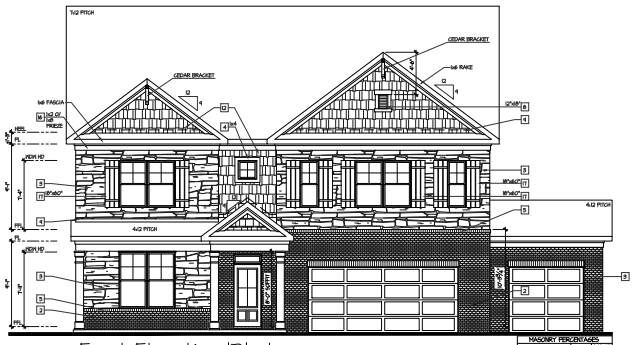
Front Elevation 'A' at
3-Car Front Load Garage



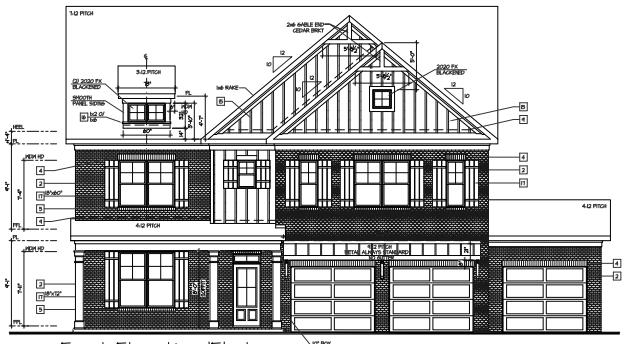
Front Elevation 'B'



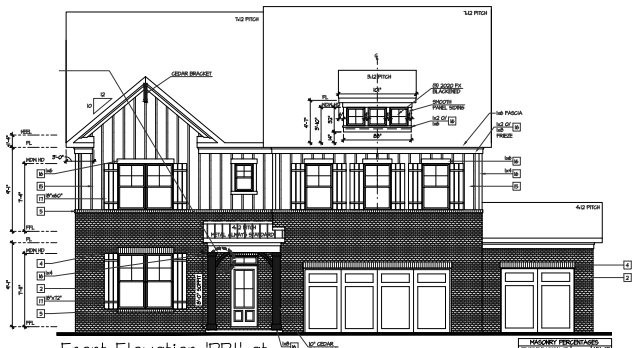
Front Elevation 'C' at
3-Car Front Load Garage



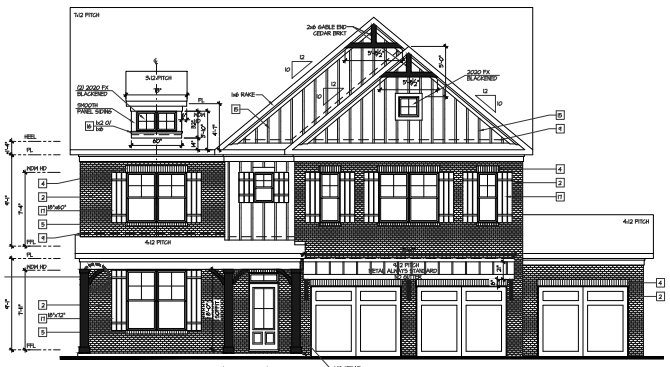
Front Elevation 'D' at
3-Car Front Load Garage



Front Elevation 'E' at
3-Car Front Load Garage



Front Elevation 'PB1' at
3-Car Front Load Garage



Front Elevation 'PB2' at
3-Car Front Load Garage

ASPEN



FRONT ELEVATION
ELEVATION F



FRONT ELEVATION
ELEVATION D



FRONT ELEVATION
ELEVATION E



FRONT ELEVATION
ELEVATION M



FRONT ELEVATION
ELEVATION L



FRONT ELEVATION
ELEVATION N

ASPEN (cont)



FRONT ELEVATION
ELEVATION PB1

MATERIAL %

Cement Board & Batten = 24%
Brick = 76%



FRONT ELEVATION
ELEVATION PB2

MATERIAL %

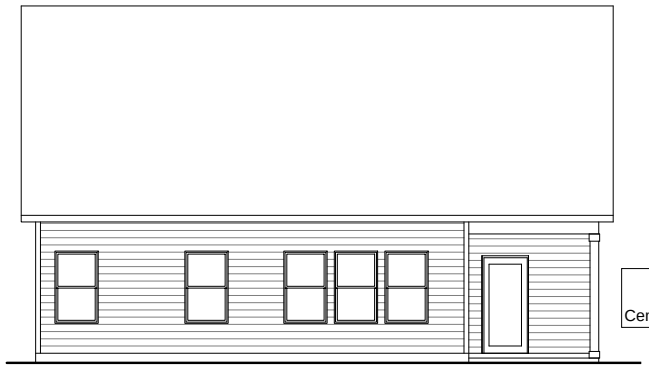
Cement Board & Batten = 16%
Brick = 84%

MATERIAL %

Cement Lap Siding = 100%



RIGHT ELEVATION
SCALE = $\frac{3}{16}$" = 1'



MATERIAL %

Cement Lap Siding = 100%

REAR ELEVATION
SCALE = $\frac{3}{16}$" = 1'



LEFT ELEVATION
SCALE = $\frac{3}{16}$" = 1'

MATERIAL %

Cement Lap Siding = 100%

AURORA



ELEV D
SCALE: 3/16"=1'-0"

MATERIAL %

Cement Lap Siding = 48%
Brick = 52%



ELEV E
SCALE: 3/16"=1'-0"

MATERIAL %

Cement Board & Batten = 42%
Cement Lap Siding = 6
Brick = 52%



ELEV F
SCALE: 3/16"=1'-0"

MATERIAL %

Cement Lap Siding = 14%
Brick = 86%



ELEV L
SCALE: 3/16"=1'-0"

MATERIAL %

Cement Lap Siding = 48
Brick = 52%



ELEV M
SCALE: 3/16"=1'-0"

MATERIAL %

Cement Lap Siding = 48
Brick = 52%



ELEV N
SCALE: 3/16"=1'-0"

MATERIAL %

Cement Board & Batten = 22%
Cement Lap Siding = 6
Brick = 82%

AURORA (cont)



FRONT ELEVATION
ELEVATION PB1

MATERIAL %

Cement Lap Siding = 24%
Brick = 76%



FRONT ELEVATION
ELEVATION PB2

MATERIAL %

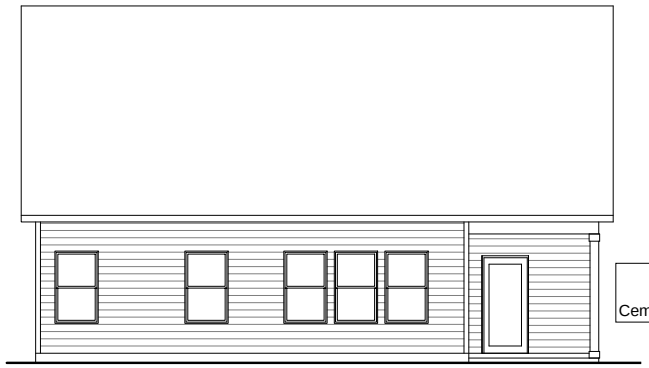
Cement Lap Siding = 24%
Brick = 76%

MATERIAL %

Cement Lap Siding = 100%



RIGHT ELEVATION
SCALE = $\frac{3}{16}$" = 1'



MATERIAL %

Cement Lap Siding = 100%

REAR ELEVATION
SCALE = $\frac{3}{16}$" = 1'



LEFT ELEVATION
SCALE = $\frac{3}{16}$" = 1'

MATERIAL %

Cement Lap Siding = 100%

BOULDER



ELEV D
SCALE: 3/16"=1'-0"

MATERIAL %

Cement Lap Siding = 42%
Brick = 58%



ELEV E
SCALE: 3/16"=1'-0"

MATERIAL %

Cement Board & Batten = 42%
Brick = 58%



ELEV F
SCALE: 3/16"=1'-0"

MATERIAL %

Cement Lap Siding = 36%
Brick = 64%



ELEV L
SCALE: 3/16"=1'-0"

MATERIAL %

Cement Board & Batten = 28%
Brick = 72%



ELEV M
SCALE: 3/16"=1'-0"

MATERIAL %

Cement Lap Siding = 42%
Brick = 58%



ELEV N
SCALE: 3/16"=1'-0"

MATERIAL %

Cement Board & Batten = 28%
Cement Shake = 20
Stone = 52%

BOULDER (cont)



ELEV PB1
SCALE: 3/16"=1'-0"

MATERIAL %

Cement Board & Batten = 42%
Brick = 58%



ELEV PB2
SCALE: 3/16"=1'-0"

MATERIAL %

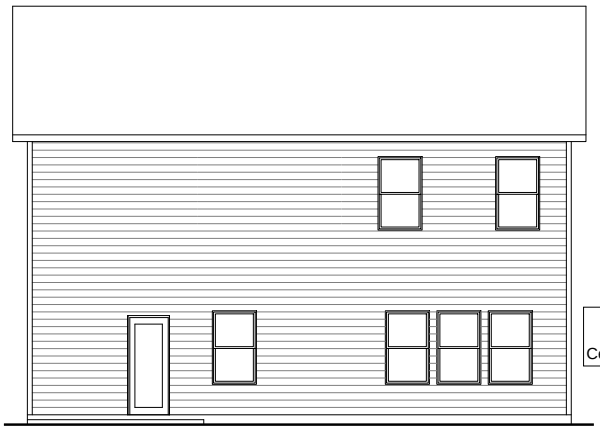
Cement Board & Batten = 28%
Brick = 72%



MATERIAL %

Cement Lap Siding = 100%

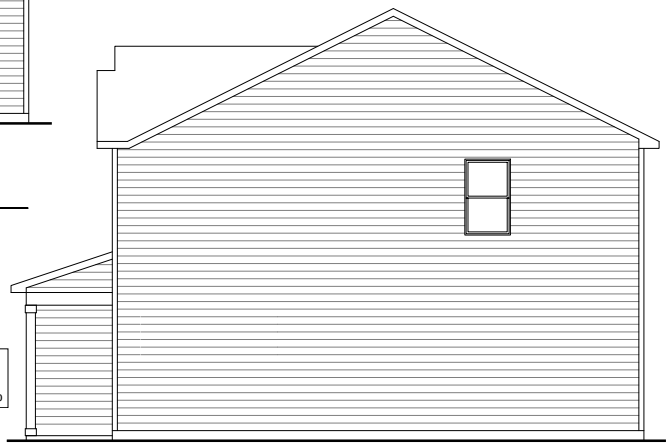
LEFT ELEVATION
SCALE = $\frac{3}{16}$" = 1'



MATERIAL %

Cement Lap Siding = 100%

REAR ELEVATION
SCALE = $\frac{3}{16}$" = 1'



MATERIAL %

Cement Lap Siding = 100%

RIGHT ELEVATION
SCALE = $\frac{3}{16}$" = 1'

BRIAR



ELEV D
SCALE: 3/16"=1'-0"

MATERIAL %
Cement Lap Siding = 48%
Brick = 52%



ELEV E
SCALE: 3/16"=1'-0"

MATERIAL %
Cement Cement Board & Batten = 32%
Brick = 68%



ELEV F
SCALE: 3/16"=1'-0"

MATERIAL %
Cement Lap Siding = 48%
Brick = 52%



ELEV L
SCALE: 3/16"=1'-0"

MATERIAL %
Cement Cement Board & Batten = 42%
Brick = 58%



ELEV M
SCALE: 3/16"=1'-0"

MATERIAL %
Cement Lap Siding = 16%
Brick = 84%



ELEV N
SCALE: 3/16"=1'-0"

MATERIAL %
Cement Lap Siding = 48%
Stone = 52%

BRAIR (cont)



ELEV PB1
SCALE: 3/16"=1'-0"

MATERIAL %

Cement Cement Board & Batten = 17%
Brick = 83%



ELEV PB2
SCALE: 3/16"=1'-0"

MATERIAL %

Cement Cement Board & Batten = 15%
Brick = 85%



MATERIAL %

Cement Lap Siding = 100%

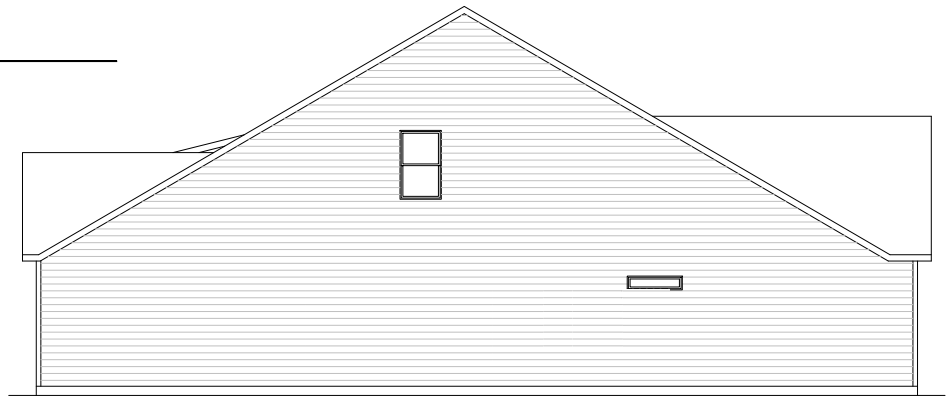
LEFT ELEVATION
SCALE = $\frac{3}{16}$" = 1'



MATERIAL %

Cement Lap Siding = 100%

REAR ELEVATION
SCALE = $\frac{3}{16}$" = 1'

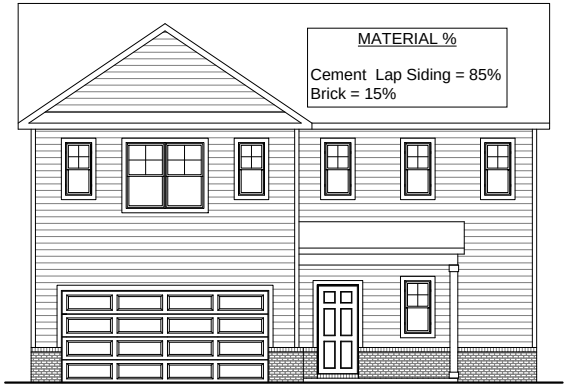


RIGHT ELEVATION
SCALE = $\frac{3}{16}$" = 1'

MATERIAL %

Cement Lap Siding = 100%

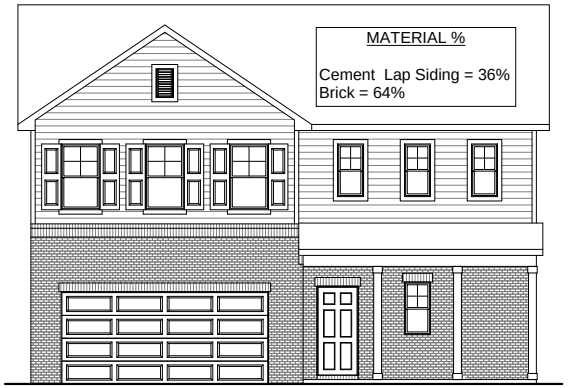
BROOK



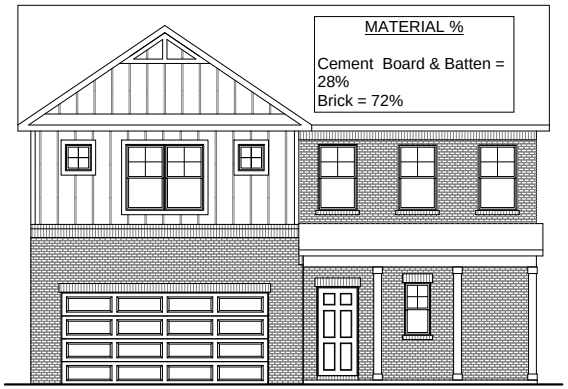
ELEV B
SCALE: 3/16"=1'-0"



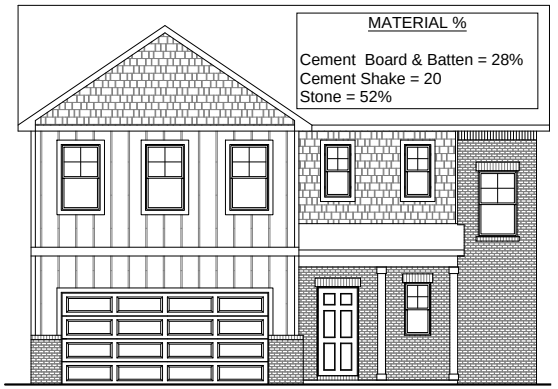
ELEV C
SCALE: 3/16"=1'-0"



ELEV D
SCALE: 3/16"=1'-0"



ELEV E
SCALE: 3/16"=1'-0"



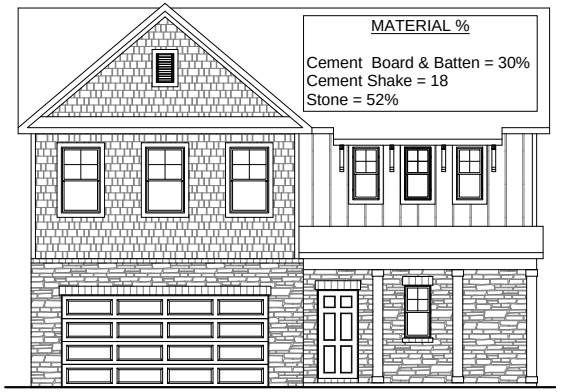
ELEV F
SCALE: 3/16"=1'-0"



ELEV L
SCALE: 3/16"=1'-0"



ELEV M
SCALE: 3/16"=1'-0"



ELEV N
SCALE: 3/16"=1'-0"

BROOK (cont)



ELEV PB1
SCALE: 3/16"=1'-0"

MATERIAL %

Cement Board & Batten = 50%
Brick = 50%



MATERIAL %

Cement Board & Batten = 32%
Brick = 68%

ELEV PB2
SCALE: 3/16"=1'-0"



MATERIAL %

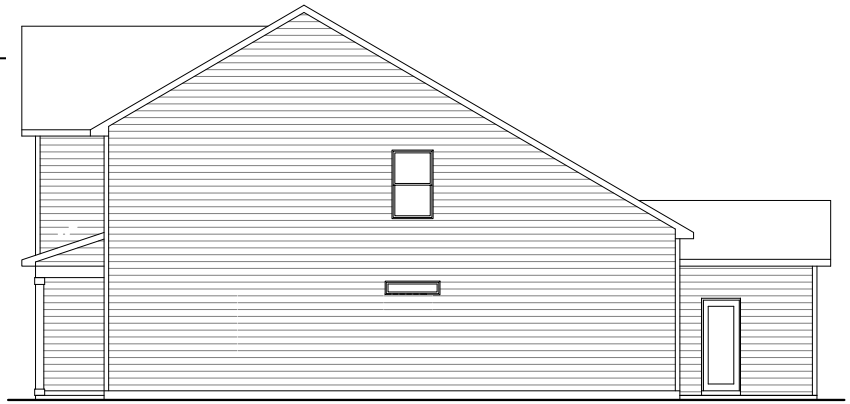
Cement Lap Siding = 100%



LEFT ELEVATION
SCALE = $\frac{3}{16}$" = 1'

MATERIAL %

Cement Lap Siding = 100%



REAR ELEVATION
SCALE = $\frac{3}{16}$" = 1'

RIGHT ELEVATION
SCALE = $\frac{3}{16}$" = 1'

MATERIAL %

Cement Lap Siding = 100%

CANYON



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		589 SF
BRICK	62 %	353 SF
STONE	0 %	0 SF
SIDING	38 %	216 SF
SHAKE	0 %	0 SF
B-N-B	0 %	0 SF

ELEV D

SCALE: 3/16"=1'-0"



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		623 SF
BRICK	44 %	275 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	56 %	348 SF

ELEV E

SCALE: 3/16"=1'-0"



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		575 SF
BRICK	36 %	209 SF
STONE	0 %	0 SF
SIDING	2 %	12 SF
SHAKE	44 %	254 SF
B-N-B	17 %	100 SF

ELEV F

SCALE: 3/16"=1'-0"



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		633 SF
BRICK	58 %	366 SF
STONE	0 %	0 SF
SIDING	20 %	127 SF
SHAKE	0 %	0 SF
B-N-B	22 %	140 SF

ELEV L

SCALE: 3/16"=1'-0"



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		684 SF
BRICK	53 %	364 SF
STONE	0 %	0 SF
SIDING	19 %	131 SF
SHAKE	28 %	189 SF
B-N-B	0 %	0 SF

ELEV M

SCALE: 3/16"=1'-0"



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		629 SF
BRICK	36 %	229 SF
STONE	24 %	149 SF
SIDING	0 %	0 SF
SHAKE	40 %	252 SF
B-N-B	0 %	0 SF

ELEV N

SCALE: 3/16"=1'-0"

CANYON (cont)



ELEV PB1
SCALE: 3/16"=1'-0"

MATERIAL %

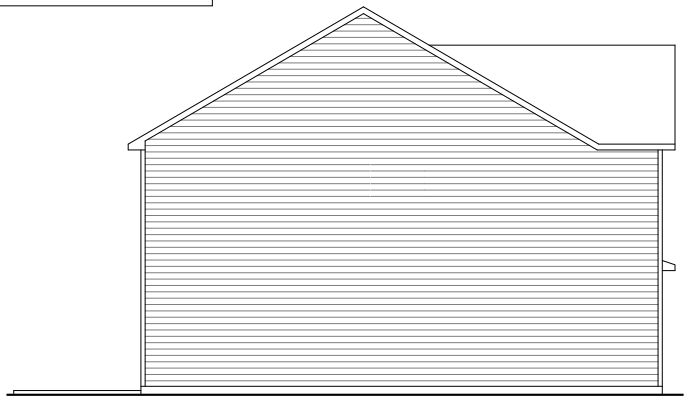
Cement Board & Batten = 37%
Brick = 63%



ELEV PB2
SCALE: 3/16"=1'-0"

MATERIAL %

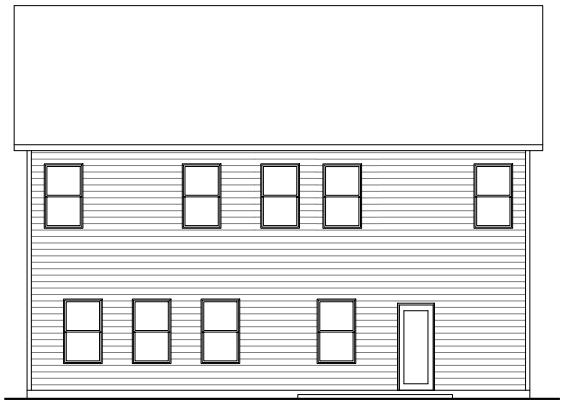
Cement Board & Batten = 52%
Brick = 48%



LEFT ELEVATION
SCALE = 3/16" = 1'

MATERIAL %

Cement Lap Siding = 100%



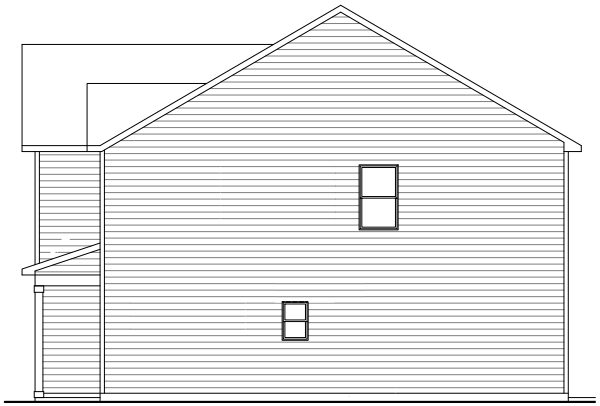
REAR ELEVATION
SCALE = 3/16" = 1'

MATERIAL %

Cement Lap Siding = 100%

MATERIAL %

Cement Lap Siding = 100%



RIGHT ELEVATION
SCALE = 3/16" = 1'

CASCADE



FRONT ELEVATION
ELEVATION D

MATERIAL %

Cement Lap Siding = 45%
Brick = 55%



FRONT ELEVATION
ELEVATION E

MATERIAL %

Cement Lap Siding = 36%
Brick = 64%



FRONT ELEVATION
ELEVATION M

MATERIAL %

Cement Lap Siding = 22%
Cement Shake = 28
Brick = 50%



FRONT ELEVATION
ELEVATION L

MATERIAL %

Cement Board & Batten = 48%
Brick = 52%



FRONT ELEVATION
ELEVATION N

MATERIAL %

Cement Shake = 18%
Stone = 28%
Brick = 54%



FRONT ELEVATION - F
SCALE = $\frac{3}{16}$" = 1'

MATERIAL %

Shake Siding = 39%
Cement Board & Batten = 20%
Brick = 41%

CASCADE (cont.)



FRONT ELEVATION
ELEVATION PB1

MATERIAL %

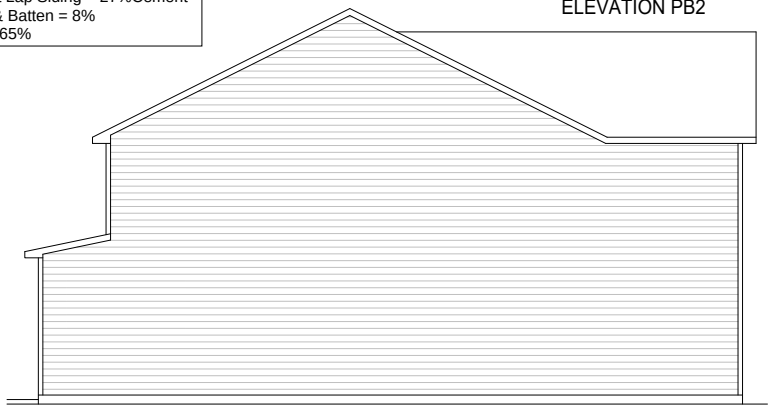
Cement Lap Siding = 27%Cement Board & Batten = 8%
Brick = 65%



FRONT ELEVATION
ELEVATION PB2

MATERIAL %

Cement Board & Batten = 32%
Brick = 68%



MATERIAL %

Cement Lap Siding = 100%

LEFT ELEVATION
SCALE = $\frac{3}{16}$" = 1'



MATERIAL %

Cement Lap Siding = 100%

REAR ELEVATION
SCALE = $\frac{3}{16}$" = 1'

MATERIAL %

Cement Lap Siding = 100%



RIGHT ELEVATION
SCALE = $\frac{3}{16}$" = 1'

COVE



FRONT ELEVATION
ELEVATION D

MATERIAL %

Cement Lap Siding = 47%
Brick = 53%



FRONT ELEVATION
ELEVATION E

MATERIAL %

Cement Board & Batten = 49%
Brick = 51%



FRONT ELEVATION
ELEVATION M

MATERIAL %

Cement Lap Siding = 49%
Brick = 51%



FRONT ELEVATION
ELEVATION L

MATERIAL %

Cement Board & Batten = 48%
Brick = 52%



FRONT ELEVATION
ELEVATION N

MATERIAL %

Cement Shake = 22%
Cement Board & Batten = 26%
Stone = 52%

COVE (cont.)



FRONT ELEVATION
ELEVATION PB1

MATERIAL %

Board & Batten = 39%
Brick = 61%



FRONT ELEVATION
ELEVATION PB2

MATERIAL %

Cement Board & Batten = 46%
Brick = 54%



MATERIAL %

Cement Lap Siding = 100%

LEFT ELEVATION
SCALE = 3/16" = 1'



MATERIAL %

Cement Lap Siding = 100%

REAR ELEVATION
SCALE = 3/16" = 1'



MATERIAL %

Cement Lap Siding = 100%

RIGHT ELEVATION
SCALE = 3/16" = 1'

ASPEN 3-Car Garage



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		346 SF
BRICK	47 %	161 SF
STONE	0 %	0 SF
SIDING	53 %	185 SF
SHAKE	0 %	0 SF
B-N-B	0 %	0 SF

FRONT ELEVATION - D - 3 CAR FRONT

SCALE = 3/16" = 1'



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		346 SF
BRICK	58 %	201 SF
STONE	0 %	0 SF
SIDING	18 %	61 SF
SHAKE	0 %	0 SF
B-N-B	24 %	84 SF

FRONT ELEVATION - E - 3 CAR FRONT

SCALE = 3/16" = 1'



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		294 SF
BRICK	47 %	137 SF
STONE	0 %	0 SF
SIDING	25 %	73 SF
SHAKE	29 %	84 SF
B-N-B	0 %	0 SF

FRONT ELEVATION - F - 3 CAR FRONT

SCALE = 3/16" = 1'



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		427 SF
BRICK	54 %	230 SF
STONE	0 %	0 SF
SIDING	14 %	61 SF
SHAKE	0 %	0 SF
B-N-B	32 %	136 SF

FRONT ELEVATION - L - 3 CAR FRONT

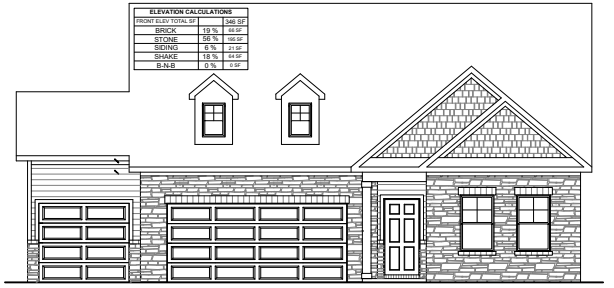
SCALE = 3/16" = 1'



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		376 SF
BRICK	56 %	210 SF
STONE	0 %	0 SF
SIDING	44 %	166 SF
SHAKE	0 %	0 SF
B-N-B	0 %	0 SF

FRONT ELEVATION - M - 3 CAR FRONT

SCALE = 3/16" = 1'



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		346 SF
BRICK	19 %	66 SF
STONE	56 %	192 SF
SIDING	6 %	21 SF
SHAKE	18 %	64 SF
B-N-B	0 %	0 SF

FRONT ELEVATION - N - 3 CAR FRONT

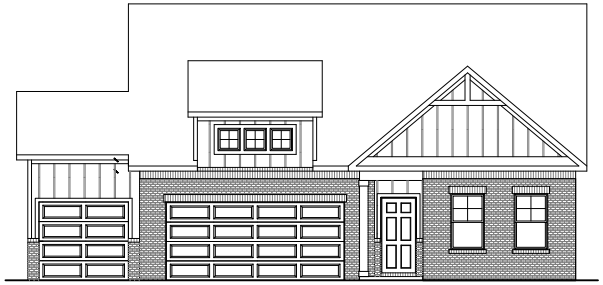
SCALE = 3/16" = 1'



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		336 SF
BRICK	68 %	229 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	5 %	17 SF
B-N-B	27 %	91 SF

FRONT ELEVATION - PB2 - 3 CAR FRONT

SCALE = 3/16" = 1'



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		369 SF
BRICK	72 %	263 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	28 %	104 SF

FRONT ELEVATION - PB1 - 3 CAR FRONT

SCALE = 3/16" = 1'

AURORA 3-Car Garage



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		348 SF
BRICK	43 %	149 SF
STONE	0 %	0 SF
SIDING	57 %	197 SF
SHAKE	0 %	0 SF
B-N-B	0 %	0 SF

FRONT ELEVATION - D - 3 CAR FRONT

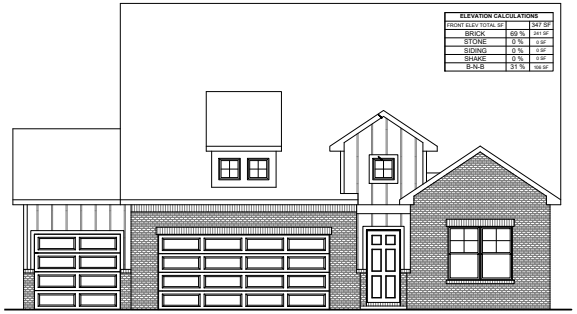
SCALE = $\frac{1}{8}$" = 1'



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		432 SF
BRICK	47 %	202 SF
STONE	0 %	0 SF
SIDING	11 %	48 SF
SHAKE	0 %	0 SF
B-N-B	42 %	182 SF

FRONT ELEVATION - E - 3 CAR FRONT

SCALE = $\frac{1}{8}$" = 1'



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		347 SF
BRICK	69 %	241 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	31 %	106 SF

FRONT ELEVATION - F - 3 CAR FRONT

SCALE = $\frac{1}{8}$" = 1'



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		409 SF
BRICK	52 %	213 SF
STONE	0 %	0 SF
SIDING	48 %	196 SF
SHAKE	0 %	0 SF
B-N-B	0 %	0 SF

FRONT ELEVATION - L - 3 CAR FRONT

SCALE = $\frac{1}{8}$" = 1'



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		346 SF
BRICK	0 %	0 SF
STONE	59 %	204 SF
SIDING	14 %	46 SF
SHAKE	19 %	65 SF
B-N-B	9 %	31 SF

FRONT ELEVATION - N - 3 CAR FRONT

SCALE = $\frac{1}{8}$" = 1'



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		392 SF
BRICK	59 %	233 SF
STONE	0 %	0 SF
SIDING	41 %	159 SF
SHAKE	0 %	0 SF
B-N-B	0 %	0 SF

FRONT ELEVATION - M - 3 CAR FRONT

SCALE = $\frac{1}{8}$" = 1'



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		416 SF
BRICK	73 %	304 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	27 %	112 SF

FRONT ELEVATION - PB1 - 3 CAR FRONT

SCALE = $\frac{1}{8}$" = 1'



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		397 SF
BRICK	66 %	264 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	34 %	133 SF

FRONT ELEVATION - PB2 - 3 CAR FRONT

SCALE = $\frac{1}{8}$" = 1'

BOULDER 3-Car Garage



FRONT ELEVATION - D - 3 CAR FRONT

SCALE = $\frac{1}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		534 SF
BRICK	57 %	302 SF
STONE	0 %	0 SF
SIDING	43 %	232 SF
SHAKE	0 %	0 SF
B-N-B	0 %	0 SF



FRONT ELEVATION - E - 3 CAR FRONT

SCALE = $\frac{1}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		538 SF
BRICK	69 %	370 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	31 %	168 SF



FRONT ELEVATION - F - 3 CAR FRONT

SCALE = $\frac{1}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		502 SF
BRICK	62 %	312 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	38 %	190 SF
B-N-B	0 %	0 SF



FRONT ELEVATION - L - 3 CAR FRONT

SCALE = $\frac{1}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		569 SF
BRICK	74 %	423 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	26 %	146 SF

BOULDER 3-Car Garage (cont.)



FRONT ELEVATION - N - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		476 SF
BRICK	0 %	0 SF
STONE	37 %	177 SF
SIDING	0 %	0 SF
SHAKE	29 %	138 SF
B-N-B	34 %	161 SF



FRONT ELEVATION - M - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		526 SF
BRICK	48 %	252 SF
STONE	0 %	0 SF
SIDING	52 %	274 SF
SHAKE	0 %	0 SF
B-N-B	0 %	0 SF



FRONT ELEVATION - PB2 - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		486 SF
BRICK	62 %	301 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	38 %	185 SF



FRONT ELEVATION - PB1 - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		557 SF
BRICK	53 %	293 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	47 %	264 SF

BRIAR 3-Car Garage



FRONT ELEVATION - D - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		212 SF
BRICK	50 %	106 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	50 %	106 SF



FRONT ELEVATION - E - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		358 SF
BRICK	66 %	236 SF
STONE	0 %	0 SF
SIDING	3 %	12 SF
SHAKE	31 %	110 SF
B-N-B	0 %	0 SF



FRONT ELEVATION - F - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		364 SF
BRICK	73 %	266 SF
STONE	0 %	0 SF
SIDING	6 %	21 SF
SHAKE	21 %	77 SF
B-N-B	0 %	0 SF



FRONT ELEVATION - L - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		361 SF
BRICK	24 %	87 SF
STONE	28 %	102 SF
SIDING	6 %	21 SF
SHAKE	0 %	0 SF
B-N-B	42 %	151 SF

BRIAR 3-Car Garage(cont.)



FRONT ELEVATION - N - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		358 SF
BRICK	4 %	15 SF
STONE	38 %	137 SF
SIDING	4 %	15 SF
SHAKE	44 %	157 SF
B-N-B	9 %	34 SF



FRONT ELEVATION - M - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		352 SF
BRICK	76 %	267 SF
STONE	0 %	0 SF
SIDING	3 %	12 SF
SHAKE	0 %	0 SF
B-N-B	21 %	73 SF



FRONT ELEVATION - PB2 - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		348 SF
BRICK	55 %	193 SF
STONE	0 %	0 SF
SIDING	3 %	12 SF
SHAKE	0 %	0 SF
B-N-B	41 %	143 SF



FRONT ELEVATION - PB1 - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		397 SF
BRICK	55 %	219 SF
STONE	0 %	0 SF
SIDING	3 %	12 SF
SHAKE	0 %	0 SF
B-N-B	42 %	167 SF

BROOK 3-Car Garage



FRONT ELEVATION - D - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		601 SF
BRICK	47 %	280 SF
STONE	0 %	0 SF
SIDING	53 %	321 SF
SHAKE	0 %	0 SF
B-N-B	0 %	0 SF



FRONT ELEVATION - E - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		556 SF
BRICK	64 %	358 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	36 %	198 SF



FRONT ELEVATION - F - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		613 SF
BRICK	33 %	202 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	23 %	144 SF
B-N-B	44 %	267 SF



FRONT ELEVATION - L - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		666 SF
BRICK	57 %	377 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	43 %	289 SF

BROOK 3-Car Garage (cont.)



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		672 SF
BRICK	56 %	375 SF
STONE	0 %	0 SF
SIDING	44 %	297 SF
SHAKE	0 %	0 SF
B-N-B	0 %	0 SF

FRONT ELEVATION - M - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		599 SF
BRICK	0 %	0 SF
STONE	39 %	234 SF
SIDING	0 %	0 SF
SHAKE	38 %	229 SF
B-N-B	23 %	137 SF

FRONT ELEVATION - N - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		601 SF
BRICK	46 %	278 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	54 %	323 SF

FRONT ELEVATION - PB1 - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		600 SF
BRICK	64 %	383 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	36 %	217 SF

FRONT ELEVATION - PB2 - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

CANYON 3-Car Garage



FRONT ELEVATION - D - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		569 SF
BRICK	62 %	353 SF
STONE	0 %	0 SF
SIDING	38 %	216 SF
SHAKE	0 %	0 SF
B-N-B	0 %	0 SF



FRONT ELEVATION - E - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		623 SF
BRICK	44 %	275 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	56 %	348 SF



FRONT ELEVATION - F - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		575 SF
BRICK	36 %	209 SF
STONE	0 %	0 SF
SIDING	2 %	12 SF
SHAKE	44 %	254 SF
B-N-B	17 %	100 SF



FRONT ELEVATION - L - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		633 SF
BRICK	58 %	366 SF
STONE	0 %	0 SF
SIDING	20 %	127 SF
SHAKE	0 %	0 SF
B-N-B	22 %	140 SF

CANYON 3-Car Garage (cont.)



FRONT ELEVATION - N - 3 CAR FRONT

SCALE = 3/16" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		629 SF
BRICK	36 %	226 SF
STONE	24 %	149 SF
SIDING	0 %	0 SF
SHAKE	40 %	252 SF
B-N-B	0 %	0 SF



FRONT ELEVATION - M - 3 CAR FRONT

SCALE = 3/16" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		684 SF
BRICK	53 %	364 SF
STONE	0 %	0 SF
SIDING	19 %	131 SF
SHAKE	28 %	189 SF
B-N-B	0 %	0 SF



FRONT ELEVATION - PB2 - 3 CAR FRONT

SCALE = 3/16" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		570 SF
BRICK	45 %	258 SF
STONE	0 %	0 SF
SIDING	24 %	139 SF
SHAKE	0 %	0 SF
B-N-B	30 %	173 SF



FRONT ELEVATION - PB1 - 3 CAR FRONT

SCALE = 3/16" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		598 SF
BRICK	69 %	413 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	31 %	185 SF

CASCADE 3-Car Garage



FRONT ELEVATION - D - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		597 SF
BRICK	44 %	260 SF
STONE	0 %	0 SF
SIDING	56 %	337 SF
SHAKE	0 %	0 SF
B-N-B	0 %	0 SF



FRONT ELEVATION - E - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		630 SF
BRICK	52 %	325 SF
STONE	0 %	0 SF
SIDING	35 %	226 SF
SHAKE	0 %	0 SF
B-N-B	13 %	79 SF



FRONT ELEVATION - F - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		543 SF
BRICK	39 %	212 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	36 %	196 SF
B-N-B	25 %	135 SF



FRONT ELEVATION - L - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		591 SF
BRICK	44 %	260 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	56 %	331 SF

CASCADE 3-Car Garage (cont.)



FRONT ELEVATION - M - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		598 SF
BRICK	35 %	212 SF
STONE	0 %	0 SF
SIDING	29 %	175 SF
SHAKE	35 %	210 SF
B-N-B	0 %	0 SF



FRONT ELEVATION - N - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		577 SF
BRICK	39 %	226 SF
STONE	33 %	192 SF
SIDING	0 %	0 SF
SHAKE	28 %	159 SF
B-N-B	0 %	0 SF



FRONT ELEVATION - PB1 - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		589 SF
BRICK	48 %	282 SF
STONE	0 %	0 SF
SIDING	14 %	81 SF
SHAKE	0 %	0 SF
B-N-B	38 %	226 SF



FRONT ELEVATION - PB2 - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		534 SF
BRICK	60 %	320 SF
STONE	0 %	0 SF
SIDING	2 %	12 SF
SHAKE	0 %	0 SF
B-N-B	38 %	202 SF

COVE 3-Car Garage



FRONT ELEVATION - D - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		599 SF
BRICK	45 %	272 SF
STONE	0 %	0 SF
SIDING	55 %	327 SF
SHAKE	0 %	0 SF
B-N-B	0 %	0 SF



FRONT ELEVATION - E - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		608 SF
BRICK	45 %	272 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	55 %	336 SF



FRONT ELEVATION - F - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		640 SF
BRICK	53 %	336 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	29 %	186 SF
B-N-B	18 %	118 SF



FRONT ELEVATION - L - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		650 SF
BRICK	52 %	341 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	48 %	309 SF

COVE 3-Car Garage



FRONT ELEVATION - N - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		563 SF
BRICK	5 %	28 SF
STONE	37 %	209 SF
SIDING	0 %	0 SF
SHAKE	22 %	123 SF
B-N-B	36 %	203 SF



FRONT ELEVATION - M - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		645 SF
BRICK	57 %	366 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	43 %	279 SF



FRONT ELEVATION - PB2 - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		651 SF
BRICK	42 %	275 SF
STONE	0 %	0 SF
SIDING	2 %	12 SF
SHAKE	0 %	0 SF
B-N-B	56 %	364 SF



FRONT ELEVATION - PB1 - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		574 SF
BRICK	49 %	283 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	51 %	294 SF

DUNBAR
Approved



TRADITIONAL



CRAFTSMAN 1



CRAFTSMAN 2

HEARTLAND
Proposed



TRADITIONAL 1



TRADITIONAL 2



CRAFTSMAN 2



CRAFTSMAN 3



CRAFTSMAN 4



HOMESTEAD 1

AURORA
Proposed



ELEVATION D



ELEVATION E



ELEVATION F



ELEVATION L



ELEVATION M



ELEVATION N

MONTGOMERY
Approved



TRADITIONAL 1



TRADITIONAL 2



CRAFTSMAN

CLEVELAND
Proposed



TRADITIONAL 1



TRADITIONAL 2



TRADITIONAL 3



CRAFTSMAN 3



CRAFTSMAN 2



HOMESTEAD 1

ASPEN
Proposed



ELEVATION D



ELEVATION E



ELEVATION F



ELEVATION L



ELEVATION M



ELEVATION N

RICHLAND
Approved



TRADITIONAL



CRAFTSMAN 1



CRAFTSMAN 2

BOULDER
Proposed



ELEVATION D



ELEVATION E



ELEVATION F



ELEVATION L



ELEVATION M



ELEVATION N



PB 1



PB 2

SHELBY
Approved



TRADITIONAL



CRAFTSMAN 1

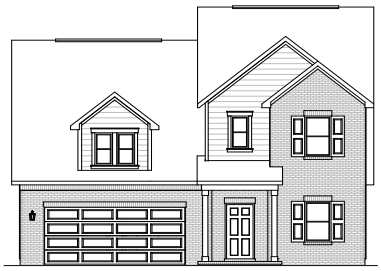


CRAFTSMAN 2

SUTHERLAND
Proposed



TRADITIONAL 1



TRADITIONAL 2



CRAFTSMAN 2



CRAFTSMAN 3



CRAFTSMAN 4



HOMESTEAD 1

CANYON
Proposed



ELEVATION D



ELEVATION E



ELEVATION F



ELEVATION L



ELEVATION M



ELEVATION N

CANYON
Proposed



PB 1



PB 2

To Whom It May Concern,

Goodall Homes respectfully requests a revision of the existing Planned Unit Development (PUD) for the Greens Mill subdivision. This request includes proposed amendments to the approved elevations and an increase in the allowable driveway width within the Minimum Building Setback Line (M.B.S.L.).

The previously approved plans and elevations for Greens Mill have been discontinued from Goodall Homes' current catalog. We are seeking approval for updated plans and elevations that continue to meet the architectural intent and quality standards of the original approvals. To support this request, we have submitted a presentation that includes side-by-side elevation comparisons, material calculations, and examples of proposed 3-car garage elevations for your review.

Additionally, Goodall Homes requests an increase in the maximum driveway width from 25'-0" to 28'-6" for future 3-car garage homes. This change is intended to maintain visual consistency and align with the existing streetscape along Bluestem Road.

We appreciate your consideration of this request and look forward to working with the City of Columbia to implement these updates.

Sincerely,

Damon D. Hill
Director of Product Development
615-466-3121 (Office
404-295-5071 (Mobile)
Damon.hill@goodallhomes.com

Outlook

[Caution External Email] - RE: [EXTERNAL] PC Submittal

From Damon Hill <damon.hill@goodallhomes.com>
Date Tue 8/12/2025 3:53 PM
To Robert Archibald <RArchibald@Columbiatn.gov>; Shay Menges <smenges@goodallhomes.com>

Mr. Archibald,

Good afternoon. Following review with Shay Menges, we would like to amend Goodall's original driveway deviation request from 28'-6" to 30'-0".
This additional 1'-6" width is requested to address lot development constraints and maintain streetscape continuity with existing homes.
Please contact Shay or me with any

If you have any additional questions, please feel free to contact Shay or myself.

Thanks,

Damon D. Hill
Director of Product Development

615-466-3121(Office)
404-295-5071 (cell)
damon.hill@goodallhomes.com
GoodallHomes.com

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From: Robert Archibald <RArchibald@Columbiatn.gov>
Sent: Friday, July 25, 2025 2:30 PM
To: Shay Menges <smenges@goodallhomes.com>
Cc: Damon Hill <damon.hill@goodallhomes.com>
Subject: RE: [EXTERNAL] PC Submittal

You don't often get email from rarchibald@columbiatn.gov. Learn why this is important
External email: careful w/ links or attachments

Good afternoon,

Thank you for getting back to me. I believe you have answered all my questions. If I need additional information, I will reach back out to you. I hope you have a good weekend.

Robert Archibald, Principal Planner
Development Services/Planning Division

700 N. Garden Street
Columbia, TN 38401
Phone: (931) 560-1536
rarchibald@columbiatn.gov

CITY OF COLUMBIA
TENNESSEE

From: Shay Menges <smenges@goodallhomes.com>
Sent: Friday, July 25, 2025 1:33 PM
To: Robert Archibald <RArchibald@Columbiatn.gov>
Cc: Damon Hill <damon.hill@goodallhomes.com>
Subject: [Caution External Email] - RE: [EXTERNAL] PC Submittal

Hello Mr. Archibald,

I've tried to answer below in red font in hopes of giving clarity. If still not clear, I'm happy to stop by and meet with you or get on a phone call as well. Anything that helps, we are up for.

Shay Menges
Chief Operations Officer
Smenges@goodallhomes.com
Office: 615 451-5029

Goodall HOMES

TOP WORK PLACES 2021 Tennessean.

From: Robert Archibald <RArchibald@Columbiatn.gov>
Sent: Friday, July 25, 2025 10:37 AM
To: Shay Menges <smenges@goodallhomes.com>
Subject: [EXTERNAL] PC Submittal

External email: careful w/ links or attachments

Mr. Menges,

I need additional information regarding the project you have scheduled with us for Planning Commission review. I am still unclear on the proposal. Are you requesting elevation changes through this PUD Revision request for the entire development or just a particular phase? Entire development. You have submitted numerous elevations and comparisons to the previously approved elevations. The document you have shown for where these changes are being proposed is just located on the spine road. The elevations would be across the board with intent of the spine road (I believe this is Bluestem Rd) to be the third car garages to give the greater sense of arrival in the community. The main spine road (Bluestem Road) is shown specifically in regards to the third car driveway width variance request. Wanted to give a sense of the current houses vs where the future houses would be sitting on the lot should no exceptions be given. Please provide additional clarification for the request. Thank you. I hope

this helps, if not though, I'm happy to stop by Monday to review with you and/or hop on a call as well. My cell is 615 207-5876.

Robert Archibald, Principal Planner
Development Services/Planning Division
700 N. Garden Street
Columbia, TN 38401
Phone: (931) 560-1536
rarchibald@columbiatn.gov

CITY OF COLUMBIA
TENNESSEE

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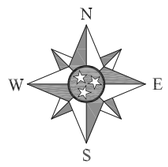
PLOT PLAN

LOT AREA: 10,413 SQ. FT. ± / 0.24 ± ACRES (PER PLAT)

LOT 1042 - THE LANDING AT GREENS MILL ROAD, PHASE 1A

MINIMUM BUILDING SETBACKS

FRONT YARD..... 25'
SIDE YARD..... 10'
REAR YARD..... 20'



BASIS OF BEARING:
FINAL PLAT
THE LANDING AT GREENS
MILL ROAD, PHASE 1A
PLAT BOOK P23, PAGE 502
R.O.M.C.T.

HVAC NOTE:
THE HVAC PAD HAS BEEN RELOCATED SO AS TO AVOID ENCROACHING ANY SETBACKS. BUILDER TO VERIFY PRIOR TO CONSTRUCTION.

NOTE:
THE BUILDING DEPICTED HEREON IS BASED ON SINGLE-FAMILY FOOTPRINTS VERSION 45 PROVIDED TO BYRD SURVEYING, INC. BY GOODALL HOMES ON JULY 31, 2024. ANY CHANGES MADE TO THE FILE AFTER THE DATE SHOWN ABOVE ARE THE RESPONSIBILITY OF THE BUILDER.

NOTE:
*PROPOSED HARD SURFACE AREA IS THE SUM OF THE TOTAL DRIVEWAY, LEADWALK AND HOUSE AREAS.

SITE CALCULATIONS	
TOTAL 4" DRIVEWAY:	1,031 ± SQ. FT.
TOTAL 6" DRIVEWAY:	0 ± SQ. FT.
TOTAL LEADWALKS:	32 ± SQ. FT.
REAR DECK OR PATIO:	0 ± SQ. FT.
TOTAL FLATWORK:	1,063 ± SQ. FT.
TOTAL CITY SIDEWALK:	284 ± SQ. FT.
TOTAL ADA RAMPS:	0
FRONT AND SIDE SOD:	286 ± SQ. YD.
OPTIONAL REAR YARD SOD:	628 ± SQ. YD.
TOTAL TOP SOIL:	01 LOADS
* PROPOSED HARD SURFACE AREA:	3,077 ± SQ. FT.

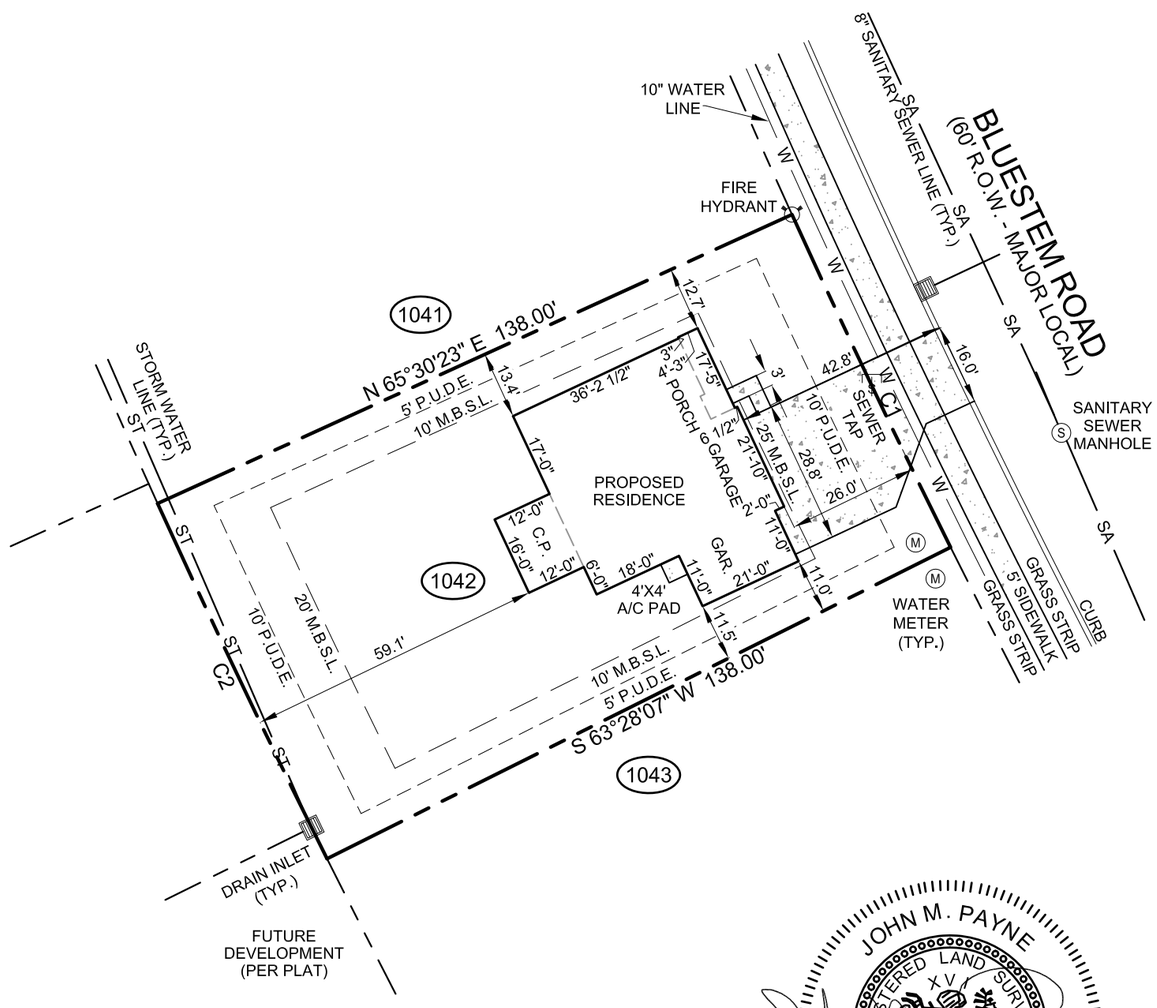
SITE CALCULATIONS BY GOODALL HOMES
(NOT VERIFIED BY BSI)

PLAN: WINSTON
ELEVATION: C
ORIENTATION: LEFT HAND

SQUARE FOOTAGE:	PERMIT INFO:
1ST FLOOR = 1,072	UNDER ROOF = 3,515
2ND FLOOR = 1,512	NO. OF STORIES = 2
TOTAL HEATED = 2,584	BEDROOMS = 4
UNFINISHED = 0	BATHS = 3
GARAGE = 660	HVAC TONNAGE = -----
FRONT PORCH = 79	TOTAL HEIGHT = 28'-2 1/2"
REAR PORCH = 192	
TOTAL PORCHES = 271	

CURVE DATA:

CURVE	DELTA ANGLE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	-	2015.00'	73.00'	-	-
C2	02°04'24"	2153.00'	77.91'	N 25°29'41" W	77.91'





Goodall HOMES

BYRD SURVEYING, INC.
WWW.BYRDSURVEYING.COM

CLARKSVILLE OFFICE:
230-B W DUNBAR CAVE ROAD
CLARKSVILLE, TN 37040
PHONE: (931) 906-0040
NASHVILLE: (615) 733-3131
FAX: (931) 553-0070

SERVING: TN, KY, AL, FL, NC, SC & VA

GRAPHIC SCALE 1"= 30'

30' 0 30'

NOTES:
1. THIS PROPERTY IS SUBJECT TO ALL MATTERS SET FORTH ON THE FINAL PLAT, THE LANDING AT GREENS MILL ROAD, PHASE 1A, AS RECORDED IN PLAT BOOK P23, PAGE 502, R.O.M.C.T., AND TO ALL RESTRICTIONS OF RECORD. BUILDER TO VERIFY BEFORE CONSTRUCTION ON THIS LOT.
2. THIS PLAN WAS COMPLETED UNDER THE AUTHORITY OF T.C.A. 62-18-126, AND DOES NOT CONSTITUTE A GENERAL PROPERTY SURVEY AS DEFINED UNDER CHAPTER 0820-03-.07 (1).
3. THE BEARINGS AND DISTANCES SHOWN HEREON HAVE BEEN TAKEN FROM THE RECORDED PLAT.
4. THE LOCATION OF THE HOUSE AND OTHER IMPROVEMENTS SHOWN HEREON ARE PROPOSED AND DO NOT REPRESENT THE FINAL, AS CONSTRUCTED POSITIONS. THE DIMENSIONS SHOWN HEREON SHOULD NOT BE RELIED UPON TO BUILD FENCES, ADDITIONS OR OTHER IMPROVEMENTS.
5. THE DIMENSIONS OF THE PROPOSED HOUSE, ALONG WITH THE APPURTENANT STRUCTURES SHOWN HEREON, WERE PROVIDED TO BYRD SURVEYING, INC. BY GOODALL HOMES.
6. THE LOCATION OF THE UTILITIES, SIDEWALK, GRASS STRIPS AND CURB ARE SHOWN HEREON AS DEPICTED ON THE RECORDED PLAT.
7. THE PROPOSED DRIVEWAY AS SHOWN HEREON IS IN CONFLICT WITH THE SEWER STUB AS DEPICTED ON THE RECORDED PLAT. BUILDER TO VERIFY PRIOR TO CONSTRUCTION

HOME BUILDER ACKNOWLEDGEMENT:
I HEREBY CONFIRM THAT THE PROPOSED HOUSE ALONG WITH THE DEPICTED DIMENSIONS AND ALL OTHER IMPROVEMENTS AS SHOWN ON THIS PLAN, REFLECT THE POSITION, (OUTSIDE FACE OF BRICK OR OTHER BUILDING MATERIAL BEING USED), OF THE IMPROVEMENTS TO BE STAKED. MY SIGNATURE BELOW AUTHORIZES SUCH STAKING.

ARIEL SCHARPEN — BUILDER, OWNER OR AUTHORIZED COMPANY REPRESENTATIVE

3/17/25 — DATE

OWNER: DOMAIN TIMBERLAKE MULTISTATE 2, LLC
C /O CLAYTON PROPERTIES GROUP, INC.
(PER 03-14-25 TAX CARD)

PROPERTY ADDRESS: 1040 BLUESTEM ROAD (PER BUILDER)
COLUMBIA, TENNESSEE
(MAURY COUNTY)

PROPERTY LOCATION: LOT 1042, THE LANDING AT GREENS MILL ROAD
PHASE 1A
PLAT BOOK P23, PAGE 502, R.O.M.C.T.

REVISION TABLE	
1.	
DRAWING SCALE: 1" = 30'	PROJ. #: B24280-25
DRAWN BY: J.C.	DATE: MARCH 14, 2025
CHECKED BY: J.M.P.	DATE: MARCH 14, 2025

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PLOT PLAN

LOT AREA: 10,413 SQ. FT. ± / 0.24 ± ACRES (PER PLAT)

LOT 1042 - THE LANDING AT GREENS MILL ROAD, PHASE 1A

MINIMUM BUILDING SETBACKS

FRONT YARD..... 25'
SIDE YARD..... 10'
REAR YARD..... 20'

N
W E
S

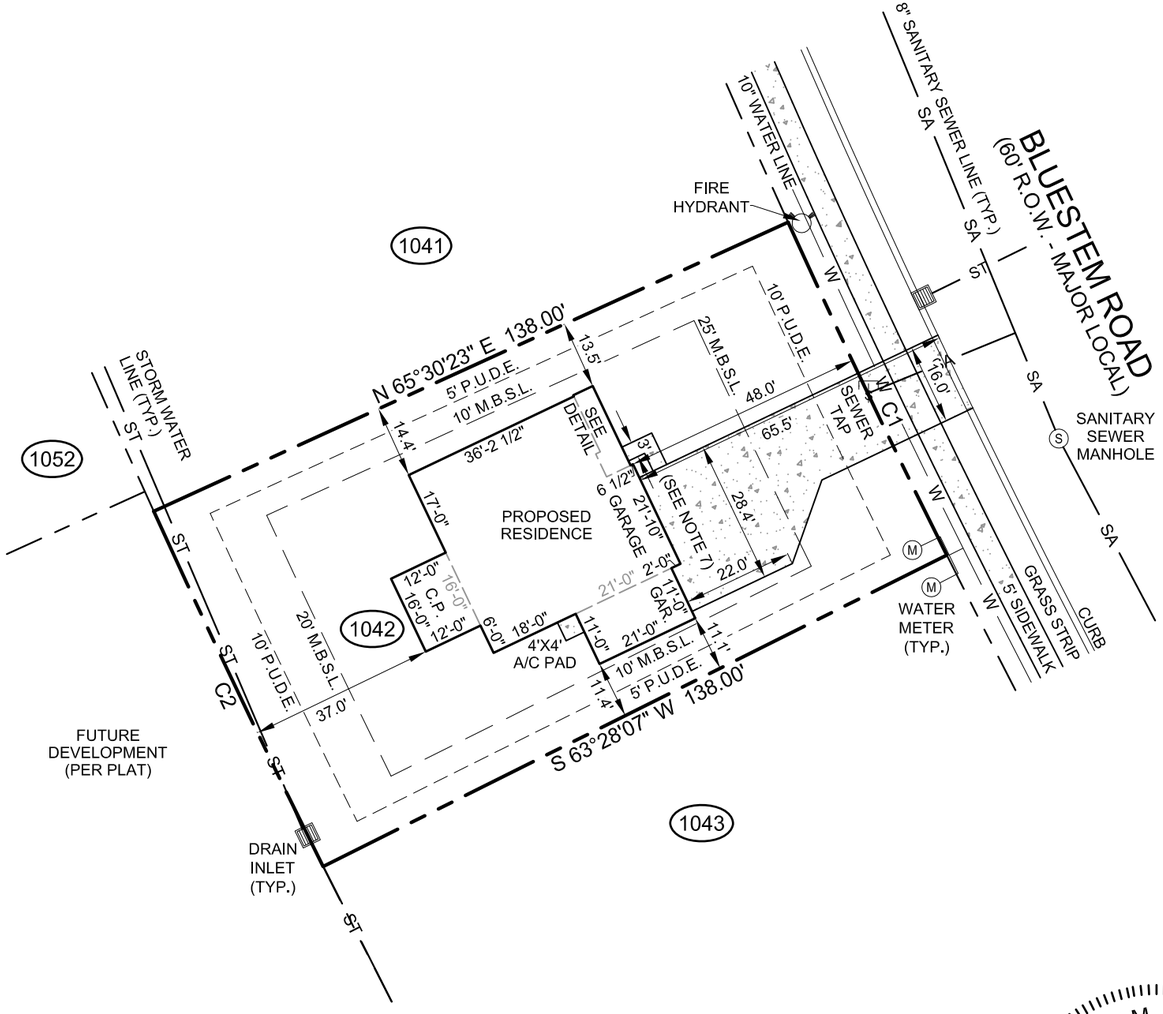
BASIS OF BEARING:
FINAL PLAT
THE LANDING AT GREENS
MILL ROAD, PHASE 1A
PLAT BOOK P23, PAGE 502
R.O.M.C.T.

NOTE:
THE BUILDING DEPICTED HEREON IS BASED ON SINGLE-FAMILY FOOTPRINTS VERSION 47 PROVIDED TO BYRD SURVEYING, INC. BY GOODALL HOMES ON FEBRUARY 10, 2025. ANY CHANGES MADE TO THE FILE AFTER THE DATE SHOWN ABOVE ARE THE RESPONSIBILITY OF THE BUILDER.

NOTE:
*PROPOSED HARD SURFACE AREA IS THE SUM OF THE TOTAL DRIVEWAY, LEADWALK AND HOUSE AREAS.

CURVE DATA:

CURVE	DELTA ANGLE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	----	2015.00'	73.00'	----	----
C2	02°04'24"	2153.00'	77.91'	N 25°29'41" W	77.91'



SITE CALCULATIONS

TOTAL 4" DRIVEWAY:	1,393 ± SQ. FT.
TOTAL 6" DRIVEWAY:	0 ± SQ. FT.
TOTAL LEADWALKS:	32 ± SQ. FT.
REAR DECK OR PATIO:	0 ± SQ. FT.
TOTAL FLATWORK:	1,425 ± SQ. FT.
TOTAL CITY SIDEWALK:	284 ± SQ. FT.
TOTAL ADA RAMPS:	0
FRONT AND SIDE SOD:	435 ± SQ. YD.
OPTIONAL REAR YARD SOD:	441 ± SQ. YD.
TOTAL TOP SOIL:	10 LOADS
* PROPOSED HARD SURFACE AREA:	3,439 ± SQ. FT.

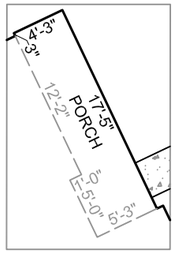
SITE CALCULATIONS BY GOODALL HOMES (NOT VERIFIED BY BSI)

PLAN: WINSTON
ELEVATION: C
ORIENTATION: LEFT HAND

SQUARE FOOTAGE:
1ST FLOOR = 1,072
2ND FLOOR = 1,512
TOTAL HEATED = 2,584
UNFINISHED = 0
GARAGE = 660
FRONT PORCH = 79
REAR PORCH = 192
TOTAL PORCHES = 271

PERMIT INFO:
UNDER ROOF = 3,515
NO. OF STORIES = 2
BEDROOMS = 4
BATHS = 3
HVAC TONNAGE = -----
TOTAL HEIGHT = 28'-2 1/2"

DETAIL
N.T.S.



JOHN M. PAYNE
REGISTERED LAND SURVEYOR
AGRICULTURE
COMMERCE
04-28-25
TENNESSEE NO. 845

Goodall HOMES

BYRD SURVEYING, INC.
WWW.BYRDSURVEYING.COM

CLARKSVILLE OFFICE:
230-B W DUNBAR CAVE ROAD
CLARKSVILLE, TN 37040
PHONE: (931) 906-0040
NASHVILLE: (615) 733-3131
FAX: (931) 553-0070

SERVING: TN, KY, AL, FL, NC, SC & VA

GRAPHIC SCALE 1"= 30'

30' 0 30'

NOTES:
1. THIS PROPERTY IS SUBJECT TO ALL MATTERS SET FORTH ON THE FINAL PLAT, THE LANDING AT GREENS MILL ROAD, PHASE 1A, AS RECORDED IN PLAT BOOK P23, PAGE 502, R.O.M.C.T., AND TO ALL RESTRICTIONS OF RECORD. BUILDER TO VERIFY BEFORE CONSTRUCTION ON THIS LOT.
2. THIS PLAN WAS COMPLETED UNDER THE AUTHORITY OF T.C.A. 62-18-126, AND DOES NOT CONSTITUTE A GENERAL PROPERTY SURVEY AS DEFINED UNDER CHAPTER 0820-03-.07 (1).
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5. THE DIMENSIONS OF THE PROPOSED HOUSE, ALONG WITH THE APPURTENANT STRUCTURES SHOWN HEREON, WERE PROVIDED TO BYRD SURVEYING, INC. BY GOODALL HOMES.
6. THE LOCATION OF THE UTILITIES, SIDEWALK, GRASS STRIP AND CURB ARE SHOWN HEREON AS DEPICTED ON THE RECORDED PLAT.
7. THE PROPOSED DRIVEWAY AS SHOWN HEREON IS IN CONFLICT WITH THE SEWER STUB AS DEPICTED ON THE RECORDED PLAT. BUILDER TO VERIFY PRIOR TO CONSTRUCTION.

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DAMON D. HILL — 5/06/25

BUILDER, OWNER OR AUTHORIZED COMPANY REPRESENTATIVE — DATE

OWNER: DOMAIN TIMBERLAKE MULTISTATE 2, LLC
C /O CLAYTON PROPERTIES GROUP, INC.
(PER 04-28-25 TAX CARD)

PROPERTY ADDRESS: 1040 BLUESTEM ROAD (PER BUILDER)
COLUMBIA, TENNESSEE
(MAURY COUNTY)

PROPERTY LOCATION: LOT 1042, THE LANDING AT GREENS MILL ROAD
PHASE 1A
PLAT BOOK P23, PAGE 502, R.O.M.C.T.

REVISION TABLE

1.	04-23-25	MOVED HOUSE PER BUILDER - J.L.C.
2.	04-28-25	MOVED HOUSE 3' PER BUILDER - J.L.C.

DRAWING SCALE: 1" = 30'	PROJ. #: B24280-25
DRAWN BY: J.C.	DATE: MARCH 14, 2025
CHECKED BY: J.M.P.	DATE: MARCH 14, 2025

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Optional window placement (Model 9605 only)



Flush panel, White finish with Clear Long windows.

Clear windows may be arranged vertically or horizontally on Short, Long and Flush panels. Windows placed in the bottom section of a door must use DSB 1/8" or tempered glass.

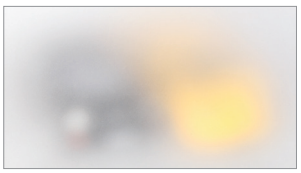
Glass Options



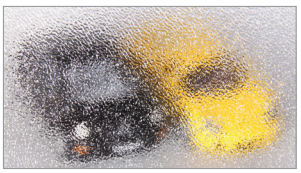
Clear



Gray Tinted Tempered

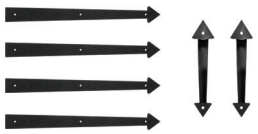


Satin Etched Privacy

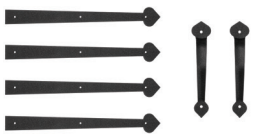


Obscure

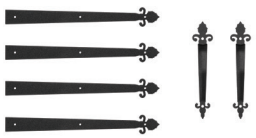
4 Choose Your Decorative Hardware



Arrow



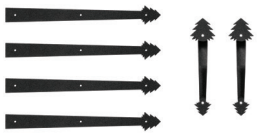
Aspen



Barcelona



Bean



Conifer



Fleur-de-Lis

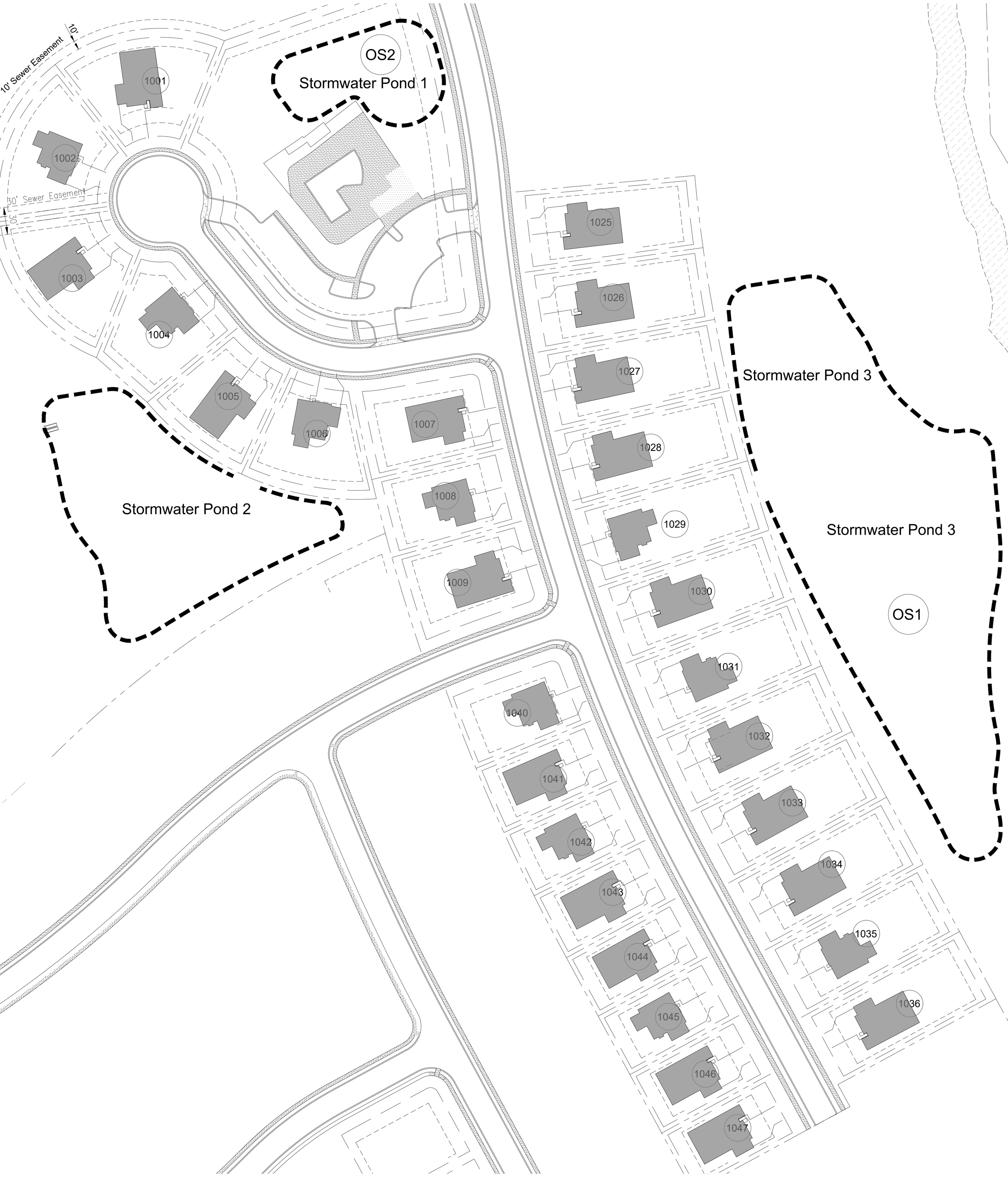


Spear



Model 9605, Vertical Short panel, Sandstone finish, Stockbridge windows, Decorative hardware




10' Sewer Easement
10'
30' Sewer Easement
30'
OS2
Stormwater Pond 1
Stormwater Pond 2
Stormwater Pond 3
Stormwater Pond 3
OS1
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1002
1003
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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, July 8, 2025

ITEM NO.
25-0206

DESCRIPTION: The Landing at Greens Mill PUD

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. Provide side-by-side comparison of elevations approved vs. elevations proposed.
4. Update application to PUD Revision (Other on application and notate PUD Revision)
5. Provide written list of deviations/justifications; to include driveway increase.
6. Are the elevations proposed for the entire subdivision or specific to the Boulevard layout? Please clarify.
7. Staff suggest to show multiple elevations that could be built on all lots in matrix to avoid being limited to one particular elevation. Please note that the materials proposed should be equivalent to or improved from the materials originally proposed.
8. Advisory note: As-Approved Pattern Book will be required at a later date.

Engineering

9. No comment on proposed revised home architectural elevations all previous PUD comments and requirements stand.

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Maury County Schools

10. Battle Creek Elementary, Battle Creek Middle, Battle Creek High 9-11 (25/26 SY), 9-12 (26-27 SY). Spring Hill High School 12 (25/26 SY). The development combined with current neighborhoods and additional approved developments in these zones may require either new construction of realignment of school zones to accommodate new students.

Building

11. No comments.

Police

12. No comments provided.

Columbia Power

13. 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.
14. Unfortunately, due to current supply chain challenges, no timeframe can be guaranteed regarding the availability of meters or transformers appropriate for your development.

Duck River Electric Membership Corp

15. No comments.

Public Works

16. No comments.

Fire

17. No comments

Maury County Highway Dept.

18. No comment.

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COLUMBIA, TN 38401
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Columbia Water

19. No comments, architectural changes to previously approved project.

Atmos Energy

20. No comments provided.

Maury County E911

21. No comments provided.

ATT

22. No comments provided.

Resubmittal Guidelines

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

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

Please contact abrass@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.

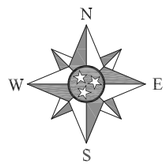
PLOT PLAN

LOT AREA: 10,413 SQ. FT. ± / 0.24 ± ACRES (PER PLAT)

LOT 1042 - THE LANDING AT GREENS MILL ROAD, PHASE 1A

MINIMUM BUILDING SETBACKS

FRONT YARD..... 25'
SIDE YARD..... 10'
REAR YARD..... 20'



BASIS OF BEARING:
FINAL PLAT
THE LANDING AT GREENS
MILL ROAD, PHASE 1A
PLAT BOOK P23, PAGE 502
R.O.M.C.T.

HVAC NOTE:
THE HVAC PAD HAS BEEN RELOCATED SO AS TO AVOID ENCROACHING ANY SETBACKS. BUILDER TO VERIFY PRIOR TO CONSTRUCTION.

NOTE:
THE BUILDING DEPICTED HEREON IS BASED ON SINGLE-FAMILY FOOTPRINTS VERSION 45 PROVIDED TO BYRD SURVEYING, INC. BY GOODALL HOMES ON JULY 31, 2024. ANY CHANGES MADE TO THE FILE AFTER THE DATE SHOWN ABOVE ARE THE RESPONSIBILITY OF THE BUILDER.

NOTE:
*PROPOSED HARD SURFACE AREA IS THE SUM OF THE TOTAL DRIVEWAY, LEADWALK AND HOUSE AREAS.

SITE CALCULATIONS	
TOTAL 4" DRIVEWAY:	1,031 ± SQ. FT.
TOTAL 6" DRIVEWAY:	0 ± SQ. FT.
TOTAL LEADWALKS:	32 ± SQ. FT.
REAR DECK OR PATIO:	0 ± SQ. FT.
TOTAL FLATWORK:	1,063 ± SQ. FT.
TOTAL CITY SIDEWALK:	284 ± SQ. FT.
TOTAL ADA RAMPS:	0
FRONT AND SIDE SOD:	286 ± SQ. YD.
OPTIONAL REAR YARD SOD:	628 ± SQ. YD.
TOTAL TOP SOIL:	01 LOADS
* PROPOSED HARD SURFACE AREA:	3,077 ± SQ. FT.

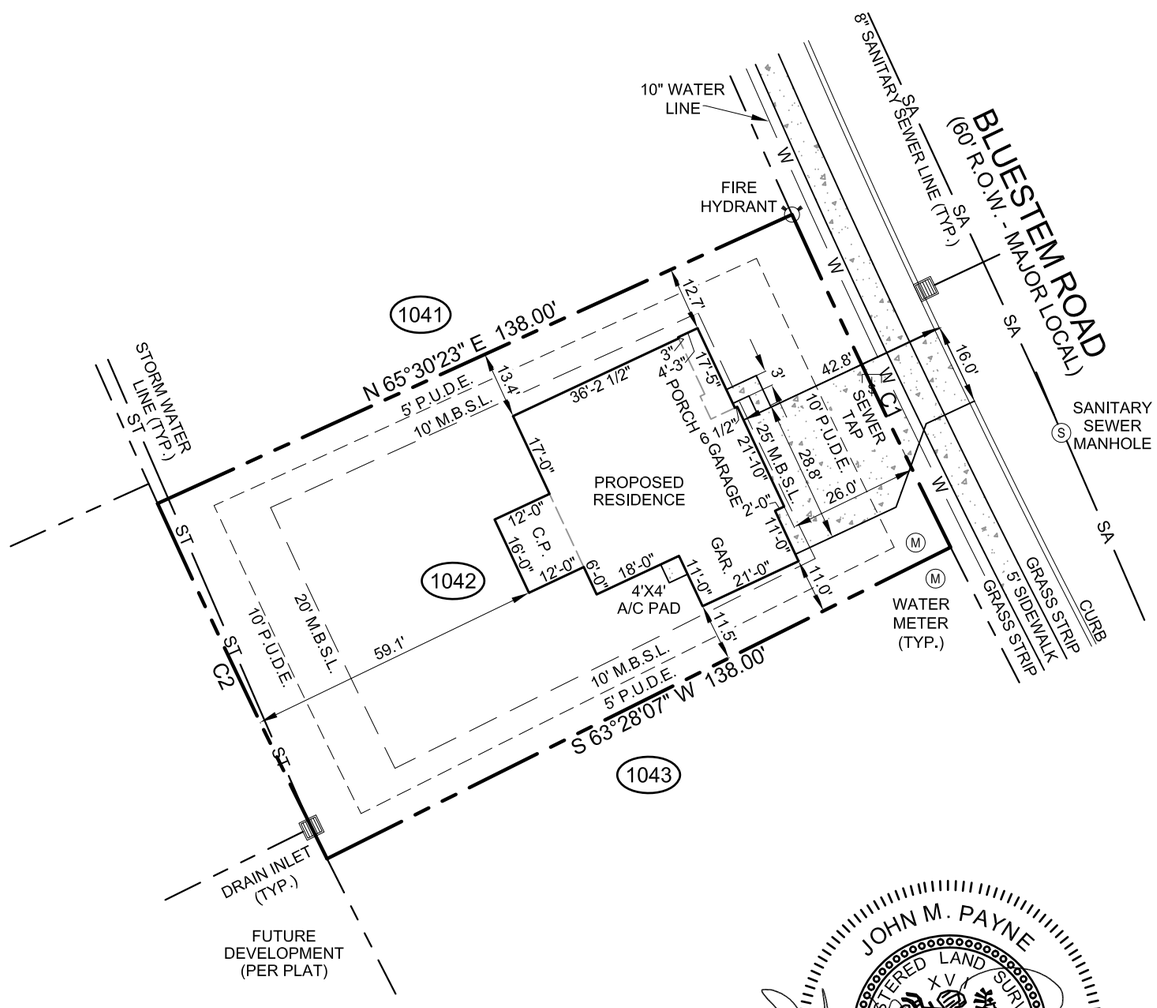
SITE CALCULATIONS BY GOODALL HOMES (NOT VERIFIED BY BSI)

PLAN: WINSTON
ELEVATION: C
ORIENTATION: LEFT HAND

SQUARE FOOTAGE:	PERMIT INFO:
1ST FLOOR = 1,072	UNDER ROOF = 3,515
2ND FLOOR = 1,512	NO. OF STORIES = 2
TOTAL HEATED = 2,584	BEDROOMS = 4
UNFINISHED = 0	BATHS = 3
GARAGE = 660	HVAC TONNAGE = -----
FRONT PORCH = 79	TOTAL HEIGHT = 28'-2 1/2"
REAR PORCH = 192	
TOTAL PORCHES = 271	

CURVE DATA:

CURVE	DELTA ANGLE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	-	2015.00'	73.00'	-	-
C2	02°04'24"	2153.00'	77.91'	N 25°29'41" W	77.91'





Goodall HOMES

BYRD SURVEYING, INC.
WWW.BYRDSURVEYING.COM

CLARKSVILLE OFFICE:
230-B W DUNBAR CAVE ROAD
CLARKSVILLE, TN 37040
PHONE: (931) 906-0040
NASHVILLE: (615) 733-3131
FAX: (931) 553-0070

SERVING: TN, KY, AL, FL, NC, SC & VA

GRAPHIC SCALE 1"= 30'

30' 0 30'

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ARIEL SCHARPEN — BUILDER, OWNER OR AUTHORIZED COMPANY REPRESENTATIVE

3/17/25 — DATE

OWNER: DOMAIN TIMBERLAKE MULTISTATE 2, LLC
C /O CLAYTON PROPERTIES GROUP, INC.
(PER 03-14-25 TAX CARD)

PROPERTY ADDRESS: 1040 BLUESTEM ROAD (PER BUILDER)
COLUMBIA, TENNESSEE
(MAURY COUNTY)

PROPERTY LOCATION: LOT 1042, THE LANDING AT GREENS MILL ROAD
PHASE 1A
PLAT BOOK P23, PAGE 502, R.O.M.C.T.

REVISION TABLE	
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DRAWING SCALE: 1" = 30'	PROJ. #: B24280-25
DRAWN BY: J.C.	DATE: MARCH 14, 2025
CHECKED BY: J.M.P.	DATE: MARCH 14, 2025

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LOT AREA: 10,413 SQ. FT. ± / 0.24 ± ACRES (PER PLAT)

LOT 1042 - THE LANDING AT GREENS MILL ROAD, PHASE 1A

MINIMUM BUILDING SETBACKS

FRONT YARD..... 25'
SIDE YARD..... 10'
REAR YARD..... 20'

BASIS OF BEARING:
FINAL PLAT
THE LANDING AT GREENS
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PLAT BOOK P23, PAGE 502
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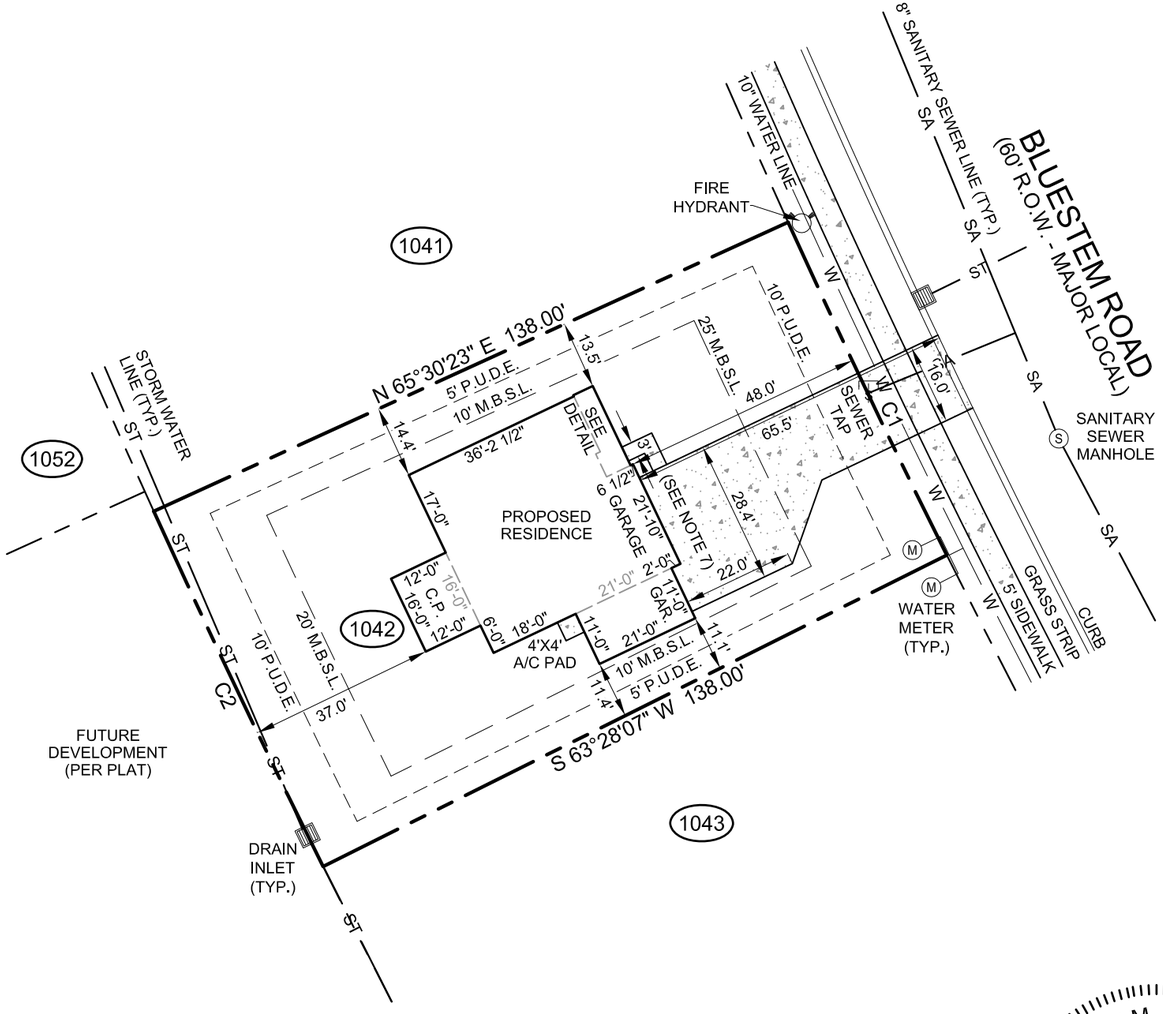
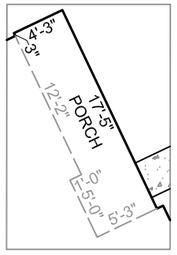


DETAIL
N.T.S.



SITE CALCULATIONS

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REAR DECK OR PATIO:	0 ± SQ. FT.
TOTAL FLATWORK:	1,425 ± SQ. FT.
TOTAL CITY SIDEWALK:	284 ± SQ. FT.
TOTAL ADA RAMPS:	0
FRONT AND SIDE SOD:	435 ± SQ. YD.
OPTIONAL REAR YARD SOD:	441 ± SQ. YD.
TOTAL TOP SOIL:	10 LOADS
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HVAC TONNAGE = -----
TOTAL HEIGHT = 28'-2 1/2"

JOHN M. PAYNE
REGISTERED LAND SURVEYOR
AGRICULTURE COMMERCE
04-28-25
TENNESSEE NO. 845

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DAMON D. HILL — 5/06/25

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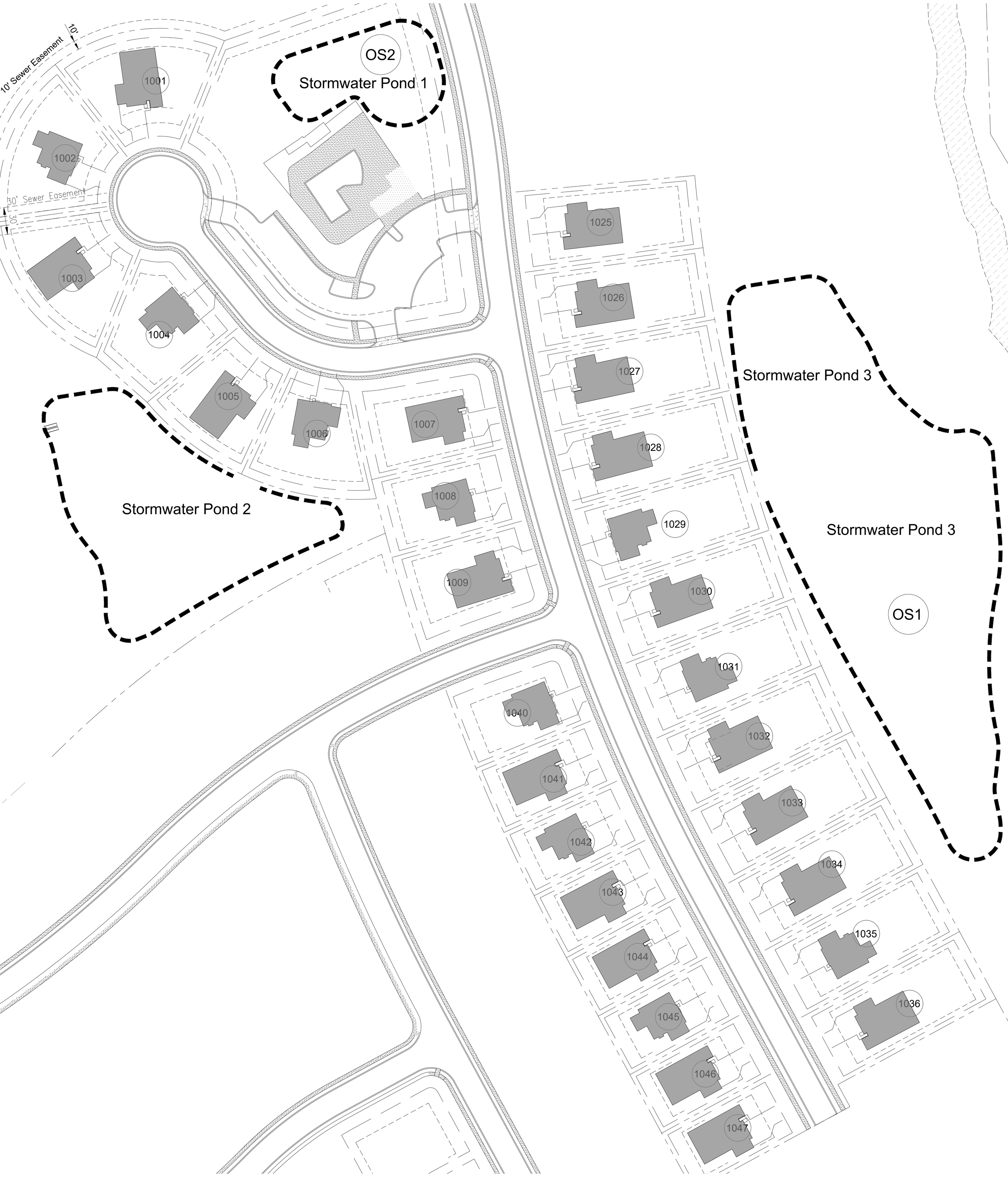
10' Sewer Easement
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Stormwater Pond 2
Stormwater Pond 3
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Bear Springs 1449 Rock Springs Rd. Final PUD Master Plan Revision

Project #:	25-0244	**Location:**	Map 092 Parcel 012.00
Applicant:	Hunter Fred	**Case Type(s):**	Final PUD Revision
Staff Planner:	Jeremy Humphrey, Planner II	**Proposed Use:**	Single Family & Town Homes

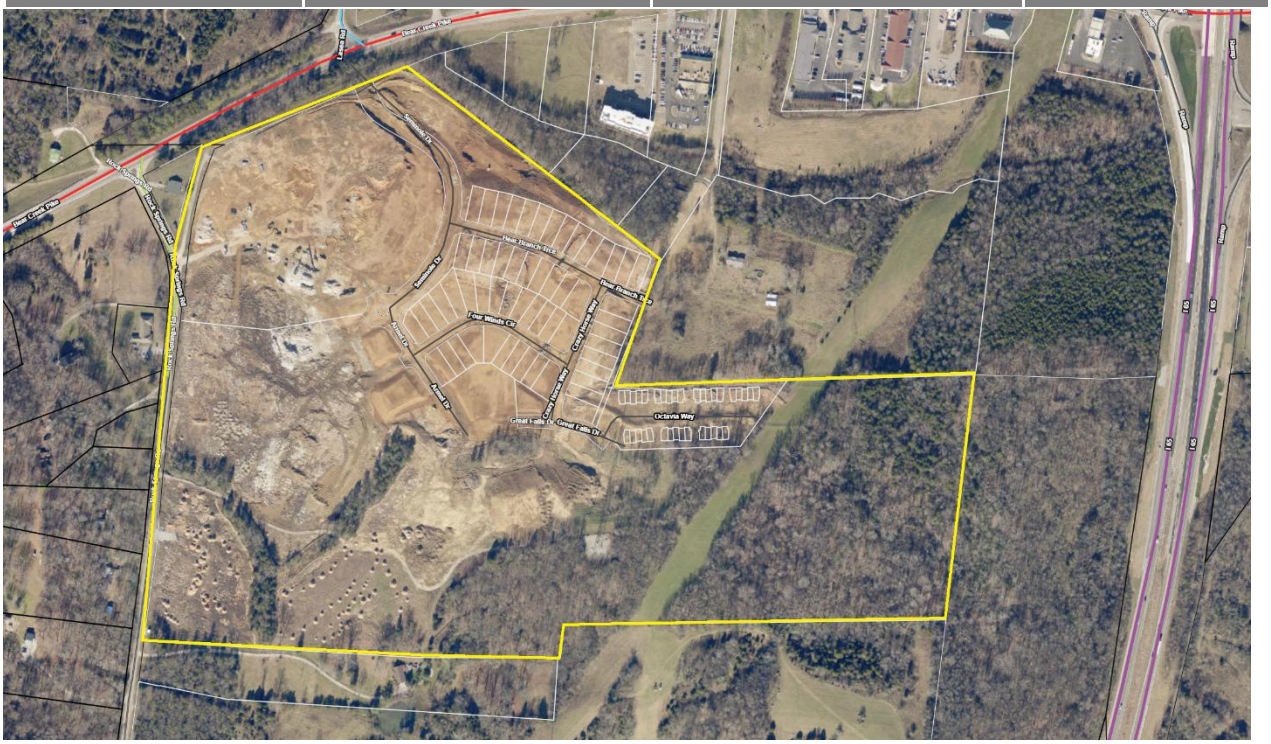
PROJECT SUMMARY

The applicant is seeking to revise a previously approved Planned Unit Development (PUD) Master Plan to modify the architectural elevations for Bear Springs (1449 Rock Springs Rd.). This request amends architectural elevations for 121 single-family homes and 221 townhome lots that were previously approved (21-0076) by City Council on August 12, 2021. This request applies to Phases 1A, 1B, 2A, 2B, 2C, and 3A of the development.

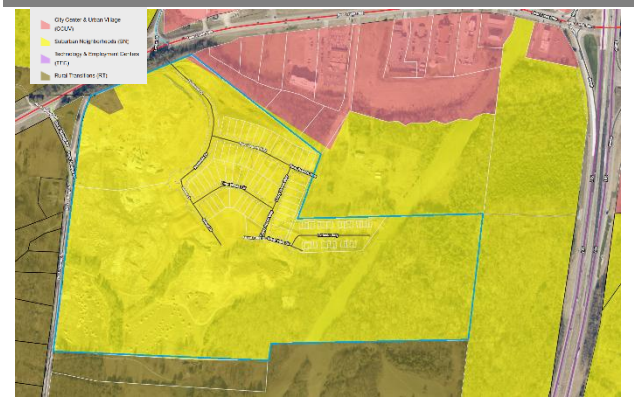
- The development was approved under Ordinance 3638, in effect between 2006 and 2022.
- The approvals created a vested right to develop under the standards in effect at the time.
- The property is subject to a Final PUD Master Plan based on standards of the previous Zoning Ordinance (3638).
- The DRC reviewed this proposal at its July 2025 meeting. Staff review included standard comments and requests for technical corrections. Full technical comments are provided in the agenda packet.
- This PUD Master Plan modification does not increase the number of units and site density from the previously approved PUD Master Plan.
- The Planning Commission serves as the Architectural Design Review Commission when reviewing all Planned Unit Developments under the current and previous Zoning Ordinance.
- The Planning Commission is the **Decision-Making Authority** for the Final PUD Master Plan, any modifications to approved elevations, and any deviations from driveway width standards as defined in this request.
- Templates are provided at the end of the report to assist the Planning Commission in crafting properly formatted motions.

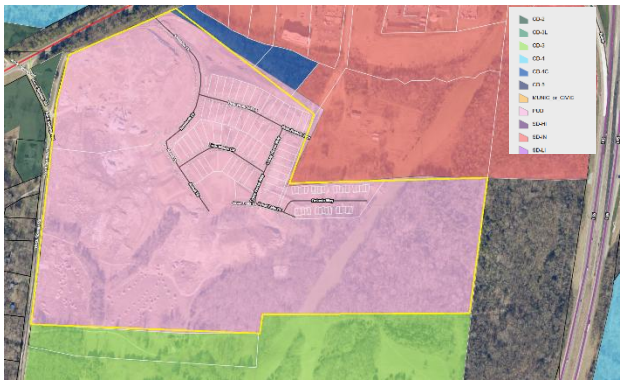
SITE INFORMATION

CURRENT ZONING	EXISTING USE	EXISTING IMP.	LAND AREA
PUD	Residential	Under Development	+ /- 105 acres



FUTURE LAND USE MAP	ZONING MAP





REVIEW PROCESS

As required by **§ 8.3.6**, the Columbia Municipal Planning Commission is designated as 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.

> ***§8.3.6-C.1 – The Planning 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.***

The Development Review Committee reviewed the proposed Final PUD Master Plan revision at its July 2025 meeting, as directed by **§ 8.3.7** of the Zoning Ordinance. Technical comments are provided in the agenda package and summarized above.

As required by **§ 8.5.4.D.3,** the Zoning Ordinance, staff posted signs on the subject property, mailed letters to adjacent property owners, and published notice of the Planning Commission's meeting in newspapers of general circulation.

Section **§ 8.5.15.F** of the Zoning Ordinance establishes the following Design Review Criteria to be considered:

a. *Compatibility with the surrounding Structures; and*
b. *Compliance with applicable design standards and requirements of this Ordinance or the applicable Development Plan or Master PUD Development Plan.*

Section **§ 8.5.21.W.3(a)** of the Zoning Ordinance authorizes the Planning Commission to approve minor modifications to a Final PUD Master Plan during the period of actual Development.

Section **§ 8.5.21.W.3** establishes the criteria for Planning Commission review and action on revisions to a Final PUD Master Plan. The applicants' proposed changes meet these criteria.

Collectively, all such modifications approved by the Planning Commission shall not, in the aggregate, result in:

(1) Any increase in the number of Dwelling Units that are approved in the Final Master PUD Development Plan or an amendment to Final Master PUD Development Plan; or
(2) An increase of more than 3% in the floor area for Commercial Uses from that approved in the Final Master PUD Development Plan or amendment to Final Master PUD Development Plan.

COMMENTARY FROM PROFESSIONAL PLANNING STAFF

The applicant is requesting approval of revised architectural elevations for the Bear Springs Planned Unit Development. The previously approved elevations (2021) reflected a Craftsman-inspired style characterized by varied rooflines, a combination of masonry and cementitious siding, and balanced fenestration for single-family homes and townhome products. These designs incorporated masonry base treatments, side façade articulation, and porch-oriented entries to create a cohesive neighborhood character.

The revised elevations (2025) maintain a generally compatible traditional architectural character, with use of pitched gable roofs and siding. All proposed roof pitches exceed 6:12, maintaining appropriate proportions and consistency with the approved style. The revisions also introduce multiple plan types and elevation "schemes" (e.g., Autumn, Dallas, Kirkwood, Paisley, Rockwell, and Sydney), which represent a broader range of façade options and provide greater streetscape diversity than the original submittal. This increased variety helps to reduce visual repetition across the neighborhood.

However, the revised elevations also reflect several notable changes. Masonry treatments have been significantly reduced, with many elevations relying primarily on horizontal vinyl/PVC or fiber cement siding and limited stone or brick accents. Decorative roof elements and façade projections have been simplified, and some footprints, particularly garage-forward townhome products, display fewer side windows and less articulation than the 2021 approvals. These modifications result in a more production-oriented appearance and reduce the architectural richness previously anticipated.

Overall, the proposed revisions maintain compatibility with the approved PUD design intent and provide enhanced variety in elevation options, which is beneficial for neighborhood character. However, the reduction in masonry detailing and simplification of architectural features represent a modest downgrade in material quality and façade articulation compared to the 2021 approvals. Staff finds the revised elevations are consistent with the overall PUD framework, but not an improvement in architectural quality relative to the originally approved plans.

SAMPLE MOTIONS

Approve:

Move to approve revisions to the Final Planned Unit Development Master Plan as presented and find that the Master Plan conforms to the applicable zoning ordinance, [subject to remaining technical comments from staff].

Approve with Conditions:

Move to approve revisions to the Final Planned Unit Development Master Plan, 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 revisions to the Final Planned Unit Development Master Plan as presented do not conform to the applicable zoning ordinance and deny the request due to [list specific deficiencies].



BEAR SPRINGS

Single Family & Townhomes

Architectural Features for Bear Springs

- Minimum roof pitch of 6:12
- Brick base front columns
- Shutters are functional and proportioned to cover entire window width, with shutter brackets
- Brick water table on front facade of home
  - Brick below FFE line on sides and rear of the home
- Single family homes with brick sides (corner lots)
- Coach light at garage
  - 2 lights for single family
  - 1 light townhomes
- Architectural shingles
- Glass inserts and decorative hardware on garage doors
- ¾ lite glass front entry doors

AUTUMN - 340

Reference elevation from approved PUD:





ELEVATION F
SCHEME 1

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	341
GLAZING (SQ FT)	39
GLAZING PERCENTAGE	10 %

Subsequent Elevations:



ELEVATION T
SCHEME 28

GLAZING CALCULATIONS	
	ELEV T
FRONT SURFACE (SQ FT)	351
GLAZING (SQ FT)	35
GLAZING PERCENTAGE	10 %



ELEVATION X
SCHEME 12

GLAZING CALCULATIONS	
	ELEV X
FRONT SURFACE (SQ FT)	347
GLAZING (SQ FT)	35
GLAZING PERCENTAGE	10 %

DALLAS - 342

Reference elevation from approved PUD:



GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	548
GLAZING (SQ FT)	72
GLAZING PERCENTAGE	13 %



ELEVATION F

Subsequent Elevations:



ELEVATION H

GLAZING CALCULATIONS	
	ELEV H
FRONT SURFACE (SQ FT)	555
GLAZING (SQ FT)	72
GLAZING PERCENTAGE	13 %



ELEVATION T

GLAZING CALCULATIONS	
	ELEV T
FRONT SURFACE (SQ FT)	532
GLAZING (SQ FT)	72
GLAZING PERCENTAGE	14 %



ELEVATION X

GLAZING CALCULATIONS	
	ELEV X
FRONT SURFACE (SQ FT)	541
GLAZING (SQ FT)	72
GLAZING PERCENTAGE	13 %

LENNON - 343

Reference elevation from approved PUD:





ELEVATION T

GLAZING CALCULATIONS	
	ELEV T
FRONT SURFACE (SQ FT)	533
GLAZING (SQ FT)	67
GLAZING PERCENTAGE	13 %

Subsequent Elevations:



ELEVATION F

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	533
GLAZING (SQ FT)	63
GLAZING PERCENTAGE	12 %



ELEVATION U

GLAZING CALCULATIONS	
	ELEV U
FRONT SURFACE (SQ FT)	521
GLAZING (SQ FT)	63
GLAZING PERCENTAGE	12 %



ELEVATION W

GLAZING CALCULATIONS	
	ELEV W
FRONT SURFACE (SQ FT)	537
GLAZING (SQ FT)	63
GLAZING PERCENTAGE	12 %

SYDNEY - 344

Reference elevation from approved PUD:



GLAZING CALCULATIONS	
	ELEV T
FRONT SURFACE (SQ FT)	477
GLAZING (SQ FT)	53
GLAZING PERCENTAGE	11 %



ELEVATION T

Subsequent Elevations:



ELEVATION F

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	458
GLAZING (SQ FT)	49
GLAZING PERCENTAGE	11 %



ELEVATION K

GLAZING CALCULATIONS	
	ELEV K
FRONT SURFACE (SQ FT)	458
GLAZING (SQ FT)	49
GLAZING PERCENTAGE	11 %



ELEVATION U

GLAZING CALCULATIONS	
	ELEV U
FRONT SURFACE (SQ FT)	468
GLAZING (SQ FT)	49
GLAZING PERCENTAGE	10 %

PAISLEY - 346

Reference elevation from approved PUD:





SCHEME 20
PLAN 346 | PAISLEY
ELEVATION T

GLAZING CALCULATIONS	
	ELEV T
FRONT SURFACE (SQ FT)	500
GLAZING (SQ FT)	78
GLAZING PERCENTAGE	16 %

Subsequent Elevations:



SCHEME 13
PLAN 346 | PAISLEY
ELEVATION F

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	551
GLAZING (SQ FT)	78
GLAZING PERCENTAGE	14 %



SCHEME 12
PLAN 346 | PAISLEY
ELEVATION K

GLAZING CALCULATIONS	
	ELEV K
FRONT SURFACE (SQ FT)	535
GLAZING (SQ FT)	78
GLAZING PERCENTAGE	15 %



SCHEME 21
PLAN 346 | PAISLEY
ELEVATION Y

GLAZING CALCULATIONS	
	ELEV Y
FRONT SURFACE (SQ FT)	545
GLAZING (SQ FT)	78
GLAZING PERCENTAGE	14 %

KIRKWOOD - 382

Reference elevation from approved PUD:



GLAZING CALCULATIONS	
	ELEV S
FRONT SURFACE (SQ FT)	580
GLAZING (SQ FT)	81
GLAZING PERCENTAGE	14 %



ELEVATION S

Subsequent Elevations:



ELEVATION F

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	524
GLAZING (SQ FT)	81
GLAZING PERCENTAGE	15 %



ELEVATION H

GLAZING CALCULATIONS	
	ELEV H
FRONT SURFACE (SQ FT)	521
GLAZING (SQ FT)	81
GLAZING PERCENTAGE	16 %



ELEVATION W

GLAZING CALCULATIONS	
	ELEV W
FRONT SURFACE (SQ FT)	511
GLAZING (SQ FT)	81
GLAZING PERCENTAGE	16 %

ROCKWELL - 446

Reference elevation from approved PUD:





ELEVATION Z

GLAZING CALCULATIONS	
	ELEV Z
FRONT SURFACE (SQ FT)	583
GLAZING (SQ FT)	117
GLAZING PERCENTAGE	20 %

Subsequent Elevations:



ELEVATION F

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	573
GLAZING (SQ FT)	117
GLAZING PERCENTAGE	20 %



ELEVATION H

GLAZING CALCULATIONS	
	ELEV H
FRONT SURFACE (SQ FT)	604
GLAZING (SQ FT)	91
GLAZING PERCENTAGE	15 %

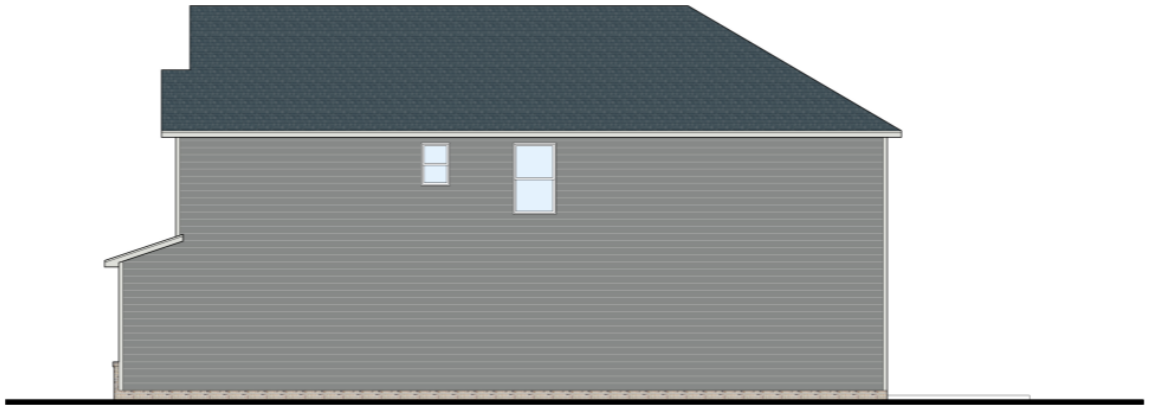


ELEVATION T

GLAZING CALCULATIONS	
	ELEV T
FRONT SURFACE (SQ FT)	573
GLAZING (SQ FT)	117
GLAZING PERCENTAGE	20 %

PAISLEY ELEVATION F SIDE & REAR RENDERINGS





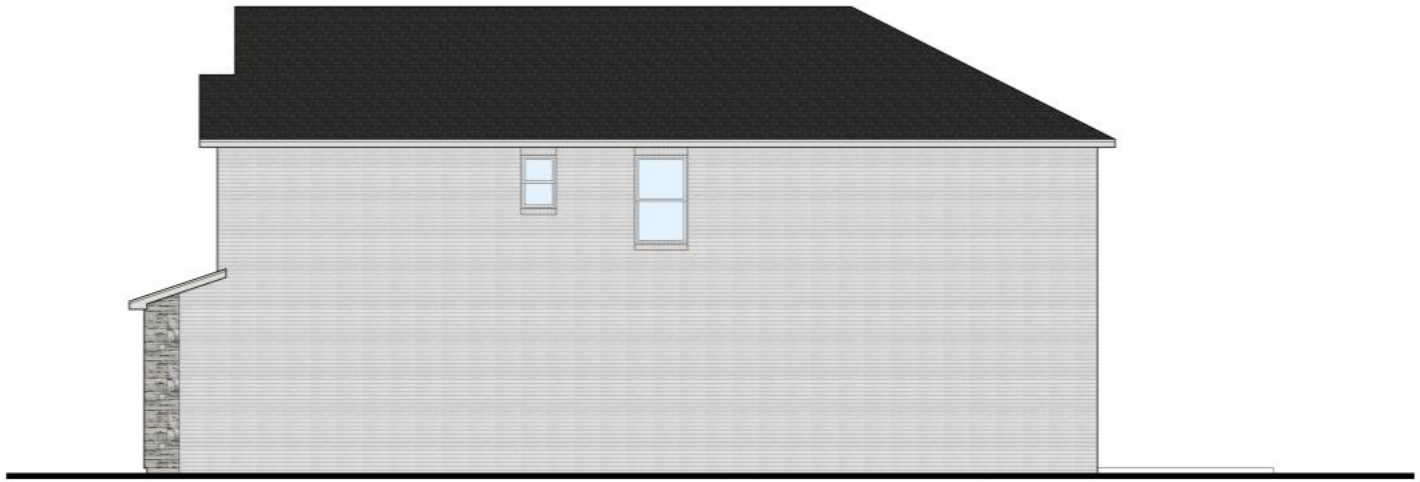
RIGHT





REAR

OPTIONAL BRICK SIDE & REAR SIDING RENDERING

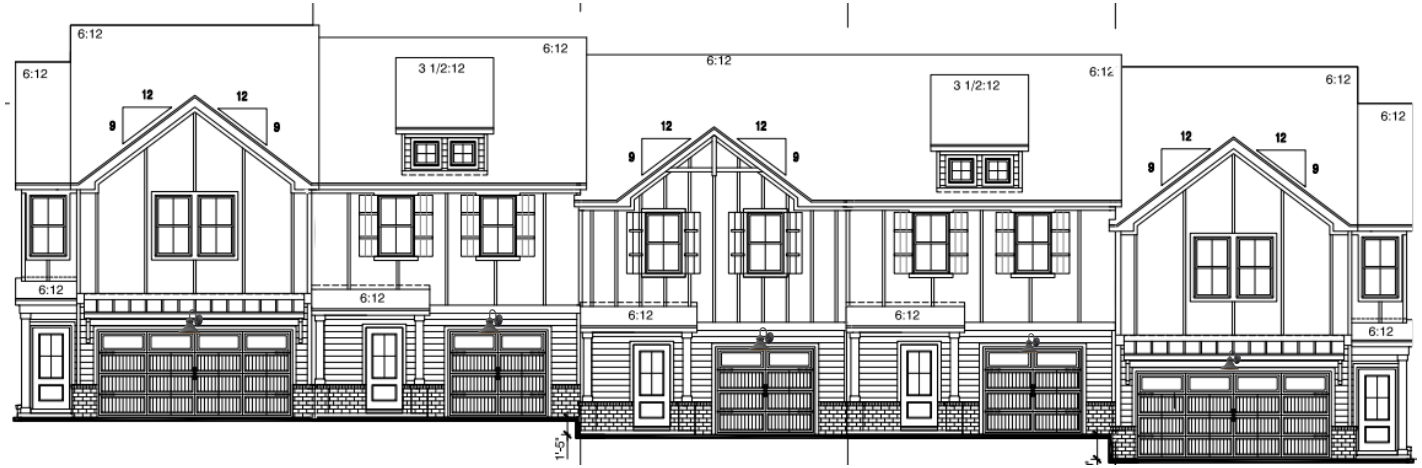


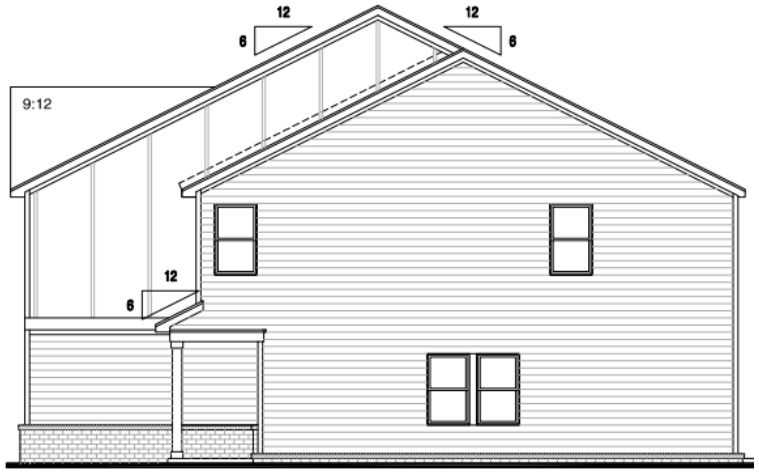


FRONT-LOAD TOWNHOMES

Reference elevation from approved PUD:









SURFACE PARK TOWNHOMES



Reference elevation from approved PUD:



Melissa Sanders

From: Moore, Joshua Daniel (2004) <moorejd@rose-hulman.edu>
Sent: Sunday, August 10, 2025 7:27 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [Caution External Email] - Oppose Bear Springs Final PUD Master Plan (Mark Merrill, Ragan Smith, and Meritage Homes)
Attachments: Moore_Joshua_Planning_Commission_Bear_Springs_PUD_Opposition_August_2025.pdf; Moore_Joshua_Planning_Commission_Bear_Springs_PUD_Opposition_August_2025_small.pdf

Dear Planning Commission Members,

See attached for my full opposition letter.

I urge you to deny approval of the Bear Springs Final PUD Master Plan until Meritage Homes resolves ongoing problems at Taylor Landing, where they remain in full control. Meritage has missed the City's August 11 deadline to finish six outstanding punch lists. Over 30 Taylor Landing homes recently failed State Fire Marshal inspections, where electrical fire hazards were found. The City has also recently issued code violations for trash and overgrown weeds. Our irrigation system has been broken for over a month, and landscaping continues to be in disrepair.

Meritage has not delivered on the promises they made to homeowners. The City should not subject future Bear Springs homeowners to the same nightmare we continue to face at Taylor Landing, nor reward a developer with such an egregious record of failures by rubber stamping another large-scale development for them.

Respectfully,

Joshua Moore
360 Coleman Ct.
Columbia, TN 38401

Joshua D. Moore
President, Taylor Landing Homeowner Advocacy
360 Coleman Ct.
Columbia, TN 38401

August 10, 2025

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

RE: Opposition to Final PUD Master Plan - Bear Springs (Mark Merrill, Ragan Smith, and Meritage Homes)

Dear Planning Commission Members,

I strongly oppose approval of the "Request from Mark Merrill for Final PUD Master Plan of Bear Springs Subdivision Phases 1A-B, 2A-C, and 3A being a portion of Tax Map 92 Parcel 12 off Bear Creek Pike." This is a **Meritage Homes** development being submitted by Ragan Smith. The City should not approve new large-scale projects for a developer that continues to demonstrate systemic safety violations, regulatory noncompliance, environmental disregard, and failure to meet existing obligations to Columbia homeowners at Taylor Landing.

Ongoing Safety and Code Violations at Taylor Landing

Meritage, as declarant, remains in complete control of both Taylor Landing and it's HOA, and has failed to resolve serious, well-documented problems:

- **Missed August 11, 2025 Deadline**: After years of inaction on punch list repairs, Taylor Landing homeowners had to campaign to secure a City deadline of August 11 for Meritage to complete six (6) outstanding punch lists. This came after multiple Meritage bonds expired on June 30, 2025. Even with this deadline, Meritage has still not completed all required work.
- **Electrical Fire Hazards**: For years, multiple homes at Taylor Landing have reported burnt attic disconnect boxes. In April, I asked Meritage (through our property manager, Ghertner & Company) to take immediate action on this life-threatening issue. Meritage did nothing for months until I worked with the Tennessee State Fire Marshal's Office (SFMO), which initiated safety inspections. Only after the safety inspections found violations in homes, did Meritage offer repairs, an apparent belated attempt to avoid greater liability.



Burnt attic HVAC disconnect box found in Taylor Landing home in January 2024; SFMO found more homes with this and other electrical fire hazards during their recent 2025 inspections; Over 30 occupied homes failed state inspection years after the City allowed them to be being occupied.

This is not an isolated problem. Similar issues have been documented in at least **four Meritage developments across two states**, two in South Carolina and two in Tennessee. At Taylor Landing alone, more than 30 homes failed 2025 SFMO inspections, with violations stemming from Meritage's and its subcontractors' installation errors, including **oversized breakers, missing labels, and burnt HVAC disconnect boxes**.

A permit audit revealed that **90 homes** in Taylor Landing appear to have never been originally inspected for HVAC, a violation of Tennessee state law. This occurred because Meritage **did not include HVAC on their main electrical permits**, allowing HVAC systems to be installed without proper permits or inspections. The City had a duty to ensure HVAC and final electrical inspections were both completed before issuing Certificates of Occupancy, and failed to do so.

A recent review of Bear Springs permits already shows concerning similarities in HVAC permitting practices. If the City allows Meritage to proceed building homes at Bear Springs, it must ensure HVAC systems are properly permitted, installed, and inspected as required by state law before any more homes are built.

- **Trash, Landscaping, and Irrigation Failures**: The City has recently issued code violations at Taylor Landing for trash accumulation that went uncollected for nearly a year and overgrown weeds, including weeds several feet tall between homes. Despite these violations being reported nearly a month ago, Meritage, as declarant, has still not brought the development into compliance with City Code. The community irrigation system has been down for over a month (and failed repeatedly in past years as well), following a CPWS-reported leak that led to nearly **$40,000 in water bills** between May-July of this year. This has caused even further widespread plant and turf loss, after our landscaping had been in disrepair for years due to Meritage's neglect while in declarant control of the HOA, and strained our HOA's financials even more than they already were,



Trash and weeds at Taylor Landing that have led to recent City Code violations.

- **Environmental and Contractor Licensing Concerns:** In addition to the safety and code violations described above, Meritage's construction practices on their recent punch list work have raised additional environmental concerns and questions about contractor licensing.





Curb repair at Taylor Landing by Meritage, showing concrete near or in a storm drain leading to the Duck River.

This practice risks discharging construction debris, including concrete, directly into Columbia's MS4 stormwater system and ultimately the Duck River, a designated water source of critical importance to the region. Such discharges may violate both local MS4 requirements and stormwater regulations.

Meritage, as the licensed general contractor, bears full responsibility for ensuring its subcontractors perform work to code and in compliance with environmental regulations. The proximity of this repair to a storm drain and its apparent substandard quality show a troubling lack of oversight.

Neither MS4 enforcement nor TDEC has acted on any of the environmental concerns raised at Taylor Landing, despite photographic evidence.

This lack of accountability reinforces the need for the City to pause approvals for new Meritage projects until compliance with all applicable safety, code, and environmental standards is demonstrated.

- **City Enabling Ongoing Problems:** Despite these unresolved issues, Development Services has allowed Meritage to begin building at Bear Springs, even without an approved Final PUD Master Plan, and continues issuing permits and conducting inspections (that have apparently been failing in multiple homes) even as Meritage fails to bring Taylor Landing into basic safety, code, and environmental compliance. Meritage has even apparently significantly changed the elevations of the homes in the Bear Springs' PUD Master Plan, requesting approval for lower quality materials, expecting the City of Columbia to rubber stamp their changes.

No Approval Without Accountability

Before approving Meritage's Bear Springs Final PUD Master Plan, the City should require Meritage to:

1. Complete all six outstanding punch list items at Taylor Landing.
2. Resolve all landscaping and irrigation failures at Taylor Landing, including those cited in City code violations.

3. Demonstrate compliance with stormwater and environmental protection requirements, including MS4 and TDEC regulations.
4. Ensure all subcontracted work is properly supervised and meets code and quality standards.

Approving this PUD now would reward a developer with a documented pattern of noncompliance, undermine public trust, and weaken the credibility of the City's planning and inspection processes.

I urge the Planning Commission to deny approval until Meritage demonstrates full compliance and accountability at Taylor Landing.

Respectfully,

Joshua D. Moore
President, Taylor Landing Homeowner Advocacy

Joshua D. Moore
President, Taylor Landing Homeowner Advocacy
360 Coleman Ct.
Columbia, TN 38401

August 10, 2025

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

RE: Opposition to Preliminary PUD Master Plan - Waters Edge (Greg Gamble)

Dear Planning Commission Members,

I strongly oppose approval of the "Request from Greg Gamble for Preliminary PUD Master Plan with Architectural Design approval of Waters Edge at Taylor Landing located at River Road and Taylor Landing, being Tax Map 90 Parcl 7.12."[1] This development will create significant traffic, infrastructure, and community impacts, and will directly delay the transition of our HOA from Meritage Homes' control to homeowner control.

Traffic and Safety Concerns:

The applicant's traffic study was completed when the only planned exit from the project was onto River Road. The City has since required an additional entrance/exit onto Taylor Bend Road.

However, there is no updated traffic study addressing the major increase in traffic that will occur on Taylor Bend Road as a result, including the significant rise in vehicles entering and exiting Taylor Bend Road from Theta Pike. The original traffic study does not even cover the traffic on Taylor Bend Road to Theta Pike.

Before any approval, the City must require the developer to submit a revised, comprehensive traffic study that includes this connection and its impacts on surrounding roads.

Burden on Taylor Landing Resources

This development will place heavy additional demand on our community's infrastructure, amenities, roads, and parking, resources that will inevitably be used by apartment residents. Yet, none of the developer's promises to address these impacts are binding, because Meritage still controls our HOA and has not committed to enforceable agreements.

[1] The Planning Commission agenda as of August 10, 2025 shows the request as being "Taylor Landing" and the road being "Taylor Landing", although it's actually "Taylor Bend".

Unresolved Taylor Landing HOA Transition Issues

Taylor Bend Road, where Waters Edge construction will occur, is the same road the City has been trying for years to get Meritage to repair as part of the outstanding punch lists, completion of which must occur before our HOA can transition control to homeowners. Approving this development now will make those repairs even more difficult, delay completion of the Taylor Landing punch lists, and push back our transition date even further.

Property Maintenance Failures

The property already has overgrown weeds encroaching onto the curbs and the public road, an early indicator of poor maintenance practices and disregard for City code requirements, the same problem we have been dealing with regarding Meritage Homes' neglect.





Overgrowth including trees and weeds on the property in question, encroaching onto Taylor Bend Road, a public road (Photos taken August 9, 2025).





Overgrowth of the developer's other property, also showing encroaching weeds onto River Road, a public road (Photos taken August 9, 2025).

The developers also previously rezoned a property across River Road from this one, which will form a part of their planned Waters Edge complex, which all will be in the middle of Taylor Landing. That property too has been left unmaintained and now exhibits the same types of City code violations, overgrowth and weeds more than 12 inches high encroaching onto curbs and the public road. Approving a major new development for an applicant with visible maintenance failures on two properties only sets the stage for further code enforcement problems.

Require Solutions Before Approval

Before granting any approval for the Waters Edge PUD, the City should require the developer to:

1. Submit a revised traffic study that fully addresses the new Taylor Bend Road access point and its impacts.
2. Commit, in binding form, to funding and implementing measures to offset impacts on Taylor Landing's infrastructure and resources.
3. Coordinate road and punch list repairs with Meritage to ensure the Taylor Landing HOA transition is not delayed.
4. Resolve existing code violations for overgrown weeds.

Until these issues are resolved, approval would be premature and contrary to the City's responsibility to protect existing neighborhoods.

Respectfully,

Joshua D. Moore
President, Taylor Landing Homeowner Advocacy

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President, Taylor Landing Homeowner Advocacy
360 Coleman Ct.
Columbia, TN 38401

August 10, 2025

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

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Before any approval, the City must require the developer to submit a revised, comprehensive traffic study that includes this connection and its impacts on surrounding roads.

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Require Solutions Before Approval

Before granting any approval for the Waters Edge PUD, the City should require the developer to:

1. Submit a revised traffic study that fully addresses the new Taylor Bend Road access point and its impacts.
2. Commit, in binding form, to funding and implementing measures to offset impacts on Taylor Landing's infrastructure and resources.
3. Coordinate road and punch list repairs with Meritage to ensure the Taylor Landing HOA transition is not delayed.
4. Resolve existing code violations for overgrown weeds.

Until these issues are resolved, approval would be premature and contrary to the City's responsibility to protect existing neighborhoods.

Respectfully,

Joshua D. Moore
President, Taylor Landing Homeowner Advocacy

Melissa Sanders

From: Moore, Joshua Daniel (2004) <moorejd@rose-hulman.edu>
Sent: Sunday, August 10, 2025 7:33 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [Caution External Email] - Oppose Waters Edge Preliminary PUD Master Plan (Greg Gamble)
Attachments: Moore_Joshua_Planning_Commission_Waters_Edge_PUD_Opposition_August_2025_small.pdf

Dear Planning Commission Members,

See attached for my full opposition letter.

Please deny the Waters Edge Preliminary PUD. The traffic study is outdated and ignores the new Taylor Bend Road access. The project will increase demand on Taylor Landing's roads and amenities without any binding commitments to address the impact.

The site already has overgrown weeds in violation of City code, and the developers have allowed both this property and their other property, which will form part of the apartment complex, to remain in violation. This shows a lack of respect for our community as well as City code.

Construction will also impact and delay the Taylor Bend Road repairs that Meritage Homes is required to complete as part of its punch lists, repairs the City must secure within the one-year window after bonds expired on June 30, 2025.

Respectfully,

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

Melissa Sanders

From: Greg Wood <g.a.wood@outlook.com>
Sent: Sunday, August 10, 2025 9:28 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [External - USE CAUTION] Oppose Bear Springs Final PUD Master Plan (Mark Merrill, Ragan Smith, and Meritage Homes)

Dear Planning Commission Members,

I urge you to deny approval of the Bear Springs Final PUD Master Plan until Meritage Homes resolves ongoing problems at Taylor Landing, where they remain in full control. Meritage has missed the City's August 11 deadline to finish six outstanding punch lists. Over 30 Taylor Landing homes recently failed State Fire Marshal inspections, where electrical fire hazards were found. The City has also recently issued code violations for trash and overgrown weeds. Our irrigation system has been broken for over a month, and landscaping continues to be in disrepair.

Meritage has not delivered on the promises they made to homeowners. The City should not subject future Bear Springs homeowners to the same nightmare we continue to face at Taylor Landing, nor reward a developer with such an egregious record of failures by rubber stamping another large-scale development for them.

Respectfully,

Greg Wood
414 Palmetto Dr
Columbia, TN

Melissa Sanders

From: Greg Wood <g.a.wood@outlook.com>
Sent: Sunday, August 10, 2025 9:37 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [External - USE CAUTION] Oppose Waters Edge Preliminary PUD Master Plan (Greg Gamble)

Dear Planning Commission Members,

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Construction will also impact and delay the Taylor Bend Road repairs that Meritage Homes is required to complete as part of its punch lists, repairs the City must secure within the one-year window after bonds expired on June 30, 2025.

Respectfully,

Greg Wood
414 Palmetto Dr
Columbia, TN

Melissa Sanders

From: Kristina Dickson <kdickson1112@gmail.com>
Sent: Sunday, August 10, 2025 8:36 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
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Meritage has not delivered on the promises they made to homeowners. The City should not subject future Bear Springs homeowners to the same nightmare we continue to face at Taylor Landing, nor reward a developer with such an egregious record of failures by rubber stamping another large-scale development for them. Please do what is right and deny this company of any future communities in this beautiful county.

Respectfully & Fed up with Meritage,
Kristina R. Dickson
Taylor Landing
758 Prairie View Drive
Columbia, TN 38401
615.335.5894

Melissa Sanders

From: Kristina Dickson <kdickson1112@gmail.com>
Sent: Sunday, August 10, 2025 8:45 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [External - USE CAUTION] Oppose Waters Edge Preliminary PUD Master Plan (Greg Gamble)

Dear Planning Commission Members,

Please deny the Waters Edge Preliminary PUD. The traffic study is outdated and ignores the new Taylor Bend Road access. The project will increase demand on Taylor Landing's roads and amenities without any binding commitments to address the impact. The area already has a speeding problem, daily cars blow through the 4-way stop at Taylor Bend and River Road. I've seen several cars almost sideswipe parked cars on the street from misjudging the curve. This neighborhood while within city limits still mirrors a quiet-family neighborhood where most of us know everyone. Please do not take that away from us.

The site already has overgrown weeds in violation of City code, and the developers have allowed both this property and their other property, which will form part of the apartment complex, to remain in violation. This shows a lack of respect for our community as well as City code.

Construction will also impact and delay the Taylor Bend Road repairs that Meritage Homes is required to complete as part of its punch lists, repairs the City must secure within the one-year window after bonds expired on June 30, 2025.

Respectfully & Hopeful,
Kristina R. Dickson
Taylor Landing
758 Prairie View Drive
Columbia, TN 38401
615.335.5894

Melissa Sanders

From: Robert Migliavacca <rwmiglia@gmail.com>
Sent: Monday, August 11, 2025 11:12 AM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [External - USE CAUTION] Oppose Bear Springs Final PUD Master Plan (Mark Merrill, Ragan Smith, and Meritage Homes)

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Meritage has not delivered on the promises they made to homeowners. The City should not subject future Bear Springs homeowners to the same nightmare we continue to face at Taylor Landing, nor reward a developer with such an egregious record of failures by rubber stamping another large-scale development for them.

Respectfully,

Robert W Migliavacca
767 Foxland Dr
Columbia, TN 38401

Melissa Sanders

From: Robert Migliavacca <rwmiglia@gmail.com>
Sent: Monday, August 11, 2025 11:15 AM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
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Respectfully,

Robert W Migliavacca
767 Foxland Dr
Columbia, TN 38401

Melissa Sanders

From: Craig Humphreys <humphreyscraig@yahoo.com>
Sent: Monday, August 11, 2025 11:19 AM
To: vcgoatz@columbiatn.gov; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
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Respectfully,

Warren Humphreys

908 Oak Ridge Taylor landing

Columbia, Tn 38401

Melissa Sanders

From: Kristina Dickson <kdickson1112@gmail.com>
Sent: Sunday, August 10, 2025 8:36 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
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Respectfully & Fed up with Meritage,
Kristina R. Dickson
Taylor Landing
758 Prairie View Drive
Columbia, TN 38401
615.335.5894

Melissa Sanders

From: Kristina Dickson <kdickson1112@gmail.com>
Sent: Sunday, August 10, 2025 8:45 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
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Respectfully & Hopeful,
Kristina R. Dickson
Taylor Landing
758 Prairie View Drive
Columbia, TN 38401
615.335.5894

Melissa Sanders

From: Tim Davis <tim347davis@gmail.com>
Sent: Monday, August 11, 2025 12:57 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [External - USE CAUTION]

Subject: Oppose Bear Springs Final PUD Master Plan (Mark Merrill, RaganSmith, and Meritage Homes)

Dear Planning Commission Members,

I urge you to deny approval of the Bear Springs Final PUD Master Plan until Meritage Homes resolves ongoing problems at Taylor Landing, where they remain in full control. Meritage has missed the City's August 11 deadline to finish six outstanding punch lists. Over 30 Taylor Landing homes recently failed State Fire Marshal inspections, where electrical fire hazards were found. The City has also recently issued code violations for trash and overgrown weeds. Our irrigation system has been broken for over a month, and landscaping continues to be in disrepair.

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Respectfully,

Tim J Davis
334 Seaton Way
Columbia, TN 38401

Melissa Sanders

From: Tim Davis <tim347davis@gmail.com>
Sent: Monday, August 11, 2025 1:01 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [External - USE CAUTION] Subject: Oppose Bear Springs Final PUD Master Plan (Mark Merrill, RaganSmith, and

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Respectfully,

Tim Davis
334 Seaton Way
Columbia, TN 38401

Melissa Sanders

From: Todd Wilson <todd@toddwilson.org>
Sent: Monday, August 11, 2025 7:36 PM
To: Austin Brass
Cc: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; Christa Martin; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [Caution External Email] - City of Columbia Waters Edge Project

Austin,

Thank you for getting back to me. I reviewed the developer's plans. I'm glad they are resolving some of our past concerns. However, I remain strongly opposed to this Waters Edige Project and have five primary concerns as described below. I would like you to record these comments in the public record / official community feedback and to ensure the Mayor, Planning Commissioner, and other key City Officials know of these concerns. They are representative of the community at large.

1. I remain strongly opposed to allowing high-density housing on a 5-acre parcel that sits within the footprint of the 78 acres of Taylor Landing. This small parcel will almost instantly add 33% more housing units within our community. The footprint of the subject development lies entirely within the larger footprint of Taylor Landing. As such, the potential for unintended consequences impacting the 300 family units in Taylor Landing is high.

2. With an increase of about 33% more housing units within the footprint of Taylor Landing, there is no way to control this influx of housing (and resident) density from using our Taylor Landing amenities (playground, trails, dog walk, etc.). This will result in heavier usage on our infrastructure, over which we have no control. For example, my home, and at least 50% of the others in Taylor Landing, are farther from our community amenities than this new development will be. Because the lot sits squeezed between Taylor Landing homes, the residents of the new development will likely access and use our amenities whenever they want.

This will also exacerbate the parking problem we already face. The illegal parking problem we already have is only going to get worse with nearly 100 new housing units, including some small business owners who likely think it's okay to park their business vehicles on our streets.

At a minimum, the developer should be required to contribute substantially to our HOA fees that go to maintain infrastructure.

3. The city is insisting that the developer add a primary entrance/exit from near the back of the property directly into Taylor Landing on Taylor Bend. If this is a requirement to meet other City codes or requirements, this is all the justification necessary to disapprove this high-density development on a 5-acre lot that is within an established community. A high-density housing project does not have to be allowed there, given the context of it residing entirely within the bounds of an established, much lower-density community. The requirement to have a second egress point because of housing density creates a SIGNIFICANT negative impact on the residents of Taylor Landing. This alone is sufficient justification to disapprove this project. I suggest the City pursue a waiver to allow only one egress point. Surely that would not be approved, primarily because of the high housing density being served on such a small lot. Surely the planning commission is smart enough to see the paradox.

4. The completed traffic study appears to be flawed. It did not consider traffic via Taylor Bend to Theta Pike. I'm not sure how that's possible, and it gives me concern about the rigor with which the city is looking at the details. The City is now requesting the developer to add an entrance/exit from the back of the property onto Taylor Bend. This will significantly add to car traffic through Taylor Bend. The traffic study needs to be redone to consider the increased traffic through the main artery route in Taylor Landing.

5. The developer has already obtained the City's approval for their plans for the property across the street from this one. However, they did not inform the City or the neighborhood that they planned to put a swimming pool and clubhouse on the tree lot property and share those amenities with their housing across the street. By obtaining approvals in pieces, the developer does not have to highlight the higher traffic that will be generated in our footprint. This needs to be added to the City report, and the City officials and the planning commission need to know this amplifies the concerns already raised above.

Please confirm these comments have been received, that the planning commission will see them, and they will be incorporated into the documentation with the report.

Thank you

Todd Wilson

On Aug 11, 2025, at 8:02 PM, Austin Brass <ABrass@Columbiatn.gov> wrote:

Mr. Wilson:

Thank you for reaching out and your patience with the email response. Staff has been in discussion with the applicant to ensure the request meets all city standards before putting the item on the docket for Planning Commission.

With this request the applicant has formally requested to defer this item to the September Planning Commission meeting.

Best,
-Austin

From: Todd Wilson <todd@toddwilson.org>
Sent: Sunday, August 10, 2025 11:18 AM
To: Austin Brass <ABrass@Columbiatn.gov>; Paul Keltner <PKeltner@Columbiatn.gov>
Cc: Charles Rush <CRush@Columbiatn.gov>; Melissa Sanders <MSanders@Columbiatn.gov>; Moore, Joshua Daniel (2004) <moorejd@rose-hulman.edu>
Subject: [Caution External Email] - Re: City of Columbia Waters Edge Project

Austin - I never heard back on the question below.

Thanks
Todd Wilson

On Aug 6, 2025, at 8:26 PM, Todd Wilson <todd@toddwilson.org> wrote:

Austin,

I'm looking through the revised PUD for the Waters Edge Project. It appears the applicant's traffic study was completed when the only exit from the project was onto River Rd. The city apparently is requiring the applicant to put an entrance/exit onto Taylor Bend Road (which our community is adamantly opposed to). The applicant's resubmittal shows the additional entrance/exit onto River Road. However, I do not see an updated traffic study to address the increased traffic that will result inside Taylor Bend, including the significant increase in traffic entering and exiting Taylor Bend Road from Theta Pike. Is the developer being required to submit a revised traffic study based on the second access point? I reviewed the traffic study, and remarkably, it does not even cover the traffic on Taylor Bend to Theta Pike. Why would that have been skipped in the original traffic pattern, and will the developer now have to update the traffic study?

Todd Wilson

> On Jul 29, 2025, at 10:07 AM, Austin Brass <ABrass@Columbiatn.gov> wrote:
>
> Good Morning:
>
> Please see attached per our discussion this morning.
>
> Thank you.
>
> <image001.png>

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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This email has been scanned for viruses and malware, and may have been automatically archived by Mimecast, a leader in email security and cyber resilience. Mimecast integrates email defenses with brand protection, security awareness training, web security, compliance and other essential capabilities. Mimecast helps protect large and small organizations from malicious activity, human error and technology failure; and to lead the movement toward building a more resilient world. To find out more, visit our website.

Melissa Sanders

From: donna todd <dtodd3695@gmail.com>
Sent: Monday, August 11, 2025 6:28 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; Christa Martin; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [External - USE CAUTION] Oppose Bear Springs Final PUD Master Plan (Mark Merrill, Ragan Smith, and Meritage Homes)

Dear Planning Commission Members,

In reference to any new development by the Meritage Home Development company vote NO. This company is unethical and dishonest. They do subpar work, cut corners, avoid inspections and lie to everyone. I urge you to deny approval of the Bear Springs Final PUD Master Plan until Meritage Homes resolves ongoing problems at Taylor Landing, where they remain in full control. You as the City Commission gave until August 11 to finish all the unfinished punch items and mess they have left in our neighborhood. From what I understand they have not met this deadline. Over 30 Taylor Landing homes recently failed State Fire Marshal inspections, where electrical fire hazards were found. The City has also recently issued code violations for trash and overgrown weeds. Our irrigation system has been broken for over a month, and landscaping continues to be an eyesore because of their mismanagement and lack of concern for the homeowners and the city of Columbia. Do you really want these people to continue to invade our community with their track record? PLEASE HELP US!!!

Meritage has not delivered on the promises they made to homeowners. The City should not subject future Bear Springs homeowners to the same nightmare we continue to face at Taylor Landing, nor reward a developer with such an egregious record of failures by rubber stamping another large-scale development for them.

Respectfully,

Donna Todd

203 River Rd.

Columbia, Tn. 38401t

DD

Melissa Sanders

From: Rose Marie Arnold <rma.walker@yahoo.com>
Sent: Monday, August 11, 2025 6:41 PM
To: Melissa Sanders
Subject: [External - USE CAUTION] Oppose Bear Springs PUD Master Plan (Mark Merrill, Ragan Smith, and Meritage Homes)

Dear Planning Commission Members,

Meritage Homes should not win approval for any further building in Columbia! Ever! They delay, ignore and turn their backs on current homeowners. Their promises mean nothing.

I urge you to deny approval of the Bear Springs Final PUD Master Plan until Meritage Homes resolves ongoing problems at Taylor Landing, where they remain in full control. Meritage has missed the City's August 11 deadline to finish six outstanding punch lists. Over 30 Taylor Landing homes recently failed State Fire Marshal inspections, where electrical fire hazards were found. The City has also recently issued code violations for trash and overgrown weeds. Our irrigation system has been broken for over a month, and landscaping continues to be in disrepair.

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Respectfully,

Rose Marie Arnold
Taylor Landing Homeowner
734 Prairie View Dr.
Columbia. TN 38401

Melissa Sanders

From: Bonnie <bonniewhat@gmail.com>
Sent: Tuesday, August 12, 2025 10:14 AM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; Christa Martin; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [External - USE CAUTION] Deny Meritage

Dear Planning Commission Members,

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Respectfully,

Bonnie Froehlich
714 Taylor Bend Rd

Sent from my iPhone

Melissa Sanders

From: Patrick Bennie <patrickbennie@me.com>
Sent: Tuesday, August 12, 2025 2:10 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; Christa Martin; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [Caution External Email] - Oppose Bear Springs Final PUD

Dear Planning Commission Members,

I urge you to deny approval of the Bear Springs Final PUD Master Plan until Meritage Homes resolves ongoing problems at Taylor Landing, where they remain in full control. Meritage has missed the City's August 11 deadline to finish six outstanding punch lists. Over 30 Taylor Landing homes recently failed State Fire Marshal inspections, where electrical fire hazards were found. The City has also recently issued code violations for trash and overgrown weeds. Our irrigation system was broken for over a month, and landscaping continues to be in disrepair.

Meritage has not delivered on the promises they made to homeowners. The City should not subject future Bear Springs homeowners to the same nightmare we continue to live in at Taylor Landing, nor reward a developer with such an egregious record of failures by rubber stamping another large-scale development for them.

Respectfully,

and... I totally agree with the above
Patrick Bennie
756 Prairie View Drive, Columbia, 38401

Melissa Sanders

From: Arnel Tirones <a.tirones@yahoo.com>
Sent: Tuesday, August 12, 2025 5:15 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; Christa Martin; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [External - USE CAUTION] Oppose the Bear Springs final PUD Master Plan (Mark Merrill, Ragan Smith, and Meritage Homes)

Dear Planning Commission Members,

My wife and I are writing, along with many of our neighbors, to ask you not to approve the Final PUD Master Plan for the Bear Springs Subdivision (Phases 1A-B, 2A-C, and 3A), submitted by Mark Merrill for Meritage Homes and Ragan Smith. This project, located off Bear Creek Pike (Tax Map 92 Parcel 12), shouldn't move forward while Meritage continues to ignore serious problems—especially at Taylor Landing.

Ongoing Issues at Taylor Landing

Meritage still runs Taylor Landing and its HOA, and homeowners are stuck dealing with big problems:
• Missed Repairs: The City gave Meritage until August 11, 2025 to fix six things they've been putting off for years. Their bonds have already expired—and the work still isn't done.
• Fire Hazards: Some homes had burnt HVAC boxes in their attics for years. Meritage didn't fix anything until the State Fire Marshal got involved. Over 30 homes failed inspections in 2025 because of serious electrical issues.
• Missing Permits: About 90 homes didn't get proper HVAC inspections because Meritage left HVAC off the electrical permits. That breaks state law, and the City shouldn't have signed off on those homes.

Now, the same permit problems are showing up at Bear Springs. The City needs to make sure HVAC systems are properly permitted and inspected before any more homes go up.

Neglect and Environmental Concerns

• Trash and Weeds: Taylor Landing has had trash piling up and weeds everywhere. The City gave them violations, but Meritage still hasn't cleaned it up.
• Broken Sprinklers: The irrigation system has been broken for over a month. A leak caused nearly $40,000 in water bills, the landscaping is dying, and the HOA is struggling to pay for it.
• Stormwater Risks: Meritage's recent curb work shows concrete near storm drains that lead to the Duck River. This might break MS4 and TDEC rules, but nothing's been done—even with photo proof.

Don't Approve Until Meritage Follows Through

Meritage shouldn't get the green light for Bear Springs until they:
• Finish the six repairs at Taylor Landing
• Fix the landscaping and irrigation issues
• Follow all stormwater and environmental rules

• Make sure subcontractors do quality work that meets code

Letting this project move forward now would send the wrong message—it rewards a developer that hasn't followed the rules, makes people lose trust in the City, and weakens oversight. Please hold off on approving anything until Meritage shows they've fixed the problems at Taylor Landing.

Respectfully,

Arnel and Abegail Tirones



Virus-free.www.avast.com

Melissa Sanders

From: patriciamims1950@gmail.com
Sent: Tuesday, August 12, 2025 5:59 PM
To: Charlie Goatz; Chaz Molder; Randy McBroom; James Shannon; James Sloan; Nancy Williams; Christa Martin; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [External - USE CAUTION] Oppose Bear Springs Final PUD Master Plan (Mark Merrill, Ragan Smith, and Meritage Homes)

Dear Planning Commission Members,

Please deny approval of Bear Springs Final PUD Master Plan.
Meritage Homes has not resolved ongoing problems at Taylor Landing, where they remain in full control. Meritage has missed the City's August 11 deadline to finish six outstanding punch lists.
My home was one of 30 Taylor Landing homes recently failed State Fire Marshal inspections, where electrical fire hazards were found. The City has also recently issued code violations for trash and overgrown weeds. Our irrigation system was broken for over a month, and landscaping continues to be in disrepair. All these things are costly to the homeowners

Meritage has not delivered on the promises they made to homeowners. The City should not subject future Bear Springs homeowners to the same nightmare we continue to live in at Taylor Landing, nor reward a developer with such an egregious record of failures by rubber stamping another large-scale development for them.

Thank you for your time.

Patricia Sawatzki
601 Taylor Bend
Columbia, TN 38401

Melissa Sanders

From: Jennifer Fite <jenniferfite@rocketmail.com>
Sent: Wednesday, August 13, 2025 10:14 AM
To: Charlie Goatz; Randy McBroom; James Shannon; James Sloan; Nancy Williams; cmartin@columbitn.gov; Davena Hardison; Charlie Huffman; Cheryl Secrest; Kenny Marshall; Brian McKelvy; Tony Massey; Thad Jablonski; Paul Keltner; Douglas Toney; Neil Scruggs; Glenn Harper; Travis Neas; Austin Brass; Melissa Sanders
Subject: [External - USE CAUTION] Bear Springs PUD

Good Morning,
I am writing this letter to inform you of the neglect Meritage Homes has caused in my community, Taylor Landing. Upon hearing their request of approval for the Bear Springs PUD Master Plan, I immediately thought of the outstanding punch lists here in my community including problems with fire hazards in HVAC units, the non existent landscaping and irrigation issues, garbage neglect and so much more. Their negligence has caused my property value to go down due to all of these problems, problems that the City of Columbia are well aware of due to Meritage's various city code violations. The list is a long one. How can this city approve of yet another community from this company while they can hardly do a competent job at this one. Mark my words if this committee allows this, another nightmare of a neighborhood will be produced. I'm sure you, the city council would not want another crop of new homeowners to bombard your office with more problems this company will most certainly cause.
I am asking, no pleading with you to deny approval until Meritage completes their promises to the good people of Taylor Landing. We are a united community that will continue to fight against this council for not thinking of the well being of our City and its residents instead choosing to allow these companies to defy city laws showing they do not have Columbia's best interest. Please do the right thing.

Respectfully,
Jennifer Fite
724 Prairie View Drive
Columbia, TN 38401

Sent from my iPhone



Elevation F

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	341
GLAZING (SQ FT)	33
GLAZING PERCENTAGE	10 %



Elevation T

GLAZING CALCULATIONS	
	ELEV T
FRONT SURFACE (SQ FT)	331
GLAZING (SQ FT)	33
GLAZING PERCENTAGE	10 %



Elevation X

GLAZING CALCULATIONS	
	ELEV X
FRONT SURFACE (SQ FT)	347
GLAZING (SQ FT)	33
GLAZING PERCENTAGE	10 %

ELEVAITON REVIEW - NOT FOR CONSTRUCTION - 07/24/2025

ISSUE DATE: XX-XX-2025

REVISIONS

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Meritage Homes

Autumn
Slab/Stem Wall/Crawl Space
Bear Springs
Refined 30' & 40' Single Family

BSB DESIGN
BSBDESIGN.COM

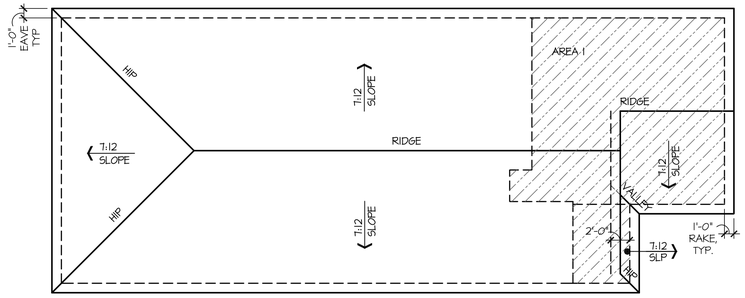
4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515 273 3020

JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: RB **CHECKED:** ST

ELEVATION MATRIX

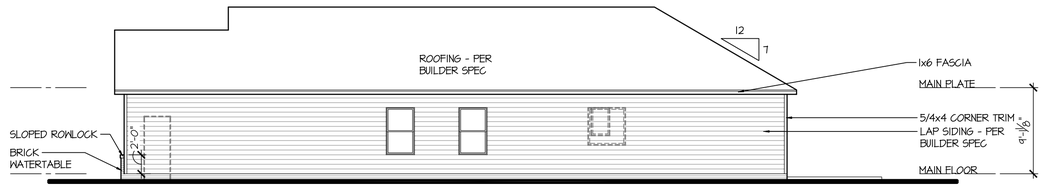
340

AGN0.2



Roof Plan

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Right Elevation

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Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

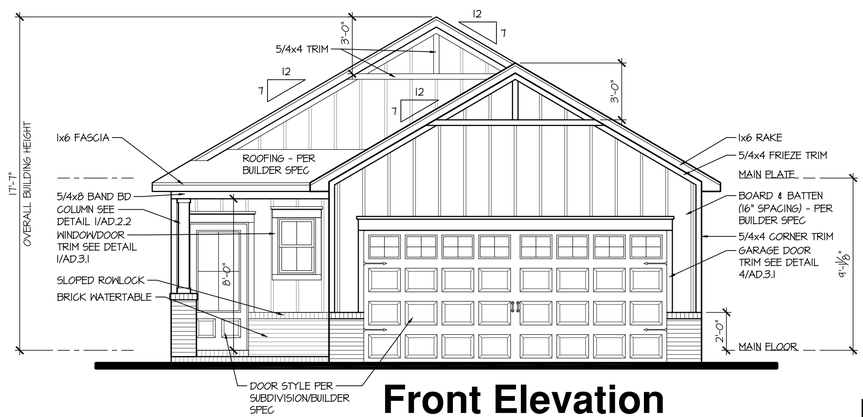
ATTIC VENTILATION

AREA 1:	
ATTIC AREA:	456 SQ.FT.
VENT RATIO:	1/300
REQUIRED VENTILATION:	219 SQ. IN.
50% LOW:	109 SQ. IN.
50% HIGH:	109 SQ. IN.

NOTE: ATTIC AREAS WHICH USE THE 1:300 RATIO HAVE BEEN DESIGNED SO THAT 50% OF THE REQUIRED VENTILATION AREA IS PROVIDED IN THE UPPER PORTION OF THE ATTIC SPACE AND 50% IN THE LOWER PORTION.

CONTRACTOR SHALL VERIFY THE NET FREE VENTILATION OF THE VENT PRODUCT SELECTED WHICH MEETS THE REQUIRED VENTILATION. PROVIDE INSULATION STOPS SUCH THAT INSULATION DOES NOT OBSTRUCT FREE AIR MOVEMENT AS REQUIRED BY THE SCOPE OF THE WORK AND THE BUILDING OFFICIAL.

ALL OVERLAP FRAMED ROOF AREAS SHALL HAVE OPENINGS BETWEEN THE ADJACENT ATTICS IN THE ROOF SHEATHING (AS ALLOWED BY THE STRUCTURAL ENGINEER) TO ALLOW PASSAGE AND ATTIC VENTILATION BETWEEN THE TWO OR ISOLATED ATTIC SPACES SHALL BE VENTED INDEPENDENTLY TO IRC/IBC REQUIREMENTS.



Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

CONSTRUCTION ASSEMBLIES:

T THE FOLLOWING KEYNOTES REFERENCE THE SYMBOLS AS SHOWN ON PLANS

A. ROOF CONSTRUCTION:
ROOFING PER BUILDER SPEC ON UNDERLAYMENT ON ROOF SHEATHING ON ROOF FRAMING MEMBERS.
CEILING: ½" GYPSUM BOARD WITH INSULATION ABOVE.

B1. TYPICAL SIDING WALL CONSTRUCTION:
SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B2. TYPICAL STONE VENEER WALL CONSTR.:
ADHERED SYNTHETIC STONE VENEER (INSTALLED PER MFR'S SPECS.) OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
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B3. TYPICAL BRICK WALL CONSTRUCTION:
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C. TYPICAL FLOOR CONSTRUCTION:
FINISHED FLOORING ON ¾" FLOOR SHEATHING ON FLOOR FRAMING AS NOTED ON STRUCTURAL DRAWINGS.
MAIN FLOOR CEILING: ½" GYPSUM BOARD.

D. CONCRETE SLAB CONSTRUCTION:
SEE STRUCTURAL DRAWINGS.

GENERAL EXTERIOR ELEVATION NOTES:

- GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE FROM THAT SHOWN.
- PROVIDE ROOF AND SOFFIT VENTS AS SPECIFIED BY BUILDER.
- PROVIDE GUTTERS AND DOWNSPOUTS AS SPECIFIED BY BUILDER.

FOR EXTERIOR FINISH MATERIALS; SIDING, MASONRY AND TRIM PACKAGES REFER TO BUILDER'S SPECIFICATIONS.
VINYL/ PVC AND FIBER CEMENT BOARD ARE INTERCHANGEABLE PER COMMUNITY.

KEY:
UNCONDITIONED SPACE

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	341
GLAZING (SQ FT)	33
GLAZING PERCENTAGE	10 %

ELEVAITON REVIEW - NOT FOR CONSTRUCTION 07/24/2025

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Meritage Homes

Autumn
Slab/Stem Wall/Crawl Space
Bear Springs
Refined 30' & 40' Single Family

BSB DESIGN
BSBDESIGN.COM
4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515 273 3020

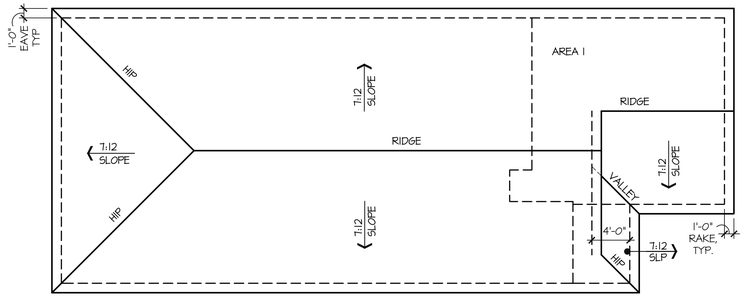
JOB NO: 25-0360 PROJ MGR: KR
DRAWN: RB CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

340

A3.1.1F

Elevation - F



Roof Plan

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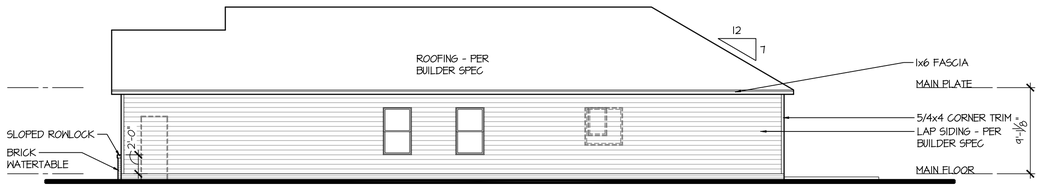

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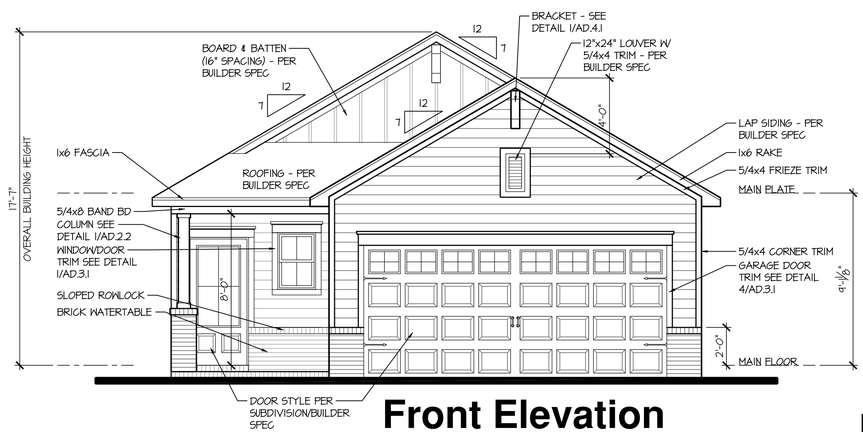

Front Elevation

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Elevation - T

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KEY:
UNCONDITIONED SPACE



GLAZING CALCULATIONS

	ELEV T
FRONT SURFACE (SQ FT)	331
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Bear Springs
Refined 30' & 40' Single Family

BSB DESIGN
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4601 Westown Parkway, Suite 208
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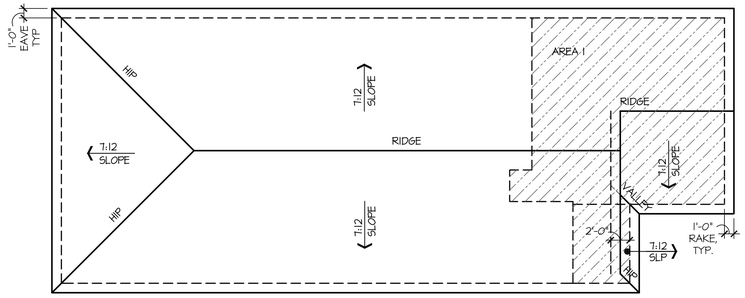
515 273 3020

JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: RB **CHECKED:** ST

EXTERIOR ELEVATIONS
ROOF PLAN

340

A3.1.1T



Roof Plan

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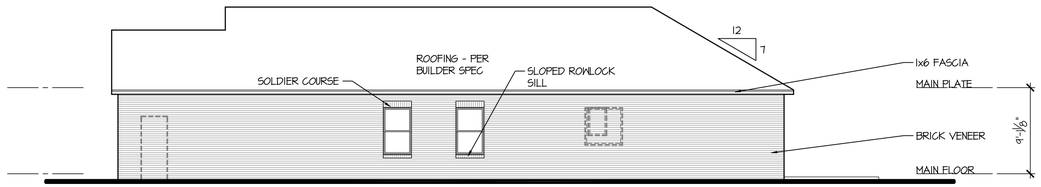

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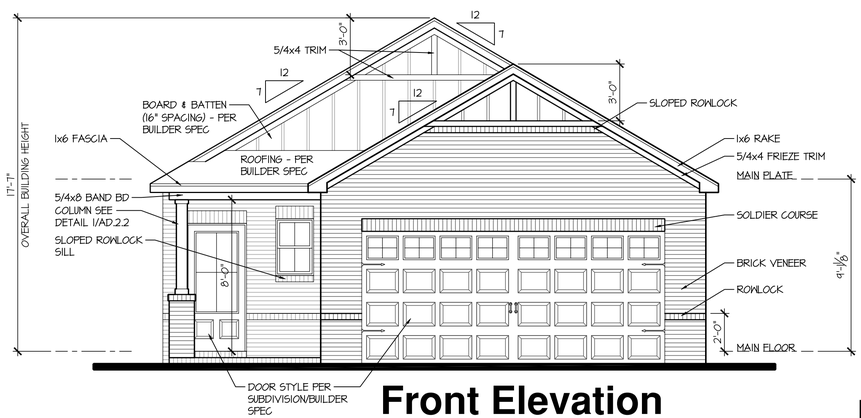

Front Elevation

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Elevation - X

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JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: RB **CHECKED:** ST

EXTERIOR ELEVATIONS
ROOF PLAN

340

A3.1.1X



Elevation F

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	548
GLAZING (SQ FT)	72
GLAZING PERCENTAGE	13 %



Elevation H

GLAZING CALCULATIONS	
	ELEV H
FRONT SURFACE (SQ FT)	555
GLAZING (SQ FT)	72
GLAZING PERCENTAGE	13 %



Elevation T

GLAZING CALCULATIONS	
	ELEV T
FRONT SURFACE (SQ FT)	532
GLAZING (SQ FT)	72
GLAZING PERCENTAGE	14 %



Elevation X

GLAZING CALCULATIONS	
	ELEV X
FRONT SURFACE (SQ FT)	541
GLAZING (SQ FT)	72
GLAZING PERCENTAGE	13 %

ELEVAITON REVIEW - NOT FOR CONSTRUCTION - 07/24/2025

ISSUE DATE: XX-XX-2025

REVISIONS

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Meritage Homes

Dallas
Slab/Stem Wall/Crawl Space
Bear Springs
Refined 30' & 40' Single Family

BSB DESIGN

BSBDESIGN.COM

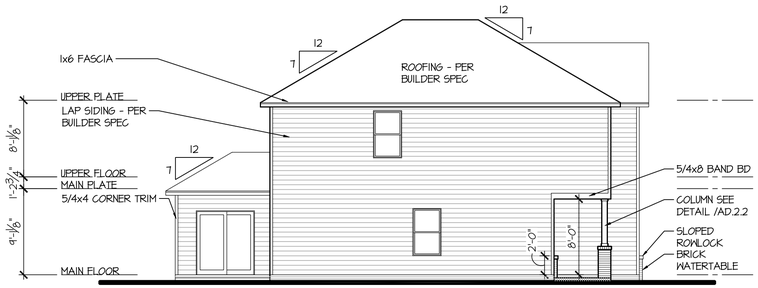
4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515 273 3020

JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: ST **CHECKED:** ST

ELEVATION MATRIX

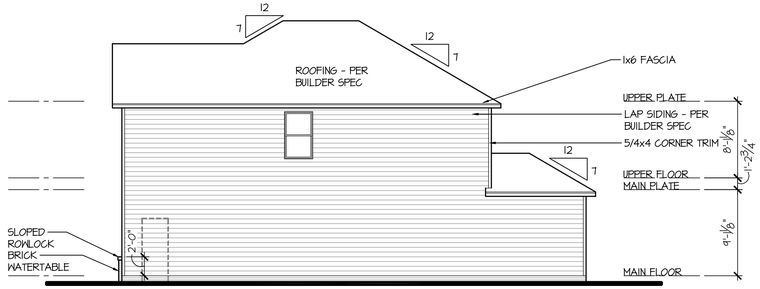
342

AGN0.2



Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



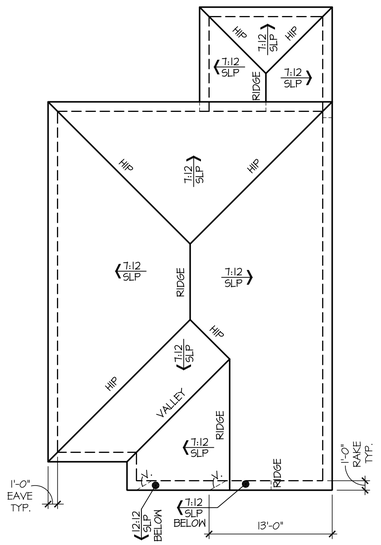
Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



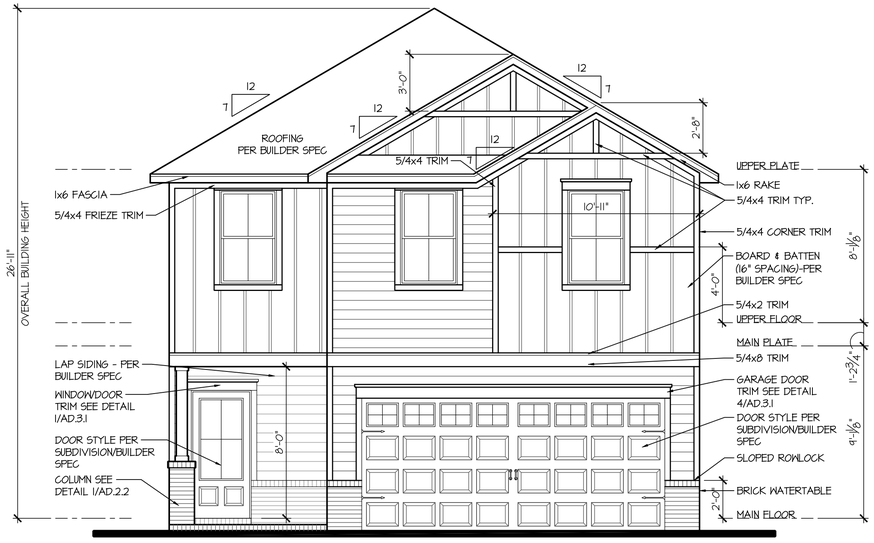
Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Roof Plan

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

CONSTRUCTION ASSEMBLIES:

T THE FOLLOWING KEYNOTES REFERENCE THE SYMBOLS AS SHOWN ON PLANS

A. ROOF CONSTRUCTION:
ROOFING PER BUILDER SPEC ON UNDERLAYMENT ON ROOF SHEATHING ON ROOF FRAMING MEMBERS.
CEILING: ½" GYPSUM BOARD WITH INSULATION ABOVE.

B1. TYPICAL SIDING WALL CONSTRUCTION:
SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B2. TYPICAL STONE VENEER WALL CONSTR.:
ADHERED SYNTHETIC STONE VENEER (INSTALLED PER MFR'S SPECS.) OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B3. TYPICAL BRICK WALL CONSTRUCTION:
BRICK VENEER W/ MASONRY TIES 16" o.c. HORIZONTAL & VERTICAL OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2X4 OR 2X6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD

C. TYPICAL FLOOR CONSTRUCTION:
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MAIN FLOOR CEILING: ½" GYPSUM BOARD.

D. CONCRETE SLAB CONSTRUCTION:
SEE STRUCTURAL DRAWINGS.

GENERAL EXTERIOR ELEVATION NOTES:

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VINYL/ PVC AND FIBER CEMENT BOARD ARE INTERCHANGEABLE PER COMMUNITY.

GLAZING CALCULATIONS

	ELEV F
FRONT SURFACE (SQ FT)	548
GLAZING (SQ FT)	72
GLAZING PERCENTAGE	13.1%

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DRAWN: ST CHECKED: ST

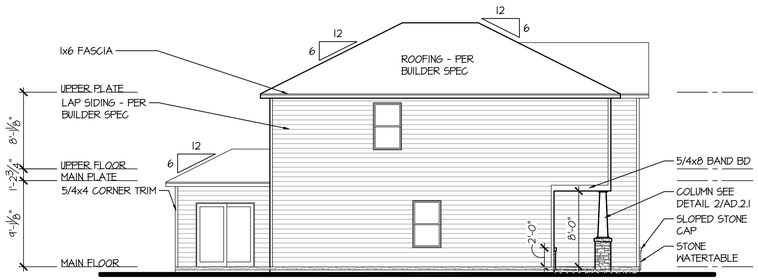
EXTERIOR ELEVATIONS
ROOF PLAN

342

A3.1.1F

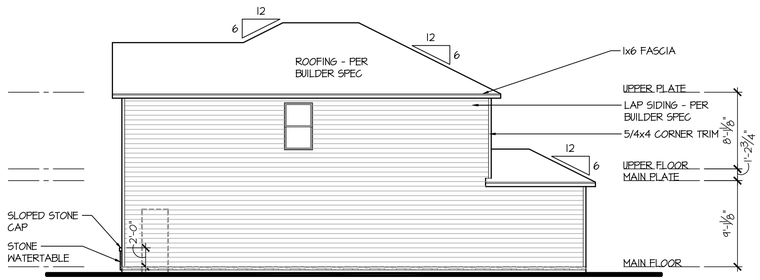
Elevation - F

ELEVAITON REVIEW - NOT FOR CONSTRUCTION - 07/24/2025



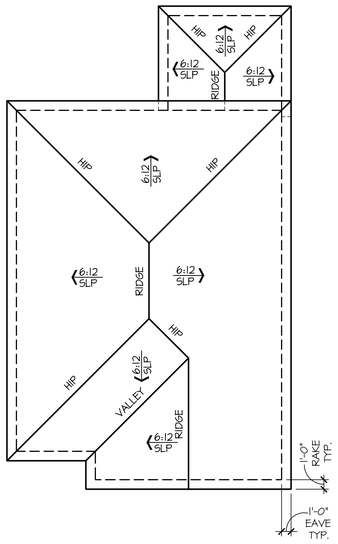
Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

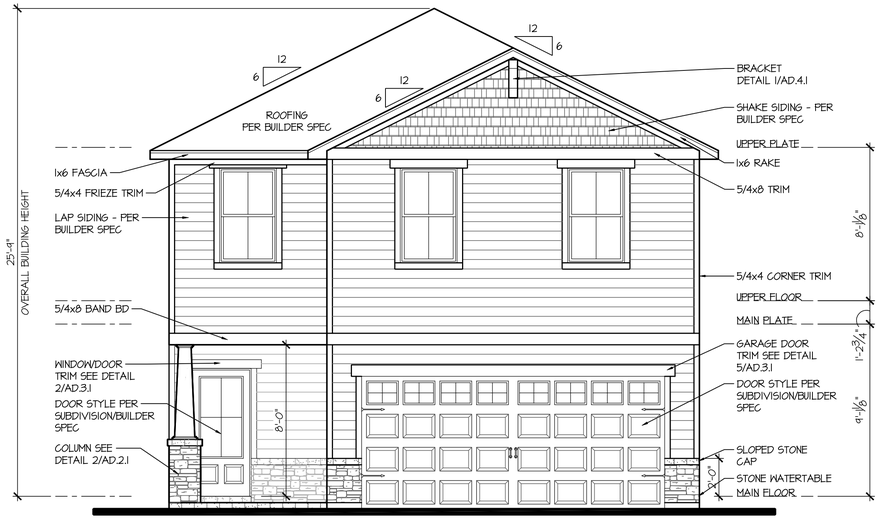


Roof Plan

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

Elevation - H

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GLAZING CALCULATIONS

	ELEV H
FRONT SURFACE (SQ FT)	555
GLAZING (SQ FT)	72
GLAZING PERCENTAGE	13 %

ELEVAITON REVIEW - NOT FOR CONSTRUCTION 07/24/2025

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REVISIONS

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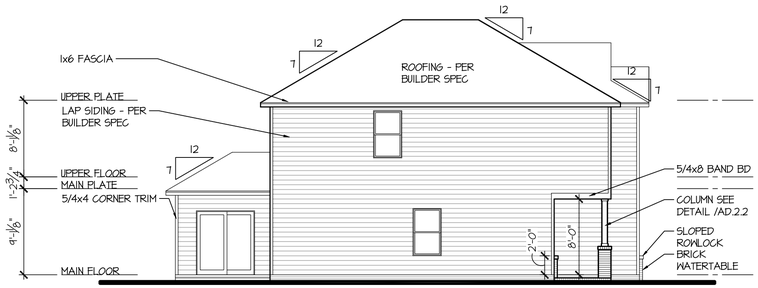
JOB NO: 25-0360 PROJ MGR: KR
DRAWN: ST CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

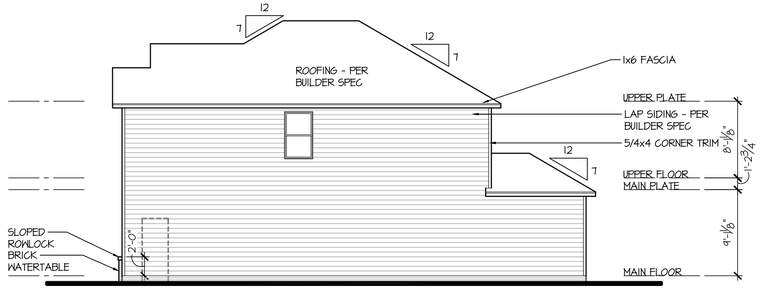
342

A3.1.1H



Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



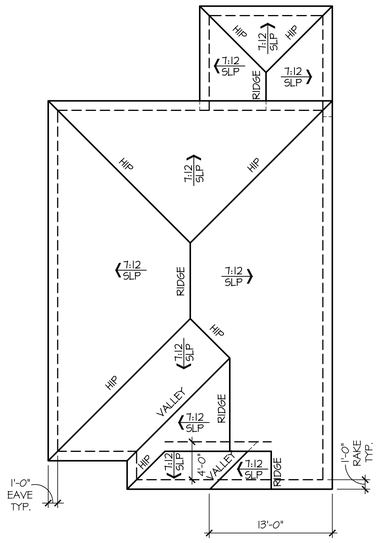
Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



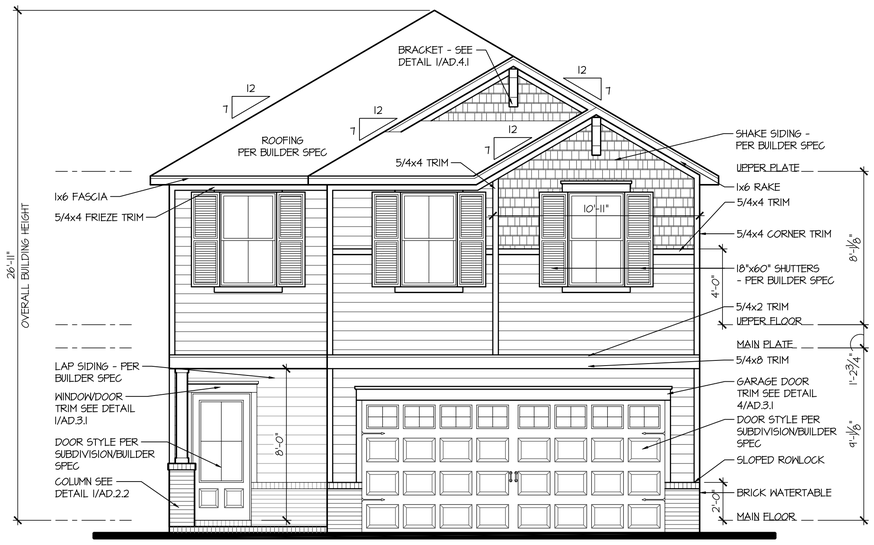
Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Roof Plan

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

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GLAZING CALCULATIONS

	ELEV T
FRONT SURFACE (SQ FT)	532
GLAZING (SQ FT)	72
GLAZING PERCENTAGE	14 %

ELEVAITON REVIEW - NOT FOR CONSTRUCTION - 07/24/2025

ISSUE DATE: XX-XX-2025
REVISIONS

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Meritage Homes

Dallas
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Bear Springs
Refined 30' & 40' Single Family

BSB DESIGN
BSBDESIGN.COM
4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515.273.3020

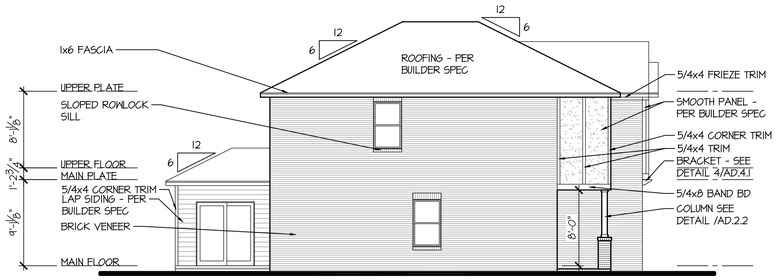
JOB NO: 25-0360 PROJ MGR: KR
DRAWN: ST CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

342

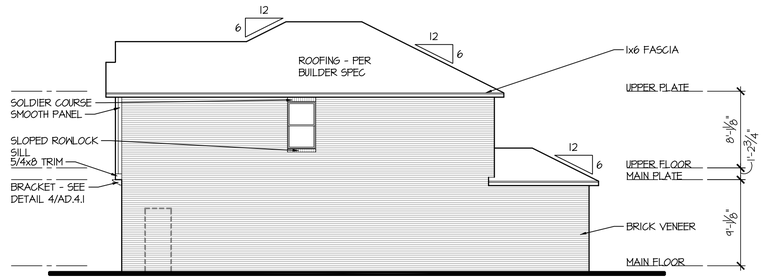
A3.1.1T

Elevation - T



Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Right Elevation

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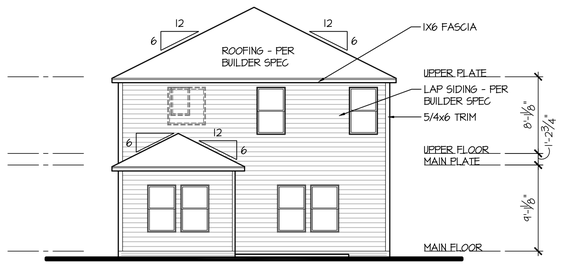

Rear Elevation

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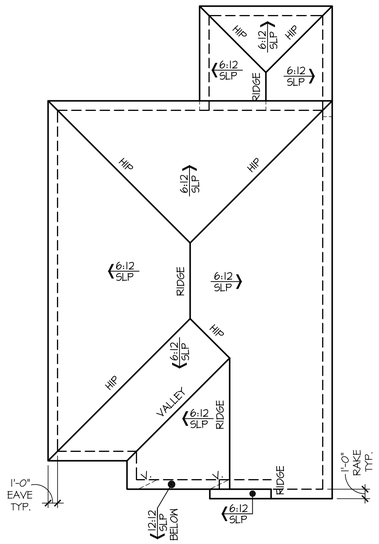

Roof Plan

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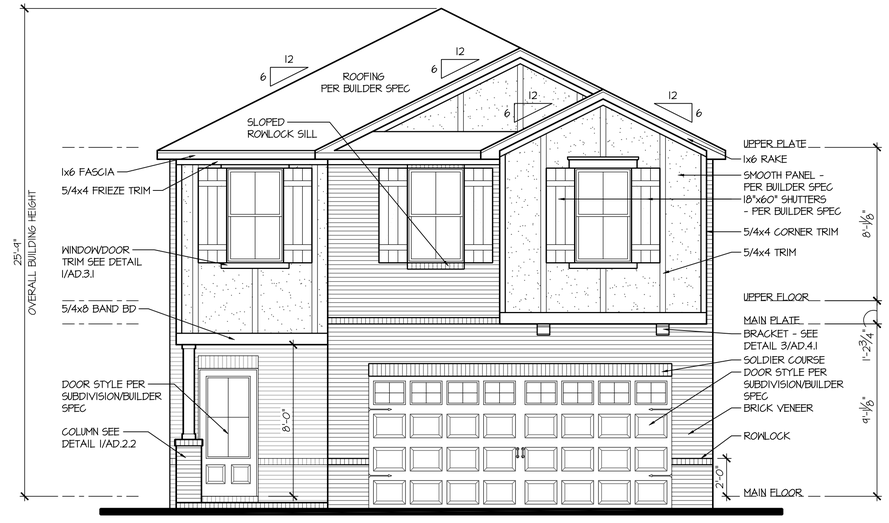

Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

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DRAWN: ST CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

342

A3.1.1X

Elevation - X



Elevation F

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	533
GLAZING (SQ FT)	63
GLAZING PERCENTAGE	12 %



Elevation T

GLAZING CALCULATIONS	
	ELEV T
FRONT SURFACE (SQ FT)	533
GLAZING (SQ FT)	67
GLAZING PERCENTAGE	13 %



Elevation U

GLAZING CALCULATIONS	
	ELEV U
FRONT SURFACE (SQ FT)	527
GLAZING (SQ FT)	63
GLAZING PERCENTAGE	12 %



Elevation W

GLAZING CALCULATIONS	
	ELEV W
FRONT SURFACE (SQ FT)	537
GLAZING (SQ FT)	63
GLAZING PERCENTAGE	12 %

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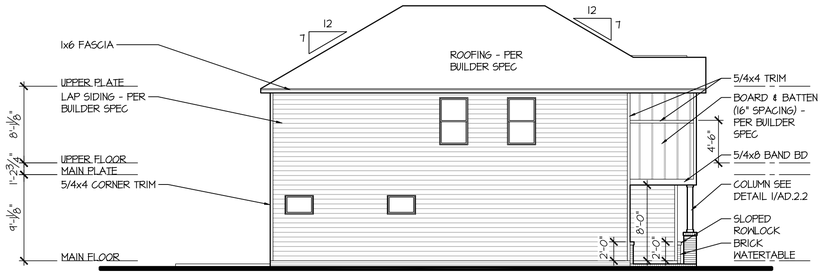
JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: RB **CHECKED:** ST

ELEVATION MATRIX

343

AGN0.2



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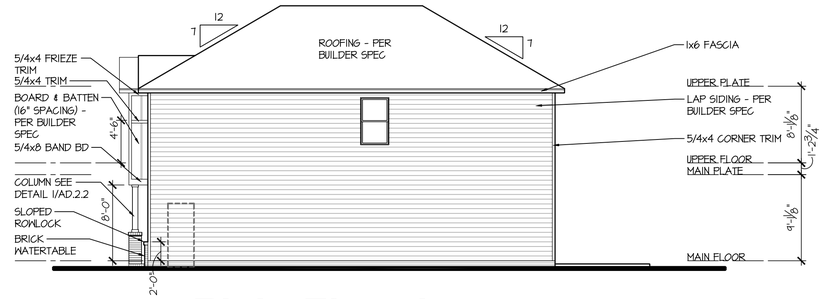

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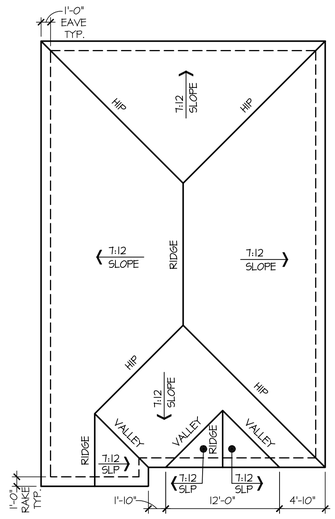

Roof Plan

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Rear Elevation

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Front Elevation

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CEILING: ½" GYPSUM BOARD WITH INSULATION ABOVE.

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SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B2. TYPICAL STONE VENEER WALL CONSTR.:
ADHERED SYNTHETIC STONE VENEER (INSTALLED PER MFR'S SPECS.) OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B3. TYPICAL BRICK WALL CONSTRUCTION:
BRICK VENEER W/ MASONRY TIES 16" o.c. HORIZONTAL & VERTICAL OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2X4 OR 2X6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD

C. TYPICAL FLOOR CONSTRUCTION:
FINISHED FLOORING ON ¾" FLOOR SHEATHING ON FLOOR FRAMING AS NOTED ON STRUCTURAL DRAWINGS.
MAIN FLOOR CEILING: ½" GYPSUM BOARD.

D. CONCRETE SLAB CONSTRUCTION:
SEE STRUCTURAL DRAWINGS.

GENERAL EXTERIOR ELEVATION NOTES:

- GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE FROM THAT SHOWN.
- PROVIDE ROOF AND SOFFIT VENTS AS SPECIFIED BY BUILDER.
- PROVIDE GUTTERS AND DOWNSPOUTS AS SPECIFIED BY BUILDER.

FOR EXTERIOR FINISH MATERIALS; SIDING, MASONRY AND TRIM PACKAGES REFER TO BUILDER'S SPECIFICATIONS.
VINYL/ PVC AND FIBER CEMENT BOARD ARE INTERCHANGEABLE PER COMMUNITY.

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	533
GLAZING (SQ FT)	63
GLAZING PERCENTAGE	12.%

Elevation - F

ELEVAITON REVIEW - NOT FOR CONSTRUCTION - 07/24/2025

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REVISIONS

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Meritage Homes

Lennon
Slab/Stem Wall/Crawl Space
Bear Springs
Refined 30' & 40' Single Family

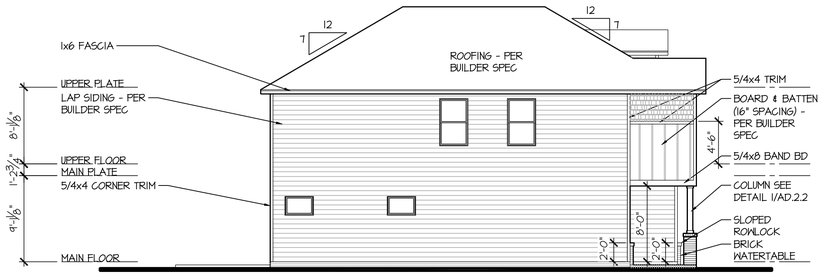
BSB DESIGN
BSBDESIGN.COM
4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515 273 3020

JOB NO: 25-0360 PROJ MGR: KR
DRAWN: RB CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

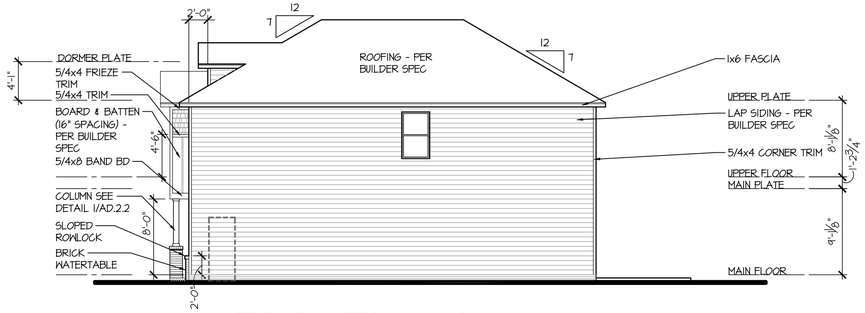
343

A3.1.1F



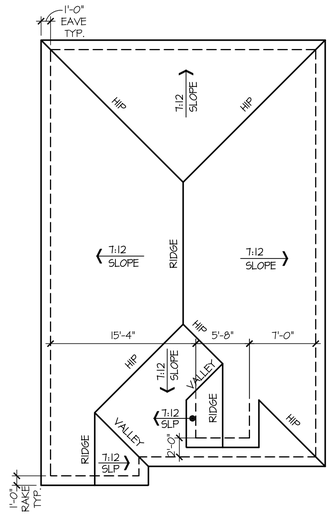
Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Roof Plan

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

CONSTRUCTION ASSEMBLIES:

T THE FOLLOWING KEYNOTES REFERENCE THE SYMBOLS AS SHOWN ON PLANS

A. ROOF CONSTRUCTION:
ROOFING PER BUILDER SPEC ON UNDERLAYMENT ON ROOF SHEATHING ON ROOF FRAMING MEMBERS.
CEILING: ½" GYPSUM BOARD WITH INSULATION ABOVE.

B1. TYPICAL SIDING WALL CONSTRUCTION:
SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
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GLAZING CALCULATIONS	
	ELEV T
FRONT SURFACE (SQ FT)	533
GLAZING (SQ FT)	67
GLAZING PERCENTAGE	13%

Elevation - T

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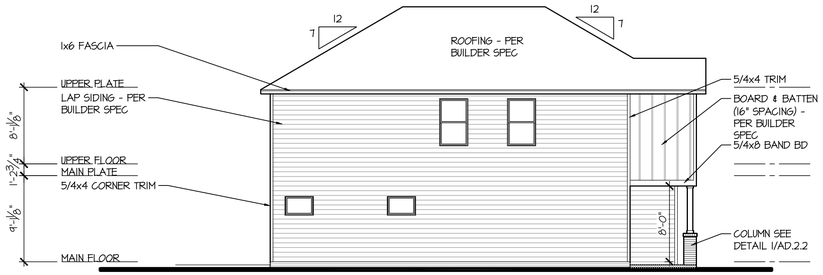
JOB NO: 25-0360 PROJ MGR: KR
DRAWN: RB CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

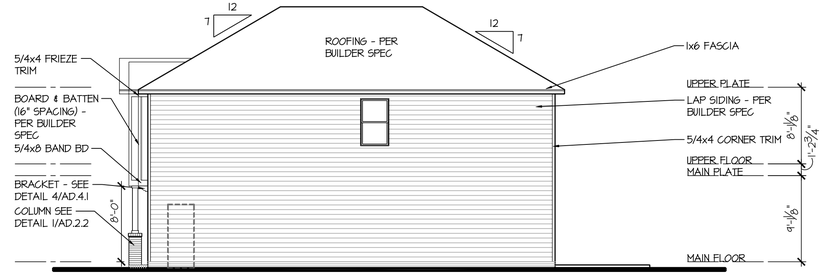
343

A3.1.1T



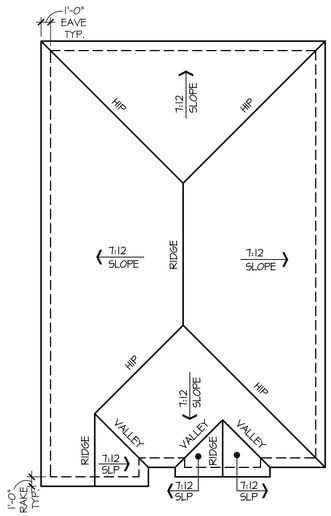
Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



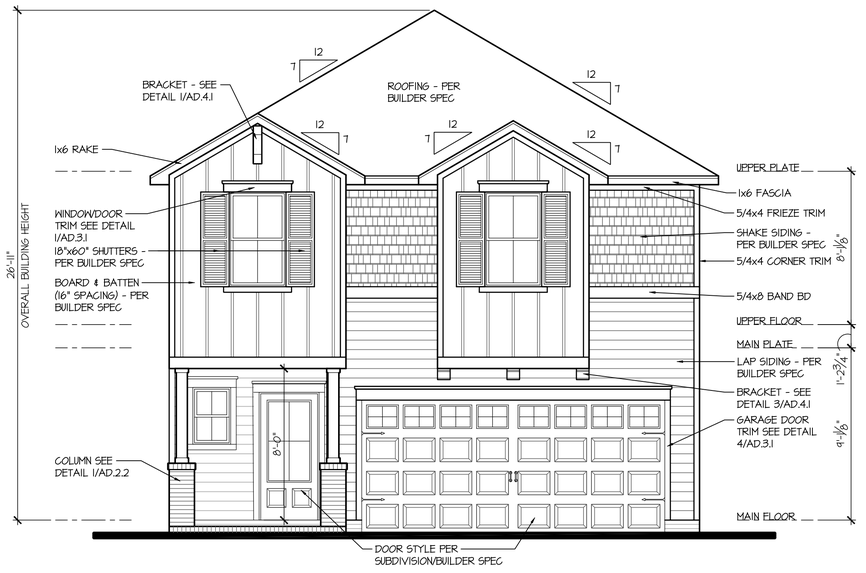
Roof Plan

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

CONSTRUCTION ASSEMBLIES:

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GLAZING CALCULATIONS	
	ELEV U
FRONT SURFACE (SQ FT)	527
GLAZING (SQ FT)	63
GLAZING PERCENTAGE	12.%

Elevation - U

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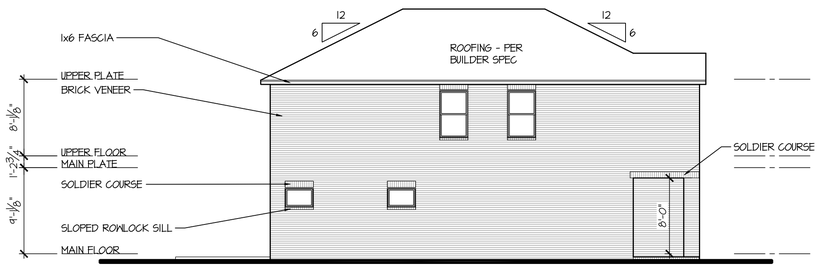
515 273 3020

JOB NO: 25-0360 PROJ MGR: KR
DRAWN: RB CHECKED: ST

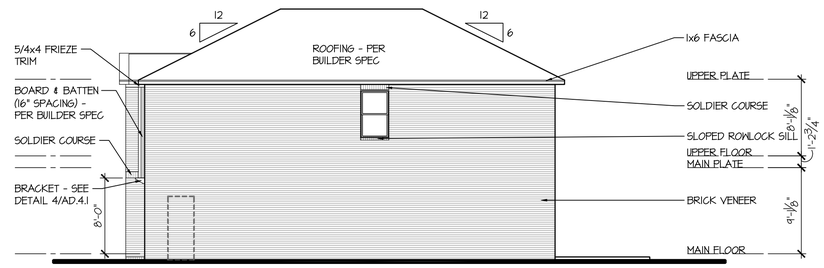
EXTERIOR ELEVATIONS
ROOF PLAN

343
A3.1.1U



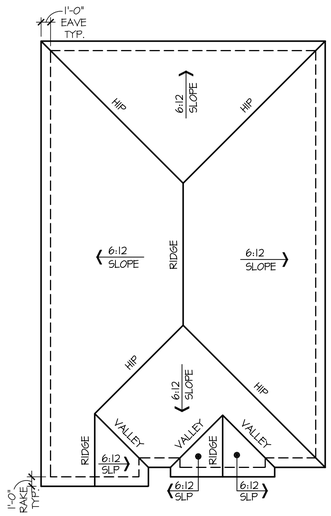
Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



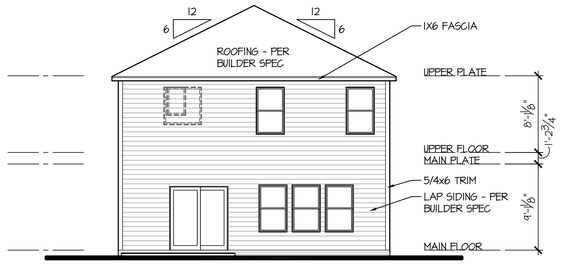
Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Roof Plan

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

CONSTRUCTION ASSEMBLIES:

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ADHERED SYNTHETIC STONE VENEER (INSTALLED PER MFR'S SPECS.) OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
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B3. TYPICAL BRICK WALL CONSTRUCTION:
BRICK VENEER W/ MASONRY TIES 16" o.c. HORIZONTAL & VERTICAL OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2X4 OR 2X6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD

C. TYPICAL FLOOR CONSTRUCTION:
FINISHED FLOORING ON ¾" FLOOR SHEATHING ON FLOOR FRAMING AS NOTED ON STRUCTURAL DRAWINGS.
MAIN FLOOR CEILING: ½" GYPSUM BOARD.

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GENERAL EXTERIOR ELEVATION NOTES:

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VINYL/ PVC AND FIBER CEMENT BOARD ARE INTERCHANGEABLE PER COMMUNITY.

GLAZING CALCULATIONS

	ELEV N
FRONT SURFACE (SQ FT)	531
GLAZING (SQ FT)	63
GLAZING PERCENTAGE	12.%

Elevation - W

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West Des Moines, Iowa 50266
515 273 3020

JOB NO: 25-0360 PROJ MGR: KR
DRAWN: RB CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

343
A3.1.1W



Elevation F

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	458
GLAZING (SQ FT)	49
GLAZING PERCENTAGE	11 %



Elevation K

GLAZING CALCULATIONS	
	ELEV K
FRONT SURFACE (SQ FT)	458
GLAZING (SQ FT)	49
GLAZING PERCENTAGE	11 %



Elevation T

GLAZING CALCULATIONS	
	ELEV T
FRONT SURFACE (SQ FT)	477
GLAZING (SQ FT)	53
GLAZING PERCENTAGE	11 %



Elevation U

GLAZING CALCULATIONS	
	ELEV U
FRONT SURFACE (SQ FT)	468
GLAZING (SQ FT)	49
GLAZING PERCENTAGE	10 %

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REVISIONS

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Meritage Homes

Sydney
Slab/Stem Wall/Crawl Space
Bear Springs
Refined 30' & 40' Single Family

BSB DESIGN
BSBDESIGN.COM

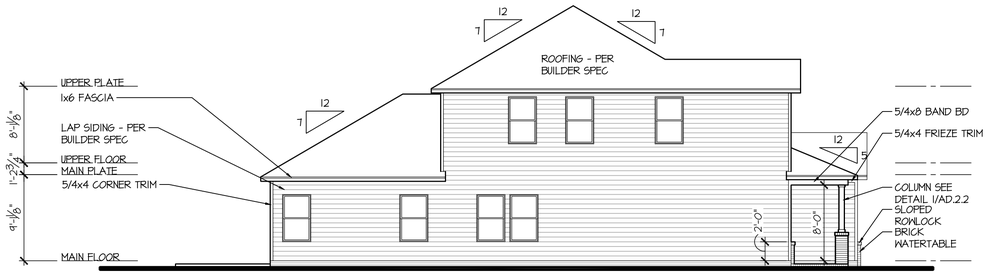
4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515 273 3020

JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: RB **CHECKED:** ST

ELEVATION MATRIX

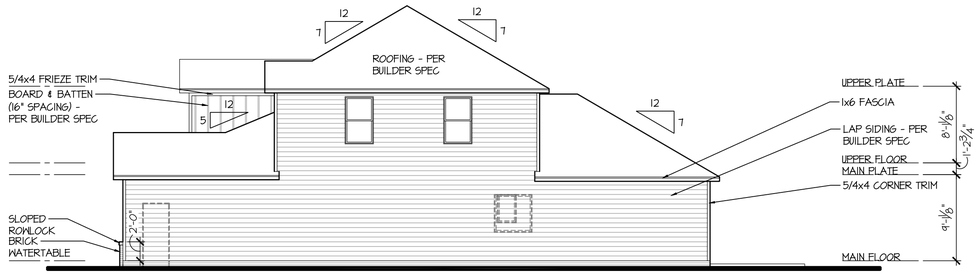
344

AGN0.2



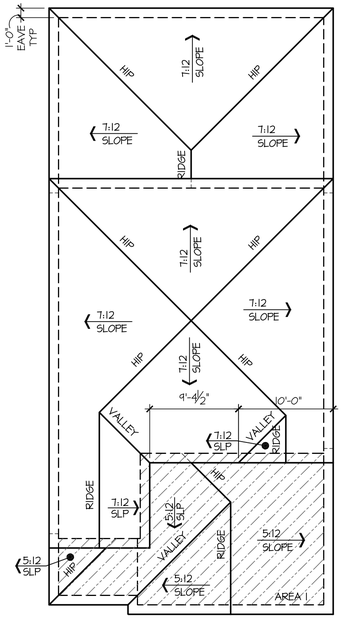
Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Roof Plan

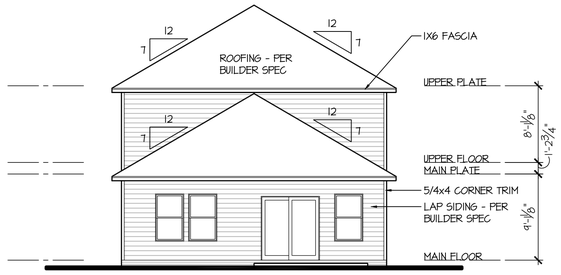
SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

ATTIC VENTILATION	
AREA 1:	
ATTIC AREA:	**382 SQ.FT.**
VENT RATIO:	**1/300**
REQUIRED VENTILATION:	**174 SQ. IN.**
50% LOW:	**87 SQ. IN.**
50% HIGH:	**87 SQ. IN.**

NOTE: ATTIC AREAS WHICH USE THE 1:300 RATIO HAVE BEEN DESIGNED SO THAT 50% OF THE REQUIRED VENTILATION AREA IS PROVIDED IN THE UPPER PORTION OF THE ATTIC SPACE AND 50% IN THE LOWER PORTION.

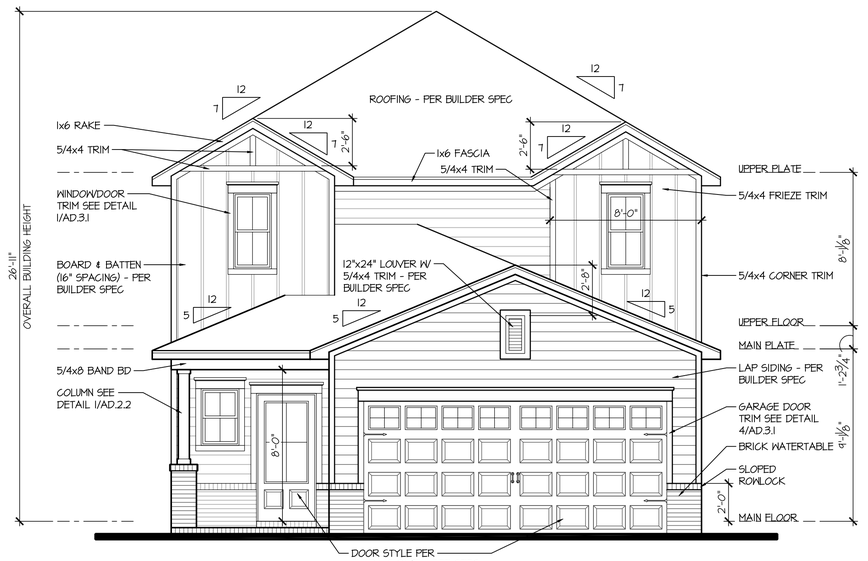
CONTRACTOR SHALL VERIFY THE NET FREE VENTILATION OF THE VENT PRODUCT SELECTED WHICH MEETS THE REQUIRED VENTILATION. PROVIDE INSULATION STOPS SUCH THAT INSULATION DOES NOT OBSTRUCT FREE AIR MOVEMENT AS REQUIRED BY THE SCOPE OF THE WORK AND THE BUILDING OFFICIAL.

ALL OVERLAP FRAMED ROOF AREAS SHALL HAVE OPENINGS BETWEEN THE ADJACENT ATTICS IN THE ROOF SHEATHING (AS ALLOWED BY THE STRUCTURAL ENGINEER) TO ALLOW PASSAGE AND ATTIC VENTILATION BETWEEN THE TWO OR ISOLATED ATTIC SPACES SHALL BE VENTED INDEPENDENTLY TO IRC/IBC REQUIREMENTS.



Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Front Elevation

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KEY:
UNCONDITIONED SPACE

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	458
GLAZING (SQ FT)	49
GLAZING PERCENTAGE	11 %

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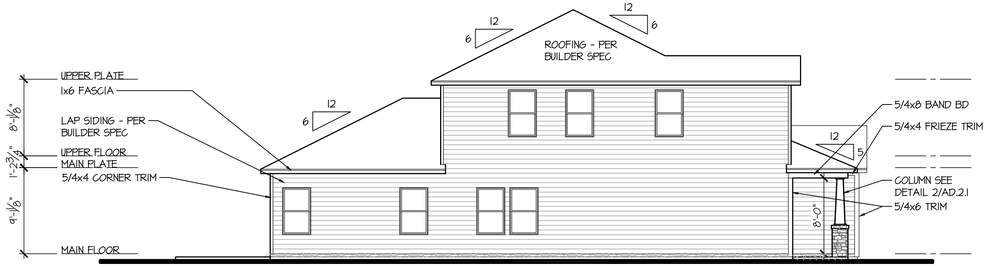
ROOF PLAN

344

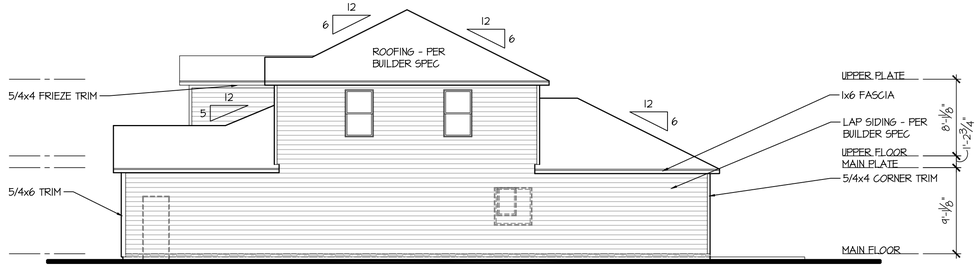
A3.1.1F

Elevation - F



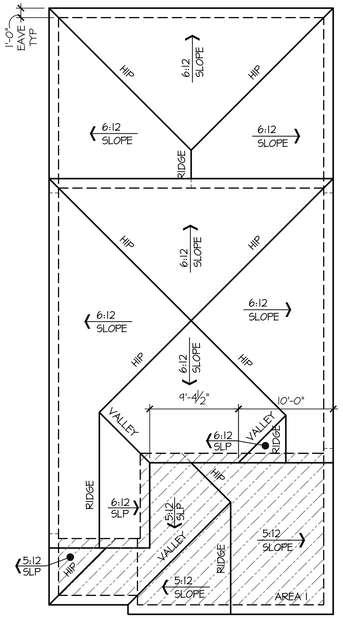
Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Roof Plan

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

ATTIC VENTILATION	
AREA 1:	
ATTIC AREA:	**382 SQ.FT.**
VENT RATIO:	**1/300**
REQUIRED VENTILATION:	**174 SQ. IN.**
50% LOW:	**87 SQ. IN.**
50% HIGH:	**87 SQ. IN.**

NOTE: ATTIC AREAS WHICH USE THE 1:300 RATIO HAVE BEEN DESIGNED SO THAT 50% OF THE REQUIRED VENTILATION AREA IS PROVIDED IN THE UPPER PORTION OF THE ATTIC SPACE AND 50% IN THE LOWER PORTION.

CONTRACTOR SHALL VERIFY THE NET FREE VENTILATION OF THE VENT PRODUCT SELECTED WHICH MEETS THE REQUIRED VENTILATION. PROVIDE INSULATION STOPS SUCH THAT INSULATION DOES NOT OBSTRUCT FREE AIR MOVEMENT AS REQUIRED BY THE SCOPE OF THE WORK AND THE BUILDING OFFICIAL.

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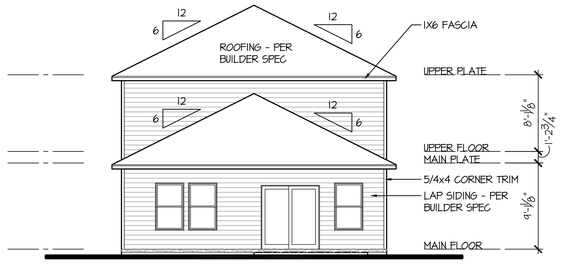
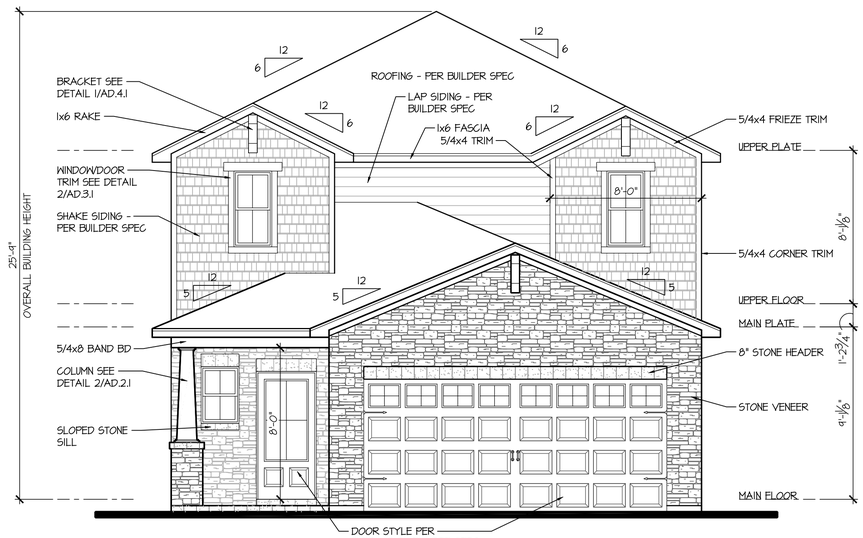


Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

Elevation - K

CONSTRUCTION ASSEMBLIES:

T THE FOLLOWING KEYNOTES REFERENCE THE SYMBOLS AS SHOWN ON PLANS

A. ROOF CONSTRUCTION:
ROOFING PER BUILDER SPEC ON UNDERLAYMENT ON ROOF SHEATHING ON ROOF FRAMING MEMBERS.
CEILING: ½" GYPSUM BOARD WITH INSULATION ABOVE.

B1. TYPICAL SIDING WALL CONSTRUCTION:
SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B2. TYPICAL STONE VENEER WALL CONSTR.:
ADHERED SYNTHETIC STONE VENEER (INSTALLED PER MFR'S SPECS.) OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B3. TYPICAL BRICK WALL CONSTRUCTION:
BRICK VENEER W/ MASONRY TIES 16" o.c. HORIZONTAL & VERTICAL OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2X4 OR 2X6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD

C. TYPICAL FLOOR CONSTRUCTION:
FINISHED FLOORING ON ¾" FLOOR SHEATHING ON FLOOR FRAMING AS NOTED ON STRUCTURAL DRAWINGS.
MAIN FLOOR CEILING: ½" GYPSUM BOARD.

D. CONCRETE SLAB CONSTRUCTION:
SEE STRUCTURAL DRAWINGS.

GENERAL EXTERIOR ELEVATION NOTES:

- GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE FROM THAT SHOWN.
- PROVIDE ROOF AND SOFFIT VENTS AS SPECIFIED BY BUILDER.
- PROVIDE GUTTERS AND DOWNSPOUTS AS SPECIFIED BY BUILDER.

FOR EXTERIOR FINISH MATERIALS, SIDING, MASONRY AND TRIM PACKAGES REFER TO BUILDER'S SPECIFICATIONS.
VINYL, PVC AND FIBER CEMENT BOARD ARE INTERCHANGEABLE PER COMMUNITY.

KEY:
UNCONDITIONED SPACE

GLAZING CALCULATIONS	
	ELEV K
FRONT SURFACE (SQ FT)	458
GLAZING (SQ FT)	49
GLAZING PERCENTAGE	11 %

ELEVAITON REVIEW - NOT FOR CONSTRUCTION 07/24/2025

ISSUE DATE: XX-XX-2025
REVISIONS

THESE PLANS AND SPECIFICATIONS ARE PROTECTED UNDER THE COPYRIGHT LAWS AND ARE THE PROPERTY OWNERSHIP OF BSCH AND ALL RIGHTS ARE RESERVED.

Meritage Homes

Sydney Slab/Stem Wall/Crawl Space
Bear Springs
Refined 30' & 40' Single Family

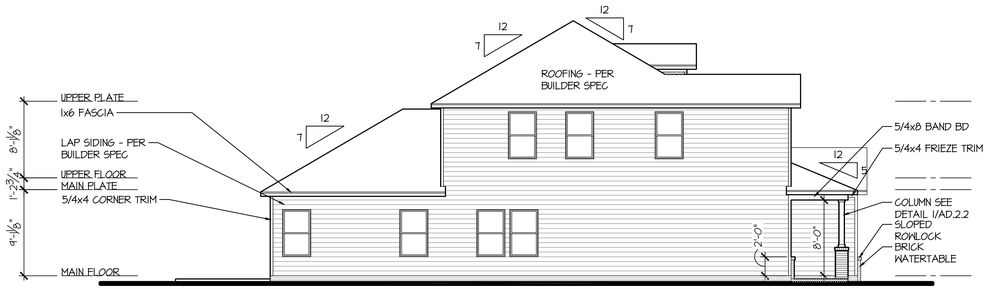
BSB DESIGN
BSBDESIGN.COM
4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515 273 3020

JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: RB **CHECKED:** ST

EXTERIOR ELEVATIONS
ROOF PLAN

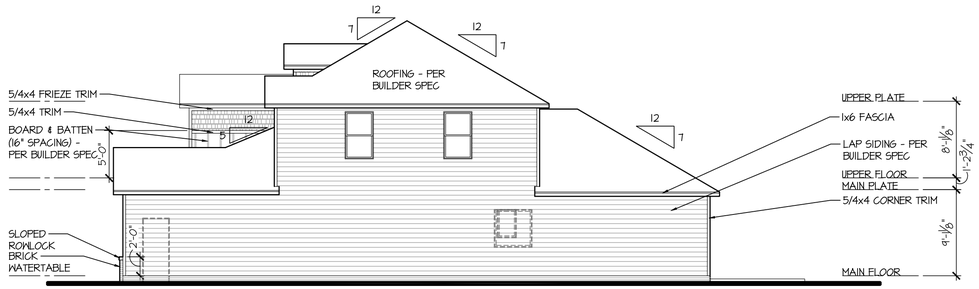
344

A3.1.1K



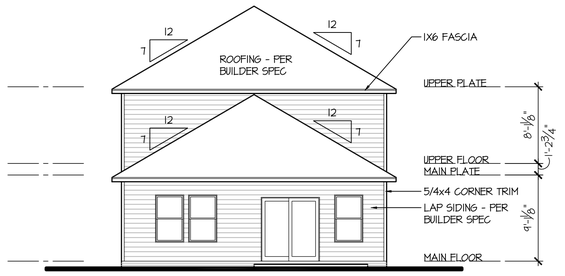
Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



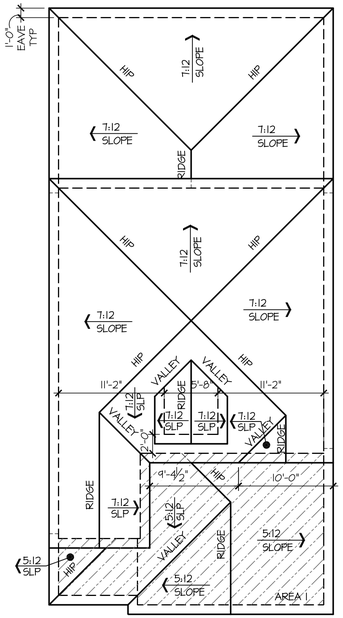
Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Roof Plan

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

ATTIC VENTILATION	
AREA 1:	
ATTIC AREA:	**382 SQ.FT.**
VENT RATIO:	**1/300**
REQUIRED VENTILATION:	**174 SQ. IN.**
50% LOW:	**87 SQ. IN.**
50% HIGH:	**87 SQ. IN.**

NOTE: ATTIC AREAS WHICH USE THE 1:300 RATIO HAVE BEEN DESIGNED SO THAT 50% OF THE REQUIRED VENTILATION AREA IS PROVIDED IN THE UPPER PORTION OF THE ATTIC SPACE AND 50% IN THE LOWER PORTION.

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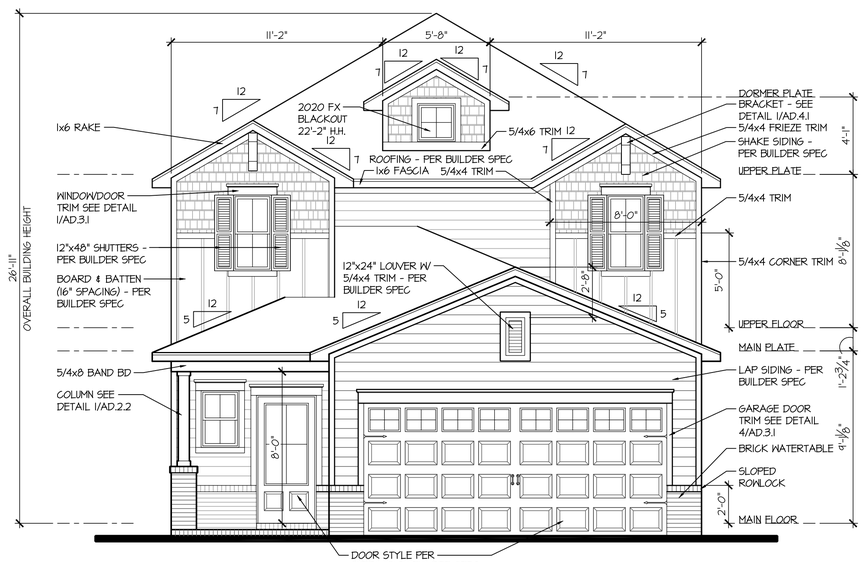

Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

Elevation - T

CONSTRUCTION ASSEMBLIES:

T THE FOLLOWING KEYNOTES REFERENCE THE SYMBOLS AS SHOWN ON PLANS

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ROOFING PER BUILDER SPEC ON UNDERLAYMENT ON ROOF SHEATHING ON ROOF FRAMING MEMBERS.
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FOR EXTERIOR FINISH MATERIALS, SIDING, MASONRY AND TRIM PACKAGES REFER TO BUILDER'S SPECIFICATIONS.
VINYL, PVC AND FIBER CEMENT BOARD ARE INTERCHANGEABLE PER COMMUNITY.

KEY:
UNCONDITIONED SPACE

GLAZING CALCULATIONS	
	ELEV T
FRONT SURFACE (SQ FT)	477
GLAZING (SQ FT)	53
GLAZING PERCENTAGE	11 %

ELEVAITON REVIEW - NOT FOR CONSTRUCTION 07/24/2025

ISSUE DATE: XX-XX-2025
REVISIONS

THESE PLANS AND SPECIFICATIONS ARE PROTECTED UNDER THE COPYRIGHT LAWS AND ARE THE PROPERTY OWNERSHIP OF BSDH AND ALL RIGHTS ARE RESERVED.

Meritage Homes

Sydney Slab/Stem Wall/Crawl Space
Bear Springs
Refined 30' & 40' Single Family

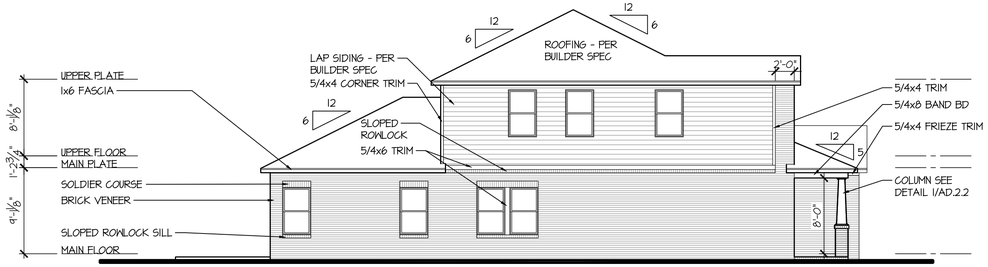
BSB DESIGN
BSBDESIGN.COM
4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515 273 3020

JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: RB **CHECKED:** ST

EXTERIOR ELEVATIONS
ROOF PLAN

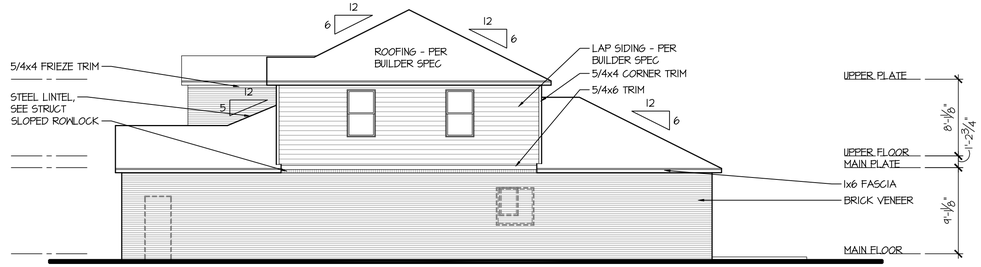
344

A3.1.1T



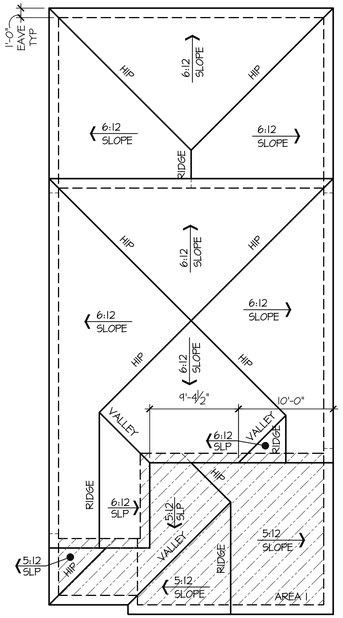
Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Roof Plan

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

ATTIC VENTILATION	
AREA 1:	
ATTIC AREA:	**382 SQ.FT.**
VENT RATIO:	**1/300**
REQUIRED VENTILATION:	**174 SQ. IN.**
50% LOW:	**87 SQ. IN.**
50% HIGH:	**87 SQ. IN.**

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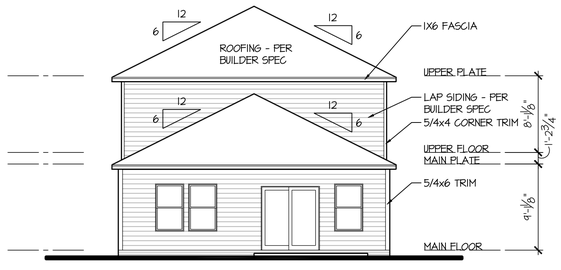
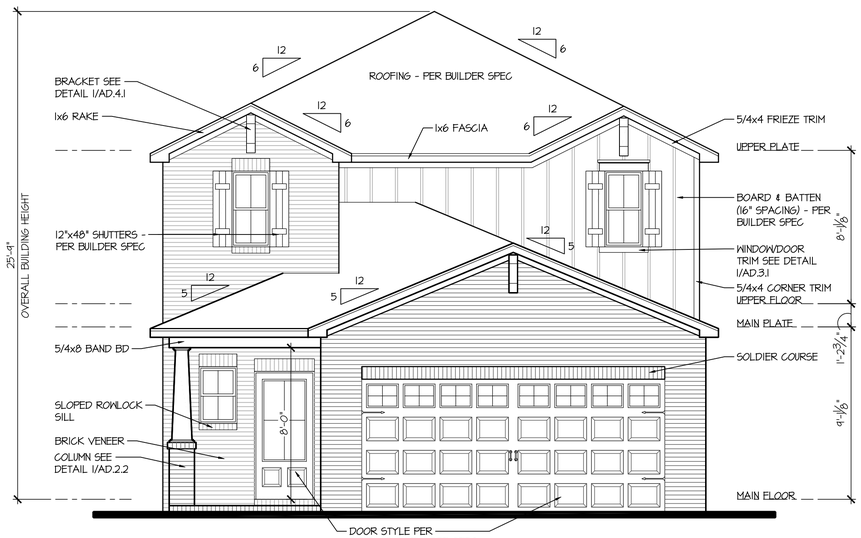


Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

CONSTRUCTION ASSEMBLIES:

T THE FOLLOWING KEYNOTES REFERENCE THE SYMBOLS AS SHOWN ON PLANS

A. ROOF CONSTRUCTION:
ROOFING PER BUILDER SPEC ON UNDERLAYMENT ON ROOF SHEATHING ON ROOF FRAMING MEMBERS.
CEILING: ½" GYPSUM BOARD WITH INSULATION ABOVE.

B1. TYPICAL SIDING WALL CONSTRUCTION:
SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
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VINYL, PVC AND FIBER CEMENT BOARD ARE INTERCHANGEABLE PER COMMUNITY.

KEY:
UNCONDITIONED SPACE

GLAZING CALCULATIONS	
	ELEV U
FRONT SURFACE (SQ FT)	468
GLAZING (SQ FT)	49
GLAZING PERCENTAGE	10 %

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Meritage Homes

Sydney Slab/Stem Wall/Crawl Space
Bear Springs
Refined 30' & 40' Single Family

BSB DESIGN
BSBDESIGN.COM
4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515 273 3020

JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: RB **CHECKED:** ST

EXTERIOR ELEVATIONS
ROOF PLAN

344

A3.1.1U

Elevation - U



Elevation F

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	551
GLAZING (SQ FT)	78
GLAZING PERCENTAGE	14 %



Elevation K

GLAZING CALCULATIONS	
	ELEV K
FRONT SURFACE (SQ FT)	535
GLAZING (SQ FT)	78
GLAZING PERCENTAGE	15 %



Elevation T

GLAZING CALCULATIONS	
	ELEV T
FRONT SURFACE (SQ FT)	500
GLAZING (SQ FT)	78
GLAZING PERCENTAGE	16 %



Elevation Y

GLAZING CALCULATIONS	
	ELEV Y
FRONT SURFACE (SQ FT)	545
GLAZING (SQ FT)	78
GLAZING PERCENTAGE	14 %

ELEVAITON REVIEW - NOT FOR CONSTRUCTION - 07/24/2025

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Meritage Homes

Paisley
Slab/Stem Wall/Crawl Space
Bear Springs
Refined 30' & 40' Single Family

BSB DESIGN
BSBDESIGN.COM

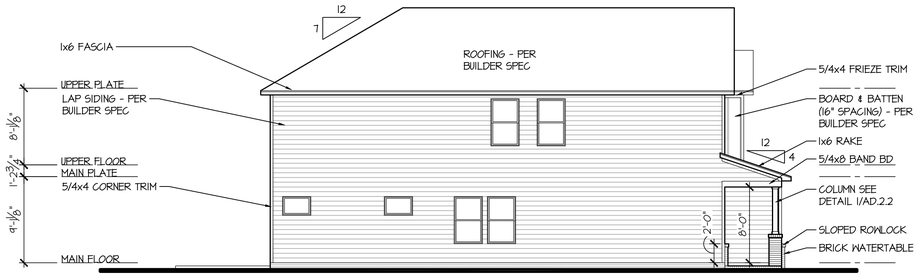
4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515 273 3020

JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: ST **CHECKED:** ST

ELEVATION MATRIX

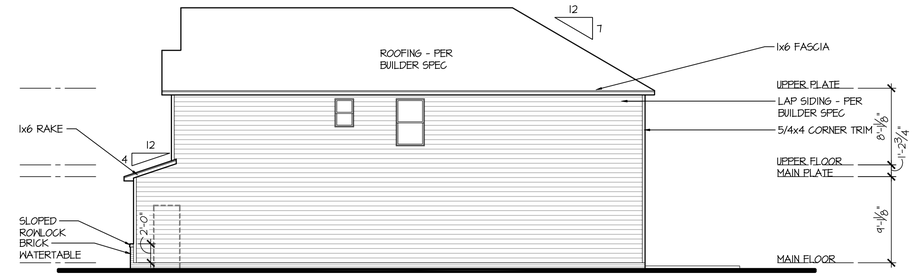
346

AGN0.2



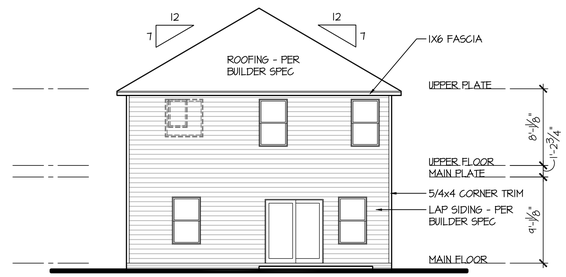
Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

Roof Plan

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

ATTIC VENTILATION	
AREA 1:	
ATTIC AREA:	**143 SQ.FT.**
VENT RATIO:	**1/300**
REQUIRED VENTILATION:	**69 SQ. IN.**
50% LOW:	**34 SQ. IN.**
50% HIGH:	**34 SQ. IN.**

NOTE: ATTIC AREAS WHICH USE THE 1:300 RATIO HAVE BEEN DESIGNED SO THAT 50% OF THE REQUIRED VENTILATION AREA IS PROVIDED IN THE UPPER PORTION OF THE ATTIC SPACE AND 50% IN THE LOWER PORTION.

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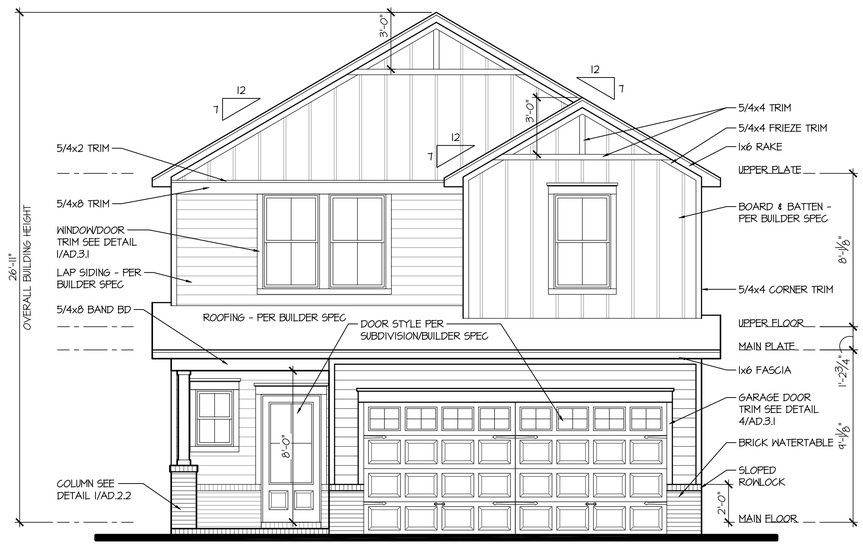

Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

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ADHERED SYNTHETIC STONE VENEER (INSTALLED PER MFR'S SPECS.) OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B3. TYPICAL BRICK WALL CONSTRUCTION:
BRICK VENEER W/ MASONRY TIES 16" o.c. HORIZONTAL & VERTICAL OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2X4 OR 2X6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD

C. TYPICAL FLOOR CONSTRUCTION:
FINISHED FLOORING ON ¾" FLOOR SHEATHING ON FLOOR FRAMING AS NOTED ON STRUCTURAL DRAWINGS.
MAIN FLOOR CEILING: ½" GYPSUM BOARD.

D. CONCRETE SLAB CONSTRUCTION:
SEE STRUCTURAL DRAWINGS.

GENERAL EXTERIOR ELEVATION NOTES:

- GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE FROM THAT SHOWN.
- PROVIDE ROOF AND SOFFIT VENTS AS SPECIFIED BY BUILDER.
- PROVIDE GUTTERS AND DOWNSPOUTS AS SPECIFIED BY BUILDER.

FOR EXTERIOR FINISH MATERIALS, SIDING, MASONRY AND TRIM PACKAGES REFER TO BUILDER'S SPECIFICATIONS.
VINYL/ PVC AND FIBER CEMENT BOARD ARE INTERCHANGEABLE PER COMMUNITY.

KEY:
UNCONDITIONED SPACE

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	551
GLAZING (SQ FT)	78
GLAZING PERCENTAGE	14 %

NOTE:
- ROOF PITCHES 4:12 OR LESS, REQ 2 LAYERS OF UNDERLAYMENT

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REVISIONS

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Meritage Homes

Paisley
Slab/Stem Wall/Crawl Space
Bear Springs
Refined 30' & 40' Single Family

BSB DESIGN
BSBDESIGN.COM
4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515 273 3020

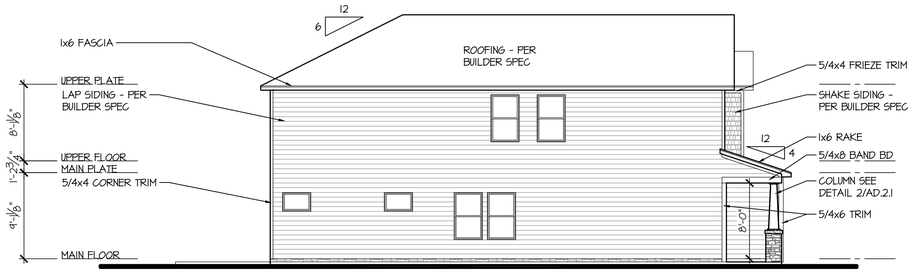
JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: ST **CHECKED:** ST

EXTERIOR ELEVATIONS
ROOF PLAN

346

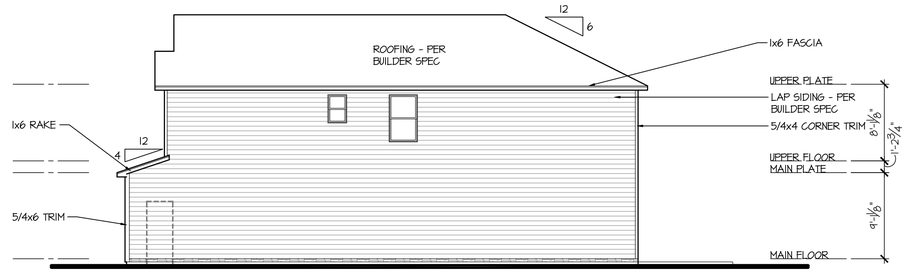
A3.1.1F

Elevation - F



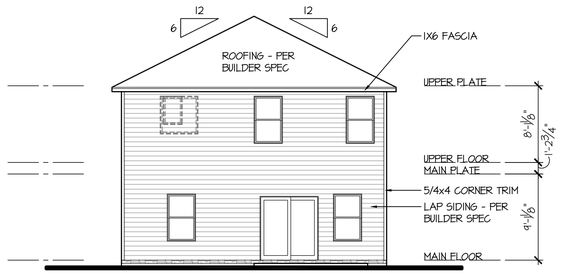
Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

Roof Plan

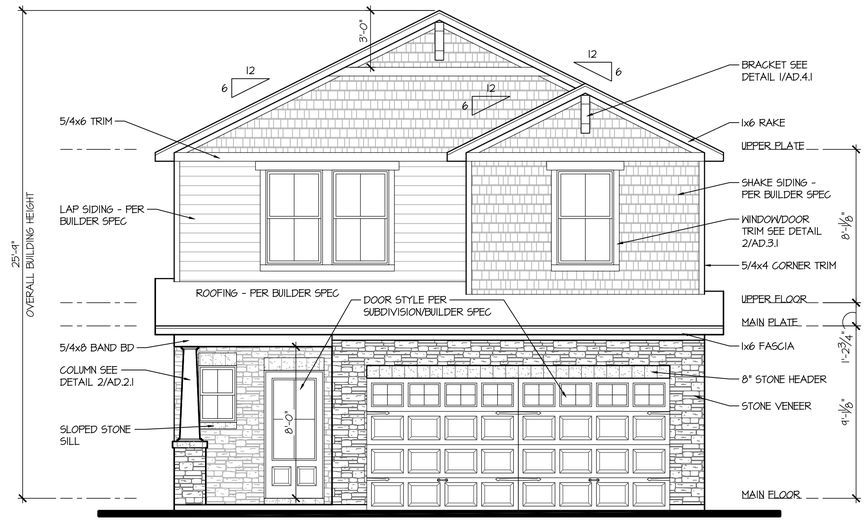
SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

ATTIC VENTILATION	
AREA 1:	
ATTIC AREA:	**143 SQ.FT.**
VENT RATIO:	**1/300**
REQUIRED VENTILATION:	**69 SQ. IN.**
50% LOW:	**34 SQ. IN.**
50% HIGH:	**34 SQ. IN.**

NOTE: ATTIC AREAS WHICH USE THE 1:300 RATIO HAVE BEEN DESIGNED SO THAT 50% OF THE REQUIRED VENTILATION AREA IS PROVIDED IN THE UPPER PORTION OF THE ATTIC SPACE AND 50% IN THE LOWER PORTION.

CONTRACTOR SHALL VERIFY THE NET FREE VENTILATION OF THE VENT PRODUCT SELECTED WHICH MEETS THE REQUIRED VENTILATION. PROVIDE INSULATION STOPS SUCH THAT INSULATION DOES NOT OBSTRUCT FREE AIR MOVEMENT AS REQUIRED BY THE SCOPE OF THE WORK AND THE BUILDING OFFICIAL.

ALL OVERLAP FRAMED ROOF AREAS SHALL HAVE OPENINGS BETWEEN THE ADJACENT ATTICS IN THE ROOF SHEATHING (AS ALLOWED BY THE STRUCTURAL ENGINEER) TO ALLOW PASSAGE AND ATTIC VENTILATION BETWEEN THE TWO OR ISOLATED ATTIC SPACES SHALL BE VENTED INDEPENDENTLY TO IRC/IBC REQUIREMENTS.



Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

CONSTRUCTION ASSEMBLIES:

T THE FOLLOWING KEYNOTES REFERENCE THE SYMBOLS AS SHOWN ON PLANS

A. ROOF CONSTRUCTION:
ROOFING PER BUILDER SPEC ON UNDERLAYMENT ON ROOF SHEATHING ON ROOF FRAMING MEMBERS.
CEILING: ½" GYPSUM BOARD WITH INSULATION ABOVE.

B1. TYPICAL SIDING WALL CONSTRUCTION:
SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
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KEY:
UNCONDITIONED SPACE

GLAZING CALCULATIONS	
	ELEV K
FRONT SURFACE (SQ FT)	535
GLAZING (SQ FT)	78
GLAZING PERCENTAGE	15 %

NOTE:
- ROOF PITCHES 4:12 OR LESS, REQ 2 LAYERS OF UNDERLAYMENT

Elevation - K

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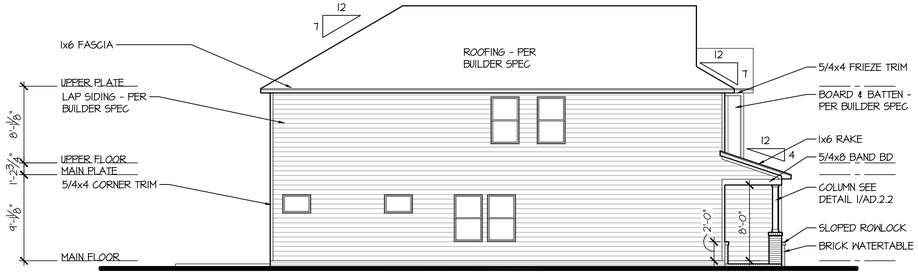
JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: ST **CHECKED:** ST

EXTERIOR ELEVATIONS
ROOF PLAN

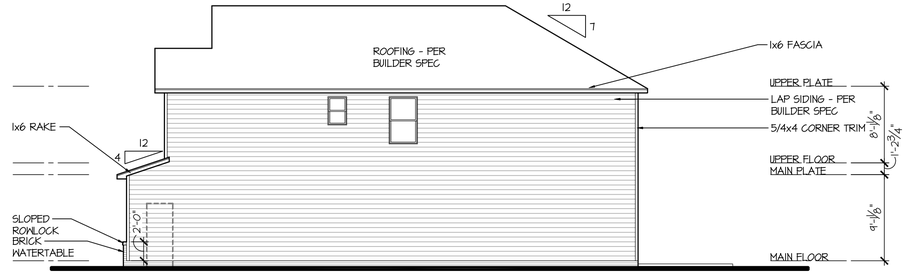
346

A3.1.1K



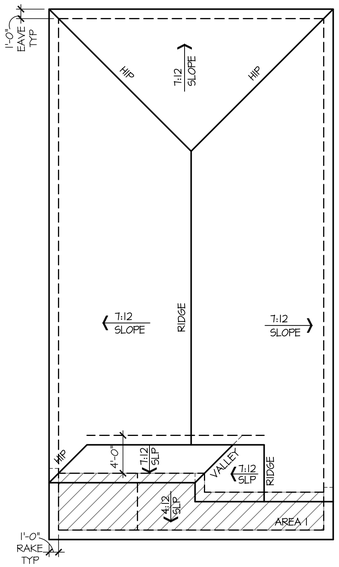
Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Roof Plan

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

ATTIC VENTILATION	
AREA 1:	
ATTIC AREA:	**143 SQ.FT.**
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50% LOW:	**34 SQ. IN.**
50% HIGH:	**34 SQ. IN.**

NOTE: ATTIC AREAS WHICH USE THE 1:300 RATIO HAVE BEEN DESIGNED SO THAT 50% OF THE REQUIRED VENTILATION AREA IS PROVIDED IN THE UPPER PORTION OF THE ATTIC SPACE AND 50% IN THE LOWER PORTION.

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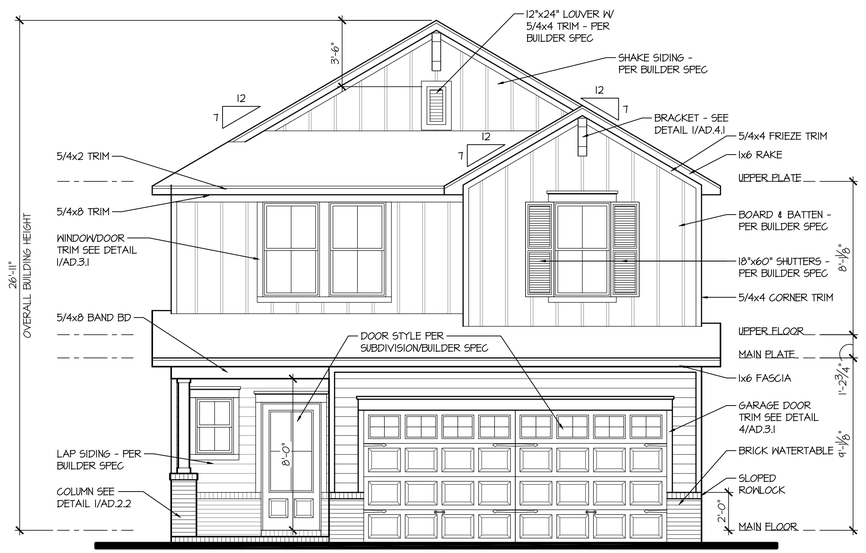
Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

Elevation - T

CONSTRUCTION ASSEMBLIES:

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ROOFING PER BUILDER SPEC ON UNDERLAYMENT ON ROOF SHEATHING ON ROOF FRAMING MEMBERS.
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C. TYPICAL FLOOR CONSTRUCTION:
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KEY:
UNCONDITIONED SPACE

GLAZING CALCULATIONS	
	ELEV T
FRONT SURFACE (SQ FT)	500
GLAZING (SQ FT)	78
GLAZING PERCENTAGE	16 %

NOTE:
- ROOF PITCHES 4:12 OR LESS, REQ 2 LAYERS OF UNDERLAYMENT

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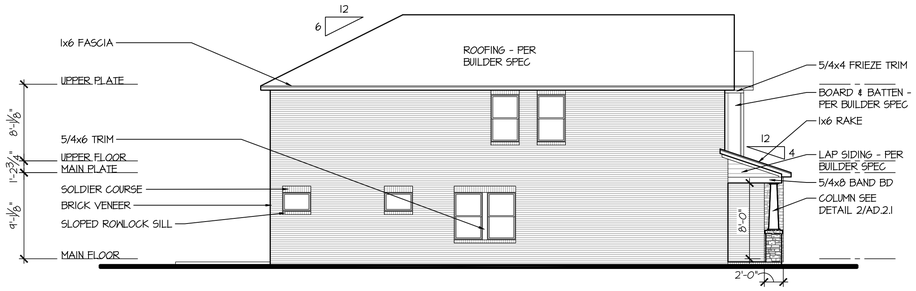
EXTERIOR ELEVATIONS
ROOF PLAN

346

A3.1.1T



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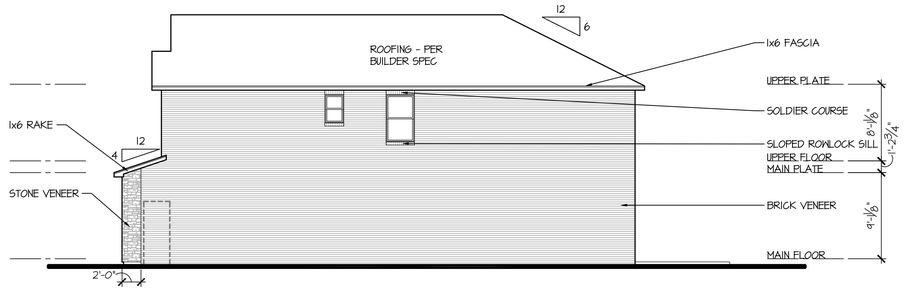
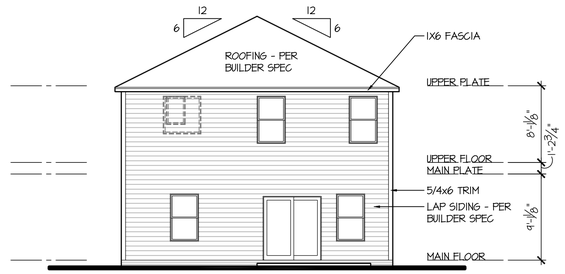


Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

Roof Plan

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

ATTIC VENTILATION	
AREA 1:	
ATTIC AREA:	**143 SQ.FT.**
VENT RATIO:	**1/300**
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50% LOW:	**34 SQ. IN.**
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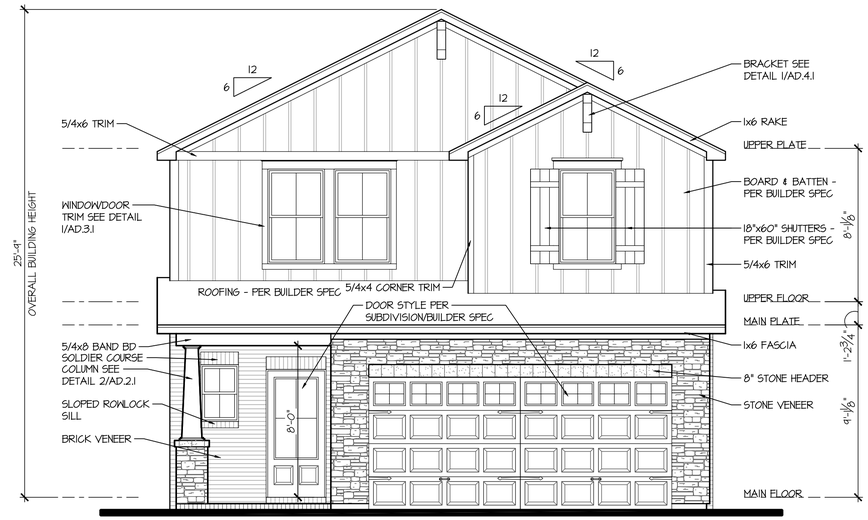

Front Elevation

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CEILING: ½" GYPSUM BOARD WITH INSULATION ABOVE.

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SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
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B2. TYPICAL STONE VENEER WALL CONSTR.:
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KEY:
UNCONDITIONED SPACE

GLAZING CALCULATIONS	
	ELEV Y
FRONT SURFACE (SQ FT)	545
GLAZING (SQ FT)	78
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NOTE:
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EXTERIOR ELEVATIONS
ROOF PLAN

346

A3.1.1Y

Elevation - Y



Elevation F

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	524
GLAZING (SQ FT)	81
GLAZING PERCENTAGE	15 %



Elevation H

GLAZING CALCULATIONS	
	ELEV H
FRONT SURFACE (SQ FT)	521
GLAZING (SQ FT)	81
GLAZING PERCENTAGE	16 %



Elevation S

GLAZING CALCULATIONS	
	ELEV S
FRONT SURFACE (SQ FT)	580
GLAZING (SQ FT)	81
GLAZING PERCENTAGE	14 %



Elevation W

GLAZING CALCULATIONS	
	ELEV W
FRONT SURFACE (SQ FT)	511
GLAZING (SQ FT)	81
GLAZING PERCENTAGE	16 %

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Kirkwood Slab/Stem Wall/Crawl Space

Bear Springs

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BSB DESIGN

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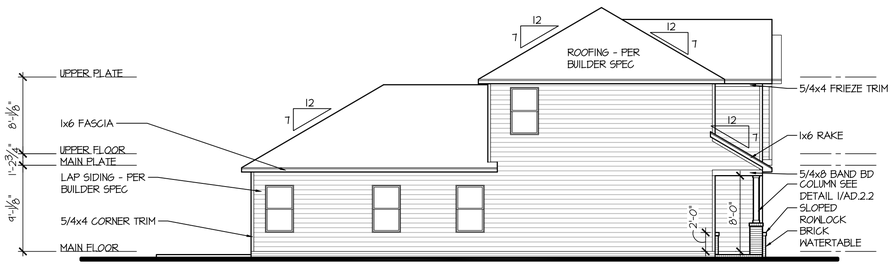
JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: ST **CHECKED:** ST

ELEVATION MATRIX

382

AGN0.2



Left Elevation

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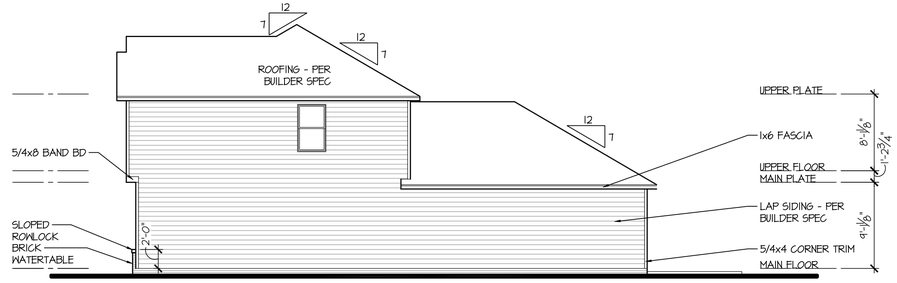

Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Rear Elevation

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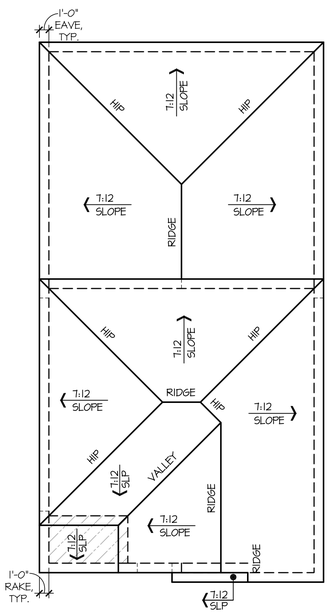
D. CONCRETE SLAB CONSTRUCTION:
SEE STRUCTURAL DRAWINGS.

GENERAL EXTERIOR ELEVATION NOTES:

- GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE FROM THAT SHOWN.
- PROVIDE ROOF AND SOFFIT VENTS AS SPECIFIED BY BUILDER.
- PROVIDE GUTTERS AND DOWNSPOUTS AS SPECIFIED BY BUILDER.

FOR EXTERIOR FINISH MATERIALS, SIDING, MASONRY AND TRIM PACKAGES REFER TO BUILDER'S SPECIFICATIONS.
VINYL/ PVC AND FIBER CEMENT BOARD ARE INTERCHANGEABLE PER COMMUNITY.

KEY:
UNCONDITIONED SPACE



Roof Plan

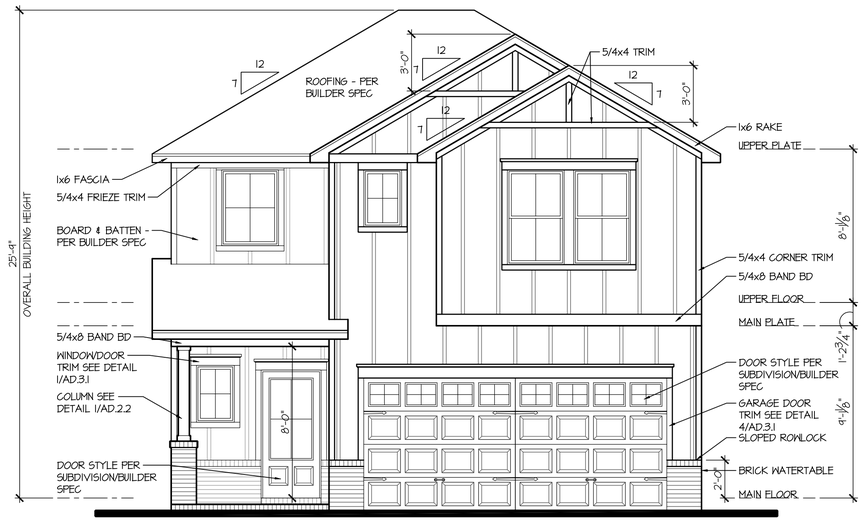
SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

ATTIC VENTILATION	
AREA 1:	
ATTIC AREA:	42 SQ.FT.
VENT RATIO:	1/300
REQUIRED VENTILATION:	20 SQ. IN.
50% LOW:	10 SQ. IN.
50% HIGH:	10 SQ. IN.

NOTE: ATTIC AREAS WHICH USE THE 1:300 RATIO HAVE BEEN DESIGNED SO THAT 50% OF THE REQUIRED VENTILATION AREA IS PROVIDED IN THE UPPER PORTION OF THE ATTIC SPACE AND 50% IN THE LOWER PORTION.

CONTRACTOR SHALL VERIFY THE NET FREE VENTILATION OF THE VENT PRODUCT SELECTED WHICH MEETS THE REQUIRED VENTILATION. PROVIDE INSULATION STOPS SUCH THAT INSULATION DOES NOT OBSTRUCT FREE AIR MOVEMENT AS REQUIRED BY THE SCOPE OF THE WORK AND THE BUILDING OFFICIAL.

ALL OVERLAP FRAMED ROOF AREAS SHALL HAVE OPENINGS BETWEEN THE ADJACENT ATTICS IN THE ROOF SHEATHING (AS ALLOWED BY THE STRUCTURAL ENGINEER) TO ALLOW PASSAGE AND ATTIC VENTILATION BETWEEN THE TWO OR ISOLATED ATTIC SPACES SHALL BE VENTED INDEPENDENTLY TO IRC/IBC REQUIREMENTS.



Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	524
GLAZING (SQ FT)	81
GLAZING PERCENTAGE	15 %

Elevation - F

ELEVAITON REVIEW - NOT FOR CONSTRUCTION 07/24/2025

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Meritage Homes

Kirkwood Slab/Stem Wall/Crawl Space

Bear Springs

Refined 30' & 40' Single Family

BSB DESIGN
BSBDESIGN.COM

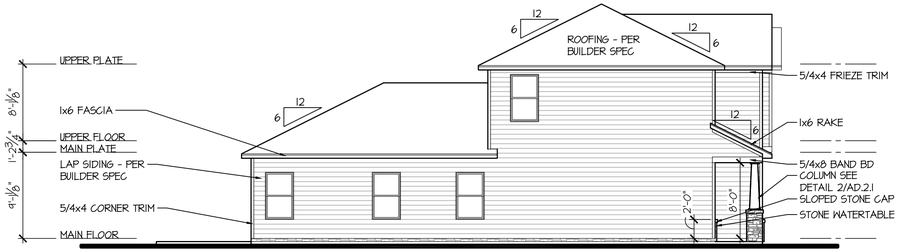
4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515 273 3020

JOB NO: 25-0360 PROJ MGR: KR
DRAWN: ST CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

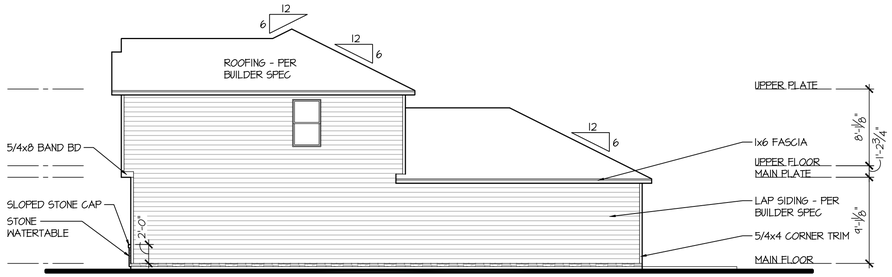
382

A3.1.1F



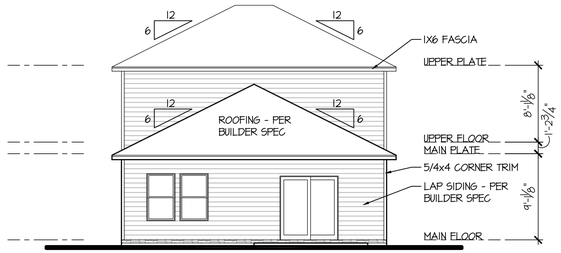
Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

CONSTRUCTION ASSEMBLIES:

T THE FOLLOWING KEYNOTES REFERENCE THE SYMBOLS AS SHOWN ON PLANS

A. ROOF CONSTRUCTION:
ROOFING PER BUILDER SPEC ON UNDERLAYMENT ON ROOF SHEATHING ON ROOF FRAMING MEMBERS.
CEILING: ½" GYPSUM BOARD WITH INSULATION ABOVE.

B1. TYPICAL SIDING WALL CONSTRUCTION:
SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B2. TYPICAL STONE VENEER WALL CONSTR.:
ADHERED SYNTHETIC STONE VENEER (INSTALLED PER MFR'S SPECS.) OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B3. TYPICAL BRICK WALL CONSTRUCTION:
BRICK VENEER W/ MASONRY TIES 16" o.c. HORIZONTAL & VERTICAL OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2X4 OR 2X6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD

C. TYPICAL FLOOR CONSTRUCTION:
FINISHED FLOORING ON ¾" FLOOR SHEATHING ON FLOOR FRAMING AS NOTED ON STRUCTURAL DRAWINGS.
MAIN FLOOR CEILING: ½" GYPSUM BOARD.

D. CONCRETE SLAB CONSTRUCTION:
SEE STRUCTURAL DRAWINGS.

GENERAL EXTERIOR ELEVATION NOTES:

- GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE FROM THAT SHOWN.
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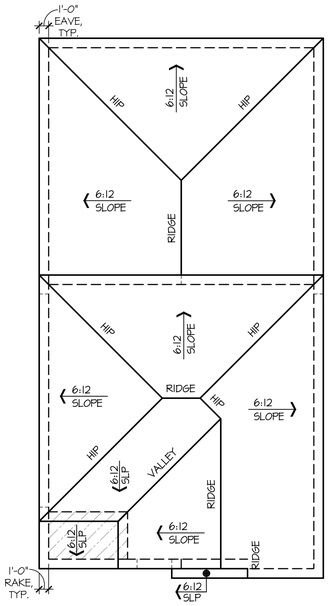
VINYL/ PVC AND FIBER CEMENT BOARD ARE INTERCHANGEABLE PER COMMUNITY.

KEY:
UNCONDITIONED SPACE

GLAZING CALCULATIONS	
	ELEV H
FRONT SURFACE (SQ FT)	521
GLAZING (SQ FT)	81
GLAZING PERCENTAGE	16 %



Roof Plan

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

ATTIC VENTILATION	
AREA 1:	
ATTIC AREA:	42 SQ.FT.
VENT RATIO:	1/300
REQUIRED VENTILATION:	20 SQ. IN.
50% LOW:	10 SQ. IN.
50% HIGH:	10 SQ. IN.

NOTE: ATTIC AREAS WHICH USE THE 1:300 RATIO HAVE BEEN DESIGNED SO THAT 50% OF THE REQUIRED VENTILATION AREA IS PROVIDED IN THE UPPER PORTION OF THE ATTIC SPACE AND 50% IN THE LOWER PORTION.

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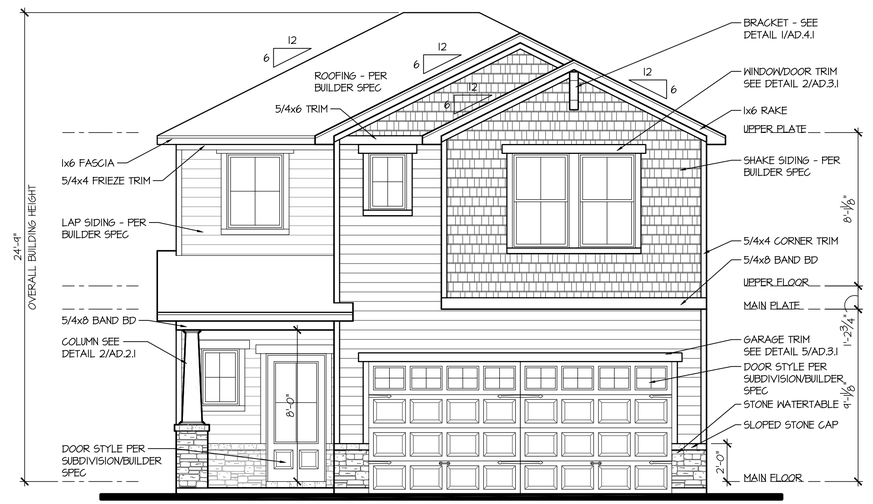

Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

Elevation - H

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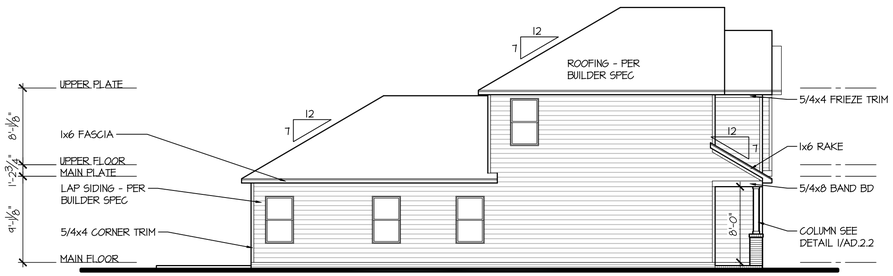
515 273 3020

JOB NO: 25-0360 PROJ MGR: KR
DRAWN: ST CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

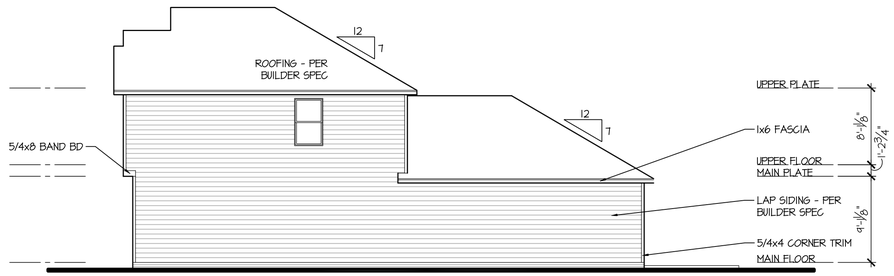
382

A3.1.1H



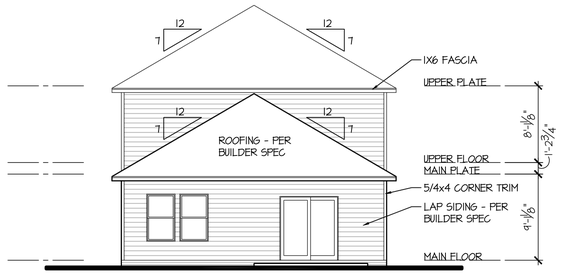
Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



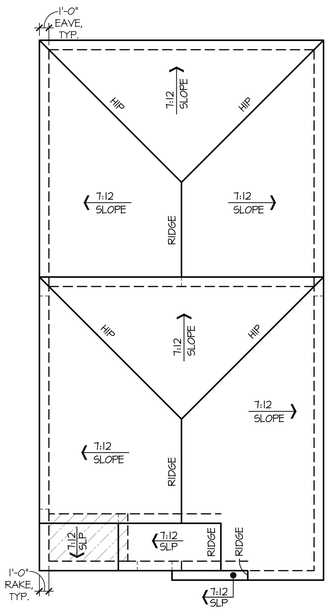
Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Roof Plan

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

ATTIC VENTILATION	
AREA 1:	
ATTIC AREA:	42 SQ.FT.
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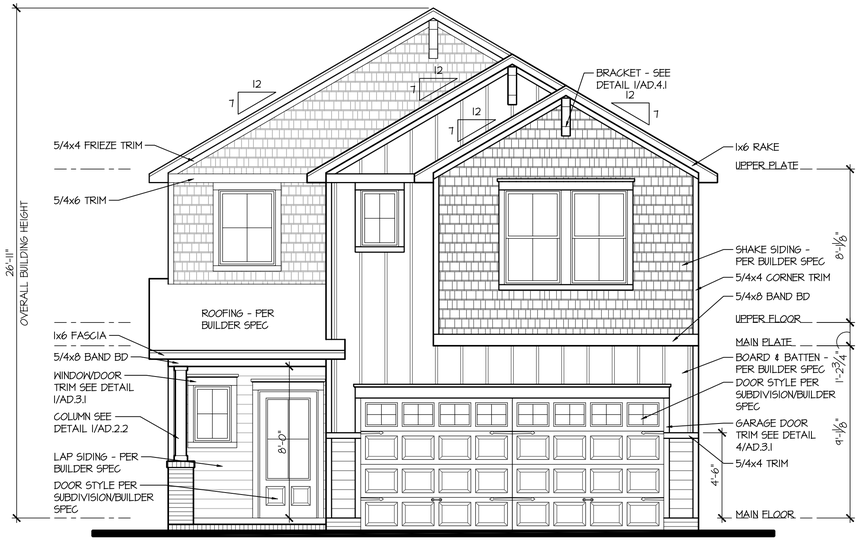

Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

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VINYL/ PVC AND FIBER CEMENT BOARD ARE INTERCHANGEABLE PER COMMUNITY.

KEY:
UNCONDITIONED SPACE

GLAZING CALCULATIONS	
	ELEV 5
FRONT SURFACE (SQ FT)	580
GLAZING (SQ FT)	81
GLAZING PERCENTAGE	14 %

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Meritage Homes

Kirkwood Slab/Stem Wall/Crawl Space

Bear Springs

Refined 30' & 40' Single Family

BSB DESIGN
BSBDESIGN.COM

4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515 273 3020

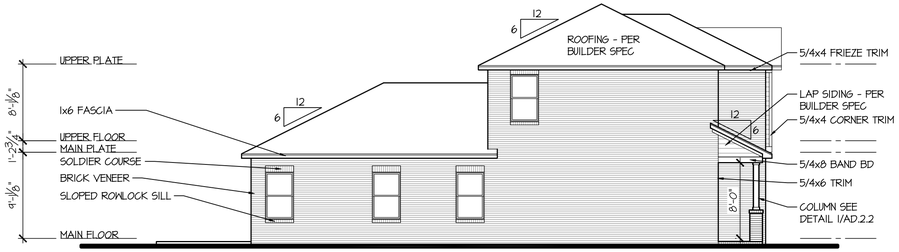
JOB NO: 25-0360 PROJ MGR: KR
DRAWN: ST CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

382

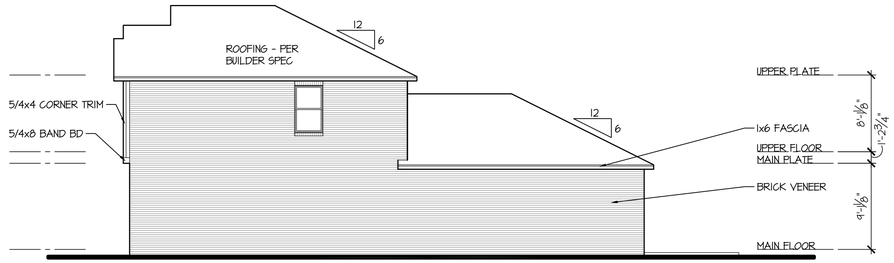
A3.1.1S

Elevation - S



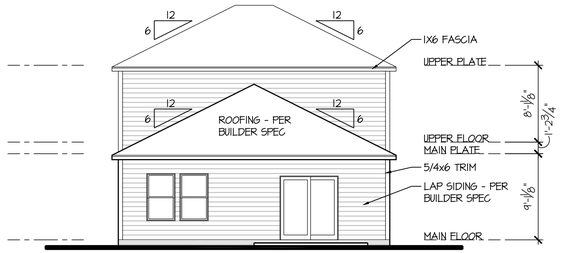
Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



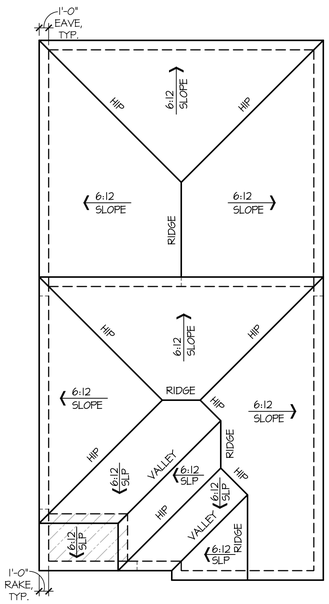
Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Roof Plan

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

ATTIC VENTILATION	
AREA 1:	
ATTIC AREA:	**42 SQ.FT.**
VENT RATIO:	**1/300**
REQUIRED VENTILATION:	**20 SQ. IN.**
50% LOW:	**10 SQ. IN.**
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NOTE: ATTIC AREAS WHICH USE THE 1:300 RATIO HAVE BEEN DESIGNED SO THAT 50% OF THE REQUIRED VENTILATION AREA IS PROVIDED IN THE UPPER PORTION OF THE ATTIC SPACE AND 50% IN THE LOWER PORTION.

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Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

CONSTRUCTION ASSEMBLIES:

T THE FOLLOWING KEYNOTES REFERENCE THE SYMBOLS AS SHOWN ON PLANS

A. ROOF CONSTRUCTION:
ROOFING PER BUILDER SPEC ON UNDERLAYMENT ON ROOF SHEATHING ON ROOF FRAMING MEMBERS.
CEILING: ½" GYPSUM BOARD WITH INSULATION ABOVE.

B1. TYPICAL SIDING WALL CONSTRUCTION:
SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B2. TYPICAL STONE VENEER WALL CONSTR.:
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BRICK VENEER W/ MASONRY TIES 16" o.c. HORIZONTAL & VERTICAL OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2X4 OR 2X6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD

C. TYPICAL FLOOR CONSTRUCTION:
FINISHED FLOORING ON ¾" FLOOR SHEATHING ON FLOOR FRAMING AS NOTED ON STRUCTURAL DRAWINGS.
MAIN FLOOR CEILING: ½" GYPSUM BOARD.

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KEY:
UNCONDITIONED SPACE

GLAZING CALCULATIONS	
	ELEV W
FRONT SURFACE (SQ FT)	511
GLAZING (SQ FT)	81
GLAZING PERCENTAGE	16 %

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Meritage Homes

Kirkwood Slab/Stem Wall/Crawl Space

Bear Springs

Refined 30' & 40' Single Family

BSB DESIGN
BSBDESIGN.COM

4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515 273 3020

JOB NO: 25-0360 PROJ MGR: KR
DRAWN: ST CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

382

A3.1.1W

Elevation - W



Elevation F

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	573
GLAZING (SQ FT)	117
GLAZING PERCENTAGE	20 %



Elevation H

GLAZING CALCULATIONS	
	ELEV H
FRONT SURFACE (SQ FT)	604
GLAZING (SQ FT)	91
GLAZING PERCENTAGE	15 %



Elevation T

GLAZING CALCULATIONS	
	ELEV T
FRONT SURFACE (SQ FT)	573
GLAZING (SQ FT)	117
GLAZING PERCENTAGE	20 %



Elevation Z

GLAZING CALCULATIONS	
	ELEV Z
FRONT SURFACE (SQ FT)	583
GLAZING (SQ FT)	117
GLAZING PERCENTAGE	20 %

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Heritage Homes

Rockwell
Slab/Stem Wall/Crawl Space
Bear Springs
Refined 30' & 40' Single Family

BSB DESIGN
BSBDESIGN.COM

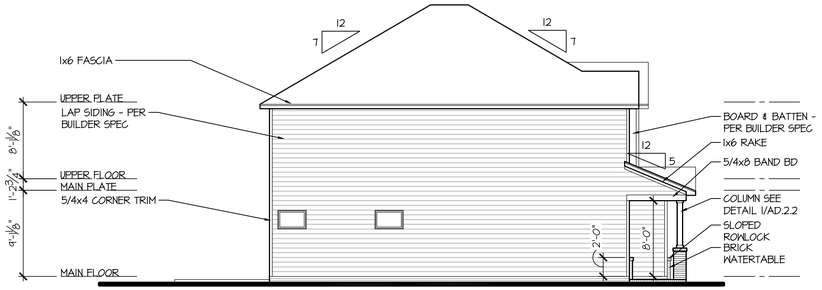
4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515 273 3020

JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: RB **CHECKED:** ST

ELEVATION MATRIX
STANDARD PORCH

446

AGN0.2



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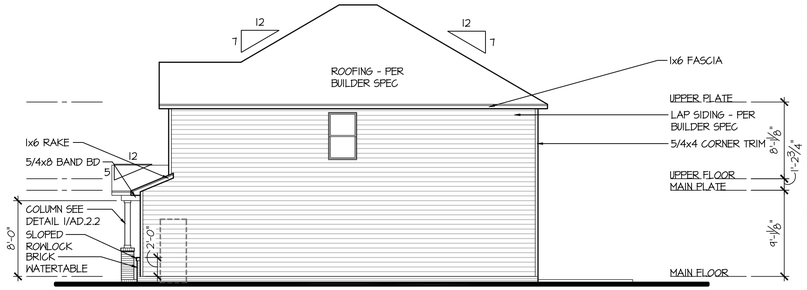
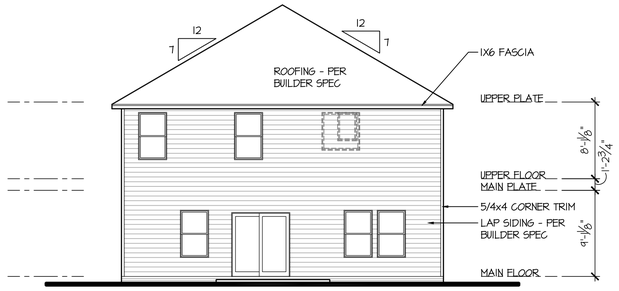
SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



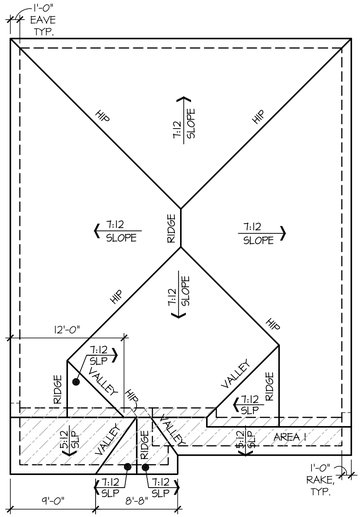
Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



ATTIC VENTILATION	
AREA 1:	
ATTIC AREA:	**154 SQ.FT.**
VENT RATIO:	**1/300**
REQUIRED VENTILATION:	**74 SQ. IN.**
50% LOW:	**37 SQ. IN.**
50% HIGH:	**37 SQ. IN.**

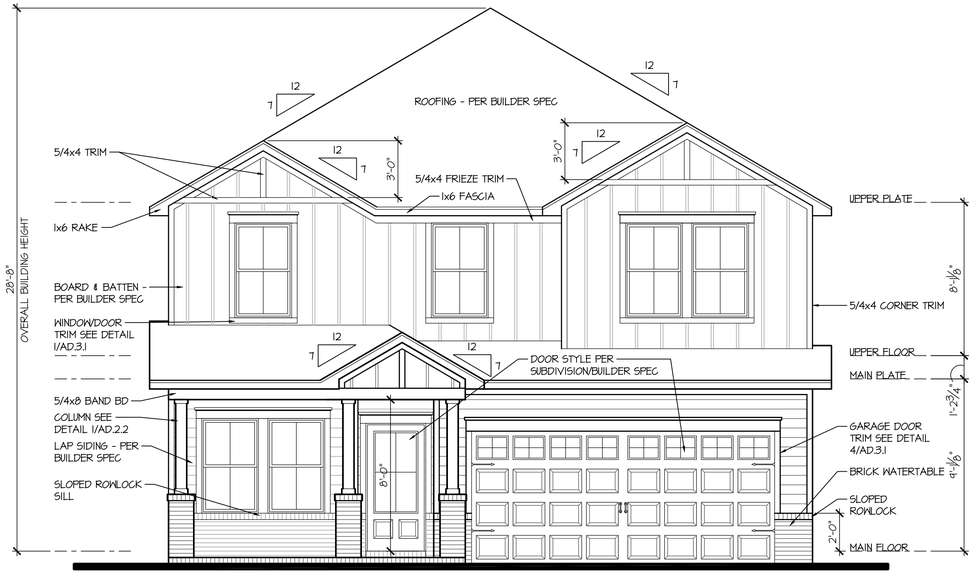
NOTE: ATTIC AREAS WHICH USE THE 1:300 RATIO HAVE BEEN DESIGNED SO THAT 50% OF THE REQUIRED VENTILATION AREA IS PROVIDED IN THE UPPER PORTION OF THE ATTIC SPACE AND 50% IN THE LOWER PORTION.

CONTRACTOR SHALL VERIFY THE NET FREE VENTILATION OF THE VENT PRODUCT SELECTED WHICH MEETS THE REQUIRED VENTILATION. PROVIDE INSULATION STOPS SUCH THAT INSULATION DOES NOT OBSTRUCT FREE AIR MOVEMENT AS REQUIRED BY THE SCOPE OF THE WORK AND THE BUILDING OFFICIAL.

ALL OVERLAP FRAMED ROOF AREAS SHALL HAVE OPENINGS BETWEEN THE ADJACENT ATTICS IN THE ROOF SHEATHING (AS ALLOWED BY THE STRUCTURAL ENGINEER) TO ALLOW PASSAGE AND ATTIC VENTILATION BETWEEN THE TWO OR ISOLATED ATTIC SPACES SHALL BE VENTED INDEPENDENTLY TO IRC/IBC REQUIREMENTS.

Roof Plan

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

CONSTRUCTION ASSEMBLIES:

T THE FOLLOWING KEYNOTES REFERENCE THE SYMBOLS AS SHOWN ON PLANS

A. ROOF CONSTRUCTION:
ROOFING PER BUILDER SPEC ON UNDERLAYMENT ON ROOF SHEATHING ON ROOF FRAMING MEMBERS.
CEILING: ½" GYPSUM BOARD WITH INSULATION ABOVE.

B1. TYPICAL SIDING WALL CONSTRUCTION:
SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B2. TYPICAL STONE VENEER WALL CONSTR.:
ADHERED SYNTHETIC STONE VENEER (INSTALLED PER MFR'S SPECS.) OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B3. TYPICAL BRICK WALL CONSTRUCTION:
BRICK VENEER W/ MASONRY TIES 16" o.c. HORIZONTAL & VERTICAL OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2X4 OR 2X6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD

C. TYPICAL FLOOR CONSTRUCTION:
FINISHED FLOORING ON ¾" FLOOR SHEATHING ON FLOOR FRAMING AS NOTED ON STRUCTURAL DRAWINGS.
MAIN FLOOR CEILING: ½" GYPSUM BOARD.

D. CONCRETE SLAB CONSTRUCTION:
SEE STRUCTURAL DRAWINGS.

GENERAL EXTERIOR ELEVATION NOTES:

- GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE FROM THAT SHOWN.
- PROVIDE ROOF AND SOFFIT VENTS AS SPECIFIED BY BUILDER.
- PROVIDE GUTTERS AND DOWNSPOUTS AS SPECIFIED BY BUILDER.

FOR EXTERIOR FINISH MATERIALS, SIDING, MASONRY AND TRIM PACKAGES REFER TO BUILDER'S SPECIFICATIONS.
VINYL/ PVC AND FIBER CEMENT BOARD ARE INTERCHANGEABLE PER COMMUNITY.

KEY:
UNCONDITIONED SPACE

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	513
GLAZING (SQ FT)	117
GLAZING PERCENTAGE	20 %

ELEVAITON REVIEW - NOT FOR CONSTRUCTION 07/24/2025

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REVISIONS

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Heritage Homes

Rockwell
Slab/Stem Wall/Crawl Space
Bear Springs
Refined 30' & 40' Single Family

BSB DESIGN
BSBDESIGN.COM
4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515 273 3020

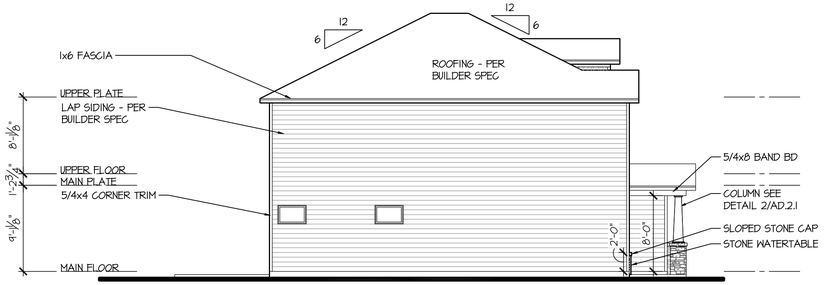
JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: RB **CHECKED:** ST

EXTERIOR ELEVATIONS
ROOF PLAN

446

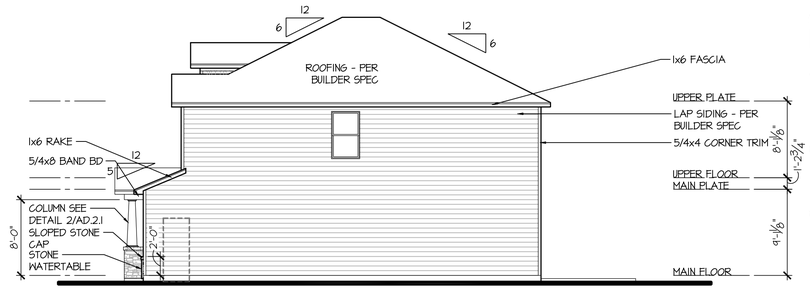
A3.1.1F

Elevation - F



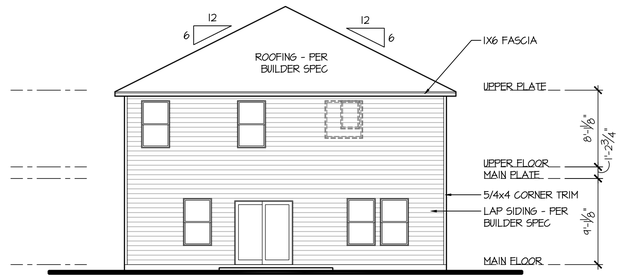
Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



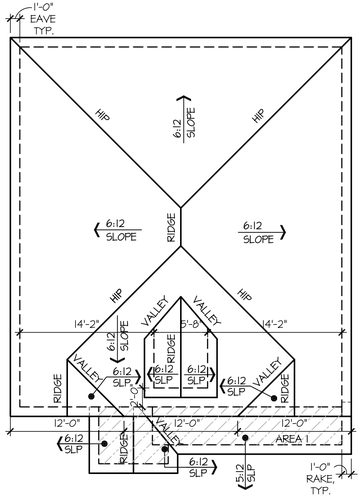
Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Roof Plan

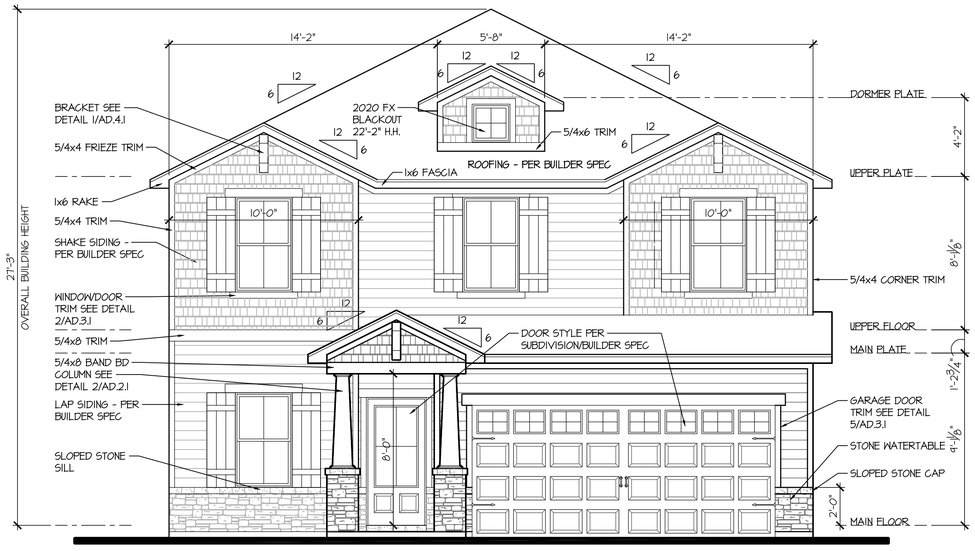
SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

ATTIC VENTILATION	
AREA 1:	
ATTIC AREA:	**117 SQ.FT.**
VENT RATIO:	**1/300**
REQUIRED VENTILATION:	**56 SQ. IN.**
50% LOW:	**28 SQ. IN.**
50% HIGH:	**28 SQ. IN.**

NOTE: ATTIC AREAS WHICH USE THE 1:300 RATIO HAVE BEEN DESIGNED SO THAT 50% OF THE REQUIRED VENTILATION AREA IS PROVIDED IN THE UPPER PORTION OF THE ATTIC SPACE AND 50% IN THE LOWER PORTION.

CONTRACTOR SHALL VERIFY THE NET FREE VENTILATION OF THE VENT PRODUCT SELECTED WHICH MEETS THE REQUIRED VENTILATION. PROVIDE INSULATION STOPS SUCH THAT INSULATION DOES NOT OBSTRUCT FREE AIR MOVEMENT AS REQUIRED BY THE SCOPE OF THE WORK AND THE BUILDING OFFICIAL.

ALL OVERLAP FRAMED ROOF AREAS SHALL HAVE OPENINGS BETWEEN THE ADJACENT ATTICS IN THE ROOF SHEATHING (AS ALLOWED BY THE STRUCTURAL ENGINEER) TO ALLOW PASSAGE AND ATTIC VENTILATION BETWEEN THE TWO OR ISOLATED ATTIC SPACES SHALL BE VENTED INDEPENDENTLY TO IRC/IBC REQUIREMENTS.



Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

CONSTRUCTION ASSEMBLIES:

T THE FOLLOWING KEYNOTES REFERENCE THE SYMBOLS AS SHOWN ON PLANS

A. ROOF CONSTRUCTION:
ROOFING PER BUILDER SPEC ON UNDERLAYMENT ON ROOF SHEATHING ON ROOF FRAMING MEMBERS.
CEILING: ½" GYPSUM BOARD WITH INSULATION ABOVE.

B1. TYPICAL SIDING WALL CONSTRUCTION:
SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B2. TYPICAL STONE VENEER WALL CONSTR.:
ADHERED SYNTHETIC STONE VENEER (INSTALLED PER MFR'S SPECS.) OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD.

B3. TYPICAL BRICK WALL CONSTRUCTION:
BRICK VENEER W/ MASONRY TIES 16" o.c. HORIZONTAL & VERTICAL OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2X4 OR 2X6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD

C. TYPICAL FLOOR CONSTRUCTION:
FINISHED FLOORING ON ¾" FLOOR SHEATHING ON FLOOR FRAMING AS NOTED ON STRUCTURAL DRAWINGS.
MAIN FLOOR CEILING: ½" GYPSUM BOARD.

D. CONCRETE SLAB CONSTRUCTION:
SEE STRUCTURAL DRAWINGS.

GENERAL EXTERIOR ELEVATION NOTES:

- GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE FROM THAT SHOWN.
- PROVIDE ROOF AND SOFFIT VENTS AS SPECIFIED BY BUILDER.
- PROVIDE GUTTERS AND DOWNSPOUTS AS SPECIFIED BY BUILDER.

FOR EXTERIOR FINISH MATERIALS, SIDING, MASONRY AND TRIM PACKAGES REFER TO BUILDER'S SPECIFICATIONS.
VINYL/ PVC AND FIBER CEMENT BOARD ARE INTERCHANGEABLE PER COMMUNITY.

KEY:
UNCONDITIONED SPACE

GLAZING CALCULATIONS	
	ELEV H
FRONT SURFACE (SQ FT)	604
GLAZING (SQ FT)	91
GLAZING PERCENTAGE	15 %

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Meritage Homes

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Bear Springs
Refined 30' & 40' Single Family

BSB DESIGN
BSBDESIGN.COM
4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515 273 3020

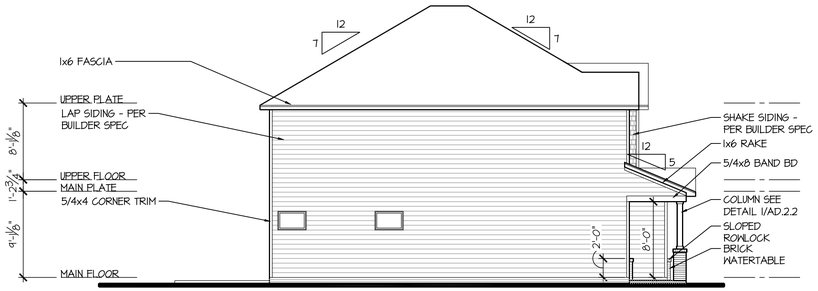
JOB NO: 25-0360 PROJ MGR: KR
DRAWN: RB CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

446

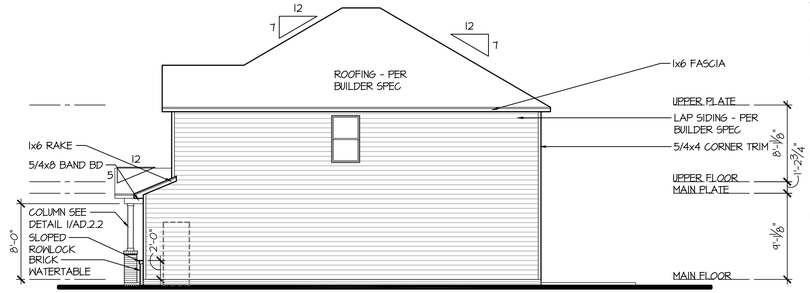
A3.1.1H

Elevation - H



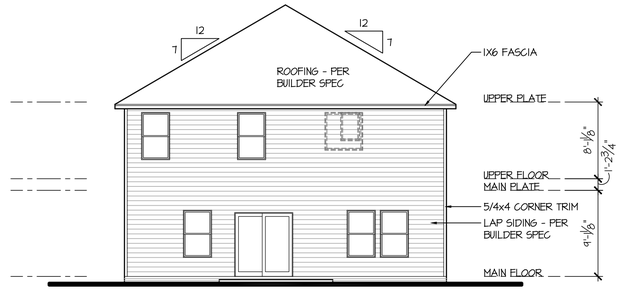
Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



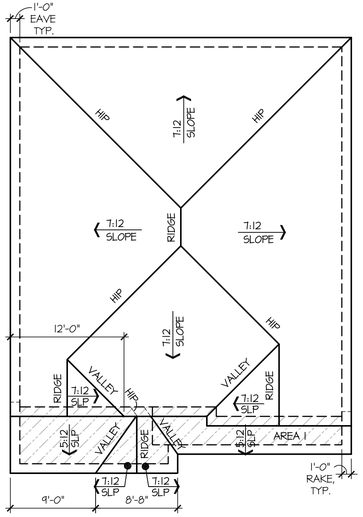
Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Roof Plan

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

ATTIC VENTILATION	
AREA 1:	
ATTIC AREA:	154 SQ.FT.
VENT RATIO:	1/300
REQUIRED VENTILATION:	74 SQ. IN.
50% LOW:	37 SQ. IN.
50% HIGH:	37 SQ. IN.

NOTE: ATTIC AREAS WHICH USE THE 1:300 RATIO HAVE BEEN DESIGNED SO THAT 50% OF THE REQUIRED VENTILATION AREA IS PROVIDED IN THE UPPER PORTION OF THE ATTIC SPACE AND 50% IN THE LOWER PORTION.

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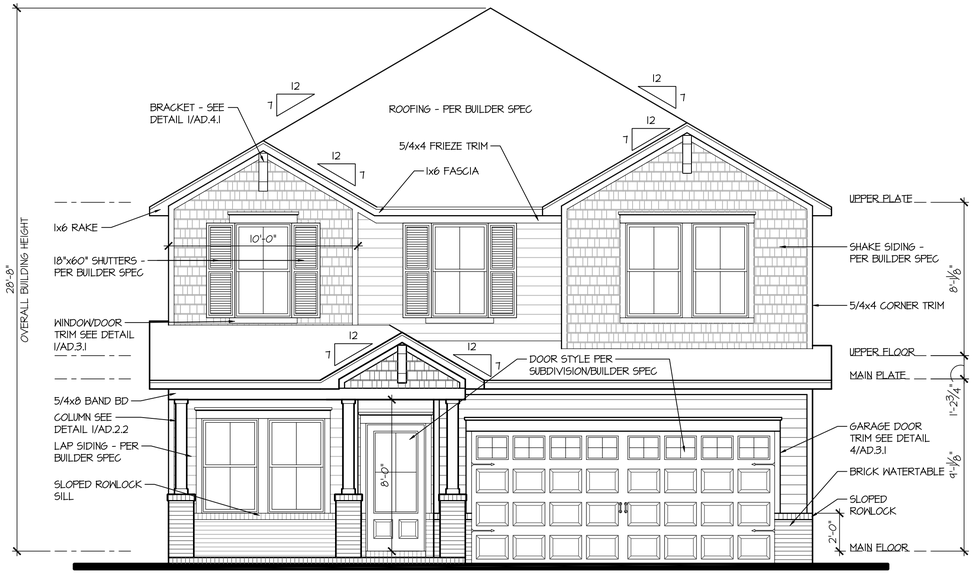

Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

CONSTRUCTION ASSEMBLIES:

T THE FOLLOWING KEYNOTES REFERENCE THE SYMBOLS AS SHOWN ON PLANS

A. ROOF CONSTRUCTION:
ROOFING PER BUILDER SPEC ON UNDERLAYMENT ON ROOF SHEATHING ON ROOF FRAMING MEMBERS.
CEILING: ½" GYPSUM BOARD WITH INSULATION ABOVE.

B1. TYPICAL SIDING WALL CONSTRUCTION:
SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
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B2. TYPICAL STONE VENEER WALL CONSTR.:
ADHERED SYNTHETIC STONE VENEER (INSTALLED PER MFR'S SPECS.) OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
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BRICK VENEER W/ MASONRY TIES 16" o.c. HORIZONTAL & VERTICAL OVER WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2X4 OR 2X6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
INTERIOR: ½" GYPSUM BOARD

C. TYPICAL FLOOR CONSTRUCTION:
FINISHED FLOORING ON ¾" FLOOR SHEATHING ON FLOOR FRAMING AS NOTED ON STRUCTURAL DRAWINGS.
MAIN FLOOR CEILING: ½" GYPSUM BOARD.

D. CONCRETE SLAB CONSTRUCTION:
SEE STRUCTURAL DRAWINGS.

GENERAL EXTERIOR ELEVATION NOTES:

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VINYL/ PVC AND FIBER CEMENT BOARD ARE INTERCHANGEABLE PER COMMUNITY.

KEY:
UNCONDITIONED SPACE

GLAZING CALCULATIONS	
	ELEV T
FRONT SURFACE (SQ FT)	573
GLAZING (SQ FT)	117
GLAZING PERCENTAGE	20 %

Elevation - T

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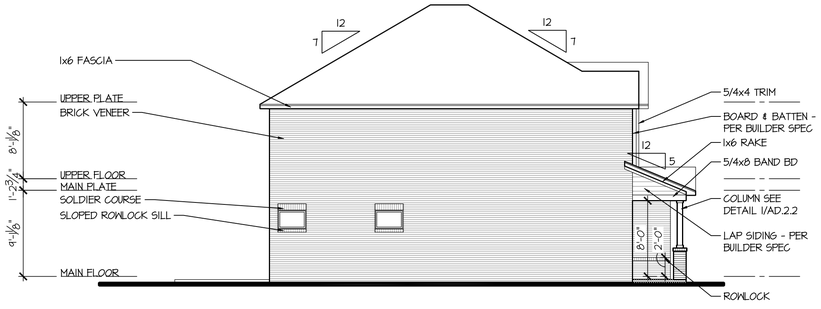
515 273 3020

JOB NO: 25-0360 PROJ MGR: KR
DRAWN: RB CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

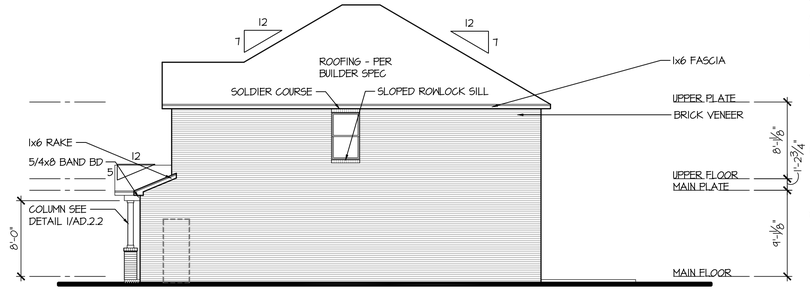
446

A3.1.1T



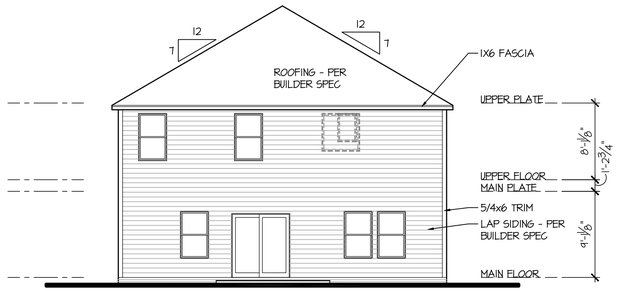
Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



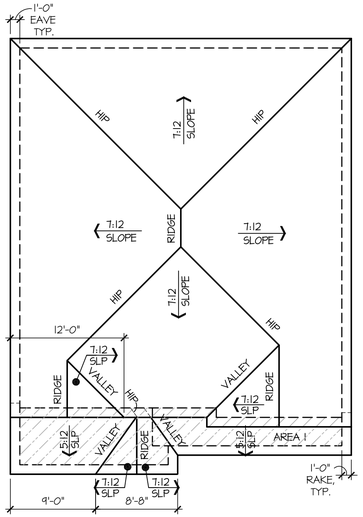
Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Roof Plan

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

ATTIC VENTILATION	
AREA 1:	
ATTIC AREA:	**154 SQ.FT.**
VENT RATIO:	**1/300**
REQUIRED VENTILATION:	**74 SQ. IN.**
50% LOW:	**37 SQ. IN.**
50% HIGH:	**37 SQ. IN.**

NOTE: ATTIC AREAS WHICH USE THE 1:300 RATIO HAVE BEEN DESIGNED SO THAT 50% OF THE REQUIRED VENTILATION AREA IS PROVIDED IN THE UPPER PORTION OF THE ATTIC SPACE AND 50% IN THE LOWER PORTION.

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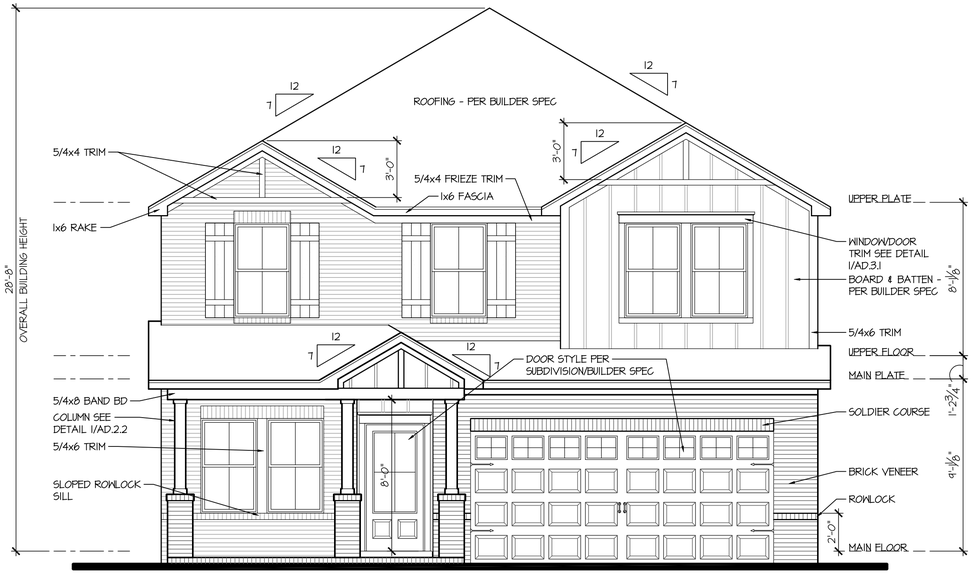

Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

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SIDING ON WATER RESISTANT BARRIER ON EXTERIOR WALL SHEATHING ON 2x4 OR 2x6 STUDS, 16" O.C. W/ INSULATION IN CAVITIES.
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KEY:
UNCONDITIONED SPACE

GLAZING CALCULATIONS	
	ELEV Z
FRONT SURFACE (SQ FT)	583
GLAZING (SQ FT)	117
GLAZING PERCENTAGE	20 %

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Bear Springs
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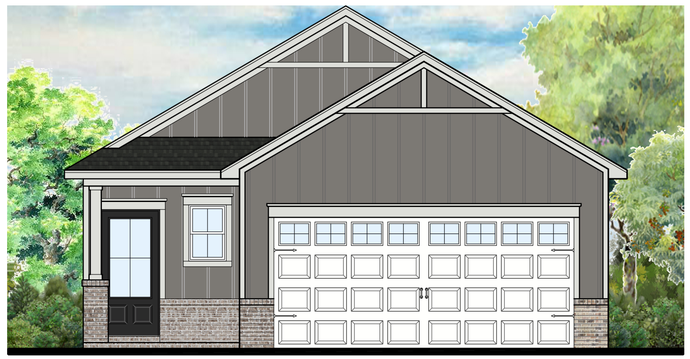
JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: RB **CHECKED:** ST

EXTERIOR ELEVATIONS
ROOF PLAN

446

A3.1.1Z

Elevation - Z



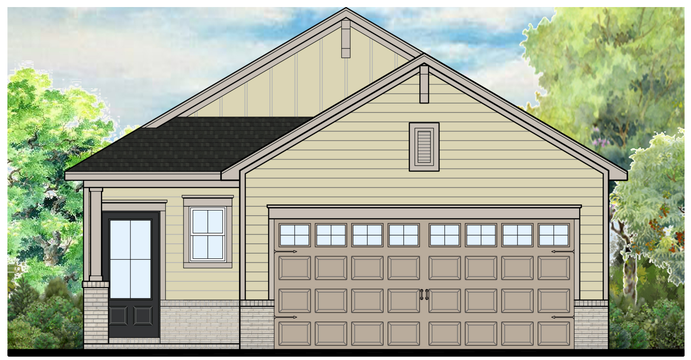
ELEVATION F
SCHEME 1

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	341
GLAZING (SQ FT)	33
GLAZING PERCENTAGE	10 %



ELEVATION T
SCHEME 28

GLAZING CALCULATIONS	
	ELEV T
FRONT SURFACE (SQ FT)	331
GLAZING (SQ FT)	33
GLAZING PERCENTAGE	10 %



ELEVATION X
SCHEME 12

GLAZING CALCULATIONS	
	ELEV X
FRONT SURFACE (SQ FT)	347
GLAZING (SQ FT)	33
GLAZING PERCENTAGE	10 %

PLAN 340 | AUTUMN

BEAR SPRINGS
COLUMBIA, TN

NOTE:

ALL PITCHES EXCEED 6:12

Meritage Homes®

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	548
GLAZING (SQ FT)	72
GLAZING PERCENTAGE	13 %



ELEVATION F
SCHEME 21



ELEVATION H
SCHEME 13

GLAZING CALCULATIONS	
	ELEV H
FRONT SURFACE (SQ FT)	555
GLAZING (SQ FT)	72
GLAZING PERCENTAGE	13 %

GLAZING CALCULATIONS	
	ELEV T
FRONT SURFACE (SQ FT)	532
GLAZING (SQ FT)	72
GLAZING PERCENTAGE	14 %



ELEVATION T
SCHEME 2



ELEVATION X
SCHEME 27

GLAZING CALCULATIONS	
	ELEV X
FRONT SURFACE (SQ FT)	541
GLAZING (SQ FT)	72
GLAZING PERCENTAGE	13 %

NOTE:

ALL PITCHES EXCEED 6:12

PLAN 342 | DALLAS

BEAR SPRINGS
COLUMBIA, TN

Meritage Homes®

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	533
GLAZING (SQ FT)	63
GLAZING PERCENTAGE	12 %



ELEVATION F
SCHEME 25



ELEVATION T
SCHEME 3

GLAZING CALCULATIONS	
	ELEV T
FRONT SURFACE (SQ FT)	533
GLAZING (SQ FT)	67
GLAZING PERCENTAGE	13 %

GLAZING CALCULATIONS	
	ELEV U
FRONT SURFACE (SQ FT)	527
GLAZING (SQ FT)	63
GLAZING PERCENTAGE	12 %



ELEVATION U
SCHEME 4



ELEVATION W
SCHEME 6

GLAZING CALCULATIONS	
	ELEV W
FRONT SURFACE (SQ FT)	537
GLAZING (SQ FT)	63
GLAZING PERCENTAGE	12 %

NOTE:

ALL PITCHES EXCEED 6:12

PLAN 343 | LENNON

BEAR SPRINGS
COLUMBIA, TN

Meritage Homes®

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	458
GLAZING (SQ FT)	49
GLAZING PERCENTAGE	11 %



ELEVATION F
SCHEME 8



ELEVATION K
SCHEME 9

GLAZING CALCULATIONS	
	ELEV K
FRONT SURFACE (SQ FT)	458
GLAZING (SQ FT)	49
GLAZING PERCENTAGE	11 %

GLAZING CALCULATIONS	
	ELEV T
FRONT SURFACE (SQ FT)	477
GLAZING (SQ FT)	53
GLAZING PERCENTAGE	11 %



ELEVATION T
SCHEME 10



ELEVATION U
SCHEME 11

GLAZING CALCULATIONS	
	ELEV U
FRONT SURFACE (SQ FT)	468
GLAZING (SQ FT)	49
GLAZING PERCENTAGE	10 %

NOTE:

ALL PITCHES EXCEED 6:12

PLAN 344 | SYDNEY

BEAR SPRINGS
COLUMBIA, TN

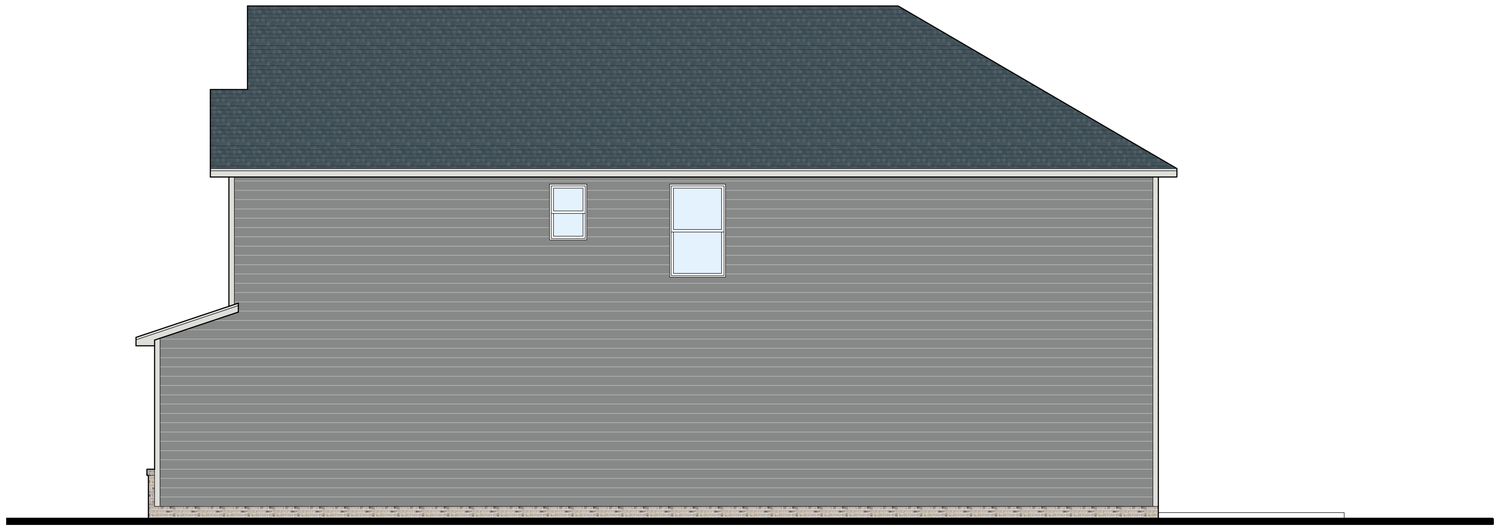
Meritage Homes®



FRONT



REAR



RIGHT

SCHEME 13
PLAN 346 | PAISLEY
ELEVATION F

BEAR SPRINGS
COLUMBIA, TN

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	551
GLAZING (SQ FT)	78
GLAZING PERCENTAGE	14 %

NOTE:

ALL PITCHES EXCEED 6:12

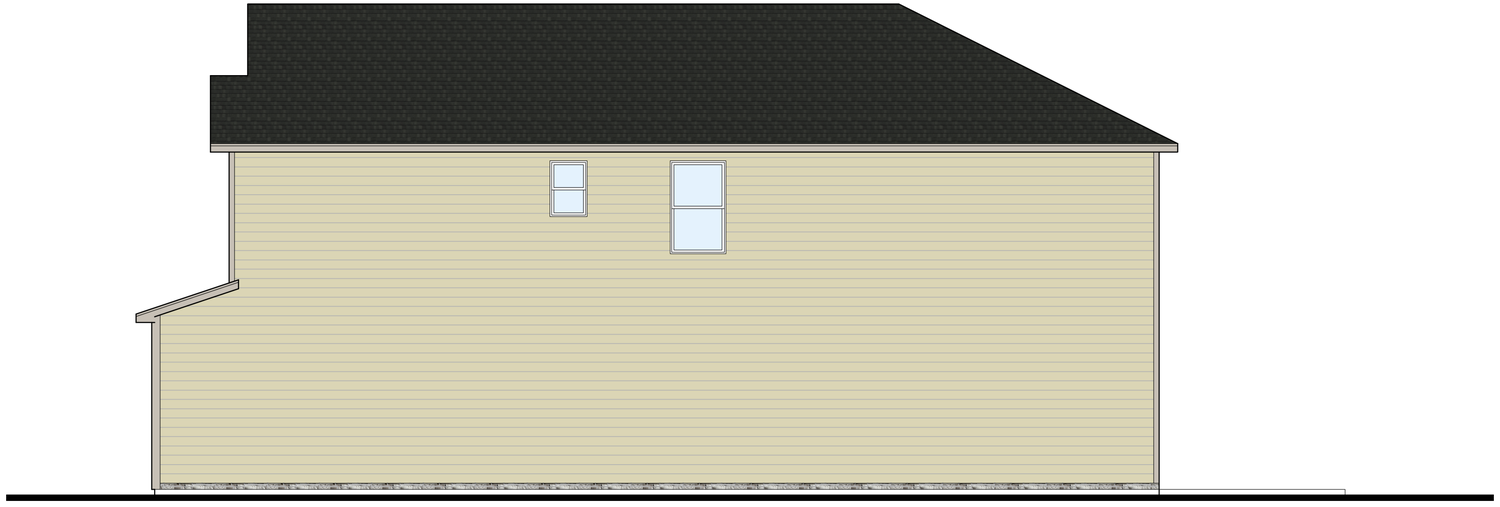
Meritage Homes®



FRONT



REAR



RIGHT

SCHEME 12
PLAN 346 | PAISLEY
ELEVATION K

BEAR SPRINGS
COLUMBIA, TN

GLAZING CALCULATIONS	
	ELEV K
FRONT SURFACE (SQ FT)	535
GLAZING (SQ FT)	78
GLAZING PERCENTAGE	15 %

NOTE:

ALL PITCHES EXCEED 6:12

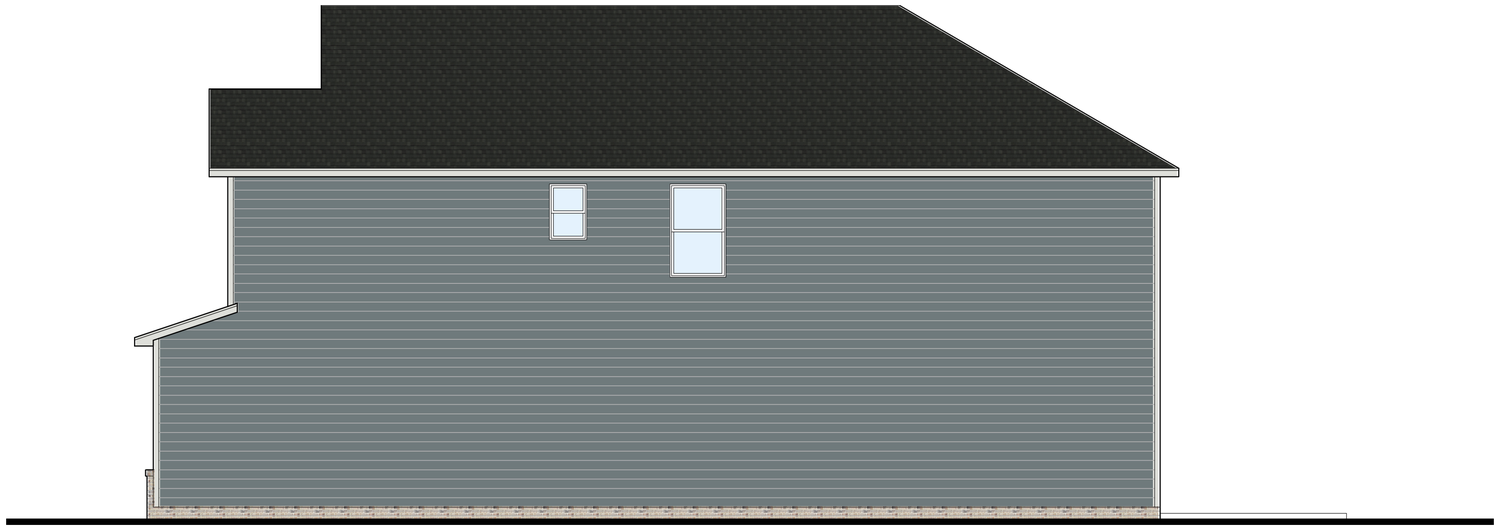
Meritage Homes®



FRONT



REAR



RIGHT

SCHEME 20
PLAN 346 | PAISLEY
ELEVATION T

BEAR SPRINGS
COLUMBIA, TN

GLAZING CALCULATIONS	
	ELEV T
FRONT SURFACE (SQ FT)	500
GLAZING (SQ FT)	78
GLAZING PERCENTAGE	16 %

NOTE:

ALL PITCHES EXCEED 6:12

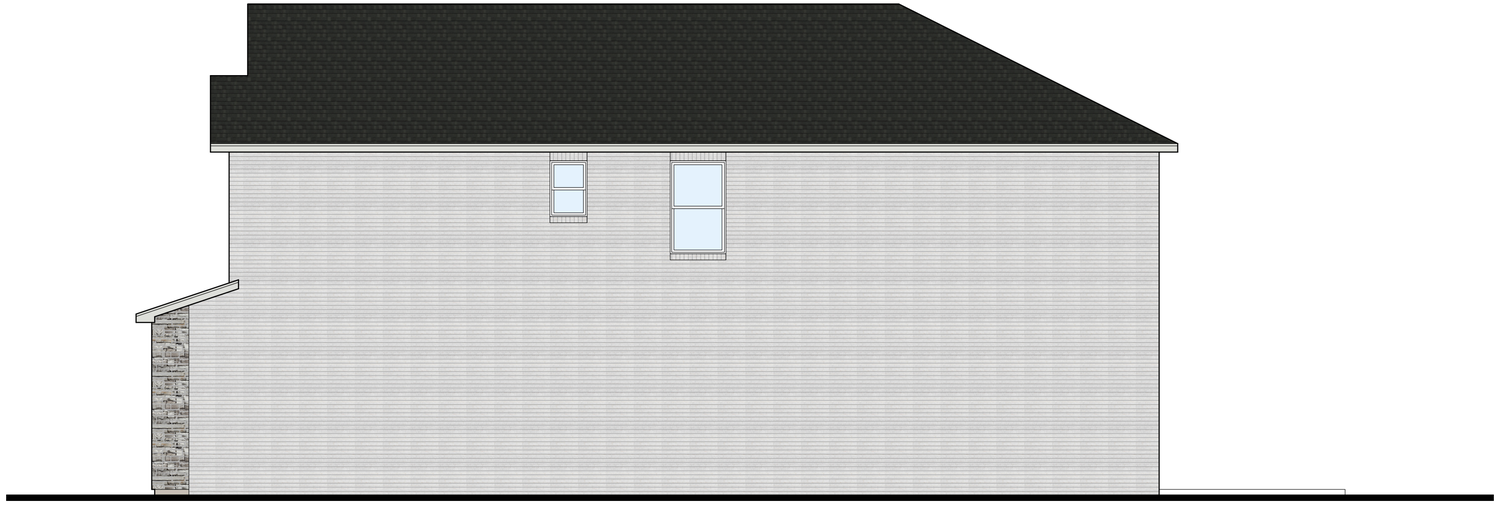
Meritage Homes®



FRONT



REAR



RIGHT

SCHEME 21
PLAN 346 | PAISLEY
ELEVATION Y

BEAR SPRINGS
COLUMBIA, TN

GLAZING CALCULATIONS	
	ELEV Y
FRONT SURFACE (SQ FT)	545
GLAZING (SQ FT)	78
GLAZING PERCENTAGE	14 %

NOTE:

ALL PITCHES EXCEED 6:12

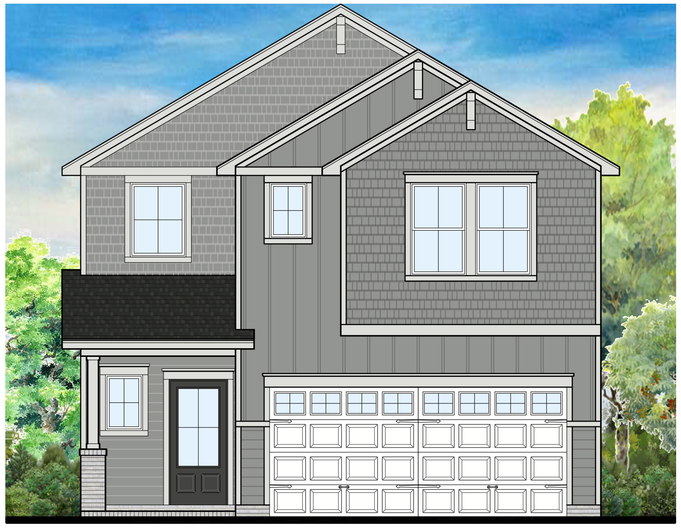
Meritage Homes®

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	524
GLAZING (SQ FT)	81
GLAZING PERCENTAGE	15 %



ELEVATION F
SCHEME 14

GLAZING CALCULATIONS	
	ELEV S
FRONT SURFACE (SQ FT)	580
GLAZING (SQ FT)	81
GLAZING PERCENTAGE	14 %



ELEVATION S
SCHEME 22



ELEVATION H
SCHEME 15

GLAZING CALCULATIONS	
	ELEV H
FRONT SURFACE (SQ FT)	521
GLAZING (SQ FT)	81
GLAZING PERCENTAGE	16 %



ELEVATION W
SCHEME 24

GLAZING CALCULATIONS	
	ELEV W
FRONT SURFACE (SQ FT)	511
GLAZING (SQ FT)	81
GLAZING PERCENTAGE	16 %

NOTE:

ALL PITCHES EXCEED 6:12

PLAN 382 | KIRKWOOD

BEAR SPRINGS
COLUMBIA, TN

Meritage Homes®

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	573
GLAZING (SQ FT)	117
GLAZING PERCENTAGE	20 %



ELEVATION F
SCHEME 25



ELEVATION H
SCHEME 27

GLAZING CALCULATIONS	
	ELEV H
FRONT SURFACE (SQ FT)	604
GLAZING (SQ FT)	91
GLAZING PERCENTAGE	15 %

GLAZING CALCULATIONS	
	ELEV T
FRONT SURFACE (SQ FT)	573
GLAZING (SQ FT)	117
GLAZING PERCENTAGE	20 %



ELEVATION T
SCHEME 28



ELEVATION Z
SCHEME 14

GLAZING CALCULATIONS	
	ELEV Z
FRONT SURFACE (SQ FT)	583
GLAZING (SQ FT)	117
GLAZING PERCENTAGE	20 %

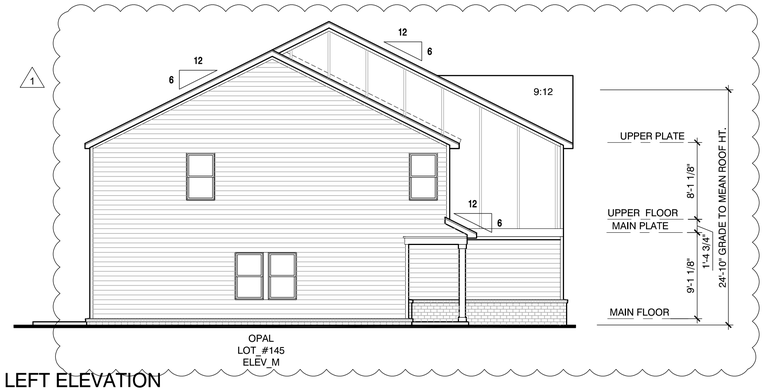
NOTE:

ALL PITCHES EXCEED 6:12

PLAN 446 | ROCKWELL

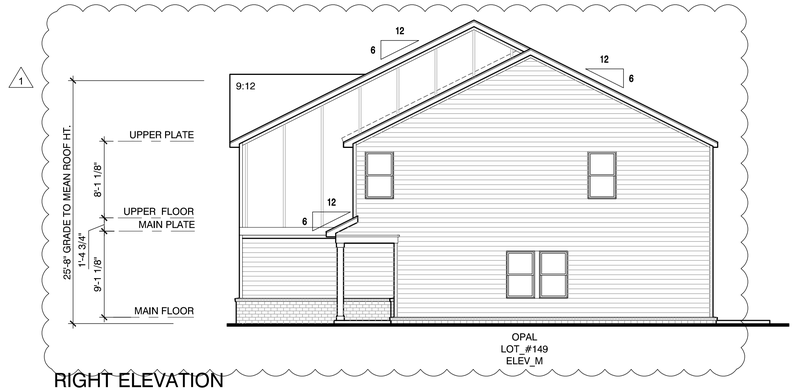
BEAR SPRINGS
COLUMBIA, TN

Meritage Homes®



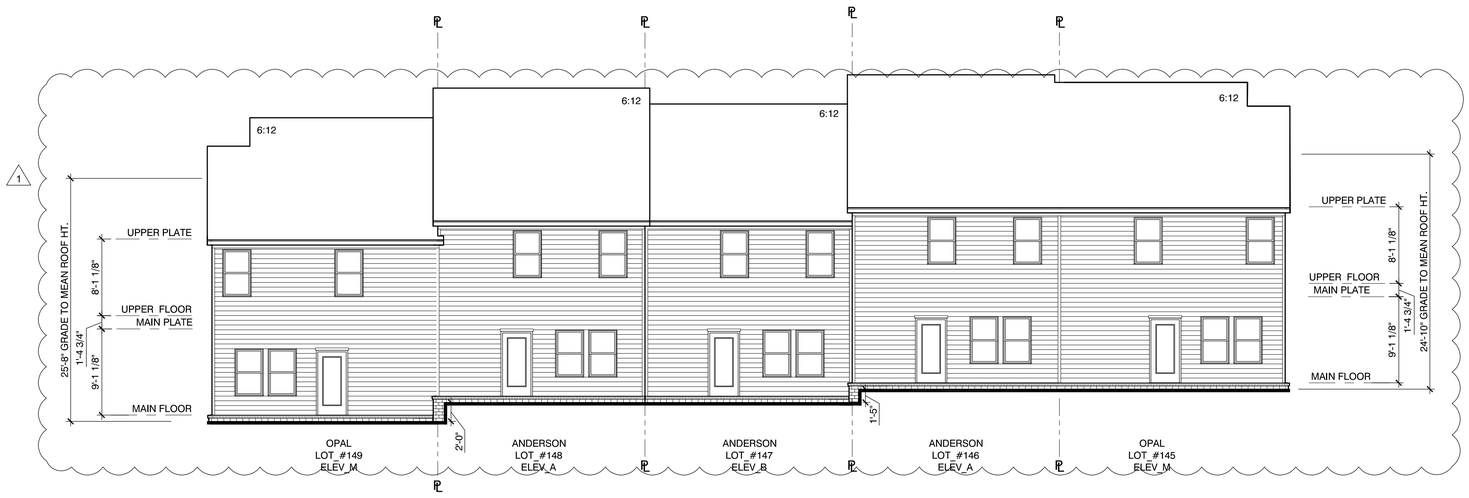
LEFT ELEVATION

SCALE: 1/8"=1'-0"



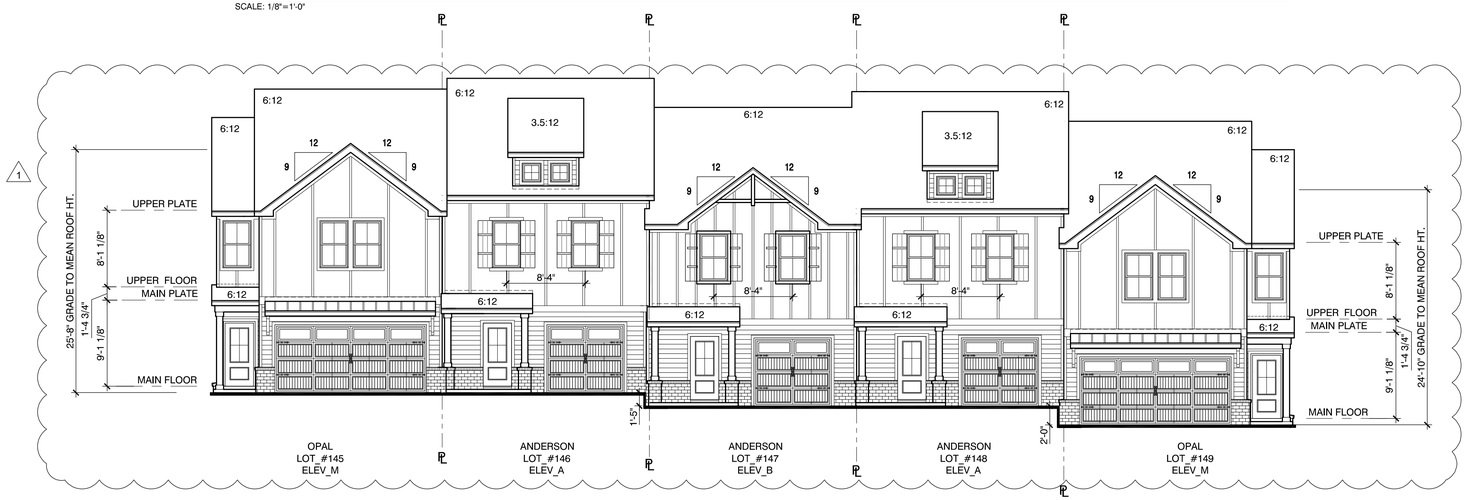
RIGHT ELEVATION

SCALE: 1/8"=1'-0"



REAR ELEVATION COMPOSITE

SCALE: 1/8"=1'-0"



FRONT ELEVATION COMPOSITE

SCALE: 1/8"=1'-0"

Meritage Homes

PROJECT LOCATION
DIVISION: NASHVILLE
AHJ: COLUMBIA
COUNTY: MAURY COUNTY
STATE: TENNESSEE

BUILDING 06
LOTS_145-149

CONTROL
RELEASE DATE: 05.22.25

REV #	DATE / DESC.
0	05.22.25 FOR PERMIT
1	07.30.25 CLIENT COMMENTS

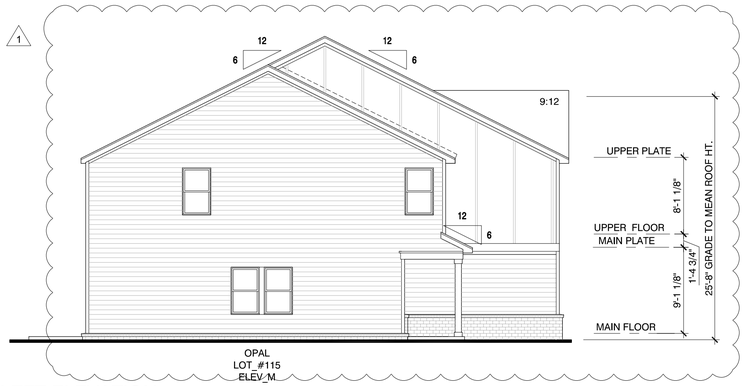
Project Title
BEAR SPRINGS FRONT LOAD TOWNHOMES

Sheet Title
COMPOSITE ELEVATIONS

DO NOT SCALE DRAWINGS

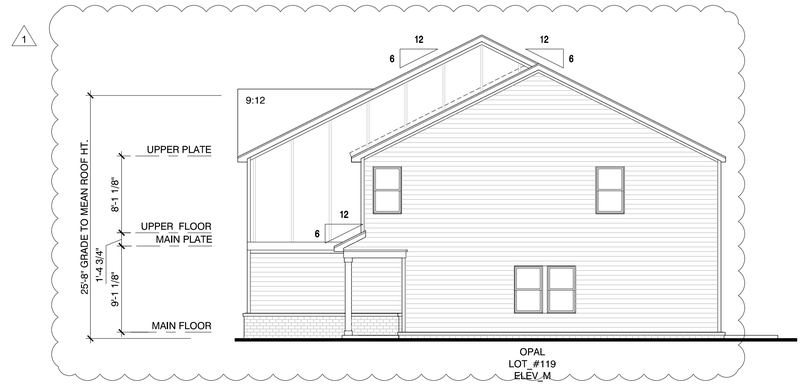
Sheet No.
B1.3

C:\Users\hlamb\appdata\local\temp\AcPublish_3956\2.0_2025_04_10_Bear Springs_Building 06_Lots 145-149 (5 plex)_Composites.dwg Plot Date: Monday, August 04, 2025 ,10:51 AM, Plotted By:hlamb



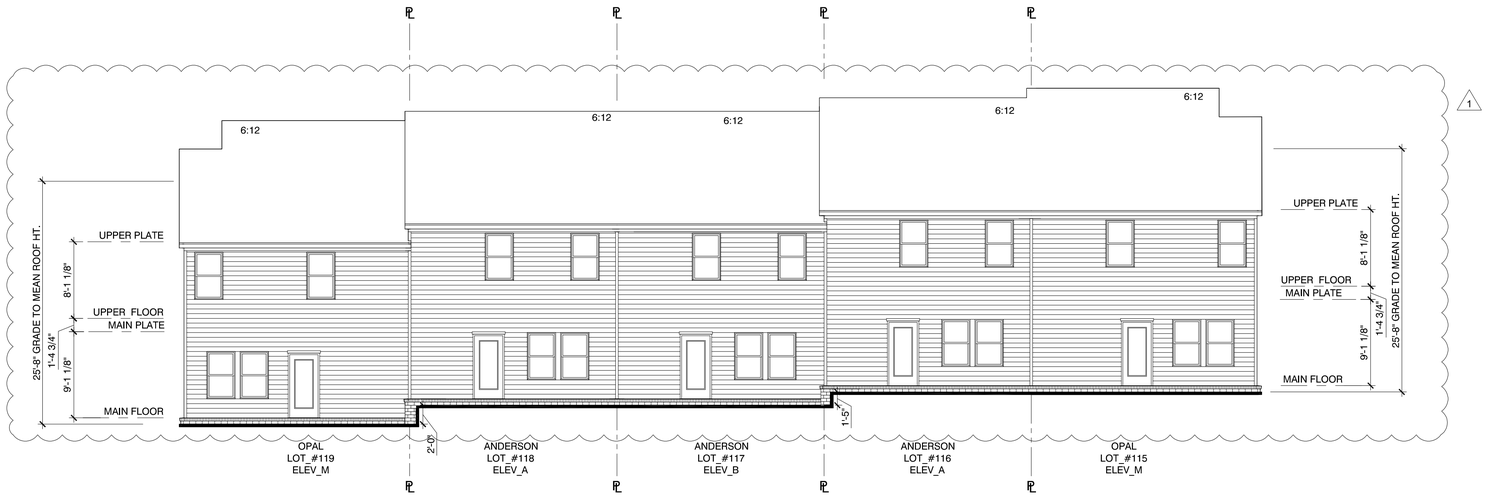
LEFT ELEVATION

SCALE: 1/8"=1'-0"



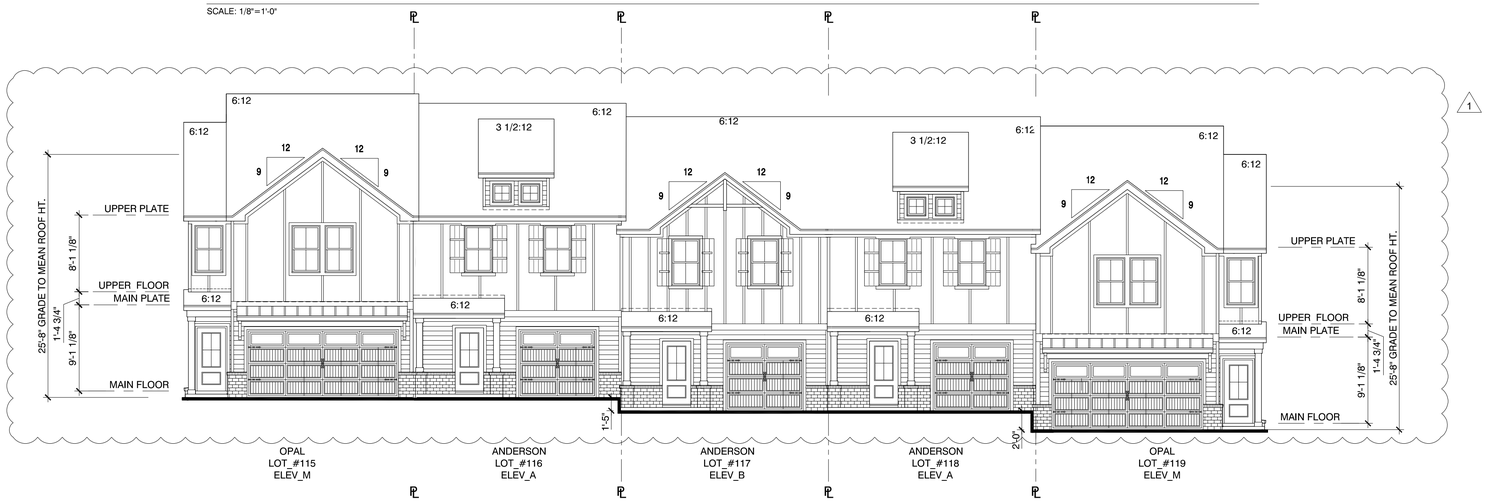
RIGHT ELEVATION

SCALE: 1/8"=1'-0"



REAR ELEVATION COMPOSITE

SCALE: 1/8"=1'-0"



FRONT ELEVATION COMPOSITE

SCALE: 1/8"=1'-0"

Meritage Homes

PROJECT LOCATION
DIVISION: NASHVILLE
AHJ: COLUMBIA
COUNTY: MAURY COUNTY
STATE: TENNESSEE

BUILDING 07
LOTS_115-119

CONTROL
RELEASE DATE: 05.22.25

REV #	DATE / DESC.
0	05.22.25 FOR REVIEW
1	08.01.25 CLIENT COMMENTS

Project Title
BEAR SPRINGS FRONT LOAD TOWNHOMES

Sheet Title
COMPOSITE ELEVATIONS

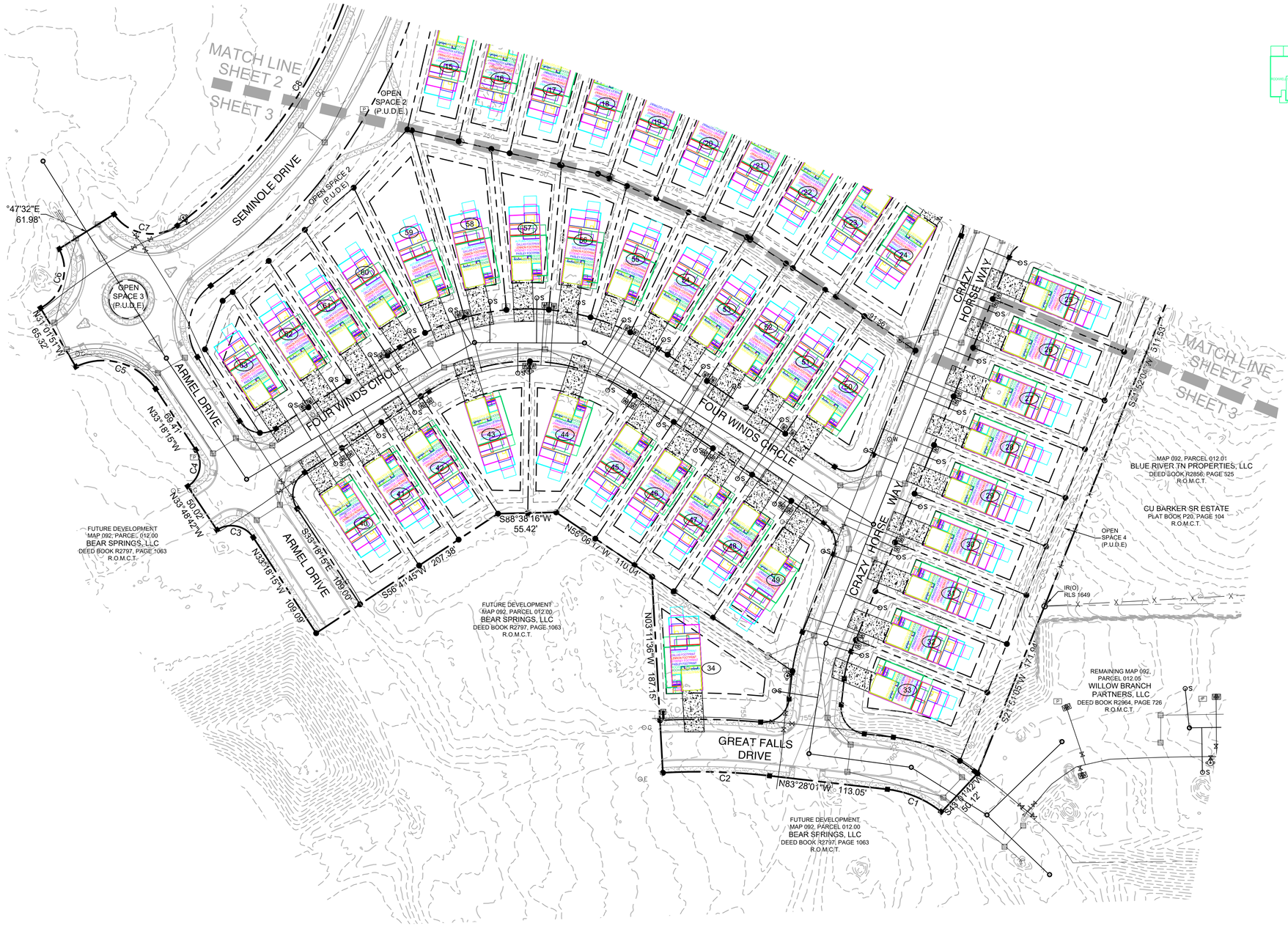
DO NOT SCALE DRAWINGS

Sheet No.
B1.3

C:\Users\fgarcia\appdata\local\temp\AcPublish_29684\2.0_2025_04_10_Bear Springs_Building 07_Lots 115-119 (5 plex)_Composites.rvtwg , Plot Date: Monday , August 04, 2025 2:49 PM, Plotted By:fgarcia



T212-B	T211-E	T212-C	T211-A	T212-F	T212-B
Left Hand	Left Hand	Left Hand	Left Hand	Right Hand	Right Hand



RaganSmith
a Pape-Dawson company

JACOB F. VINCENT
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
No. 00114589
STATE OF TENNESSEE
08 04 2025

BEAR SPRINGS SUBDIVISION PH. 1A

FOR

MERITAGE HOMES

SMYRNA, TENNESSEE

Scale: 1"=50'

Date: 2025.08.04

Approved By: JFV

Revisions:

- - -
- - -
- - -
- - -
- - -
- - -

Drawing Title:

LOT FIT EXHIBIT

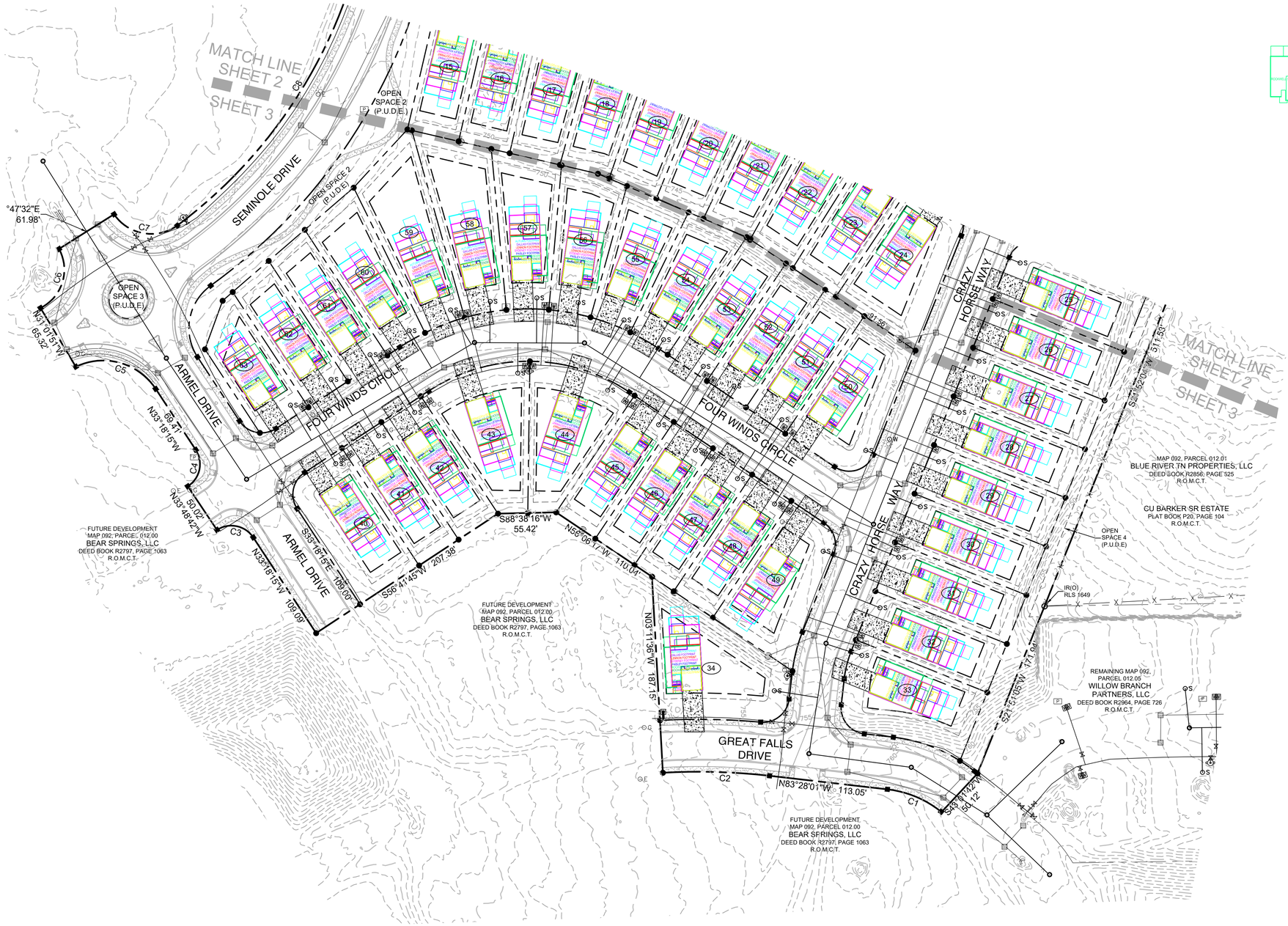
Drawing No.

SHEET 2

Project No.

21-0311

F:\21-0311 CIVIL ENGINEERING\LOT FIT\PHASE 1A\21-0311 - PHASE 1A LOT FIT.DWG
PLOTTED BY: HUNTER FRIED ON 8/4/2025 7:15 PM LAST UPDATED BY: HFRIED ON 8/4/2025 5:19 PM



Know what's below. Call before you dig.

0 50 100

RaganSmith
a Pape-Dawson company

JACOB F. VINCENT
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
No. 00114589
STATE OF TENNESSEE
08 04 2025

BEAR SPRINGS SUBDIVISION PH. 1A

FOR

MERITAGE HOMES

SMYRNA, TENNESSEE

Scale: 1"=50'

Date: 2025.08.04

Approved By: JFV

Revisions:

- - -
- - -
- - -
- - -
- - -
- - -

Drawing Title:

LOT FIT EXHIBIT

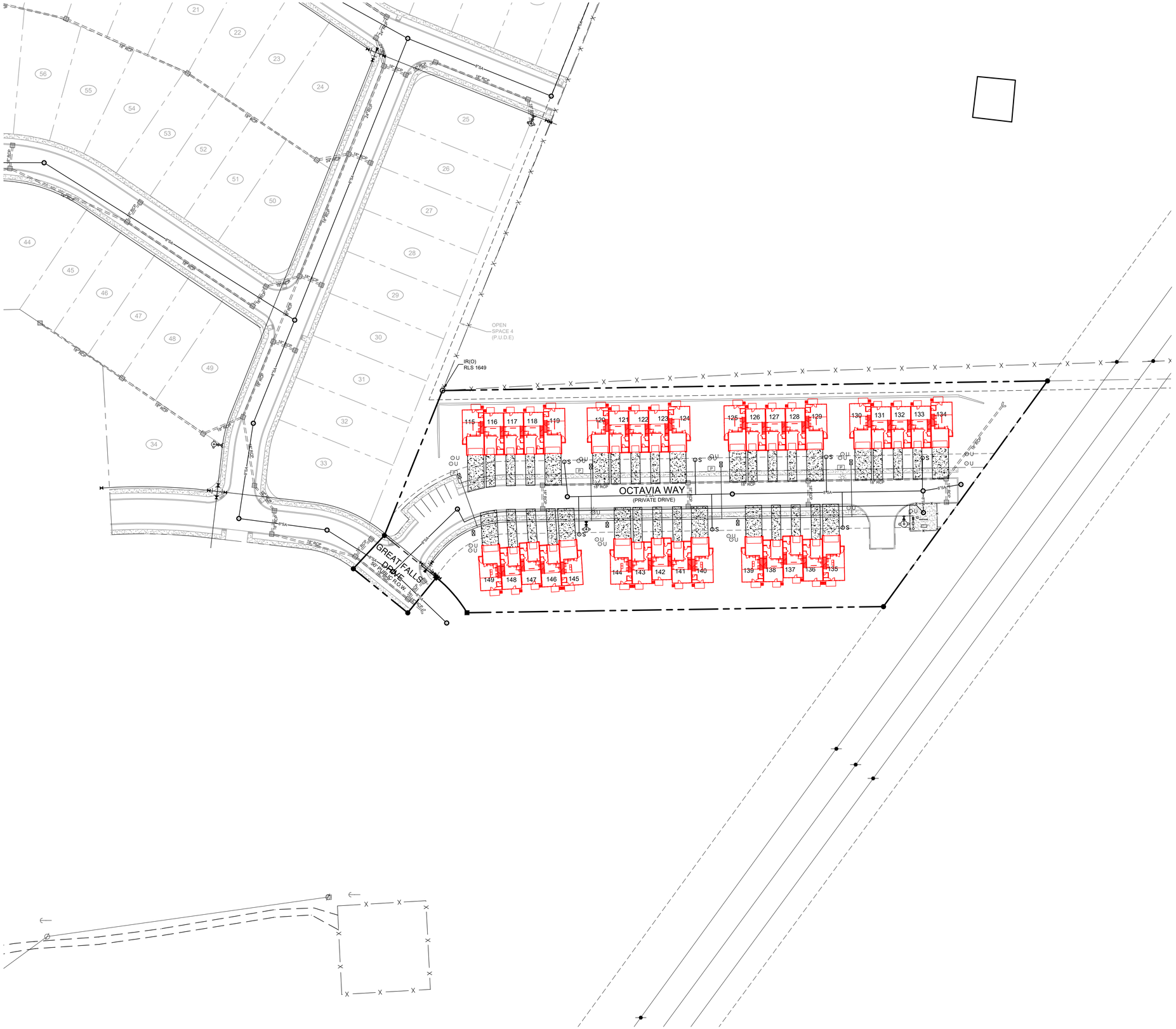
Drawing No.

SHEET 2

Project No.

21-0311

F:\21-0311 CIVIL ENGINEERING\LOT FIT\PHASE 1A\21-0311 - PHASE 1A LOT FIT.DWG
PLOTTED BY HUNTER FRIED ON 8/4/2025 7:15 PM LAST UPDATED BY HFRIED ON 8/4/2025 5:19 PM





RaganSmith
a Pape-Dawson company

JACOB F. VINCENT
REGISTERED LANDSCAPE ARCHITECT
AGRICULTURE
08 04 2025
NO. 0011439
STATE OF TENNESSEE

BEAR SPRINGS PHASE 1B

FOR

MERITAGE HOMES

CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

Scale: 1"=50'

Date: 08.04.2025

Approved By: JFV

Revisions:

- - -
- - -
- - -
- - -
- - -
- - -

Drawing Title:

LOT FIT EXHIBIT

Drawing No.

SHEET 1

Project No.

21-0311

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

0 50 100

G:\21-0311\CIVIL ENGINEERING\04-LOT FITS\PHASE 1B\BEAR SPRINGS PH 1B LOT FIT.DWG
PLOTTED BY HUNTER FRED ON 8/4/2025 7:13 PM LAST UPDATED BY HFRED ON 8/4/2025 7:09 PM

RaganSmith
a Pape-Dawson company

Memorandum

TO:	City of Columbia Planning Commission	FROM:	Hunter Fred
		DATE:	July 21, 2025
		REFERENCE:	Bear Springs 1449 Rock Springs Rd Response to Comment Letter
		JOB NUMBER:	25-0244

Dear Members of the City of Columbia Planning Commission,

Thank you for your review and comments on the Final PUD of the Proposed Architectural Elevation Adjustments for Bear Springs Single Family and Townhomes. Please find below our responses to the comments provided. We have addressed each item and adjusted where appropriate to align with the City of Columbia's planning goals and requirements.

COMMENTS:

Planning

1. The lead staff person for this case is Jeremy Humphrey, Planner II; he will prepare the staff report for this item. Please contact jhumphrey@columbiatn.gov with question about the development review process or technical comments.

   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, please simply note that the information has been acknowledged.

   ACKNOWLEDGED

3. Please compare approved elevations to proposed elevations. Include justification as to how new submittal applies.

   AS PREVIOUSLY DISCUSSED WITH STAFF THE REVISED ELEVATIONS/PATTERN BOOK WILL BE SUBMITTED BY 8/4

NASHVILLE
315 Woodland Street
P.O. Box 60070
Nashville, TN 37206

CHATTANOOGA
35 Station Street
Chattanooga, TN 37408

MURFREESBORO
1500 Medical Center Parkway
Suite 2 J
Murfreesboro, TN 37129

FRANKLIN
4068 Rural Plains Circle
Suite 290
Franklin, TN 37064

4. Callout building material(s) for planning commission.

   AS PREVIOUSLY DISCUSSED WITH STAFF THE REVISED ELEVATIONS/PATTERN BOOK WILL BE SUBMITTED BY 8/4

5. Staff suggests to show multiple elevations that could be built on all lots in matrix to avoid being limited to one particular elevation. Please note the materials proposed should be equivalent to or improved from the materials originally proposed.

   ACKNOWLEDGED

6. Advisory note: As-Approved Pattern Book will be required at a later date.

   ACKNOWLEDGED

Engineering

7. No comment on proposed revised home architectural elevations all previous PUD comments and requirements stand.

   ACKNOWLEDGED

Public Works

8. For 231 townhomes, we recommend six 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 City of Columbia Dumpster Guidelines & Accessibility Requirements.

   ACKNOWLEDGED

9. 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.

ACKNOWLEDGED

10. 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.

ACKNOWLEDGED

Police

11. No comments provided.

    ACKNOWLEDGED

City Attorney

12. No comments provided.

    ACKNOWLEDGED

Building

13. No comments provided.

    ACKNOWLEDGED

Wastewater

14. Columbia Wastewater has laid out requirements for Final Plat in the availability letter.

    ACKNOWLEDGED

Columbia Power

15. 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

Fire

16. No comments

    ACKNOWLEDGED

Duck River Electric Membership Corp

17. DREMC will be the local power provider for Bear Springs Subdivision Phase 1A-B, 2A-C, and 3A. Distribution power will be provided in accordance with all DREMC service policies, rules, and regulations.

    ACKNOWLEDGED

Maury County Highway Dept.

18. Rock Springs Road ROW and roadway shall be annexed by the City of Columbia from Bear Creek Pike to the full extents of the subject property as part of this development.

    ACKNOWLEDGED

Columbia Water

19. No comments, architectural changes to previously approved project.

    ACKNOWLEDGED

Atmos Energy

20. No comment provided.

    ACKNOWLEDGED

Maury County E911

21. No comment provided.

    ACKNOWLEDGED

Maury County Schools

22. Howell Elementary, Cox Middle School, Battle Creek High School 25-26 SY 9-11th 9-12 (26/27 SY). Spring Hill High School-12 (24/25 SY)
    The development combined with current neighborhoods and additional approved developments in these zones may require either new construction of realignment of school zones to accommodate new students.

    ACKNOWLEDGED

ATT

23. No comments provided.

    ACKNOWLEDGED

We look forward to continuing to work with you and staff as the review process moves forward.

Sincerely,

RaganSmith
a Pape-Dawson company

Hunter Fred
EI
CIVIL DESIGNER
office: (615) 244-8591
mobile: (615) 621-5319
ragansmith.com

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, July 8, 2025

ITEM NO.
25-0244

DESCRIPTION: Bear Springs 1449 Rock Springs Rd

COMMENTS:

Planning

1. The lead staff person for this case is Jeremy Humphrey, Planner II; he will prepare the staff report for this item. Please contact jhumphrey@columbiatn.gov with question about the development review process or technical comments.
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, please simply note that the information has been acknowledged.
3. Please compare approved elevations to proposed elevations. Include justification as to how new submittal applies.
4. Callout building material(s) for planning commission.
5. Staff suggests to show multiple elevations that could be built on all lots in matrix to avoid being limited to one particular elevation. Please note the materials proposed should be equivalent to or improved from the materials originally proposed.
6. Advisory note: As-Approved Pattern Book will be required at a later date.

Engineering

7. No comment on proposed revised home architectural elevations all previous PUD comments and requirements stand.

Public Works

8. For 231 townhomes, we recommend six 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 City of Columbia Dumpster Guidelines & Accessibility Requirements.

9. 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.
10. 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

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concrete which has been damaged due to normal usage.
6. Gates must be unlocked and open for collection.

Police

11. No comments provided.

City Attorney

12. No comments provided.

Building

13. No comments provided.

Wastewater

14. Columbia Wastewater has laid out requirements for Final Plat in the availability letter.

Columbia Power

15. 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.

Fire

16. No comments

Duck River Electric Membership Corp

17. DREMC will be the local power provider for Bear Springs Subdivision Phase 1A-B, 2A-C, and 3A. Distribution power will be provided in accordance with all DREMC service policies, rules, and regulations.

Maury County Highway Dept.

18. Rock Springs Road ROW and roadway shall be annexed by the City of Columbia from Bear Creek Pike to the full extents of the subject property as part of this development.

Columbia Water

19. No comments, architectural changes to previously approved project.

Atmos Energy

20. No comment provided.

Maury County E911

21. No comment provided.

Maury County Schools

22. Howell Elementary, Cox Middle School, Battle Creek High School 25-26 SY 9-11th 9-12 (26/27 SY). Spring Hill High School-12 (24/25 SY)
    The development combined with current neighborhoods and additional approved developments in these zones may require either new construction of realignment of school zones to accommodate new students.

ATT

23. No comments provided.

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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.

PUD ARCHITECTURAL ELAVATION ADJUSTMENTS

FOR

BEAR SPRINGS - SINGLE FAMILY AND TOWNHOMES

MERITAGE HOMES

CONTACTS

OWNER/DEVELOPER

KRIS KEOWN
MERITAGE HOMES
2555 MERIDIAN BOULEVARD, STE 100
FRANKLIN, TN 37067
(615) 678-3132
KRIS.KEOWN@MERITAGEHOMES.COM

CIVIL

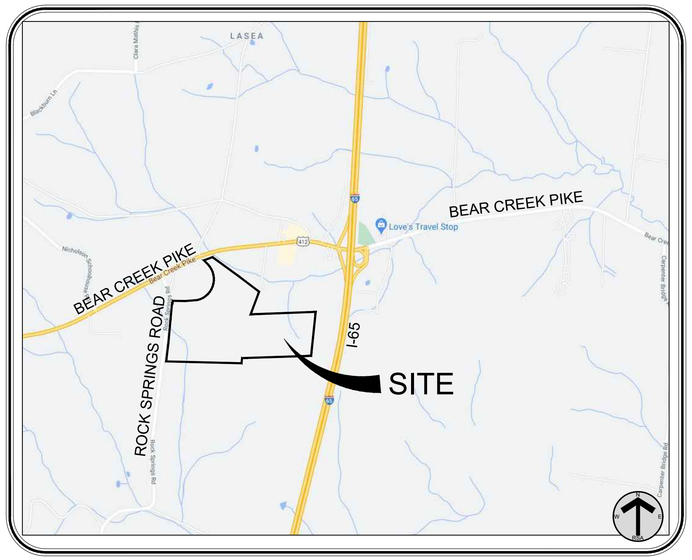
MARK MERRILL
RAGAN SMITH ASSOCIATES
4068 RURAL PLAINS CIR
#290, NASHVILLE, TN 37064
(615) 244-8591
MMERILL@RAGANSMITH.COM

LANDSCAPE ARCHITECTURE

TYLOR FISCHER
RAGAN SMITH ASSOCIATES
4068 RURAL PLAINS CIR #290,
NASHVILLE, TN 37064
(615) 244-8591
TFISCHER@RAGANSMITH.COM

INDEX OF SHEETS

SHEET	DESCRIPTION
CVR	COVER SHEET
CIVIL PLANS	
C1.0	ANTICIPATED PHASING PLAN
ARCHITECTURAL PLANS	
--	ARCHITECTURAL IMAGERY
--	ARCHITECTURAL IMAGERY CONT.



LOCATION MAP
NOT TO SCALE

SITE DATA	
SITE INFORMATION	
Project Name:	1449 Rock Springs Road
Address:	1449 Rock Springs Road
	Columbia, Maury County
Map / Parcel:	92 / PO 012.00
Acreage of Site:	89.14± Ac.
Internal Right of Way Dedication	8.5± Ac.
Adjusted Site Acreage:	80.64± Ac.
REGULATIONS	
Base Zoning:	RS-40
Proposed Zoning:	HDRPUD (MRC Base Zone)
Setbacks:	
Street Yard (Bear Creek Road):	100'
Street Yard (Rock Springs):	20'
Street Yard (Single Family):	25'
Side Yard (Single Family):	7.5'
Rear Yard (Single Family):	20'
Street Yard (Townhouses):	22'
Side Yard (Townhouses):	0' Shared Sidewall, 20'
Rear Yard (Townhouses):	20'
Dwelling Unit Count, By Type:	
Townhouse:	231 Units
Single Family:	114 Lots
Building Height:	
Townhouse:	2-Stories

CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

Know what's below. Call before you dig.

RaganSmith
a Pape-Dawson company

JACOB F. VINCENT — REGISTERED LANDSCAPE ARCHITECT — AGRICULTURE — No. OC.114.0 — STATE OF TENNESSEE
06 16 2025

BEAR SPRINGS - PHASE 2A
FOR
MERITAGE HOMES
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

Scale: NOT TO SCALE
Date: 2025.06.16
Approved By: JFV
Revisions:
- - -
- - -
- - -
- - -
- - -
- - -

Drawing Title:
COVER

Drawing No.
C0.0

Project No.
21-0311

G:\21-0311\C-CIVIL ENGINEERING\2-PLAN SHEETS\PD\0311 COVER.DWG
PLOTTED BY HUNTER FRIEDLON, 6/16/2025 5:03 PM LAST UPDATED BY HFRIED ON 6/16/2025 4:23 PM

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BEAR SPRINGS
PLANS, ELEVATIONS, & RENDERINGS

Single Family & Townhomes

BEAR SPRINGS SINGLE FAMILY PLANS & ELEVATIONS

Plan Name	Plan Number	Elevations
Autumn	340	A, E, F, Q
Dallas	342	A, E, F, Q
Lennon	343	A, E, F, Q
Sydney	344	A, E, F, Q
Paisley	346	A, E, F, Q
Rockwell	446	A, E, F, R

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AUTUMN - 340



Elevation A



Elevation E



Elevation F



Elevation Q

DALLAS - 342



Elevation A



Elevation E



Elevation F



Elevation Q

LENNON - 343



Elevation A



Elevation E



Elevation F



Elevation Q

SYDNEY - 344



Elevation A



Elevation E



Elevation F



Elevation Q

PAISLEY - 346



Elevation A



Elevation E



Elevation F



Elevation Q

ROCKWELL - 446



Elevation A



Elevation E



Elevation F



Elevation R

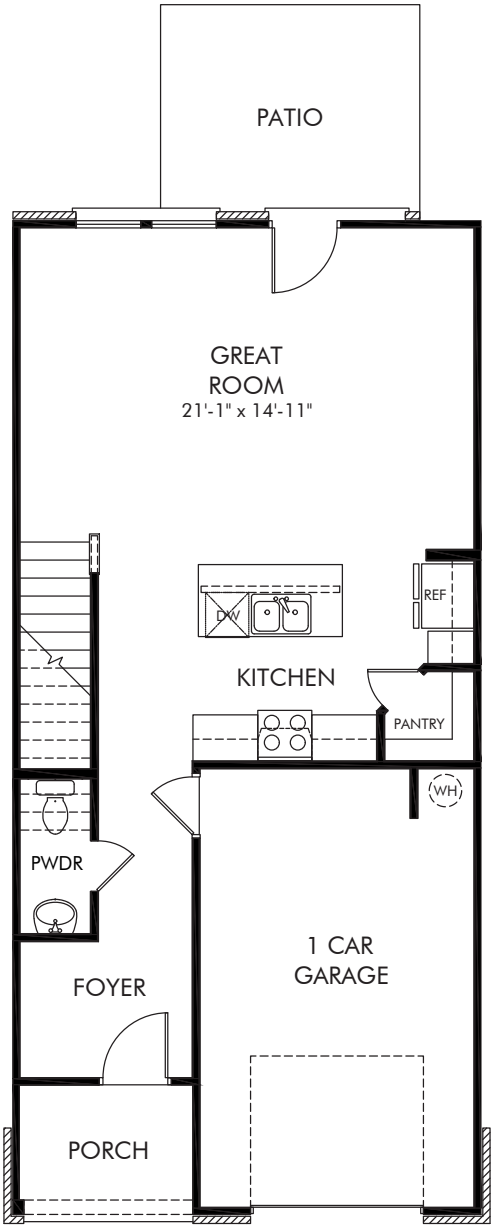
BEAR SPRINGS TOWNHOMES PLANS & ELEVATIONS

Plan Name	Plan Number	Elevations
Anderson	I219	E, F
Opal	E242	F

5-PLEX



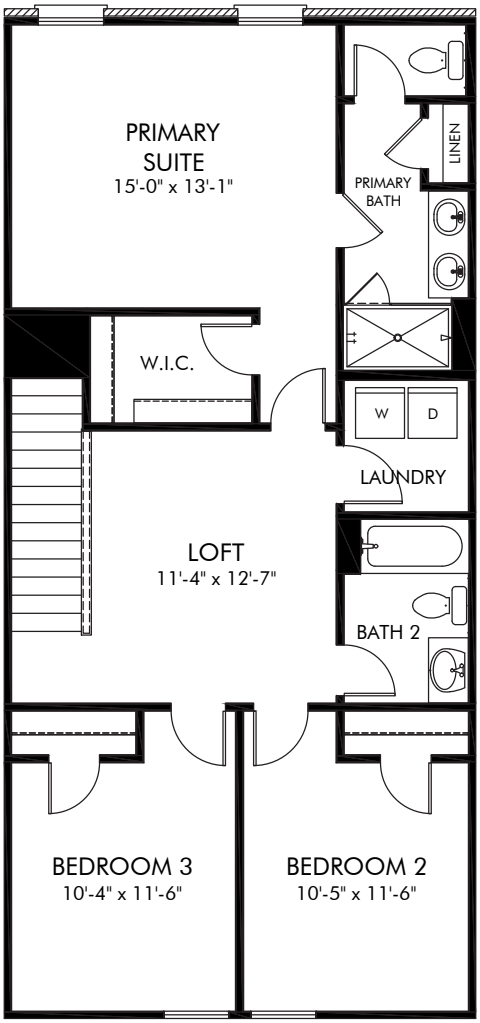




Bear Springs Townhomes | Anderson | First Floor

Approx. 1,625 sq. ft. | 3 Bed | 2.5 Bath | 1 Car Garage | 2 Story

Any floorplan and/or elevation rendering is an artist's conceptual rendering intended to provide a general overview, but any such rendering does not constitute actual plans and specifications for any home. Renderings and pictures are representative and may depict floorplans, elevations, options, upgrades, landscaping, and other features and amenities that are not included as part of all homes and/or may not be available for all lots and/or in all communities. Renderings may not be drawn to scale. Square footages and dimensions are approximate and may vary in construction and depending on the standard of measurement used, engineering and municipal requirements, or other site-specific conditions. Homes may be constructed with a floorplan that is the reverse of the floorplan rendering. Plans are copyrighted and/or otherwise subject to intellectual property rights of Meritage and/or others and cannot be reproduced or copied without Meritage's prior written consent. Plans and specifications, home features, and community information are subject to change, and homes to prior sale, at any time without notice or obligation. Pictures and other promotional materials are representative and may depict or contain floor plans, square footages, elevations, options, upgrades, landscaping, pool/spa, furnishings, appliances, and designer/decorator features and amenities that are not included as part of the home and/or may not be available in all communities. Not an offer or solicitation to sell real property. Offers to sell real property may only be made and accepted at the sales center for individual Meritage Homes communities. See sales associate for details. Meritage Homes®, Setting the standard for energy-efficient homes®, and Life. Built. Better.® are registered trademarks of Meritage Homes Corporation. ©2024 Meritage Homes Corporation. All rights reserved.



Bear Springs Townhomes | Anderson | Second Floor

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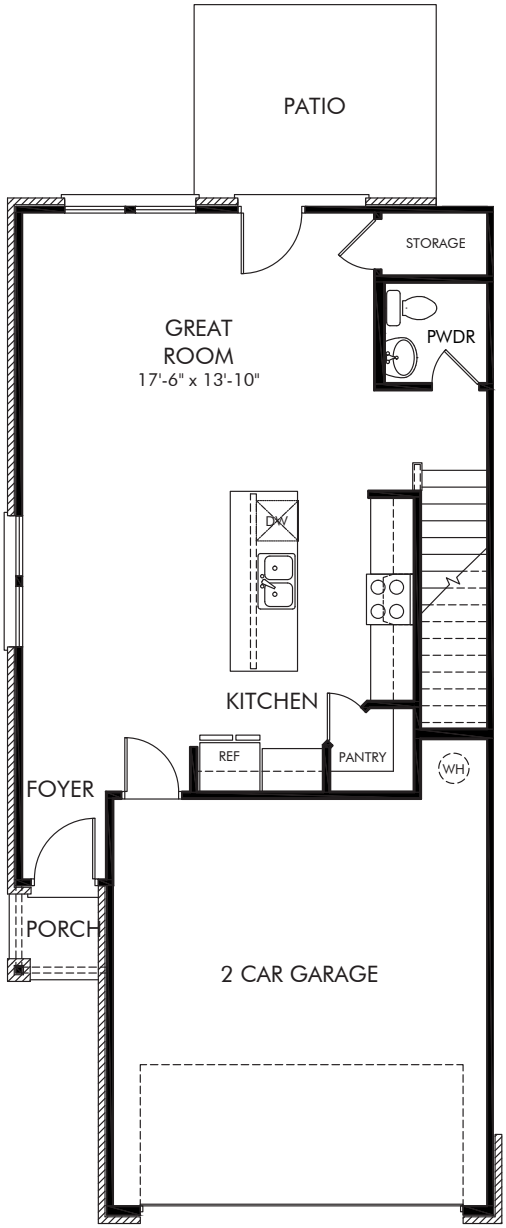

Bear Springs Townhomes | Opal | First Floor

Approx. 1,791 sq. ft. | 3 Bed | 2.5 Bath | 2 Car Garage | 2 Story

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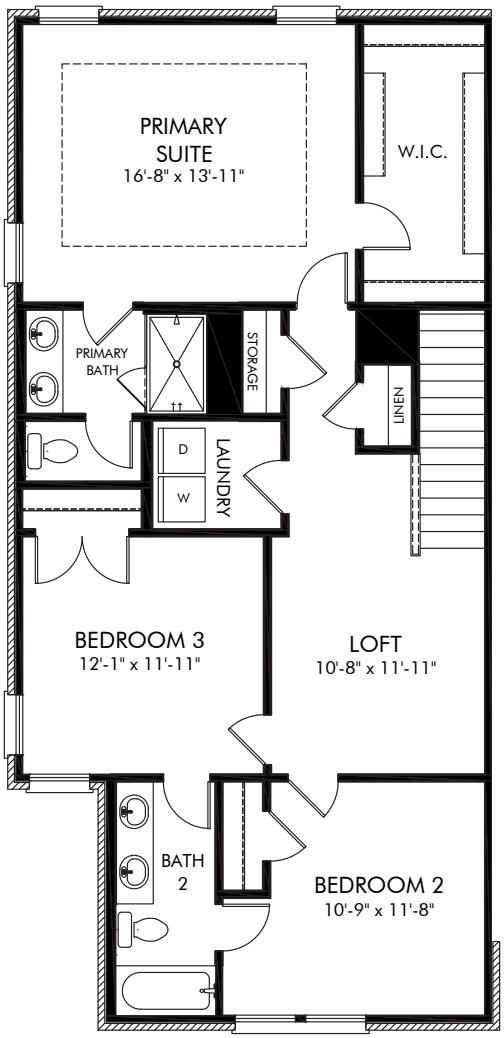

Bear Springs Townhomes | Opal | Second Floor

Approx. 1,791 sq. ft. | 3 Bed | 2.5 Bath | 2 Car Garage | 2 Story

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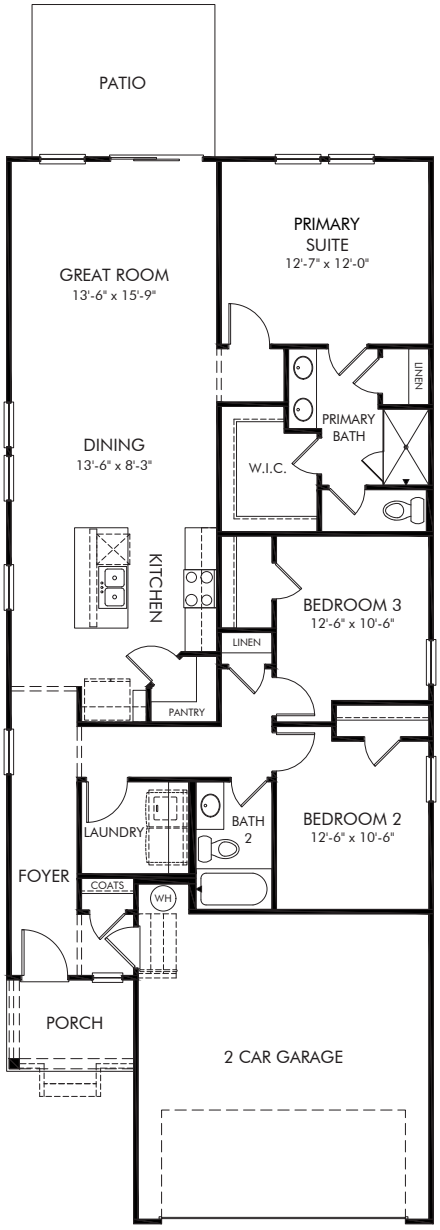

Bear Springs | Autumn/Plan 340 | First Floor

Approx. 1,420 sq. ft. | 3 Bed | 2 Bath | 2 Car Garage | 1 Story

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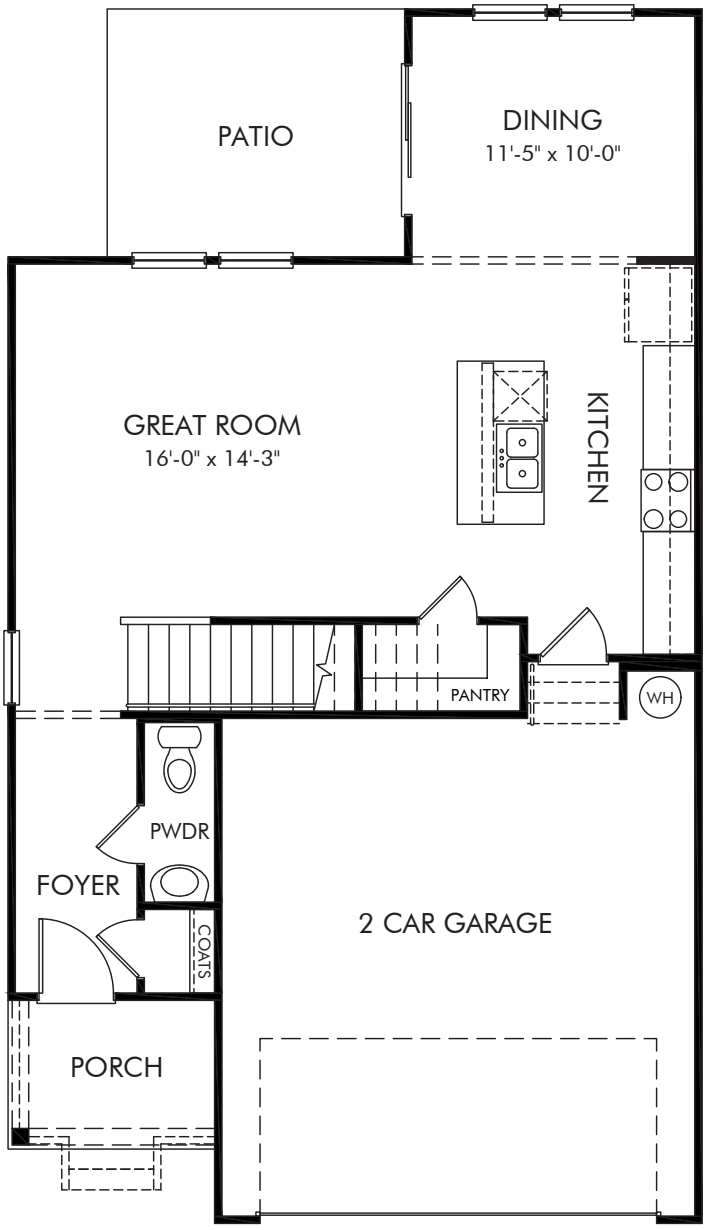

Bear Springs | Dallas/Plan 342 | First Floor

Approx. 1,749 sq. ft. | 3 Bed | 2.5 Bath | 2 Car Garage | 2 Story

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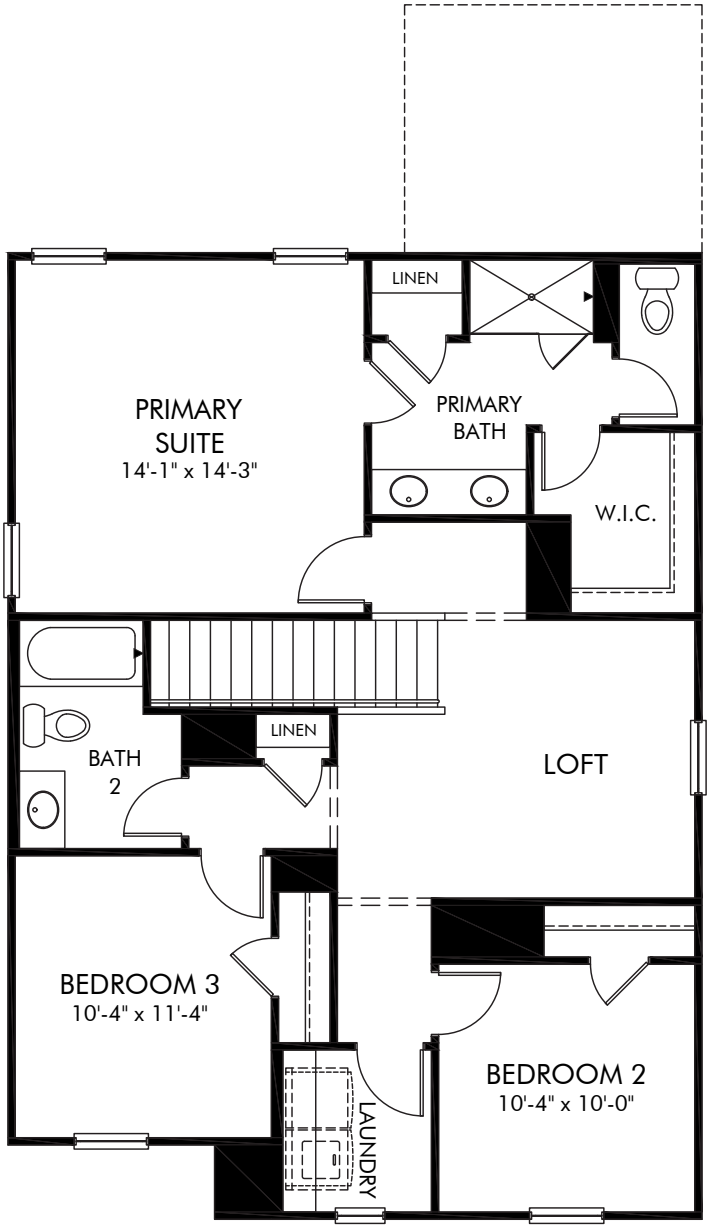

Bear Springs | Dallas/Plan 342 | Second Floor

Approx. 1,749 sq. ft. | 3 Bed | 2.5 Bath | 2 Car Garage | 2 Story

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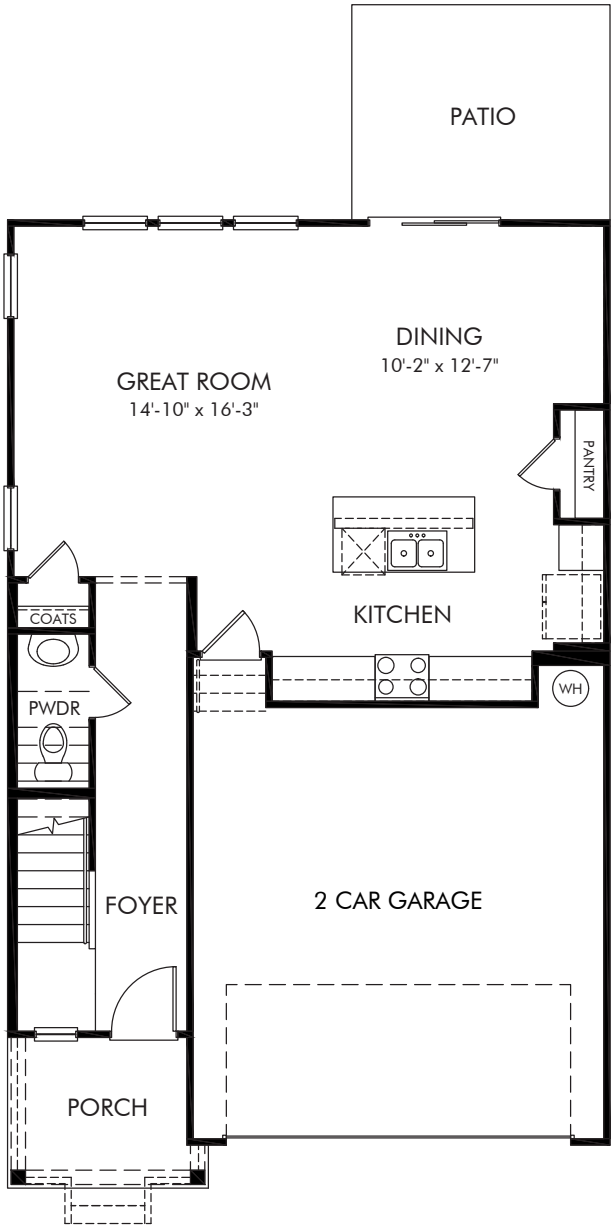

Bear Springs | Lennon/Plan 343 | First Floor

Approx. 1,934 sq. ft. | 4 Bed | 2.5 Bath | 2 Car Garage | 2 Story

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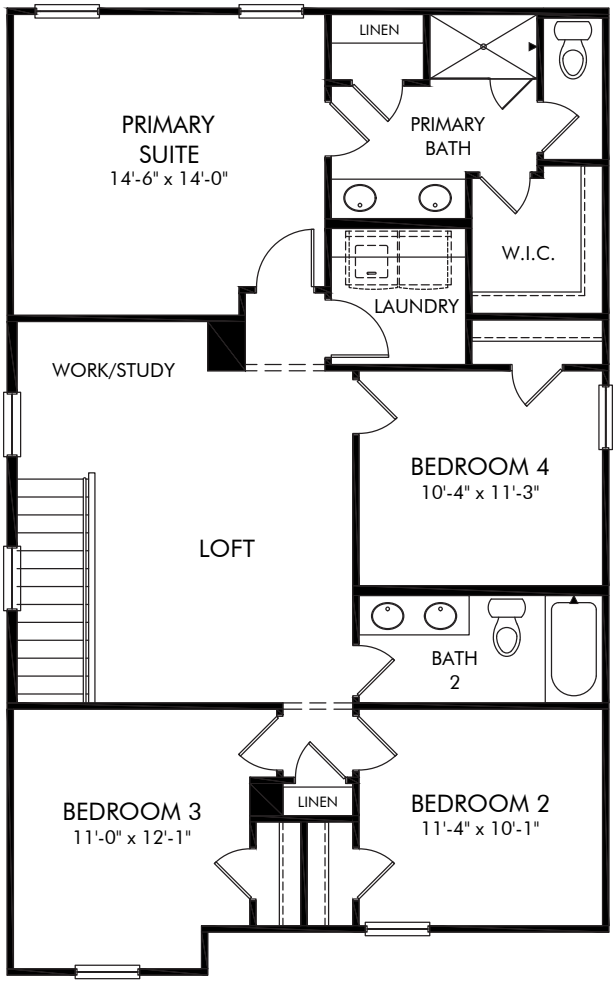
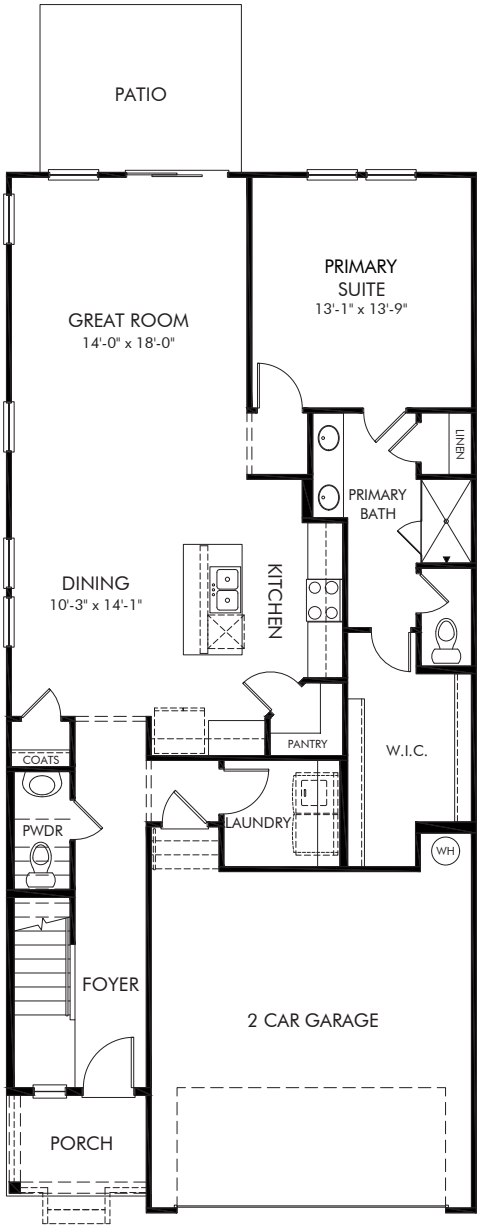


Bear Springs | Lennon/Plan 343 | Second Floor

Approx. 1,934 sq. ft. | 4 Bed | 2.5 Bath | 2 Car Garage | 2 Story

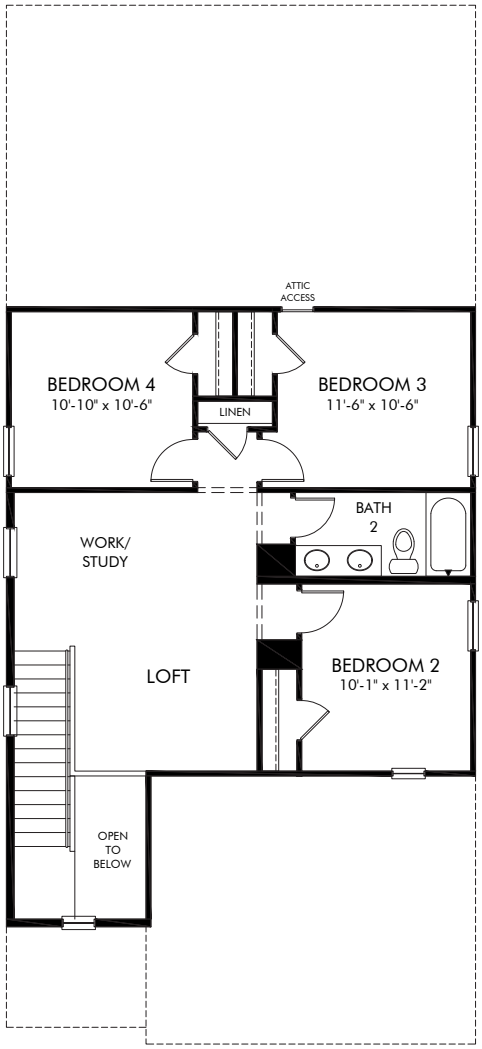
Any floorplan and/or elevation rendering is an artist's conceptual rendering intended to provide a general overview, but any such rendering does not constitute actual plans and specifications for any home. Renderings and pictures are representative and may depict floorplans, elevations, options, upgrades, landscaping, and other features and amenities that are not included as part of all homes and/or may not be available for all lots and/or in all communities. Renderings may not be drawn to scale. Square footages and dimensions are approximate and may vary in construction and depending on the standard of measurement used, engineering and municipal requirements, or other site-specific conditions. Homes may be constructed with a floorplan that is the reverse of the floorplan rendering. Plans are copyrighted and/or otherwise subject to intellectual property rights of Meritage and/or others and cannot be reproduced or copied without Meritage's prior written consent. Plans and specifications, home features, and community information are subject to change, and homes to prior sale, at any time without notice or obligation. Pictures and other promotional materials are representative and may depict or contain floor plans, square footages, elevations, options, upgrades, landscaping, pool/spa, furnishings, appliances, and designer/decorator features and amenities that are not included as part of the home and/or may not be available in all communities. Not an offer or solicitation to sell real property. Offers to sell real property may only be made and accepted at the sales center for individual Meritage Homes communities. See sales associate for details. Meritage Homes®, Setting the standard for energy-efficient homes®, and Life. Built. Better.® are registered trademarks of Meritage Homes Corporation. ©2024 Meritage Homes Corporation. All rights reserved.



Bear Springs | Sydney/Plan 344 | First Floor

Approx. 2,018 sq. ft. | 4 Bed | 2.5 Bath | 2 Car Garage | 2 Story

Any floorplan and/or elevation rendering is an artist's conceptual rendering intended to provide a general overview, but any such rendering does not constitute actual plans and specifications for any home. Renderings and pictures are representative and may depict floorplans, elevations, options, upgrades, landscaping, and other features and amenities that are not included as part of all homes and/or may not be available for all lots and/or in all communities. Renderings may not be drawn to scale. Square footages and dimensions are approximate and may vary in construction and depending on the standard of measurement used, engineering and municipal requirements, or other site-specific conditions. Homes may be constructed with a floorplan that is the reverse of the floorplan rendering. Plans are copyrighted and/or otherwise subject to intellectual property rights of Meritage and/or others and cannot be reproduced or copied without Meritage's prior written consent. Plans and specifications, home features, and community information are subject to change, and homes to prior sale, at any time without notice or obligation. Pictures and other promotional materials are representative and may depict or contain floor plans, square footages, elevations, options, upgrades, landscaping, pool/spa, furnishings, appliances, and designer/decorator features and amenities that are not included as part of the home and/or may not be available in all communities. Not an offer or solicitation to sell real property. Offers to sell real property may only be made and accepted at the sales center for individual Meritage Homes communities. See sales associate for details. Meritage Homes®, Setting the standard for energy-efficient homes®, and Life. Built. Better.® are registered trademarks of Meritage Homes Corporation. ©2024 Meritage Homes Corporation. All rights reserved.



Bear Springs | Sydney/Plan 344 | Second Floor

Approx. 2,018 sq. ft. | 4 Bed | 2.5 Bath | 2 Car Garage | 2 Story

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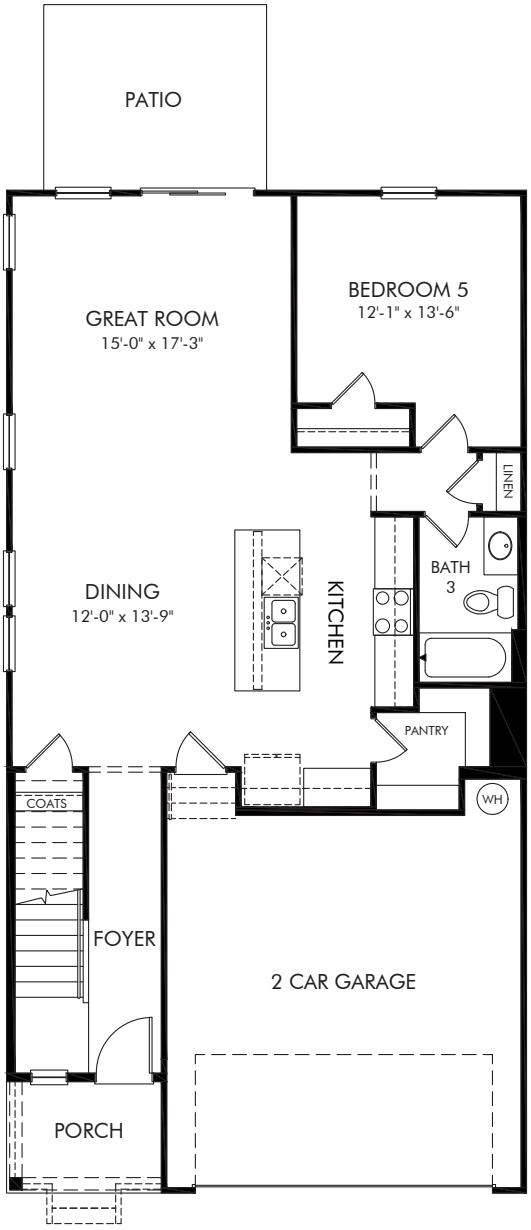
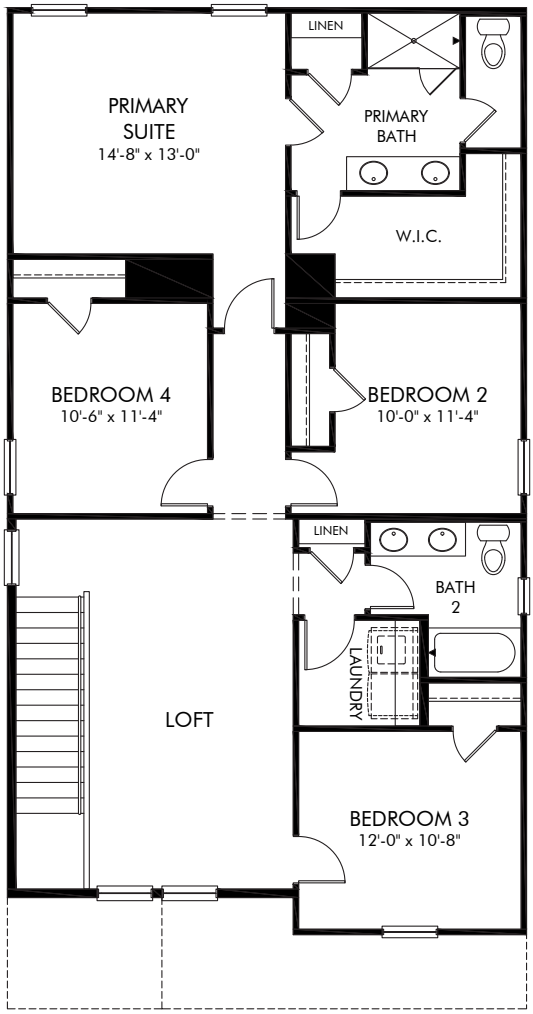


Bear Springs | Paisley/Plan 346 | First Floor

Approx. 2,352 sq. ft. | 5 Bed | 3 Bath | 2 Car Garage | 2 Story

Any floorplan and/or elevation rendering is an artist's conceptual rendering intended to provide a general overview, but any such rendering does not constitute actual plans and specifications for any home. Renderings and pictures are representative and may depict floorplans, elevations, options, upgrades, landscaping, and other features and amenities that are not included as part of all homes and/or may not be available for all lots and/or in all communities. Renderings may not be drawn to scale. Square footages and dimensions are approximate and may vary in construction and depending on the standard of measurement used, engineering and municipal requirements, or other site-specific conditions. Homes may be constructed with a floorplan that is the reverse of the floorplan rendering. Plans are copyrighted and/or otherwise subject to intellectual property rights of Meritage and/or others and cannot be reproduced or copied without Meritage's prior written consent. Plans and specifications, home features, and community information are subject to change, and homes to prior sale, at any time without notice or obligation. Pictures and other promotional materials are representative and may depict or contain floor plans, square footages, elevations, options, upgrades, landscaping, pool/spa, furnishings, appliances, and designer/decorator features and amenities that are not included as part of the home and/or may not be available in all communities. Not an offer or solicitation to sell real property. Offers to sell real property may only be made and accepted at the sales center for individual Meritage Homes communities. See sales associate for details. Meritage Homes®, Setting the standard for energy-efficient homes®, and Life. Built. Better.® are registered trademarks of Meritage Homes Corporation. ©2024 Meritage Homes Corporation. All rights reserved.



Bear Springs | Paisley/Plan 346 | Second Floor

Approx. 2,352 sq. ft. | 5 Bed | 3 Bath | 2 Car Garage | 2 Story

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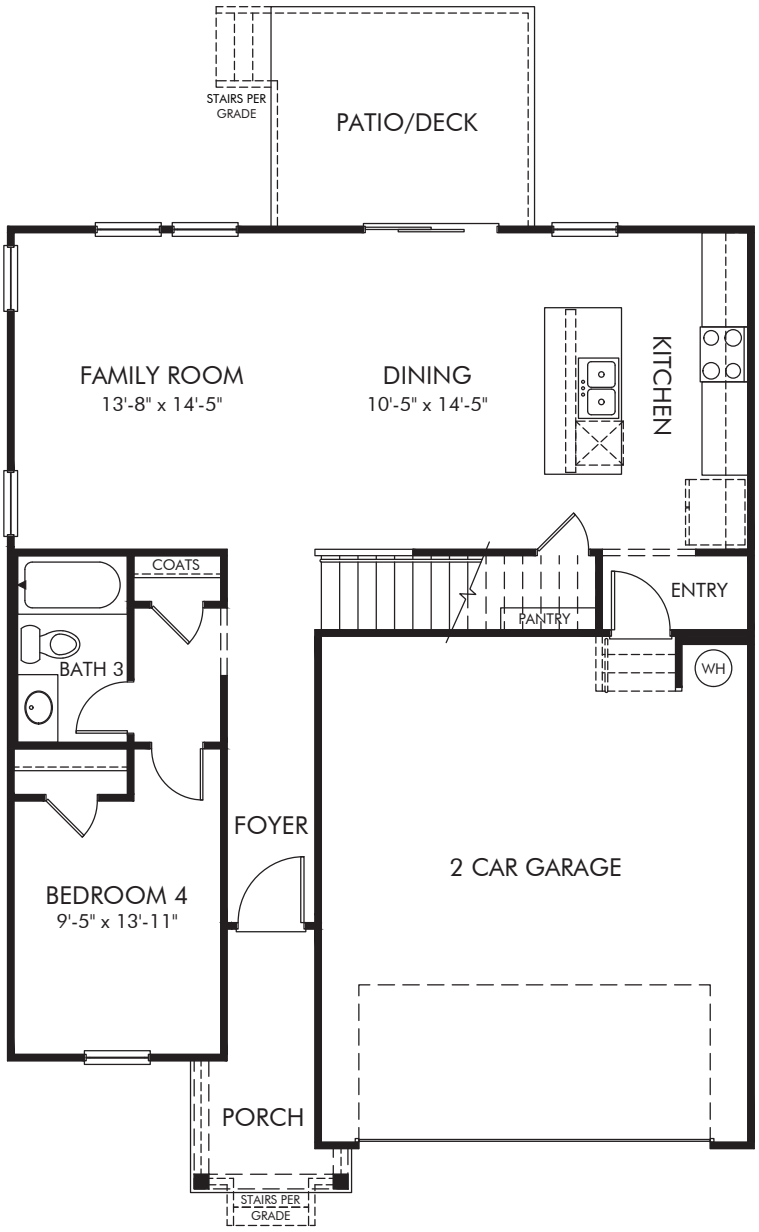
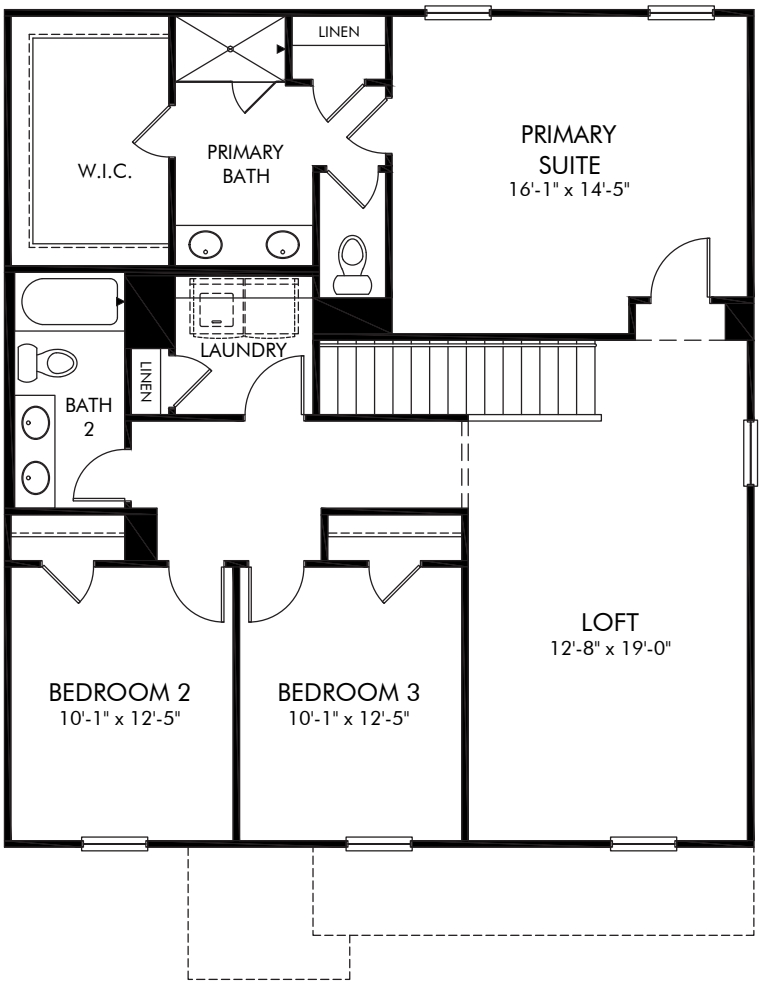


Bear Springs | Rockwell/Plan 446 | First Floor

Approx. 2,135 sq. ft. | 4 Bed | 3 Bath | 2 Car Garage | 2 Story

Any floorplan and/or elevation rendering is an artist's conceptual rendering intended to provide a general overview, but any such rendering does not constitute actual plans and specifications for any home. Renderings and pictures are representative and may depict floorplans, elevations, options, upgrades, landscaping, and other features and amenities that are not included as part of all homes and/or may not be available for all lots and/or in all communities. Renderings may not be drawn to scale. Square footages and dimensions are approximate and may vary in construction and depending on the standard of measurement used, engineering and municipal requirements, or other site-specific conditions. Homes may be constructed with a floorplan that is the reverse of the floorplan rendering. Plans are copyrighted and/or otherwise subject to intellectual property rights of Meritage and/or others and cannot be reproduced or copied without Meritage's prior written consent. Plans and specifications, home features, and community information are subject to change, and homes to prior sale, at any time without notice or obligation. Pictures and other promotional materials are representative and may depict or contain floor plans, square footages, elevations, options, upgrades, landscaping, pool/spa, furnishings, appliances, and designer/decorator features and amenities that are not included as part of the home and/or may not be available in all communities. Not an offer or solicitation to sell real property. Offers to sell real property may only be made and accepted at the sales center for individual Meritage Homes communities. See sales associate for details. Meritage Homes®, Setting the standard for energy-efficient homes®, and Life. Built. Better.® are registered trademarks of Meritage Homes Corporation. ©2024 Meritage Homes Corporation. All rights reserved.



Bear Springs | Rockwell/Plan 446 | Second Floor

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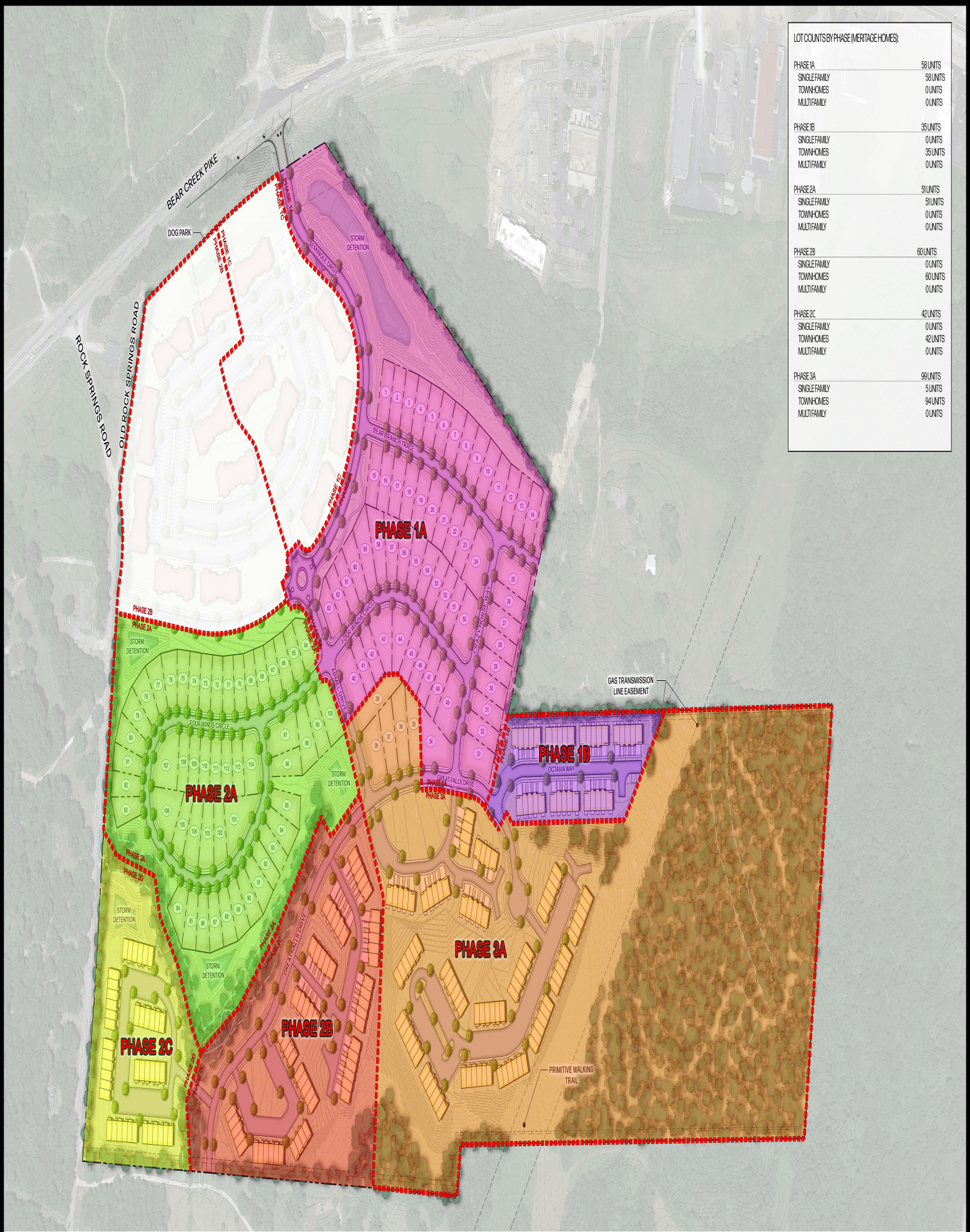


LOT COUNTS BY PHASE (MERITAGE HOMES):

PHASE 1A	58 UNITS
SINGLE FAMILY	58 UNITS
TOWNHOMES	0 UNITS
MULTI FAMILY	0 UNITS
PHASE 1B	35 UNITS
SINGLE FAMILY	0 UNITS
TOWNHOMES	35 UNITS
MULTI FAMILY	0 UNITS
PHASE 2A	51 UNITS
SINGLE FAMILY	51 UNITS
TOWNHOMES	0 UNITS
MULTI FAMILY	0 UNITS
PHASE 2B	60 UNITS
SINGLE FAMILY	0 UNITS
TOWNHOMES	60 UNITS
MULTI FAMILY	0 UNITS
PHASE 2C	42 UNITS
SINGLE FAMILY	0 UNITS
TOWNHOMES	42 UNITS
MULTI FAMILY	0 UNITS
PHASE 3A	99 UNITS
SINGLE FAMILY	5 UNITS
TOWNHOMES	94 UNITS
MULTI FAMILY	0 UNITS

RaganSmith

Meritage Homes LIFE. BUILT. BETTER.

BEAR SPRINGS

OVERALL PHASING PLAN

COLUMBIA, TN | MAURY COUNTY

0 100 200

CITY OF COLUMBIA
TENNESSEE

WASTEWATER DEPARTMENT

11 June 2025

Hunter Fred
Ragan Smith Associates
315 Woodland Street
Nashville, TN 37206

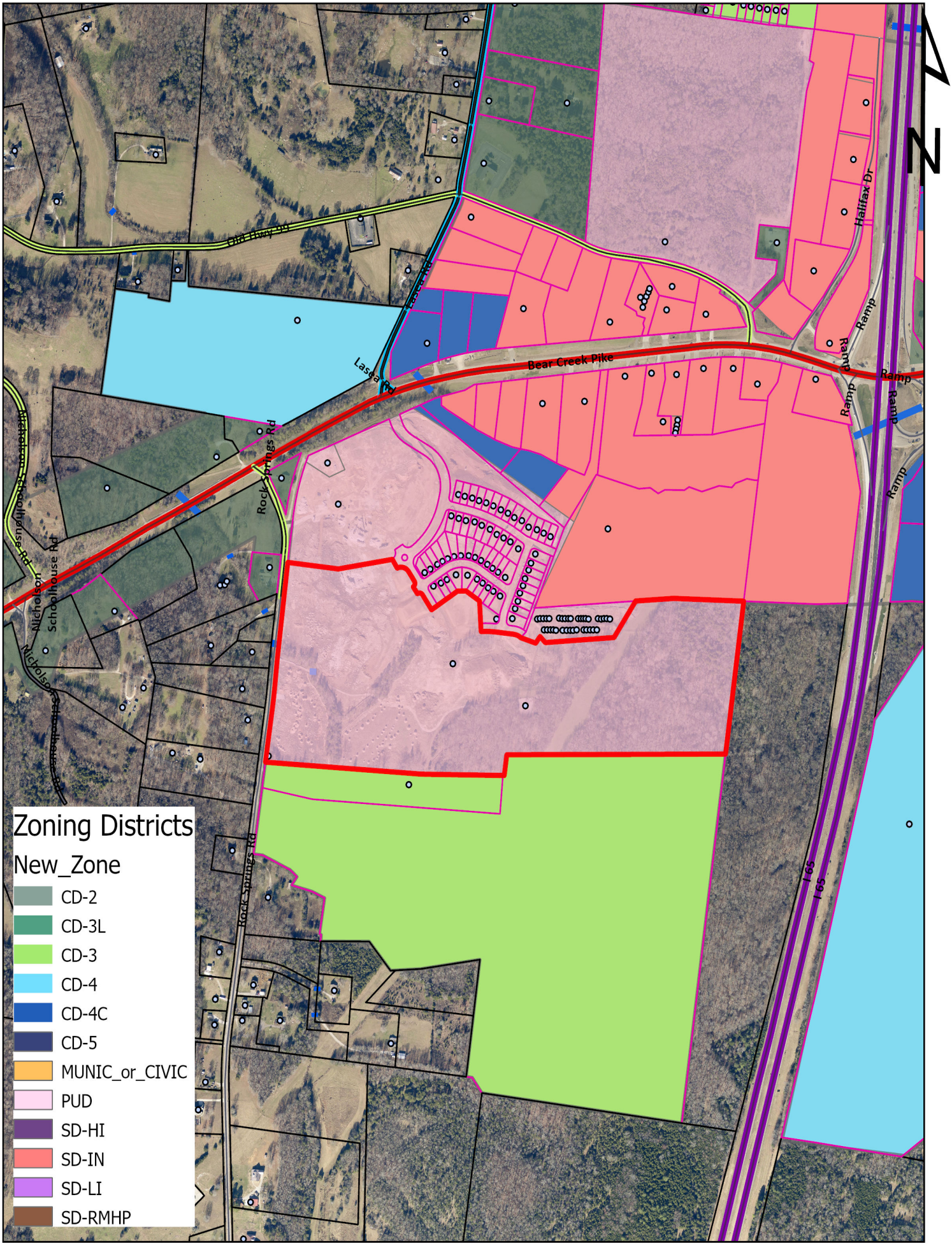
RE: 1449 Rock Springs Road, Columbia, TN 38401; Bear Springs Phase 2A

Hunter,

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.

Final Plat signature for Bear Springs 2A or similar is dependent upon the Pump Station and Final Plat signature of the Rock Springs Cove subdivision because the subject property cannot have sanitary sewer access without it.

Donnie Boshers, Director
City of Columbia, TN
Wastewater Department



25-0244
Bear Springs PUD
Bear Creek Pike & Rock Springs Rd.

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

CITY OF COLUMBIA
TENNESSEE

CPWS

June 7, 2022

Mr. Andrew Ethridge
Encompass Land Group
1718 General George Patton Dr.
Brentwood, TN 37027
Sent via email: aethridge@elg-tn.com

RE: Water Availability Letter
Bear Springs – 678 Units
1449 Rock Springs Rd
Tax Map 92, Parcel 12
Columbia, Maury, TN

Dear Mr. Ethridge:

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, provided the applicant complies with all rules and regulations of CPWS and conditions set out herein.

The proposed development consists of 678 units. This development is within the CPWS service area, and CPWS can provide service meeting the attached fire flow requirements from Columbia Fire & Rescue subject to off-site infrastructure improvements. The area is currently under study to determine the specific improvements required and applicable cost share for this development. Therefore, water service availability is subject to agreement on installation of the needed infrastructure improvements.

The improvements are to be constructed and paid for by the Applicant and dedicated to CPWS once complete up to and including the meter. No construction of CPWS infrastructure shall be

initiated until final construction plans have been approved by TDEC and all parties have fully executed a water service agreement.

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

- Provide construction drawings for all public water infrastructure for the proposed development in both CAD and PDF format for CPWS review.
- When applicant has resolved all comments provided by CPWS for the construction drawings, CPWS will provide an approval letter and flow calculations to support TDEC approval of the construction drawings.
- Applicant then submits drawings to TDEC for approval. Upon approval by TDEC, applicant may schedule a pre-construction meeting with CPWS. No construction of CPWS infrastructure may take place prior to the pre-construction meeting.
- Applicant is then required to construct all public water infrastructure per CPWS standard specifications and provide CPWS personnel unregulated access to the site to inspect the construction of the water infrastructure.

If you have any questions, please feel free to contact Mr. Jonathan Hardin or myself at 615-934-7499 or jason.english@inflodesign.com. This letter is valid for one-hundred twenty (120) days from the date of this letter.

Sincerely,

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

cc: Jonathan Hardin, CPWS
File 22-048

Columbia Fire & Rescue

Fire Flow Requirements

Water Purveyor: Columbia Power & Water System

Date: 2025.06.10
Name: Hunter Fred
Phone: 615-540-7971
Email: hfred@ragansmith.com
Address/Parcel ID: Map 092, Parcel 012.00
Property Type: (•) Residential ( ) Commercial ( ) Industrial
Construction Type: V-B
Enclosed Area (ft²): 2,306

FILLED OUT BY COLUMBIA FIRE AND RESCUE

NFPA Sprinkler Type: NFPA 13D

Water System Demand without Sprinkler Credit

Fire flow Requirements (International Fire Code Appendix B)

Fire Flow: 1,000 gpm Duration: 1 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: 500 gpm Duration: 1/2 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: 6/12/2025

Columbia Fire & Rescue can add 600gpm, with our tanker truck, to the gpm that CPWS can supply



RaganSmith
a Pape-Dawson company

BEAR SPRINGS 2A

FOR

MERITAGE HOMES

COLUMBIA, TENNESSEE

Scale:	1"=50'
Date:	2025.06.10
Approved By:	XXX

Revisions:

Drawing Title:

SITE EXHIBIT

Drawing No.

1 OF 1

Project No.

21-0311

G:\21-0311\1-CIVIL ENGINEERING\6-SECTION 2A\21-0311 BASE.DWG
PLOTTED BY HUNTER FRED ON 6/10/2025 10:18 AM LAST UPDATED BY HFRED ON 6/9/2025 5:50 PM

Columbia Fire & Rescue

Fire Flow Requirements

Date: 5/25/2022 **Water Purveyor:** CPWS

Address/Parcel Number: 1449 Rock Springs Road

Property Type: Residential X Commercial/Industrial X Construction Type VB sq. ft. 31,800

NFPA Sprinkler Type: NFPA 13, NFPA 13D, & NFPA 13R

PUBLIC WATER SYSTEM DEMAND

Fire flow requirements (International Fire Code Appendix B)

Fire Flow: 4,750 gpm **Duration:** 4 hours *without sprinkler credit
Fire Flow: 1,500 gpm **Duration:** 2 hours *with sprinkler credit

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

a. Minimum number of hydrants: 5

b. Average spacing between hydrants: 300 ft

c. Maximum distance from frontage to hydrant: 180 ft

PRIVATE FIRE SYSTEM DEMAND

DCDA Required: Yes **Locations:** TBD

Fire Flow: N/A gpm **Duration:** N/A hours *without sprinkler credit
Fire Flow: N/A gpm **Duration:** N/A hours *with sprinkler credit

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

a. Minimum number of hydrants: N/A

b. Average spacing between hydrants: N/A ft

c. Maximum distance from frontage to hydrant: N/A ft

Fire Plan Reviewer: Stephen Otero, Fire Marshal **Date:** 5/25/2022



BEAR CREEK PIKE / HIGHWAY 99
LASEA RD
ROCK SPRINGS ROAD
ROCK SPRINGS ROAD
DOG PARK
AMENITY
STORM
MULTI-FAMILY APARTMENTS
16.90± ACRES
336 UNITS
SINGLE FAMILY
35.27± ACRES
121 UNITS
TOWNHOMES
33.23± ACRES
221 UNITS
OPEN SPACE
20.33± ACRES
PRIMITIVE NATURE TRAIL (TYP.)
APPROX. EASEMENT LOCATION GAS TRANSMISSION LINE
APPROX. WATER LINE EASEMENT LOCATION
TYPICAL 50' R.O.W. CROSS SECTION
TYPICAL LANDSCAPE BUFFER PLANTING
TYPICAL SINGLE FAMILY LOT
SINGLE FAMILY LEGEND
40' LOT
45' LOT
50' LOT
RAGAN•SMITH
1449 ROCK SPRINGS ROAD
FOR
CPS LAND, LLC
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE
OVERALL MASTERPLAN
C4.0

June 13, 2025

To Whom It May Concern:

This letter serves as confirmation that Duck River Electric Membership Corporation (DREMC) will be the local power provider for Bear Springs Phase 2A in Columbia, Tn. Distribution power will be provided in accordance with all DREMC service policies, rules and regulations, and cooperative bylaws as regulated by the Tennessee Valley Authority.

Sincerely,

Scott Dahlstrom
Chief Engineering Officer
DREMC

1411 Madison Street | PO Box 89 | Shelbyville, TN 37162 | 931.684.4621

2024-1103

This Instrument Prepared by and Return to:
Sidwell, Barrett, Gore & Reynolds P.C.
121 1st Avenue South
Suite 200
Franklin, TN 37064

STATE OF TENNESSEE
COUNTY OF Williamson

Actual consideration or value, whichever is greater is $6,300,000.00

Affiant

Subscribed and sworn before me this the 12th day of February, 2025.

Notary Public
My Commission expires: 11/20/25

THOMAS SIDWELL NOTARY PUBLIC STATE OF TENNESSEE WILLIAMSON COUNTY

SPECIAL WARRANTY DEED

Address of New Owner:	**Send Tax Bill to:**	Map/Parcel No.
TPG AG EHC III (MTH) Multi State 2, LLC c/o Essential Housing Asset Management, LLC 8585 East Hartford Drive, Suite 118 Scottsdale, AZ 85255	MTH 18655 North Claret Drive Suite 400 Scottsdale, AZ 85255	092-012

For and in consideration of the sum of ten and no/100 dollars ($10.00), cash in hand paid by Grantee (defined below), and other good and valuable consideration, the receipt of which is hereby acknowledged, **Bear Springs, LLC**, a Tennessee limited liability company **("Grantor")**, has bargained and sold, and does hereby transfer and convey to **TPG AG EHC III (MTH) Multi State 2, LLC**, a Delaware limited liability company **("Grantee")**, its successors and assigns, a certain tract or parcel of land, together with all tenements, hereditaments and appurtenances thereto located in MAURY County, State of Tennessee, described as follows:

SEE EXHIBIT A ATTACHED HERETO

Subject to the matters set forth on **Exhibit B** attached hereto.

This is unimproved property known as Lots & Land, Columbia, TN 38401

To have and to hold the said tract or parcel of land, with the appurtenances, estate, title and interest thereto belonging to the said Grantee, its successors and/or assigns, forever. Grantor covenants with Grantee that Grantor is lawfully seized and possessed of said land in fee simple, has a good right to convey it, and the same is unencumbered, unless otherwise herein set out. Grantor does further covenant and bind itself, its successors, assigns and representatives, to warrant and forever defend the title to said land to said Grantee, its successors and assigns, against the lawful claims of all persons claiming by, through, or under Grantor, but no further or otherwise.

Witness our hand this the 12th day of February, 2025.

GRANTOR:

Bear Springs, LLC
a Tennessee limited liability company

By: _____
Henry P. Ingram, Jr.
Its: Authorized Agent

STATE OF TENNESSEE
COUNTY OF WILLIAMSON

Before me, a Notary Public of the State and County aforesaid, personally appeared Henry P. Ingram, Jr., with whom I am personally acquainted (or proved to me on the basis of satisfactory evidence), and who, upon oath, acknowledged himself to be an Authorized Agent of Bear Springs, LLC, a Tennessee limited liability company, the within named Grantor, and that he as such Authorized Agent executed the foregoing instrument for the purpose therein contained, by signing the name of the limited liability company by himself as such Authorized Agent.

WITNESS my hand and Notarial Seal at office this 12th day of February, 2025.

_____
NOTARY PUBLIC

My Commission Expires: 11/10/25

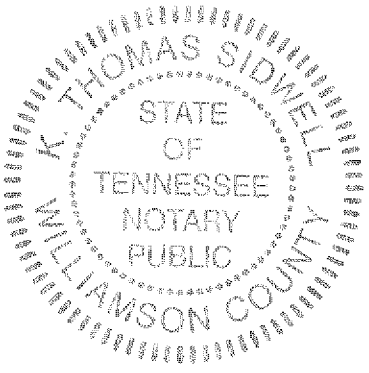


EXHIBIT "A"
LEGAL DESCRIPTION

File No.: 2024-1103

The Land referred to herein below is situated in the County of Maury, State of Tennessee, and it described as follows:

The southern portion of a certain parcel of land known as 1449 Rock Springs Road, Columbia, Maury County, Tennessee, said land being situated on the easterly side of Rock Springs Road, and said land being previously described along with the northerly portion in deed book R2797, page 1063, in the Register of Deeds Office of Maury County (R.O.M.C., TN.), and is more particularly bounded and described as follows:

BEGINNING at a found iron rod with a geographical position of TN SPC N: 475492.098 E: 1698823.803, said iron rod being in the easterly margin of said Rock Springs Road and the northwesterly corner of Castlerock Communities Tennessee, LLC property. Found in deed book R3002, page 67, R.O.M.C., TN.;

THENCE following the easterly margin of said Rock Springs Road the following five courses, N08°22'29"E 299.44 feet to a point;

THENCE a curve with a radius of 3682.73 feet, an arc length of 170.71 feet, a chord bearing of N07°05'30"E, and a chord length of 170.70 feet to a found iron rod;

THENCE N05°43'29"E 201.11 feet to a found iron rod;

THENCE N07°02'29"E 425.28 feet to a point;

THENCE N06°46'57"E 132.87' feet to a found iron rod and cap stamped with RLS 1649;

THENCE leaving the margin of Rock Springs Road and following the line that will divide this property but is not yet of record the following two courses, S83°12'50"E 334.91 feet to a point;

THENCE a curve with a radius of 667.50 feet, an arc length of 371.83 feet, a chord bearing of N80°49'40"E, and a chord length of 367.04 feet to a point;

THENCE leaving the dividing line and following the southerly line of Willow Branch Partners, LLC property, of record in deed book R2964, page 726, R.O.M.C., TN., the following 19 courses, S31°01'51"E 65.32 feet to a point;

THENCE a curve with a radius of 60.00 feet, an arc length of 86.23 feet, a chord bearing of S74°28'48"E, and a chord length of 79.00 feet to a point;

THENCE S33°18'15"E 69.41 feet to a point;

THENCE a curve with a radius of 25.00 feet, an arc length of 39.72 feet, a chord bearing of S12°12'13"W, and a chord length of 35.67 feet to a point;

THENCE S33°48'42"E 50.02 feet to a point;

THENCE a curve with a radius of 25.00 feet, an arc length of 39.28 feet, a chord bearing of S78°18'15"E, and a chord length of 35.36' to a point;

THENCE S33°18'15"E 109.09 feet to a point;

THENCE N56°41'45"E 207.38 feet to a point;

THENCE N88°38'16"E 55.42 feet to a point;

THENCE S56°06'17"E 110.04 feet to a point;

THENCE S03°11'36"E 187.15 feet to a point;

THENCE a curve with a radius of 600.00 feet, an arc length of 101.85 feet, a chord bearing of S88°19'48"E, and a chord distance of 101.73 feet to a point;

THENCE S83°28'01"E 113.05 feet to a point;

THENCE a curve with a radius of 100.00 feet, an arc length of 56.71 feet, a chord bearing of S67°13'13"E, and a chord length of 55.95 feet to a point;

THENCE S50°58'25"E 77.11 feet to a point;

THENCE N39°01'35"E 50.00 feet;

THENCE a curve with a radius of 150.00 feet, an arc length of 51.71 feet, a chord bearing of S41°05'55"E, and a chord length of 51.45 feet to a point;

THENCE N89°09'09"E 458.49 feet to a point;

THENCE N35°59'40"E 307.26 feet to a point;

THENCE leaving the southerly line of said Willow Branch Partners, LLC property, and following the southerly line of Blue River TN Properties, LLC property, of record in deed book R2856, page 525, R.O.M.C., TN., and passing an Enbridge natural gas pipeline of record in Deed Book 433, Page 23, R.O.M.C. TN., N89°04'56"E 709.94 feet to a found iron rod with a RLS cap number of 1649 laying next to it, said iron rod being the common corner between said Blue River TN Properties LLC property to the northwest, King Land Investments, LLC property, of record in Deed Book R2607, Page 149, R.O.M.C. to the northeast, and Holt, Mattie Lorene property, of record in Deed Book R1750, Page 61, R.O.M.C. TN., to the southeast;

THENCE following the westerly line of said Holt, Mattie Lorene property, S07°14'22"W 935.35 feet to a found iron rod with a RLS cap number of 1335 where a fence intersection used to be, said iron rod being the northeast corner of Castlerock Communities Tennessee, LLC property, of record in Deed Book R3002, Page 61, R.O.M.C., TN.;

THENCE following the north line of said Castlerock Communities Tennessee, LLC property, and passing through the same Enbridge natural gas pipeline, S89°29'25"W 1457.65 feet to a wooden stake where a fence post used to be;

THENCE following the west line of said Castlerock Communities Tennessee, LLC property, S08°05'52"W 110.99 feet to a found iron pipe, said pipe being the common corner to said Castlerock Communities Tennessee, LLC property, to the southeast and the same Castlerock Communities Tennessee, LLC property, however in Deed Book R3002, Page 67, R.O.M.C., TN., to the southwest;

THENCE following the north line of said Castlerock Communities Tennessee, LLC property, N87°19'36"W 1591.00 feet to the point of beginning. Containing 67.634 acres, more or less.

Being the same property conveyed to Bear Springs, LLC, a Tennessee limited liability company by General Warranty Deed from Timothy Alan Jefferson and Lisa Ann Duvall of record in Record Book 2797, Page 1063, Register's Office for Maury County, Tennessee dated December 8, 2021 and recorded on December 9, 2021.

Easement Parcel:
Easement rights in favor of Bear Springs, LLC in the Joint Access and Maintenance Agreement of record in Book 3032, page 635, Register's Office for Maury County, Tennessee.

Exhibit B
Permitted Exceptions

1. Taxes for the year 2025 and subsequent years, not yet due and payable.

2. Easement for Pipe Lines, recorded in Book 233, Page 613, Book 433, Page 23.

3. Easement for Water Line, recorded in Record Book 1964, Page 1357.

4. Easement for Right of Way, recorded in Record Book 2946, Page 856.

5. Easement for Sanitary Sewers, Gas Lines, and/or Storm Drainage, Water Mains, Pumps and Appurtenances, recorded in Record Book 2978, Page 1.

6. Easement for Joint Access and Maintenance Agreement, recorded in Record Book 3032, Page 635.

7. Inspection and Maintenance Agreement of Private Stormwater Management Facilities of record in Record Book 3032, Page 1228.

8. Inspection and Maintenance Agreement of Private Stormwater Management Facilities of record in Record Book 3032, Page 1253.

CERTIFICATE OF AUTHENTICITY

I, K. Thomas Sidwell, do hereby make oath that I am a licensed attorney and/or custodian of the original version of the electronic document tendered for registration herewith, and that this electronic document is a true and exact copy of the original document executed and authenticated according to law on 12th day of February, 2025.

K. Thomas Sidwell
Date: 2-12-25

STATE OF TN

COUNTY OF Williamson

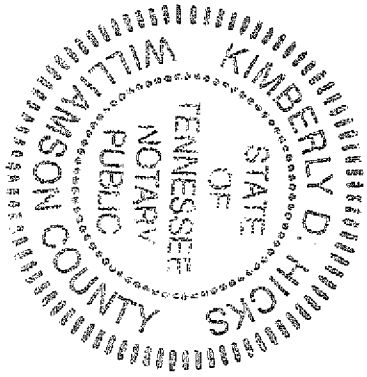
Sworn to and subscribed before me this 12th day of February, 2025.

Notary Public
My Commission Expires: 1-21-26

BK/PG:R3047/646-651
25002072

6 PGS : WARRANTY DEED	
BECKY BUCHANAN 345477 - 25002072	
02/14/2025 - 08:03 AM	
VALUE	6300000.00
MORTGAGE TAX	0.00
TRANSFER TAX	23310.00
RECORDING FEE	30.00
DP FEE	2.00
REGISTER'S FEE	1.00
TOTAL AMOUNT	23343.00

STATE of TENNESSEE, MAURY COUNTY
JOHN FLEMING
REGISTER OF DEEDS



RaganSmith
a Pape-Dawson company

Memorandum

TO:	City of Columbia Planning Commission	FROM:	Hunter Fred
		DATE:	June 16, 2025
		REFERENCE:	Bear Springs Architectural Elevation Adjustments for Single Family and Townhomes
		JOB NUMBER:	21-0311

This Preliminary PUD proposes adjustments to the architectural elevations and floor plans of the previously proposed single family and town homes in the Bear Springs Project, located along 1449 Rock Springs Road.

Attached is the previous utility service letters, and corresponding adjustments to the site. This includes the cover sheet, architectural elevations, floor plans, phasing plan, and current utility service letters.

NASHVILLE
315 Woodland Street
P.O. Box 60070
Nashville, TN 37206

CHATTANOOGA
35 Station Street
Chattanooga, TN 37408

MURFREESBORO
1500 Medical Center Parkway
Suite 2 J
Murfreesboro, TN 37129

FRANKLIN
4068 Rural Plains Circle
Suite 290
Franklin, TN 37064

Zoning Text Amendment 4.3.12 (Parking)

Project #:	25-0288	Location:	N/A
Applicant:	Development Services	Case Type(s):	Text Amendment 4.3.12
Staff Planner:	Paul Keltner, AICP	Proposed Use:	N/A

SUMMARY

The applicant, the Development Services staff, requests to amend the text of Ordinance 4400, the zoning ordinance for the City of Columbia. This is a request initiated by the Planning Commission concerning parking ratios and required parking as outlined in Article 4.3.12 (Parking) within Zoning Ordinance 4400. The proposed amendments are detailed in the attached track changes documents.

- The Planning Commission is a **recommending body** for zoning text amendments. The City Council is the **decision-making authority.**
- The staff comments section details the proposed changes which are provided in the agenda packet in ~~strikethrough~~ and underlines.
- The specific uses and/or language impacted by this amendment include fractional rounding, max percentage of parking, attached dwellings plus accessory dwelling unit parking ratios, and new parking use type for Convenience Sales and Service with Fuel sales
- The Planning Commission may recommend adoption of the proposed text, modify the proposal, or decline the request.
- Templates are provided at the end of the report to assist the Planning Commission in crafting properly formatted motions.

CONSISTENCY WITH CONNECT COLUMBIA

Reviewing and updating the Zoning Ordinance and other regulating documents is part of the implementation of Connect Columbia, the City's comprehensive plan.

REVIEW PROCESS

Section **8.5.18** of the Zoning Ordinance directs the Planning Commission to review and make a recommendation on all proposed changes to the text of the Ordinance. The Planning Commission is the recommending body for text amendments under **§ 8.3.3.B.2** of the Zoning Ordinance.

Section **8.5.18.C** of the Zoning Ordinance requires that Planning Commission determine that the proposed changes are consistent with the comprehensive plan.

8.5.18.G of the Zoning Ordinance establishes the review criteria for approval of all changes to the text of the Ordinance:

a. *The extent to which the proposed Zoning Ordinance Amendment is consistent with the remainder of this Ordinance, including, specifically, any purpose and intent statements;*
b. *The extent to which the proposed Zoning Ordinance Amendment represents a new idea not considered in this Ordinance, or represents a revision necessitated by changing circumstances over time;*
c. *Whether or not the proposed Zoning Ordinance Amendment corrects an error in this Ordinance; and*
d. *Whether or not the proposed Zoning Ordinance Amendment revises this Ordinance to comply with state or federal statutes or case law.*

The criteria for City Council action on a Zoning Ordinance Amendment at § 8.5.18.J.4 are identical to the criteria for Planning Commission review at 8.5.18.G.3.

COMMENTARY FROM PROFESSIONAL PLANNING STAFF

The City Council adopted the current ordinance on July 14, 2022. The Zoning Ordinance has had textual amendments over the last year, further customizing Columbia's vision for development. Based on the concerns stated by the Planning Commission, staff have listed recommendations to help alleviate these items relating to parking. The Planning Commission may recommend approval of the proposed text amendments, direct staff to prepare an alternative text amendment, or decline to act on the proposed changes**.**

SAMPLE MOTIONS

Approve:

Move to find, based on the analysis provided by city staff, that the criteria listed in section **8.5.18** of the City of Columbia Zoning Ordinance have been satisfied and recommend approval of the proposed text amendments **[may be subject to modifications proposed by the Planning Commission]**.

Deny:

Move to recommend denial of the requested text amendment having found, based on the analysis provided by city staff, that the criteria listed in section **8.5.18** of the City of Columbia Zoning Ordinance are not satisfied [*list specific reasons for denial and provide direction to staff*].

Defer:

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

b. All spaces Adjacent to the Frontage Line on the same side of the Thoroughfare or Internal Drive as the Lot or Building Site, and

c. If elected by the Applicant, all spaces within the same or an Adjacent Block within a public Parking Lot or Parking Structure or by Parking agreement or Easement.

3. Any fractional spaces shall be rounded ~~down~~ up to the nearest whole number.

4. Exemptions

a. Within CD-5, the Columbia Arts District Overlay, and the Columbia West End Historic District, existing buildings and uses shall comply with the following:

ii. When a non-residential use is changed to another non-residential use, additional parking spaces are not required;

iii. A one-time building expansion of ten percent (10%) or less of the existing floor area, up to a maximum expansion of 1,000 square feet, shall not require additional parking spaces, provided that the number of existing parking spaces on the Lot or Building Site shall not be reduced to accommodate the expansion;

iv. When a building is demolished and a new building is constructed, or the area of the structure is expanded by more than ten percent (10%), additional parking spaces shall comply with the standards of this section for the entire square footage of the building.

v. For new construction, the Zoning Administrator may approve counting all public and on-street spaces within 1,320 feet of the Lot or Building Site; and

vi. When a residential use is changed to a non-residential use, the Zoning Administrator may approve counting all public and on-street spaces within 1,320 feet of the Lot or Building Site.

5. The number of spaces of Parking available to a Lot or Building Site may not exceed, the number of spaces of Parking determined by **Table 4.3.12.B-1 (Vehicular Parking Requirements)** by more than fifty percent (~~5~~30%) based on the quantity of Principal Use(s) on the Lot or Building Site, provided that the minimum number of spaces may be reduced pursuant to Section 4.3.12.B.5 and Section 4.3.12.B.6.

TABLE 4.3.12.B-1 VEHICULAR PARKING REQUIREMENTS

PRINCIPAL USE	MINIMUM NUMBER OF SPACES OF PARKING AVAILABLE TO LOT PER UNIT OF MEASUREMENT
AGRICULTURAL & EXTRACTIVE USES CATEGORY	
Agricultural	
Any Agricultural Use	Not Regulated
Extractive	
Any Extractive Use	Not Regulated
RESIDENTIAL USES CATEGORY	
Household Living	

TABLE 4.3.12.B-1 VEHICULAR PARKING REQUIREMENTS

PRINCIPAL USE	MINIMUM NUMBER OF SPACES OF PARKING AVAILABLE TO LOT PER UNIT OF MEASUREMENT
RESIDENTIAL USES CATEGORY	
Household Living	
Attached Dwellings, except Two Family Dwelling	2 per Dwelling Unit ~~in PUD-R & PUD-MU; 1.5 per Dwelling Unit in other Districts~~
Accessory Dwelling	1 plus principal use requirement
Residence Portion of a Live/Work, Mixed-Use, or Flex Building	1.5 per Dwelling Unit
Single-Family Detached Dwelling	2 per Dwelling Unit, plus 1 per any rented room
Two Family Dwelling	2 per Dwelling Unit
Group Living	
Group Living Home	2 per Group Living Home + 1 per each Counselor
Other Residential Use Not Listed Under Any Use Category	1.5 per Dwelling Unit
CIVIC USES CATEGORY	
Community Service	
Auditorium (Civic)	1 per 200 square feet of total Usable Floor Area
Civic Building	1 per 3 permanent seats, or 1 per each 40 square feet of seating area where fixed seating is not provided
Civic Space- Community Garden, Green, Square, Plaza, Park, Playground, Sports Field	1 per 5,000 square feet of grass land area
Club or Lodge (Civic)	1 per 1,000 square feet of total Usable Floor Area
Conference/ Convention/ Exhibition Center	1 per 3 permanent seats, or 1 per each 40 square feet of seating area where fixed seating is not provided
Courthouse	1 per employee plus 1 per every 3 seats of seating available to the public in the courtrooms

TABLE 4.3.12.B-1 VEHICULAR PARKING REQUIREMENTS

PRINCIPAL USE	MINIMUM NUMBER OF SPACES OF PARKING AVAILABLE TO LOT PER UNIT OF MEASUREMENT
Bars, Taverns, or Nightclub	
Bar, Tavern, or Nightclub	1 per 100 square feet of total Usable Floor Area
Retail/ Personal Service/ Repair/ Art/ Artisan	
Alcoholic Beverage Retail Sales	1 per 300 square feet of total Usable Floor Area
Artisan Establishment, with or without Retail Sales	1 per 500 square feet of total Usable Floor Area
Arts-Related Uses	1 per 500 square feet of total Usable Floor Area
Mail-Order or On-Line Retail Sales	1 per 1,000 square feet of total Usable Floor Area
Motor Vehicle Sales, Rental, leasing, or Motor Vehicle Maintenance/ Cleaning/ Repair/ Service	1 per 500 square feet of total Usable Floor Area
Convenience Sales and Service with Fuel Sales	Vehicle fueling and stacking area +1 per 300 square feet of usable floor space
Retail Membership Club	1 per 500 square feet of total Usable Floor Area
Retail Food Sales, with or without on-premises preparation or processing	1 per 200 square feet of total Usable Floor Area
Recreation Facility (non-Civic)	1 per 1,000 square feet of total Usable Floor Area
Veterinarian Clinic, Animal Hospital, or non-Agricultural Kennel	1 per treatment, procedure, or surgical room + 100 square feet of total Usable Floor Area
Warehouse Retail	1 per 1,000 square feet of total Usable Floor Area
Other Retail Sales, Rental, or Leasing uses not listed above	1 per 500 square feet of total Usable Floor Area
Self Service Storage	
Self Service Storage	1 per 2,000 square feet of storage space
Boat-Related Uses	
All Boat-Related uses other than Marina/ Boating Facility	1 per 200 square feet of administrative space + 1 per Boat storage spaces + 2 per Boat ramp + 1 per Boat available for rental + 1 per employee work station + 2 per work day