

AGENDA

The Columbia Municipal Planning Commission will meet on Wednesday, September 10, 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 WES Engineers & Surveyors for Preliminary and Final Plat approval of 1111 Parker Street, being Tax Map 100E Group E Parcel 29.
2. Request from Allen B. O'Leary for Final Plat approval with surety in the amount of $130,000 for Woodward Estates Phase 1 off Rutherford Lane at Tax Map 101 Parcel 36.06

III. Discussion Items

1. 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 Parcel 7.12. **THIS ITEM WAS DEFERRED FROM A PREVIOUS AGENDA.**

2. 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. **THIS ITEM WAS DEFERRED FROM A PREVIOUS AGENDA.**

3. 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 ITEM WAS DEFERRED FROM A PREVIOUS AGENDA.**

4. Request from TKC Architecture & Engineering for Final Plat approval with surety in the amount of $445,000 for Reserve at Hickory Ridge Subdivision Phase 1A, formerly part of Dabbs Subdivision, located off Bear Creek Pike at Tax Map 72 Parcel 66 and Tax Map 93 Parcel 3.02.

5. Request from Parks Motor Sales Inc. for Alternative Compliance approval at 120 Ashwood Drive, being Tax Map 113E Group B Parcel 4.06.

6. Request from Louis Sloyan for Annexation with a Plan of Services and Rezoning to CD-3 (Neighborhood Character District) off Lasea Road, being Tax Map 73 Parcel 17.02.

7. Request from Development Services for review and recommendation of one-way traffic extension along the 1200 block of South Garden Street.

IV. Other Business

V. Public Comments

VI. 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.

Active Letters of Credit and Sureties

8/26/2025

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	$360,000.00	04/01/2026
Bear Creek Glen, Phase 1 (roads and drainage)	CHR Land, LLC	$90,000.00	07/10/2026
Bear Creek Overlook Place Phase 1 (roads and drainage)	CHR Land, LLC	$203,000.00	07/10/2026
Bear Creek Overlook, Ph. 2	CHR Land, LLC	$120,000.00	07/09/2026
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	07/10/2026
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

8/26/2025

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	04/17/2026
Summerdale Subdivision, Phase 3 (roads & drainage)	P & L Development	$9,700.00	04/17/2026
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	04/17/2026
Summerdale Subdivision, Phase 5 (roads & drainage)	P & L Development, LLC	$5,500.00	04/17/2026
Summerdale Subdivision, Phase 6 (roads & drainage)	P & L Development, LLC	$10,300.00	04/17/2026
Summerdale Subdivision, Phase 7 (roads & drainage)	P & L Development, LLC	$6,600.00	04/17/2026
Summerdale, Phase 1 (roads & drainage)	P & L Development	$13,500.00	04/16/2026
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	06/06/2026
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
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.	$445,000.00	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
Summit at Carters Station West - Phase 4	Pulte Homes Tennessee Partnership	$740,000.00	06/30/2026

Active Letters of Credit and Sureties

8/26/2025

F	DEVELOPER	AMOUNT	EXP. DATE
Bear Creek Overlook _Phase 3	CHR Land, LLC	$145,000.00	04/15/2026
McClure Farms Phase 1A (roads and drainage)	Brightland Homes of Tennessee	$260,000.00	12/13/2025
McClure Farms Phase 1B (roads and drainage)	Brightland Homes of Tennessee	$515,000.00	05/20/2026
Woodward Estates	A-1 Home Builders, Inc.	$130,000.00	08/13/2026
Hampshire Hills	Smith Douglas, LLC	$455,000.00	03/21/2026

1111 Parker Street Preliminary/Final Plat

Project #:	25-0278	Location:	Map 100E Parcels 029.00
Applicant:	Allen O'Leary, PE	Case Type(s):	Final Plat
Staff Planner:	Austin Brass, AICP	Proposed Use:	Single-Family Residential

PROJECT SUMMARY

The applicant requests approval of a Preliminary & Final Plat for the subdivision of one lot into two 40' wide lots with rear alley access. The subject site is within a CD-3 Character District with no associated public infrastructure being created.

- The purpose of this Preliminary & Final Plat is to subdivide an existing lot of record into two 40' wide lots. Table 4.3.1-C permits lot widths to be reduced from 65' to 40' in a CD-3 district if lot is alley loaded at the rear.
- This property was previously subdivided and recorded as a one-time Minor Plat on November 11th, 2024, for the creation of one, 40' wide lot. Any further subdivision of the lot requires a Preliminary and Final Plat as submitted for this request.
- The existing rear alley way has been improved with 2.5'' to 3'' gravel 10' in width to the extent of the property line at the rear of the proposed lots in accordance with Engineering & Public Works standards.
- The is no letter of credit or surety associated with this Final Plat due to no public infrastructure being created.
- The Final Plat is required to be recorded within 60 days of Planning Commission approval.
- The DRC reviewed this proposal at its August 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 Preliminary & 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 Parcel	Two Single-Family Homes (Proposed)	+/- 0.28 acres



FUTURE LAND USE MAP (*City Center & Urban Village*)	ZONING MAP (*CD-3*)





SITE CONTEXT/ADJACENT PROPERTIES			
	Future Land Use	Zoning	Current Use
Subject Property	City Center & Urban Village	CD-3	Single-Family Residential
North	City Center & Urban Village	CD-3	Single-Family Residential
South	City Center & Urban Village	CD-3	Single-Family Residential
East	City Center & Urban Village	CD-4	Single-Family Residential
West	City Center & Urban Village	CD-3	Single-Family Residential

CONFORMITY WITH ZONING ORDINANCE

This Preliminary & Final Plat conforms to the standards of the Zoning Ordinance within a CD-3 district with a 40' lot width minimum when alley loaded at the rear.

REVIEW PROCESS

The Development Review Committee evaluated the proposed Preliminary & Final Plat at its August 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 & Preliminary Plats under **§ 8.3.3.B.1** of the Zoning Ordinance and **§ 2.3** of the Subdivision Regulations.

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

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

3. Whether the CMPC determines that the particular site is suitable for the type of platting and development proposed.

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

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

A. Recommendations and final action on a Final Plat shall be based on consideration of the following criteria:

1. Whether the proposed Final Plat complies with the applicable zoning district and overlay districts;

2. Whether the proposed Final Plat is consistent with all standards of these Subdivision Regulations and other related codes and ordinances enforced by the City; and

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

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

Staff recommends approval of FPL 25-0278 with the following conditions:

1. *That final plat be recorded at the Register of Deeds within sixty (60) days of Planning Commission approval per 2.3.5, Final Action of the City of Columbia Subdivision Regulations.*
2. *Approval subject to any technical comments as listed.*

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 & staff conditions of approval as listed].

Approve with Conditions:

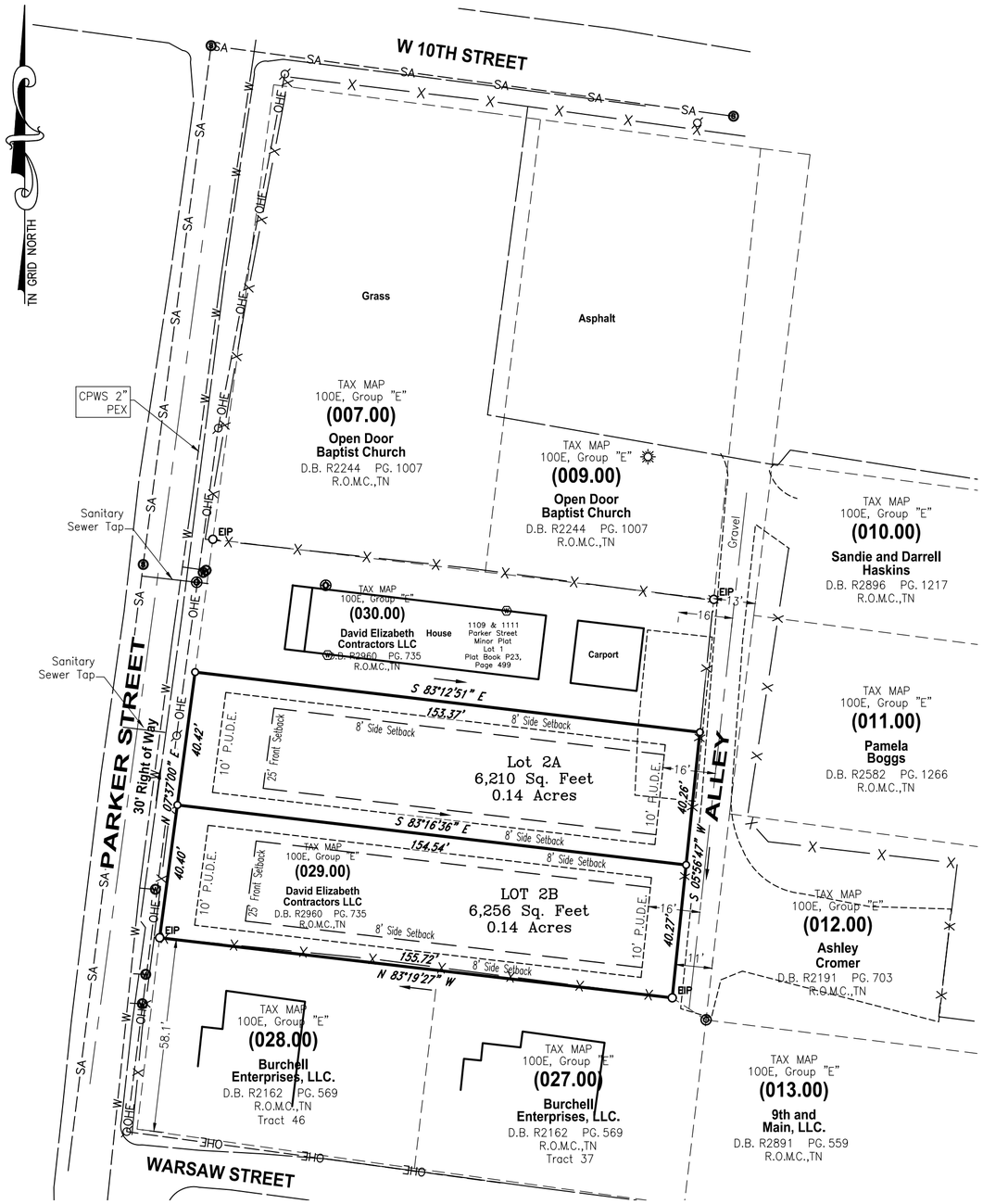
Move to approve the Final Plat as presented and find that the plat conforms to the applicable zoning ordinance, the Subdivision Regulations, and the Preliminary Plat, subject to the following conditions: [list any additional conditions of approval crafted by Planning Commission].

Defer for Continued Review:

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

Deny:

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



PURPOSE NOTE:
The purpose of this plat subdivide lot 2 into 2 lots with existing alley access.

DRIVEWAY NOTE:
All driveways shall be constructed to contain gutter flow within the street and right-of-way, particularly lots that do not have a sidewalk.

ALLEY NOTE:
The alley as shown hereon is owned by the City of Columbia and will continue to be maintained by the City of Columbia.

The recording of this plat voids, vacates, and supercedes the previous plat of record for Lot 2 as recorded on Plat Book P23, Page 499.

Surveyor's Notes

1. All distances were measured with E.D.M. equipment and have been adjusted for temperature and pressure, portions of the survey were done utilizing a Carlson BRX7, utilizing Base and Rover.
2. The property (Boundary) Line Survey exceeds the minimum requirements of an Urban Land Survey Category IV as per Standards of Practice adopted by the State Board of Examiners for Land Surveyors for the State of Tennessee, and the precision of the unadjusted survey is greater than 1 foot in 10,000 feet.
3. Information concerning site utility services and appurtenances shown hereon is based on visible evidence noted during the survey, information provided by utility representatives or information shown on original construction plans by other. Information and location of service lines on site should be considered approximate and there may be underground utility lines that are not shown on the survey. Owner(s) and contractor(s) should assume responsibility of locating all underground utility service lines prior to any construction, excavation or any disturbance of the existing ground elevation to avoid hazard of unnecessary expense.
4. Information concerning major utilities or appurtenances shown hereon are based on visible evidence noted during the survey or information provided by utility representatives. Verification of existence, size, location, depth and availability of service should be confirmed by local utility agencies.
5. The property shown hereon is located within the City of Columbia, Maury County, TN. All matters pertaining to construction, use location of improvements, signage, parking, noise, vibration, emissions, fire hazards, radiation, illumination, setback provisions, etc., are subject to City of Columbia's Zoning Regulation as interpreted and regulated by the Development Services.
6. The area of the parcel is as shown hereon.
7. This property currently identified as Tax Map No. 100E, Group "E", Parcel No. 029.00, Maury County. For designation shown thus ( ) indicates Parcel Numbers for said map.
8. Plat reference: P23, Page 499
9. Deed reference: Book R2960, Book 735.
10. Bearings based on: Tennessee State Plane, NAD 83 (2011).
11. This drawing was prepared in accordance with our field survey notes. It shows improvements as they exist to the best of our knowledge, but is not guaranteed to be correct in each and every detail.
12. This survey was prepared from current deeds of record and title search as provided by others and noted hereon.
13. This survey was prepared for the exclusive use of the person, persons, or entity, if any, named on the certification hereon. Said certificate does not extend to any unnamed person without an express re-certification by the surveyor naming said person.
14. The certification as provided on this survey, is purely a statement of professional opinion based on knowledge, information and belief, based on existing field evidence and documentary evidence provided by others.
15. The certification is not an expressed or implied warranty or guarantee.
16. The property as shown hereon is not located in a Special Flood Hazard Area as shown on F.E.M.A. Flood Insurance Rate Map, Community Panel No. 47119C0285E, dated April 16, 2007, as scaled graphically.
17. There is a 10' Public Utility and Drainage Easement along the front and rear property lines and 5' on all interior side property lines.

PARCEL NUMBER:
TAX MAP 100E, GROUP "E", PARCEL 029.00

DEED BOOK:
R2960, PAGE 735

PARCEL ADDRESS:
1111 PARKER ST
COLUMBIA, TN 38401

EXISTING ZONING:
CD-3 (NEIGHBORHOOD)

BUILDING SETBACKS:
FRONT – 25'
SIDE – 8'
REAR – 15' off Centerline of Alley

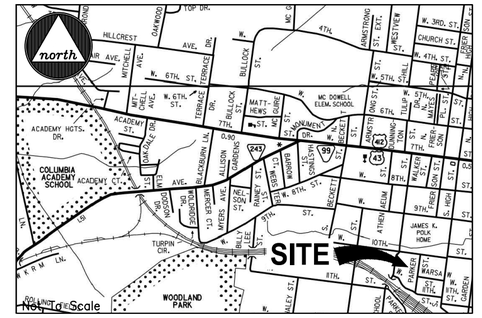
ACREAGE OF PARCEL:
±0.286 ACRE – 12,466 S.F.

PROPERTY OWNER:
David Elizabeth Contractors, LLC.

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

Register of Deed Recording Stamp

Location Map



CERTIFICATE OF OWNERSHIP AND DEDICATION

I, (we) hereby certify that I am (we are) the owner(s) of the property shown and described hereon as evidenced in Book Number R2960, Page 735, 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 — David Elizabeth Contractors LLC

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 Revision to Lot 2 - 1109 & 1111 Parker St has/have been installed in accordance with current local and state government requirements, or a sufficient bond or other surety has been filed to guarantee said installation.

Date — Columbia Power & Water Systems, Columbia, Tennessee

CERTIFICATE OF APPROVAL FOR SUBDIVISION NAME AND STREET NAMES

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

Date — Maury County E-911, Columbia, Tennessee

CERTIFICATE OF COMPLIANCE

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

Date — City Engineer, Columbia, Tennessee

CERTIFICATE OF APPROVAL FOR RECORDING

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

Date — Secretary, Planning Commission, Columbia, Tennessee

SURVEYOR'S CERTIFICATION (TENNESSEE)

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

8/18/25 — Allen B. O'Leary — TN RLS #1987
Date — Allen B. O'Leary — Number

ALLEN B. O'LEARY REGISTERED LAND SURVEYOR XVI AGRICULTURE CO. COMMISSION TENNESSEE NO. 1987
allen@wesengineers.com

Legend

- EIP Iron Rod Found
- IPS Iron Rod Set
- I.P.F. Iron Pipe Found
- AXLE Axle Found
- FENCE Fence Post
- ECM Concrete Monument Existing
- P.K.F. PK Nail Found
- P.K.S. PK Nail Set
- R.R.S.F. Railroad Spike Found
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- Guy Wire
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- Handicap Parking
- Water Spigot
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- Sign
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- UG— Underground Utility Line
- UGC— Underground Cable Line
- UGE— Underground Electric Line
- UGT— Underground Telephone Line
- FM— Forced Main Line

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

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

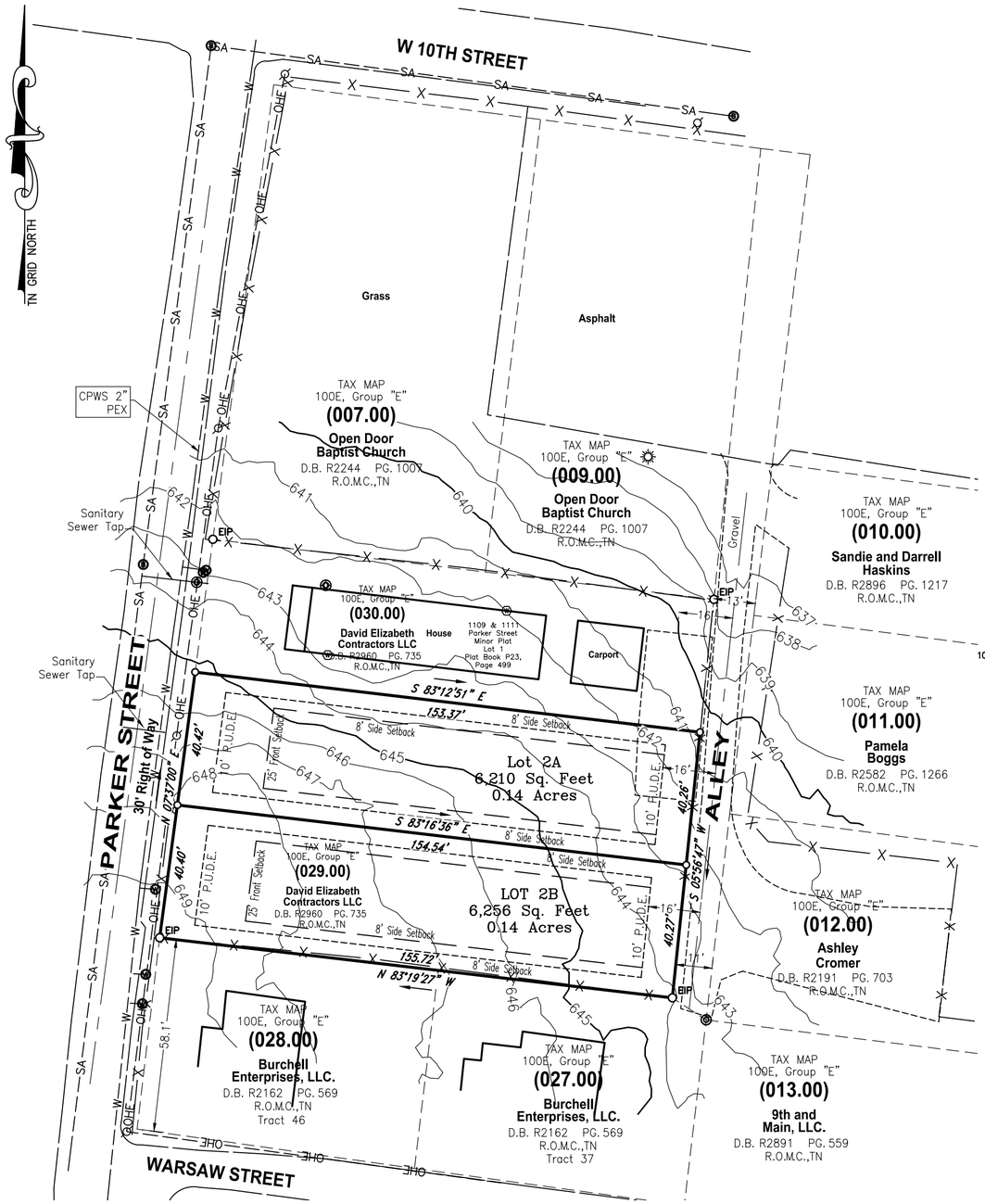
FINAL PLAT
REVISION TO LOT 2 - 1109 & 1111 PARKER STREET
COLUMBIA, TN 38401

REVISIONS	DATE
TECH REVIEW COMMENTS ADDRESSED	08-18-2025

Drawn: EB | Checked: AO | Approved: AO | Date: 07-21-2025

Job. no. 23590 | Scale: Vertical: 1"=30' Horizontal:

FILE: I:\WES_Engineers_Surveyors 2023\23590 - 1109 and 1111 Parker Street - Campbell\Dwg\Survey\23590 1111 PARKER - Final Plat 2-Lots.dwg



DRIVEWAY NOTE:
All driveways shall be constructed to contain gutter flow within the street and right-of-way, particularly lots that do not have a sidewalk.

ALLEY NOTE:
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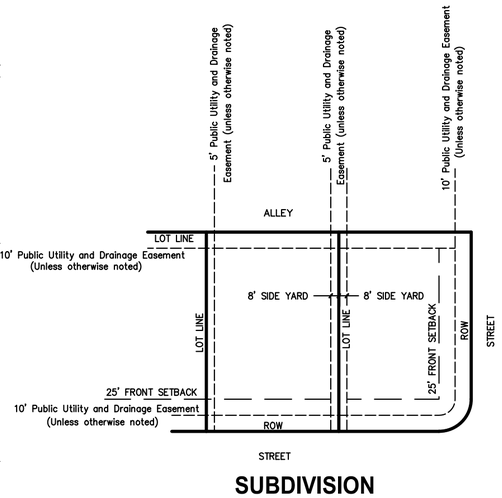
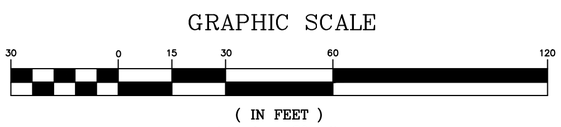


SUBDIVISION
TYPICAL LOT LAYOUT



PARCEL NUMBER:
TAX MAP 100E, GROUP "E", PARCEL 029.00

DEED BOOK:
R2960, PAGE 735

PARCEL ADDRESS:
1111 PARKER ST
COLUMBIA, TN 38401

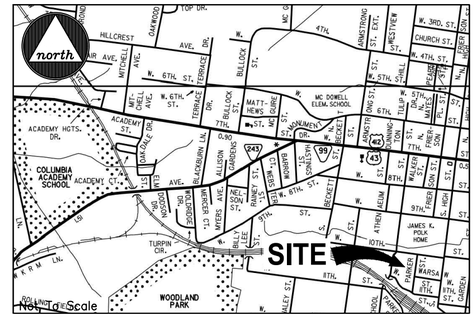
EXISTING ZONING:
CD-3 (NEIGHBORHOOD)

BUILDING SETBACKS:
FRONT – 25'
SIDE – 8'
REAR – 15' off Centerline of Alley

ACREAGE OF PARCEL:
±0.286 ACRE – 12,466 S.F.

PROPERTY OWNER:
David Elizabeth Contractors, LLC.

Location Map



Surveyor's Notes

1. All distances were measured with E.D.M. equipment and have been adjusted for temperature and pressure, portions of the survey were done utilizing a Carlson BRX7, utilizing Base and Rover.
2. The property (Boundary) Line Survey exceeds the minimum requirements of an Urban Land Survey Category IV as per Standards of Practice adopted by the State Board of Examiners for Land Surveyors for the State of Tennessee, and the precision of the unadjusted survey is greater than 1 foot in 10,000 feet.
3. Information concerning site utility services and appurtenances shown hereon is based on visible evidence noted during the survey, information provided by utility representatives or information shown on original construction plans by other. Information and location of service lines on site should be considered approximate and there may be underground utility lines that are not shown on the survey. Owner(s) and contractor(s) should assume responsibility of locating all underground utility service lines prior to any construction, excavation or any disturbance of the existing ground elevation to avoid hazard of unnecessary expense.
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6. The area of the parcel is as shown hereon.
7. This property currently identified as Tax Map No. 100E, Group "E", Parcel No. 029.00, Maury County. For designation shown thus ( ) indicates Parcel Numbers for said map.
8. Plat reference: n/a
9. Deed reference: Book R2960, Book 735.
10. Bearings based on: Tennessee State Plane, NAD 83 (2011).
11. This drawing was prepared in accordance with our field survey notes. It shows improvements as they exist to the best of our knowledge, but is not guaranteed to be correct in each and every detail.
12. This survey was prepared from current deeds of record and title search as provided by others and noted hereon.
13. This survey was prepared for the exclusive use of the person, persons, or entity, if any, named on the certification hereon. Said certificate does not extend to any unnamed person without an express re-certification by the surveyor naming said person.
14. The certification as provided on this survey, is purely a statement of professional opinion based on knowledge, information and belief, based on existing field evidence and documentary evidence provided by others.
15. The certification is not an expressed or implied warranty or guarantee.
16. The property as shown hereon is not located in a Special Flood Hazard Area as shown on F.E.M.A. Flood Insurance Rate Map, Community Panel No. 47119C0285E, dated April 16, 2007, as scaled graphically.
17. There is a 10' Public Utility and Drainage Easement along the front and rear property lines and 5' on all interior side property lines.

Legend

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- IPS Iron Rod Set
- I.P.F. Iron Pipe Found
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- UG Underground Utility Line
- UGC Underground Cable Line
- UGE Underground Electric Line
- UGT Underground Telephone Line
- FM Forced Main Line

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

PRELIMINARY PLAT
REVISION TO LOT 2 - 1111 PARKER STREET
COLUMBIA, TN 38401

REVISIONS	DATE
TECH REVIEW COMMENTS ADDRESSED	06-16-2025

Drawn: BD | Checked: AO | Approved: AO | Date: 7-21-2025

Job. no. 23590 | Scale: Vertical: 1"=30' Horizontal:

ALLEN B. O'LEARY REGISTERED LAND SURVEYOR XVI AGRICULTURE CO. TENNESSEE NO. 1987
allen@wesengineers.com

FILE:x:\WES_Engineers_Surveyors 2023\23590 - 1109 and 1111 Parker Street - Campbell\Dwg\Survey\23590 1111 PARKER - Final Plat 2-Lots.dwg

August 18, 2025

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

RE: Project Name: Revision to Lot 2 – 1109 & 1111 Parker Street, Final Plat
City of Columbia Staff Review Re-Submittal

On behalf of David Elizabeth Contractors LLC, the owner of these 2 proposed single family lots, **WES Engineers & Surveyors** would like to resubmit this Preliminary & Final Plat to the City of Columbia for Planning Commission approval. Comments are addressed below in red.

Engineering

1. No comments. Noted.

Planning

2. Provide notation of alley centerline from rear setback on Lot 2A. Dimension has been added.
3. Provide updated application with both preliminary and final plat checked off. Application has been updated to have both Preliminary & Final Plat checked.
4. Alleyway is required to be improved to end of Lot B with additional gravel. Noted.
5. 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. Austin Brass will be the case planner for this item. All communication can be sent to abrass@columbiatn.gov. Noted.

Maury County Highway Dept.

6. No comment. Noted.

Building

7. No comment. Noted.

Police

8. No comment provided. Noted.

City Attorney

9. No comment provided. Noted.

Fire

10. No comments. Noted.

Maury County Schools

11. Highland Park 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.

ATT

12. ATT TO SERVE. POSSIBLE POLE RELOCATION NEEDED FOR FUTURE DRIVEWAY. Noted.

Duck River Electric Membership Corp

13. No comment. Noted.

Maury County E911

14. Any new addresses or street names go to our website at Maury911.org. Noted.

Columbia Water

15. Add note to coordinate new water services with CPWS.

Atmos Energy

16. No comment. Noted.

Columbia Power

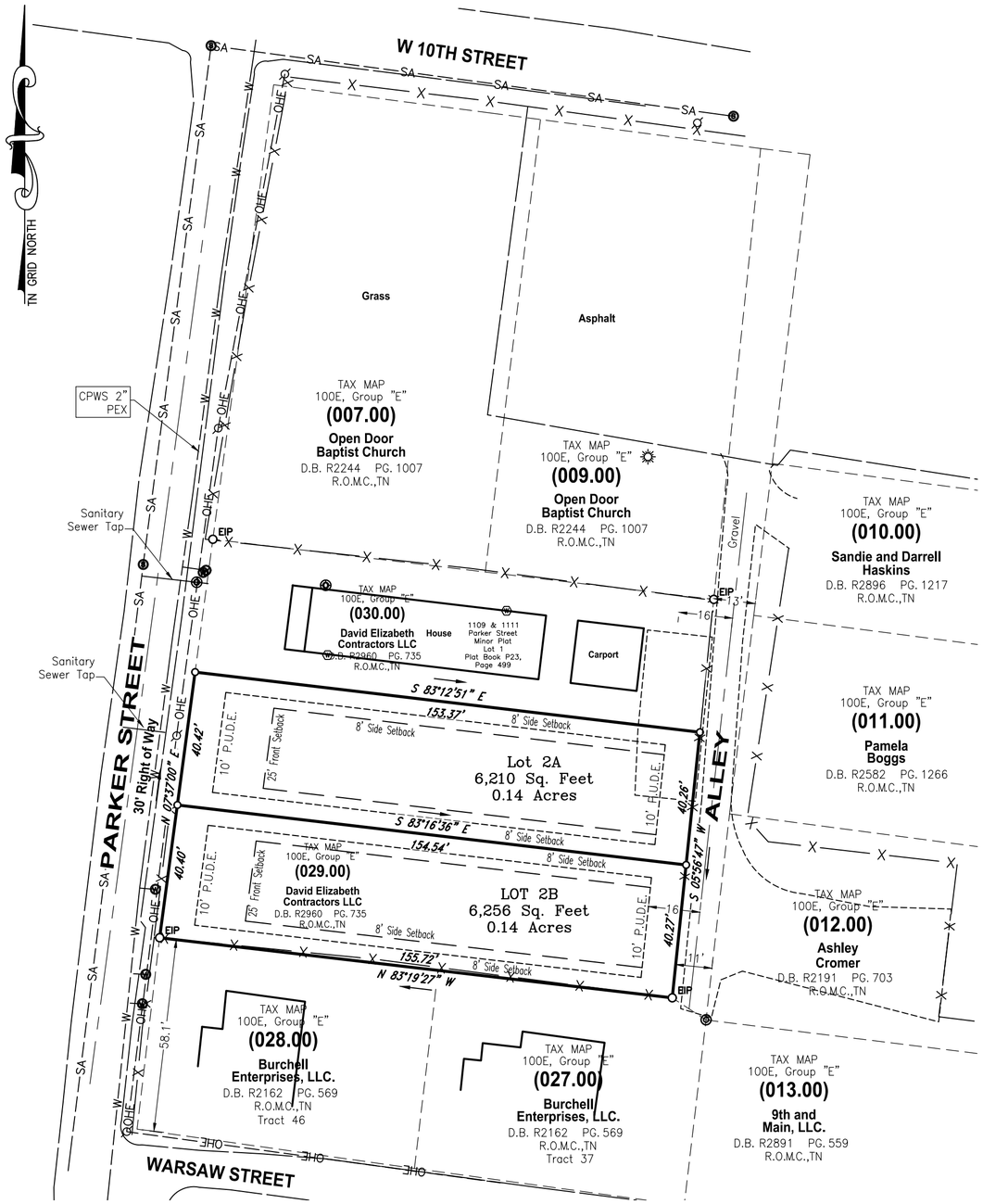
Columbia Power System has an existing power line near your proposed residential development. We are willing to serve this residential development subject to all Columbia Power System policies and procedures in effect at actual time service is rendered provided an approved final plat and complete electrical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



PURPOSE NOTE:
The purpose of this plat subdivide lot 2 into 2 lots with existing alley access.

DRIVEWAY NOTE:
All driveways shall be constructed to contain gutter flow within the street and right-of-way, particularly lots that do not have a sidewalk.

ALLEY NOTE:
The alley as shown hereon is owned by the City of Columbia and will continue to be maintained by the City of Columbia.

The recording of this plat voids, vacates, and supercedes the previous plat of record for Lot 2 as recorded on Plat Book P23, Page 499.

Surveyor's Notes

1. All distances were measured with E.D.M. equipment and have been adjusted for temperature and pressure, portions of the survey were done utilizing a Carlson BRX7, utilizing Base and Rover.
2. The property (Boundary) Line Survey exceeds the minimum requirements of an Urban Land Survey Category IV as per Standards of Practice adopted by the State Board of Examiners for Land Surveyors for the State of Tennessee, and the precision of the unadjusted survey is greater than 1 foot in 10,000 feet.
3. Information concerning site utility services and appurtenances shown hereon is based on visible evidence noted during the survey, information provided by utility representatives or information shown on original construction plans by other. Information and location of service lines on site should be considered approximate and there may be underground utility lines that are not shown on the survey. Owner(s) and contractor(s) should assume responsibility of locating all underground utility service lines prior to any construction, excavation or any disturbance of the existing ground elevation to avoid hazard of unnecessary expense.
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6. The area of the parcel is as shown hereon.
7. This property currently identified as Tax Map No. 100E, Group "E", Parcel No. 029.00, Maury County. For designation shown thus ( ) indicates Parcel Numbers for said map.
8. Plat reference: P23, Page 499
9. Deed reference: Book R2960, Book 735.
10. Bearings based on: Tennessee State Plane, NAD 83 (2011).
11. This drawing was prepared in accordance with our field survey notes. It shows improvements as they exist to the best of our knowledge, but is not guaranteed to be correct in each and every detail.
12. This survey was prepared from current deeds of record and title search as provided by others and noted hereon.
13. This survey was prepared for the exclusive use of the person, persons, or entity, if any, named on the certification hereon. Said certificate does not extend to any unnamed person without an express re-certification by the surveyor naming said person.
14. The certification as provided on this survey, is purely a statement of professional opinion based on knowledge, information and belief, based on existing field evidence and documentary evidence provided by others.
15. The certification is not an expressed or implied warranty or guarantee.
16. The property as shown hereon is not located in a Special Flood Hazard Area as shown on F.E.M.A. Flood Insurance Rate Map, Community Panel No. 47119C0285E, dated April 16, 2007, as scaled graphically.
17. There is a 10' Public Utility and Drainage Easement along the front and rear property lines and 5' on all interior side property lines.

PARCEL NUMBER:
TAX MAP 100E, GROUP "E", PARCEL 029.00

DEED BOOK:
R2960, PAGE 735

PARCEL ADDRESS:
1111 PARKER ST
COLUMBIA, TN 38401

EXISTING ZONING:
CD-3 (NEIGHBORHOOD)

BUILDING SETBACKS:
FRONT – 25'
SIDE – 8'
REAR – 15' off Centerline of Alley

ACREAGE OF PARCEL:
±0.286 ACRE – 12,466 S.F.

PROPERTY OWNER:
David Elizabeth Contractors, LLC.

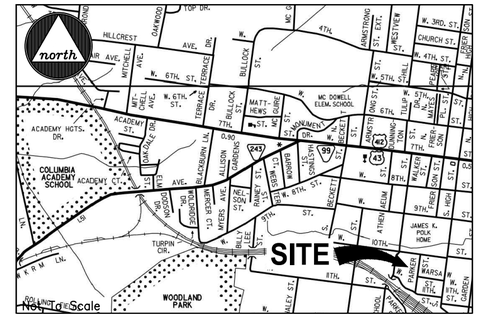
GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

Register of Deed Recording Stamp

Location Map



CERTIFICATE OF OWNERSHIP AND DEDICATION

I, (we) hereby certify that I am (we are) the owner(s) of the property shown and described hereon as evidenced in Book Number R2960, Page 735, 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 — David Elizabeth Contractors LLC

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 Revision to Lot 2 - 1109 & 1111 Parker St has/have been installed in accordance with current local and state government requirements, or a sufficient bond or other surety has been filed to guarantee said installation.

Date — Columbia Power & Water Systems
Columbia, Tennessee

CERTIFICATE OF APPROVAL FOR SUBDIVISION NAME AND STREET NAMES

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

Date — Maury County E-911
Columbia, Tennessee

CERTIFICATE OF COMPLIANCE

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

Date — City Engineer
Columbia, Tennessee

CERTIFICATE OF APPROVAL FOR RECORDING

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

Date — Secretary, Planning Commission
Columbia, Tennessee

SURVEYOR'S CERTIFICATION (TENNESSEE)

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

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

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

allen@wesengineers.com

Legend

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- IPS — Iron Rod Set
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- ECM — Concrete Monument Existing
- P.K.F. — PK Nail Found
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Client
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1427 Arrowhead Drive
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FINAL PLAT

REVISION TO LOT 2 - 1109 & 1111 PARKER STREET
COLUMBIA, TN 38401

DATE	REVISIONS

Drawn: EB
Checked: AO
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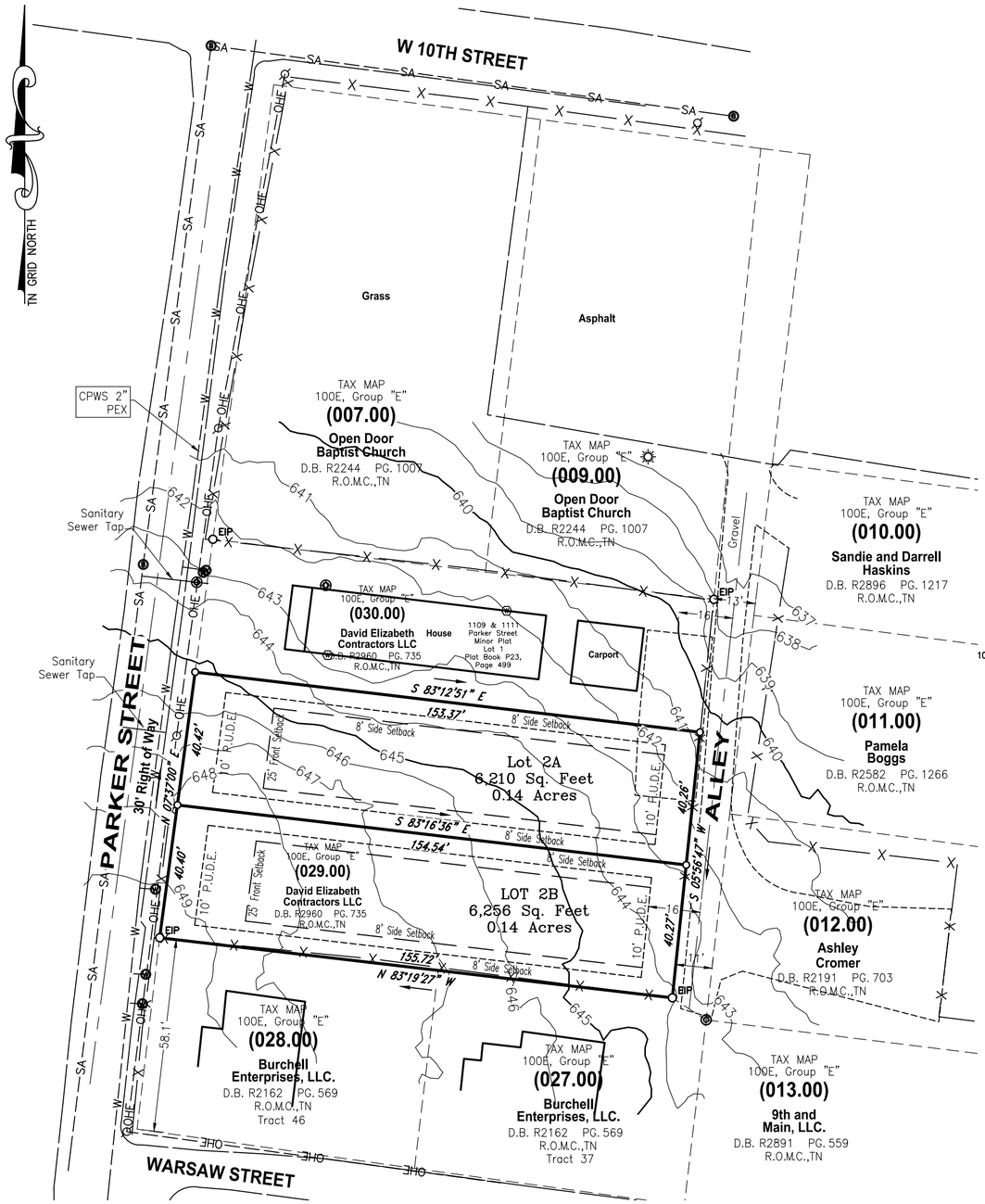

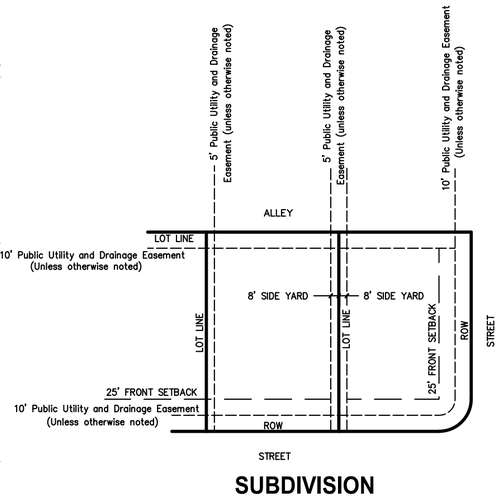

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TYPICAL LOT LAYOUT

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TAX MAP 100E, GROUP "E", PARCEL 029.00

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R2960, PAGE 735

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ACREAGE OF PARCEL:
±0.286 ACRE – 12,466 S.F.

PROPERTY OWNER:
David Elizabeth Contractors, LLC.

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(IN FEET)
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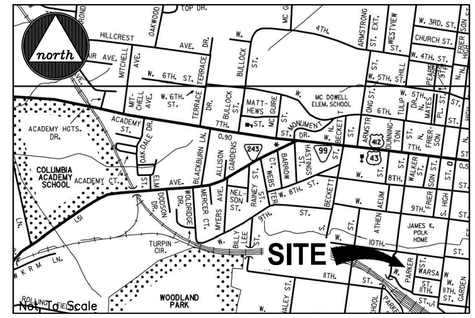

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3. Information concerning site utility services and appurtenances shown hereon is based on visible evidence noted during the survey, information provided by utility representatives or information shown on original construction plans by other. Information and location of service lines on site should be considered approximate and there may be underground utility lines that are not shown on the survey. Owner(s) and contractor(s) should assume responsibility of locating all underground utility service lines prior to any construction, excavation or any disturbance of the existing ground elevation to avoid hazard of unnecessary expense.
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5. The property shown hereon is located within the City of Columbia, Maury County, TN. All matters pertaining to construction, use location of improvements, signage, parking, noise, vibration, emissions, fire hazards, radiation, illumination, setback provisions, etc., are subject to City of Columbia's Zoning Regulation as interpreted and regulated by the Development Services.
6. The area of the parcel is as shown hereon.
7. This property currently identified as Tax Map No. 100E, Group "E", Parcel No. 029.00, Maury County. For designation shown thus ( ) indicates Parcel Numbers for said map.
8. Plat reference: n/a
9. Deed reference: Book R2960, Book 735.
10. Bearings based on: Tennessee State Plane, NAD 83 (2011).
11. This drawing was prepared in accordance with our field survey notes. It shows improvements as they exist to the best of our knowledge, but is not guaranteed to be correct in each and every detail.
12. This survey was prepared from current deeds of record and title search as provided by others and noted hereon.
13. This survey was prepared for the exclusive use of the person, persons, or entity, if any, named on the certification hereon. Said certificate does not extend to any unnamed person without an express re-certification by the surveyor naming said person.
14. The certification as provided on this survey, is purely a statement of professional opinion based on knowledge, information and belief, based on existing field evidence and documentary evidence provided by others.
15. The certification is not an expressed or implied warranty or guarantee.
16. The property as shown hereon is not located in a Special Flood Hazard Area as shown on F.E.M.A. Flood Insurance Rate Map, Community Panel No. 47119C0285E, dated April 16, 2007, as scaled graphically.
17. There is a 10' Public Utility and Drainage Easement along the front and rear property lines and 5' on all interior side property lines.

Legend

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

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

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

PRELIMINARY PLAT
REVISION TO LOT 2 - 1111 PARKER STREET
COLUMBIA, TN 38401

DATE	REVISIONS

Drawn: BD
Checked: AO
Approved: AO
Date: 7-21-2025

Job. no. 23590
Scale: Vertical: 1"=30'
Horizontal:

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

FILE: x:\WES_Engineers_Surveyors 2023\23590 - 1109 and 1111 Parker Street - Campbell\Dwg\Survey\23590 1111 PARKER - Final Plat 2-Lots.dwg

CITY OF COLUMBIA TENNESSEE

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

Preliminary Plat, Site Development Plan, and PUD Checklist

Development: _____

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

General

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

Lots and Land-Use

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

Structures

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

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Grading, Drainage, and Storm

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

Streets, Parking, and Pedestrian Elements

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

Landscaping, Open Space, and Amenities

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

Utilities

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

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COLUMBIA
TENNESSEE

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PUD Specific Items

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

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

Checklist Completed By:

Print Name	Signature	Date

Woodward Estates Phase 1, Final Plat

Project #:	25-0276	Location:	Map 101 Parcels 036.06
Applicant:	Allen O'Leary, PE	Case Type(s):	Final Plat
Staff Planner:	Austin Brass, AICP	Proposed Use:	Single-Family Residential

PROJECT SUMMARY

The applicant requests approval of a Final Plat for the creation of 8 single-family lots and dedication of right-of-way. A Preliminary Plat associated with this Final Plat was approved by the Planning Commission for the development of 12 single-family lots within a CD-2 Character District.

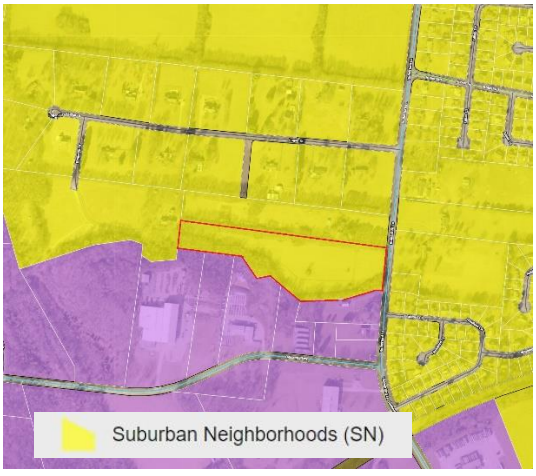
- This Final Plat adheres to the standards approved with the Preliminary Plat on December 13th, 2024, for the creation of 12 single-family lots within a CD-2 Character District.
- A surety in the amount of $130,000 has been submitted associated with this Final Plat.
- The Final Plat is required to be recorded within 60 days of Planning Commission approval.
- The DRC reviewed this proposal at its August 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

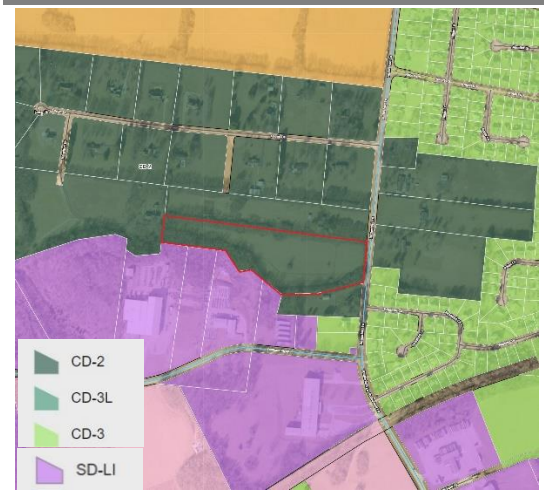
CURRENT ZONING	EXISTING USE	EXISTING IMP.	LAND AREA
CD-2 (*Rural Residential*)	In Construction	Infrastructure for 8 homes	+/- 6.82 acres



FUTURE LAND USE MAP



ZONING MAP (*CD-2*)



SITE CONTEXT/ADJACENT PROPERTIES			
	Future Land Use	Zoning	Current Use
Subject Property	Suburban Neighborhoods	CD-2	Single-Family Residential
North	Suburban Neighborhoods	CD-2	Single-Family Residential
South	Technology & Employment Centers	SD-LI/ CD-2	Single-Family Home/ Light Manufacturing
East	Suburban Neighborhoods	CD-2/ CD-3	Single-Family Residential
West	Suburban Neighborhoods	CD-2	Single-Family Residential

CONFORMITY WITH ZONING ORDINANCE

This Final Plat conforms to the standards of the Zoning Ordinance within a CD-2 Character Distrct as previously approved with Preliminary Plat 24-0370 on December 13th, 2024, by the Planning Commission.

REVIEW PROCESS

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

Staff recommends approval of FPL 25-0276 with the following conditions:

1. *That final plat be recorded at the Register of Deeds within sixty (60) days of Planning Commission approval per 2.3.5, Final Action of the City of Columbia Subdivision Regulations.*
2. *Approval subject to any technical comments as listed.*

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 & staff conditions of approval as listed].

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 any additional conditions of approval crafted by Planning Commission].

Defer for Continued Review:

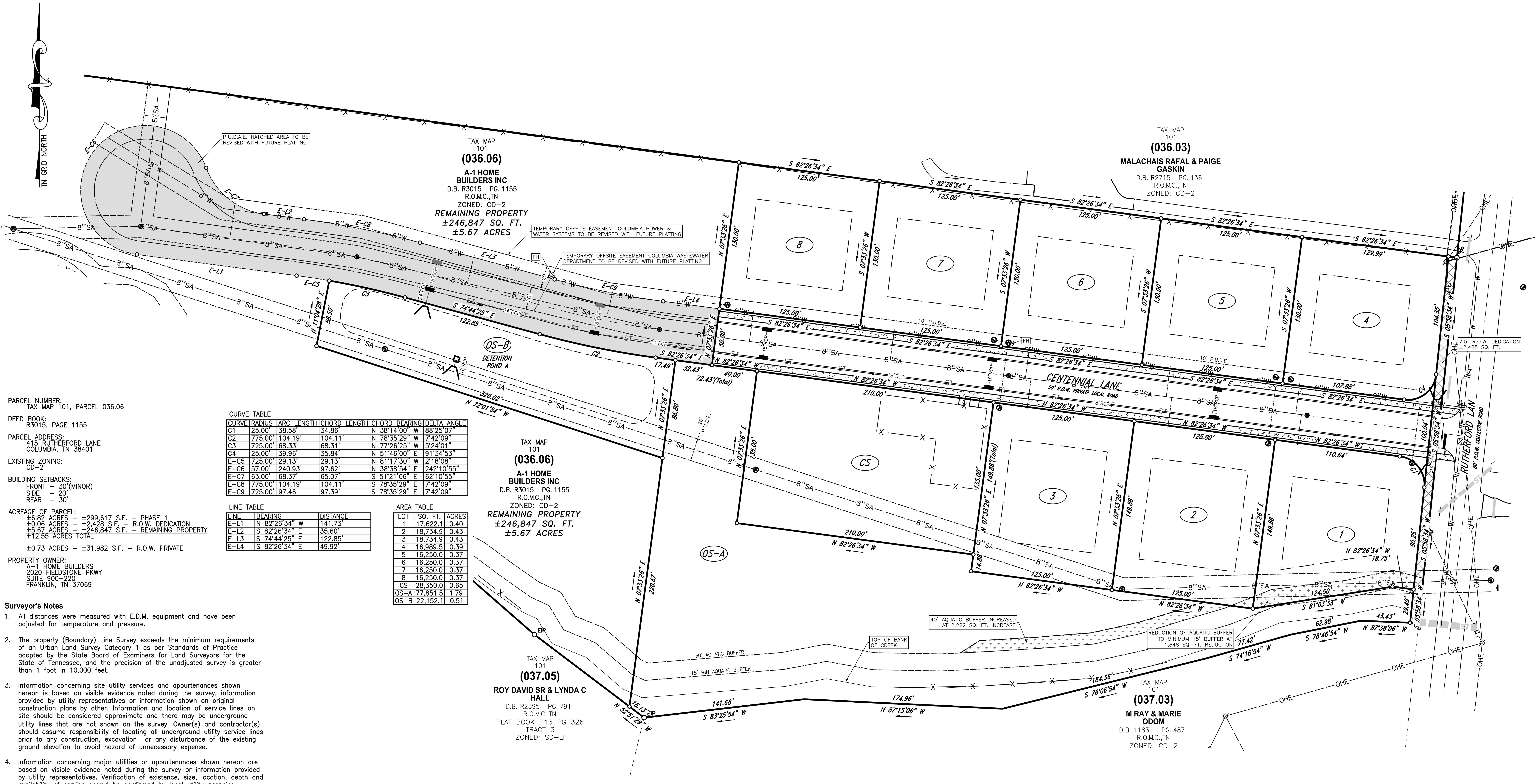
Move to find that there is insufficient information to make a decision, defer the application for continued review, and request that the applicant provide: [list additional

information] for review at the next regularly scheduled meeting of the Planning Commission.

Deny:

Move to find that the 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
WOODWARD ESTATES, PHASE 1
COLUMBIA, TN



PARCEL NUMBER:
TAX MAP 101, PARCEL 036.06

DEED BOOK:
R3015, PAGE 1155

PARCEL ADDRESS:
415 RUTHERFORD LANE
COLUMBIA, TN 38401

EXISTING ZONING:
CD-2

BUILDING SETBACKS:
FRONT – 30'(MINOR)
SIDE – 20'
REAR – 30'

ACREAGE OF PARCEL:
±6.82 ACRES – ±299,617 S.F. – PHASE 1
±0.06 ACRES – ±2,428 S.F. – R.O.W. DEDICATION
±5.67 ACRES – ±246,847 S.F. – REMAINING PROPERTY
±12.55 ACRES TOTAL

±0.73 ACRES – ±31,982 S.F. – R.O.W. PRIVATE

PROPERTY OWNER:
A-1 HOME BUILDERS
2020 FIELDSTONE PKWY
SUITE 900-220
FRANKLIN, TN 37069

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	25.00'	38.58'	34.86'	N 38°14'00" W	88°25'07"
C2	775.00'	104.19'	104.11'	N 78°35'29" W	7°42'09"
C3	725.00'	68.33'	68.31'	N 77°26'25" W	5°24'01"
C4	25.00'	39.96'	35.84'	N 51°46'00" E	91°34'53"
E-C5	725.00'	29.13'	29.13'	N 81°17'30" W	2°18'08"
E-C6	57.00'	240.93'	97.62'	N 38°38'54" E	242°10'55"
E-C7	63.00'	68.37'	65.07'	S 51°21'06" E	62°10'55"
E-C8	775.00'	104.19'	104.11'	S 78°35'29" E	7°42'09"
E-C9	725.00'	97.46'	97.39'	S 78°35'29" E	7°42'09"

LINE TABLE

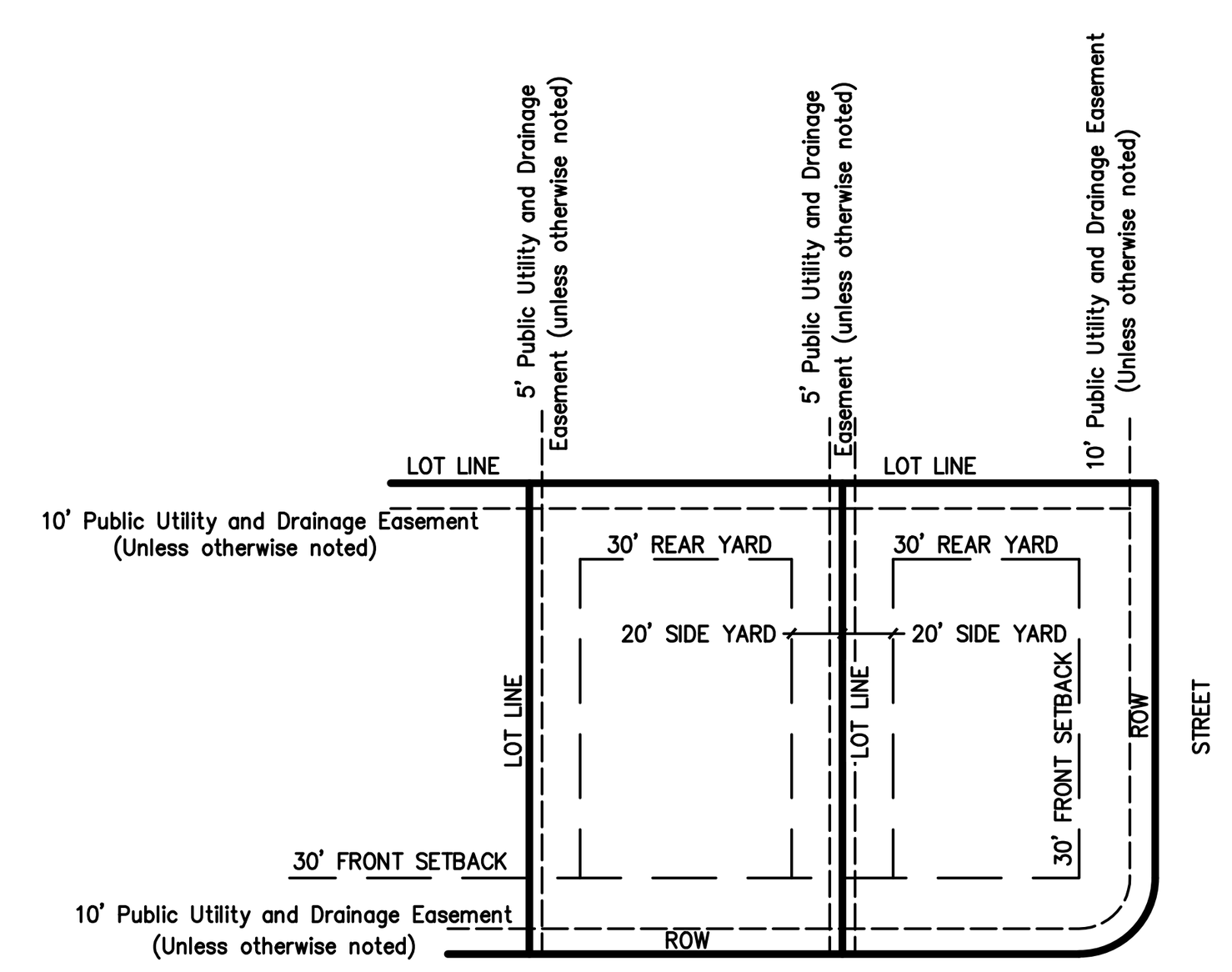
LINE	BEARING	DISTANCE
E-L1	N 82°26'34" W	141.73'
E-L2	S 82°26'34" E	35.60'
E-L3	S 74°44'25" E	122.85'
E-L4	S 82°26'34" E	49.92'

AREA TABLE

LOT	SQ. FT.	ACRES
1	17,622.1	0.40
2	18,734.9	0.43
3	18,734.9	0.43
4	16,989.5	0.39
5	16,250.0	0.37
6	16,250.0	0.37
7	16,250.0	0.37
8	16,250.0	0.37
CS	28,350.0	0.65
OS-A	77,851.5	1.79
OS-B	22,152.1	0.51

Surveyor's Notes

1. All distances were measured with E.D.M. equipment and have been adjusted for temperature and pressure.
2. The property (Boundary) Line Survey exceeds the minimum requirements of an Urban Land Survey Category 1 as per Standards of Practice adopted by the State Board of Examiners for Land Surveyors for the State of Tennessee, and the precision of the unadjusted survey is greater than 1 foot in 10,000 feet.
3. Information concerning site utility services and appurtenances shown hereon is based on visible evidence noted during the survey, information provided by utility representatives or information shown on original construction plans by other. Information and location of service lines on site should be considered approximate and there may be underground utility lines that are not shown on the survey. Owner(s) and contractor(s) should assume responsibility of locating all underground utility service lines prior to any construction, excavation or any disturbance of the existing ground elevation to avoid hazard of unnecessary expense.
4. Information concerning major utilities or appurtenances shown hereon are based on visible evidence noted during the survey or information provided by utility representatives. Verification of existence, size, location, depth and availability of service should be confirmed by local utility agencies.
5. The property shown hereon is located within the City of Columbia, Maury County, TN. All matters pertaining to construction, use location of improvements, signage, parking, noise, vibration, emissions, fire hazards, radiation, illumination, setback provisions, etc., are subject to the City of Columbia's Zoning Regulation as interpreted and regulated by the Department of Planning and Codes.
6. The area of the parcels as shown hereon.
7. This property currently identified as Tax Map No. 101, Parcel No. 036.06, Maury County. For designation shown thus ( ) indicates Parcel Numbers for said map.
8. Plat reference: N/A
9. Deed reference: Book R3015, Page 1155
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. 47119C0280E, dated April 16, 2007, and shown hereon graphically.
17. All public utility and drainage easements located on proposed lots are to be maintained by the individual property owner for said lot.
18. All property corners are ½" rebar with cap reading "WES 1987" unless otherwise noted.



SUBDIVISION
TYPICAL LOT LAYOUT
(NOT TO SCALE)

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

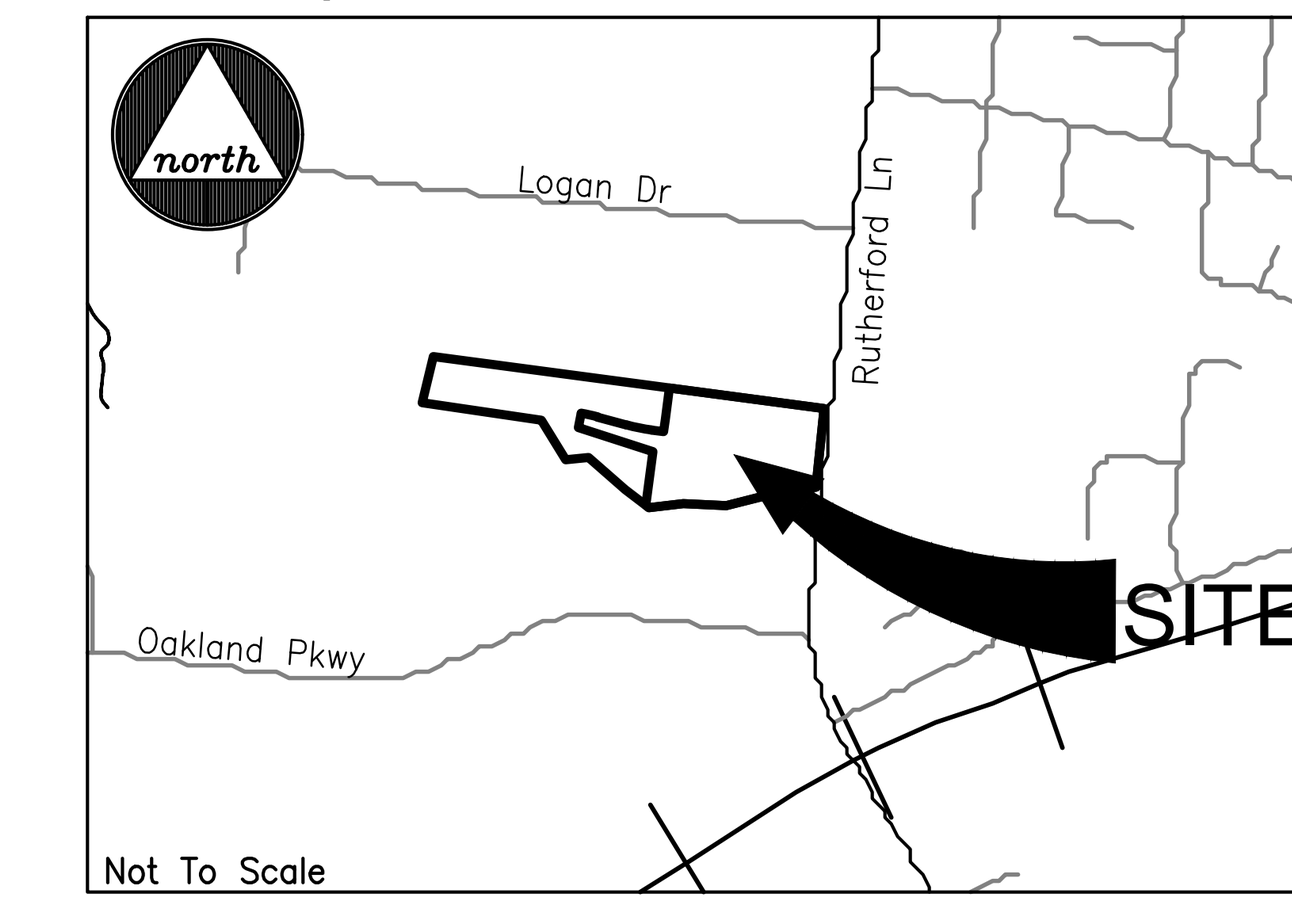
Legend

EIP Iron Rod/Pipe Found	Fire Hydrant	Area Drain	Gas Valve	Handicap Parking	Adjoining Property Line	Edge of Water
IPS Iron Rod Set	Water Meter	Cable Manhole	Light Pole	Bollard	Subject Property Line	Ditch / Creek Centerline
ECM Concrete Monument Existing	Water Valve	Electric Manhole	Power Pole	Water Spigot	Easement Line	Minor Contour Line
MAG Mag Nail	Water Reducer	Telephone Manhole	Telephone Pole	Mailbox	Building Setback Line	Index Contour Line
Fence Post	Post Indicator Valve	Water Manhole	Guy Pole	Evergreen Tree	Centerline	Gas Line
T-Post	Clean Out	Electric Meter	Power Pole	Deciduous Tree	Edge of Pavement	Sanitary Sewer Line
Bench Mark	Sanitary Sewer Manhole	Electric Riser	Guy Wire	Bush	Edge of Gravel	Water Line
Stake Found	Storm Sewer Manhole	Cable Riser	Flag Pole		Fence Line	Storm Sewer Line
	Curb Inlet	Telephone Riser	Sign		Landscape	Overhead Utility Line
	Catch Basin	Gas Meter	Parking Block		Woods / Tree line	Overhead Cable Line

Overhead Electric Line (OHE); Overhead Telephone Line (OHT); Underground Utility Line (UG); Underground Cable Line (UGC); Underground Electric Line (UGE); Underground Telephone Line (UGT); Forced Main Line (FM)

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.

Location Map



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

PURPOSE NOTE:
The purpose of this plat is to create 8 single family lots and dedicate right-of-way.

DRIVEWAY NOTE:
All driveways shall be constructed to contain gutter flow within the street and right-of-way, particularly lots that do not have a sidewalk.

STORMWATER MANAGEMENT AGREEMENT:
RECORDED:____________
DEED BOOK:____________ PAGE:____________

Client
A-1 HOME BUILDERS INC
2020 FIELDSTONE PKWY
SUITE 900-220
FRANKLIN, TN 37069

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 R3015, Page 1155, 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 ____________ A-1 HOME BUILDERS INC

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

I hereby certify that the streets, drainage, and utilities designated in Woodward Estates, Phase 1 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 Woodward Estates, Phase 1 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.

8/18/25 — Date
Allen B. O'Leary (signature) — Allen B. O'Leary
TN RLS #1987 — Number

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

Register of Deed Recording Stamp

REVISIONS	DATE
TECH REVIEW COMMENTS ADDRESSED	08-18-2025

Drawn: EB
Checked: AO
Approved: AO
Date: 07-21-2025

Job. no. 24538
Scale: Vertical: ____ Horizontal: 1" = 50'

1 of 1

FILE: J:\WES_Engineers_Surveyors 2024\24538 – Rutherford Lane Brandon Roberts – A1 Builders\Dwg\Survey\02 – Final Plat\24538 – Final Plat – Phase 1.dwg

DOCUMENT PREPARED BY:
Name: Gerald W. Vick, PE
Company: WES Engineers & Surveyors
Address: 2486 Nashville Hwy
Columbia, TN 38401

After recording return copy to City of Columbia, Development Services

INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES

Map & Parcel Number: Map 101, Parcel 36.03 & 36.06
Project Name: Woodward Estates

Recorded by deed in the Register of Deeds Office of Maury County in Deed Book R2913, Page(s) 479.

THIS AGREEMENT, made this 18th day of August, 2025, by and between KLF Investments, 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 Steven Cane Tucker

Title Superintendent

Signature Steven Cane Tucker

Owner KLF Investments, LLC

Address 2020 Fieldstone Parkway

City, State ZIP Franklin, TN 37069

STATE OF Tennessee
COUNTY OF Maury

Before me, Erik Bakke of the state and county mentioned, personally appeared Steven Cane Tucker, 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 18th day of August, 20 25.

ERIK BAKKE
STATE OF TENNESSEE NOTARY PUBLIC
MAURY COUNTY

Notary Public

My Commission Expires: 9-22-2022

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 for:

Project: Woodward Estates, Rutherford Lane, Columbia, TN

SITE INFORMATION	
Property Owner:	A1 Home Builders 2020 Fieldstone Parkway Franklin, TN 37069
Person of Contact:	Brandon Robertson 2020 Fieldstone Parkway Franklin, TN 37069 (770) 231-9917

SYSTEM DESCRIPTION

The site consists of a series of surface open channel stormwater conveyances and subsurface storm drainage network. The surface conveyances collect and re-direct stormwater runoff to a drainage network that directs the water to the detention facilities. Once collected and detained, the stormwater is then discharged into a surface network at a discharge rate less than pre-development rate. This network carries the runoff off-site to the south to Rutherford Creek.

1. The initial system includes a series of drainage swales (paved and unpaved) to route the surface runoff to a storm drain system. This storm drain system then carries the runoff to the proposed dry detention facility.
2. This dry detention facility reduces runoff through the 100-year storm event and releases the 2-year, 5-year, 10-year, 25-year, 50-year, and 100-year post development storms at a reduced discharge rate. This dry detention facility is designed with sediment storage and includes an emergency overflow and access points for maintenance.

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 & 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.

Plan Revisions:

This plan shall be updated as necessary to ensure that the discharge requirements of the City of Columbia required at the time of this document are being met. Revisions to this plan are to be recorded in the table below and retained on site for future reference:

Maintenance Action Revised	Date Complete

MAINTENANCE PROCEDURES

1. STORMWATER DRY DETENTION FACILITY

    - The outlet structure shall be checked regularly for clogging and shall be cleaned and repaired as necessary. Initial six-months of operation will require inspection on a monthly basis and then at a regular sequence not less frequently than quarterly as determined. Inspect after each large rain event.
    - Inspect detention facility once each quarter for sedimentation build-up and clean the facility of accumulated debris. The banks of surface basins should be inspected for erosion and damaged areas repaired. Remove nuisance wetland species and take appropriate measures to control mosquitoes.
    - Surface detention facilities shall be trimmed or harvested as appropriate, grassy areas frequently mowed. Maintain grass in surface features to prevent grass from exceeding 6-inches in height.
    - 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 & Conservation (TDEC) requires special disposal procedures. If there is any uncertainty about possible contaminants, then consult TDEC for disposal recommendations. The TDEC Division of Water Pollution Control can be contacted at (931) 380-3371.
    - Some sediment collected may be innocuous (free of pollutants) and may be used as fill material for erosion repair.

2. SWALE MAINTENANCE

    - Swales should be checked annually for signs of erosion, vegetation loss, and channelization of the flow.
    - The grass should be mowed before it reaches a height of 8-inches and should be cut no shorter than 3-inches. Clippings should be bagged and removed.
    - Mow grass covered swales regularly to promote growth and pollutant uptake. Cuttings should be bagged and removed or mulched.
    - Remove sediment by hand in swales using 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.
    - Roto-till or cultivate the surface of sand/soil beds of dry swales if the swale does not draw down within 48 hours of rainfall event.

3. STORM PIPE & INLET DRAINS

    - Storm structures and drainage pipe will be inspected & cleaned annually.
    - Outlet Structures (on and off site) will be inspected and cleaned annually.
    - Inspect and clean Catch Basin Inserts following Manufacture Recommendations.

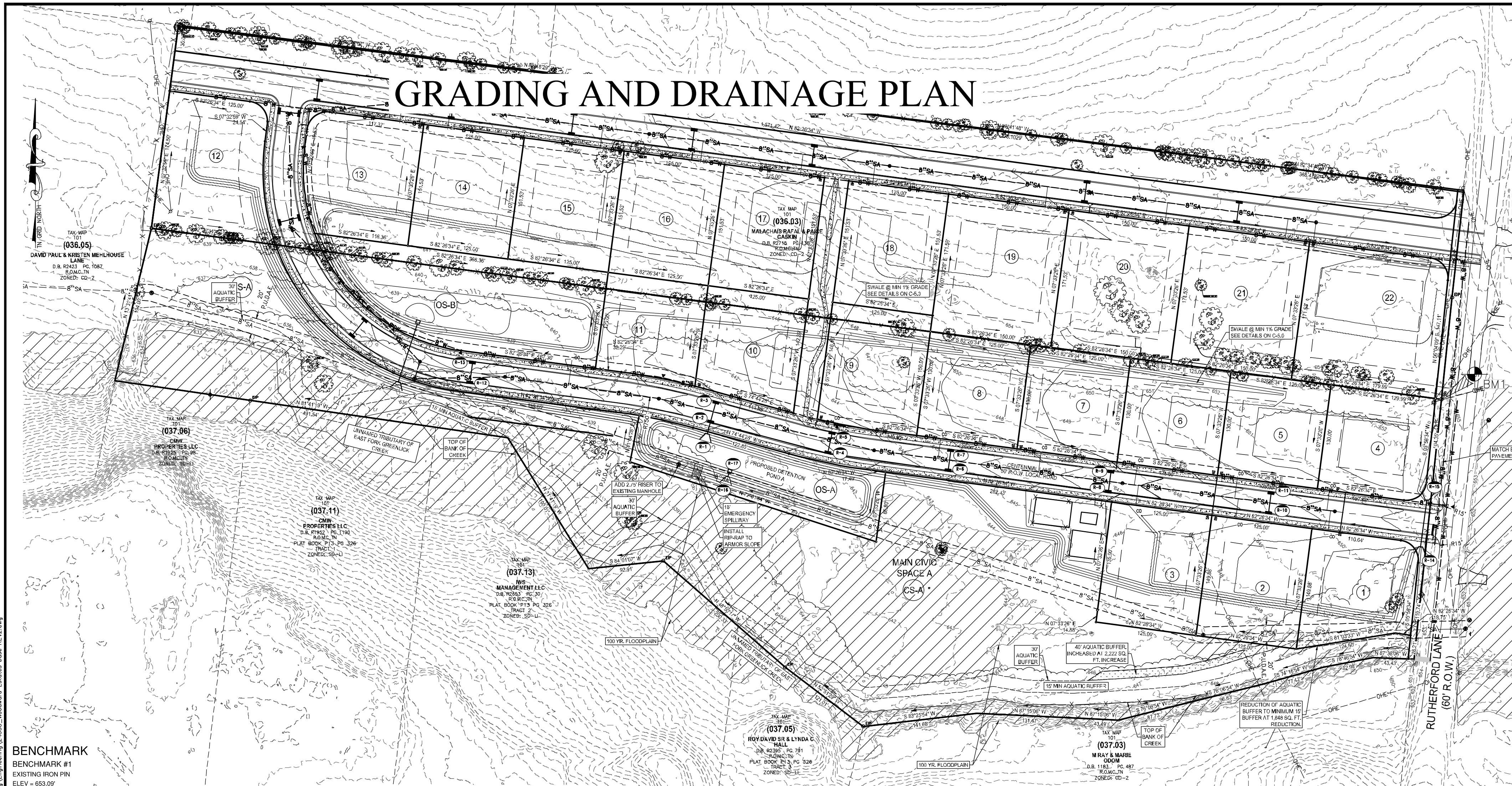
Stormwater Management Inspection / Maintenance Form

To be completed and kept on site

Project Name: _____
Project Location: _____
Owner / Legal Entity: _____
Telephone: _____
E-Mail: _____

DATE	ITEM INSPECTED	INSPECTOR (Please Print)	OBSERVATIONS & REMARKS

GRADING AND DRAINAGE PLAN



BENCHMARK

BENCHMARK #1
EXISTING IRON PIN
ELEV = 653.09'
N = 464,273.03
E = 1,639,646.59
TENNESSEE COORDINATE SYSTEM OF 1983
NAVD88

WARNING! UTILITY LINES!

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

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

LEGEND

	EXISTING	PROPOSED
WATER MAIN		W
SANITARY SEWER	8"SA	8"SA
STORM SEWER	15"ST	18"ST
OVERHEAD		
FENCE	X	X
GAS		
DRAINAGE DITCH		
TREE PROTECTION FENCE		TP
SIGN		
UTILITY POLE		
IRON PIN SET		
EXISTING IRON PIN	EIP	
CONCRETE MONUMENT		
DECIDUOUS TREE		
GATE VALVE IN BOX		
LIGHT POLE		
BENCHMARK	BM 1	
TREE LINE		
STORM STRUCTURE LABEL		R-1
ASPHALT		
CONCRETE		
# PARKING SPACES		14

GENERAL GRADING AND DRAINAGE NOTES

1. ALL GRADING AND DRAINAGE WORK AS SHOWN ON THIS PLAN SHALL BE DONE IN STRICT ACCORDANCE WITH THE REQUIREMENTS AND SPECIFICATIONS OF THE LOCAL ENGINEERING DEPARTMENT.
2. THE NECESSARY PERMITS FOR THE WORK SHOWN ON THESE SITE DEVELOPMENT PLANS WILL BE OBTAINED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORK ON THIS PROJECT. THE CONTRACTOR SHALL GIVE ALL NECESSARY NOTICES, OBTAIN ALL PERMITS AND PAY ALL FEES INVOLVED IN SECURING SAID PERMITS. THE CONTRACTOR SHALL ALSO COMPLY WITH ALL LOCAL AND STATE BUILDING CODES, ORDINANCES AND REGULATIONS RELATING TO THE CONSTRUCTION OF THE ITEMS SHOWN ON THESE PLANS.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO AVOID DAMAGE TO ALL EXISTING UTILITIES TO REMAIN DURING CONSTRUCTION. IF DAMAGE DOES OCCUR TO ANY SUCH EXISTING INSTALLATIONS, FULL REPAIR SHALL BE AT THE EXPENSE OF THE CONTRACTOR AND SHALL BE ACCOMPLISHED AS PER THE CURRENT SPECIFICATIONS FOR SUCH WORK FOR THE RESPONSIBLE AGENCY.
4. THE LOCATION OF EXISTING PIPING AND UNDERGROUND UTILITIES (I.E., WATER AND GAS LINES, ELECTRICAL AND TELEPHONE CONDUITS, ETC.) AS SHOWN ON THIS PORTION OF THE PLANS HAVE BEEN DETERMINED FROM THE BEST INFORMATION FROM ACTUAL SURVEYS, OR TAKEN FROM THE RECORDS AND DRAWINGS OF THE EXISTING UTILITIES. HOWEVER, THE CIVIL ENGINEER DOES NOT ASSUME RESPONSIBILITY THAT, DURING CONSTRUCTION, THE POSSIBILITY OF UTILITIES OTHER THAN THOSE SHOWN MAY BE ENCOUNTERED OR THAT THE ACTUAL LOCATIONS OF UTILITIES SHOWN MAY VARY SOMEWHAT FROM THE LOCATIONS DESIGNATED ON THIS PORTION OF THE PLANS. IN AREAS WHERE IT IS NECESSARY THAT THE EXACT LOCATIONS OF UNDERGROUND UTILITIES BE KNOWN, THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, FURNISH ALL LABOR AND TOOLS TO EITHER VERIFY AND SUBSTANTIATE OR DEFINITELY ESTABLISH THE LOCATION OF THE UTILITIES.
5. ALL DELETERIOUS MATERIAL SHALL BE REMOVED AND DISPOSED OF OFF-SITE BY THE CONTRACTOR AS PER THE INSPECTION AND FINAL APPROVAL OF THE ENGINEER AND OWNER. ALL FILL MATERIAL TO BE USED FOR SITE GRADING SHALL BE AN INORGANIC SOIL, FREE OF DEBRIS AND APPROVED BY THE ENGINEER AND OWNER.
6. THE PLACING AND SPREADING OF ANY FILL MATERIAL IS TO BE STARTED AT THE LOWEST POINT AND BROUGHT UP IN HORIZONTAL LAYERS OF 8-INCH THICKNESS. SAID FILL MATERIAL IS TO BE SOIL AND ROCK ONLY, FREE OF SOD, ROOTS, FROZEN SOILS, OR ANY OTHER DECOMPOSABLE MATERIAL. THE RELATIVE COMPACTION OF EACH LAYER SHALL NOT BE LESS THAN 95% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D-698) IN ALL AREAS OF FILL, AND COMPACTION OF 98% OF SAME SPECIFICATION FOR MATERIALS USED IN THE UPPER 12 INCHES BENEATH PAVEMENT AND GRADE SLABS.
7. THE CONTRACTOR IS TO CHECK AND VERIFY ALL MEASUREMENTS, LEVELS, ETC., BEFORE ORDERING MATERIALS AND PROCEEDING WITH WORK, AND IS RESPONSIBLE FOR THE SAME.
8. CONTRACTOR IS RESPONSIBLE FOR SECURING WRITTEN APPROVAL FROM ADJOINING PROPERTY OWNER FOR OFF-SITE GRADING WORK THAT RESULTS FROM CONSTRUCTION ACTIVITIES.

BERM CONSTRUCTION NOTES

1. AREAS UNDER THE EMBANKMENT OR ANY STRUCTURAL WORKS RELATED TO THE BASIN SHALL BE CLEARED, GRUBBED, AND STRIPPED OF TOPSOIL, TREES, VEGETATION, ROOTS, OR OTHER OBJECTIONABLE MATERIAL. IN ORDER TO FACILITATE CLEANOUT AND RESTORATION, THE AREA OF MOST FREQUENT INUNDATION (MEASURED FROM THE TOP OF THE PRINCIPAL SPILLWAY) WILL BE CLEARED OF ALL BRUSH AND TREES.
2. THE PLACING AND SPREADING OF EMBANKMENT MATERIALS IS TO BE STARTED AT THE LOWEST POINT AND BROUGHT UP IN HORIZONTAL LAYERS OF 8" THICKNESS. SAID MATERIAL IS TO BE FREE OF SOD, ROOTS, FROZEN SOIL, OR ANY OTHER DECOMPOSABLE MATERIAL. THE RELATIVE COMPACTION OF EACH LAYER SHALL NOT BE LESS THAN 95% OF STANDARD PROCTOR TEST IN ALL AREAS.
3. FOR EARTH-FILL EMBANKMENTS, A CUTOFF TRENCH SHALL BE EXCAVATED ALONG THE CENTERLINE OF THE BERM. THE TRENCH MUST EXTEND AT LEAST 1 FOOT INTO A STABLE, IMPERVIOUS LAYER OF SOIL AND HAVE A MINIMUM DEPTH OF TWO FEET. THE CUTOFF TRENCH SHALL EXTEND UP BOTH ABUTMENTS TO THE RISER CREST ELEVATION. THE MINIMUM BOTTOM WIDTH SHALL BE FOUR FEET, BUT ALSO MUST BE WIDE ENOUGH TO PERMIT OPERATION OF COMPACTION EQUIPMENT. THE SIDE SLOPES SHALL BE NO STEEPER THAN 1:1. COMPACTION REQUIREMENTS SHALL BE THE SAME ASTHOSE FOR THE EMBANKMENT. THE TRENCH SHALL BE DRY DURING THE BACKFILLING AND COMPACTION OPERATIONS.
4. THE EMBANKMENT SHALL BE CONSTRUCTED TO AN ELEVATION 10 PERCENT HIGHER THAN THE DESIGN HEIGHT TO ALLOW FOR SETTLEMENT IF COMPACTION IS OBTAINED WITH HAULING EQUIPMENT. IF COMPACTORS ARE USED FOR COMPACTION, THE OVERBUILD MAY BE REDUCED TO NOT LESS THAN 5 PERCENT.
5. THE EMBANKMENT OF THE DETENTION POND SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT VEGETATION IMMEDIATELY AFTER INSTALLATION OF THE BASIN.
6. ALL STATE AND LOCAL REQUIREMENTS SHALL BE MET CONCERNING FENCING AND SIGNS WARNING THE PUBLIC OF THE HAZARDS OF SOFT, SATURATED SEDIMENT AND FLOOD WATERS.

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

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.

GEOTECHNICAL NOTE:

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

SITE BENCHMARK NOTE:

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

BOUNDARY & TOPOGRAPHIC SURVEY PROVIDED BY:

W.E.S. ENGINEERS AND SURVEYORS
2486 NASHVILLE HWY
COLUMBIA, TENNESSEE 38401
(931) 388-2329

FLOOD STUDY NOTE:

SUBJECT PROPERTY IS NOT LOCATED WITHIN A FLOOD HAZARD AREA AS PER FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAPS (FIRM's) MAP NUMBER 47119C0280E DATED APRIL 16, 2007.

GERALD W. WICK, REGISTERED ENGINEER, No. 107415, STATE OF TENNESSEE

gerald@wesengineers.com

RELEASED FOR CONSTRUCTION WITH MUNICIPAL APPROVAL

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

Client:
KLF INVESTMENTS LLC
2000 MALLORY LANE #130-83
FRANKLIN, TN 37067

REVISIONS	DATE

WOODWARD ESTATES
RUTHERFORD LANE
COLUMBIA, MAURY COUNTY, TENNESSEE
GRADING AND DRAINAGE PLAN

Drawn: JG
Checked: JG
Approved: GV
Date: 8/18/2025

Job. no. 24538
Scale: Horizontal: 1"=60' Vertical:

C-2.0

FILE: J:\WES_Engineers_Surveyors 2024\24538 - Rutherford Lane Brandon Roberts - A1 Builders\Dwg\Engineering\24538_Woodward Estates base REV2.dwg

August 18, 2025

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

RE: Project Name: Woodward Estates, Phase 1, Final Plat
City of Columbia Staff Review Re-Submittal

On behalf of A-1 Home Builders Inc, the owner of these 8 proposed single family lots, **WES Engineers & Surveyors** would like to resubmit this Final Plat to the City of Columbia for Planning Commission approval. Comments are addressed below in red.

Engineering

1. Provide surety in the amount of $130,000 prior to resubmittal date. Noted.
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. Stormwater Maintenance Agreement has been submitted for signatures to record and will be referenced.
5. Install street signage (stop, street names) prior to resubmittal date. The developer has coordinated the installation of street signage.

Planning

6. Provide clarification on playground area and amenities. There has been a slight change from approved Preliminary Plat in outline of playground area. The bounding line around the playground is to represent the fence.
7. Provide temporary turn-around for stub out at end of phase line. The cul-de-sac within the hatched P.U.D.A.E. is the provided turnaround.
8. 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. Austin Brass will be the case planner for this item. All communication can be sent to abrass@columbiatn.gov. Noted.

Maury County Highway Dept.

9. No comment. Noted.

City Attorney

10. No comment provided. Noted.

Police

11. No comment provided. Noted.

Building

12. No comment. Noted.

Wastewater

13. Plat signature is subject to CCTV, testing, as-builts and visual inspection. Noted.
14. Building permits are subject to maintenance LOC submittal. Noted.

Maury County Schools

15. 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.

ATT

16. ATT to serve. Noted.

Duck River Electric Membership Corp

17. No comment. Noted.

Maury County E911

18. Any new addresses or street names go to our website at Maury911.org. Noted.

Fire

19. No comments. Noted.

Columbia Water

20. Show water service lines and meter boxes on plat. Information has been added.

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

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

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

Public Works

21. No comment. Noted.

Columbia Power

22. 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. Noted.

Atmos Energy

23. No comment 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, August 12, 2025

ITEM NO.
25-0276

DESCRIPTION: Woodward Estates_Phase 1

COMMENTS:

Engineering

1. Provide surety in the amount of $130,000 prior to resubmittal date.
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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

Planning

6. Provide clarification on playground area and amenities. There has been a slight change from approved Preliminary Plat in outline of playground area.
7. Provide temporary turn-around for stub out at end of phase line.
8. 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. Austin Brass will be the case planner for this item. All communication can be sent to abrass@columbiatn.gov

Maury County Highway Dept.

9. No comment.

City Attorney

10. No comment provided.

CITY OF COLUMBIA TENNESSEE

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

Police

11. No comment provided.

Building

12. No comment.

Wastewater

13. Plat signature is subject to CCTV, testing, as-builts and visual inspection.
14. Building permits are subject to maintenance LOC submittal.

Maury County Schools

15. 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.

ATT

16. ATT to serve.

Duck River Electric Membership Corp

17. No comment.

Maury County E911

18. Any new addresses or street names go to our website at Maury911.org.

Fire

19. No comments

Columbia Water

20. Show water service lines and meter boxes on plat.

    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.

Public Works

21. No comment.

Columbia Power

22. 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.

Atmos Energy

23. No comment provided.

CITY OF
COLUMBIA
TENNESSEE

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

Resubmittal Guidelines

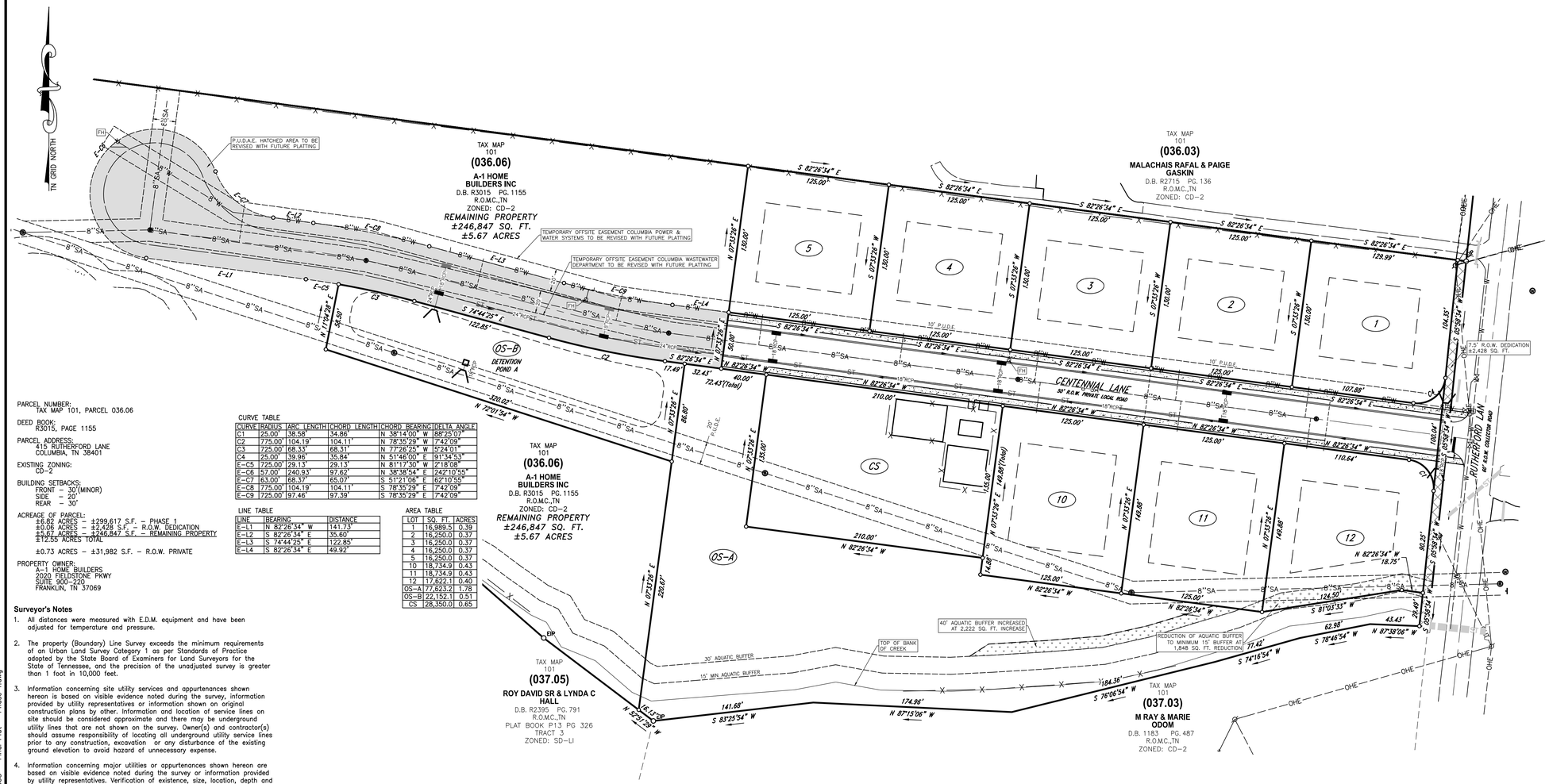
Please provide a comment response letter as well as digital copies of revised plans and supporting documentation. Submit all required documents electronically through the online portal: columbia.onlama.com. If the files are oversized, please provide a file sharing link.

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.



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PARCEL NUMBER:
TAX MAP 101, PARCEL 036.06

DEED BOOK:
R3015, PAGE 1155

PARCEL ADDRESS:
415 RUTHERFORD LANE
COLUMBIA, TN 38401

EXISTING ZONING:
CD-2

BUILDING SETBACKS:
FRONT – 30'(MINOR)
SIDE – 20'
REAR – 30'

ACREAGE OF PARCEL:
±6.62 ACRES – ±299,617 S.F. – PHASE 1
±0.06 ACRES – ±2,428 S.F. – R.O.W. DEDICATION
±5.67 ACRES – ±246,847 S.F. – REMAINING PROPERTY
±12.55 ACRES TOTAL

±0.73 ACRES – ±31,982 S.F. – R.O.W. PRIVATE

PROPERTY OWNER:
A-1 HOME BUILDERS
2020 FIELDSTONE PKWY
SUITE 900-220
FRANKLIN, TN 37069

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	125.00'	38.58'	34.86'	N 38°14'00" W	88°25'03"
C2	775.00'	104.19'	104.11'	N 78°35'29" W	7°42'09"
C3	725.00'	68.33'	68.31'	N 77°26'25" W	5°24'01"
C4	25.00'	39.36'	35.84'	N 51°46'00" E	91°34'53"
E-C5	725.00'	29.13'	29.13'	N 81°17'30" W	2°18'08"
E-C6	57.00'	240.93'	97.62'	N 38°38'54" E	242°10'55"
E-C7	63.00'	68.37'	65.07'	S 51°21'06" E	62°10'55"
E-C8	775.00'	104.19'	104.11'	S 78°35'29" E	7°42'09"
E-C9	725.00'	97.46'	97.39'	S 78°35'29" E	7°42'09"

LINE TABLE

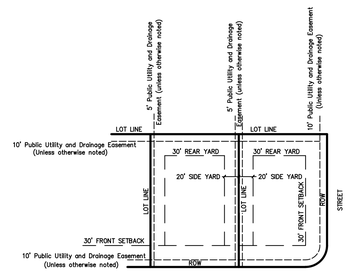
LINE	BEARING	DISTANCE
E-L1	N 82°26'34" W	141.73'
E-L2	S 82°26'34" E	35.60'
E-L3	S 74°44'25" E	122.85'
E-L4	S 82°26'34" E	49.92'

AREA TABLE

LOT	SQ. FT.	ACRES
1	16,989.5	0.39
2	16,250.0	0.37
3	16,250.0	0.37
4	16,250.0	0.37
5	16,250.0	0.37
10	18,734.9	0.43
11	18,734.9	0.43
12	17,622.1	0.40
OS-A	177,623.2	1.78
OS-B	22,152.1	0.51
CS	28,350.0	0.65

Surveyor's Notes

1. All distances were measured with E.D.M. equipment and have been adjusted for temperature and pressure.
2. The property (Boundary) Line Survey exceeds the minimum requirements of an Urban Land Survey Category 1 as per Standards of Practice adopted by the State Board of Examiners for Land Surveyors for the State of Tennessee, and the precision of the unadjusted survey is greater than 1 foot in 10,000 feet.
3. Information concerning site utility services and appurtenances shown hereon is based on visible evidence noted during the survey, information provided by utility representatives or information shown on original construction plans by other. Information and location of service lines on site should be considered approximate and there may be underground utility lines that are not shown on the survey. Owner(s) and contractor(s) should assume responsibility of locating all underground utility service lines prior to any construction, excavation or any disturbance of the existing ground elevation to avoid hazard of unnecessary expense.
4. Information concerning major utilities or appurtenances shown hereon are based on visible evidence noted during the survey or information provided by utility representatives. Verification of existence, size, location, depth and availability of service should be confirmed by local utility agencies.
5. The property shown hereon is located within the City of Columbia, Maury County, TN. All matters pertaining to construction, use location of improvements, signage, parking, noise, vibration, emissions, fire hazards, radiation, illumination, setback provisions, etc., are subject to the City of Columbia's Zoning Regulation as interpreted and regulated by the Department of Planning and Codes.
6. The area of the parcels as shown hereon.
7. This property currently identified as Tax Map No. 101, Parcel No. 036.06, Maury County. For designation shown thus ( ) indicates Parcel Numbers for said map.
8. Plat reference: N/A
9. Deed reference: Book R3015, Page 1155
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. 47119C0280E, dated April 16, 2007, and shown hereon graphically.
17. All public utility and drainage easements located on proposed lots are to be maintained by the individual property owner for said lot.
18. All property corners are ½" rebar with cap reading "WES 1987" unless otherwise noted.



SUBDIVISION
TYPICAL LOT LAYOUT
(NOT TO SCALE)

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

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

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.

PURPOSE NOTE:
The purpose of this plat is to create 8 single family lots and dedicate right-of-way.

DRIVEWAY NOTE:
All driveways shall be constructed to contain gutter flow within the street and right-of-way, particularly lots that do not have a sidewalk.

STORMWATER MANAGEMENT AGREEMENT:
RECORDED: _____
DEED BOOK: _____ PAGE: _____

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 R3015, Page 1155, 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 — A-1 HOME BUILDERS INC

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

I hereby certify that the streets, drainage, and utilities designated in Woodward Estates, Phase 1 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 Woodward Estates, Phase 1 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

ALLEN B. O'LEARY, REGISTERED LAND SURVEYOR, STATE OF TENNESSEE, NO. 1987

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
A-1 HOME BUILDERS INC
2020 FIELDSTONE PKWY
SUITE 900-220
FRANKLIN, TN 37069

FINAL PLAT
WOODWARD ESTATES, PHASE 1
COLUMBIA, TN

REVISIONS	DATE

Drawn: EB
Checked: AO
Approved: AO
Date: 07-21-2025

Job. no. 24538
Scale: Vertical: Horizontal: 1" = 50'

1 of 1

FILE: J:\ WES_Engineers_Surveyors 2024\24538 - Rutherford Lane Brandon Roberts - A1 Builders\Dwg\Survey\02 - Final Plat\24538 - Final Plat - Phase 1.dwg

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

_____, 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.

Woodward Estates
PROJECT

Completed by the Developer	*Completed by the City*
A-1 Home Builders DEVELOPER NAME	
Brandon Robertson AUTHORIZED AGENT NAME	 CITY ENGINEER
 SIGNATURE	 SIGNATURE
7/17/25 DATE	 DATE
2020 Hillsboro Pkwy STREET	
Franklin TN 37069 CITY, STATE, ZIP	
(770) 231-9917 PHONE	
Brandon Robertson EMAIL	
Attest	*Attest*
Abigail Robertson ATTEST NAME	 ATTEST NAME
 ATTEST SIGNATURE	 ATTEST SIGNATURE
7/17/25 DATE	 DATE

July 21, 2025

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

RE: **Project Name: Woodward Estates, Phase 1, Final Plat**
City of Columbia Staff Review Submittal

On behalf of A-1 Home Builders Inc, the owner of these 8 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

CITY OF COLUMBIA
TENNESSEE

WASTEWATER DEPARTMENT

4 September 2025

Sophia Close
Kimley-Horn on behalf of CPS
4031 Aspen Grove Drive, Suite 200
Franklin, TN 37211

RE: Intersection of Taylor Bend and River Road: 090 007.12, Columbia, TN 38401; 94 units

Sophia,

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

Melissa Sanders

From: Charles Rush
Sent: Tuesday, September 2, 2025 7:38 AM
To: Michael Schmidlen
Cc: Chaz Molder; Melissa Sanders
Subject: RE: Tax Map 90, Parcel 7.12 River Road and Taylor Bend (Waters Edge Project)

Good morning Michael,

I will have this email put in the case folder as public feedback.

Thanks,

Charles

From: Michael Schmidlen <michael@advanceddatacomm.com>
Sent: Friday, August 29, 2025 6:39 PM
To: Charles Rush <CRush@Columbiatn.gov>
Cc: Chaz Molder <CMolder@Columbiatn.gov>
Subject: [Caution External Email] - Tax Map 90, Parcel 7.12 River Road and Taylor Bend (Waters Edge Project)
Importance: High

Mr. Charles Rush,

We received your certified letter today (8/29/25) regarding the upcoming 9/10/25 Preliminary PUD Master Plan meeting regarding the above referenced parcel. We have personally attended numerous community meetings hosted by Greg Gamble and Cliff Smith regarding this project, and we'd like to share that they have continuously communicated with us and addressed any legitimate concerns that were raised and offered to put their commitments in writing. They have communicated with us during this entire process, and always in a professional and forthright fashion.

I'd like to mention that contrary to what you may have heard, or been lead to believe, there is NOT a concerted effort to oppose this project from either our current HOA, which is still controlled by Meritage Homes and currently serviced/managed by Gertner & Company. There is a small but vocal group of people who have represented themselves as representing the community, they don't have ANY authority to speak on our collective behalf and have not been either elected or appointed to do so.

There are an equal number of people in the community who are NOT opposed to this project moving forward with the "sister" project across the street from it, that was already approved about a year ago. I am one of those people and I live right across the street from the proposed main entrance to the new community.

We will not be able to attend this meeting as we have previous commitments but are expressing our personal support via this e-mail.

Regards,

Michael & Valerie Schmidlen
320 Seaton Way

Columbia, TN 38401
303-725-6599

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

PRE-APP: APRIL 23, 2025
INITIAL SUBMITTAL: MAY 19, 2025
RESUBMITTAL: JUNE 16, 2025
STAFF COMMENTS: AUGUST 18, 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

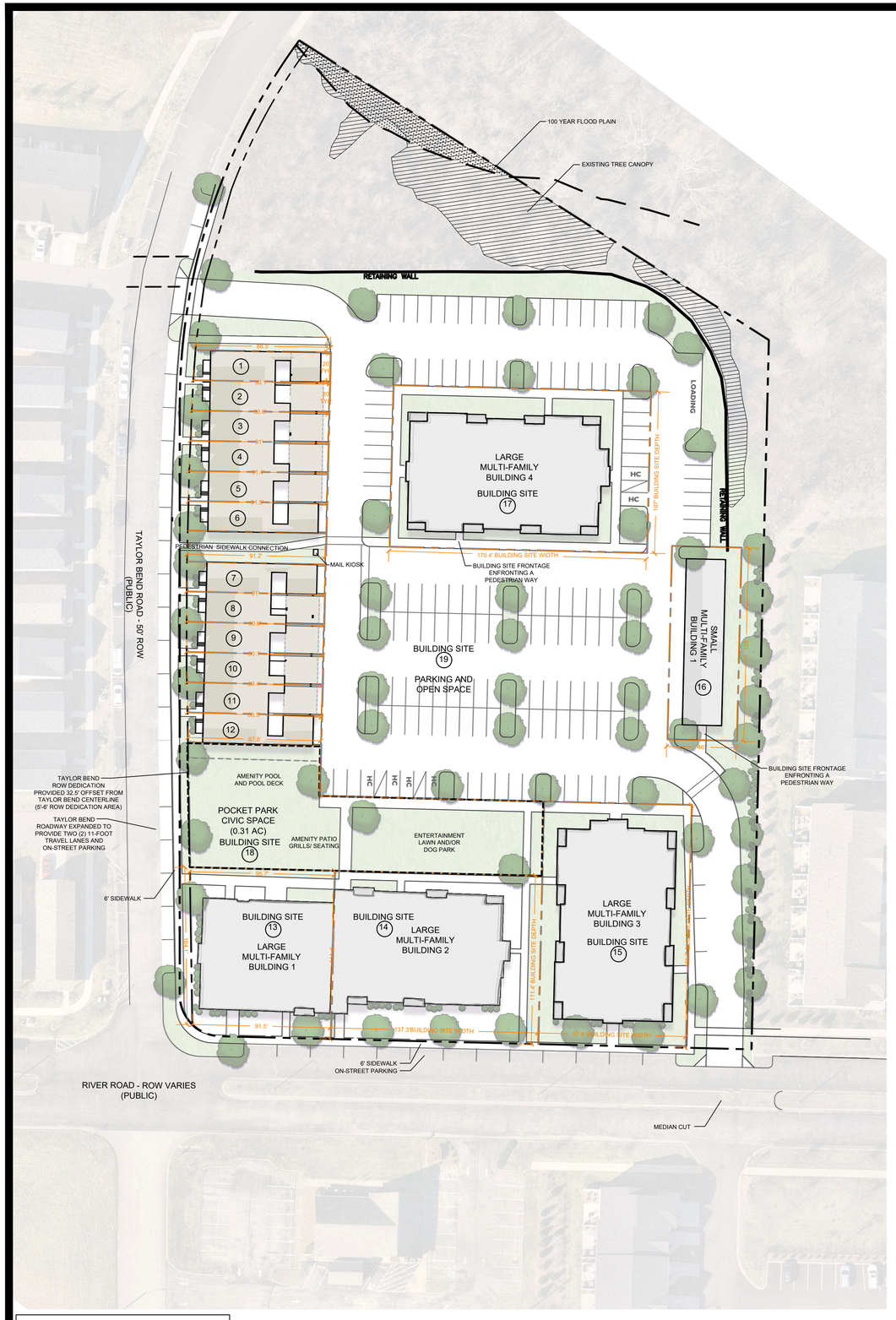
WILLIAM GRAY HARRISON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 127915
STATE OF TENNESSEE
08/18/2025

Date: AUGUST 18, 2025

Revision Date
△
△
△

OVERALL EXISTING CONDITIONS

C1.0



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	20 LF	20 LF; 100%
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	20 LF	20 LF; 100%
7	TOWNHOME	20 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	20 LF	20 LF; 100%
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
PREVIOUS PUD MASTER PLAN: 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. THE PREVIOUS PUD HAD 135 MULTI-FAMILY UNITS. THIS PUD REQUESTS 94 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 SURROUNDING AREA, THE PROPOSED PUD MASTER PLAN COMPLIES WITH THE PUD-MU REQUIREMENTS. .

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. AS SUCH, THIS PARCEL IS EXEMPT FROM SOME TYPICAL PUD-MU CRITERIA: DENSITY, BLOCK SIZE, AND CERTAIN CIVIC SPACE REQUIREMENTS.

TOTAL DWELLING UNITS: 94 UNITS
TOTAL DENSITY: 18.8 DUA

BUILDING BREAKDOWN:

TOTAL MULTI-FAMILY UNITS: 82 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.

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.

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

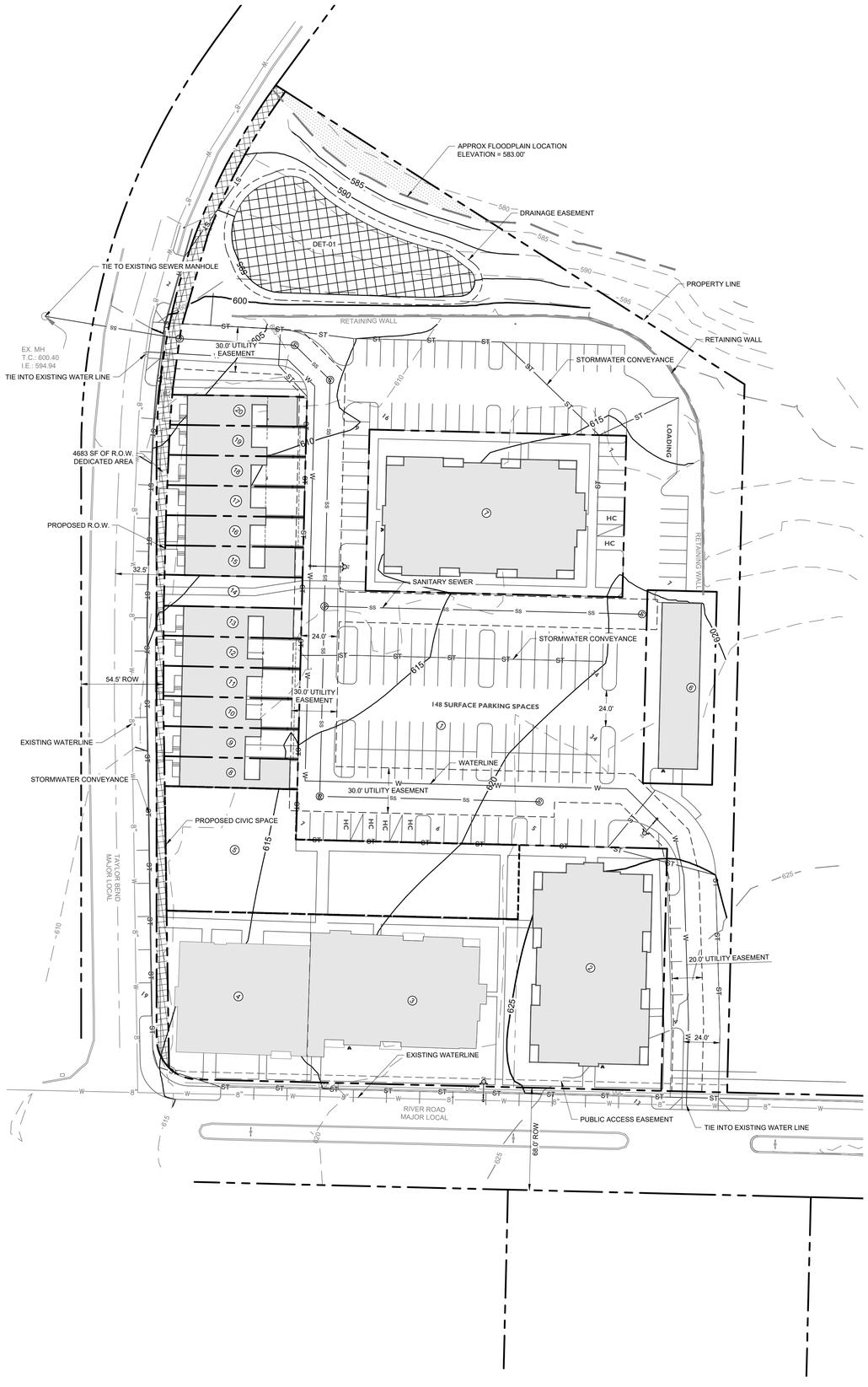
WATERS EDGE
PRELIMINARY PUD DEVELOPMENT PLAN
RIVER ROAD & TAYLOR BEND RD, COLUMBIA TN

DRAKE A. REEDER REGISTERED LANDSCAPE ARCHITECT TENNESSEE NO. 329

Date: MAY 29, 2025

Revision Date
1. 6.16.2025 - staff comment
2. 8.18.2025 - staff comment
3.

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	111133.28
2	15717.92
3	15298.24
4	10372.75
6	7808.00
7	15729.00
8	1750.62
9	1786.21
10	1803.93
11	1815.03
12	1824.68
16	1838.93
17	1837.02
18	1829.99
19	1822.81
20	1801.48

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. 127916
STATE OF TENNESSEE
08/18/2025

Date: AUGUST 18, 2025

Revision Date
△
△
△

CONCEPTUAL GRADING
STORM AND UTILITIES

C3.0



0 40 80 120
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

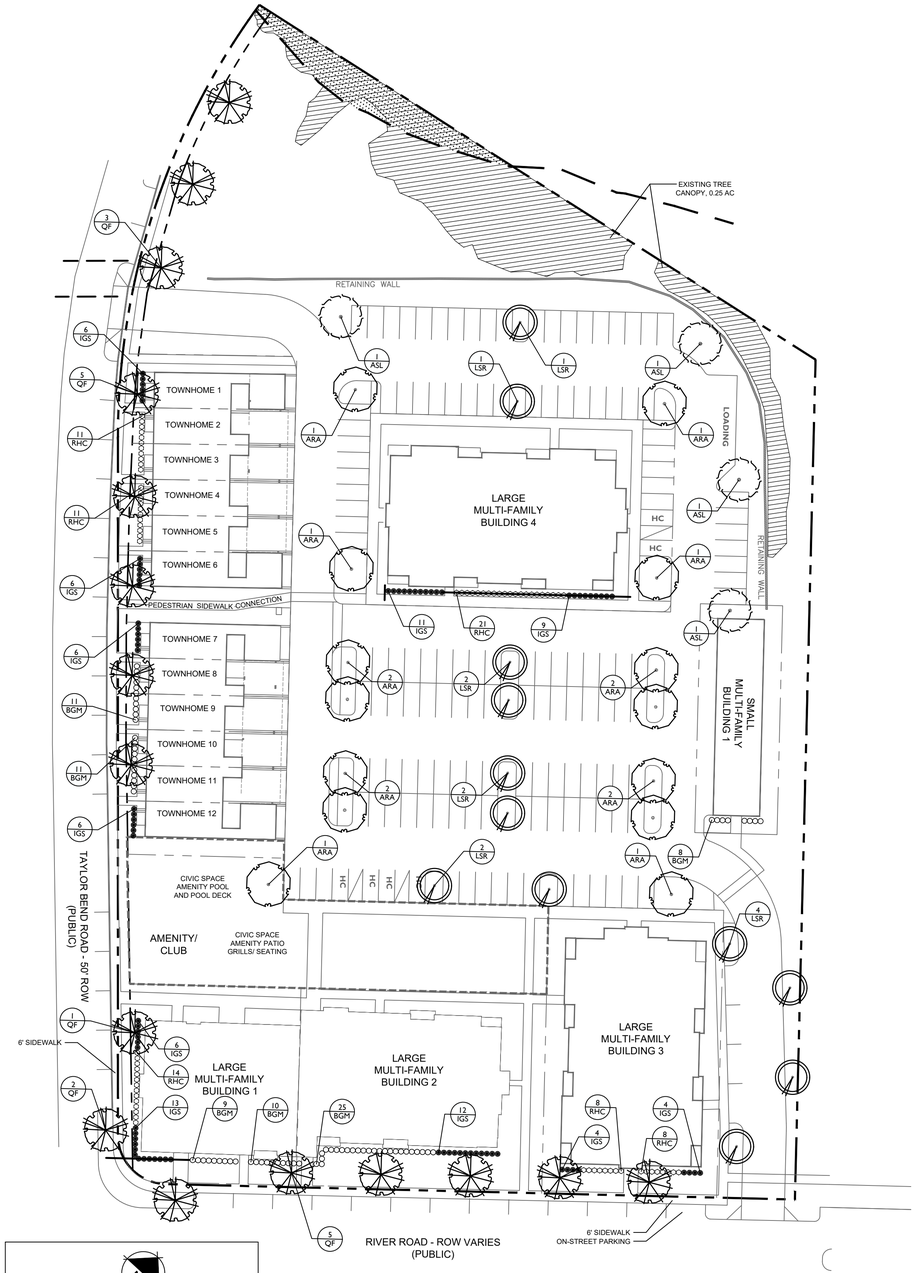
DRAKE A. REED REGISTERED LANDSCAPE ARCHITECT TENNESSEE No. 329

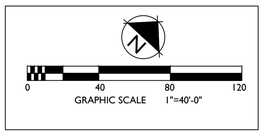
Date: MAY 29, 2025

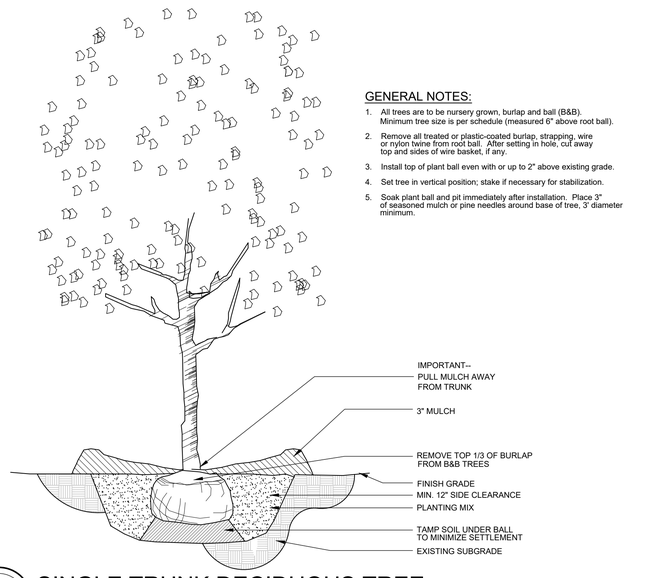
Revision	Date
1	6.16.2025 - staff comment
2	8.18.2025 - staff comment
3	

CANOPY COVERAGE

SHEET
L1.0



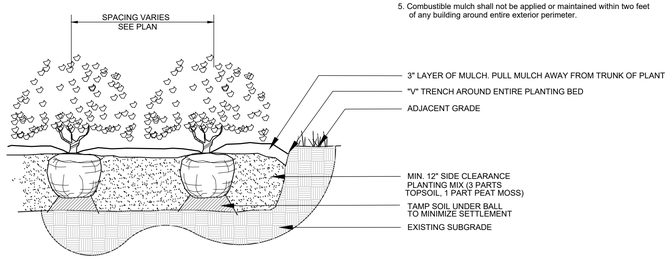




1 / L1.0 SECTION — SINGLE TRUNK DECIDUOUS TREE — DETAIL # NTS

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

DRAKE A. REEDER REGISTERED LANDSCAPE ARCHITECT TENNESSEE No. 1512

Revision Date
2. 08.18.2025 - staff comment
△
△

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"

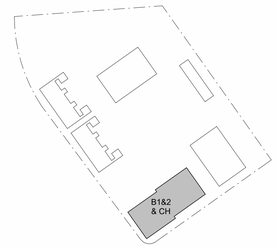


4 A201 **ELEVATION** BUILDING 1&2 - (FACING PARKING LOT)
1/8" = 1'-0"



1 A201 **ELEVATION** BUILDING 1&2 - (FACING RIVER RD.)
1/8" = 1'-0"

KEY PLAN



NOT FOR CONSTRUCTION

OPEN
ARCHITECTURE
1201 HARRISON AVE.
CINCINNATI, OH, 45214
OPENARCHITECTURE.COM

BARLOW BUILDERS & CPS LAND
TAYLORS BEND

ISSUANCES

NO.	DATE	DESCRIPTION
	2025.05.19	ZONING SUBMISSION

PROJECT NO:
24053

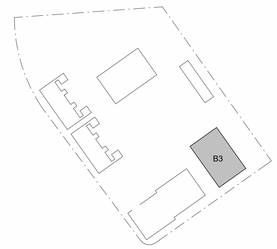
SHEET TITLE:
BUILDING 1&2 ELEVATIONS

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

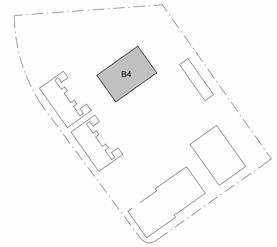
SHEET TITLE:
BUILDING 3 ELEVATIONS

SHEET NUMBER:
A203

6/16/2025 9:43:59 AM

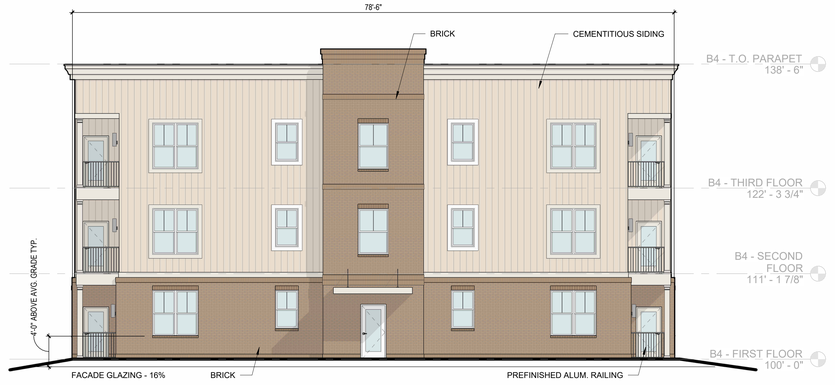
* SILL HEIGHT NOTE: PUD-MU ZONING CODE REQUIRES THE RESIDENTIAL SILL TO BE 5' MIN. ABOVE AVERAGE GRADE AT FACADE. APPLICANT IS REQUESTING STAFF LEVEL ALLOWABLE DEVIATION TO REDUCE THE MIN. DIMENSION TO 4' (20%) MIN. ABOVE AVERAGE GRADE AT FACADE FOR ALL BUILDINGS THAT ARE PARALLEL TO STRAIGHT FRONTAGE LINES OR TANGENT OF CURVED FRONTAGE LINE.

KEY PLAN





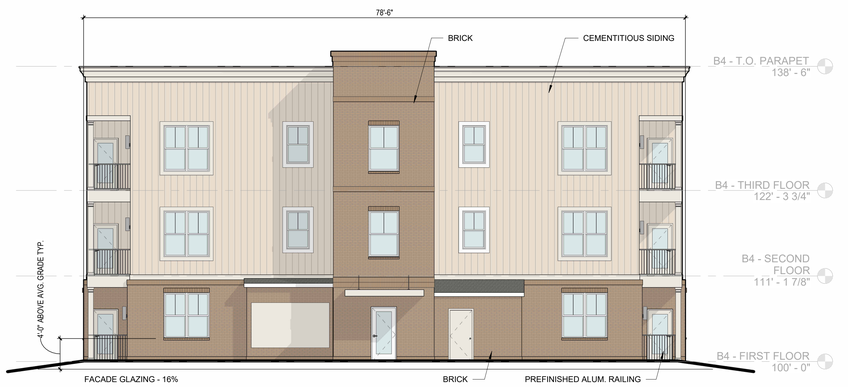
4 A204 **ELEVATION** BUILDING 4 - (FACING PARKING LOT)
1/8" = 1'-0"



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

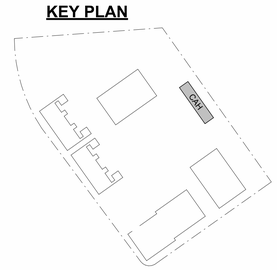
SHEET TITLE:
BUILDING 4 ELEVATIONS

SHEET NUMBER:
A204

8/14/2025 5:06:00 PM

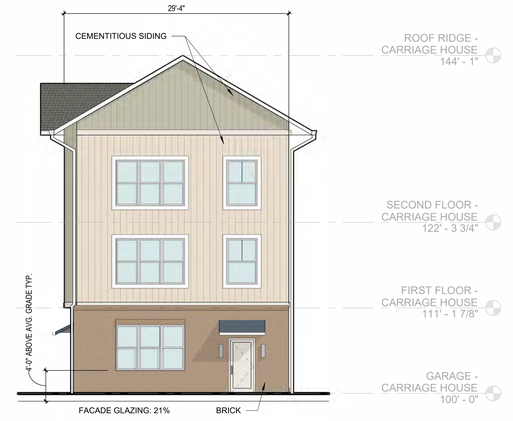
* SILL HEIGHT NOTE: PUD-MU ZONING CODE REQUIRES THE RESIDENTIAL SILL TO BE 5' MIN. ABOVE AVERAGE GRADE AT FACADE. APPLICANT IS REQUESTING STAFF LEVEL ALLOWABLE DEVIATION TO REDUCE THE MIN. DIMENSION TO 4' (20%) MIN. ABOVE AVERAGE GRADE AT FACADE FOR ALL BUILDINGS THAT ARE PARALLEL TO STRAIGHT FRONTAGE LINES OR TANGENT OF CURVED FRONTAGE LINE.

KEY PLAN





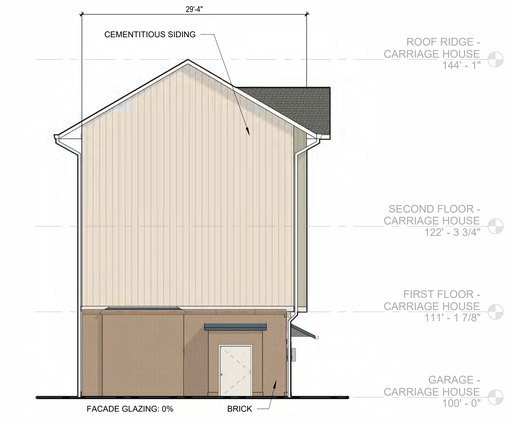
1 A205 **ELEVATION** CARRIAGE HOUSE - (FACING PARKING LOT)
1/8" = 1'-0"



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

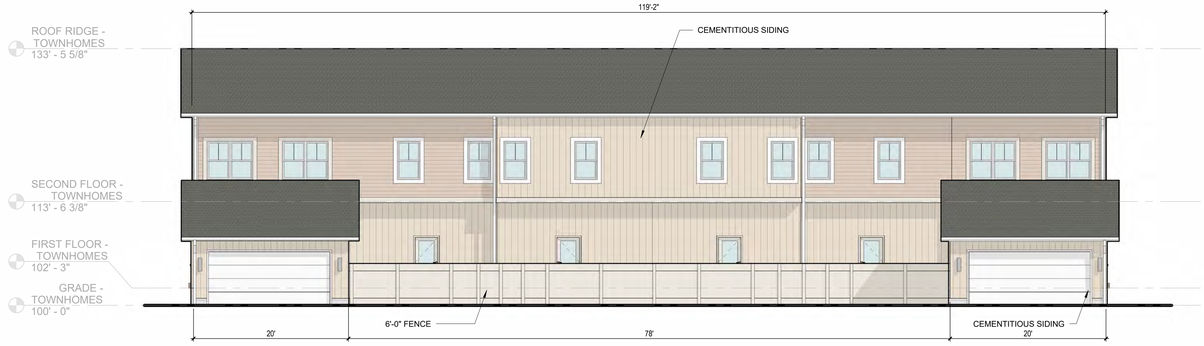
NO.	DATE	DESCRIPTION
	2025.05.19	ZONING SUBMISSION

PROJECT NO:
24053

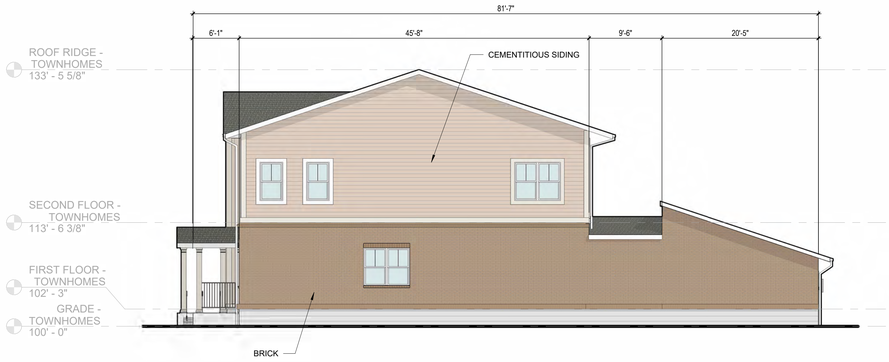
SHEET TITLE:
CARRIAGE HOUSE ELEVATIONS

SHEET NUMBER:
A205

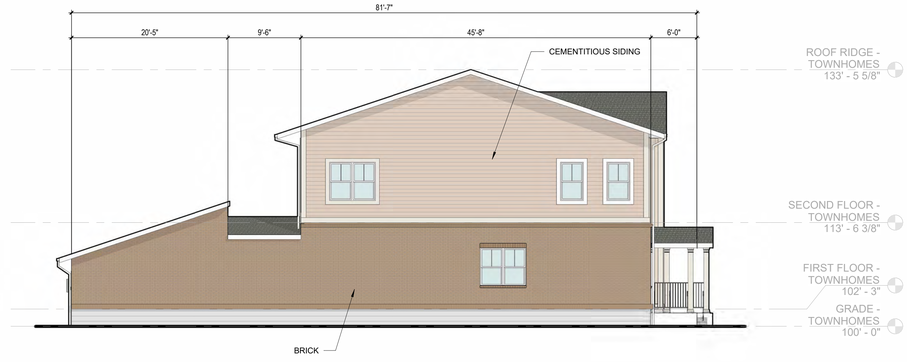
6/16/2025 9:44:07 AM



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"

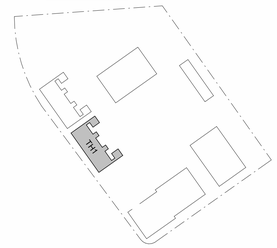


3 A206 **ELEVATION** TOWNHOME - ROW 1 - (FACING ROW 2)
1/8" = 1'-0"



1 A206 **ELEVATION** TOWNHOME - ROW 1 - (FACING TAYLOR'S BEND RD.)
1/8" = 1'-0"

KEY PLAN



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ISSUANCES

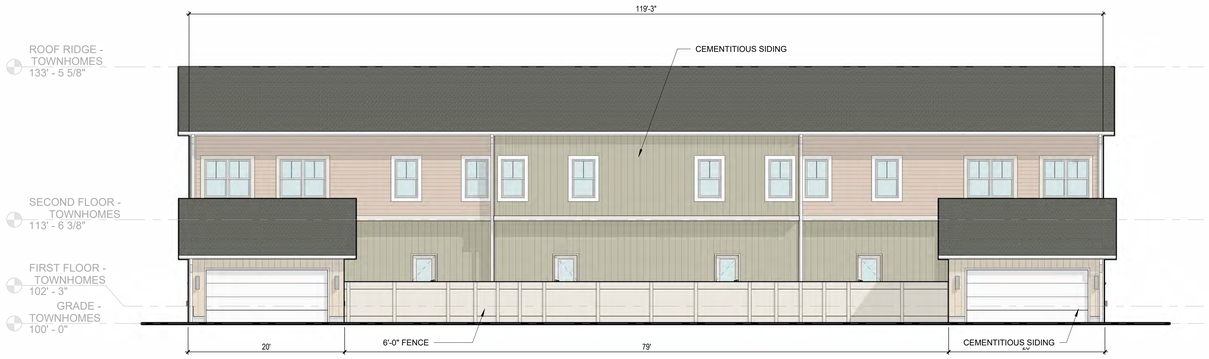
NO.	DATE	DESCRIPTION
	2025.05.19	ZONING SUBMISSION

PROJECT NO:
24053

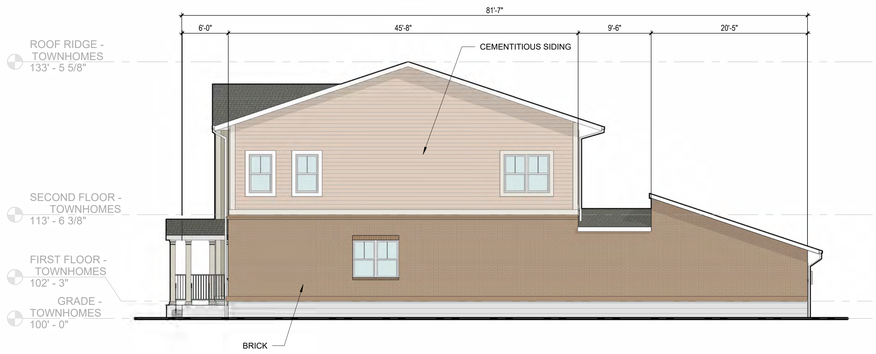
SHEET TITLE:
TOWNHOME ELEVATIONS

SHEET NUMBER:
A206

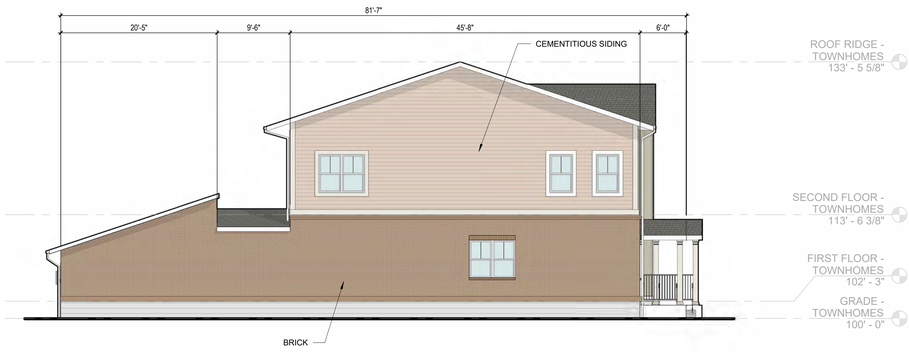
6/16/2025 9:44:11 AM



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"

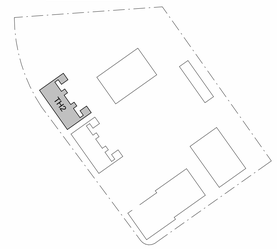


4 A207 **ELEVATION** TOWNHOME - ROW 2 - FACING WATER DETENTION AREA)
1/8" = 1'-0"



1 A207 **ELEVATION** TOWNHOME - ROW 2 - (FACING TAYLOR'S BEND RD.)
1/8" = 1'-0"

KEY PLAN



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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

August 18, 2025

Charles Rush, Principal Planner
Development Services
City of Columbia, TN

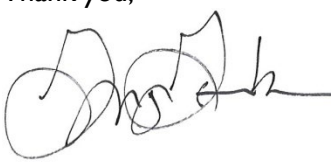
RE: Re-Submittal Waters Edge at Taylor Bend Revised Master Plan – **Project #25-0196**

Dear Mr. Rush,
The applicant requested a deferral at the August Planning Commission meeting in order to further review and revise our submittal documents. We respectfully request to be placed on the September 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

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

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[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
Subject: [External - USE CAUTION] Oppose Waters Edge Preliminary PUD Master Plan (Greg Gamble)

Dear Planning Commission Members,

Please deny the Water's 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,

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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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,

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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Kristina R. Dickson
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.

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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.

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 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

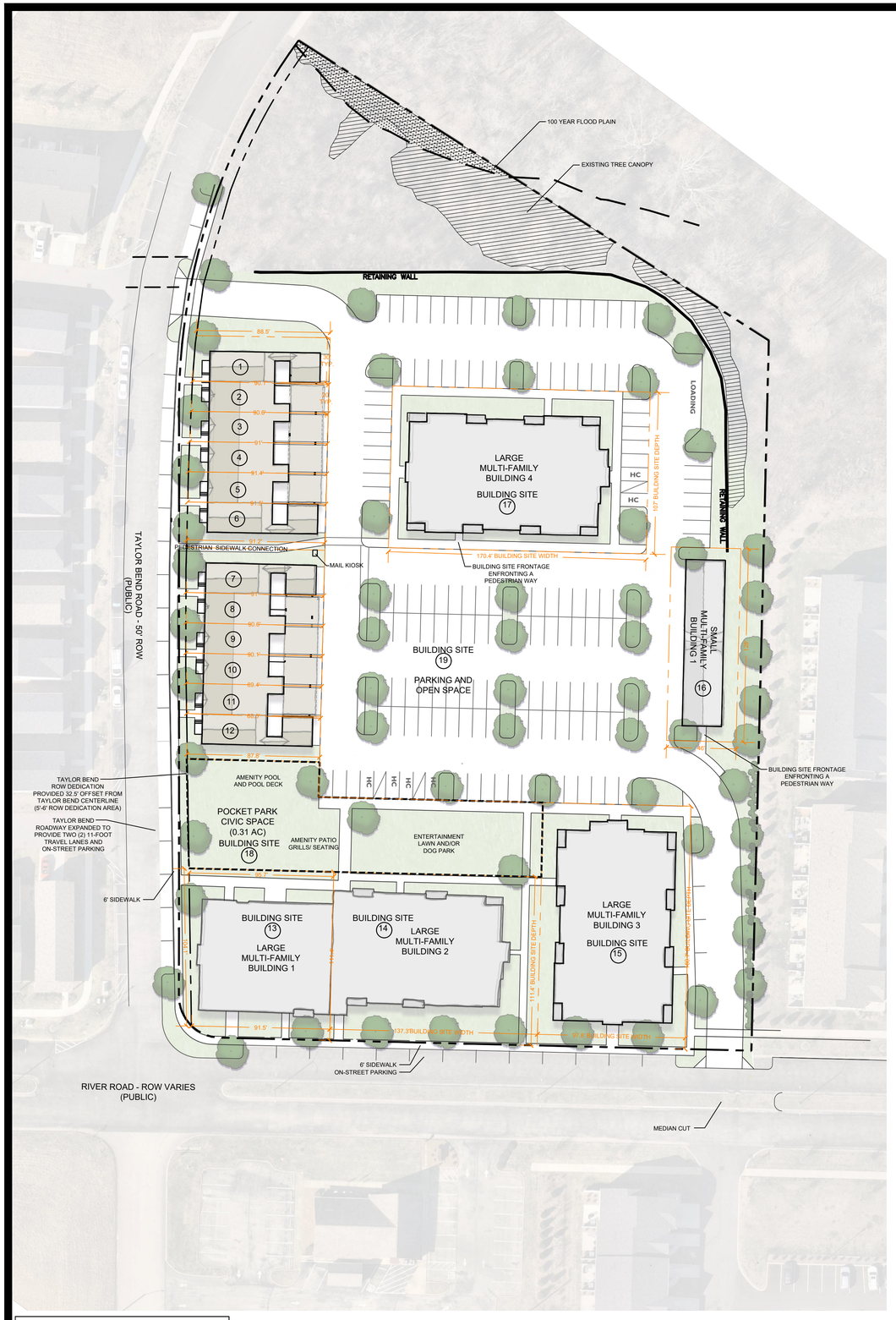
WILLIAM GRAY HARRISON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 127919
STATE OF TENNESSEE

Date: JUNE 16, 2025

Revision Date
△
△
△

OVERALL EXISTING CONDITIONS

C1.0



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.

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.

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

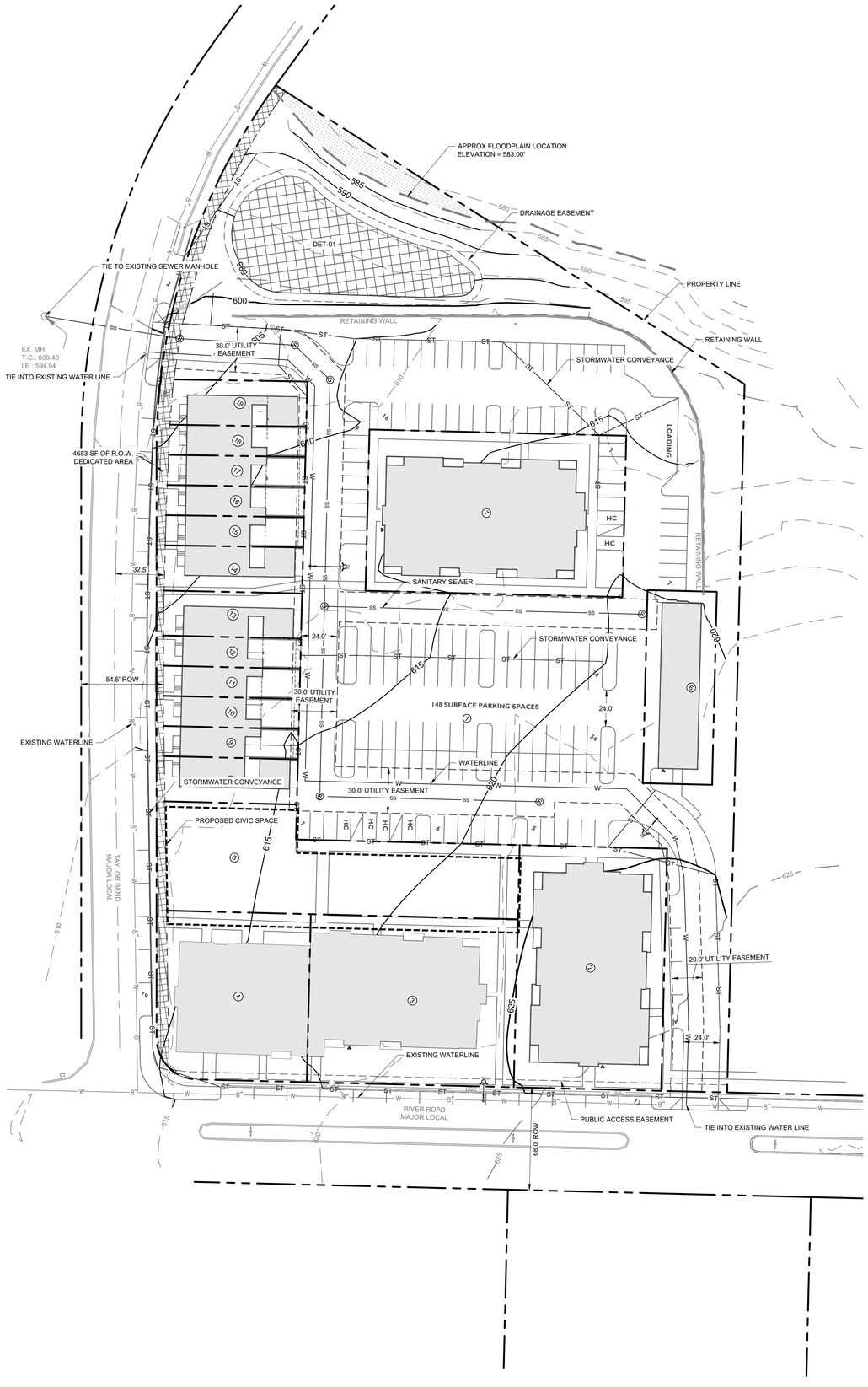
WATERS EDGE
PRELIMINARY PUD DEVELOPMENT PLAN
RIVER ROAD & TAYLOR BEND RD, COLUMBIA TN



Date: MAY 29, 2025

Revision Date
1 6.16.2025 - staff comment
2
3

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
COMMERCE
No. 127918
STATE OF TENNESSEE
06/18/2025

Date: JUNE 16, 2025
Revision Date
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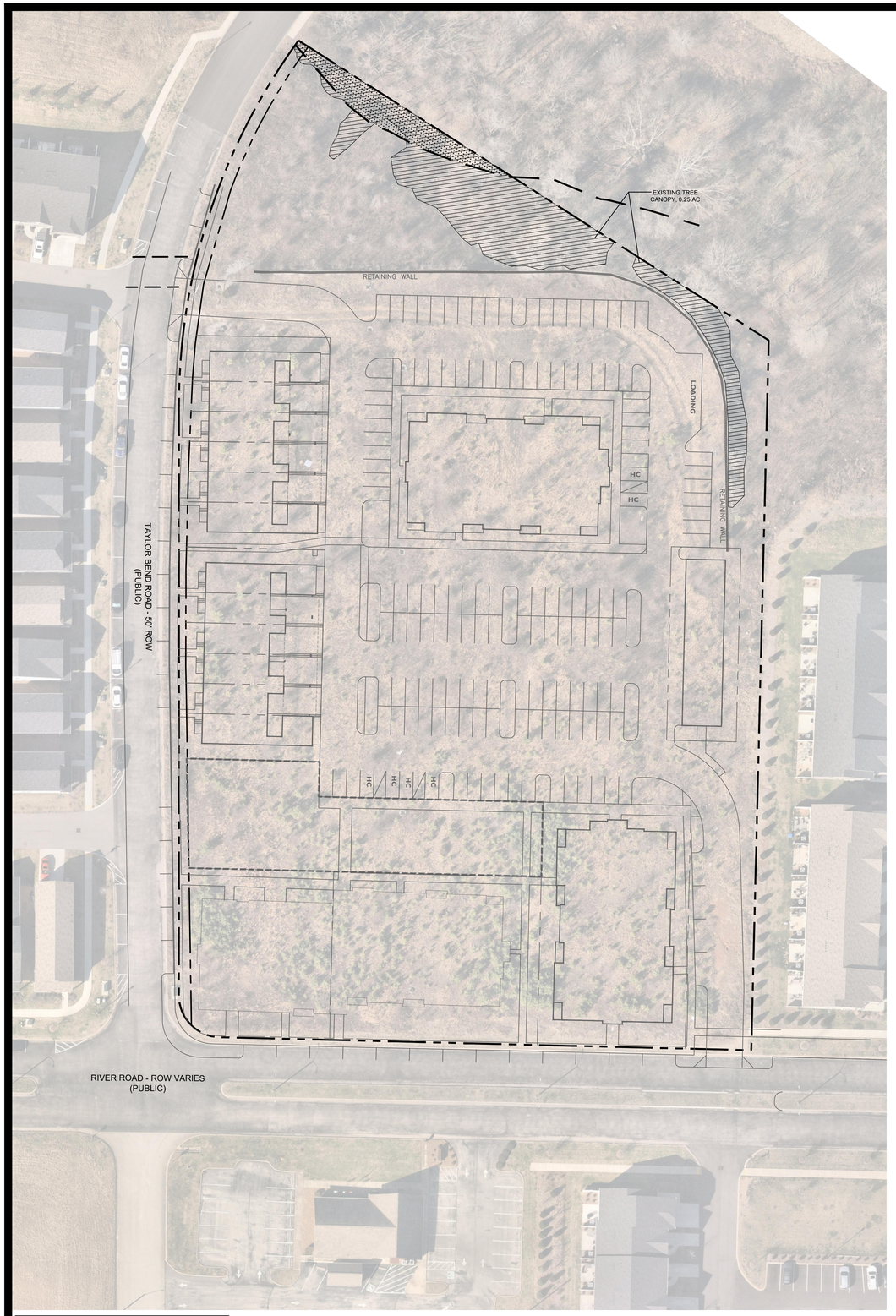
CONCEPTUAL GRADING STORM AND UTILITIES

C3.0



0 40 80 120
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

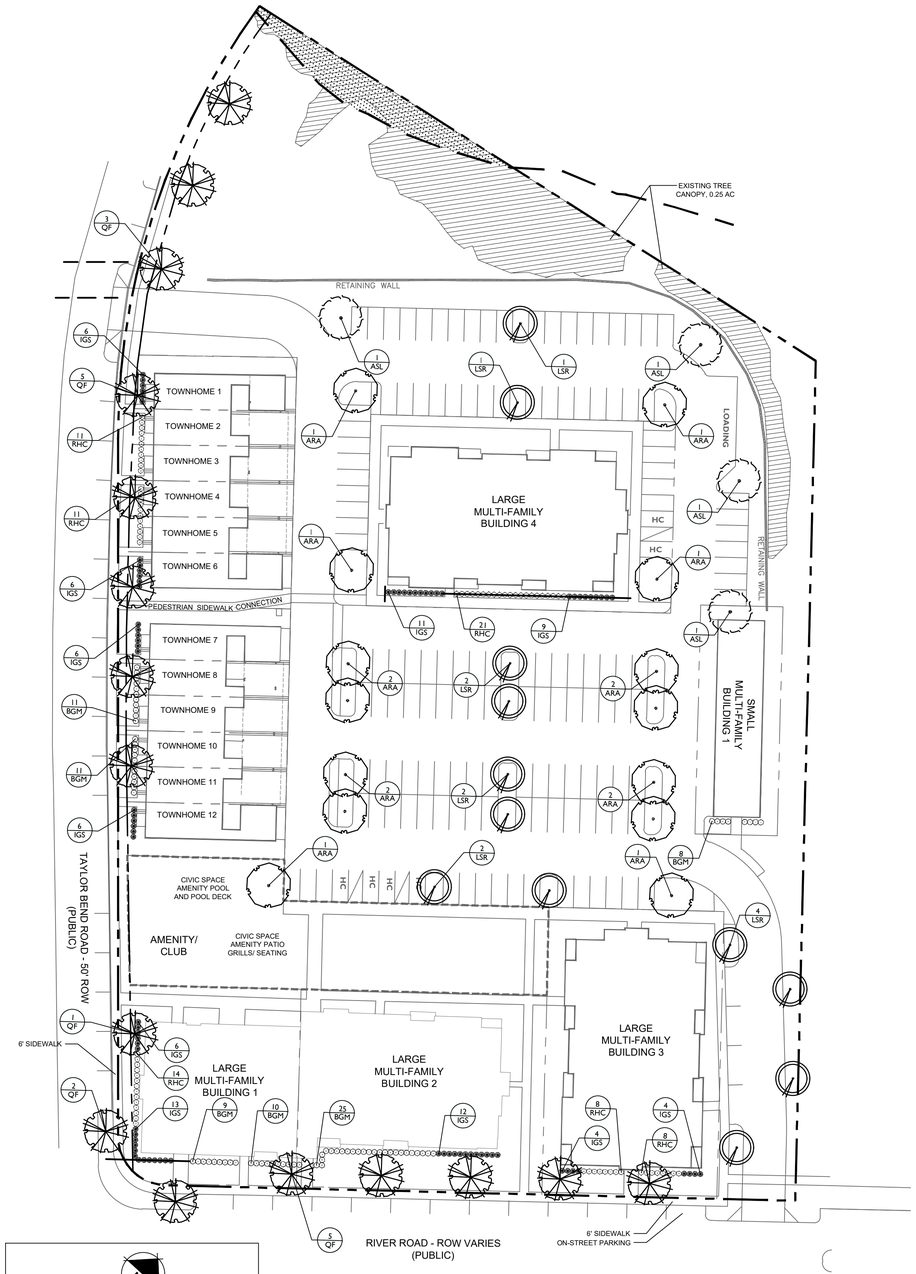
GREGORY C. GAMBLE
REGISTERED LANDSCAPE ARCHITECT
05.16.25

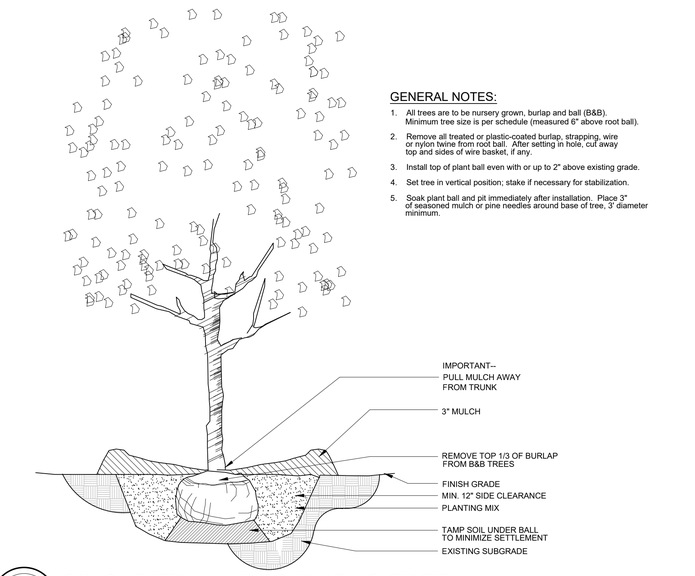
Date: MAY 29, 2025

Revision Date
1 6.16.2025 - staff comment
2
3

CANOPY COVERAGE

SHEET
L1.0

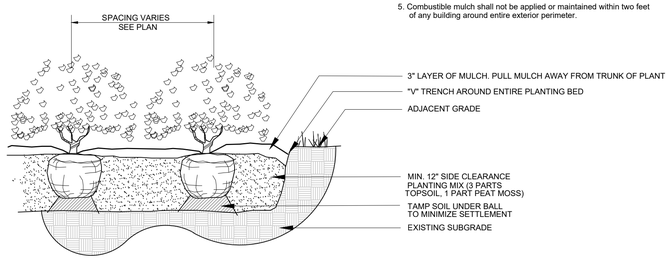




1 / L1.0 SECTION — SINGLE TRUNK DECIDUOUS TREE — DETAIL # NTS

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



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"

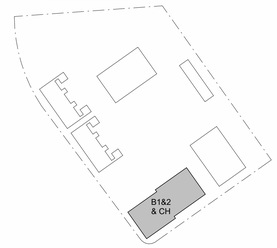


4 A201 **ELEVATION** BUILDING 1&2 - (FACING PARKING LOT)
1/8" = 1'-0"



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

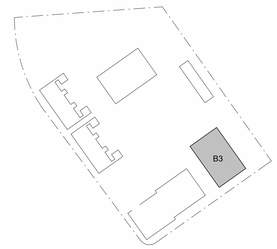
SHEET TITLE:
BUILDING 1&2 ELEVATIONS

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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TAYLORS BEND

ISSUANCES

NO.	DATE	DESCRIPTION
	2025.05.19	ZONING SUBMISSION

PROJECT NO:
24053

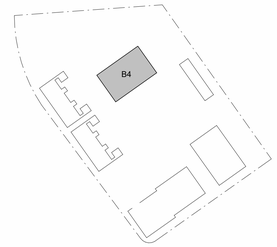
SHEET TITLE:
BUILDING 3 ELEVATIONS

SHEET NUMBER:
A203

6/16/2025 9:43:59 AM

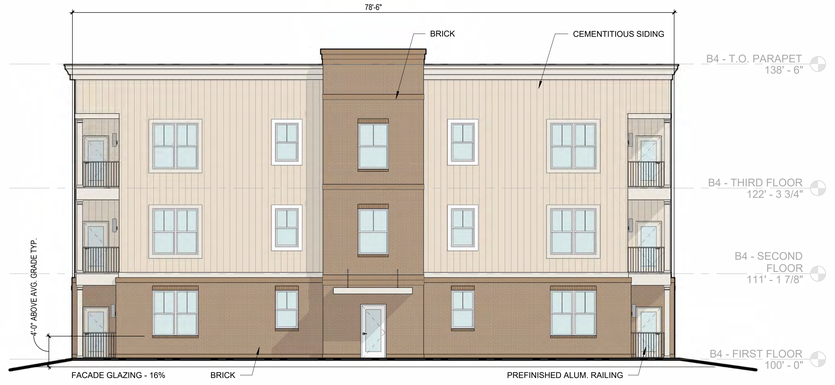
* SILL HEIGHT NOTE: PUD-MU ZONING CODE REQUIRES THE RESIDENTIAL SILL TO BE 5' MIN. ABOVE AVERAGE GRADE AT FACADE. APPLICANT IS REQUESTING STAFF LEVEL ALLOWABLE DEVIATION TO REDUCE THE MIN. DIMENSION TO 4' (20%) MIN. ABOVE AVERAGE GRADE AT FACADE FOR ALL BUILDINGS THAT ARE PARALLEL TO STRAIGHT FRONTAGE 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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BARLOW BUILDERS & CPS LAND
TAYLORS BEND

ISSUANCES

NO.	DATE	DESCRIPTION
	2025.05.19	ZONING SUBMISSION

PROJECT NO:
24053

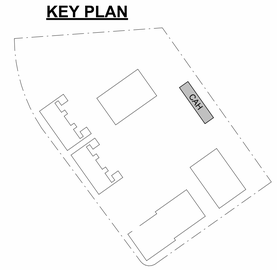
SHEET TITLE:
BUILDING 4 ELEVATIONS

SHEET NUMBER:
A204

6/16/2025 9:44:03 AM

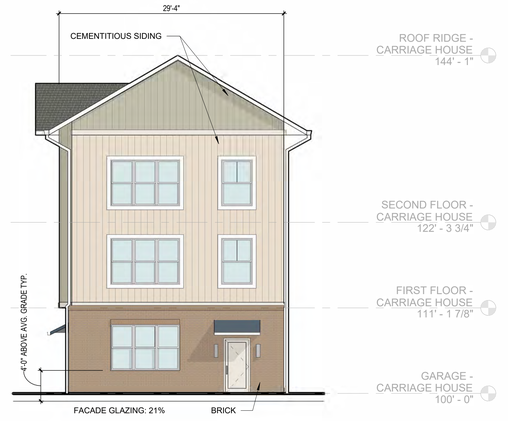
* SILL HEIGHT NOTE: PUD-MU ZONING CODE REQUIRES THE RESIDENTIAL SILL TO BE 5' MIN. ABOVE AVERAGE GRADE AT FACADE. APPLICANT IS REQUESTING STAFF LEVEL ALLOWABLE DEVIATION TO REDUCE THE MIN. DIMENSION TO 4' (20%) MIN. ABOVE AVERAGE GRADE AT FACADE FOR ALL BUILDINGS THAT ARE PARALLEL TO STRAIGHT FRONTAGE LINES OR TANGENT OF CURVED FRONTAGE LINE.

KEY PLAN





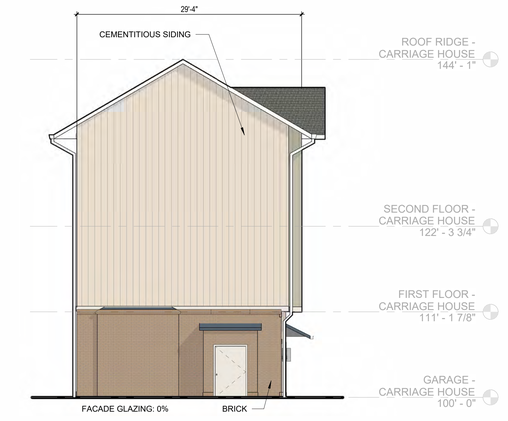
1 A205 **ELEVATION** CARRIAGE HOUSE - (FACING PARKING LOT)
1/8" = 1'-0"



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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BARLOW BUILDERS & CPS LAND
TAYLORS BEND

ISSUANCES

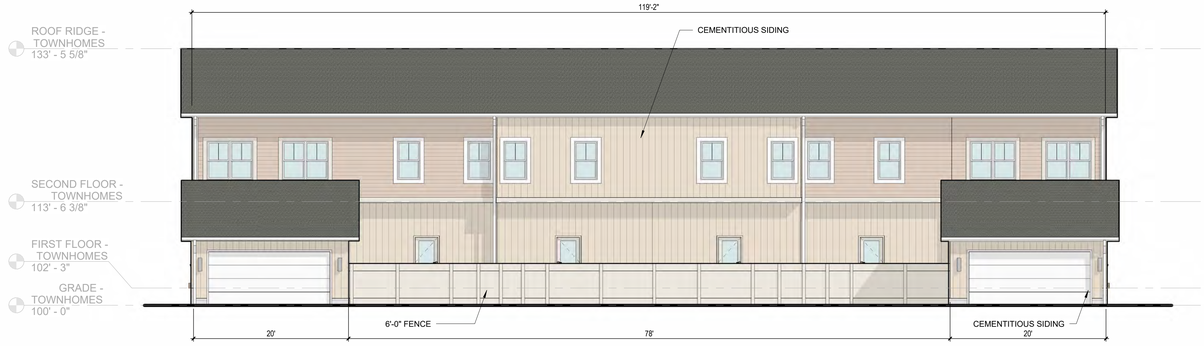
NO.	DATE	DESCRIPTION
	2025.05.19	ZONING SUBMISSION

PROJECT NO:
24053

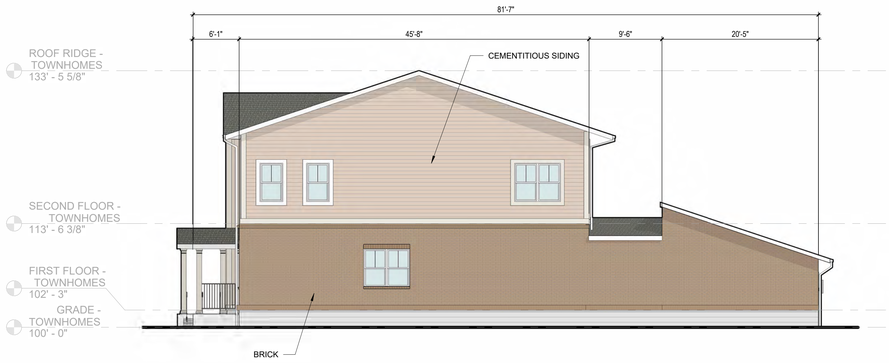
SHEET TITLE:
CARRIAGE HOUSE ELEVATIONS

SHEET NUMBER:
A205

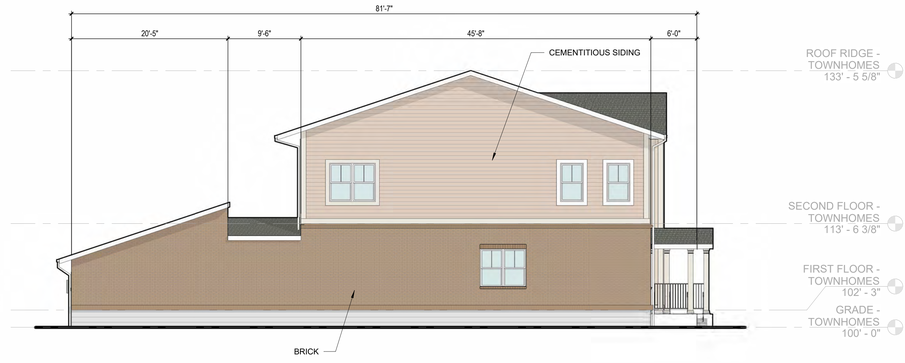
6/16/2025 9:44:07 AM



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"

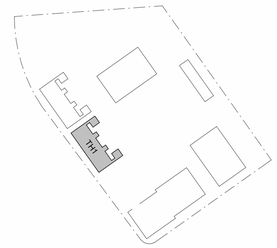


3 A206 **ELEVATION** TOWNHOME - ROW 1 - (FACING ROW 2)
1/8" = 1'-0"



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

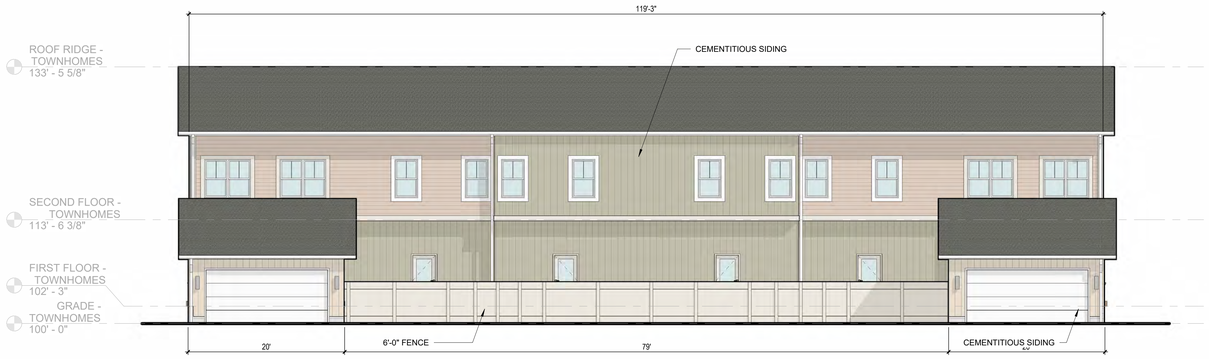
NO.	DATE	DESCRIPTION
	2025.05.19	ZONING SUBMISSION

PROJECT NO:
24053

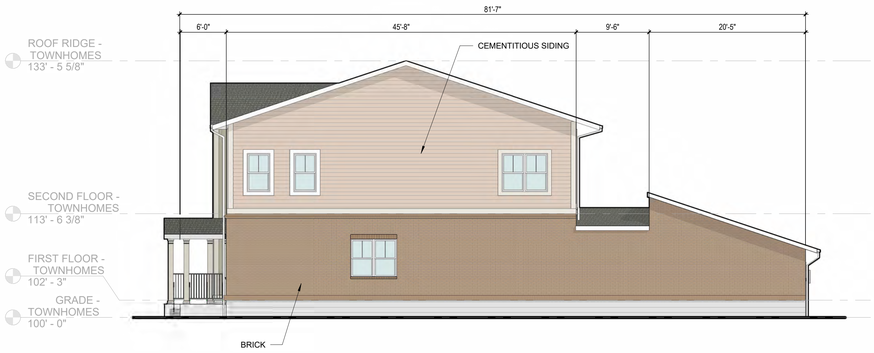
SHEET TITLE:
TOWNHOME ELEVATIONS

SHEET NUMBER:
A206

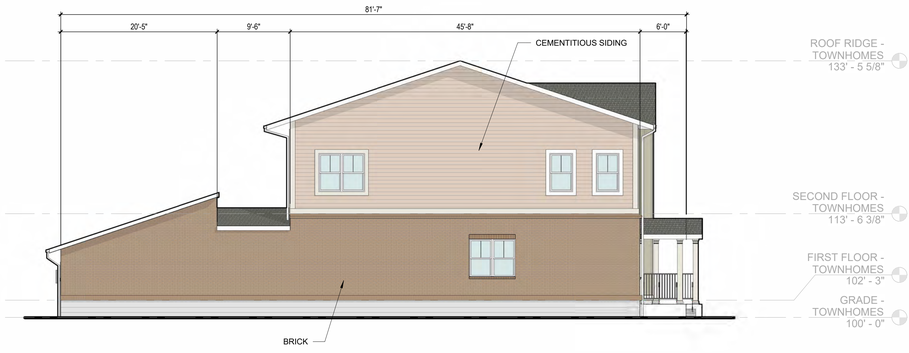
6/16/2025 9:44:11 AM



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"

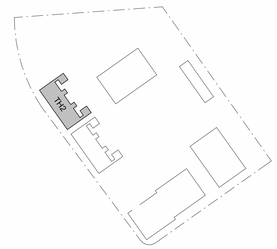


4 A207 **ELEVATION** TOWNHOME - ROW 2 - FACING WATER DETENTION AREA)
1/8" = 1'-0"



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.

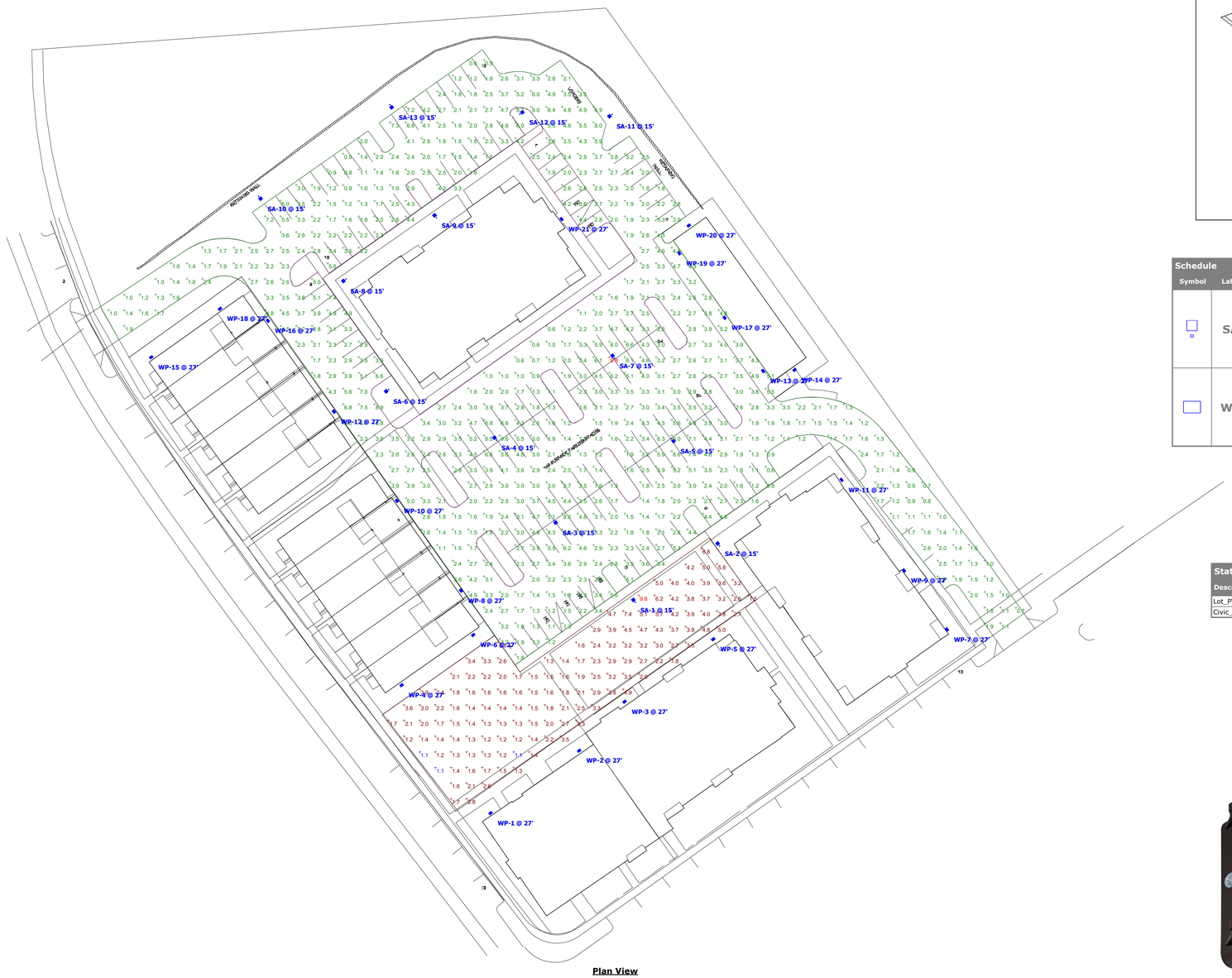
Please feel free to contact me at 931-388-4833 x7655 or Matt.Wheeler@cpws.com if you have questions or would like to discuss.

Sincerely,

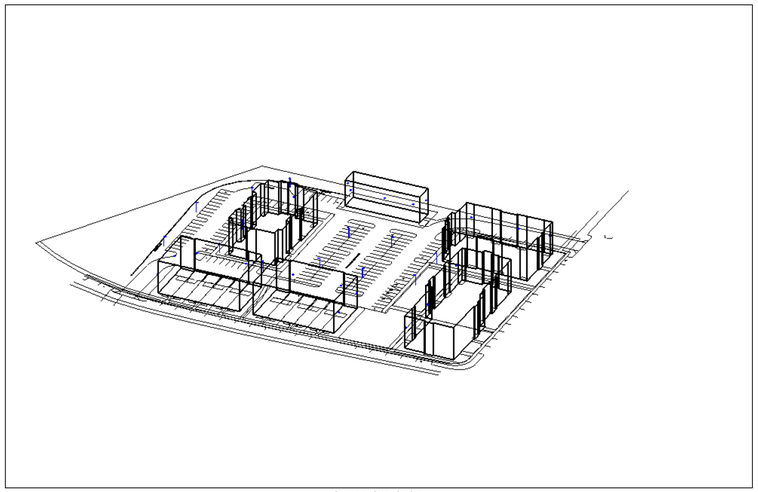


Matthew J. Wheeler, P.E.
Vice President of Water Resources, CPWS

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.**

DEVELOPMENT PLANNING
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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.

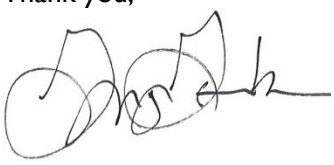
49. *No comment.*

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.
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25. Upload an updated water letter, the one of file is for double branch rd
26. Show and label all flood plains
27. Need a traffic study
28. Advisory: During the preapp we mentioned that a second access point would be needed (See fire & Engineering comment)

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2. Show proposed location of fire hydrants and FDC's. A fire hydrant must be within 100 feet of each FDC
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35. Extend sidewalk across access driveway straight across. Provide Public Access Easement for portion of sidewalk on private property.
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Wastewater

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Public Works

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    DUMPSTER AND COMPACTOR STANDARDS
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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.

Police

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Building

41. No comments.

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.

Columbia Water

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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.

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.

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.

Resubmittal Guidelines

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
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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

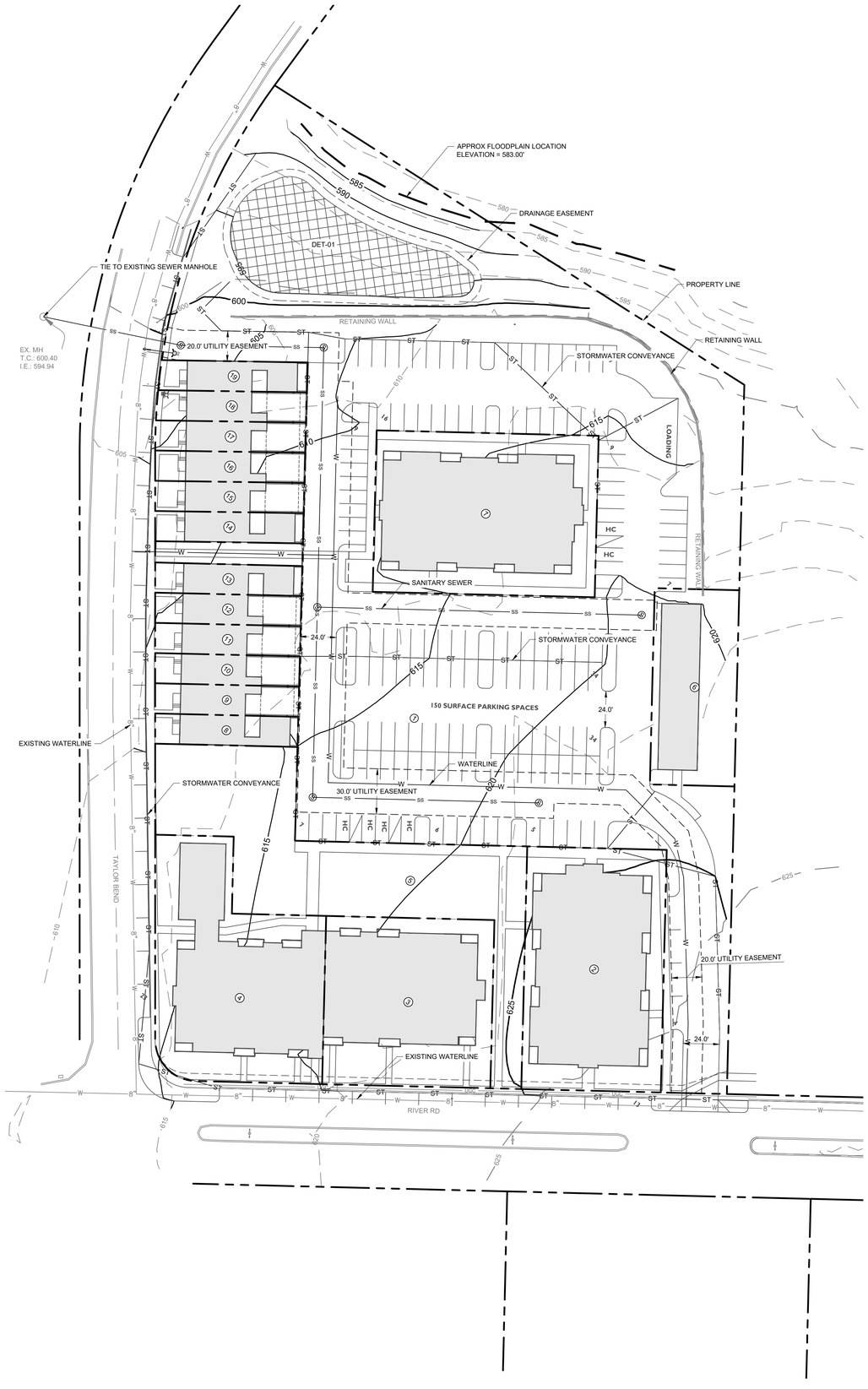
WATERS EDGE
REVISED PRELIMINARY PUD DEVELOPMENT PLAN
RIVER ROAD & TAYLOR BEND RD, COLUMBIA TN

GREGORY C. GAMBLE — REGISTERED LANDSCAPE ARCHITECT — 5.15.25 — LANDSCAPE ARCHITECT

Date: MAY 29, 2025

Revision Date
△
△
△

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

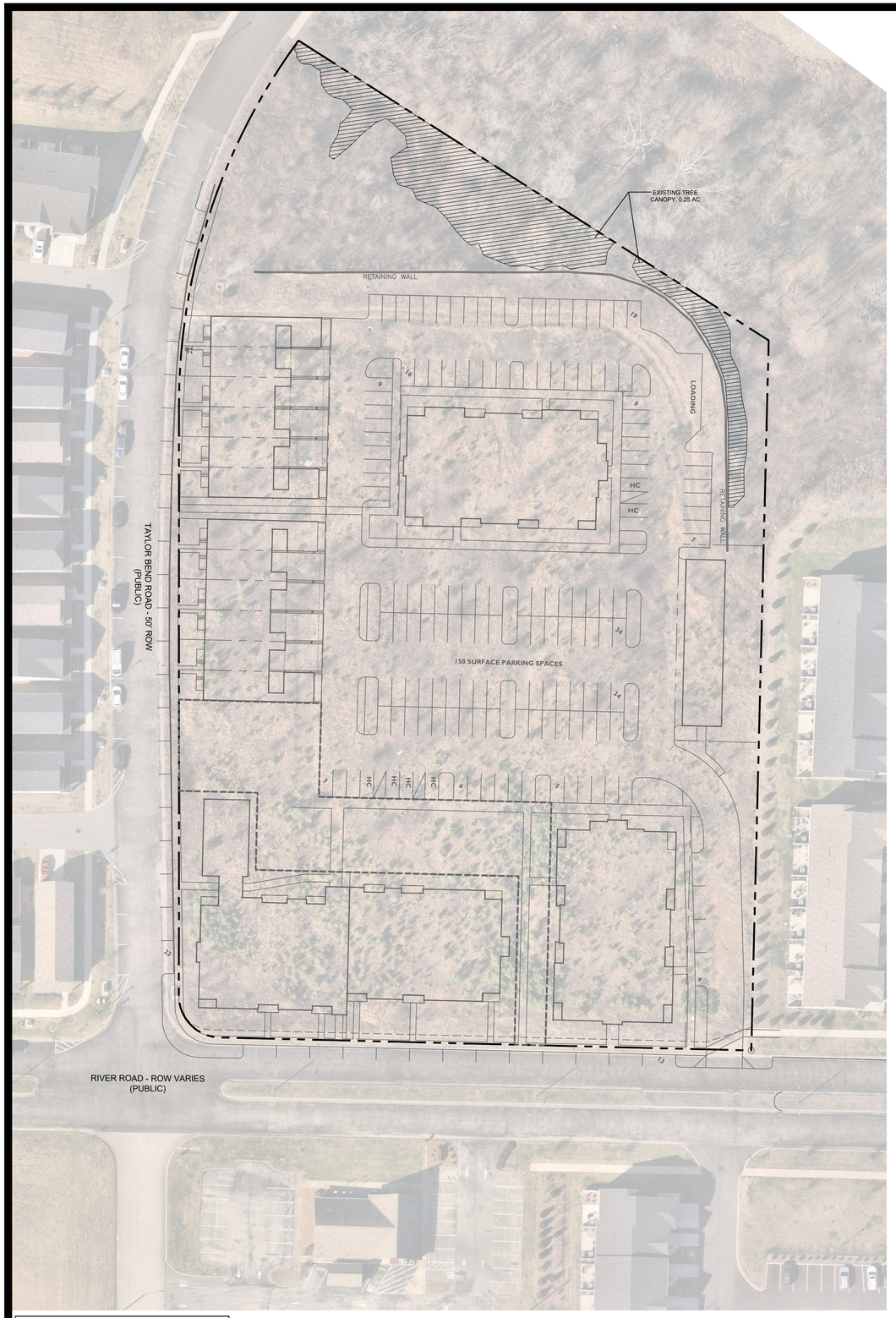
WILLIAM GRAY HARRISON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 127819
STATE OF TENNESSEE

Date: MAY 19, 2025

Revision Date
△
△
△

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
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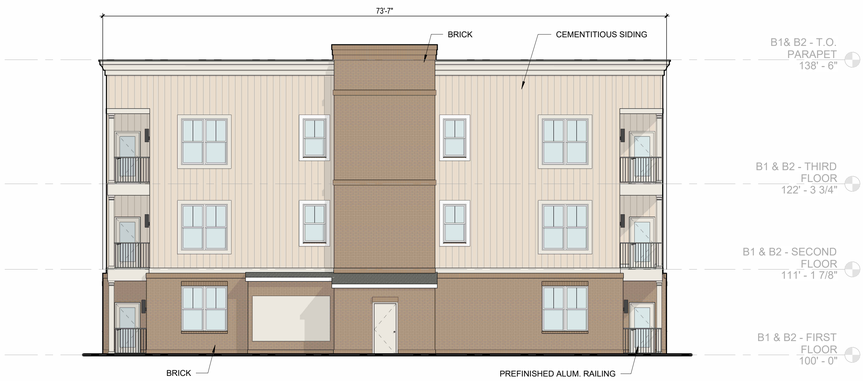
△
△

CANOPY COVERAGE

SHEET
L1.0



3 A202 **ELEVATION** AMENITY BACK
1/8" = 1'-0"

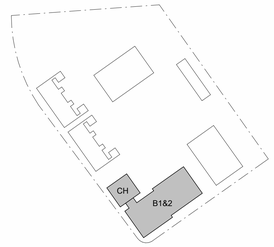


2 A202 **ELEVATION** BUILDING 1&2 - RIGHT
1/8" = 1'-0"



1 A202 **ELEVATION** BUILDING 1&2 - BACK
1/8" = 1'-0"

KEY PLAN



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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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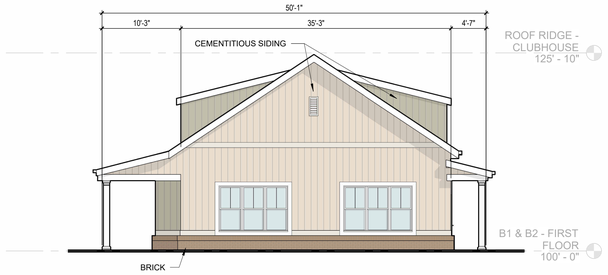


3 A201 **ELEVATION** CLUBHOUSE SIDE
1/8" = 1'-0"

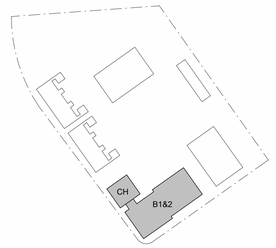


2 A201 **ELEVATION** BUILDING 1&2 - LEFT
1/8" = 1'-0"



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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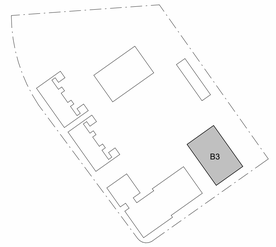
KEY PLAN





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:
A203

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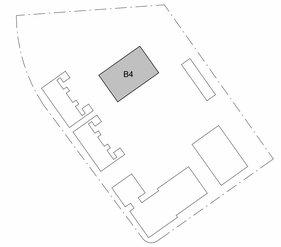
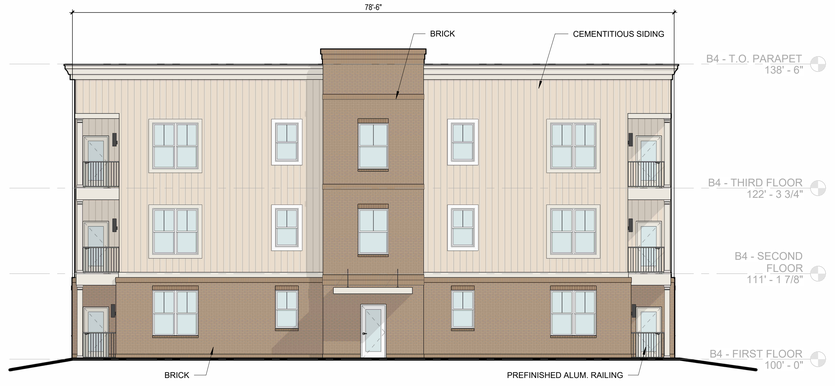
KEY PLAN





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

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PROJECT NO:
24053

SHEET TITLE:
BUILDING 4 ELEVATIONS

SHEET NUMBER:
A204

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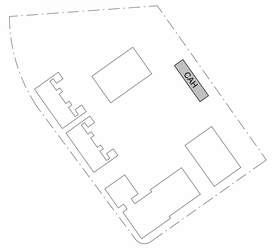
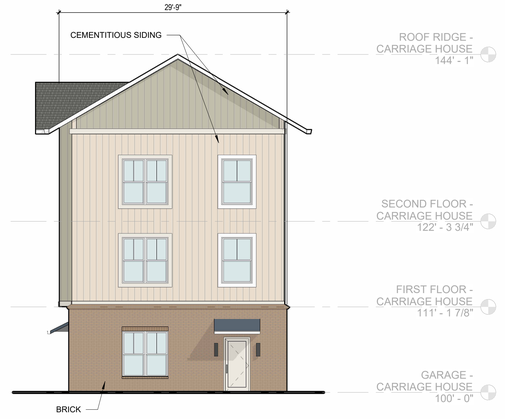
KEY PLAN

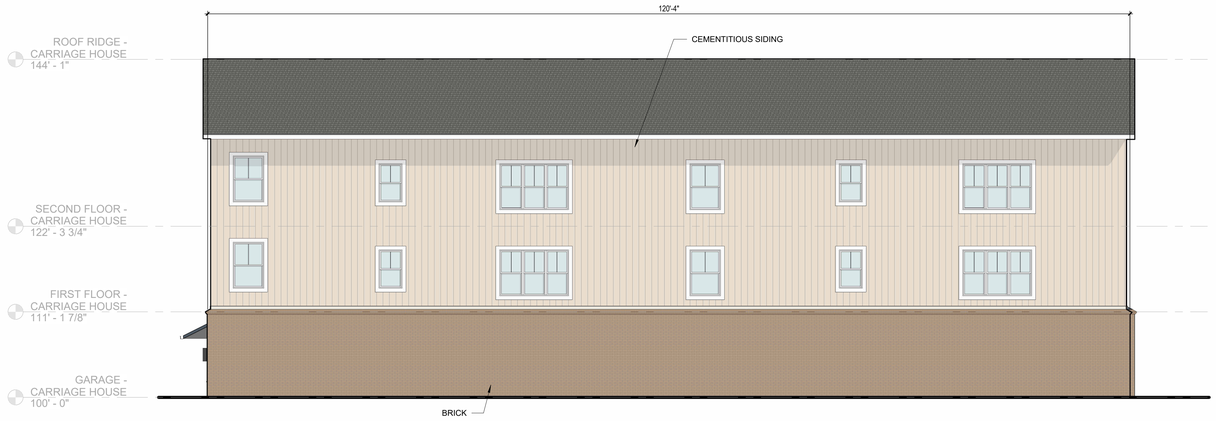




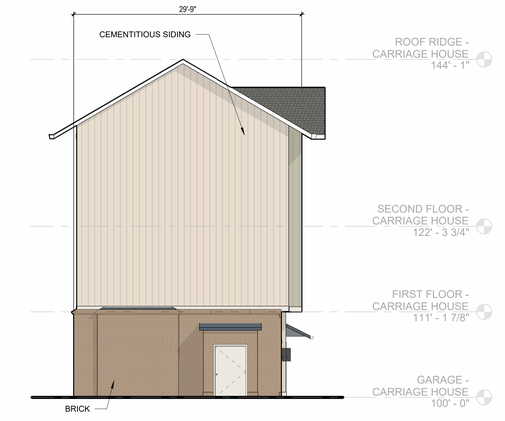
1 A205 **ELEVATION** CARRIAGE HOUSE - FRONT
1/8" = 1'-0"



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"

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PROJECT NO:
24053

SHEET TITLE:
CARRIAGE HOUSE ELEVATIONS

SHEET NUMBER:
A205

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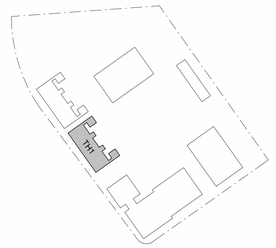

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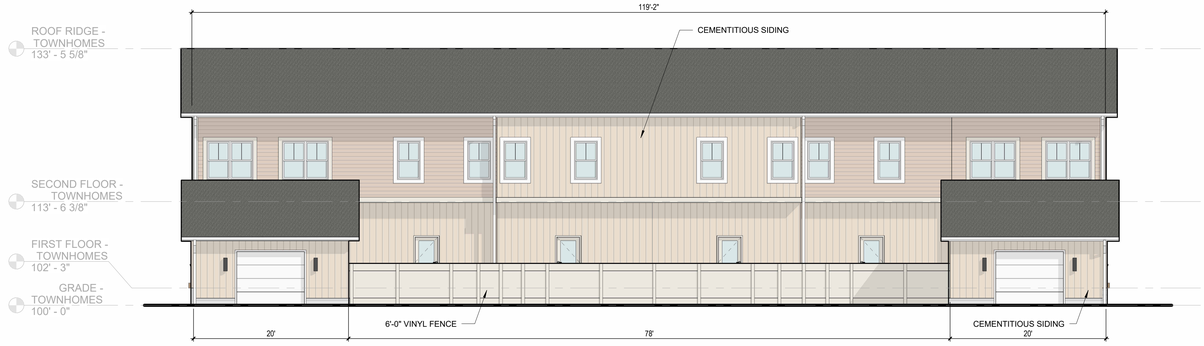
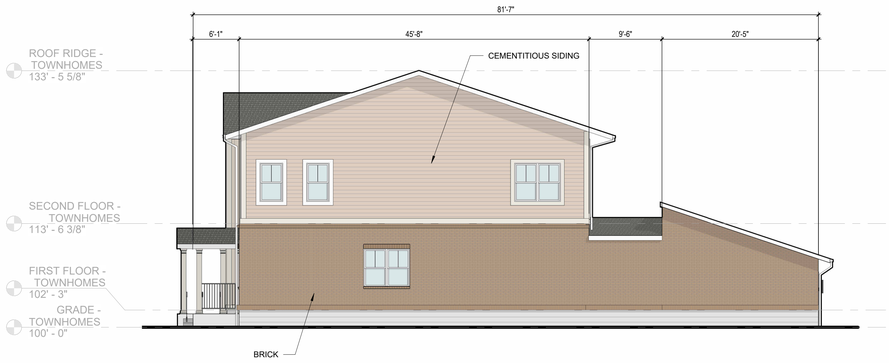
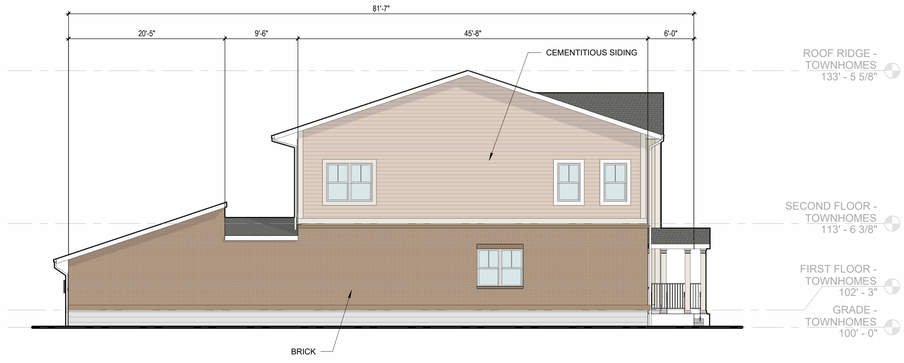


4 A206 **ELEVATION** TOWNHOME - ROW 1 - BACK
1/8" = 1'-0"



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"

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NO.	DATE	DESCRIPTION
	2025.05.19	ZONING SUBMISSION

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SHEET TITLE:
TOWNHOME ELEVATIONS

SHEET NUMBER:
A206

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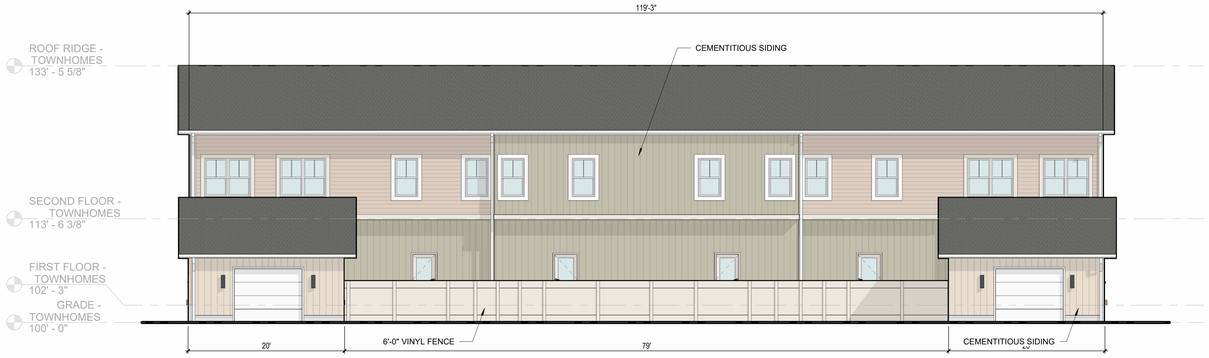
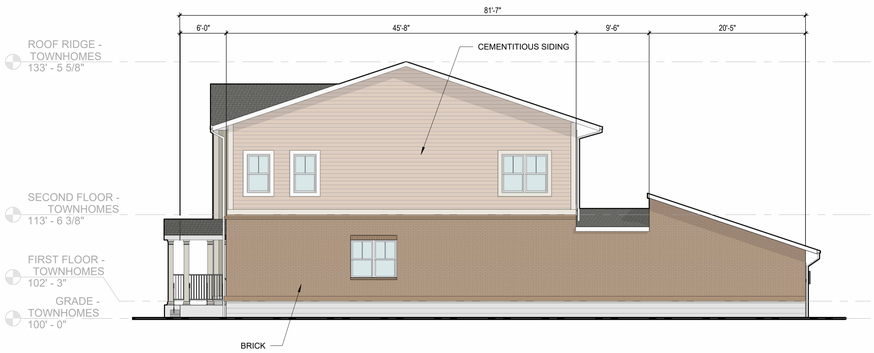
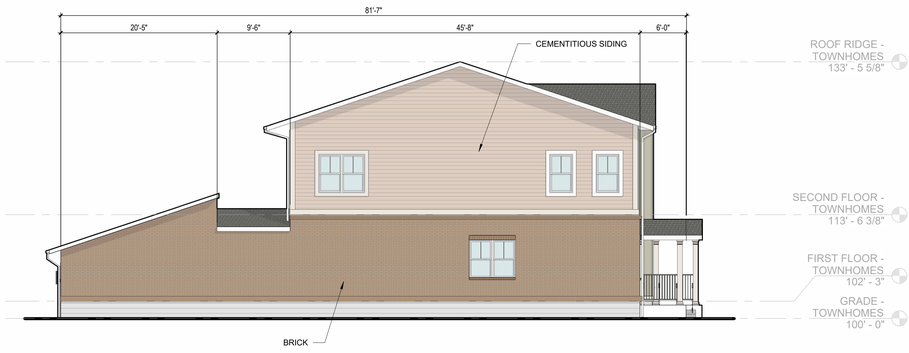


2 A207 **ELEVATION** TOWNHOME - ROW 2 - BACK
1/8" = 1'-0"



3 A207 **ELEVATION** TOWNHOME - ROW 2 - RIGHT
1/8" = 1'-0"

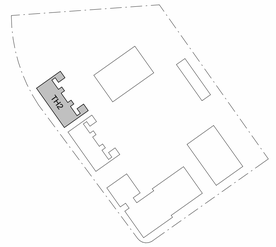


4 A207 **ELEVATION** TOWNHOME - ROW 2 - LEFT
1/8" = 1'-0"



1 A207 **ELEVATION** TOWNHOME - ROW 2 - FRONT
1/8" = 1'-0"

KEY PLAN



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PROJECT NO:
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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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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**.**

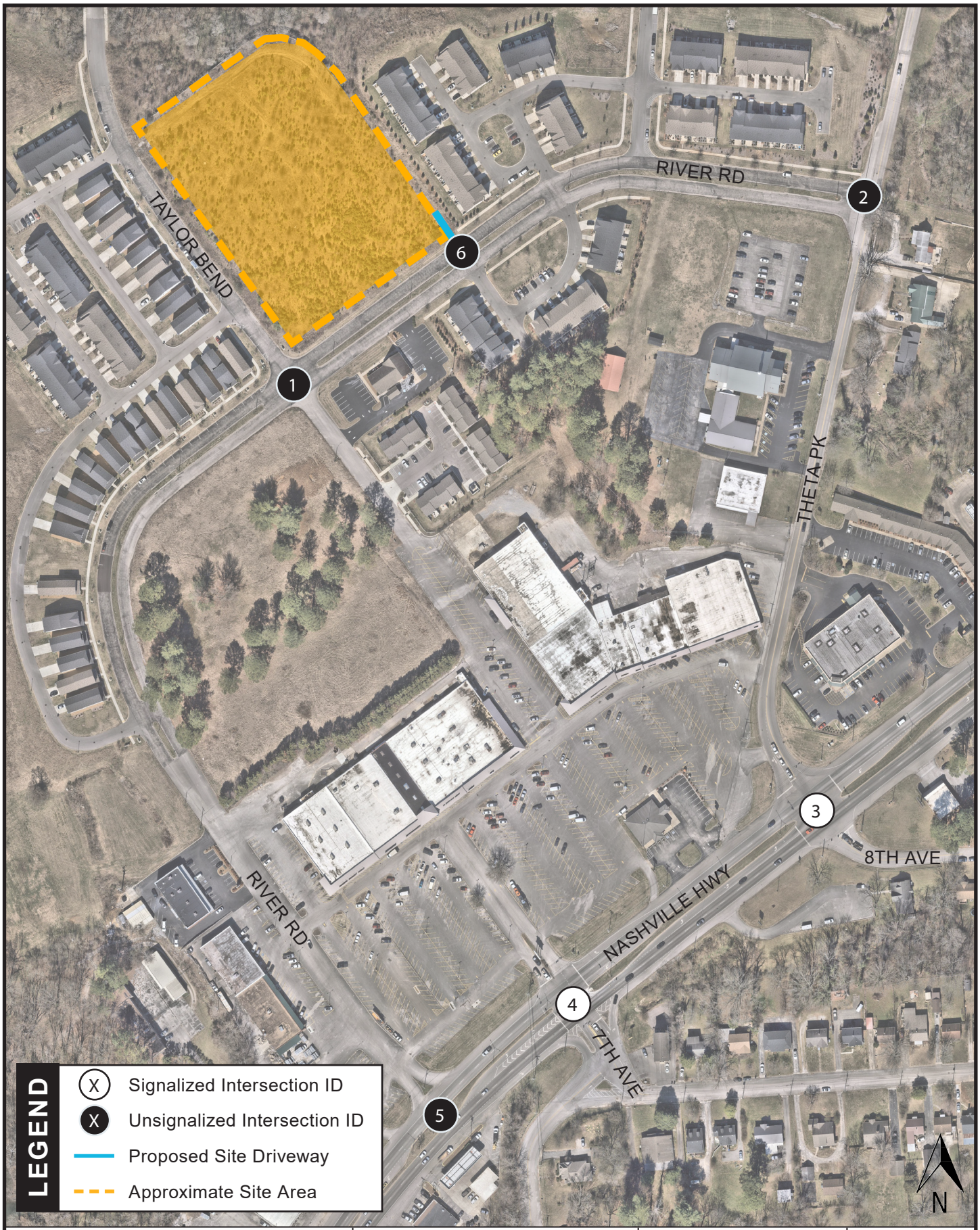
Table 1: Study Intersections

#	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.

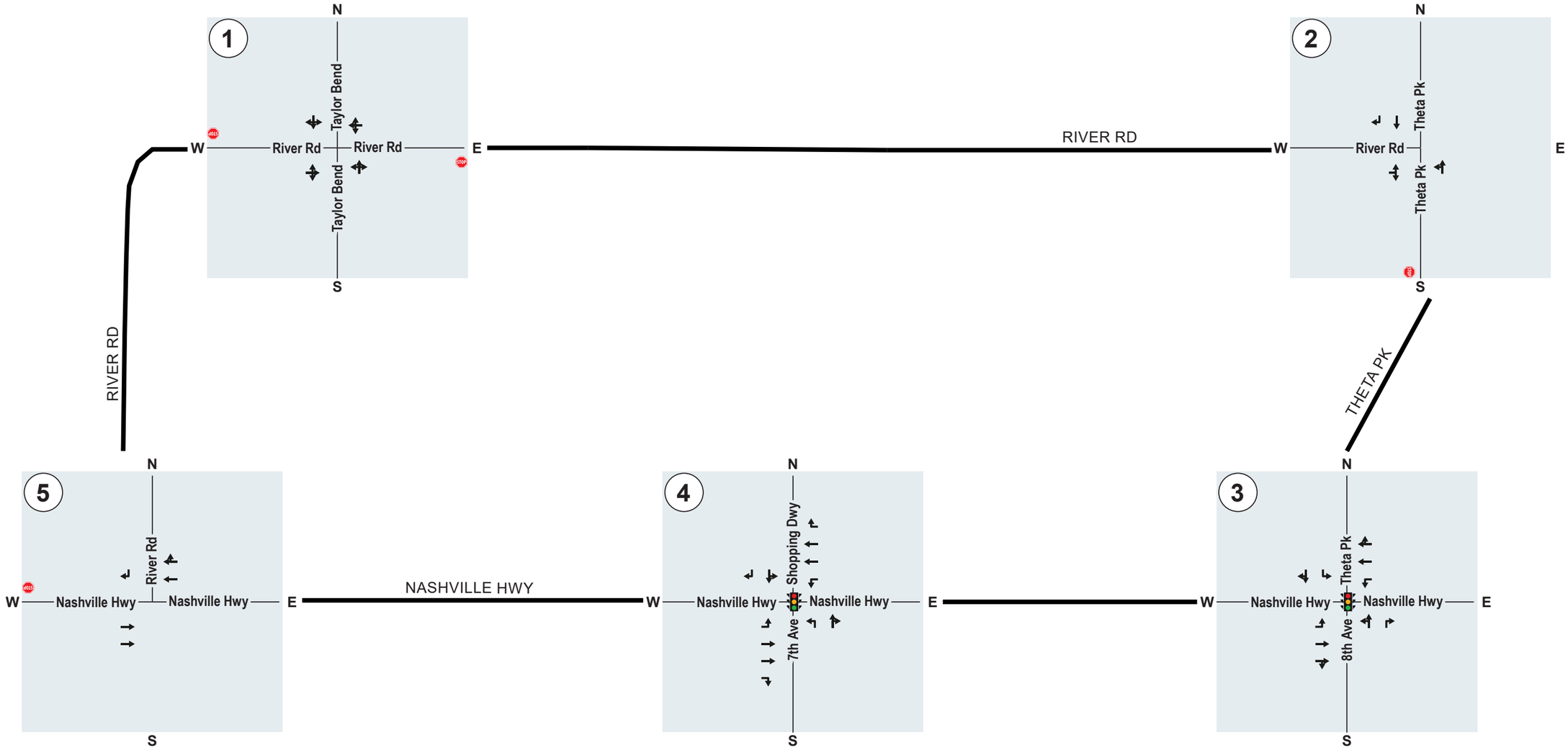
Table 5: Intersection Peak Hours

#	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

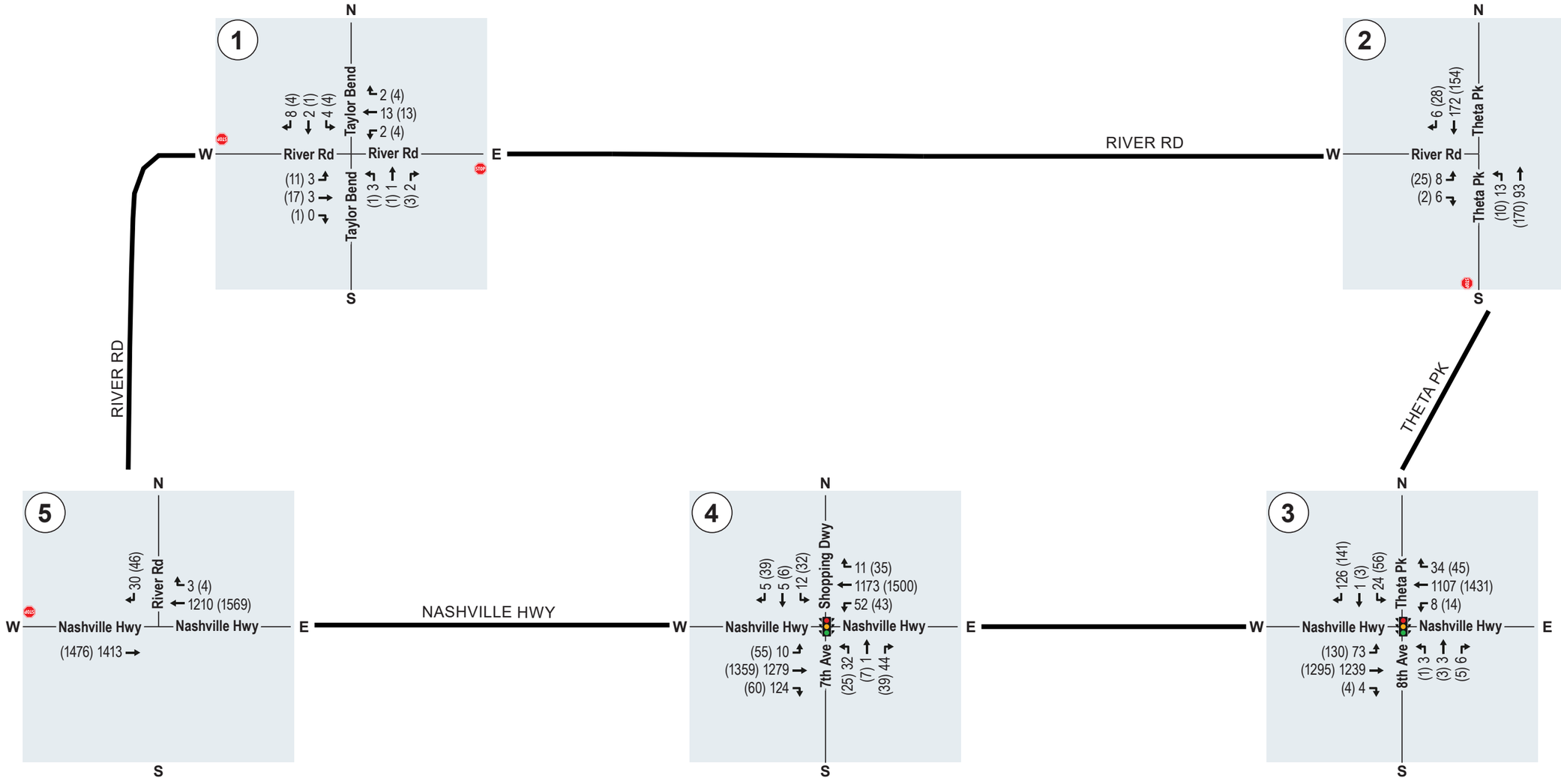
In addition to the TMCs, 24-hour average daily traffic (ADT) counts were also collected and are summarized in Table 6 below.

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	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.

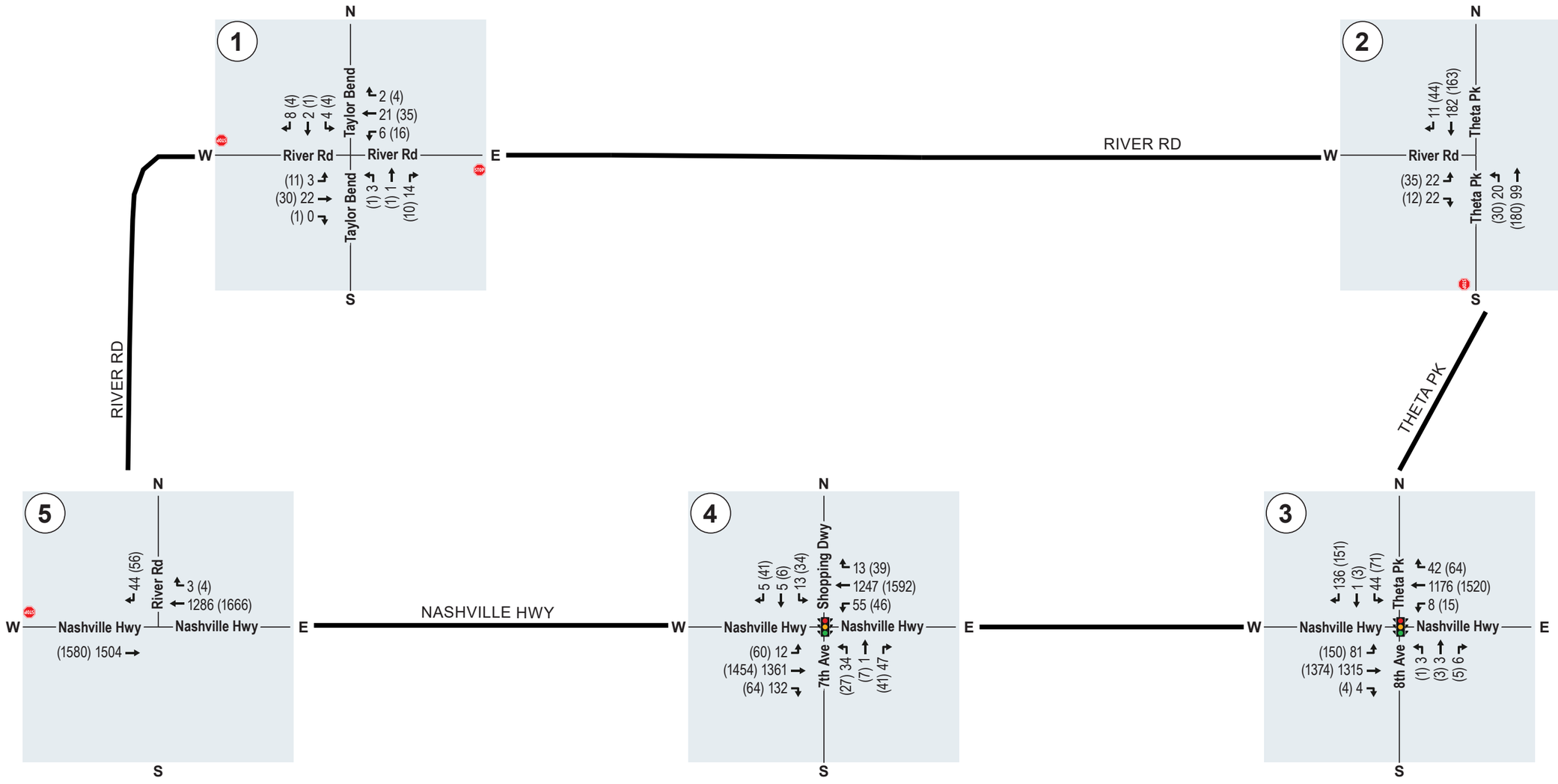
To account for background traffic, the existing traffic volumes were increased by 3.00% per year to account for the expected background growth through the build-out year. In addition to standard background growth, trips associated with the nearby approved developments listed in Table 7 were also incorporated 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

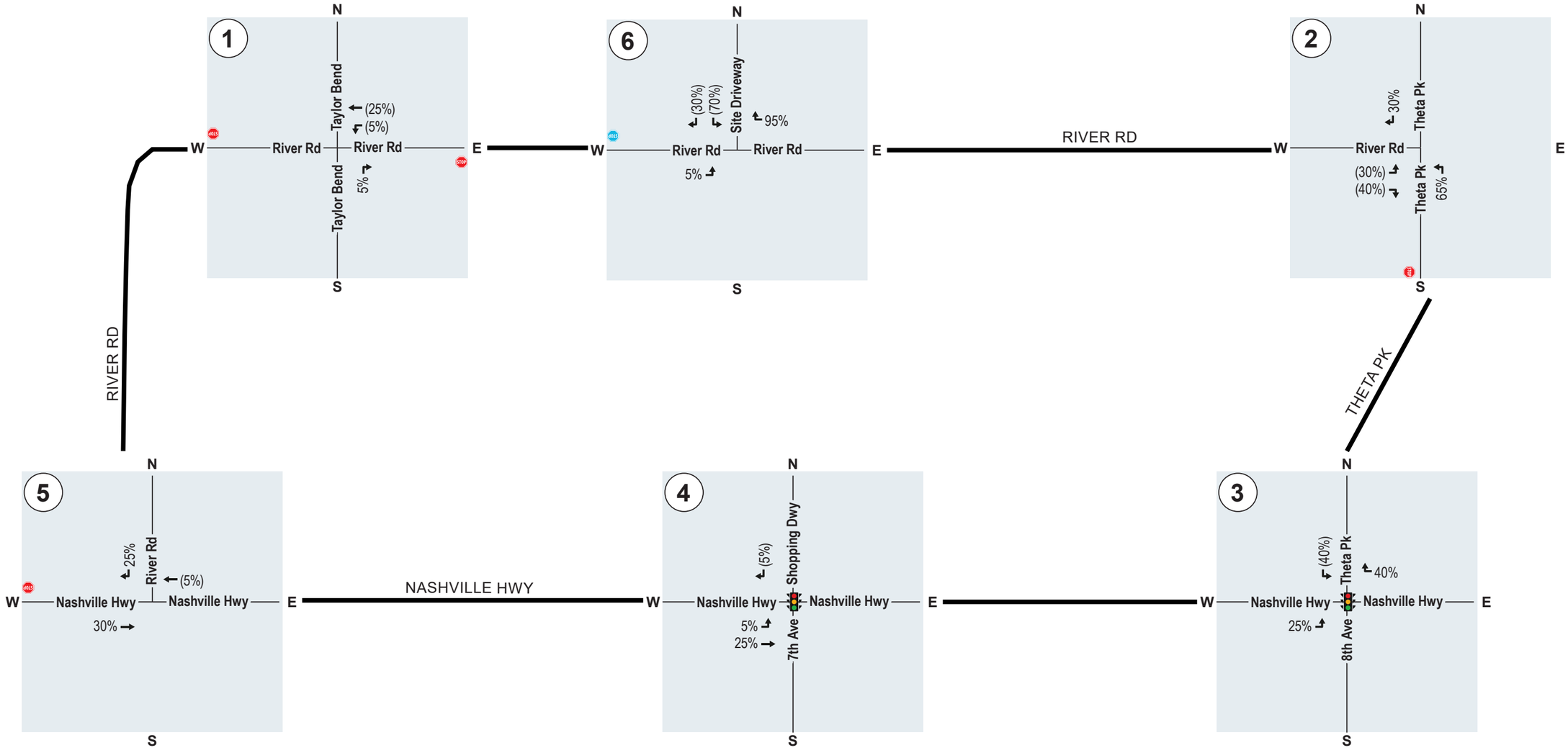
The directional distribution and assignment of new project trips was based on a review of land uses and population densities in the area as well as the existing peak hour turning movement counts. Figure 5 provides the directional distribution and assignment of new project trips. Figure 6 illustrates 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:

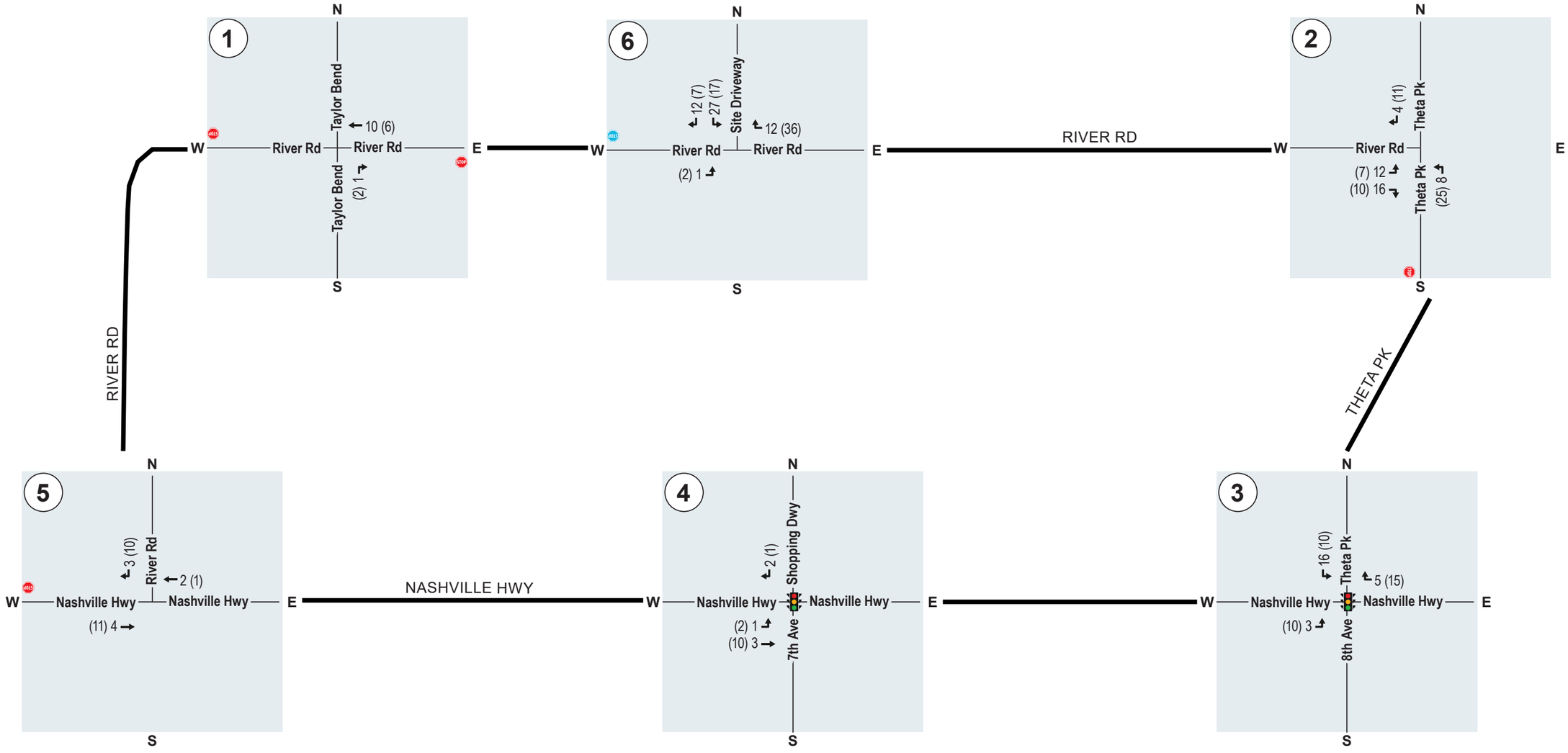


LEGEND

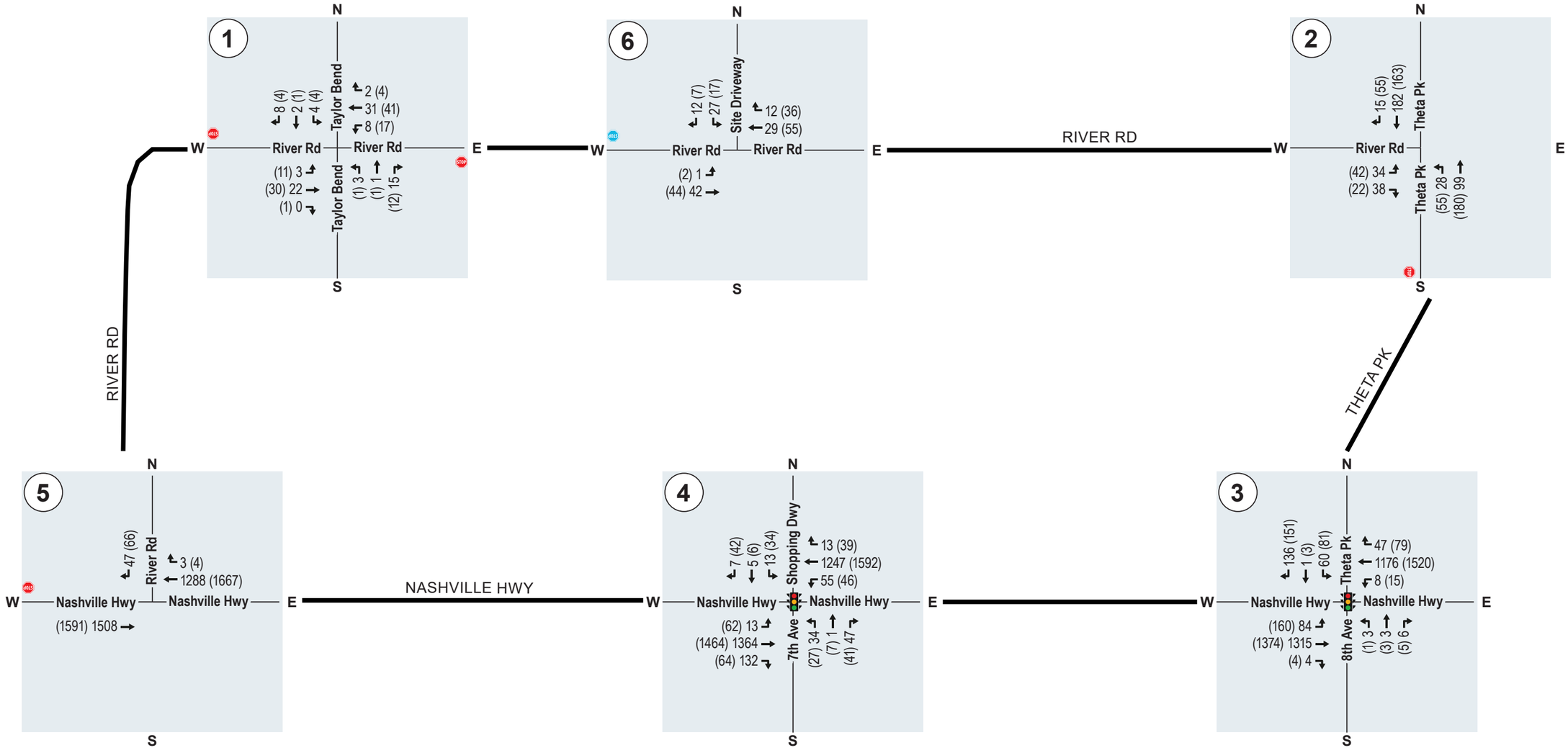
(X) Signalized Intersection ID	Existing Traffic Signal	XX%	% Entering Distribution
X Unsignalized Intersection ID	STOP Existing Stop Sign	(XX%)	% Exiting Distribution
→ Turning Movement	STOP Proposed Stop Sign		

N

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.

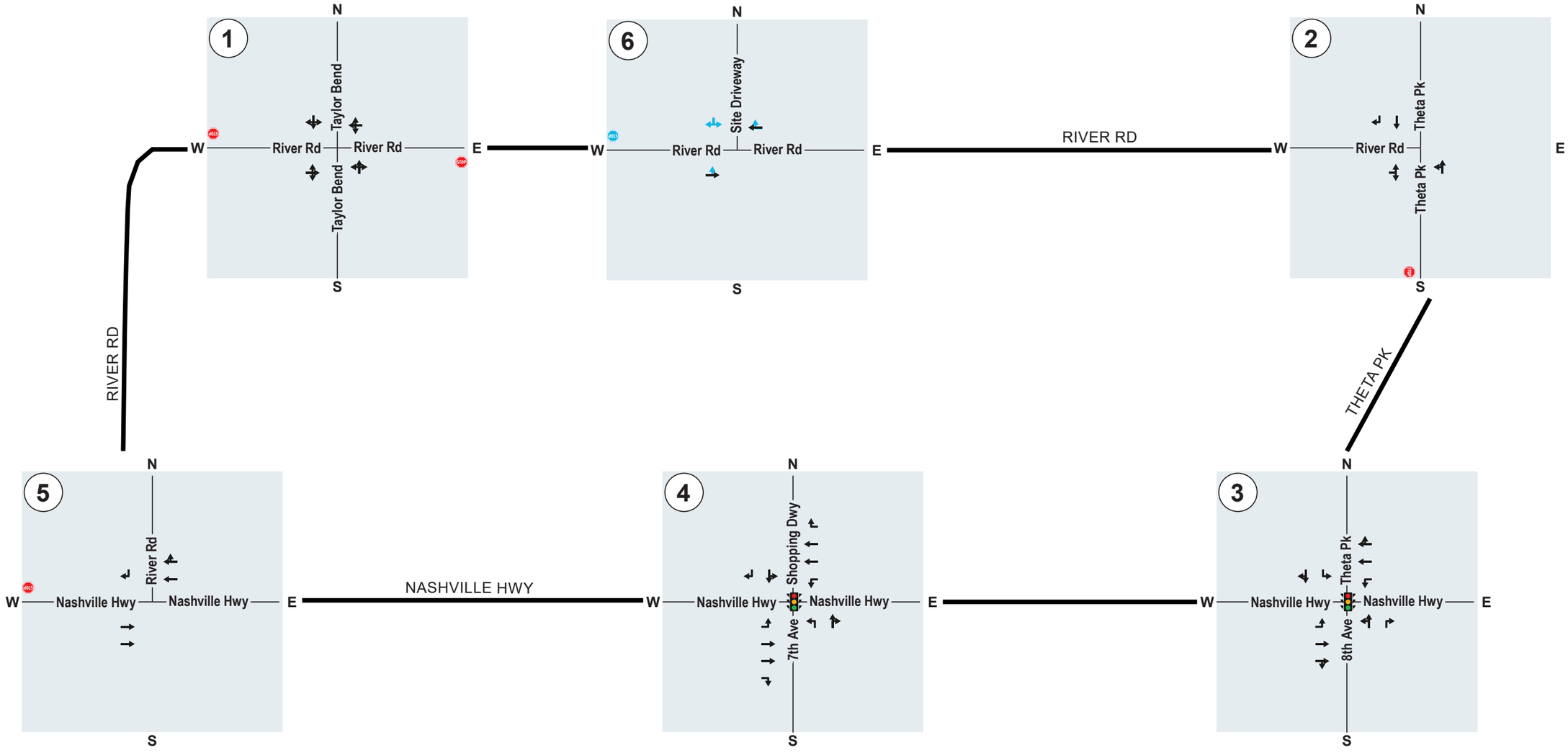
The Build lane configuration is shown in Figure 8.

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

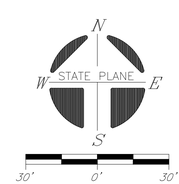


SITE PLAN:

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

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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

Columbia, TN

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Marr Traffic DATA COLLECTION

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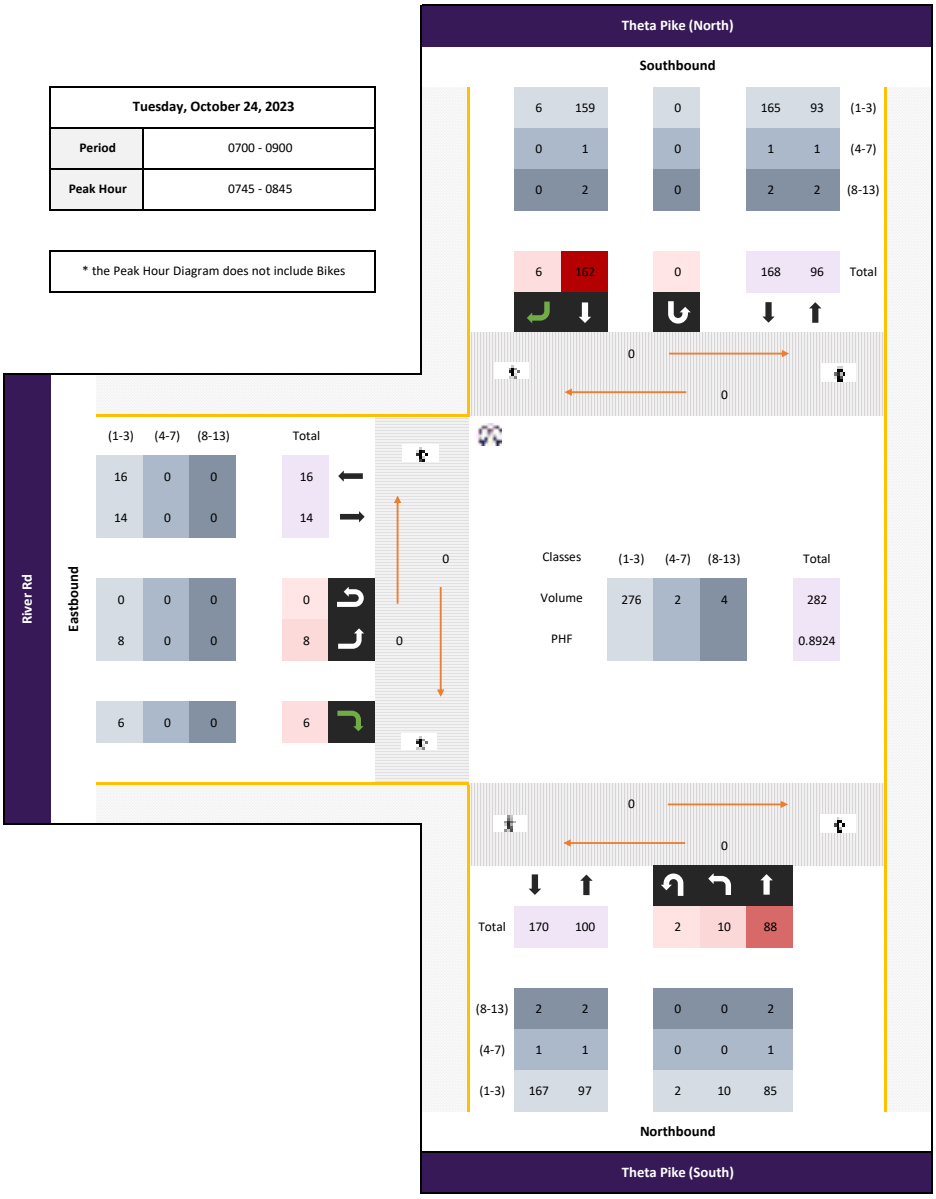
Tuesday, October 24, 2023	
Period	0700 - 0900
Peak Hour	0745 - 0845

* 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												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	2.1	2.2			2.3	Total		2.4	2.5		2.6	Total	2.7		2.8		2.9	Total						Total	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												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	2.1	2.2			2.3	Total		2.4	2.5		2.6	Total	2.7		2.8		2.9	Total						Total	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												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	2.1	2.2			2.3	Total		2.4	2.5		2.6	Total	2.7		2.8		2.9	Total						Total	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												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	2.1	2.2			2.3	Total		2.4	2.5		2.6	Total	2.7		2.8		2.9	Total						Total	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												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	2.1	2.2			2.3	Total		2.4	2.5		2.6	Total	2.7		2.8		2.9	Total						Total	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

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						
	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

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						
	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

Click here for Map

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

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



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

Click here for Map

Columbia, TN

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						
	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

Click here for Map

Columbia, TN

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°

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	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°

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	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**

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

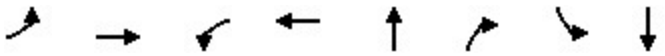
Intersection	
Int Delay, s/veh	0.8

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		

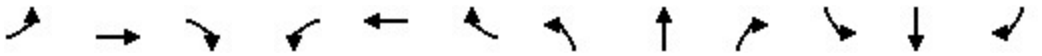
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	221	-	729	-	-
HCM Lane V/C Ratio	0.011	-	0.022	-	-
HCM Control Delay (s/veh)	7.7	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



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

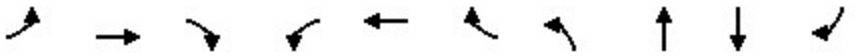
m Volume for 95th percentile queue is metered by upstream signal.



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				

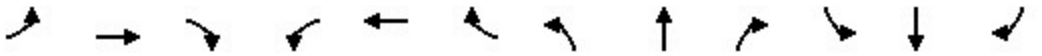
Intersection Summary			
HCM 7th Control Delay, s/veh		9.4	
HCM 7th LOS		A	



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

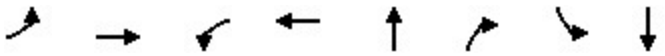
Intersection	
Int Delay, s/veh	0.9

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	-	-	-	-	-

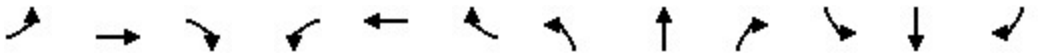
Approach	EB	NB	SB
HCM Control Delay, s/v	10.86	0.42	0
HCM LOS	B		

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

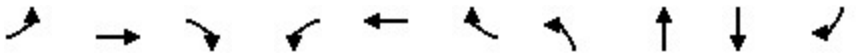
Intersection Summary



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				

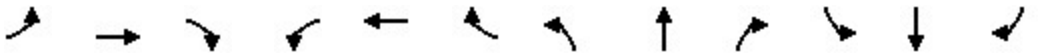
Intersection Summary		
HCM 7th Control Delay, s/veh	12.0	
HCM 7th LOS	B	



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.*

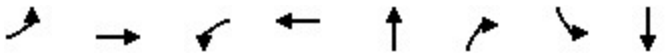
Intersection	
Int Delay, s/veh	1.7

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		

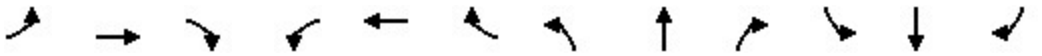
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	303	-	717	-	-
HCM Lane V/C Ratio	0.017	-	0.069	-	-
HCM Control Delay (s/veh)	7.7	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-



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

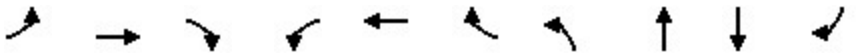
m Volume for 95th percentile queue is metered by upstream signal.



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				

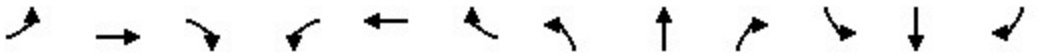
Intersection Summary	
HCM 7th Control Delay, s/veh	10.2
HCM 7th LOS	B



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

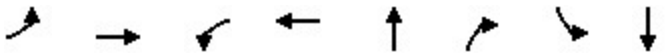
Intersection	
Int Delay, s/veh	1.6

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	-	-	-	-	-

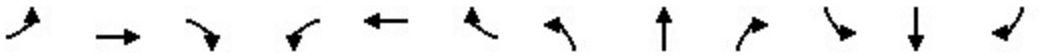
Approach	EB	NB	SB
HCM Control Delay, s/v	11.26	1.1	0
HCM LOS	B		

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

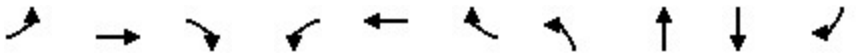
Intersection Summary



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				

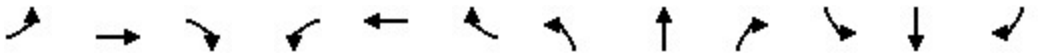
Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B



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.*

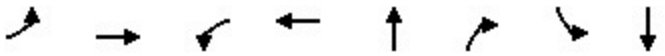
Intersection	
Int Delay, s/veh	2.5

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

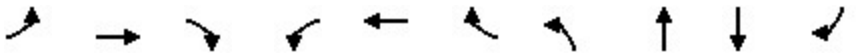
Intersection Summary

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

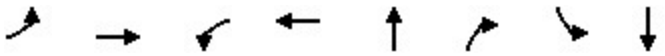
Intersection	
Int Delay, s/veh	2.3

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	-	-	-	-	-

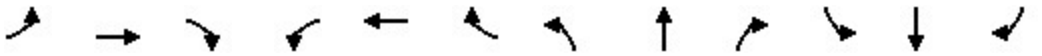
Approach	EB	NB	SB
HCM Control Delay, s/v	11.73	1.83	0
HCM LOS	B		

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

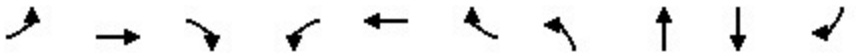
Intersection Summary



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

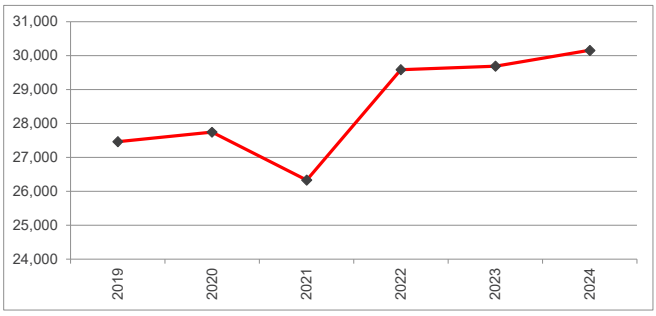
Additional Notes:

- Historical counts collected 10/24/2023

Growth Rate Calculations - Water's Edge

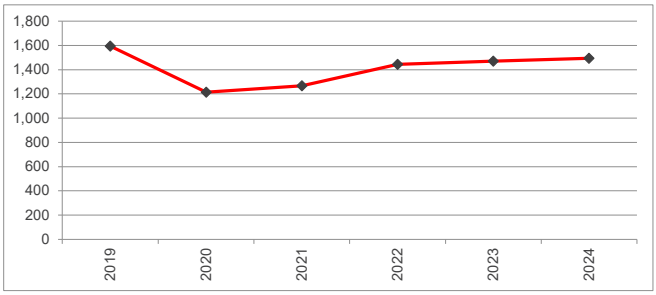
Station	600000046		
Route	Nashville Highway		
Location	North of Bass Drive		
Count Type	Count Year	AADT	Annual Growth Rate
Actual	2019	27,466	
Estimate	2020	27,741	1.0%
Actual	2021	26,329	-5.1%
Actual	2022	29,584	12.4%
Actual	2023	29,688	0.4%
Actual	2024	30,156	1.6%

	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:

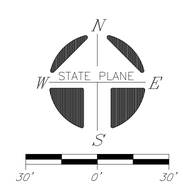
SITE PLAN:

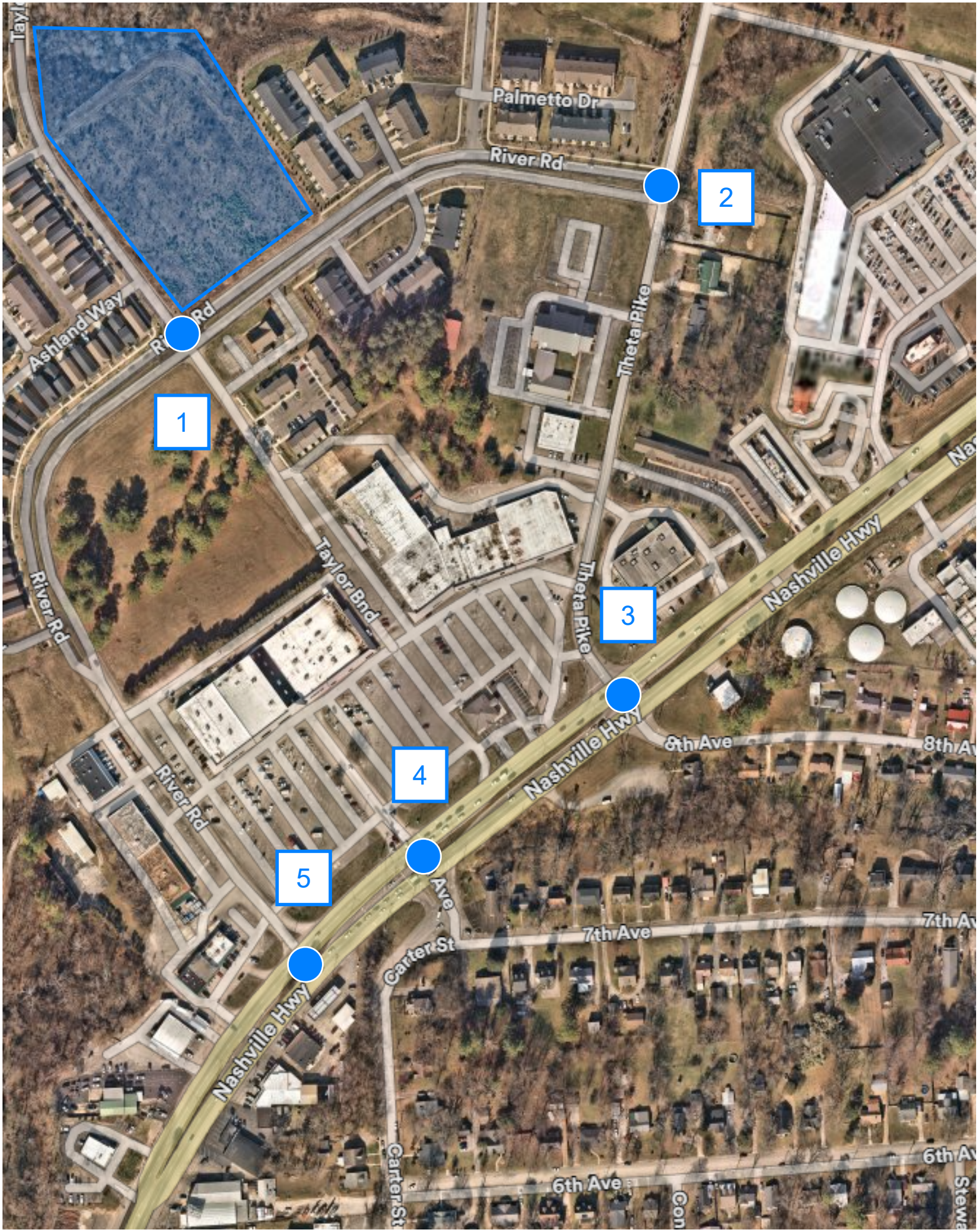
99 UNITS:
- 12 TOWNHOMES
- 4 CARRIAGE HOUSE UNITS
- 83 LARGE MULTI-FAMILY UNITS

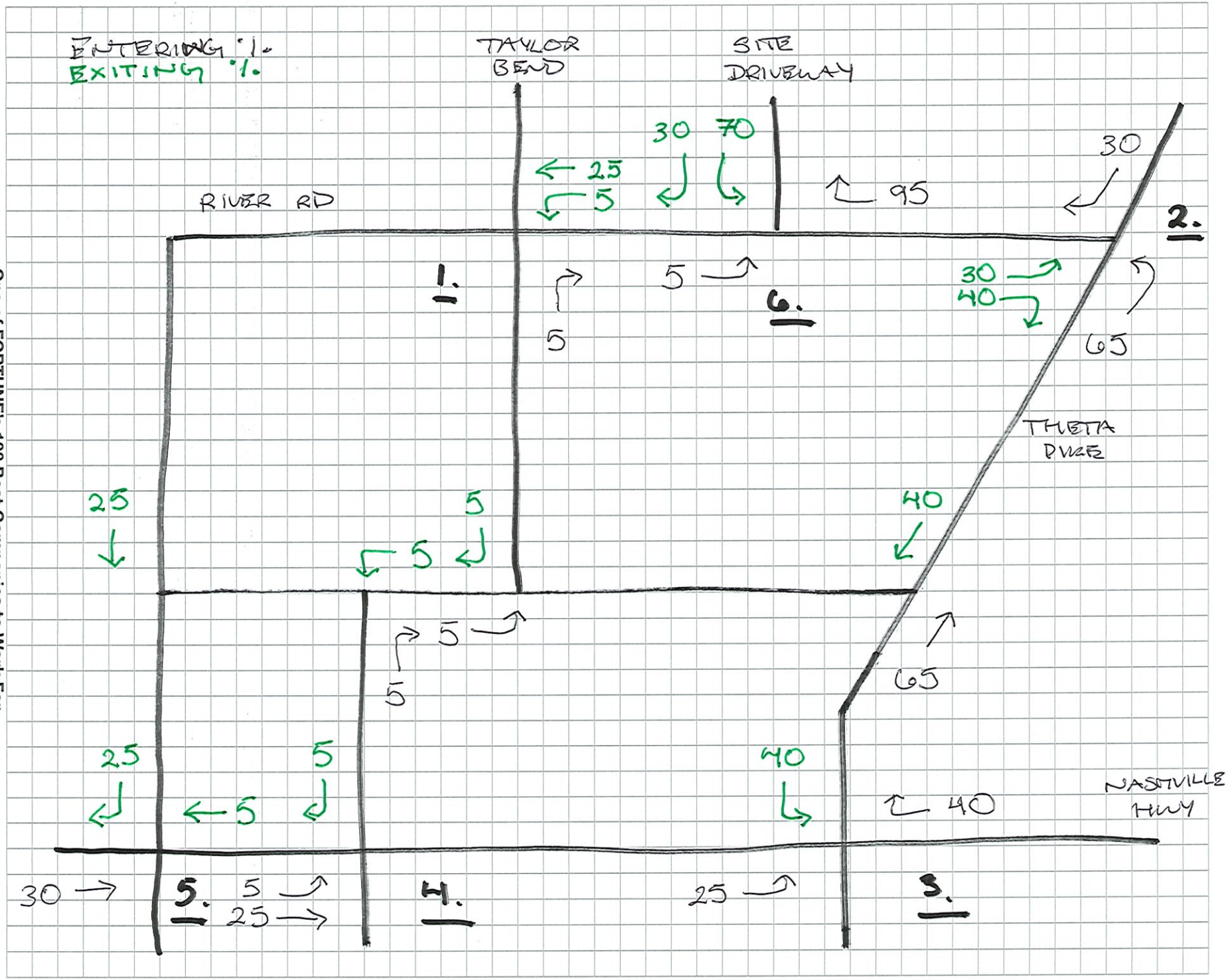
TOTAL PARKING GOAL: 201 SPACES
- CODE REQUIRES 1.5 SPACES/UNIT = 149
- CODE CIVIC SPACE PARKING: 1/5000 SF = 3
- 2/PER UNIT GOAL = 198 SPACES

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 Blvd
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

CPWS

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

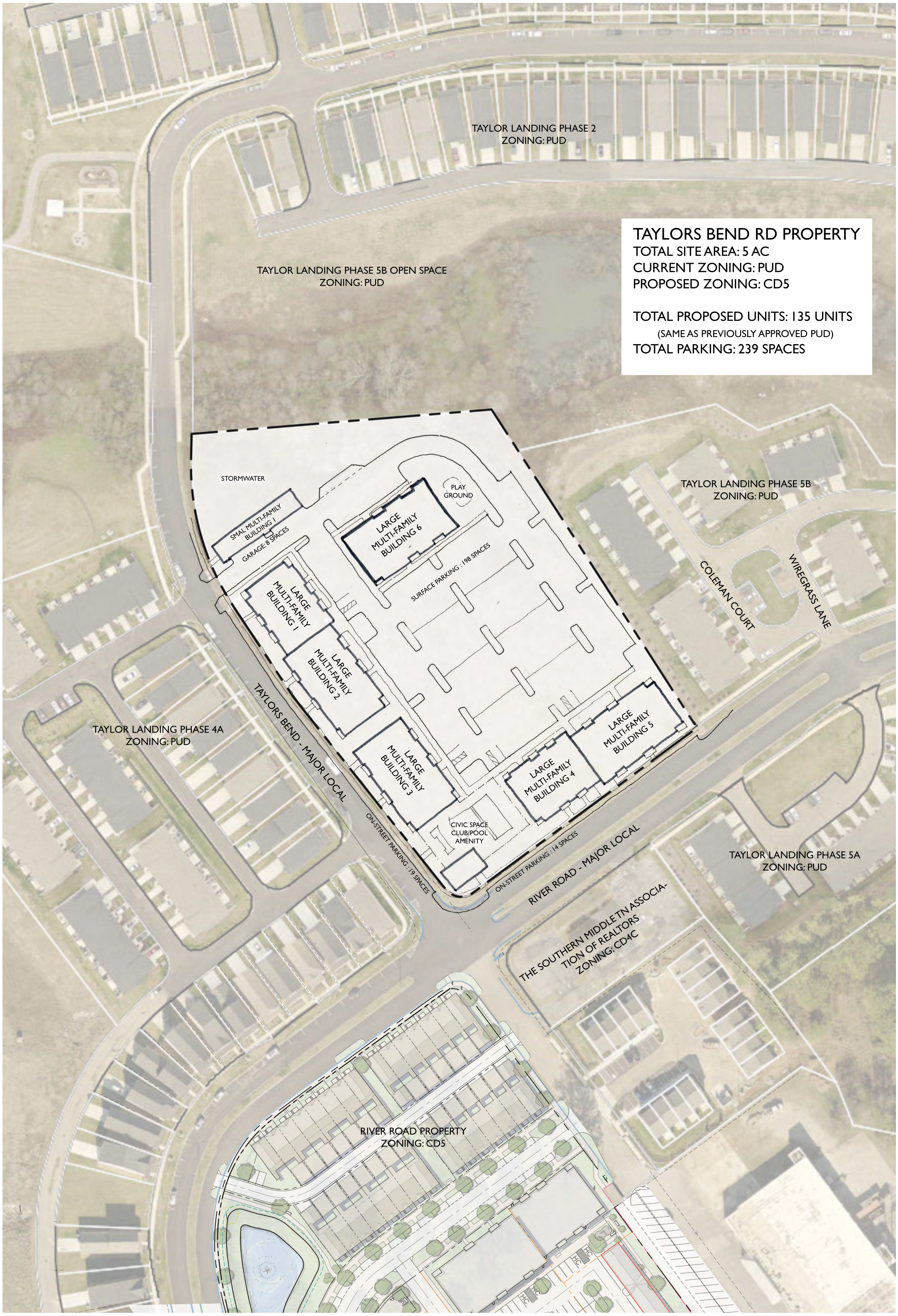
Fire Hydrant Location and Distribution (International Fire Code Appendix C)

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

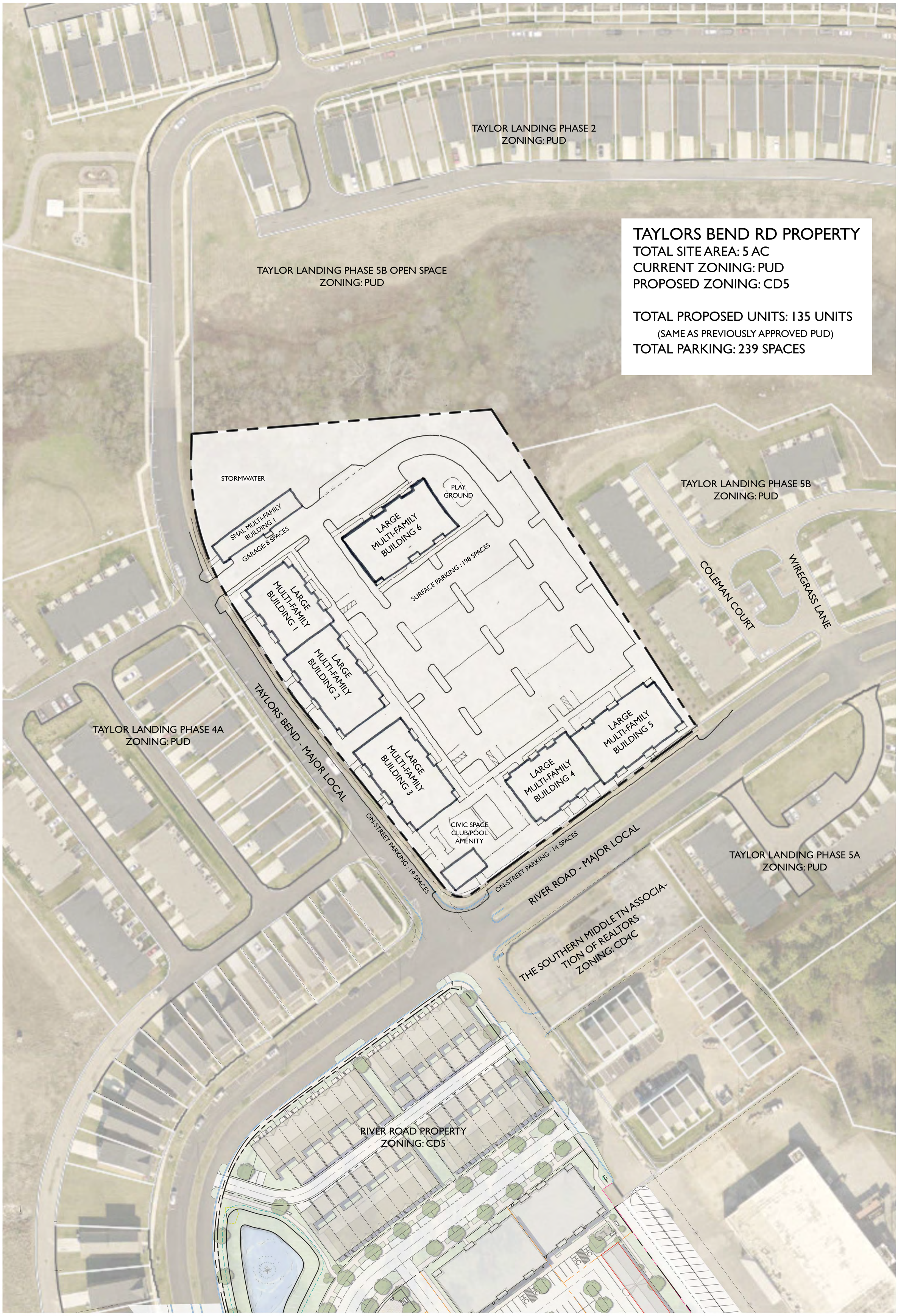
Fire Hydrant Location and Distribution (International Fire Code Appendix C)

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

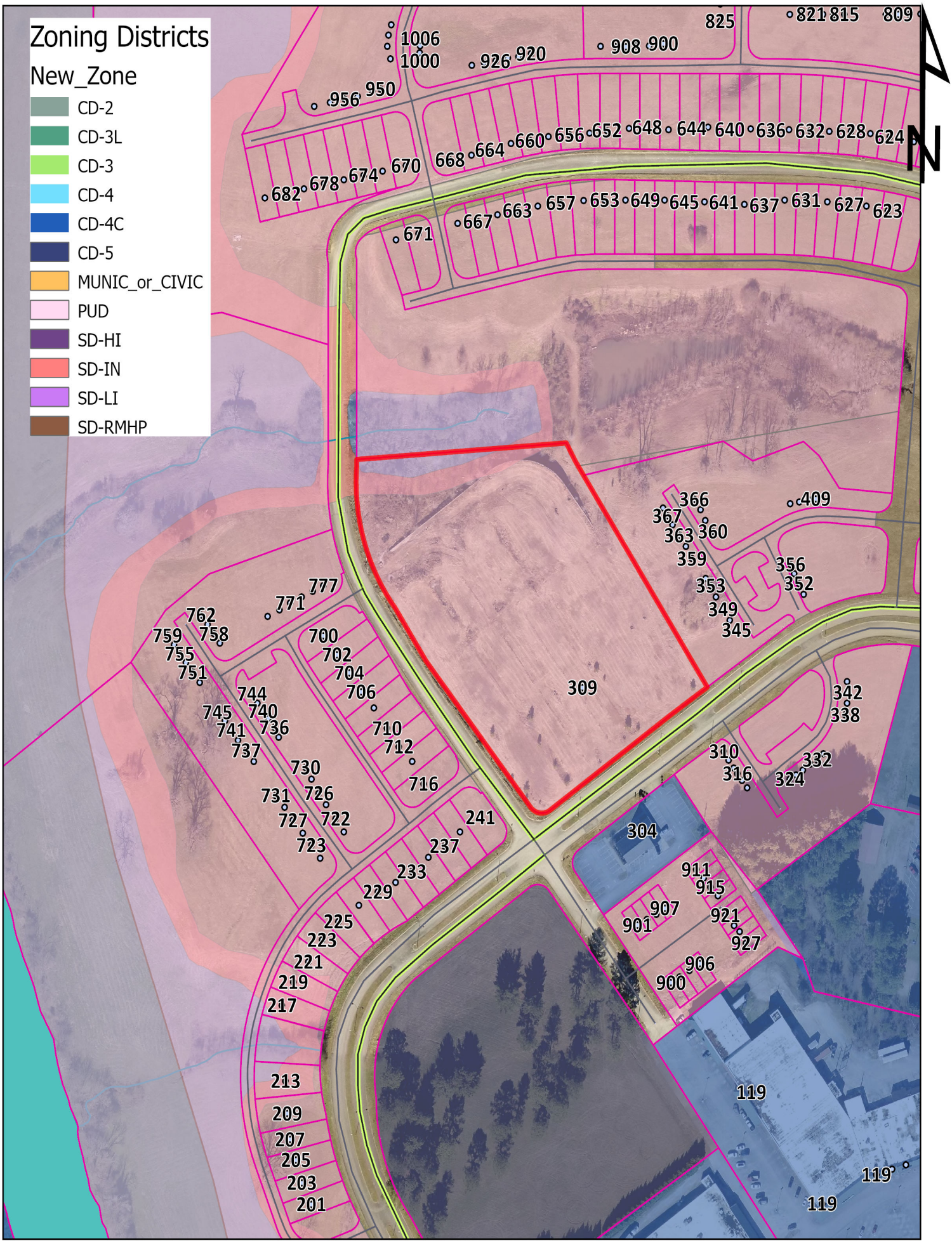
Keyshawn Gallon
4031 Aspen Grove Drive, Suite 200
Franklin, TN 37067

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.

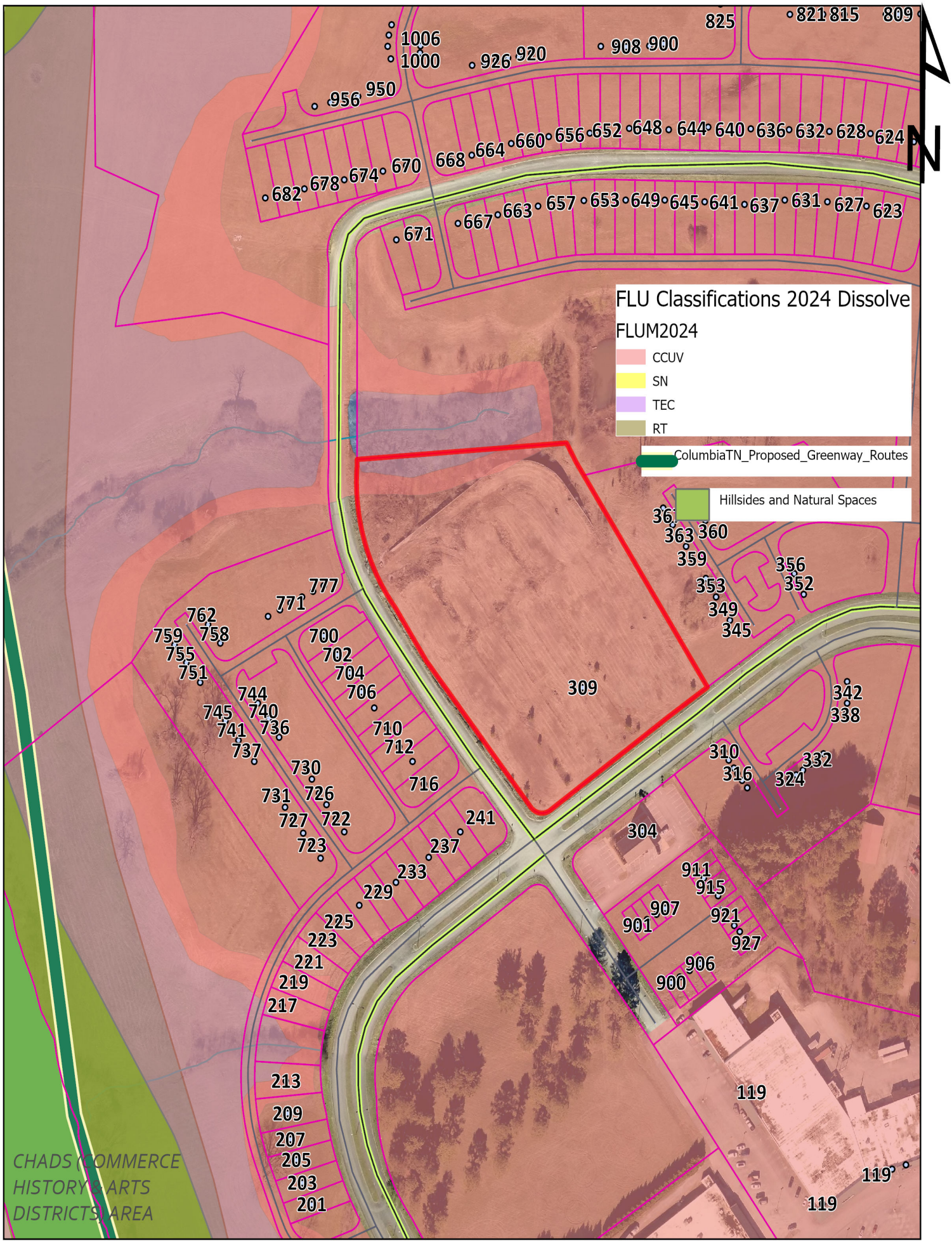
Donnie Boshers, Director
City of Columbia, TN
Wastewater Department



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
TENNESSEE



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

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.

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Grading, Drainage, and Storm

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

Streets, Parking, and Pedestrian Elements

- 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.

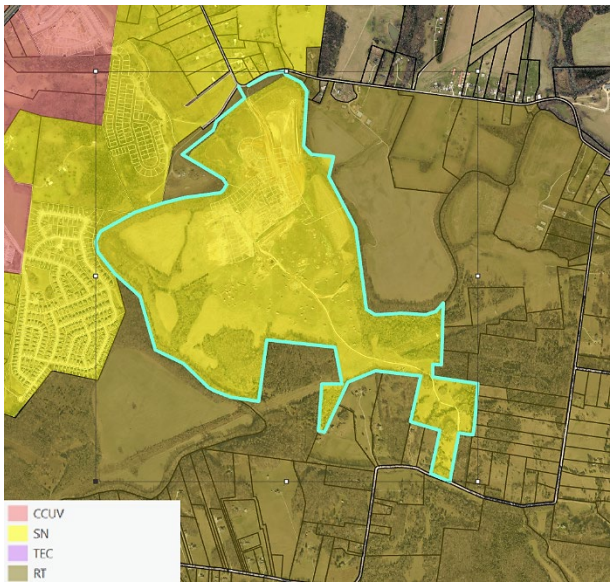
- The development was approved under Ordinance 3638, in effect between 2006 and 2022.
- The approvals created a vested right to develop under the standards in effect at the time.
- The property is subject to a Final PUD Master Plan based on the RS-10 standards of the previous Zoning Ordinance.
- The 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.

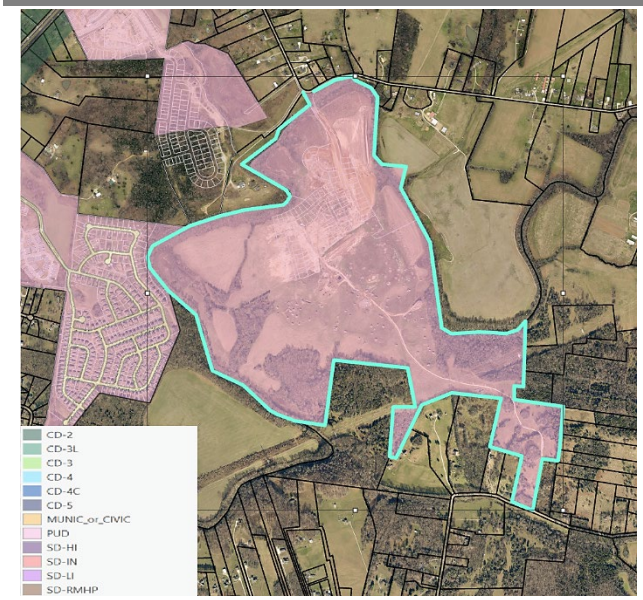
SITE INFORMATION

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.

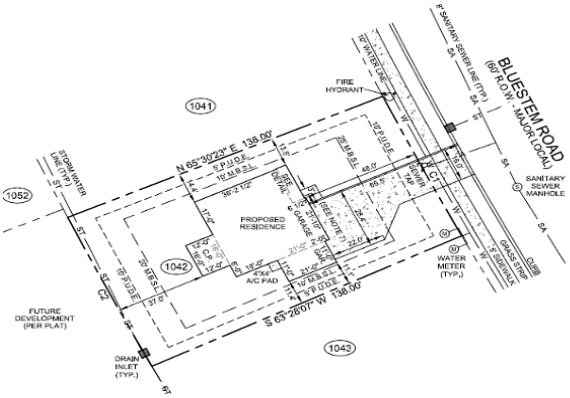


Figure 1 Code Approved

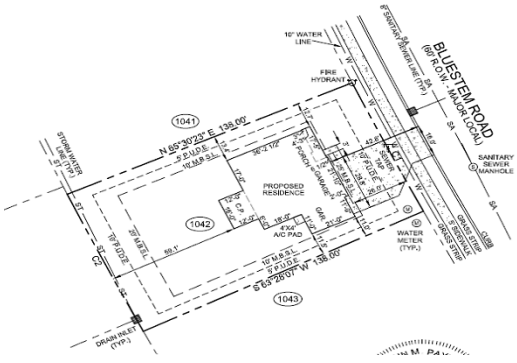


Figure 2 Deviation Request



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].



ELEV A

SCALE: 3/16"=1'-0"



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"

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LAST RELEASE

R1

PRINT DATE:

8/13/2025

MODEL NAME & NUMBER: BR/AR (S40F-2259)

SHEET TITLE: ELEVATION PRESENTATION

SCALE:

1/8"=1' @ 11x17

1/4"=1' @ 22x34

UNLESS OTHERWISE NOTED

SHEET:

EV1



ELEV PB1

SCALE: 3/16"=1'-0"



ELEV PB2

SCALE: 3/16"=1'-0"

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LAST RELEASE

R1

PRINT DATE:

8/13/2025

MODEL NAME & NUMBER: BRIAR (S40F-2259)

SHEET TITLE: ELEVATION PRESENTATION

SCALE:

1/8"=1' @ 11x17

1/4"=1' @ 22x34

UNLESS OTHERWISE NOTED

SHEET:

EV2

ELEVATION NOTES:

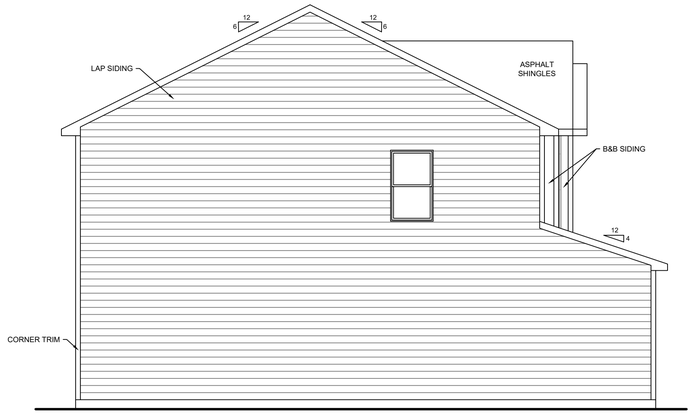
1. GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE CONDITIONS. BUILDER TO VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
2. FFE TO GRADE DIMENSION PER MUNICIPALITY REQUIREMENTS.
3. STONE OR BRICK SKIRT REQUIRED PER MUNICIPALITY. INSTALLED WITH ROWLOCK LEDGE AT TOP ROW UP TO FFE.
4. WATER TABLE DIMENSION MAY VARY PER WINDOW MANUFACTURER AND/OR ROUGH OPENING REQUIREMENTS.
5. FRONT COACH LIGHT QUANTITIES MAY VARY PER MUNICIPALITY REQUIREMENTS. INSTALL 4" BELOW GARAGE DOOR HEADER HEIGHT.
6. ELEMENTS MAY VARY PER COMMUNITY SPEC, SUCH AS EXTERIOR DOOR STYLES, WINDOW GRIDS, CEMENT OR VINYL VENEER MATERIAL, BEAM WRAP MATERIAL, ETC.



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		466 SF
BRICK	0 %	0 SF
STONE	0 %	0 SF
SIDING	42 %	194 SF
SHAKE	0 %	0 SF
B-N-B	58 %	272 SF

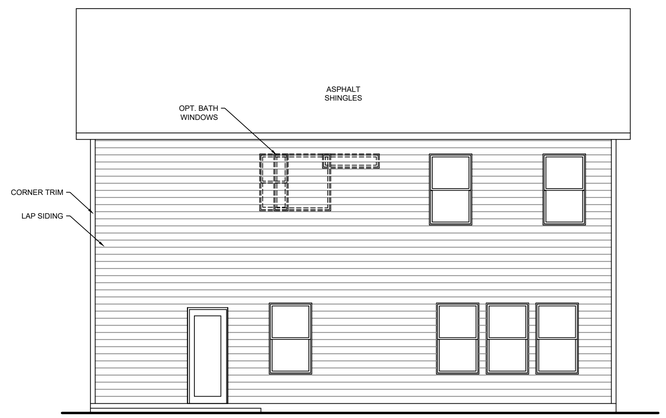
FRONT ELEVATION - A

SCALE = $\frac{3}{16}$" = 1'



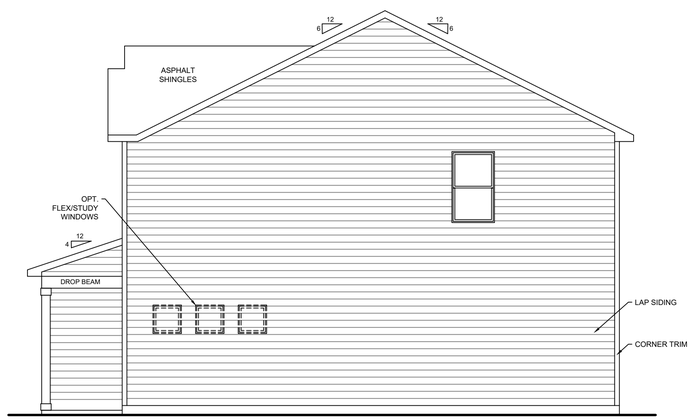
LEFT ELEVATION - A

SCALE = $\frac{3}{16}$" = 1'



REAR ELEVATION - A

SCALE = $\frac{3}{16}$" = 1'



RIGHT ELEVATION - A

SCALE = $\frac{3}{16}$" = 1'

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LAST RELEASE
R1

PRINT DATE:
8/13/2025

MODEL NAME & NUMBER: BRIAR (S40F-2259)

SHEET TITLE: ELEVATIONS - A

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.1.1

ELEVATION NOTES:

1. GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE CONDITIONS. BUILDER TO VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
2. FFE TO GRADE DIMENSION PER MUNICIPALITY REQUIREMENTS.
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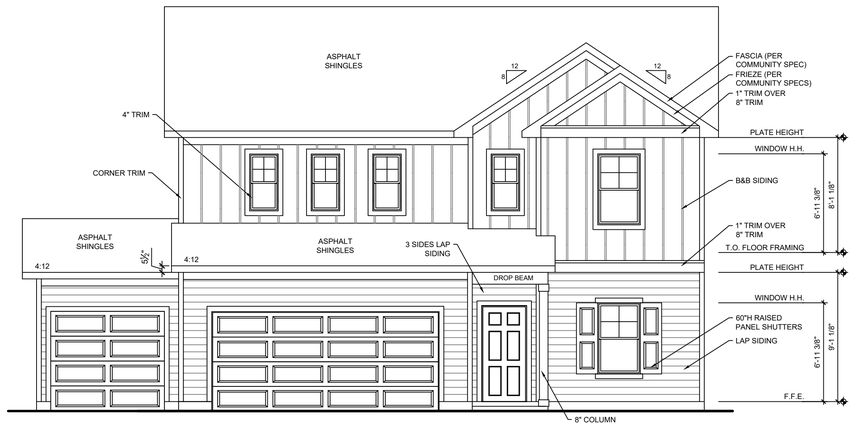
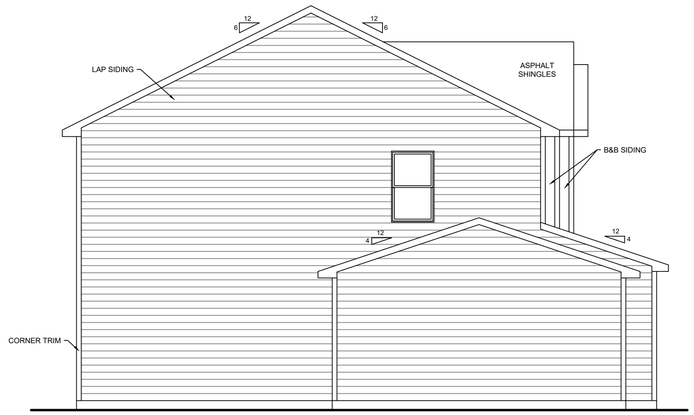


FRONT ELEVATION - A - 3 CAR FRONT

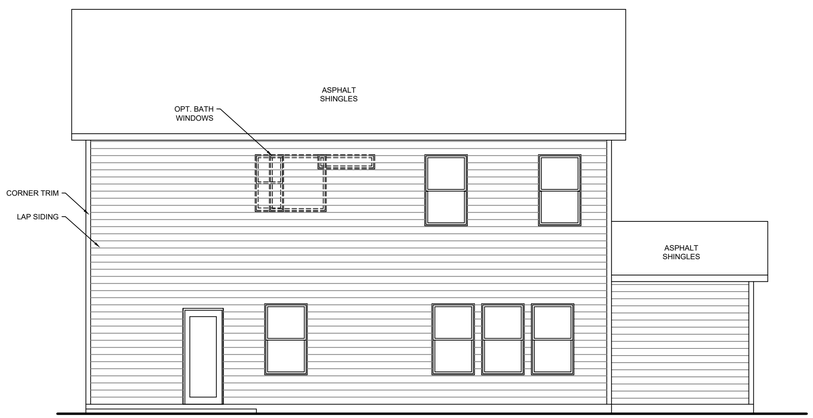
SCALE = $\frac{3}{16}$" = 1'

FRONT ELEV TOTAL SF		501 SF
BRICK	0 %	0 SF
STONE	0 %	0 SF
SIDING	46 %	229 SF
SHAKE	0 %	0 SF
B-N-B	54 %	272 SF



LEFT ELEVATION - A - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'



REAR ELEVATION - A - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

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LAST RELEASE
R1

PRINT DATE:
8/13/2025

MODEL NAME & NUMBER: BRIAR (S40F-2259)

SHEET TITLE: ELEVATIONS - A - 3 CAR FRONT 2'

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

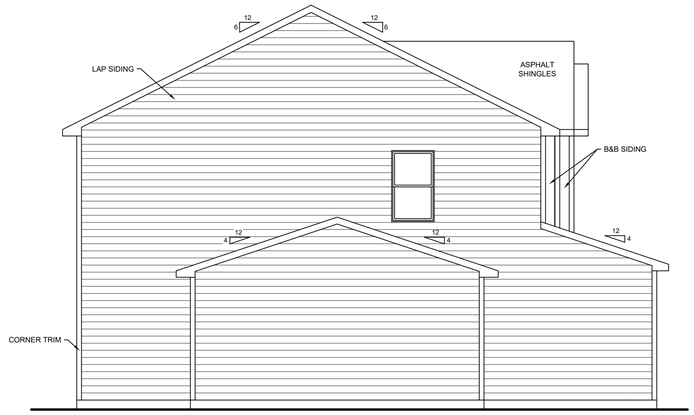
SHEET:
A3-1.1.2



FRONT ELEVATION - A - 3 CAR FRONT

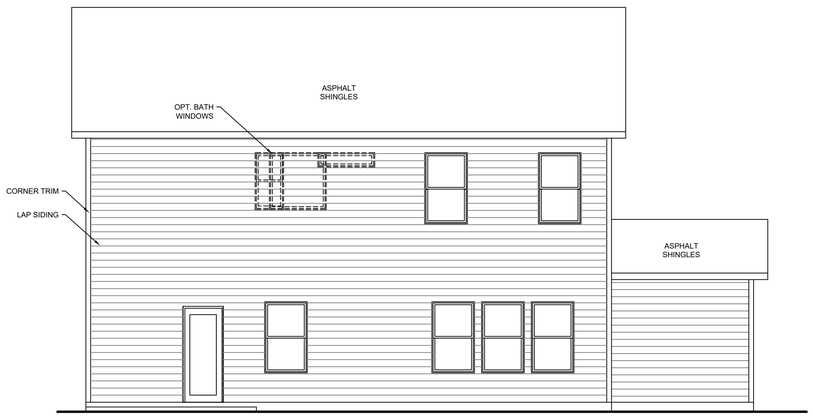
SCALE = $\frac{3}{16}$" = 1'

FRONT ELEV TOTAL SF		501 SF
BRICK	0 %	0 SF
STONE	0 %	0 SF
SIDING	46 %	229 SF
SHAKE	0 %	0 SF
B-N-B	54 %	272 SF



LEFT ELEVATION - A - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'



REAR ELEVATION - A - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION NOTES:

1. GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE CONDITIONS. BUILDER TO VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
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4. WATER TABLE DIMENSION MAY VARY PER WINDOW MANUFACTURER AND/OR ROUGH OPENING REQUIREMENTS.
5. FRONT COACH LIGHT QUANTITIES MAY VARY PER MUNICIPALITY REQUIREMENTS. INSTALL 4" BELOW GARAGE DOOR HEADER HEIGHT.
6. ELEMENTS MAY VARY PER COMMUNITY SPEC, SUCH AS EXTERIOR DOOR STYLES, WINDOW GRIDS, CEMENT OR VINYL VENEER MATERIAL, BEAM WRAP MATERIAL, ETC.

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PRINT DATE:
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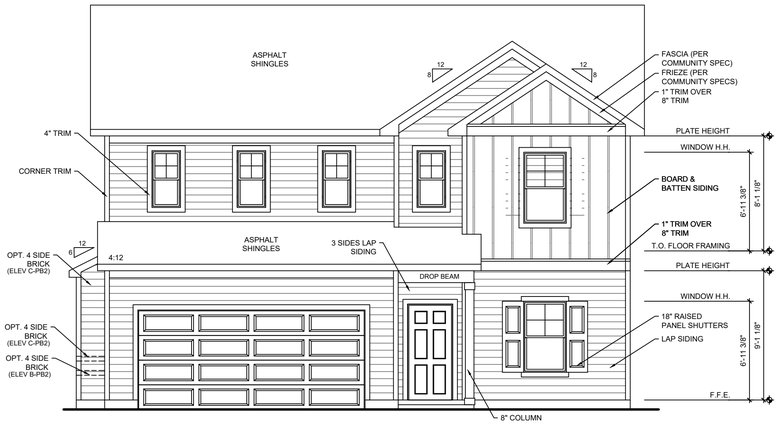
MODEL NAME & NUMBER: BRIAR (S40F-2259)

SHEET TITLE: ELEVATIONS - A - 3 CAR FRONT 12'

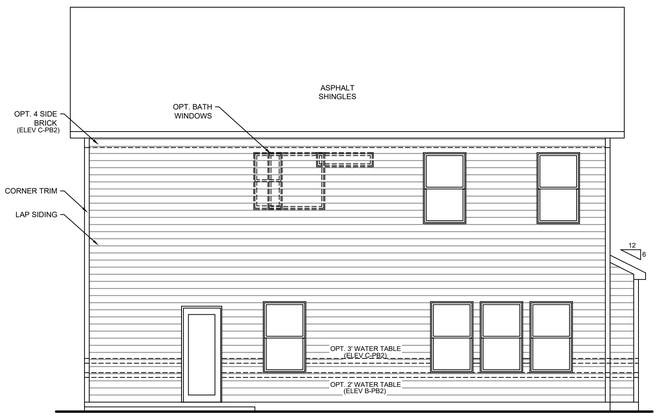
SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.1.3



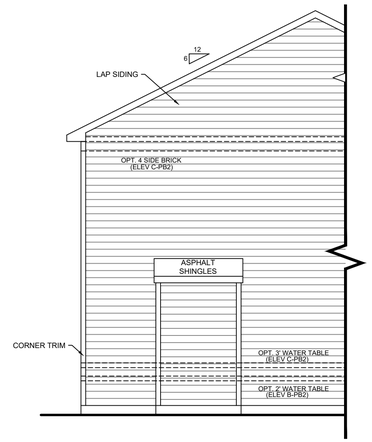
FRONT ELEVATION - BUMP-OUT FIREPLACE

SCALE = $\frac{3}{16}$" = 1'



REAR ELEVATION - BUMP-OUT FIREPLACE

SCALE = $\frac{3}{16}$" = 1'



LEFT ELEVATION - BUMP-OUT FIREPLACE

SCALE = $\frac{3}{16}$" = 1'

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PRINT DATE:
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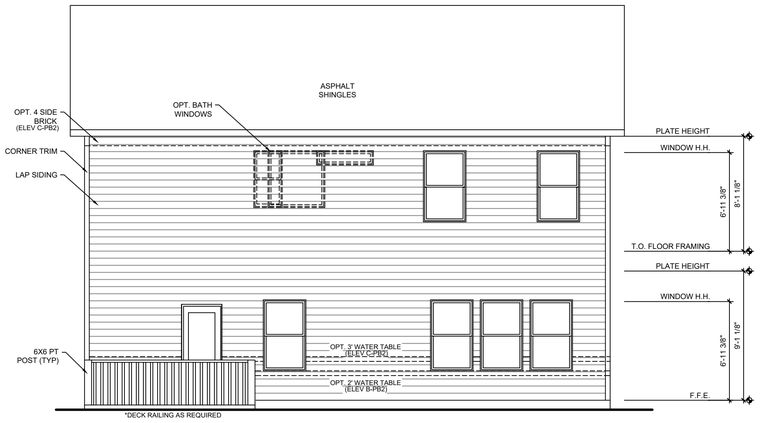
MODEL NAME & NUMBER:
BRIAR (S40F-2259)

SHEET TITLE: ELEVATIONS - OPT BUMP-OUT FIREPLACE

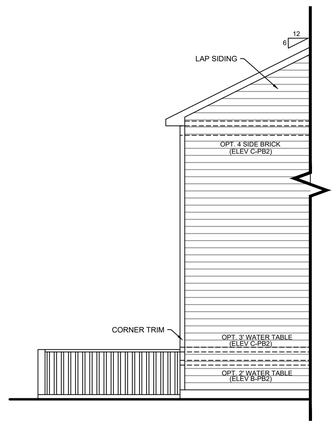
SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.1.4



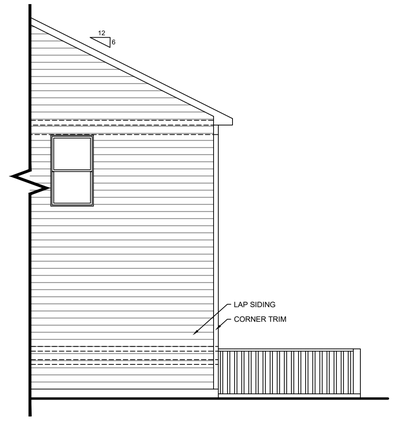
REAR ELEVATION - DECK

SCALE = $\frac{3}{16}$" = 1'



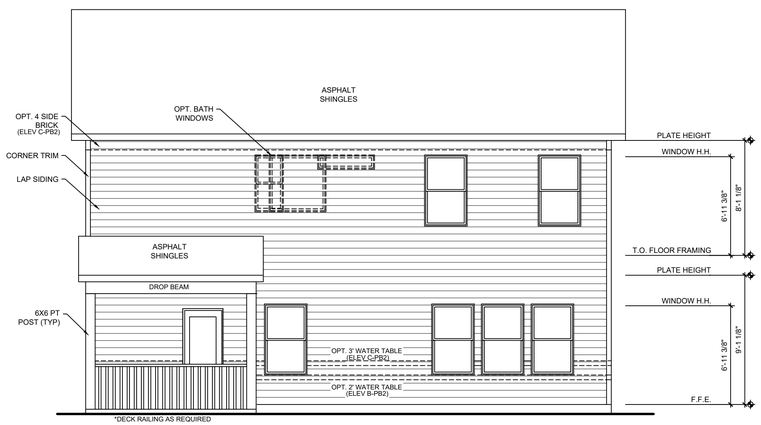
LEFT ELEVATION - DECK

SCALE = $\frac{3}{16}$" = 1'



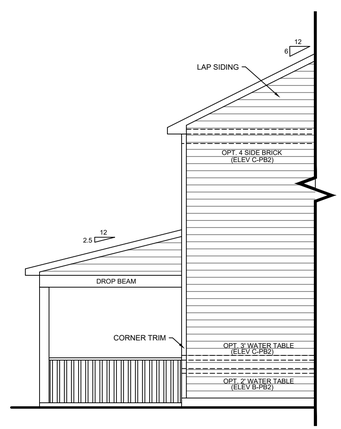
RIGHT ELEVATION - DECK

SCALE = $\frac{3}{16}$" = 1'



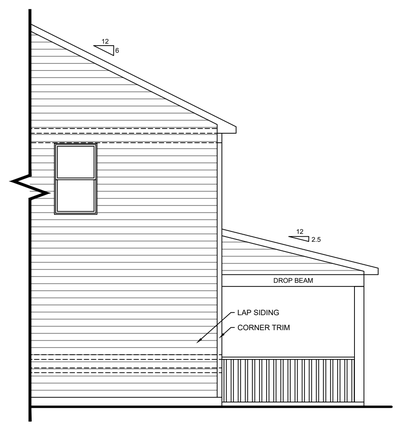
REAR ELEVATION - COV DECK

SCALE = $\frac{3}{16}$" = 1'



LEFT ELEVATION - COV DECK

SCALE = $\frac{3}{16}$" = 1'



RIGHT ELEVATION - COV DECK

SCALE = $\frac{3}{16}$" = 1'

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PRINT DATE:
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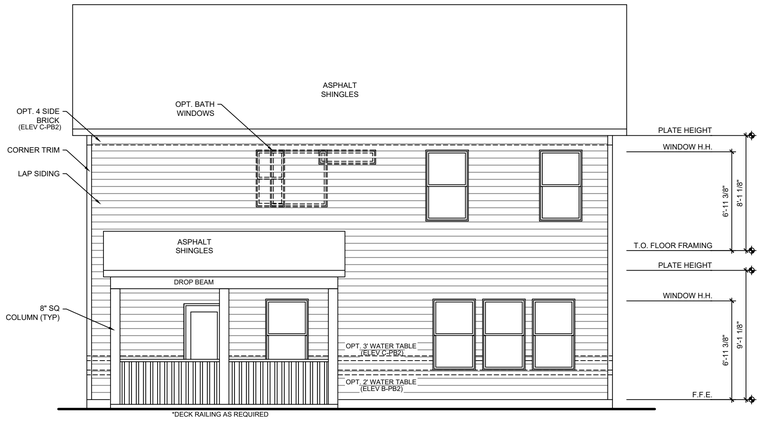
MODEL NAME & NUMBER: BRIAR (S40F-2259)

SHEET TITLE: ELEVATIONS - OPT DECK

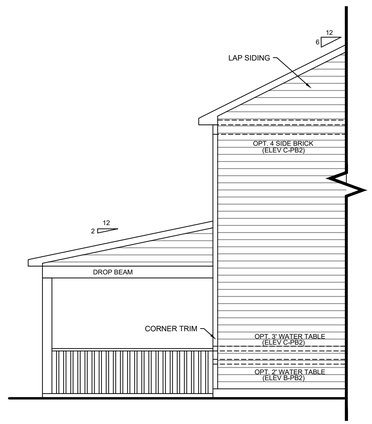
SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.1.5



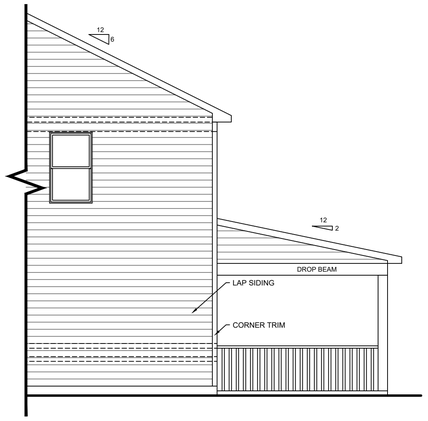
REAR ELEVATION - EXT COV DECK

SCALE = $\frac{3}{16}$" = 1'



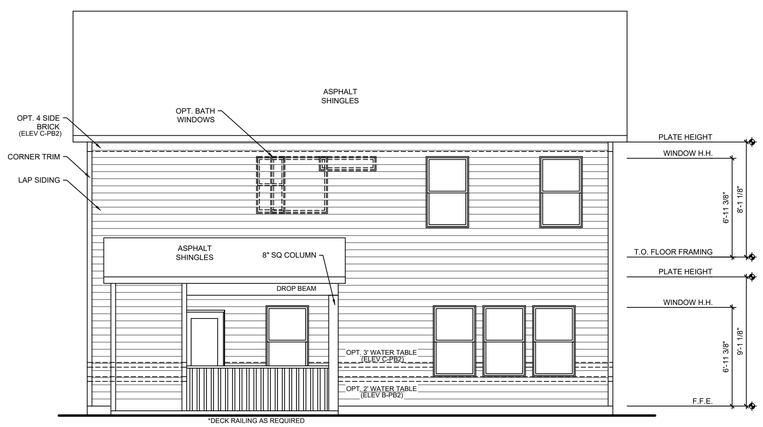
LEFT ELEVATION - EXT COV DECK

SCALE = $\frac{3}{16}$" = 1'



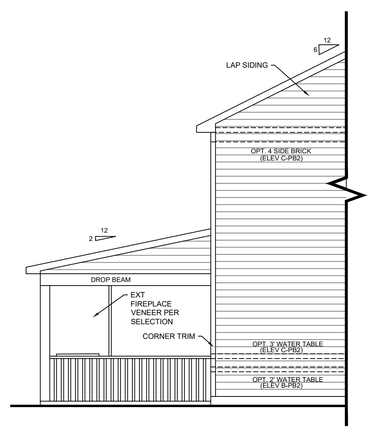
RIGHT ELEVATION - EXT COV DECK

SCALE = $\frac{3}{16}$" = 1'



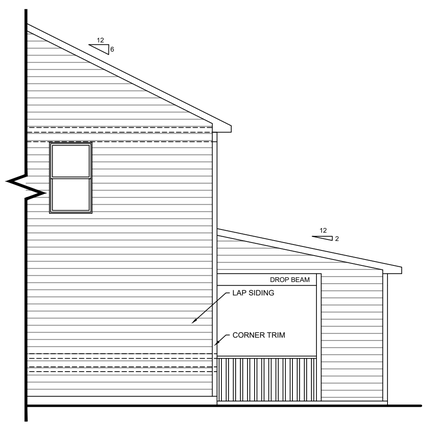
REAR ELEVATION - EXT COV DECK W/ FIREPLACE

SCALE = $\frac{3}{16}$" = 1'



LEFT ELEVATION - EXT COV DECK W/ FIREPLACE

SCALE = $\frac{3}{16}$" = 1'



RIGHT ELEVATION - EXT COV DECK W/ FIREPLACE

SCALE = $\frac{3}{16}$" = 1'

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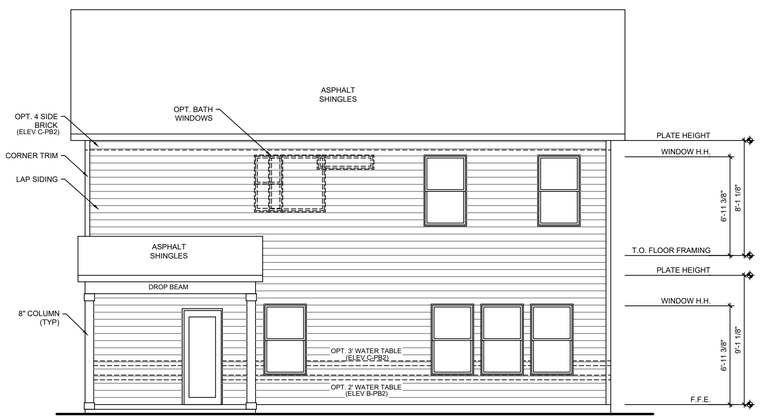
PRINT DATE:
8/13/2025

MODEL NAME & NUMBER: BRIAR (S40F-2259)

SHEET TITLE: ELEVATIONS - OPT EXTENDED DECK

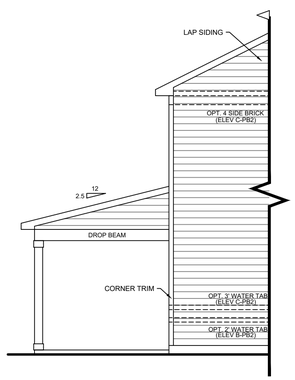
SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.1.6



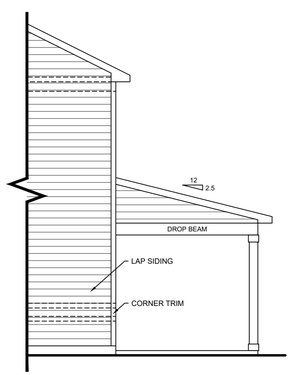
REAR ELEVATION - COV PATIO

SCALE = $\frac{3}{16}$" = 1'



LEFT ELEVATION - COV PATIO

SCALE = $\frac{3}{16}$" = 1'



RIGHT ELEVATION - COV PATIO

SCALE = $\frac{3}{16}$" = 1'

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R1

PRINT DATE:

8/13/2025

MODEL NAME & NUMBER: BRIAR (S40F-2259)

SHEET TITLE: ELEVATIONS - OPT COV PATIO

SCALE:

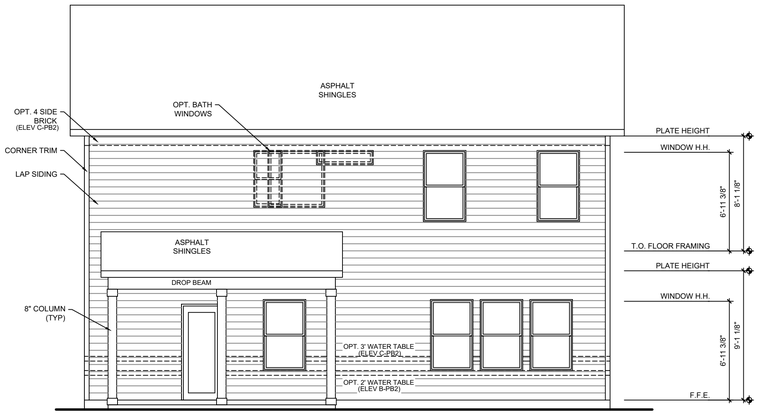
1/8"=1' @ 11x17

1/4"=1' @ 22x34

UNLESS OTHERWISE NOTED

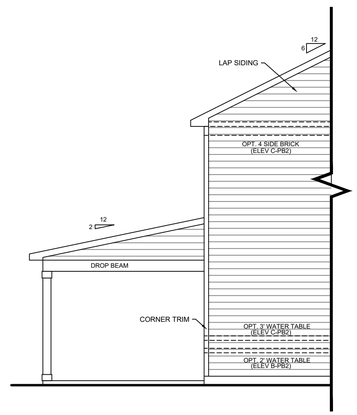
SHEET:

A3-1.1.7



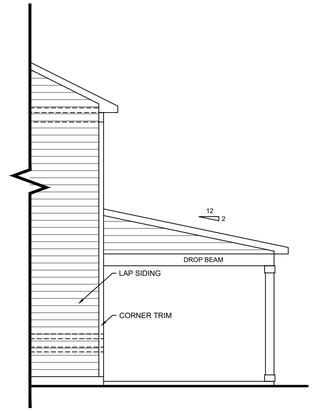
REAR ELEVATION - EXTENDED COV PATIO

SCALE = $\frac{3}{16}$" = 1'



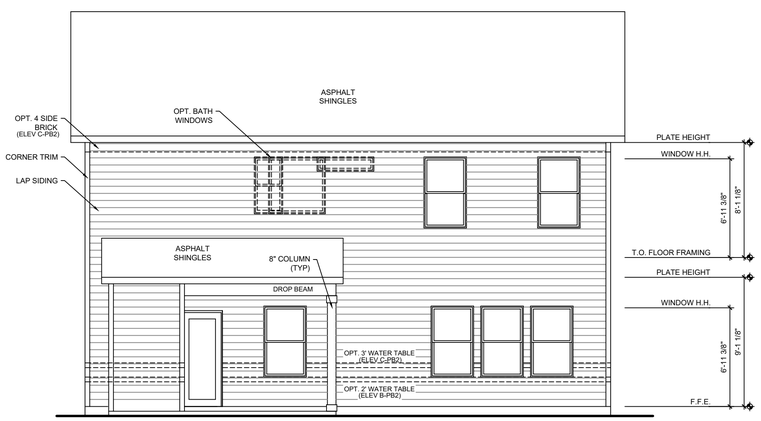
LEFT ELEVATION - EXTENDED COV PATIO

SCALE = $\frac{3}{16}$" = 1'



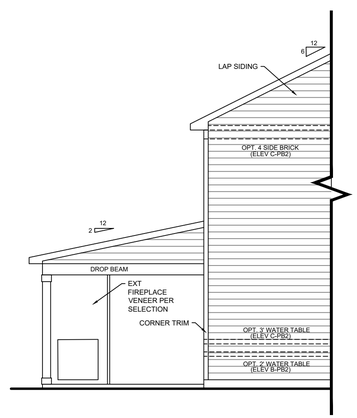
RIGHT ELEVATION - EXTENDED COV PATIO

SCALE = $\frac{3}{16}$" = 1'



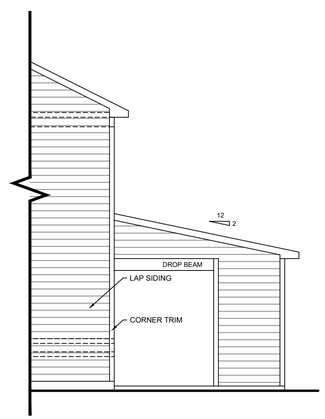
REAR ELEVATION - EXTENDED COV PATIO W/ FIREPLACE

SCALE = $\frac{3}{16}$" = 1'



LEFT ELEVATION - EXTENDED COV PATIO W/ FIREPLACE

SCALE = $\frac{3}{16}$" = 1'



RIGHT ELEVATION - EXTENDED COV PATIO W/ FIREPLACE

SCALE = $\frac{3}{16}$" = 1'

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PRINT DATE:
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MODEL NAME & NUMBER: BRIAR (S40F-2259)

SHEET TITLE: ELEVATIONS - OPT EXTENDED PATIO

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.1.8

ELEVATION NOTES:

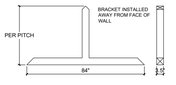
1. GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE CONDITIONS. BUILDER TO VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
2. FFE TO GRADE DIMENSION PER MUNICIPALITY REQUIREMENTS.
3. STONE OR BRICK SKIRT REQUIRED PER MUNICIPALITY. INSTALLED WITH ROWLOCK LEDGE AT TOP ROW UP TO FFE.
4. WATER TABLE DIMENSION MAY VARY PER WINDOW MANUFACTURER AND/OR ROUGH OPENING REQUIREMENTS.
5. FRONT COACH LIGHT QUANTITIES MAY VARY PER MUNICIPALITY REQUIREMENTS. INSTALL 4" BELOW GARAGE DOOR HEADER HEIGHT.
6. ELEMENTS MAY VARY PER COMMUNITY SPEC, SUCH AS EXTERIOR DOOR STYLES, WINDOW GRIDS, CEMENT OR VINYL VENEER MATERIAL, BEAM WRAP MATERIAL, ETC.



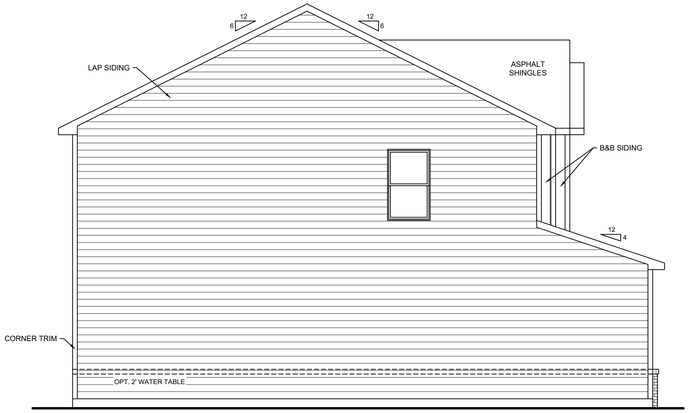
FRONT ELEVATION - B

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		466 SF
BRICK	10 %	47 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	90 %	419 SF

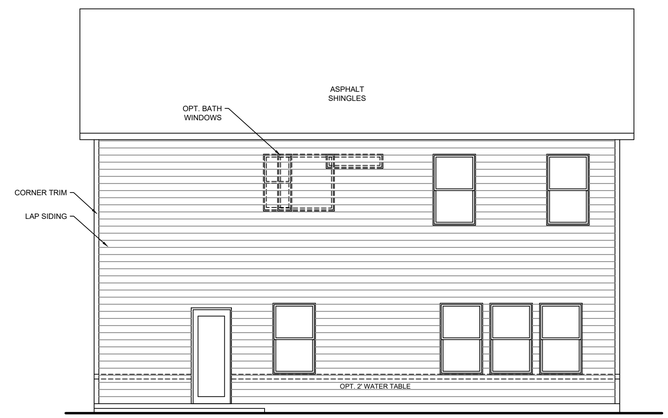


2 ARCHITECTURAL
GABLE PEDIMENT - MEIER



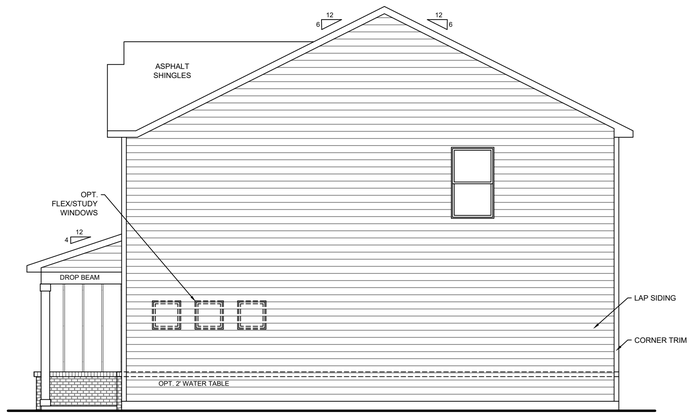
LEFT ELEVATION - B

SCALE = $\frac{3}{16}$" = 1'



REAR ELEVATION - B

SCALE = $\frac{3}{16}$" = 1'



RIGHT ELEVATION - B

SCALE = $\frac{3}{16}$" = 1'

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PRINT DATE:
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MODEL NAME & NUMBER: BRIAR (S40F-2259)
SHEET TITLE: ELEVATIONS - B

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

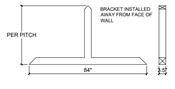
SHEET:
A3-1.2.1



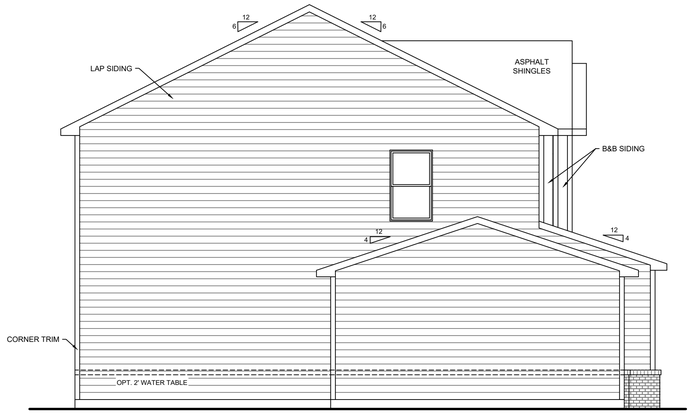
FRONT ELEVATION - B - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		502 SF
BRICK	10 %	52 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	90 %	450 SF

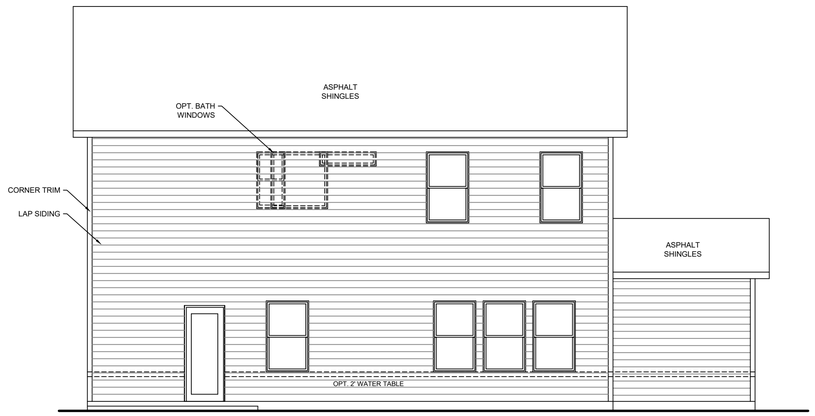


2 ARCHITECTURAL
GABLE PEDIMENT - MEIER



LEFT ELEVATION - B - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'



REAR ELEVATION - B - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION NOTES:

1. GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE CONDITIONS. BUILDER TO VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
2. FFE TO GRADE DIMENSION PER MUNICIPALITY REQUIREMENTS.
3. STONE OR BRICK SKIRT REQUIRED PER MUNICIPALITY. INSTALLED WITH ROWLOCK LEDGE AT TOP ROW UP TO FFE.
4. WATER TABLE DIMENSION MAY VARY PER WINDOW MANUFACTURER AND/OR ROUGH OPENING REQUIREMENTS.
5. FRONT COACH LIGHT QUANTITIES MAY VARY PER MUNICIPALITY REQUIREMENTS. INSTALL 4" BELOW GARAGE DOOR HEADER HEIGHT.
6. ELEMENTS MAY VARY PER COMMUNITY SPEC, SUCH AS EXTERIOR DOOR STYLES, WINDOW GRIDS, CEMENT OR VINYL VENEER MATERIAL, BEAM WRAP MATERIAL, ETC.

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PRINT DATE:
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MODEL NAME & NUMBER: BRIAR (S40F-2259)

SHEET TITLE: ELEVATIONS - B - 3 CAR FRONT 2'

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.2.2

ELEVATION NOTES:

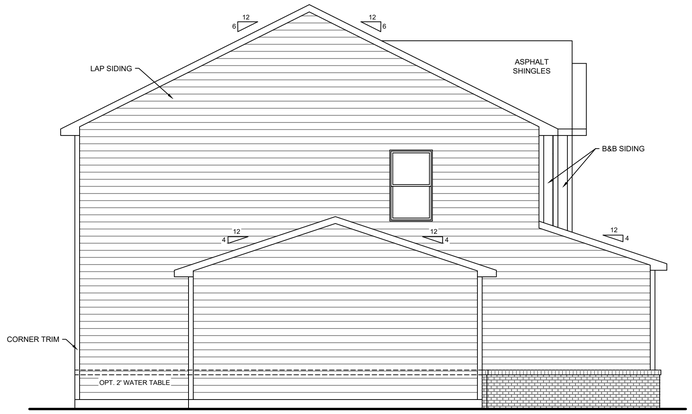
1. GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE CONDITIONS. BUILDER TO VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
2. FFE TO GRADE DIMENSION PER MUNICIPALITY REQUIREMENTS.
3. STONE OR BRICK SKIRT REQUIRED PER MUNICIPALITY. INSTALLED WITH ROWLOCK LEDGE AT TOP ROW UP TO FFE.
4. WATER TABLE DIMENSION MAY VARY PER WINDOW MANUFACTURER AND/OR ROUGH OPENING REQUIREMENTS.
5. FRONT COACH LIGHT QUANTITIES MAY VARY PER MUNICIPALITY REQUIREMENTS. INSTALL 4" BELOW GARAGE DOOR HEADER HEIGHT.
6. ELEMENTS MAY VARY PER COMMUNITY SPEC, SUCH AS EXTERIOR DOOR STYLES, WINDOW GRIDS, CEMENT OR VINYL VENEER MATERIAL, BEAM WRAP MATERIAL, ETC.



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		502 SF
BRICK	10 %	52 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	90 %	450 SF

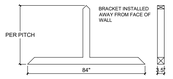
FRONT ELEVATION - B - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

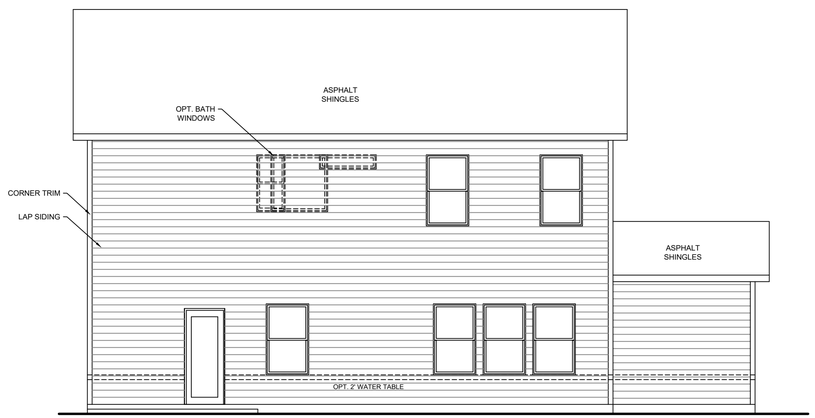


LEFT ELEVATION - B - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'



2 ARCHITECTURAL
GABLE PEDIMENT - MEIER



REAR ELEVATION - B - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

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R1
PRINT DATE:
8/13/2025

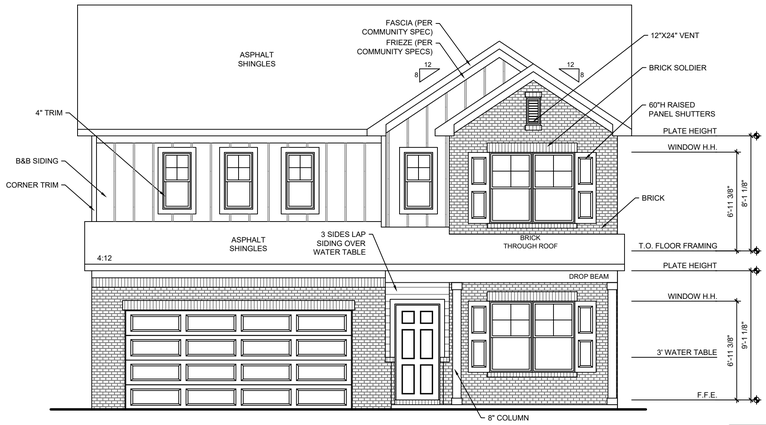
MODEL NAME & NUMBER: BRIAR (S40F-2259)
SHEET TITLE: ELEVATIONS - B - 3 CAR FRONT 12'

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.2.3

ELEVATION NOTES:

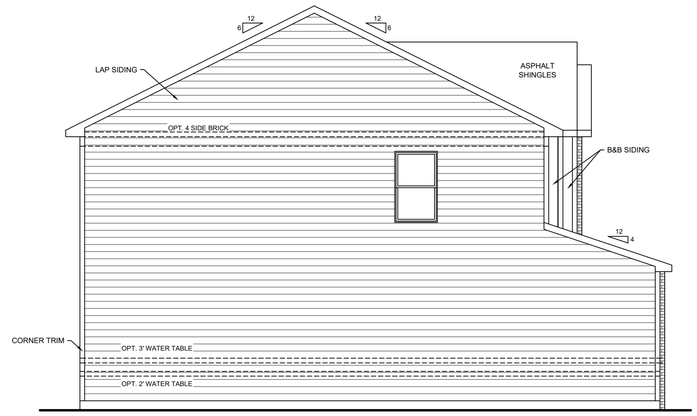
1. GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE CONDITIONS. BUILDER TO VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
2. FFE TO GRADE DIMENSION PER MUNICIPALITY REQUIREMENTS.
3. STONE OR BRICK SKIRT REQUIRED PER MUNICIPALITY. INSTALLED WITH ROWLOCK LEDGE AT TOP ROW UP TO FFE.
4. WATER TABLE DIMENSION MAY VARY PER WINDOW MANUFACTURER AND/OR ROUGH OPENING REQUIREMENTS.
5. FRONT COACH LIGHT QUANTITIES MAY VARY PER MUNICIPALITY REQUIREMENTS. INSTALL 4" BELOW GARAGE DOOR HEADER HEIGHT.
6. ELEMENTS MAY VARY PER COMMUNITY SPEC, SUCH AS EXTERIOR DOOR STYLES, WINDOW GRIDS, CEMENT OR VINYL VENEER MATERIAL, BEAM WRAP MATERIAL, ETC.



FRONT ELEVATION - C

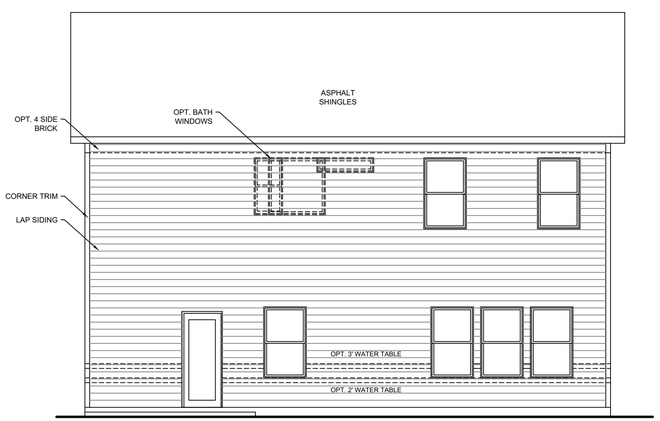
SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		419 SF
BRICK	63 %	264 SF
STONE	0 %	0 SF
SIDING	3 %	12 SF
SHAKE	0 %	0 SF
B-N-B	34 %	143 SF



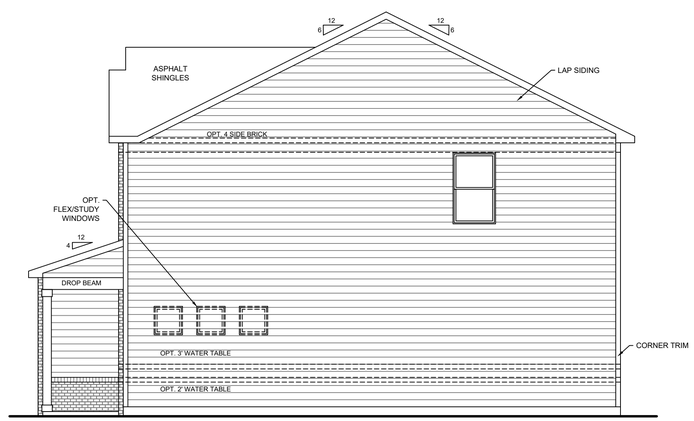
LEFT ELEVATION - C

SCALE = $\frac{3}{16}$" = 1'



REAR ELEVATION - C

SCALE = $\frac{3}{16}$" = 1'



RIGHT ELEVATION - C

SCALE = $\frac{3}{16}$" = 1'

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LAST RELEASE
R1

PRINT DATE:
8/13/2025

MODEL NAME & NUMBER: BRIAR (S40F-2259)

SHEET TITLE: ELEVATIONS - C

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.3.1

ELEVATION NOTES:

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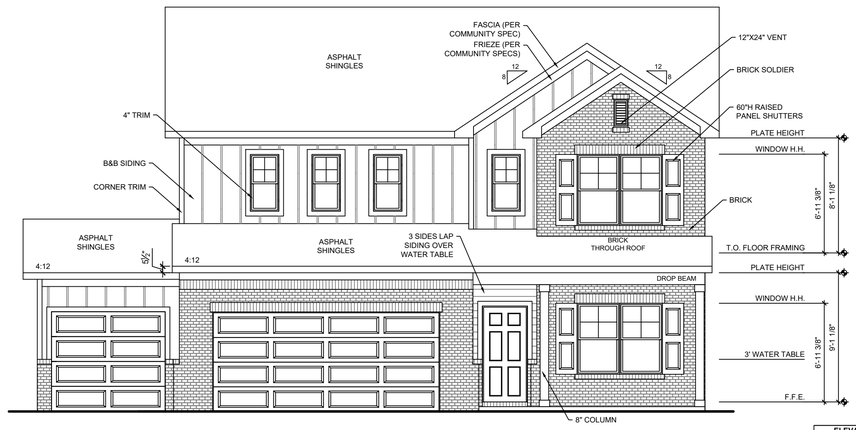
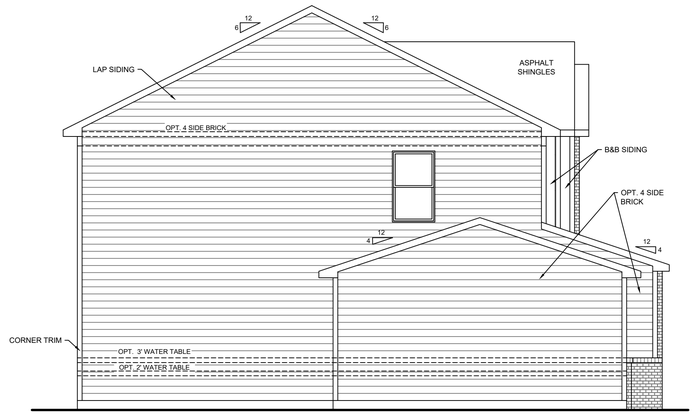


ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		454 SF
BRICK	60 %	271 SF
STONE	0 %	0 SF
SIDING	3 %	12 SF
SHAKE	0 %	0 SF
B-N-B	38 %	171 SF

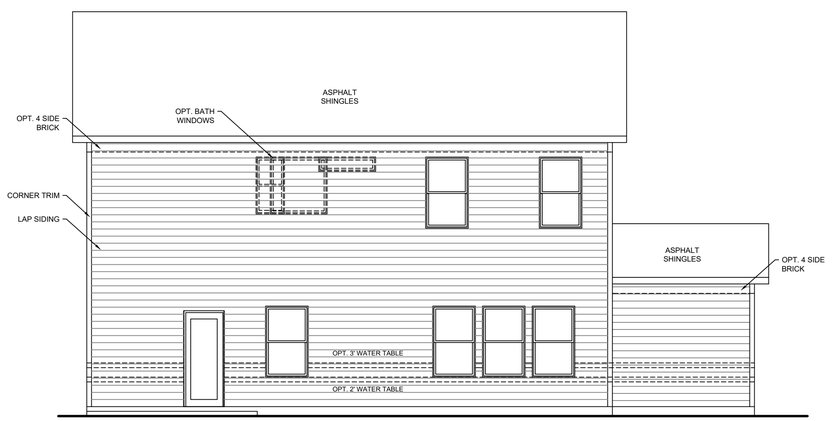
FRONT ELEVATION - C - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'



LEFT ELEVATION - C - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'



REAR ELEVATION - C - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

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LAST RELEASE
R1

PRINT DATE:
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MODEL NAME & NUMBER: BRIAR (S40F-2259)

SHEET TITLE: ELEVATIONS - C - 3 CAR FRONT 2'

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.3.2

ELEVATION NOTES:

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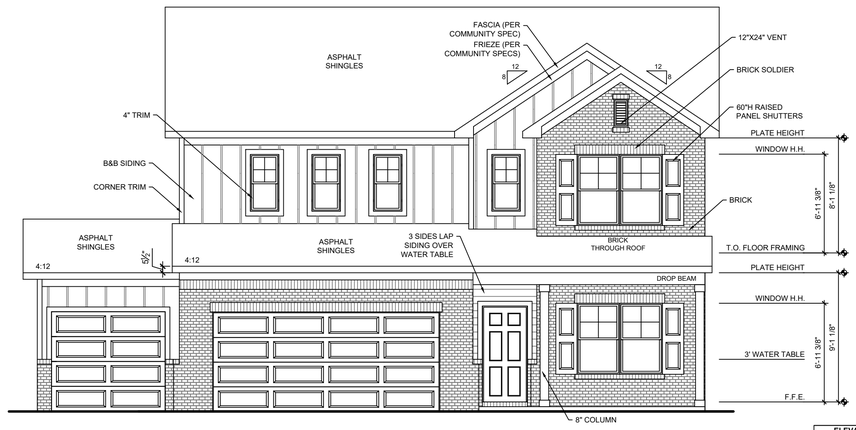
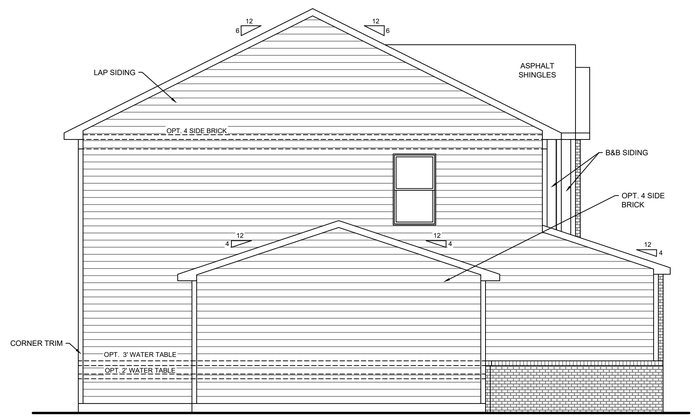


ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		454 SF
BRICK	60 %	271 SF
STONE	0 %	0 SF
SIDING	3 %	12 SF
SHAKE	0 %	0 SF
B-N-B	38 %	171 SF

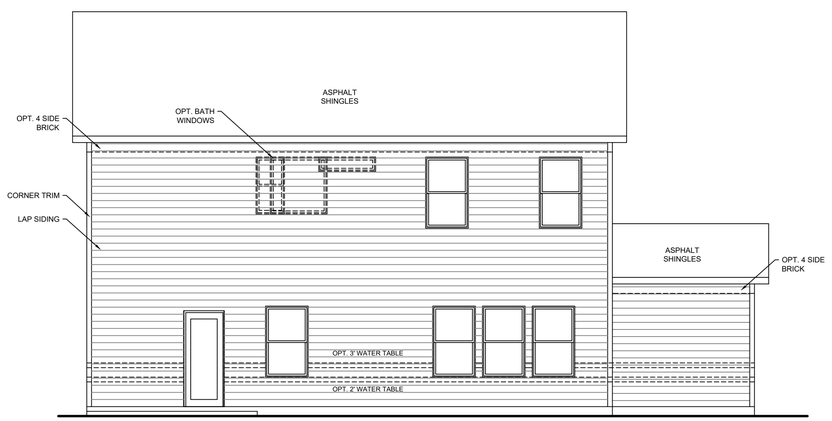
FRONT ELEVATION - C - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'



LEFT ELEVATION - C - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'



REAR ELEVATION - C - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

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LAST RELEASE
R1

PRINT DATE:
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MODEL NAME & NUMBER: BRIAR (S40F-2259)

SHEET TITLE: ELEVATIONS - C - 3 CAR FRONT 12'

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.3.3

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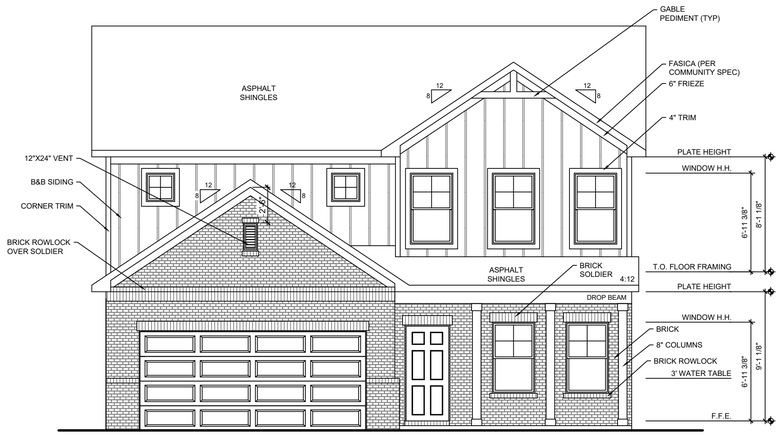
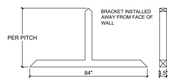


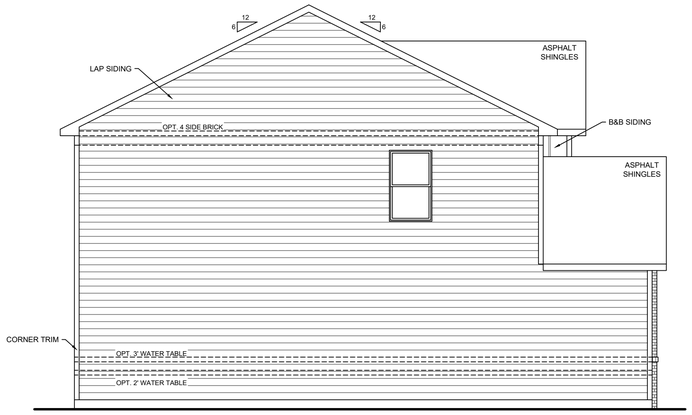
FRONT ELEVATION - D

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		529 SF
BRICK	49 %	259 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	51 %	270 SF

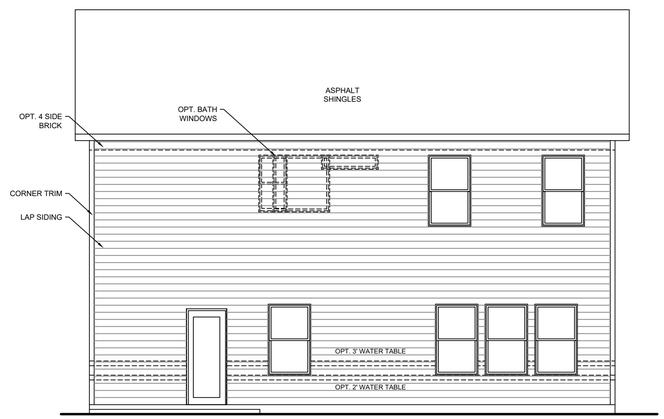


2 ARCHITECTURAL
GABLE PEDIMENT - MEIER



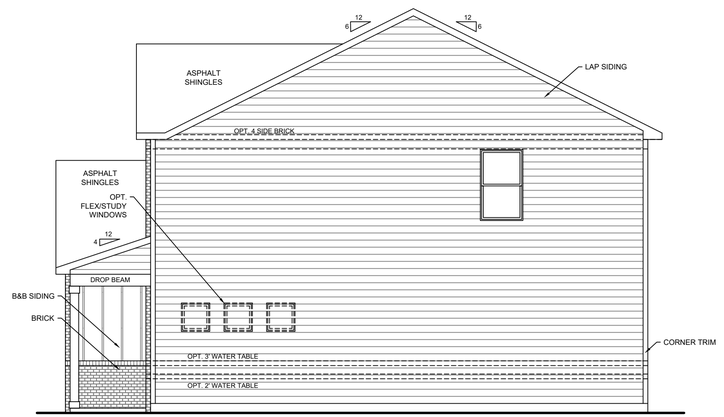
LEFT ELEVATION - D

SCALE = $\frac{3}{16}$" = 1'



REAR ELEVATION - D

SCALE = $\frac{3}{16}$" = 1'



RIGHT ELEVATION - D

SCALE = $\frac{3}{16}$" = 1'

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LAST RELEASE
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PRINT DATE:
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MODEL NAME & NUMBER: BRIAR (S40F-2259)

SHEET TITLE: ELEVATIONS - D

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.4.1

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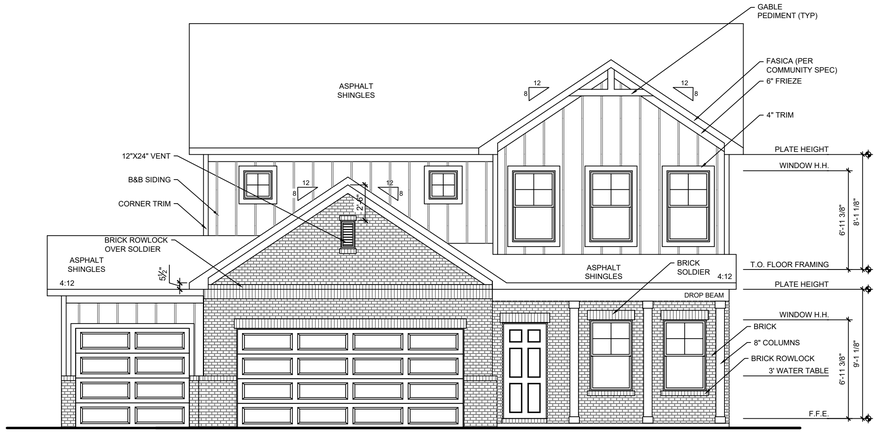
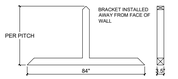


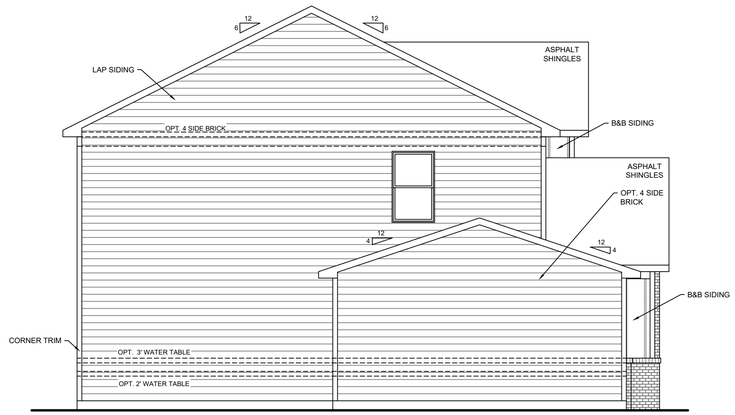
FRONT ELEVATION - D - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		564 SF
BRICK	47 %	266 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	53 %	298 SF

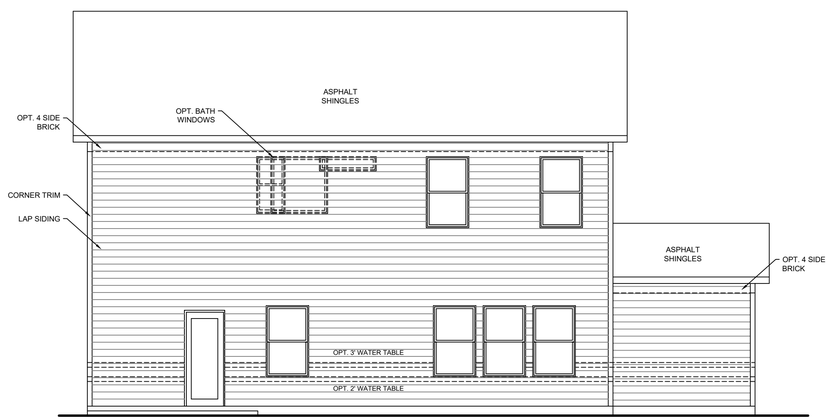


2 ARCHITECTURAL
GABLE PEDIMENT - MEIER



LEFT ELEVATION - D - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'



REAR ELEVATION - D - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

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LAST RELEASE
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MODEL NAME & NUMBER: BRIAR (S40F-2259)

SHEET TITLE: ELEVATIONS - D - 3 CAR FRONT 2'

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.4.2

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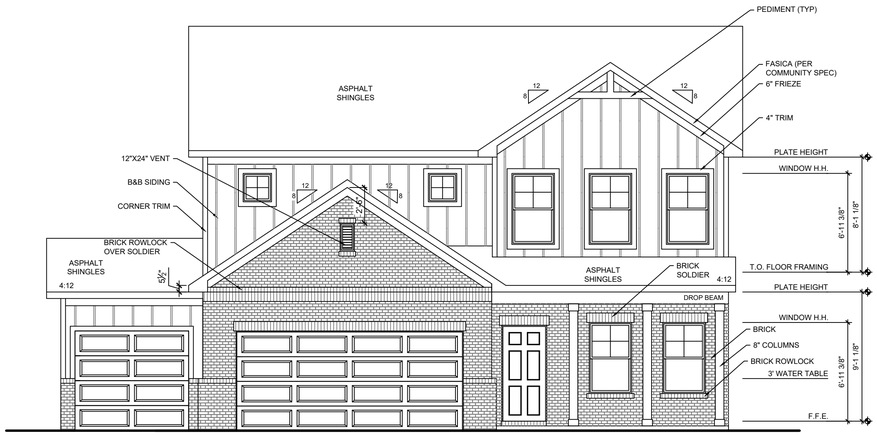

FRONT ELEVATION - D - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		564 SF
BRICK	47 %	266 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
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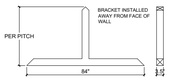
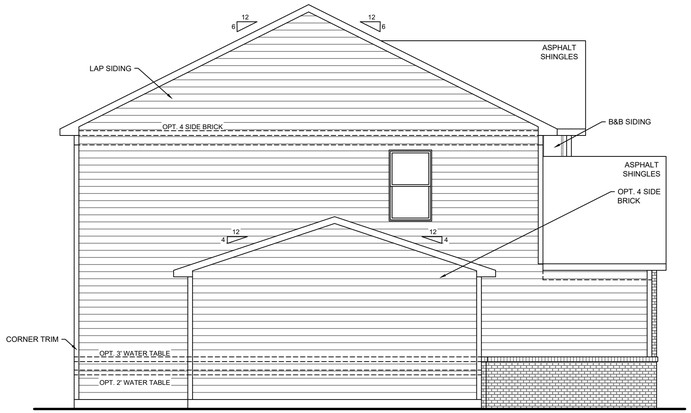
B-N-B	53 %	298 SF

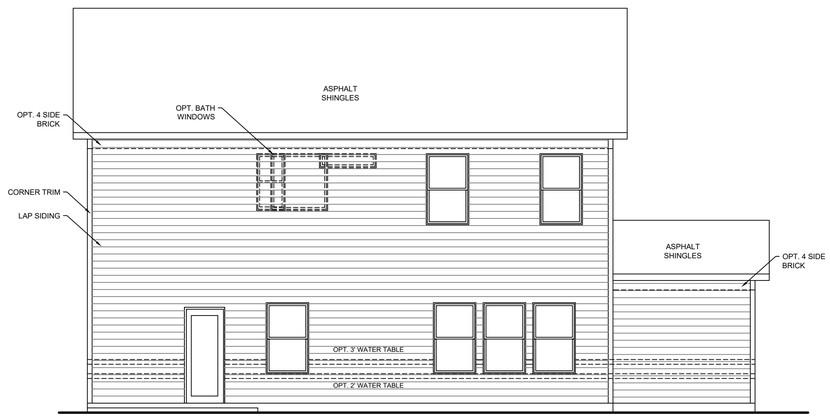


2 ARCHITECTURAL
GABLE PEDIMENT - MEIER



LEFT ELEVATION - D - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'



REAR ELEVATION - D - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

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LAST RELEASE
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MODEL NAME & NUMBER: BRIAR (S40F-2259)

SHEET TITLE: ELEVATIONS - D - 3 CAR FRONT 12'

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.4.3

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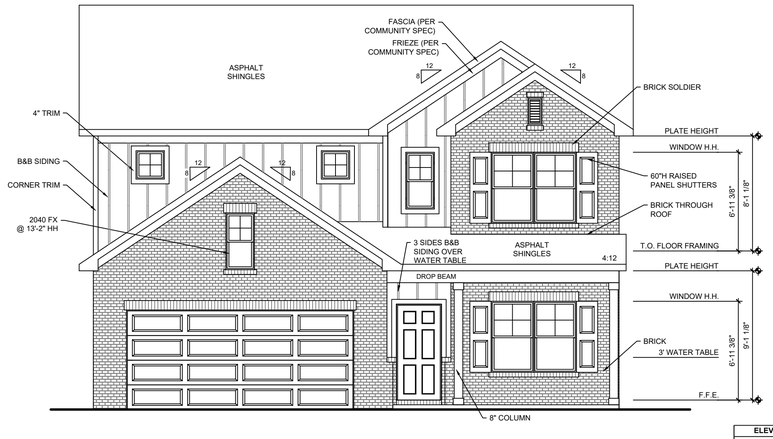
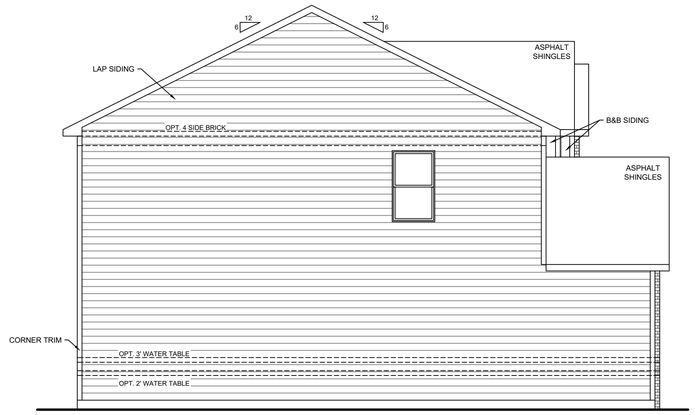


FRONT ELEVATION - E

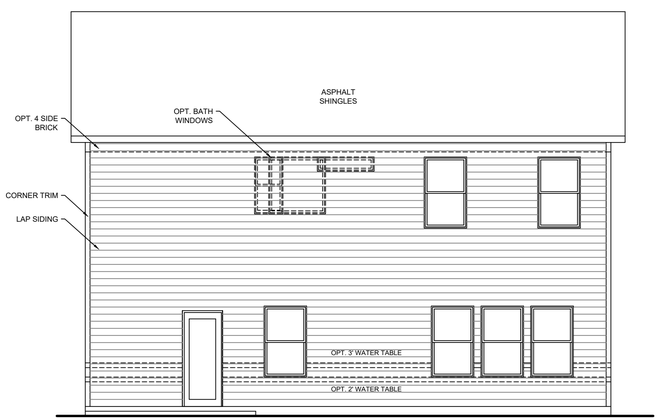
SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		468 SF
BRICK	69 %	324 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	31 %	144 SF



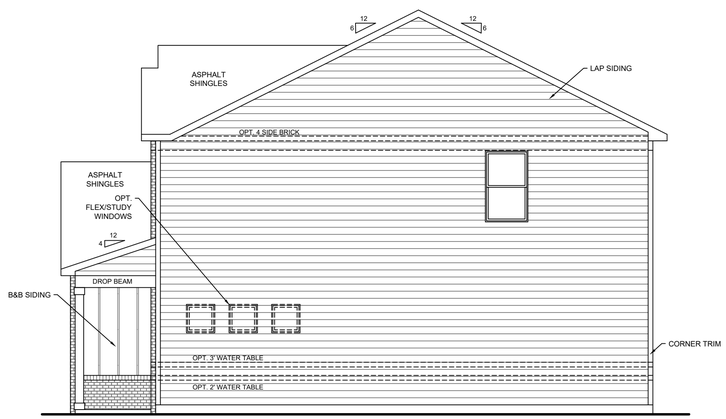
LEFT ELEVATION - E

SCALE = $\frac{3}{16}$" = 1'



REAR ELEVATION - E

SCALE = $\frac{3}{16}$" = 1'



RIGHT ELEVATION - E

SCALE = $\frac{3}{16}$" = 1'

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SHEET TITLE: ELEVATIONS - E

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.5.1

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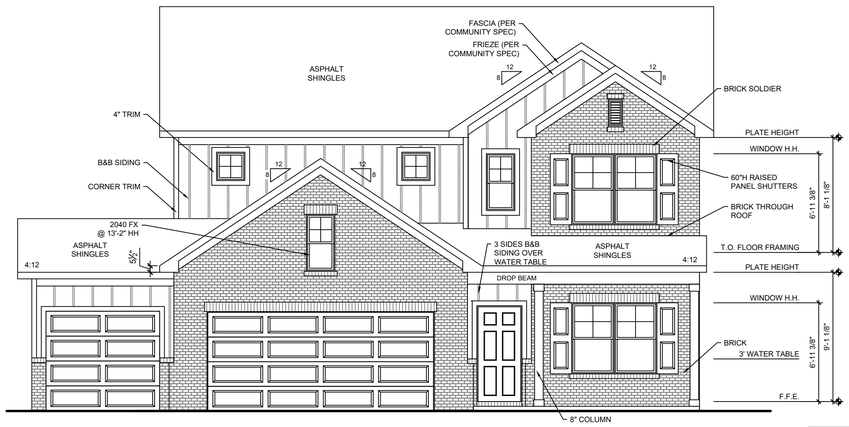
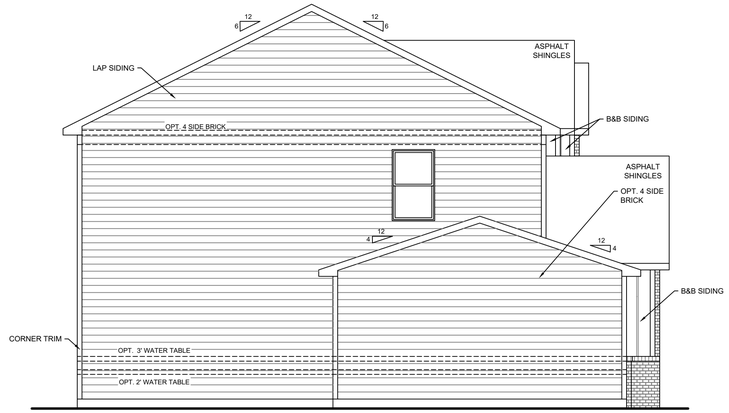
5. FRONT COACH LIGHT QUANTITIES MAY VARY PER MUNICIPALITY REQUIREMENTS. INSTALL 4" BELOW GARAGE DOOR HEADER HEIGHT.
6. ELEMENTS MAY VARY PER COMMUNITY SPEC, SUCH AS EXTERIOR DOOR STYLES, WINDOW GRIDS, CEMENT OR VINYL VENEER MATERIAL, BEAM WRAP MATERIAL, ETC.



FRONT ELEVATION - E - 3 CAR FRONT

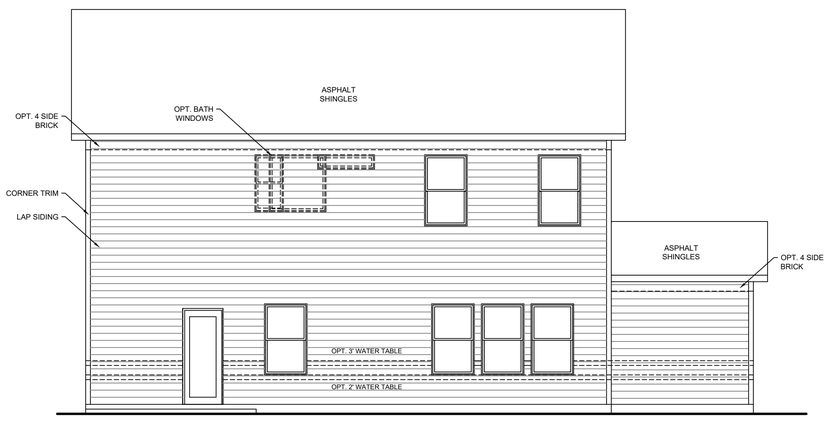
SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		503 SF
BRICK	66 %	331 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	34 %	172 SF



LEFT ELEVATION - E - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'



REAR ELEVATION - E - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

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LAST RELEASE
R1

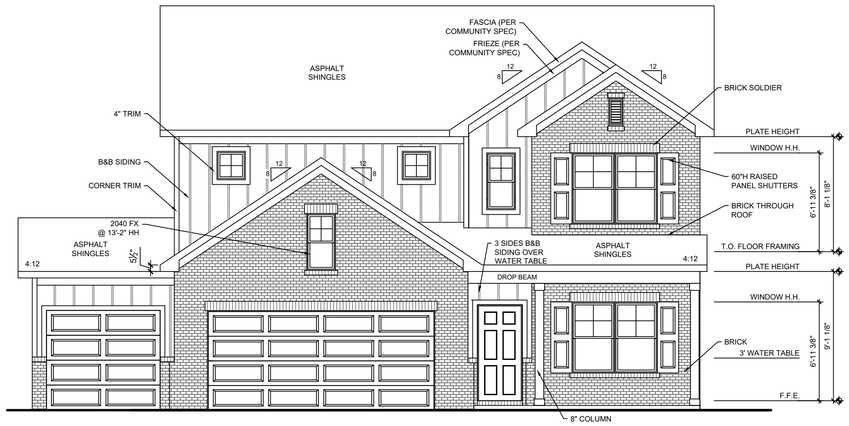
PRINT DATE:
8/13/2025

MODEL NAME & NUMBER: BRIAR (S40F-2259)

SHEET TITLE: ELEVATIONS - E - 3 CAR FRONT 2'

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

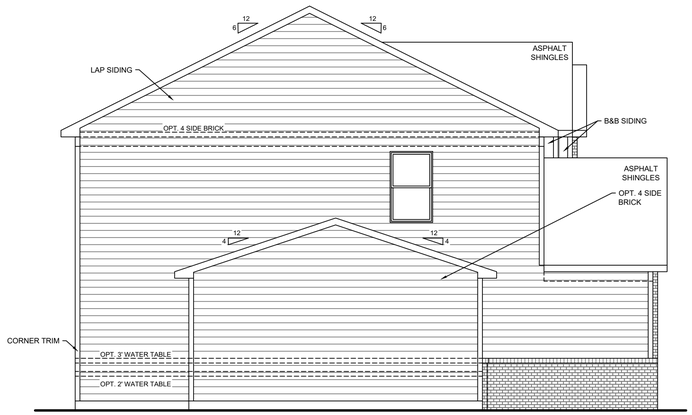
SHEET:
A3-1.5.2



FRONT ELEVATION - E - 3 CAR FRONT

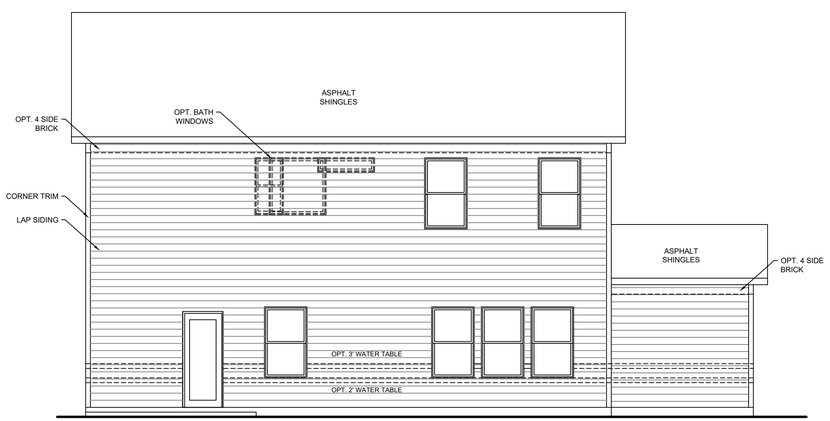
SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		503 SF
BRICK	66 %	331 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	34 %	172 SF



LEFT ELEVATION - E - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'



REAR ELEVATION - E - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION NOTES:

1. GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE CONDITIONS. BUILDER TO VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
2. FFE TO GRADE DIMENSION PER MUNICIPALITY REQUIREMENTS.
3. STONE OR BRICK SKIRT REQUIRED PER MUNICIPALITY. INSTALLED WITH ROWLOCK LEDGE AT TOP ROW UP TO FFE.
4. WATER TABLE DIMENSION MAY VARY PER WINDOW MANUFACTURER AND/OR ROUGH OPENING REQUIREMENTS.
5. FRONT COACH LIGHT QUANTITIES MAY VARY PER MUNICIPALITY REQUIREMENTS. INSTALL 4" BELOW GARAGE DOOR HEADER HEIGHT.
6. ELEMENTS MAY VARY PER COMMUNITY SPEC, SUCH AS EXTERIOR DOOR STYLES, WINDOW GRIDS, CEMENT OR VINYL VENEER MATERIAL, BEAM WRAP MATERIAL, ETC.

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LAST RELEASE
R1

PRINT DATE:
8/13/2025

MODEL NAME & NUMBER: BRIAR (S40F-2259)

SHEET TITLE: ELEVATIONS - E - 3 CAR FRONT 12'

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.5.3

ELEVATION NOTES:

1. GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE CONDITIONS. BUILDER TO VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
2. FFE TO GRADE DIMENSION PER MUNICIPALITY REQUIREMENTS.
3. STONE OR BRICK SKIRT REQUIRED PER MUNICIPALITY. INSTALLED WITH ROWLOCK LEDGE AT TOP ROW UP TO FFE.
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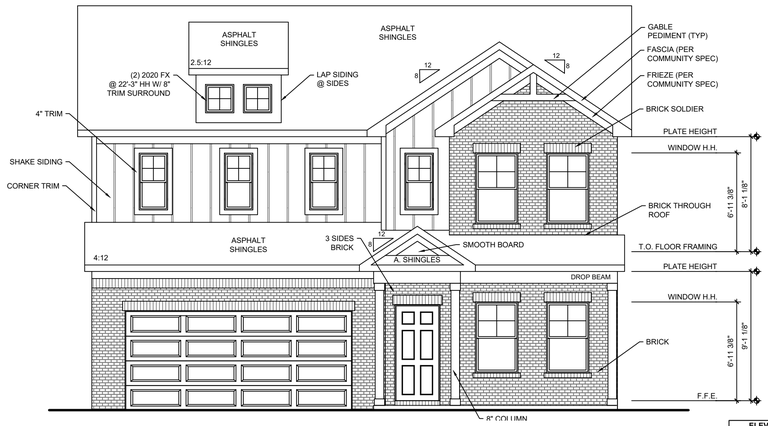
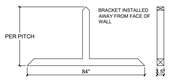
6. ELEMENTS MAY VARY PER COMMUNITY SPEC, SUCH AS EXTERIOR DOOR STYLES, WINDOW GRIDS, CEMENT OR VINYL VENEER MATERIAL, BEAM WRAP MATERIAL, ETC.



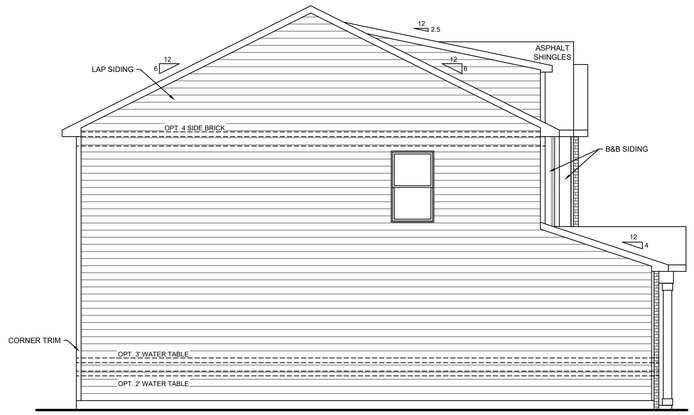
FRONT ELEVATION - F

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		404 SF
BRICK	64 %	260 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	36 %	144 SF

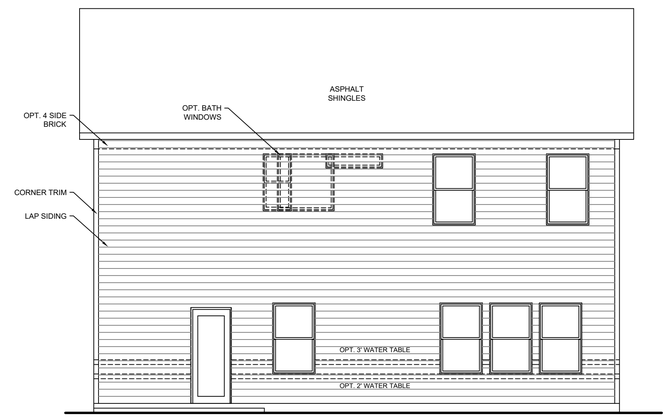


2 ARCHITECTURAL
GABLE PEDIMENT - MEIER



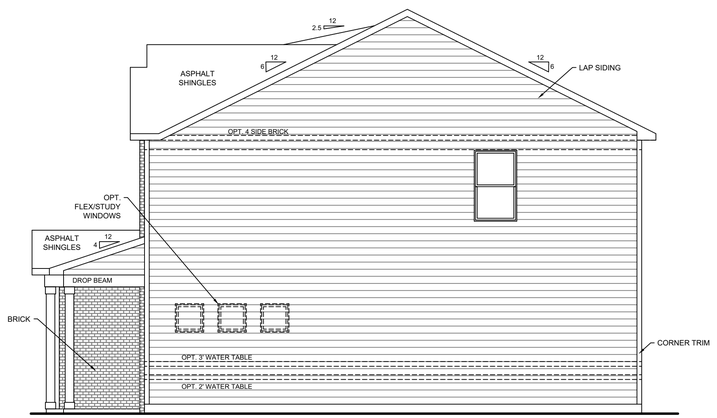
LEFT ELEVATION - F

SCALE = $\frac{3}{16}$" = 1'



REAR ELEVATION - F

SCALE = $\frac{3}{16}$" = 1'



RIGHT ELEVATION - F

SCALE = $\frac{3}{16}$" = 1'

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LAST RELEASE
R1
PRINT DATE:
8/13/2025

MODEL NAME & NUMBER: BRIAR (S40F-2259)
SHEET TITLE: ELEVATIONS - F

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.6.1

ELEVATION NOTES:

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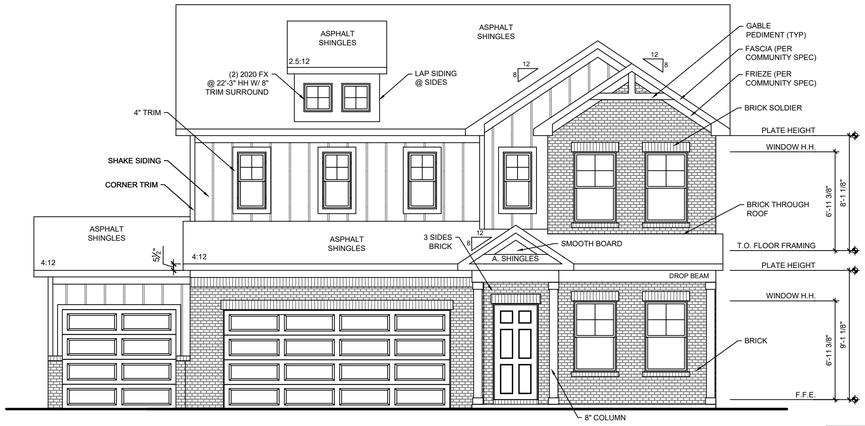
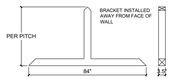


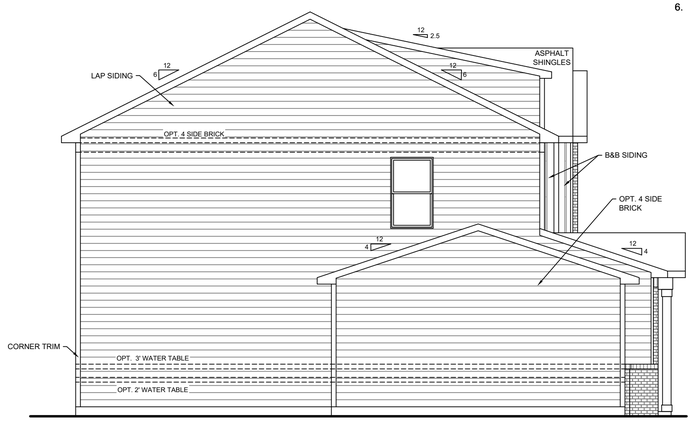
FRONT ELEVATION - F - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		454 SF
BRICK	59 %	267 SF
STONE	0 %	0 SF
SIDING	3 %	12 SF
SHAKE	1 %	3 SF
B-N-B	38 %	172 SF

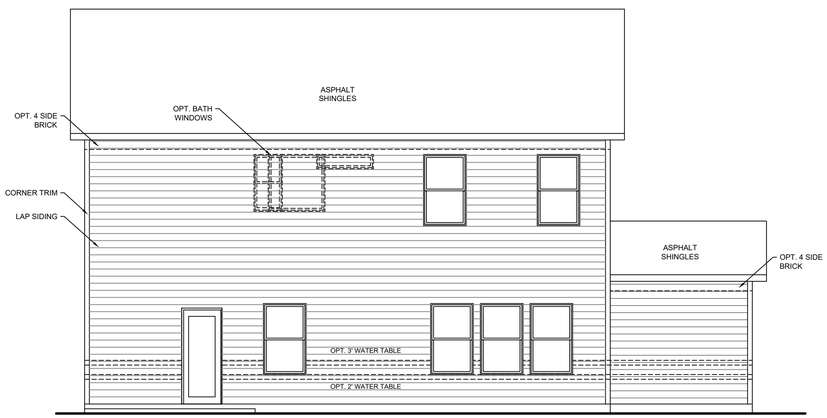


2 ARCHITECTURAL
GABLE PEDIMENT - MEIER



LEFT ELEVATION - F - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'



REAR ELEVATION - F - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

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LAST RELEASE
R1
PRINT DATE:
8/13/2025

MODEL NAME & NUMBER: BR/AR (S40F-2259)

SHEET TITLE: ELEVATIONS - F - 3 CAR FRONT 2'

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.6.2

ELEVATION NOTES:

1. GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE CONDITIONS. BUILDER TO VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
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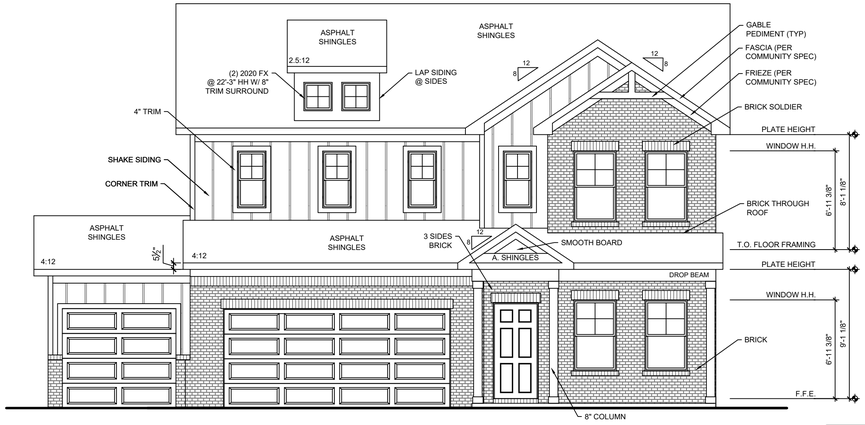
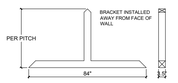


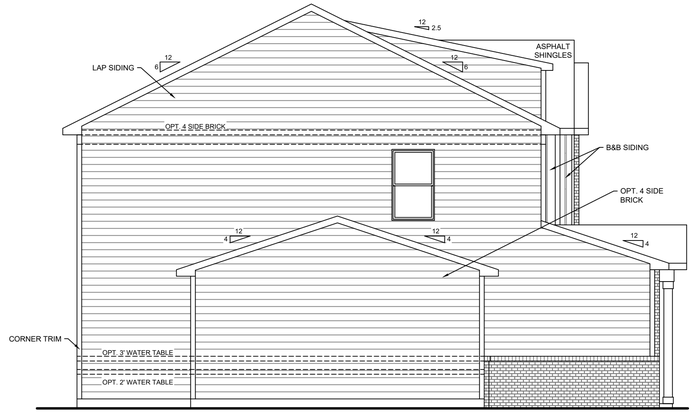
FRONT ELEVATION - F - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		454 SF
BRICK	59 %	267 SF
STONE	0 %	0 SF
SIDING	3 %	12 SF
SHAKE	1 %	3 SF
B-N-B	38 %	172 SF

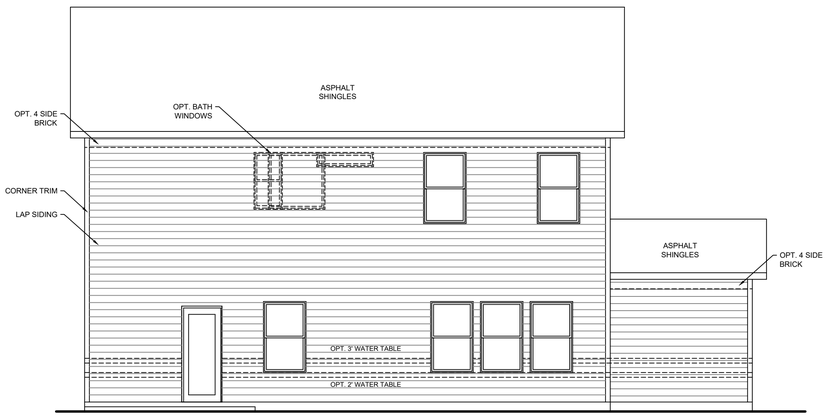


2 ARCHITECTURAL
GABLE PEDIMENT - MEIER



LEFT ELEVATION - F - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'



REAR ELEVATION - F - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

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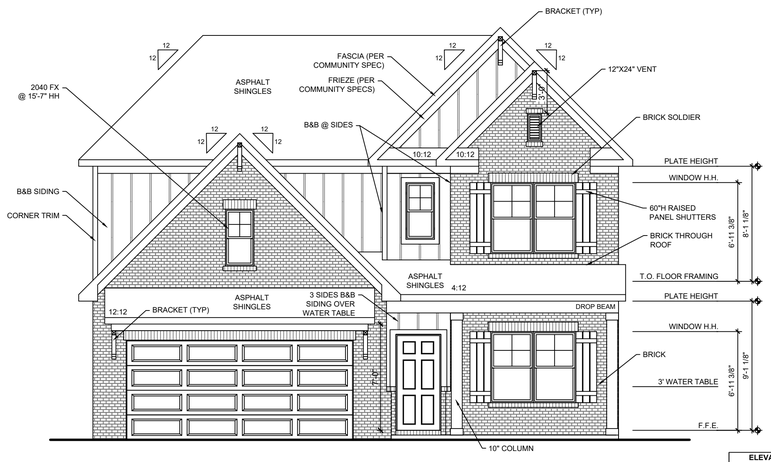
LAST RELEASE
R1
PRINT DATE:
8/13/2025

MODEL NAME & NUMBER: BR/AR (S40F-2259)

SHEET TITLE: ELEVATIONS - F - 3 CAR FRONT 12'

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

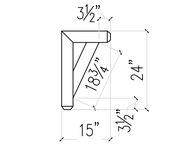
SHEET:
A3-1.6.3



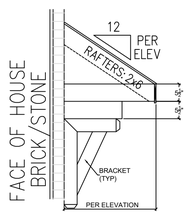
FRONT ELEVATION - L

SCALE = $\frac{3}{16}$" = 1'

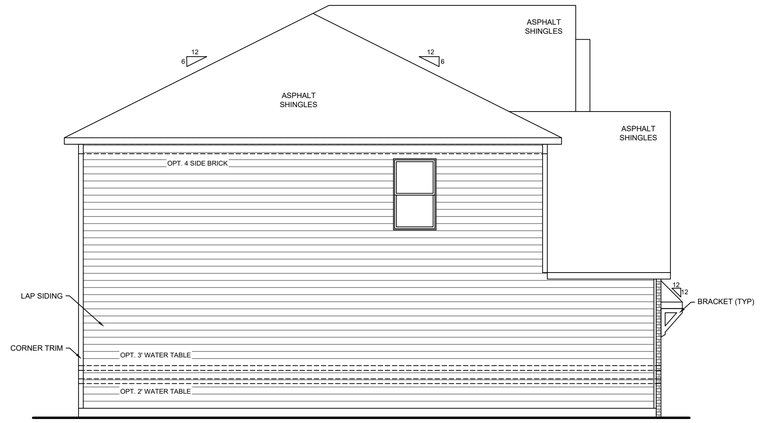
ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		450 SF
BRICK	72 %	326 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	28 %	124 SF



3 ARCHITECTURAL BRACKET

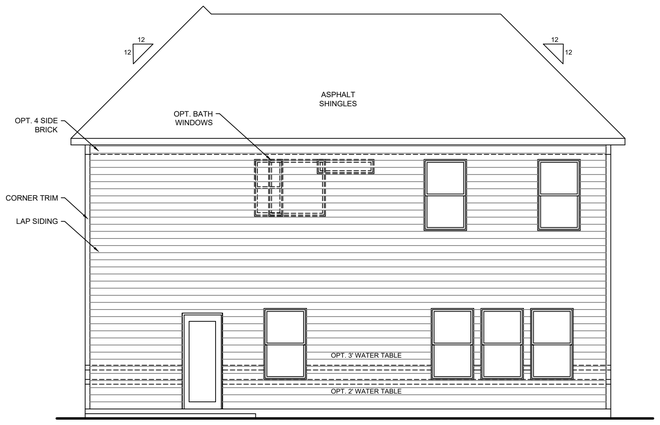


11 ARCHITECTURAL AWNING WITH FRIEZE - BRICK



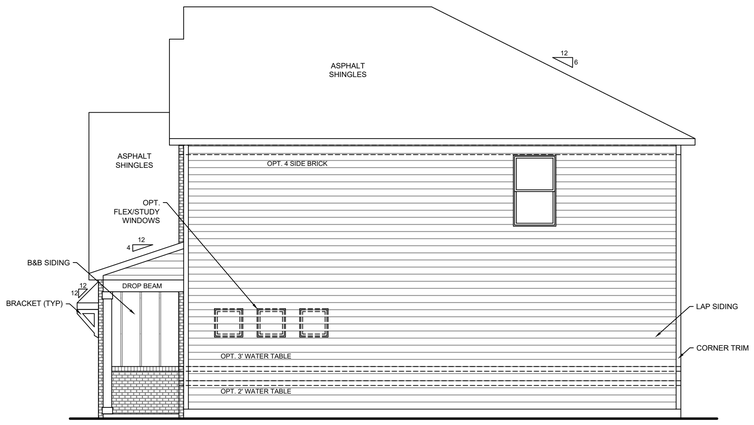
LEFT ELEVATION - L

SCALE = $\frac{3}{16}$" = 1'



REAR ELEVATION - L

SCALE = $\frac{3}{16}$" = 1'



RIGHT ELEVATION - L

SCALE = $\frac{3}{16}$" = 1'

ELEVATION NOTES:

1. GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE CONDITIONS. BUILDER TO VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
2. FFE TO GRADE DIMENSION PER MUNICIPALITY REQUIREMENTS.
3. STONE OR BRICK SKIRT REQUIRED PER MUNICIPALITY. INSTALLED WITH ROWLOCK LEDGE AT TOP ROW UP TO FFE.
4. WATER TABLE DIMENSION MAY VARY PER WINDOW MANUFACTURER AND/OR ROUGH OPENING REQUIREMENTS.
5. FRONT COACH LIGHT QUANTITIES MAY VARY PER MUNICIPALITY REQUIREMENTS. INSTALL 4" BELOW GARAGE DOOR HEADER HEIGHT.
6. ELEMENTS MAY VARY PER COMMUNITY SPEC, SUCH AS EXTERIOR DOOR STYLES, WINDOW GRIDS, CEMENT OR VINYL VENEER MATERIAL, BEAM WRAP MATERIAL, ETC.

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LAST RELEASE

R1

PRINT DATE:

8/13/2025

MODEL NAME & NUMBER: BRIAR (S40F-2259)

SHEET TITLE: ELEVATIONS - L

SCALE:

1/8"=1' @ 11x17

1/4"=1' @ 22x34

UNLESS OTHERWISE NOTED

SHEET:

A3-1.7.1

ELEVATION NOTES:

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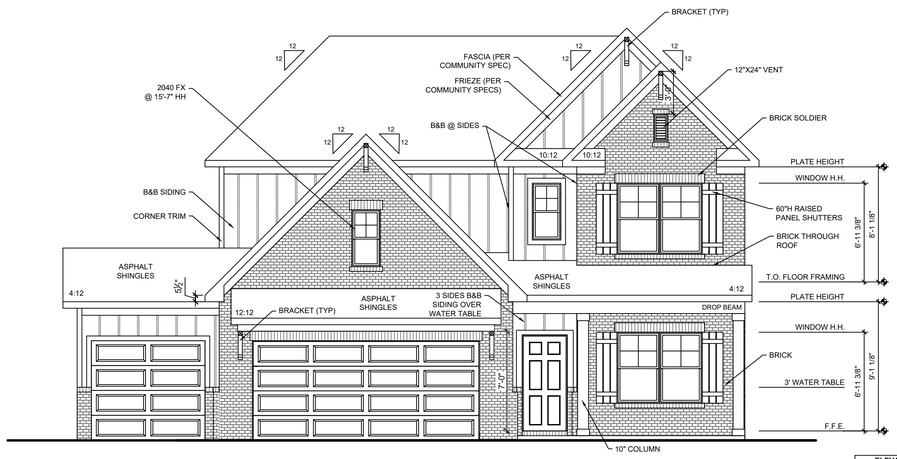
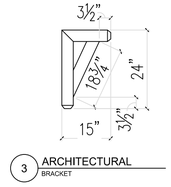


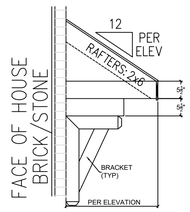
FRONT ELEVATION - L - 3 CAR FRONT

SCALE = 3/16" = 1'

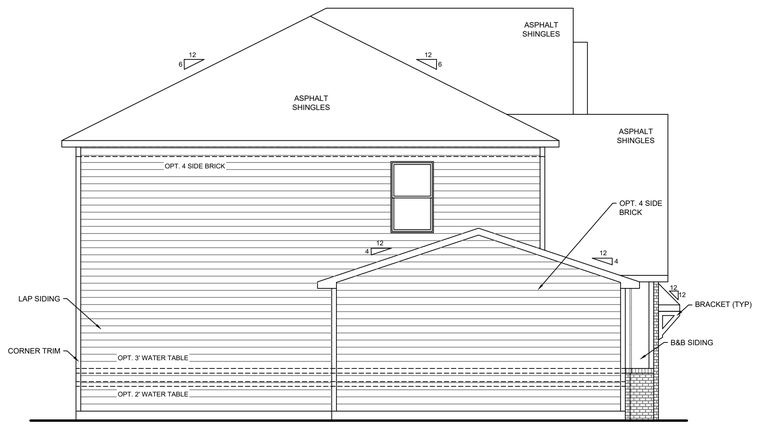
ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		485 SF
BRICK	69 %	333 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	31 %	152 SF



3 ARCHITECTURAL BRACKET

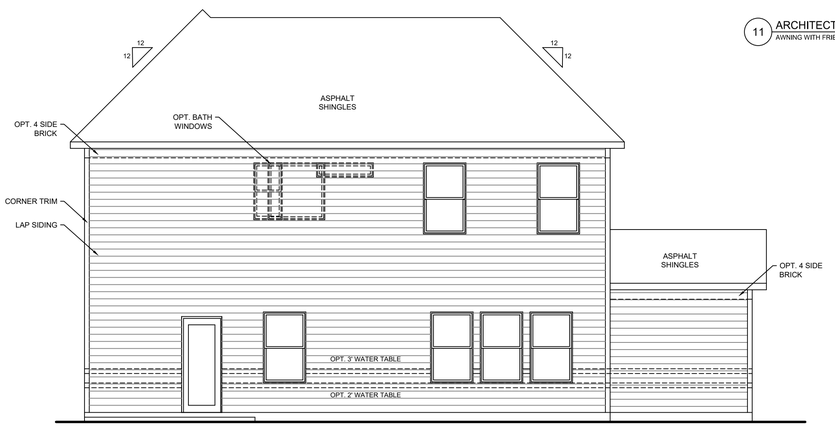


11 ARCHITECTURAL AWNING WITH FRIEZE - BRICK



LEFT ELEVATION - L - 3 CAR GARAGE

SCALE = 3/16" = 1'



REAR ELEVATION - L - 3 CAR GARAGE

SCALE = 3/16" = 1'

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LAST RELEASE

R1

PRINT DATE:

8/13/2025

MODEL NAME & NUMBER: BRIAR I (S40F-2259)

SHEET TITLE: ELEVATIONS - L - 3 CAR FRONT 2'

SCALE:

1/8"=1' @ 11x17

1/4"=1' @ 22x34

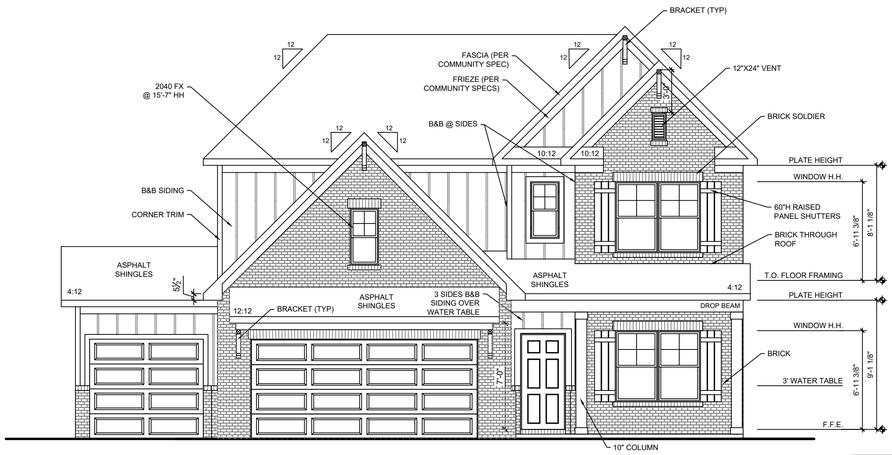
UNLESS OTHERWISE NOTED

SHEET:

A3-1.7.2

ELEVATION NOTES:

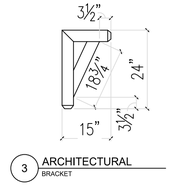
1. GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE CONDITIONS. BUILDER TO VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
2. FFE TO GRADE DIMENSION PER MUNICIPALITY REQUIREMENTS.
3. STONE OR BRICK SKIRT REQUIRED PER MUNICIPALITY. INSTALLED WITH ROWLOCK LEDGE AT TOP ROW UP TO FFE.
4. WATER TABLE DIMENSION MAY VARY PER WINDOW MANUFACTURER AND/OR ROUGH OPENING REQUIREMENTS.
5. FRONT COACH LIGHT QUANTITIES MAY VARY PER MUNICIPALITY REQUIREMENTS. INSTALL 4" BELOW GARAGE DOOR HEADER HEIGHT.
6. ELEMENTS MAY VARY PER COMMUNITY SPEC, SUCH AS EXTERIOR DOOR STYLES, WINDOW GRIDS, CEMENT OR VINYL VENEER MATERIAL, BEAM WRAP MATERIAL, ETC.



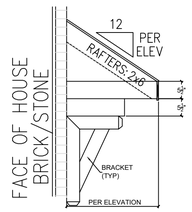
FRONT ELEVATION - L - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

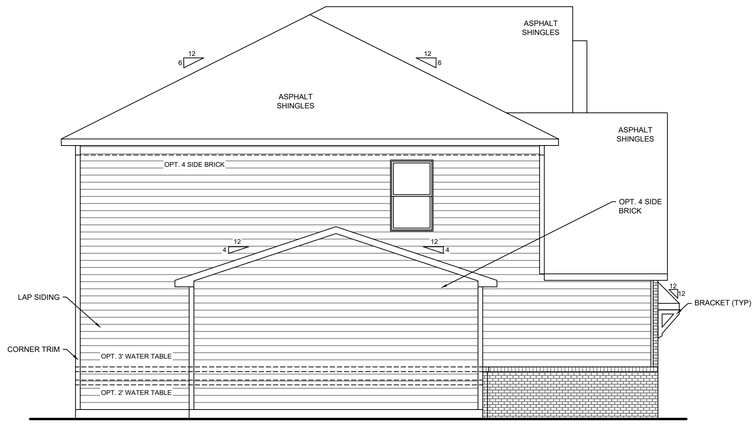
ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		485 SF
BRICK	69 %	333 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	31 %	152 SF



3 ARCHITECTURAL BRACKET

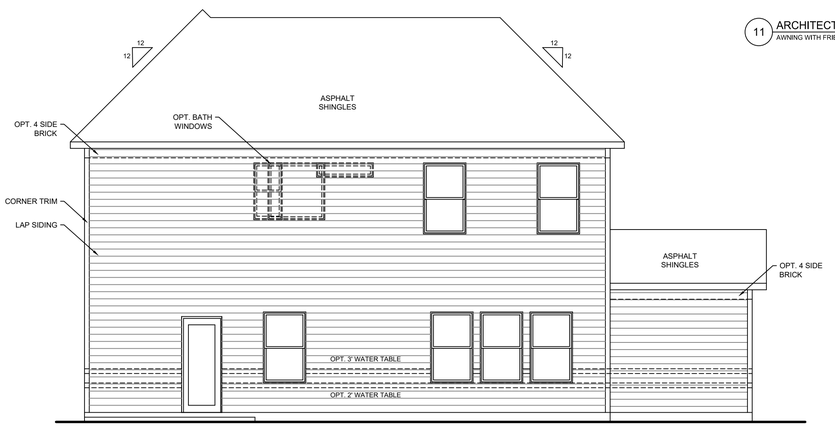


11 ARCHITECTURAL AWNING WITH FRIEZE - BRICK



LEFT ELEVATION - L - 3 CAR GARAGE

SCALE = $\frac{3}{16}$" = 1'



REAR ELEVATION - L - 3 CAR GARAGE

SCALE = $\frac{3}{16}$" = 1'

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LAST RELEASE
R1

PRINT DATE:
8/13/2025

MODEL NAME & NUMBER: BRIAR I (S40F-2259)

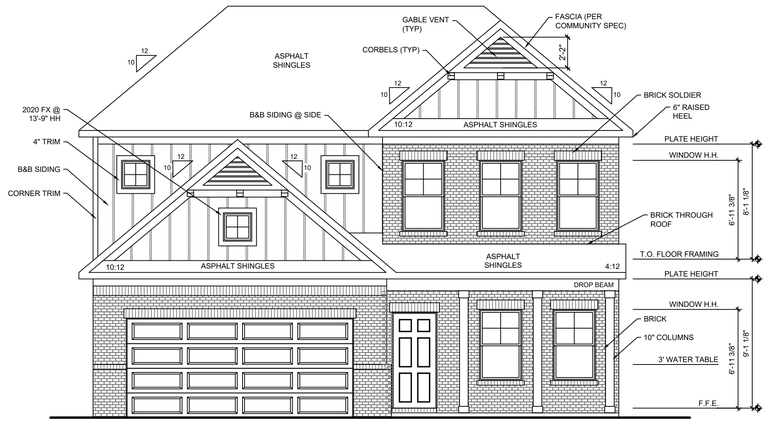
SHEET TITLE: ELEVATIONS - L - 3 CAR FRONT 12'

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.7.3

ELEVATION NOTES:

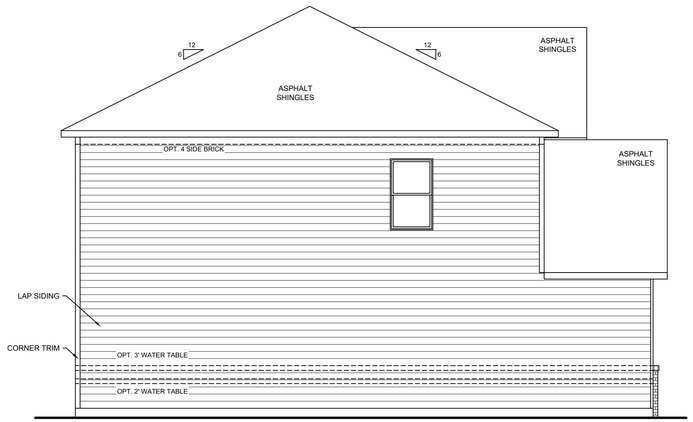
1. GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE CONDITIONS. BUILDER TO VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
2. FFE TO GRADE DIMENSION PER MUNICIPALITY REQUIREMENTS.
3. STONE OR BRICK SKIRT REQUIRED PER MUNICIPALITY. INSTALLED WITH ROWLOCK LEDGE AT TOP ROW UP TO FFE.
4. WATER TABLE DIMENSION MAY VARY PER WINDOW MANUFACTURER AND/OR ROUGH OPENING REQUIREMENTS.
5. FRONT COACH LIGHT QUANTITIES MAY VARY PER MUNICIPALITY REQUIREMENTS. INSTALL 4" BELOW GARAGE DOOR HEADER HEIGHT.
6. ELEMENTS MAY VARY PER COMMUNITY SPEC, SUCH AS EXTERIOR DOOR STYLES, WINDOW GRIDS, CEMENT OR VINYL VENEER MATERIAL, BEAM WRAP MATERIAL, ETC.



FRONT ELEVATION - M

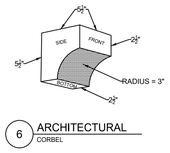
SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		448 SF
BRICK	61 %	272 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	39 %	176 SF

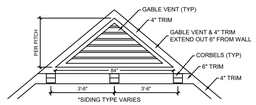


LEFT ELEVATION - M

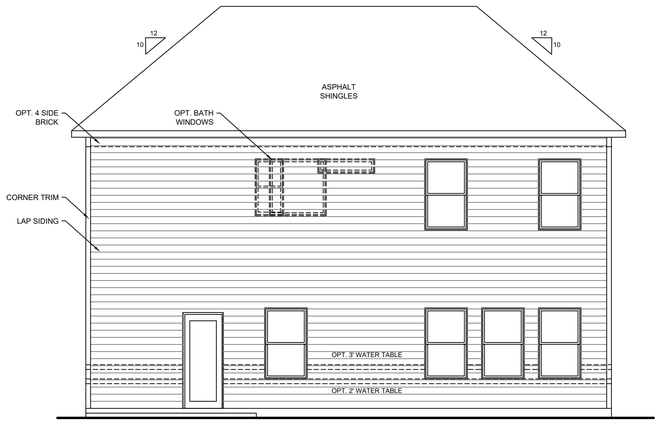
SCALE = $\frac{3}{16}$" = 1'



6 ARCHITECTURAL
CORBEL

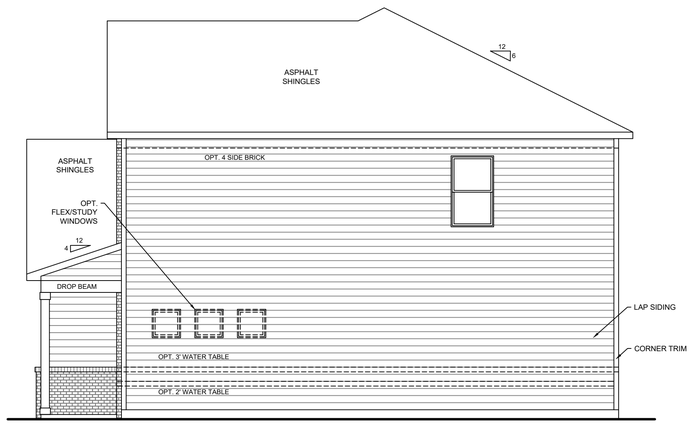


8 ARCHITECTURAL
GABLE VENT ASSEMBLY - SIDING



REAR ELEVATION - M

SCALE = $\frac{3}{16}$" = 1'



RIGHT ELEVATION - M

SCALE = $\frac{3}{16}$" = 1'

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LAST RELEASE
R1

PRINT DATE:
8/13/2025

MODEL NAME & NUMBER: BRIAR (S40F-2259)

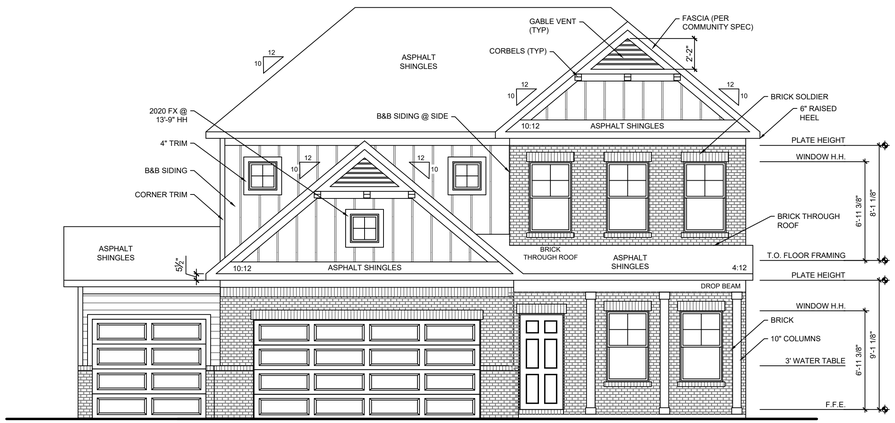
SHEET TITLE: ELEVATIONS - M

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.8.1

ELEVATION NOTES:

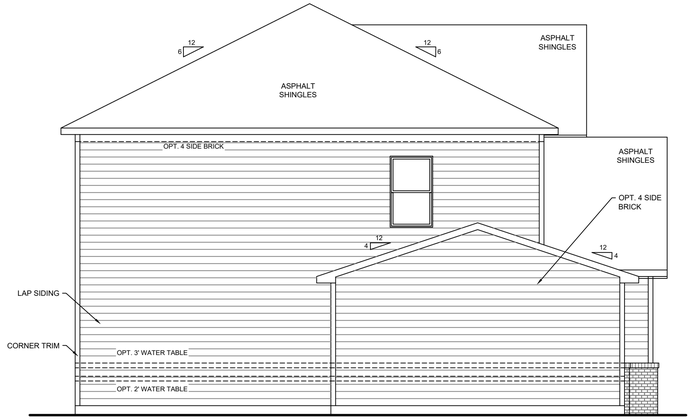
1. GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE CONDITIONS. BUILDER TO VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
2. FFE TO GRADE DIMENSION PER MUNICIPALITY REQUIREMENTS.
3. STONE OR BRICK SKIRT REQUIRED PER MUNICIPALITY. INSTALLED WITH ROWLOCK LEDGE AT TOP ROW UP TO FFE.
4. WATER TABLE DIMENSION MAY VARY PER WINDOW MANUFACTURER AND/OR ROUGH OPENING REQUIREMENTS.
5. FRONT COACH LIGHT QUANTITIES MAY VARY PER MUNICIPALITY REQUIREMENTS. INSTALL 4" BELOW GARAGE DOOR HEADER HEIGHT.
6. ELEMENTS MAY VARY PER COMMUNITY SPEC, SUCH AS EXTERIOR DOOR STYLES, WINDOW GRIDS, CEMENT OR VINYL VENEER MATERIAL, BEAM WRAP MATERIAL, ETC.



FRONT ELEVATION - M - 3 CAR FRONT

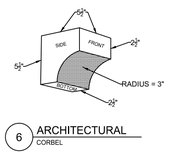
SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		485 SF
BRICK	58 %	279 SF
STONE	0 %	0 SF
SIDING	6 %	30 SF
SHAKE	0 %	0 SF
B-N-B	36 %	176 SF

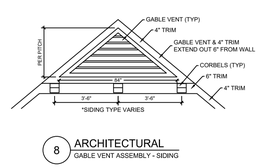


LEFT ELEVATION - M - 3 CAR FRONT

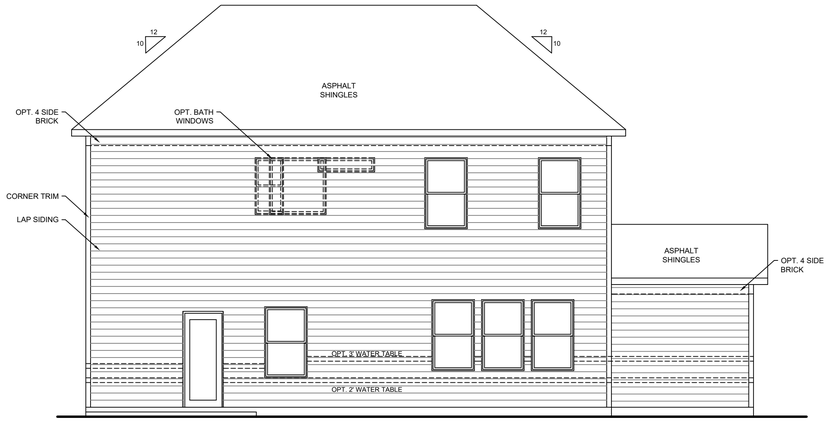
SCALE = $\frac{3}{16}$" = 1'



6 ARCHITECTURAL
CORBEL



8 ARCHITECTURAL
GABLE VENT ASSEMBLY - SIDING



REAR ELEVATION - M - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

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LAST RELEASE
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PRINT DATE:
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MODEL NAME & NUMBER: BRIAR (S40F-2259)

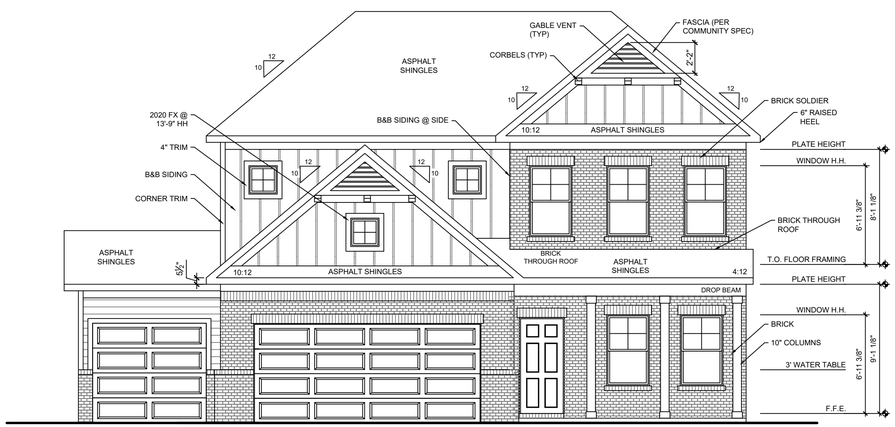
SHEET TITLE: ELEVATIONS - M - 3 CAR FRONT 2'

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.8.2

ELEVATION NOTES:

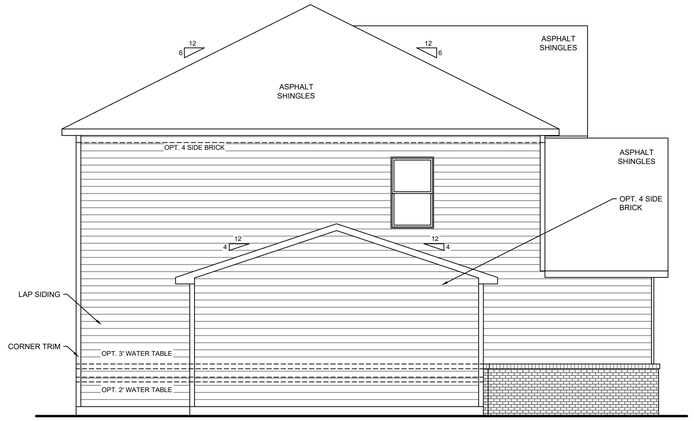
1. GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE CONDITIONS. BUILDER TO VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
2. FFE TO GRADE DIMENSION PER MUNICIPALITY REQUIREMENTS.
3. STONE OR BRICK SKIRT REQUIRED PER MUNICIPALITY. INSTALLED WITH ROWLOCK LEDGE AT TOP ROW UP TO FFE.
4. WATER TABLE DIMENSION MAY VARY PER WINDOW MANUFACTURER AND/OR ROUGH OPENING REQUIREMENTS.
5. FRONT COACH LIGHT QUANTITIES MAY VARY PER MUNICIPALITY REQUIREMENTS. INSTALL 4" BELOW GARAGE DOOR HEADER HEIGHT.
6. ELEMENTS MAY VARY PER COMMUNITY SPEC, SUCH AS EXTERIOR DOOR STYLES, WINDOW GRIDS, CEMENT OR VINYL VENEER MATERIAL, BEAM WRAP MATERIAL, ETC.



FRONT ELEVATION - M - 3 CAR FRONT

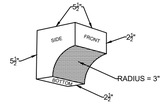
SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		485 SF
BRICK	58 %	279 SF
STONE	0 %	0 SF
SIDING	6 %	30 SF
SHAKE	0 %	0 SF
B-N-B	36 %	176 SF

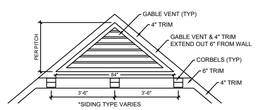


LEFT ELEVATION - M - 3 CAR FRONT

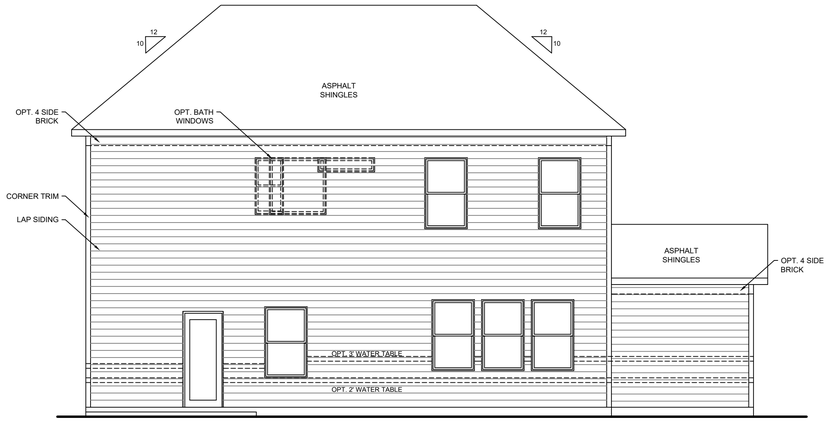
SCALE = $\frac{3}{16}$" = 1'



6 ARCHITECTURAL
CORBEL



8 ARCHITECTURAL
GABLE VENT ASSEMBLY - SIDING



REAR ELEVATION - M - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

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LAST RELEASE
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PRINT DATE:
8/13/2025

MODEL NAME & NUMBER: BRIAR (S40F-2259)

SHEET TITLE: ELEVATIONS - M - 3 CAR FRONT 12'

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.8.3

ELEVATION NOTES:

1. GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE CONDITIONS. BUILDER TO VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
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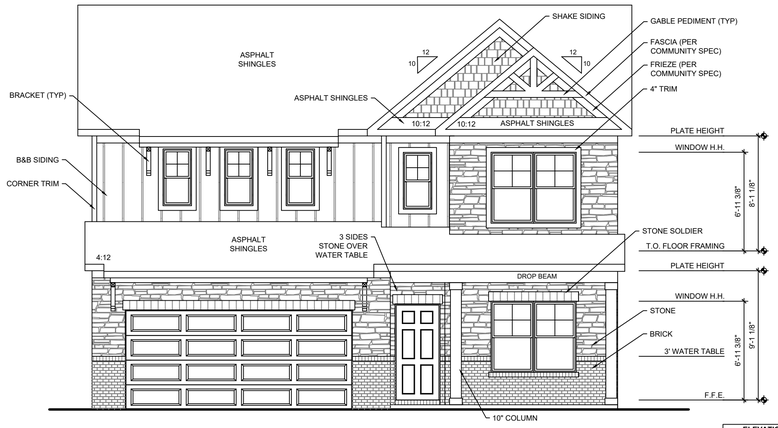
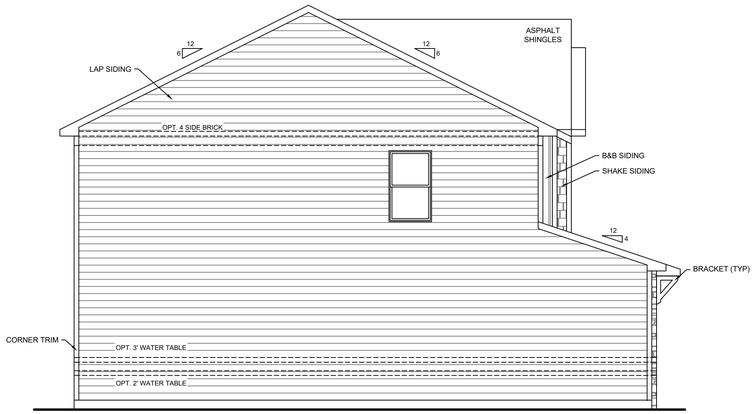
6. ELEMENTS MAY VARY PER COMMUNITY SPEC, SUCH AS EXTERIOR DOOR STYLES, WINDOW GRIDS, CEMENT OR VINYL VENEER MATERIAL, BEAM WRAP MATERIAL, ETC.



FRONT ELEVATION - N

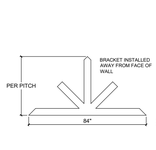
SCALE = 3/16" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		408 SF
BRICK	14 %	57 SF
STONE	47 %	191 SF
SIDING	0 %	0 SF
SHAKE	11 %	45 SF
B-N-B	28 %	115 SF

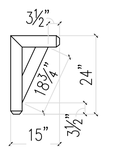


LEFT ELEVATION - N

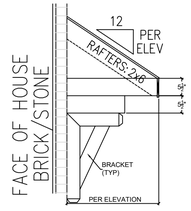
SCALE = 3/16" = 1'



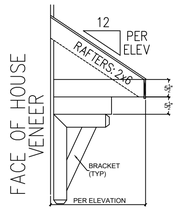
1 ARCHITECTURAL
GABLE PEDIMENT - BURNHAM



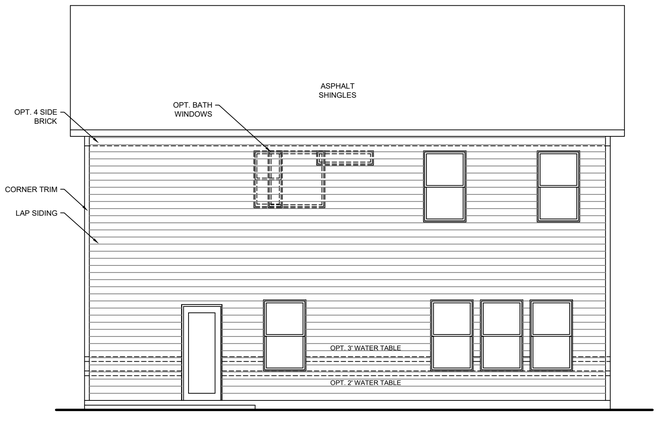
3 ARCHITECTURAL
BRACKET



11 ARCHITECTURAL
AWNING WITH FRIEZE - BRICK

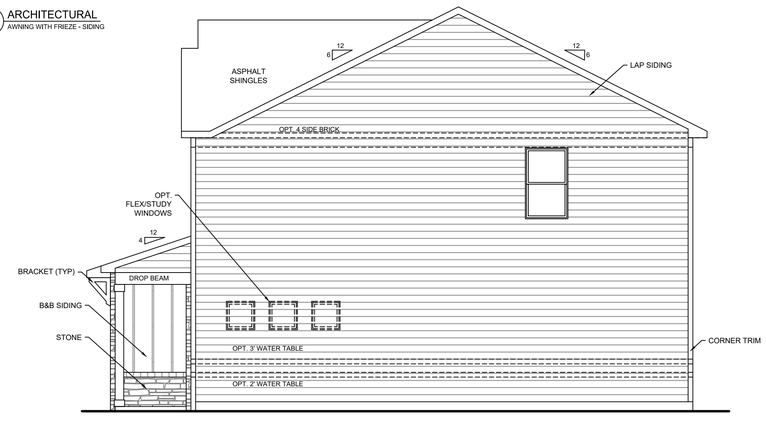


13 ARCHITECTURAL
AWNING WITH FRIEZE - SIDING



REAR ELEVATION - N

SCALE = 3/16" = 1'



RIGHT ELEVATION - N

SCALE = 3/16" = 1'

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LAST RELEASE
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PRINT DATE:
8/13/2025

MODEL NAME & NUMBER: BRIAR (S40F-2259)

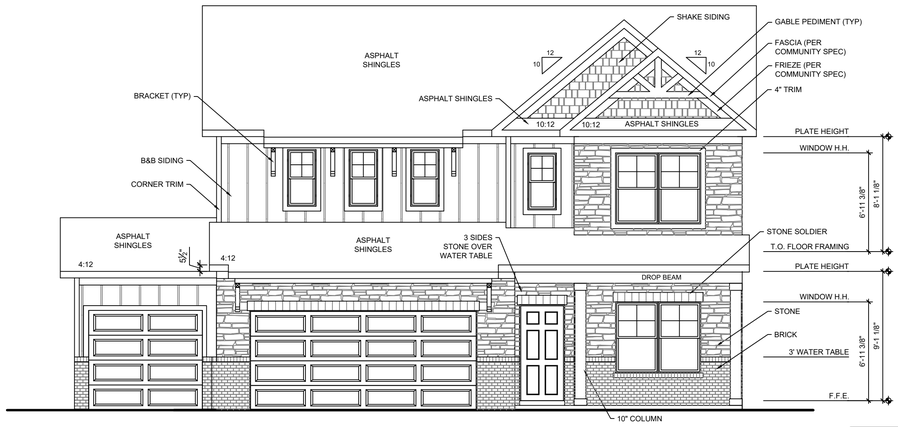
SHEET TITLE: ELEVATIONS - N

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.9.1

ELEVATION NOTES:

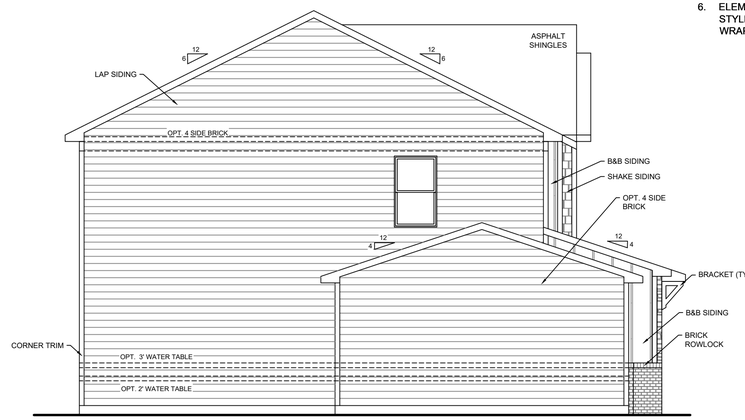
1. GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE CONDITIONS. BUILDER TO VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
2. FFE TO GRADE DIMENSION PER MUNICIPALITY REQUIREMENTS.
3. STONE OR BRICK SKIRT REQUIRED PER MUNICIPALITY. INSTALLED WITH ROWLOCK LEDGE AT TOP ROW UP TO FFE.
4. WATER TABLE DIMENSION MAY VARY PER WINDOW MANUFACTURER AND/OR ROUGH OPENING REQUIREMENTS.
5. FRONT COACH LIGHT QUANTITIES MAY VARY PER MUNICIPALITY REQUIREMENTS. INSTALL 4" BELOW GARAGE DOOR HEADER HEIGHT.
6. ELEMENTS MAY VARY PER COMMUNITY SPEC, SUCH AS EXTERIOR DOOR STYLES, WINDOW GRIDS, CEMENT OR VINYL VENEER MATERIAL, BEAM WRAP MATERIAL, ETC.



FRONT ELEVATION - N - 3 CAR FRONT

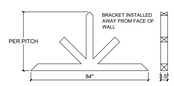
SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		445 SF
BRICK	14 %	64 SF
STONE	43 %	191 SF
SIDING	0 %	0 SF
SHAKE	10 %	45 SF
B-N-B	33 %	145 SF

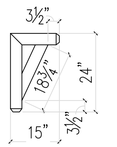


LEFT ELEVATION - N - 3 CAR FRONT

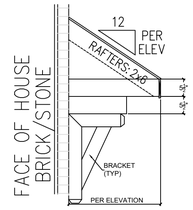
SCALE = $\frac{3}{16}$" = 1'



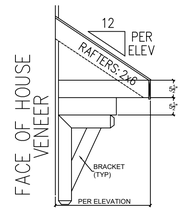
1 ARCHITECTURAL
GABLE PEDIMENT - BURNHAM



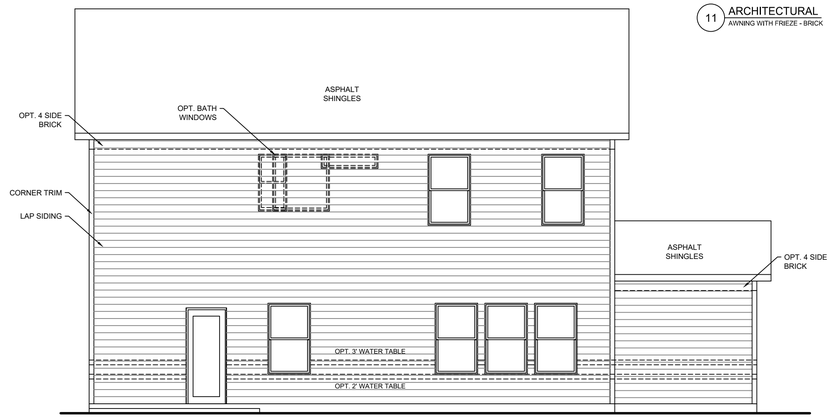
3 ARCHITECTURAL
BRACKET



11 ARCHITECTURAL
AWNING WITH FRIEZE - BRICK



13 ARCHITECTURAL
AWNING WITH FRIEZE - SIDING



REAR ELEVATION - N - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

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LAST RELEASE
R1

PRINT DATE:
8/13/2025

MODEL NAME & NUMBER: BRIAR (S40F-2259)

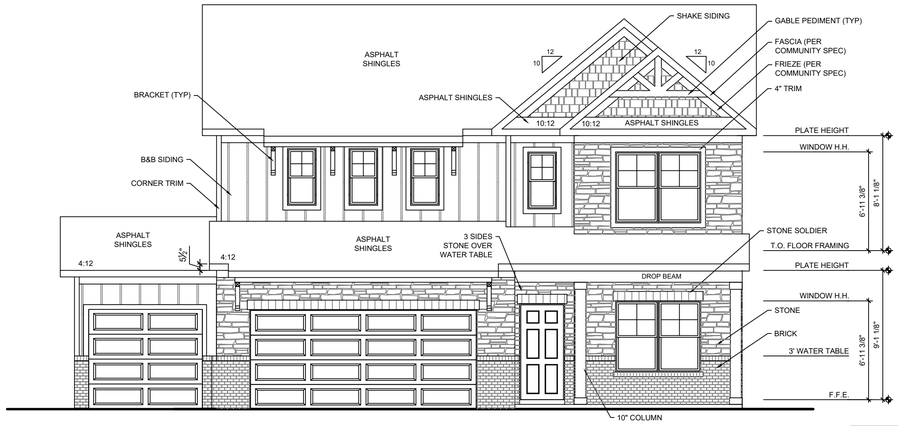
SHEET TITLE: ELEVATIONS - N - 3 CAR FRONT 2'

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.9.2

ELEVATION NOTES:

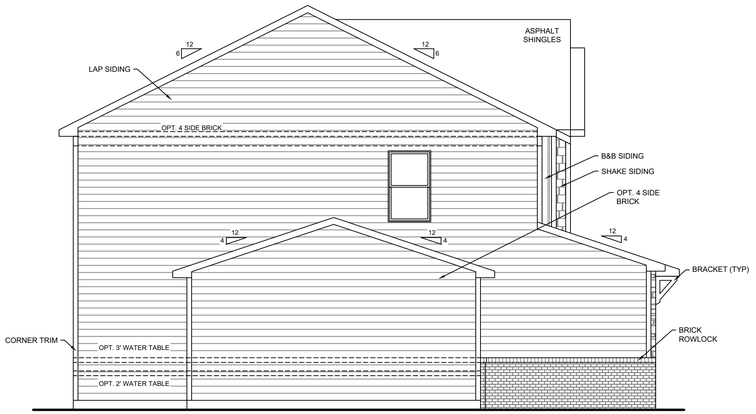
1. GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE CONDITIONS. BUILDER TO VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
2. FFE TO GRADE DIMENSION PER MUNICIPALITY REQUIREMENTS.
3. STONE OR BRICK SKIRT REQUIRED PER MUNICIPALITY. INSTALLED WITH ROWLOCK LEDGE AT TOP ROW UP TO FFE.
4. WATER TABLE DIMENSION MAY VARY PER WINDOW MANUFACTURER AND/OR ROUGH OPENING REQUIREMENTS.
5. FRONT COACH LIGHT QUANTITIES MAY VARY PER MUNICIPALITY REQUIREMENTS. INSTALL 4" BELOW GARAGE DOOR HEADER HEIGHT.
6. ELEMENTS MAY VARY PER COMMUNITY SPEC, SUCH AS EXTERIOR DOOR STYLES, WINDOW GRIDS, CEMENT OR VINYL VENEER MATERIAL, BEAM WRAP MATERIAL, ETC.



FRONT ELEVATION - N - 3 CAR FRONT

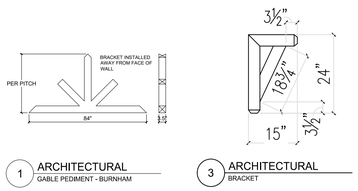
SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		445 SF
BRICK	14 %	64 SF
STONE	43 %	191 SF
SIDING	0 %	0 SF
SHAKE	10 %	45 SF
B-N-B	33 %	145 SF



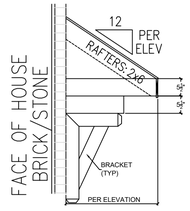
LEFT ELEVATION - N - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

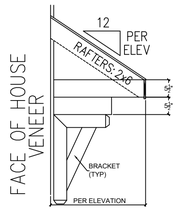


1 ARCHITECTURAL
GABLE PEDIMENT - BURNHAM

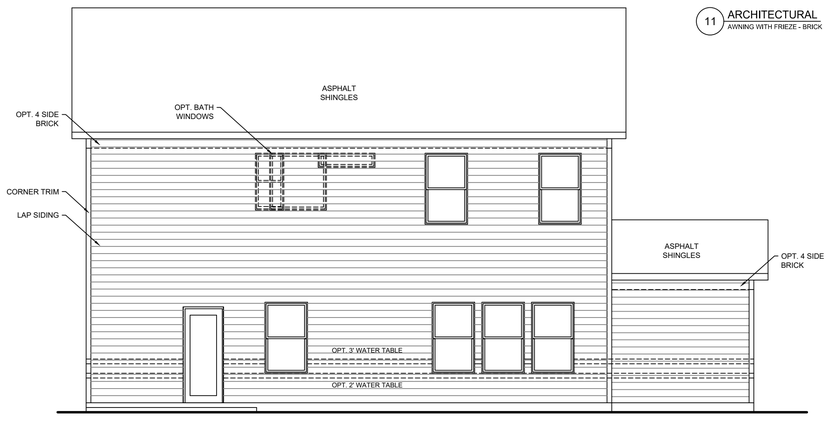
3 ARCHITECTURAL
BRACKET



11 ARCHITECTURAL
AWNING WITH FRIEZE - BRICK



13 ARCHITECTURAL
AWNING WITH FRIEZE - SIDING



REAR ELEVATION - N - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

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LAST RELEASE
R1

PRINT DATE:
8/13/2025

MODEL NAME & NUMBER: BRIAR (S40F-2259)

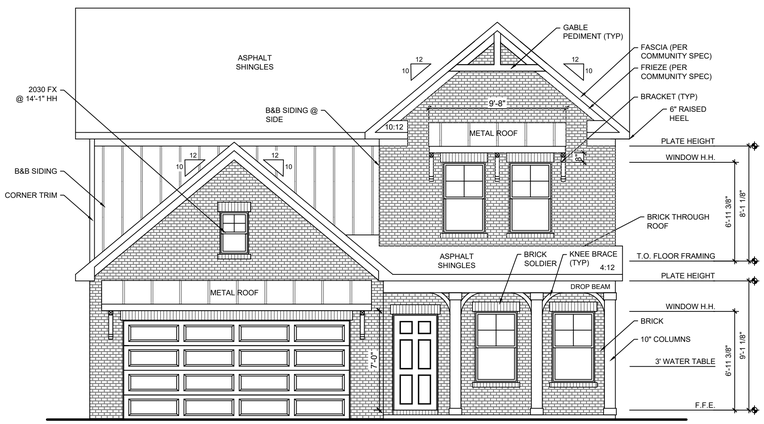
SHEET TITLE: ELEVATIONS - N - 3 CAR FRONT 12'

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.9.3

ELEVATION NOTES:

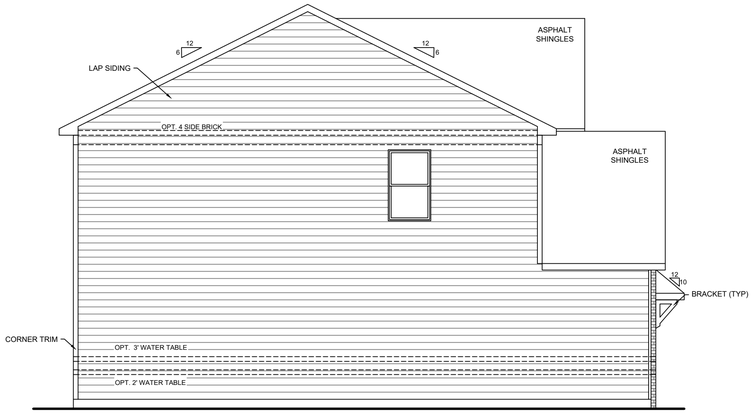
1. GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE CONDITIONS. BUILDER TO VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
2. FFE TO GRADE DIMENSION PER MUNICIPALITY REQUIREMENTS.
3. STONE OR BRICK SKIRT REQUIRED PER MUNICIPALITY. INSTALLED WITH ROWLOCK LEDGE AT TOP ROW UP TO FFE.
4. WATER TABLE DIMENSION MAY VARY PER WINDOW MANUFACTURER AND/OR ROUGH OPENING REQUIREMENTS.
5. FRONT COACH LIGHT QUANTITIES MAY VARY PER MUNICIPALITY REQUIREMENTS. INSTALL 4" BELOW GARAGE DOOR HEADER HEIGHT.
6. ELEMENTS MAY VARY PER COMMUNITY SPEC, SUCH AS EXTERIOR DOOR STYLES, WINDOW GRIDS, CEMENT OR VINYL VENEER MATERIAL, BEAM WRAP MATERIAL, ETC.



FRONT ELEVATION - PB1

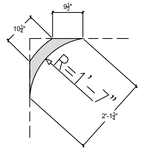
SCALE = 3/16" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		454 SF
BRICK	80 %	365 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	20 %	89 SF

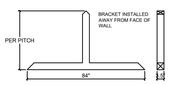


LEFT ELEVATION - PB1

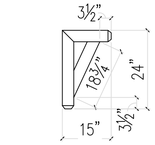
SCALE = 3/16" = 1'



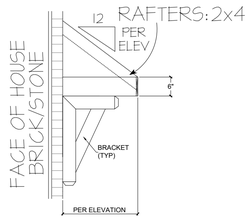
4 ARCHITECTURAL
KNEE BRACE - ARCHED



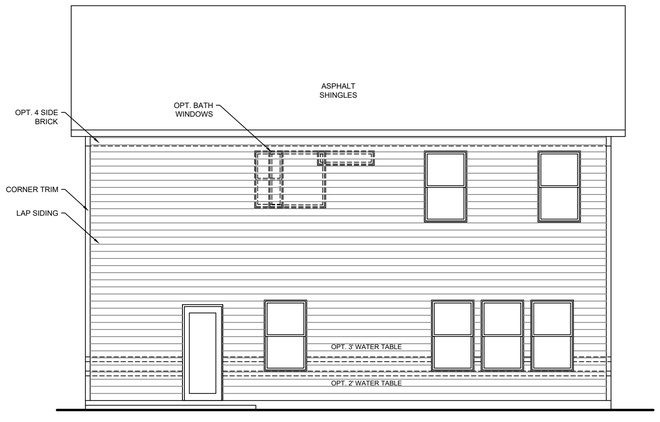
2 ARCHITECTURAL
GABLE PEDIMENT - MEIER



3 ARCHITECTURAL
BRACKET

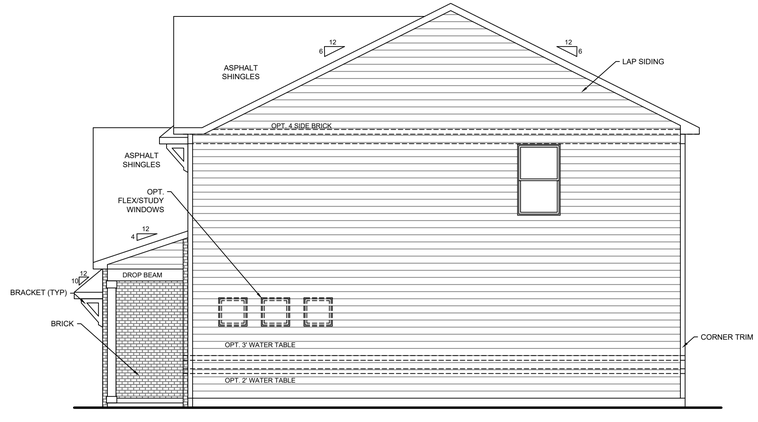


10 ARCHITECTURAL
AWNING WITHOUT FRIEZE - BRICK



REAR ELEVATION - PB1

SCALE = 3/16" = 1'



RIGHT ELEVATION - PB1

SCALE = 3/16" = 1'

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LAST RELEASE
R1

PRINT DATE:
8/13/2025

MODEL NAME & NUMBER: BRIAR (S40F-2259)

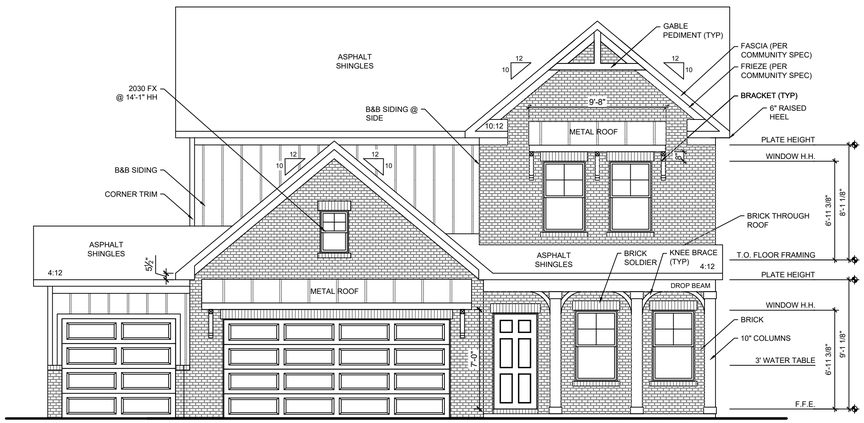
SHEET TITLE: ELEVATIONS - PB1

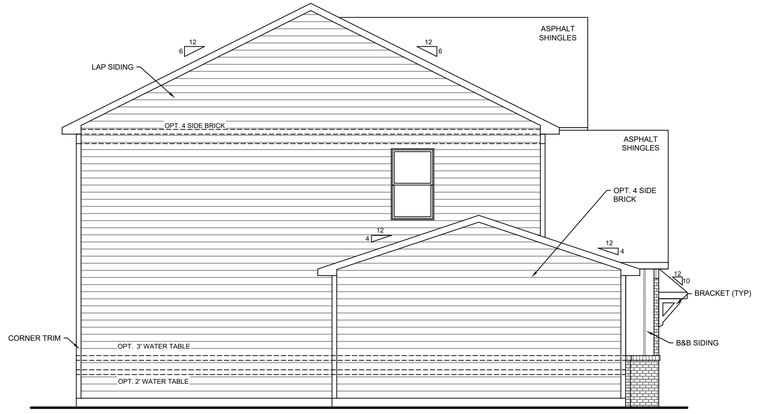
SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.10.1

ELEVATION NOTES:

1. GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE CONDITIONS. BUILDER TO VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
2. FFE TO GRADE DIMENSION PER MUNICIPALITY REQUIREMENTS.
3. STONE OR BRICK SKIRT REQUIRED PER MUNICIPALITY. INSTALLED WITH ROWLOCK LEDGE AT TOP ROW UP TO FFE.
4. WATER TABLE DIMENSION MAY VARY PER WINDOW MANUFACTURER AND/OR ROUGH OPENING REQUIREMENTS.
5. FRONT COACH LIGHT QUANTITIES MAY VARY PER MUNICIPALITY REQUIREMENTS. INSTALL 4" BELOW GARAGE DOOR HEADER HEIGHT.
6. ELEMENTS MAY VARY PER COMMUNITY SPEC, SUCH AS EXTERIOR DOOR STYLES, WINDOW GRIDS, CEMENT OR VINYL VENEER MATERIAL, BEAM WRAP MATERIAL, ETC.





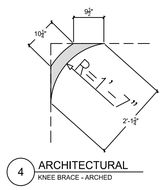
FRONT ELEVATION - PB1 - 3 CAR FRONT

SCALE = 3/16" = 1'

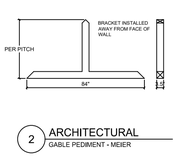
ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		491 SF
BRICK	76 %	372 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	24 %	119 SF

LEFT ELEVATION - PB1 - 3 CAR FRONT

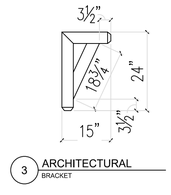
SCALE = 3/16" = 1'



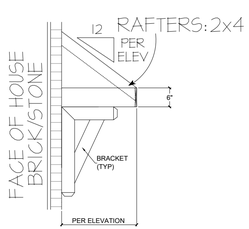
4 ARCHITECTURAL
KNEE BRACE - ARCHED



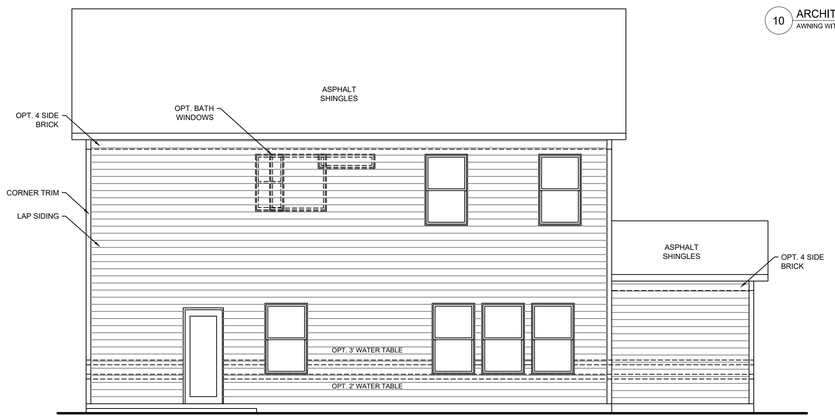
2 ARCHITECTURAL
GABLE PEDIMENT - MEIER



3 ARCHITECTURAL
BRACKET



10 ARCHITECTURAL
AWNING WITHOUT FRIEZE - BRICK



REAR ELEVATION - PB1 - 3 CAR FRONT

SCALE = 3/16" = 1'

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LAST RELEASE
R1

PRINT DATE:
8/13/2025

MODEL NAME & NUMBER: BRIAR (S40F-2259)

SHEET TITLE: ELEVATIONS - PB1 - 3 CAR FRONT 2'

SCALE:
1/8"=1' @ 11x17
1/4"=1' @ 22x34
UNLESS OTHERWISE NOTED

SHEET:
A3-1.10.2

ELEVATION NOTES:

1. GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE CONDITIONS. BUILDER TO VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
2. FFE TO GRADE DIMENSION PER MUNICIPALITY REQUIREMENTS.
3. STONE OR BRICK SKIRT REQUIRED PER MUNICIPALITY. INSTALLED WITH ROWLOCK LEDGE AT TOP ROW UP TO FFE.
4. WATER TABLE DIMENSION MAY VARY PER WINDOW MANUFACTURER AND/OR ROUGH OPENING REQUIREMENTS.
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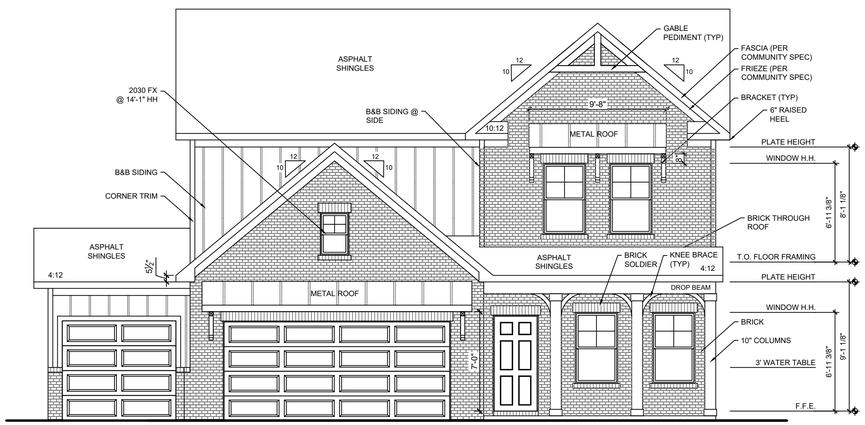
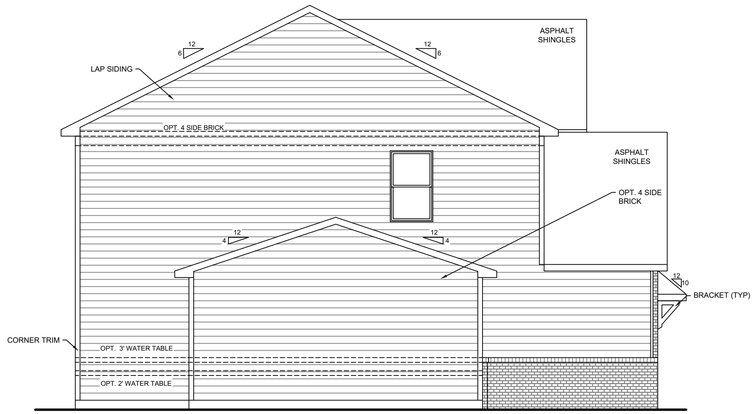
6. ELEMENTS MAY VARY PER COMMUNITY SPEC, SUCH AS EXTERIOR DOOR STYLES, WINDOW GRIDS, CEMENT OR VINYL VENEER MATERIAL, BEAM WRAP MATERIAL, ETC.



FRONT ELEVATION - PB1 - 3 CAR FRONT

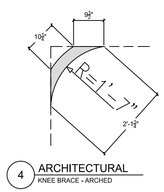
SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		491 SF
BRICK	76 %	372 SF
STONE	0 %	0 SF
SIDING	0 %	0 SF
SHAKE	0 %	0 SF
B-N-B	24 %	119 SF



LEFT ELEVATION - PB1 - 3 CAR FRONT

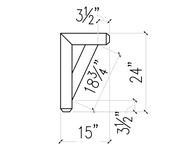
SCALE = $\frac{3}{16}$" = 1'



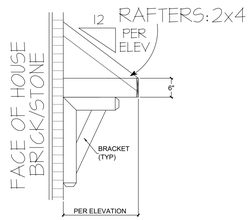
4 ARCHITECTURAL
KNEE BRACE - ARCHED



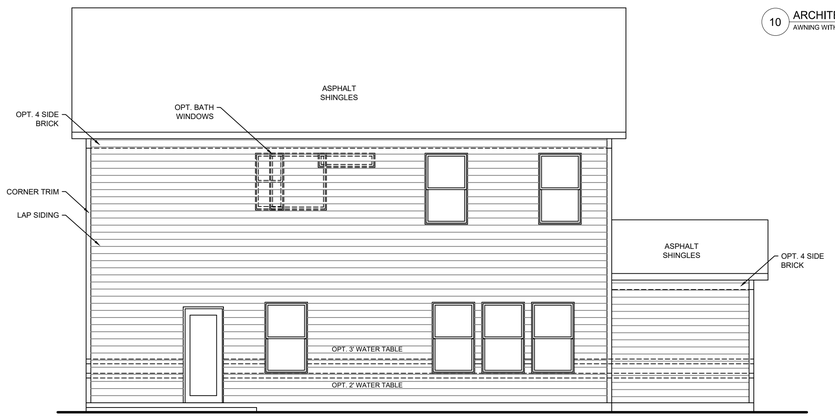
2 ARCHITECTURAL
GABLE PEDIMENT - MEIER



3 ARCHITECTURAL
BRACKET



10 ARCHITECTURAL
AWNING WITHOUT FRIEZE - BRICK



REAR ELEVATION - PB1 - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

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LAST RELEASE

R1

PRINT DATE:

8/13/2025

MODEL NAME & NUMBER: BRIAR (S40F-2259)

SHEET TITLE: ELEVATIONS - PB1 - 3 CAR FRONT 12'

SCALE:

1/8"=1' @ 11x17

1/4"=1' @ 22x34

UNLESS OTHERWISE NOTED

SHEET:

A3-1.10.3

ELEVATION NOTES:

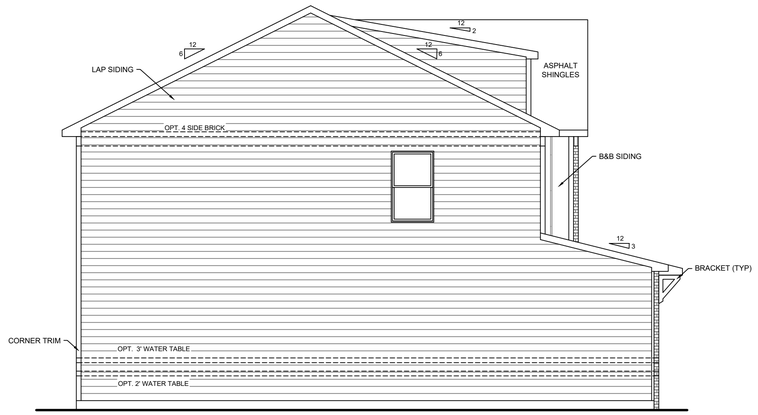
1. GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE CONDITIONS. BUILDER TO VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
2. FFE TO GRADE DIMENSION PER MUNICIPALITY REQUIREMENTS.
3. STONE OR BRICK SKIRT REQUIRED PER MUNICIPALITY. INSTALLED WITH ROWLOCK LEDGE AT TOP ROW UP TO FFE.
4. WATER TABLE DIMENSION MAY VARY PER WINDOW MANUFACTURER AND/OR ROUGH OPENING REQUIREMENTS.
5. FRONT COACH LIGHT QUANTITIES MAY VARY PER MUNICIPALITY REQUIREMENTS. INSTALL 4" BELOW GARAGE DOOR HEADER HEIGHT.
6. ELEMENTS MAY VARY PER COMMUNITY SPEC, SUCH AS EXTERIOR DOOR STYLES, WINDOW GRIDS, CEMENT OR VINYL VENEER MATERIAL, BEAM WRAP MATERIAL, ETC.



ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		391 SF
BRICK	63 %	248 SF
STONE	0 %	0 SF
SIDING	3 %	12 SF
SHAKE	0 %	0 SF
B-N-B	34 %	131 SF

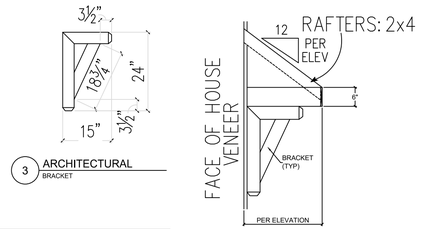
FRONT ELEVATION - PB2

SCALE = $\frac{3}{16}$" = 1'



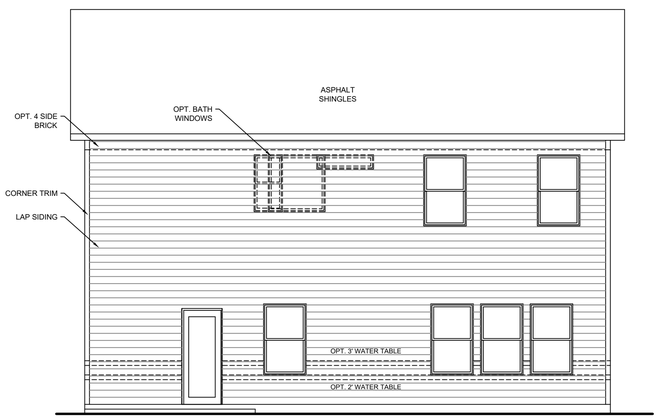
LEFT ELEVATION - PB2

SCALE = $\frac{3}{16}$" = 1'



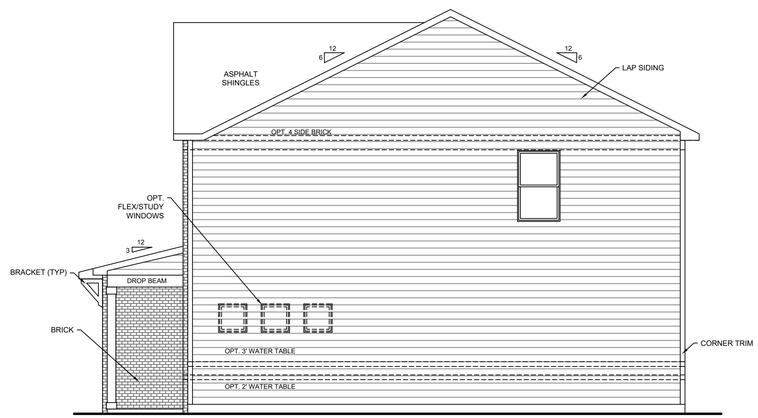
3 ARCHITECTURAL
BRACKET

12 ARCHITECTURAL
AWNING WITHOUT FRIEZE - SIDING



REAR ELEVATION - PB2

SCALE = $\frac{3}{16}$" = 1'



RIGHT ELEVATION - PB2

SCALE = $\frac{3}{16}$" = 1'

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LAST RELEASE

R1

PRINT DATE:

8/13/2025

MODEL NAME & NUMBER: BRIAR (S40F-2259)

SHEET TITLE: ELEVATIONS - PB2

SCALE:

1/8"=1' @ 11x17

1/4"=1' @ 22x34

UNLESS OTHERWISE NOTED

SHEET:

A3-1.11.1

ELEVATION NOTES:

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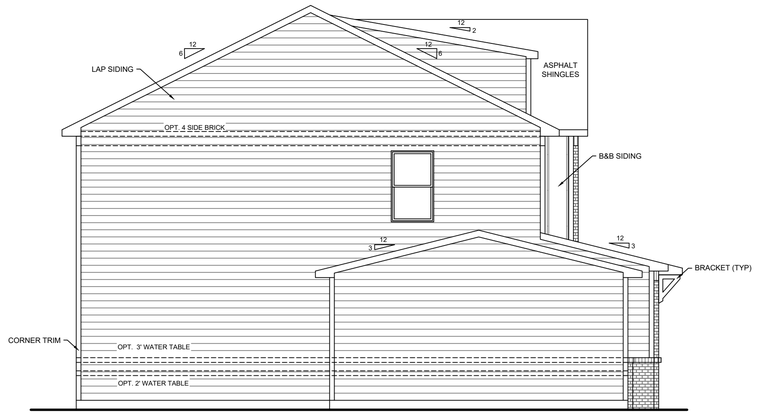
2. FFE TO GRADE DIMENSION PER MUNICIPALITY REQUIREMENTS.
3. STONE OR BRICK SKIRT REQUIRED PER MUNICIPALITY. INSTALLED WITH ROWLOCK LEDGE AT TOP ROW UP TO FFE.
4. WATER TABLE DIMENSION MAY VARY PER WINDOW MANUFACTURER AND/OR ROUGH OPENING REQUIREMENTS.
5. FRONT COACH LIGHT QUANTITIES MAY VARY PER MUNICIPALITY REQUIREMENTS. INSTALL 4" BELOW GARAGE DOOR HEADER HEIGHT.
6. ELEMENTS MAY VARY PER COMMUNITY SPEC, SUCH AS EXTERIOR DOOR STYLES, WINDOW GRIDS, CEMENT OR VINYL VENEER MATERIAL, BEAM WRAP MATERIAL, ETC.



FRONT ELEVATION - PB2 - 3 CAR FRONT

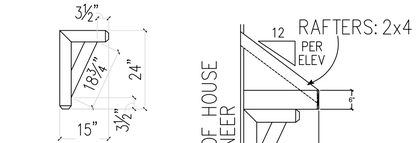
SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		428 SF
BRICK	60 %	255 SF
STONE	0 %	0 SF
SIDING	3 %	12 SF
SHAKE	0 %	0 SF
B-N-B	38 %	161 SF



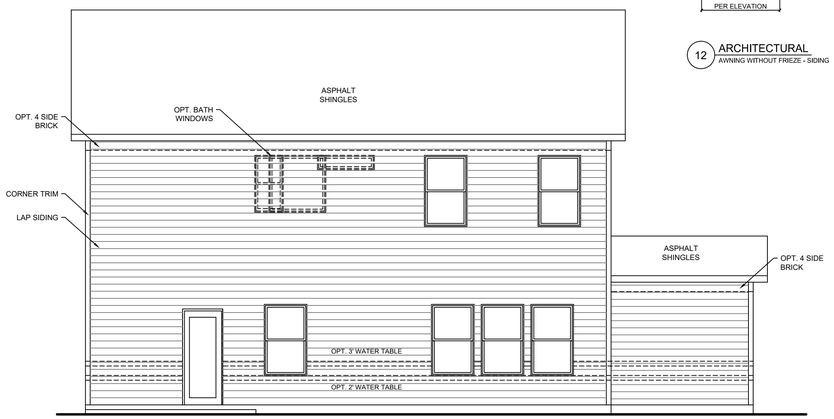
LEFT ELEVATION - PB2 - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'



3 ARCHITECTURAL BRACKET

12 ARCHITECTURAL AWNING WITHOUT FRIEZE - SIDING



REAR ELEVATION - PB2 - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

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LAST RELEASE

R1

PRINT DATE:

8/13/2025

MODEL NAME & NUMBER: BRIAR I (S40F-2259)

SHEET TITLE: ELEVATIONS - PB2 - 3 CAR FRONT 2'

SCALE:

1/8"=1' @ 11x17
1/4"=1' @ 22x34

UNLESS OTHERWISE NOTED

SHEET:

A3-1.11.2

ELEVATION NOTES:

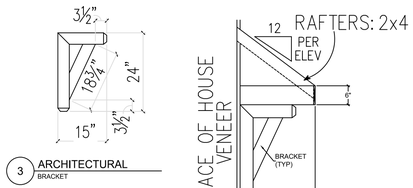
1. GRADE CONDITIONS MAY VARY FOR INDIVIDUAL SITE CONDITIONS. BUILDER TO VERIFY AND COORDINATE PER ACTUAL SITE CONDITIONS.
2. FFE TO GRADE DIMENSION PER MUNICIPALITY REQUIREMENTS.
3. STONE OR BRICK SKIRT REQUIRED PER MUNICIPALITY. INSTALLED WITH ROWLOCK LEDGE AT TOP ROW UP TO FFE.
4. WATER TABLE DIMENSION MAY VARY PER WINDOW MANUFACTURER AND/OR ROUGH OPENING REQUIREMENTS.
5. FRONT COACH LIGHT QUANTITIES MAY VARY PER MUNICIPALITY REQUIREMENTS. INSTALL 4" BELOW GARAGE DOOR HEADER HEIGHT.
6. ELEMENTS MAY VARY PER COMMUNITY SPEC, SUCH AS EXTERIOR DOOR STYLES, WINDOW GRIDS, CEMENT OR VINYL VENEER MATERIAL, BEAM WRAP MATERIAL, ETC.



FRONT ELEVATION - PB2 - 3 CAR FRONT

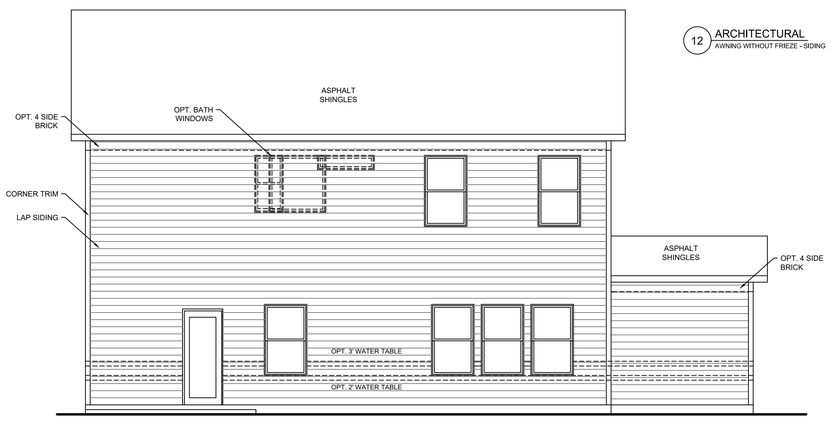
SCALE = $\frac{3}{16}$" = 1'

ELEVATION CALCULATIONS		
FRONT ELEV TOTAL SF		428 SF
BRICK	60 %	255 SF
STONE	0 %	0 SF
SIDING	3 %	12 SF
SHAKE	0 %	0 SF
B-N-B	38 %	161 SF



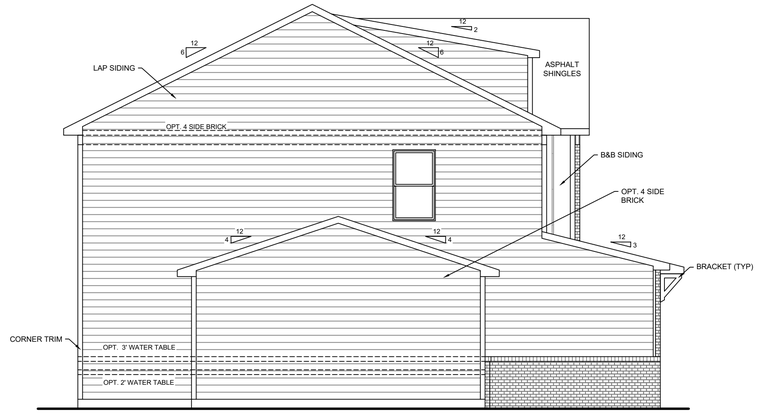
3 ARCHITECTURAL BRACKET

12 ARCHITECTURAL AWNING WITHOUT FRIEZE - SIDING



REAR ELEVATION - PB2 - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'



LEFT ELEVATION - PB2 - 3 CAR FRONT

SCALE = $\frac{3}{16}$" = 1'

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LAST RELEASE

R1

PRINT DATE:

8/13/2025

MODEL NAME & NUMBER: BRIAR (S40F-2259)

SHEET TITLE: ELEVATIONS - PB2 - 3 CAR FRONT 12'

SCALE:

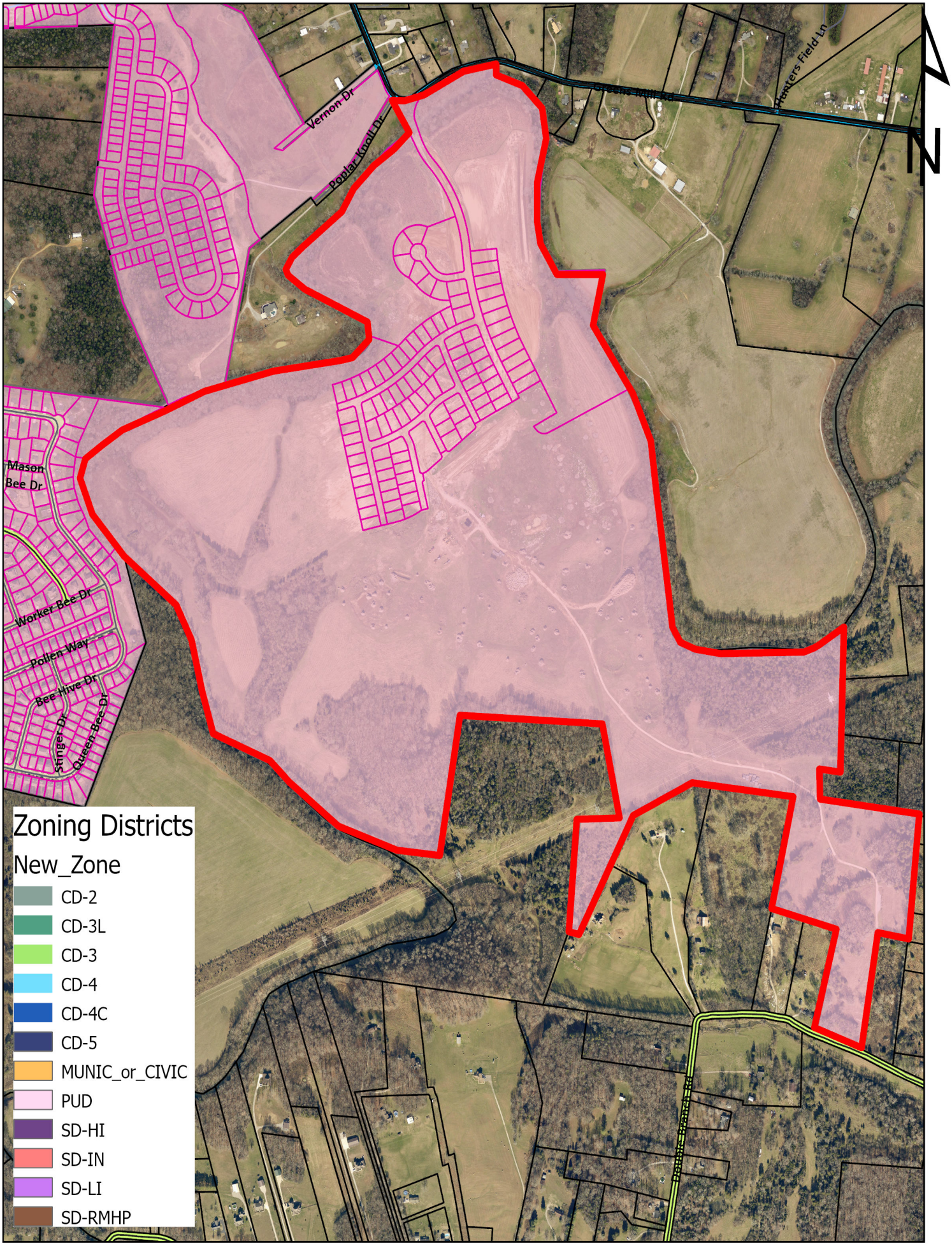
1/8"=1' @ 11x17

1/4"=1' @ 22x34

UNLESS OTHERWISE NOTED

SHEET:

A3-1.11.3



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

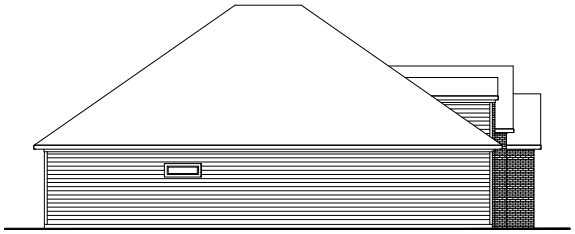


Traditional 2

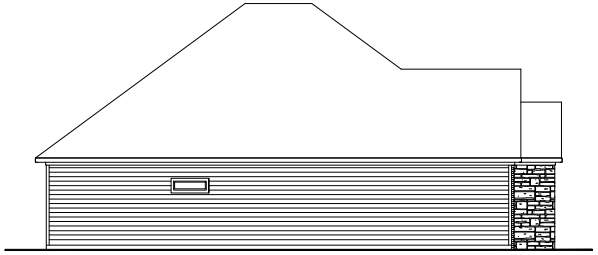


Craftsman

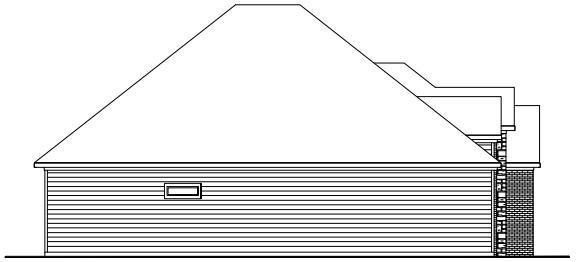
The Montgomery (Side Elevations)



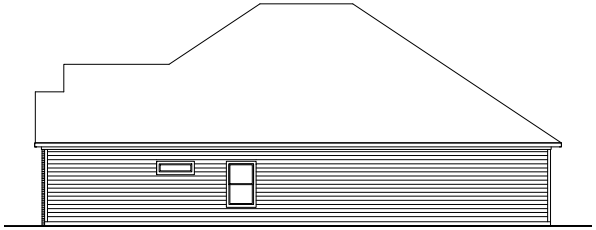
Traditional 1 - Left Elevation



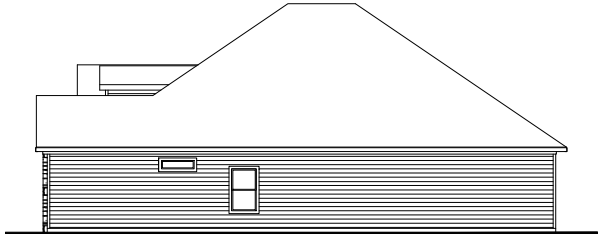
Craftsman - Left Elevation



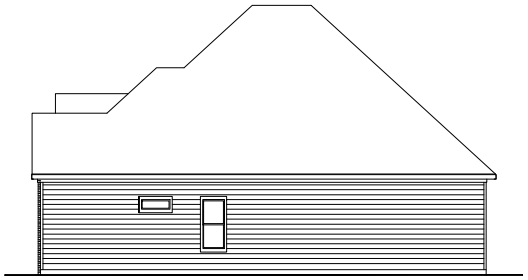
Traditional 2 - Left Elevation



Traditional 1 - Right Elevation



Craftsman - Right Elevation



Traditional 2 - Right Elevation

The Montgomery (Side Entry)



Traditional 1



Traditional 2



Craftsman

The Dunbar



Craftsman 1

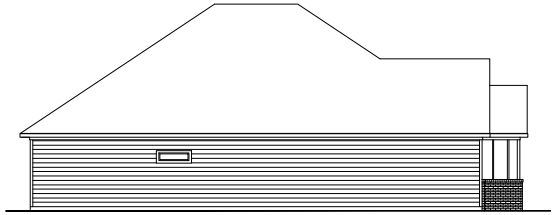


Craftsman 2

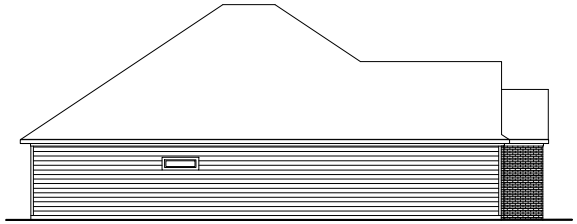


Traditional

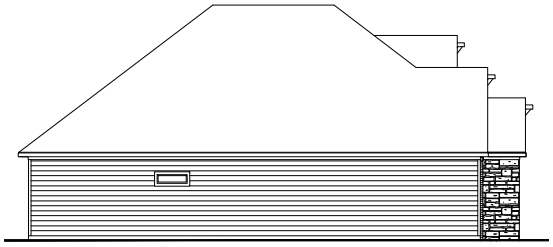
The Dunbar (Side Elevations)



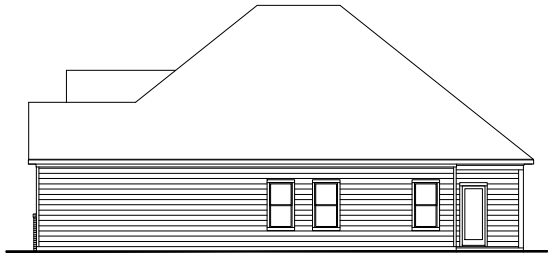
Craftsman 1 - Left Elevation



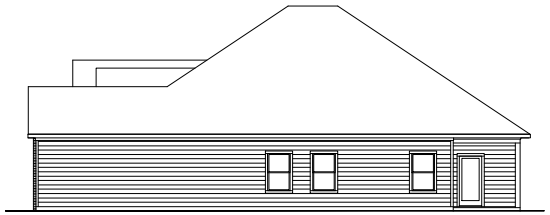
Traditional - Left Elevation



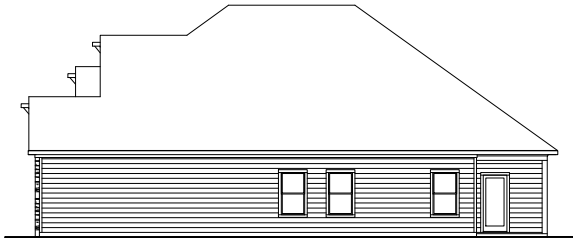
Craftsman 2 - Left Elevation



Craftsman 1 - Right Elevation



Traditional - Right Elevation



Craftsman 2 - Right Elevation

The Dunbar (Side Entry)



Craftsman 1



Craftsman 2



Traditional

The Ashland



Craftsman 1

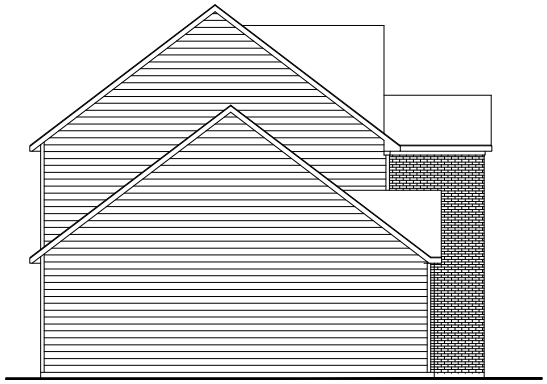


Craftsman 2

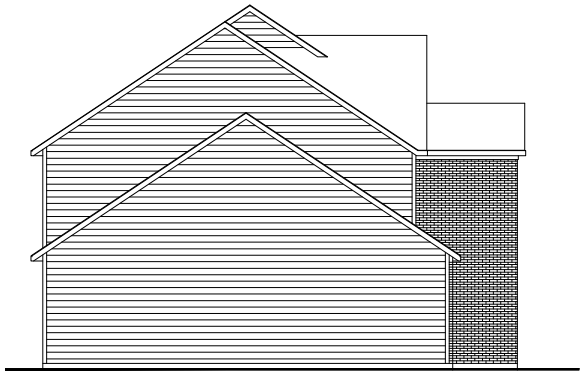


Traditional

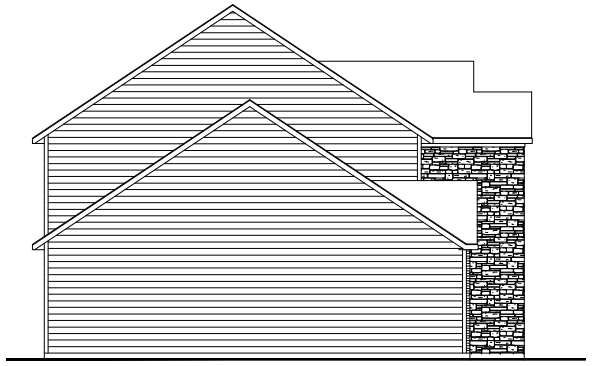
The Ashland (Side Elevations)



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

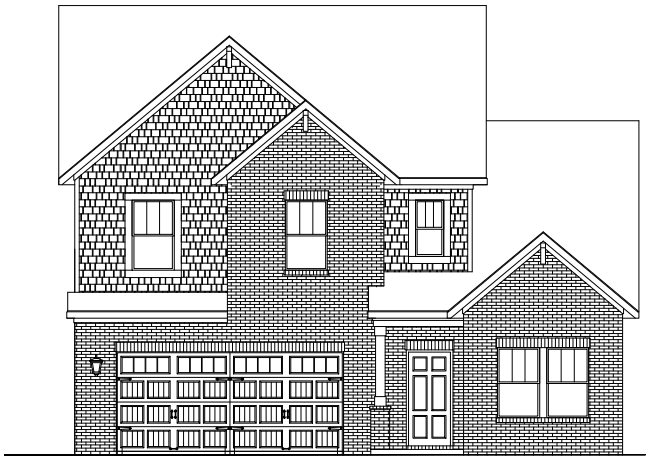


Traditional

The Cooper



Craftsman 1

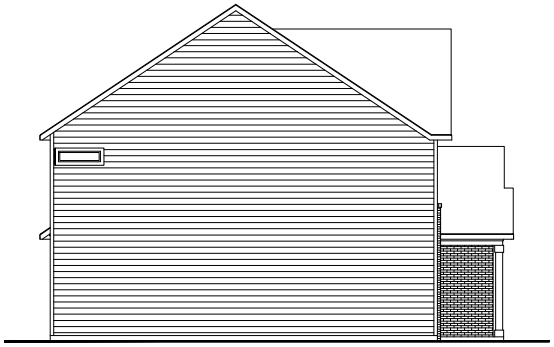


Craftsman 2

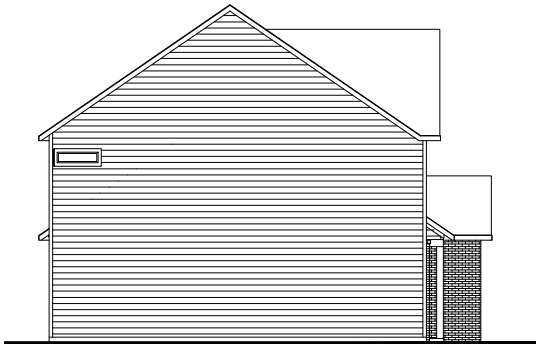


Traditional

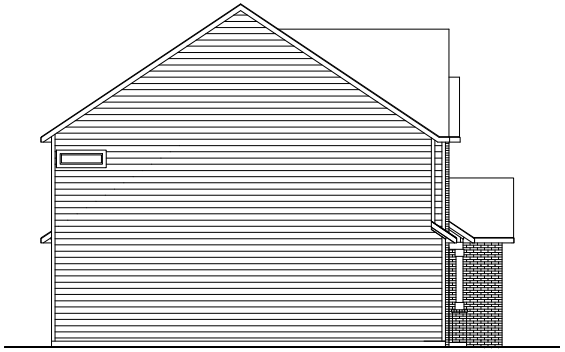
The Cooper (Side Elevations)



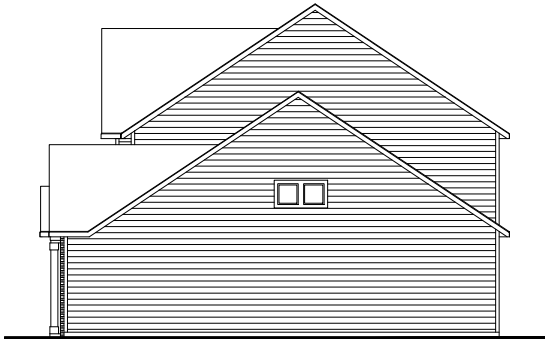
Craftsman 1 - Left Elevation



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

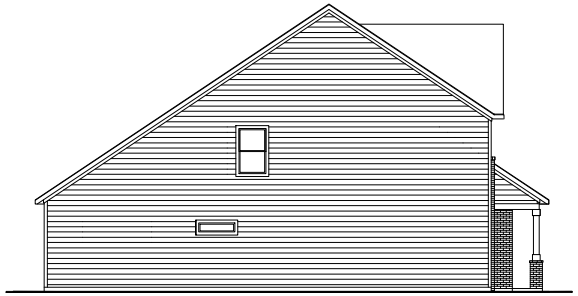


Craftsman 2

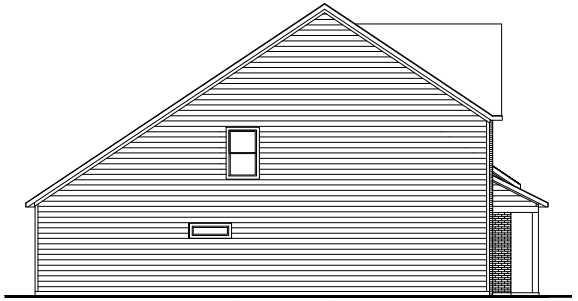


Traditional

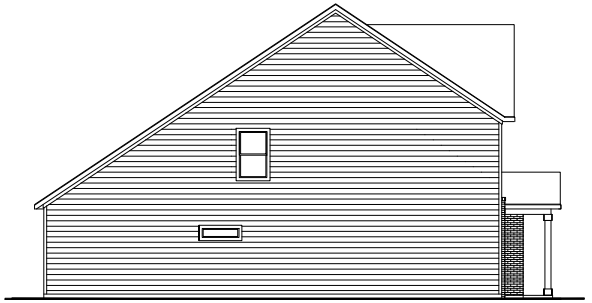
The Richland (Side Elevations)



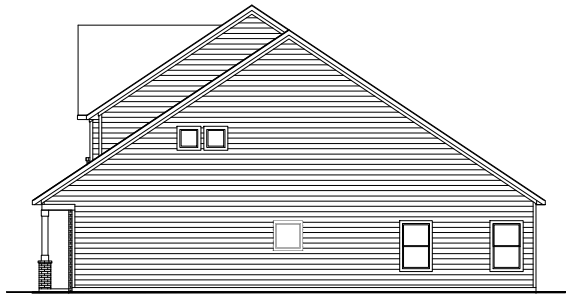
Craftsman 1 - Left Elevation



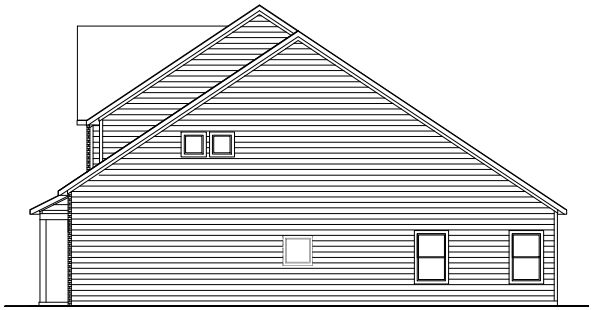
Traditional - Left Elevation



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

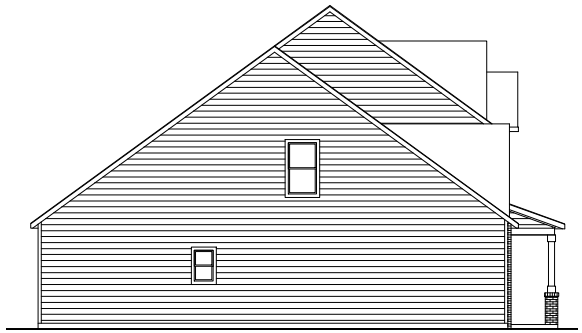


Craftsman 2

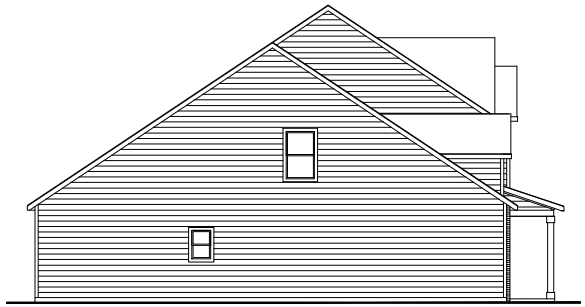


Traditional

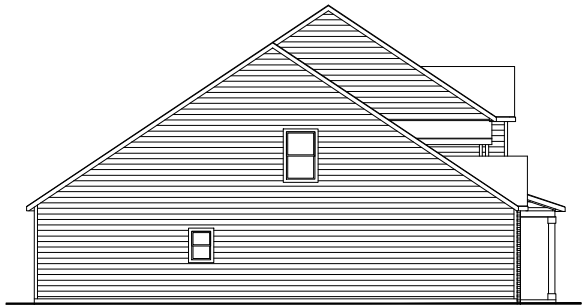
The Shelby (Side Elevations)



Craftsman 1 - Left Elevation



Traditional - Left Elevation



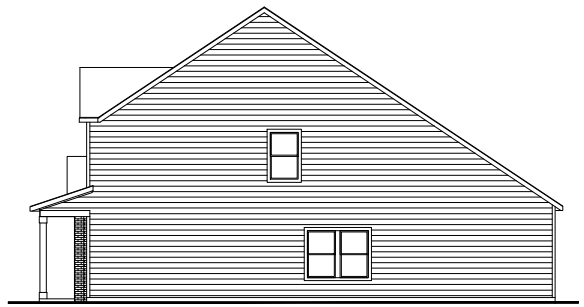
Craftsman 2 - Left Elevation



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

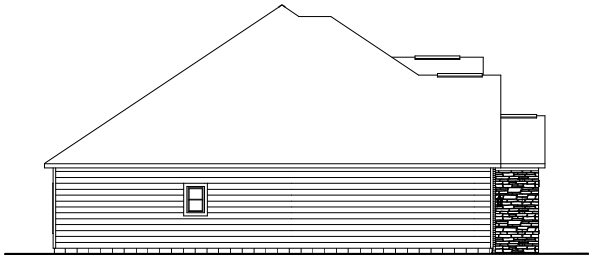


Craftsman 2

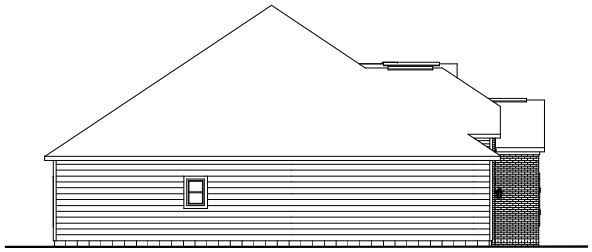


Traditional

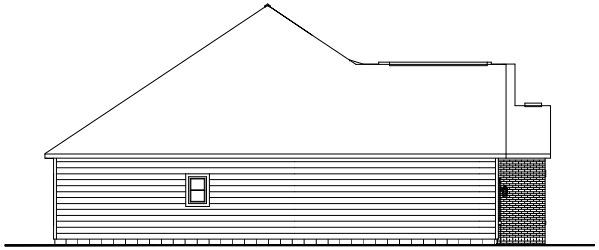
The Donelson (Side Elevations)



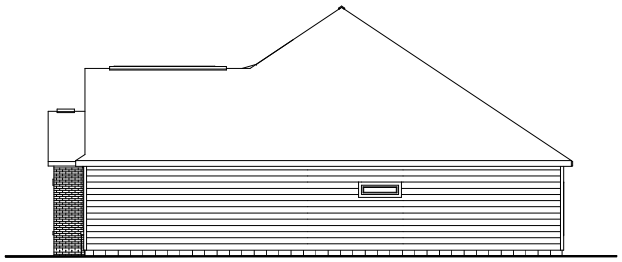
Craftsman 1 - Left Elevation



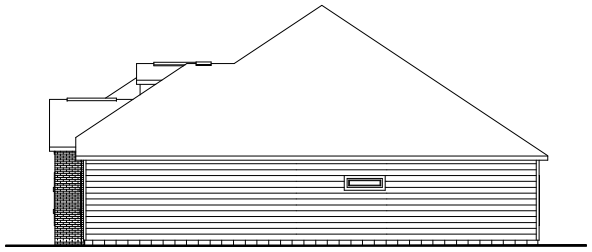
Traditional - Left Elevation



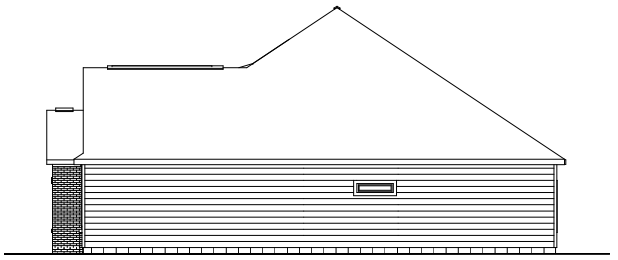
Craftsman 2 - Left Elevation



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

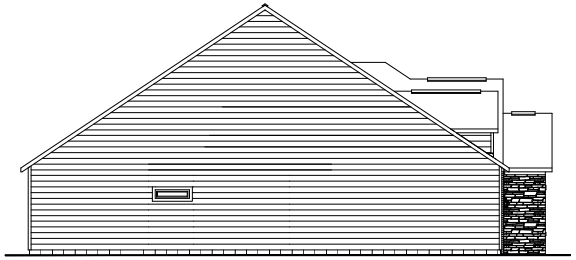


Craftsman 2

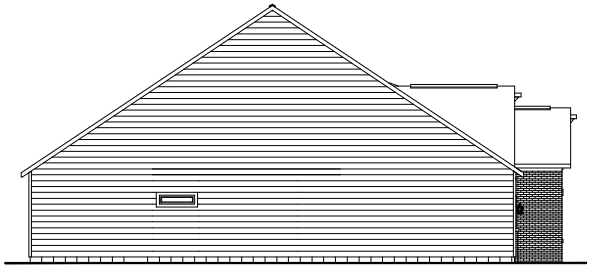


Traditional

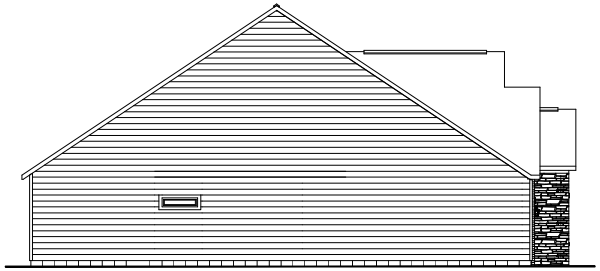
The Acadia (Side Elevations)



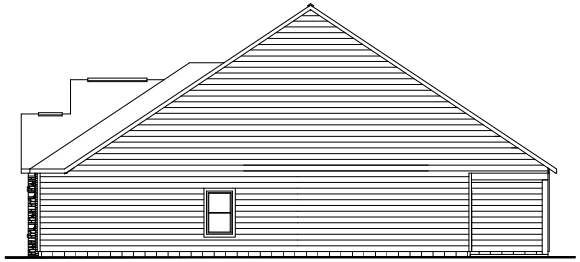
Craftsman 1 - Left Elevation



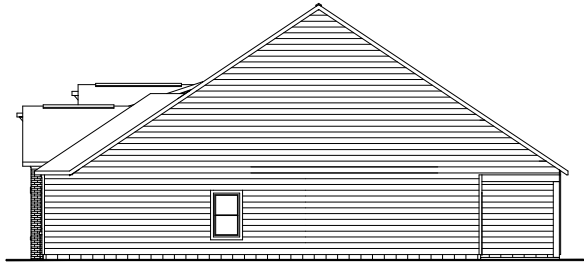
Traditional - Left Elevation



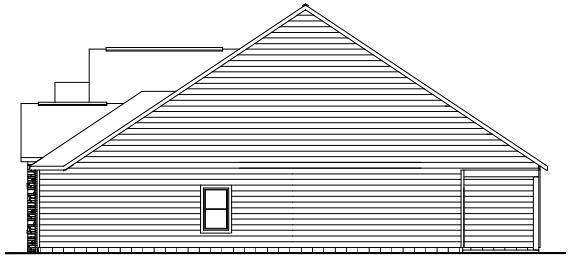
Craftsman 2 - Left Elevation



Craftsman 1 - Right Elevation



Traditional - Right Elevation



Craftsman 2 - Right Elevation

The Acadia (Side Entry)



Craftsman 1



Craftsman 2



Traditional

The Loudon



Craftsman

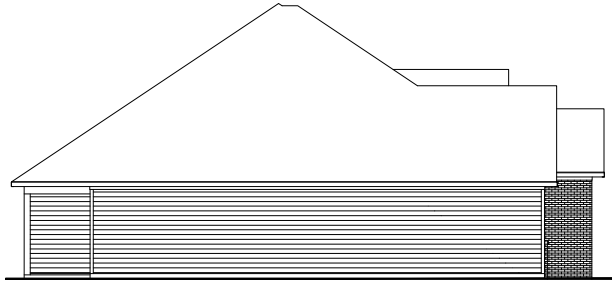


Traditional 2

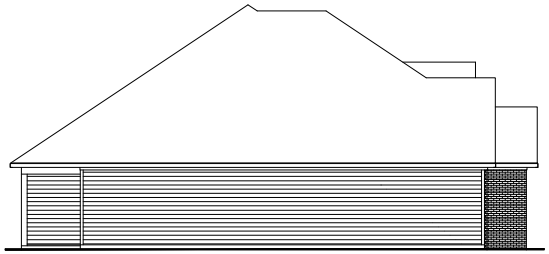


Traditional

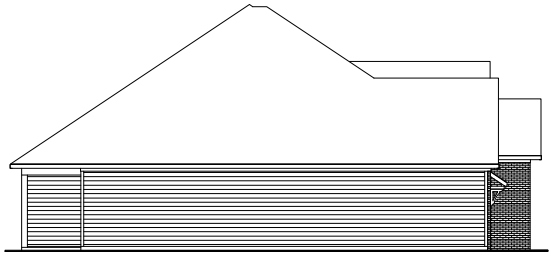
The Loudon (Side Elevations)



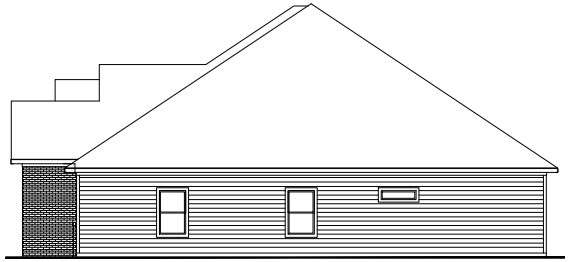
Traditional - Left Elevation



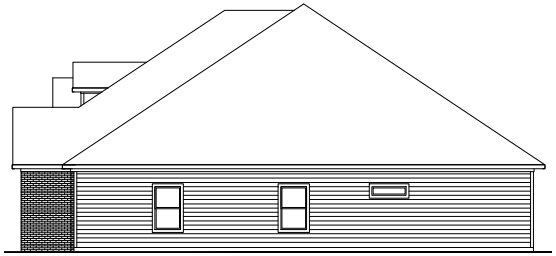
Craftsman - Left Elevation



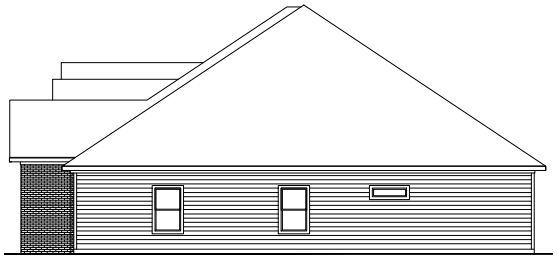
Traditional 2 - Left Elevation



Traditional - Right Elevation

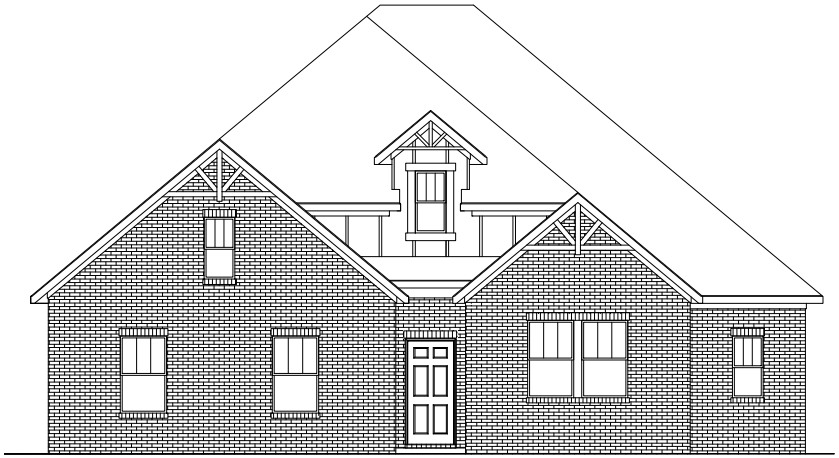


Craftsman - Right Elevation

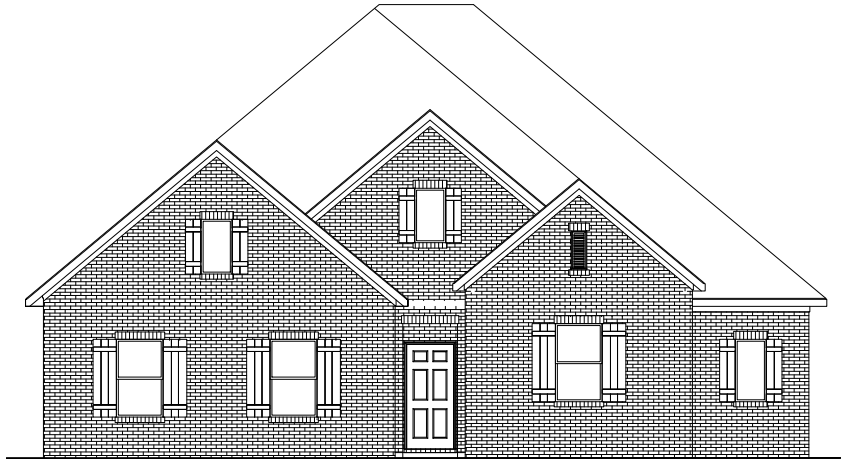


Traditional 2 - Right Elevation

The Loudon (Side Entry)



Craftsman



Traditional 2



Traditional 1

The Stapleton



Craftsman 1

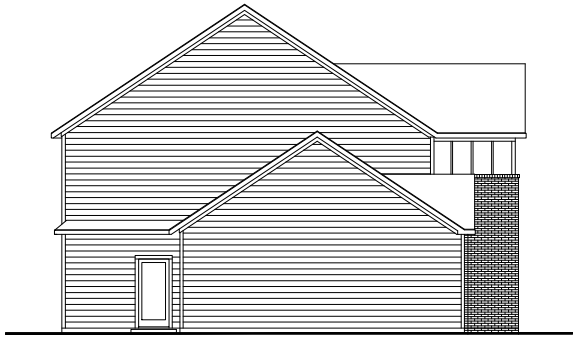


Craftsman 2

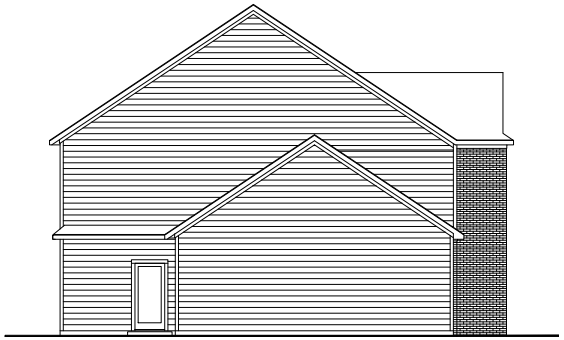


Traditional

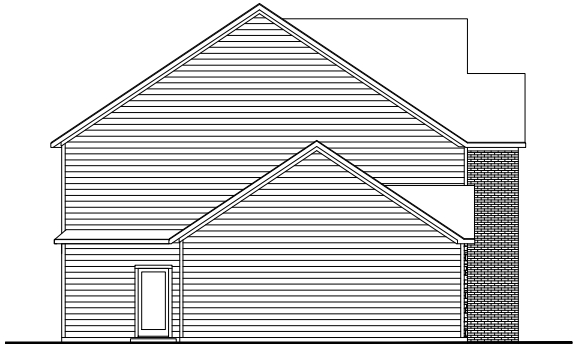
The Stapleton (Side Elevations)



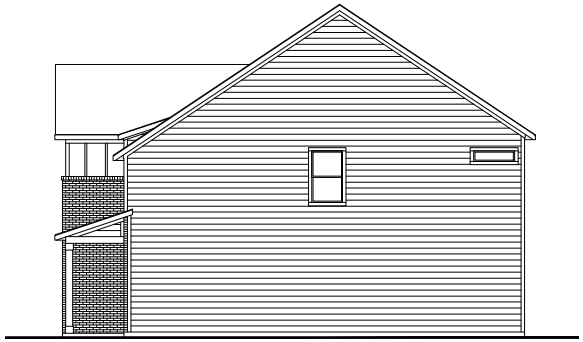
Craftsman 1 - Left Elevation



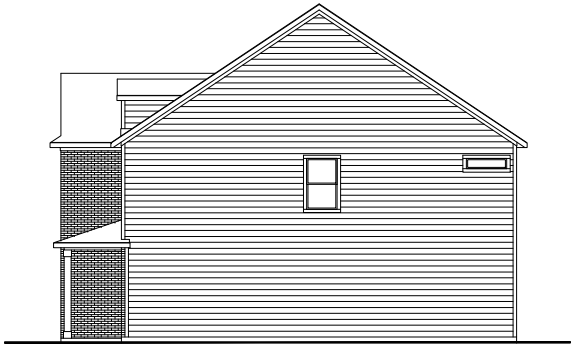
Traditional - Left Elevation



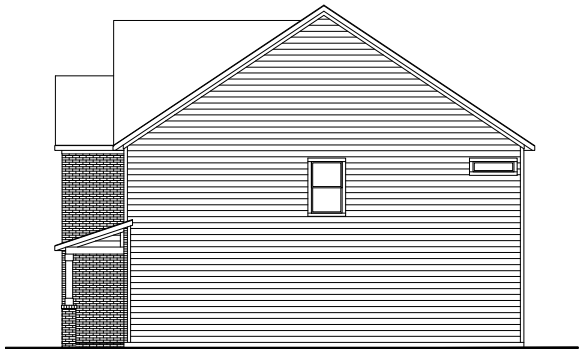
Craftsman 2 - Left Elevation



Craftsman 1 - Right Elevation



Traditional - Right Elevation



Craftsman 2 - Right Elevation

The Stapleton (Side Entry)



Craftsman 1



Craftsman 2



Traditional

The Wilburn



Craftsman 1

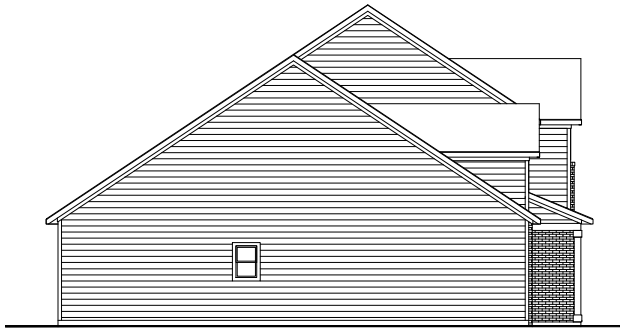


Craftsman 2

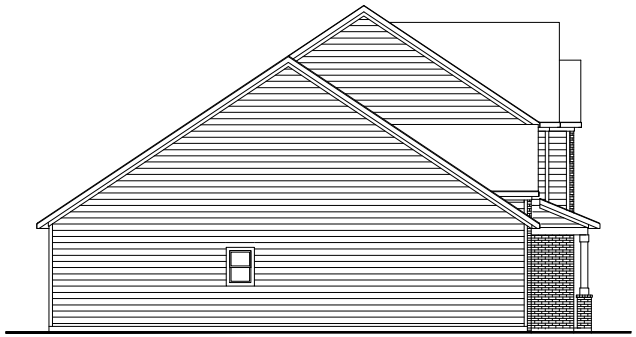


Traditional

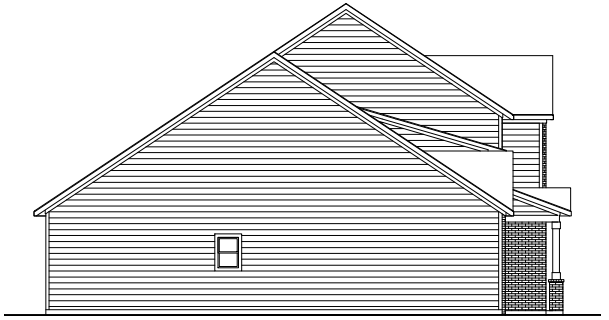
The Wilburn (Side Elevations)



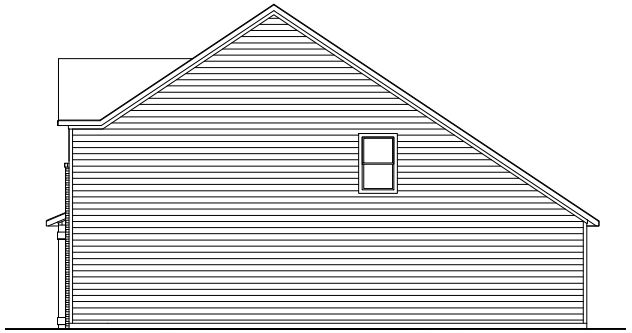
Craftsman 1 - Left Elevation



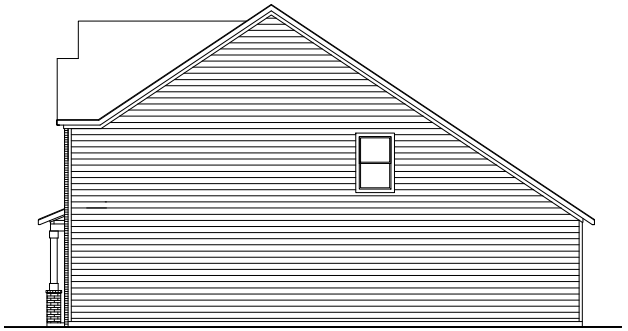
Traditional - Left Elevation



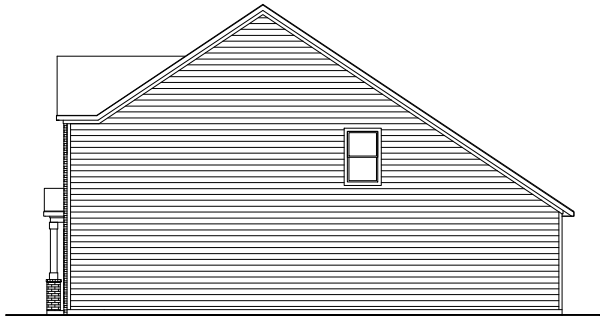
Craftsman 2 - Left Elevation



Craftsman 1 - Right Elevation



Traditional - Right Elevation



Craftsman 2 - Right Elevation

The Wilburn (Side Entry)



Craftsman 1



Craftsman 2



Traditional

The Portland



Craftsman

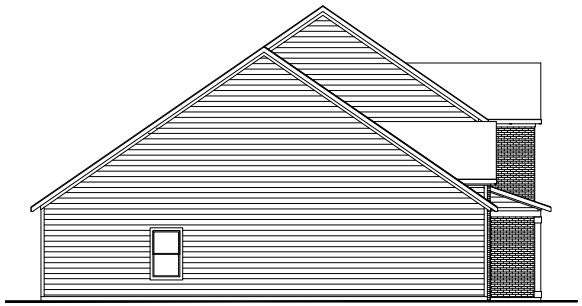


Traditional 2

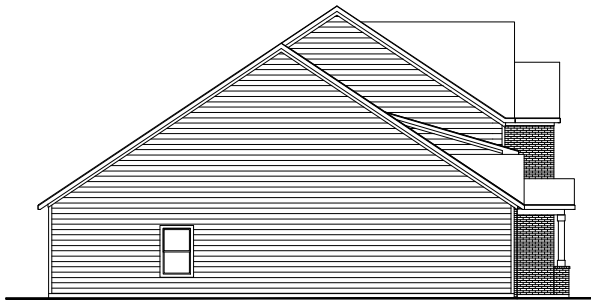


Traditional 1

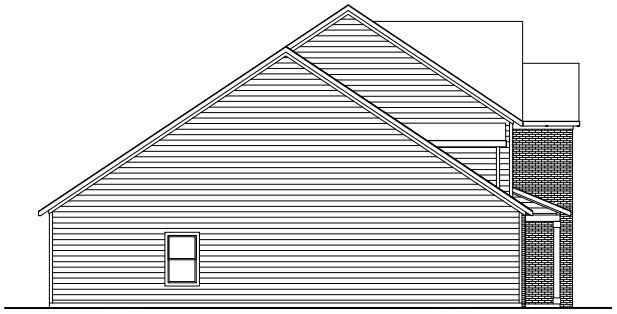
The Portland (Side Elevations)



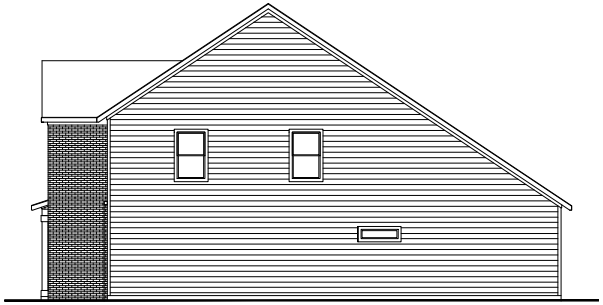
Traditional 1 - Left Elevation



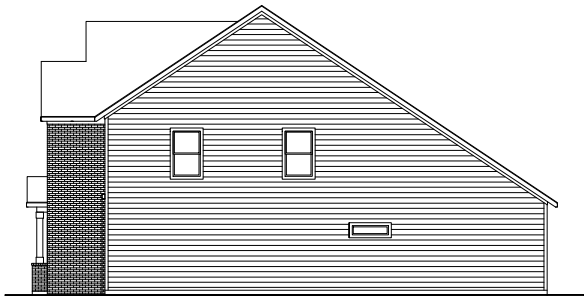
Craftsman - Left Elevation



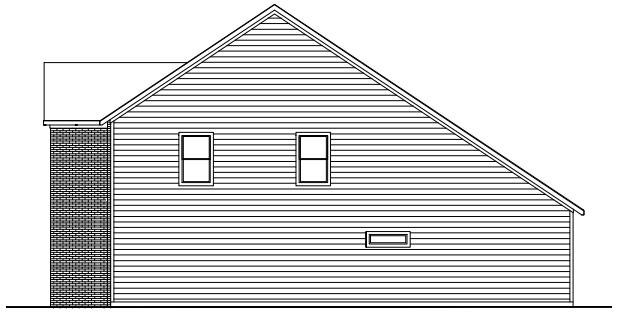
Traditional 2 - Left Elevation



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

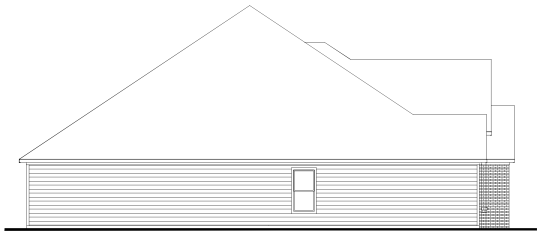


Traditional 2

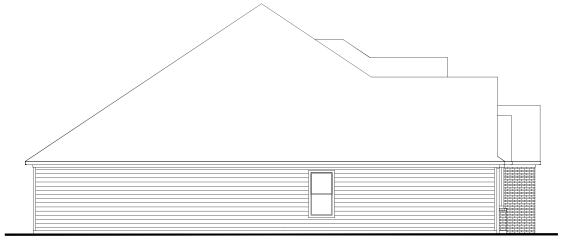


Traditional 1

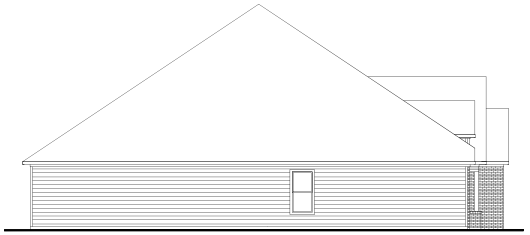
The Spencer (Side Elevations)



Traditional 1 - Left Elevation



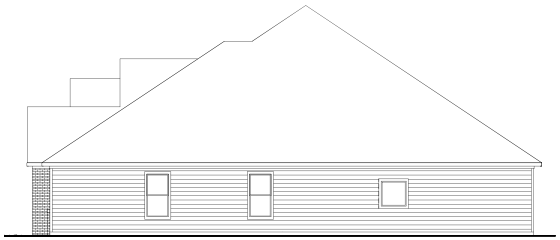
Craftsman - Left Elevation



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

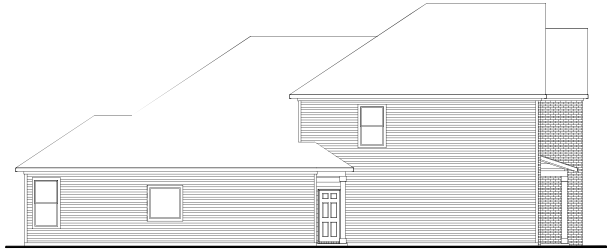


Traditional 2



Traditional 1

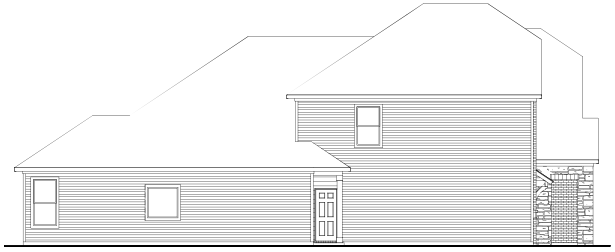
The Vincent (Side Elevations)



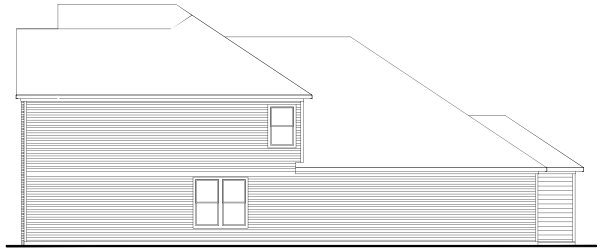
Traditional 1 - Left Elevation



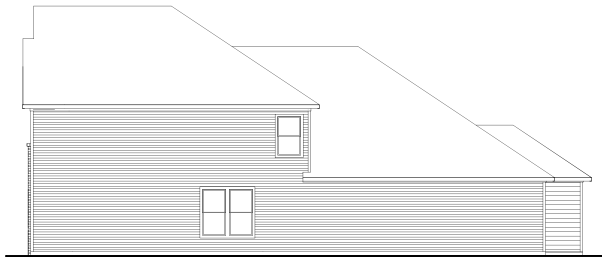
Craftsman - Left Elevation



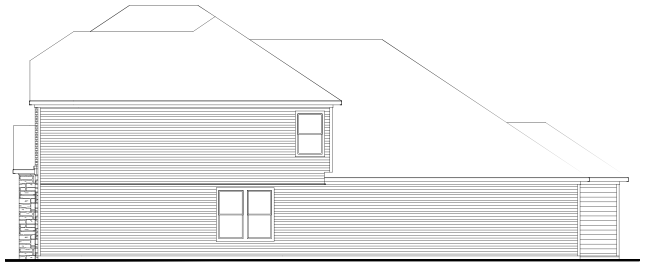
Traditional 2 - Left Elevation



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

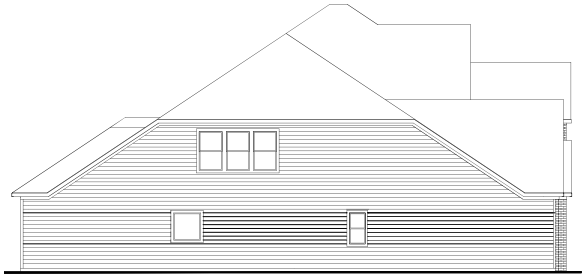
The Quincy (Side Elevations)



Traditional 1 - Left Elevation



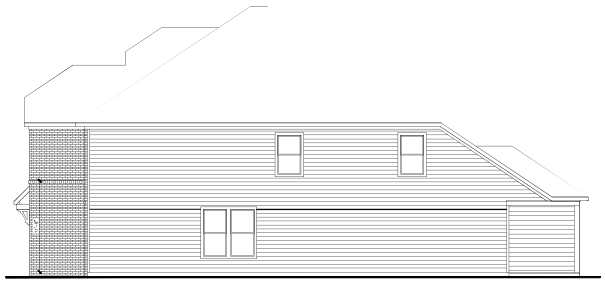
Craftsman - Left Elevation



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



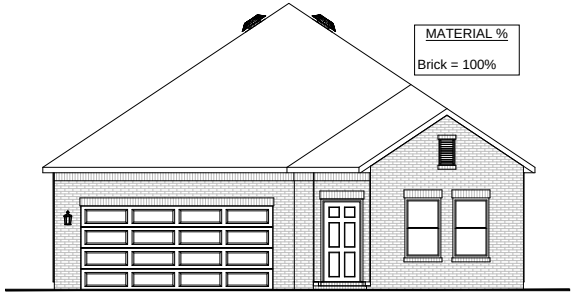
HOMESTEAD 1



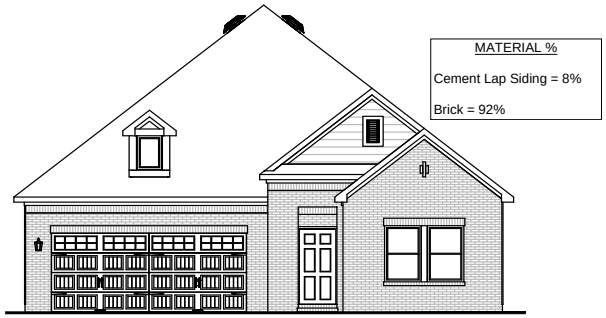
CRAFTSMAN 2



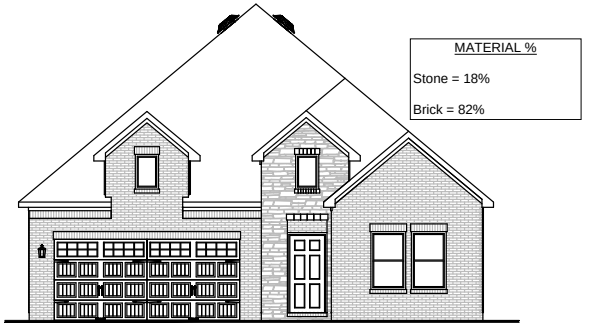
CRAFTSMAN 3



TRADITIONAL 1



TRADITIONAL 2



TRADITIONAL 3

HEARTLAND



MATERIAL %

Cement Lap Siding = 5%

Cement Board & Batten = 20%

Brick = 75%

HOMESTEAD 1

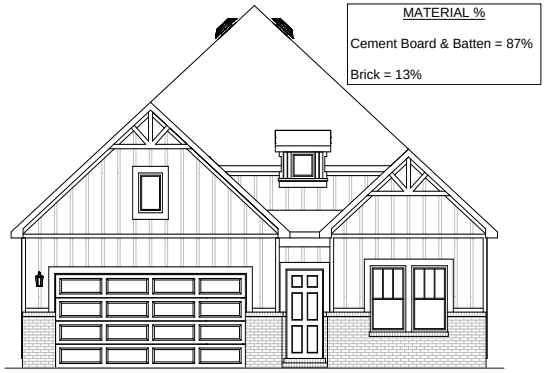


MATERIAL %

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%

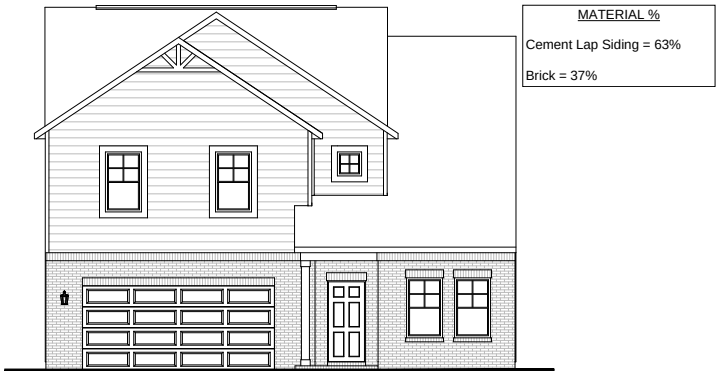
Brick = 82%

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%

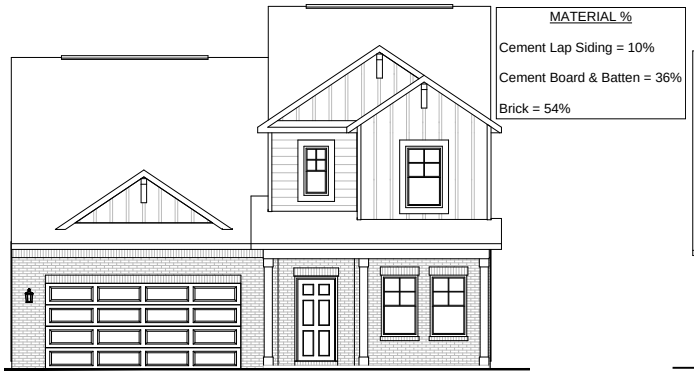
Brick = 93%

TRADITIONAL 1

SUTHERLAND



HOMESTEAD 1



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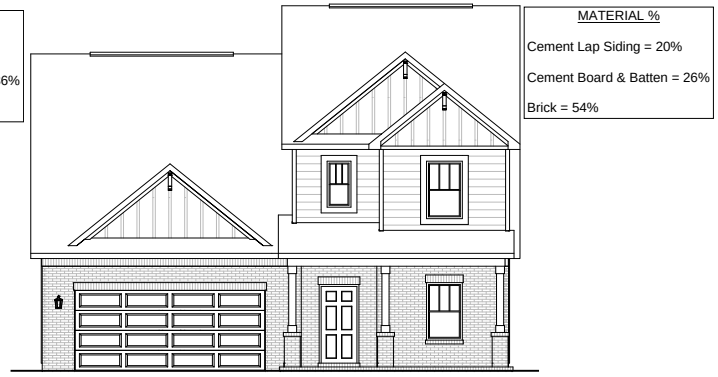


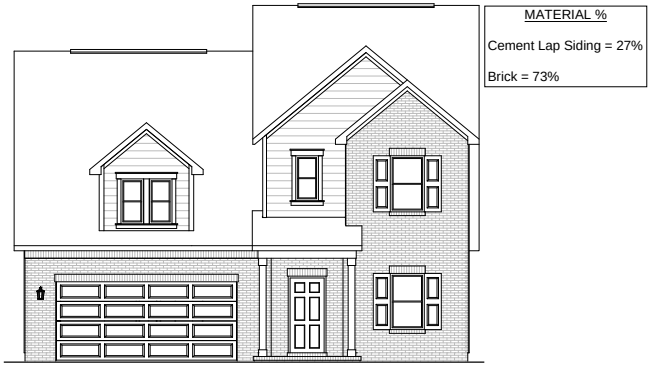
CRAFTSMAN 3



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



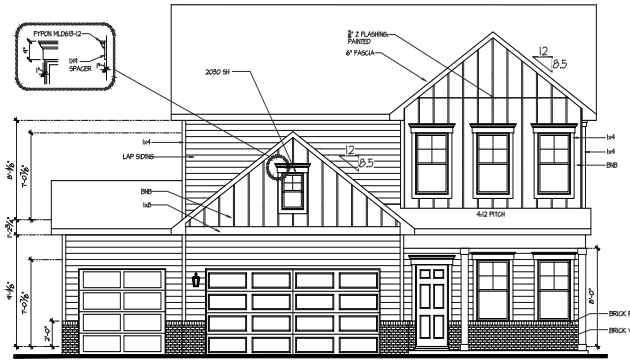
MATERIAL %

Cement Board & Batten = 35%

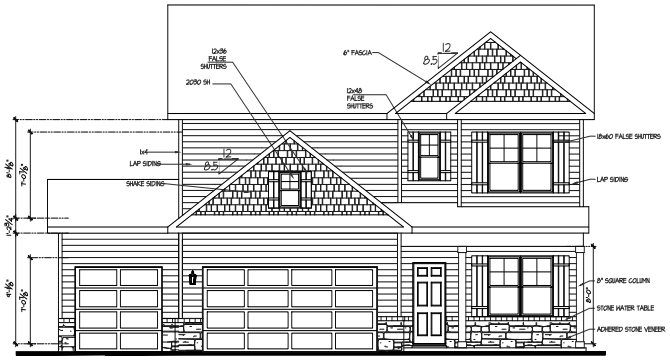
Brick = 65%

I

STANFORD | 3- Car



A



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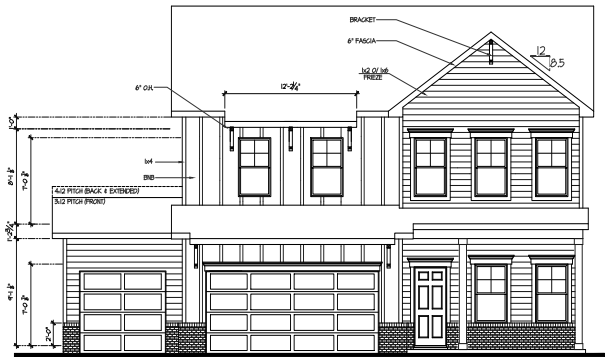

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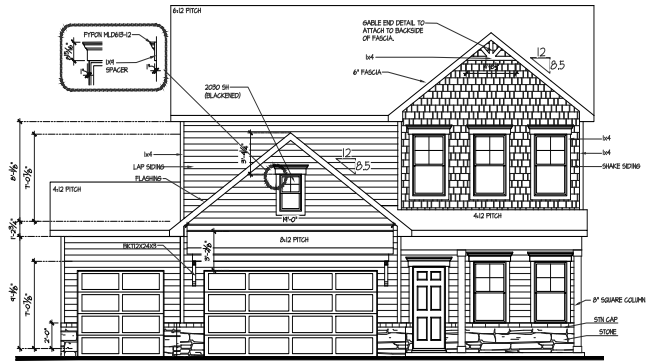

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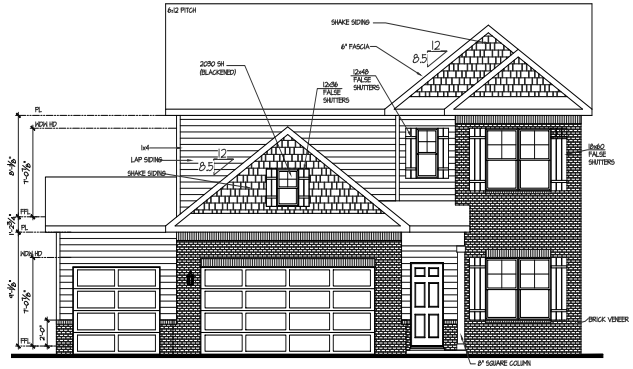

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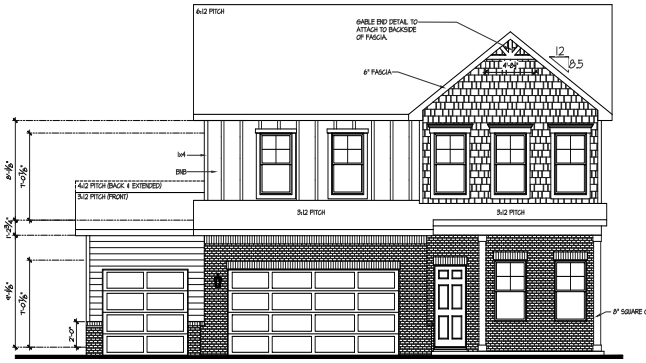

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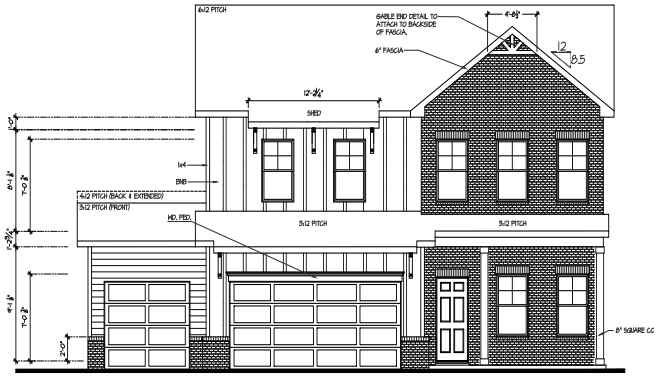
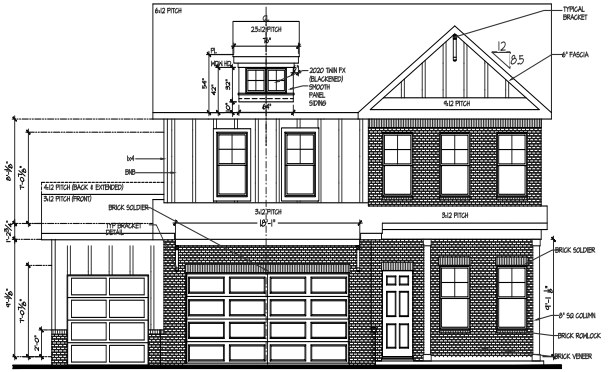


G



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



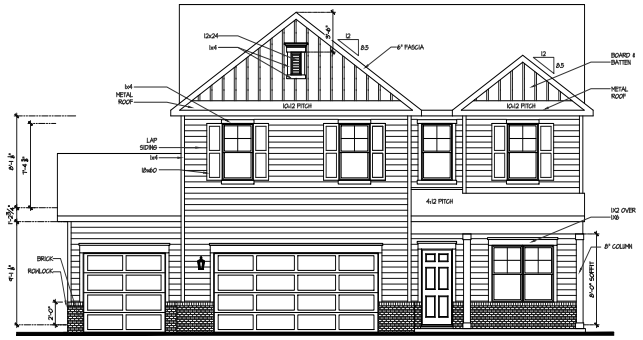
MATERIAL %

Cement
Board & Batten = 38%

Brick = 62%

H

WINSTON | 3-Car



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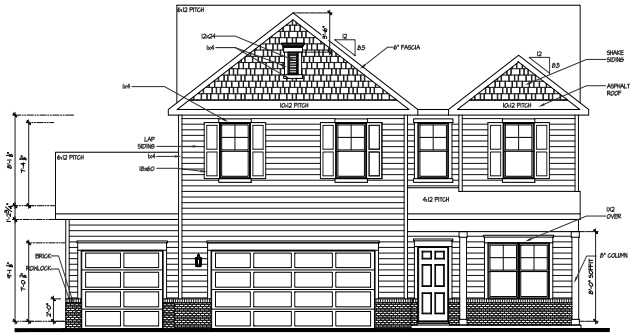

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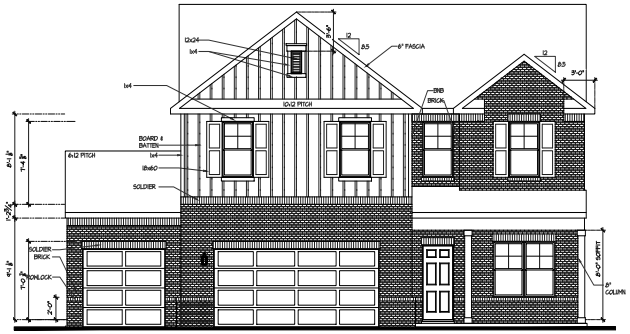

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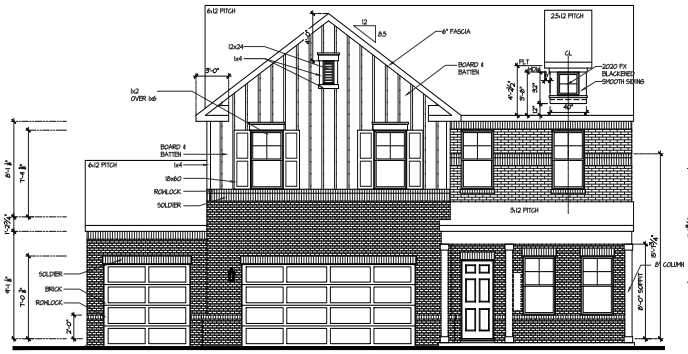

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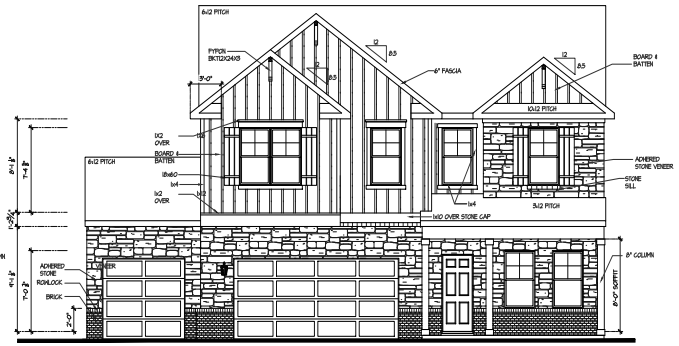

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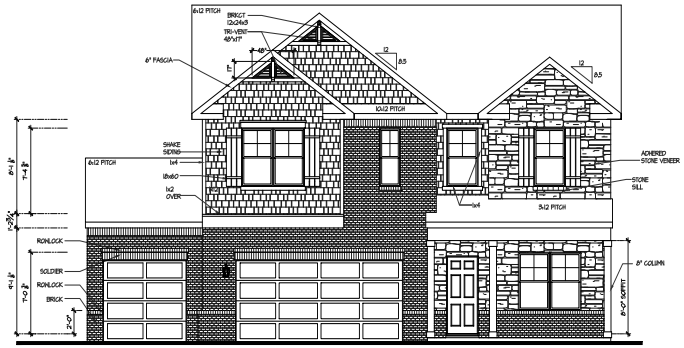

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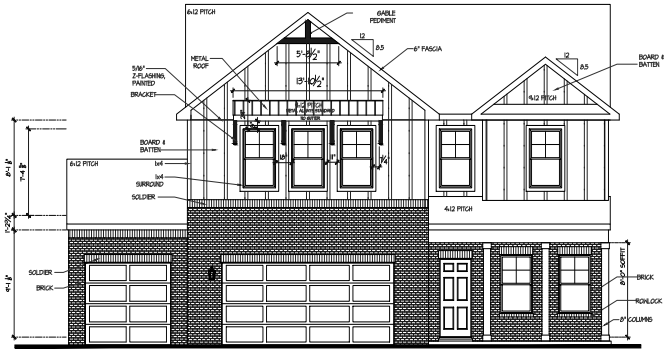

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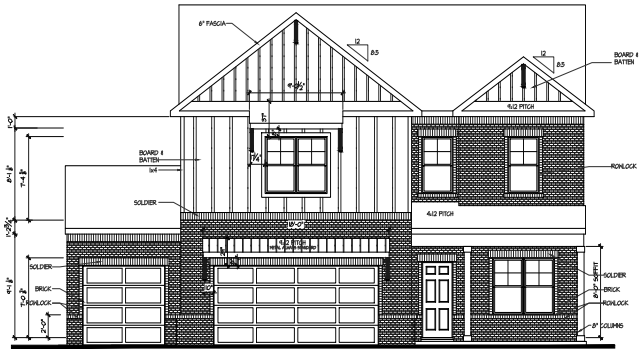


H

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%

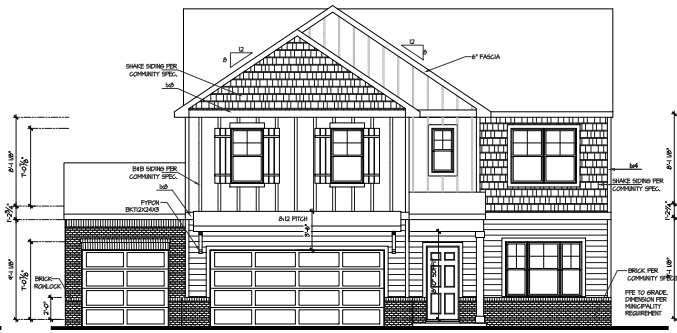
Brick = 64%

U

COLBURN | 3-Car



B



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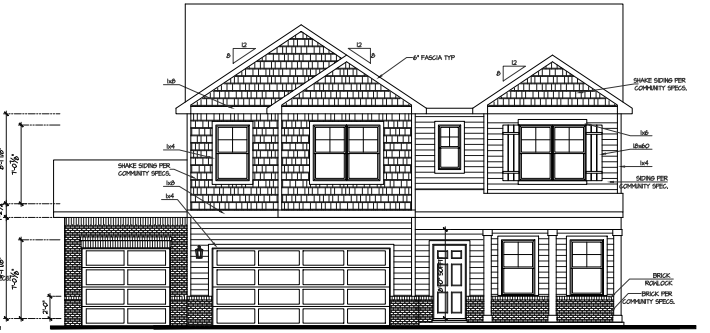


E



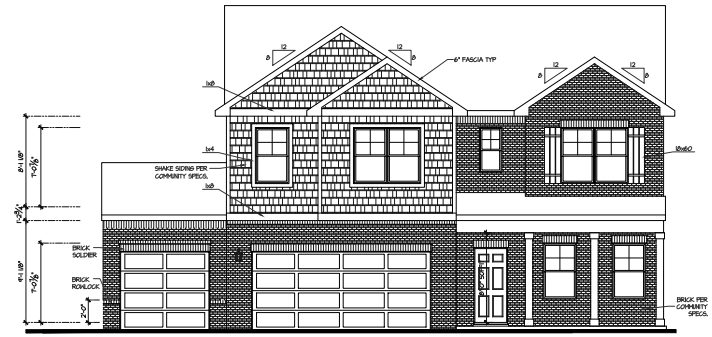
F



G



H



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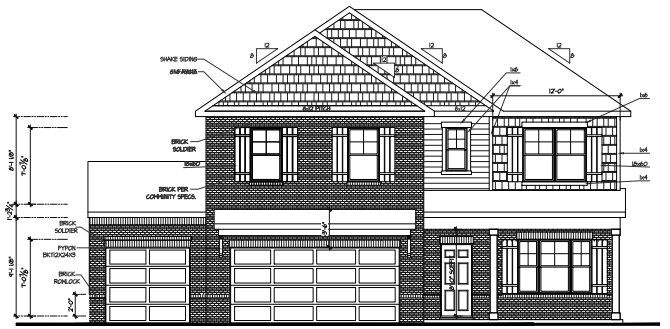
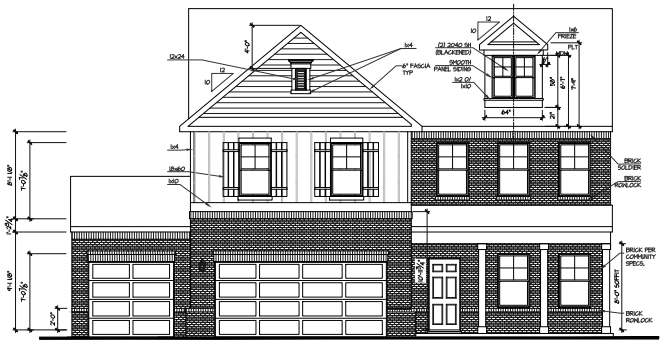


K

COLBURN | 3-Car(cont)



L



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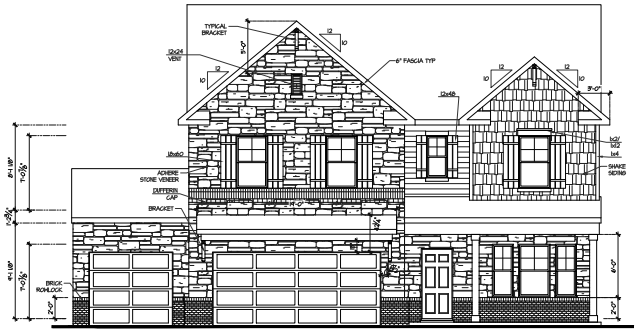

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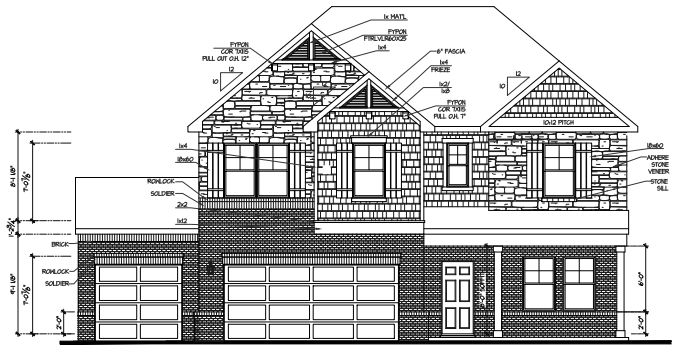

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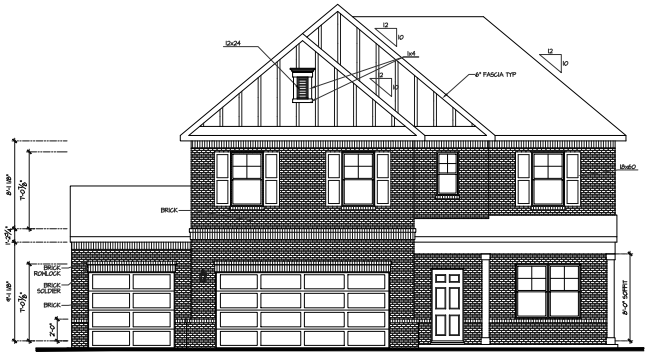

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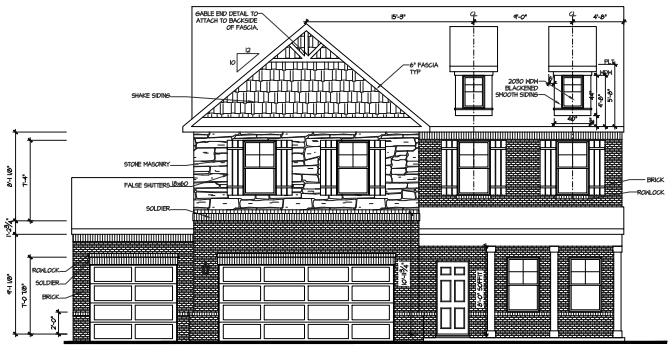


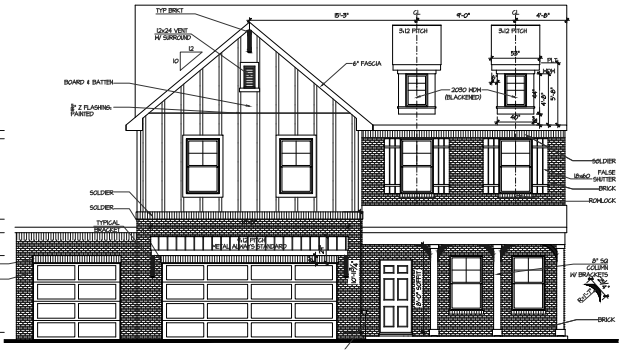
Q



R

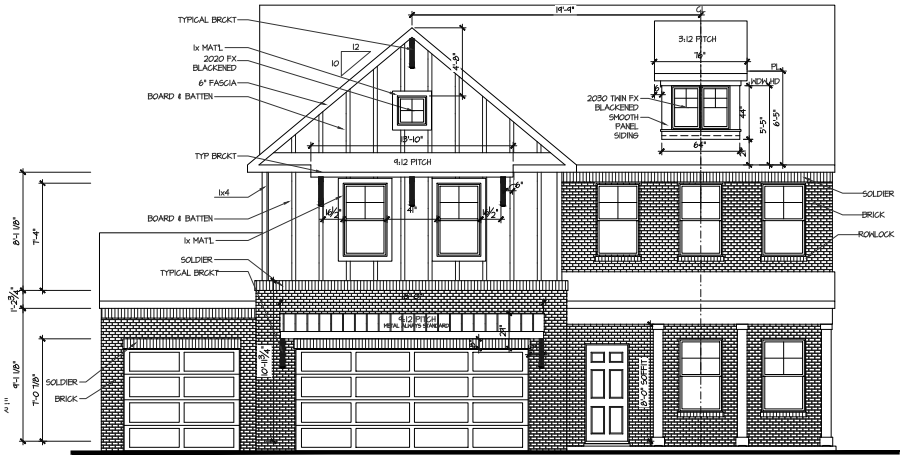


S



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%



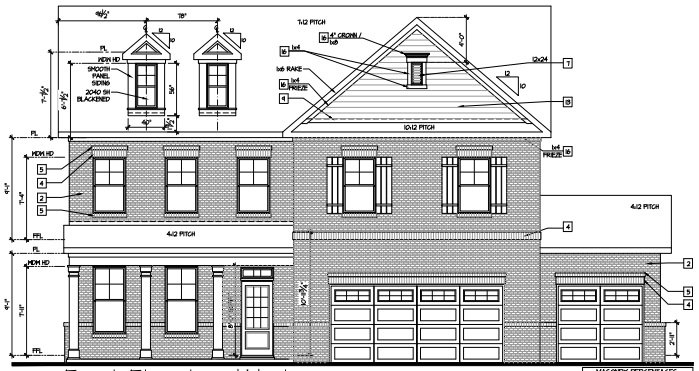
RIGHT ELEVATION

SCALE = $\frac{3}{16}$" = 1'

MATERIAL %

Cement Lap Siding = 100%

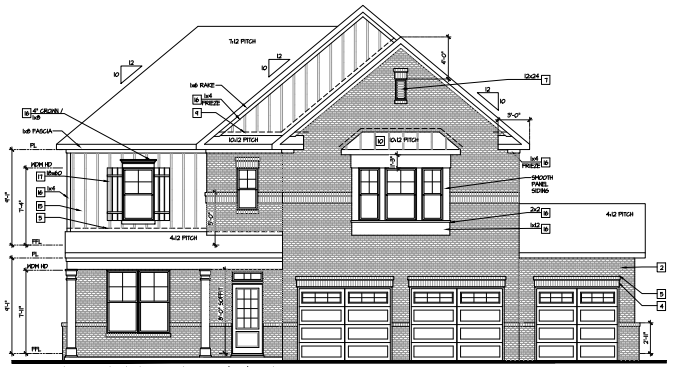
DELTA 3- Car



Front Elevation 'A' at
3-Car Front Load Garage

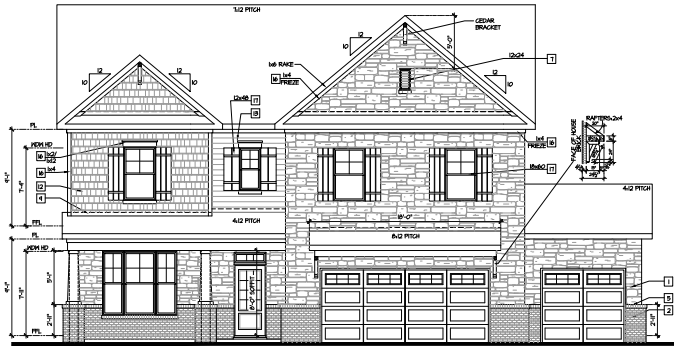
SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT

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



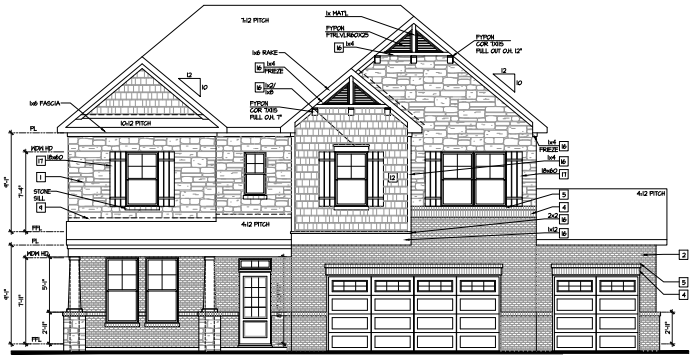
Front Elevation 'B' at
3-Car Front Load Garage

SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT



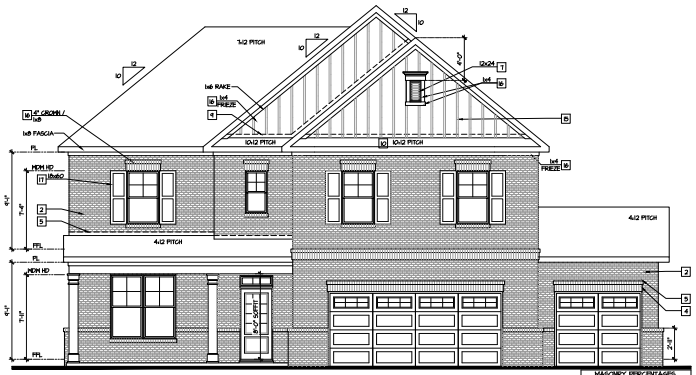
Front Elevation 'C' at
3-Car Front Load Garage

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

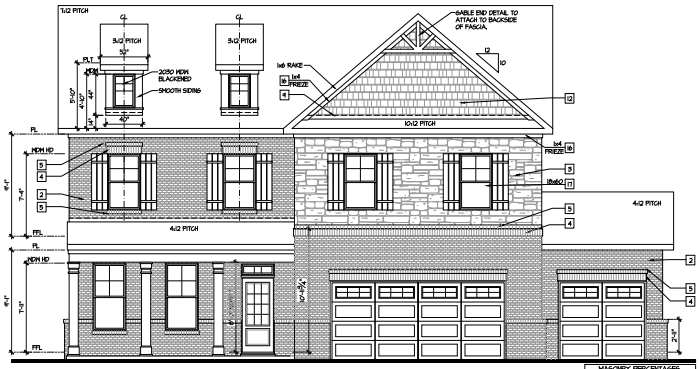
SCALE: 1/4"=1'-0" AT 22"X34" LAYOUT 1/8"=1'-0" AT 11"X17" LAYOUT



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	60 % 668 SF
STONE	0 % 0 SF
SIDING	0 % 0 SF
SHAKE	0 % 0 SF
B-N-B	20 % 186 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

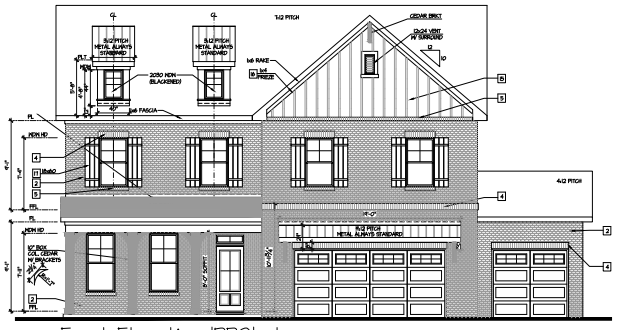
MASONRY PERCENTAGES	
FRONT ELEV TOTAL SF	691 SF
BRICK	14 % 486 SF
STONE	25 % 172 SF
SIDING	2 % 13 SF
SHAKE	0 % 0 SF
B-N-B	0 % 0 SF



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 % 26 SF
SHAKE	0 % 0 SF
B-N-B	38 % 501 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%



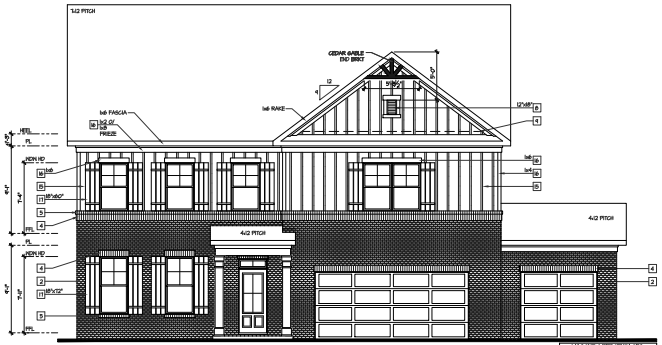
LEFT ELEVATION

SCALE = $\frac{3}{16}$" = 1'

MATERIAL %

Cement Lap Siding = 100%

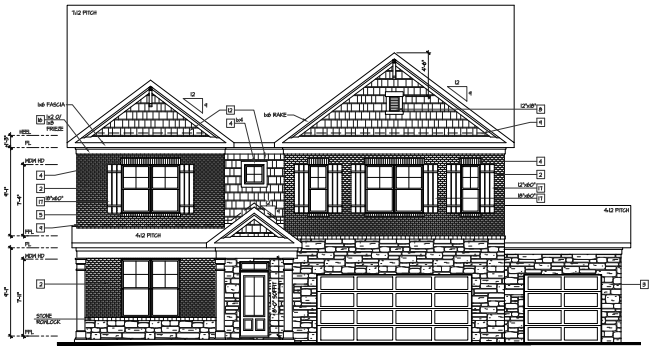
DENALI 3-Car



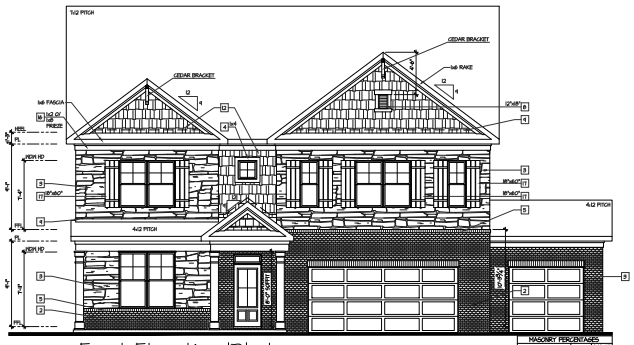
Front Elevation 'A' at
3-Car Front Load Garage



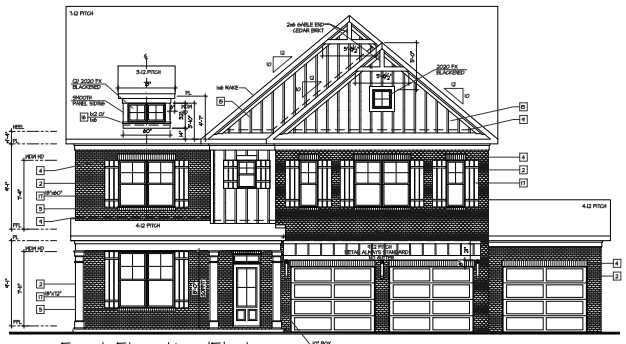
Front Elevation 'B'



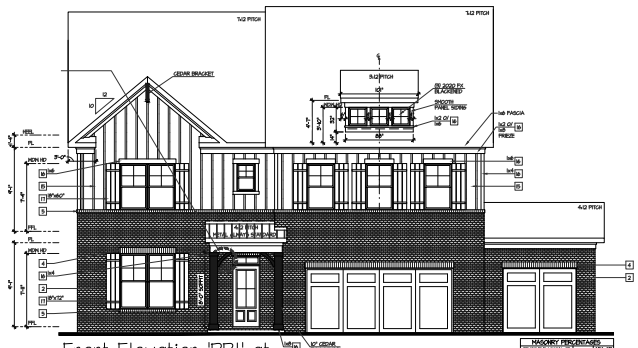
Front Elevation 'C' at
3-Car Front Load Garage



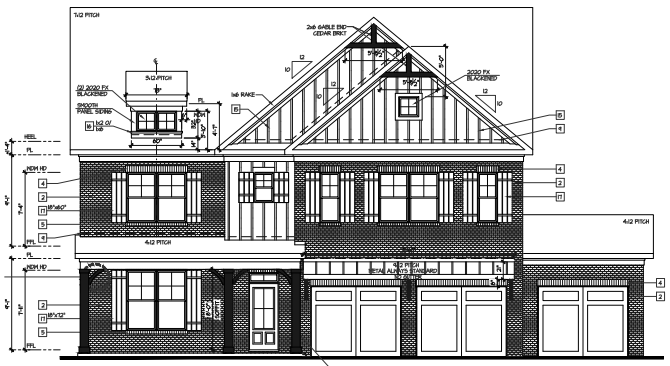
Front Elevation 'D' at
3-Car Front Load Garage



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 %

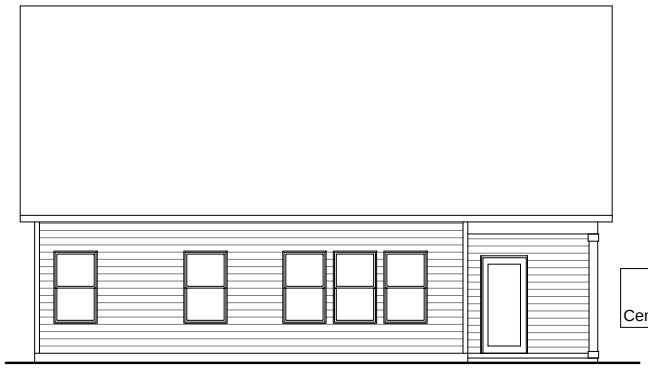
Cement Board & Batten = 16%
Brick = 84%

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 %

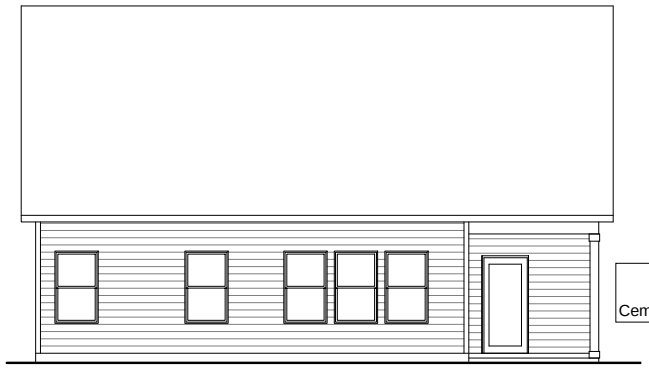
Cement Lap Siding = 24%
Brick = 76%

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 %

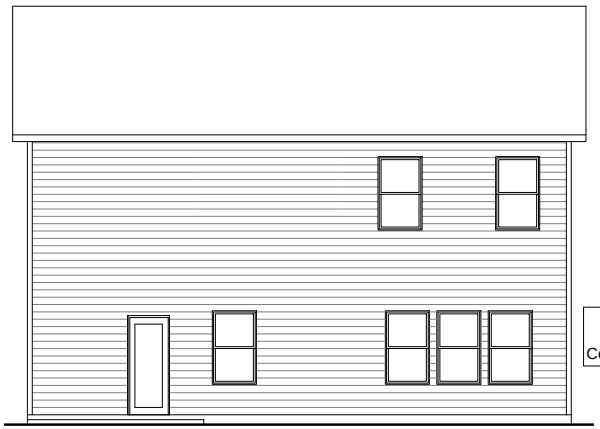
Cement Board & Batten = 28%
Brick = 72%



MATERIAL %

Cement Lap Siding = 100%

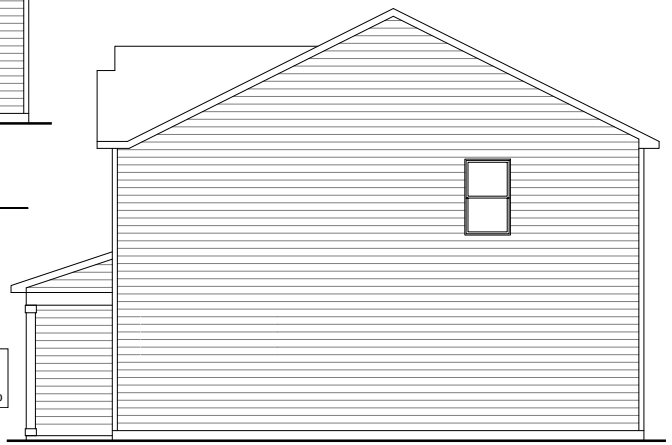
LEFT ELEVATION
SCALE = $\frac{3}{16}$" = 1'



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'

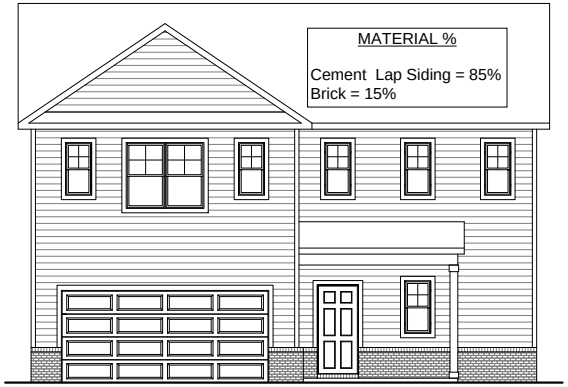


RIGHT ELEVATION
SCALE = $\frac{3}{16}$" = 1'

MATERIAL %

Cement Lap Siding = 100%

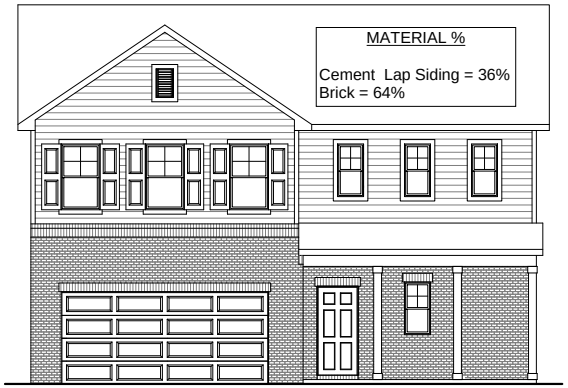
BROOK



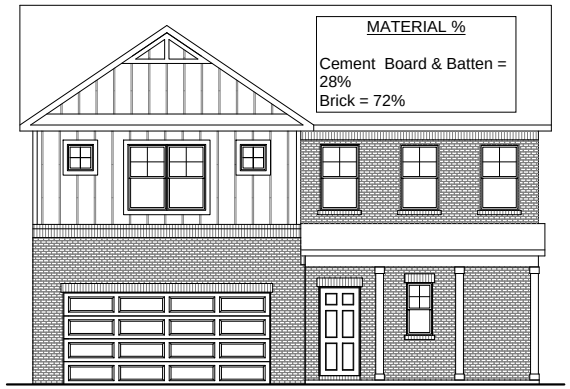
ELEV B
SCALE: 3/16"=1'-0"



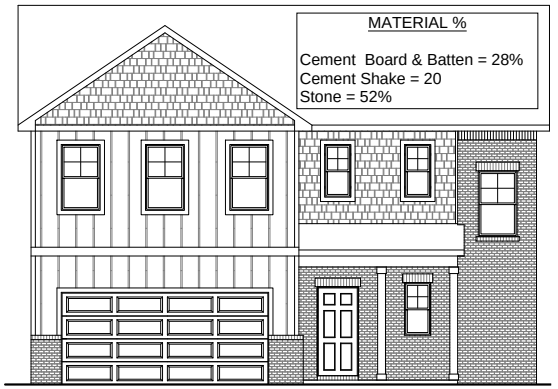
ELEV C
SCALE: 3/16"=1'-0"



ELEV D
SCALE: 3/16"=1'-0"



ELEV E
SCALE: 3/16"=1'-0"



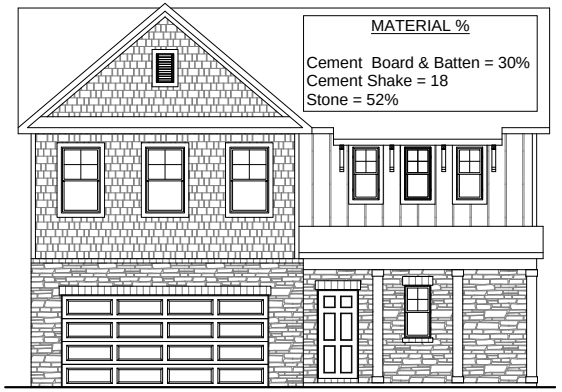
ELEV F
SCALE: 3/16"=1'-0"



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 %

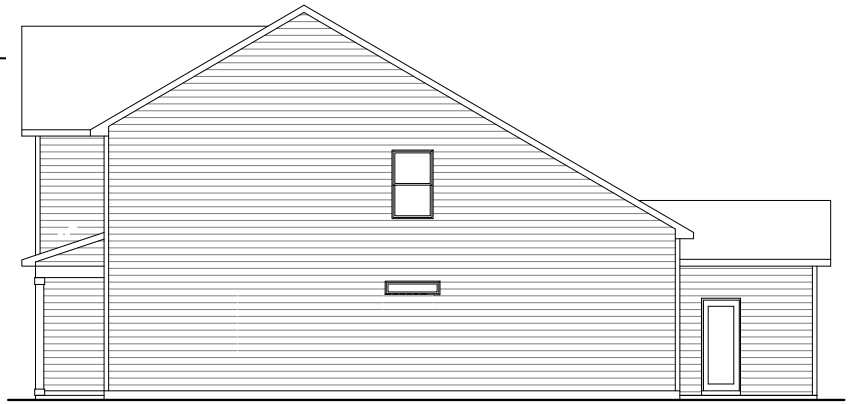
Cement Lap Siding = 100%



LEFT ELEVATION
SCALE = 3/16" = 1'

MATERIAL %

Cement Lap Siding = 100%



REAR ELEVATION
SCALE = 3/16" = 1'

RIGHT ELEVATION
SCALE = 3/16" = 1'

MATERIAL %

Cement Lap Siding = 100%

CANYON



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

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 %

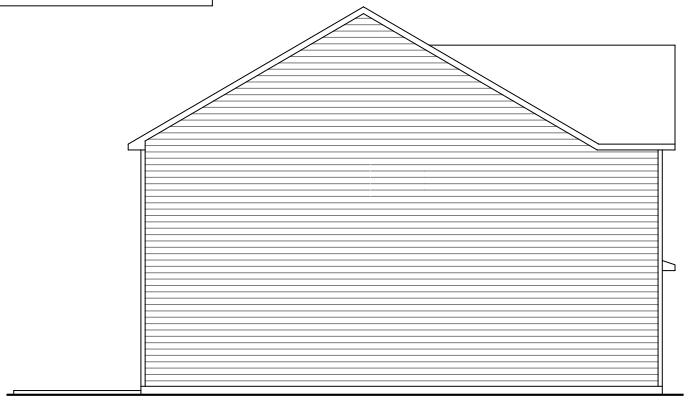
Cement Board & Batten = 37%
Brick = 63%



ELEV PB2
SCALE: 3/16"=1'-0"

MATERIAL %

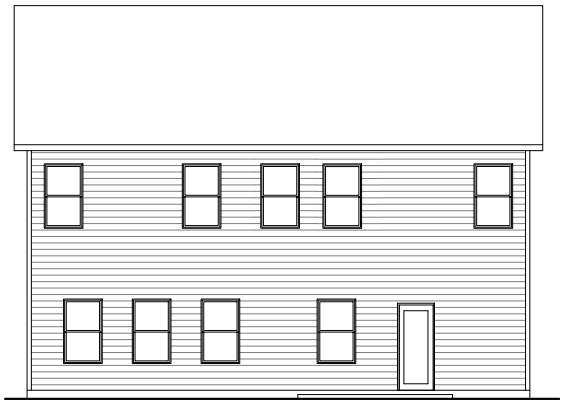
Cement Board & Batten = 52%
Brick = 48%



LEFT ELEVATION
SCALE = 3/16" = 1'

MATERIAL %

Cement Lap Siding = 100%



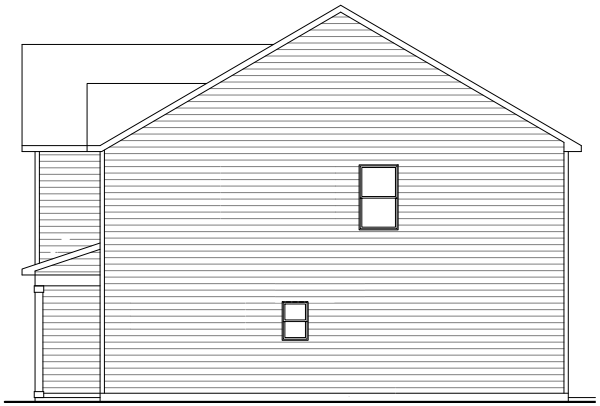
REAR ELEVATION
SCALE = 3/16" = 1'

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 %

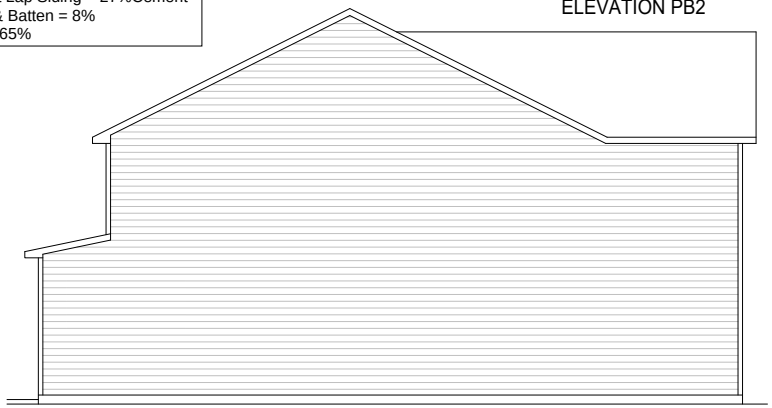
Cement Lap Siding = 27%Cement Board & Batten = 8%
Brick = 65%



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

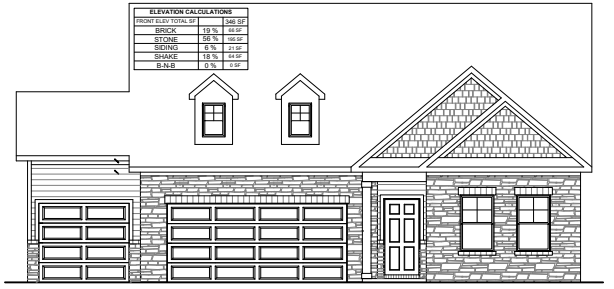
SCALE = 3/16" = 1'



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

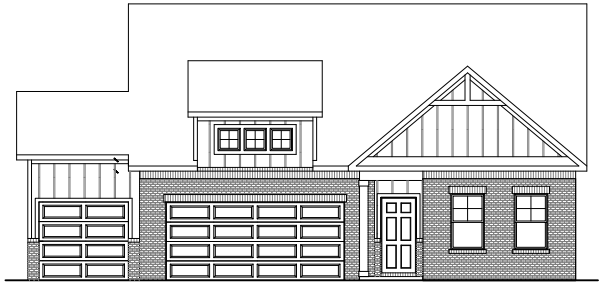
SCALE = 3/16" = 1'



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

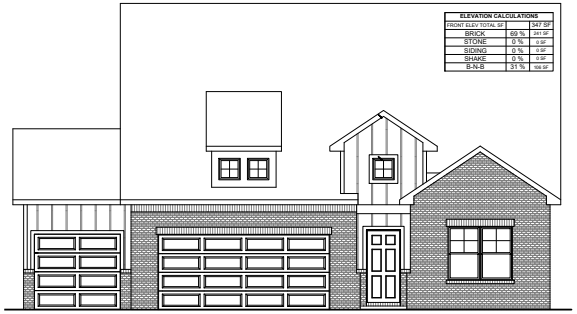
SCALE = $\frac{1}{8}$" = 1'



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 = 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 = 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 = 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 = 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

Goodall HOMES

GOODALL HOMES SINCE 1983 40+ YEARS OF HOMEBUILDING

Homebuilding. SIMPLIFIED.™

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



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To view our privacy policies, please click here.

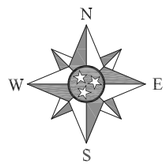
PLOT PLAN

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.

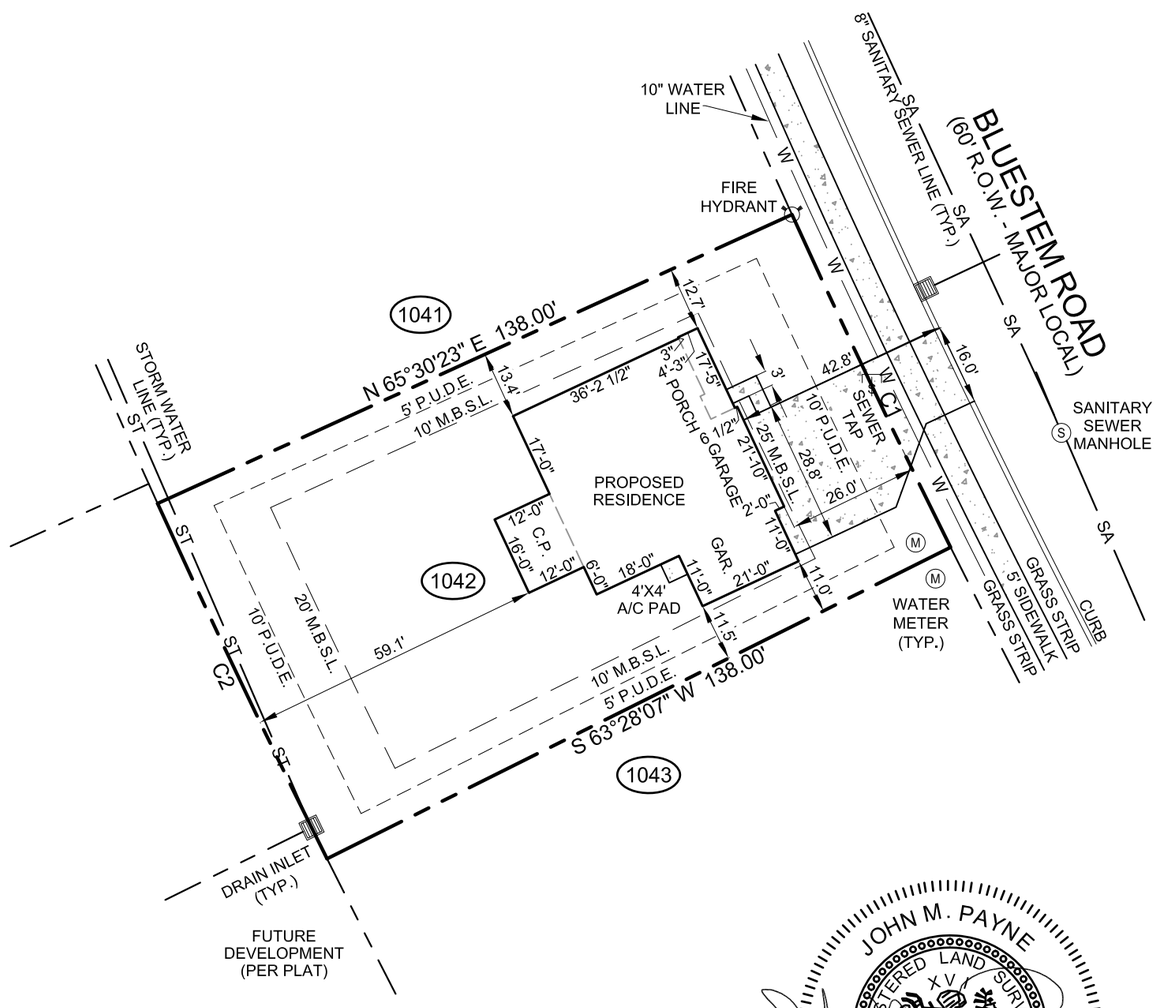
SITE CALCULATIONS BY GOODALL HOMES
(NOT VERIFIED BY BSI)

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

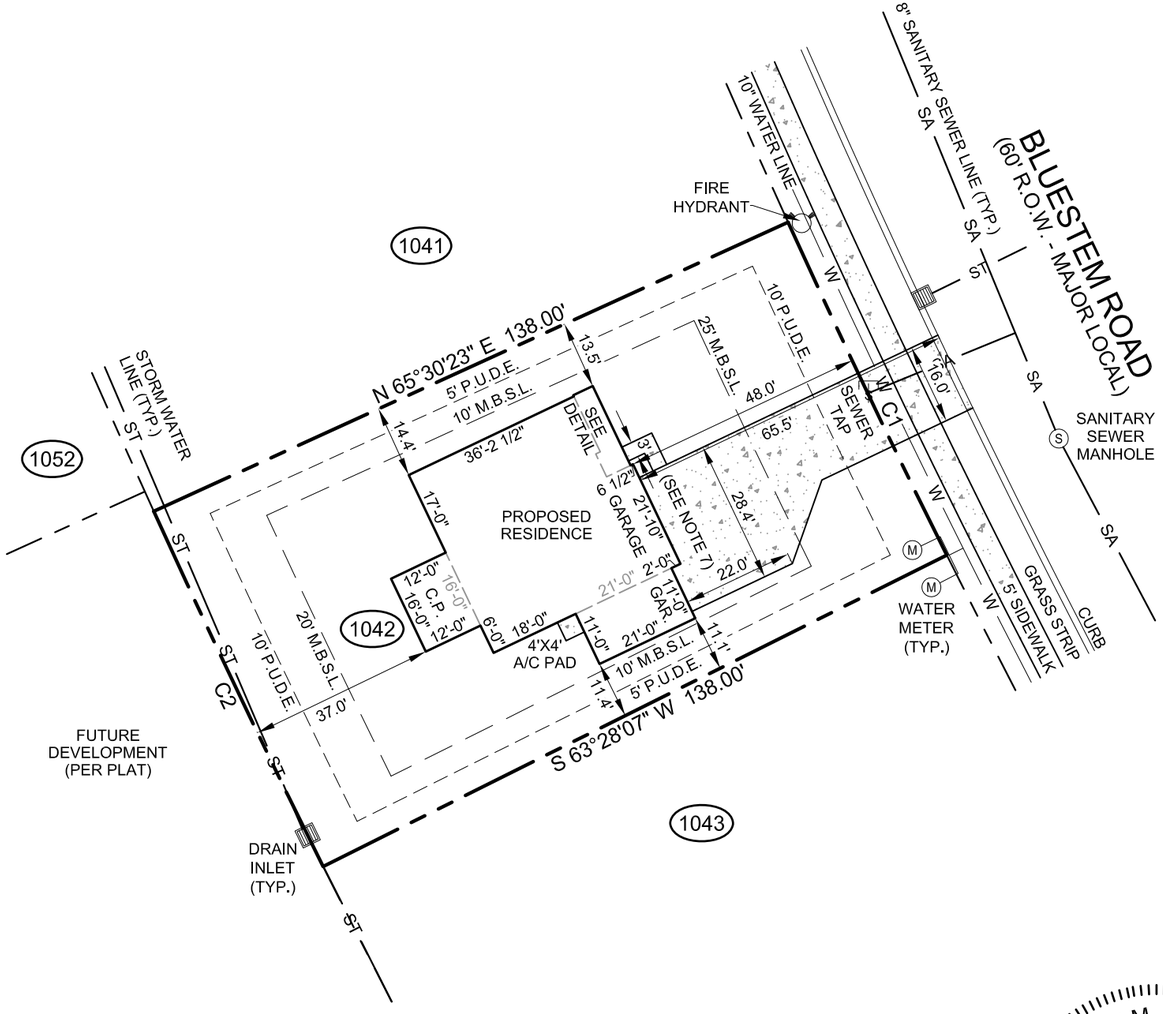
BASIS OF BEARING:
FINAL PLAT
THE LANDING AT GREENS
MILL ROAD, PHASE 1A
PLAT BOOK P23, PAGE 502
R.O.M.C.T.

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.

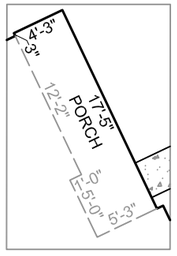
NOTE:
*PROPOSED HARD SURFACE AREA IS THE SUM OF THE TOTAL DRIVEWAY, LEADWALK AND HOUSE AREAS.

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'



DETAIL
N.T.S.



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"

JOHN M. PAYNE
REGISTERED LAND SURVEYOR
AGRICULTURE
COMMERCE
04-28-25
TENNESSEE NO. 845

Goodall HOMES

BYRD SURVEYING, INC.
WWW.BYRDSURVEYING.COM

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230-B W DUNBAR CAVE ROAD
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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:
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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.
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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.

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.

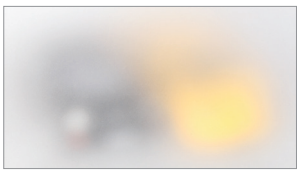
Glass Options



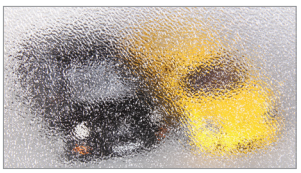
Clear



Gray Tinted Tempered

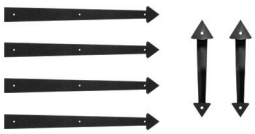


Satin Etched Privacy

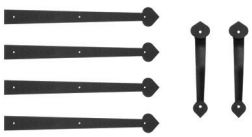


Obscure

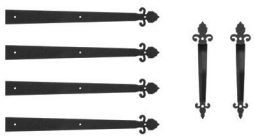
4 Choose Your Decorative Hardware



Arrow



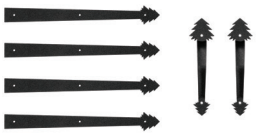
Aspen



Barcelona



Bean



Conifer



Fleur-de-Lis

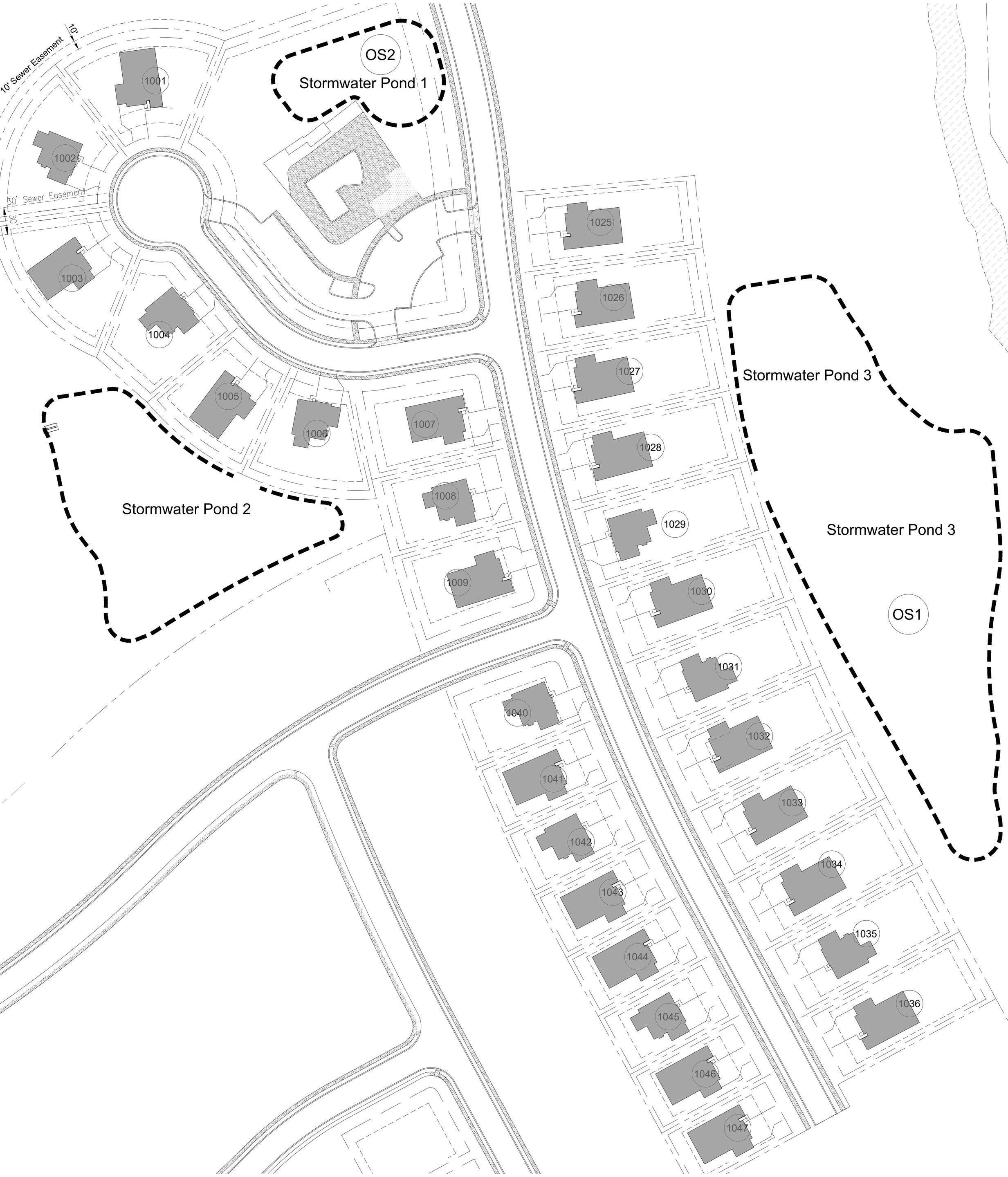


Spear



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
1001
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.

CITY OF COLUMBIA TENNESSEE

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

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.

CITY OF
COLUMBIA
TENNESSEE

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

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.

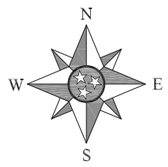
PLOT PLAN

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.

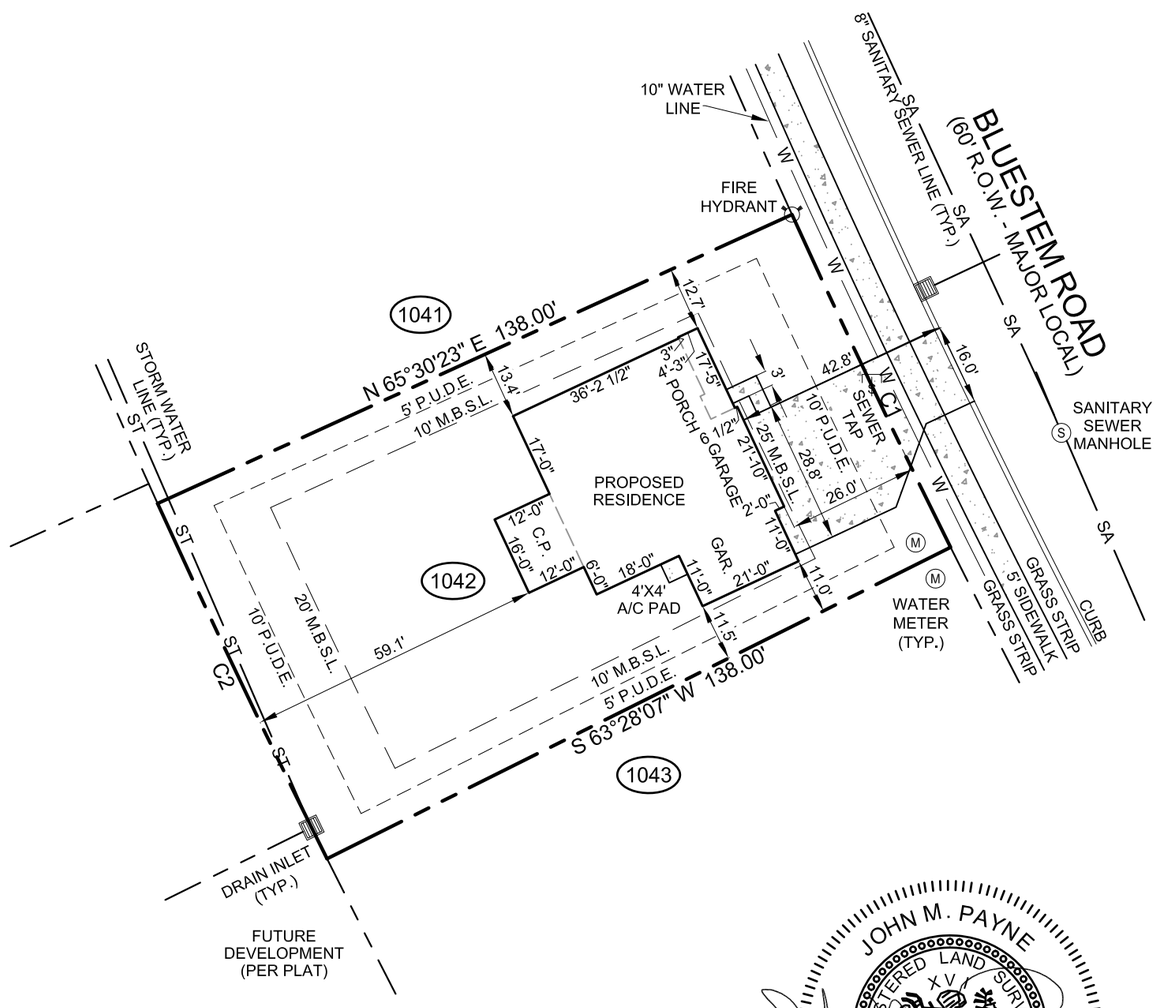
SITE CALCULATIONS BY GOODALL HOMES
(NOT VERIFIED BY BSI)

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'

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.

CURVE DATA:

CURVE	DELTA ANGLE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
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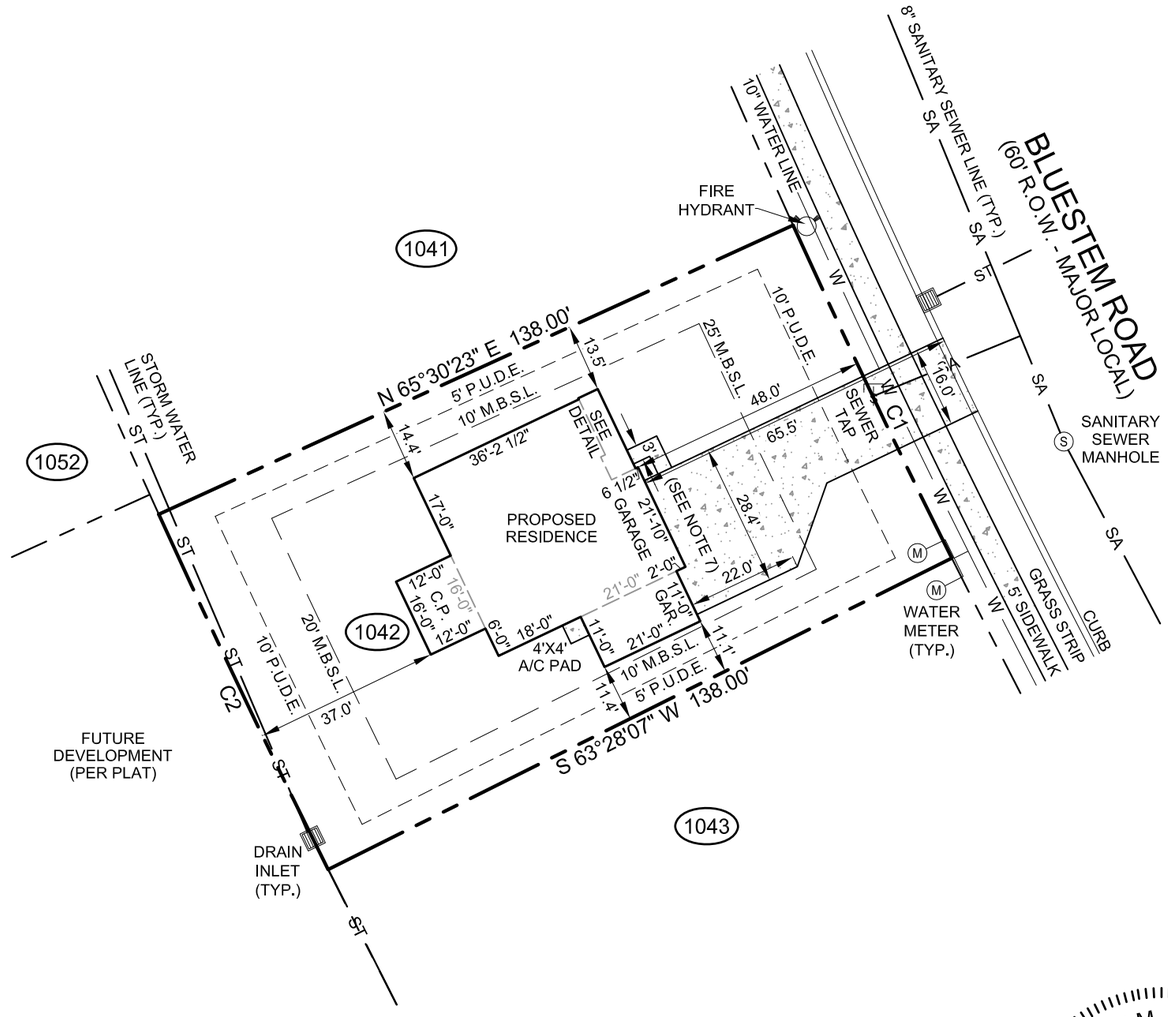
C2	02°04'24"	2153.00'	77.91'	N 25°29'41" W	77.91'



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.

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.

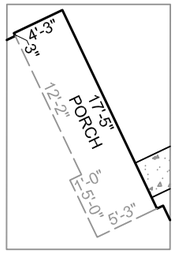
SITE CALCULATIONS BY GOODALL HOMES
(NOT VERIFIED BY BSI)

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

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30' 0 30'

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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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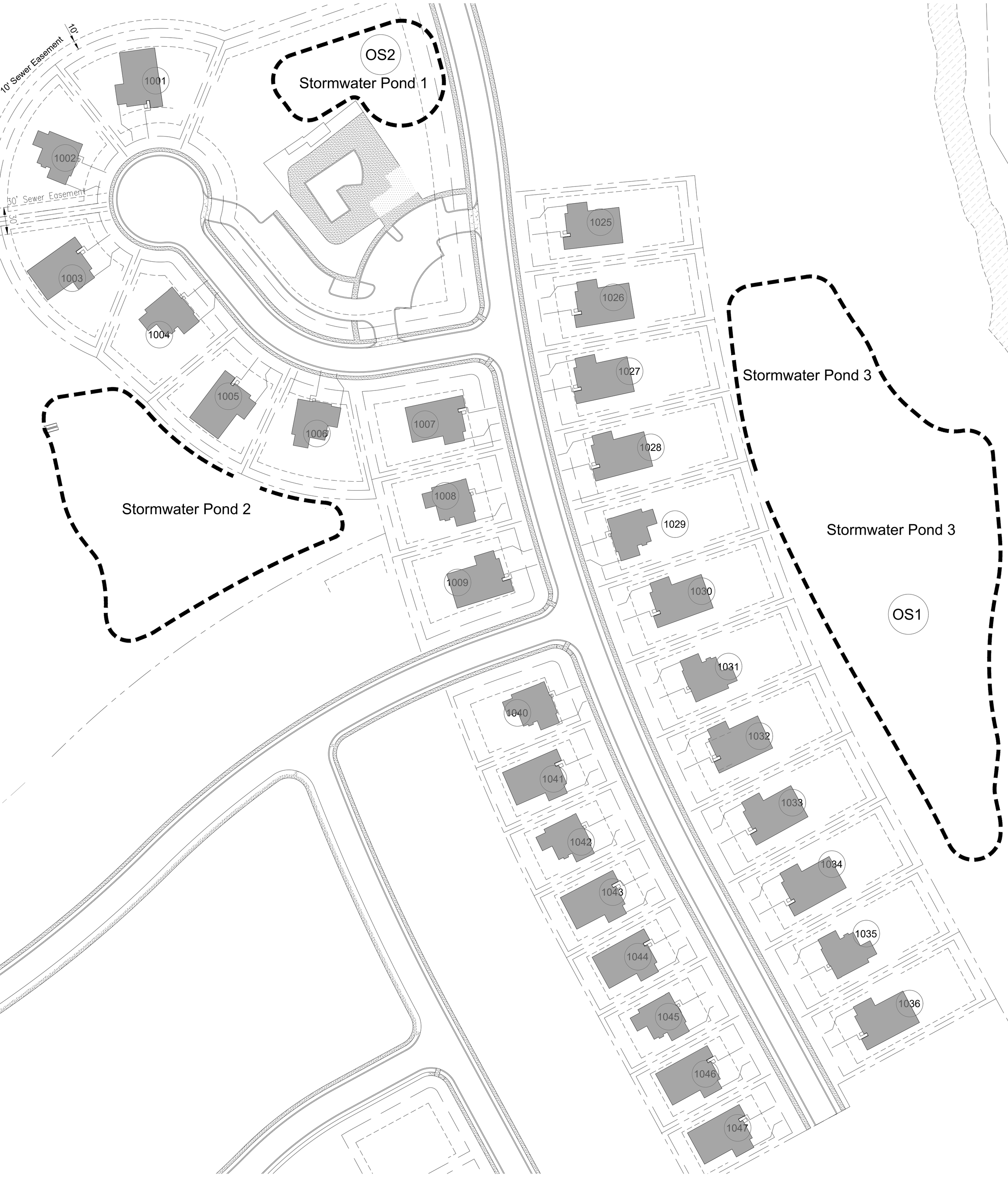
10' Sewer Easement
10'
30' Sewer Easement
30'
OS2
Stormwater Pond 1
Stormwater Pond 2
Stormwater Pond 3
Stormwater Pond 3
OS1
1001
1002
1003
1004
1005
1006
1007
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Bear Springs 1449 Rock Springs Rd. Final PUD Master Plan Revision

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

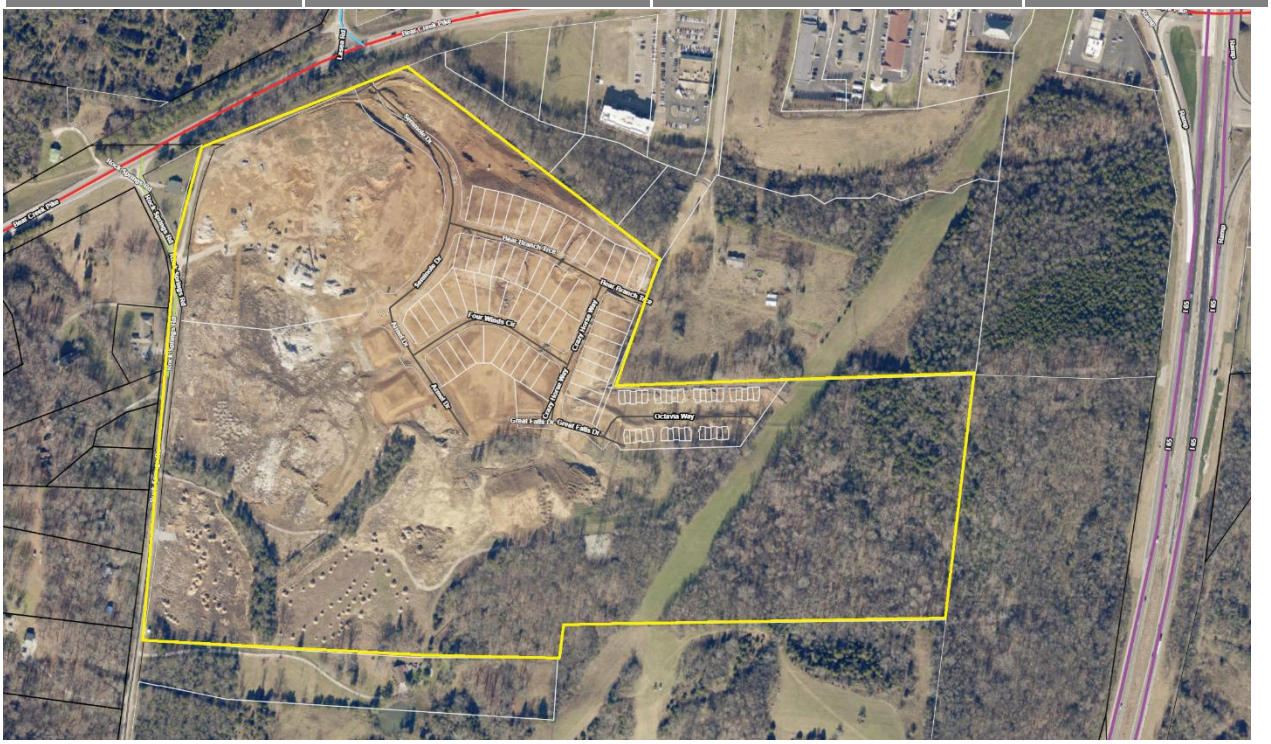
PROJECT SUMMARY

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.

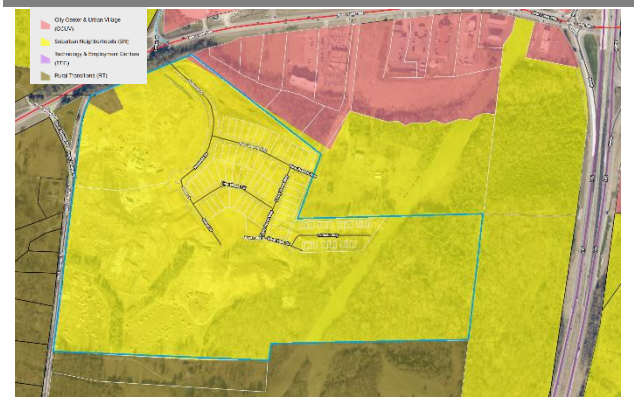
- The development was approved under Ordinance 3638, in effect between 2006 and 2022.
- The approvals created a vested right to develop under the standards in effect at the time.
- The property is subject to a Final PUD Master Plan based on standards of the previous Zoning Ordinance (3638).
- The DRC 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.

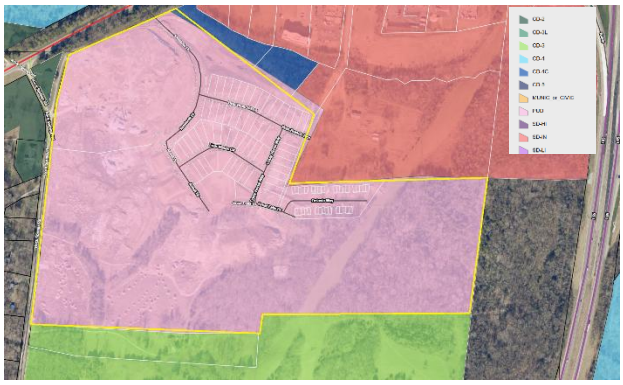
SITE INFORMATION

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-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 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 continued use of pitched gable roofs and cementitious 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 cementitious 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 with 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.

REVISED COMMENTARY FOR SEPTEMBER 11, 2025 PC MEETING

The applicant first submitted elevation materials titled "25-0244_PPT Presentation" for Planning Commission's review. The Commission deferred action at the August 13, 2025 meeting, citing a need for more architectural detail, variety, and quality. Concerns included limited elevation diversity, partial brick treatments, and reliance on baseline commitments over clear standards.

In response, the applicant submitted "Bear Springs PC Meeting" with several changes over the original, including:

- Expanded Elevation Variety: The new submittal increases elevations from about seven to approximately twenty-seven, providing more architectural diversity.
- Roof Pitch Standards: While the original submittal committed to a minimum 6:12 pitch, the updated elevations that incorporate slightly steeper slopes of 7:12.
- Brick Treatment: The original package limited brick water table application to the front façade, with sides and rear partially treated below the finished floor elevation. The new submittal provides for a brick water table that wraps all four sides of the dwelling, as well as brick bases on porch columns.
- Garage Standards: The applicant now commits to 100% of single-family units containing two-car garages, an increase over the prior proposal. Garage doors are also upgraded with decorative hardware and glass inserts.
- Materials: The updated package confirms the exclusive use of brick, stone, and cementitious siding, with no vinyl siding permitted or shown.
- Corner Lot Enhancements: Whereas the original package showed optional renderings, the new submittal requires brick side treatments and window grids for corner lot conditions.
- Front loaded Townhome elevations have changed from the August 13, 2025 presentation in the form of garage glazing and garage door styles. These changes appear to be a movement toward general production in style and a downgrade from what was presented in August and previously approved for the PUD.
- Consistency with Ordinance 4400: The updated elevations more fully align with architectural requirements outlined in the current zoning ordinance, ensuring long-term quality and visual appeal over the developments vested Ordinance 3638.

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].

Meritage Homes®

LIFE. BUILT. BETTER.®

BEAR SPRINGS

Single Family & Townhomes

Architectural Features for Bear Springs

- Main roof pitch minimum of 6:12
- Use of cementitious siding, brick, and stone for all elevations (no vinyl siding)
- Shutters appear functional and proportioned to cover entire window width, with shutter brackets
- Brick water table to 2’ above FFE on all 4 sides
- Corner lots* with brick sides and window grids
- Coach light at garage
  - 2 lights for single family
  - 1 light for townhomes
- Glass inserts and decorative hardware on garage doors
- ¾ lite glass front entry doors
- All single-family homes are 2-car garage
- Architectural shingles
- Mix of brick, stone, and cementitious material

Comparison to Approved PUD

- Increased percentage of 2-car garages/driveways to 100% on single family homes
  - 30% increase
- Increased assortment of 1 & 2 story homes
  - 30% increase
- Increased variety of architectural elevations
  - 27 elevations vs. 7 elevations
- Corner lots with brick sides and window grids

LIFE. BUILT. BETTER.®

Enhancements in Alignment with Ordinance 4400

- Main roof pitch minimum of 6:12
- Shutters are functional and proportioned to cover entire window width, with shutter brackets
- Brick water table wraps around all sides of home
- Brick base front columns

LIFE. BUILT. BETTER.®

SITE MAP

CORNER LOT ELEVATIONS DESIGNATED



Corner Lot Elevations *

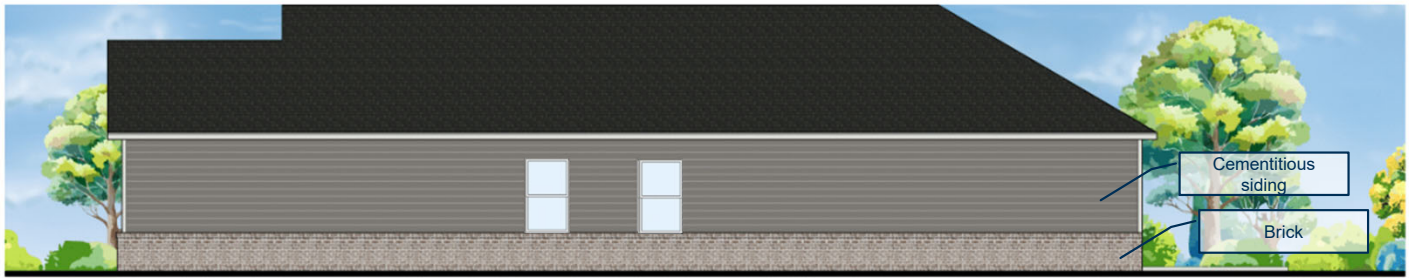
17% SF homes have corner lot elevation (19/114)
19% Front-Load TH's have corner lot elevation (18/94)
20% Surface Park TH's have corner lot elevation (28/137)

AUTUMN – 340 – ELEVATION F

INTERIOR LOT ELEVATION



FRONT



RIGHT



REAR

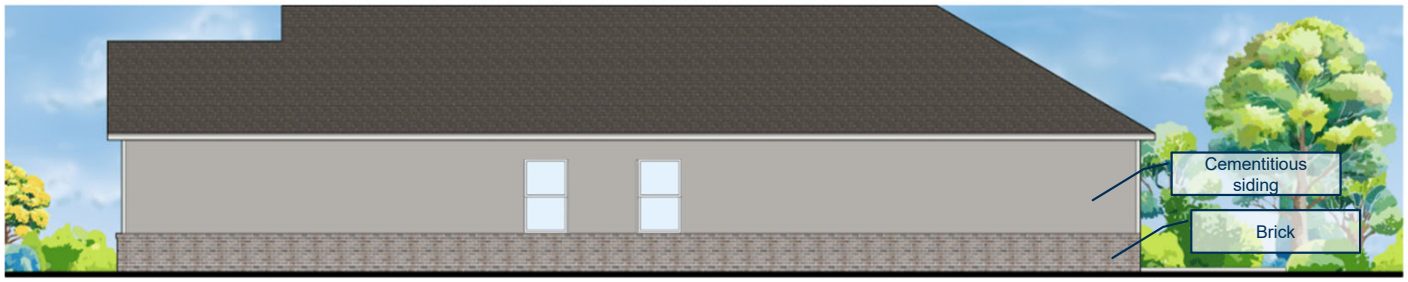


LEFT

AUTUMN – 340 – ELEVATION T
INTERIOR LOT ELEVATION



FRONT



RIGHT



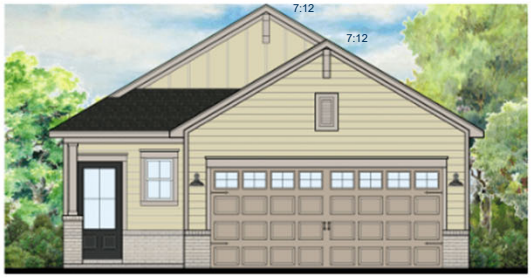
REAR



LEFT

AUTUMN – 340 – ELEVATION X

CORNER LOT ELEVATION *



FRONT



RIGHT



REAR



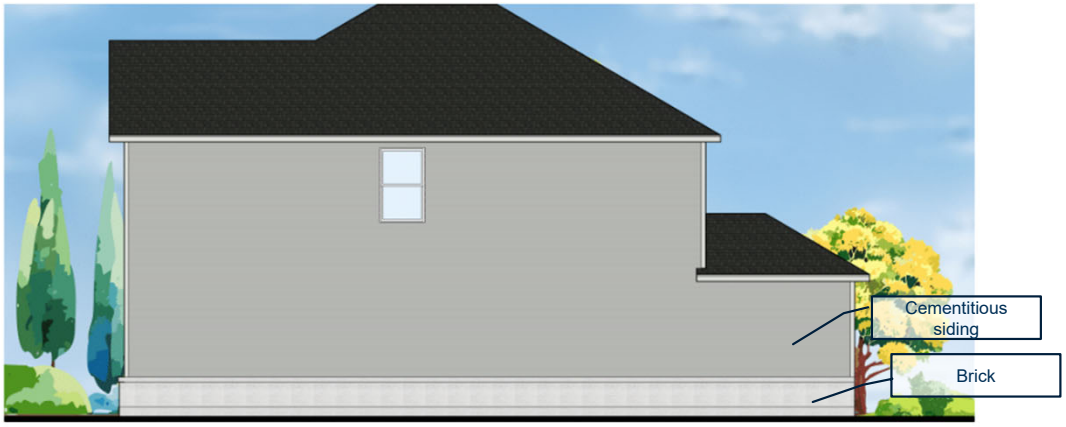
LEFT

DALLAS – 342 – ELEVATION F

INTERIOR LOT ELEVATION



FRONT



RIGHT



REAR



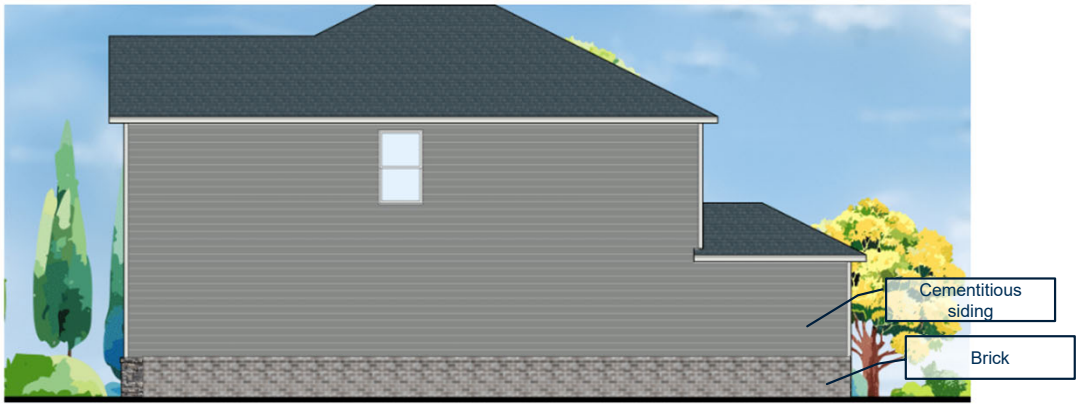
LEFT

DALLAS – 342 – ELEVATION H

INTERIOR LOT ELEVATION



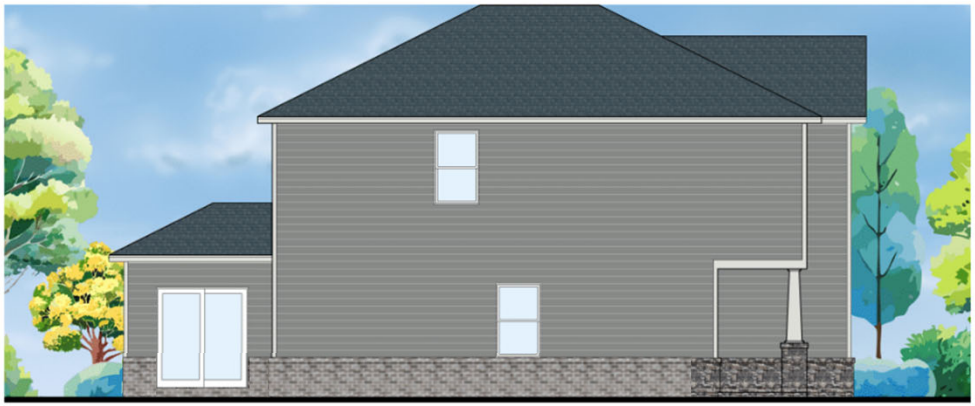
FRONT



RIGHT



REAR



LEFT

DALLAS – 342 – ELEVATION T

INTERIOR LOT ELEVATION



FRONT



RIGHT



REAR



LEFT

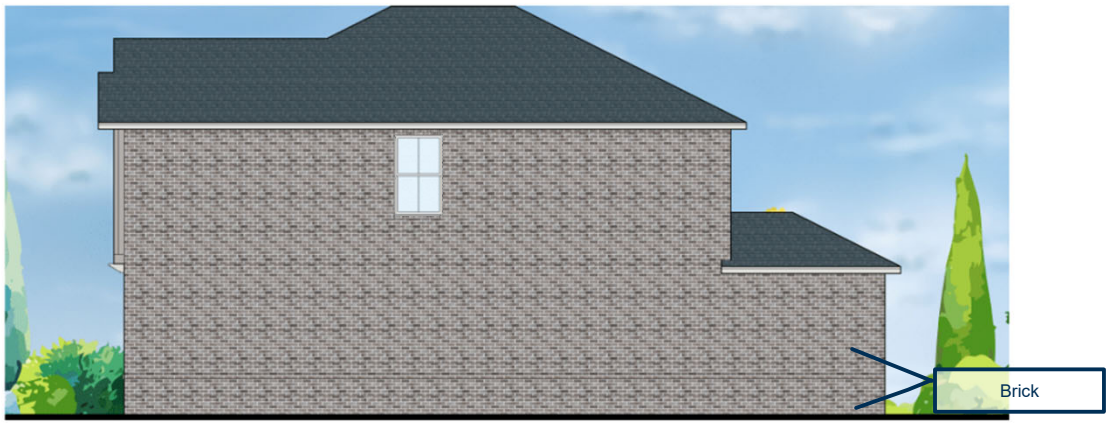
TTER. 11

DALLAS – 342 – ELEVATION X

CORNER LOT ELEVATION *



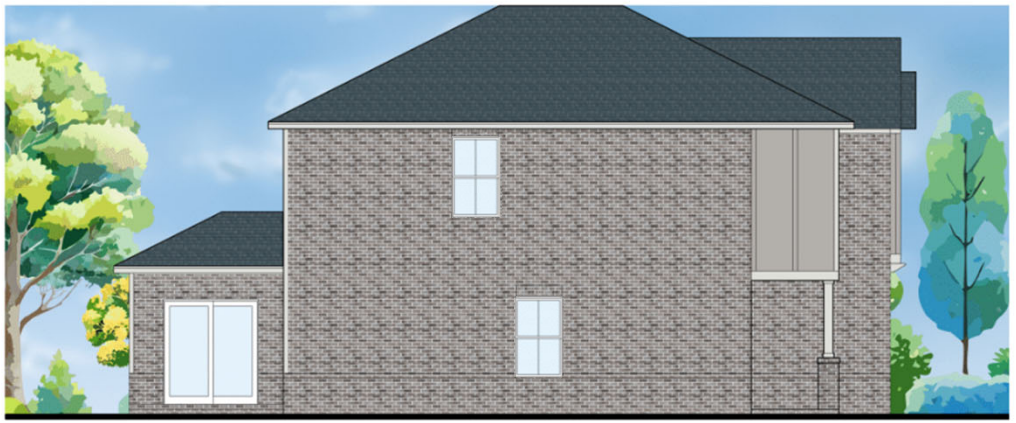
FRONT



RIGHT



REAR



LEFT

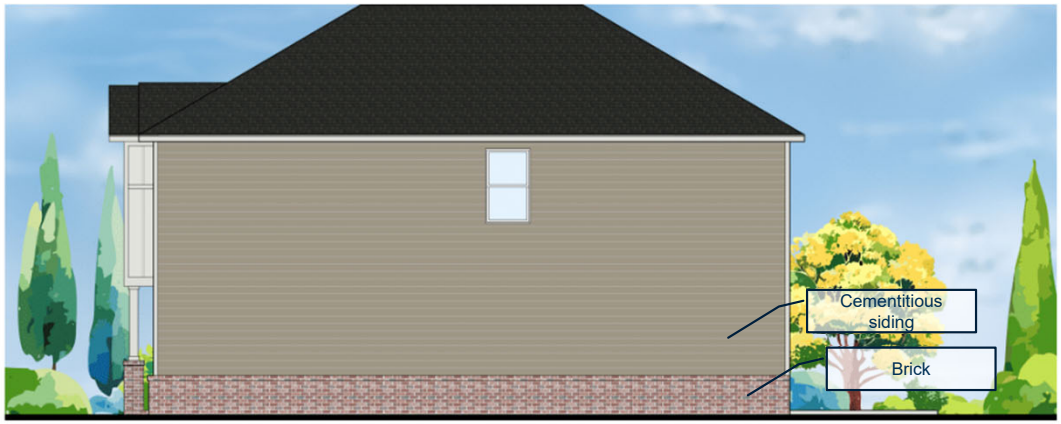
TER. 12

LENNON – 343 – ELEVATION F

INTERIOR LOT ELEVATION



FRONT



RIGHT



REAR



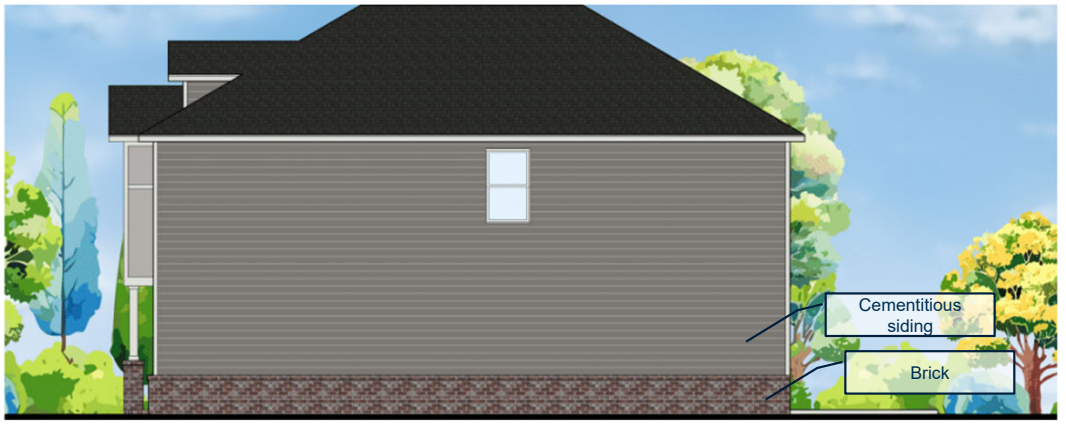
LEFT

LENNON – 343 – ELEVATION T

INTERIOR LOT ELEVATION



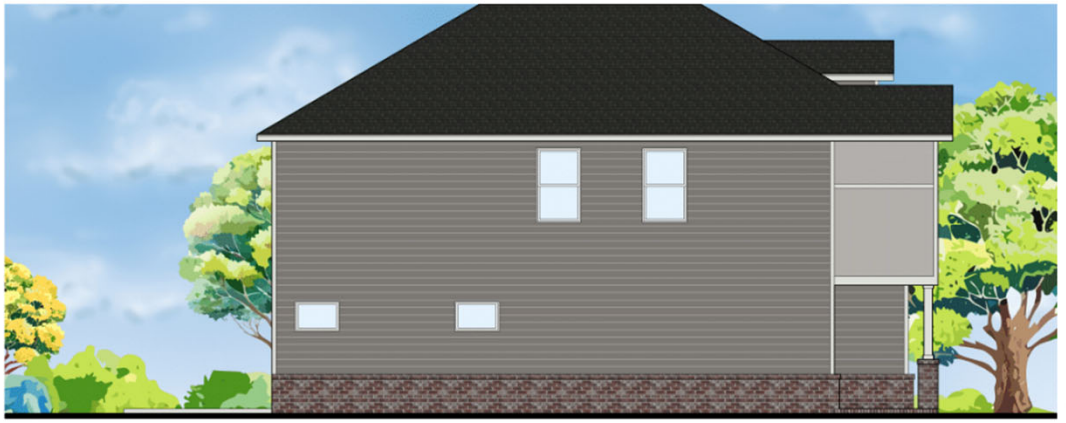
FRONT



RIGHT



REAR



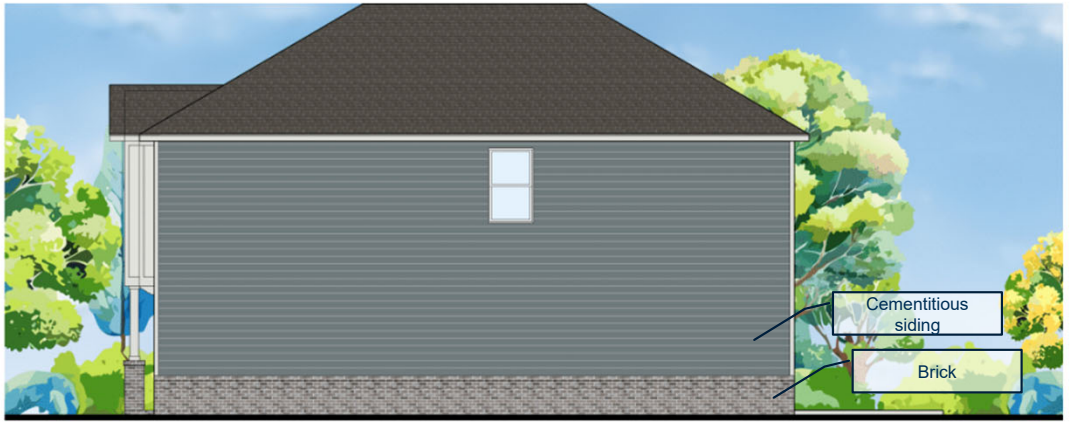
LEFT

LENNON – 343 – ELEVATION U

INTERIOR LOT ELEVATION



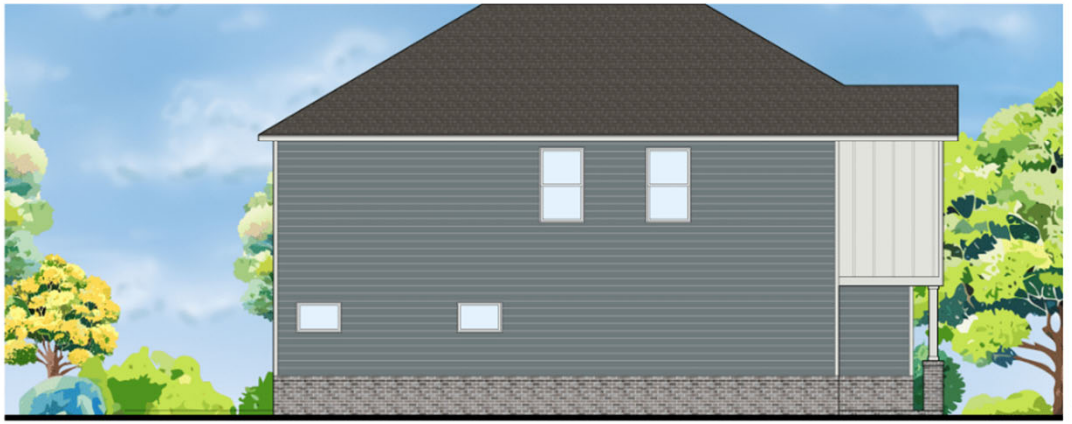
FRONT



RIGHT



REAR



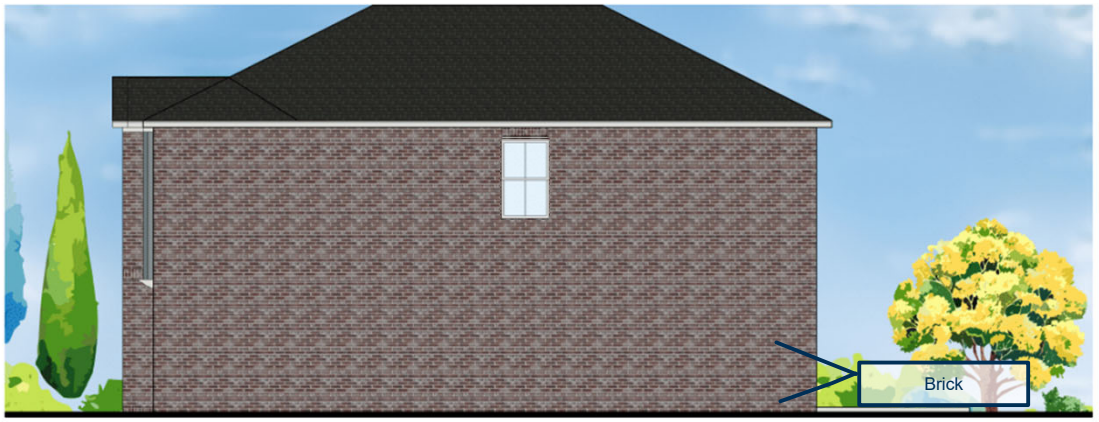
LEFT

LENNON – 343 – ELEVATION W

CORNER LOT ELEVATION *



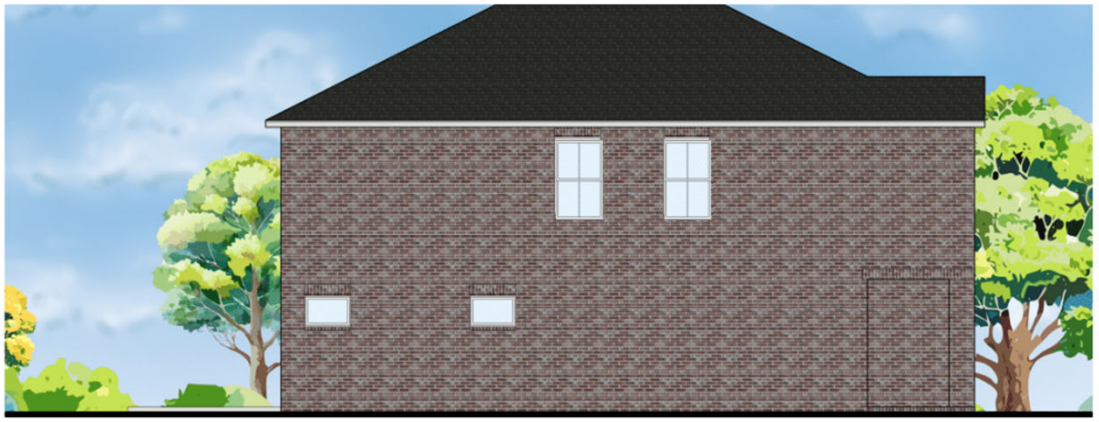
FRONT



RIGHT



REAR



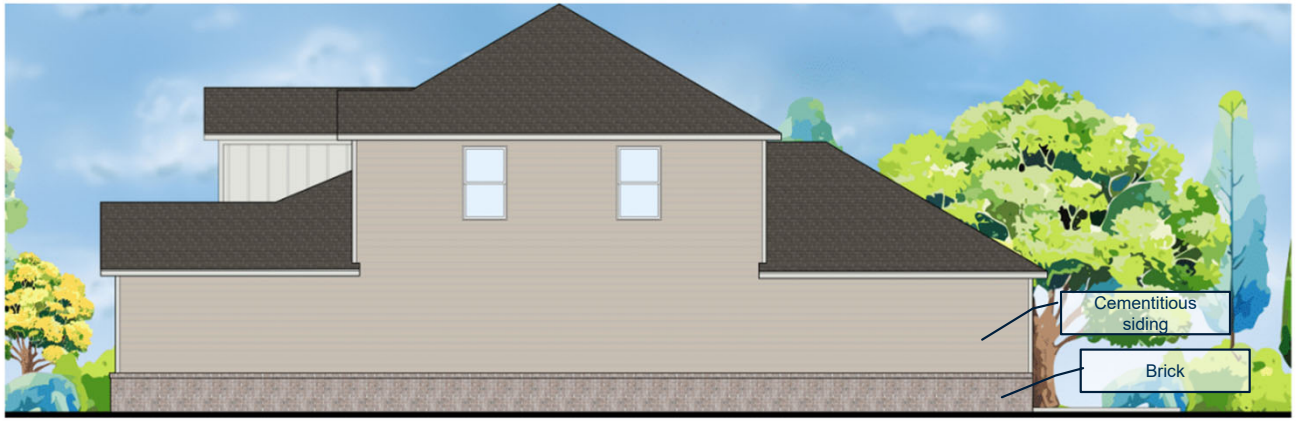
LEFT

SYDNEY – 344 – ELEVATION F

INTERIOR LOT ELEVATION



FRONT



RIGHT



REAR



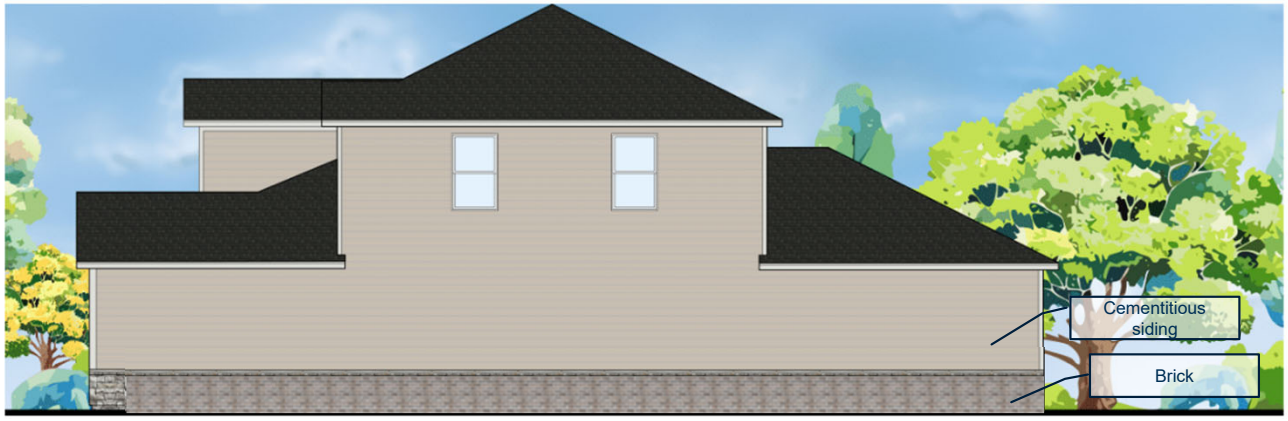
LEFT

SYDNEY – 344 – ELEVATION K

INTERIOR LOT ELEVATION



FRONT



RIGHT



REAR



LEFT

SYDNEY – 344 – ELEVATION T

INTERIOR LOT ELEVATION



FRONT



RIGHT



REAR



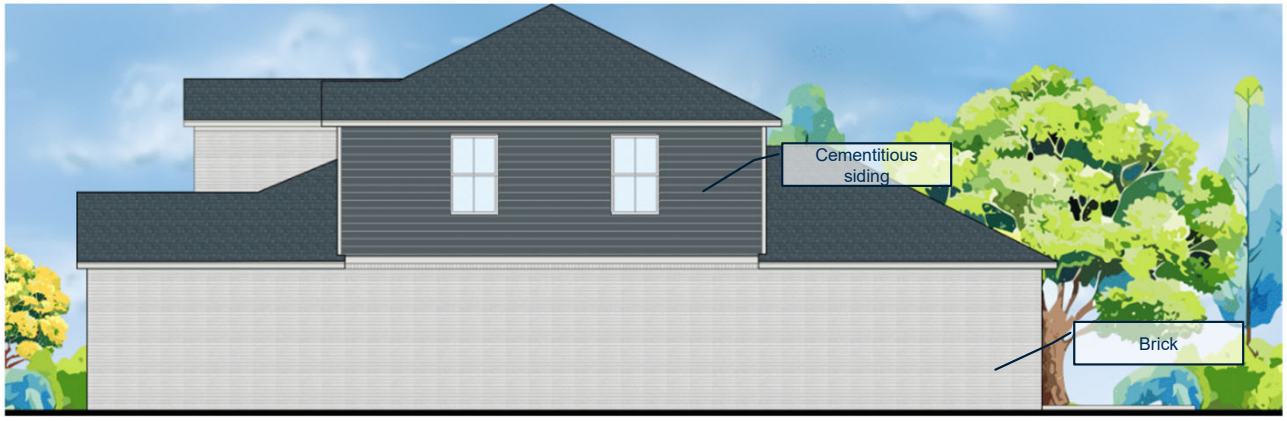
LEFT

SYDNEY – 344 – ELEVATION U

CORNER LOT CONDITION *



FRONT



RIGHT



REAR



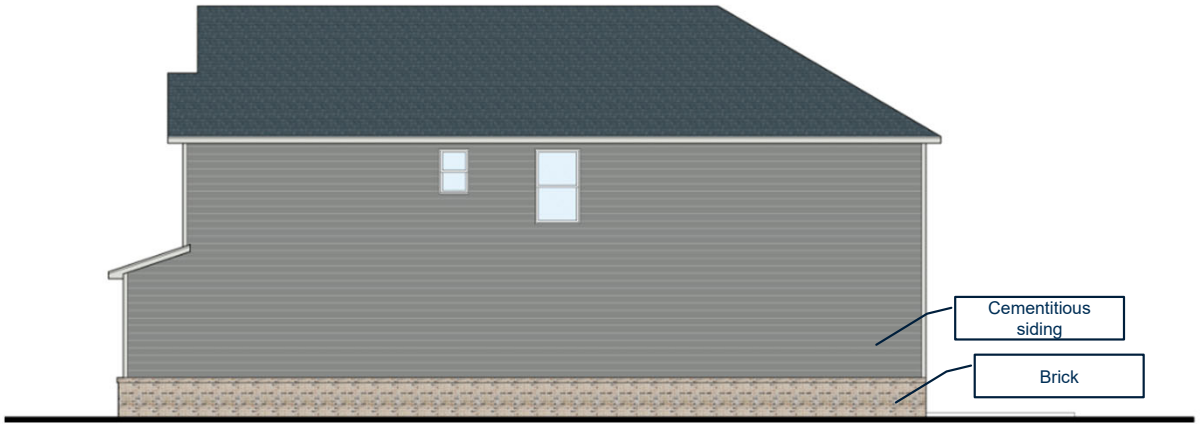
LEFT

PAISLEY – 346 – ELEVATION F

INTERIOR LOT ELEVATION



FRONT



RIGHT



REAR



LEFT

PAISLEY – 346 – ELEVATION K

INTERIOR LOT ELEVATION



FRONT



RIGHT



REAR



LEFT

R.° 22

PAISLEY – 346 – ELEVATION T

INTERIOR LOT ELEVATION



FRONT



RIGHT



REAR



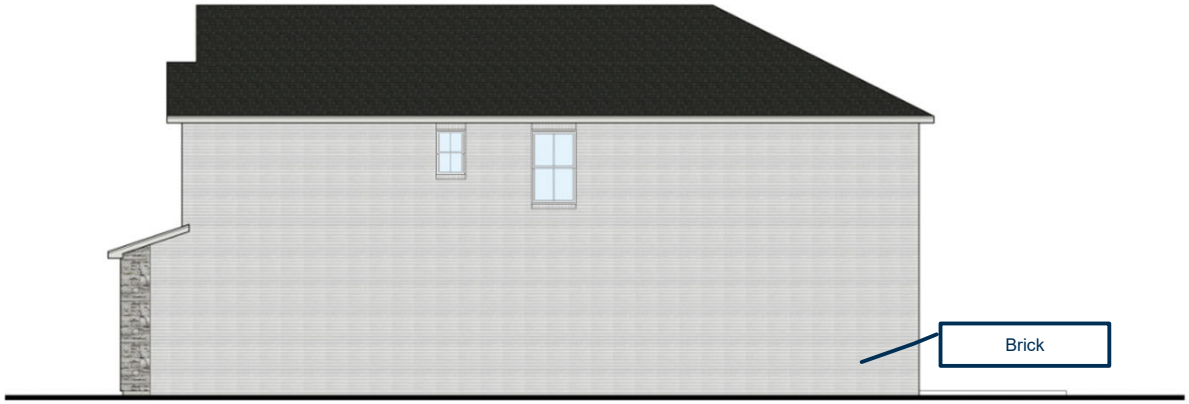
LEFT

PAISLEY – 346 – ELEVATION Y

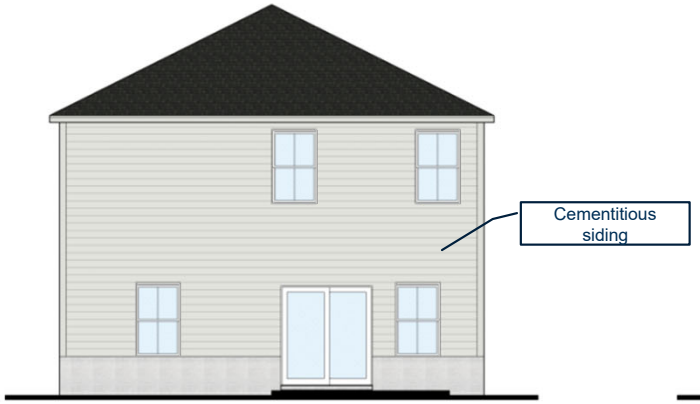
CORNER LOT CONDITION *



FRONT



RIGHT



REAR



LEFT

E R. 24

VIENNA – 384 – ELEVATION F

INTERIOR LOT ELEVATION



FRONT



RIGHT



REAR



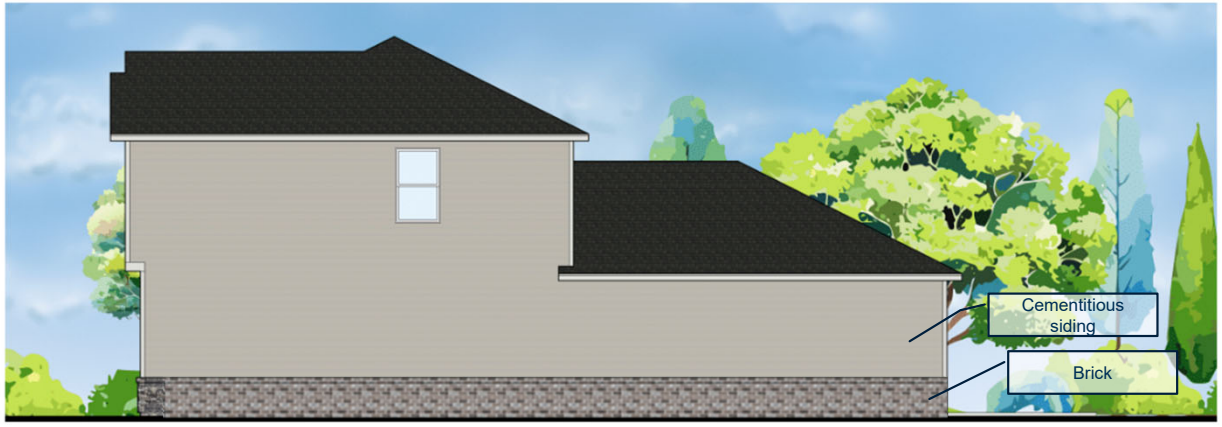
LEFT

VIENNA – 384 – ELEVATION H

INTERIOR LOT ELEVATION



FRONT



RIGHT



REAR



LEFT

VIENNA – 384 – ELEVATION S

INTERIOR LOT ELEVATION



FRONT



RIGHT



REAR



LEFT

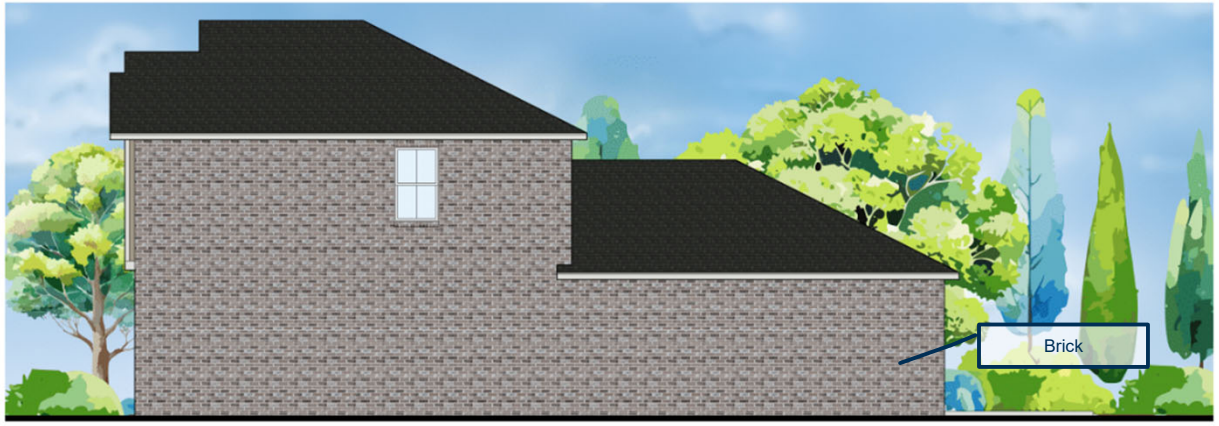
27

VIENNA – 384 – ELEVATION W

CORNER LOT CONDITION *



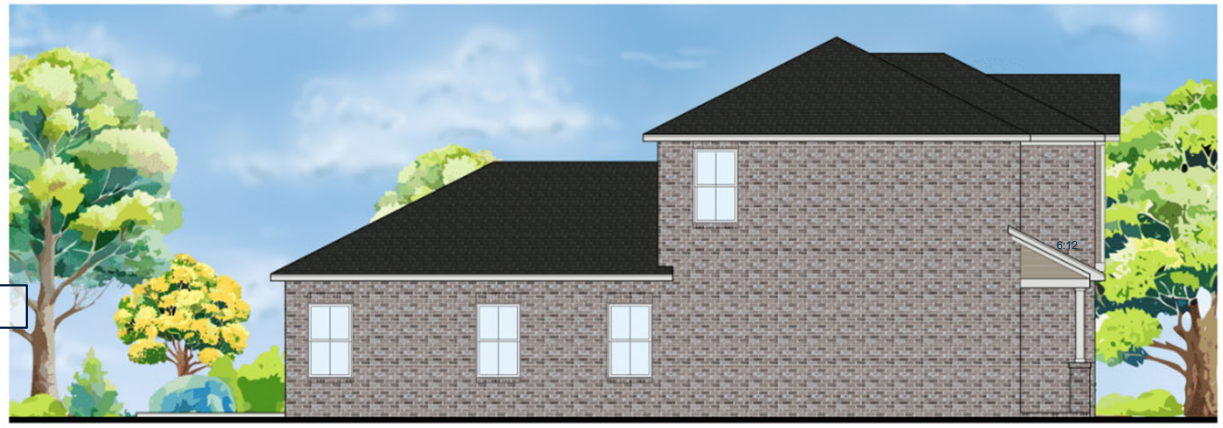
FRONT



RIGHT



REAR



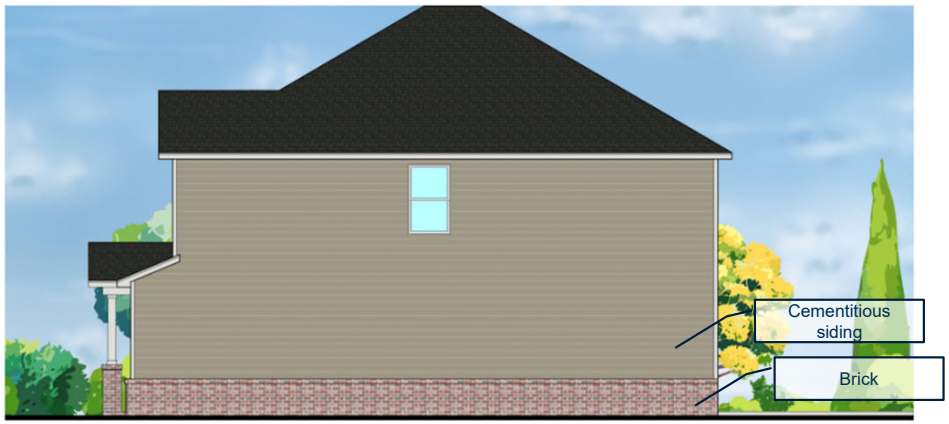
LEFT

ROCKWELL – 446 –ELEVATION F

INTERIOR LOT ELEVATION



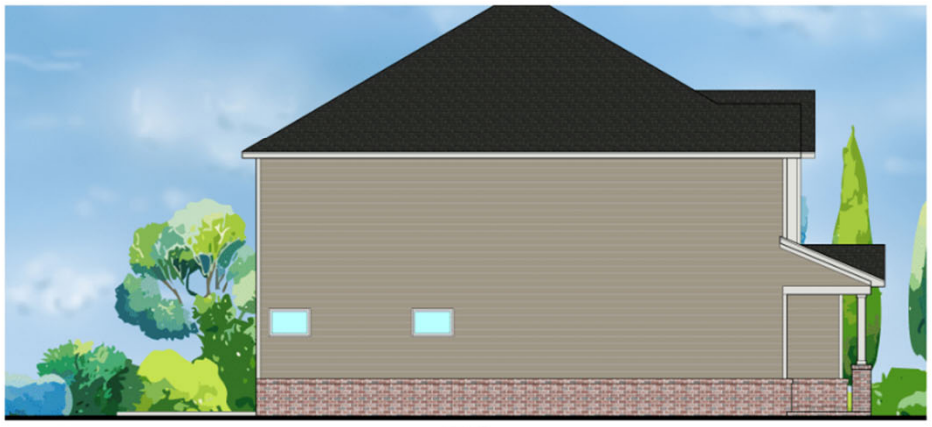
FRONT



RIGHT



REAR



LEFT

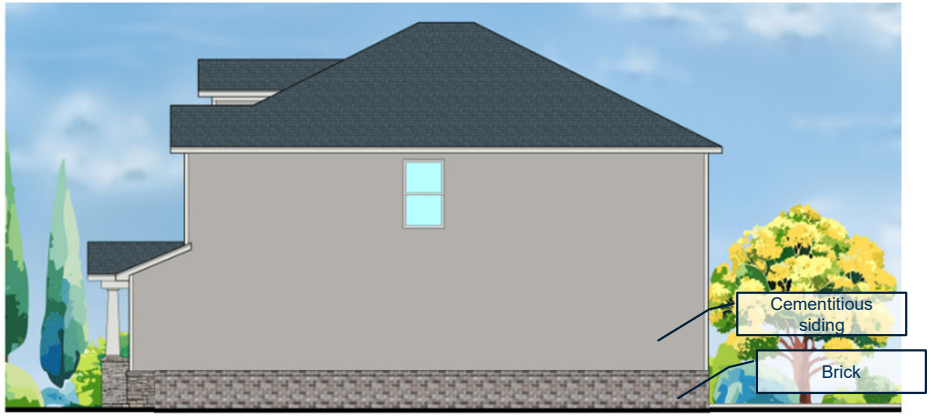
TTER. 29

ROCKWELL – 446 –ELEVATION H

INTERIOR LOT ELEVATION



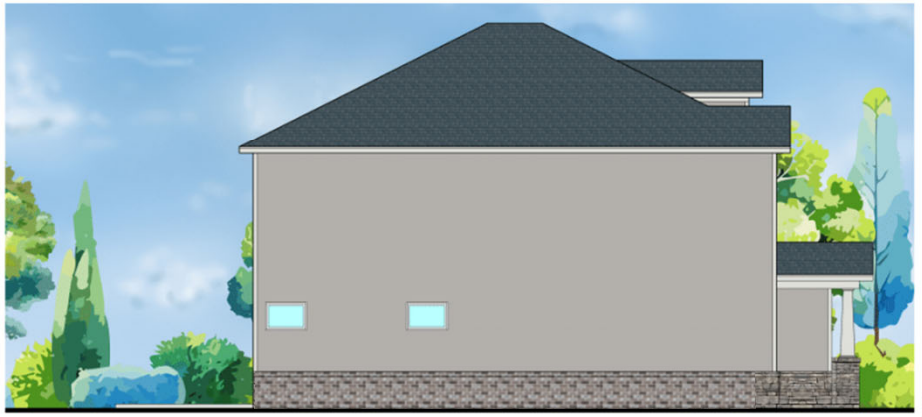
FRONT



RIGHT



REAR



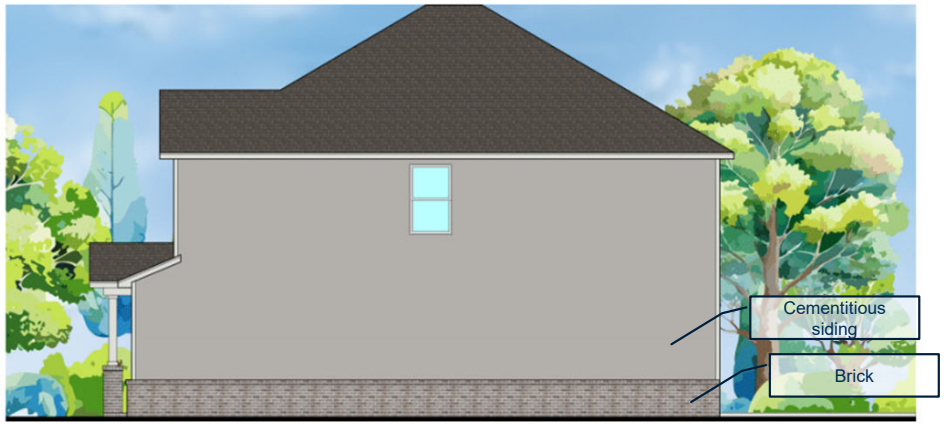
LEFT

ROCKWELL – 446 –ELEVATION T

INTERIOR LOT ELEVATION



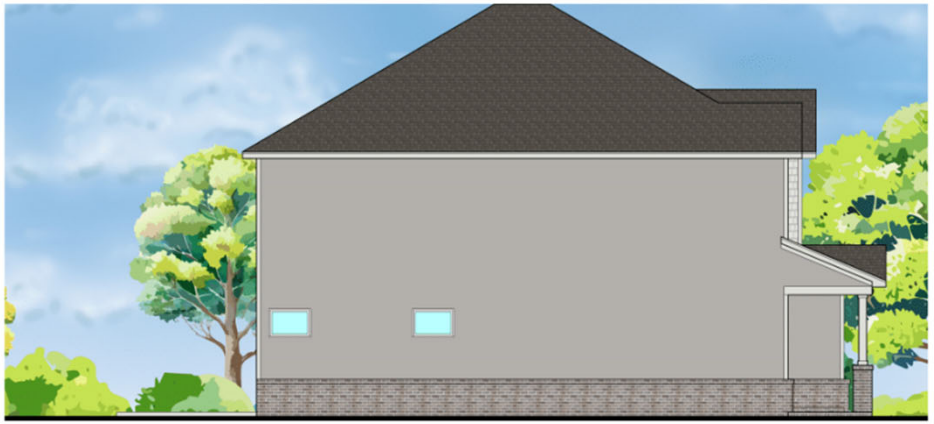
FRONT



RIGHT



REAR



LEFT

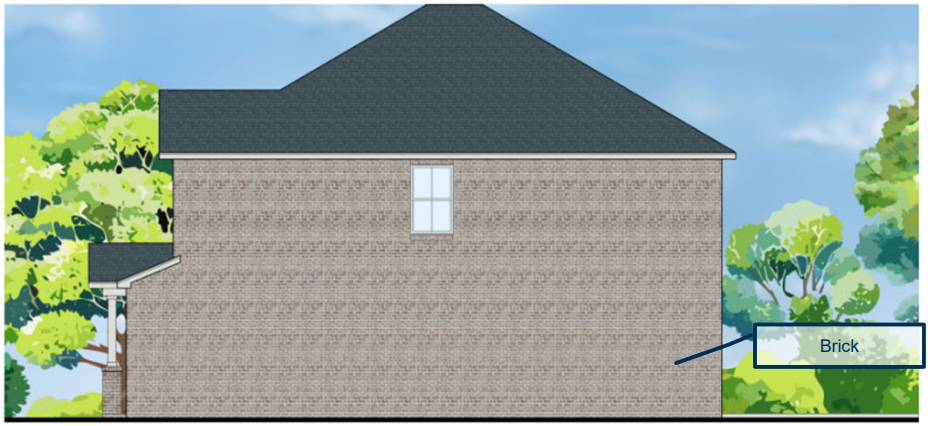
TTER. 31

ROCKWELL – 446 –ELEVATION Z

CORNER LOT ELEVATION *



FRONT



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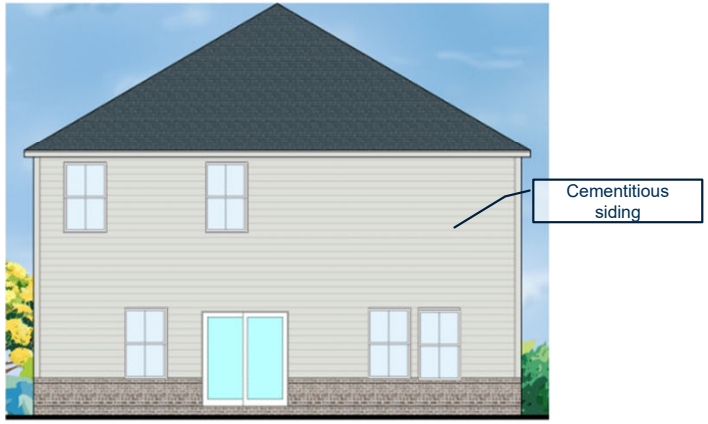
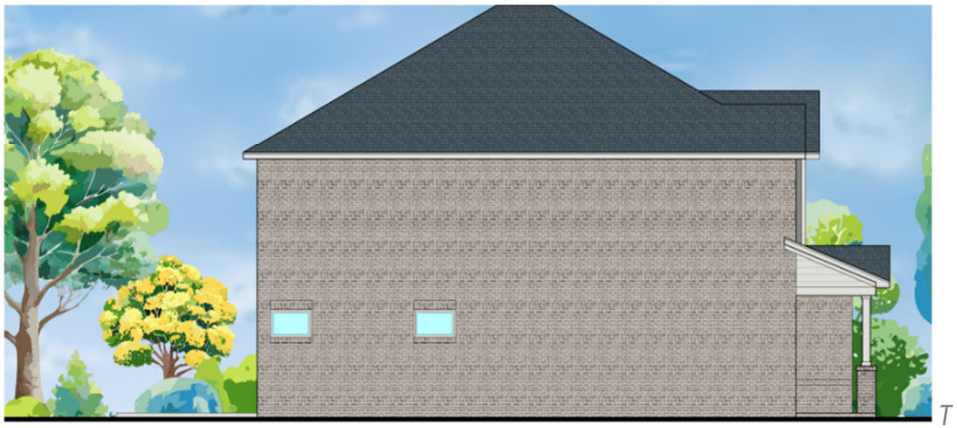


REAR



LEFT

SINGLE FAMILY STREETSCAPE



CLUB TOWNHOMES (GARAGE)



LEFT



RIGHT



OPAL - M | ANDERSON - A | ANDERSON - B | ANDERSON - A | OPAL - M

FRONT



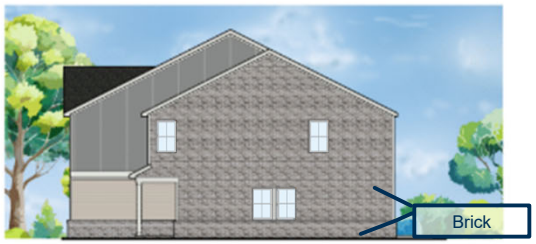
REAR

CLUB TOWNHOMES (GARAGE)
CORNER LOT CONDITION *



OPAL - M | ANDERSON - A | ANDERSON - B | ANDERSON - A | OPAL - M

FRONT



RIGHT - CORNER LOT *



REAR - CORNER LOT *

PARC TOWNHOMES (NO GARAGE)



LEFT



T212 - B T211 - E T212 - C T211 - A T211 - E T212 - B

FRONT



RIGHT



REAR

PARC TOWNHOMES (NO GARAGE)

CORNER LOT CONDITION *

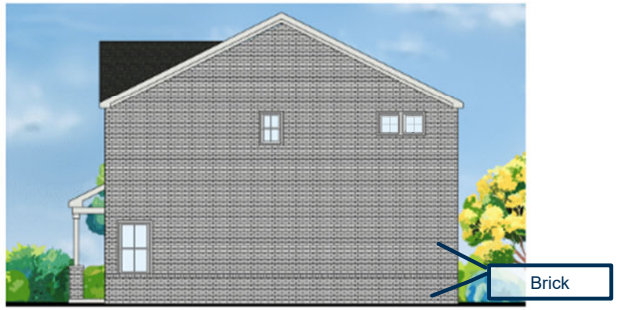


LEFT (CORNER LOT)



T212 - B T211 - E T212 - C T211 - A T211 - E T212 - B

FRONT



RIGHT (CORNER LOT)



REAR

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)	35
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)	513
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 %

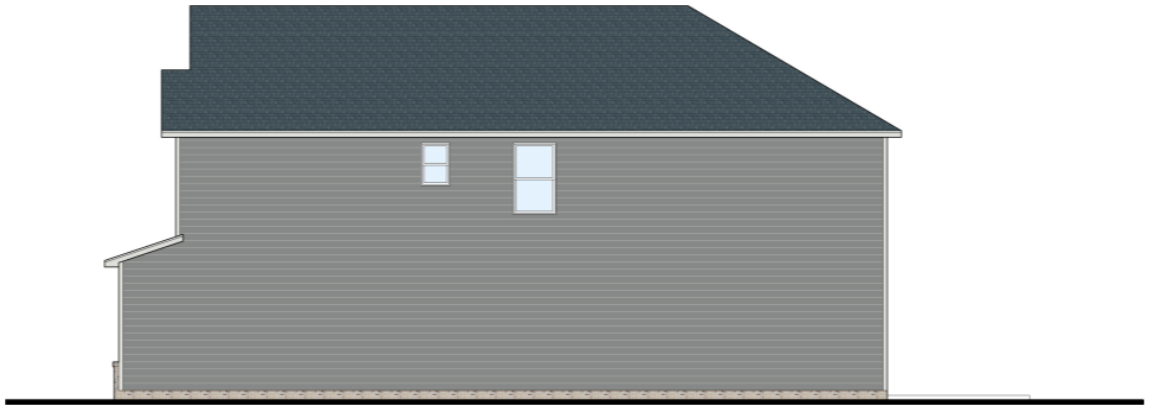


ELEVATION T

GLAZING CALCULATIONS	
	ELEV T
FRONT SURFACE (SQ FT)	513
GLAZING (SQ FT)	117
GLAZING PERCENTAGE	20 %

PAISLEY ELEVATION F SIDE & REAR RENDERINGS





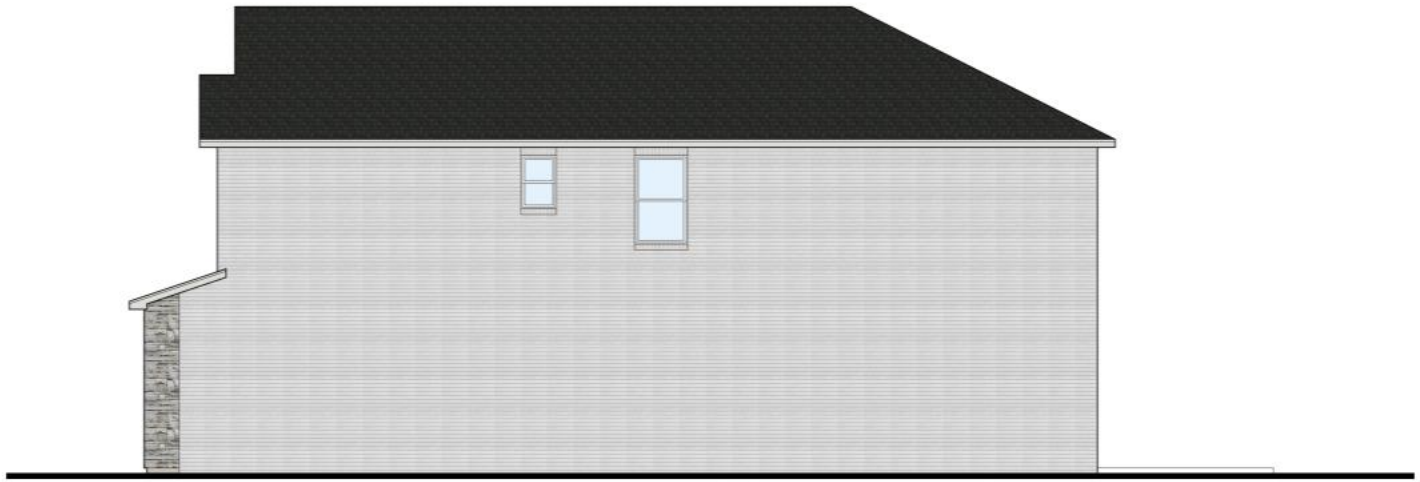
RIGHT





REAR

OPTIONAL BRICK SIDE & REAR SIDING RENDERING



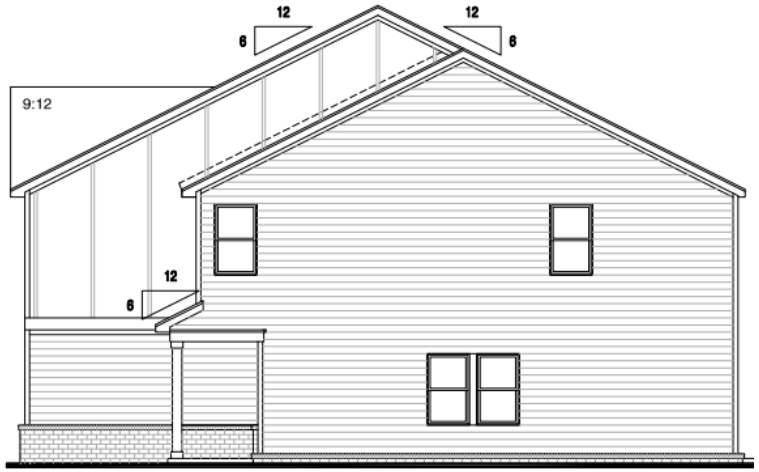


FRONT-LOAD TOWNHOMES

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
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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.

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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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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,

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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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,

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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 & 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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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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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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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:	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.

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 egregiousrecord of failures by rubber stamping another large-scale development for them.

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

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 egregiousrecord of failures by rubber stamping another large-scale development for them.

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>

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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



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

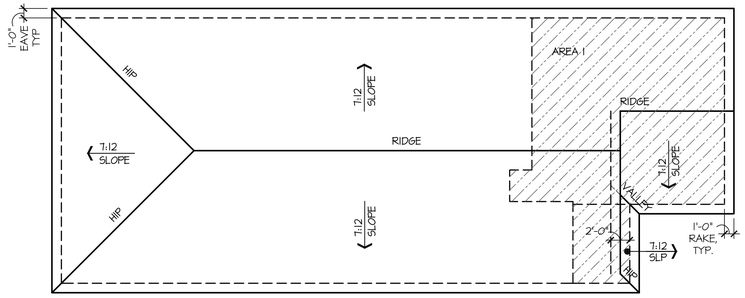
4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515 273 3020

JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: RB **CHECKED:** ST

ELEVATION MATRIX

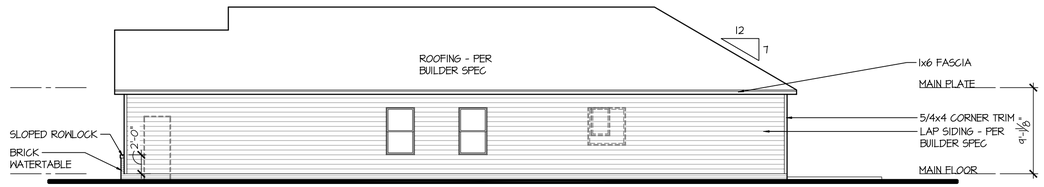
340

AGN0.2



Roof Plan

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

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)

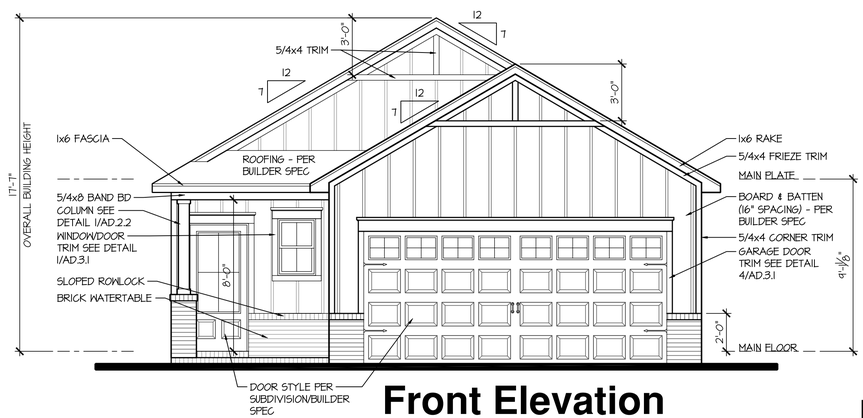
ATTIC VENTILATION

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.
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)	341
GLAZING (SQ FT)	33
GLAZING PERCENTAGE	10 %

Elevation - F

ELEVAITON REVIEW - NOT FOR CONSTRUCTION 07/24/2025

ISSUE DATE: XX-XX-2025
REVISIONS

PLANS & AND SPECIFICATIONS ARE PROTECTED UNDER THE COPYRIGHT LAWS OF THE UNITED STATES OWNERSHIP OF SUCH ARE ALL RIGHTS AND PRIVILEGES.

Heritage Homes

Autumn
Slab/Stem Wall/Crawl Space
Bear Springs
Refined 30' & 40' Single Family

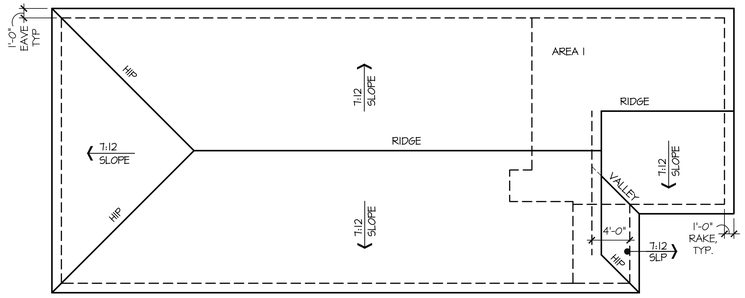
BSB DESIGN
BSBDESIGN.COM
4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515 273 3020

JOB NO: 25-0360 PROJ MGR: KR
DRAWN: RB CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

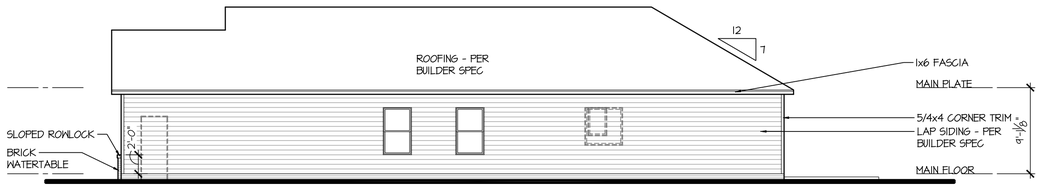
340

A3.1.1F



Roof Plan

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

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)

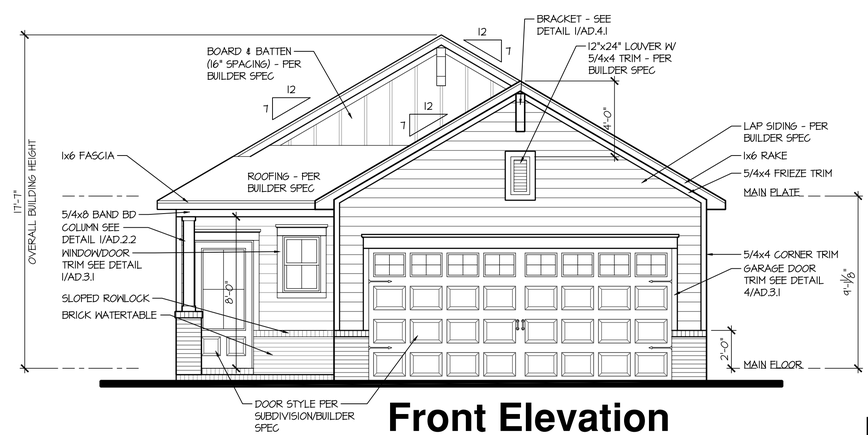
ATTIC VENTILATION

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)

Elevation - T

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:
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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.
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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)	331
GLAZING (SQ FT)	33
GLAZING PERCENTAGE	10 %

ELEVAITON REVIEW - NOT FOR CONSTRUCTION 07/24/2025

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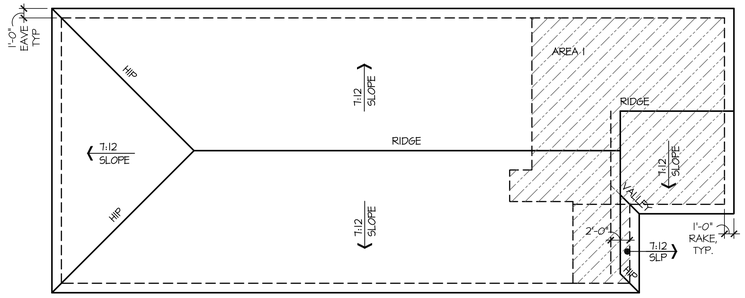
DRAWN: RB CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

340

A3.1.1T



Roof Plan

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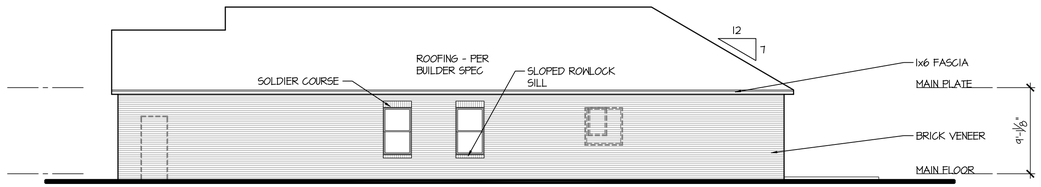

Right Elevation

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Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

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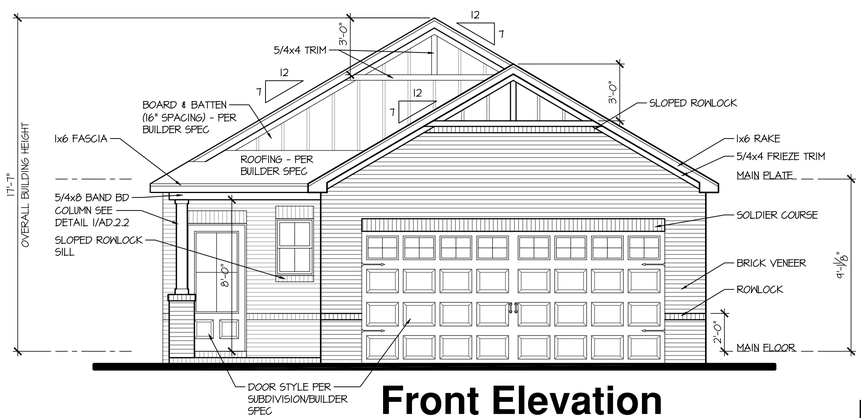

Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

Elevation - X

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KEY:
UNCONDITIONED SPACE

GLAZING CALCULATIONS

	ELEV X
FRONT SURFACE (SQ FT)	347
GLAZING (SQ FT)	33
GLAZING PERCENTAGE	10 %

ELEVAITON REVIEW - NOT FOR CONSTRUCTION 07/24/2025

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515 273 3020

JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: RB **CHECKED:** ST

EXTERIOR ELEVATIONS
ROOF PLAN

340

A3.1.1X



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 %

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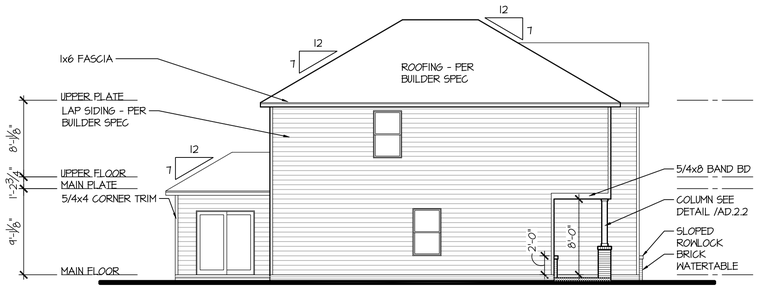
West Des Moines, Iowa 50266
515 273 3020

JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: ST **CHECKED:** ST

ELEVATION MATRIX

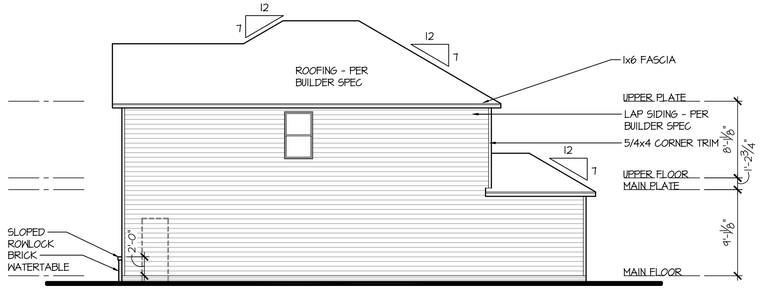
342

AGN0.2



Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Right Elevation

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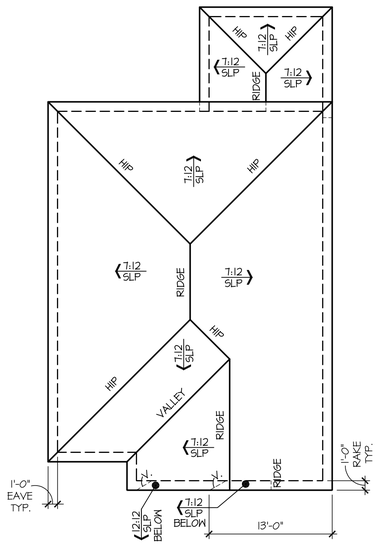
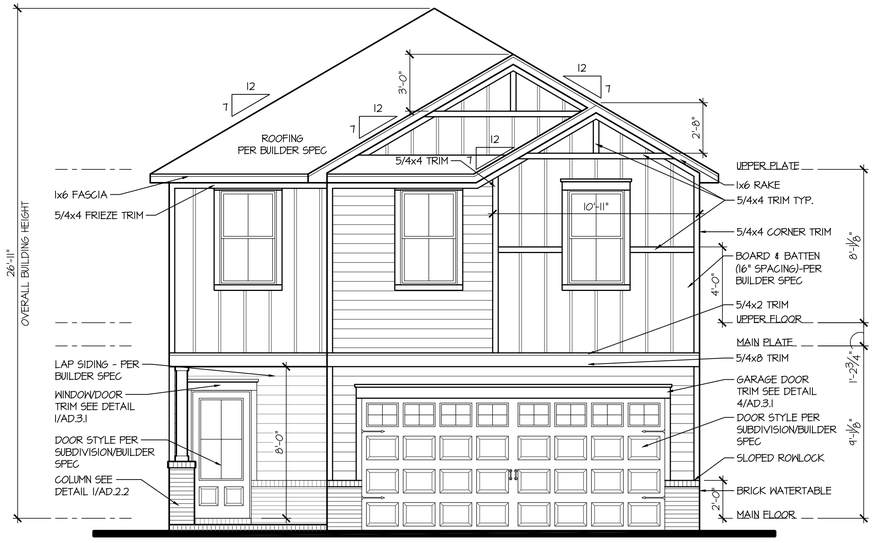
Rear Elevation

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

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GLAZING CALCULATIONS

	ELEV F
FRONT SURFACE (SQ FT)	548
GLAZING (SQ FT)	72
GLAZING PERCENTAGE	13.1%

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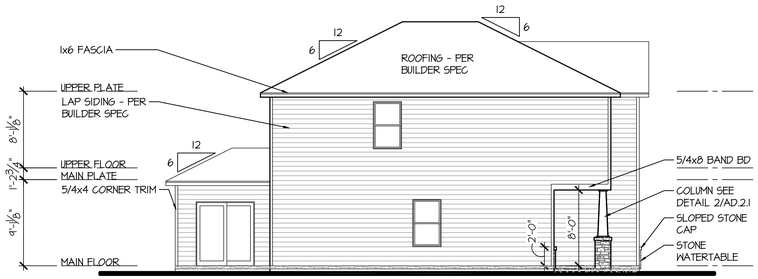
JOB NO: 25-0360 PROJ MGR: KR
DRAWN: ST CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

342

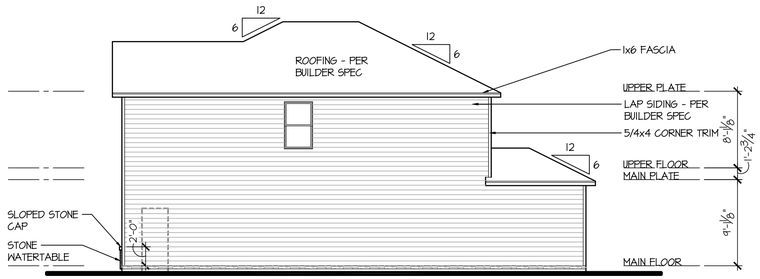
A3.1.1F

Elevation - F



Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



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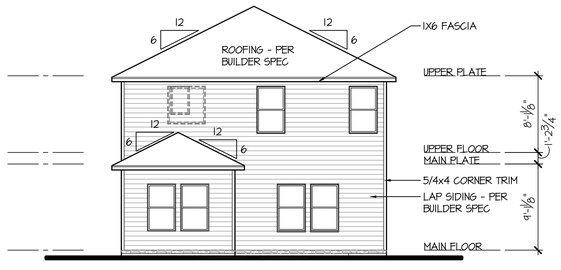

Rear Elevation

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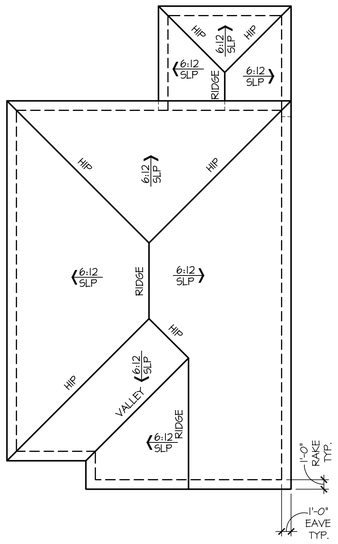

Roof Plan

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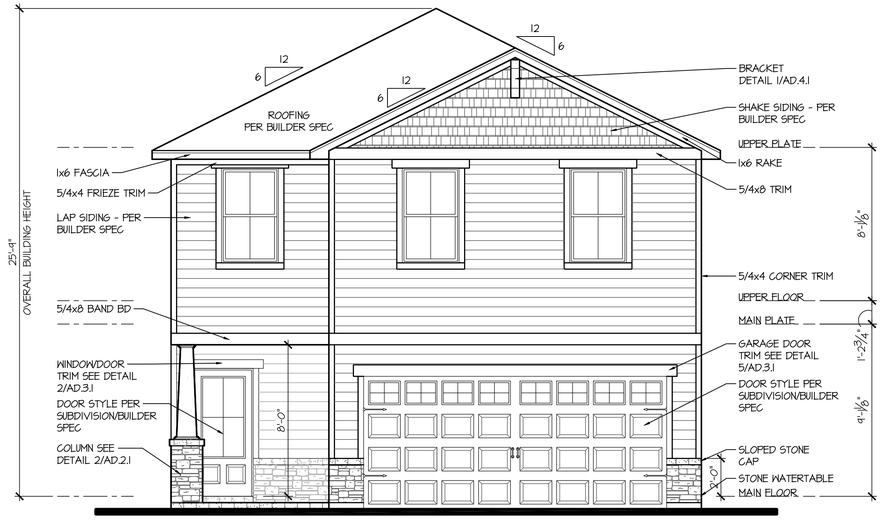

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GLAZING CALCULATIONS	
	ELEV H
FRONT SURFACE (SQ FT)	555
GLAZING (SQ FT)	72
GLAZING PERCENTAGE	13 %

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EXTERIOR ELEVATIONS
ROOF PLAN

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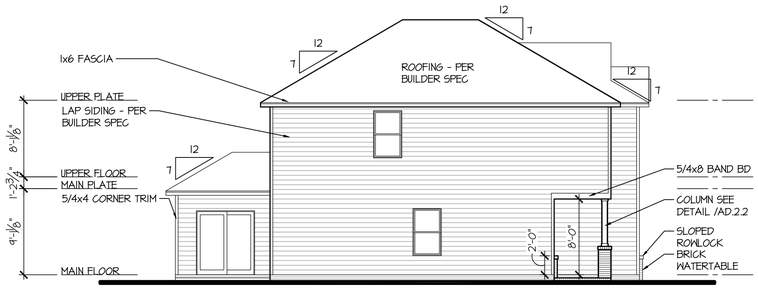
A3.1.1H

Elevation - H



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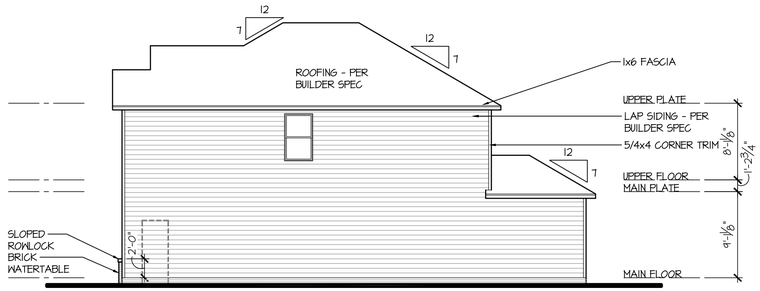

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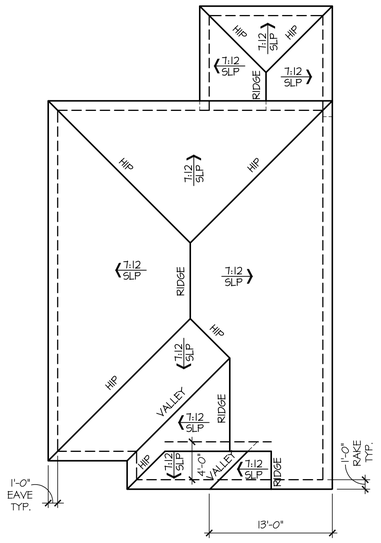
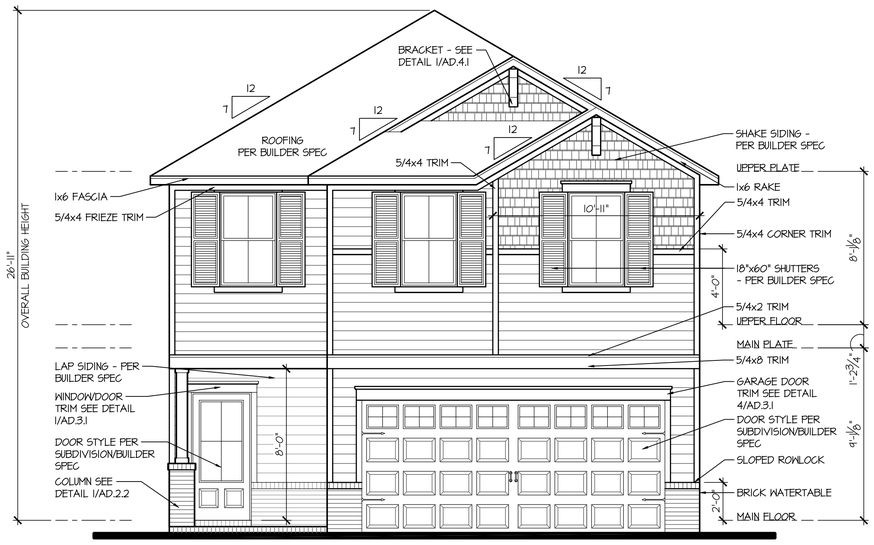
Rear Elevation

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:
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 T
FRONT SURFACE (SQ FT)	532
GLAZING (SQ FT)	72
GLAZING PERCENTAGE	14 %

ELEVAITON REVIEW - NOT FOR CONSTRUCTION - 07/24/2025

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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

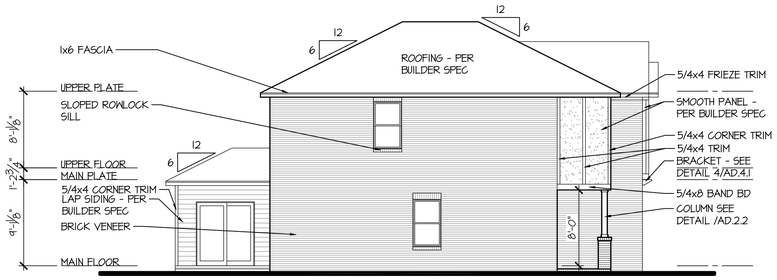
JOB NO: 25-0360 PROJ MGR: KR
DRAWN: ST CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

342

A3.1.1T

Elevation - T



Left Elevation

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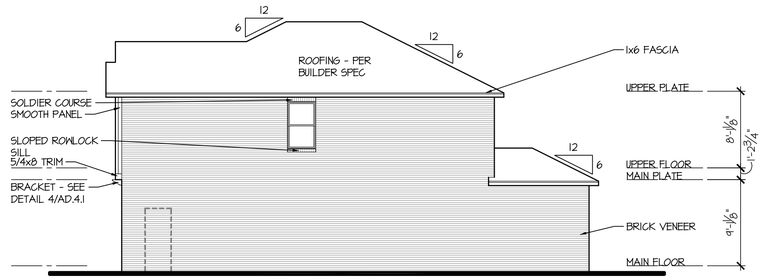
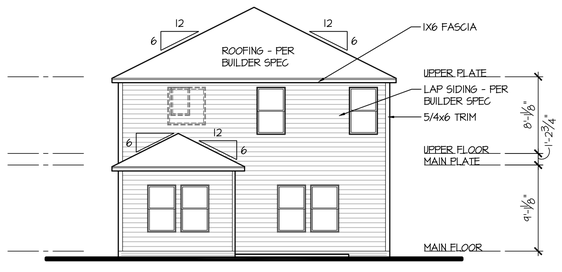


Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Rear Elevation

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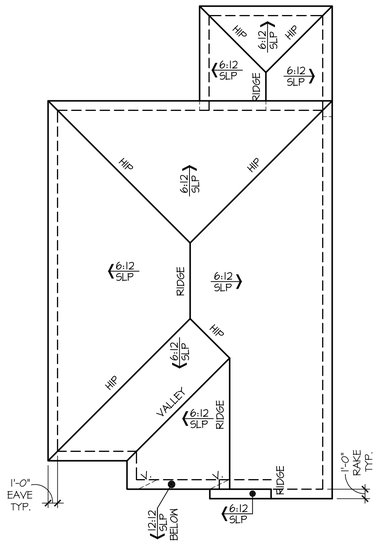
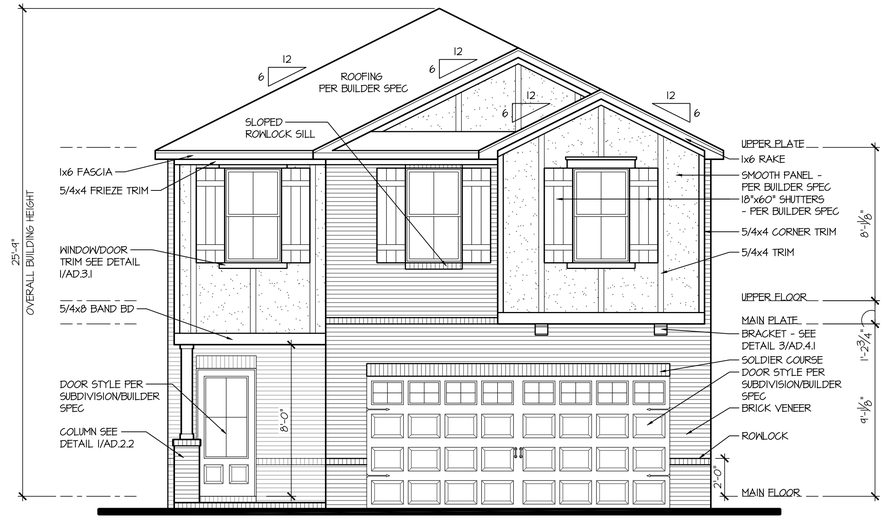


Roof Plan

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

Elevation - X

CONSTRUCTION ASSEMBLIES:

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GLAZING CALCULATIONS

	ELEV X
FRONT SURFACE (SQ FT)	541
GLAZING (SQ FT)	72
GLAZING PERCENTAGE	13 %

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JOB NO: 25-0360 PROJ MGR: KR
DRAWN: ST CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

342

A3.1.1X



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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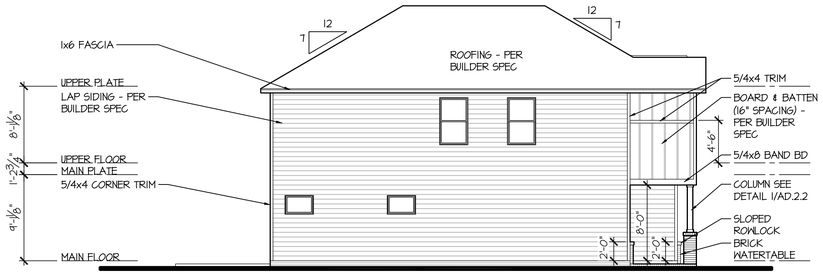
515 273 3020

JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: RB **CHECKED:** ST

ELEVATION MATRIX

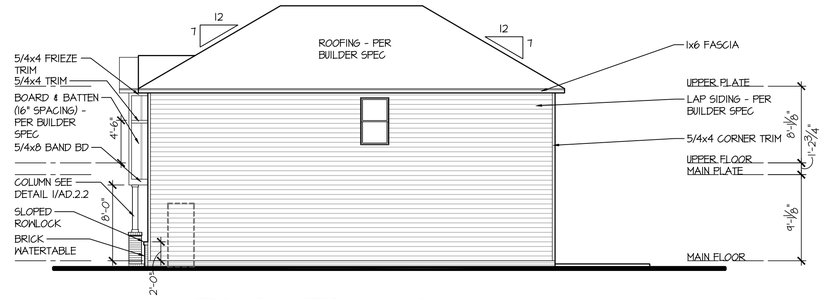
343

AGN0.2



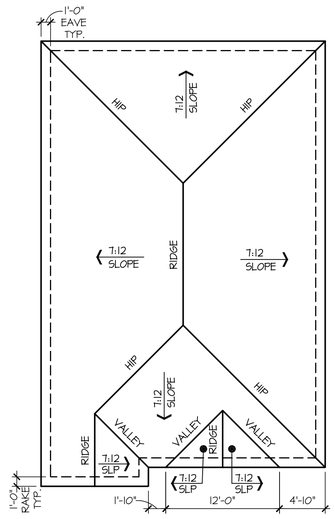
Left Elevation

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)



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)

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GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	533
GLAZING (SQ FT)	63
GLAZING PERCENTAGE	12.%

Elevation - F

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BSBDESIGN.COM
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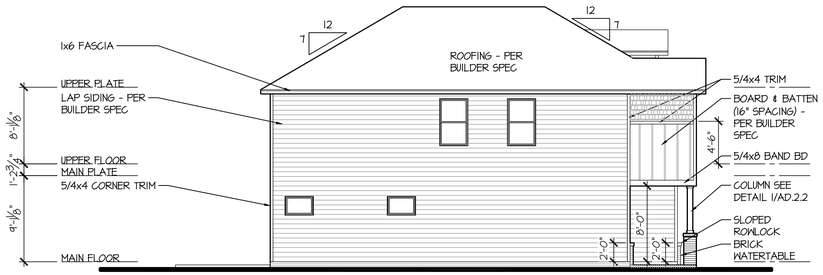
West Des Moines, Iowa 50266
515 273 3020

JOB NO: 25-0360 PROJ MGR: KR
DRAWN: RB CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

343

A3.1.1F



Left Elevation

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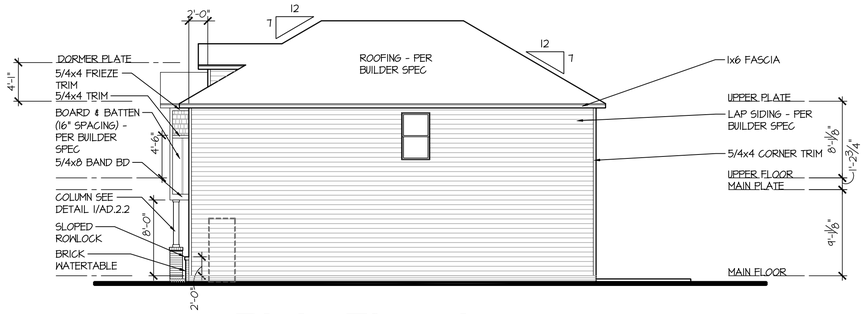

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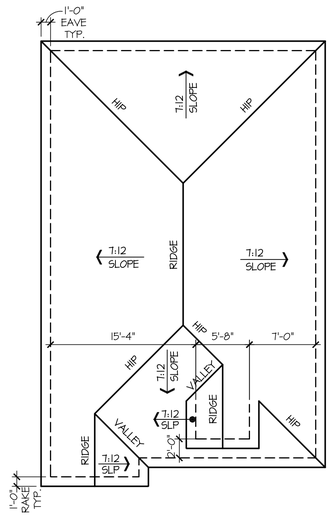

Roof Plan

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)

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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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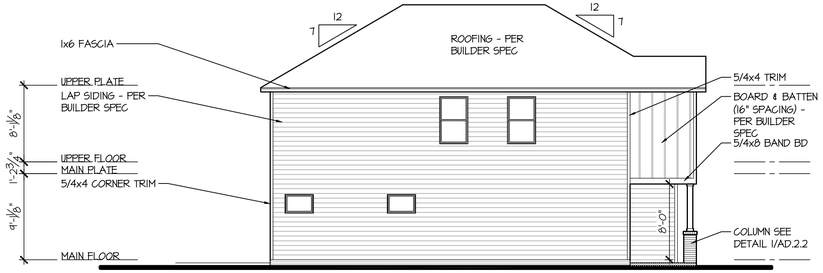
EXTERIOR ELEVATIONS
ROOF PLAN

343

A3.1.1T



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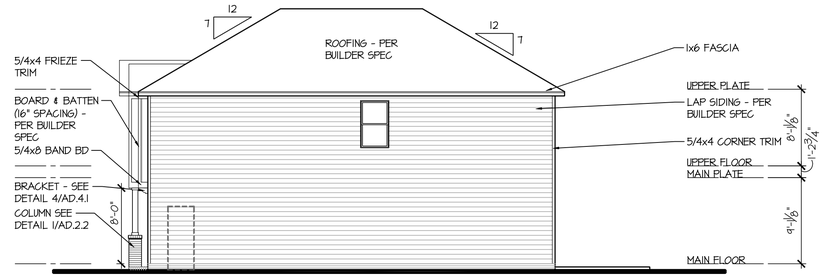

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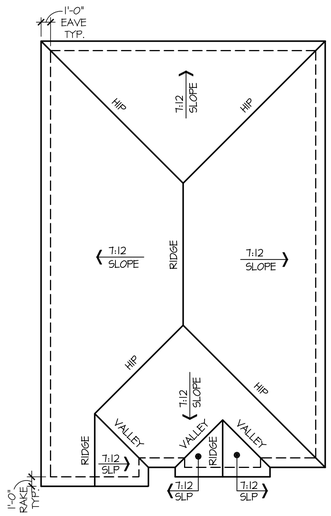

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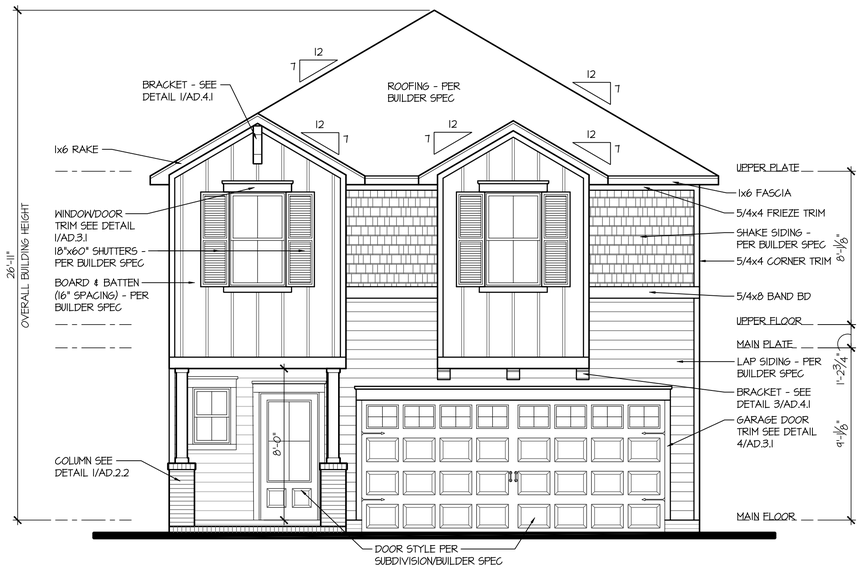

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GLAZING CALCULATIONS	
	ELEV U
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GLAZING (SQ FT)	63
GLAZING PERCENTAGE	12.%

Elevation - U

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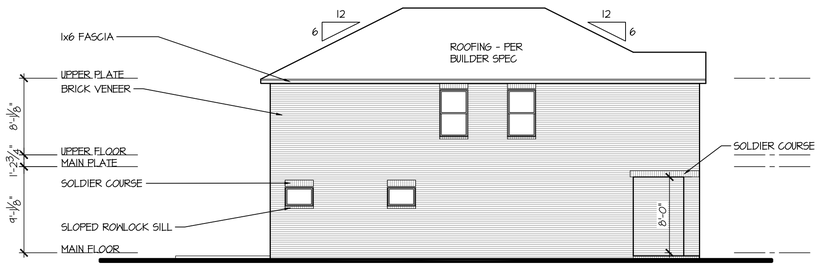
EXTERIOR ELEVATIONS
ROOF PLAN

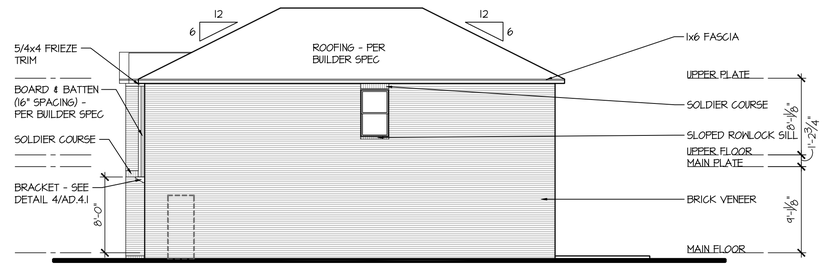
343

A3.1.1U



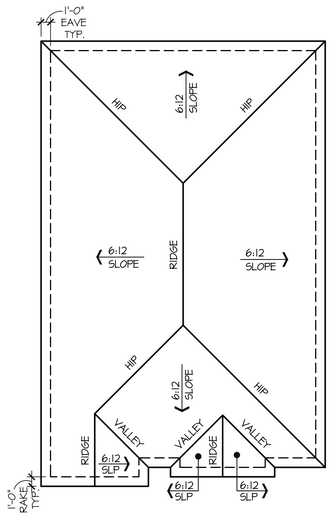
Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



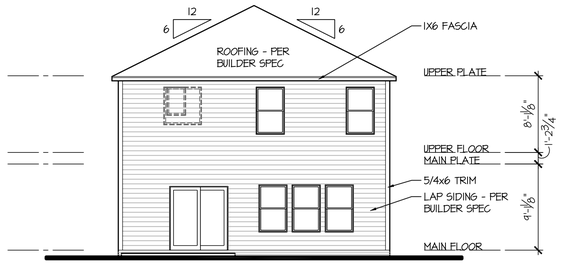
Right Elevation

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:

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.

GLAZING CALCULATIONS

	ELEV N
FRONT SURFACE (SQ FT)	531
GLAZING (SQ FT)	63
GLAZING PERCENTAGE	12.%

ELEVAITON REVIEW - NOT FOR CONSTRUCTION - 07/24/2025

ISSUE DATE: XX-XX-2025
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

A3.1.1W

Elevation - W



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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Sydney
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Bear Springs
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BSB DESIGN
BSBDESIGN.COM

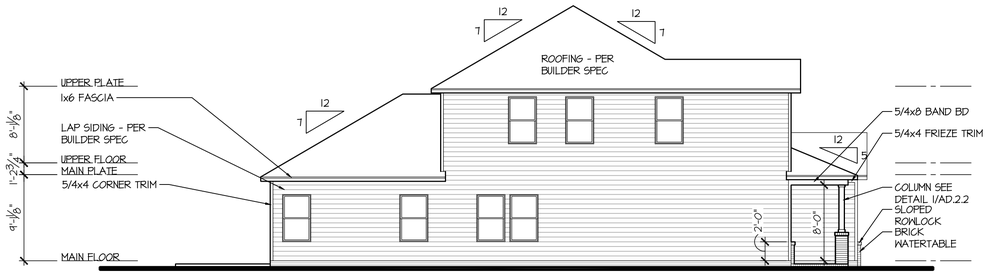
4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515 273 3020

JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: RB **CHECKED:** ST

ELEVATION MATRIX

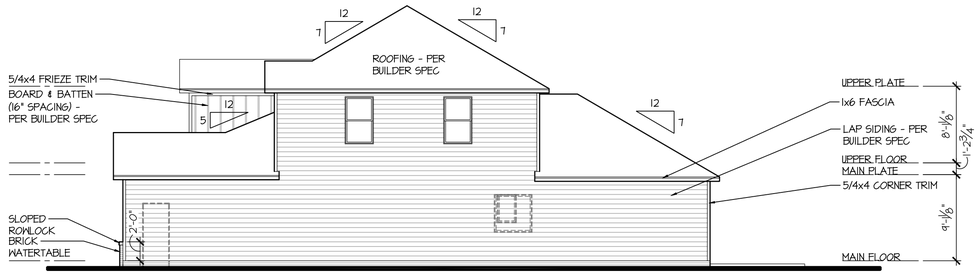
344

AGN0.2



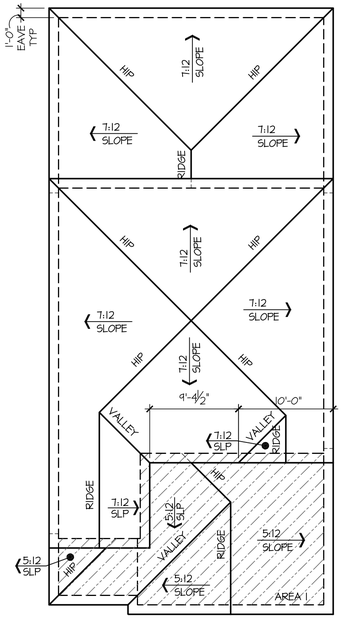
Left Elevation

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.

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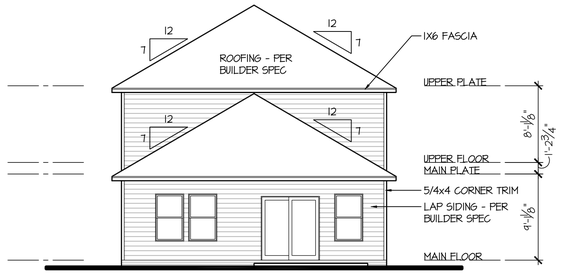
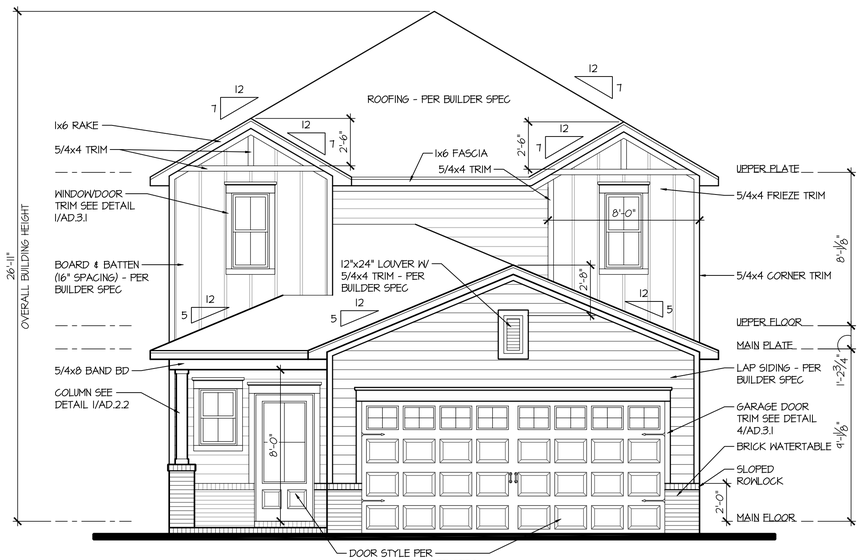


Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

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KEY:
UNCONDITIONED SPACE

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	458
GLAZING (SQ FT)	49
GLAZING PERCENTAGE	11 %

Elevation - F

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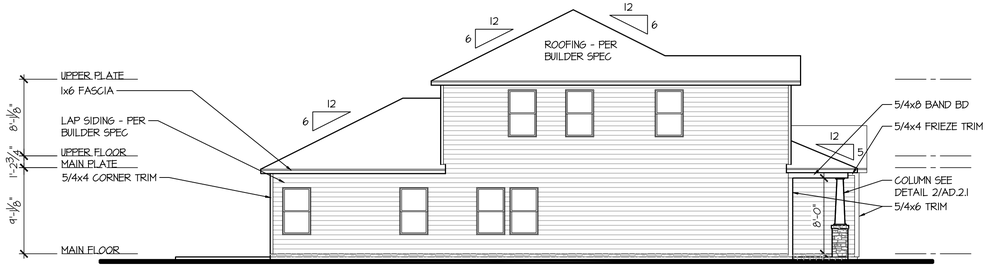
515 273 3020

JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: RB **CHECKED:** ST

EXTERIOR ELEVATIONS
ROOF PLAN

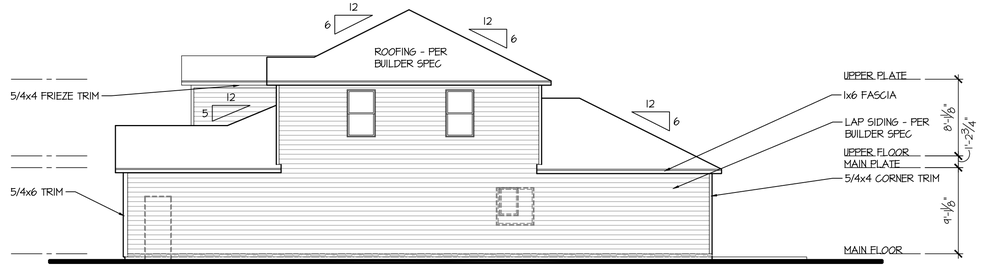
344

A3.1.1F



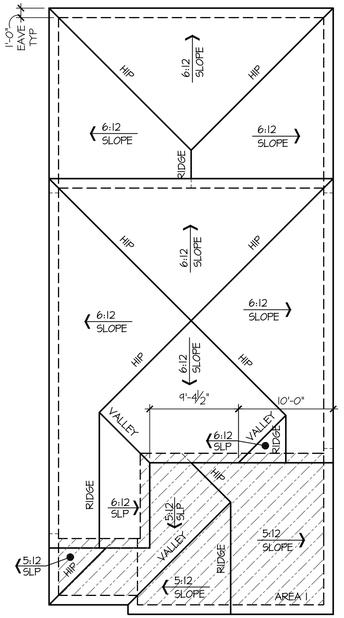
Left Elevation

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)

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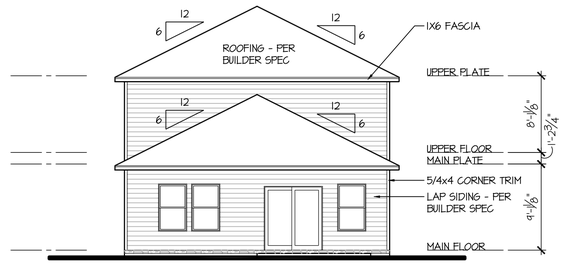
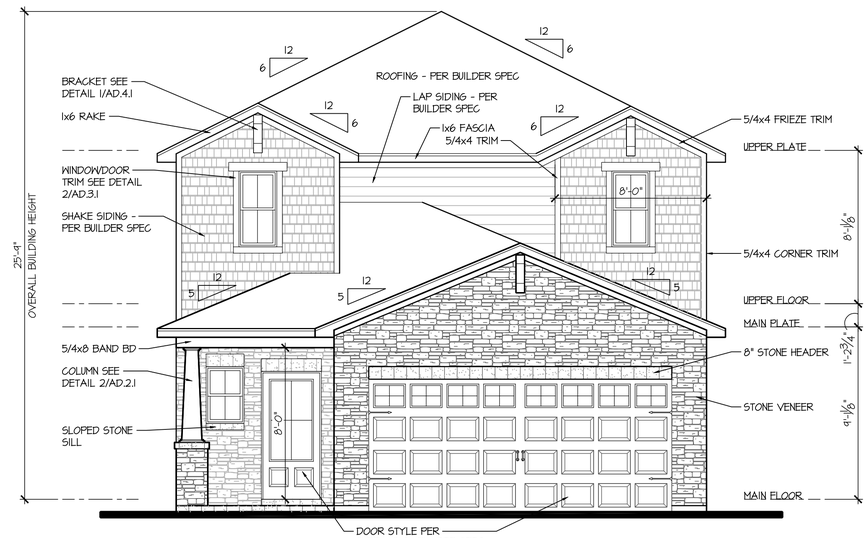


Rear Elevation

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:

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KEY:
UNCONDITIONED SPACE

GLAZING CALCULATIONS	
	ELEV K
FRONT SURFACE (SQ FT)	458
GLAZING (SQ FT)	49
GLAZING PERCENTAGE	11 %

Elevation - K

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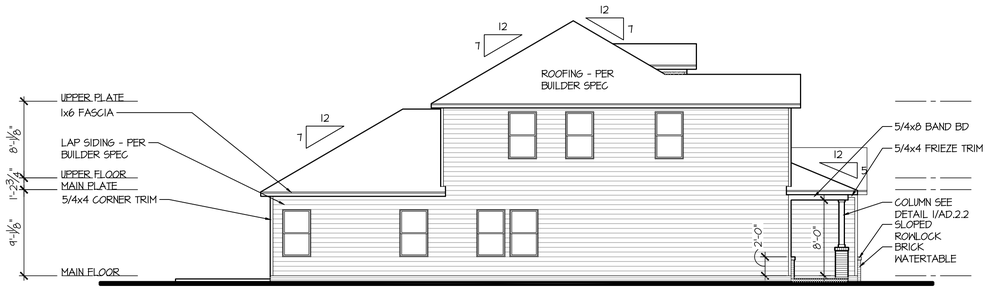
West Des Moines, Iowa 50266
515 273 3020

JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: RB **CHECKED:** ST

EXTERIOR ELEVATIONS
ROOF PLAN

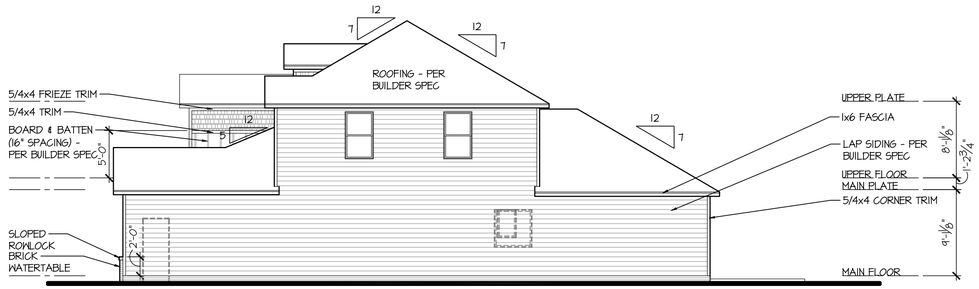
344

A3.1.1K



Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Right Elevation

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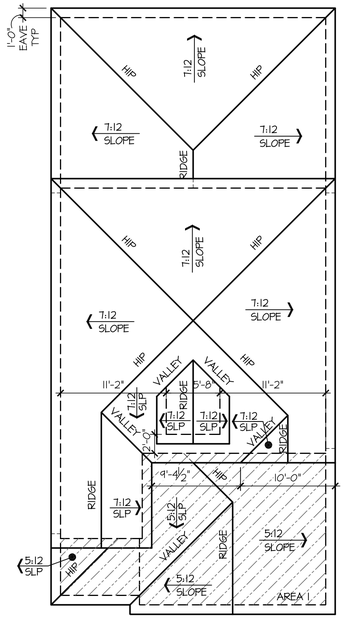

Roof Plan

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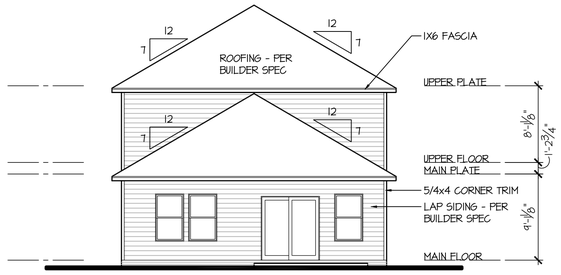

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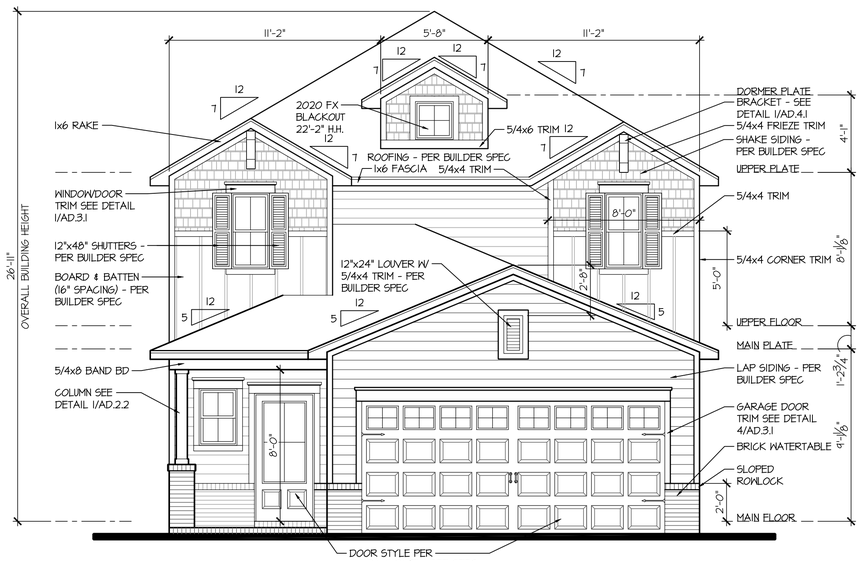

Front Elevation

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Elevation - T

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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)	477
GLAZING (SQ FT)	53
GLAZING PERCENTAGE	11 %

ELEVAITON REVIEW - NOT FOR CONSTRUCTION 07/24/2025

ISSUE DATE: XX-XX-2025
REVISIONS

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Meritage Homes

Sydney Slab/Stem Wall/Crawl Space
Bear Springs
Refined 30' & 40' Single Family

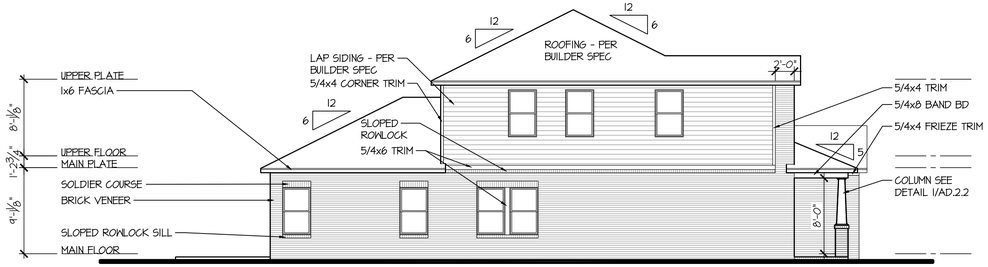
BSB DESIGN
BSBDESIGN.COM
4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515 273 3020

JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: RB **CHECKED:** ST

EXTERIOR ELEVATIONS
ROOF PLAN

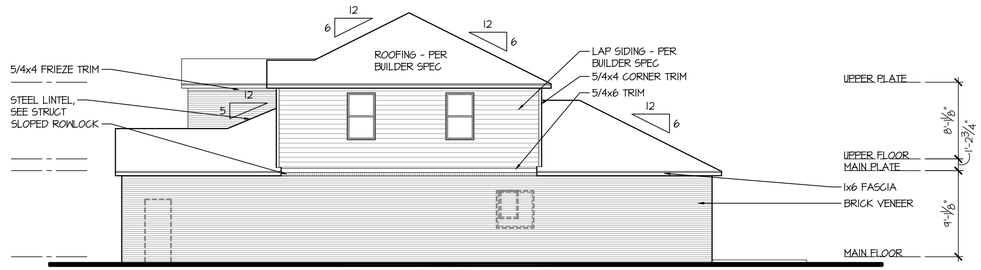
344

A3.1.1T



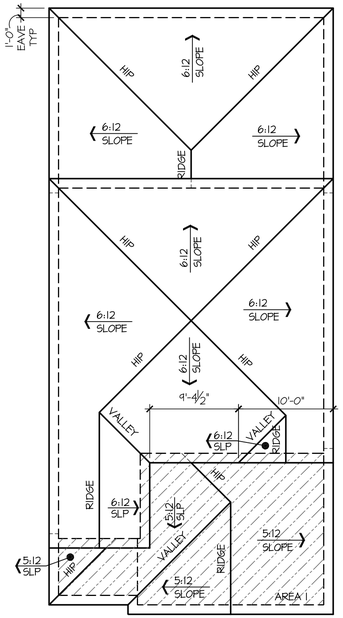
Left Elevation

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

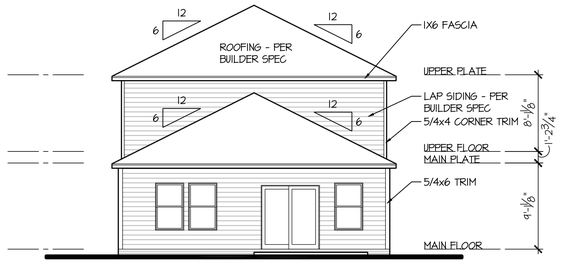
SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

ATTIC VENTILATION	
AREA 1:	
ATTIC AREA:	**362 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.

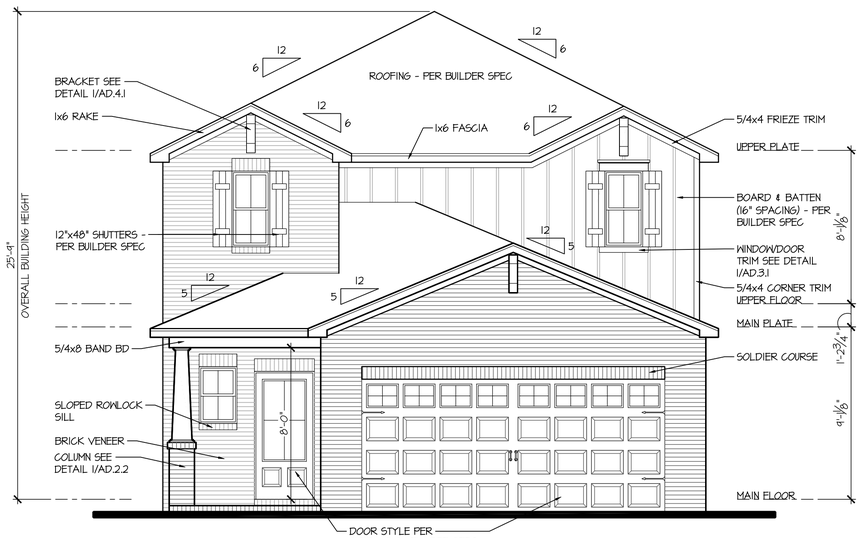
CONTRACTOR SHALL VERIFY THE NET FREE VENTILATION OF THE VENT PRODUCT SELECTED WHICH MEETS THE REQUIRED VENTILATION. PROVIDE INSULATION STOPS SUCH THAT INSULATION DOES NOT OBSTRUCT FREE AIR MOVEMENT AS REQUIRED BY THE SCOPE OF THE WORK AND THE BUILDING OFFICIAL.

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

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 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
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BSB DESIGN
BSBDESIGN.COM
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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

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 %

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Slab/Stem Wall/Crawl Space
Bear Springs
Refined 30' & 40' Single Family

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BSBDESIGN.COM

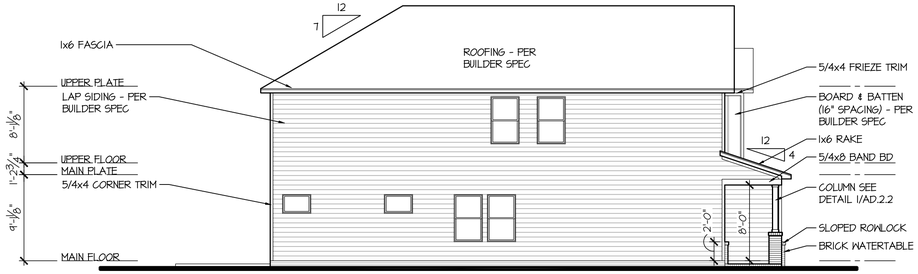
4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515 273 3020

JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: ST **CHECKED:** ST

ELEVATION MATRIX

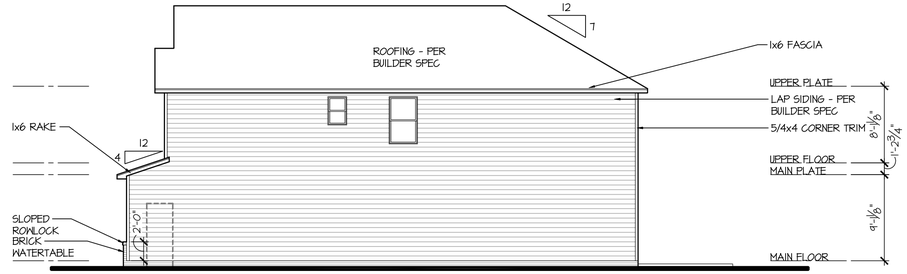
346

AGN0.2



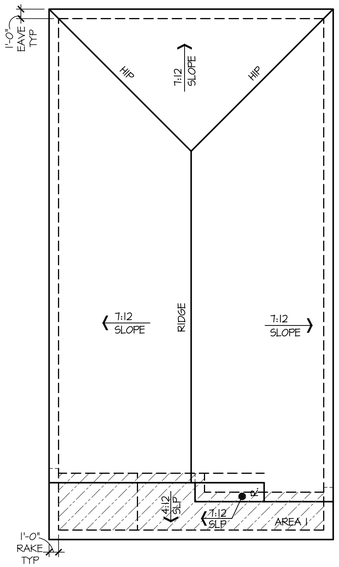
Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



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.

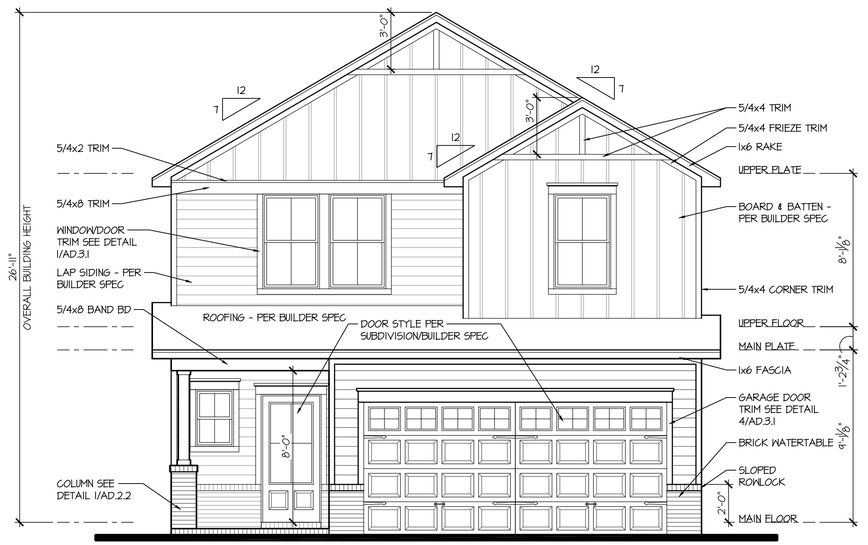
CONTRACTOR SHALL VERIFY THE NET FREE VENTILATION OF THE VENT PRODUCT SELECTED WHICH MEETS THE REQUIRED VENTILATION. PROVIDE INSULATION STOPS SUCH THAT INSULATION DOES NOT OBSTRUCT FREE AIR MOVEMENT AS REQUIRED BY THE SCOPE OF THE WORK AND THE BUILDING OFFICIAL.

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.



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.
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.
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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

ELEVAITON REVIEW - NOT FOR CONSTRUCTION 07/24/2025

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515 273 3020

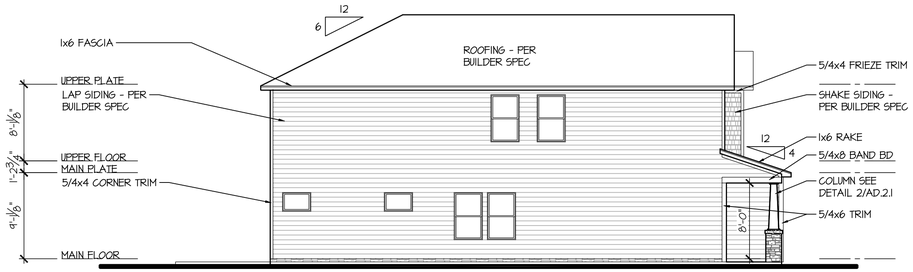
JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: ST **CHECKED:** ST

EXTERIOR ELEVATIONS
ROOF PLAN

346

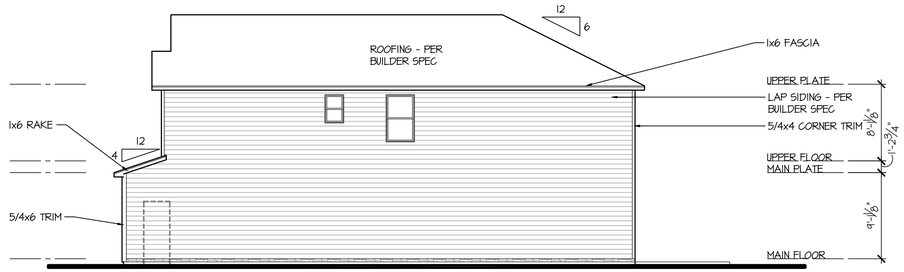
A3.1.1F

Elevation - F



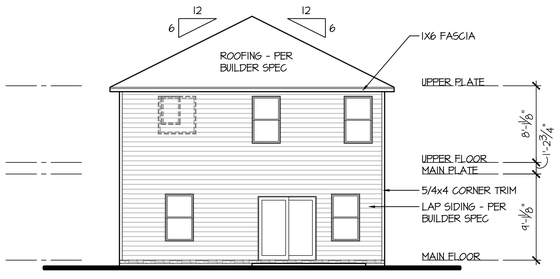
Left Elevation

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.

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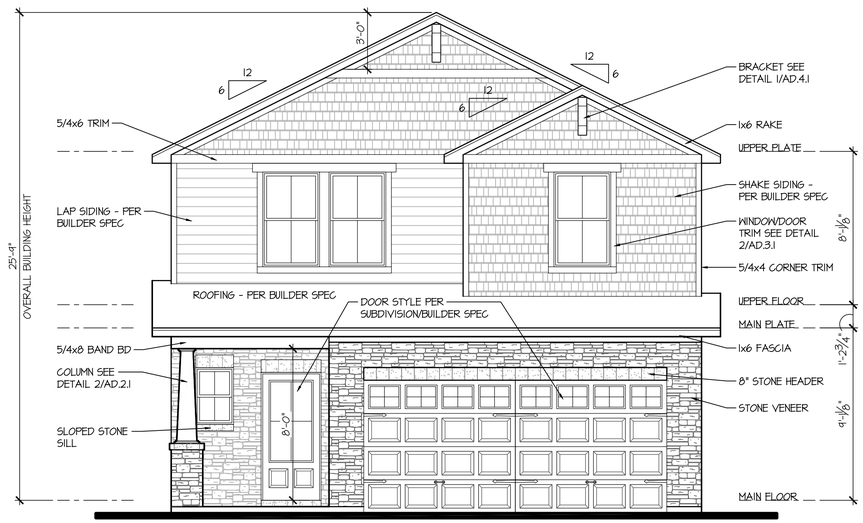

Front Elevation

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)	535
GLAZING (SQ FT)	78
GLAZING PERCENTAGE	15 %

NOTE:
- ROOF PITCHES 4:12 OR LESS, REQ 2 LAYERS OF UNDERLAYMENT

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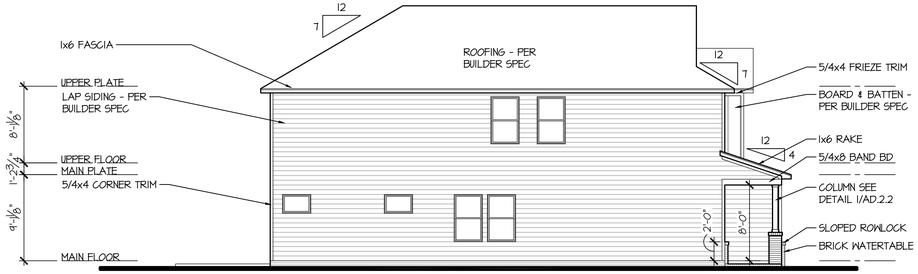
DRAWN: ST CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

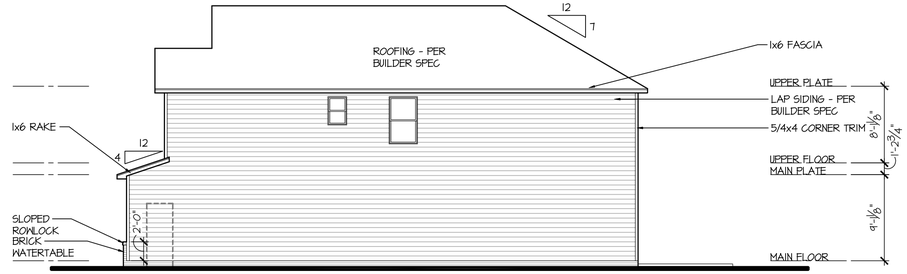
346

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)

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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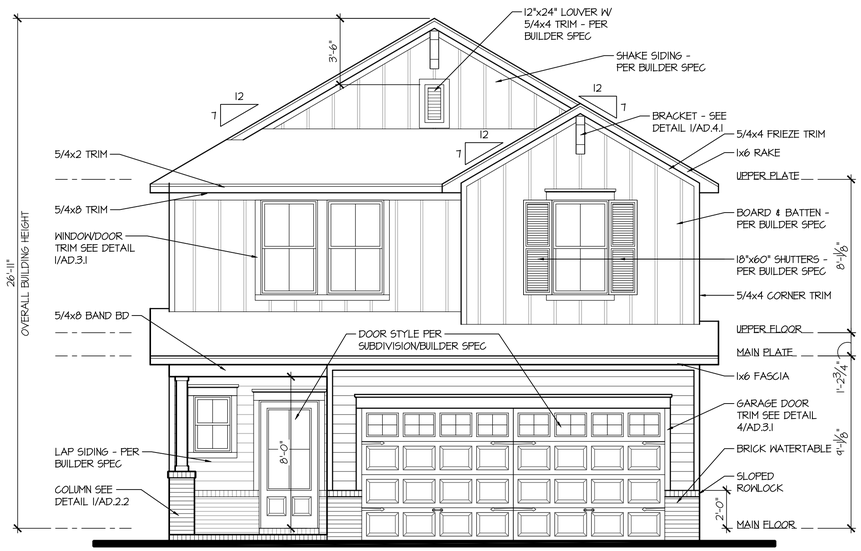

Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

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 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

ELEVAITON REVIEW - NOT FOR CONSTRUCTION 07/24/2025

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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

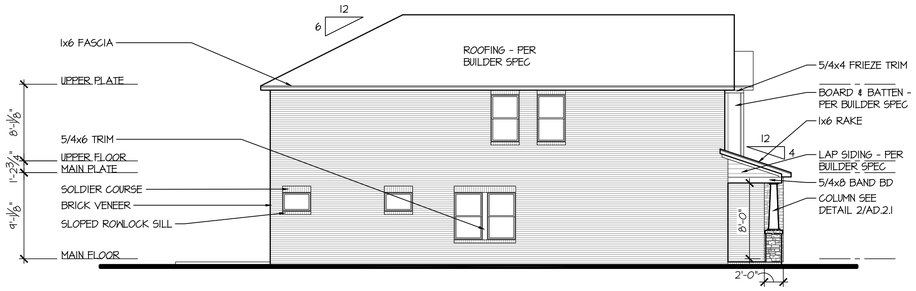
JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: ST **CHECKED:** ST

EXTERIOR ELEVATIONS
ROOF PLAN

346

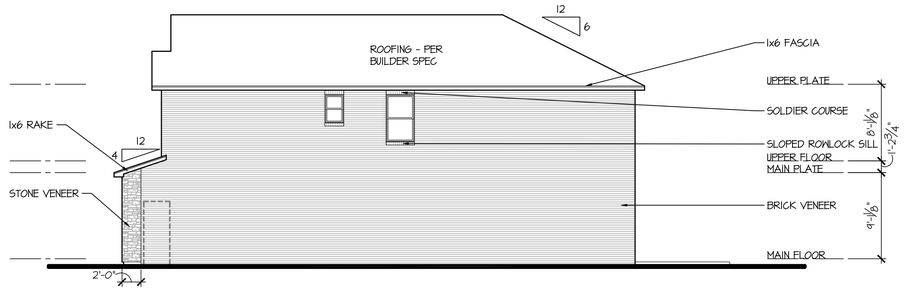
A3.1.1T

Elevation - T



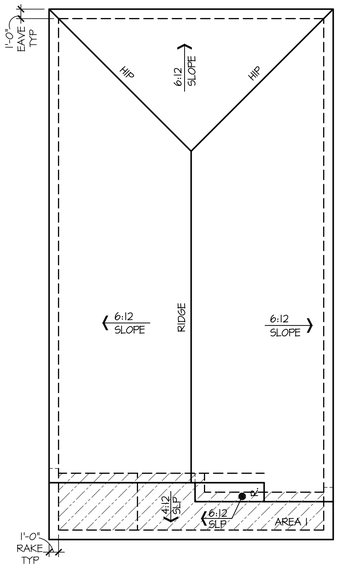
Left Elevation

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.**
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.

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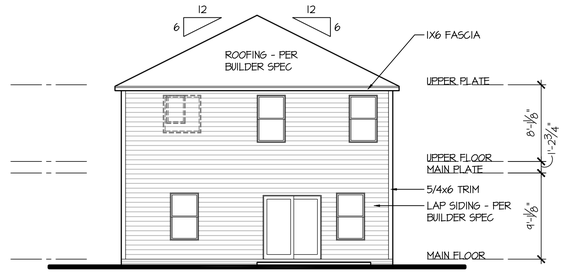
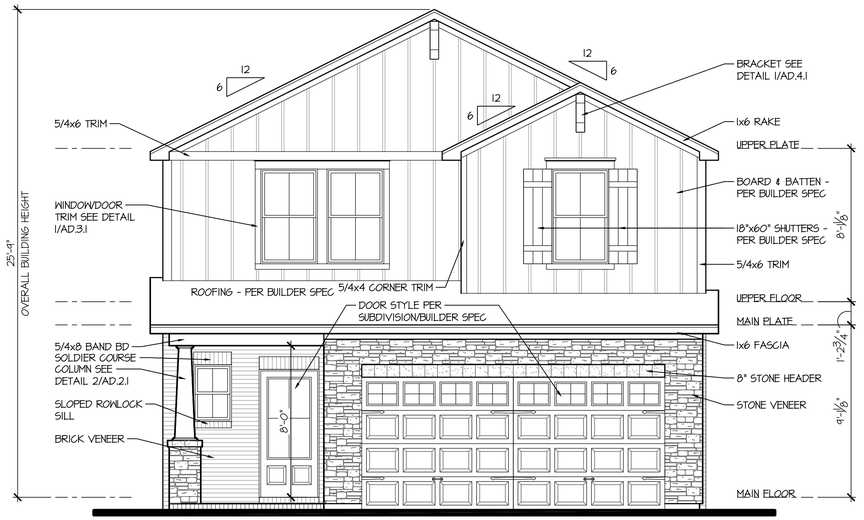


Rear Elevation

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.
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

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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 Y
FRONT SURFACE (SQ FT)	545
GLAZING (SQ FT)	78
GLAZING PERCENTAGE	14 %

NOTE:
- ROOF PITCHES 4:12 OR LESS, REQ 2 LAYERS OF UNDERLAYMENT

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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

A3.1.1Y

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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Meritage Homes

Kirkwood Slab/Stem Wall/Crawl Space

Bear Springs

Refined 30' & 40' Single Family

BSB DESIGN
BSBDESIGN.COM

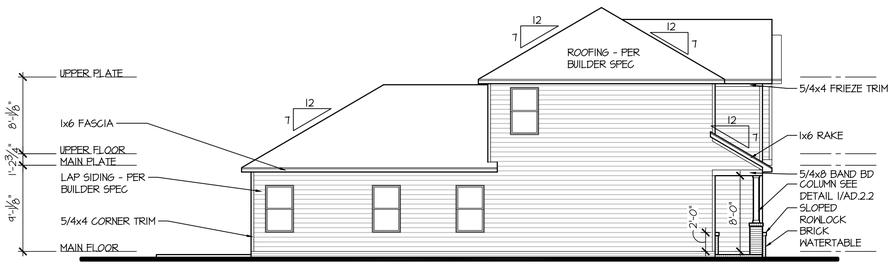
4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515 273 3020

JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: ST **CHECKED:** ST

ELEVATION MATRIX

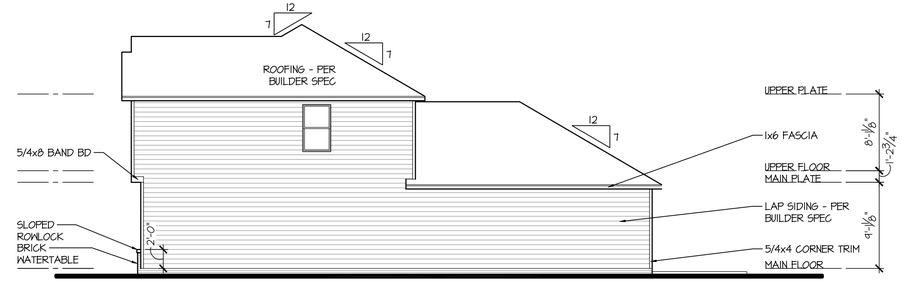
382

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)

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KEY:
UNCONDITIONED SPACE

GLAZING CALCULATIONS	
	ELEV F
FRONT SURFACE (SQ FT)	524
GLAZING (SQ FT)	81
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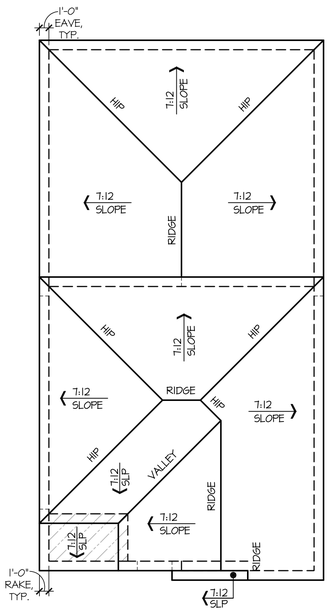

Roof Plan

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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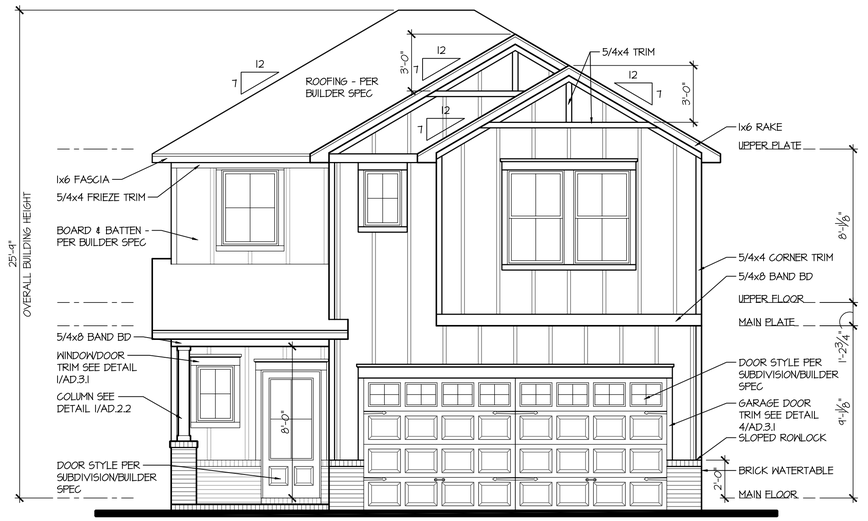

Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

Elevation - F

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Bear Springs

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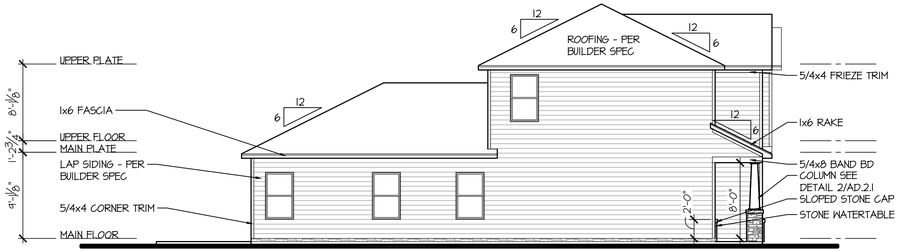
JOB NO: 25-0360 PROJ MGR: KR
DRAWN: ST CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

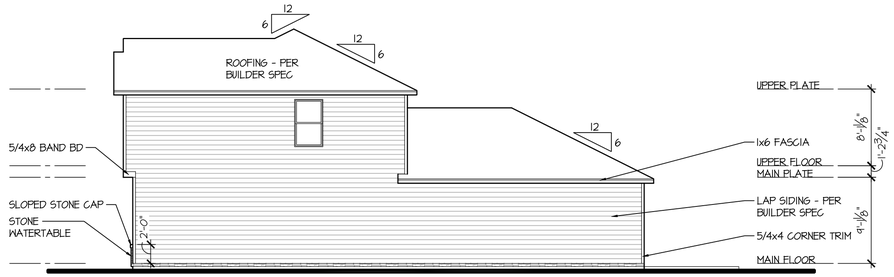
382

A3.1.1F



Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Right Elevation

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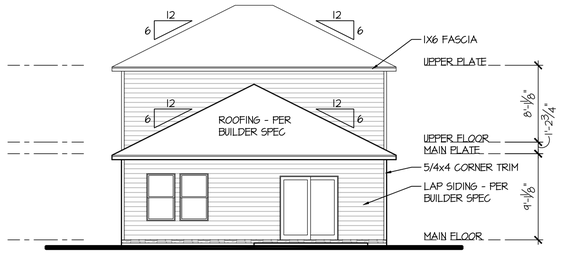
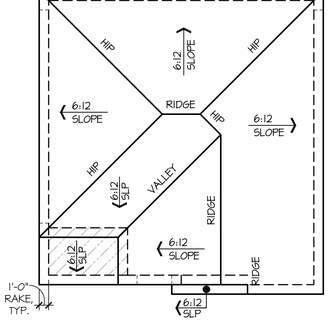
KEY:
UNCONDITIONED SPACE



Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

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.

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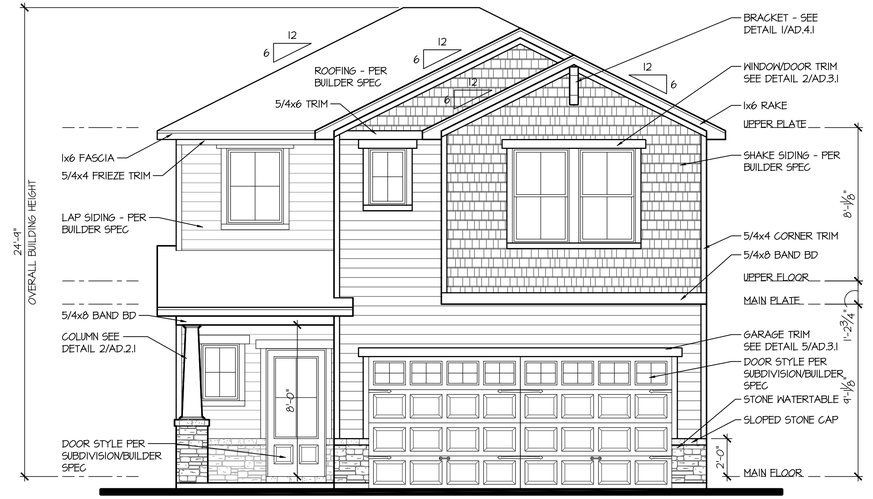

Front Elevation

SCALE: 1/4"=1'-0" (22x34) 1/8"=1'-0" (11x17)

Elevation - H

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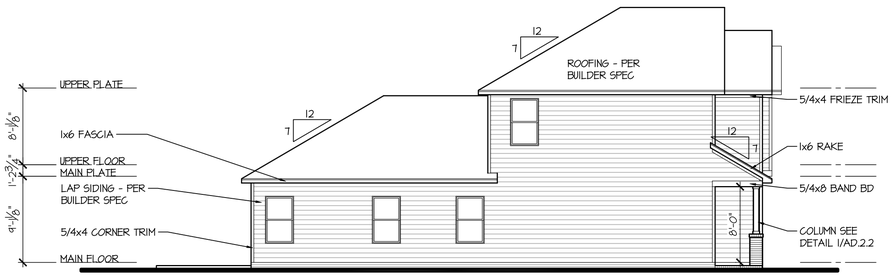
JOB NO: 25-0360 PROJ MGR: KR
DRAWN: ST CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

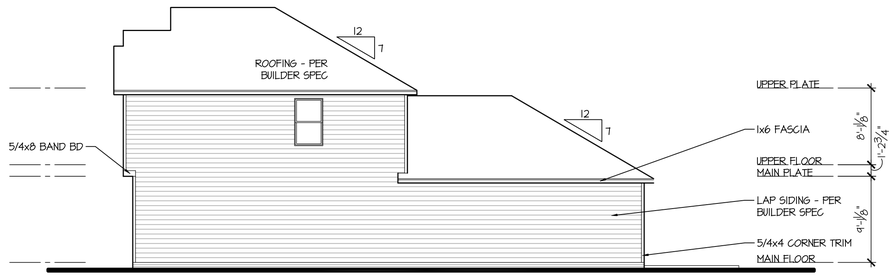
382

A3.1.1H



Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Right Elevation

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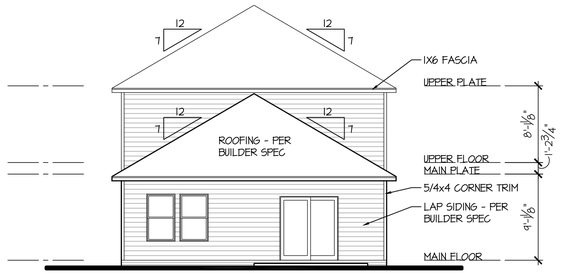
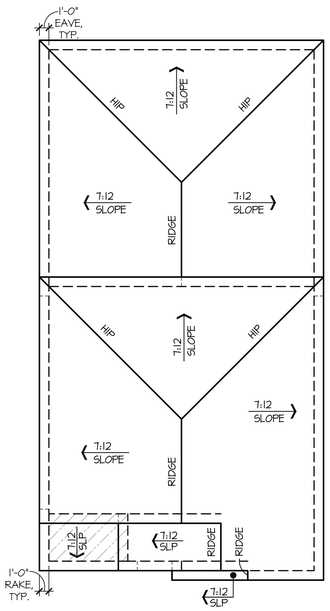


Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Roof Plan

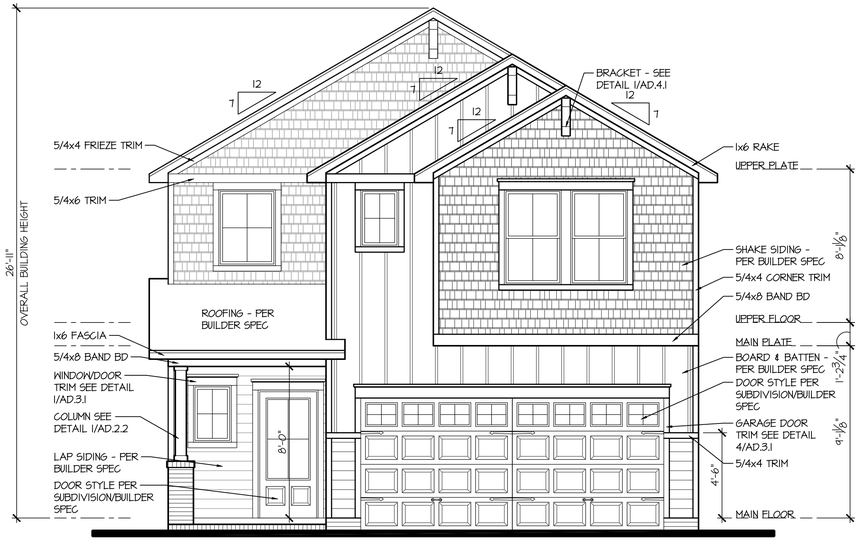
SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

ATTIC VENTILATION	
AREA 1:	
ATTIC AREA:	**42 SQ.FT.**
VENT RATIO:	**1/300**
REQUIRED VENTILATION:	**20 SQ. IN.**
50% LOW:	**10 SQ. IN.**
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)

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 5
FRONT SURFACE (SQ FT)	580
GLAZING (SQ FT)	81
GLAZING PERCENTAGE	14 %

ELEVAITON REVIEW - NOT FOR CONSTRUCTION 07/24/2025

ISSUE DATE: XX-XX-2025
REVISIONS

PLANS & AND SPECIFICATIONS ARE PROTECTED UNDER COPYRIGHT LAWS AND ARE THE PROPERTY OWNERSHIP OF BSDH AND ALL RIGHTS ARE PRIVILEGED.

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

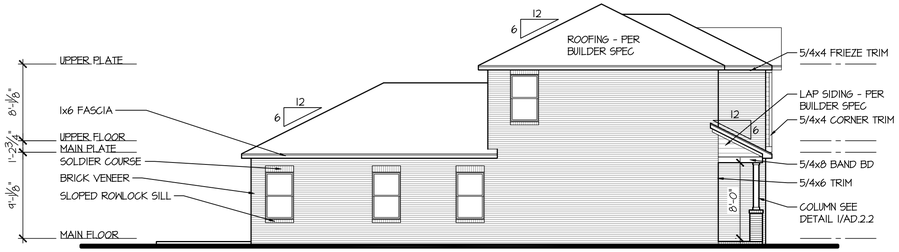
JOB NO: 25-0360 PROJ MGR: KR
DRAWN: ST CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

382

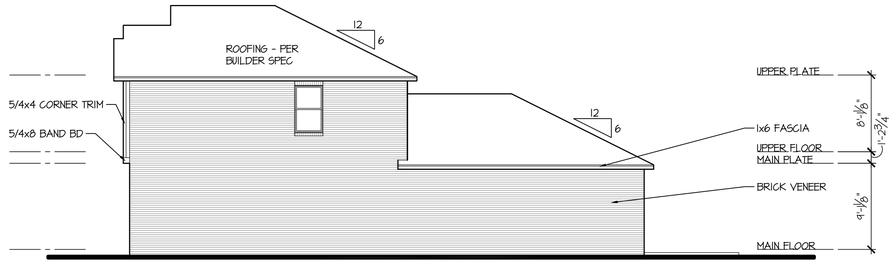
A3.1.1S

Elevation - S



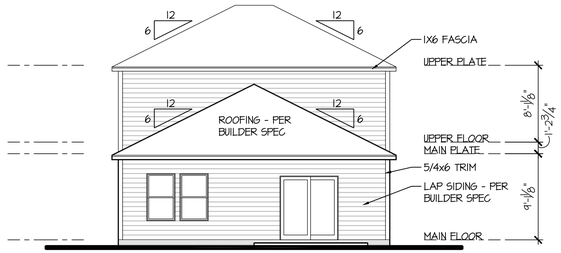
Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



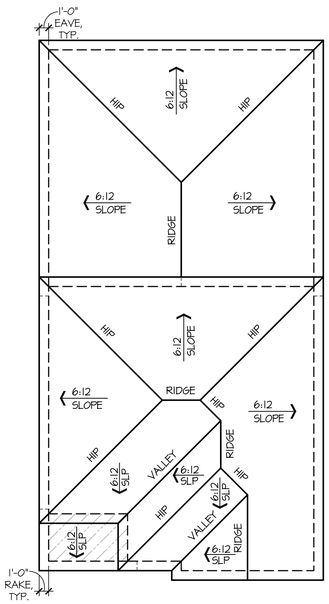
Right Elevation

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.**
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)

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 W
FRONT SURFACE (SQ FT)	511
GLAZING (SQ FT)	81
GLAZING PERCENTAGE	16 %

ELEVAITON REVIEW - NOT FOR CONSTRUCTION 07/24/2025

ISSUE DATE: XX-XX-2025
REVISIONS

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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 %

ELEVAITON REVIEW - NOT FOR CONSTRUCTION - 07/24/2025

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REVISIONS

THESE PLANS AND SPECIFICATIONS ARE PROTECTED UNDER THE COPYRIGHT LAWS OF THE UNITED STATES AND OWNERSHIP OF SUCH ARE ALL RIGHTS AND PRIVILEGES.

Meritage Homes

Rockwell
Slab/Stem Wall/Crawl Space
Bear Springs
Refined 30' & 40' Single Family

BSB DESIGN
BSBDESIGN.COM

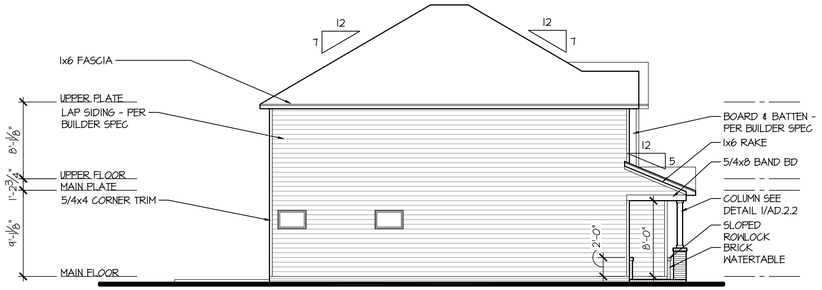
4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515 273 3020

JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: RB **CHECKED:** ST

ELEVATION MATRIX
STANDARD PORCH

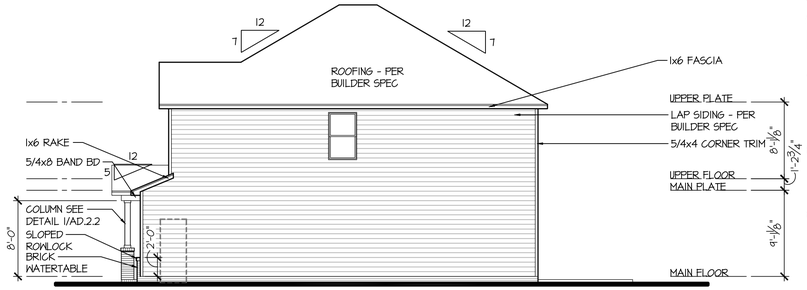
446

AGN0.2



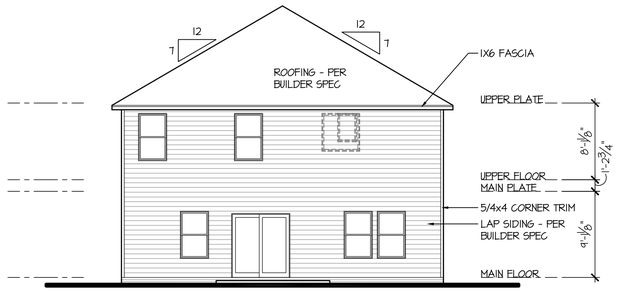
Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



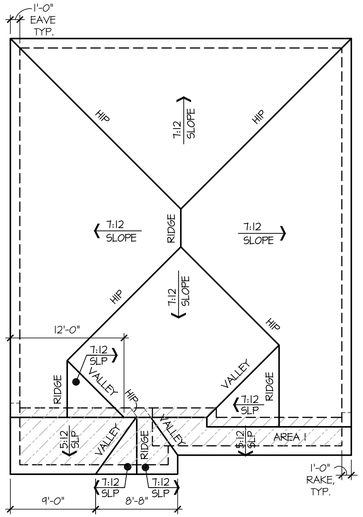
Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Rear Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



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.**

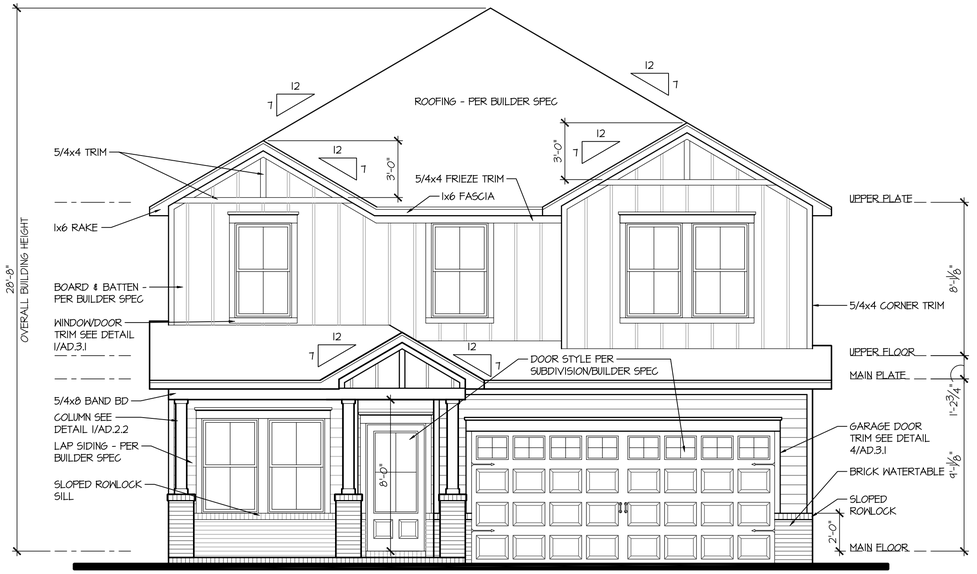
NOTE: ATTIC AREAS WHICH USE THE 1:300 RATIO HAVE BEEN DESIGNED SO THAT 50% OF THE REQUIRED VENTILATION AREA IS PROVIDED IN THE UPPER PORTION OF THE ATTIC SPACE AND 50% IN THE LOWER PORTION.

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 %

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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

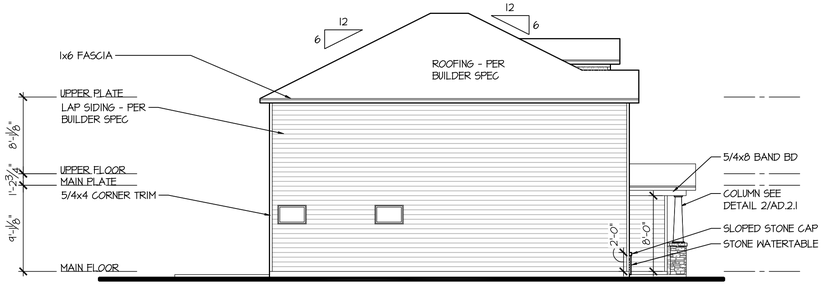
JOB NO: 25-0360 PROJ MGR: KR
DRAWN: RB CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

446

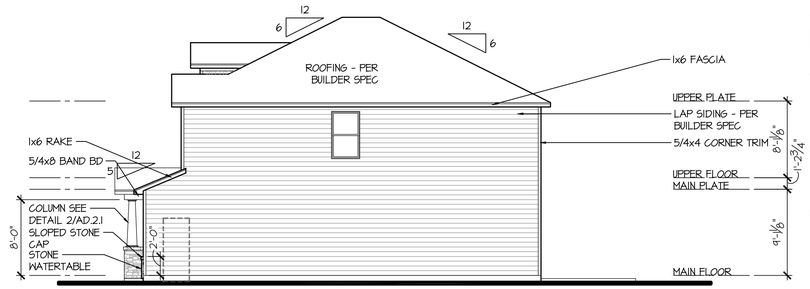
A3.1.1F

Elevation - F



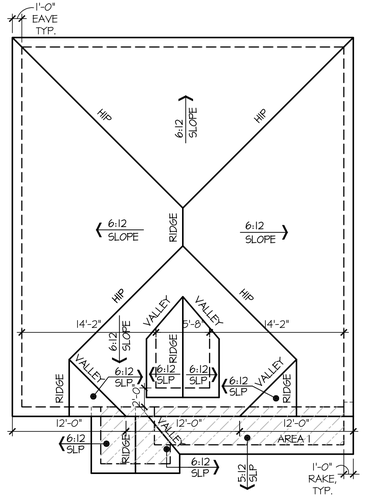
Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



Right Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



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.

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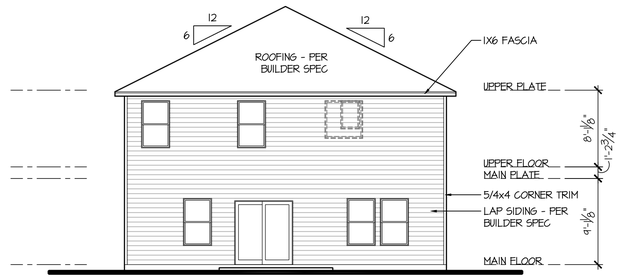
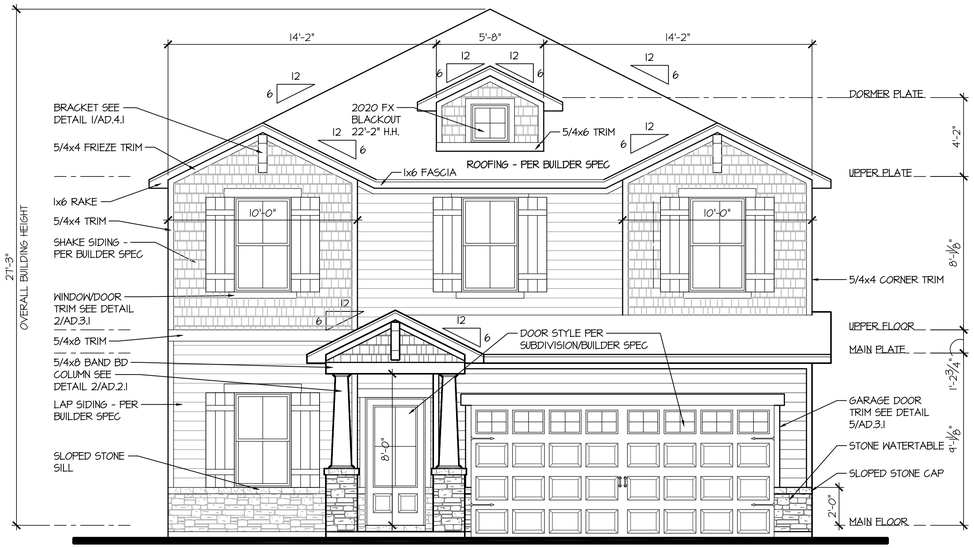


Rear Elevation

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.
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 %

ELEVAITON REVIEW - NOT FOR CONSTRUCTION 07/24/2025

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Meritage 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

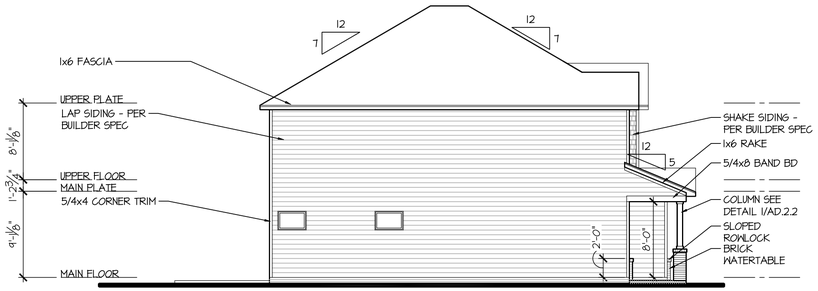
JOB NO: 25-0360 PROJ MGR: KR
DRAWN: RB CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

446

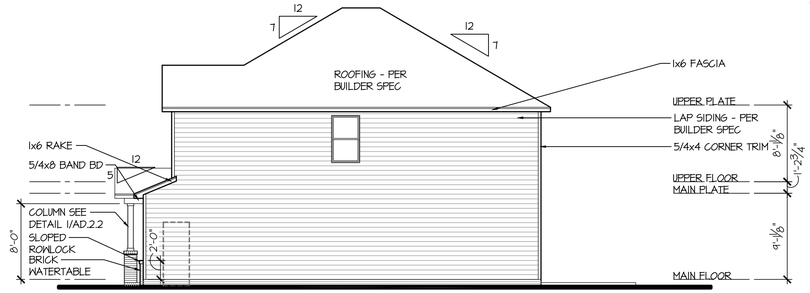
A3.1.1H

Elevation - H



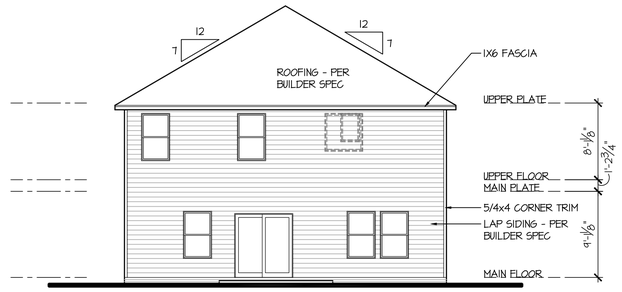
Left Elevation

SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)



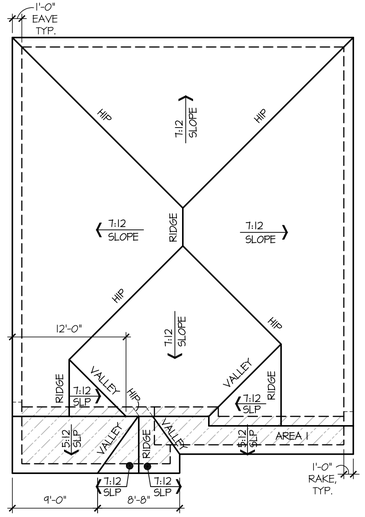
Right Elevation

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

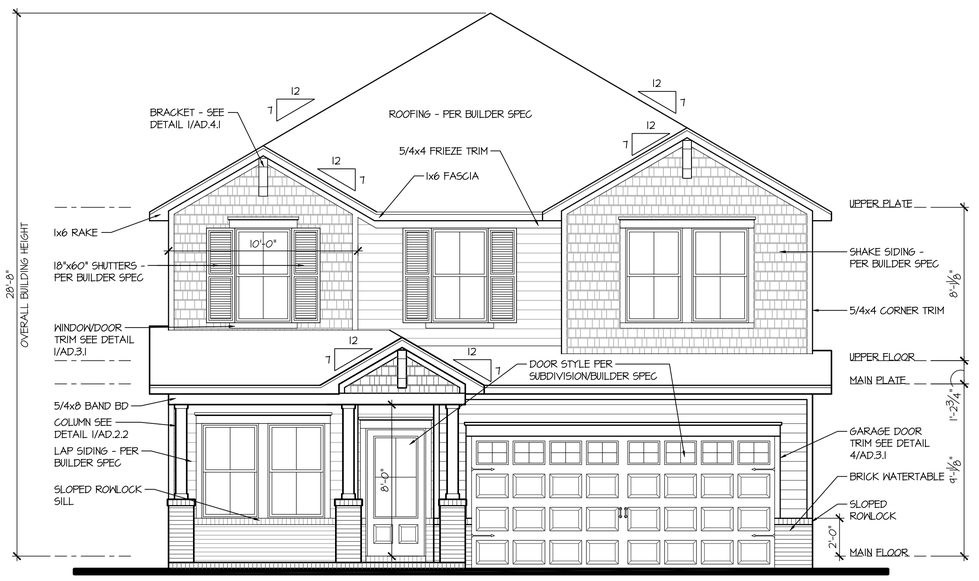
SCALE: 1/8"=1'-0" (22x34) 1/16"=1'-0" (11x17)

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.

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 T
FRONT SURFACE (SQ FT)	573
GLAZING (SQ FT)	117
GLAZING PERCENTAGE	20 %

Elevation - T

ELEVAITON REVIEW - NOT FOR CONSTRUCTION 07/24/2025

ISSUE DATE: XX-XX-2025
REVISIONS

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Heritage Homes

Rockwell
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Bear Springs
Refined 30' & 40' Single Family

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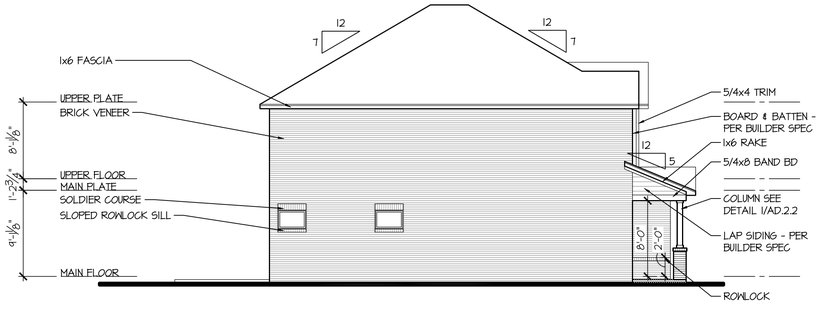
4601 Westown Parkway, Suite 208
West Des Moines, Iowa 50266
515 273 3020

JOB NO: 25-0360 PROJ MGR: KR
DRAWN: RB CHECKED: ST

EXTERIOR ELEVATIONS
ROOF PLAN

446

A3.1.1T



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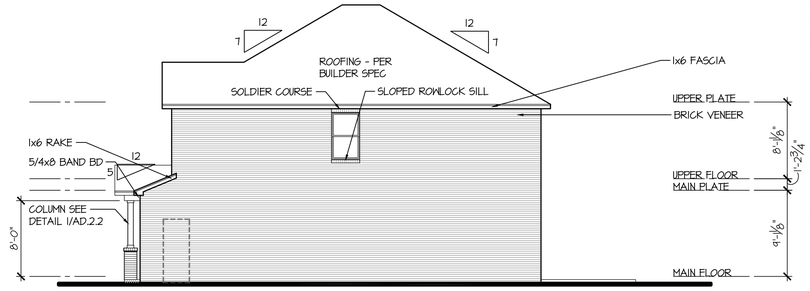

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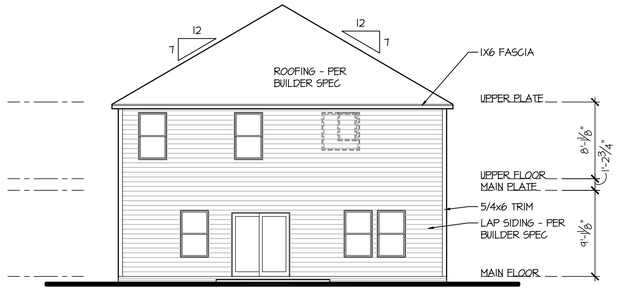

Rear Elevation

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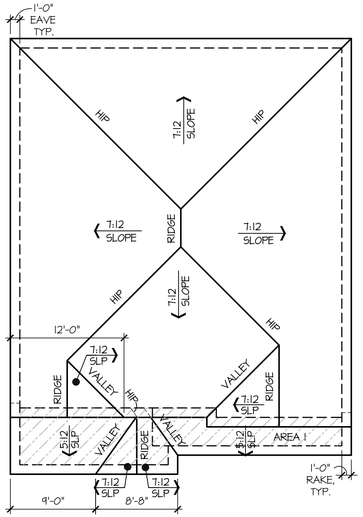

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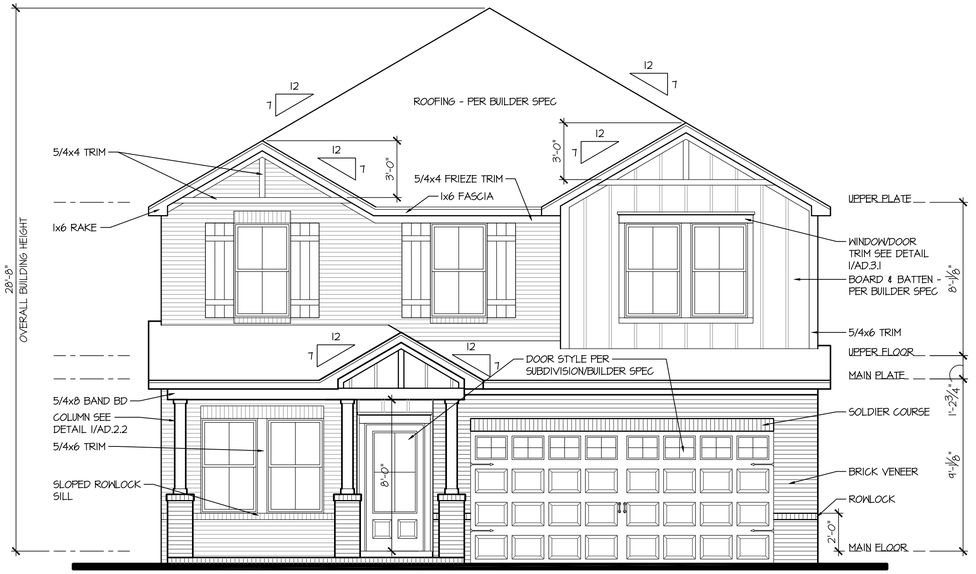

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KEY:
UNCONDITIONED SPACE

GLAZING CALCULATIONS	
	ELEV Z
FRONT SURFACE (SQ FT)	583
GLAZING (SQ FT)	117
GLAZING PERCENTAGE	20 %

ELEVAITON REVIEW - NOT FOR CONSTRUCTION 07/24/2025

ISSUE DATE: XX-XX-2025
REVISIONS

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Meritage Homes

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Bear Springs
Refined 30' & 40' Single Family

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BSBDESIGN.COM
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West Des Moines, Iowa 50266
515 273 3020

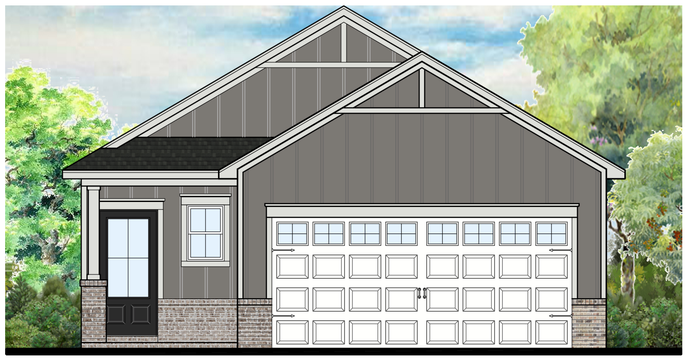
JOB NO: 25-0360 **PROJ MGR:** KR
DRAWN: RB **CHECKED:** ST

EXTERIOR ELEVATIONS
ROOF PLAN

446

A3.1.1Z

Elevation - Z



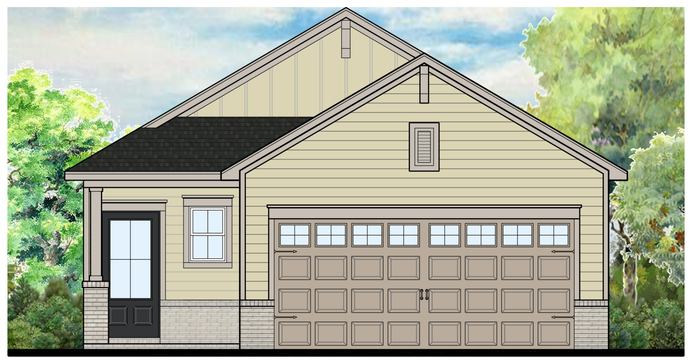
ELEVATION F
SCHEME 1

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

GLAZING CALCULATIONS	
	ELEV T
FRONT SURFACE (SQ FT)	533
GLAZING (SQ FT)	67
GLAZING PERCENTAGE	13 %



ELEVATION T
SCHEME 3

GLAZING CALCULATIONS	
	ELEV U
FRONT SURFACE (SQ FT)	527
GLAZING (SQ FT)	63
GLAZING PERCENTAGE	12 %



ELEVATION U
SCHEME 4

GLAZING CALCULATIONS	
	ELEV W
FRONT SURFACE (SQ FT)	537
GLAZING (SQ FT)	63
GLAZING PERCENTAGE	12 %



ELEVATION W
SCHEME 6

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

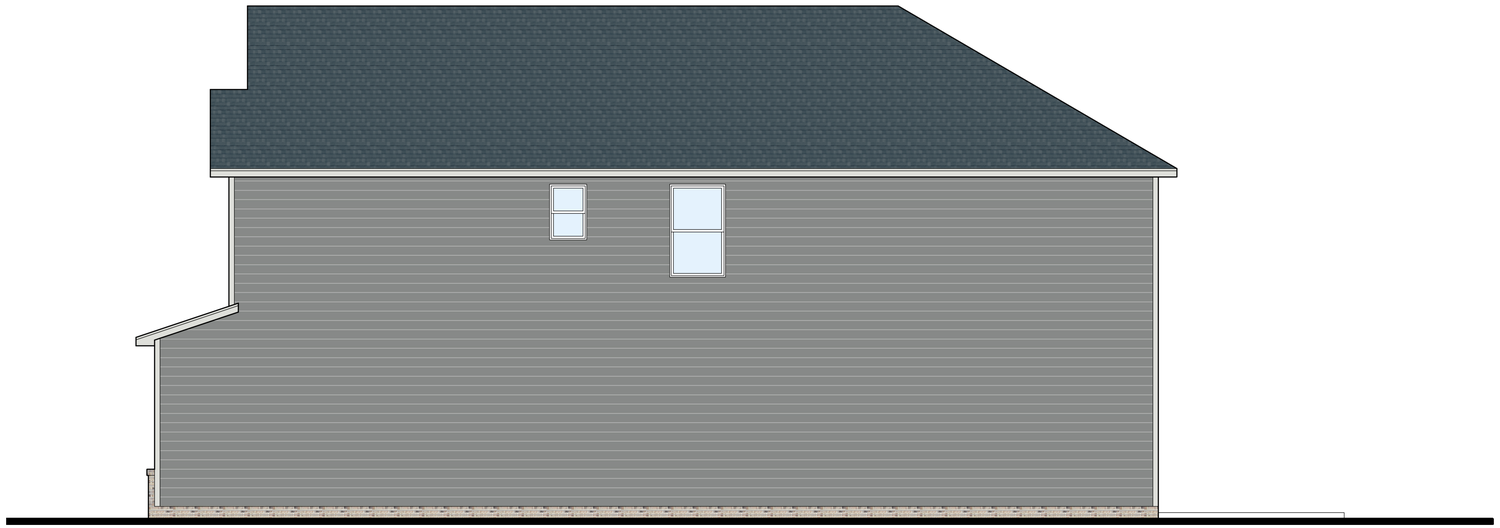
Meritage Homes®



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

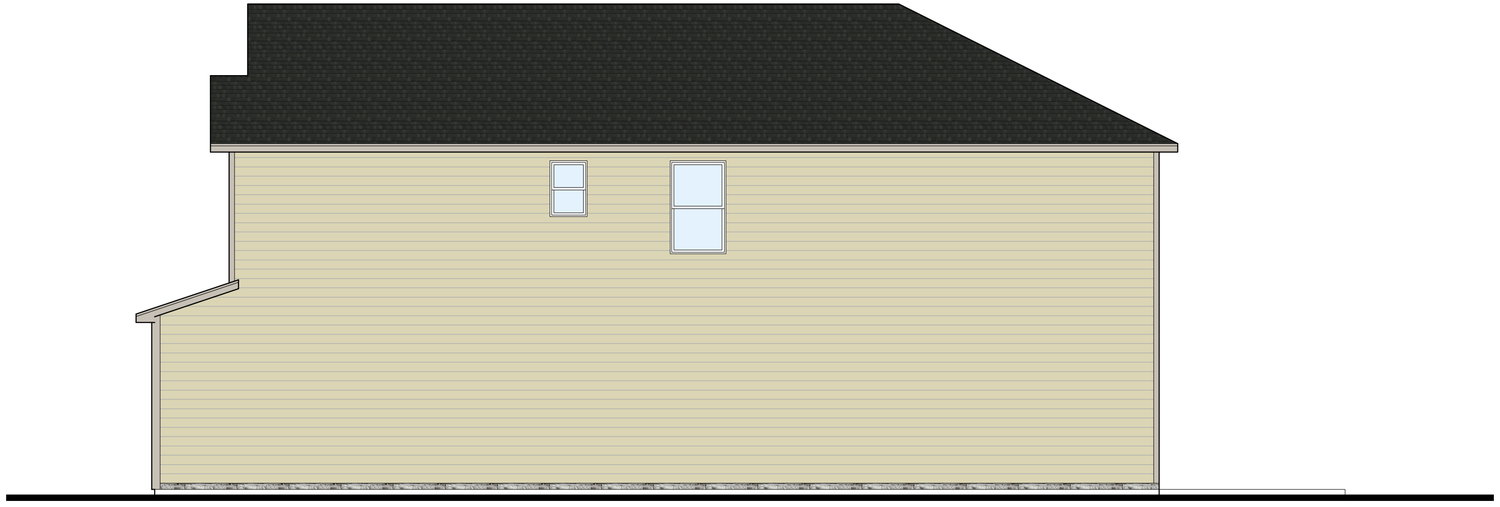
Meritage Homes®



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

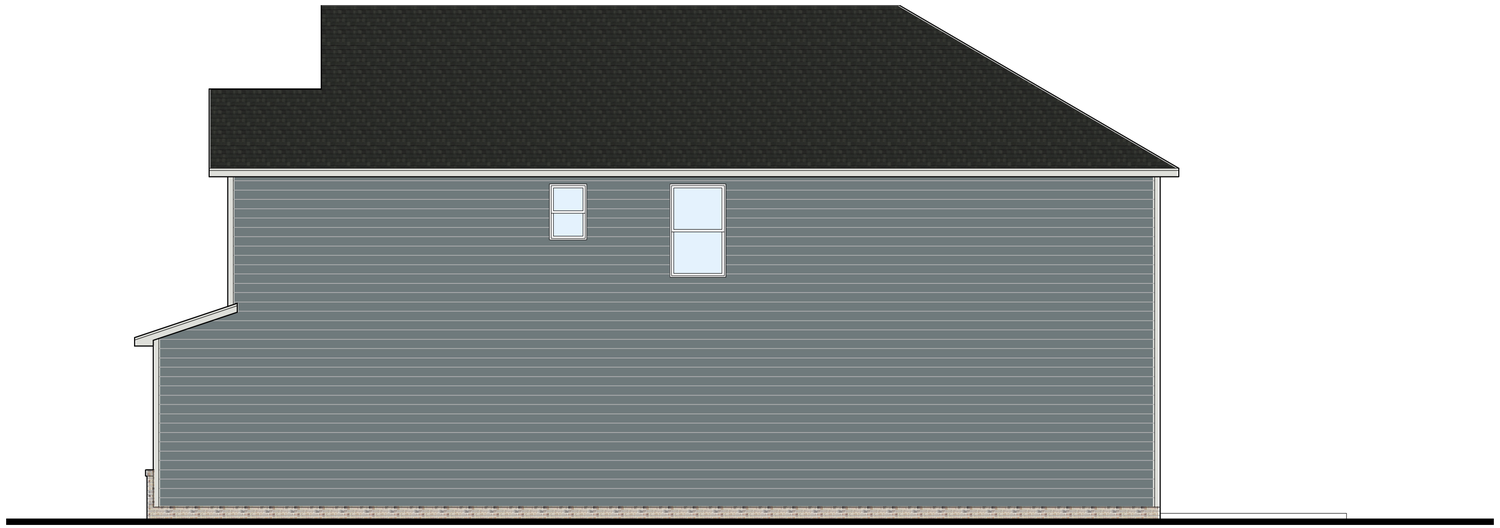
Meritage Homes®



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

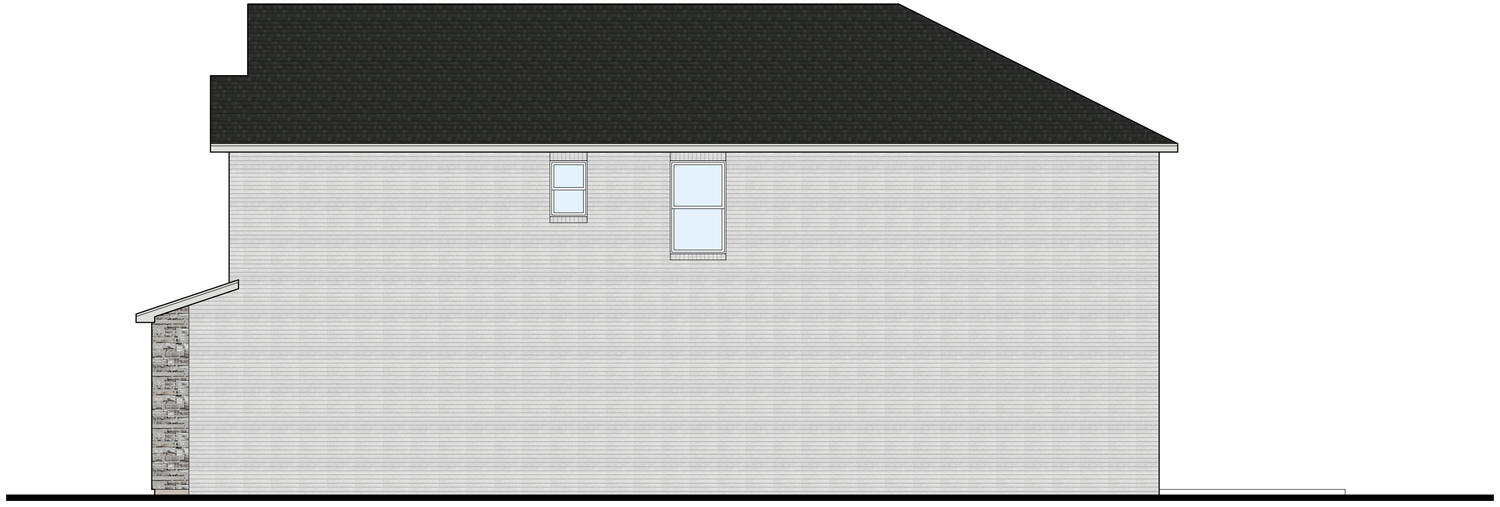
Meritage Homes®



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

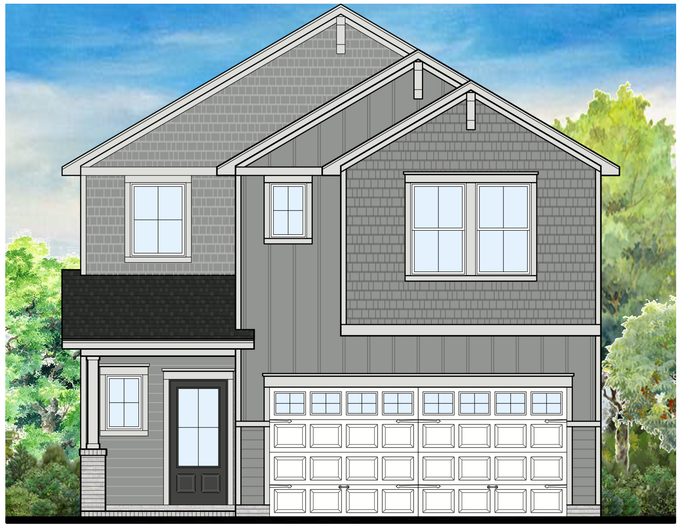
Meritage Homes®

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

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 %

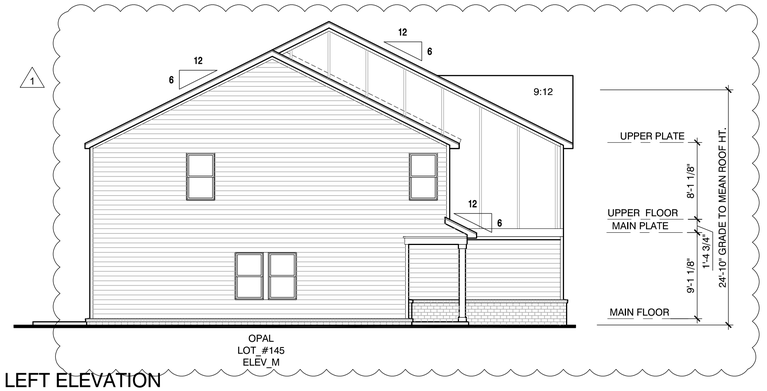
NOTE:

ALL PITCHES EXCEED 6:12

PLAN 446 | ROCKWELL

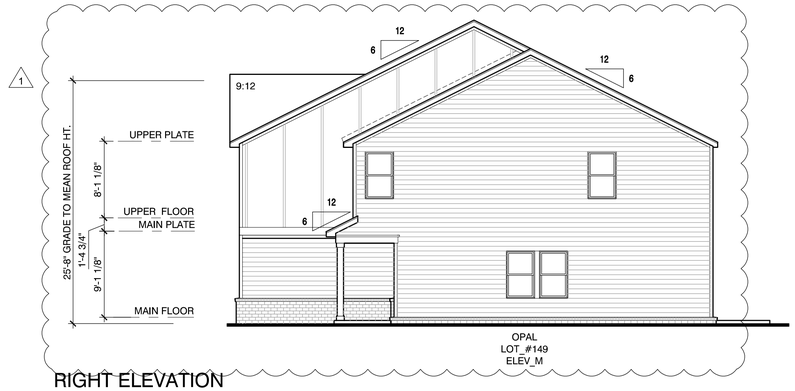
BEAR SPRINGS
COLUMBIA, TN

Meritage Homes®



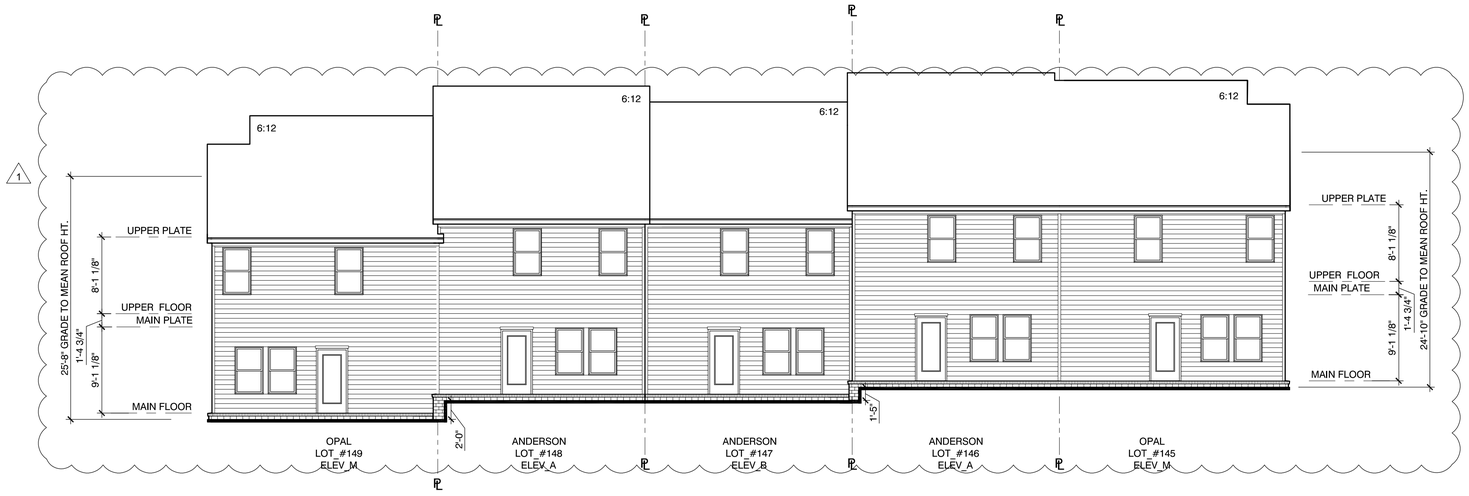
LEFT ELEVATION

SCALE: 1/8"=1'-0"



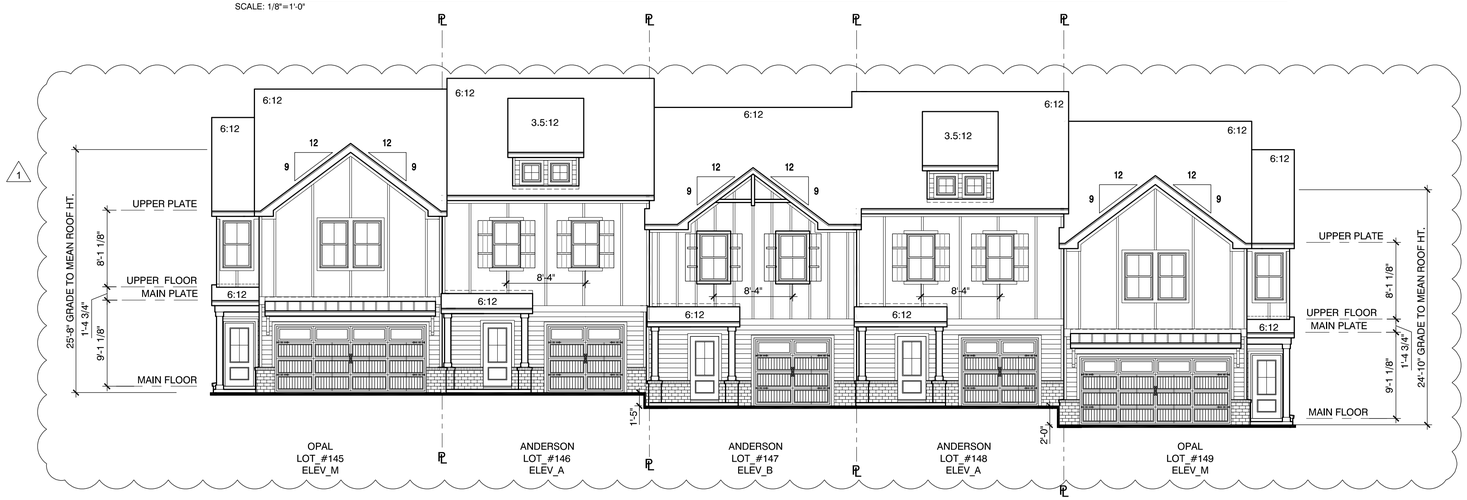
RIGHT ELEVATION

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

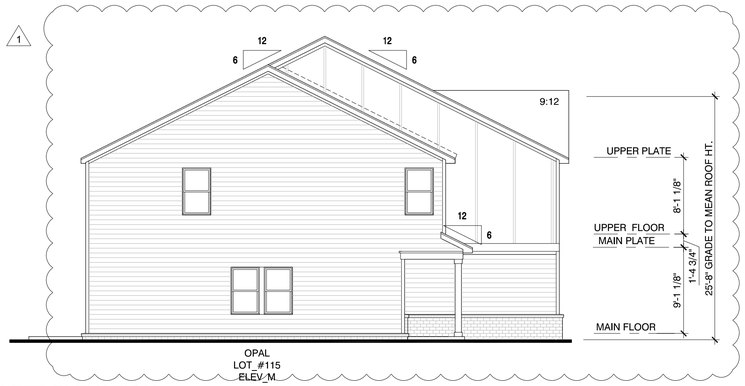
Project Title
BEAR SPRINGS FRONT LOAD TOWNHOMES

Sheet Title
COMPOSITE ELEVATIONS

DO NOT SCALE DRAWINGS

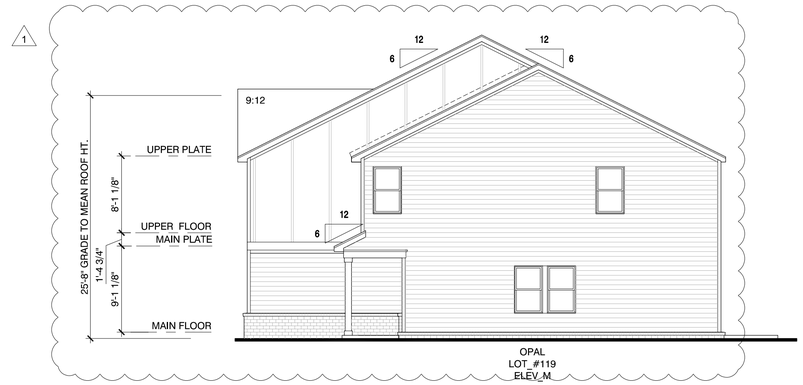
Sheet No.
B1.3

C:\Users\hlamb\appdata\local\temp\AcPublish_36952\3_2025_04_10_Bear Springs_Building 06_Lots 145-149 B.plex_Composites.dwg Plot Date: Monday, August 04, 2025 10:51 AM Plotted By: hlamb



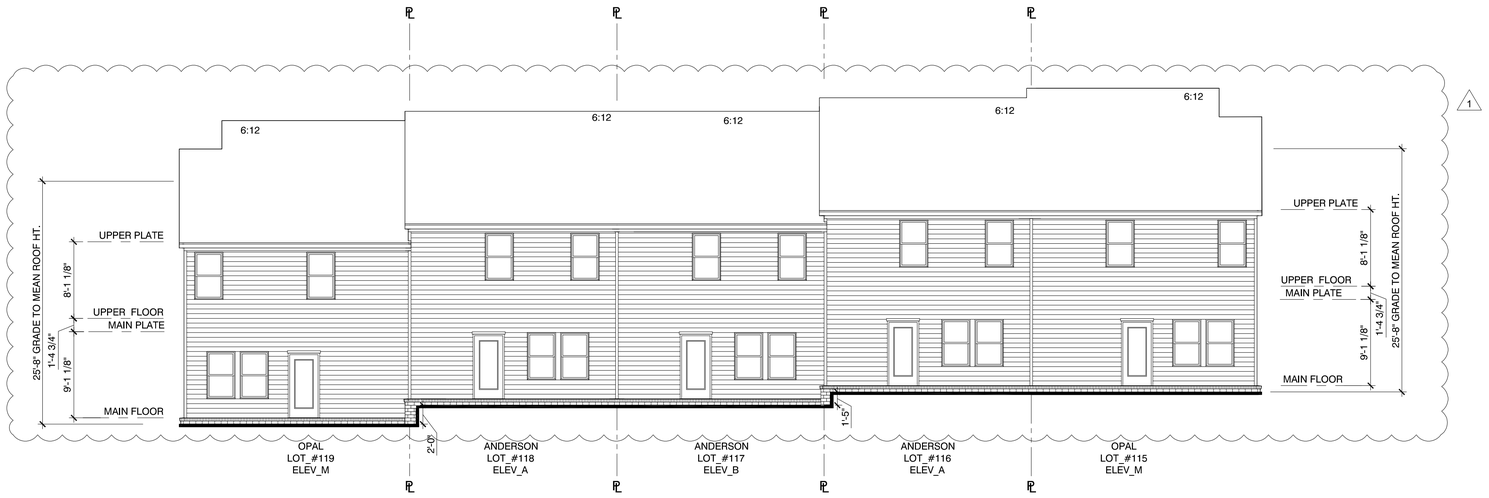
LEFT ELEVATION

SCALE: 1/8"=1'-0"



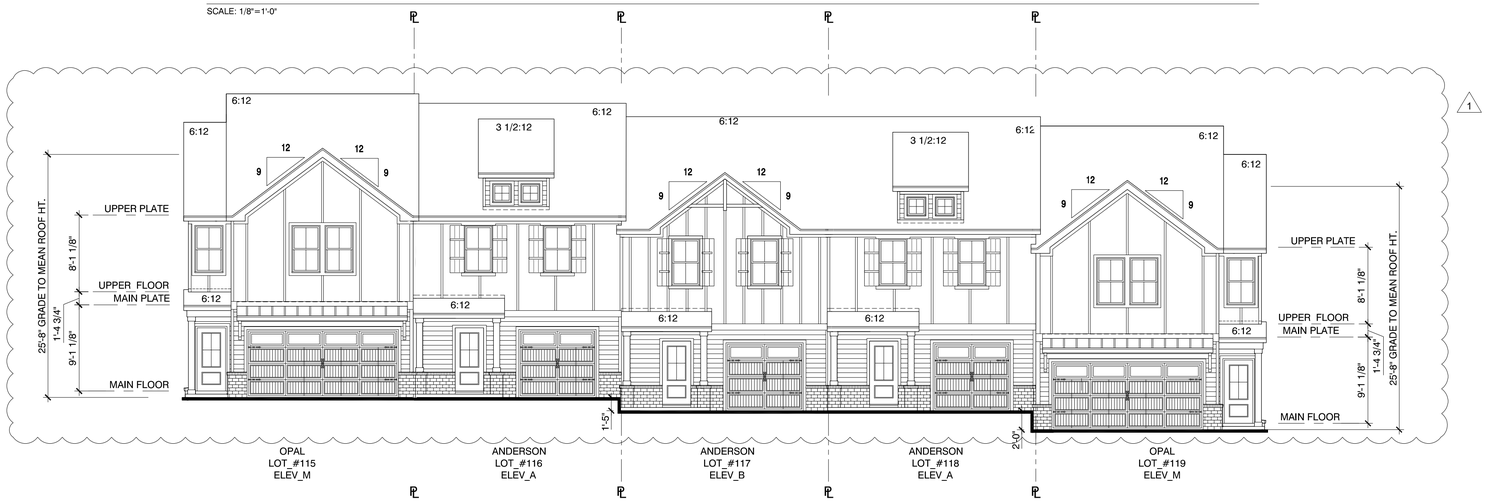
RIGHT ELEVATION

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.dwg , Plot Date: Monday , August 04, 2025, 2:49 PM, Plotted By:fgarcia



T212-B
Left Hand

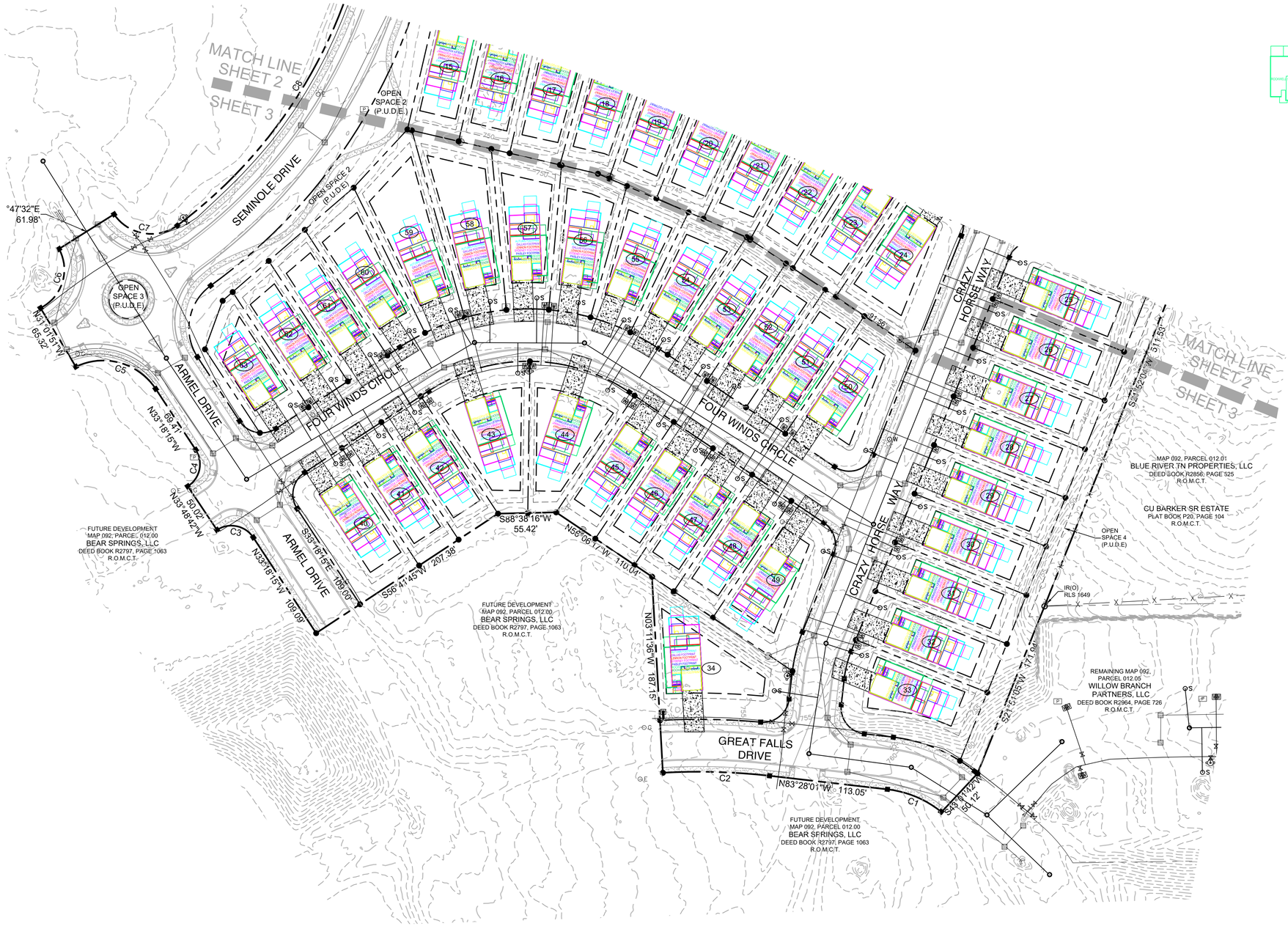
T211-E
Left Hand

T212-C
Left Hand

T211-A
Left Hand

T212-F
Right Hand

T212-B
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

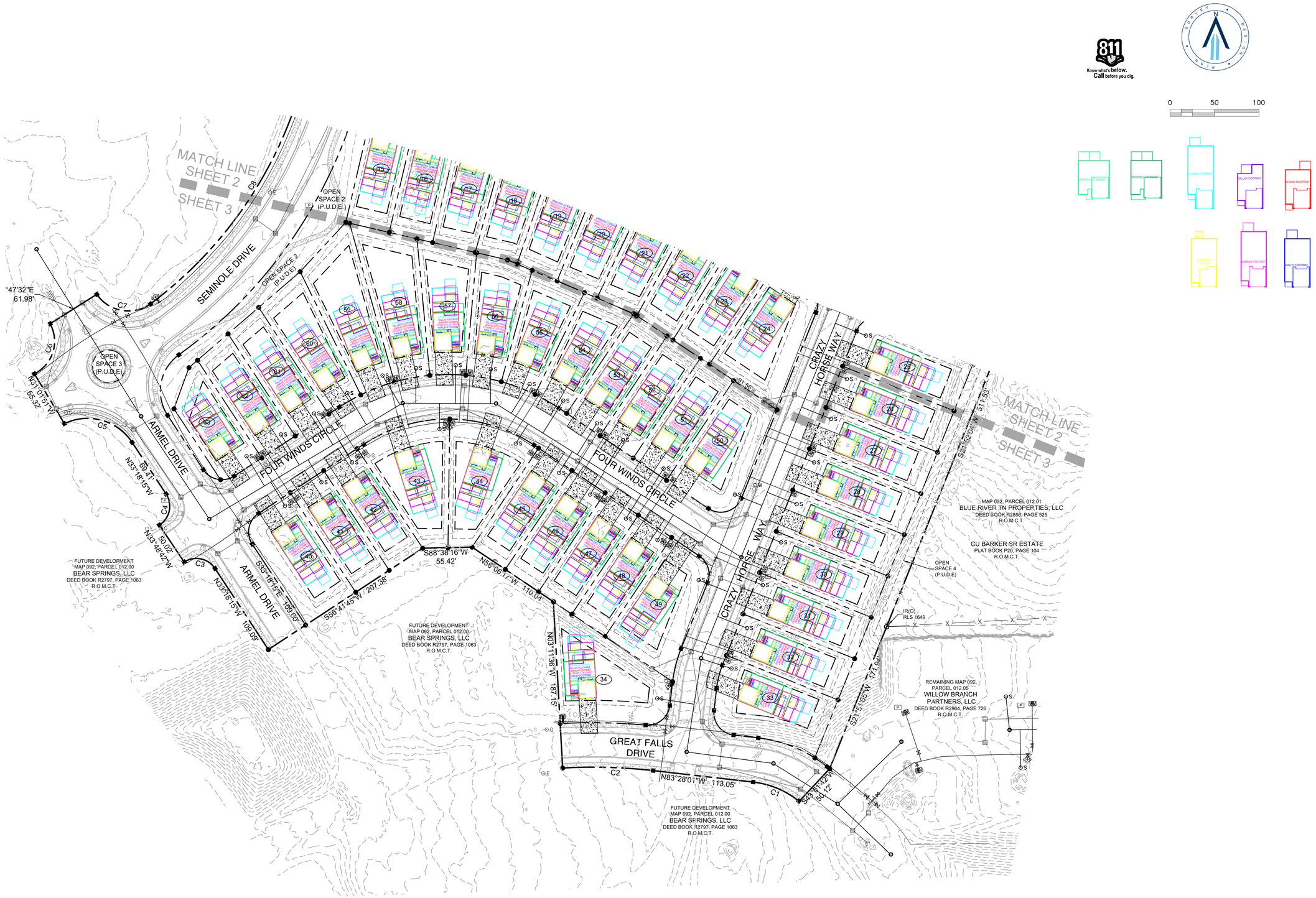
Drawing No.

SHEET 2

Project No.

21-0311

E:\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



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

0 50 100

RaganSmith
a Pape-Dawson company

JACOB F. VINCENT
REGISTERED ENGINEER
AGRICULTURE
No. 00114598
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:

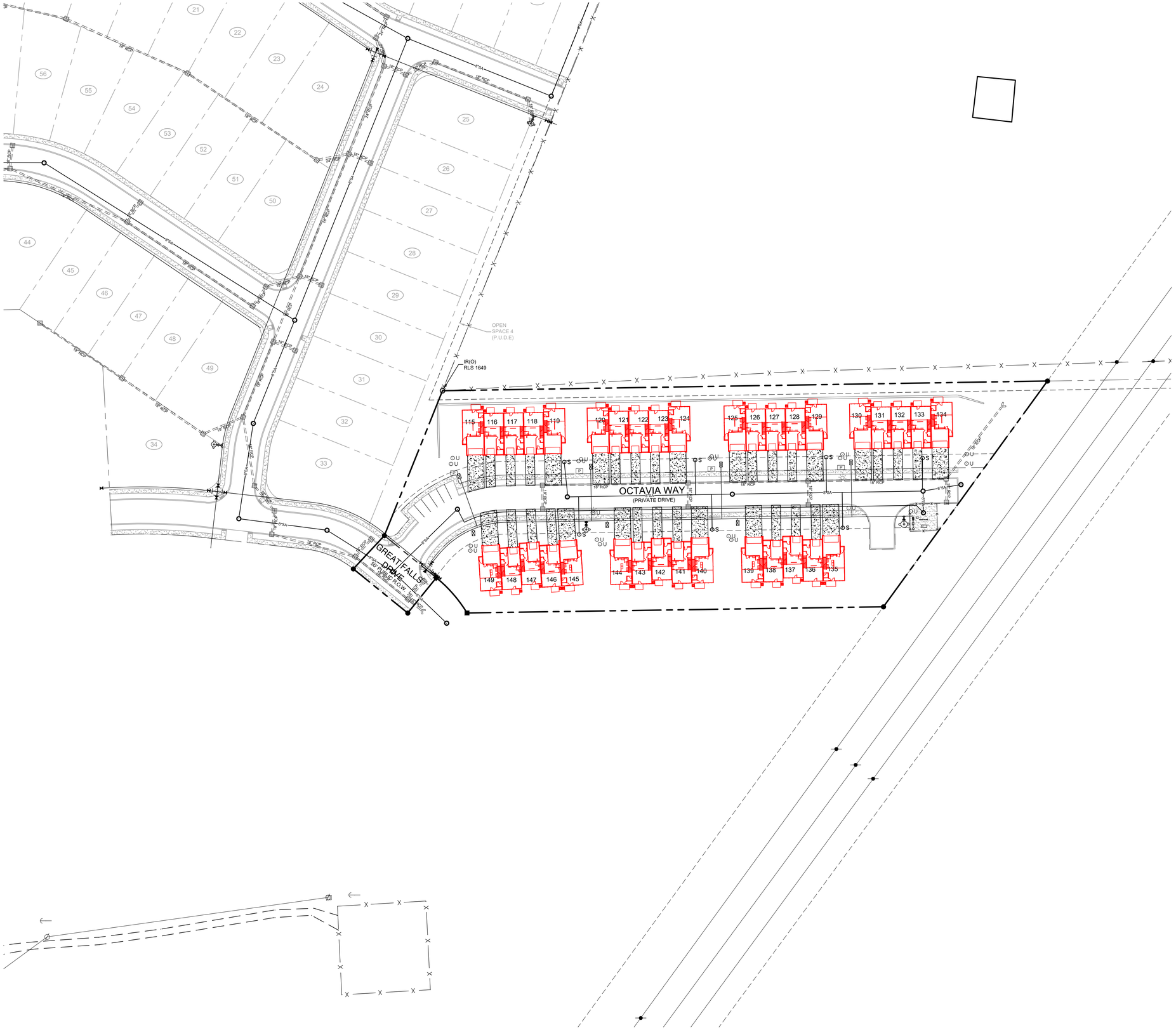
LOT FIT EXHIBIT

Drawing No.

SHEET 2

Project No.

21-0311





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:\C-3D\11-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.
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4. Callout building material(s) for planning commission.
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DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

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Police

11. No comments provided.

City Attorney

12. No comments provided.

Building

13. No comments provided.

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16. No comments

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

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19. No comments, architectural changes to previously approved project.

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20. No comment provided.

Maury County E911

21. No comment provided.

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.

ATT

23. 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.

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

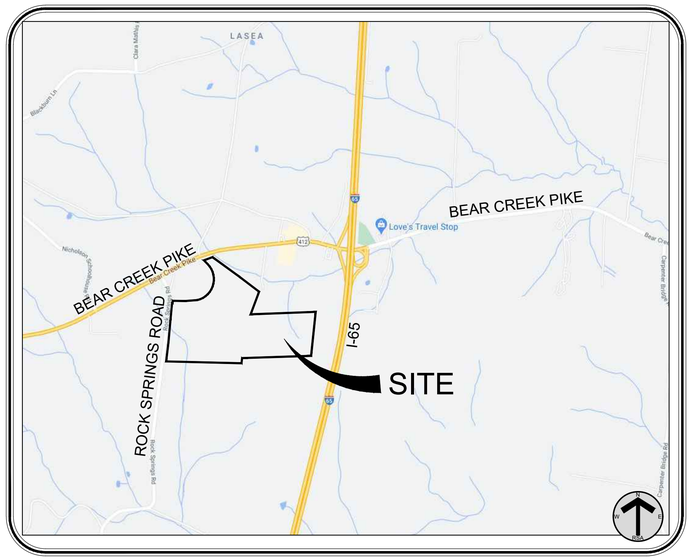
MARK MERRILL
RAGAN SMITH ASSOCIATES
4068 RURAL PLAINS CIR
#290, NASHVILLE, TN 37064
(615) 244-8591
MMERILL@RAGANSMITH.COM

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

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

Know what's below. Call before you dig.

G:\21-0311\C-CIVIL ENGINEERING\2-PLAN SHEETS\PHOS\11 COVER.DWG
PLOTTED BY HUNTER.FRIEDMON ON 6/16/2025 5:03 PM LAST UPDATED BY HFRIED ON 6/16/2025 4:23 PM

Meritage Homes®

LIFE. BUILT. BETTER.®

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

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

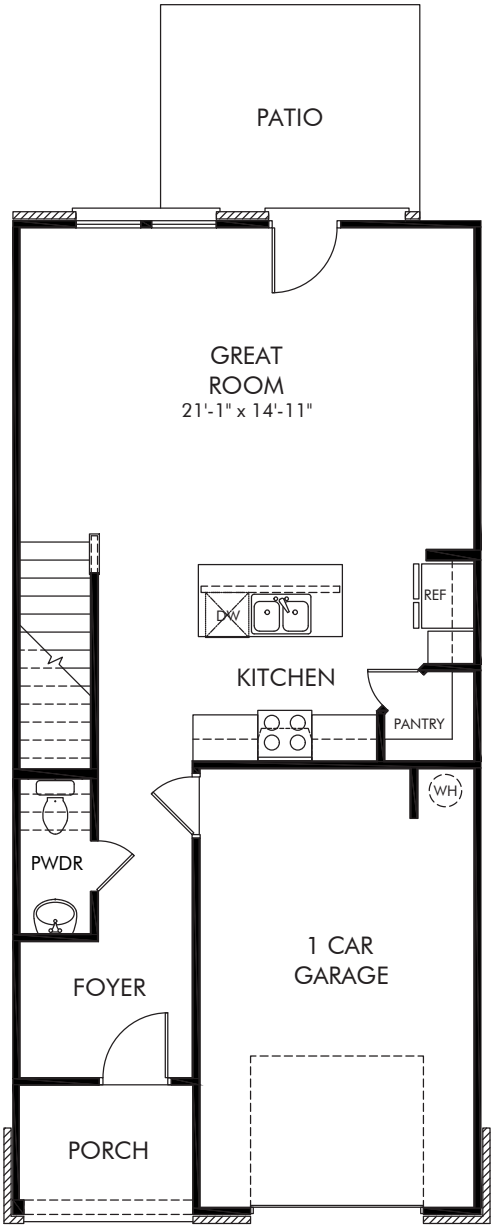
Plan Name	Plan Number	Elevations
Anderson	I219	E, F
Opal	E242	F

LIFE. BUILT. BETTER.®

5-PLEX







Bear Springs Townhomes | Anderson | First Floor

Approx. 1,625 sq. ft. | 3 Bed | 2.5 Bath | 1 Car Garage | 2 Story

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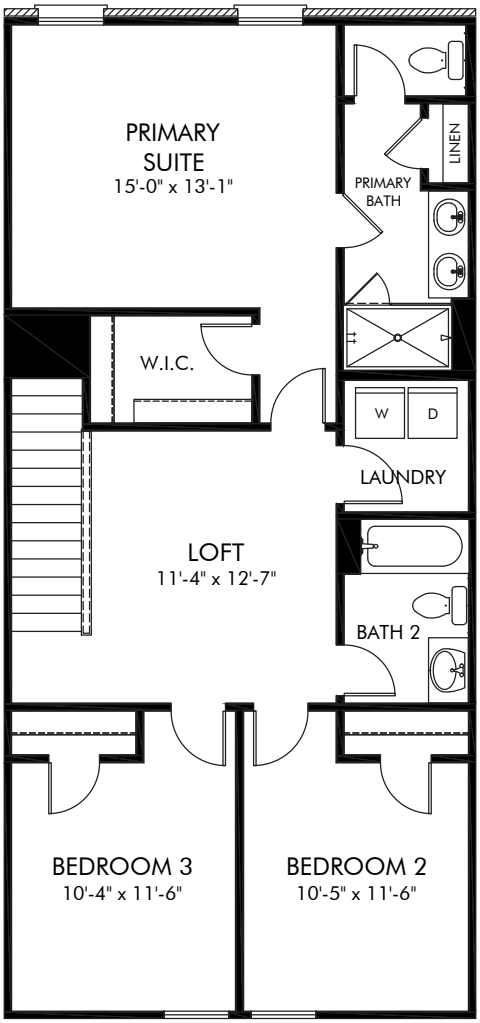

Bear Springs Townhomes | Anderson | Second Floor

Approx. 1,625 sq. ft. | 3 Bed | 2.5 Bath | 1 Car Garage | 2 Story

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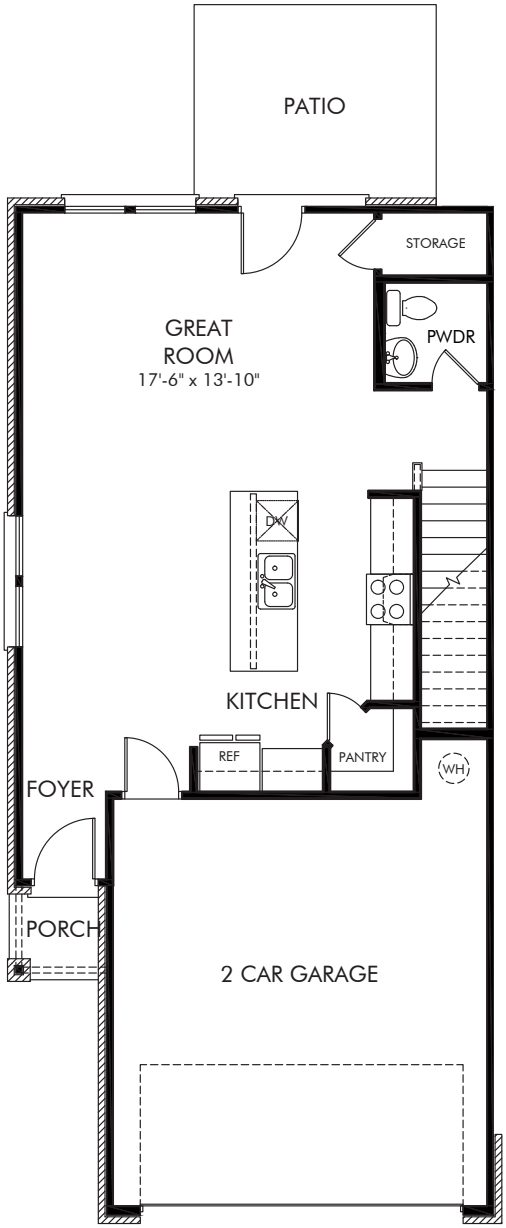
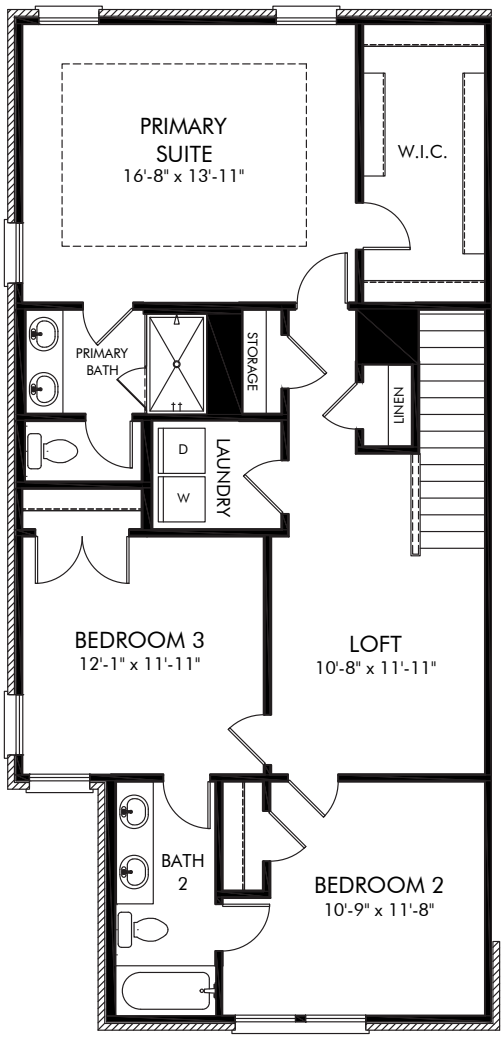


Bear Springs Townhomes | Opal | First Floor

Approx. 1,791 sq. ft. | 3 Bed | 2.5 Bath | 2 Car Garage | 2 Story

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 | Opal | Second Floor

Approx. 1,791 sq. ft. | 3 Bed | 2.5 Bath | 2 Car Garage | 2 Story

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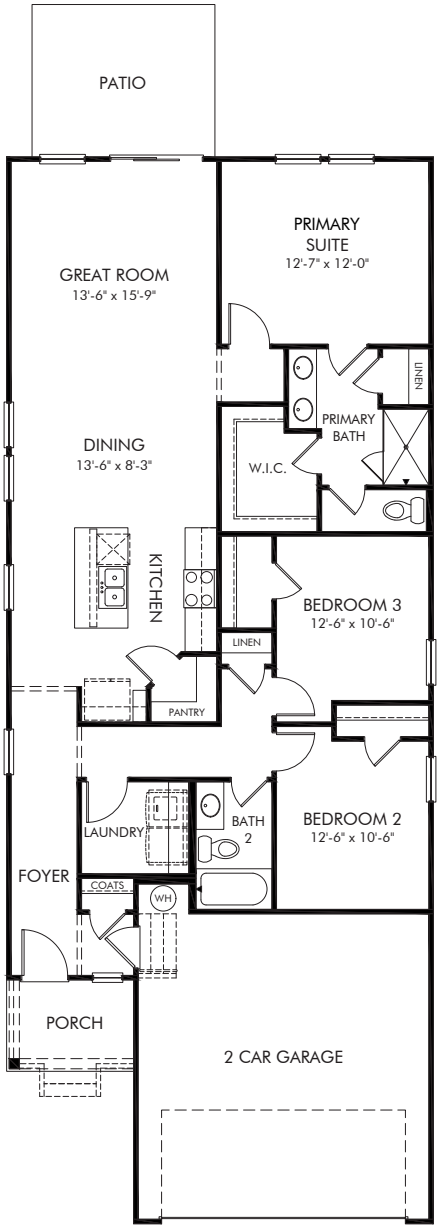

Bear Springs | Autumn/Plan 340 | First Floor

Approx. 1,420 sq. ft. | 3 Bed | 2 Bath | 2 Car Garage | 1 Story

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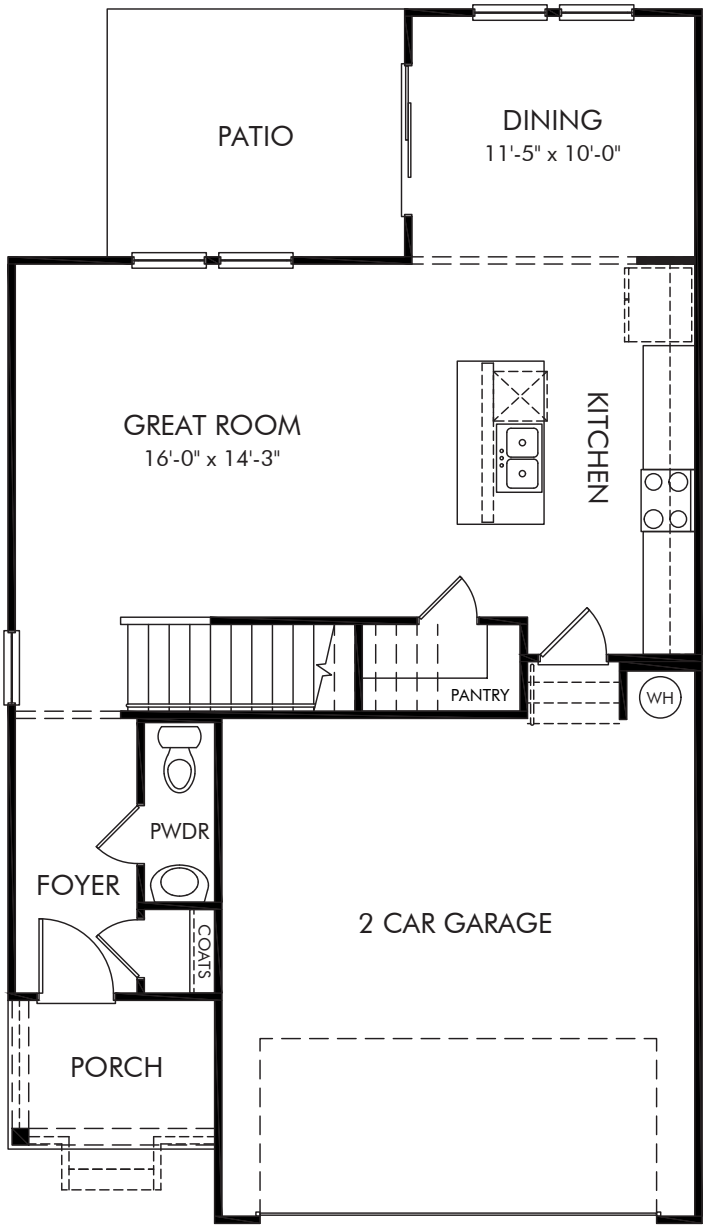

Bear Springs | Dallas/Plan 342 | First Floor

Approx. 1,749 sq. ft. | 3 Bed | 2.5 Bath | 2 Car Garage | 2 Story

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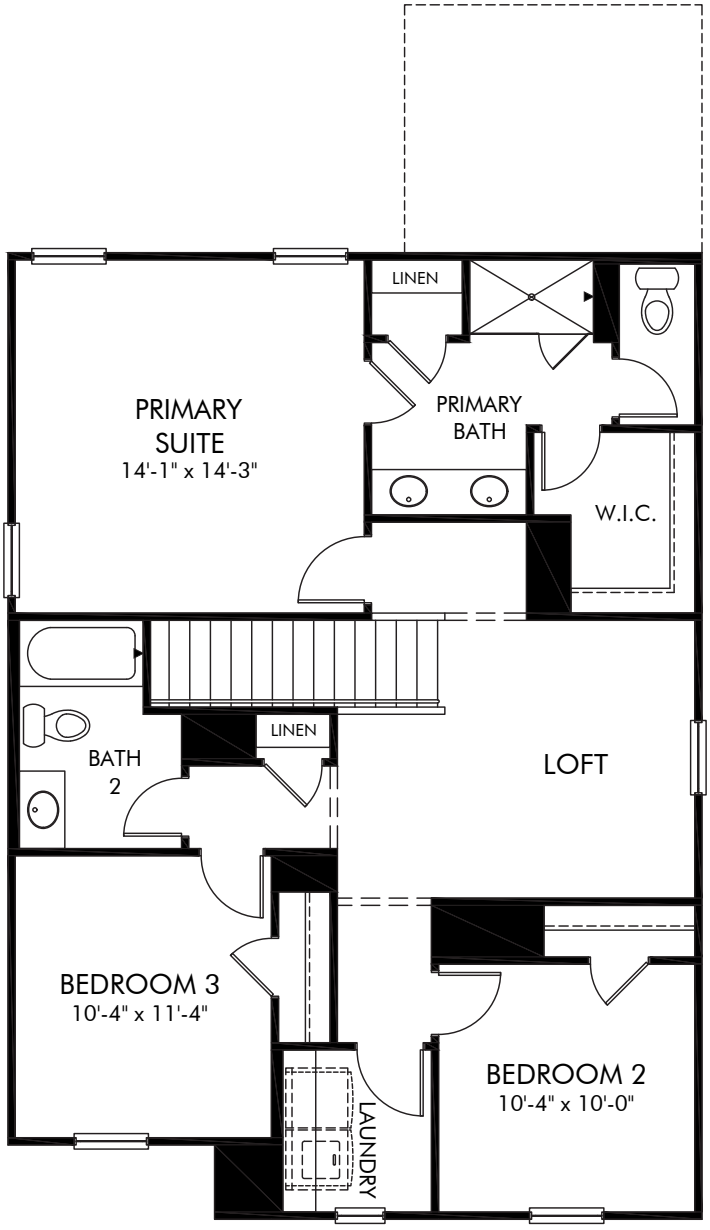

Bear Springs | Dallas/Plan 342 | Second Floor

Approx. 1,749 sq. ft. | 3 Bed | 2.5 Bath | 2 Car Garage | 2 Story

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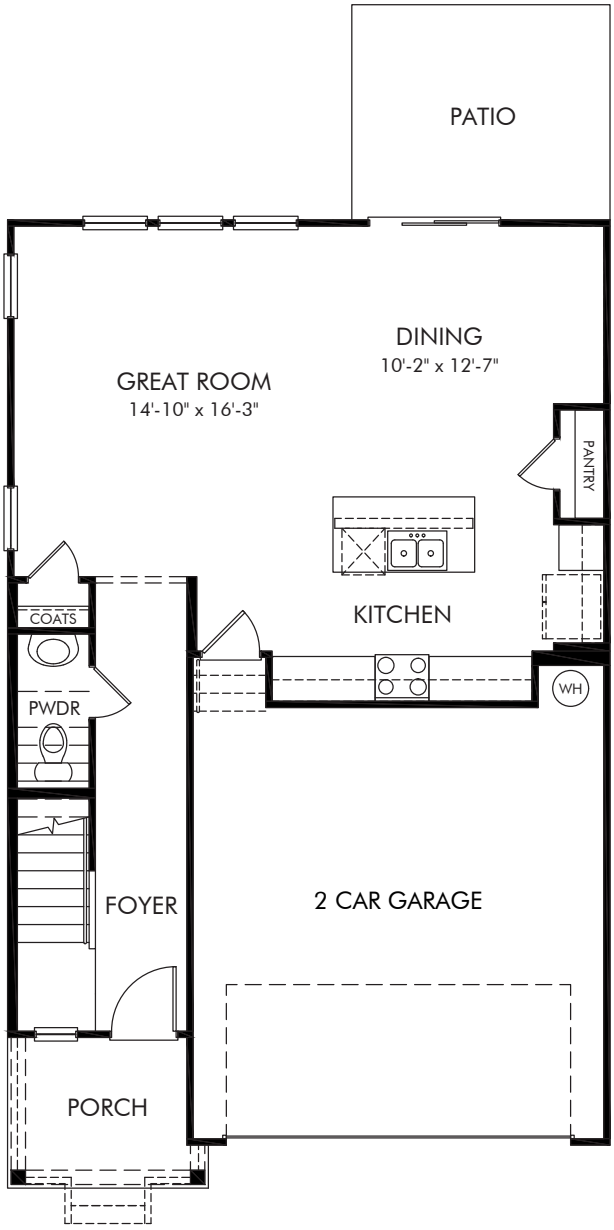
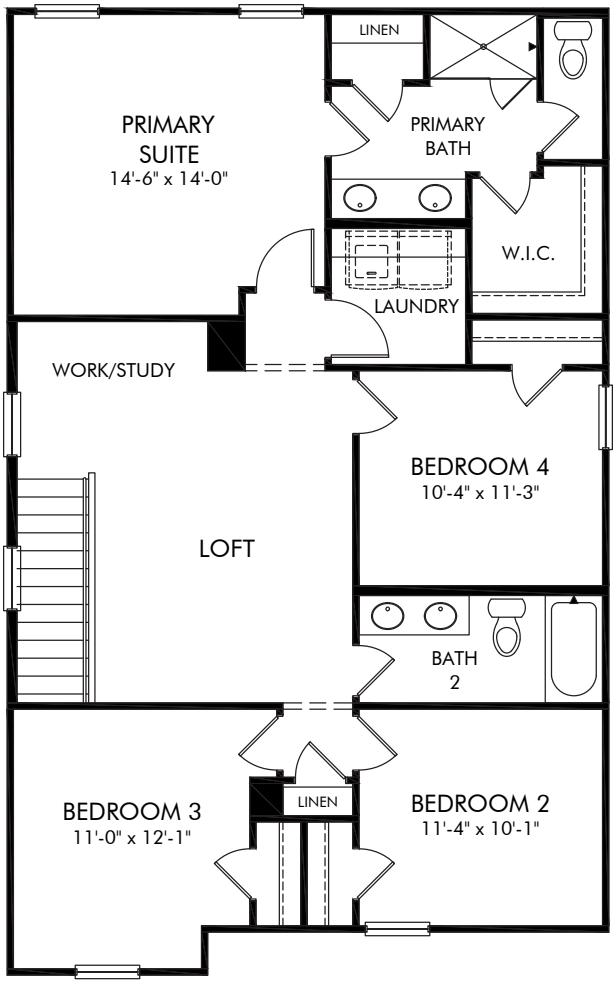


Bear Springs | Lennon/Plan 343 | First Floor

Approx. 1,934 sq. ft. | 4 Bed | 2.5 Bath | 2 Car Garage | 2 Story

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 | Lennon/Plan 343 | Second Floor

Approx. 1,934 sq. ft. | 4 Bed | 2.5 Bath | 2 Car Garage | 2 Story

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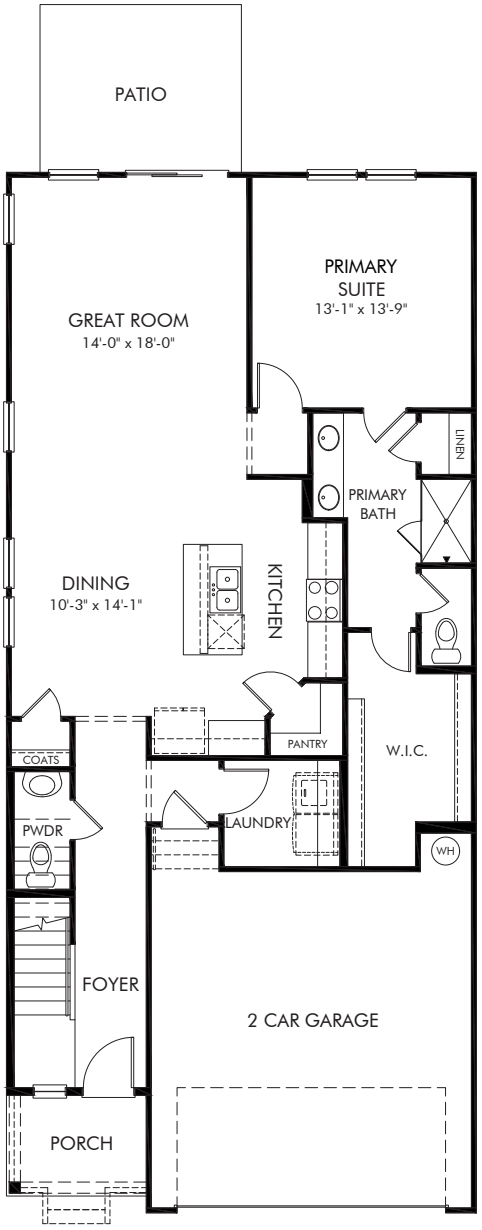

Bear Springs | Sydney/Plan 344 | First Floor

Approx. 2,018 sq. ft. | 4 Bed | 2.5 Bath | 2 Car Garage | 2 Story

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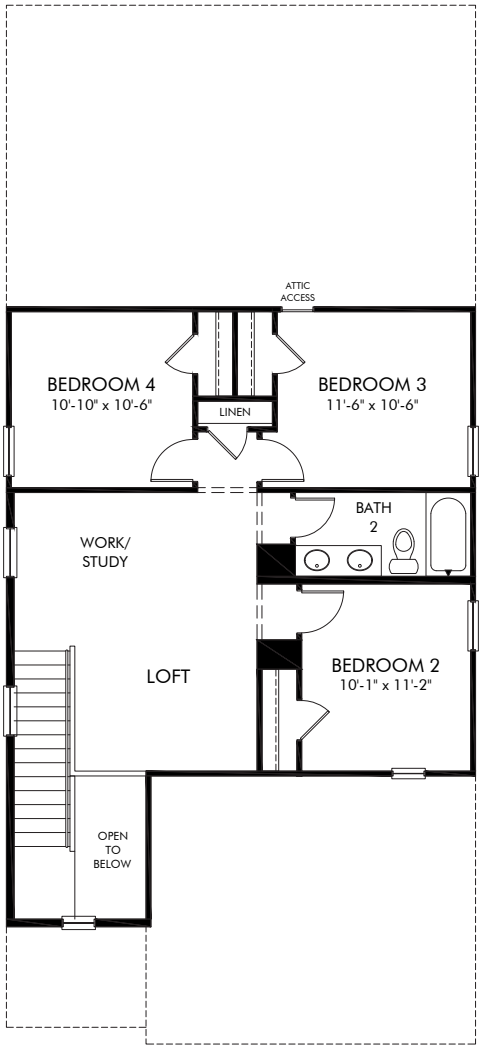

Bear Springs | Sydney/Plan 344 | Second Floor

Approx. 2,018 sq. ft. | 4 Bed | 2.5 Bath | 2 Car Garage | 2 Story

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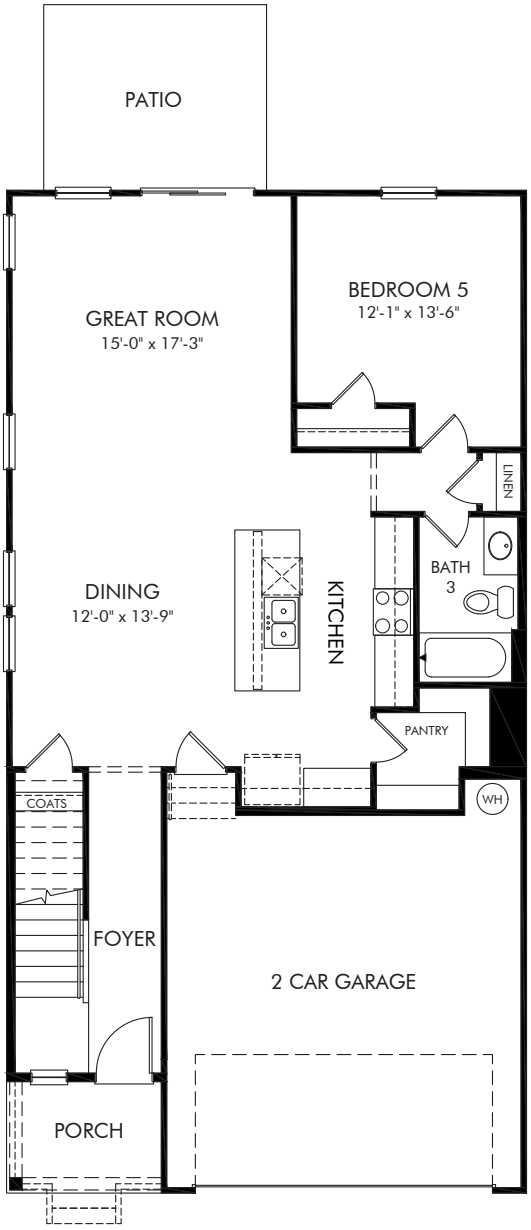

Bear Springs | Paisley/Plan 346 | First Floor

Approx. 2,352 sq. ft. | 5 Bed | 3 Bath | 2 Car Garage | 2 Story

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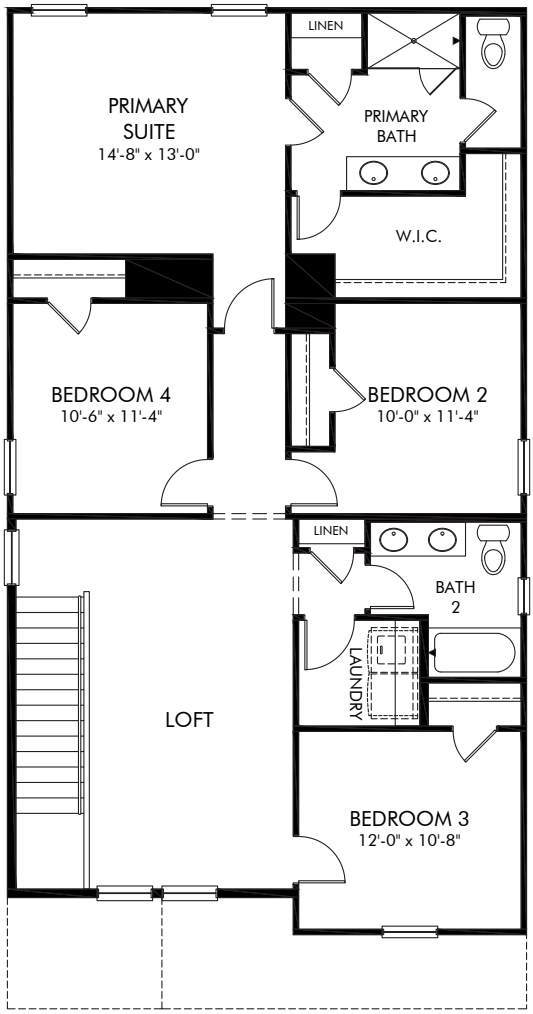

Bear Springs | Paisley/Plan 346 | Second Floor

Approx. 2,352 sq. ft. | 5 Bed | 3 Bath | 2 Car Garage | 2 Story

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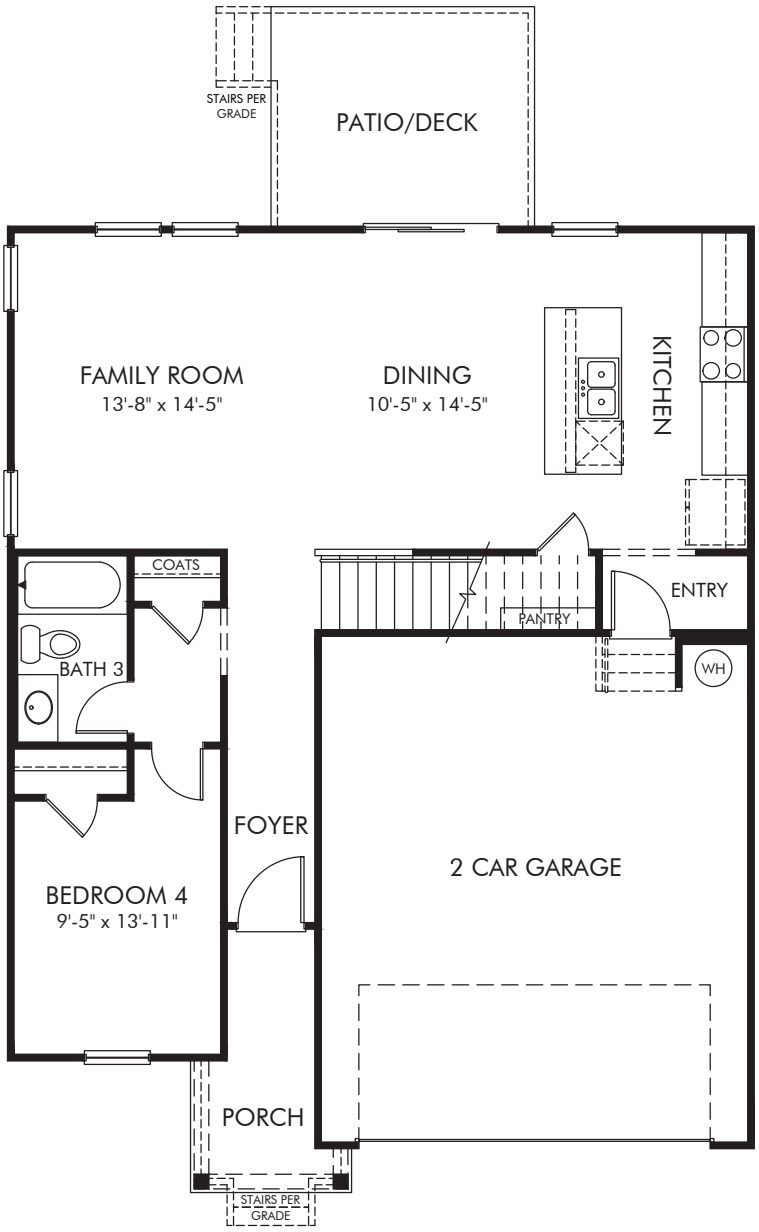

Bear Springs | Rockwell/Plan 446 | First Floor

Approx. 2,135 sq. ft. | 4 Bed | 3 Bath | 2 Car Garage | 2 Story

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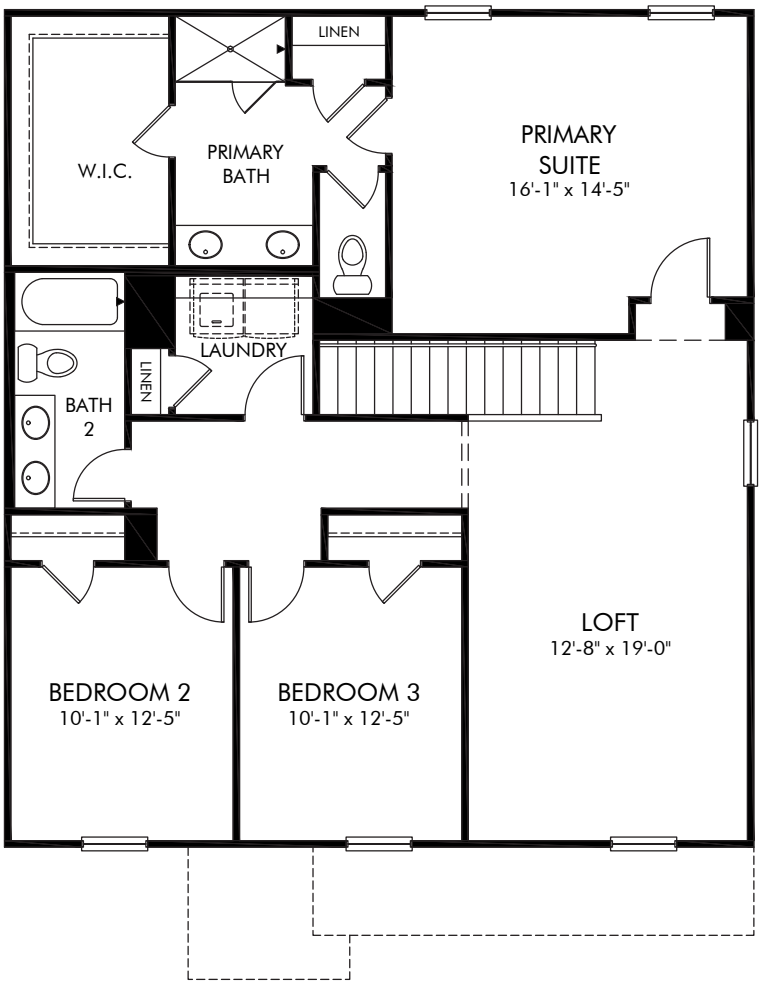
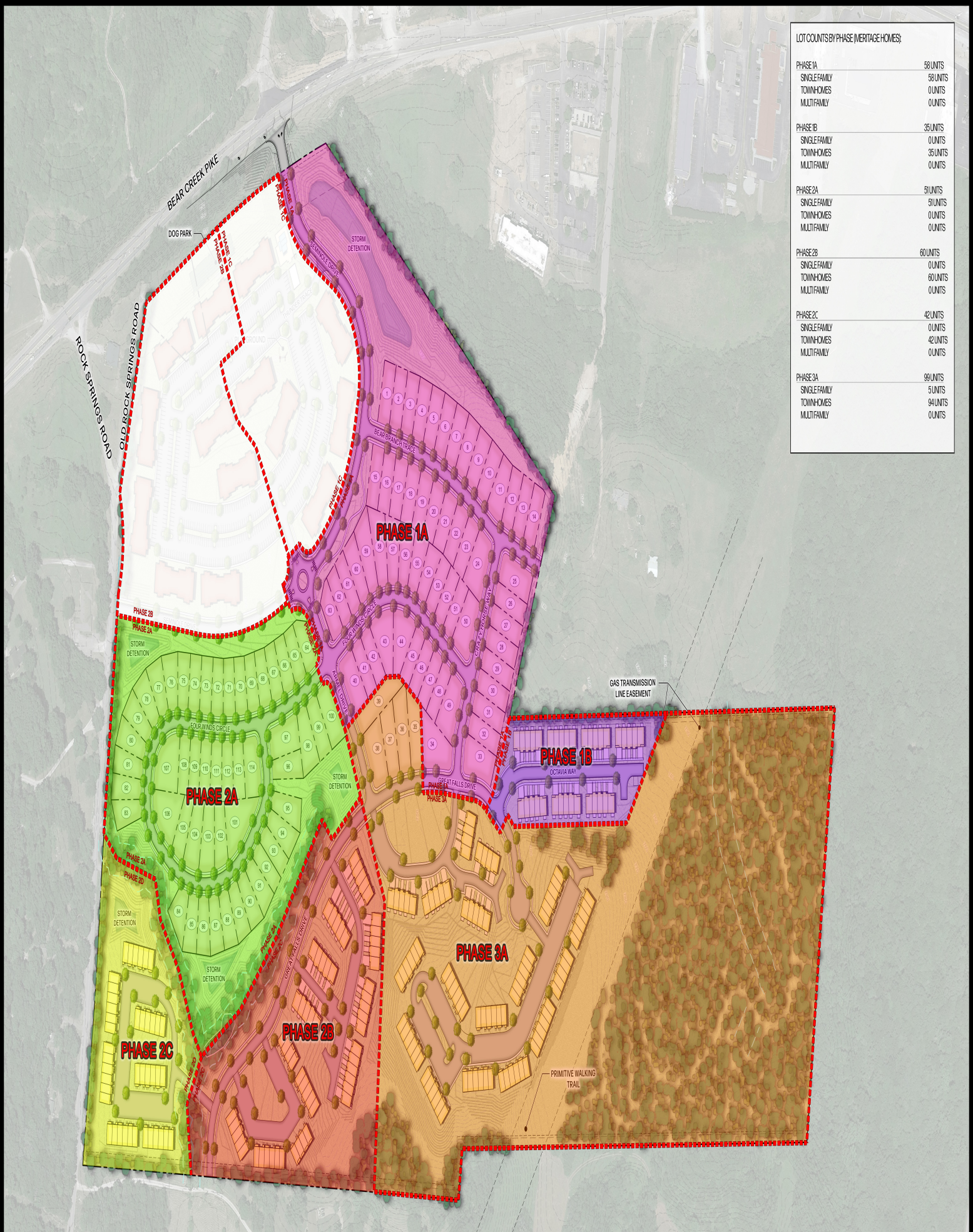


Bear Springs | Rockwell/Plan 446 | Second Floor

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.



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

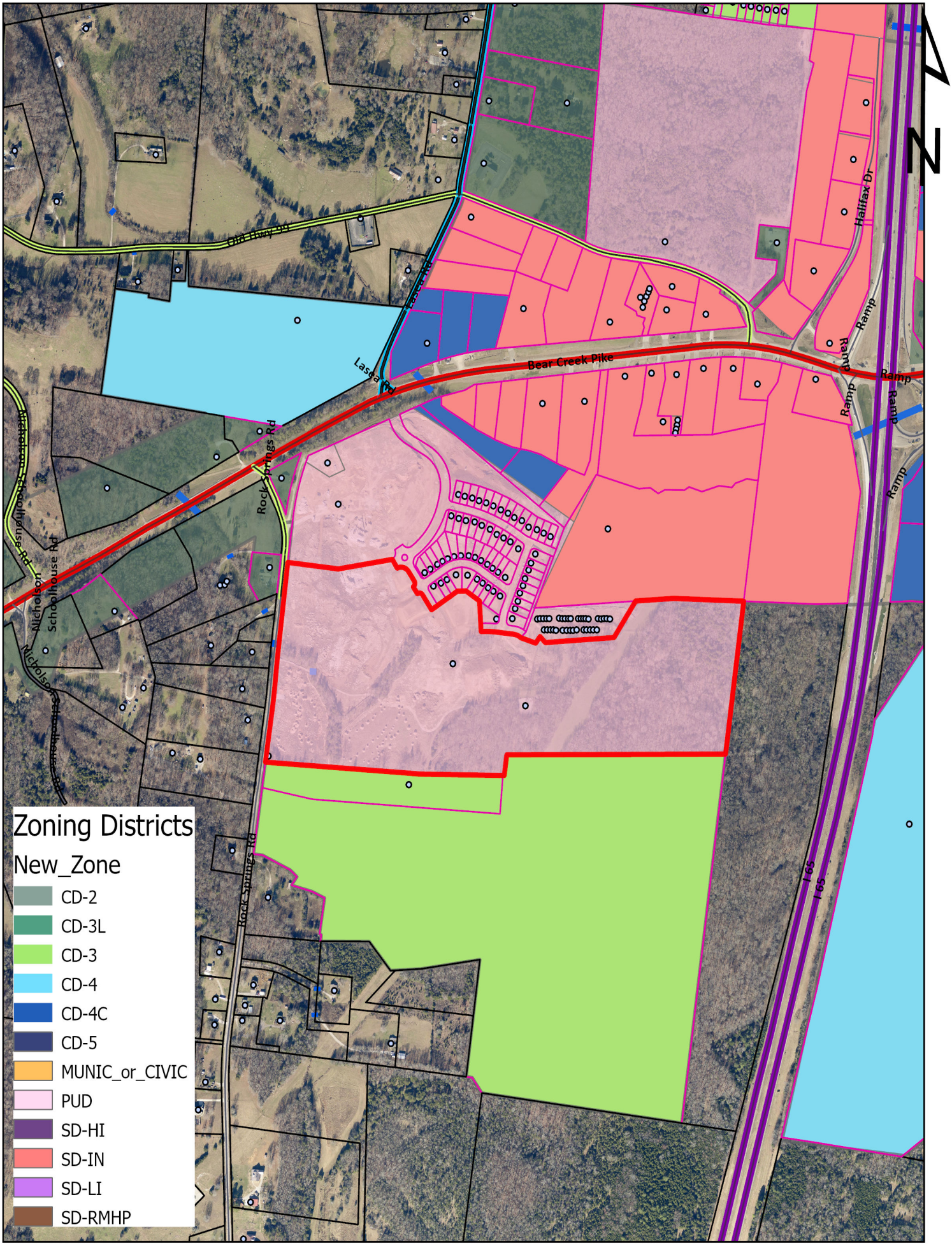
RE: 1449 Rock Springs Road, Columbia, TN 38401; Bear Springs Phase 2A

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

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

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

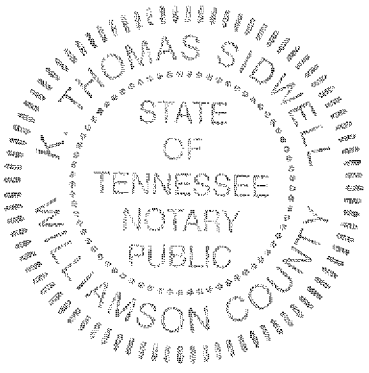


EXHIBIT "A"
LEGAL DESCRIPTION

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

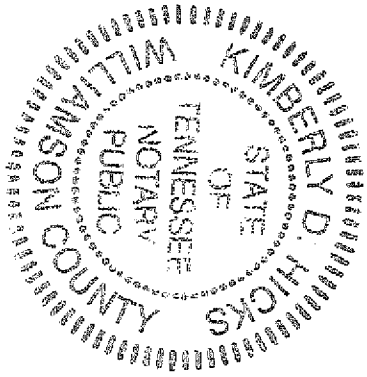
Sworn to and subscribed before me this 12th day of February, 2025.

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

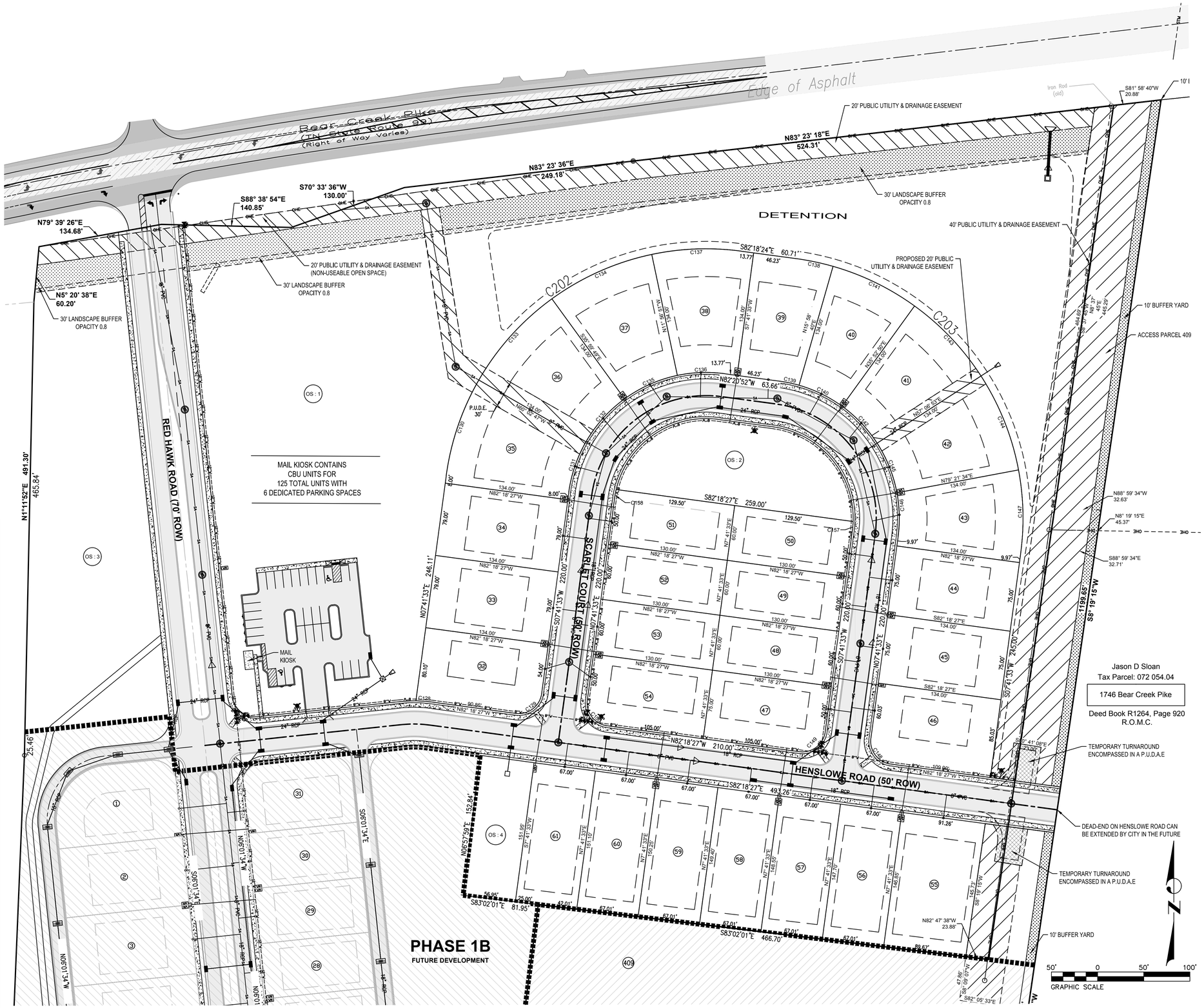
Parcel Area Table		
PARCEL	SQ. FT.	ACRES
32	7200.00	0.17
33	7200.00	0.17
34	7200.00	0.17
35	7200.00	0.17
36	7200.00	0.17
37	7200.00	0.17
38	7200.00	0.17
39	7200.00	0.17
40	8731.75	0.20
41	10458.52	0.24
42	10586.00	0.24
43	10586.00	0.24
44	12369.73	0.28
45	12208.79	0.28
46	12204.41	0.28
47	11810.21	0.27
48	10400.27	0.24
49	10100.85	0.23
50	10776.37	0.25
51	11289.42	0.26
52	10639.59	0.24
53	10050.00	0.23
54	10050.00	0.23
55	11260.37	0.26
56	9615.87	0.22
57	7800.00	0.18
58	7800.00	0.18
59	7798.33	0.18
60	7798.33	0.18
61	7800.00	0.18

CMI Properties, LLC
Tax Parcel: 072 053.00

1622 Bear Creek Pike

Deed Book R2704, Page 868
Plat Book 18, Page 23
R.O.M.C.

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C128	18.19	150.00	6.95	N85° 46' 52"W	18.18
C129	39.27	25.00	90.00	S52° 41' 33"W	35.36
C130	110.34	284.00	22.26	N18° 49' 23"E	109.65
C131	58.28	150.00	22.26	S18° 49' 23"W	57.91
C132	62.96	150.00	24.05	S41° 58' 42"W	62.50
C133	119.21	284.00	24.05	N41° 58' 42"E	118.33
C134	119.21	284.00	24.05	S66° 01' 40"W	118.33
C135	62.96	150.00	24.05	N66° 01' 40"E	62.50
C136	51.42	150.00	19.64	S87° 52' 21"W	51.17
C137	97.35	284.00	19.64	N87° 52' 21"E	96.87
C138	41.07	284.00	8.29	S78° 09' 54"E	41.03
C139	21.69	150.00	8.29	N78° 09' 54"W	21.67
C140	52.11	150.00	19.90	N64° 04' 15"W	51.84
C141	98.65	284.00	19.90	S64° 04' 15"E	98.16
C142	55.59	150.00	21.23	N43° 30' 09"W	55.27
C143	105.25	284.00	21.23	S43° 30' 09"E	104.65
C144	110.26	284.00	22.24	S21° 45' 47"E	109.57
C145	58.24	150.00	22.24	N21° 45' 47"W	57.87
C146	48.00	150.00	18.33	N1° 28' 27"W	47.79
C147	90.87	284.00	18.33	S1° 28' 27"E	90.48
C148	39.27	25.00	90.00	N37° 18' 27"W	35.36
C149	39.27	25.00	90.00	S52° 41' 33"W	35.36
C150	39.27	25.00	90.00	S37° 18' 27"E	35.36
C157	10.02	100.00	5.74	S4° 49' 22"W	10.01
C158	10.02	100.00	5.74	N10° 33' 43"E	10.01
C202	446.10	284.00	90.00	S52° 41' 35"W	401.63
C203	446.11	284.00	90.00	N37° 18' 27"W	401.64



TWM
CONSULTING ENGINEERING
GEOSPATIAL SERVICES

ILLINOIS	SWANSEA COLUMBIA GLEN CARBON PEORIA DECATUR
MISSOURI	ST. CHARLES ST. LOUIS COLUMBIA
TENNESSEE	NASHVILLE CHATTANOOGA ATHENS

THOUVENOT, WADE & MOERCHEN, INC.

NASHVILLE OFFICE
390 MALLORY STATION RD.
SUITE 100, FRANKLIN, TENNESSEE
37067-8279
(615)-814-7414
WWW.TWM-INC.COM

PROF. LICENSE	NUMBER
IL. PROF. DESIGN FIRM	184-001220
IL. PROF. ENGR. CORP.	62-035370
IL. PROF. STR. ENGR. CORP.	81-005202
IL. PROF. LAND SURV. CORP.	048-000029
KS. PROF. ENGR. FACILITY	E-3256
MO. PROF. ENGR. CORP.	001528
MO. LAND SURVEYING CORP.	000346
TN. PROF. ENGR. FIRM	8974

SEAL



ISSUED FOR
DATE OF ISSUANCE

REV.	DATE	DESCRIPTION
△		
△		
△		
△		
△		

DRAWN BY:
DESIGNED BY:
CHECKED BY:
APPROVED BY:
PROJECT NO: 211205A

PROJECT:

FINAL PLAT
RESERVE AT HICKORY RIDGE
CITY OF COLUMBIA
MAURY COUNTY, ENNESSEE

TITLE:

PHASE 1A

2 OF 2

Jason D Sloan
Tax Parcel: 072 054.04

1746 Bear Creek Pike

Deed Book R1264, Page 920
R.O.M.C.

DEVELOPER/OWNER:	D.R. HORTON
Parcel Address:	1690 BEAR CREEK PIKE COLUMBIA, TN 37064
Parcel Acreage:	+/- 155.5 Acres
Zoning:	A-2 (RURAL RESIDENTIAL)
Recorded Deed:	Deed Book R2974, Page 443 R.O.M.C. Deed Book R2974, Page 432 R.O.M.C.

RESERVE AT HICKORY RIDGE, PHASE 1A

1690 BEAR CREEK PIKE, 4TH CIVIL DISTRICT MAP 072, PARCEL 066.00, & MAP 093, PARCEL 003.00, R.O.M.C., TN.
COLUMBIA, MAURY COUNTY, TENNESSEE
NOVEMBER 8, 2024

SURVEYOR & ENGINEER
THOUVENOT, WADE & MOERCHEN, INC.
390 MALLORY STATION ROAD, SUITE 100
FRANKLIN, TENNESSEE 37067

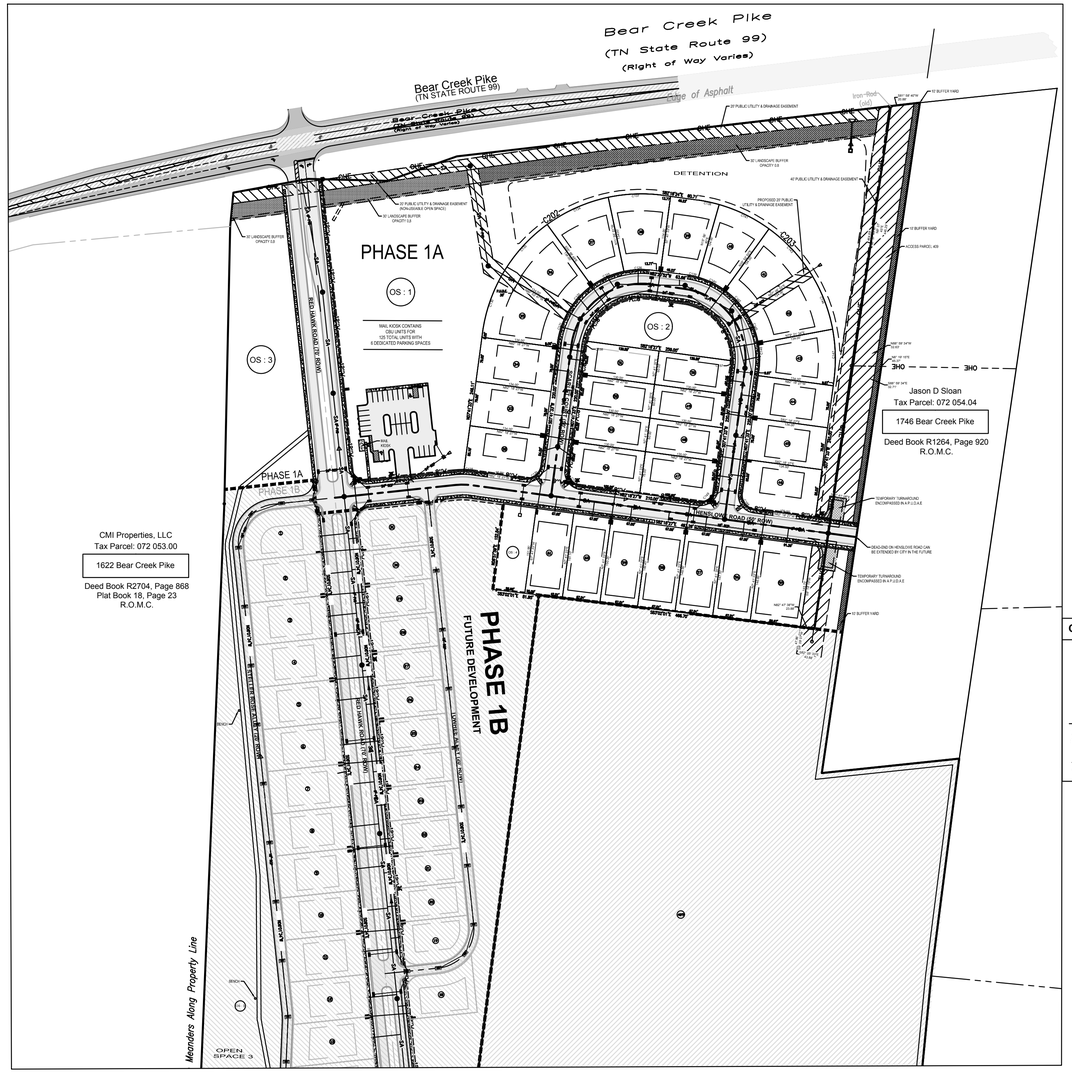
CONTACT:
TKC ARCHITECTURE AND ENGINEERING
615-617-7477
cole@tkc-ae.com

CONTACT:
ROGER HARRAH
615-814-7414
rharrah@twm-inc.com

OWNER / SUBDIVIDER
D.R. D.R. HORTON
819 Seven Oaks Blvd,
Smyrna TN 37167
m: 615.906.7942
email: mwmckendree@drhorton.com

OWNER / PARCEL 409
LARRY ANDERSON
1740 BEAR CREEK PIKE
COLUMBIA, TN 38401

Parcel Area Table		
PARCEL	SQ. FT.	ACRES
32	7200.00	0.17
33	7200.00	0.17
34	7200.00	0.17
35	7200.00	0.17
36	7200.00	0.17
37	7200.00	0.17
38	7200.00	0.17
39	7200.00	0.17
40	8731.75	0.20
41	10458.52	0.24
42	10586.00	0.24
43	10586.00	0.24
44	12369.73	0.28
45	12208.79	0.28
46	12204.41	0.28
47	11810.21	0.27
48	10400.27	0.24
49	10100.85	0.23
50	10776.37	0.25
51	11289.42	0.26
52	10639.59	0.24
53	10050.00	0.23
54	10050.00	0.23
55	11260.37	0.26
56	9615.87	0.22
57	7800.00	0.18
58	7800.00	0.18
59	7798.33	0.18
60	7798.33	0.18
61	7800.00	0.18

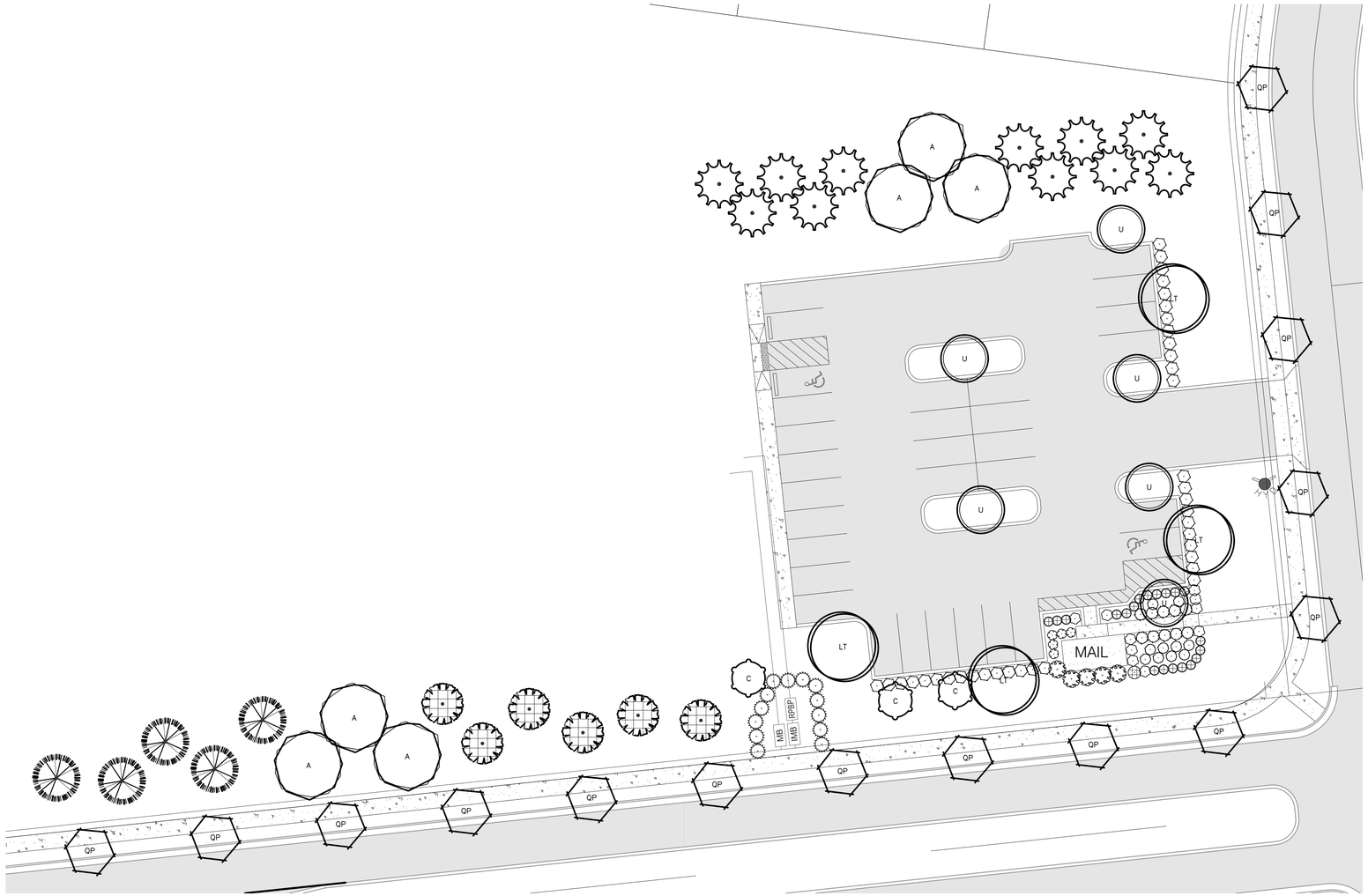

Bear Creek Pike
(TN State Route 99)
(Right of Way Varies)
Bear Creek Pike
(TN STATE ROUTE 99)
Edge of Asphalt
PHASE 1A
OS : 1
OS : 2
OS : 3
DETENTION
Jason D Sloan
Tax Parcel: 072 054.04
1746 Bear Creek Pike
Deed Book R1264, Page 920
R.O.M.C.
CMI Properties, LLC
Tax Parcel: 072 053.00
1622 Bear Creek Pike
Deed Book R2704, Page 868
Plat Book 18, Page 23
R.O.M.C.
PHASE 1B
FUTURE DEVELOPMENT
Meanders Along Property Line
OPEN SPACE 3
BEAR CREEK PIKE (SR-99) (VARIABLE WIDTH ROW)
HICKORY RIDGE ROAD (50' ROW)
SHARED ACCESS PARCEL 409
TEMPORARY TURNAROUND (INCOMPASSED IN A.P.U.D.E.)
DEAD-END ON HICKORY RIDGE ROAD (WILL BE EXTENDED BY CITY IN THE FUTURE)
12' BUFFER YARD
20' PUBLIC UTILITY & DRAINAGE EASEMENT (NON-BUILDABLE OPEN SPACE)
PROPOSED 20' PUBLIC UTILITY & DRAINAGE EASEMENT
40' PUBLIC UTILITY & DRAINAGE EASEMENT
30' LANDSCAPE BUFFER OPACITY 0.8
15' LANDSCAPE BUFFER OPACITY 0.8
SIDEWALK
CURB
GUTTER
STORM
SANITARY SEWER
WATER
GAS
UNDERGROUND
OHE
MAIL KIOSK CONTAINS 1 MAILBOX FOR EACH 125 TOTAL UNITS WITH 5 DEDICATED PARKING SPACES
MAIL KIOSK
MAIL KIOSK PARKING
MAIL KIOSK PARKING (5 SPACES)
SIDEWALK TO BE CONSTRUCTED WITH PHASE 1B
SIDEWALK TO BE CONSTRUCTED WITH PHASE 1B (TYP.)
SIDEWALK TO BE CONSTRUCTED WITH PHASE 1B (TYP.) (SEE DETAIL)
SIDEWALK TO BE CONSTRUCTED WITH PHASE 1B (SEE DETAIL)
SIDEWALK TO BE CONSTRUCTED WITH PHASE 1B (SEE DETAIL) (TYP.)
SIDEWALK TO BE CONSTRUCTED WITH PHASE 1B (TYP.)

PLANT SCHEDULE KIOSK

SYMBOL	QTY	COMMON / BOTANICAL NAME	CONT	CAL	SIZE
TREES					
A	6	Summer Red Maple / Acer rubrum 'HOSR' TM 5` Clear Trunk. Evenly Branched. Matched. See Tree Specifications	B & B	2"Cal	Per ANSI
LT	4	Tulip Poplar / Liriodendron tulipifera 5` Clear Trunk. Evenly Branched. Matched. See Tree Specifications	B & B	2"Cal	Per ANSI
	6	D.D. Blanchard Magnolia / Magnolia grandiflora 'D.D. Blanchard' Full to Base. Full Dense Form. Matched. See Tree Specifications	B & B		6`-8` HT
	5	Virginia Pine / Pinus virginiana Full to Base. Full Dense Form. Matched. See Tree Specifications	B & B		6`-8` HT
QP	15	Willow Oak / Quercus phellos 5` Clear Trunk. Evenly Branched. Matched. See Tree Specifications	B & B	2"Cal	Per ANSI
	11	Green Giant Arborvitae / Thuja standishii x plicata `Green Giant` Full To Base. Full Dense Form. See Tree Specifications	B & B		6`-8` HT
U	6	Bosque Elm / Ulmus parvifolia `Bosque` 5` Clear Trunk. Evenly Branched. Matched. See Tree Specifications	B & B	2"Cal	Per ANSI
UNDERSTORY/COLUMNAR TREES					
C	3	Akebono Cherry / Prunus x yedoensis 'Akebono' 4` Clear Single Trunk. Full Symmetrcal Crown. See Tree Specifications.	B & B	2"Cal	Per ANSI
SYMBOL	QTY	COMMON / BOTANICAL NAME	HT / CONT.	WIDTH	
SHRUBS					
	1	American Boxwood / Buxus sempervirens Full; Dense Form. Unsheered	24"x24"		
	20	Green Velvet Boxwood / Buxus x 'Green Velvet' Full; Dense Form. Matched	#3 Container		
	10	Green Mountain Boxwood / Buxus x `Green Mountain` Full; Dense Form. Unsheered	#5 Container		
	10	Yewtopia Plum Yew / Cephalotaxus harringtonia `Plania' Full; Heavy; Well Rooted	#3 Container		
	5	Blue Shadow Fothergilla / Fothergilla x intermedia 'Blue Shadow' Full; Dense; Well Rooted	#3 Container		
	10	Annabelle Hydrangea / Hydrangea arborescens `Annabelle` Full; Dense; Well Rooted	#3 Container		
	5	Snow Queen Oakleaf Hydrangea / Hydrangea quercifolia `Snow Queen` Full; Dense; Well Rooted	#3 Container		
	37	Dwarf Burford Holly / Ilex cornuta `Burfordii Nana` Full; Dense Form	24" HT		
	13	Cree Viburnum / Viburnum x cree Full; Dense Form	18" HT		

WHEN THE TERMS "POT", "CONTAINER", OR "CALIPER" ARE USED TO DESCRIBE MINIMUM SIZE AT PLANTING, THE ESTABLISHED AMERICAN STANDARD FOR NURSERY STOCK SHALL APPLY. THAT IS: •"ALL CONTAINER GROWN (DECIDUOUS OR CONIFER) SHRUBS SHALL BE HEALTHY, VIGOROUS, WELL-ROOTED AND ESTABLISHED IN THE CONTAINER IN WHICH THEY ARE SOLD. THEY SHALL HAVE TOPS WHICH ARE OF GOOD QUALITY AND ARE IN A HEALTHY GROWING CONDITION." "AN ESTABLISHED CONTAINER GROWN (DECIDUOUS OR CONIFER) SHRUB SHALL BE A (DECIDUOUS OR CONIFER) SHRUB TRANSPLANTED INTO A CONTAINER AND GROWN IN THAT CONTAINER SUFFICIENTLY LONG FOR THE NEW FIBROUS ROOTS TO HAVE DEVELOPED SO THAT THE ROOT MASS WILL RETAIN ITS SHAPE AND HOLD TOGETHER WHEN REMOVED FROM THE CONTAINER." •CONTAINER SIZE MAY BE CONVERTED TO MINIMUM HEIGHT/SPREAD AS FOLLOWS:
1 GALLON = 12" TO 15" HEIGHT OR SPREAD
3 GALLON = 15"-18" HEIGHT OR SPREAD
5 GALLON = 18" TO 24" HEIGHT OR SPREAD
7 GALLON = 24" TO 30" HEIGHT OR SPREAD

PLAN NOTES:
1. ALL LANDSCAPE BEDS SHALL BE NEATLY TRENCHED WITH A BED EDGE AND HAVE 3" MINIMUM DEPTH OF PINE BARK MULCH.
2. ALL TREES AND SHRUBS SHALL BE COORDINATED WITH LIGHTING PLAN PRIOR TO INSTALLATION. LIGHT POLES MUST NOT BE LOCATED IN TREE ISLANDS. ALL TREES TO BE INSTALLED 15' FROM ANY LIGHT POLE.
3. ALL AREAS OF DISTURBANCE NOT SPECIFIED AS SOD SHALL BE SEEDED WITH 80% REBEL SUPREME, 20% MERION BLUEGRASS @ 8#/1,000 SF UNLESS OTHERWISE NOTED ON GRADING PLANS
4. ANY CHANGES TO TREE SPECIES OR LOCATIONS MAY REQUIRE THE CONTRACTOR TO PROVIDE AN AS-BUILT OF THE INSTALLED LANDSCAPE AND POSSIBLY DELAY APPROVAL OF THE SITE BY THE URBAN FORESTRY DEPARTMENT.



TKC
ARCHITECTURE
INTERIORS
CIVIL SITE
615 MAIN STREET, COLUMBIA, TN 38401 | ARCHITECT | ENGINEER | AUTOR

CONSULTANTS:
LAND DESIGN
106 MISSION CRT. STE 403B
Franklin, TN 37067
615.376.2421
hblanddesign.com

PROJECT TITLE:
DABBS SUBDIVISION

CONNOR L. BAILEY
REGISTERED
LANDSCAPE ARCHITECT
8/19/2024

Revision		
No.	Date	Description

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SHEET TITLE:
LANDSCAPE PLAN

CONSTRUCTION PLANS
DATE: 05/23/2024
DRAWN BY: TS
PROJECT NO.: 2124

SHEET NO.:
L - 1.0

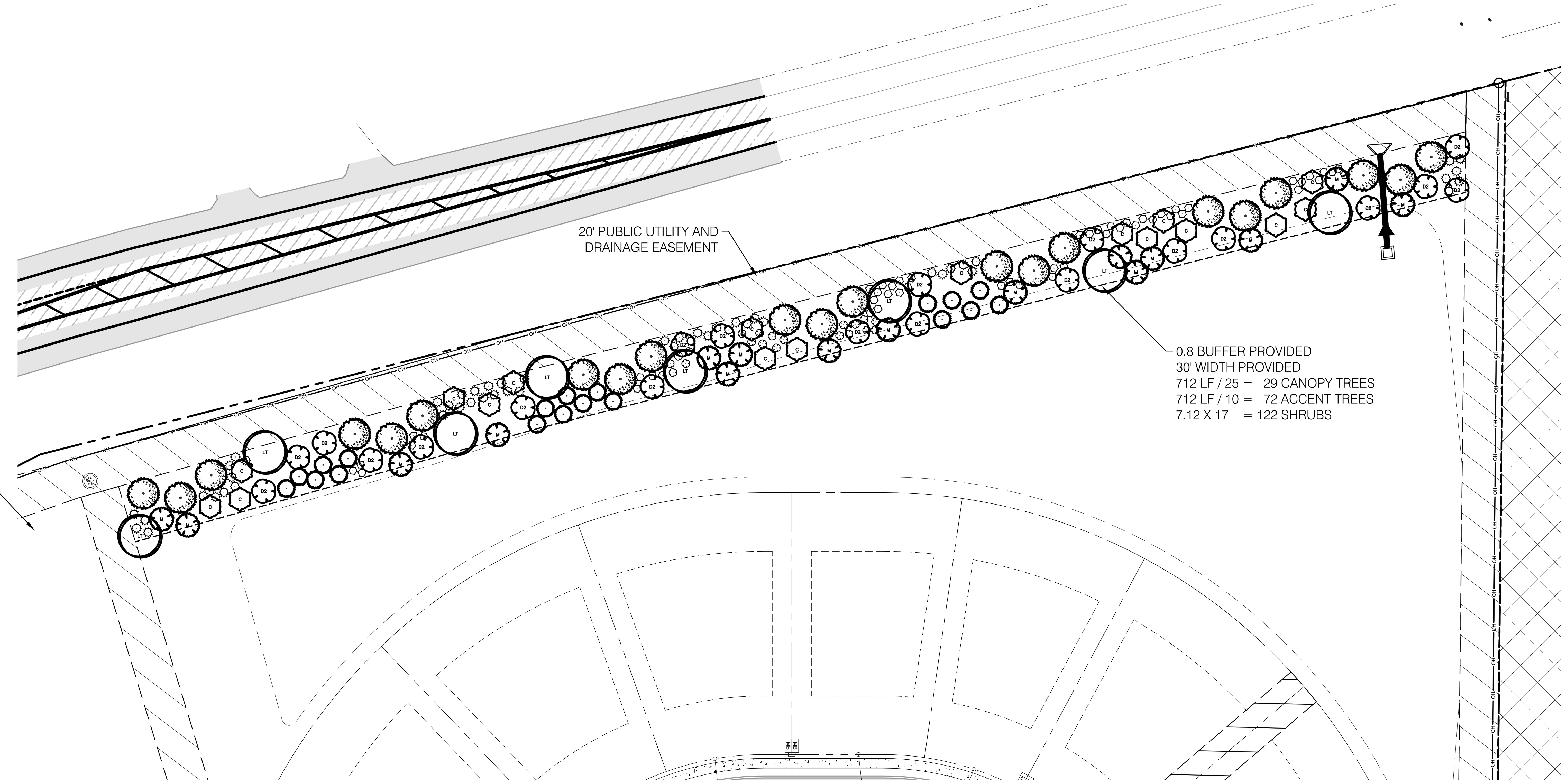
PLANTING NOTES:
1. Refer to all written specifications; adhere to Plans and Specifications for all phases of work.
2. Verify all utility locations in the field before work begins. Repair damaged utilities to owners satisfaction at no additional cost.
3. Verify all material quantities on the drawing during bidding and pricing. In the event of a discrepancy, the quantities drawn on the plan will take precedence over the material schedule.
4. All materials are subject to the approval of the Landscape Architect, City, and Owner.
5. Once unloaded from truck, immediately stand all trees up. DO NOT lie the trees down. This will reduce the risk of sunscald.
6. Plants shall meet specifications. Root balls shall meet or exceed size standards as set forth by 'American Standards for Nursery Stock'. Main leaders of all trees shall remain intact.
7. Mulch plant pits and planting beds with specified mulch to the depth indicated on drawings.
8. Prepare all topsoil used in tree, shrub, and seed mixes in accordance with the specifications
9. Discard any material which turns brown or defoliates within 5 days after planting. Replace immediately with approved specified material at no additional cost.
10. Maintain all plant material and lawns until project is accepted in full by the City.
11. Install all plant material in accordance with all local codes and ordinances. Obtain any required permits necessary to complete the work.
12. Trees shall be first quality representatives of their species and shall meet all requirements otherwise stipulated. The Landscape Architect reserves the right to reject plant materials in the field, at the growing location, or at the job site at any time during the project.
13. Test all tree pits for drainage. Any tree pit that holds water for more than 24 hours shall be installed using filter fabric wrapped perforated drainage tube (sloped to low point) and a washed pea gravel pit well drain

LANDSCAPE NOTES:
1. Contractor responsible for locating and protecting all underground utilities prior to digging.
2. Contractor responsible for protecting existing trees from damage during construction as shown on plans.
3. Contractor to install 6" minimum depth of clean, friable topsoil at all planting beds and lawn areas prior to fine grading.
4. Existing grass in proposed planting areas to be killed and removed and area to be hand raked to remove all rocks and debris larger than 1 inch in diameter prior to planting shrubs or laying sod. Landscape contractor to provide fine grading.
5. Any existing grass disturbed during construction to be fully removed, re-graded and replaced. All tire marks and indention to be repaired.
6. Soil to be tested to determine fertilizer and lime requirements and distributed prior to laying sod.
7. Sod to be delivered fresh (cut less than 24 hours prior to arriving on site), laid immediately, rolled, and watered thoroughly immediately after planting. edge of sod adjacent to mulch beds to be shovel cut. All sod to be delivered in largest rolls available. there shall be no gaps between sod joints.
8. The contractor is solely responsible for the establishment of the areas designated as seed to the final acceptance of the owner and city. The contractor shall plan to overseed areas that do not germinate and/or provide adequate coverage.
9. Planting mix to be provided as specified in the landscape specifications.
10. The landscape contractor shall guarantee all plants installed for one full year from date of acceptance. All plants shall be alive and at a vigorous rate of growth at the end of the guarantee period. The landscape contractor shall not be responsible for acts of god or vandalism.
11. Any plant that is determined dead, in an unhealthy or unsightly condition, lost its shape due to dead branches or other symptoms of poor, non-vigorous growth, as determined by the landscape architect, shall be replaced by the landscape contractor at no cost to owner.
12. Prior to installation, the landscape contractor shall inspect the subgrade, general site conditions, verify elevations, utility locations, irrigation, approve topsoil provided by general contractor and observe the site conditions under which the work is to be done. Notify general contractor of any unsatisfactory conditions, and work shall not proceed until such conditions have been corrected.
13. Water all plant material that are newly planted thoroughly twice in first 24 hours and apply mulch immediately.
14. All areas of disturbance outside of landscape beds shall be repaired with turf.
15. Any utility structure, light poles, sign, or other feature may not be added to any required landscape island in such a manner that would displace the required element(s) (trees, shrubs, etc.)

TREE SPECIFICATIONS: ALL TREES SHALL HAVE THE FOLLOWING CHARACTERISTICS:
1. Deciduous trees shall have one dominant single straight trunk with the tip of the leader on the main trunk left intact and the terminal bud on the central leader is at the highest point on the tree.
2. Trees with forked trunks are acceptable if all the following conditions are met:
a. The fork occurs in the upper 1/3 of the tree.
b. One fork is less than 2/3 the diameter of the dominant fork.
c. The top 1/3 of the smaller fork is removed at the time of planting.
3. No branch is greater than 2/3 the diameter of the trunk directly above the branch.
4. The trunk and/or major branches shall not touch
5. Several branches are larger in diameter and obviously more dominant.
6. Branching habit is more horizontal than vertical, and no branches are oriented nearly vertical to the trunk.
7. Branches are evenly distributed around the trunk with no more than one major branch located directly above another and the crown is full of foliage evenly distributed around the tree
8. Crown spread shall look proportional to the tree.
9. NO flush cuts or open trunk wounds or other bark injury
10. Root ball meets all ANSI standards and is appropriately sized

DEFICIENCIES NOT ACCEPTED:
1. Tip dieback on 5% of branches
2. Crown thin/spasely foliated
3. Included bark
4. Major Branches touching
5. Asymmetrical branching

TO AVOID OVERHEAD UTILITY CONFLICTS:
In the event proposed canopy trees are in conflict (within 15') with proposed or existing overhead utility locations, the landscape contractor shall stop work and contact Heibert+Ball Land Design immediately for coordination and field adjustment.



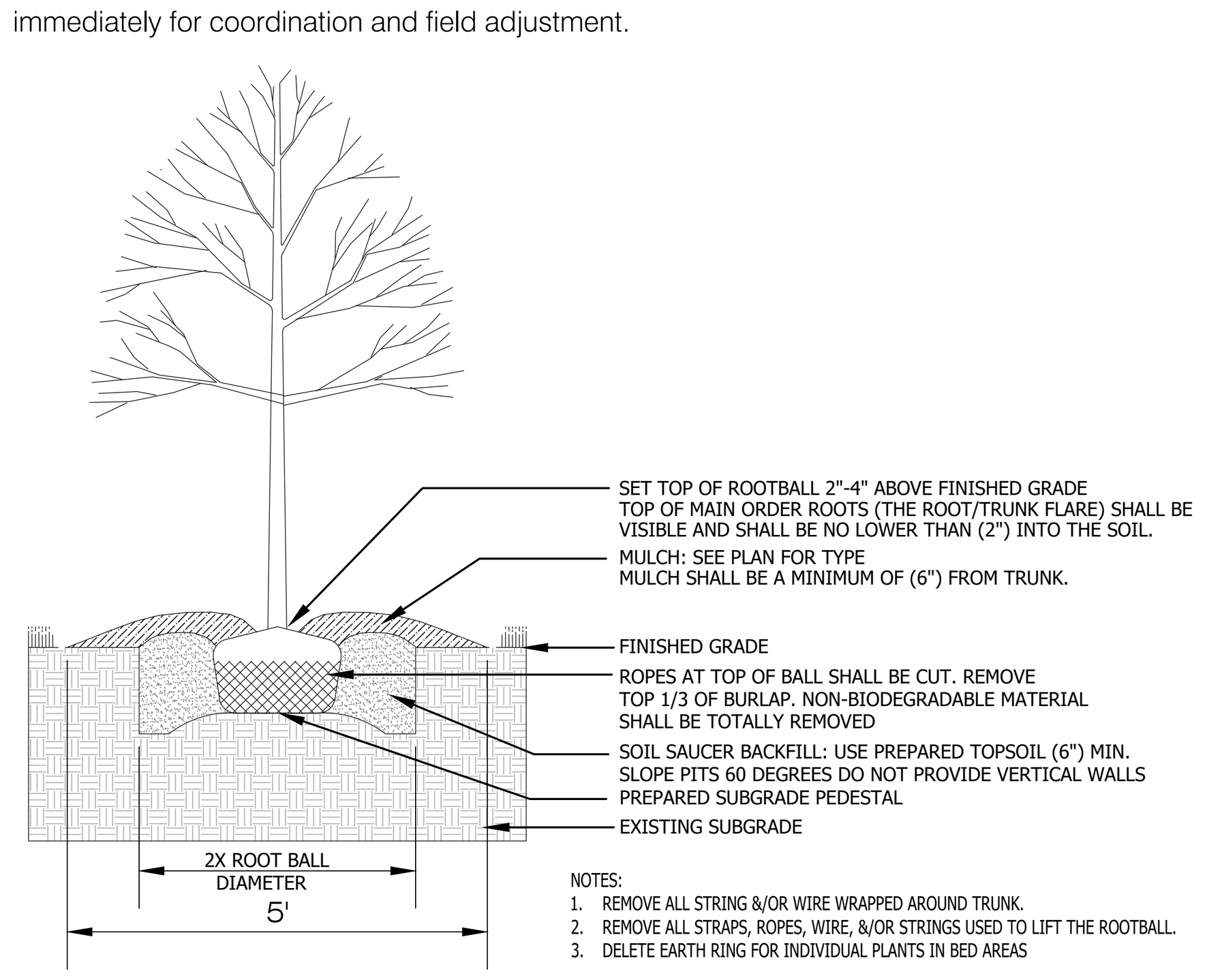
1. THIS LANDSCAPE PLAN IS A SUPPLEMENTAL PLAN TO THE APPROVED CONSTRUCTION DOCUEMNTS.
2. THIS LANDSCAPE PLAN ONLY COVERS THE AREA OF CHANGE FROM THE APPROVED PLAN. THESE AREAS INCLUDE THE ADDITIONAL BUFFER ALONG BEAR CREEK WHERE THE EXISTING TREES WHERE REMOVED AND THE MAIL KIOSK AREA. ALL OTHER LANDSCAPE AREAS TO FOLLOW L-2.0 IN THE APPROVED CONSTRUCTION DRAWINGS. APPROVED L-2.0 IS DATED 11/3/23.

PLANT SCHEDULE BUFFER

SYMBOL	QTY	COMMON / BOTANICAL NAME	CONT	CAL	SIZE
TREES					
	21	Eastern Redcedar / Juniperus virginiana Full to Base. Full Dense Form. Matched. See Tree Specifications 2" Caliper Per Code	B & B	2"Cal	Per ANSI
LT	8	Tulip Poplar / Liriodendron tulipifera 5` Clear Trunk. Evenly Branched. Matched. See Tree Specifications	B & B	2"Cal	Per ANSI
UNDERSTORY/COLUMNAR TREES					
D2	20	Milky Way Kousa Dogwood / Cornus kousa `Milky Way` 4` Clear Single Trunk. Full Symmetrcal Crown. See Tree Specifications	B & B	2"Cal	8`-10` HT
	19	Nellie R. Stevens Holly / Ilex x 'Nellie R. Stevens' Full to Base. Full Dense Form. Matched. See Tree Specifications 2" Caliper Per Code	B & B	2"Cal	Per ANSI
M	16	Sweetbay Magnolia / Magnolia virginiana Multi-Cane. Full Rounded Head. See Tree Specifications.	B & B	CLUMP	8`-10` HT
C	17	Akebono Cherry / Prunus x yedoensis 'Akebono' 4` Clear Single Trunk. Full Symmetrcal Crown. See Tree Specifications.	B & B	2"Cal	Per ANSI
SYMBOL	QTY	COMMON / BOTANICAL NAME	HT / CONT.	WIDTH	
SHRUBS					
	51	Dwarf Burford Holly / Ilex cornuta `Burfordii Nana` Full; Dense Form	24" HT		
	14	Henry`s Garnet Sweetspire / Itea virginica `Henry`s Garnet` Full; Dense Form	18" HT		
	50	Prague Viburnum / Viburnum x pragense Full; Dense Form. Matched	30" HT		

WHEN THE TERMS "POT", "CONTAINER", OR "CALIPER" ARE USED TO DESCRIBE MINIMUM SIZE AT PLANTING, THE ESTABLISHED AMERICAN STANDARD FOR NURSERY STOCK SHALL APPLY. THAT IS: •"ALL CONTAINER GROWN (DECIDUOUS OR CONIFER) SHRUBS SHALL BE HEALTHY, VIGOROUS, WELL-ROOTED AND ESTABLISHED IN THE CONTAINER IN WHICH THEY ARE SOLD. THEY SHALL HAVE TOPS WHICH ARE OF GOOD QUALITY AND ARE IN A HEALTHY GROWING CONDITION." "AN ESTABLISHED CONTAINER GROWN (DECIDUOUS OR CONIFER) SHRUB SHALL BE A (DECIDUOUS OR CONIFER) SHRUB TRANSPLANTED INTO A CONTAINER AND GROWN IN THAT CONTAINER SUFFICIENTLY LONG FOR THE NEW FIBROUS ROOTS TO HAVE DEVELOPED SO THAT THE ROOT MASS WILL RETAIN ITS SHAPE AND HOLD TOGETHER WHEN REMOVED FROM THE CONTAINER." •CONTAINER SIZE MAY BE CONVERTED TO MINIMUM HEIGHT/SPREAD AS FOLLOWS:
1 GALLON = 12" TO 15" HEIGHT OR SPREAD
3 GALLON = 15"-18" HEIGHT OR SPREAD
5 GALLON = 18" TO 24" HEIGHT OR SPREAD
7 GALLON = 24" TO 30" HEIGHT OR SPREAD

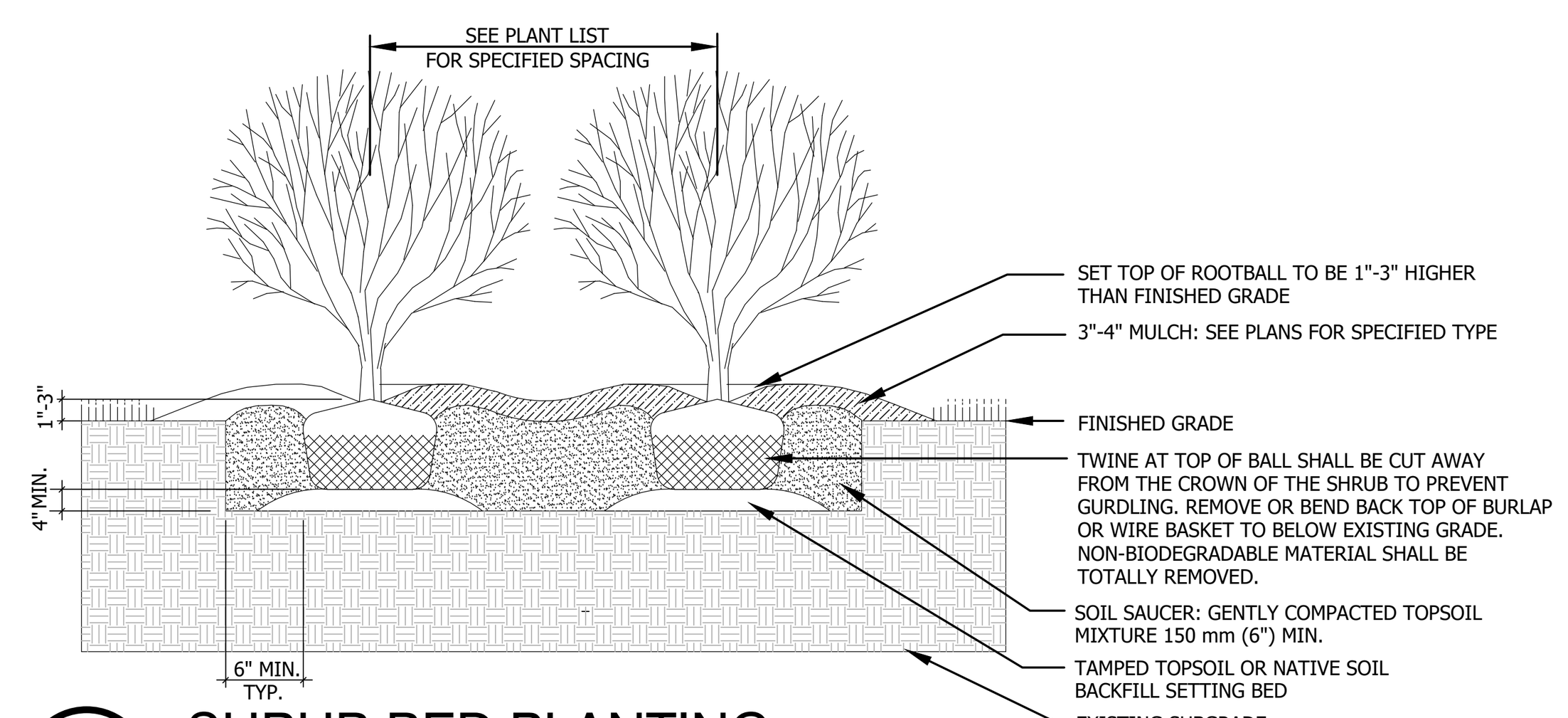
PLAN NOTES:
1. LANDSCAPE BUFFER SHALL BE ONE CONTINUOUS BED AND MULCHED WITH 3" MIN. DEPTH OF PINE STRAW MULCH
2. ALL AREAS OF DISTURBANCE NOT SPECIFIED AS SOD SHALL BE SEEDED WITH 80% REBEL SUPREME, 20% MERION BLUEGRASS @ 8#/1,000 SF UNLESS OTHERWISE NOTED ON GRADING PLANS



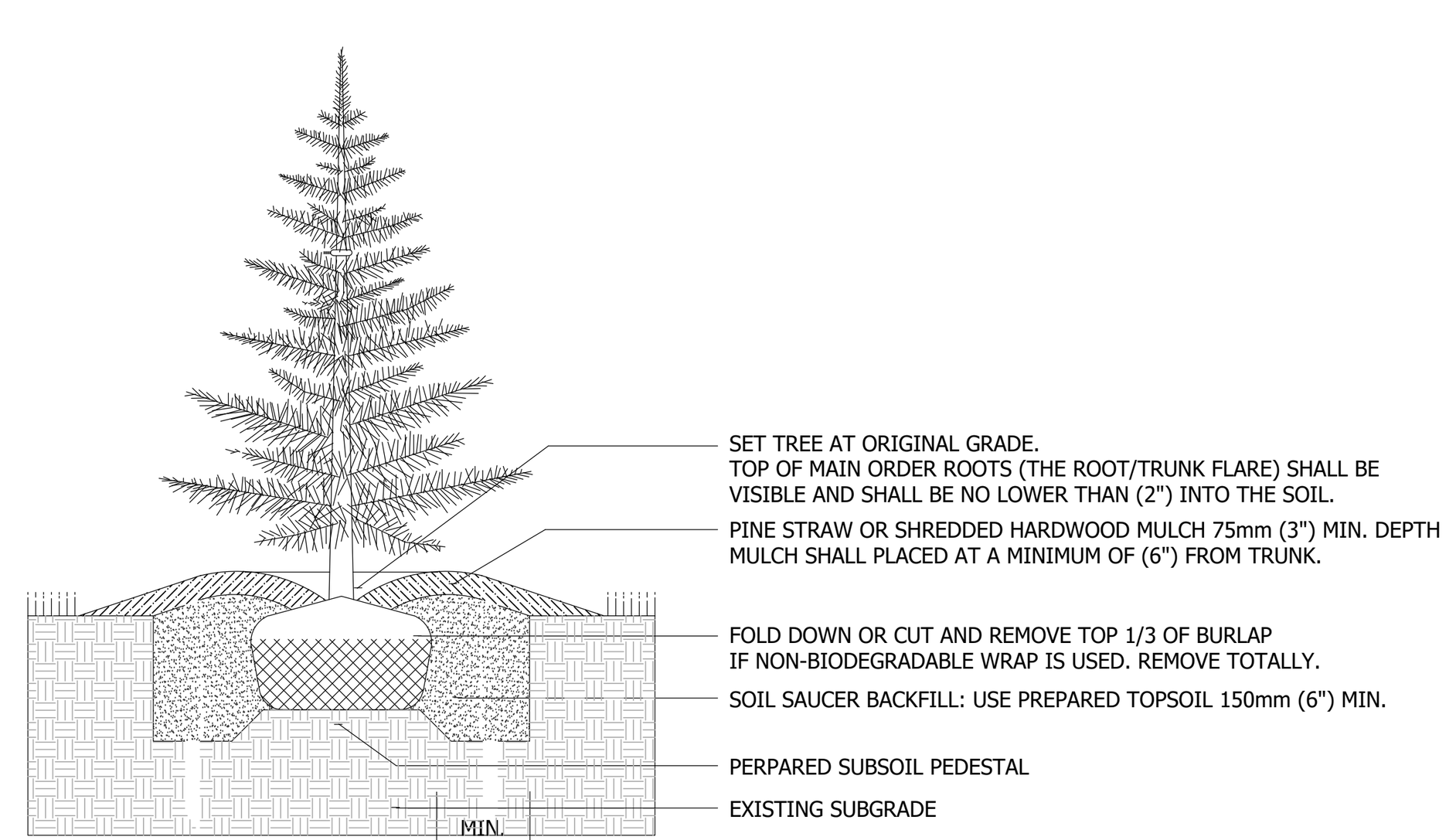
NOTES:
1. REMOVE ALL STRING &/OR WIRE WRAPPED AROUND TRUNK.
2. REMOVE ALL STRAPS, ROPES, WIRE, &/OR STRINGS USED TO LIFT THE ROOTBALL.
3. DELETE EARTH RING FOR INDIVIDUAL PLANTS IN BED AREAS

DECIDUOUS TREE PLANTING

P-NO-12



SHRUB BED PLANTING



EVERGREEN TREE PLANTING

N

0 40 80 120 feet
SCALE: 1" = 40'

ARCHITECTURE
INTERIORS
CIVIL SITE
818 S. MAIN STREET, COLUMBIA, TN 38401 | 615.617.7477 | WWW.TKC-AE.COM

CONSULTANTS:
HB LAND DESIGN
106 MISSION CRT. STE 403B
Franklin, TN 37067
615.376.2421
hblanddesign.com

PROJECT TITLE:
DABBS SUBDIVISION

CONNOR L. BALL
REGISTERED
AGRICULTURE
COMMERCE
TENNESSEE NO. 808
LANDSCAPE ARCHITECT
8/18/2025

Revision		
No.	Date	Description

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SHEET TITLE:
LANDSCAPE PLAN

CONSTRUCTION PLANS
DATE: 05/23/2024
DRAWN BY: TS
PROJECT NO.: 2124

SHEET NO.:
L - 2.0

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

D.R. Horton _____, 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.

Reserve at Hickory Ridge

PROJECT

Completed by the Developer	*Completed by the City*
D.R. Horton, Inc.	
DEVELOPER NAME	
Mathew McKendree	
AUTHORIZED AGENT NAME	CITY ENGINEER
SIGNATURE	SIGNATURE
05/13/25	
DATE	DATE
819 Seven OaK Blvd.	
STREET	
Smyrna, TN, 37167	
CITY, STATE, ZIP	
615.906.7942	
PHONE	
mwmkendree@drhorton.com	
EMAIL	
Attest	*Attest*
Cole Tarlas	
ATTEST NAME	ATTEST NAME
ATTEST SIGNATURE	ATTEST SIGNATURE
5/13/25	
DATE	DATE

BK/PG: R3073/1299-1314
25008282

16 PGS:AL-AGREEMENT
JANE BATCH: 354105 06/10/2025 - 10:49 AM

VALUE	0.00
MORTGAGE TAX	0.00
TRANSFER TAX	0.00
RECORDING FEE	80.00
ARCHIVE FEE	0.00
DP FEE	2.00
REGISTER'S FEE	0.00
TOTAL AMOUNT	82.00

STATE OF TENNESSEE, MAURY COUNTY
JOHN FLEMING
REGISTER OF DEEDS

DOCUMENT PREPARED BY:
Name: Cole O Newton
Company TKC Architecture and Engineering
Address: 818 S Main Street
Columbia, TN 38401

After recording return copy to City of Columbia, Development Services

PlnReedIrwin

INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES

Map & Parcel Number: Map 072 Parcel 0.66.00 & Map 093 Parcel 003.00
Project Name: Reserve at Hickory Ridge Phase 1A

Recorded by deed in the Register of Deeds Office of Maury County in Deed Book R2974, Page(s) 432-436.

THIS AGREEMENT, made this 10th day of June, 2025, by and between D.R. Horton, Inc. 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: Mathew McKendree
Title: Assistant Secretary
Signature: Mathew McKendree

Owner: D.R. Horton, Inc.
Address: 819 Seven Oaks Blvd.
Smyrna, TN 37135
City, State ZIP:

STATE OF Tennessee
COUNTY OF Davidson

Before me, Cole Tarlas of the state and county mentioned, personally appeared Mathew McKendree, 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 13th day of May, 2025.

COLE TARLAS
STATE OF TENNESSEE NOTARY PUBLIC
DAVIDSON COUNTY

Notary Public

My Commission Expires: My Commission Expires March 6, 2029

CITY OF COLUMBIA, TENNESSEE
ENGINEERING DEPARTMENT

APPROVED BY: R Neil Scruggs

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, 2025.

Regina Connelly
Notary Public
My Commission Expires: 8/29/2027

REGINA CONNELLY
STATE OF TENNESSEE NOTARY PUBLIC
MAURY COUNTY

ARCHITECTURE
INTERIORS
CIVIL SITE

818 South Main Street
COLUMBIA, TN 38401
TKC-AE.COM
615.617.7477

POST CONSTRUCTION LONG TERM MAINTENANCE PLAN

Reserve at Hickory Ridge Phase 1A
1690 Bear Creek Pike
COLUMBIA, TN 38401

Prepared by:

ARCHITECTURE
INTERIORS
CIVIL SITE

TKC ARCHITECTURE AND ENGINEERING LLC

May 19, 2025

ARCHITECTURE
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SECTION 1: INTRODUCTION

The project is to construct 30 housing lots for the Reserve at Hickory Ridge Phase 1A development in Columbia, Maury County, Tennessee. This post construction long term maintenance plan addresses the development which consists of 19.409 acres in which utility infrastructures (water, sewer, and storm) will be installed. The proposed construction 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.

SECTION 2: SYSTEM DESCRIPTION

The site consists of a stormwater detention basin, stormwater conveyance inlets and pipes.

1. There is a stormwater detention basin sized to detain the 2-yr through 100-yr peak events, with the detention outfall structure designed to contain the first flush, 1 inch, for 48 hours.
2. 2066 LF OF 18" pipe, 782 LF of 24" pipe, 39 storm inlets, and 4 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 for verification.

SECTION 3: MAINTENANCE PROCEDURES

3.1 Stormwater Detention Basin:

1. The outlet structure shall be checked regularly for clogging and shall be cleaned and repaired as necessary. The outlet structure shall be checked on a monthly basis until the detention basin side slopes and grass lines ditches have stabilized and no heavy sediment laden runoff enters the detention basin. Then it shall be checked on a quarterly basis and after a large rain event.
2. Check detention basin side slopes and bottom for erosion and correct necessary at least on a quarterly basis.
3. At least quarterly and after each large rain event, the facility should be cleaned of accumulated debris. Remove nuisance wetland species and take appropriate measures to control mosquitos.
4. At least quarterly and after each large rain event, the detention basin outfall structure shall be cleaned of sediment, floatables, and debris.
5. Remove sediment within detention basin outfall structure and headwalls when sediment accumulation reaches 6" or if resuspension is observed or probable. This sediment may contain contaminants and should be disposed of using the Tennessee Department of Environment and Conservation (TDEC) special disposal procedure. If there is any

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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.

6. Some sediment collected may be innocuous (free from pollutants) and can be used as fill material, cover or land spreading. It is important that the material not be placed in a way that may promote or allow re-suspension in storm runoff.

3.2 Storm Drains and storm inlets:

These structures to be inspected annually and cleaned monthly of accumulated debris and sediment. All sediment to be disposed of per TDEC disposal procedures. All debris (paper products, floatables) to be disposed of per Maury County Waste Management requirements.

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Stormwater Pond Inspection and Maintenance Checklist

Site Name: _____ Owner Change since last inspection? Y N

Location: _____

Owner Name: _____

Address: _____ Phone Number _____

Site Status: _____

Date: _____ Time: _____ Site conditions:

Stormwater Pond Type: Wet Pond fl Wet ED Pond fl Micropool Pond fl Multiple Pond System fl
Dry Pond fl

Inspection Frequency Key: A=annual(required); M=monthly(recommended); S=after major storms(recommended)

Inspection Items	Inspection Frequence	Inspected? (Yes/No)	Maintenance Needed? (Yes/No)	Comments/Description
Embankment and Emergency Spillway				
Vegetation Healthy?	A/S			
Erosion on embankment?	A/S			
Animal burrows in embankment?	A/S			
Cracking, sliding, bulging of dam?	A/S			
Drains blocked or not functioning?	A/S			
Leaks or seeps on embankment?	A/S			
Slope protection failure functional?	A/S			
Emergency spillway obstructed?	A/S			
Erosion in/around emergency spillway?	A/S			
Other (describe)	A/S			
Riser and Principal Spillway		(described type: concrete pipe, slotted weir, channel etc.)		
Low-flow orifice functional?	A/S			
Trash rack (Debris removal needed? Corrosion noted?)	A/S			
Sediment buildup in riser?	A			
Concrete/masonry condition	A			

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(Cracks or displacement? Spalling?)	A			
Metal pipe in good condition?	A			
Control valve operation?	A			
Pond drain valve operation?	A			
Outfall channels function, not eroding?	A			
Other (describe)	A			
Sediment Forebays				
Sedimentation description				
Sediment cleanout needed (over 50 percent full?	A/S			
Permanent Pool Areas (if applicable)				
Undesirable vegetation growth?	A/M			
Visible pollution?	A/M			
Shoreline erosion?	A/M			
Erosion at outfalls into pond?	A/M			
Headwalls and endwalls in good condition?	A/M			
Encroachment into pond or easement area by other activities?	A/M			
Evidence of sediment accumulation?	A			
Dry Pond Area (if applicable)				
Vegetation adequate?	A/M			
Undesirable vegetation or woody plant growth?	A/M			
Excessive sedimentation?	A			
Hazards				
Have there ben complaints from residents?	A/M			
Public hazards noted?	A/M			

Inspector Comments: _____

_____

_____

_____

Overall Condition of Facility: ☐Acceptable ☐Unacceptable

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If any of the above Inspection Items are checked "Yes" for "Maintenance Need," 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) _____

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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(required); M=monthly(recommended); S=after major storms(recommended)

Inspection Items	Inspection Frequency	Inspected? (Yes/No)	Maintenance Needed? (Yes/No)	Comments/Description
Debris Removal				
Facility and adjacent area free of debris?	A/M			
Inlets and outlets free of debris?	A/M			
Any dumping of yard wastes into facility?	A/M			
Litter (branches) removed?	A/M			
Vegetation				
Surrounding area fully stabilized? (no evidence of eroding material into swale, channel or filter strip)	A/M			
Grass mowed?	A/M			
Grass height not less than 3 to 4 inches?	A/M			
Fertilized per specifications?	A/M			
Grasses planted according to approved plan?	A/M			
Unauthorized or inappropriate plantings?	A			
Grasses healthy? (no diseased or dying vegetation)	A/M			
Evidence of grasses stressed from	A/M			

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inadequate watering?	[redacted]			
Filtration Capacity				
Clogging from oil or grease?	A/M			
Facility dewaters between storms?	A/M			
Check dams and energy dissipater/sumps				
Any evidence of sedimentation buildup?	A/S			
Are sumps greater than 50% full of sediment?	A/S			
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?	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?	A/M			
Public hazards noted?	A/M			
Maintenance accesses free of hazards and fully operational?	A/M			

Inspector Comments: _____

_____

_____

_____

Overall Condition of Facility: ☐Acceptable ☐Unacceptable

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615.617.7477

If any of the above Inspection Items are checked "Yes" for "Maintenance Need," 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) _____

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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:

Stormwater Pond Type: Catch Basins fl Storm Pipe fl Headwalls fl Outfalls fl Catch Basin Inlets fl

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

Inspection Items	Inspection Frequence	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 to 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	A/S			

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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			
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 headwalls 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 Need," list Maintenance actions and their completion dates below:

Maintenance Action Needed	Due Date

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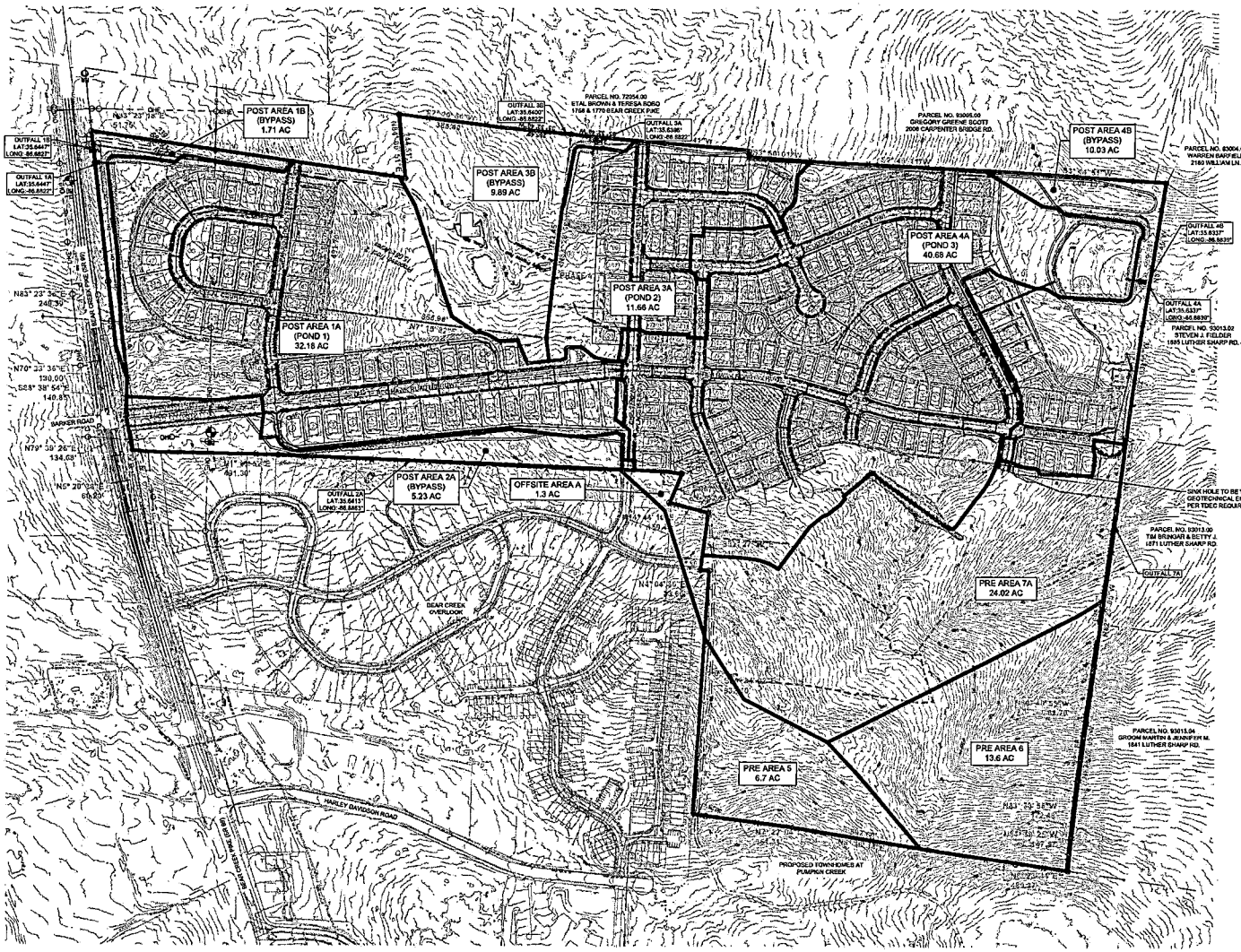
The next routine inspection is scheduled for approximately: _____

(date)

Inspected by: (signature) _____

Inspected by: (printed) _____



GRAPHIC SCALE
(IN FEET)
0 200 400
SCALE: 1" = 200'

LEGEND
PROPERTY LINE
EXISTING CONTOURS

NOTES:
1. THE PROPERTY IS LOCATED IN AREA DESIGNATED AS "ZONE X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS NOTED ON THE CURRENT FEMA FIRM PANEL, MAP NO.: 47119C0315E, EFFECTIVE DATE 4/5/2007.
2. CONTRACTOR TO VERIFY EXISTING CONDITIONS AND CONTACT THE CIVIL ENGINEER WITH ANY DISCREPANCIES.

DRAINAGE BASIN NOTES:
POST DEVELOPMENT CONDITIONS (SOILS ARE B,C AND D-SOILS)
- AREA 1A = 32.18 AC
  - ADJUSTED CN = 84
  - TIME OF CONCENTRATION = 6.0 MIN.
- AREA 1B = 1.71 AC
  - ADJUSTED CN = 81
  - TIME OF CONCENTRATION = 10.6 MIN.
- AREA 2A = 5.23 AC
  - ADJUSTED CN = 79
  - TIME OF CONCENTRATION = 5.0 MIN.
- AREA 3A = 11.66 AC
  - ADJUSTED CN = 85
  - TIME OF CONCENTRATION = 5.0 MIN.
- AREA 3B = 9.7 AC
  - ADJUSTED CN = 71
  - TIME OF CONCENTRATION = 17.3 MIN.
- AREA 4A = 40.68 AC
  - ADJUSTED CN = 86
  - TIME OF CONCENTRATION = 5.0 MIN.
- AREA 4B = 10.03 AC
  - ADJUSTED CN = 81
  - TIME OF CONCENTRATION = 5.0 MIN.
- OFF SITE AREA A = 1.3 AC
  - ADJUSTED CN = 79
  - TIME OF CONCENTRATION = 17.2 MIN.
- CURVE NUMBERS FROM HYDROGRAPH

DRAINAGE BASIN NOTES:
PRE DEVELOPMENT CONDITIONS (SOILS ARE B,C AND D-SOILS)
- AREA 5 = 6.7 AC
  - ADJUSTED CN = 79
  - TIME OF CONCENTRATION = 11.2 MIN.
- AREA 6 = 13.6 AC
  - ADJUSTED CN = 79
  - TIME OF CONCENTRATION = 17.1 MIN.
- AREA 7A = 24.02 AC
  - ADJUSTED CN = 77
  - TIME OF CONCENTRATION = 18.2 MIN.
- CURVE NUMBERS FROM HYDROGRAPH

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2000 CLARKSVILLE BLVD, SUITE C, COLUMBIA, TN 38401 | 931.473.1577 | WWW.TKC-AE.COM

PROJECT TITLE:
DABBS SUBDIVISION
PHASES 1 - 4

STATE OF TENNESSEE
COLE D. NEWTON
REGISTERED ENGINEER
11/7/2023
COLE D NEWTON - TN REG.#118292

No	Date	Revision Description
1	07/11/23	PER CITY COMMEN
2	11/7/23	PER CITY 7/25/2 COMMENTS

THIS DRAWING IS THE PROPERTY OF TKC ARCHITECTURE & ENGINEERING (TKC AE) AND UNAUTHORIZED REPRODUCTION OR USAGE WITHOUT THE PRIOR WRITTEN CONSENT OF TKC AE IS PROHIBITED.

SHEET TITLE:
POST DEVELOPMENT DRAINAGE PLAN

CONSTRUCTION PLANS
DATE: 05/24/2023
DRAWN BY: TS
PROJECT NO.: 2124

SHEET NO.:
C - 4.10

Book R3073 Page 1314
Page 686 of 767

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May 19, 2025

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

Subject: Owner Consent Form –

Address: Map 072, Parcel 0.66.00, & Map 093, Parcel 003.00

As the property owner of the property located at 1690 Bear Creek Pike in Columbia, TN (Map 072, Parcel 0.66.00, & Map 093, Parcel 003.00), I hereby give consent for TKC Architecture and Engineering LLC to submit a Final Plat application for approval on our property and represent that Final Plat to the City at Boards and Commissions.

Sincerely,

Owners Signature

Mathew McKendree for D.R. Horton, Inc.

Owners Printed Name

ARCHITECTURE
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COLUMBIA, TN 38401
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615.617.7477

8/18/2025

Charles Rush
Principal Planner
Development Services
City of Columbia
700 N. Garden Street
Columbia, TN 38401

Project: Reserve at Hickory Ridge-Dabbs Phase 1A

Subject: Resubmittal with comments addressed

Mr. Rush,

Please find below responses to your comments on the Reserve at Hickory Ridge Phase 1A resubmittal. We have tried to address all the comments. No major change outside of the comments have been made.

COMMENTS:

Engineering

1. Letter of Credit provided in the amount of $445,000.
   A Irrevocable standby letter of credit is included in this submittal.
2. Asphalt binder and curbing shall be installed prior to resubmittal date.
   The contractor has been working on this and this item has been addressed as of 8/18 site visit.
3. Grading shall substantially conform to approved construction plans (within 1 ft.) prior to resubmittal date.
   Grading is looking good and this item has been addressed as of 8/18 site visit.
4. Reference Stormwater Maintenance Agreement prior to resubmittal date.
   The Stormwater Maintenance Agreement is referenced in the general notes on the Plat. Note 13. The LTMP has been recorded.
5. Install street signs (stop, street names) prior to resubmittal date.
   Street signs have been installed as of 8/18 site visit.
6. Hammerhead turnaround should be encompassed in a PUDAE. Provide annotation for linework.
   Notes have been added to the plat, the area is hatched and called out.
7. Provide 10 foot PUDE on all rear lot lines and lot lines parallel to streets and show on typical lot layout.
   This has been addressed and is shown in the typical lot layout.
8. Call out Phase 1B as "future development"
   This has been noted.
9. Question about introduction to general notes. Please clarify.
   This has been addressed. The lot numbers have been updated to match the Approved Preliminary Plat and this note addressing lot 409 has been reworded.
10. Title of plat has "Sec 1A". Should be "Ph 1A"
    This has been addressed.

ARCHITECTURE
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Planning

11. 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.
    Comment is noted.
12. 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.
    This letter includes responses to each comment.
13. Label open spaces per the approved preliminary plat.
    This has been addressed. All open spaces reflect preliminary plat.
14. No Amenity site was approved on the open space 1 from the approved preliminary plat, please remove the amenity site area wording.
    This has been removed. We are working on a new preliminary plat that will address adding the amenity site.
15. Why does the lot numbers change from the approved preliminary to the final plat
    This has changed. All lot numbers reflect the approved preliminary plat.
16. Add a note that HOA will be responsible for the monument sign and mail kiosk area.
    This is now note 12 on the plat.
17. Add a note for the landscaping requirement per PC and the approved CDs plans, Provide Landscape plan for buffers including the extra along Bear Creek (.8) the Boulevard area and parking lots for mail kiosk.
    Noted as note 14 on the plat. Included with this submittal is also the City approved construction drawings which include the original landscape plans. With this submittal we are including a supplemental landscape plan that addresses the 0.8 opacity buffer along Bear Creek and the landscaping for the mail kiosk area.
18. Show bench placement within open space areas.
    This has been added. The benches are in Phase 1B and are now shown. We have also included the approved landscape plans which show the benches as well.

Duck River Electric Membership Corp

19. DREMC will be the local power provider for Hickory Ridge Phase 1A subdivision. Distribution power will be provided in accordance with all DREMC service policies, rules, and regulations.
    Noted

Building

20. No comment.

Police

21. No comment provided.

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COLUMBIA, TN 38401
TKC-AE.COM
615.617.7477

City Attorney

22. No comment provided.

Maury County Highway Dept.

23. No comment.

Fire

24. No comments

Wastewater

25. Some services might not be accurately placed.
    Noted and the final asbuilts for wastewater will reflect all final locations and testing results.
26. Plat signature is subject to testing, CCTV, as-builts and final visual inspection.
    Noted.

Maury County Schools

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

ATT

28. ATT INTENDS TO SERVE.

Public Works

29. No comment.

Maury County E911

30. Any new addresses or street names go to our website at Maury911.org.
    Noted.

ARCHITECTURE
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Columbia Water

31. Complete water infrastructure.
    This infrastructure has been installed.

    Show water service lines to meter boxes, also some meter boxes are obscured on plat.
    The plat has been updated to include this information.

    Coordinate walk-through, Bacteria pressure testing with CPWS.
    This comment is noted and the contractor and owner are aware and working toward having this complete.

    Provide a detailed list of water infrastructure cost including labor to CPWS Water Department in advance of \
    plat signing for Deed Over form.
    This comment is noted and will be done prior to bringing the plat to CPWS for signatures.

    Water system must be complete and active at time of plat signing.
    Comment is noted and owner is aware.

Columbia Power

32. 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.
    Noted

Atmos Energy

33. No comment provided.

If you have any comments or questions, please contact Cole Newton at TKC Architecture and Engineering.

Thank you,
Cole Newton, PE, LEED AP
TKC Architecture and Engineering LLC
615.617.7477 (o)
931.797.3323 (c)
cole@tkc-ae.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, August 12, 2025

ITEM NO.
25-0281

DESCRIPTION: Reserve at Hickory Ridge -Dabbs Phase 1A

COMMENTS:

Engineering

1. Letter of Credit provided in the amount of $445,000.
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. Reference Stormwater Maintenance Agreement prior to resubmittal date.
5. Install street signs (stop, street names) prior to resubmittal date.
6. Hammerhead turnaround should be encompassed in a PUDAE. Provide annotation for linework.
7. Provide 10 foot PUDE on all rear lot lines and lot lines parallel to streets and show on typical lot layout.
8. Call out Phase 1B as "future development"
9. Question about introduction to general notes. Please clarify
10. Title of plat has "Sec 1A". Should be "Ph 1A"

Planning

11. 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.
12. 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.
13. Label open spaces per the approved preliminary plat
14. No Amenity site was approved on the open space 1 from the approved preliminary plat, please remove the amenity site area wording
15. Why does the lot numbers change from the approved preliminary to the final plat
16. Add a note that HOA will be responsible for the monument sign and mail kiosk area.

DEVELOPMENT SERVICES
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COLUMBIA, TN 38401
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17. Add a note for the landscaping requirement per PC and the approved CDs plans, Provide Landscape plan for buffers including the extra along Bear Creek (.8) the Boulevard area and parking lots for mail kiosk
18. Show bench placement within open space areas.

Duck River Electric Membership Corp

19. DREMC will be the local power provider for Hickory Ridge Phase 1A subdivision. Distribution power will be provided in accordance with all DREMC service policies, rules, and regulations.

Building

20. No comment.

Police

21. No comment provided.

City Attorney

22. No comment provided.

Maury County Highway Dept.

23. No comment.

Fire

24. No comments

Wastewater

25. Some services might not be accurately placed.
26. Plat signature is subject to testing, CCTV, as-builts and final visual inspection.

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

Maury County Schools

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

28. ATT INTENDS TO SERVE.

Public Works

29. No comment.

Maury County E911

30. Any new addresses or street names go to our website at Maury911.org.

Columbia Water

31. Complete water infrastructure.

    Show water service lines to meter boxes, also some meter boxes are obscured on plat.

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    plat signing for Deed Over form.

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

Columbia Power

32. 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.

CITY OF COLUMBIA TENNESSEE

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

Atmos Energy

33. 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 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.

DEVELOPER/OWNER:	D.R. HORTON
Parcel Address:	1690 BEAR CREEK PIKE COLUMBIA, TN 37064
Parcel Acreage:	+/- 155.5 Acres
Zoning:	A-2 (RURAL RESIDENTIAL)
Recorded Deed:	Deed Book R2974, Page 443 R.O.M.C. Deed Book R2974, Page 432 R.O.M.C.

RESERVE AT HICKORY RIDGE, SEC 1A

1690 BEAR CREEK PIKE, 4TH CIVIL DISTRICT MAP 072, PARCEL 066.00, & MAP 093, PARCEL 003.00, R.O.M.C., TN.
COLUMBIA, MAURY COUNTY, TENNESSEE
NOVEMBER 8, 2024

SURVEYOR & ENGINEER
THOUVENOT, WADE & MOERCHEN, INC.
390 MALLORY STATION ROAD, SUITE 100
FRANKLIN, TENNESSEE 37067

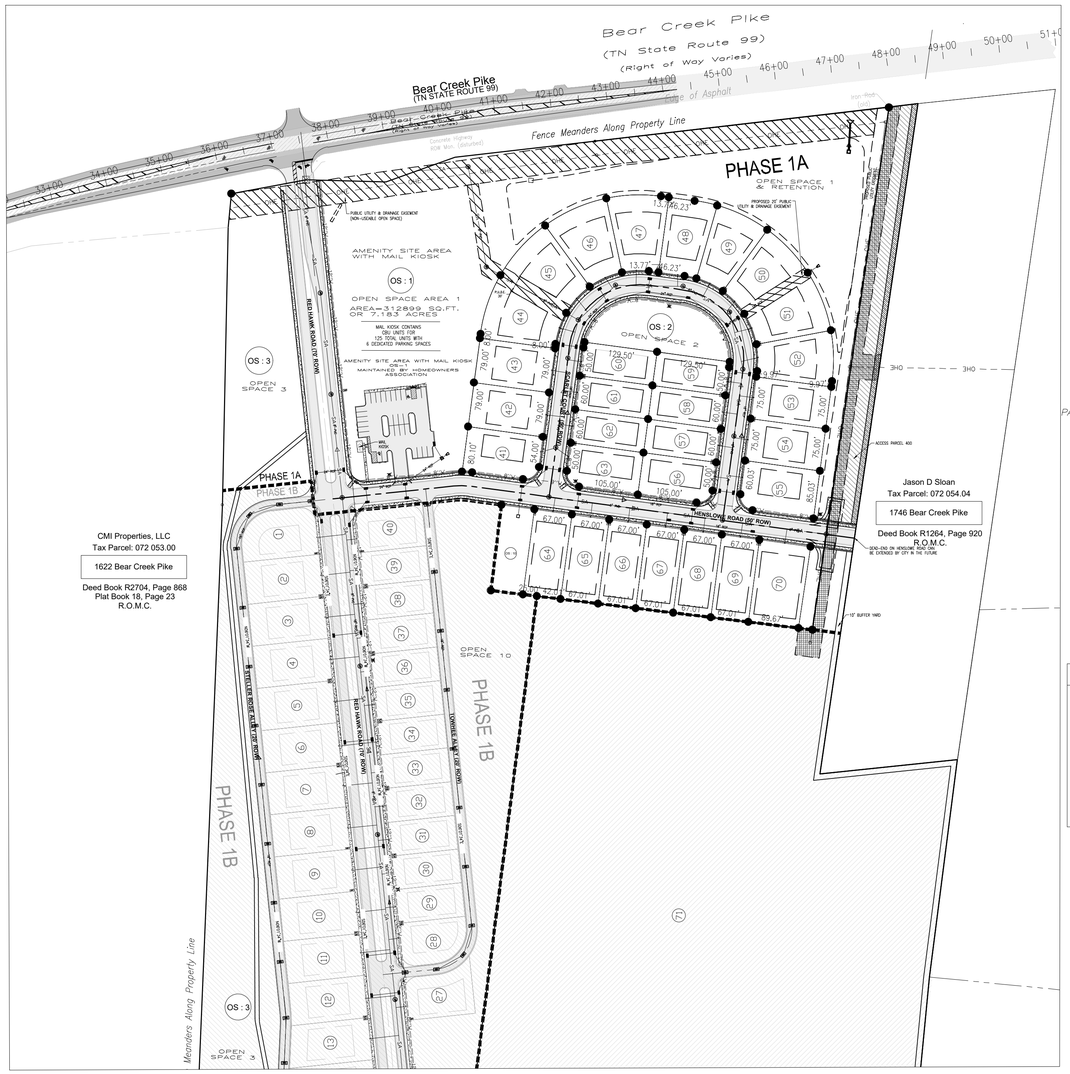
CONTACT: TKC ENGINEERING
615-617-7477
cole@tkc-ae.com

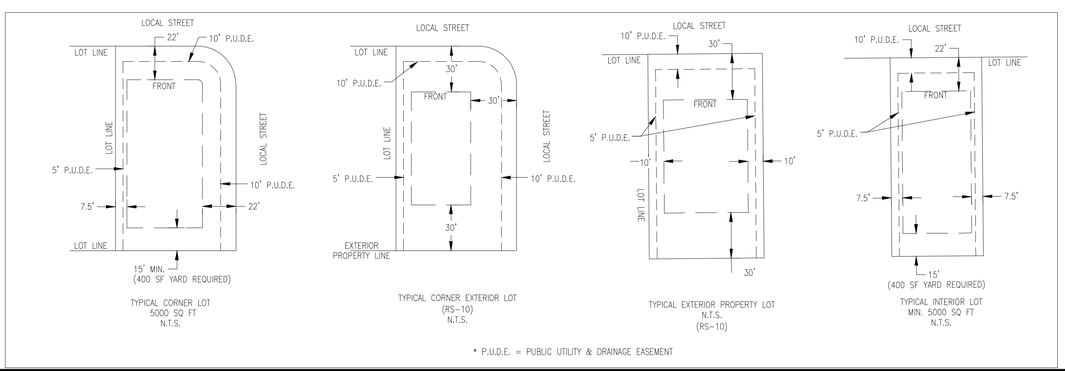
CONTACT: ROGER HARRAH
615-814-7414
rharrah@twm-inc.com

OWNER / SUBDIVIDER
D.R. HORTON
819 Seven Oaks Blvd,
Smyrna TN 37167
m: 615.906.7942
email: mwmckendree@drhorton.com

OWNER / PARCEL 400
LARRY ANDERSON
1740 BEAR CREEK PIKE
COLUMBIA, TN 38401

Parcel Area Table		
PARCEL	SQ. FT.	ACRES
41	10458.52	0.24
42	10586.00	0.24
43	10586.00	0.24
44	12369.73	0.28
45	12208.79	0.28
46	12204.41	0.28
47	11810.21	0.27
48	10400.27	0.24
49	10100.85	0.23
50	10776.37	0.25
51	11289.42	0.26
52	10639.59	0.24
53	10050.00	0.23
54	10050.00	0.23
55	11260.37	0.26
56	9615.87	0.22
57	7800.00	0.18
58	7800.00	0.18
59	7798.33	0.18
60	7798.33	0.18
61	7800.00	0.18
62	7800.00	0.18
63	9615.87	0.22
64	10152.04	0.23
65	10095.15	0.23
66	10038.27	0.23
67	9981.38	0.23
68	9924.49	0.23
69	9867.60	0.23
70	13232.06	0.30
71	620763.41	14.25





LOT DEVELOPMENT

MINIMUM LOT SIZE = 5000 SQ FT. CLUSTER / 10000 SQ FT RS-10

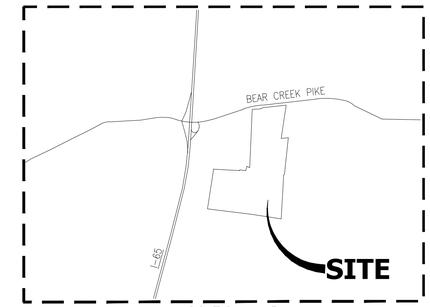
1. *SITE AREA 1A= 845453 SF / 19.409 ACRES*
2. *Base property Zoning is RS-10 Residential/Cluster Design*

MINIMUM LOT SIZE	*5000 SF (CLUSTER)*	*10000 SF (RS-10):*
SETBACKS:	*RS-10*	*UNDER 10000 SF:*
FRONT:	*30 FEET*	*22'*
SIDE SETBACKS:	*10 FEET*	*7.5'*
REAR SETBACKS :	*30 FEET*	*15'MIN. (400 SQ FT YARD)*

Open Space Area Table

PARCEL	SQ. FT.	ACRES
OS : 1	312899	7.183
OS : 2	19111	0.439
PART OF OS 10	8825	0.203

SECTION 1A AREA SUMMARY	
AREA IN LOTS:	21.018 ACRES
AREA IN R.O.W.:	3.093 ACRES
OPEN SPACE AREA:	7.822 ACRES
ACCESS PARCEL 400 –	1.513 ACRES
TOTAL AREA:	33.446 ACRES



LOCATION MAP
NOT TO SCALE

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 R2814, Page 651 (Lot 71), 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 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 R2974, Page 443 (Tract 1), and Book R2974, Page 432 (Tract 2), 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)

GENERAL NOTES

The purpose of this plat is to create 30 single family lots, 1 lot for future development, and 3 open space areas, establish easements, and dedicate right-of-way, as shown for Phase 1A of "RESERVE AT HICKORY RIDGE"

1. *Bearings as shown hereon are reference to the Tennessee Coordinate System of 1983.*
2. *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 April 16, 2007, which makes up a part of the National Flood Insurance Administration Report: Community No. 470123, Panel No. 0195 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.*
3. *Base property Zoning is RS-10 Residential/Cluster Design Plan approved under Zoning Ordinance 3638, APPROVED 8/10/22*
4. *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 I Survey as currently defined and adopted by the Tennessee State Board of Examiners for Land Surveyors and the ratio of precision of the unadjusted survey is less than 1:10,000.*
5. *Critical Lots are denoted with (*) . Engineered site plans will need to be provided for theses lots, due to the presence of 15-25% slopes.*
6. *All streets designated public and as such are public utility, access and drainage easements.*
7. *All public streets and drainage structures within the rights-of-way will be maintained by the city of Columbia, once accepted for maintenance by City Council. .*
8. *Open space areas and all landscaping within roadway medians shall be maintained by the homeowner's association.*
9. *Open space tracts are also public utility, drainage and access easements.*
10. *All public utility and drainage easements located on proposed lots are to be maintained by the individual property owner for said lot.*
11. *During construction phase each unit shall have pedestrian and vehicular access to all amenities at Planning Final inspection before C.O, is released. Construction will conform to this standard.*

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 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 "_" 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: ___.

07/18/25
Date *Registered Surveyor, R.L.S. 2039*

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 ADDRESSES

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

TWM
CONSULTING ENGINEERING
GEOSPATIAL SERVICES
ILLINOIS: SWANSEA, COLUMBIA, GLEN CARBON, PEORIA, DECATUR
MISSOURI: ST. CHARLES, ST. LOUIS, COLUMBIA
TENNESSEE: NASHVILLE, CHATTANOOGA, ATHENS

THOUVENOT, WADE & MOERCHEN, INC.
NASHVILLE OFFICE
390 MALLORY STATION RD.
SUITE 100, FRANKLIN, TENNESSEE
37067-8279
(615)-814-7414
WWW.TWM-INC.COM

PROF. LICENSE	NUMBER
IL. PROF. DESIGN FIRM	184-001220
IL. PROF. ENGR. CORP.	62-035370
IL. PROF. STR. ENGR. CORP.	81-005202
IL. PROF. LAND SURV. CORP.	048-000029
KS. PROF. ENGR. FACILITY	E-3256
MO. PROF. ENGR. CORP.	001528
MO. LAND SURVEYING CORP.	000346
TN. PROF. ENGR. FIRM	8974

SEAL



ISSUED FOR
DATE OF ISSUANCE

REV.	DATE	DESCRIPTION
△		
△		
△		
△		
△		

DRAWN BY:
DESINGED BY:
CHECKED BY:
APPROVED BY:
PROJECT NO: 211205A

PROJECT:

FINAL PLAT
RESERVE AT HICKORY RIDGE
CITY OF COLUMBIA
MAURY COUNTY, TENNESSEE

TITLE:

COVER SHEET

1 OF 2

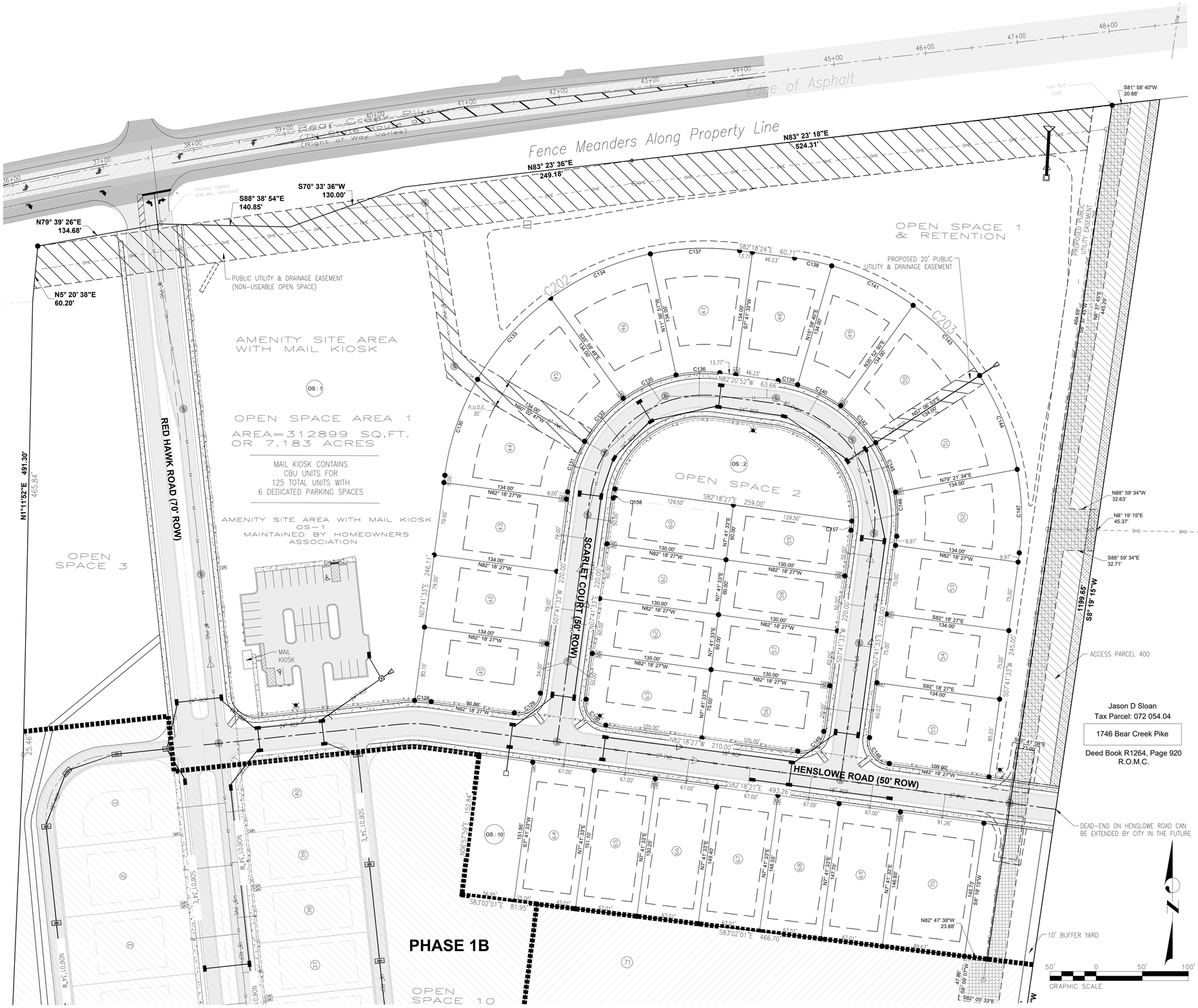
Parcel Area Table		
PARCEL	SQ. FT.	ACRES
41	10458.52	0.24
42	10586.00	0.24
43	10586.00	0.24
44	12369.73	0.28
45	12208.79	0.28
46	12204.41	0.28
47	11810.21	0.27
48	10400.27	0.24
49	10100.85	0.23
50	10776.37	0.25
51	11289.42	0.26
52	10639.59	0.24
53	10050.00	0.23
54	10050.00	0.23
55	11260.37	0.26
56	9615.87	0.22
57	7800.00	0.18
58	7800.00	0.18
59	7798.33	0.18
60	7798.33	0.18
61	7800.00	0.18
62	7800.00	0.18
63	9615.87	0.22
64	10152.04	0.23
65	10095.15	0.23
66	10038.27	0.23
67	9981.38	0.23
68	9924.49	0.23
69	9867.60	0.23
70	13232.06	0.30
71	620763.41	14.25

CMI Properties, LLC
Tax Parcel: 072 053.00

1622 Bear Creek Pike

Deed Book R2704, Page 868
Plat Book 18, Page 23
R.O.M.C.

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C128	18.19	150.00	6.95	N85° 46' 52"W	18.18
C129	39.27	25.00	90.00	S52° 41' 33"W	35.36
C130	110.34	284.00	22.26	N18° 49' 23"E	109.65
C131	58.28	150.00	22.26	S18° 49' 23"W	57.91
C132	62.96	150.00	24.05	S41° 58' 42"W	62.50
C133	119.21	284.00	24.05	N41° 58' 42"E	118.33
C134	119.21	284.00	24.05	S66° 01' 40"W	118.33
C135	62.96	150.00	24.05	N66° 01' 40"E	62.50
C136	51.42	150.00	19.64	S87° 52' 21"W	51.17
C137	97.35	284.00	19.64	N87° 52' 21"E	96.87
C138	41.07	284.00	8.29	S78° 09' 54"E	41.03
C139	21.69	150.00	8.29	N78° 09' 54"W	21.67
C140	52.11	150.00	19.90	N64° 04' 15"W	51.84
C141	98.65	284.00	19.90	S64° 04' 15"E	98.16
C142	55.59	150.00	21.23	N43° 30' 09"W	55.27
C143	105.25	284.00	21.23	S43° 30' 09"E	104.65
C144	110.26	284.00	22.24	S21° 45' 47"E	109.57
C145	58.24	150.00	22.24	N21° 45' 47"W	57.87
C146	48.00	150.00	18.33	N1° 28' 27"W	47.79
C147	90.87	284.00	18.33	S1° 28' 27"E	90.48
C148	39.27	25.00	90.00	N37° 18' 27"W	35.36
C149	39.27	25.00	90.00	S52° 41' 33"W	35.36
C150	39.27	25.00	90.00	S37° 18' 27"E	35.36
C157	10.02	100.00	5.74	S4° 49' 22"W	10.01
C158	10.02	100.00	5.74	N10° 33' 43"E	10.01
C202	446.10	284.00	90.00	S52° 41' 35"W	401.63
C203	446.11	284.00	90.00	N37° 18' 27"W	401.64



Jason D Sloan
Tax Parcel: 072 054.04

1746 Bear Creek Pike

Deed Book R1264, Page 920
R.O.M.C.

TWM
CONSULTING ENGINEERING
GEOSPATIAL SERVICES

ILLINOIS	SWANSEA COLUMBIA GLEN CARBON PEORIA DECATUR
MISSOURI	ST. CHARLES ST. LOUIS COLUMBIA
TENNESSEE	NASHVILLE CHATTANOOGA ATHENS

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KS. PROF. ENGR. FACILITY	E-3256
MO. PROF. ENGR. CORP.	001528
MO. LAND SURVEYING CORP.	000346
TN. PROF. ENGR. FIRM	8974

SEAL

ROGER HARRAH
TENNESSEE LAND SURVEYOR
2939
07/18/25
TENNESSEE NO. 2939

ISSUED FOR
DATE OF ISSUANCE

REV.	DATE	DESCRIPTION
△		
△		
△		
△		
△		

DRAWN BY:
DESIGNED BY:
CHECKED BY:
APPROVED BY:
PROJECT NO: 211205A

PROJECT:

FINAL PLAT
RESERVE AT HICKORY RIDGE
CITY OF COLUMBIA
MAURY COUNTY, ENNESSEE

TITLE:

SECTION 1A

2 OF 2

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

D.R. Horton _____, 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.

Reserve at Hickory Ridge

PROJECT

Completed by the Developer	*Completed by the City*
D.R. Horton, Inc.	
DEVELOPER NAME	
Mathew McKendree	
AUTHORIZED AGENT NAME	CITY ENGINEER
Mathew McKendree	
SIGNATURE	SIGNATURE
05/13/25	
DATE	DATE
819 Seven OaK Blvd.	
STREET	
Smyrna, TN, 37167	
CITY, STATE, ZIP	
615.906.7942	
PHONE	
mwmkendree@drhorton.com	
EMAIL	
Attest	*Attest*
Cole Tarlas	
ATTEST NAME	ATTEST NAME
ATTEST SIGNATURE	ATTEST SIGNATURE
5/13/25	
DATE	DATE

BK/PG: R3073/1299-1314
25008282

16 PGS:AL-AGREEMENT	
JANE BATCH: 354105	06/10/2025 - 10:49 AM
VALUE	0.00
MORTGAGE TAX	0.00
TRANSFER TAX	0.00
RECORDING FEE	80.00
ARCHIVE FEE	0.00
DP FEE	2.00
REGISTER'S FEE	0.00
TOTAL AMOUNT	82.00

STATE OF TENNESSEE, MAURY COUNTY
JOHN FLEMING
REGISTER OF DEEDS

DOCUMENT PREPARED BY:
Name: Cole O Newton
Company TKC Architecture and Engineering
Address: 818 S Main Street
Columbia, TN 38401

After recording return copy to City of Columbia, Development Services

PlnReedIrwin

INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES

Map & Parcel Number: Map 072 Parcel 0.66.00 & Map 093 Parcel 003.00
Project Name: Reserve at Hickory Ridge Phase 1A

Recorded by deed in the Register of Deeds Office of Maury County in Deed Book R2974, Page(s) 432-436.

THIS AGREEMENT, made this 10th day of June, 2025, by and between D.R. Horton, Inc. 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 Mathew McKendree

Title Assistant Secretary

Signature Mathew McKendree

Owner D.R. Horton, Inc.

Address 819 Seven Oaks Blvd.

Smyrna, TN 37135

City, State ZIP

STATE OF Tennessee
COUNTY OF Davidson

Before me, Cole Tarlas of the state and county mentioned, personally appeared Mathew McKendree, 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 13th day of May, 2025.

Notary Public

My Commission Expires: My Commission Expires March 6, 2029

COLE TARLAS STATE OF TENNESSEE NOTARY PUBLIC DAVIDSON COUNTY

CITY OF COLUMBIA, TENNESSEE
ENGINEERING DEPARTMENT

APPROVED BY: R Neil Scruggs

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, 2025.

Regina Connelly
Notary Public
My Commission Expires: 8/29/2027

REGINA CONNELLY STATE OF TENNESSEE NOTARY PUBLIC MAURY COUNTY

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POST CONSTRUCTION LONG TERM MAINTENANCE PLAN

Reserve at Hickory Ridge Phase 1A
1690 Bear Creek Pike
COLUMBIA, TN 38401

Prepared by:

ARCHITECTURE
INTERIORS
CIVIL SITE

TKC ARCHITECTURE AND ENGINEERING LLC

May 19, 2025

ARCHITECTURE
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SECTION 1: INTRODUCTION

The project is to construct 30 housing lots for the Reserve at Hickory Ridge Phase 1A development in Columbia, Maury County, Tennessee. This post construction long term maintenance plan addresses the development which consists of 19.409 acres in which utility infrastructures (water, sewer, and storm) will be installed. The proposed construction 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.

SECTION 2: SYSTEM DESCRIPTION

The site consists of a stormwater detention basin, stormwater conveyance inlets and pipes.

1. There is a stormwater detention basin sized to detain the 2-yr through 100-yr peak events, with the detention outfall structure designed to contain the first flush, 1 inch, for 48 hours.
2. 2066 LF OF 18" pipe, 782 LF of 24" pipe, 39 storm inlets, and 4 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 for verification.

SECTION 3: MAINTENANCE PROCEDURES

3.1 Stormwater Detention Basin:

1. The outlet structure shall be checked regularly for clogging and shall be cleaned and repaired as necessary. The outlet structure shall be checked on a monthly basis until the detention basin side slopes and grass lines ditches have stabilized and no heavy sediment laden runoff enters the detention basin. Then it shall be checked on a quarterly basis and after a large rain event.
2. Check detention basin side slopes and bottom for erosion and correct necessary at least on a quarterly basis.
3. At least quarterly and after each large rain event, the facility should be cleaned of accumulated debris. Remove nuisance wetland species and take appropriate measures to control mosquitos.
4. At least quarterly and after each large rain event, the detention basin outfall structure shall be cleaned of sediment, floatables, and debris.
5. Remove sediment within detention basin outfall structure and headwalls when sediment accumulation reaches 6" or if resuspension is observed or probable. This sediment may contain contaminants and should be disposed of using the Tennessee Department of Environment and Conservation (TDEC) special disposal procedure. If there is any

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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.

6. Some sediment collected may be innocuous (free from pollutants) and can be used as fill material, cover or land spreading. It is important that the material not be placed in a way that may promote or allow re-suspension in storm runoff.

3.2 Storm Drains and storm inlets:

These structures to be inspected annually and cleaned monthly of accumulated debris and sediment. All sediment to be disposed of per TDEC disposal procedures. All debris (paper products, floatables) to be disposed of per Maury County Waste Management requirements.

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Stormwater Pond Inspection and Maintenance Checklist

Site Name: _____ Owner Change since last inspection? Y N

Location: _____

Owner Name: _____

Address: _____ Phone Number _____

Site Status: _____

Date: _____ Time: _____ Site conditions:

Stormwater Pond Type: Wet Pond fl Wet ED Pond fl Micropool Pond fl Multiple Pond System fl
Dry Pond fl

Inspection Frequency Key: A=annual(required); M=monthly(recommended); S=after major storms(recommended)

Inspection Items	Inspection Frequence	Inspected? (Yes/No)	Maintenance Needed? (Yes/No)	Comments/Description
Embankment and Emergency Spillway				
Vegetation Healthy?	A/S			
Erosion on embankment?	A/S			
Animal burrows in embankment?	A/S			
Cracking, sliding, bulging of dam?	A/S			
Drains blocked or not functioning?	A/S			
Leaks or seeps on embankment?	A/S			
Slope protection failure functional?	A/S			
Emergency spillway obstructed?	A/S			
Erosion in/around emergency spillway?	A/S			
Other (describe)	A/S			
Riser and Principal Spillway	(described type: concrete pipe, slotted weir, channel etc.)			
Low-flow orifice functional?	A/S			
Trash rack (Debris removal needed? Corrosion noted?)	A/S			
Sediment buildup in riser?	A			
Concrete/masonry condition	A			

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(Cracks or displacement? Spalling?)	A			
Metal pipe in good condition?	A			
Control valve operation?	A			
Pond drain valve operation?	A			
Outfall channels function, not eroding?	A			
Other (describe)	A			
Sediment Forebays				
Sedimentation description				
Sediment cleanout needed (over 50 percent full?	A/S			
Permanent Pool Areas (if applicable)				
Undesirable vegetation growth?	A/M			
Visible pollution?	A/M			
Shoreline erosion?	A/M			
Erosion at outfalls into pond?	A/M			
Headwalls and endwalls in good condition?	A/M			
Encroachment into pond or easement area by other activities?	A/M			
Evidence of sediment accumulation?	A			
Dry Pond Area (if applicable)				
Vegetation adequate?	A/M			
Undesirable vegetation or woody plant growth?	A/M			
Excessive sedimentation?	A			
Hazards				
Have there ben complaints from residents?	A/M			
Public hazards noted?	A/M			

Inspector Comments: _____

_____

_____

_____

Overall Condition of Facility: ☐Acceptable ☐Unacceptable

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If any of the above Inspection Items are checked "Yes" for "Maintenance Need," 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) _____

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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(required); M=monthly(recommended); S=after major storms(recommended)

Inspection Items	Inspection Frequency	Inspected? (Yes/No)	Maintenance Needed? (Yes/No)	Comments/Description
Debris Removal				
Facility and adjacent area free of debris?	A/M			
Inlets and outlets free of debris?	A/M			
Any dumping of yard wastes into facility?	A/M			
Litter (branches) removed?	A/M			
Vegetation				
Surrounding area fully stabilized? (no evidence of eroding material into swale, channel or filter strip)	A/M			
Grass mowed?	A/M			
Grass height not less than 3 to 4 inches?	A/M			
Fertilized per specifications?	A/M			
Grasses planted according to approved plan?	A/M			
Unauthorized or inappropriate plantings?	A			
Grasses healthy? (no diseased or dying vegetation)	A/M			
Evidence of grasses stressed from	A/M			

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inadequate watering?	[redacted]			
Filtration Capacity				
Clogging from oil or grease?	A/M			
Facility dewaters between storms?	A/M			
Check dams and energy dissipater/sumps				
Any evidence of sedimentation buildup?	A/S			
Are sumps greater than 50% full of sediment?	A/S			
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?	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?	A/M			
Public hazards noted?	A/M			
Maintenance accesses free of hazards and fully operational?	A/M			

Inspector Comments: _____

_____

_____

_____

Overall Condition of Facility: ☐Acceptable ☐Unacceptable

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If any of the above Inspection Items are checked "Yes" for "Maintenance Need," 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) _____

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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:

Stormwater Pond Type: Catch Basins fl Storm Pipe fl Headwalls fl Outfalls fl Catch Basin Inlets fl

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

Inspection Items	Inspection Frequence	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 to 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	A/S			

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accumulation and remove when capacity is diminished by 20% or greater				
Concrete/masonry condition of pipes and joints? (Cracks or displacement? Spalling?)	A/S			
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 headwalls 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 Need," list Maintenance actions and their completion dates below:

Maintenance Action Needed	Due Date

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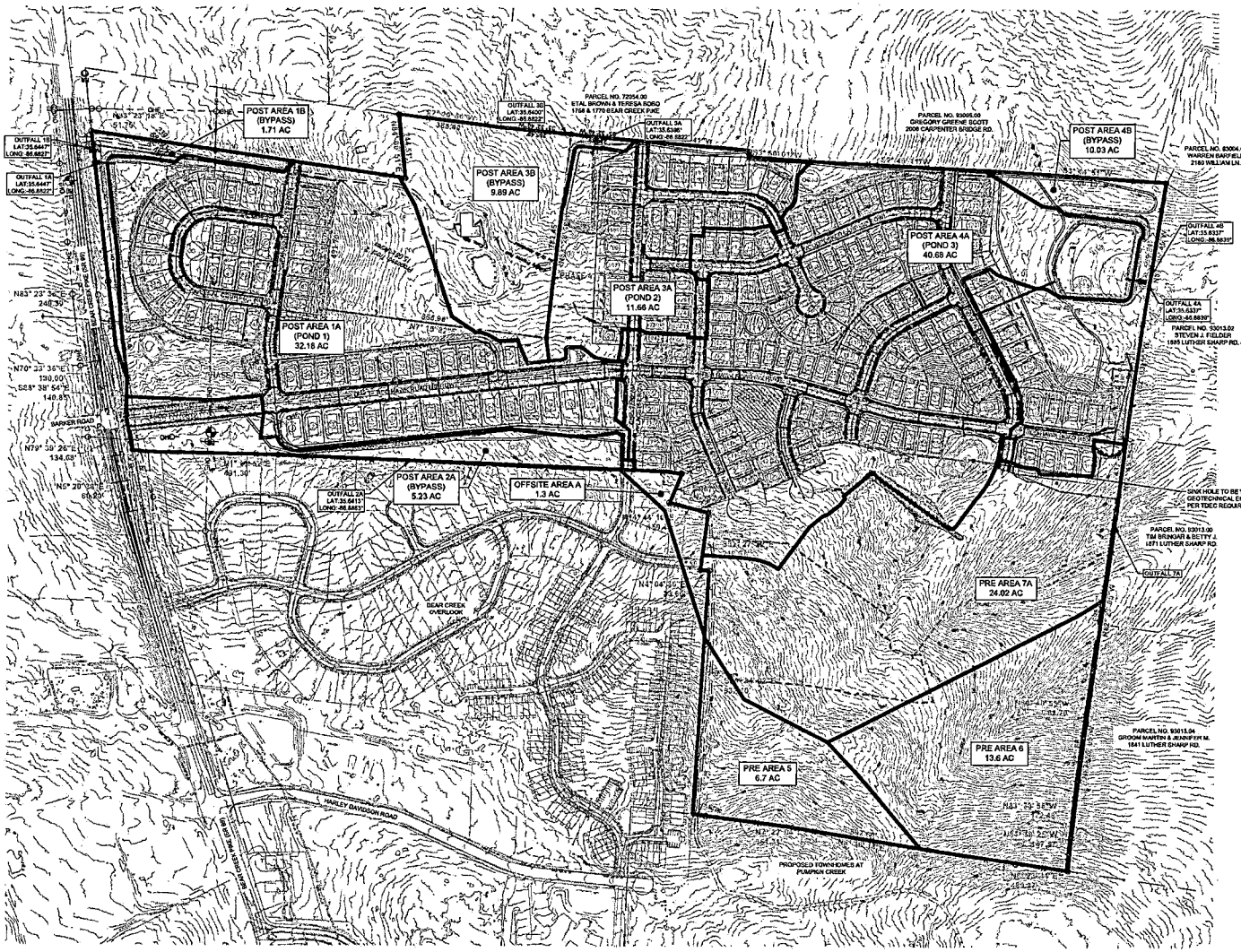
The next routine inspection is scheduled for approximately: _____

(date)

Inspected by: (signature) _____

Inspected by: (printed) _____


POST AREA 1B (BYPASS) 1.71 AC
POST AREA 3B (BYPASS) 9.89 AC
POST AREA 4B (BYPASS) 10.03 AC
POST AREA 4A (POND 3) 40.68 AC
POST AREA 3A (POND 2) 11.66 AC
POST AREA 1A (POND 1) 32.18 AC
POST AREA 2A (BYPASS) 5.23 AC
OFFSITE AREA A 1.3 AC
PRE AREA 7A 24.02 AC
PRE AREA 6 13.6 AC
PRE AREA 5 6.7 AC
PARCEL NO. 72054.00 ETAL BROWN & TERESA ROSO 1758 & 1770 BEAR CREEK PIKE
PARCEL NO. 83005.00 GREGORY GREENE SCOTT 2008 CARPENTER BRIDGE RD.
PARCEL NO. 83004.00 WARREN BAKFIELD 2160 WILLIAM LN.
PARCEL NO. 83013.02 STEVEN J. FIELDER 1691 LUTHER SHARP RD.
PARCEL NO. 83013.00 TIM BRINKAR & BETTY J. 1671 LUTHER SHARP RD
PARCEL NO. 83013.04 GROOM MARTIN & JENNIFER M. 1641 LUTHER SHARP RD
OUTFALL 1B LAT:35.6447° LONG:-86.6622°
OUTFALL 1A LAT:35.6447° LONG:-86.6522°
OUTFALL 3B LAT:35.6430° LONG:-86.6527°
OUTFALL 3A LAT:35.6380° LONG:-86.6522°
OUTFALL 4B LAT:35.6337° LONG:-86.6531°
OUTFALL 4A LAT:35.6337° LONG:-86.6539°
OUTFALL 2A LAT:35.6415° LONG:-86.6463°
OUTFALL 7A
SINK HOLE TO BE VERIFIED BY GEOTECHNICAL ENGINEER & REMEDIATED PER TDEC REQUIREMENTS
BEAR CREEK OVERLOOK
HARLEY DAVIDSON ROAD
PROPOSED TOWNHOMES AT PUMPKIN CREEK
PARKER ROAD
PHASE 1
PHASE 2
PHASE 3
PHASE 4
N83° 23' 34"E 248.90'
N70° 39' 26"E 130.00'
S58° 38' 54"E 140.85'
N70° 39' 26"E 134.03'
N5° 29' 19"E 491.30'
N41° 04' 35"W 55.64'
N31° 55' 38"W 97.44'
N31° 55' 38"W 97.44'
N32° 55' 38"W 97.44'
N41° 55' 38"W 97.44'
N41° 55' 38"W 97.44'
N41

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818 South Main Street
COLUMBIA, TN 38401
TKC-AE.COM
615.617.7477

May 19, 2025

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

Subject: Owner Consent Form –

Address: Map 072, Parcel 0.66.00, & Map 093, Parcel 003.00

As the property owner of the property located at 1690 Bear Creek Pike in Columbia, TN (Map 072, Parcel 0.66.00, & Map 093, Parcel 003.00), I hereby give consent for TKC Architecture and Engineering LLC to submit a Final Plat application for approval on our property and represent that Final Plat to the City at Boards and Commissions.

Sincerely,

Owners Signature

Mathew McKendree for D.R. Horton, Inc.

Owners Printed Name

ARCHITECTURE
INTERIORS
CIVIL SITE

818 S MAIN STREET
COLUMBIA, TN 38401
TKC-AE.COM
615.617.7477

July 21st, 2025

Planning Staff
City of Columbia
700 N Garden Street
Columbia, TN 38401

Project: Reserve at Hickory Ridge Phase 1A

Subject: Final Plat at 1690 Bear Creek Pike.

Staff,

We are submitting a Final Plat for the Reserve at Hickory Ridge Phase 1A at 1690 Bear Creek Pike in Columbia, TN 38401 (Map 072, Parcel 0.66.00, & Map 093, Parcel 003.00). This submittal follows the City's zoning ordinance and subdivision regulations. The Final Plat proposes 30 single-family residential lots. The total site is +/- 19.409 acres.

With this submittal please find: project letter, final plat, application, long-term maintenance plan, developers agreement, surety calculations and an owners consent form.

If you have any comments or questions, please contact TKC Architecture and Engineering.

Thank you,

Cole Newton, PE, LEED AP
TKC Architecture and Engineering LLC
615.617.7477 (o)
931.797.3323 (c)
cole@tkc-ae.com

120 Ashwood Drive, ARC Design Review

Project #:	25-0254	**Location:**	120 Ashwood Drive
Applicant:	Preston Ayer	**Case Type(s):**	Alternative Compliance
Staff Planner:	Robert Archibald, Principal Planner	**Proposed Use:**	Auto Body Shop

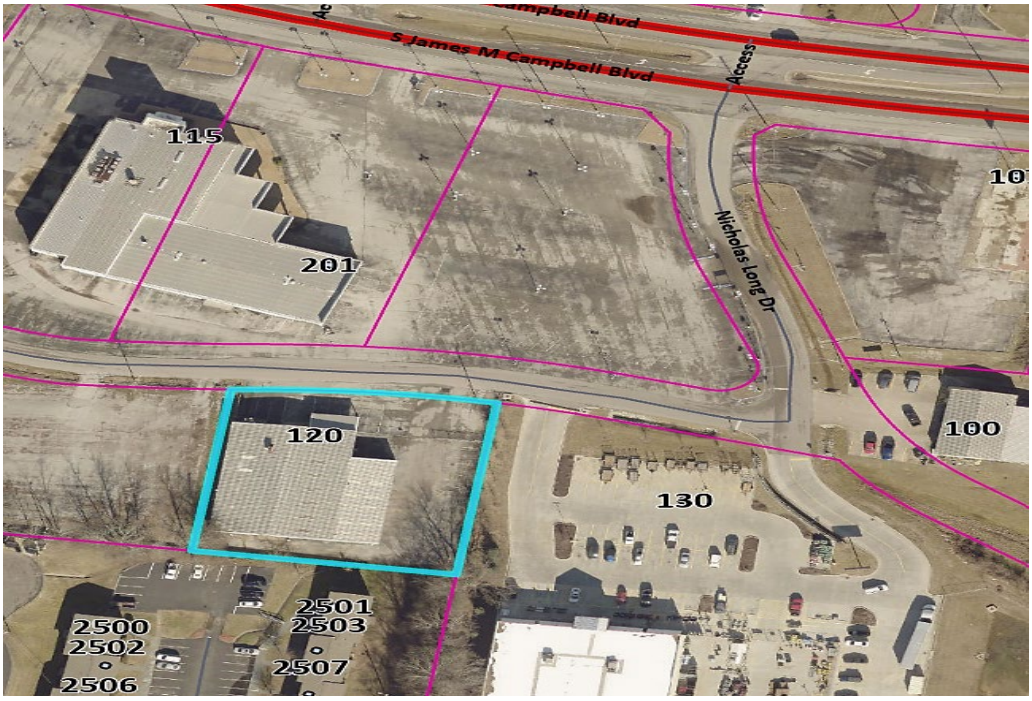
PROJECT SUMMARY

This request is for the Architectural Design Review with an Alternative Compliance proposal that utilizes a paint application instead of adhering to the screening requirements of a **building parapet or other building elements to screen HVAC, Mechanical, and other Equipment from the Frontage and Civic Space, as required in Article 4, Section 4.3.1-E of the Zoning Ordinance.**

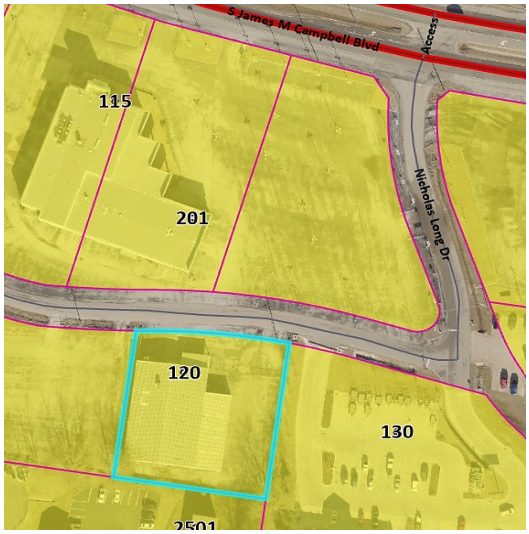
- The Zoning Ordinance requires all HVAC, Mechanical, and other Equipment Screening to be screened from the frontage and civic space by a building parapet or other building element. The applicant has added a rooftop exhaust vent to the building, thus requiring the rooftop vent to be screened.
- The applicant only proposes to paint the new paint booth exhaust vent protruding from the roof as the Alternative Compliance offered.
- Any approval should be conditioned on the timely submittal of "as-approved" plans, which reflect the substance of the plans approved by the Planning Commission, as determined by the Zoning Administrator and the City Engineer.
- The Planning Commission is the **decision-making authority** for this request.

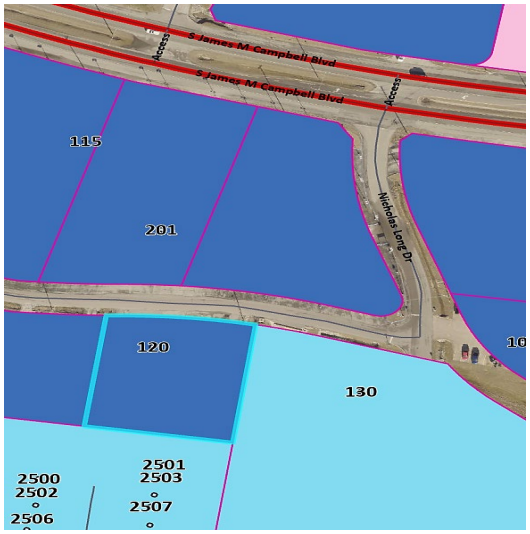
SITE INFORMATION

CURRENT ZONING	EXISTING USE	EXISTING IMP.	LAND AREA
CD-4C	Commercial Paint Booth	Rooftop Screening	+ /-0.74 Acres



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





SITE CONTEXT/ADJACENT PROPERTIES			
	Future Land Use	Zoning	Current Use
Subject Property	Suburban Neighborhood	CD-4C	Commercial
North	Suburban Neighborhood	CD-4C	Under Development
South	Suburban Neighborhood	CD-4	Residential
East	Suburban Neighborhood	CD-4	Commercial Retail
West	Suburban Neighborhood	CD-4C	Vacant Lot

CONFORMITY WITH THE ZONING ORDINANCE

General Urban Corridor Character District Standards: Article 4, Table 4.3.1-E (Additional Standards)

- HVAC, Mechanical, and other Equipment Screening is required and must be screened from Frontage and Civic Space by the Building parapet or other Building Element.

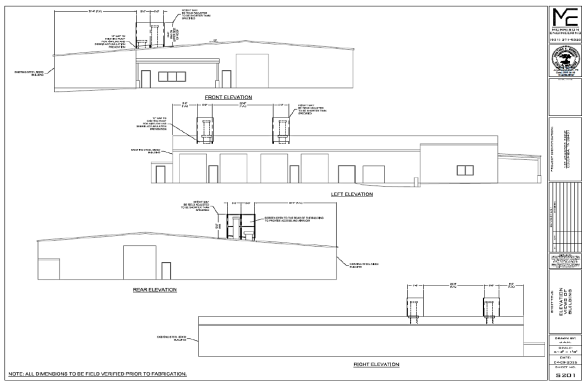
The applicant has submitted an Alternative Design proposal in the form of an application for black paint for the paint booth exhaust that extends above the roofline approximately 3 feet. Additionally, items such as architectural character, improved safety profile, and functional equivalency to screening are included in the applicant's submittal.

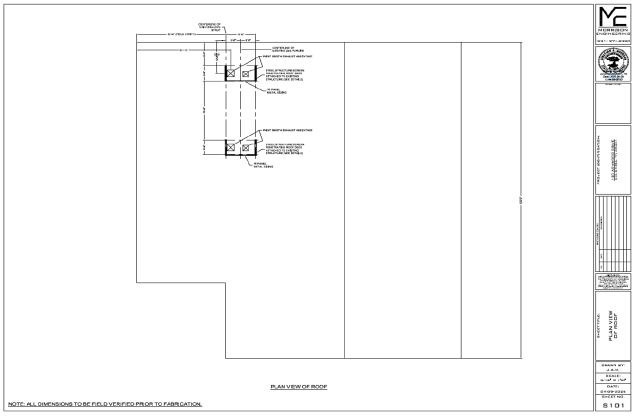
In the staff's professional opinion, what has been offered is not compliant with the Alternative Compliance standards of **"providing aesthetic value which meets or exceeds the prescribed standards"** as outlined in **§ 8.3.6-B.3 of the Zoning Ordinance.**

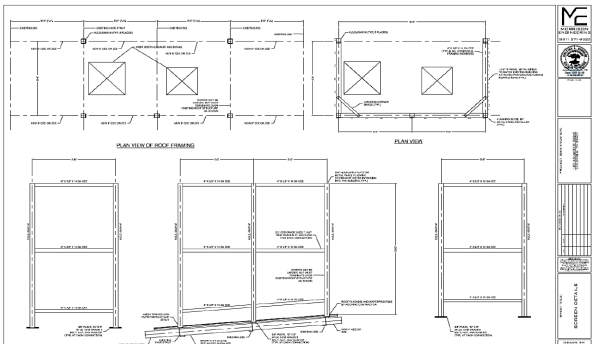


The Ordinance intends to achieve a screening element that buffers the view of rooftop mechanical equipment from the Frontage and Civic Space.

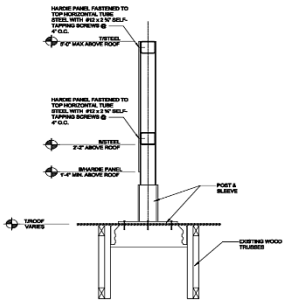
Subsequently, because of the screening requirement, the applicant submitted a rooftop screen that complies with the standards through a building permit; however, is seeking an alternative compliance with this request.

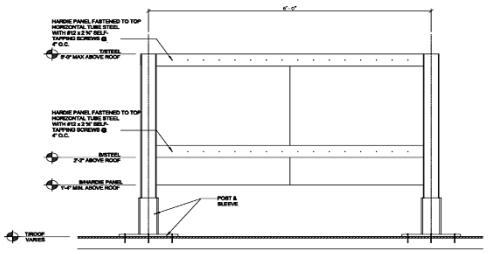






Staff would like to note that the screening requirement has been utilized in all cases concerning new rooftop equipment. One example of this application is illustrated here, taken from a recent building permit, which shows a direct comparison of the desired effect of screening at a location on the opposite side of James Campbell. Staff cannot support the Alternative Compliance application submitted by the applicant, as a color change of a rooftop protrusion does not provide an aesthetic value that meets or exceeds the prescribed standards.





Lastly, staff would like to include an alternative compliance application that would provide the added architectural elements to the existing nonconforming structure that could be used to soften the rooftop elevation that is non-compliant.

- Enhanced Architectural elements: A brick water table with the addition of goose-neck lighting would enhance the façade and visually detract from the paint booth exhaust.

REVIEW PROCESS

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

The Planning Commission is the **Decision-Making Authority** for any request regarding Alternative Compliance as listed at **8.3.6 (A)** of the Zoning Ordinance.

A. Creation

1. There is hereby created the Architectural Design Review Commission for the purpose of reviewing Development applications that are subject to design review pursuant to this Ordinance.

2. As authorized by T.C.A. Section 6-54-133, the Columbia Municipal Planning Commission is designated the city's Architectural Design Review Commission, with the authority to develop, adopt, and apply general guidelines for the exterior appearance of properties within the City of Columbia.

C. Powers and Duties

3. The Zoning Administrator may approve alternative materials and methods of compliance with design standards for existing structures and Site Development Plans for which the Zoning Administrator is the Decision-Making Authority. The alternative means of compliance must provide aesthetic value that meets or exceeds the prescribed standards. The Zoning Administrator may refer any determination of alternative compliance to the Planning Commission.

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 **8.3.6 (C)(3)** of the City of Columbia Zoning Ordinance have been satisfied and approve Alternative Compliance 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 **8.3.6(C)(3)** of the City of Columbia Zoning Ordinance have been satisfied and approve the Site Development Plan with Alternative Compliance subject to the following conditions: [*list conditions of approval crafted by Planning Commission*].

Deny:

Move to deny the Site Development Plan and Alternative Compliance, having found, based on the information presented by the applicant and the analysis provided by city staff, that the criteria listed in Sections **8.3.6(3)** of the City of Columbia Zoning Ordinance are not satisfied [*list specific reasons for denial*].

Defer:

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

PARKS

COLUMBIA

HVAC Screening: Alternative Compliance Proposal

Parks Motor Sales Inc.

View 1: Before and After



Why This Alternative is Better

- **Less Visual Impact:**
- The proposed paint treatment renders the vents far less noticeable from surrounding vantage points. In contrast, the required parapet wall creates a larger and more visually intrusive rooftop structure, which may draw more attention than the units themselves.

PARKS COLUMBIA BUICK GMC

View 2: Before and After



Preserves Architectural Character:
Our alternative allows the original roofline to remain clean and uncluttered. The parapet design would significantly alter the silhouette of the building and introduce new bulk that is not consistent with the existing form.

PARKS COLUMBIA GMC

View 3: Before and After



Improved Safety Profile:
While parapet walls would be built to meet code, they introduce additional mass and wind load, which can become a risk during extreme weather events. In the event of high winds exceeding engineering thresholds, parapet panels may detach and become airborne hazards. Our approach eliminates that risk entirely.

PARKS COLUMBIA BUICK GMC

View 4: Before and After



Functionally Equivalent to Screening:
The painted units fulfill the intent of the ordinance — visual minimization — without the drawbacks associated with physical barriers. They become optically recessive and fade into the background from public view.

PARKS COLUMBIA BUICK GMC

View 5: Before and After



View 6: Before and After





PARKS
COLUMBIA
GMC

View 7: Before and After

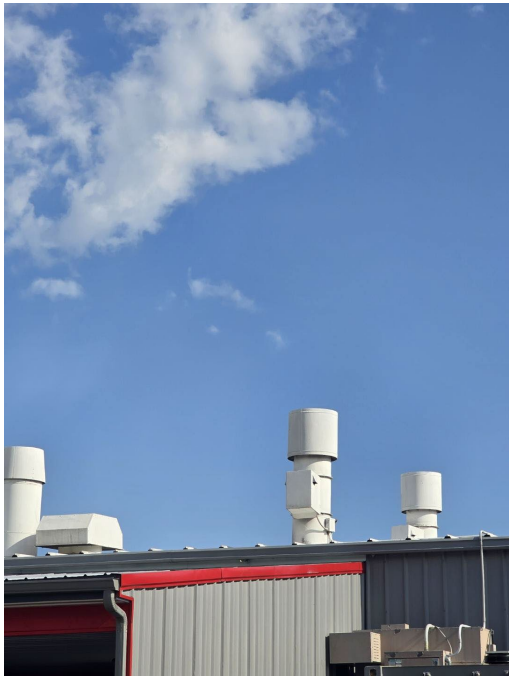


View 8: Before and After



Comparable Examples



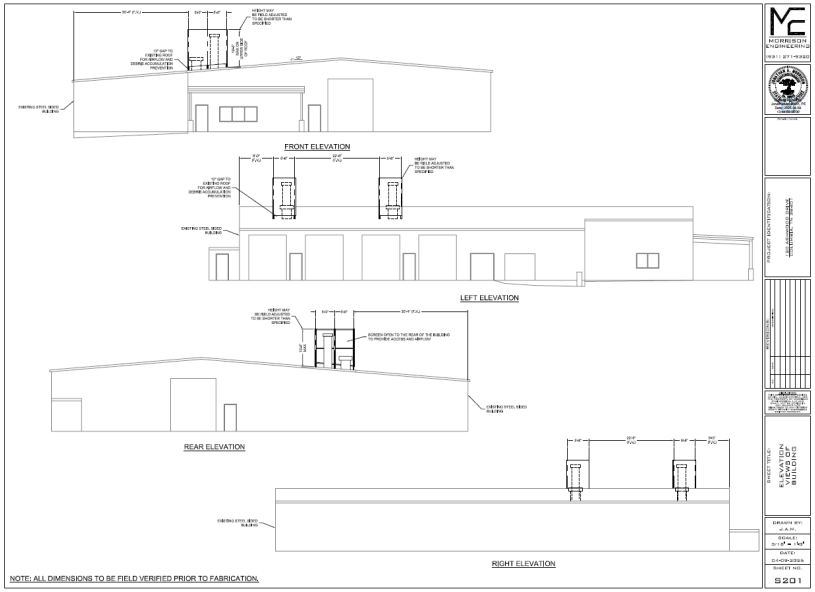


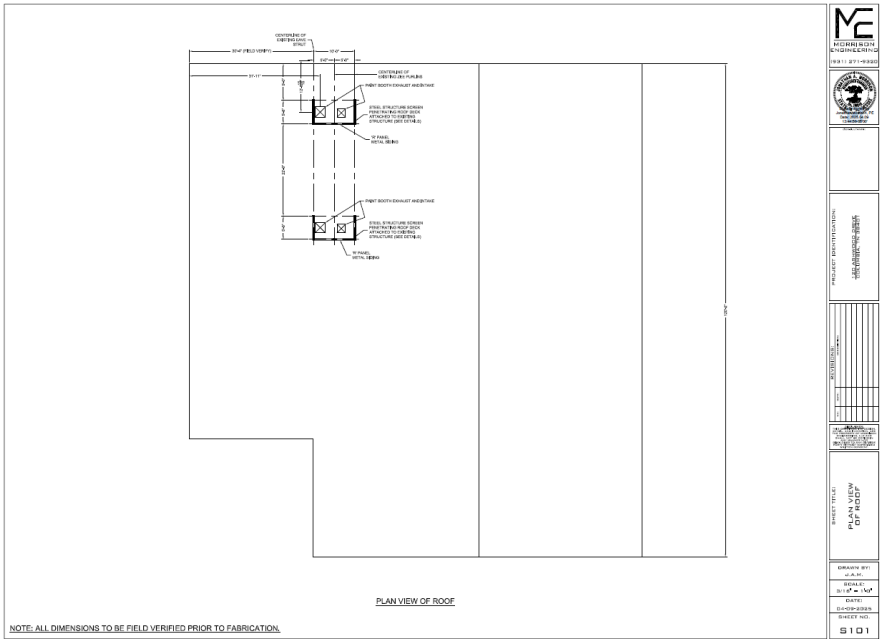
Comparable Commercial Properties Using Painted Rooftop Units for Visual Integration

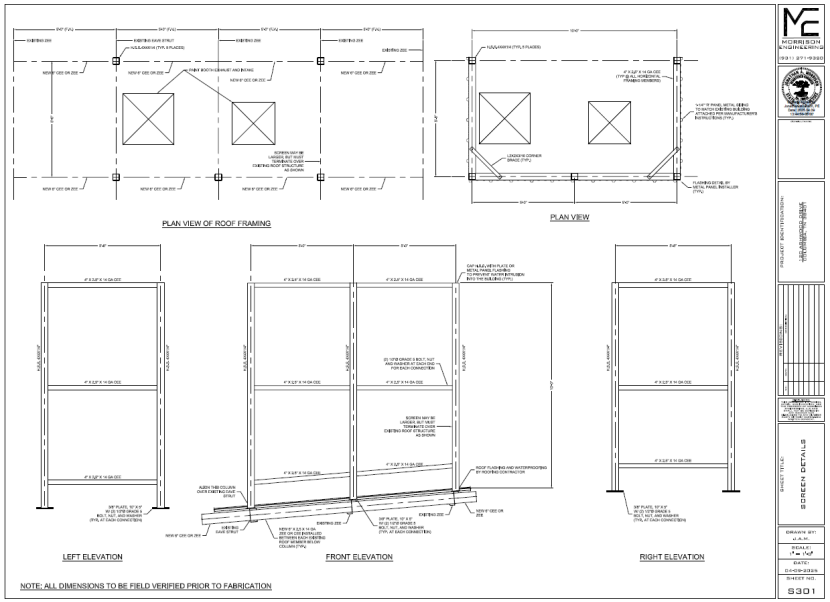
Examples of other local businesses effectively minimizing HVAC visibility without parapet walls

PARKS
COLUMBIA
BUICK | GMC

Proposed Screening Structure – Engineering Plan







PARKS COLUMBIA GMC

Why This Alternative is Better

- **Less Visual Impact:**
- The proposed paint treatment renders the vents far less noticeable from surrounding vantage points. In contrast, the required parapet wall creates a larger and more visually intrusive rooftop structure, which may draw more attention than the units themselves.

- **Preserves Architectural Character:**
- Our alternative allows the original roofline to remain clean and uncluttered. The parapet design would significantly alter the silhouette of the building and introduce new bulk that is not consistent with the existing form.

- **Improved Safety Profile:**
- While parapet walls would be built to meet code, they introduce additional mass and wind load, which can become a risk during extreme weather events. In the event of high winds exceeding engineering thresholds, parapet panels may detach and become airborne hazards. Our approach eliminates that risk entirely.

- **Functionally Equivalent to Screening:**
- The painted units fulfill the intent of the ordinance — visual minimization — without the drawbacks associated with physical barriers. They become optically recessive and fade into the background from public view.

Thank You

PARKS
COLUMBIA

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, August 12, 2025

ITEM NO.
25-0254

DESCRIPTION: 120 Ashwood Dr - Body Shop

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. Proposal must provide aesthetic value which meets or exceeds the prescribed standard. (Section 4.3.1-E; HVAC, Mechanical or other Equipment Screening must be screened from Frontage and Civic Space by building parapet or other Building Element)

Engineering

4. No Comment

Maury County Highway Dept.

5. No comment.

City Attorney

6. No comment provided.

CITY OF COLUMBIA TENNESSEE

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

Building

7. No comment.

Police

8. No comments provided.

Fire

9. No comments

Maury County Schools

10. No Comment.

ATT

11. No Comment.

Duck River Electric Membership Corp

12. No comment.

Maury County E911

13. Any new addresses or street names go to our website at Maury911.0rg.

Columbia Water

14. No comments, no water impact.

Public Works

15. No comments.

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

Columbia Power

16. 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.

Atmos Energy

17. 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 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.



T-SQUAREENGINEERING
SITE DEVELOPMENT TRAFFIC WASTEWATER SURVEYING

111 SE Parkway Court
Franklin, TN 37064
615.678.8212
www.T2-eng.com

8/18/2025

City of Columbia
700 North Garden Street
Columbia, TN 38401

RE: 1610 Lasea Road Annexation and Rezoning Comment Response Memo

Staff:

Please find below the responses in red to the comments to the 1610 Lasea Road Rezoning project.

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.
   Acknowledged.

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

3. Future Land Use identifies this parcel as a Suburban Neighborhoods (SN). SN are allowed to be rezoned as CD-3L, CD-3, CD-4C (Along Arterial roadmaps), Manufactured Home Park (SD-MHP), Residential PUD (PUD-R), Mixed Use PUD (PUD-MU), and Civic (CV).
   Acknowledged.

Engineering

4. Provide ROW/roadway connection to south and north properties (17.01 & 19.01)
   We have not updated the preliminary concept provided at the rezoning stage and will gladly work with staff at the Preliminary Plat phase to accommodate these connection requests.

Building

5. No comments.
   Acknowledged.

Police

6. No comments provided.

Acknowledged.

Public Works

7. Please see attached Plan of Services.
   Acknowledged.

8. Garbage Collection
   Single family homes will receive the following City of Columbia sanitation services: Residential customers will be issued one 96-gallon garbage receptacle with the option to purchase up to two additional garbage receptacles. The Sanitation Department will provide weekly curbside garbage collection. Bi-weekly curbside recycling will be offered on a subscription basis. Brush collection will be provided on a bi-weekly basis. Residents are allotted three free bulk item pickups per year.
   Streets and Drainage
   Upon acceptance by City Council and all warranties have expired, all streets and drainage systems will be maintained by Public Works. Services will include:
   - Street sweeping
   - Catch basin cleaning
   - Street and curb repair
   - Snow removal
   - Drainage maintenance
   - Sidewalk repair

   Signage
   Upon acceptance by City Council, all approved street signs will be maintained by Public Works.
   Acknowledged.

Atmos Energy

9. No comments provided.
   Acknowledged.

Maury County Schools

10. 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.
    * Due to numbers, MCPS will be rezoning all Columbia and Spring Hill elementary schools for the 25/26 SY.
    Acknowledged.

Fire

11. No comments on annexation

Acknowledged.

12. Advisory note: If you want to build houses before the water improvements are made, per the water letter, you can build, but you must sprinkle each structure with a NFPA 13D sprinkler system.
    Acknowledged.

Columbia Power

13. 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.

Duck River Electric Membership Corp

14. We have the ability and capacity to serve this development. You will need to reach out to thooper@dremc.com and cisley@dremc.com to get started.
    Acknowledged, we will reach out as we start the preliminary plat phase to start the design process.

Maury County E911

15. No comments provided.
    Acknowledged.

Maury County Highway Dept.

16. Portions of the Lasea Road roadway and ROW are under Maury County Highway Department (MCHD) jurisdiction along the frontage of this proposed development. Applicant shall coordinate with the MCHD on evaluation of the proposed improvements and any potential off-site improvements necessary due to the proposed improvements.
    Acknowledged, we will reach out during the preliminary plat process to coordinate the Lasea Road frontage.

Columbia Water

ATT

17. No comment.
    Acknowledged.

Please do not hesitate to reach out with any questions or concerns.
Thank you,

Louis Sloyan, PE Professional Engineer
T-Square Engineering, Inc.
OFFICE: 615.678.8212
EMAIL: Louis.Sloyan@T2-Eng.com

N

GRAPHIC SCALE
(IN FEET)
50 0 25 50 100
SCALE: 1" = 50'

PHASE 1A
QUAIL RUN MEADOWS
SUBDIVISION
PLAT BOOK: P22, PAGE: 330

50' ROW
LASEA ROAD

JAMES E. & SHARON D. BURNS
TAX MAP 73, PARCEL 17.01
BK 1144, PG 599
(R.O.M.C., TN)

Detention Pond

Civic Space
0.62AC

Civic Space
0.30AC

Detention Pond

Detention Pond

PHASE 2
QUAIL RUN MEADOWS
SUBDIVISION
PLAT BOOK: P23, PAGE: 91

LARRY A. & JO ANN ANDERSON
TAX MAP 73, PARCEL 19.01
BK 1182, PG 974
(R.O.M.C., TN)

HULEN FAMILY PARTNERSHIP
TAX MAP 73, PARCEL 18.00
BK R2756, PG 441
(R.O.M.C., TN)

TRACELAND, LLC
TAX MAP 99, PARCEL 29.05
BK 7090, PG 511
(R.O.W.C., TN)

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # 47119C0195E OF CITY OF COLUMBIA, MAURY COUNTY, TN, DATED 04/16/2007.

OWNER OF RECORD
SPARKS MIKE & DARYL HANKINS LASEA RD SPRING HILL, TN 37174 DEED BOOK 2963, PAGE 1406, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

T-SQUARE ENGINEERING

NO.	DATE

DATE: 09/06/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

CONCEPT PLAN

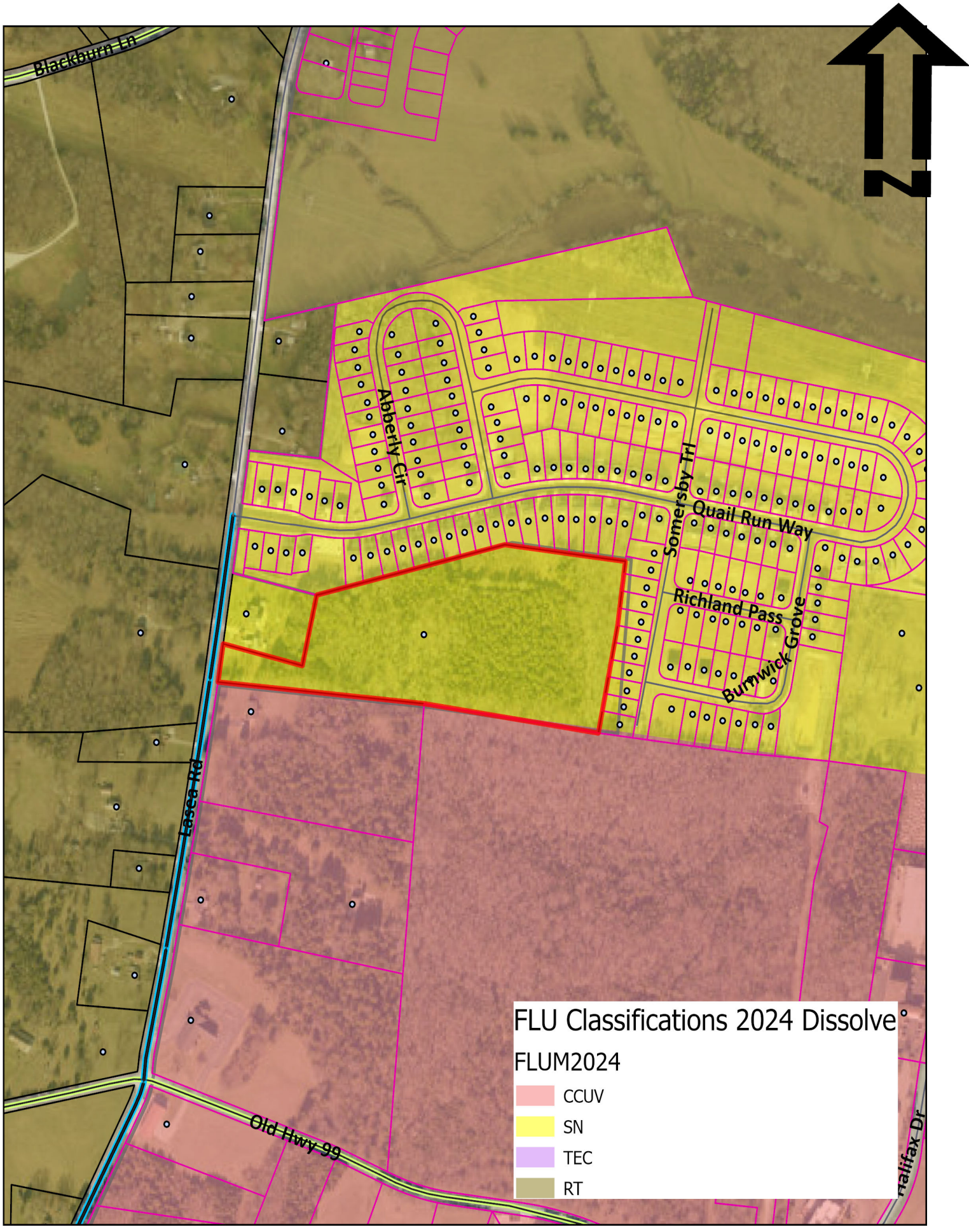
MAP 073, PARCEL 017.02
COLUMBIA, TENNESSEE

1616 LASEA ROAD

PROJECT
24-0813

SHEET
C-0.0

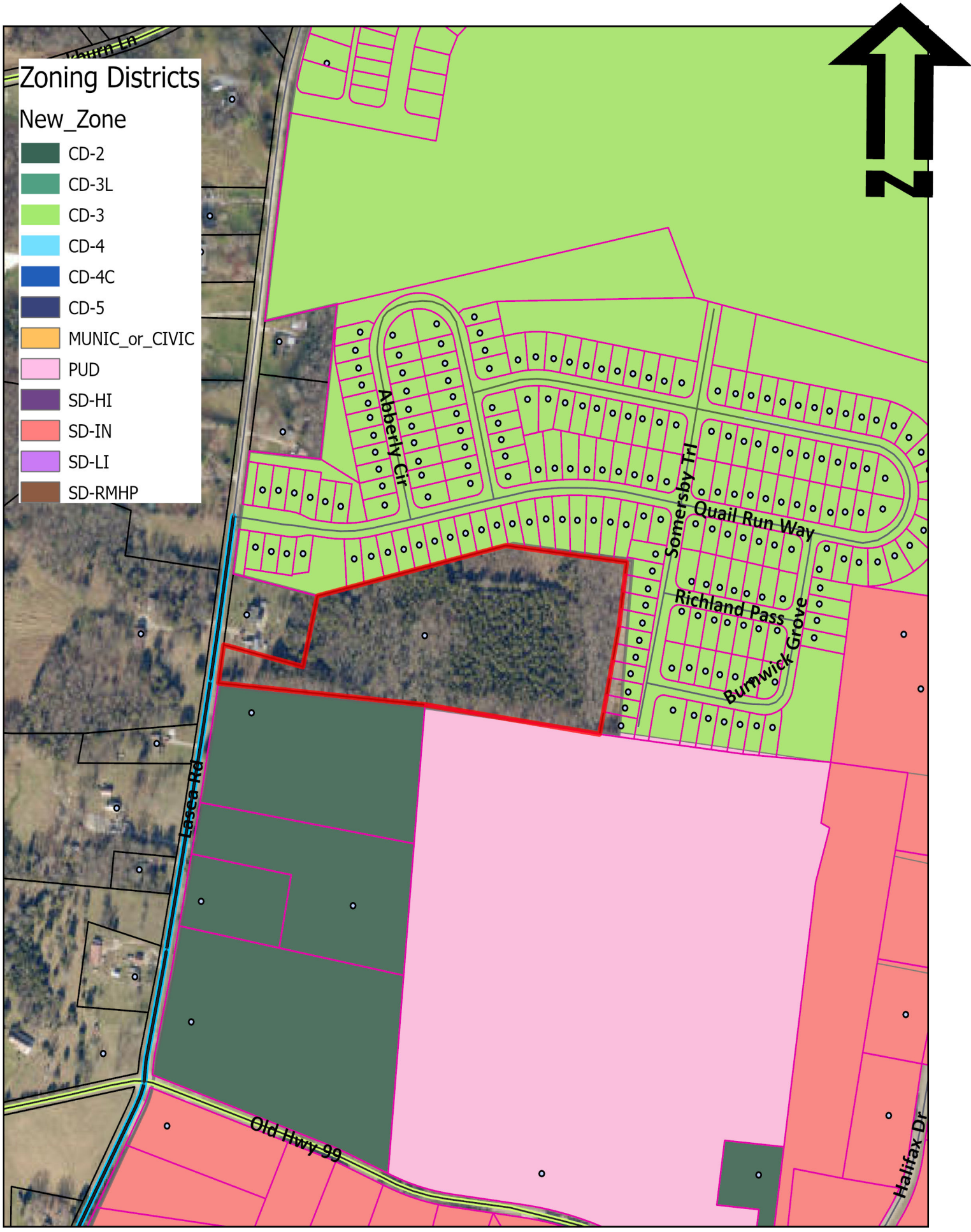
P:\Projects\2024\24-0813 (1616 Lasea Rd - Mike Sparks)\Reference\24-0813 Concept Plan.dwg, 1/8/2025 8:35:02 AM



Case #25-0275
Lasea Road
Tax Map 73 Parcel 17.02

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

CITY OF COLUMBIA
TENNESSEE



Case #25-0275
Lasea Road
Tax Map 73 Parcel 17.02

Development Services
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www.columbiatn.gov

CITY OF COLUMBIA
TENNESSEE

CITY OF COLUMBIA
TENNESSEE

WASTEWATER DEPARTMENT

27 January 2025

Louis Sloyan
T-Square Engineering
111 Southeast Parkway Court
Franklin, TN 37064

RE: 1616 Lasea Rd, Columbia, TN 38401; 31-Lot Subdivision

Louis,

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

July 21, 2025

Mr. Louis Sloyan
T-Square Engineering
111 Southeast Parkway Court
Franklin, TN 37064
Sent via email: *Louis.Sloyan@t2-eng.com*

RE: Water Availability Letter - Extension Expires: 10/19/2025
1616 Lasea Road Subdivision
Tax Map 73, Parcel 017.02
Columbia, Maury County, TN

Dear Mr. Sloyan:

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

We have received your application for water availability to serve a proposed residential development consisting of 31 single-family units at 1616 Lasea Road. CPWS has evaluated the projected water demands for the proposed development in the water system hydraulic model and can provide water for the proposed development according to the following criteria and requirements:

- The current CPWS system is only able to support a fire flow up to 850 gpm within the development until a (planned) water main connection on Blackburn Road is completed.
- Once a looped connection is completed on Blackburn Road at Clara Mathis Road, then the system will be able to support fire flows above 1,000 gpm at this development project location.
- Timing of the water system improvements on Blackburn Road is not known, but a rough estimate is within the next 2 years. If you are interested in accelerating those system

improvements by direct participation – including construction – we welcome a meeting to talk through options.
- Separate irrigation meters with backflow devices will be required to serve the proposed Project.
- If fire sprinkler systems are requested or required, separate fire 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.

This Water Availability Letter extension 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.
    - Once CPWS approves the Construction Drawings for the proposed system improvements, Applicant will submit proposed improvements design to TDEC for review and approval.
    - CPWS will prepare hydraulic calculations and a Utility Approval Letter to accompany the plans submittal to TDEC.
- As an option, the applicant may request CPWS design the public water system 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 main extension and submit to TDEC for review and approval.
- 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	31	**$12,970**

- 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.
    - 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
¾" Service Meter Cost	31	$540	$16,740
Current Impact Fee for ¾" Service Meter	31	$5,500	$170,500
Estimate of Fees Due Prior to Pre-Construction Meeting =			**$187,240**

- 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: Alex Holzke, T-Square Engineering
Bart Anderson, CPWS
File 25-004

March 13, 2025

Mr. Louis Sloyan
T-Square Engineering
111 Southeast Parkway Court
Franklin, TN 37064
Sent via email: *Louis.Sloyan@t2-eng.com*

RE: Water Availability Letter Expires: 7/11/2025
1616 Lasea Road Subdivision
Tax Map 73, Parcel 017.02
Columbia, Maury County, TN

Dear Mr. Sloyan:

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

We have received your application for water availability to serve a proposed residential development consisting of 31 single-family units at 1616 Lasea Road. Expected Fire Flow Requirements for residential development within the City of Columbia are as follows (subject to verification by a formal requirements letter from Columbia Fire Department):

- 1,000 gallons per minute (gpm) without sprinkler credit
- 500 gpm for structures with sprinklers

CPWS has evaluated the projected water demands for the proposed development in the water system hydraulic model and has determined that the existing system is <u>not</u> currently able to provide 1,000 gallons per minute (gpm) fire flow in the proposed development without adverse effects in the surrounding area. However, offsite system improvements have been identified which will improve flow capacity to this area and meet the higher fire flow

requirements. CPWS can provide water for the proposed development according to the following criteria and requirements:

- The current CPWS system is only able to support a minimum fire flow of 500 gpm within the development until a (planned) water main loop connection on Blackburn Road is completed.
- Once the looped connection is completed on Blackburn Road at Clara Mathis Road, then the system will be able to support fire flows above 1,000 gpm.
- Timing of the water system improvements on Blackburn Road is not known, but a rough estimate is within the next 2 to 4 years. If you are interested in accelerating those system improvements by direct participation – including construction – we welcome a meeting to talk through options.
- 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).

This Water Availability Letter will expire in one-hundred twenty (120) days unless vested by payment of water service fees and impact fees for the proposed project. If the Applicant elects to pay only a portion of the impact fees due for the proposed development, then the vesting will only apply to the portion for which impact fees were paid. Any request for water availability after the expiration date of this letter will be considered a new application.

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

- Remit to CPWS new water service fees for plan review, TDEC coordination, and inspection as follows:

  $1,500 + $370 per SFU equivalent

- Applicant will prepare design drawings for review and approval by CPWS for construction of the proposed water system improvements.
  - Provide design drawings in AutoCAD and .pdf format for CPWS review of proposed development. Include design drawings for grading, drainage, roadway improvements, buried (wet and dry) utilities, water systems, and surface improvements.
  - CPWS will submit proposed improvements design to TDEC for review and approval.
  - Once comments received from TDEC have been addressed and approved, CPWS will approve the Construction Drawings for the proposed water system improvements.

- As an option, the applicant may request CPWS design the public water system 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 main extension and submit to TDEC for review and approval.
- 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	31	**$12,970**

- 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
¾" Service Meter Cost	31	$540	$16,740
2" Fire Meter Cost	31	Current Price	Deferred
Current Impact Fee for ¾" Service Meter	31	$5,000	$155,000
Estimate of Fees Due Prior to Pre-Construction Meeting =			**$171,740**

- 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.

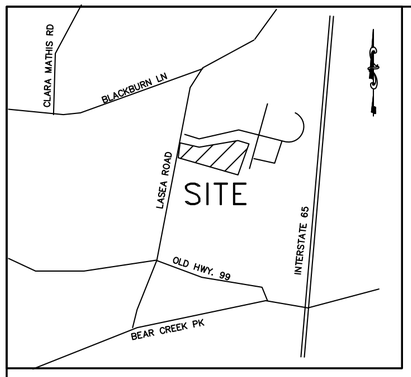
Please feel free to contact me at 931-388-4833 x7655 or Matt.Wheeler@cpws.com if you have questions or would like to discuss.

Sincerely,



Matthew J. Wheeler, P.E.
Vice President of Water Resources, CPWS

cc: Bart Anderson, CPWS
Eric King, Inflo Design Group
File 25-004



VICINITY MAP
NOT TO SCALE

STANDARD NOTES

1. THE HORIZONTAL LOCATION DATA SHOWN ON THIS SURVEY WAS GATHERED USING STANDARD RADIAL SURVEYING TECHNIQUES WITH AN ELECTRONIC TOTAL STATION AND DATA COLLECTOR AND GLOBAL POSITIONING SYSTEM (GPS) UNIT AND IS BASED UPON A POSITIONAL SOLUTION DERIVED FROM REAL-TIME KINEMATIC (GPS) OBSERVATIONS PROCESSED BY TENNESSEE DOT NETWORK. BEARINGS ARE EXPRESSED IN THE TENNESSEE STATE PLANE COORDINATE SYSTEM USING U.S. SURVEY FOOT (HORIZONTAL = NAD83-C.O.R.S.; VERTICAL = NAVD88; ZONE TN 4100, GEOID MODEL MID TN 25012A), USING SOKKIA GPS MODEL GRX3 GNSS RECEIVER RTK (L1+L2. HORIZONTAL ACCURACY=5mm+.05ppm AND VERTICAL ACCURACY=10mm+.08ppm.
2. THE WITHIN DESCRIBED TRACT LIES WITHIN AN AREA DESIGNATED AS ZONE "X" (UNSHADED) AS EVIDENCED ON FEMA MAPS NUMBERED 47119C0195E ON THE FLOOD INSURANCE RATE MAPS FOR MAURY COUNTY, TENNESSEE (DATED REVISED 04-16-2007).
3. OWNERSHIP INFORMATION INDICATED HEREON IS AS IDENTIFIED IN COUNTY RECORDS.
4. THIS SURVEYOR HAS NOT PHYSICALLY LOCATED ALL UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS, AND/OR MAPS PREPARED BY OTHERS. THIS 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 AS INDICATED. THEREFORE, RELIANCE UPON THE TYPE, SIZE AND LOCATION OF ALL UNDERGROUND UTILITIES 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.
5. IN TENNESSEE IT IS A REQUIREMENT OF THE "UNDERGROUND UTILITY DAMAGE PREVENTION ACT" THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNER(S) NO LESS THAN THREE NOR MORE THAN TEN WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY HAZARD OR CONFLICT. THE TENNESSEE ONE CALL TELEPHONE NUMBER IS 1-800-351-1111. UTILITIES WERE NOT CHECKED DURING THE COURSE OF THIS SURVEY.
6. THE WITHIN PLAT AND SURVEY WERE PREPARED WITHOUT BENEFIT OF CURRENT EVIDENCE OF SOURCE OF TITLE FOR THE SUBJECT TRACT OR ADJOINERS AND ARE THEREFORE SUBJECT TO ANY STATEMENT OF FACTS REVEALED BY EXAMINATION OF SUCH DOCUMENTS.
7. THE SURVEYOR'S LIABILITY FOR THIS DOCUMENT SHALL BE LIMITED TO THOSE PARTIES IDENTIFIED IN THE CERTIFICATION AND DOES NOT EXTEND TO ANY UNNAMED PARTY.
8. THE SUBJECT TRACT IS SHOWN ON MAURY COUNTY TAX MAP 73, AS PARCEL 17.02.
9. ALL IRON RODS (SET) ARE CAPPED AND STAMPED "H.H. SURVEY".

STANDARD LEGEND

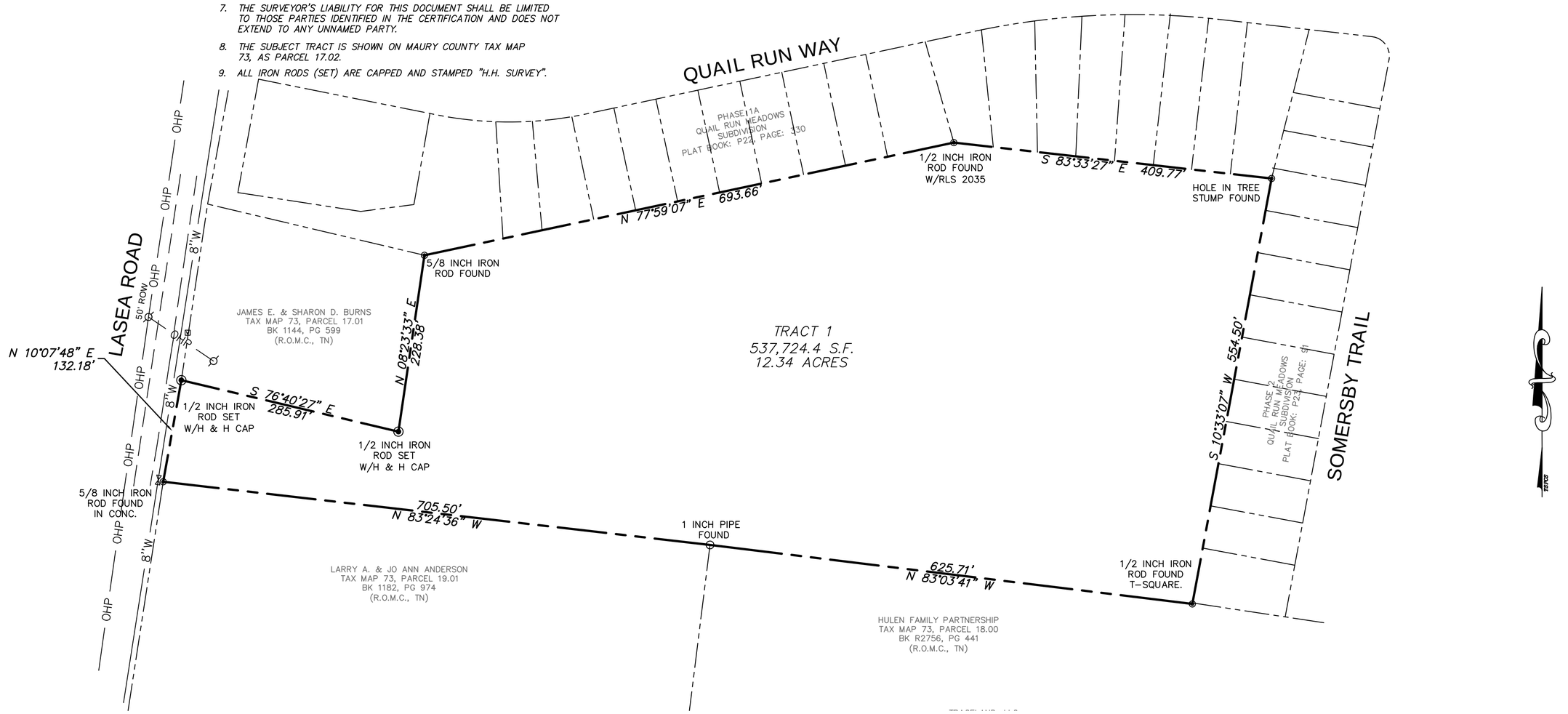
- IPF (IRON PIN FOUND)
- IPS (IRON PIN SET) H AND H SURVEY
- CONCRETE MONUMENT
- OHP — OVERHEAD UTILITY LINES
- WATER LINES

IF YOU DIG TENNESSEE...
CALL US FIRST!
1-800-351-1111
TENNESSEE ONE CALL
IT'S THE LAW

DAVID LEE CYPHERS
REGISTERED LAND SURVEYOR
STATE OF TENNESSEE 2779

I HEREBY CERTIFY THAT IN MY PROFESSIONAL OPINION, AS A LAND SURVEYOR REGISTERED IN THE STATE OF TENNESSEE, THE WITHIN SURVEY REPRESENTS A CATEGORY I SURVEY MADE UNDER MY SUPERVISION IN ACCORDANCE WITH T.C.A. SECTION 0820-3 AND THE RATIO OF PRECISION OF THE UNADJUSTED SURVEY EXCEEDS 1:10,000. THE FIELD WORK FOR THIS SURVEY WAS COMPLETED ON 01/29/2024.

DAVID LEE CYPHERS
RLS NUMBER 2779
DATE: MAY, 01, 2024



H & H LAND SURVEYING, INC.
P.O. BOX 2433
SMYRNA, TENNESSEE 37167
PHONE: (615) 831-0756 / E-MAIL: office@handhland.com

BOUNDARY SURVEY

THE MIKE SPARKS PROPERTY
0 LASEA ROAD
SPRING HILL, MAURY COUNTY, TENNESSEE
TAX MAP 73, PARCEL 17.02
RECORD BOOK R2379, PAGE 457-(R.O.M.C., TN)

DRAWN BY: TSH | CHECKED BY: DLC

Scale : 1" = 100'
GRAPHIC SCALE 0' 50' 100' 200'

DATE: MAY, 01, 2024	REVISIONS		
MK	DATE	BY	CHANGE

JOB NO. 2023-0498
SHEET 1 OF 1

CITY OF COLUMBIA TENNESSEE

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

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

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

ADDRESS/LOCATION			
	TAX MAP: 73	GROUP:	PARCEL: 017.02
SUMMARY OF NATURE OF REQUEST AND WORK	Annexation of parcel and rezone to CD-3		

DATE OF PRE-APPLICATION CONFERENCE	1/15/2025	*Pre-application meetings are scheduled for Wednesdays.*

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

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

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

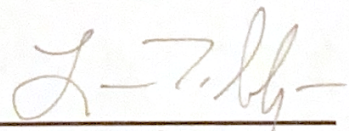
APPLICANT

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

NAME	Louis Sloyan	PHONE	615-678-8212
ADDRESS	111 SE Parkway Ct Franklin, TN 37064	EMAIL	Louis.sloyan@t2-eng.com

PROPERTY OWNER NAME	Mike Sparks	PHONE	931-982-3993
ADDRESS		EMAIL	superbuys37174@yahoo.com

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

Louis Sloyan		2/17/2025
APPLICANT NAME	APPLICANT SIGNATURE	DATE
Mike Sparks		2/17/2025
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

Rev. 2/7/2024



T-SQUARE ENGINEERING
SITE DEVELOPMENT|TRAFFIC|WASTEWATER|SURVEYING

111 SE Parkway Court
Franklin, TN 37064
615.678.8212

www.T2-eng.com

City of Columbia
700 North Garden Street
Columbia, TN 38401

3/17/2025

RE: 1616 Lasea Road Annexation and Rezoning

Staff:

We would like to formally request that the property at 1616 Lasea Road, parcel ID 073 01702 000, be annexed into the City of Columbia and rezoned to CD-3 zoning.

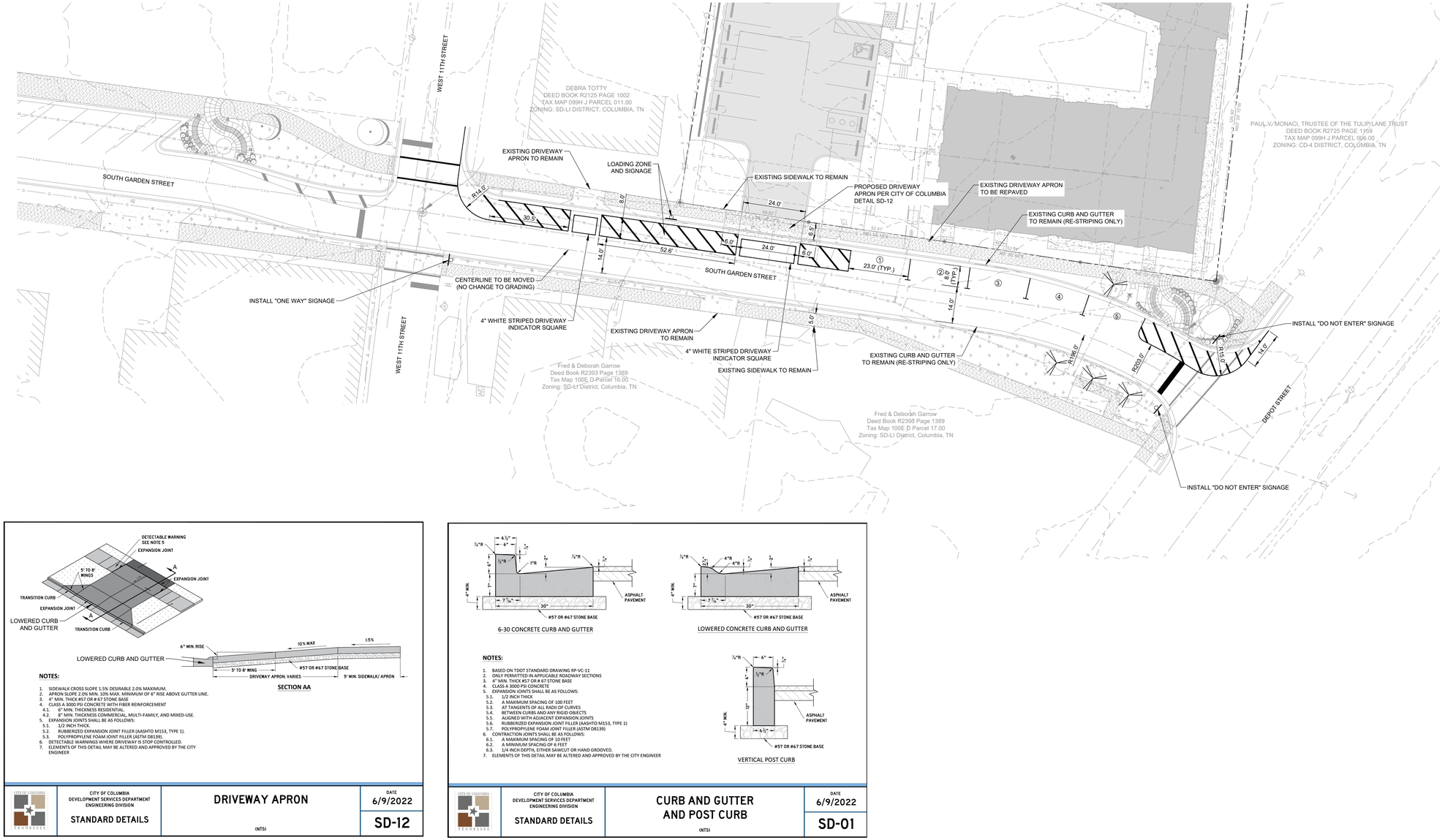
This property is bounded to the north and east by Quail Run Meadows Subdivision, the west by Lasea Road, and the south by the CORE Spaces project that has received a Development Plan approval for 331 units (per the City of Columbia Development Tracker Map). The surrounding properties are located inside of the current City of Columbia limits and this annexation would assist in closing an existing "donut hole".

The future land use plan shows this parcel to be classified as Suburban Neighborhoods (SN), which has CD-3 listed as one of the Implementing Districts in the Connect Columbia plan. The CD-3 zoning would match the Quail Run Meadows Subdivision zoning that is adjacent to the north and the south and would be less dense than the approximate 6.9 units/acre of the approved CORE Spaces development plan to the south.

CD-3 Zoning is described as the "Neighborhood Large Lot Character District and consists of primarily medium density single-family detached residential area in which House is the predominant building type". The Zoning Ordinance continues to say "CD-3 is an appropriate District for the Suburban Neighborhoods Future Land Use…".

Please contact me with any questions or concerns.
Thank you,

Louis Sloyan, PE Professional Engineer
T-Square Engineering, Inc.
OFFICE: 615.678.8212
EMAIL: Louis.Sloyan@T2-Eng.com



NOTES:

1. SIDEWALK CROSS SLOPE 1.5% DESIRABLE 2.0% MAXIMUM.
2. APRON SLOPE 2.0% MIN. 10% MAX. MINIMUM OF 6" RISE ABOVE GUTTER LINE.
3. 4" MIN. THICK #57 OR # 67 STONE BASE
4. CLASS A 3000 PSI CONCRETE WITH FIBER REINFORCEMENT
   4.1. 6" MIN. THICKNESS RESIDENTIAL;
   4.2. 8" MIN. THICKNESS COMMERCIAL, MULTI-FAMILY, AND MIXED-USE.
5. EXPANSION JOINTS SHALL BE AS FOLLOWS:
   5.1. 1/2 INCH THICK.
   5.2. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1).
   5.3. POLYPROPYLENE FOAM JOINT FILLER (ASTM D8139).
6. DETECTABLE WARNINGS WHERE DRIVEWAY IS STOP CONTROLLED.
7. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER

SECTION AA

CITY OF COLUMBIA TENNESSEE	CITY OF COLUMBIA DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION	DRIVEWAY APRON (NTS)	DATE 6/9/2022
	STANDARD DETAILS		SD-12

NOTES:

1. BASED ON TDOT STANDARD DRAWING RP-VC-11
2. ONLY PERMITTED IN APPLICABLE ROADWAY SECTIONS
3. 4" MIN. THICK #57 OR # 67 STONE BASE
4. CLASS A 3000 PSI CONCRETE
5. EXPANSION JOINTS SHALL BE AS FOLLOWS:
   5.1. 1/2 INCH THICK
   5.2. A MAXIMUM SPACING OF 100 FEET
   5.3. AT TANGENTS OF ALL RADII OF CURVES
   5.4. BETWEEN CURBS AND ANY RIGID OBJECTS
   5.5. ALIGNED WITH ADJACENT EXPANSION JOINTS
   5.6. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1)
   5.7. POLYPROPYLENE FOAM JOINT FILLER (ASTM D8139)
6. CONTRACTION JOINTS SHALL BE AS FOLLOWS:
   6.1. A MAXIMUM SPACING OF 10 FEET
   6.2. A MINIMUM SPACING OF 6 FEET
   6.3. 1/4 INCH DEPTH, EITHER SAWCUT OR HAND GROOVED.
7. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER

CITY OF COLUMBIA TENNESSEE	CITY OF COLUMBIA DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION	CURB AND GUTTER AND POST CURB (NTS)	DATE 6/9/2022
	STANDARD DETAILS		SD-01

ARCHITECTURE
INTERIORS
CIVIL SITE
TKC
818 SOUTH MAIN ST, COLUMBIA, TN 38401 | 615.87.7477 | WWW.TKC-AE.COM

CONSULTANTS:

PROJECT TITLE:
S. GARDEN STREET DEVELOPMENT
MAP 99 PARCELS 5.00, 8.00, 9.00, & 10.00
COLUMBIA, TN 38401
ARTS DISTRICT

COLE O. NEWTON REGISTERED ENGINEER AGRICULTURE NUMBER 118292 STATE OF TENNESSEE
3/18/2025
COLE O NEWTON - TN REG.#118292

Revision		
No.	Date	Description
1	03/18/2025	PER CITY COMMENTS

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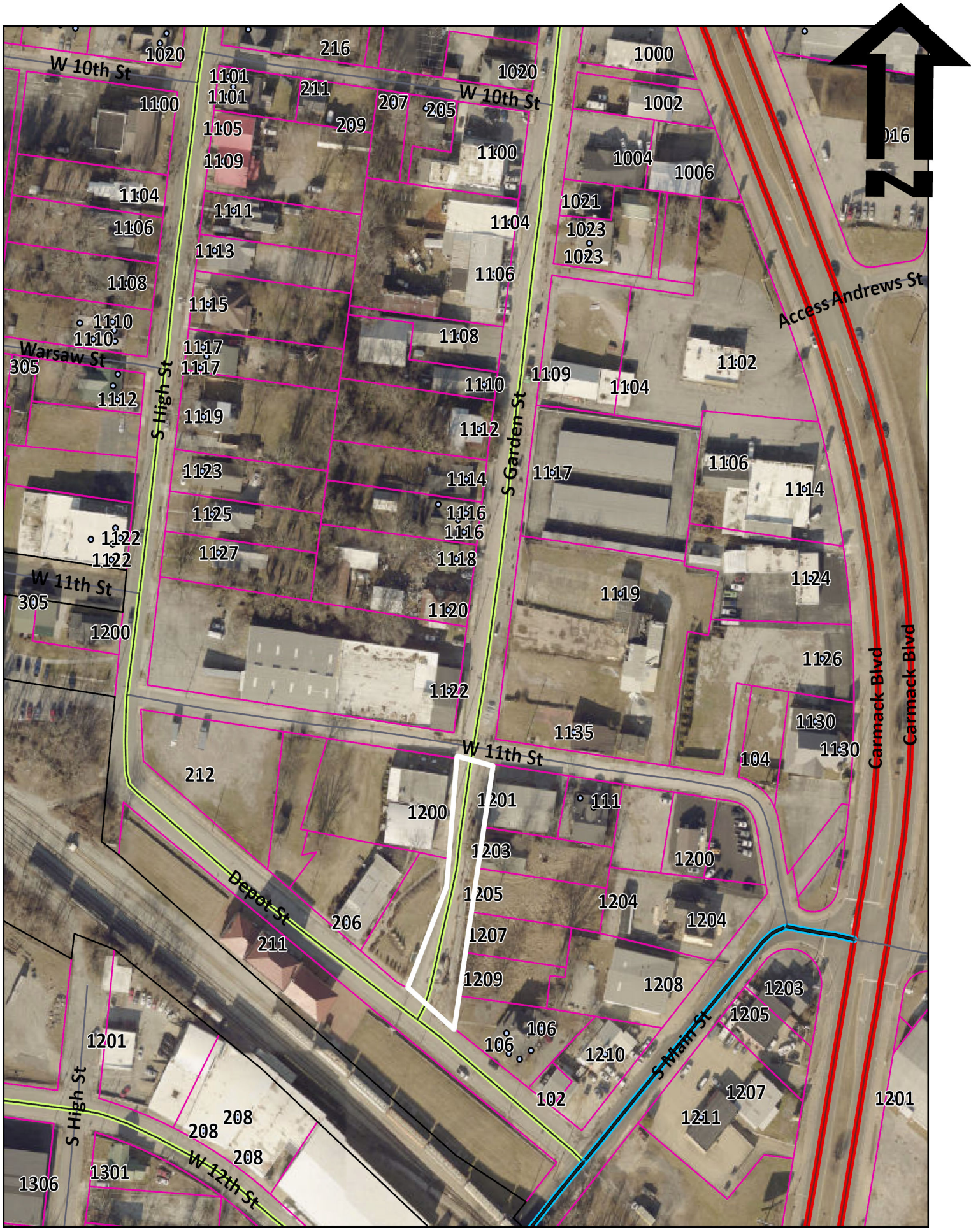
SHEET TITLE:
S. GARDEN STREET AND WEST 11TH STREET UPGRADES

Site Plan

DATE: 9/16/2024
DRAWN BY: RT
PROJECT NO.: 2349

SHEET NO.:
C - 6.0



Case #25-0293
South Garden Street

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

CITY OF COLUMBIA
TENNESSEE