

CITY OF COLUMBIA



T E N N E S S E E

City of Columbia

Municipal Planning Commission

December 8, 2021

TABLE OF CONTENTS

AGENDA.....	1
-------------	---

MINUTES.....	2
--------------	---

LETTERS OF CREDIT.....	3
------------------------	---

<u>CASE 21-0205</u> Request from Joseph Ahler for a Preliminary Planned Unit Development Plan at 1451 Lasea Road and Bear Creek Pike.....	4
---	---

Staff Report
Attachments

<u>CASE 21-0239</u> Request from T-Square Engineering for final plat approval of The Ridge at Carters Station Phase 1A with surety in the amount of \$120,000 off Carters Creek Station Road.....	5
---	---

Staff Report
Attachments

<u>CASE 21-0241</u> Request from Allen O’Leary for final plat approval for Vesper Court Phase 1 off Sunset Avenue.....	6
--	---

Staff Report
Attachments

<u>CASE 21-0243</u> Request from TKC Architecture and Engineering for Preliminary Plat approval of Horizon Park subdivision off Hallmark Drive.....	7
---	---

Staff Report
Attachments

<u>CASE 21-0244</u> Request from Ragan Smith Associates for multifamily site plan approval at Pulaski Highway and Cord Drive.....	8
---	---

Staff Report
Attachments

CASE 21-0245 Request from Kimley-Horn to rezone property off Hampshire Pike and Old Williamsport Pike being Tax Map 89 Parcel 41.03 from mixed commercial to a mixed residential commercial district.9

**Staff Report
Attachments**

CASE 21-0249 Request from Tommy Logue for access management exception at 1112 Confederate Drive.....10

**Staff Report
Attachments**

CASE 21-0208 Request from T-Square Engineering for Final Plat approval of Independence at Carter's Station Subdivision Phase 6 Section 2 with surety in the amount of \$207,000.....11

**Staff Report
Attachments**

CASE 21-0272 Request from Development Services for access management ordinance modifications.....12

**Staff Report
Attachments**

CASE 21-0273 Request from Development Services for review and recommendation of a new Columbia Development Code.....13

**Staff Report
Attachments**



DEVELOPMENT SERVICES

To: COLUMBIA MUNICIPAL PLANNING COMMISSION

RE: December 8th 2021 MEETING

The Columbia Municipal Planning Commission will meet on Wednesday, December 1st for study session and December 8th 2021 voting session at 4:00 P.M., in the Council Chambers at City Hall to consider the following:

AGENDA

Call to Order.....Chairman

Welcome of Visitors/ Rules of Conduct.....Chairman

CONSENT

- 4. Request from T-Square Engineering for final plat approval of The Ridge at Carters Station Phase 1A with surety in the amount of \$120,000 off Carters Creek Station Road.**
- 5. Request from Allen O'Leary for final plat approval for Vesper Court Phase 1 off Sunset Avenue.**
- 6. Request from TKC Architecture and Engineering for Preliminary Plat approval of Horizon Park subdivision off Hallmark Drive.**
- 9. Request from Tommy Logue for access management exception at 1112 Confederate Drive.**
- 10. Request from T-Square Engineering for Final Plat approval of Independence at Carter's Station Subdivision Phase 6 Section 2 with surety in the amount of \$207,000.**

DISCUSSION

- 3. Request from Joseph Ahler for a Preliminary Planned Unit Development Plan at 1451 Lasea Road and Bear Creek Pike.**
- 7. Request from Ragan Smith Associates for multifamily site plan approval at Pulaski Highway and Cord Drive.**
- 8. Request from Kimley-Horn to rezone property off Hampshire Pike and Old Williamsport Pike being Tax Map 89 Parcel 41.03 from mixed commercial to a mixed residential commercial district.**
- 11. Request from Development Services for access management ordinance modifications.**

DISCUSSION

12. Request from Development Services for review and recommendation of a new Columbia Development Code.

13. Other Business.



DEVELOPMENT SERVICES

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AGENDA

Call to Order.....Chairman

Roll Call.....Secretary

Approval of Minutes.....Commission Members

Welcome of Visitors/ Rules of Conduct.....Chairman

- 1. Review of Bonds and/or Letters of Credit.**
- 2. Acknowledgement of Official Communications of the Columbia City Council on annexation and zoning.**
- 3. Request from Joseph Ahler for a Preliminary Planned Unit Development Plan at 1451 Lasea Road and Bear Creek Pike.**
- 4. Request from T-Square Engineering for final plat approval of The Ridge at Carters Station Phase 1A with surety in the amount of \$120,000 off Carters Creek Station Road.**
- 5. Request from Allen O'Leary for final plat approval for Vesper Court Phase 1 off Sunset Avenue.**
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- 8. Request from Kimley-Horn to rezone property off Hampshire Pike and Old Williamsport Pike being Tax Map 89 Parcel 41.03 from mixed commercial to a mixed residential commercial district.**
- 9. Request from Tommy Logue for access management exception at 1112 Confederate Drive.**
- 10. Request from T-Square Engineering for Final Plat approval of Independence at Carter's Station Subdivision Phase 6 Section 2 with surety in the amount of \$207,000.**

11. Request from Development Services for access management ordinance modifications.

12. Request from Development Services for review and recommendation of a new Columbia Development Code.

13. Other Business.

Anyone requesting accommodations due to disabilities should contact

Connie Etzkin at 931-560-1570 prior to the meeting.

City of Columbia
MUNICIPAL PLANNING COMMISSION
November 10, 2021

CALL TO ORDER:

Chairman Charlie Goatz called the November Planning Commission meeting for the City of Columbia to order at 4:00 p.m. The meeting was held in Council Chambers at City Hall.

ROLL CALL:

Quorum present and included the following:

Present were: Mr. Charlie Goatz
 Mr. Thomas Hutto
 Mr. Randy McBroom
 Mayor Chaz Molder
 Mr. Ray Pace
 Councilman Ken Wiles

Absent was: Dr. Rose McClain

Other attendees: Mr. Glenn Harper, City Engineer
 Mr. Paul Keltner, Development Services Director
 Mr. Tony Massey, City Manager
 Mrs. Sandra Richardson, Secretary
 Mrs. Melissa Sanders, Planning Associate
 Mr. Tim Tisher, City Attorney

APPROVAL OF MINUTES:

The October minutes were presented for approval. Mr. McBroom moved to approve with Councilman Wiles seconding. Motion to approve the minutes passed with a vote of six to zero.

REVIEW OF BONDS:

Mr. Glenn Harper stated all letters of credit are in order.

City of Columbia
MUNICIPAL PLANNING COMMISSION
November 10, 2021

OFFICIAL COMMUNICATIONS:

AGENDA ITEM #2

Acknowledgement of Official Communications of the Columbia City Council on annexation and zoning.

Director Keltner stated that final reading on 1203 James Campbell rezoning from residential to commercial, and the master plan for 2504 Nashville Highway approved on final reading. First readings included the rezoning of 610-616 East 7th Street to a residential R-6 zoning, 431 Cord Drive rezoned to an RM-2 the annexation and zoning of RS-10 on Bear Creek Pike at I-65 all passed.

AGENDA ITEM #3

Case #21-0199

Request from Civil Design Consultants to annex with a plan of services 29 acres off East Burt Drive being Tax Map 75 Parcel 17.00 with a zoning of RS-10.

Staff Recommendation:

Mr. Keltner presented the details of the staff report. He stated comprehensive plan is suburban neighborhood which allows for a lower density RS-10 within it. Sections 3.18 and 3.19 and the plan of services were included inside the packets. The applicant will be required to build 10,000 square foot lots at 75 foot wide.

Discussion:

Mr. Jared Gray, Civil Design Consultants, was present to answer questions. Ms. Wanda Miller, 433 Village Drive, expressed concerns with the cul-de-sac, school situation, sidewalks, and traffic. Mr. Mark Bunker 940 Crosby Court, expressed concerns with growth, land location, safety issues, traffic, and safe ingress and egress. Ms. Elizabeth O'Hair, 440 Willis way, expressed concerns with water run off on her property, no plan for the water run off in her neighborhood, and potential be damage to her property. Samantha Burgess, 441 Willis Way expressed concerns with no sidewalks, road proximity, and safety. Mr. Randy McCall, 908 Harmony Way, expressed concerns of public safety, traffic, and property value on Burt Drive. Mr. Jared Gray stated that many of the issues are related to site plan, and he felt that it was important to realize that this is for rezoning and concept. Additional meetings will be forth coming, and a traffic impact study will be done. Further discussion included landscape buffers, project within the right of way, developing the property, curbing, suburban neighborhood does support the RS-10, and RS-6, the road falling off pretty steep at the cul-de-sac, state permit, arap permit, right of way, screening, sidewalks, stormwater, road connection, land disturbance permit, high level of details, annexing with more information on the front end, and inhibiting the development of the property. Mayor Molder moved to deny, with Mr. Hutto seconding. Motion to deny passed with a vote of five to one, with Mr. McBroom voting nay.

City of Columbia
MUNICIPAL PLANNING COMMISSION
November 10, 2021

AGENDA ITEM #4

Case #21-0201

Request from Allen O'Leary for Final Plat approval of Morgan Meadows Phase 1 off Forrest Drive with surety in the amount of \$242,000.

Staff Recommendation:

Mr. Keltner presented the details of the staff report. This request is compatible subject to technical comments.

Discussion: Discussion included conservation plan, and compatibility. Mayor Molder moved to approve subject to technical comments. Mr. McBroom seconded the motion. The motion to approve passed with a vote of six to zero.

AGENDA ITEM #5

Case #21-0202

Request from M2 Group to rezone 220 Theta Pike being Tax Map 90B Parcel 47.00 from MHP to RM-1.

Staff Recommendation:

Mr. Keltner gave the details of the staff report. The comprehensive plan is urban corridor in which higher densities are allowed, for example RM-1. The criteria for review is listed under 3.18.7.

Discussion:

Discussion included townhomes. Mayor Molder moved to approve subject to any technical comments, with Councilman Wiles seconding. Motion to approve passed six to zero.

AGENDA ITEM #6

Case #20-0203

Request from K2 Development to annex with a plan of services and Master Plan for 77 acres being Tax Map 51 Parcels 34 and 34.01 off 2556 Greens Mill Road to be zoned RS-6 Planned Unit Development.

Staff Recommendation:

Mr. Keltner presented the staff report. They are not requesting any variances, and are mainly exceeding the standards of an RS-6.

Discussion:

Discussion included going through the Drumwright property. Mr. McBroom moved to approve subject to technical comments, with Mr. Pace seconding. Ms. Sue Stephenson, Maury County Commissioner, District 6, discussed flood plain, the creek running through the middle of the parcel, TDEC, drainage, flooding,

City of Columbia
MUNICIPAL PLANNING COMMISSION

November 10, 2021

runoffs, channel and bank erosions, and destruction of homes due to flooding.
Motion to approve passed six to zero.

AGENDA ITEM #7

Case #21-0204

Request from Lynn Ealey to annex with a plan of services and Master Plan for 98 acres being Tax Map 74 Parcel 37 at 626 Baker Road with a zoning of RS-10 Planned Unit Development.

Staff Recommendation:

Mr. Keltner gave the details of the staff report. They are requesting a RS-10 zone, a 10 foot reduction in the front yard setback, and a five yard set back on the sides as opposed to the 10.

Discussion:

Mr. Lynn Ealey, Land Solutions Co., was present to answer questions. Discussion included roadway improvements, sewer, and pump station. Ms. Sue Stephenson, Maury County Commissioner, expressed concerns with the road, and it would have to be brought up to county standards. Mr. Randy McCall expressed concerns with traffic. He submitted two pictures. Mr. David Henson, 667 Baker Road expressed concerns with density, rural countryside compatibility, and safety. Mr. David Webb, Baker Road, expressed concerns with technical errors on the traffic study, and requesting deferral for updated TIS. Mr. Mark Cook, 925 Harmony Way, had concerns with traffic safety, right of ways, and no stop signs. Mr. Bobby Sands, 521 Bear Creek Pike, expressed concerns about traffic safety, character, sewer line, water line, and liveability. Ron Webb, 1060 Hideaway Road, expressed concerns with misrepresentation of RS-10 development, character, traffic, and safety issues. Mr. Brian McKelvy, Maury County District 5 Commissioner, expressed concerns with character, traffic and safety. He would like to see the Mayors come together with the Road Superintendent about Baker Road. Mayor Molder stated that he would welcome the opportunity. Kenny Manire, 642 North Ridge Road, expressed concerns with density, doing more RS-40 as it is more characteristic, and sidewalks. Mr. Ealey stated if there are errors on the traffic study they are happy to fix it. He asked to allow this to progress, and they are more than willing to be a good neighbor. Further discussion included the vote, variances, review of , 3.19.6, and RS-10 being most dense. Mr. Goatz moved to deny in regards to 3.19.6 both A and B. Mr. McBroom seconded the motion to deny. The motion to deny passed six to zero.

AGENDA ITEM #8

Case #21-0206

Request from Catalyst Design Group for Preliminary and Final Plat approvals of Village at Carter's Creek off Nashville Highway being Tax Map 51 Parcel 22.00.

Staff Recommendation:

Mr. Keltner gave the details of the staff report.

City of Columbia
MUNICIPAL PLANNING COMMISSION
November 10, 2021

Discussion:

Discussion included this plat is establishing the access points, connectivity, sewer, and pump stations. Mayor Molder moved to approve, with Mr. McBroom seconding. Motion to approve passed six to zero.

AGENDA ITEM #9

Case #21-0207

Request from Martin Engineering for Final Plat approval of Summerdale Subdivision Phase 5 with surety in the amount of \$55,000.

Staff Recommendation:

Mr. Keltner gave the details of the staff report. Staff reviewed with the preliminary plat, and would find it compatible subject to technical comments.

Discussion:

Mr. Martin was present to answer questions. Mr. McBroom moved to approve with Councilman Wiles seconding. Motion to approve passed six to zero.

AGENDA ITEM #10

Case #21-0208

Request from T-Square Engineering for Final Plat approval of Independence at Carter's Station Subdivision Phase 6 Section 2 with surety in the amount of \$207,000.

This item was removed.

AGENDA ITEM #11

Case #21-0210

Request from T-Square Engineering for access management exception along Bear Creek Pike being Tax Map 91 Parcel 17.15.

Staff Recommendation:

Mr. Harper gave the details of the staff report. Staff find the request meets the criteria for an exception and staff supports the exception for the one access which will serve the two lots.

Discussion:

Mr. Goatz made the motion to approve this request. Discussion included one access. Mayor Molder seconded the motion. The motion to approve passed six to zero.

AGENDA ITEM #12

Case #21-0211

Request from Martin Engineering and Surveying for Preliminary Plat approval of Phase 1 for Columbia at I-65 subdivision.

City of Columbia
MUNICIPAL PLANNING COMMISSION
November 10, 2021

Staff Recommendation:

Mr. Keltner gave the details of the staff report. Staff finds the request compliant subject to technical comments.

Discussion: Mr. Martin was present to answer questions. Mr. Goatz moved to approve subject to technical comments, with Mayor Molder seconding. The motion to approve passed six to zero.

AGENDA ITEM #13

Case #21-0212

Request from Martin Engineering and Surveying for Preliminary Plat approval of Williamsport Pike Subdivision.

Staff Recommendation:

Mr. Keltner gave the details of the staff report. Staff finds the request compliant subject to technical comments.

Discussion: Mr. Goatz moved to approve subject to technical comments. The motion was seconded by Mr. McBroom. Motion to approve passed six to zero.

AGENDA ITEM #14

Case #21-0217

Request from Ragan Smith and Associates for access management exception at 610/612 James Campbell Boulevard.

Staff Recommendation:

Mr. Harper gave the details of the staff report. Staff find the request meets the criteria for an exception.

Discussion: Mr. McBroom moved to approve, with Mr. Wiles seconding. Motion to approve passed six to zero.

OTHER BUSINESS:

The Commissioners discussed the possibility of some of the access management exception request passed to staff. The proposed zoning ordinance will be on the December agenda. West 7th Street project update was given.

ADJOURNMENT:

Mr. McBroom made the motion to adjourn, with Councilman Wiles seconding the motion. Motion to adjourn passed five to one, with Mr. Hutto voting nay. Meeting adjourned at 5:30 p.m.

City of Columbia
MUNICIPAL PLANNING COMMISSION
November 10, 2021

Planning Commission Chairman

Date

CURRENT LETTERS OF CREDIT

DECEMBER 2, 2021

NO.	EXP. DATE	DEVELOPER	DEVELOPMENT	AMOUNT	FINAL PLAT	ORIGINAL SURETY AMOUNT
1	09.09.2016	Sterling Martin	Colter Place Subdivision, Section 1 (rds/drainage)	\$ 44,502.69	9/15/2015	\$44,502.69
2	08.25.2018	Shaw Enterprises - (cashier's check)	The Landings Subdivision, Phase 2, Section 2	\$ 108,000.00	10/10/2017	\$108,000.00
3	12.13.2018	Honey Farms Management, LLC	Honey Farm Townhomes- Phase 1A (completion of roads)	\$ 20,000.00	1/11/2017	\$20,000.00
4	01.12.2019	Honey Farms Management, LLC	Honey Farms Townhomes Phase 2, Section 2 (roads)	\$ 40,000.00		\$40,000.00
5	05.05.2019	General Homes of Columbia, LLC	Armstrong Meadow, Phase 1, Section 3 (roads/drainage)	\$ 203,500.00	6/27/2017	\$203,500.00
6	05.05.2020	Charles Raines Construction, LLC	Honey Farms Subdivision, Phase 2, Section 8	\$ 145,000.00	5/14/2019	\$145,000.00
7	05.23.2020	Charles Raines Construction, LLC	Honey Farms Subdivision, Phase 2, Section 10	\$ 103,000.00	6/21/2019	\$103,000.00
8	06.06.2020	SDHomes of Nashville, LLC	Autumn Brook Subdivision - (roads and drainage)	\$ 10,000.00	6/5/2019	\$103,000.00
9	09.11.2020	Shaw Enterprises, LLC	Elan Subdivision, Phase 1 (roads & drainage)	\$ 157,000.00	9/30/2019	\$157,000.00
10	11.30.2020	Meritage Homes of Tenn., Inc.	Taylor Landing, Phase 1B (roads & drainage)	\$ 118,500.00	1/15/2020	\$118,500.00
11	03.07.2021	LPT, LLC	Greystone Subdivision	\$ 166,500.00	5/18/2017	\$166,500.00
12	04.25.2021	Arlington Heights General Partnership	Arlington Heights Subdivision, Phase 2, Section 2	\$ 105,000.00	8/1/2018	\$105,000.00
13	04.27.2021	Howell Home Builders, LLC	Baker Landing Subdivision, Phase 1, Section 1	\$ 13,900.00	7/31/2020	\$13,900.00
14	04.30.2021	Meritage Homes of Tenn., Inc.	Taylor Landing - Phase 2 (roads & drainage)	\$ 188,000.00	5/14/2020	\$188,000.00
15	05.09.2021	Arlington Heights General Partnership	Arlington Heights Subdivision, Phase 1, Section 2	\$ 106,000.00	6/26/2018	\$106,000.00
16	05.23.2021	Columbia Properties, LLC	Polk Place PUD Subdivision, Phase 1 (roads & drainage)	\$ 28,000.00	9/19/2019	\$28,000.00
17	09.11.2021	FP TCI CCS, LLC	Homestead @Carter's Station Section 2, Phase 2B	\$ 111,000.00	9/19/2019	\$111,000.00
18	09.15.2021	Pulte Homes Tennessee Partnership	Independence @Carter's Station, Section 3, Phase 1	\$ 390,000.00	9/21/2020	\$390,000.00
19	09.28.2021	Campbell and Lovell Rentals	Savannah Cove Subdivision - roads/drainage	\$ 45,000.00	12/17/2007	\$160,260.00
20	11.19.2021	FP, TCI, CCS, LLC	Homestead @ Carter's Station - Section 2.3 & 5.1	\$ 190,000.00	12/19/2019	\$190,000.00
21	11.17.2021	P & L Development	Summerdale, Phase 1 (roads & drainage)	\$ 135,000.00	12/11/2019	\$135,000.00
22	11.30.2021	Meritage Homes of Tenn., Inc.	Taylor Landing - Phase 4A (roads and drainage)	\$ 121,000.00	1/15/2021	\$121,000.00
23	12.11.2021	J.D.Eatherly & Charles Raines	Honey Farm Subdivision - Phase 2, Sections 3,4,5,6, & 7	\$ 25,000.00		\$301,000.00
24	12.16.2021	Quail Run Development Co., LLC	Quail Run Subdivision, Phase 1 (roads & drainage)	\$ 157,000.00	1/15/2021	\$157,000.00
25	12.17.2021	P & L Development	Summerdale Subdivision, Phase 3 (roads & drainage)	\$ 97,000.00	1/5/2021	\$97,000.00
26	12.20.2021	FP, TCI, CCS, LLC	Homestead at Carter's Station Section 2, Phase 1	\$ 141,000.00		\$141,000.00
27	01.04.2022	Shaw Enterprises	Elan Subdivision, Phase 2 (roads and drainage)	\$ 142,000.00	12/21/2020	\$142,000.00
28	01.24.2022	FP, TCI, CCS, LLC	Homestead at Carter's Station, Section 2, Phase 2A	\$ 87,000.00	3/13/2018	\$87,000.00
29	01.26.2022	P & L Development, LLC	Summerdale Subdivision, Phase 3B (roads & drainage)	\$ 17,000.00	1/13/2021	\$17,000.00
30	2.03.2022	Columbia Properties, LLC	Polk Place PUD Subdivision, Section 2A (roads & drainage)	\$ 55,000.00	1/22/2021	\$55,000.00
31	02.05.2022	Fortuna Capital, LLC	Grove Park Subdivision, Phase 5 (roads & drainage)	\$ 10,000.00		\$102,000.00
32	03.07.2022	McBroom Family Partnership	River Villages Townhomes (roads & drainage)	\$ 73,000.00		\$73,000.00
33	03.13.2022	Estate of Cyril Evers	Fieldstone Farms - Section 4 (roads & drainage)	\$ 21,000.00	6/22/2017	\$121,000.00
34	03.19.2022	P & L Development	Summerdale Subdivision, Phase 4 (roads & drainage)	\$ 64,000.00	2/22/2021	\$64,000.00
35	03.22.2022	J & B Estate	Halton Hills Subdivision (roads & drainage)	\$ 32,000.00	3/19/2021	\$32,000.00
36	06.30.2022	Meritage Homes of Tenn., Inc.	Taylor Bend Road - roads & drainage	\$ 183,000.00	11/18/2019	\$303,000.00
37	09.30.2022	Meritage Homes of Tenn., Inc.	Taylor Landing Subdivision, Phase 1A (roads & drainage)	\$ 22,500.00	9/26/2019	\$90,000.00
38	04.05.2022	Lennar Homes of Tenn, LLC	Honey Farms , Phase 2, Section 3	\$ 50,000.00	2/25/2021	\$50,000.00
39	04.16.2022	FP TCI CCS, LLC	Homestead at Carter's Station, Section 2, Phase 1B	\$ 65,000.00		\$65,000.00
40	04.16.2022	Pulte Homes Tennessee Partnership	Homestead @Carter's Station, 5.2 and 6.1	\$ 254,000.00	3/23/2021	\$254,000.00
41	05.14.2022	Tennessee Regional Holdings, LLC	Armstrong Street Subdivision (roads & drainage)	\$ 75,500.00	4/8/2020	\$75,500.00
42	05.21.2022	FP TCI CCS, LLC	Homestead at Carter's Station, Section 4, Phase 1A	\$ 134,000.00	6/29/2018	\$134,000.00
43	05.21.2022	Charles Raines Construction, LLC	Honey Farms Subdivision, Phase 2, Section 9	\$ 9,600.00	8/7/2019	\$96,000.00
44	05.21.2022	FP TCI CCS, LLC	Homestead at Carter's Station, Section 4, Phase 1 B	\$ 120,000.00	6/29/2018	\$120,000.00
45	06.12.2022	FP TCI CCS, LLC	Homestead at Carter's Station , Section 4, Phase 2	\$ 121,000.00		\$121,000.00
46	06.03.2022	P & L Development, LLC	Summerdale Subdivision, Phase 2 (roads & drainage)	\$ 105,000.00	7/21/2020	\$105,000.00
47	06.22.2022	FP TCI CCS, LLC	Homestead at Carter's Station, Section 4, Phase 2	\$ 121,000.00	6/21/2019	\$121,000.00
48	06.30.2022	Meritage Homes of Tenn., Inc.	Taylor Landing Subdivision, Phase 5A (roads & drainage)	\$ 48,000.00		\$48,000.00
49	06.30.2022	Meritage Homes of Tenn., Inc.	Taylor Landing Subdivision, Phase 5B (roads & drainage)	\$ 72,000.00		\$72,000.00
50	06.30.2022	Meritage Homes of Tenn., Inc.	Taylor Landing Subdivision, Phase 4B, (roads & drainage)	\$ 78,000.00		\$78,000.00
51	07.08.2022	FP, TCI, CCS, LLC	Homestead @Carter's Station Subdivision, Section 4 Ph 3	\$ 160,000.00	6/12/2020	\$160,000.00
52	07.09.2022	Fortuna Capital, LLC	Grove Park Subdivision, Phase 6 (roads & drainage)	\$ 12,000.00	10/2/2018	\$120,000.00
53	07.19.2022	Riverstone Homes, LLC	Cottages at Bear Creek , Phase 1 (roads & drainage)	\$ 165,000.00		\$165,000.00
54	07.31.2022	Meritage Homes of Tenn., Inc.	Taylor Landing Subdivision, Phase 3 (roads & drainage)	\$ 117,000.00	9/10/2020	\$117,000.00
55	08.14.2022	James Davis, Sr.	Valley View Subdivision, (roads and drainage)	\$ 258,000.00	10/5/2020	\$258,000.00
56	08.11.2022	Quail Run Development Co., LLC	Quail Run Subdivision, Phase 1B (roads & drainage)	\$ 185,000.00		\$185,000.00
57	09.11.2022	FP TCI CCS, LLC	Homestead @ Carter's Station Section 2 Phase 2B	\$ 111,000.00	9/19/2019	\$111,000.00
58	10.14.2022	P & L Development, LLC	Summerdale Subdivision, Phase 5 (roads & drainage)	\$ 55,000.00		\$55,000.00
59	10.15.2022	KCS Property, LLC	Morgan Meadows Subdivision (roads & drainage)	\$ 242,000.00		\$242,000.00
60	11.12.2022	Columbia Properties, LLC	Polk Place , Phase 2B (roads & drainage)	\$ 56,000.00		\$56,000.00
61	11.19.2022	FP TCI CCS, LLC	Homestead @ Carter's Station Subm Section2 Phase 3	\$ 190,000.00		\$190,000.00

Case Number:

21-0205

Request:

Request from Joseph Ahler for a Preliminary
Planned Unit Development at 1451 Lasea
Road and Bear Creek Pike.



CITY OF COLUMBIA TENNESSEE PLANNING COMMISSION STAFF REPORT

STAFF REPORT CONTACT INFORMATION

Austin Brass, City Planner, abrass@columbiatn.com , 931-560-1560

DOCKET/CASE/APPLICATION NUMBER

21-0205

APPLICANT/PROPERTY OWNER

Joseph Ahler P.E. / Heritage Bank & Trust.

PUBLIC HEARING DATE

N/A

PROPERTY ADDRESS/LOCATION

**1451 Lasea Road/ Tax Map 073
Parcel 51.00**

SUMMARY OF REQUEST: PUD Master Plan.

This request is for an RM-1 PUD (*High Density Residential*) *Planned Unit Development* Master Plan of 22.7 +/- acre tract located on the west side of Lasea Road just north of the Lasea Road & Bear Creek Pike intersections. A PUD master plan indicates the proposal of 208 townhomes units on a single site.



MAP SOURCE: City GIS

EXISTING ZONING	EXISTING LAND USE	SURROUNDING ZONING & LAND USE	SITE IMPROVEMENTS PROPOSED	SIZE OF PROPERTY
RM-1 (High Density Residential)	Vacant Land	RS-40/ GCS & Rural Residential	208 Townhome Units	22.7 +/- acres

COMPATIBILITY with the COMPREHENSIVE PLAN:

Suburban Corridor. This future land use characterized for the subject property includes high density residential development.

PROPERTY HISTORY:

Annexation 2016-06 & CZ 2016-08, (*September 8th, 2016*) a request for annexation with an RM-1 Zoning designation for Tax Map 73 Parcel 51, approved.

COMPATIBILITY with the ZONING ORDINANCE/STAFF COMMENTS:

A master plan has been submitted for 208 townhomes on this site. Access to the development will be from Lasea Road. No additional stub-outs are provided. Three variations of townhomes are provided with all being 22 x 46 & two stories. In addition, a two story 22 x 46 unit is provided on lots 99-120 & 203-208 indicating an unfinished basement; with lots 79-96 having a two-story unit with single car garages. Elevations submitted indicate units with no garage as having a combination of façade materials including board & batten and vinyl siding. In addition, a brick and stone base is provided. This brick base continues along the side elevation. Likewise, the rear elevation indicates a brick base and vinyl siding façade material. Amenities provided include a playground and dog park. Staff has noted in resubmittal comments that elevations be provided. Elevations of only the front-loaded units with no garage have been provided at resubmittal. **See additional technical comments attached**



CITY OF COLUMBIA TENNESSEE
PLANNING COMMISSION
STAFF REPORT

from fire/utilities/planning & engineering.

ATTACHMENTS (CIRCLE)

SUBMITTED
PLANS

CITY MAPS

LEGAL NOTICE

LEGAL
DESCRIPTION

PUBLIC
COMMENTS

AGENCY
COMMENTS

RESPONSE TO STANDARDS

Townhouse or Rowhouse

Townhouses or rowhouses shall be permitted in accordance with the use table in Sec. 8.1, subject to the following:

A townhouse or rowhouse shall have a front, side, or rear privacy yard having a minimum area of 100 square feet on each lot.

The maximum lot coverage ratio set forth for the district may be exceeded for a given lot within a townhouse or rowhouse development. However, such ratio shall apply to the project when considered in aggregate (i.e., total building coverage divided by total gross development site area). In any instance where a development may lie within two or more zoning districts the coverage ratio for each district shall apply to all development within it. No transfer of bulk or site coverage shall be permitted among zoning districts.

Minimum width for the portion of the lot on which a townhouse or rowhouse is to be constructed shall be 22 feet.

Not more than six townhouses or rowhouses shall be built in a row with the same or approximately the same front line and not more than 12 dwellings shall be contiguous.

Party walls, subject to the provisions of the Standard Building Code and National Fire Protection Association Fire Code, shall be provided along all points of attachment.

Street sidewalks and on – site walks shall be provided for convenient and safe access to all living units from streets, driveways, parking courts, or garages and for convenient circulation and access to all facilities.

Additional pedestrian access shall be provided at the rear of each attached dwelling.

When locating the parking facilities required under Article 10, Parking, Loading, and Access, at least one parking space per dwelling unit shall be located within 200 feet from the nearest entrance of the dwelling unit and space is to serve. Where appropriate, common driveways, parking areas, walks and steps shall be maintained and lighted for night use.

The usage of garage parking is allowed but shall be placed 3' feet from back of sidewalk or else they shall be 22' feet or more from back of sidewalk.

Garage parking spaces shall be counted as required parking if the space is at least 15'feet wide and 22' feet deep or more with no obstructions with a minimum door opening of 10' feet.

Spaces that meet 8.3.2.H.9-10 shall not count for more than 30% of the required parking.

As noted, a townhome shall be at minimum 22' wide when the unit is front loaded.



CITY OF COLUMBIA TENNESSEE
PLANNING COMMISSION
STAFF REPORT

Sec 7.2 PUDs Located Along Certain Major Highways

7.2.2 APPLICABILITY

These special provisions shall apply to all proposals located along Highway 31 from the northern most corporate limits to Baker Road; along Highway 99 from I – 65 to Highway 31; or along Highway 43 from Mount Pleasant City Limits to the Columbia City Limits; and which meet any of the following criteria:

The property fronts on the highway; or,

The property's primary route of access includes the highway; or,

The property will benefit from the City of Columbia's investment in utilities, road improvements, fire and police protection or other investment; or,

Development of the property will significantly affect the view shed of the highway.

Ahler & Associates, LLC

CONSULTING ENGINEERS AND LAND SURVEYORS

November 15, 2021

City of Columbia
Attention: Melissa Sanders
Development Services
700 N. Garden Street
Columbia, TN 38401

RE: Response to Technical Review Comments
Item No. 21-0205
1451 Lasea Road
Preliminary PUD Master Plan

Dear Melissa:

The following is my response to the technical review comments from November 9, 2021.

Building

1. No comments. Ok

Police

2. No comments provided. Ok

Public Works

3. Private sanitation services are an option for townhomes, or our department can service them via dumpster service. For 208 townhomes, we recommend four (4) 8-yard dumpsters serviced 4 days a week. I only see 2 dumpsters enclosures/pads on the preliminary master development plan. Two dumpsters are not enough for 208 units. Please see attached dumpster guidelines and accessibility requirements. Note: The proposed dumpster location in the northeast cul-de-sac with the island will prove to be a clearance and accessibility issue for front load trucks attempting to service this dumpster enclosure. Please remove the island to remove clearance and accessibility issues. Thank you!

Note: we have added six additional dumpsters with concrete pads and enclosures

Atmos Energy

4. High Pressure gas main in easement. Contact Tim Brown for gas lines. 931.384.0397

P.O. Box 1636
SPRING HILL, TN 37174
PHONE 615-481-3106
FAX 615-468-9357
www.ahlerengineering.com

Note: the gas main and the easement have been reflected on the drawings

Maury County E911

5. No comments provided.
6. Maury County 911 has not received request nor approved Development name Lasea Townhomes. Please contact Maury County 911 for street name and development name approvals. Note: Development Name and the street names shown have been approved by E911

Maury County Schools

7. No comments. Ok

Duck River Electric Membership Corp

8. DREMC has 3 phase lines at property to feed this development once all requirements are met. Ok

Fire

9. Shall provide fire flow. Shall work with CPWS.
10. Shall install fire sprinklers and fire alarms.
Note: Fire flow test will be conducted by CPWS on Wednesday November 17

Columbia Power

11. 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. Ok

Engineering

12. Subject to TIS and Construction Plans. Ok
13. Provide figure 6 from TIS in PUD resubmittal. Added to detail sheet
14. Should any of the background developments fail to be constructed, including the off-site improvements, by the time the Lasea Townhomes are completed, the developer of the

Ahler & Associates, LLC

CONSULTING ENGINEERS AND LAND SURVEYORS

Lasea Townhomes should re-assess the off-site improvements and may be responsible for the construction of those improvements, if necessary. Acknowledged

15. Stormwater detention areas appear small for the amount of impervious area. Note we have enlarged them.
16. Provide location and size of existing box culvert underneath Lasea Rd. Provided
17. Proposed culvert as shown discharges too close to the existing culvert underneath Lasea Rd. Proposed culvert shall tie continuously into existing culvert. Existing roadside ditch drainage shall be taken into account in the proposed design. Note: Entrance has been moved
18. Provide hydrologic determination on pond. Will be provided during construction drawing phase
19. ARAP permit will be required for creek crossing and culvert. We have moved the entrance to protect the stream and provide buffers
20. Show all aquatic resource buffers. Pumpkin Creek is evaluated as an Exceptional Resource. HUC #06040002 We have provided a stream buffer and moved the entrance to protect the stream
21. Show existing sinkhole/depression locations. Possible sinkholes shown
22. Maximum grade for drives is 10%. Grades over 10% have been eliminate
23. Maximum grade for parking stalls is 8% Maximum grades in parking areas is no less than or equal to 8%
24. Maximum grade for accessible parking stalls is 2% in all directions including the access aisle. Acknowledged
25. Accessible pathways shall be provided to amenity areas. Provided
26. Intersections shall skew no more than 20 degrees from 90 degrees. Intersections have been revised
27. City requests a dedication of ROW along the property frontage on Lasea Rd. A minimum of 35' from the centerline of the road. 10' dedication provided
28. City requests developer widen Lasea Road to a minimum of 24' pavement with 11' striped travel lanes along the street frontage. The developer agrees to the road widening
29. Contact E-911 to determine if they will require street names for the drive aisles. All street names shall be approved by Maury E-911. Approved by E-911
30. Min 90' culdesac diameter. All cul-de-sacs are 90' in diameter
31. Label proposed contours. Labeled
32. Note: Many of the slabs as shown will require elevated slabs. Ok

Planning

33. Landscape buffers are missing on several property lines, overall the buffer area should be reviewed for compliance and additional spacing for areas to help blend high density to rural. Buffers provided
34. Lots 7-36 that have a rear facing facade facing Bear Creek should provide a detailed plan to screen or use a linear park area amenity. Screen provided
35. Lots 37-44 shall face a drive or street Revised

Ahler & Associates, LLC

CONSULTING ENGINEERS AND LAND SURVEYORS

- 36. Building Elevations lack detail of all sides and materials, plans refer to a basement building elevation but not shown Provided
- 37. Of the 208 units proposed 190 are of the same facade, would recommend providing some variation Provided
- 38. Show details of the amenities, address playground with no access, and overall area looks small for number of units and location to public facilities. Details provided
- 39. Parking lot lighting areas with photometric required at construction plan stage. Acknowledged
- 40. lots 79-96 are missing the sidewalk Added
- 41. This is abutting a very rural area on two sides and overall would recommend spacing and building types to blend into the adjacent properties. Buffers provided

Columbia Water

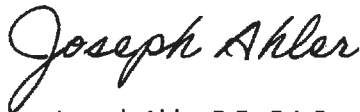
- 42. No comment provided. Ok

Wastewater

- 43. The Wastewater Department doesn't have infrastructure adjacent to this property. The Department does have the capacity at its treatment plant to handle the proposed 208 units. Any extension to the existing sewer infrastructure would be initiated by the property owner; and must comply with existing regulations. If, after Department review, the proposed facilities are a logical extension of the City's wastewater system, then the extension of services may be advanced in accordance with local, state and federal rules, regulations and policies. The funding and construction of those sanitary sewer improvements will remain the responsibility of the owner. New customers will be required to pay all fees and charges applicable at the time of connection to the sanitary sewer system. No detail design plan for an extension of the sewer has been proposed at this time. Will address in construction phase.

Should you have any further questions, please do not hesitate to contact me.

Sincerely,



Joseph Ahler P.E., R.L.S.



TECHNICAL MEETING

Tuesday, November 9, 2021

ITEM NO.

21-0205

DESCRIPTION: Request from Joe Ahler for preliminary pud master plan of a townhome development of 208 lots at 1451 Lasea Rd.

RECOMMENDATION: For final recommendation please see staff report.

TECHNICAL AND DIVISION COMMENTS:

Building

1. No comments.

Police

2. No comments provided.

Public Works

3. Private sanitation services are an option for townhomes, or our department can service them via dumpster service. For 208 townhomes, we recommend four (4) 8-yard dumpsters serviced 4 days a week. I only see 2 dumpsters enclosures/pads on the preliminary master development plan. Two dumpsters are not enough for 208 units. Please see attached dumpster guidelines and accessibility requirements. Note: The proposed dumpster location in the northeast cul-de-sac with the island will prove to be a clearance and accessibility issue for front load trucks attempting to service this dumpster enclosure. Please remove the island to remove clearance and accessibility issues. Thank you!

Atmos Energy

4. High Pressure gas main in easement. Contact Tim Brown for gas lines. 931.384.0397

Maury County E911

5. No comments provided.

6. Maury County 911 has not received request nor approved Development name Lasea Townhomes. Please contact Maury County 911 for street name and development name approvals.

Maury County Schools

7. No comments.

Duck River Electric Membership Corp

8. DREMC has 3 phase lines at property to feed this development once all requirements are met.

Fire

9. Shall provide fire flow. Shall work with CPWS.
10. Shall install fire sprinklers and fire alarms.

Columbia Power

11. 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.

Engineering

12. Subject to TIS and Construction Plans.
13. Provide figure 6 from TIS in PUD resubmittal.
14. Should any of the background developments fail to be constructed, including the off-site improvements, by the time the Lasea Townhomes are completed, the developer of the Lasea Townhomes should re-assess the off-site improvements and may be responsible for the construction of those improvements, if necessary.
15. Stormwater detention areas appear small for the amount of impervious area.
16. Provide location and size of existing box culvert underneath Lasea Rd.
17. Proposed culvert as shown discharges too close to the existing culvert underneath Lasea Rd. Proposed culvert shall tie continuously into existing culvert. Existing roadside ditch drainage shall be taken into account in the proposed design.
18. Provide hydrologic determination on pond.
19. ARAP permit will be required for creek crossing and culvert.
20. Show all aquatic resource buffers. Pumpkin Creek is evaluated as an Exceptional Resource. HUC #06040002
21. Show existing sinkhole/depression locations.

22. Maximum grade for drives is 10%.
23. Maximum grade for parking stalls is 8%
24. Maximum grade for accessible parking stalls is 2% in all directions including the access aisle.
25. Accessible pathways shall be provided to amenity areas.
26. Intersections shall skew no more than 20 degrees from 90 degrees.
27. City requests a dedication of ROW along the property frontage on Lasea Rd. A minimum of 35' from the centerline of the road.
28. City requests developer widen Lasea Road to a minimum of 24' pavement with 11' striped travel lanes along the street frontage.
29. Contact E-911 to determine if they will require street names for the drive aisles. All street names shall be approved by Maury E-911.
30. Min 90' culdesac diameter.
31. Label proposed contours.
32. Note: Many of the slabs as shown will require elevated slabs.

Planning

33. Landscape buffers are missing on several property lines, overall the buffer area should be reviewed for compliance and additional spacing for areas to help blend high density to rural.
34. Lots 7-36 that have a rear facing facade facing Bear Creek should provide a detailed plan to screen or use a linear park area amenity.
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36. Building Elevations lack detail of all sides and materials, plans refer to a basement building elevation but not shown
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38. Show details of the amenities, address playground with no access, and overall area looks small for number of units and location to public facilities.
39. Parking lot lighting areas with photometric required at construction plan stage.
40. Lots 79-96 are missing the sidewalk
41. This is abutting a very rural area on two sides and overall would recommend spacing and building types to blend into the adjacent properties.

Columbia Water

42. No comment provided.

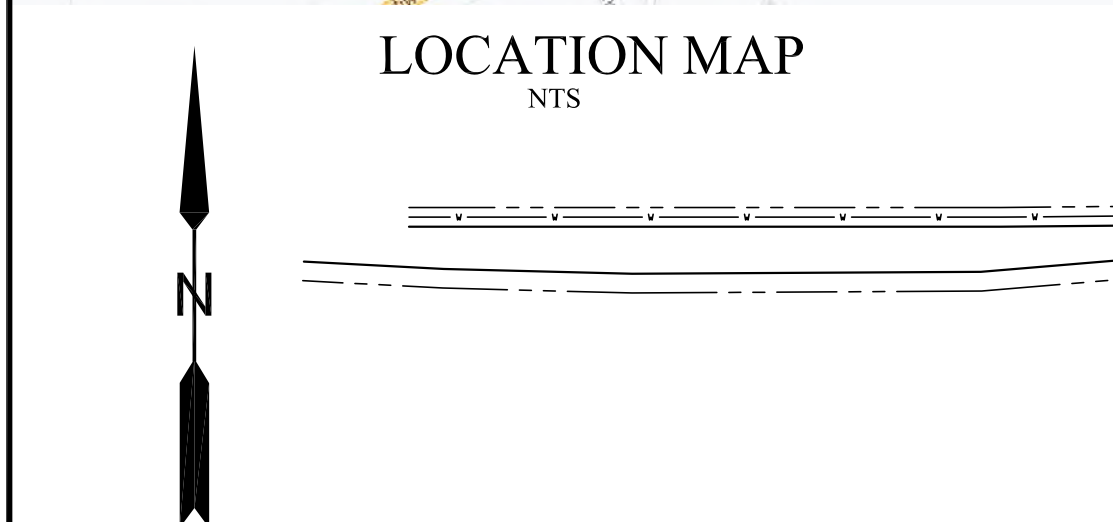
Wastewater

43. The Wastewater Department doesn't have infrastructure adjacent to this property. The Department does have the capacity at its treatment plant to handle the proposed 208 units. Any extension to the existing sewer infrastructure would be initiated by the property owner; and must comply with existing regulations. If, after Department review, the proposed facilities

are a logical extension of the City's wastewater system, then the extension of services may be advanced in accordance with local, state and federal rules, regulations and policies. The funding and construction of those sanitary sewer improvements will remain the responsibility of the owner. New customers will be required to pay all fees and charges applicable at the time of connection to the sanitary sewer system. No detail design plan for an extension of the sewer has been proposed at this time.

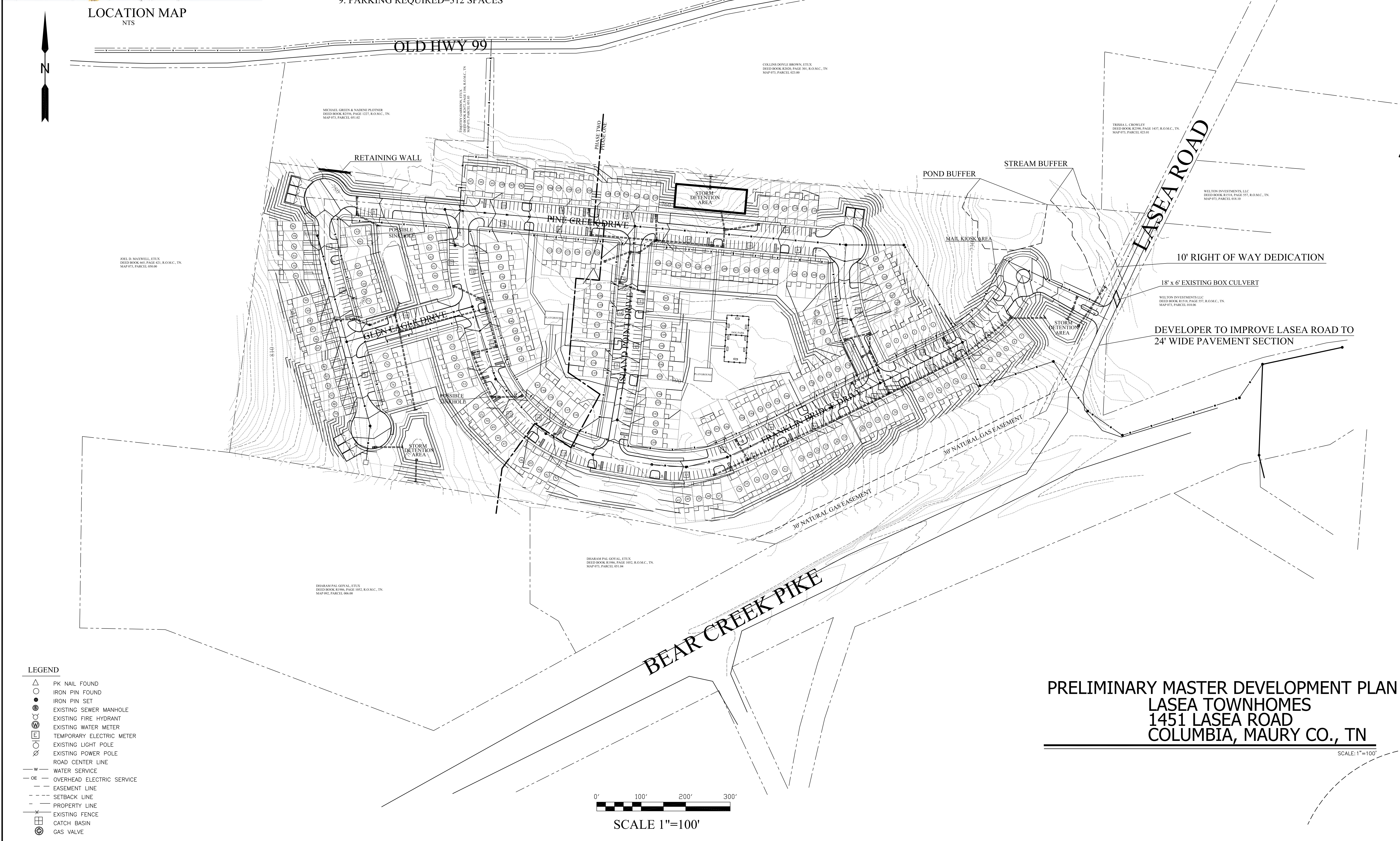
ATTACHMENTS: PUD Plan





TOTAL PARKING=535 SPACES
9. PARKING REQUIRED=312 SPACES

TOWNHOME TYPE A-22'x46' TWO STORY SLAB ON GRADE.
TOWNHOME TYPE B-22'x46' TWO STORY WITH UNFINISHED BASEMENT UNITS 99-120, 203-208
TOWNHOME TYPE C-22'X46' TWO STORY WITH SINGLE CAR GARAGE UNITS 79-96



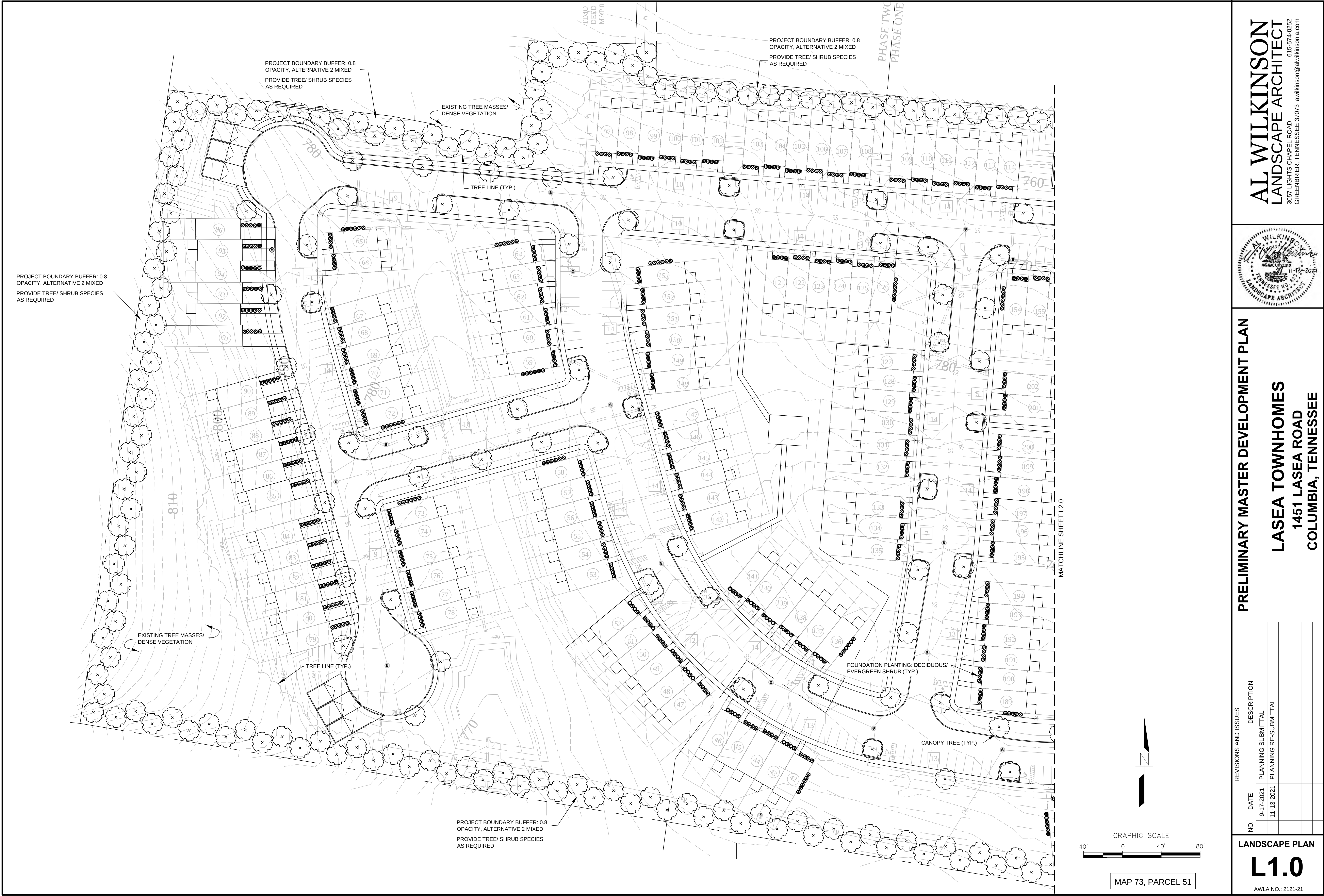
PRELIMINARY MASTER DEVELOPMENT PLAN-LASEA TOWNHOMES

	ISSUE:	
	II/15/2021	STAFF COMMENTS
-	9/15/2021	ORIGINAL ISSUE
MARK	DATE	DESCRIPTION

PROJECT NO:	NUMBER
DWG. FILE:	DWGFILE
DRAWN BY:	JEA
CHK'D BY:	JEA

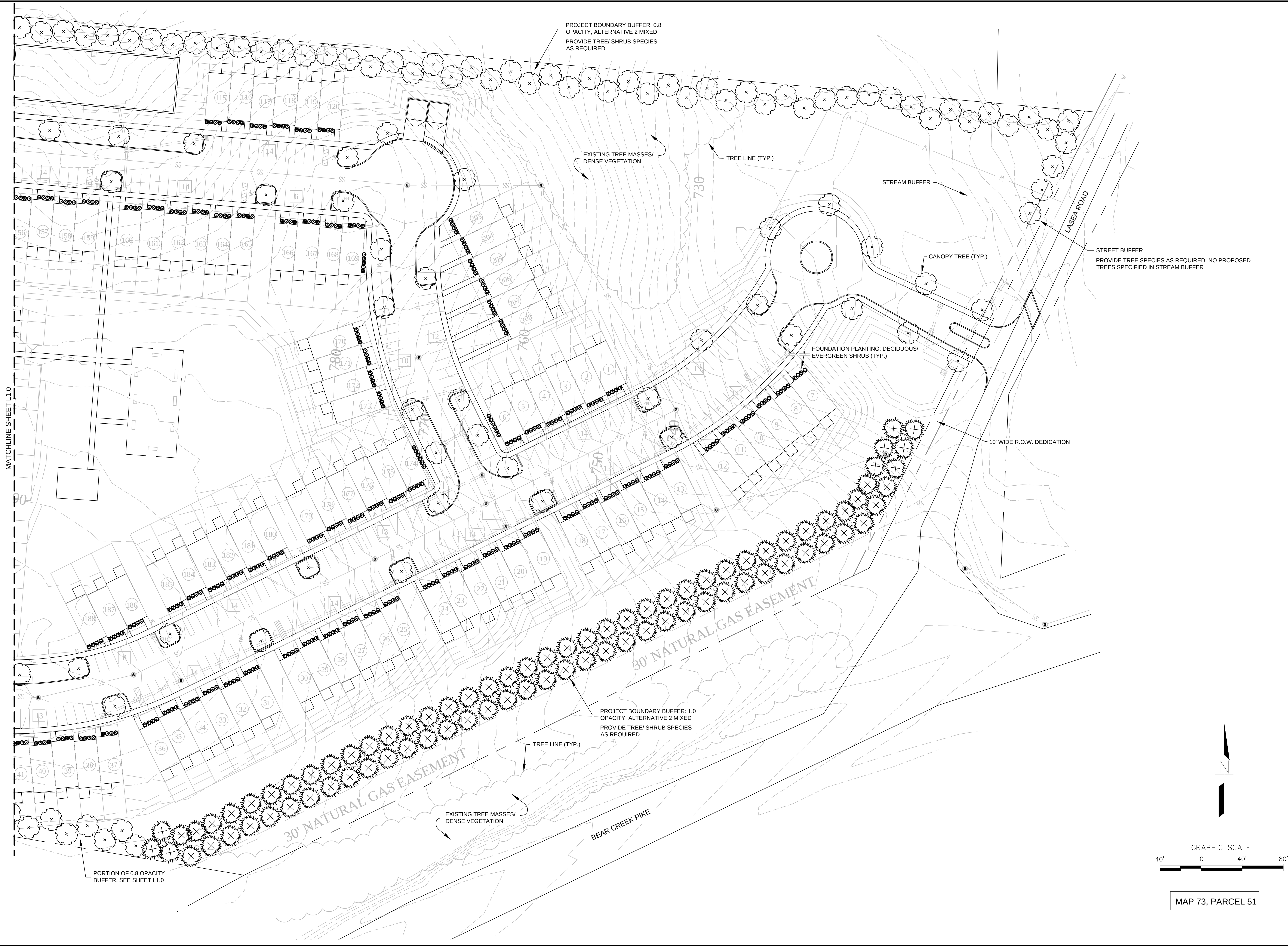
SHEET DESCRIPTION
CONCEPT PLAN -

C1.0



PRELIMINARY MASTER DEVELOPMENT PLAN

LASEA TOWNHOMES
1451 LASEA ROAD
COLUMBIA, TENNESSEE



AL WILKINSON
LANDSCAPE ARCHITECT
3057 LIGHTS CHAPEL ROAD
GREENBRIER, TENNESSEE 37073
615-574-0252
awilkinson@aawilkinsonla.com
AWLA PROJECT #XXXX-XX

PRELIMINARY MASTER DEVELOPMENT PLAN

LASEA TOWNHOMES
1451 LASEA ROAD
COLUMBIA, TENNESSEE

NO.	DATE	DESCRIPTION
	9-17-2021	PLANNING SUBMITTAL
	11-13-2021	PLANNING RE-SUBMITTAL

LANDSCAPE PLAN
L2.0
AWLA NO.: 2121-21

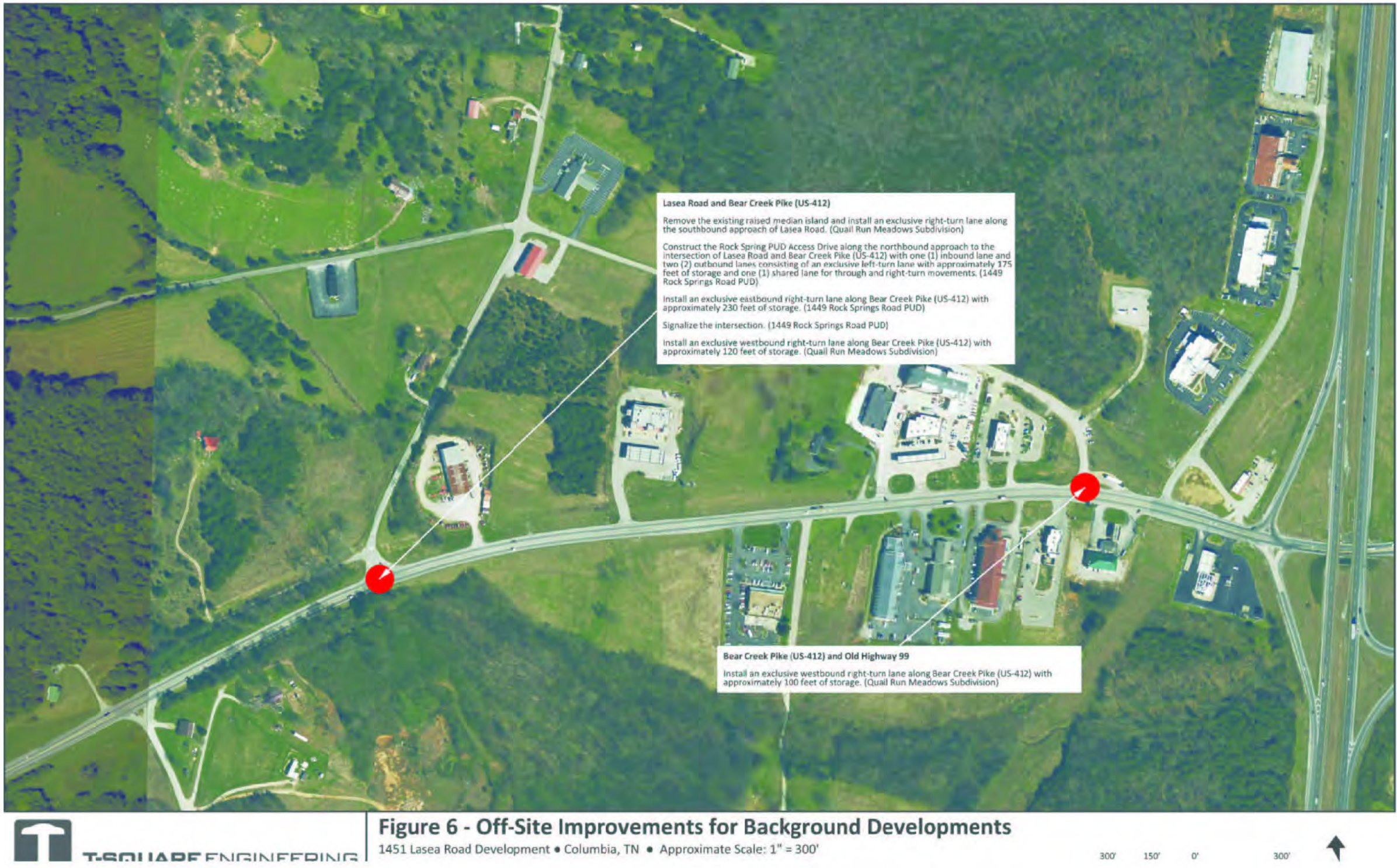
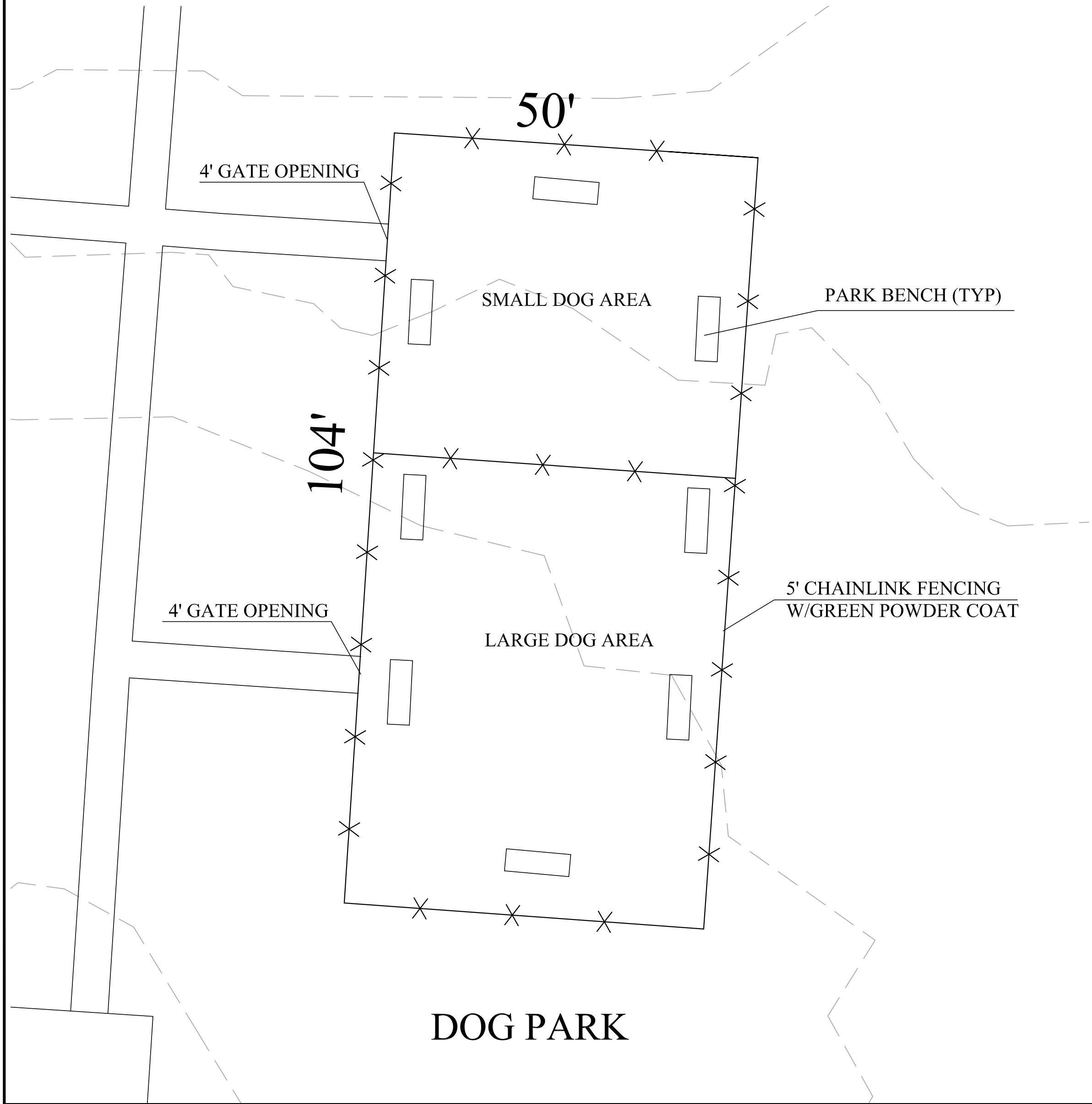
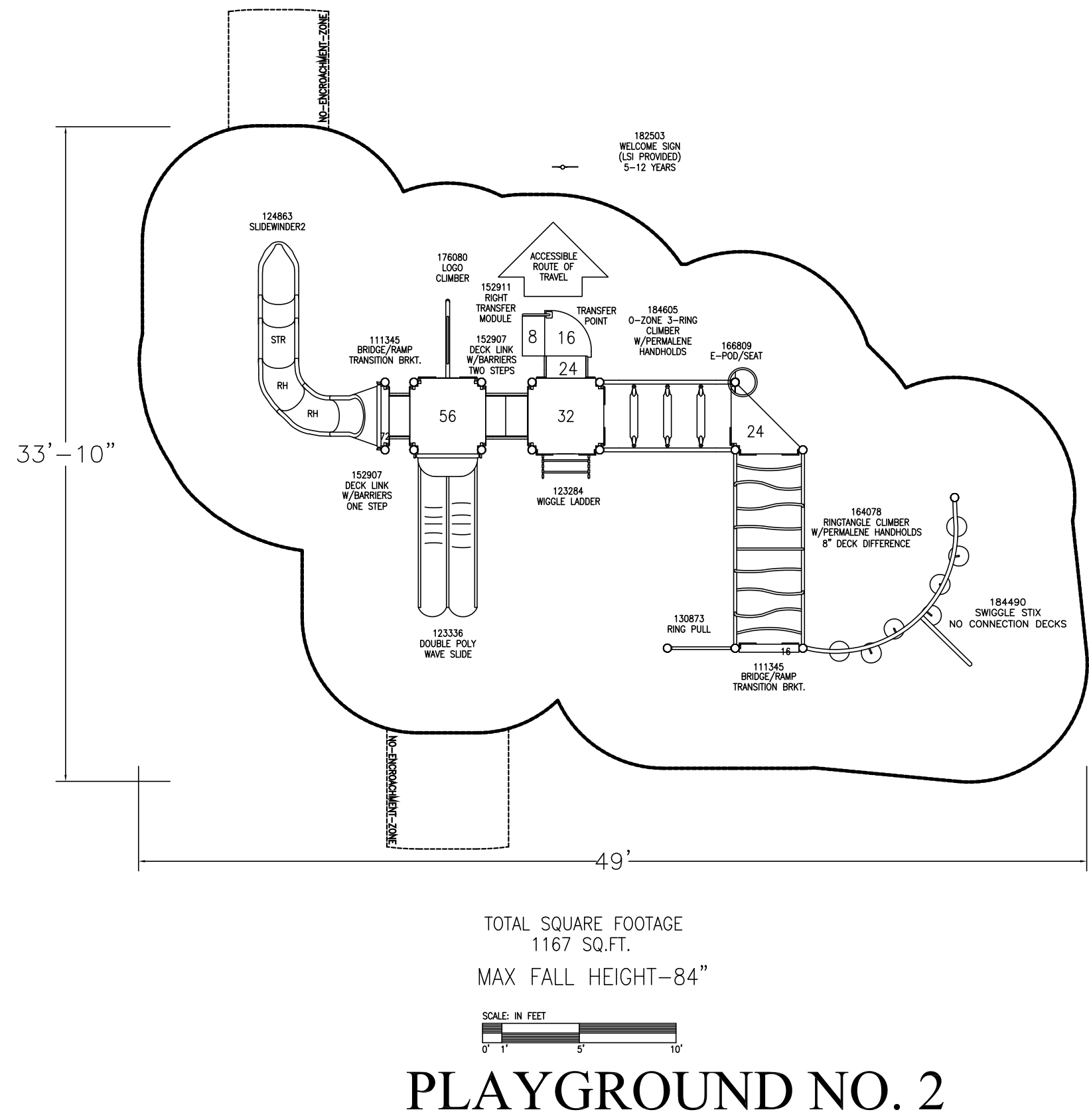
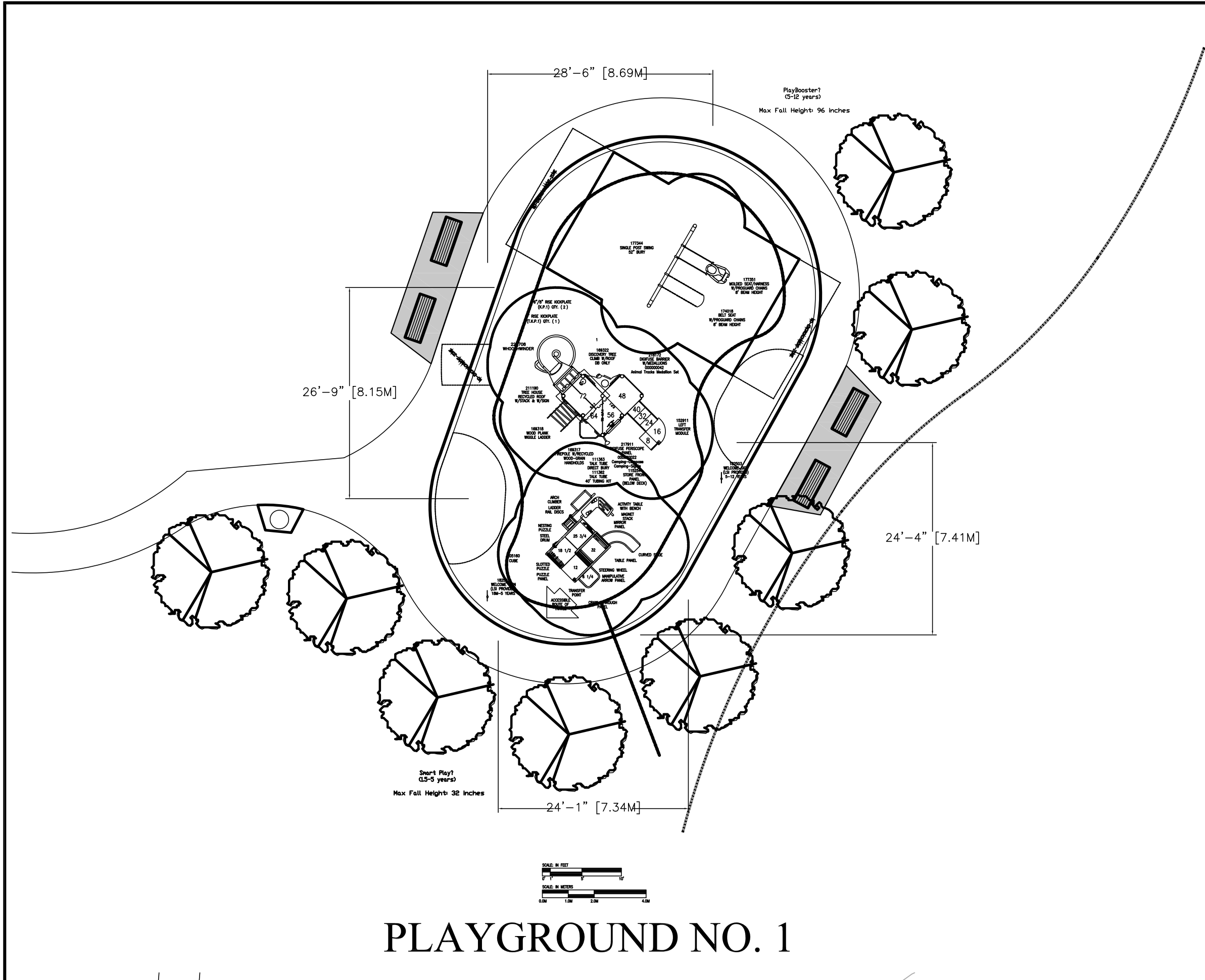


FIGURE 6-TRAFFIC IMPACT STUDY

DETAIL PLANS
LASEA TOWNHOMES
1451 LASEA ROAD
COLUMBIA, MAURY CO., TN

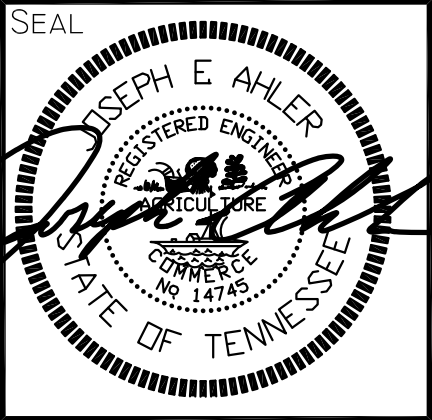
SCALE: 1"=100'

A

Ahler & Associates, LLC

CONSULTING ENGINEERS & LAND SURVEYORS

P.O. BOX 1636
SPRING HILL, TN 37174
PH 615.481.3106
FAX: 615.523.1517



PRELIMINARY MASTER DEVELOPMENT PLAN-LASEA TOWNHOMES

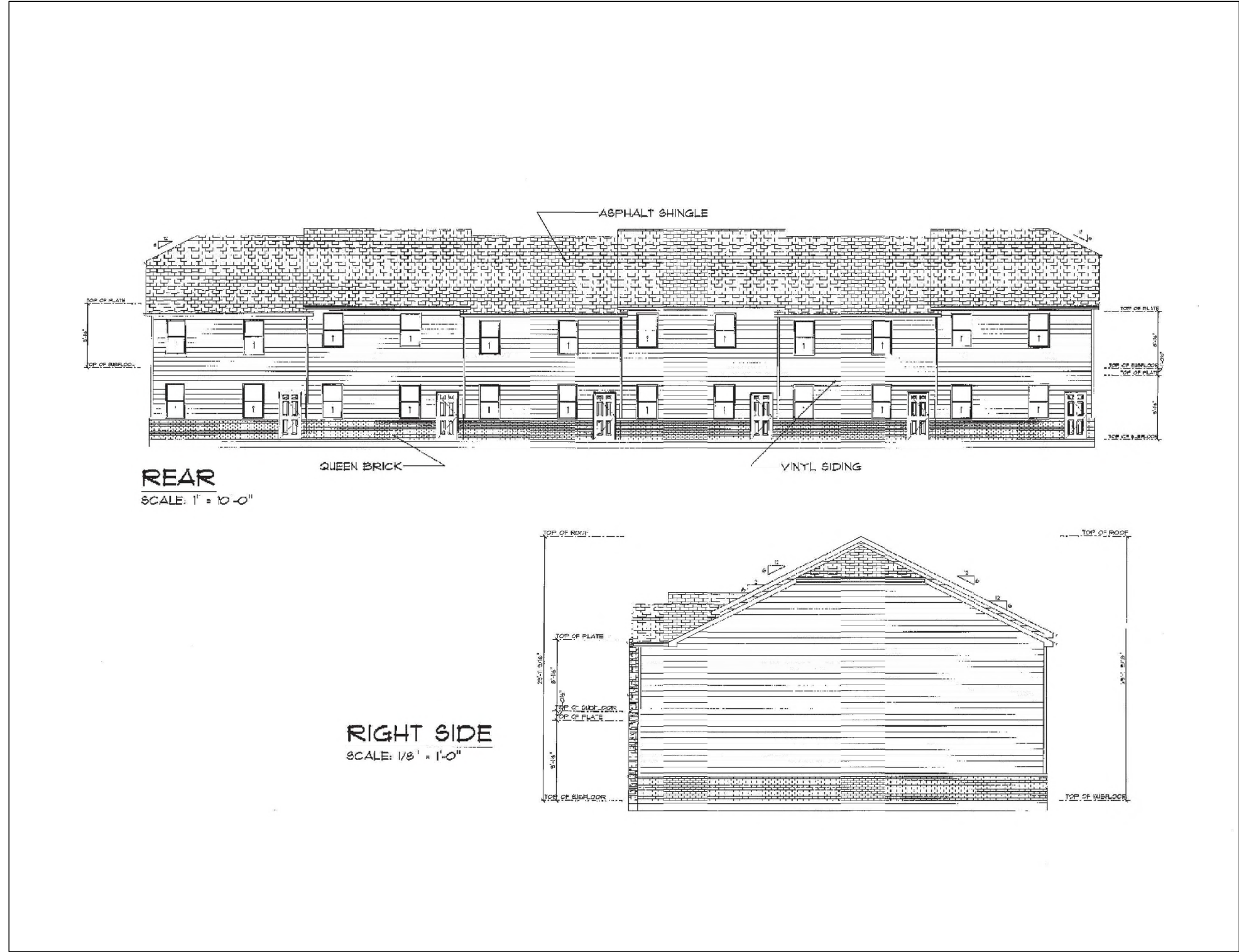
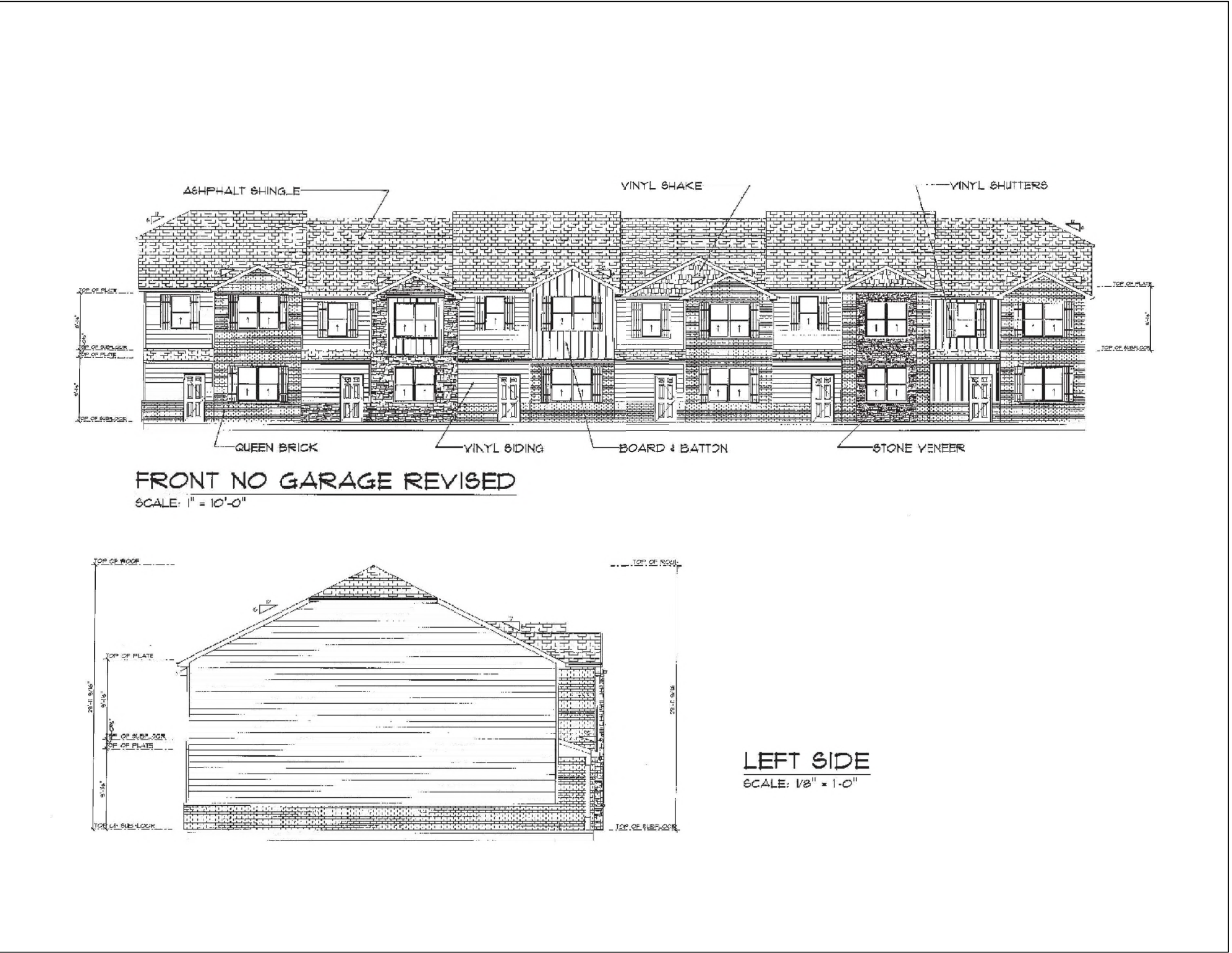
1451 LASEA ROAD
COLUMBIA, MAURY CO., TN

ISSUE:	DATE	DESCRIPTION
	11/15/2021	STAFF COMMENTS
	9/15/2021	ORIGINAL ISSUE

PROJECT NO: NUMBER
DWG. FILE: DWGFILE
DRAWN BY: JEA
CHK'D BY: JEA

SHEET DESCRIPTION
DETAIL PLANS

C2.0



TOWNHOME ELEVATIONS
LASEA TOWNHOMES
1451 LASEA ROAD
COLUMBIA, MAURY CO., TN

SCALE: 1"=100'

A

Ahler & Associates, LLC

CONSULTING ENGINEERS & LAND SURVEYORS

P. O. BOX 1636

SPRING HILL, TN 37174

PH 615.481.3106

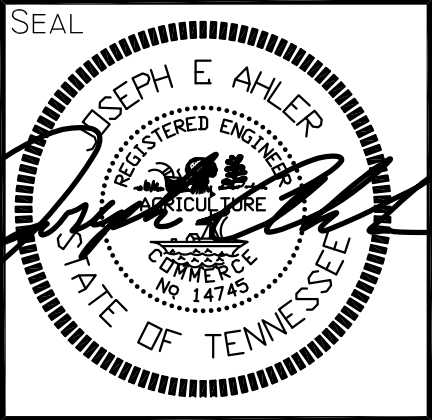
FAX 615.523.1517

SUPERVISING

PLANNING

DESIGN

CIVIL



PRELIMINARY MASTER DEVELOPMENT PLAN-LASEA TOWNHOMES

1451 LASEA ROAD
COLUMBIA, MAURY CO., TN

ISSUE:	DATE	DESCRIPTION
1	9/15/2021	ORIGINAL ISSUE

PROJECT NO:NUMBER	
DWG. FILE:	DWGFILE
DRAWN BY:	JEA
CHK'D BY:	JEA

SHEET DESCRIPTION
ELEVATIONS PLAN

Case Number:

21-0239

Request:

Request from T-Square Engineering for final plat approval of The Ridge at Carters Station Phase 1A with surety in the amount of \$120,000 off Carters Creek Station Road.



CITY OF COLUMBIA TENNESSEE
PLANNING COMMISSION
STAFF REPORT

STAFF REPORT CONTACT INFORMATION

Austin Brass, City Planner, abrass@columbiatn.com , 931-560-1560

DOCKET/CASE/APPLICATION NUMBER

21-0239

APPLICANT/PROPERTY OWNER

**T-Square Engineering / Richmond
American Homes**

PUBLIC HEARING DATE

N/A

PROPERTY ADDRESS/LOCATION

**2818 Carters Creek Road/ Tax Map 042
Parcel 003.13**

**SUMMARY OF REQUEST: Final Plat, Ridge at
Carter's Station Phase 1A**

This request is for a **Final Plat Approval** for the Ridge at Carters Station, Phase 1A consisting of 10 single-family dwelling lots. Of this final plat, lots number 1 to 8 including 63 of conform to all base standards of an R-10 Zoning district, however, lot 64 conforms to an R-10 cluster lot previously approved in the preliminary plat as it is an interior lot.



MAP SOURCE: City GIS

EXISTING ZONING	EXISTING LAND USE	SURROUNDING ZONING & LAND USE	SITE IMPROVEMENTS PROPOSED	SIZE OF PROPERTY
R-10	Single-Family Residential	Single-Family Residential	10 Single-Family Dwelling Lots	4.05 acres +/- (42.54 acres total plat)

**COMPATIBILITY with the COMPREHENSIVE
PLAN:**

N/A

PROPERTY HISTORY:

20-0210 November 11th, 2020, request for preliminary plat approval for 132 lots with 44 lots meeting the base zoning of RS-10 and 88 lots within an RS-10 Cluster for the Ridge at Carters Station, approved.

COMPATIBILITY with the ZONING ORDINANCE:

Staff finds this final plat request to be compatible with the standards of the zoning ordinance conforming to the previously approved preliminary plat.

ATTACHMENTS (CIRCLE)

SUBMITTED PLANS

CITY MAPS

LEGAL NOTICE

LEGAL DESCRIPTION

PUBLIC COMMENTS

AGENCY COMMENTS

RESPONSE TO



CITY OF COLUMBIA TENNESSEE
PLANNING COMMISSION
STAFF REPORT

STANDARDS

OTHER (DESCRIBE) :
Zoning Ordinance
3.19.6, 3.18.7



November 12th, 2021

City of Columbia Staff

Comment Response Letter – Final Plat – The Ridge at Carter's Station, Phase 1A

Project Number – 21-0515

Project Name – The Ridge at Carter's Station, Phase 1A

Project Engineer – T-Square Engineering – Nathan McVey, nathan.mcvey@t2-eng.com/
615.678.8212

Project Developer – Richmond American Homes

Building

1. No comments.

Police

2. No comments provided.

Columbia Power

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

Understood.

Atmos Energy

4. No gas available.

Understood.

Maury County E911

5. These street names and the subdivision name has not been submitted to Maury County 911 for approval.

These were approved a long time ago by the County. I have attached confirmation.

Maury County Schools

6. No comments provided.

Columbia Water

7. No comments provided.

Public Works

8. No comments.

Engineering

9. Provide surety in the amount of \$121,000 by 11/15/21.
Surety has been provided.
10. Install Binder and Curbing by 11/15/21.
Binder and curbing are installed.
11. All preliminary lot grading and stormwater facilities shall be completed prior to 11/15/21.
All facilities are completed.

Wastewater

12. Sanitary sewer plans for this project were presented to the Department and forwarded to TDEC and approved. A construction surety has been presented to the Department for this project.

Planning

13. No comment.

Fire

14. Shall provide fire flow. Work with the water department.
Proof of fire flow is attached.

Duck River Electric Membership Corporation

15. No comments provided.

Allison Baldwin

From: Nathan McVey
Sent: Wednesday, November 10, 2021 3:56 PM
To: Allison Baldwin
Subject: Fwd: Independence at Carter's Station Road Names

Nathan McVey, PE, PMP
T-Square Engineering, Inc.

Sent from my mobile

From: Crystal Gideon <cgideon@Maury911.org>
Sent: Wednesday, November 10, 2021 3:20:47 PM
To: Nathan McVey <nathan.mcvey@t2-eng.com>
Subject: RE: Independence at Carter's Station Road Names

Nate,

These are good and has been added into our active street list.

From: Nathan McVey <nathan.mcvey@t2-eng.com>
Sent: Wednesday, November 10, 2021 3:15 PM
To: Crystal Gideon <cgideon@Maury911.org>
Cc: Allison Baldwin <allison.baldwin@t2-eng.com>
Subject: Independence at Carter's Station Road Names

Crystal,

Great talking to you earlier. Attached is the approved plat from 2019 that shows the road names. Let me know if there are any issues.

Nate

Allison Baldwin

From: Crystal Gideon <cgideon@Maury911.org>
Sent: Wednesday, November 10, 2021 3:39 PM
To: Nathan McVey
Cc: Allison Baldwin
Subject: RE: Independence at Carter's Station Road Names

Nate,

I was going through the comment sheets to see why we needed contact. The question I had was the Development names. The Ridge and Independence are not showing on our list, these streets were listed under Homestead.

Thanks,

Crystal

From: Nathan McVey <nathan.mcvey@t2-eng.com>
Sent: Wednesday, November 10, 2021 3:15 PM
To: Crystal Gideon <cgideon@Maury911.org>
Cc: Allison Baldwin <allison.baldwin@t2-eng.com>
Subject: Independence at Carter's Station Road Names

Crystal,

Great talking to you earlier. Attached is the approved plat from 2019 that shows the road names. Let me know if there are any issues.

Nate



**T-SQUARE
ENGINEERING**

Nathan McVey, PE, PMP Civil Site Director
T-Square Engineering, Inc.

www.T2-ENG.com | nathan.mcvey@t2-eng.com | [615.678.8212](tel:615.678.8212)



Allison Baldwin

From: Shane Andrews <Shane.Andrews@cpws.com>
Sent: Thursday, November 11, 2021 7:08 AM
To: Allison Baldwin
Subject: RE: The Ridge at Carter's Station

Good morning Allison,

The Ridge at Caters Station will have adequate flow for fire protection.

Thanks,
Shane

From: Allison Baldwin <allison.baldwin@t2-eng.com>
Sent: Wednesday, November 10, 2021 6:03 PM
To: Shane Andrews <Shane.Andrews@cpws.com>
Subject: The Ridge at Carter's Station

Good evening Shane,

I just want to confirm with you that The Ridge at Carter's Station off of Carter's Creek Station Road does in fact have fire flow. We are resubmitting for final plat approval on Monday, and this is the only outstanding comment on our end. Please let me know as soon as possible. Thanks!

With Gratitude,
Allison Baldwin, EI

CONFIDENTIALITY NOTICE: The contents of this email and its attachments are intended solely for the addressee(s) and may contain data that is confidential, proprietary, or non-public personal information. If you are not the named addressee(s), or if this message has been addressed to you in error, you are directed not to read, disclose, reproduce, distribute, disseminate, or otherwise use this transmission. By accepting the confidential information, you agree to indemnify us against any losses or expenses, including attorney's fees that we may incur as a result of any unauthorized use or disclosure of this data due to your acts or omissions. If a party other than the intended recipient receives this e-mail, he or she is requested to instantly notify us of the erroneous delivery and return to us all data so delivered.



**T-SQUARE
ENGINEERING**

Nathan McVey, PE, PMP Civil Site Director
T-Square Engineering, Inc.

www.T2-ENG.com | nathan.mcvey@t2-eng.com | 615.678.8212





TECHNICAL MEETING
Tuesday, November 9, 2021

ITEM NO.

21-0239

DESCRIPTION: Final Plat approval Phase 1A

RECOMMENDATION: For final recommendation please see staff report.

TECHNICAL AND DIVISION COMMENTS:

Maury County E911

1. These street names and the Subdivision name have not been submitted to Maury County 911 for approval.

Building

2. No comment.

Columbia Power

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

Maury County Schools

4. No comments.

Duck River Electric Membership Corp

5. No comments provided.

Engineering

6. Provide surety in the amount of \$121,000 by 11/15/21

7. Install binder and curbing by 11/15/21
8. All preliminary lot grading and stormwater facilities shall be completed prior to 11/15

Columbia Water

9. No comments provided.

Wastewater

10. Sanitary sewer plans for this project were presented to the Department and forwarded to TDEC and approved. A construction surety has been presented to the Department for this project.

Police

11. No comments provided.

Public Works

12. No comments.

Atmos Energy

13. No Gas available.

Planning

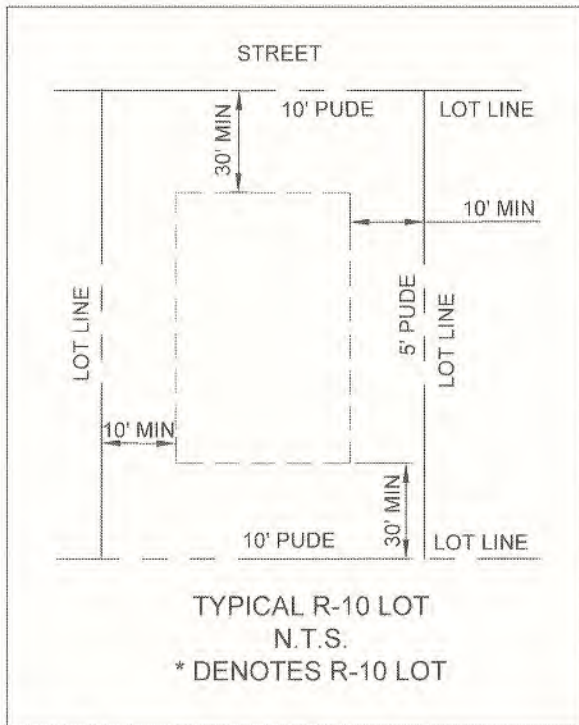
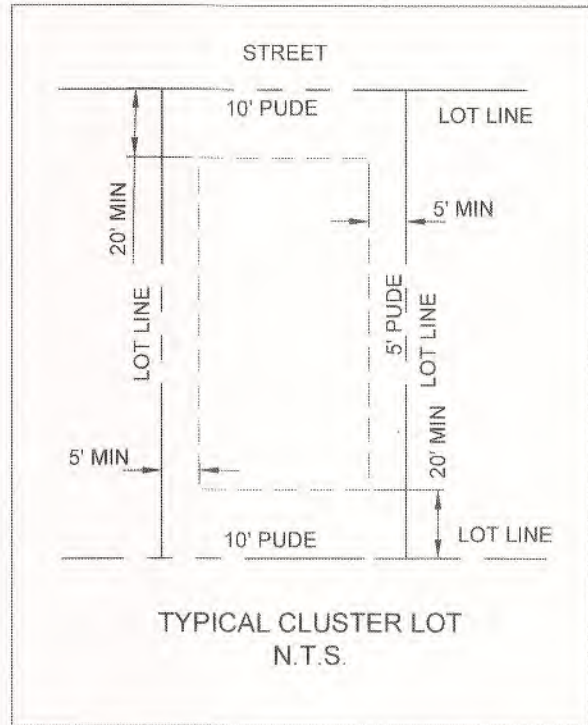
14. No comment.

Fire

15. Shall provide fire flow. Work with the water department.

ATTACHMENTS: Final Plat



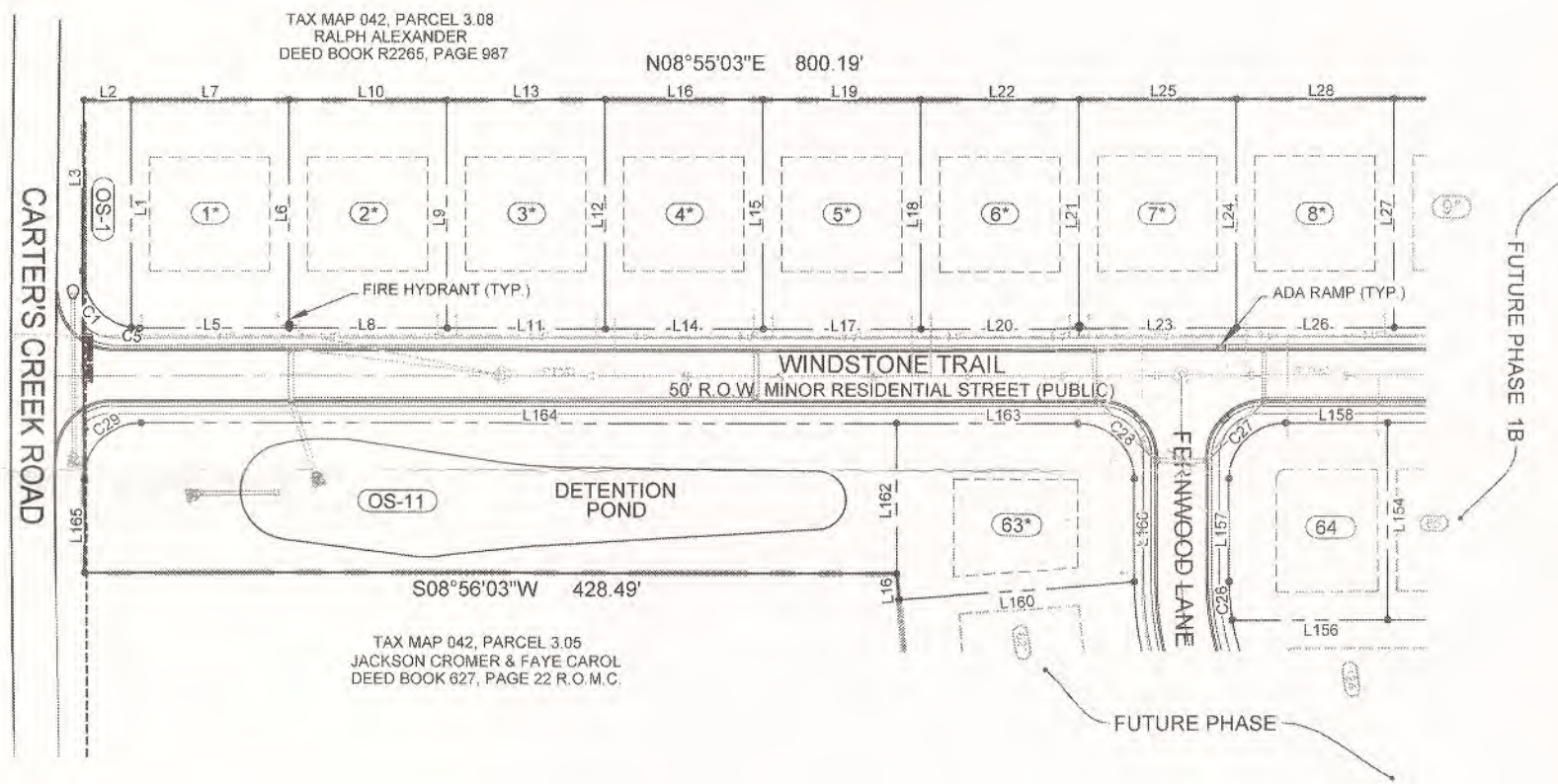


Parcel Area Table			Parcel Area Table		
PARCEL	SQ. FT.	ACRES	PARCEL	SQ. FT.	ACRES
1	10000.20	0.23	OS-1	2867.36	0.07
2	10002.03	0.23	OS-11	33988.78	0.78
3	10003.86	0.23			
4	10005.70	0.23			
5	10007.53	0.23			
6	10009.36	0.23			
7	10011.20	0.23			
8	10013.03	0.23			
63	10986.11	0.25			
64	8573.42	0.20			

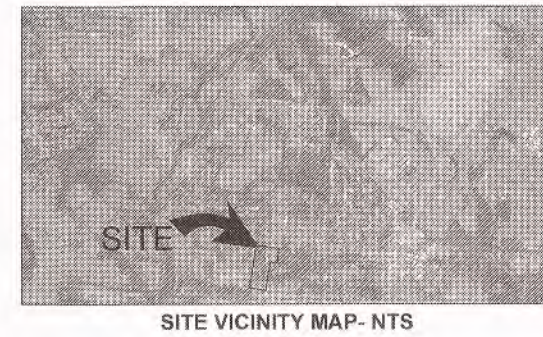
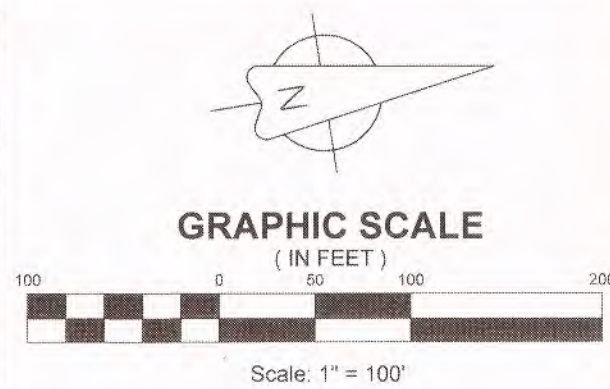
Parcel Line Table					
Line #	Length	Direction	Line #	Length	Direction
L1	119.69	S81° 04' 02"E	L22	83.32	N08° 55' 03"E
L2	25.00	N08° 55' 03"E	L23	83.32	S08° 55' 58"W
L5	78.96	S08° 55' 58"W	L24	120.16	N81° 04' 02"W
L6	120.03	N81° 04' 02"W	L25	83.32	N08° 55' 03"E
L7	83.32	N08° 55' 03"E	L26	83.32	S08° 55' 58"W
L8	83.32	S08° 55' 58"W	L27	120.19	N81° 04' 02"W
L9	120.05	N81° 04' 02"W	L28	83.32	N08° 55' 03"E
L10	83.32	N08° 55' 03"E	L154	104.74	S81° 04' 02"E
L11	83.32	S08° 55' 58"W	L155	50.00	N08° 55' 58"E
L12	120.08	N81° 04' 02"W	L156	82.16	S08° 56' 29"W
L13	83.32	N08° 55' 03"E	L157	54.48	N81° 04' 02"W
L14	83.32	S08° 55' 58"W	L158	53.81	N08° 55' 58"E
L15	120.10	N81° 04' 02"W	L160	124.65	N04° 42' 29"E
L16	83.32	N08° 55' 03"E	L161	13.95	N86° 08' 06"W
L17	83.32	S08° 55' 58"W	L162	79.76	N81° 04' 02"W
L18	120.12	N81° 04' 02"W	L163	95.54	N08° 55' 58"E
L19	83.32	N08° 55' 03"E	L164	398.77	N08° 55' 58"E
L20	83.32	S08° 55' 58"W	L165	49.54	N81° 23' 34"W
L21	120.14	N81° 04' 02"W	L166	54.48	S81° 04' 02"E

LEGEND	
	EXISTING PROPERTY LINE
	PROPOSED PROPERTY LINE
	PROPOSED BUILDING SETBACK
	WATER LINE
	FIRE HYDRANT
	STORM SEWER
	STORM INLET
	SANITARY SEWER
	SANITARY MANHOLE
	IRON PIN FOUND
	IRON PIN SET

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	42.58	30.00	81.32	S57° 56' 49"W	39.09
C5	4.37	30.00	8.35	S13° 06' 37"W	4.37
C26	20.34	125.00	9.32	N85° 43' 43"W	20.32
C27	47.12	30.00	90.00	N36° 04' 02"W	42.43
C28	47.12	30.00	90.00	N53° 55' 58"E	42.43
C29	47.29	30.00	90.33	N36° 13' 50"W	42.55



SITE DATA				
	EXISTING	REQUIRED	PROPOSED OVERALL	PHASE 1A
TOTAL PROPERTY ACREAGE	42.43 ACRES	N/A	42.43 ACRES	4.05 ACRES
ZONING	R-10 (CLUSTER)	R-10 (CLUSTER)	R-10 (CLUSTER)	R-10 (CLUSTER)
MAX DENSITY	146 LOTS	N/A	124 LOTS	10 LOTS
MINIMUM LOT SIZE	N/A	10,000 SF +	10,000 SF +	10,000 SF +
MINIMUM CLUSTER LOT SIZE	N/A	5,000 SF +	5,000 SF +	5,000 SF +
PROPERTY AREA USE				
RESIDENTIAL LOT AREA	N/A	N/A	25.28 ACRES	2.29 ACRES
R.O.W. AREA	N/A	N/A	7.30 ACRES	.91 ACRES
OPEN SPACE AREA	42.43 ACRES	3.20 ACRES	6.62 ACRES	.85 ACRES
EXISTING UTILITY EASEMENT	1.73 ACRES	N/A	1.73 ACRES	NA
PERVIOUS AREA	N/A	N/A	27.77 ACRES	3.39 ACRES
IMPERVIOUS AREA	N/A	N/A	14.66 ACRES	.66 ACRES
BUILDING SETBACKS				
			R-10	CLUSTER
FRONT	N/A	N/A	30'	25'
REAR	N/A	N/A	30'	15'
SIDE	N/A	N/A	10'	5'
ERROR OF CLOSURE	N/A	N/A	1/10,000	1/10,000



GENERAL NOTES

- THE PURPOSE OF THIS PLAT IS TO CREATE 10 LOTS AND DEDICATE OPEN SPACE AREAS AND RIGHT-OF-WAY AND EASEMENTS.
- THE PROPERTY SHOWN HEREON IS LOCATED WITHIN THE CITY OF COLUMBIA, MAURY COUNTY, TN. ALL MATTERS PERTAINING TO CONSTRUCTION, USE, LOCATION OF IMPROVEMENTS, SIGNAGE, PARKING, NOISE, VIBRATION, EMISSIONS, FIRE HAZARDS, RADIATION, ILLUMINATION, SETBACK PROVISIONS, ETC. ARE SUBJECT TO THE CITY OF COLUMBIA'S ZONING REGULATIONS AS INTERPRETED AND REGULATED BY THE DEPARTMENT OF DEVELOPMENT SERVICES.
- SUBJECT PROPERTY IS PARCEL 15.00 AS SHOWN ON MAURY COUNTY TAX MAP 41.
- THE HORIZONTAL LOCATION DATA SHOWN ON THIS SURVEY WAS GATHERED USING STANDARD RADIAL SURVEYING TECHNIQUES WITH AN ELECTRONIC TOTAL STATION AND DATA COLLECTOR AND IS BASED UPON A POSITIONAL SOLUTION DERIVED FROM GLOBAL POSITIONING SYSTEM (GPS) OBSERVATIONS) USING THE TDOT NETWORK, TENNESSEE STATE PLANE COORDINATE SYSTEM ZONE 4100, NAD83. DRONE AERIAL PHOTOMETRY WAS ALSO USED TO SURVEY SOME ELEMENTS.
- NO TITLE REPORT HAS BEEN FURNISHED, THEREFORE THIS SURVEY IS SUBJECT TO THE FINDINGS OF AN ACCURATE TITLE SEARCH.
- THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE REQUIREMENTS OF A GENERAL PROPERTY SURVEY AND CONFORMS TO THE ACCURACY OF A CATEGORY 1 SURVEY AS CURRENTLY DEFINED AND ADOPTED BY THE TENNESSEE STATE BOARD OF EXAMINERS FOR LAND SURVEYORS, AND THE RATIO OF PRECISION IS LESS THAN 1:10,000.
- ALL PLOT AND DEED RECORDATION REFERENCES SHOWN HEREON ARE AS RECORDED IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE.
- THIS SURVEY HAS BEEN SIGNED AND SEALED DIGITALLY.
- COLUMBIA POWER AND WATER SYSTEMS IS THE POWER PROVIDER.
- STORM PIPES TO BE 18" RCP, UNLESS OTHERWISE NOTED.

SPECIAL UTILITY NOTE

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

CERTIFICATE OF APPROVAL FOR RECORDING

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE COLUMBIA SUBDIVISION REGULATIONS WITH THE EXCEPTION OF SUCH VARIANCES, IF ANY, AS ARE NOTED IN THE MINUTES OF THE PLANNING COMMISSION AND THAT IT HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE COUNTY REGISTER.

DATE: 10-11-2021 NAME, TITLE, AGENCY OF AUTHORIZED AGENT: J. MARK CANTRELL, P.L.S.

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 IN BOOK R2403, PAGE 319, MAURY COUNTY REGISTER'S OFFICE, AND THAT I (WE) HEREBY ADOPT THIS PLAN OF SUBDIVISION WITH MY (OUR) FREE CONSENT, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINE, AND THAT OFFERS OF IRREVOCABLE DEDICATION FOR ALL PUBLIC WAYS, UTILITIES AND OTHER FACILITIES HAVE BEEN FILED.

DATE: 10-11-2021 OWNER: J. MARK CANTRELL, P.L.S.

CERTIFICATE OF COMPLIANCE

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE COLUMBIA SUBDIVISION REGULATIONS AND OTHER ADOPTED ORDINANCES AND POLICIES.

DATE: 10-11-2021 CITY ENGINEER: J. MARK CANTRELL, P.L.S.

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE COLUMBIA SUBDIVISION REGULATIONS WITH THE EXCEPTION OF SUCH VARIANCES, IF ANY, AS ARE NOTED IN THE MINUTES OF THE PLANNING COMMISSION AND THAT IT HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE COUNTY REGISTER.

DATE: 10-11-2021 NAME, TITLE, AGENCY OF AUTHORIZED AGENT: J. MARK CANTRELL, P.L.S.

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE AND UTILITIES

I HEREBY CERTIFY THAT THE STREETS, DRAINAGE AND UTILITIES DESIGNATED IN HOMESTEAD AT CARTER'S STATION (SECTION 5, PHASE 2A AND SECTION 6, 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 TO ASSURE COMPLETION OF SUCH IMPROVEMENTS.

DATE: 10-11-2021 CITY ENGINEER: J. MARK CANTRELL, P.L.S.

CERTIFICATE OF APPROVAL OF SUBDIVISION AND STREET NAMES

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

DATE: 10-11-2021 MAURY E911

CERTIFICATE OF APPROVAL OF SEWER SYSTEM

I HEREBY CERTIFY THAT THE SEWER SYSTEM OUTLINED OR INDICATED ON THIS FINAL SUBDIVISION PLAT HAS BEEN INSTALLED IN ACCORDANCE WITH THE CURRENT LOCAL AND STATE GOVERNMENT REQUIREMENTS OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

DATE: 10-11-2021 DIRECTOR OF COLUMBIA WASTEWATER DEPARTMENT: J. MARK CANTRELL, P.L.S.

CERTIFICATE OF SURVEY ACCURACY

I (WE) HEREBY CERTIFY THAT TO THE BEST OF MY (OUR) KNOWLEDGE AND BELIEF THIS IS A TRUE AND ACCURATE SURVEY OF THE PROPERTY SHOWN HEREON, THAT THIS IS A CATEGORY 1 LAND SURVEY AS DEFINED IN TITLE 62, CHAPTER 18, TENNESSEE CODE ANNOTATED, AND THAT THE RATIO OF PRECISION IS LESS THAN OR EQUAL TO 1:10,000.

DATE: 10-11-2021 J. MARK CANTRELL, P.L.S.

FLOOD NOTE	
NO PORTION PROPERTY IS LOCATED IN AN AREA DESIGNATED AS A 100 YEAR FLOOD ZONE AS EVIDENCED ON FEMA PANEL #47119C0180E OF MAURY COUNTY, TN, DATED 04/16/2017.	
OWNER OF RECORD	
FP TCI CC5, LLC DEED BOOK R2403, PAGE 319 MAP 41, PARCEL 15.00	
APPLICANT	
T-SQUARE ENGINEERING 1328 WEST MAIN ST FRANKLIN, TN 37064 615.678.8212	

FINAL PLAT
THE RIDGE AT CARTER'S STATION
CITY OF COLUMBIA, TENNESSEE



PROJECT
20-0728

SHEET
1 OF 1

Case Number:

21-0241

Request:

Request from Allen O'Leary for final plat approval for Vesper Court Phase 1 off Sunset Avenue.



CITY OF COLUMBIA TENNESSEE
PLANNING COMMISSION
STAFF REPORT

STAFF REPORT CONTACT INFORMATION

Austin Brass, City Planner, abrass@columbiatn.com , 931-560-1560

DOCKET/CASE/APPLICATION NUMBER

21-0241

APPLICANT/PROPERTY OWNER

Allen B O'Leary / Campbell & Lovell Rentals

PUBLIC HEARING DATE

N/A

PROPERTY ADDRESS/LOCATION

1833 Sunset Ave / Tax Map 100N Group J Parcel 001.00

SUMMARY OF REQUEST: Final Plat, Vesper Court Phase 1

This request is for a **Final Plat Approval** for one residential lot zoned RM-1 located at the SE corner of Pickens Lane & Sunset Ave.



MAP SOURCE: City GIS

EXISTING ZONING	EXISTING LAND USE	SURROUNDING ZONING & LAND USE	SITE IMPROVEMENTS PROPOSED	SIZE OF PROPERTY
RM-1 (High Density Residential)	Single-Family Residential	Single-Family Residential	1 Single-Family Lot Zoned RM-1	0.23 acres (9,876 SF total)

COMPATIBILITY with the COMPREHENSIVE PLAN:

N/A

PROPERTY HISTORY:

21-0042 April 14th, 2021, (*Vesper Court*); request for preliminary plat approval for 16 townhome lots and 1 single-family residential lot.

COMPATIBILITY with the ZONING ORDINANCE:

Staff finds this final plat request to be compatible with the standards of the zoning ordinance conforming to the previously approved preliminary plat.

ATTACHMENTS (CIRCLE)

SUBMITTED PLANS

CITY MAPS

LEGAL NOTICE

LEGAL DESCRIPTION

PUBLIC COMMENTS

AGENCY COMMENTS

RESPONSE TO STANDARDS



CITY OF COLUMBIA TENNESSEE
PLANNING COMMISSION
STAFF REPORT

OTHER (DESCRIBE) :
Zoning Ordinance
3.19.6, 3.18.7



November 15, 2021

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

RE: Project Name: Vesper Court
City of Columbia Planning Commission Submittal

On behalf of Campbell and Lovell Rentals, the Developer for this 1 Proposed Residential Lot, **WES Engineers & Surveyors** would like to resubmit this Final Plat to the City of Columbia Planning Commission. Comments are addressed in **red** below.

Engineering

1. Add water, sewer, and compliance certificates. **Certificates have been added.**
2. Sidewalk and curbing to be installed prior to certificate of occupancy. **Understood, sidewalk in front of lot 1 has been shown.**
3. Provide standard PUDE note and dimensions for additional PUDE for the storm infrastructure. **Note has been added. Storm PUDE crossing lot 1 has been shown.**
4. Show existing/proposed lot#2. Label new lot lines. **This has been shown and labeled.**
5. Label streets as local public. **Labels have been added.**

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

Sincerely,

WES Engineers & Surveyors

A handwritten signature in black ink that reads 'Allen B. O'Leary'. The signature is written in a cursive, flowing style.

Allen B. O'Leary, RLS
Principal



TECHNICAL MEETING

Tuesday, November 9, 2021

ITEM NO.

21-0241

DESCRIPTION: Final Plat request for 1 residential lot.

RECOMMENDATION: For final recommendation please see staff report.

TECHNICAL AND DIVISION COMMENTS:

Building

1. No comments.

Columbia Power

2. 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.

Engineering

3. Add water, sewer, and compliance certificates.
4. Sidewalk and curbing to be installed prior to certificate of occupancy.
5. Provide standard PUDE note and dimensions for additional PUDE for the storm infrastructure.
6. Show existing/proposed lot#2. Label new lot lines.
7. Label streets as local public.

Wastewater

8. Plans approved by TDEC. Construction has not begun. No surety in place. Request denied.

Police

9. No comments provided.

Public Works

10. No comments.

Columbia Water

11. No comments provided.

Atmos Energy

12. Gas available contact Tim Brown 931.384.0397.

Maury County E911

13. Vesper Ct has been approved and reserved by Maury County 911 for this development.

Maury County Schools

14. No comments.

Duck River Electric Membership Corp

15. No comments provided.

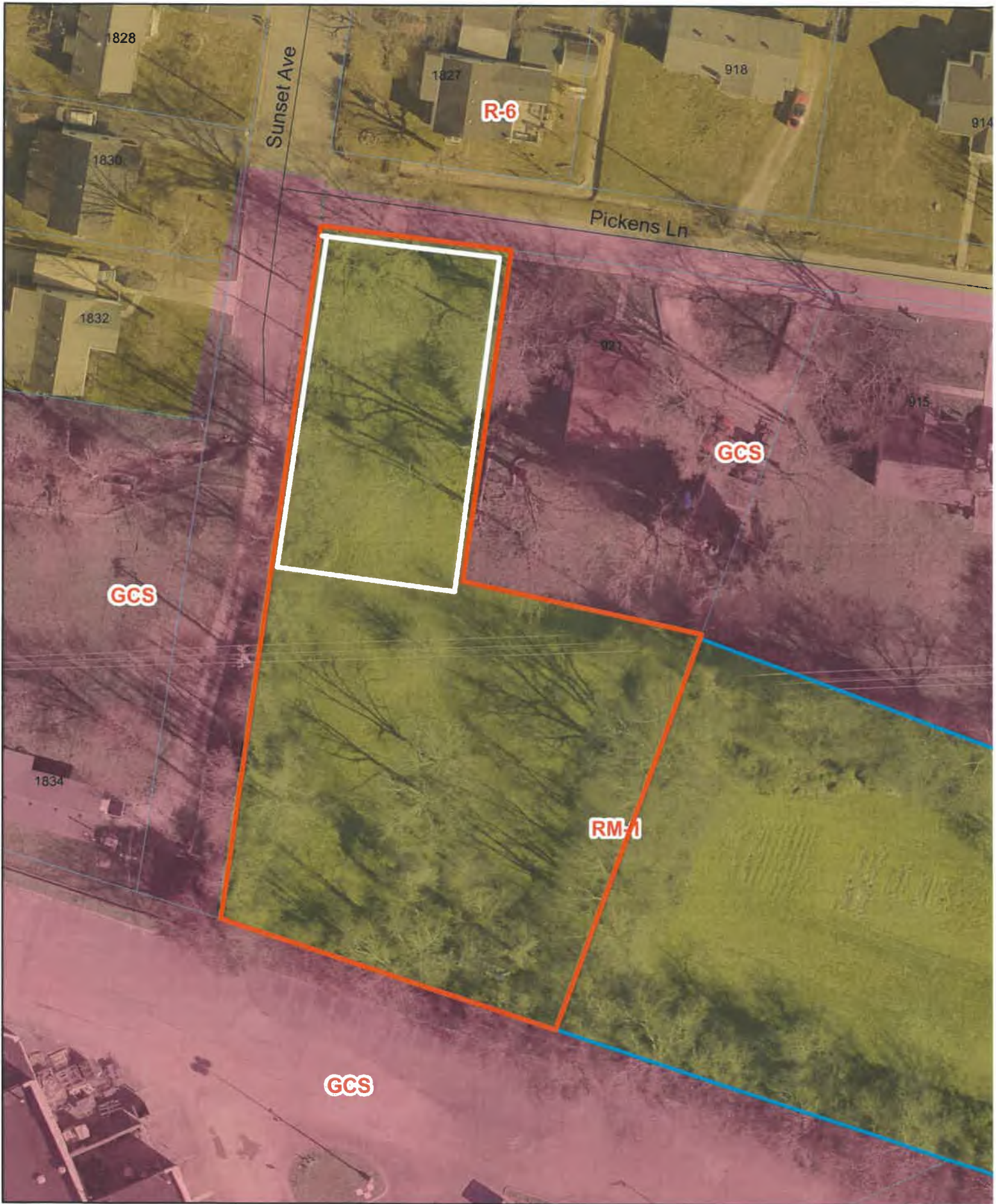
Fire

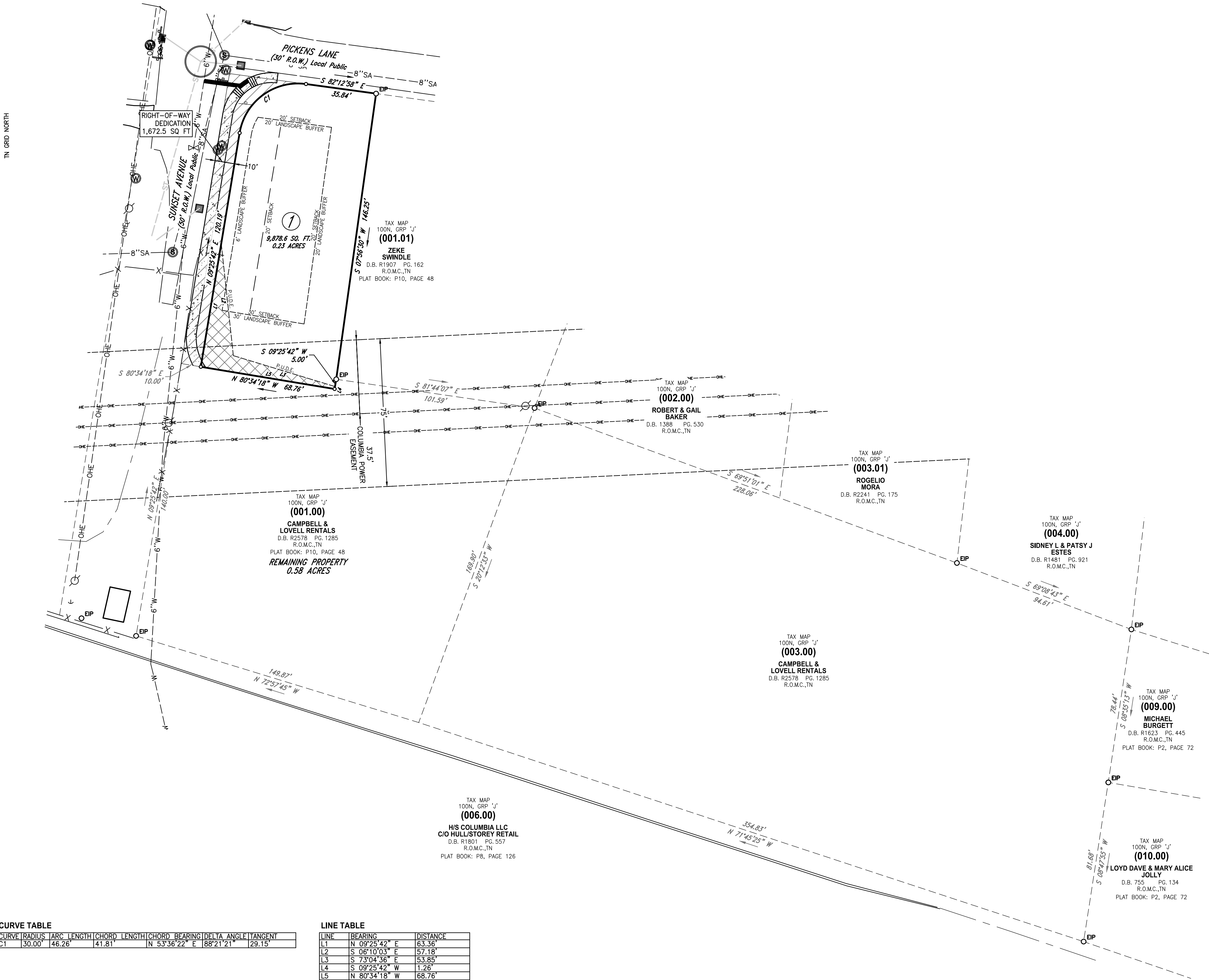
16. No comment.

Planning

17. No comments.

ATTACHMENTS: Final Plat

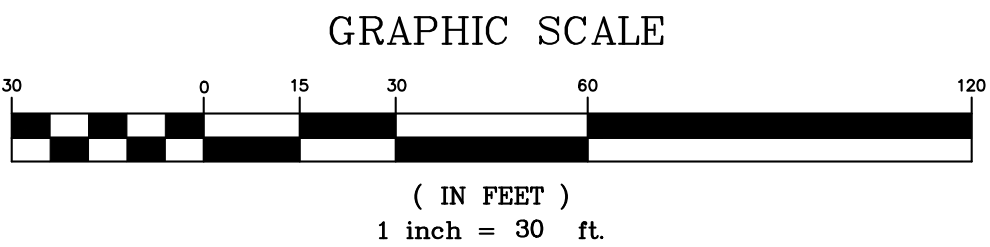




CURVE TABLE					
CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE TANGENT
C1	30.00	46.26	41.81	N 53°36'22" E	88°21'21" 23.15

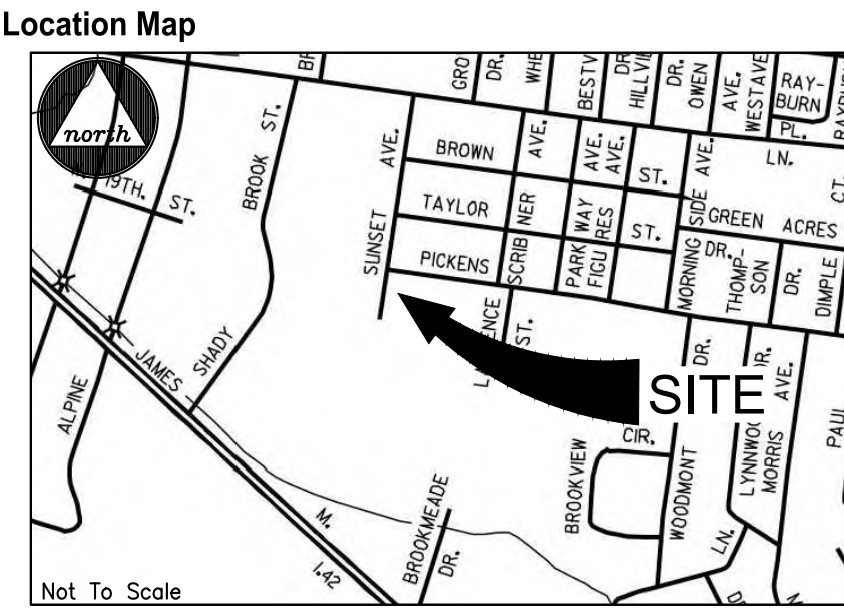
LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 08°25'42" E	63.16
L2	S 06°10'03" E	57.18
L3	S 73°04'36" E	53.85
L4	S 08°25'42" W	1.26
L5	N 80°34'18" W	68.76

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



- Legend**
- EP Iron Rod Found
 - IP Iron Rod Set
 - LP Iron Rod Found
 - AX Iron Rod Found
 - 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.F. 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
 - Minor Contour Line
 - Building Setback Line
 - Centerline
 - Edge of Pavement
 - Edge of Gravel
 - Fence Line
 - Landscape
 - Woods / Tree Line
 - Power Pole
 - Flag Pole
 - Guy Wire
 - Parking Block
 - Satellite Dish
 - Handicap Parking
 - Water Spigot
 - Ballard
 - Evergreen Tree
 - Deciduous Tree
 - Bush
 - Sign

- Adjoining Property Line
- Subject Property Line
- Easement Line
- Building Setback Line
- Centerline
- Edge of Pavement
- Edge of Gravel
- Fence Line
- Landscape
- Woods / Tree Line
- Edge of Water
- Ditch / Creek Centerline
- Minor Contour Line
- Index Contour Line
- Gas Line
- Sanitary Sewer Line
- Water Line
- Storm Sewer Line
- Overhead Utility Line
- Overhead Cable Line
- OHE Overhead Electric Line
- OHT Overhead Telephone Line
- UGC Underground Gas Line
- UGU Underground Utility Line
- UGT Underground Telephone Line
- FM Forced Main Line



Surveyor's Notes

PARCEL NUMBER: TAX MAP 100N, GRP 'J', PCL 001.00
DEED BOOK: R2578, PAGE 1285
PARCEL ADDRESS: SUNSET AVENUE
COLUMBIA, TENNESSEE 38401
EXISTING ZONING: RM-1
BUILDING SETBACKS: FRONT - 20'(MINOR)
SIDE - 10'
REAR - 20'
ACREAGE OF PARCEL: ±0.23 ACRE (9,878.6 SQFT) TOTAL
PROPERTY OWNER: CAMPBELL & LOVELL

PURPOSE NOTE:
The purpose of this plat is to create 1 residential lot.
GENERAL NOTE:
The recording of this plat vacates, voids, and supercedes lot 2 on previous plat of record, P10, Page 48.

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 R2578, Page 1285, 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 _____ Campbell and Lovell Rentals
Edward J. Campbell
Date _____ Campbell and Lovell Rentals
Bobby Lovell

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 WATER SYSTEM

I, (we) hereby certify that the water system(s) outlined or indicated on this final subdivision plat entitled *Vesper Court, 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 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 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 "1" 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.

Date 11/15/21 _____ TN RLS #1987
Allen B. O'Leary _____ Number

- All distances were measured with F.D.M. equipment and have been adjusted for temperature and pressure.
- The property (Boundary) Line requirements of an Urban L Standards of Practice adopted by the Board of Examiners for Land Surveyors of the State of Tennessee, shall be the precision of the adjustment shall be no less than 1 in 10,000 feet.
- Information concerning site shown hereon is based on survey, information provided information shown on original information and location of considered approximate and lines that are not shown on underground utility service line excavation or any disturbance to avoid hazard of unnecessary.
- Information concerning major utilities or opportunities shown hereon are based on visible evidence noted during the survey or information provided by utility representatives. Verification existence, size, location, depth and availability of service should be confirmed by local utility agencies.
- 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 Zoning Regulation as interpreted and regulated by the Department of Planning and Codes.
- The area of the parcels as shown hereon is ±0.23 Acres.
- This property currently identified as Tax Map No. 100N, GRP 'J', Parcel No. 001.00, Maury County, For designation shown thus () indicates Parcel Numbers for said map.
- Plat reference: P10, Page 48
- Deed reference: Book R2578, Page 1285
- Bearings based on: Tennessee State Plane, Fipzone 4100.
- 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.
- This survey was prepared from current deeds of record and does not represent a title search or a guarantee of title, is subject to any state of facts a current and accurate search may reveal.
- This survey was prepared for the exclusive use of the 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.
- 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.
- The certification is not an expressed or implied warranty or guarantee.
- This property is not located in a Special Flood Hazard Area shown on F.E.M.A. Flood Insurance Rate Map, Community No. 47119C0285E, dated April 16, 2007, and shown hereon graphically.
- All public utility and drainage easements located on proposed lots are to be maintained by the individual property owner and abutting roads and 5' on all interior lot lines.
- There exists a P.U.D.E. that is 10' on all property lines parallel to and abutting roads and 5' on all interior lot lines.

Register of Deed Recording Stamp



Case Number:

21-0243

Request:

Request from TKC Architecture and Engineering for Preliminary Plat approval of Horizon Park subdivision of Hallmark Drive.



ARCHITECTURE | CIVIL ENGINEERING | LAND PLANNING

P.O. BOX 160456
NASHVILLE, TN 37216
WWW.TKC-AE.COM
615.617.7477

November 15, 2021

Project: Horizon Park

Subject: Preliminary Plat at 153 Hallmark Dr.

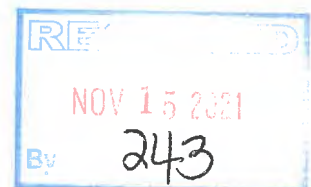
Staff,

Please find with this letter a submittal package for the resubmittal of the Preliminary Plat for the property located at 153 Hallmark Dr. We have addressed all the comments to the best of our knowledge. Included along with the application is 14 copies of the preliminary plat and project letter. A PDF of the submittal has also been provided via email. Burchell Properties is the owner of 153 Hallmark Dr.

Thank you for accepting this submittal. If you have any comments or questions please contact Cole Newton at TKC Architecture and Engineering at cole@tkc-ae.com or 904.885.0245

Thank you,

Cole Newton, PE, LEED AP
TKC Architecture and Engineering LLC
615.617.7477 (o)
904.885.0245 (c)
cole@tkc-ae.com





ARCHITECTURE | CIVIL ENGINEERING | LAND PLANNING

P.O. BOX 160456
NASHVILLE, TN 37216
WWW.TKC-AE.COM
615.617.7477

November 15th, 2021

Planning Staff
City of Columbia
700 N Garden Street
Columbia, TN 38401

Project: Horizon Park

Subject: Preliminary Plat at 153 Hallmark Dr.

Staff,

We are requesting the acceptance of our resubmittal of the proposed preliminary plat for the property located at 153 Hallmark Dr. for a straight zone R-10 project. This resubmittal follows the City's zoning ordinance and subdivision regulations and has addressed all the city's comments. The property is currently zoned R-10. The existing conditions consist of woods and vegetation. We are proposing 16 lots that are 150% of the required 10,000 sqft to allow large single family or two family residences. The total site is +/- 7.97 acres.

With Preliminary Plat approval from Staff and Planning Commission we will submit a land disturbance plan.

If you have any comments or questions please contact Cole Newton at TKC Architecture and Engineering at cole@tkc-ae.com or 904.885.0245

Thank you,

Cole Newton, PE, LEED AP
TKC Architecture and Engineering LLC
615.617.7477 (o)
904.885.0245 (c)
cole@tkc-ae.com



ARCHITECTURE | CIVIL ENGINEERING | LAND PLANNING

P.O. BOX 160456
NASHVILLE, TN 37216
WWW.TKC-AE.COM
615.617.7477

November 15, 2021

Maury County Building and Zoning Office
Walter Harlan Building
5 Public Square (First Floor)
Columbia, TN 38401

Project: Horizon Park – Preliminary Plat

Subject: Staff Comment Response

Staff,

Please find below responses to your comments on the Horizon Park – Preliminary Plat. We have tried to address all comments. No major change outside of the comments has been made. The design follows the County Zoning and Subdivision Regulations.

- 1) Please contact Maury County 911 to request street names for this development.
 - a. Talked with Maury County 911 and street names as shown are approved.
- 2) Gas available contact Tim Brown 931.384.0397
 - a. Project will coordinate during construction plan design.
- 3) Request 4' grass strip between sidewalk and curbing.
 - a. Comment has been addressed. The preliminary plat is now showing a 4' grass strip between sidewalk and curbing.
- 4) Provide curb ramps at crosswalks.
 - a. A sidewalk ramp with a detectable warning per City Details SD-14 and SD-15 has been added to the plat. This ramp will follow all ADA Codes as well as the City codes.
- 5) The plans for this subdivision were approved submitted and approved November 13, 2018. The plans need to be re-submitted since more than one (1) year has expired since approval.
 - a. We have communicated with wastewater, and we will be prepared to discuss as needed at the Planning Commission meeting.
- 6) Corner lot detail side lot setback will need to be 10' before final plat.
 - a. Comment has been addressed. The corner lot detail now shows the side setback to be 10'.
- 7) Shall provide fire flow. Work with the water department.
 - a. We are working with CPWS to determine flows. Fire protection will be met with either adequate flow and pressure or individual residential sprinkler systems.

If you have any comments or questions please contact Cole Newton at TKC Architecture and Engineering at cole@tkc-ae.com or 904.885.0245

Thank you,

Cole Newton, PE, LEED AP
TKC Architecture and Engineering LLC
615.617.7477 (o)
904.885.0245 (c)
cole@tkc-ae.com



HORIZON PARK PRELIMINARY PLAT

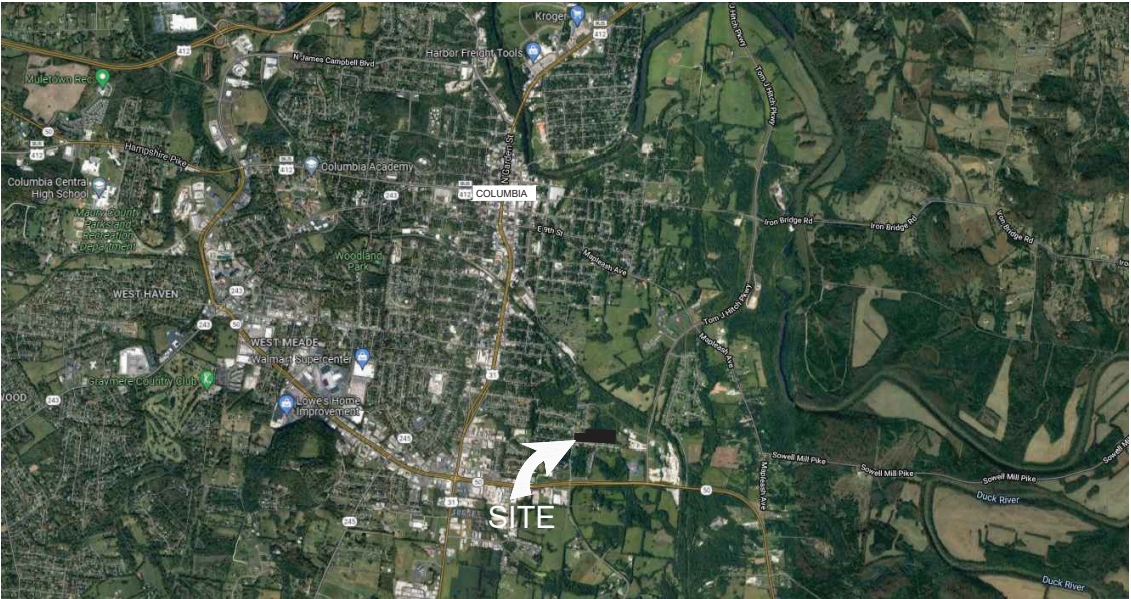
Property Information:
Developer: Burchell Properties LLC
Maury County, Tennessee
Map 114, Parcel No. 18.00

Civil Engineer:
TKC ARCHITECTURE AND ENGINEERING LLC
Cole Newton, PE, LEED AP
cole@tkc-ae.com
615.617.7477
www.tkc-ae.com

Surveyor:
CARROLL LAND SURVEYING
Kenneth Carroll
csurvey@bellsouth.net
931.796.1654

Topographic Boundary Survey, including property lines, legal description, existing utilities, site topography with spot elevations, outstanding physical features and existing structure locations was provided by the OWNER / CARROLL LAND SURVEYING. TKC ARCHITECTURE AND ENGINEERING LLC and its associates will not be held responsible for its accuracy or for design errors or emissions resulting from potential survey inaccuracies.

Contractor to contact civil engineer with any discrepancies with these drawings and actual field conditions.



LOCATION MAP



153 HALLMARK DR.
MAP 114, PARCEL NO. 18.00
COLUMBIA, TN

Sheet Schedule

C-0.0	Cover Sheet
C-1.0	Existing Conditions
C-2.0	Preliminary Plat

DEVELOPMENT SUMMARY:

SITE AREA:	+/- 7.97 (347,173.2 +/- SQFT)
PROPERTY ZONING:	R-10
EXISTING USE:	WOODED AREA
PROPOSED USE:	RESIDENTIAL HOUSING
NEIGHBORING ZONING:	North: RM1 - PUD South: R-10 West: R-10 East: IR
MIN. LOT SIZE:	10,000 SQFT (SF) / 15,000 SQFT (TWO-FAMILY)
PROPOSED DENSITY	32 UNITS / 7.97 ACRES (4.02 UNITS PER ACRE)
NUMBER OF LOTS	16
SETBACKS:	
FRONT SETBACKS	30 FT
SIDE SETBACKS	8 FT (20 FT TOTAL)
REAR SETBACKS	30 FT
HEIGHT STANDARDS	35 FT
TOTAL SITE COVERAGE	30%
PRE-DEVELOPMENT	
PERVIOUS AREA	7.97 AC
IMPERVIOUS AREA	0.00 AC
POST-DEVELOPMENT	
PERVIOUS AREA	5.58 AC
IMPERVIOUS AREA (BASED ON 45'x65' BLDG)	2.39 AC



TKC Architecture
& Engineering LLC
615.617.7477
WWW.TKC-AE.COM

BURCHELL
PROPERTIES

HORIZON
PARK

153 HALLMARK DR.
COLUMBIA, TN
PORTION OF MAP 114 , PARCEL 18.00



COLE O NEWTON - TN REG #118292

Revision		
No.	Date	Description
1	11/09/2021	PER CITY'S COMMENTS

SHEET TITLE:
COVER SHEET

PROJECT: HORIZON PARK
DATE: 11/15/2021
DRAWN: CON

SHEET NUMBER:

C - 0.0

BURCHELL PROPERTIES

HORIZON PARK

153 HALLMARK DR.
COLUMBIA, TN
PORTION OF MAP 114, PARCEL 18.00



COLE O NEWTON - TN REG #118292

Revision

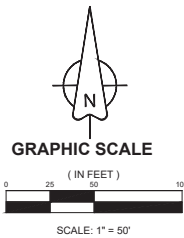
No.	Date	Description
1	11/09/2021	PER CITY'S COMMENTS

EXISTING CONDITIONS

PROJECT: HORIZON PARK
DATE: 11/15/2021
DRAWN: CON

SHEET NUMBER:

C - 1.0



LEGEND

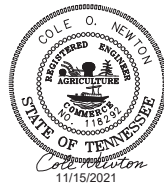
- PROPERTY LINE
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR



BURCHELL PROPERTIES

HORIZON PARK

153 HALLMARK DR.
COLUMBIA, TN
PORTION OF MAP 114, PARCEL 18.00



COLE O. NEWTON - TN REG #118292

Revision		
No.	Date	Description
1	11/09/2021	PER CITY'S COMMENTS

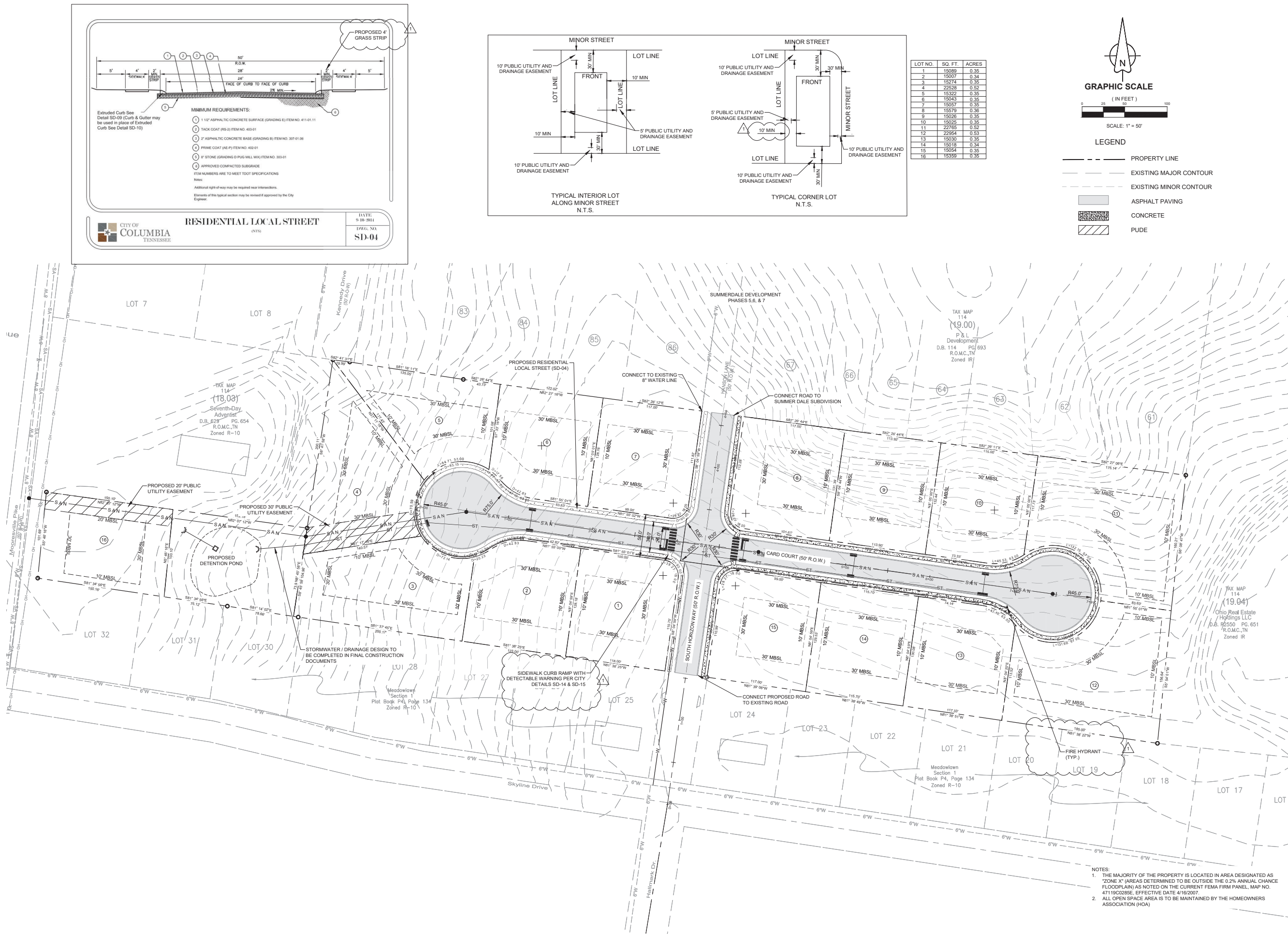
PRELIMINARY PLAT

SHEET TITLE:

PROJECT: HORIZON PARK
DATE: 11/15/2021
DRAWN: CON

SHEET NUMBER:

C - 2.0



Case Number:

21-0244

Request:

Request from Ragan Smith Associates for multifamily site plan approval at Pulaski Highway and Cord Drive.



CITY OF COLUMBIA TENNESSEE PLANNING COMMISSION STAFF REPORT

STAFF REPORT CONTACT INFORMATION

Austin Brass, City Planner, abrass@columbiatn.com , 931-560-1560

DOCKET/CASE/APPLICATION NUMBER

21-0244

APPLICANT/PROPERTY OWNER

**Lee Horn, Ragan Smith Associates/
Phylliss Scribner**

PUBLIC HEARING DATE

N/A

PROPERTY ADDRESS/LOCATION

**Cord Drive (NW corner of Cord Drive &
Pulaski Highway)/ Map 113 E, Group B,
Parcel 12 & 13**

SUMMARY OF REQUEST: Multifamily Master Site Plan Review

This request is for a multi-family site plan consisting of six buildings and a clubhouse with a combined total of 144 apartment units. Each building will be three stories with 24 units per building. Design of each building will have a gabled style roof consisting of a combination of board and batten with lap siding and a brick base.



MAP SOURCE: City GIS

EXISTING ZONING	EXISTING LAND USE	SURROUNDING ZONING & LAND USE	SITE IMPROVEMENTS PROPOSED	SIZE OF PROPERTY
RM-2 (Multi-Family Residential)	Vacant Land	<u>North:</u> GCS/ Tractor Supply <u>South:</u> RS-40/ Joseph Brown Elementary <u>East:</u> GCS/ Vacant Land <u>West:</u> RM-1 Apartments	Multifamily Residential (144 Units)	7.29 +/- acres

COMPATIBILITY with the COMPREHENSIVE PLAN:

Suburban Corridor This future land use is characterized by a mix of residential, commercial, and office uses that traverse through rural and urban settings.

PROPERTY HISTORY:

ZN 21-0161- August 2021, Request to Rezone 431 Cord Drive from GCS (Commercial) to RM-2 (High Density Residential), approved October 14th, 2021 by City Council.

DP 20-0221- Oct 22nd, 2020 Request from Ragan Smith Associates for Multi-family Site Plan, deferred by Planning Commission.

LP-2016-01, Request for Comprehensive Plan Amendment from Suburban Neighborhood to Urban Center, item removed.

CZ-2016-06, Rezoning request from RM-1 (High Density Residential) to RM-2 (High Density Residential) to allow 24 units per acre versus 12 units per acre, approved.



CITY OF COLUMBIA TENNESSEE
PLANNING COMMISSION
STAFF REPORT

DP 2017-02, Request for multi-family site plan approval to allow for 210 units with associated amenities and parking. (*Ashwood Park*), approved.

COMPATIBILITY with the ZONING ORDINANCE/STAFF COMMENTS:

This multi-family site plan request consists of a total of six buildings with each building containing three stories. Access to this development will be from Cord Drive. Site amenities include a club house with pool and a free-standing canopy serving as a self-service car wash. See technical comments attached.

ATTACHMENTS (CIRCLE)

SUBMITTED PLANS

CITY MAPS

LEGAL NOTICE

LEGAL DESCRIPTION

PUBLIC COMMENTS

AGENCY COMMENTS

RESPONSE TO
STANDARDS



RaganSmith

November 15, 2021

Mr. Paul Keltner
Director of Development Services
City of Columbia
700 North Garden Street
Columbia, Tennessee 38401

RE: **CORD DRIVE MULTIFAMILY
SITE PLAN RESUBMITTAL
MAP 113E, GROUP B, PARCELS 12 AND 13
CORD DRIVE, COLUMBIA, TN**

Dear Mr. Keltner,

Enclosed please find 14 full size sets and 1 PDF copy on CD for the above-referenced project. In response to the comments from the Technical Review meeting held on November 9, 2021, we offer the following:

TECHNICAL AND DIVISION COMMENTS:

Maury County E911

1. Contact Maury County 911 for street name request and approvals.

RESPONSE: Understood. We will provide 911 approved address prior to site permitting.

Building

2. No comments.

Columbia Power

3. 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.

RESPONSE: Understood. A plat will be provided as soon as possible as requested.

Engineering

4. Subject to construction plans and TIS

RESPONSE: Understood.

5. Confirm culvert across Cord @ Lynda Lee; and if there, take into account.

RESPONSE: RaganSmith visited the site to confirm the presence of the culvert. An approximate 12" diameter culvert was discovered at the location described. The culvert appears to no longer be in use as the roadside ditch and cross drain at Lynda Lee Lane are at lower elevations than the culvert. The abandoned culvert has been indicated on Sheet C0.2.

NASHVILLE

315 Woodland Street
Nashville, TN 37206
(615) 244-8591

MURFREESBORO

100 East Vine Street, Suite 402
Murfreesboro, TN 37130
(615) 546-6050

CHATTANOOGA

1410 Cowart Street, Suite 200
Chattanooga, TN 37408
(423) 490-9400



Fire

15. Dead-end exceeds 150'. Shall provide a fire turn-around.

RESPONSE: Dimensions for dead-end sections have been provided on Sheet C1.2. The longest of these dead ends is 151'. Per emails with Stephen Otero, this is acceptable.

16. Change notes from Hendersonville to Columbia.

RESPONSE: Revised as noted.

17. Shall provide fire flow.

RESPONSE: RaganSmith has attempted contact with Columbia Power & Water Systems but has been unable to obtain fire flows. It is understood that fire flows will be required prior to permitting.

18. Buildings with require fire sprinklers and fire alarm.

RESPONSE: Understood. Fire mains and Fire Department Connections have been shown servicing each residential building and clubhouse. See Sheet C4.1.

Once you have completed your review of the documents, please forward any comments to our office for revision and resubmittal. If you need any additional information, please let me know.

Sincerely,

RAGAN-SMITH ASSOCIATES, INC.

W. Lee Horn, P.E.
Project Engineer
WLH

Attachments



TECHNICAL MEETING

Tuesday, November 9, 2021

ITEM NO.

21-0244

DESCRIPTION: Multi family units and a club house.

RECOMMENDATION: For final recommendation please see staff report.

TECHNICAL AND DIVISION COMMENTS:

Maury County E911

1. Contact Maury County 911 for street name request and approvals.

Building

2. No comments.

Columbia Power

3. 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.

Engineering

4. Subject to construction plans and TIS
5. Confirm culvert across Cord @ Linda Lee; and if there, take into account

Wastewater

6. Connection to the existing sanitary sewer infrastructure is possible for this development. Any extension to the existing sewer infrastructure would be initiated by the property owner, and must comply with existing regulations. If, after Department review, the proposed facilities are a logical extension of the City's wastewater system, then the extension of services may be advanced in accordance with local, state and federal rules, regulations and policies. The funding and construction of those sanitary sewer improvements will remain the responsibility of the

owner. New customers will be required to pay all fees and charges applicable at the time of connection to the sanitary sewer system. No detail design plan for an extension of the sewer has been proposed at this time.

Police

7. No comments.

Public Works

8. No comments.

Columbia Water

9. No comments.

Atmos Energy

10. Gas available contact Tim Brown 931.384.0397

Maury County Schools

11. No comments.

Duck River Electric Membership Corp

12. No comments provided.

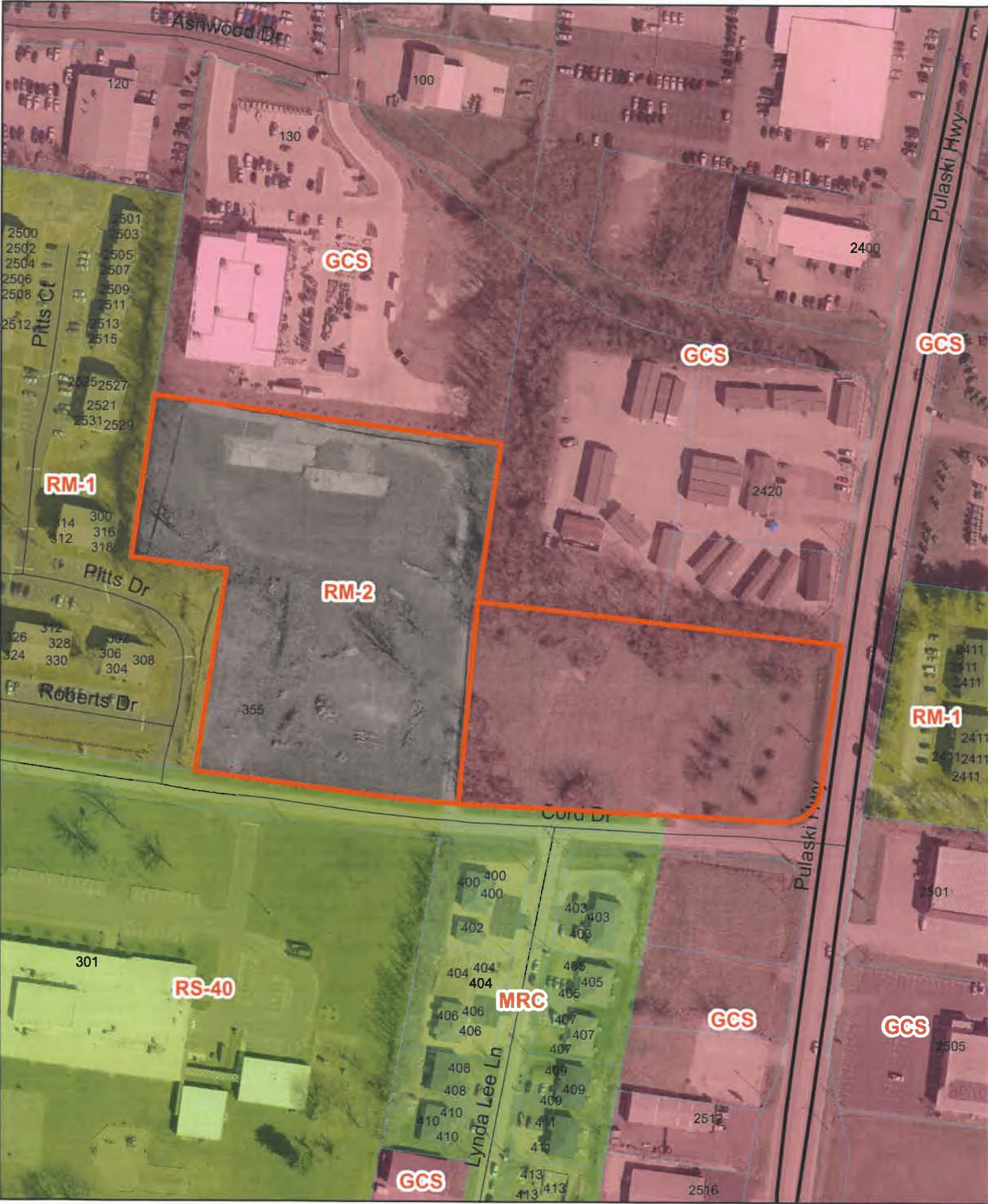
Planning

13. Landscape islands and termite of parking areas shall have a tree in that area, avoid utilities going through middle of landscape islands
14. For building rear facing Pulaski Highway continue foundation planting around all sides.

Fire

15. Dead-end exceeds 150'. Shall provide a fire turn-around.
16. Change notes from Hendersonville to Columbia.
17. Shall provide fire flow.
18. Buildings with require fire sprinklers and fire alarm.

ATTACHMENTS: Site Plan



SITE PLANS
FOR
CORD DRIVE MULTIFAMILY
WELDENFIELD DEVELOPMENT

CONTACTS

PARCEL 12 OWNER

KATIE B. SCRIBNER IRREVOCABLE TRUST
PHYLLIS SCRIBNER
2123 DENHAM AVE.
COLUMBIA, TN 38401
(931) 982-0806
PHYLLIS@BELLSOUTH.NET

DEVELOPER

WELDEN FIELD DEVELOPMENT, LLC
WELDEN JOHNSTON
3010 3RD AVENUE SOUTH
BIRMINGHAM, AL 35233
(205) 930-4500
WELDENJ@WELDENFIELD.COM

CIVIL

RAGAN-SMITH-ASSOCIATES, INC.
W. LEE HORN, PE
315 WOODLAND STREET
NASHVILLE, TN 37206
(615) 244-8591
LHORN@RAGANSMITH.COM

LANDSCAPE ARCHITECTURE

RAGAN-SMITH-ASSOCIATES, INC.
SCOTT BERNICK, RLA
315 WOODLAND STREET
NASHVILLE, TN 37206
(615) 244-8591
SBERNICK@RAGANSMITH.COM

ARCHITECT

FK ARCHITECTURE
LUIS ROSADO
2555 TEMPLE TRAIL
WINTER PARK, FL 32789
(407) 629-0595
LUISR@FKCOMPANIES.COM

PARCEL 13 OWNER

CORD DRIVE, LLC
ROBERT ECHOLS
4515 HARDING ROAD, SUITE 210
NASHVILLE, TN 37205
(615) 250-1635
ROBERT@ECHOLS.COM



MAP SOURCE: GOOGLE EARTH PRO-2020

LOCATION MAP
NOT TO SCALE

WARD 4, CITY OF COLUMBIA,
MAURY COUNTY,
TENNESSEE

INDEX OF SHEETS

SHEET DESCRIPTION

C0.0 COVER SHEET

CIVIL PLANS

C0.1 CIVIL NOTES
C0.2 EXISTING CONDITIONS & DEMOLITION PLAN
C1.1 SITE LAYOUT PLAN
C1.2 VEHICLE MOVEMENT PLAN
C2.1 INITIAL EROSION CONTROL PLAN (PHASE 1)
C2.2 INTERMEDIATE EROSION CONTROL PLAN (PHASE 2)
C3.1 SITE GRADING DRAINAGE & EROSION CONTROL PLAN (PHASE 3)
C3.2 FINAL EROSION CONTROL PLAN (PHASE 4)
C3.3 OFF-SITE DRAINAGE PLAN
C4.1 SITE UTILITY PLAN
C5.1 CONSTRUCTION DETAILS
C5.2 CONSTRUCTION DETAILS
C5.3 CONSTRUCTION DETAILS
C5.4 CONSTRUCTION DETAILS

LANDSCAPE ARCHITECTURAL PLANS

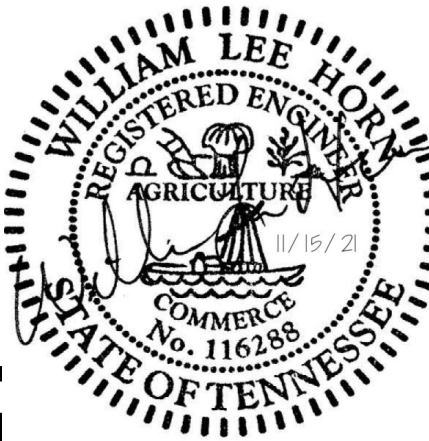
L1.0 OVERALL LANDSCAPE PLAN
L1.1 ENLARGED LANDSCAPE PLAN
L1.2 ENLARGED LANDSCAPE PLAN
L1.3 FOUNDATION LANDSCAPE PLAN
L2.0 LANDSCAPE NOTES & DETAILS

ARCHITECTURAL PLANS

A4.01 BUILDING TYPE 1 - EXTERIOR ELEVATIONS BUILDING
A4.03 TYPE 2 - EXTERIOR ELEVATIONS
A4.10 BUILDING TYPE 1 - ENLARGED ELEVATIONS
A4.11 BUILDING TYPE 1 - ENLARGED ELEVATIONS
A4.12 BUILDING TYPE 2 - ENLARGED ELEVATIONS
A4.13 BUILDING TYPE 2 - ENLARGED ELEVATIONS
CH-A4.01 CLUBHOUSE EXTERIOR ELEVATIONS AND SECTIONS
M-A2.01 MAINTENANCE BUILDING
W-A2.01 CAR WASH
T-A2.01 TRASH ENCLOSURE
- EXTERIOR RENDERINGS



Nashville - Murfreesboro - Chattanooga
ragansmith.com



CORD DRIVE MULTIFAMILY

FOR

WELDENFIELD DEVELOPMENT

WARD 4, CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

Scale: -

Date: OCTOBER 18, 2021

Approved By: L. HORN

Revisions:

- - -
- - -
- - -
- - -
- - -

1 11.15.2021 PER CITY COMMENTS

Drawing Title:

COVER SHEET

Drawing No.

C0.0

Project No.
20095-1911



SITE CONSTRUCTION NOTES

1. 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 AND OBTAIN ALL PERMITS AND PAY ALL FEES INVOLVED IN SECURING SAID PERMITS. HE SHALL ALSO COMPLY WITH ALL CITY, COUNTY AND STATE BUILDING LAWS, ORDINANCES OR REGULATIONS RELATING TO THE CONSTRUCTION OF THE PROJECT.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND SHALL BEAR ALL EXPENSES OF FIELD STAKING NECESSARY FOR SITE AND BUILDING LAYOUT. ALL LAYOUT SHALL BE PERFORMED IN ACCORDANCE WITH THE SITE LAYOUT PLAN.
3. THE LOCATION OF EXISTING PIPING AND UNDERGROUND UTILITIES, SUCH AS WATER AND GAS LINES, ELECTRICAL AND TELEPHONE CONDUITS, ETC., AS SHOWN ON THIS PORTION OF THE PLANS HAVE BEEN DETERMINED FROM THE BEST AVAILABLE INFORMATION BY 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 ACTUAL LOCATION OF THOSE SHOWN MAY VARY SOMEWHAT FROM THE LOCATION DESIGNATED ON THIS PORTION OF THE PLANS. IN AREAS WHERE IT IS NECESSARY THAT THE EXACT LOCATIONS OF UNDERGROUND LINES BE KNOWN, THE CONTRACTOR SHALL, AT THIS OWN EXPENSE, FURNISH ALL LABOR AND TOOLS TO EITHER VERIFY AND SUBSTANTIATE OR DEFINITELY ESTABLISH THE LOCATION OF THE LINES.
4. THE CONTRACTOR MUST UNDERSTAND THAT THE WORK IS ENTIRELY AT HIS RISK UNTIL SAME IS ACCEPTED AND HE WILL BE HELD RESPONSIBLE FOR ITS SAFETY BY THE OWNER. THEREFORE, THE CONTRACTOR SHALL FURNISH AND INSTALL ALL NECESSARY TEMPORARY WORKS FOR THE PROTECTION OF THE WORK, INCLUDING BARRICADES, WARNING SIGNS, AND LIGHTS.
5. THE SITE DEVELOPMENT PORTION OF THIS PROJECT WILL BE SUBJECT TO THE INSPECTION AND FINAL APPROVAL OF THE LOCAL PLANNING, CODES, WATER AND SEWER DEPARTMENTS (AND/OR UTILITY DISTRICTS), ENGINEERING/PUBLIC WORKS DEPARTMENTS AND FIRE MARSHAL'S OFFICE.
6. IF, DURING THE CONSTRUCTION OF THE SITE DEVELOPMENT PORTION OF THIS PROJECT, A QUESTION OF INTENT OR CLARITY ARISES FROM EITHER THE PLANS OR SPECIFICATIONS, THE CONTRACTOR WILL IMMEDIATELY BRING THE MATTER TO THE ATTENTION OF THE CIVIL ENGINEER OR OWNER'S REPRESENTATIVE FOR RESOLUTION BEFORE THE AFFECTED WORK ITEMS ARE INITIATED OR PURSUED FURTHER.
7. THE CONTRACTOR WILL EXERCISE EXTREME CAUTION IN THE USE OF EQUIPMENT IN AND AROUND OVERHEAD AND/OR UNDERGROUND POWER LINES. IF AT ANY TIME IN THE PURSUIT OF THIS WORK THE CONTRACTOR MUST WORK IN CLOSE PROXIMITY OF THE ABOVE-NOTED LINES, THE ELECTRIC AND/OR TELEPHONE COMPANIES SHALL BE CONTACTED PRIOR TO SUCH WORK AND THE PROPER SAFETY MEASURES TAKEN. THE CONTRACTOR SHOULD MAKE A THOROUGH EXAMINATION OF THE OVERHEAD LINES IN THE PROJECT AREA PRIOR TO THE INITIATION OF CONSTRUCTION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE DONE TO THE PREMISES OR ADJACENT PREMISES, OR INJURIES TO THE PUBLIC DURING THE CONSTRUCTION OF THE WORK, CAUSED BY HIMSELF, HIS SUBCONTRACTORS, OR THE CARELESSNESS OF ANY OF HIS EMPLOYEES.

SITE GRADING NOTES

1. EROSION CONTROL SEDIMENT BARRIERS AND TREE PROTECTION BARRIER SHALL BE INSTALLED PRIOR BEGINNING SITE WORK.
2. NO HEAVY EQUIPMENT SHALL CROSS OR BE STORED OUTSIDE THE LIMITS OF CONSTRUCTION, WITHIN TREE PROTECTIONS ZONES, OR UNDER THE DRIP LINE OF EXISTING TREES TO REMAIN.
3. TOPSOIL STRIPPED FROM AREAS TO BE GRADED SHALL BE STOCKPILED ON SITE IN A LOCATION APPROVED BY THE OWNER'S REPRESENTATIVE. DRAINAGE SHALL BE ROUTED AROUND STOCKPILE LOCATIONS FOR THE DURATION OF GRADING OPERATIONS. EROSION CONTROL MEASURES SHALL BE INSTALLED TO PREVENT LOSS OF TOPSOIL MATERIAL.
4. PRIOR TO BEGINNING CONSTRUCTION, CONTRACTOR SHALL REVIEW GEOTECHNICAL REPORT.
5. ALL CUT AND FILL SHALL BE PERFORMED UNDER THE DIRECTION/OBSERVATION OF THE GEOTECHNICAL ENGINEER.
6. THE SUITABILITY OF SOILS FOR FILL MATERIAL SHALL BE DETERMINED BY THE GEOTECHNICAL ENGINEER.
7. UNLESS DIRECTED OTHERWISE BY GEOTECHNICAL ENGINEER, ALL FILL AREAS SHALL BE RAISED IN LIFTS NOT EXCEEDING 8" IN THICKNESS. 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 WITHIN OPEN AREAS AND 98% OF SAME SPECIFICATION FOR AREAS UNDER ROADS, PARKING, SIDEWALKS, BUILDING SLABS, AND FOUNDATIONS.
8. ALL GRADING SHALL BE COMPLETED TO THE GRADES INDICATED WITHIN THESE PLANS. FINAL GRADES SHALL PROVIDE PROPER DRAINAGE AND PREVENT STANDING WATER.

SITE UTILITY NOTES

1. ALL MATERIALS AND WORKMANSHIP FOR UTILITY LINES AND APPURTENANCES SHALL BE IN STRICT COMPLIANCE WITH THE GOVERNING UTILITY COMPANY AND LOCAL CODES. PRIOR TO CONSTRUCTION CONTRACTOR SHALL NOTIFY UTILITY COMPANY. (SEE UTILITY CONTACT INFORMATION)
2. CONTRACTOR SHALL COORDINATE SITE ELECTRICAL, GAS, TELEPHONE, AND CABLE WITH THE RESPECTIVE UTILITY COMPANY FOR SERVICE LAYOUT AND DESIGN INFORMATION. ANY PROPOSED LAYOUT OF THESE UTILITIES DEPICTED ON THESE DRAWINGS IS GRAPHICAL ONLY AND NOT INTENDED TO REPRESENT DESIGN OF THESE UTILITIES.
3. PRIOR TO COMMENCEMENT OF CONSTRUCTION, CONTRACTOR SHALL OBTAIN ALL PERMITS AND PAY ANY REQUIRED TAP AND CONNECTION FEES.
4. ALL TRENCHING, PIPE LAYING AND BACKFILLING SHALL BE IN ACCORDANCE WITH FEDERAL OSHA REGULATIONS.
5. SITE CONTRACTOR SHALL CONSTRUCT ALL UTILITY SERVICES TO WITHIN 5' OF BUILDING.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE SEQUENCING OF CONSTRUCTION FOR ALL UTILITY LINES TO AVOID CONFLICTS.
7. CONTRACTOR SHALL COORDINATE SIZE AND LOCATION OF WATER, SEWER AND STORMWATER CONNECTIONS TO THE BUILDING AS DEPICTED ON THE BUILDING MECHANICAL PLANS AND THE SITE UTILITY PLAN AND NOTIFY THE ENGINEER OR OWNER'S REPRESENTATIVE OF ANY DISCREPANCIES.
8. WATER SERVICES LINES 1/2" - 3" SHALL BE TYPE-K COPPER AND 4" OR LARGER SHALL BE DUCTILE IRON PIPE - CLASS 52 UNLESS OTHERWISE REQUIRED BY UTILITY COMPANY.
9. FIRE LINE INSTALLATION AND THRUST BLOCKING LOCATION AND SIZING SHALL BE PER N.F.P.A. AND LOCAL FIRE DEPARTMENT REQUIREMENTS.
10. WATER METER MANUFACTURER/MODEL NUMBER AND VAULT SPECIFICATIONS SHALL BE PER THE WATER UTILITY COMPANY.
11. BACKFLOW DEVICE (RBPB/DDCVA) MANUFACTURER/MODEL NUMBER SHALL BE PER THE WATER UTILITY COMPANY.
12. CONTRACTOR SHALL INSTALL HOT BOX ENCLOSURE (PRE-FINISHED DARK GREEN) ON ALL EXTERIOR ABOVE-GROUND BACKFLOW DEVICES. DOMESTIC AND FIRE BACKFLOW DEVICES SHALL BE HEATED. CONTRACTOR SHALL COORDINATE PROVIDING APPROPRIATE ELECTRICAL SERVICE TO BACKFLOW DEVICE.
13. CONTRACTOR SHALL COORDINATE LOCATION OF BACKFLOW DEVICE WITH THE BUILDING MECHANICAL DRAWINGS.
14. SANITARY SEWER SERVICE LINES SHALL BE SDR 35 PVC UNLESS SPECIFIED OTHERWISE.
15. MAINTAIN A 10' HORIZONTAL AND 18" VERTICAL SEPARATION BETWEEN SANITARY SEWER AND WATER LINES.
16. ALL FIRE LINE MAINS TO BE INSTALLED BY LICENSED FIRE PROTECTION CONTRACTOR.

EROSION PREVENTION AND SEDIMENT CONTROLS

DESIGN, INSPECTION, AND MAINTENANCE OF BMPS DESCRIBED AND SHOWN ON THESE PLANS SHALL BE CONSISTENT OR EXCEED RECOMMENDATIONS CONTAINED IN THE CURRENT EDITION OF TDEC'S TENNESSEE EROSION CONTROL HANDBOOK.

1. ALL CONTROL MEASURES MUST BE PROPERLY INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS, TDEC AND LOCAL STANDARDS.
2. BMP CAPACITY [SEDIMENT TRAPS, SILT FENCES, SEDIMENTATION PONDS, AND OTHER SEDIMENT CONTROL] SHALL NOT BE REDUCED BY MORE THAN 50% AT ANY GIVEN TIME. IF PERIODIC INSPECTIONS OR OTHER INFORMATION INDICATES A CONTROL HAS BEEN USED INAPPROPRIATELY OR INCORRECTLY, THE CONTRACTOR MUST REPLACE OR MODIFY THE CONTROL FOR RELEVANT SITE SITUATIONS.
3. WHERE PERMANENT OR TEMPORARY VEGETATION COVER IS USED AS A CONTROL MEASURE, THE TIMING OF THE PLANTING IS CRITICAL. PLANNING FOR PLANTING OF VEGETATION COVER DURING WINTER OR DRY MONTHS SHOULD BE AVOIDED.
4. IF SEDIMENT ESCAPES THE PERMITTED AREA, OFF-SITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED AT A FREQUENCY SUFFICIENT TO MINIMIZE OFFSITE IMPACTS. THE CONTRACTOR SHALL NOT INITIATE REMEDIATION/RESTORATION OF A STREAM WITHOUT CONSULTING THE DIVISION FIRST. THE NOI GENERAL PERMIT DOES NOT AUTHORIZE ACCESS TO PRIVATE PROPERTY. ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE SETTLED BY THE CONTRACTOR AND ADJOINING LANDOWNER.
5. LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION CHEMICALS EXPOSED TO STORM WATER SHALL BE PICKED UP PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFF OF THE SITE BY WIND OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORM WATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHOULD BE REMOVED OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORM WATER DISCHARGE.
6. ERODIBLE MATERIAL STORAGE AREAS (INCLUDING OVERBURDEN AND STOCKPILES OF SOIL) AND BORROW PITS ARE CONSIDERED PART OF THE SITE AND SHOULD BE ADDRESSED WITH APPROPRIATE BMPS ACCORDINGLY.
7. PRE-CONSTRUCTION VEGETATIVE GROUND COVER SHALL NOT BE DESTROYED, REMOVED, OR DISTURBED MORE THAN 15 DAYS PRIOR TO GRADING OR EARTH MOVING UNLESS THE AREA IS STABILIZED. CONTRACTOR SHALL SEQUENCE EVENTS TO MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED AREAS. CLEARING AND GRUBBING SHALL BE HELD TO THE MINIMUM NECESSARY FOR GRADING AND EQUIPMENT OPERATION. EXISTING VEGETATION AT THE SITE SHOULD BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE.
8. EPSC MEASURES MUST BE IN PLACE AND FUNCTIONAL BEFORE MOVING OPERATIONS BEGIN AND MUST BE CONSTRUCTED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. TEMPORARY MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REPLACED AT THE END OF THE WORKDAY.
9. THE FOLLOWING RECORDS SHALL BE MAINTAINED ON OR NEAR SITE: THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR; THE DATES WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE OR A PORTION OF THE SITE; THE DATES WHEN STABILIZATION MEASURES ARE INITIATED; INSPECTION RECORDS AND RAINFALL RECORDS. CONTRACTOR SHALL MAINTAIN A RAIN GAUGE AND DAILY RAINFALL RECORDS AT THE SITE, OR USE A REFERENCE SITE FOR A RECORD OF DAILY AMOUNT OF PRECIPITATION.
10. A COPY OF THE SWPPP SHALL BE RETAINED ON-SITE AND SHOULD BE ACCESSIBLE TO THE DIRECTOR AND THE PUBLIC. ONCE SITE IS INACTIVE OR DOES NOT HAVE AN ONSITE LOCATION ADEQUATE TO STORE THE SWPPP, THE LOCATION OF THE SWPPP, ALONG WITH A CONTACT PHONE NUMBER, SHALL BE POSTED ON-SITE. IF THE SWPPP IS LOCATED OFF-SITE, REASONABLE LOCAL ACCESS TO THE PLAN, DURING NORMAL WORKING HOURS, MUST BE PROVIDED.
11. OFF-SITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION ACCESS (A POINT OF ENTRANCE/EXIT TO A CONSTRUCTION SITE) SHALL BE CONSTRUCTED AS NEEDED TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.
12. INSPECTIONS MUST BE PERFORMED AT LEAST TWICE EVERY CALENDAR WEEK. INSPECTIONS SHALL BE PERFORMED AT LEAST 72 HOURS APART, WHERE SITES OR PORTIONS OF CONSTRUCTION SITES HAVE BEEN TEMPORARILY STABILIZED, OR RUNOFF IS UNLIKELY DUE TO WINTER CONDITIONS OR DUE TO EXTREME DROUGHT, SUCH INSPECTION HAS TO BE CONDUCTED ONCE PER MONTH UNTIL THAWING OR PRECIPITATION RESULTS IN RUNOFF OR CONSTRUCTION ACTIVITIES RESUMES. INSPECTION REQUIREMENT DO NOT APPLY TO DEFINABLE AREAS THAT HAVE BEEN FINALLY STABILIZED, AS DESIGNED BY THE ENGINEER. WRITTEN NOTIFICATION OF THE INTENT TO CHANGE THE INSPECTION FREQUENCY AND THE JUSTIFICATION FOR SUCH REQUEST MUST BE SUBMITTED TO THE LOCAL ENVIRONMENTAL FIELD OFFICE, OR THE DIVISION'S NASHVILLE CENTRAL OFFICE FOR PROJECTS OF TDOT OR TVA. SHOULD THE DIVISION DISCOVER THAT MONTHLY INSPECTION OF THE DIVISION DISCOVER THAT MONTHLY INSPECTIONS OF THE SITE ARE NOT APPROPRIATE DUE TO INSUFFICIENT STABILIZATION MEASURES OR OTHERWISE, TWICE WEEKLY INSPECTIONS SHALL RESUME. THE DIVISION MAY INSPECT THE SITE TO CONFIRM OR DENY THE NOTIFICATION TO CONDUCT MONTHLY INSPECTIONS.
13. INSPECTORS PERFORMING THE REQUIRED TWICE WEEKLY INSPECTIONS MUST HAVE AN ACTIVE CERTIFICATION AND A RECORD OF CERTIFICATION MUST BE KEPT ON SITE. BASED ON THE RESULTS OF THE INSPECTION, ANY INADEQUATE CONTROL MEASURES OR CONTROL MEASURES IN DESPAIR SHALL BE REPLACED OR MODIFIED, OR REPAIRED AS NECESSARY, BEFORE THE NEXT RAIN EVENT, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE NEED IDENTIFIED.
14. OUTFALL POINTS SHALL BE INSPECTED TO DETERMINE WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWNSTREAM LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE SEDIMENT TRACKING.

TREE PROTECTION NOTES

1. ANY REQUIRED EXCAVATION IN OR AROUND THE PROTECTION ZONE TO ACCOMMODATE UNDERGROUND SERVICES, FOOTINGS, ETC., SHALL BE INDICATED ON THE PLAN, AND SHALL BE EXCAVATED BY HAND. IN ADDITION, RELATED ROOT PRUNING SHALL BE ACCOMPLISHED BY A CERTIFIED ARBORIST VIA ANSI A-300-95 STANDARD SO AS TO MINIMIZE IMPACT OF THE GENERAL ROOT SYSTEM.
2. THE STORAGE OF BUILDING MATERIALS OR STOCKPILING SHALL NOT BE PERMITTED WITHIN THE LIMITS OF OR AGAINST THE PROTECTION BARRIERS.
3. TREES WITHIN THE PROTECTION BARRIERS MUST BE ADEQUATELY CARED FOR THROUGHOUT THE CONSTRUCTION PROCESS (I.E., THEY MUST BE WATERED SUFFICIENTLY, PARTICULARLY IF THE TREE'S ROOT SYSTEM HAS BEEN DISTURBED BY EXCAVATION). FILL SHALL NOT BE PLACED UPON THE ROOT SYSTEM IN SUCH A MANNER AS TO ENDANGER THE HEALTH OR LIFE OF THE AFFECTED TREE.
4. TREE PROTECTION BARRIER SHALL BE CONSTRUCTED PRIOR TO THE ISSUANCE OF ANY PERMITS AND SHALL REMAIN INTACT THROUGHOUT THE ENTIRE PERIOD OF CONSTRUCTION.

SITE GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES IN THE PROXIMITY OF THE CONSTRUCTION AREA AND REPORT ANY DISCREPANCIES TO THE OWNER'S REPRESENTATIVE PRIOR TO BEGINNING WORK.
2. THE CONTRACTOR SHALL CONFORM TO ALL LOCAL, STATE AND FEDERAL CODES AND OBTAIN ALL PERMITS PRIOR TO BEGINNING WORK.
3. THE CONTRACTOR SHALL CHECK ALL FINISHED GRADES AND DIMENSIONS AND REPORT ANY DISCREPANCIES TO THE OWNER'S REPRESENTATIVE PRIOR TO BEGINNING WORK.
4. DIMENSIONS ARE TO THE FACE OF CURB, EDGE OF CONCRETE AND FACE OF BUILDING UNLESS NOTED OTHERWISE.
5. PROPOSED BUILDING FOOTPRINT IS FOR GRAPHIC PURPOSES ONLY. CONTRACTOR SHALL USE THE CURRENT ARCHITECTURAL DRAWINGS FOR BUILDING STAKEOUT AND VERIFY THAT THERE ARE NO DISCREPANCIES WITH THESE PLANS.
6. ALL TRAFFIC MARKINGS SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICE (MUTCD). ALL PAVEMENT MARKING SHALL BE THERMOPLASTIC UNLESS DIRECTED OTHERWISE BY THE OWNER'S REPRESENTATIVE.
7. ALL HANDICAP RAMPS, PARKING SPACES AND ACCESSIBLE ROUTES SHALL COMPLY WITH THE CURRENT ADA REQUIREMENTS.
8. EXTERIOR DOOR LANDINGS SHALL BE PROVIDED PER THE LOCAL BUILDING CODE. CONTRACTOR SHALL COORDINATE DOOR LOCATIONS AND ADJACENT SIDEWALK/LANDING GRADES WITH THESE PLANS AND REPORT ANY DISCREPANCIES TO THE OWNER'S REPRESENTATIVE.

DEMOLITION NOTES

1. THE CONTRACTOR WILL BE REQUIRED TO REMOVE ALL EXCAVATED MATERIALS AND SUCH ITEMS SHALL BECOME THE PROPERTY OF THE CONTRACTOR. ALL ITEMS SHALL BE PROPERLY DISPOSED OF AT AN OFF-SITE LOCATION. THE CONTRACTOR SHALL OUTLINE ANY AND ALL POSSIBLE HAUL ROUTES AND SHALL BE PREPARED TO SUBMIT SUCH TO THE LOCAL JURISDICTION PUBLIC WORKS DEPARTMENT, THE CIVIL ENGINEER AND OTHER AUTHORITIES FOR APPROVAL.
2. IF, AT ANY TIME, PRIOR TO OR DURING THE DEMOLITION WORK, HAZARDOUS MATERIAL IS ENCOUNTERED, THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE AND APPROPRIATE GOVERNMENTAL AGENCY.
3. THE CONTRACTOR SHALL NOTIFY ADJACENT OWNERS OF WORK THAT MAY AFFECT THEIR PROPERTY, POTENTIAL NOISE, UTILITY OUTAGE OR DISRUPTION. SUCH OPERATIONS SHALL BE CONDUCTED BY THE CONTRACTOR WITH MINIMUM INTERFERENCE TO ADJACENT OWNERS. ADJACENT EGRESS AND ACCESS SHALL BE PROPERLY MAINTAINED AT ALL TIMES. DO NOT CLOSE OR OBSTRUCT ANY ROADWAYS, PARKING OR SIDEWALKS WITHOUT PERMISSION FROM THE ADJACENT OWNERS OR THE LOCAL JURISDICTION PUBLIC WORKS DEPARTMENT.
4. PRIOR TO THE COMMENCEMENT OF DEMOLITION/GRADING OPERATIONS, ALL OVERHEAD AND UNDERGROUND UTILITIES SHALL BE LOCATED. ALL REMOVAL AND/OR RELOCATION OF UTILITIES SHALL BE COORDINATED WITH THE RESPECTIVE UTILITY COMPANIES.
5. THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER OR AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT AT NO ADDITIONAL COST TO OWNER.
6. THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING ALL AFFECTED UTILITIES PRIOR TO SUBMITTING HIS BID TO DETERMINE THE EXTENT TO WHICH UTILITY DISCONNECTIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF THE WORK FOR THE PROJECT. SOME UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS, WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE. IT IS UNDERSTOOD AND AGREED THAT THE CONTRACTOR WILL RECEIVE NO ADDITIONAL COMPENSATION FOR DELAYS OR INCONVENIENCE CAUSED BY THE UTILITY ADJUSTMENT.

SEEDING NOTES

1. SEED ALL DISTURBED AREAS WITH KY-31 AT THE RATE OF 5 POUNDS PER 1,000 S.F. ALL SEED TO BE 98% PURE WITH 88% GERMINATION AND CONFORM TO ALL STATE REQUIREMENTS FOR GRASS SEED. THE FERTILIZER TO BE 6-12-12 COMMERCIAL TYPE WITH 50% OF ITS ELEMENTS DERIVED FROM ORGANIC SOURCES.
2. PLACE STRAW MULCH ON SEEDDED AREAS. STRAW TO BE OATS OR WHEAT STRAW, FREE FROM WEEDS, FOREIGN MATTER DETRIMENTAL TO PLANT LIFE, AND DRY. HAY OR CHOPPED CORNSTALKS ARE NOT ACCEPTABLE.
3. THE CONTRACTOR SHALL VERIFY THAT THE PREPARED SOIL BASE IS READY TO RECEIVE WORK. CULTIVATE THE TOPSOIL TO A DEPTH OF 4 INCHES WITH A MECHANICAL TILLER AND SUBSEQUENTLY RAKE UNTIL SMOOTH. REMOVE FOREIGN MATERIALS COLLECTED DURING CULTIVATION AND RAKING OPERATIONS.
4. APPLY FERTILIZER ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS. LIMESTONE MAY BE APPLIED WITH THE FERTILIZER. APPLY FERTILIZER AFTER SMOOTH RAKING AND PRIOR TO ROLLER COMPACTION AND MIX THOROUGHLY IN THE UPPER 2 INCHES OF TOPSOIL.
5. APPLY SEED EVENLY IN TWO INTERSECTING DIRECTIONS AND RAKE IN LIGHTLY. WATER TOPSOIL LIGHTLY PRIOR TO APPLYING SEED. DO NOT SEED AREA IN EXCESS OF THAT WHICH CAN BE MULCHED ON THE SAME DAY.
6. ROLL SEEDDED AREA WITH ROLLER NOT EXCEEDING 112 POUNDS.
7. IMMEDIATELY FOLLOWING SEEDING AND COMPACTING, APPLY STRAW MULCH AT THE RATE OF ONE AND ONE HALF BALES PER 1,000 SQUARE FEET. IMMEDIATELY AFTER MULCHING, APPLY WATER WITH A FINE SPRAY AND SATURATE THE GROUND TO A DEPTH OF 4 INCHES.
8. CONTRACTOR IS RESPONSIBLE FOR WATERING SEEDDED AREAS TO PREVENT GRASS AND SOIL FROM DRYING OUT UNTIL THE INSTALLATION IS INSPECTED AND ACCEPTED BY THE OWNER'S REPRESENTATIVE.
9. CONTRACTOR IS RESPONSIBLE FOR RESEEDING BARE SPOTS FOR A PERIOD OF ONE YEAR AFTER ACCEPTANCE OF INSTALLATION.

GEOTECHNICAL NOTE

1. A GEOTECHNICAL REPORTS HAVE BEEN PREPARED FOR THIS SITE BY TERRA NOVA ENGINEERING, PLLC., DATED JULY 24, 2020 AND BY GEO-TECHNOLOGY ASSOCIATES, INC. DATED JULY 16, 2021. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REVIEWING THE GEOTECHNICAL REPORT AND SHALL INCORPORATE ALL GEOTECHNICAL CONSIDERATIONS, RECOMMENDATIONS AND SPECIAL NOTES INTO THE CONSTRUCTION AND STABILIZATION OF THIS PROJECT.

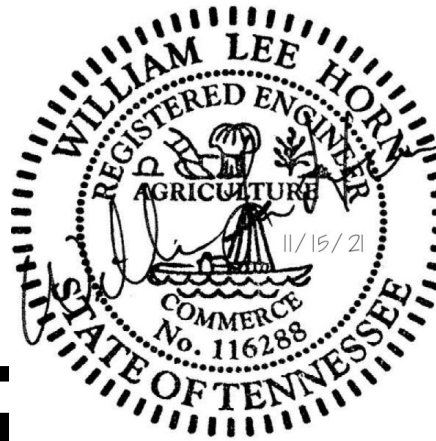
OWNERS AS-BUILT NOTE

MAINTAIN ONE SET OF AS-BUILT DRAWINGS ON THE JOB SITE FOR DISTRIBUTION TO THE ARCHITECT/ENGINEER UPON COMPLETION. INCLUDE BIORETENTION TOPO, ALL UTILITY LOCATIONS, ALL NEW SIDEWALKS, RAMPS, AND ACCESSIBLE PARKING. ELEVATIONS FOR ALL SANITARY AND STORM SEWER STRUCTURES SHALL BE INCLUDED (TOP OF CASTINGS AND INVERTS). DRAWINGS SHALL INCLUDE VERTICAL AND HORIZONTAL INFORMATION ON ALL NEW UTILITIES AS WELL AS EXISTING UTILITIES DISCOVERED DURING CONSTRUCTION. FINAL DRAWINGS SHALL BE PRODUCED AND STAMPED BY LICENSED SURVEYOR.



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CORD DRIVE MULTIFAMILY

FOR

WELDENFIELD DEVELOPMENT

WARD 4, CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

Scale: -

Date: OCTOBER 18, 2021

Approved By: L. HORN

Revisions:

-	-	-
-	-	-
-	-	-
-	-	-
-	-	-

1 11.15.2021 PER CITY COMMENTS

Drawing Title:

CIVIL NOTES

Drawing No.

C0.1

Project No.
20095-1911



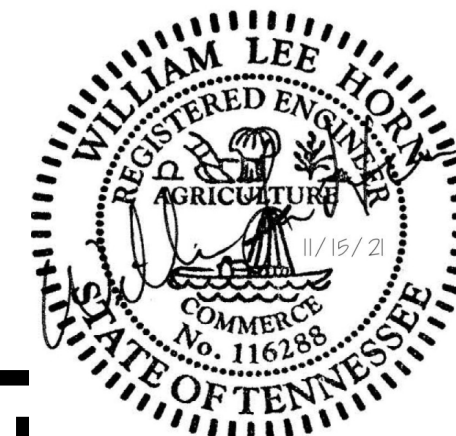
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CORD DRIVE MULTIFAMILY

FOR

WELDENFIELD DEVELOPMENT

WARD 4, CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

Scale: 1"=50'

Date: OCTOBER 18, 2021

Approved By: L. HORN

Revisions:

1 11.15.2021 PER CITY COMMENTS

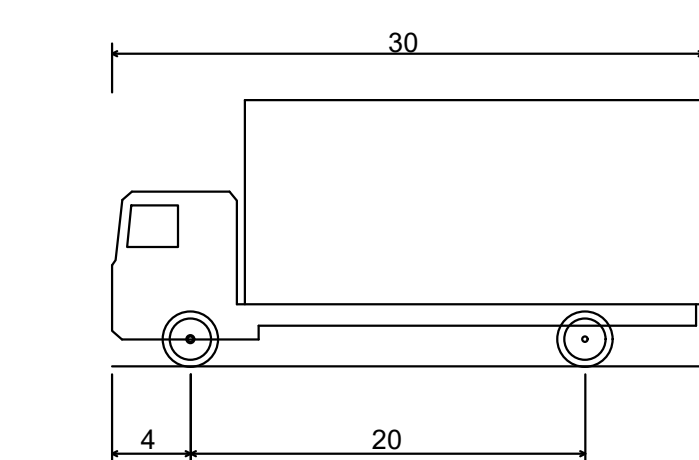
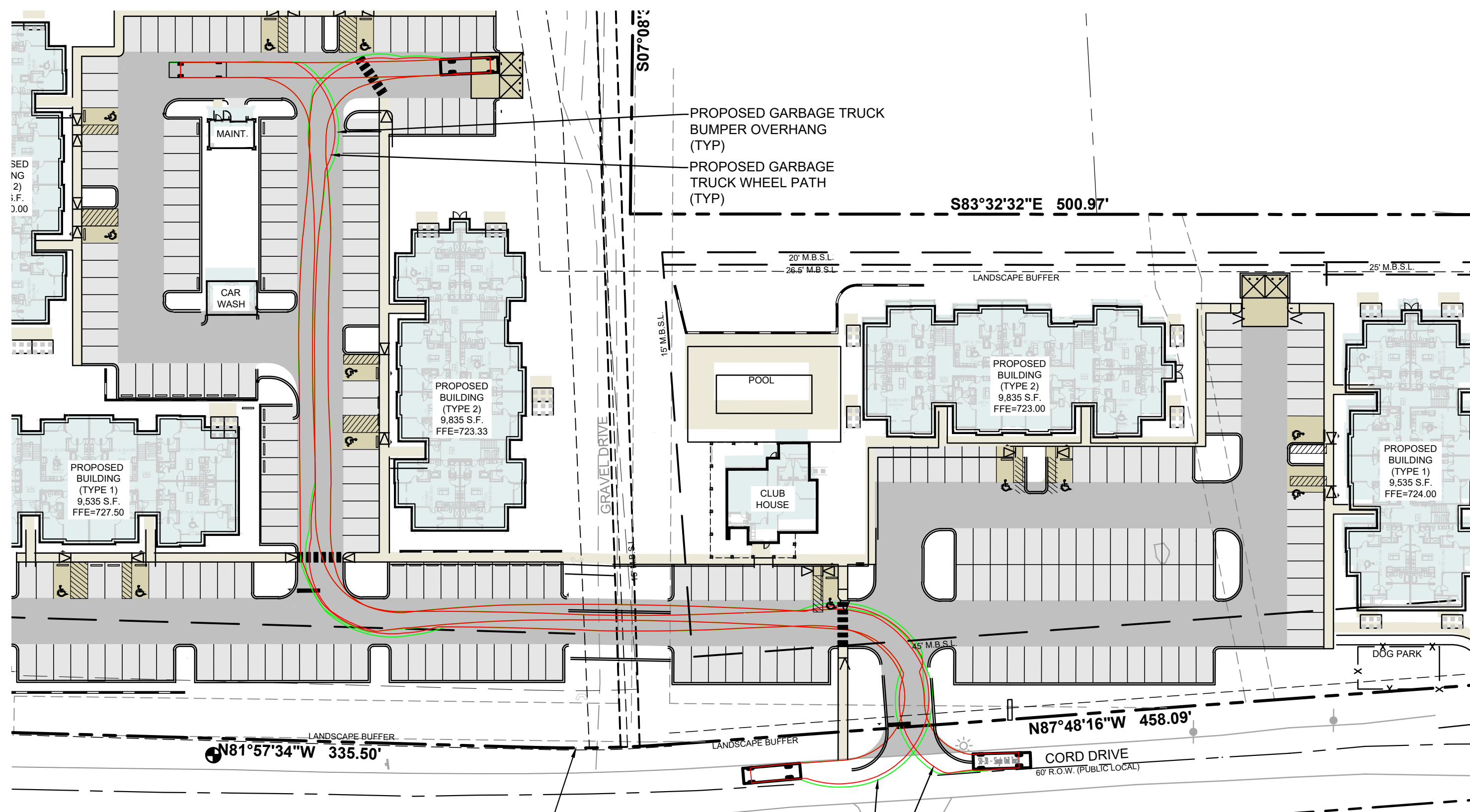
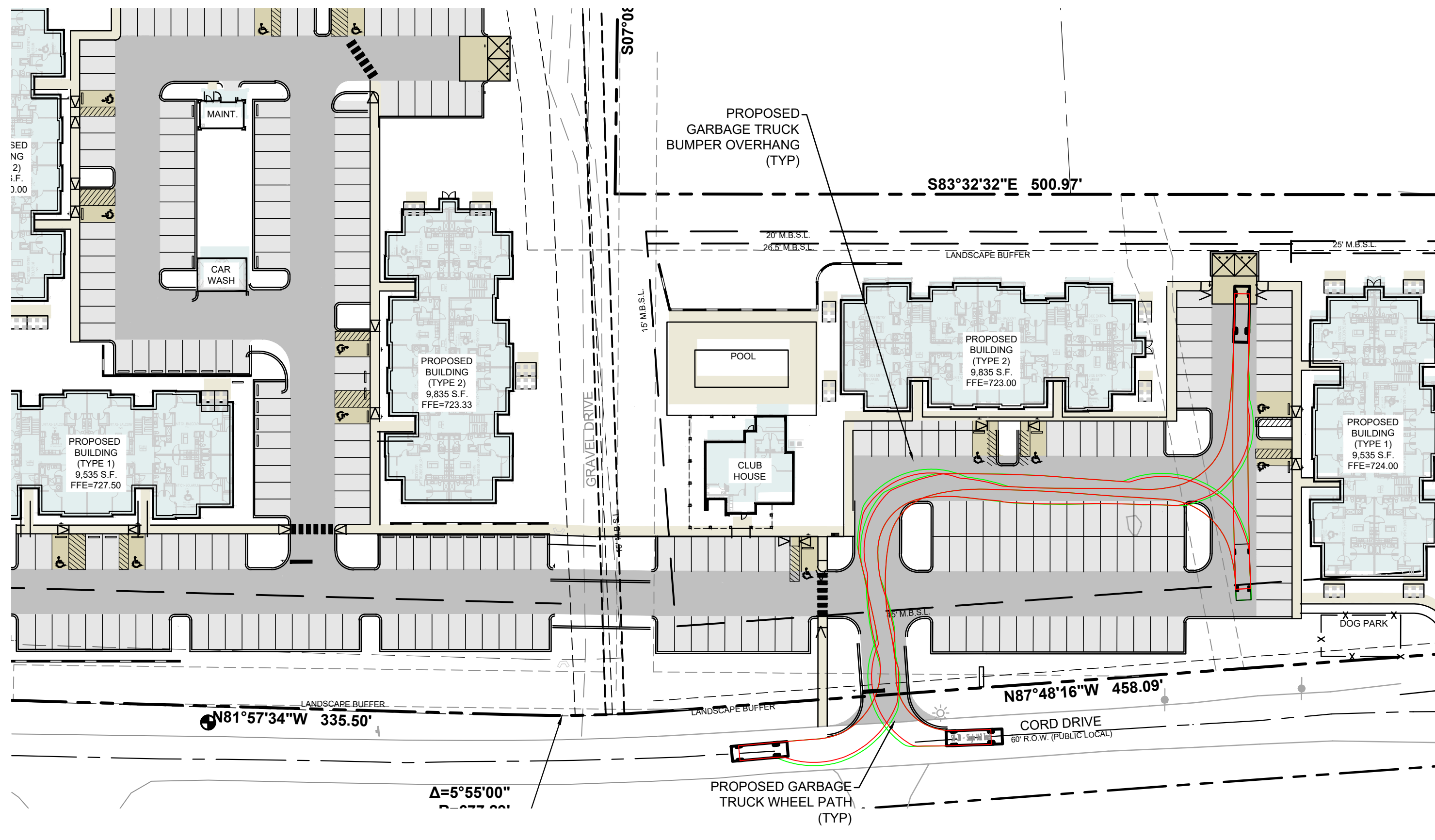
Drawing Title:

VEHICLE MOVEMENT
PLAN

Drawing No.

C1.2

Project No.
20095-1911



SU-30 - Single Unit Truck

Overall Length 30.000ft
Overall Width 8.000ft
Overall Body Height 13.500ft
Min Body Ground Clearance 1.367ft
Track Width 8.000ft
Lock-to-lock time 5.00s
Max Steering Angle (Virtual) 31.80°

TRACTOR SUPPLY COMPANY
TAX MAP NO. 113E, GROUP B
PARCEL NO. 15.00
DEED BOOK: P2528, PAGE 634
PLAT BOOK: P21, PAGE 496
R.O.M.C., TN

S81°06'16"E 477.65'

LANDSCAPE BUFFER

PROPOSED FIRE TRUCK
BUMPER OVERHANG
(TYP)

PROPOSED FIRE TRUCK
WHEEL PATH
(TYP)

S07°08'31"W 218.45'

S83°32'32"E 500.97'

151'

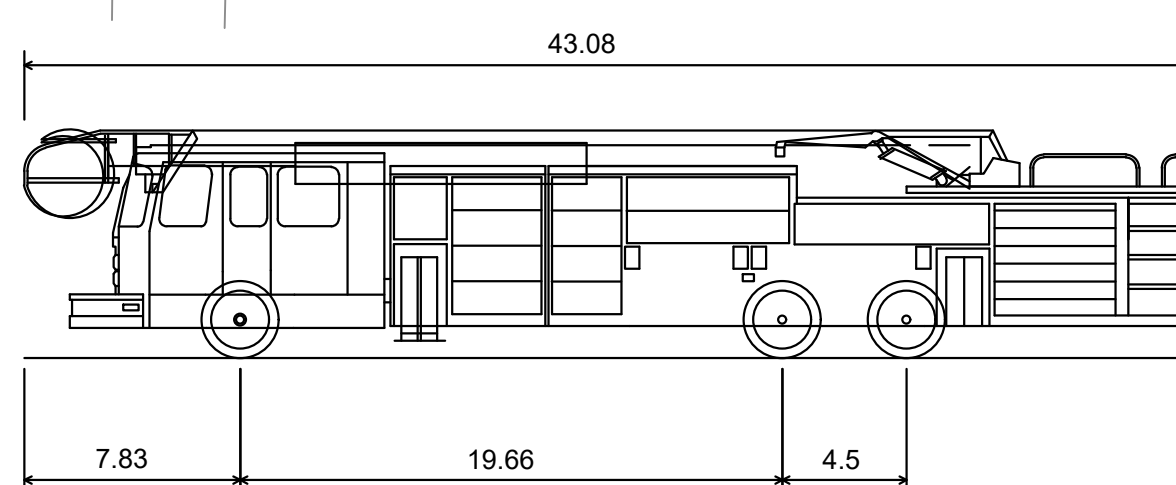
N81°57'34"W 335.50'

Δ=5°55'00"
R=677.29'
L=69.94'
T=35.00'
CHD=69.91'
S84°55'04"E

PROPOSED FIRE TRUCK
BUMPER OVERHANG
(TYP)

PROPOSED FIRE TRUCK
WHEEL PATH
(TYP)

LYNDAL LANE

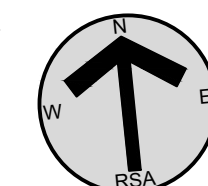


Rsa Fire Truck (Columbia) 06.30.11

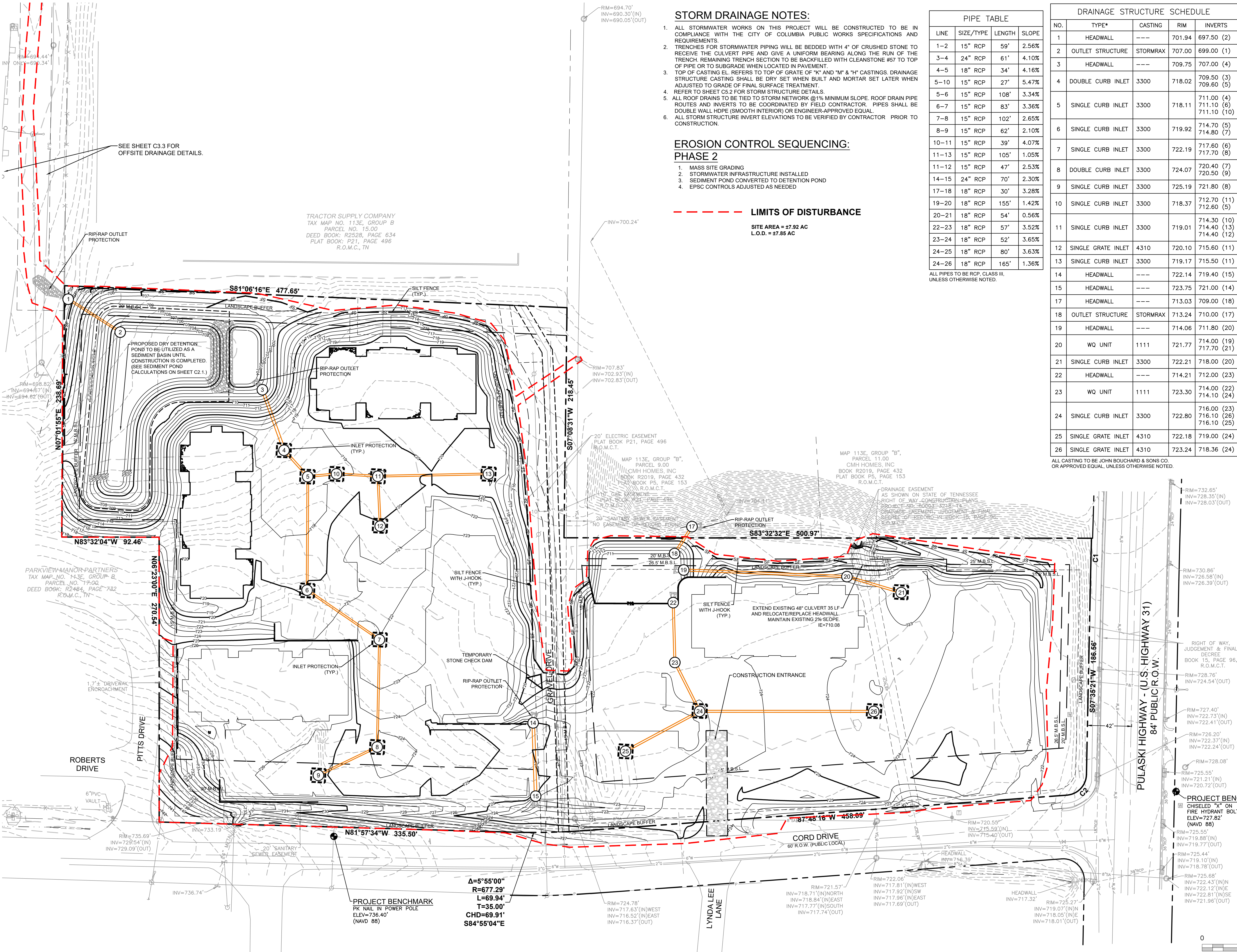
Overall Length 43.080ft
Overall Width 8.330ft
Overall Body Height 8.303ft
Min Body Ground Clearance 0.627ft
Track Width 8.000ft
Lock-to-lock time 6.00s
Wall to Wall Turning Radius 45.000ft

PAVEMENT LEGEND

	HEAVY DUTY ASPHALT PAVEMENT
	LIGHT DUTY ASPHALT PAVEMENT
	CONCRETE WALK
	HEAVY DUTY CONCRETE



0 50 100



STORM DRAINAGE NOTES:

1. ALL STORMWATER WORKS ON THIS PROJECT WILL BE CONSTRUCTED TO BE IN COMPLIANCE WITH THE CITY OF COLUMBIA PUBLIC WORKS SPECIFICATIONS AND REQUIREMENTS.
2. TRENCHES FOR STORMWATER PIPING WILL BE BEDDED WITH 4" OF CRUSHED STONE TO RECEIVE THE CULVERT PIPE AND GIVE A UNIFORM BEARING ALONG THE RUN OF THE TRENCH. REMAINING TRENCH SECTION TO BE BACKFILLED WITH CLEANSTONE #57 TO TOP OF PIPE OR TO SUBGRADE WHEN LOCATED IN PAVEMENT.
3. TOP OF CASTING EL. REFERS TO TOP OF GRATE OF "K" AND "M" & "H" CASTINGS. DRAINAGE STRUCTURE CASTING SHALL BE DRY SET WHEN BUILT AND MORTAR SET LATER WHEN ADJUSTED TO GRADE OF FINAL SURFACE TREATMENT.
4. REFER TO SHEET C5.2 FOR STORM STRUCTURE DETAILS.
5. ALL ROOF DRAINS TO BE TIED TO STORM NETWORK @1% MINIMUM SLOPE. ROOF DRAIN PIPE ROUTES AND INVERTS TO BE COORDINATED BY FIELD CONTRACTOR. PIPES SHALL BE DOUBLE WALL HDPE (SMOOTH INTERIOR) OR ENGINEER-APPROVED EQUAL.
6. ALL STORM STRUCTURE INVERT ELEVATIONS TO BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION.

EROSION CONTROL SEQUENCING:
PHASE 2

1. MASS SITE GRADING
2. STORMWATER INFRASTRUCTURE INSTALLED
3. SEDIMENT POND CONVERTED TO DETENTION POND
4. EPSC CONTROLS ADJUSTED AS NEEDED

LIMITS OF DISTURBANCE

SITE AREA = 27.92 AC
L.O.D. = 27.85 AC

PIPE TABLE			
LINE	SIZE/TYPE	LENGTH	SLOPE
1-2	15" RCP	59'	2.56%
3-4	24" RCP	61'	4.10%
4-5	18" RCP	34'	4.16%
5-10	15" RCP	27'	5.47%
5-6	15" RCP	108'	3.34%
6-7	15" RCP	83'	3.36%
7-8	15" RCP	102'	2.65%
8-9	15" RCP	62'	2.10%
10-11	15" RCP	39'	4.07%
11-13	15" RCP	105'	1.05%
11-12	15" RCP	47'	2.53%
14-15	24" RCP	70'	2.30%
17-18	18" RCP	30'	3.28%
19-20	18" RCP	155'	1.42%
20-21	18" RCP	54'	0.56%
22-23	18" RCP	57'	3.52%
23-24	18" RCP	52'	3.65%
24-25	18" RCP	80'	3.63%
24-26	18" RCP	165'	1.36%

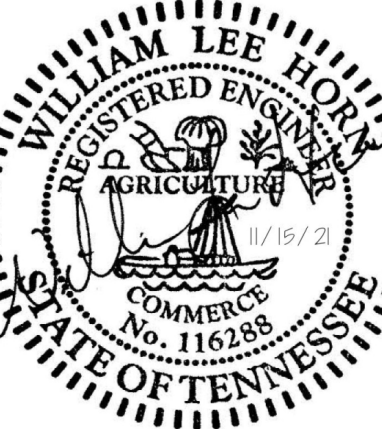
ALL PIPES TO BE RCP, CLASS III, UNLESS OTHERWISE NOTED.

DRAINAGE STRUCTURE SCHEDULE				
NO.	TYPE*	CASTING	RIM	INVERTS
1	HEADWALL	----	701.94	697.50 (2)
2	OUTLET STRUCTURE	STORMRAX	707.00	699.00 (1)
3	HEADWALL	----	709.75	707.00 (4)
4	DOUBLE CURB INLET	3300	718.02	709.50 (3) 709.60 (5)
5	SINGLE CURB INLET	3300	718.11	711.00 (4) 711.10 (6) 711.10 (10)
6	SINGLE CURB INLET	3300	719.92	714.70 (5) 714.80 (7)
7	SINGLE CURB INLET	3300	722.19	717.60 (6) 717.70 (8)
8	DOUBLE CURB INLET	3300	724.07	720.40 (7) 720.50 (9)
9	SINGLE CURB INLET	3300	725.19	721.80 (8)
10	SINGLE CURB INLET	3300	718.37	712.70 (11) 712.60 (5)
11	SINGLE CURB INLET	3300	719.01	714.30 (10) 714.40 (13) 714.40 (12)
12	SINGLE GRATE INLET	4310	720.10	715.60 (11)
13	SINGLE CURB INLET	3300	719.17	715.50 (11)
14	HEADWALL	----	722.14	719.40 (15)
15	HEADWALL	----	723.75	721.00 (14)
17	HEADWALL	----	713.03	709.00 (18)
18	OUTLET STRUCTURE	STORMRAX	713.24	710.00 (17)
19	HEADWALL	----	714.06	711.80 (20)
20	WQ UNIT	1111	721.77	714.00 (19) 711.70 (21)
21	SINGLE CURB INLET	3300	722.21	718.00 (20)
22	HEADWALL	----	714.21	712.00 (23)
23	WQ UNIT	1111	723.30	714.00 (22) 714.10 (24)
24	SINGLE CURB INLET	3300	722.80	716.00 (23) 716.10 (26) 716.10 (25)
25	SINGLE GRATE INLET	4310	722.18	719.00 (24)
26	SINGLE GRATE INLET	4310	723.24	718.36 (24)

ALL CASTING TO BE JOHN BOUGHARD & SONS CO. OR APPROVED EQUAL, UNLESS OTHERWISE NOTED.



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CORD DRIVE MULTIFAMILY

FOR

WELDENFIELD DEVELOPMENT

WARD 4, CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

Scale: 1"=40'

Date: OCTOBER 18, 2021

Approved By: L. HORN

Revisions:

1 11.15.2021 PER CITY COMMENTS

Drawing Title:
INTERMEDIATE
EROSION CONTROL
PLAN (PHASE 2)

Drawing No.

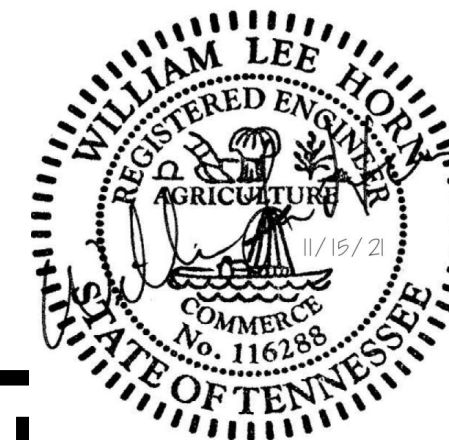
C2.2

Project No.
20095-1911



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CORD DRIVE MULTIFAMILY

FOR

WELDENFIELD DEVELOPMENT

WARD 4, CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

Scale: 1"=30'

Date: OCTOBER 18, 2021

Approved By: L. HORN

Revisions:

1 11.15.2021 PER CITY COMMENTS

Drawing Title:

SITE GRADING
DRAINAGE &
EROSION CONTROL
PLAN (PHASE 3)

Drawing No.

C3.1

Project No.
20095-1911



0 40 80

DRAINAGE STRUCTURE SCHEDULE				
NO.	TYPE*	CASTING	RIM	INVERTS
1	HEADWALL	---	701.94	697.50 (2)
2	OUTLET STRUCTURE	STORMRAX	707.00	699.00 (1)
3	HEADWALL	---	709.75	707.00 (4)
4	DOUBLE CURB INLET	3300	718.02	709.50 (3) 709.60 (5)
5	SINGLE CURB INLET	3300	718.11	711.00 (4) 711.10 (6) 711.10 (10)
6	SINGLE CURB INLET	3300	719.92	714.70 (5) 714.80 (7)
7	SINGLE CURB INLET	3300	722.19	717.60 (6) 717.70 (8)
8	DOUBLE CURB INLET	3300	724.07	720.40 (7) 720.50 (9)
9	SINGLE CURB INLET	3300	725.19	721.80 (8)
10	SINGLE CURB INLET	3300	718.37	712.70 (11) 712.80 (5)
11	SINGLE CURB INLET	3300	719.01	714.30 (10) 714.40 (13) 714.40 (12)
12	SINGLE GRATE INLET	4310	720.10	715.60 (11)
13	SINGLE CURB INLET	3300	719.17	715.50 (11)
14	HEADWALL	---	722.14	719.40 (15)
15	HEADWALL	---	723.75	721.00 (14)
17	HEADWALL	---	713.03	709.00 (18)
18	OUTLET STRUCTURE	STORMRAX	713.24	710.00 (17)
19	HEADWALL	---	714.06	711.80 (20)
20	WQ UNIT	1111	721.77	714.00 (19) 714.10 (24)
21	SINGLE CURB INLET	3300	722.21	718.00 (20)
22	HEADWALL	---	714.21	712.00 (23)
23	WQ UNIT	1111	723.30	714.00 (22) 714.10 (24)
24	SINGLE CURB INLET	3300	722.80	716.00 (23) 716.10 (26) 716.10 (25)
25	SINGLE GRATE INLET	4310	722.18	719.00 (24)
26	SINGLE GRATE INLET	4310	723.24	718.36 (24)

ALL CASTING TO BE JOHN BOUCHARD & SONS CO.
OR APPROVED EQUAL, UNLESS OTHERWISE NOTED.

PIPE TABLE			
LINE	SIZE/TYPE	LENGTH	SLOPE
1-2	15" RCP	59'	2.56%
3-4	24" RCP	61'	4.10%
4-5	18" RCP	34'	4.16%
5-10	15" RCP	27'	5.47%
5-6	15" RCP	108'	3.34%
6-7	15" RCP	83'	3.36%
7-8	15" RCP	102'	2.65%
8-9	15" RCP	62'	2.10%
10-11	15" RCP	39'	4.07%
11-13	15" RCP	105'	1.05%
11-12	15" RCP	47'	2.53%
14-15	24" RCP	70'	2.30%
17-18	18" RCP	30'	3.28%
19-20	18" RCP	155'	1.42%
20-21	18" RCP	54'	0.56%
22-23	18" RCP	57'	3.52%
23-24	18" RCP	52'	3.65%
24-25	18" RCP	80'	3.63%
24-26	18" RCP	165'	1.36%

ALL PIPES TO BE RCP, CLASS III,
UNLESS OTHERWISE NOTED.

STORM DRAINAGE NOTES:

1. ALL STORMWATER WORKS ON THIS PROJECT WILL BE CONSTRUCTED TO BE IN COMPLIANCE WITH THE CITY OF COLUMBIA PUBLIC WORKS SPECIFICATIONS AND REQUIREMENTS.
2. TRENCHES FOR STORMWATER PIPING WILL BE BEDDED WITH 4" OF CRUSHED STONE TO RECEIVE THE CULVERT PIPE AND GIVE A UNIFORM BEARING ALONG THE RUN OF THE TRENCH. REMAINING TRENCHSECTION TO BE BACKFILLED WITH CLEANSTONE #57 TO TOP OF PIPE OR TO SUBGRADE WHEN LOCATED IN PAVEMENT.
3. TOP OF CASTING EL. REFERS TO TOP OF GRATE OF "K" AND "M" & "H" CASTINGS. DRAINAGE STRUCTURE CASTING SHALL BE DRY SET WHEN BUILT AND MORTAR SET LATER WHEN ADJUSTED TO GRADE OF FINAL SURFACE TREATMENT.
4. REFER TO SHEET C5.2 FOR STORM STRUCTURE DETAILS.
5. ALL ROOF DRAINS TO BE TIED TO STORM NETWORK @1% MINIMUM SLOPE. ROOF DRAIN PIPE ROUTES AND INVERTS TO BE COORDINATED BY FIELD CONTRACTOR. PIPES SHALL BE DOUBLE WALL HDPE (SMOOTH INTERIOR) OR ENGINEER-APPROVED EQUAL.
6. ALL STORM STRUCTURE INVERT ELEVATIONS TO BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION.

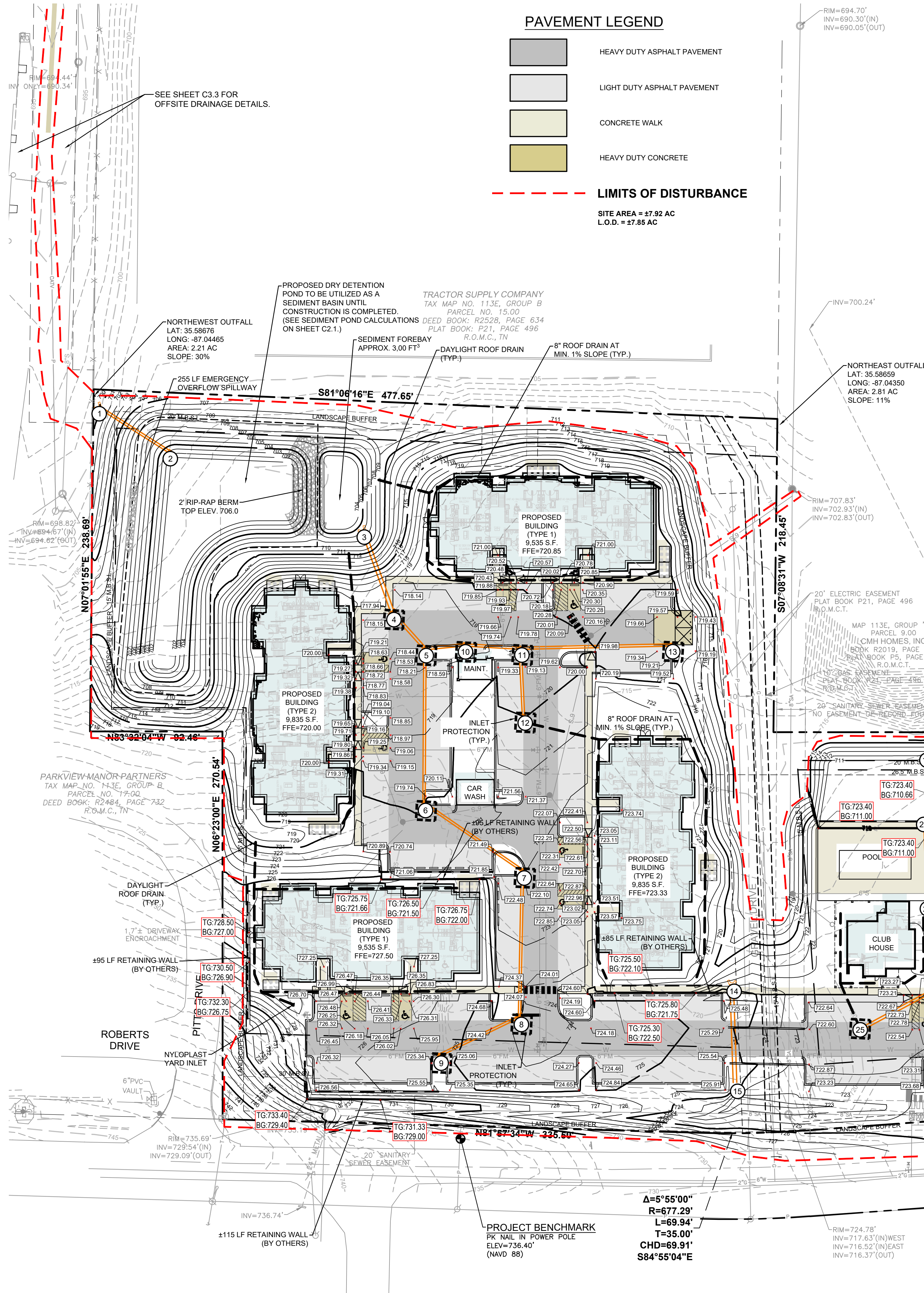
GRADING NOTES (ACCESSIBLE ENTRANCE):

1. ALL ENTRANCES ON ANY BUILDING WHICH IS CONSIDERED A HANDICAP ACCESSIBLE ENTRANCE IS TO BE PROVIDED FOR A MINIMUM OF 60"x60" LANDING FOR A SINGLE DOOR AND A 72"x60" LANDING FOR A DOUBLE DOOR, IF A PROPOSED ACCESS EXCEEDS A 72" WIDTH THE LANDING IS TO ACCOMMODATE SAID ACCESS WIDTH. SAID LANDING IS NOT TO EXCEED A 1% GRADE (1/8" FOOT FALL) IN ANY DIRECTION. CONTRACTOR IS TO COORDINATE WITH DESIGNING ARCHITECT FOR ALL LOCATIONS, LAYOUTS, ELEVATIONS AND TREATMENTS TO ANY PROPOSED BUILDING ACCESS.
2. PROPOSED TIE IN TO BE FIELD VERIFIED. IF EXISTING CONDITIONS DIFFER, INFORMATION TO BE PROVIDED FOR ENGINEER TO REVIEW.

EROSION CONTROL SEQUENCING:

PHASE 3

1. FINE SITE GRADING
2. EPSC CONTROLS ADJUSTED AS NEEDED
3. CONSTRUCTION ENTRANCE REMOVED
4. FINAL PAVING INSTALLED
5. PERMANENT EPSC CONTROLS INSTALLED



C:\WORK\1911\CORD DRIVE MULTIFAMILY\CORD DRIVE MULTIFAMILY.dwg
PLOT BY: BARRY WINTERBURN ON 11/15/2021 11:11 AM
LAST UPDATED BY: BARRY WINTERBURN ON 11/15/2021 11:11 AM



POST CONSTRUCTION BMP MAINTENANCE/INSPECTION PROCEDURES:

THESE POST CONSTRUCTION BMP MAINTENANCE PROCEDURES SHALL BE CONDUCTED TO ENSURE PROPER FUNCTIONALITY.

- SWALES/DITCHES/SLOPES:
GOOD VEGETATION SHALL BE MAINTAINED. EROSION CONTROL MATTING MAY BE NEEDED IF OUT OF THE GROWING SEASON. ANY SCOUR SHOULD BE CORRECTED IMMEDIATELY. SEDIMENT ACCUMULATION AND DEBRIS SHALL BE REMOVED.
- GRASSED/SODDED AREAS:
ANY BARE SOILS SHALL BE ADDRESSED IMMEDIATELY. ADDITIONAL SEED AND STRAW MAY BE NEEDED WHERE GOOD GERMINATION DID NOT OCCUR. MULCH MAY BE USED TO PROTECT EXPOSED SOILS.

FINAL STABILIZATION:

UPON COMPLETION THE FOLLOWING METHODS SHALL BE USED AS FINAL STABILIZATION FOR EROSION CONTROL.

- ALL TEMPORARY OR "DURING CONSTRUCTION" EROSION CONTROL MEASURES SHALL BE REMOVED. I.E. SILT FENCE, CONSTRUCTION ENTRANCE, INLET PROTECTION, EXCESSIVE RIPRAP, ECT.
- SEDIMENT ACCUMULATION SHALL BE REMOVED FROM SEDIMENT POND, SWALES, DITCHES, INLETS, AND OUTFALLS.
- SEDIMENT AND DEBRIS REMOVED SHALL BE DISPOSED OF PROPERLY. IF CONTAMINATION OF MATERIALS SUSPECTED, CONTACT TDEC OR LOCAL WASTE MANAGEMENT FOR PROPER DISPOSAL.
- ALL AREAS OF EXPOSED SOILS SHALL RECEIVE SEED/STRAW, SODDING, EROSION CONTROL MATTING, AND/OR MULCH.
- ALL SWALES AND DITCHES SHALL HAVE A HEALTHY STAND OF GRASS.
- THE SEDIMENT POND SHALL HAVE A HEALTHY STAND OF GRASS OR REMOVED IF APPROVED BY THE CITY.
- ALL OUTFALLS SHALL POSSESS AN APPROPRIATE AMOUNT OF RIPRAP OR OTHER APPROVE METHODS TO PREVENT SCOURING.

EROSION CONTROL SEQUENCING PHASE 4:

- FINAL STABILIZATION OF DISTURBED SOILS
- EROSION CONTROL MATTING AND SODDING PLACED AS SHOWN
- TEMPORARY EPSC CONTROLS REMOVED

NOTE:

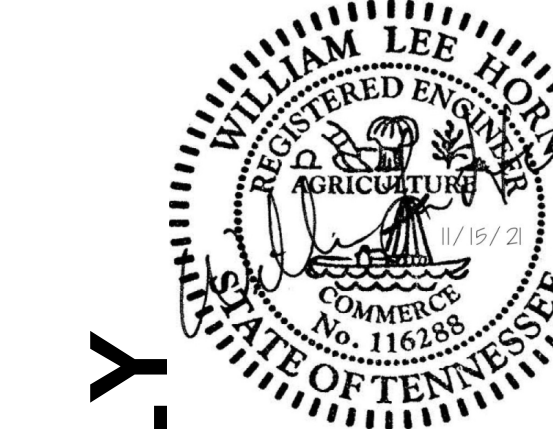
ALL SLOPES 3:1 OR GREATER TO RECEIVE NAG SC150 EROSION STABILIZATION (TYP.)

LIMITS OF DISTURBANCE

SITE AREA = 27.92 AC
L.O.D. = 27.85 AC



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CORD DRIVE MULTIFAMILY
FOR
WELDENFIELD DEVELOPMENT
WARD 4, CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

Scale: 1"=30'

Date: OCTOBER 18, 2021

Approved By: L. HORN

Revisions:

1	11.15.2021	PER CITY COMMENTS
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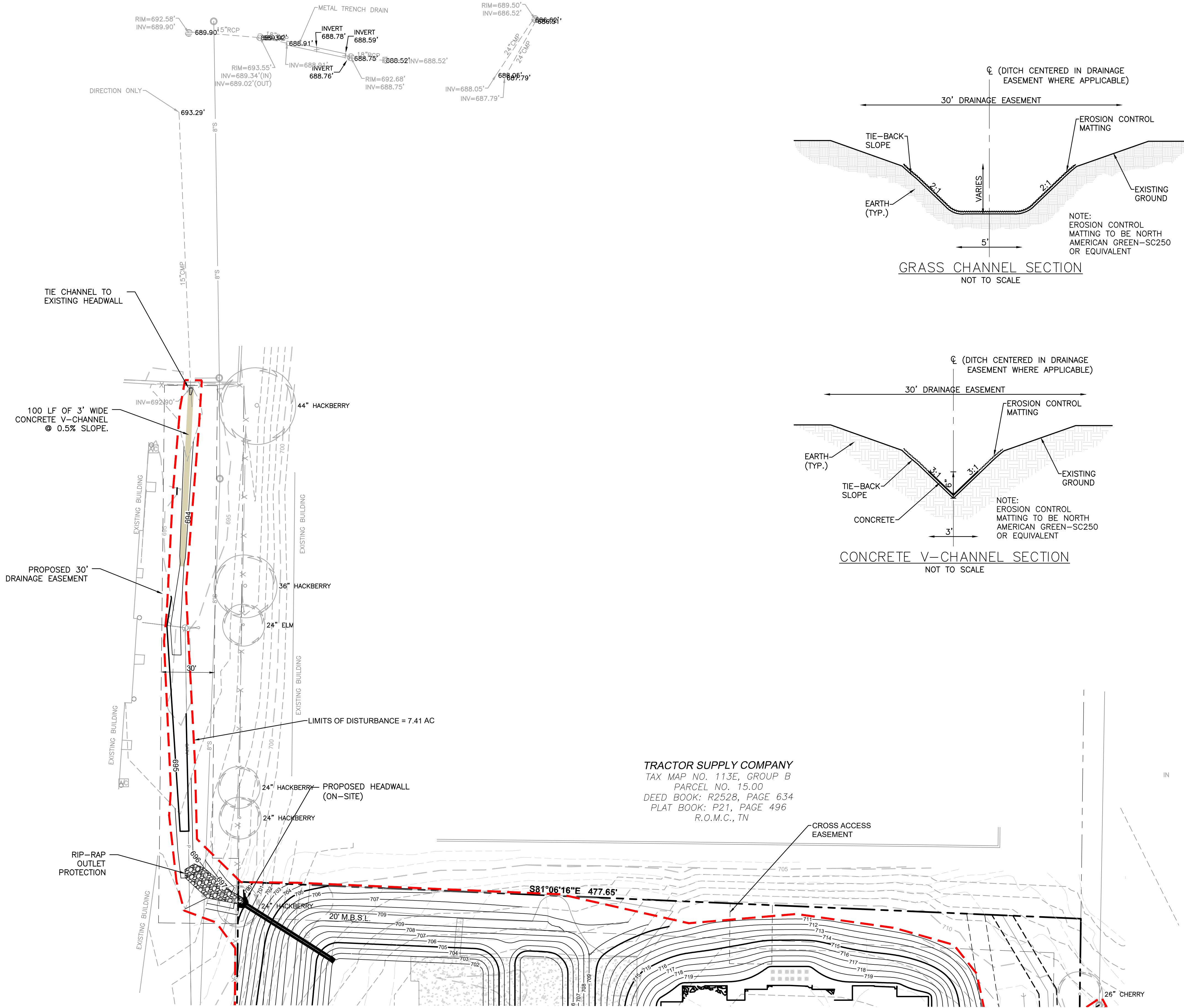
Drawing Title:

FINAL EROSION CONTROL PLAN (PHASE 4)

Drawing No.

C3.2

Project No.
20095-1911



CORD DRIVE MULTIFAMILY
FOR
WELDENFIELD DEVELOPMENT
WARD 4, CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

Scale: 1"=30'

Date: OCTOBER 18, 2021

Approved By: L. HORN

Revisions:

-	-	-
-	-	-
-	-	-
-	-	-
-	-	-

1 11.15.2021 PER CITY COMMENTS

Drawing Title:

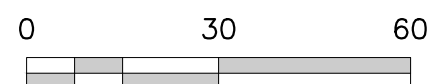
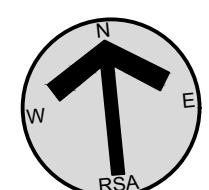
**OFF-SITE DRAINAGE
PLAN**

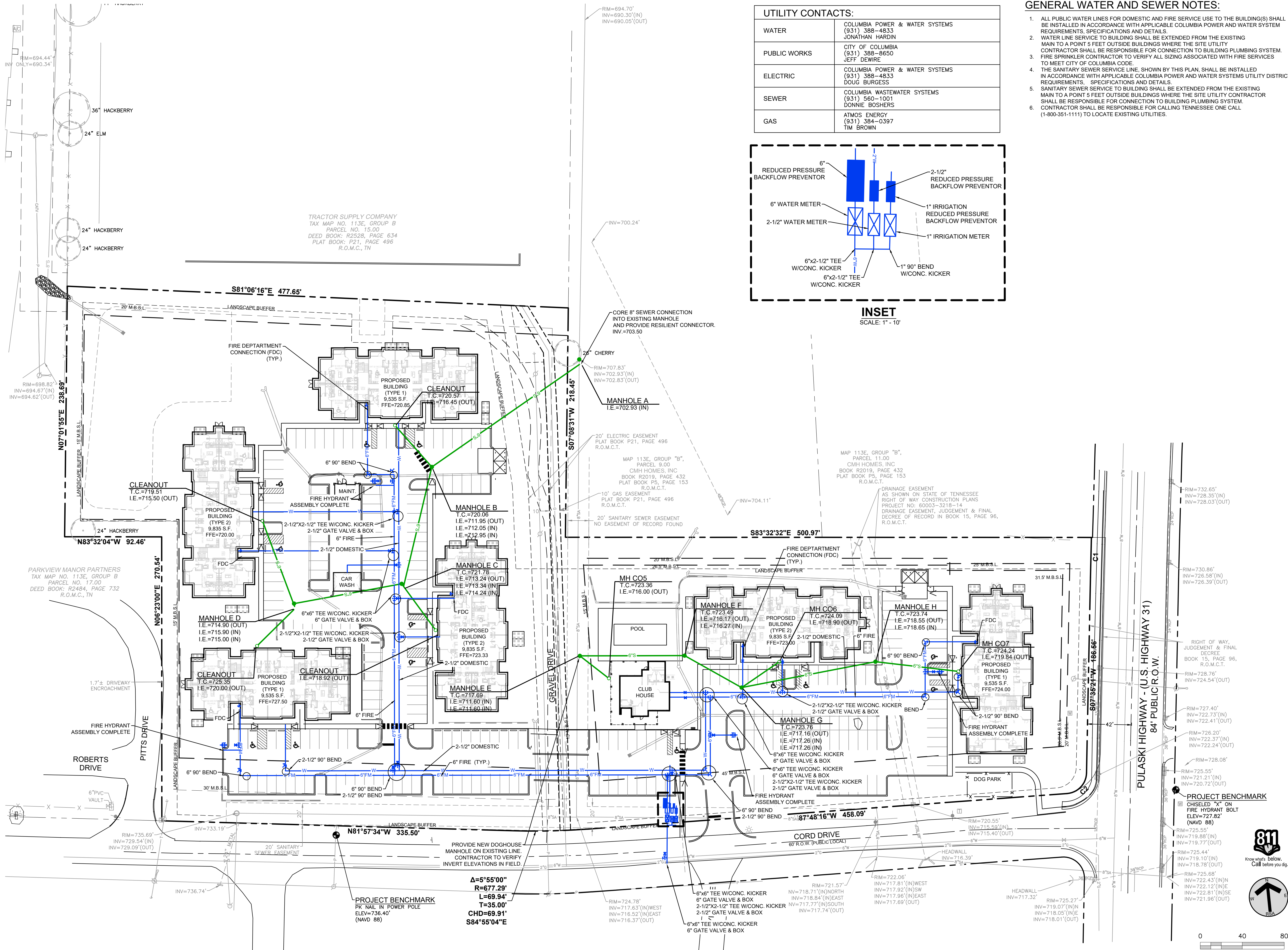
Drawing No.

C3.3

Project No.

20095-1911





UTILITY CONTACTS:	
WATER	COLUMBIA POWER & WATER SYSTEMS (931) 388-4833 JONATHAN HARDIN
PUBLIC WORKS	CITY OF COLUMBIA (931) 388-8650 JEFF DEWIRE
ELECTRIC	COLUMBIA POWER & WATER SYSTEMS (931) 388-4833 DOUG BURGESS
SEWER	COLUMBIA WASTEWATER SYSTEMS (931) 560-1001 DONNIE BOSHERS
GAS	ATMOS ENERGY (931) 384-0397 TIM BROWN

GENERAL WATER AND SEWER NOTES:

- ALL PUBLIC WATER LINES FOR DOMESTIC AND FIRE SERVICE USE TO THE BUILDING(S) SHALL BE INSTALLED IN ACCORDANCE WITH APPLICABLE COLUMBIA POWER AND WATER SYSTEM REQUIREMENTS, SPECIFICATIONS AND DETAILS.
- WATER LINE SERVICE TO BUILDING SHALL BE EXTENDED FROM THE EXISTING MAIN TO A POINT 5 FEET OUTSIDE BUILDINGS WHERE THE SITE UTILITY CONTRACTOR SHALL BE RESPONSIBLE FOR CONNECTION TO BUILDING PLUMBING SYSTEM.
- FIRE SPRINKLER CONTRACTOR TO VERIFY ALL SIZING ASSOCIATED WITH FIRE SERVICES TO MEET CITY OF COLUMBIA CODE.
- THE SANITARY SEWER SERVICE LINE, SHOWN BY THIS PLAN, SHALL BE INSTALLED IN ACCORDANCE WITH APPLICABLE COLUMBIA POWER AND WATER SYSTEMS UTILITY DISTRICT REQUIREMENTS, SPECIFICATIONS AND DETAILS.
- SANITARY SEWER SERVICE TO BUILDING SHALL BE EXTENDED FROM THE EXISTING MAIN TO A POINT 5 FEET OUTSIDE BUILDINGS WHERE THE SITE UTILITY CONTRACTOR SHALL BE RESPONSIBLE FOR CONNECTION TO BUILDING PLUMBING SYSTEM.
- CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING TENNESSEE ONE CALL (1-800-351-1111) TO LOCATE EXISTING UTILITIES.

Scale: 1"=30'

Date: OCTOBER 18, 2021

Approved By: L. HORN

Revisions:

1 11.15.2021 PER CITY COMMENTS

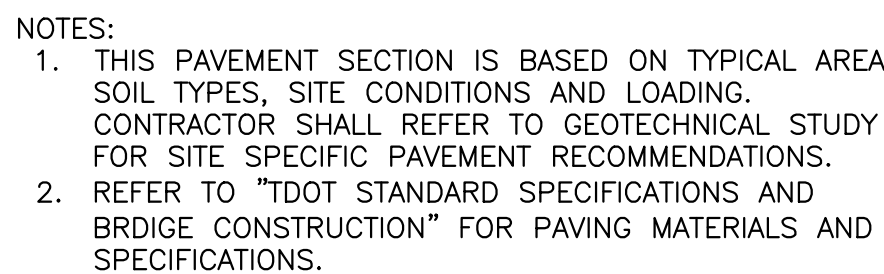
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SITE UTILITY PLAN

Drawing No.

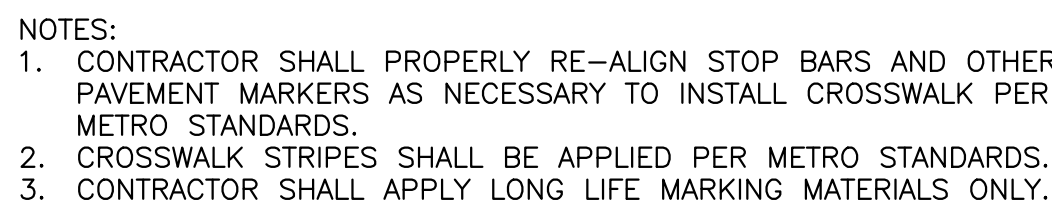
C4.1

Project No.
20095-1911



LIGHT DUTY PAVEMENT
NOT TO SCALE

	MATERIAL	THICKNESS (INCHES)	TDOT GRADING
1.	AGGREGATE BASE	8	C or D
2.	ASPHALT SURFACE	2	E

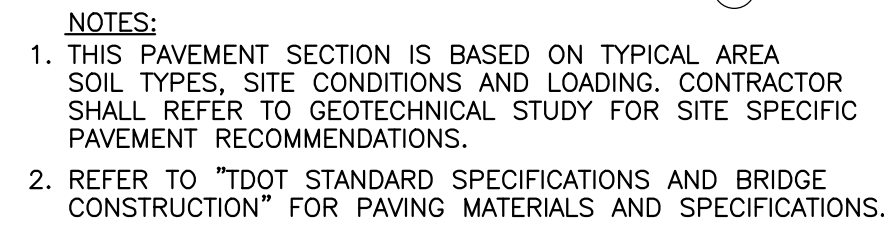


CROSSWALK DETAIL

NOT TO SCALE

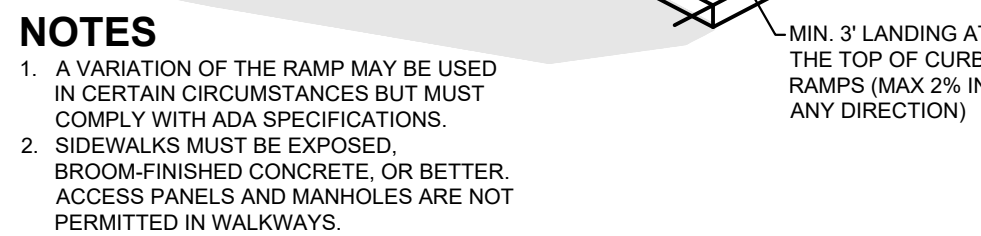
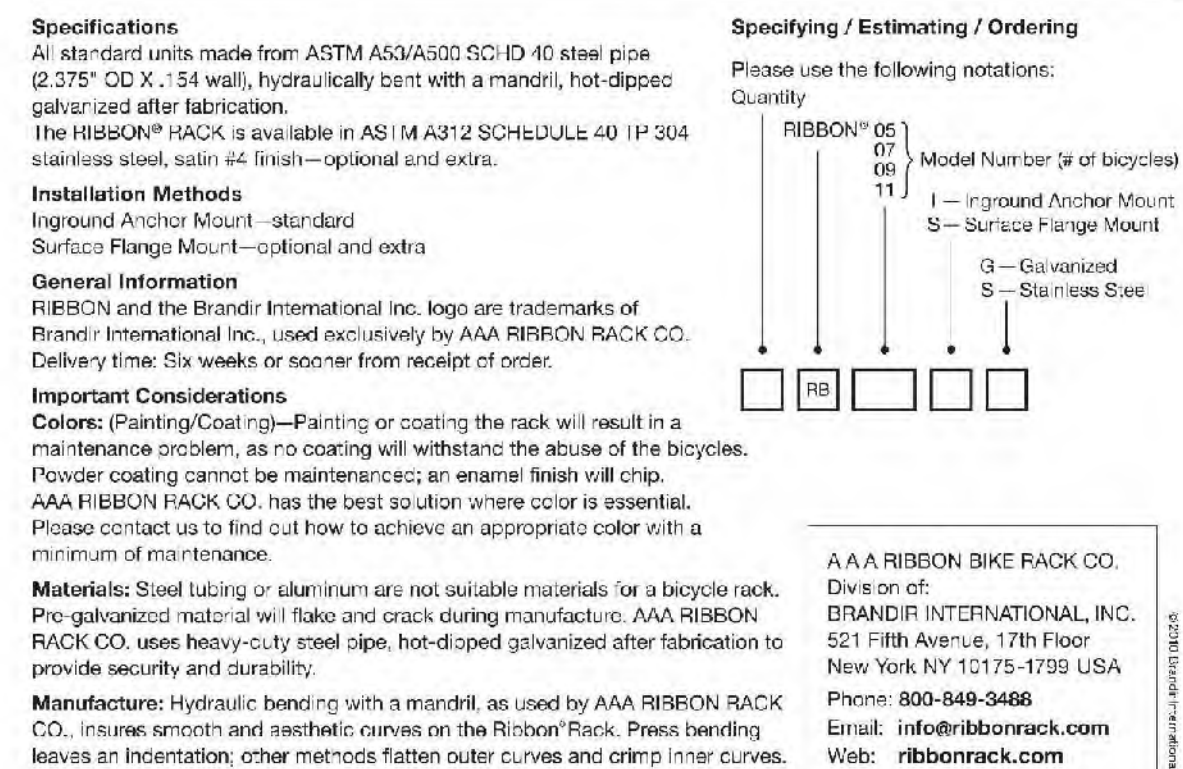


NOTE:
ACCESSIBLE PARKING SPACES
AND STRIPED AISLE TO BE MARKED
WITH 4" WIDTH WHITE STRIPES

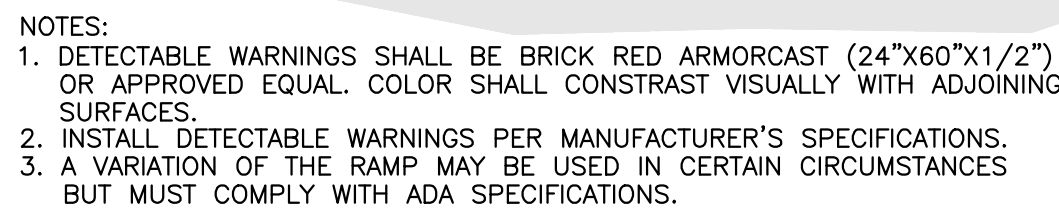


HEAVY DUTY PAVEMENT
NOT TO SCALE

PROPOSED PAVEMENT SCHEDULE			
	MATERIAL	THICKNESS (INCHES)	TDOT GRADING
1.	CRUSHED STONE BASE	8.0	C or D
2.	ASPHALTIC BINDER COURSE	3.0	B-Modified
3.	ASPHALTIC SURFACE COURSE	2.0	D or E



PARALLEL ACCESSIBLE RAMPS
NOT TO SCALE



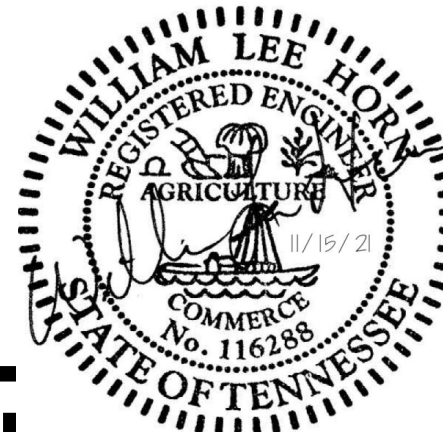
ACCESSIBLE RAMP CURBED RADIUS



Project No.
20095-1911



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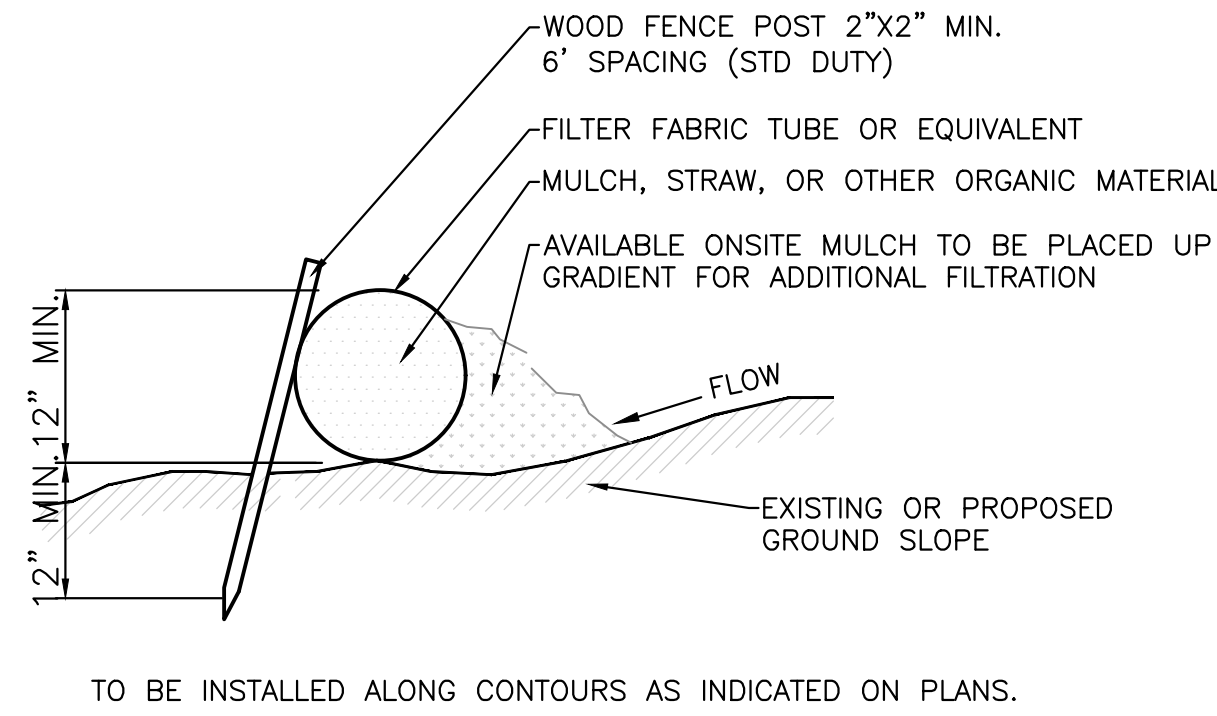
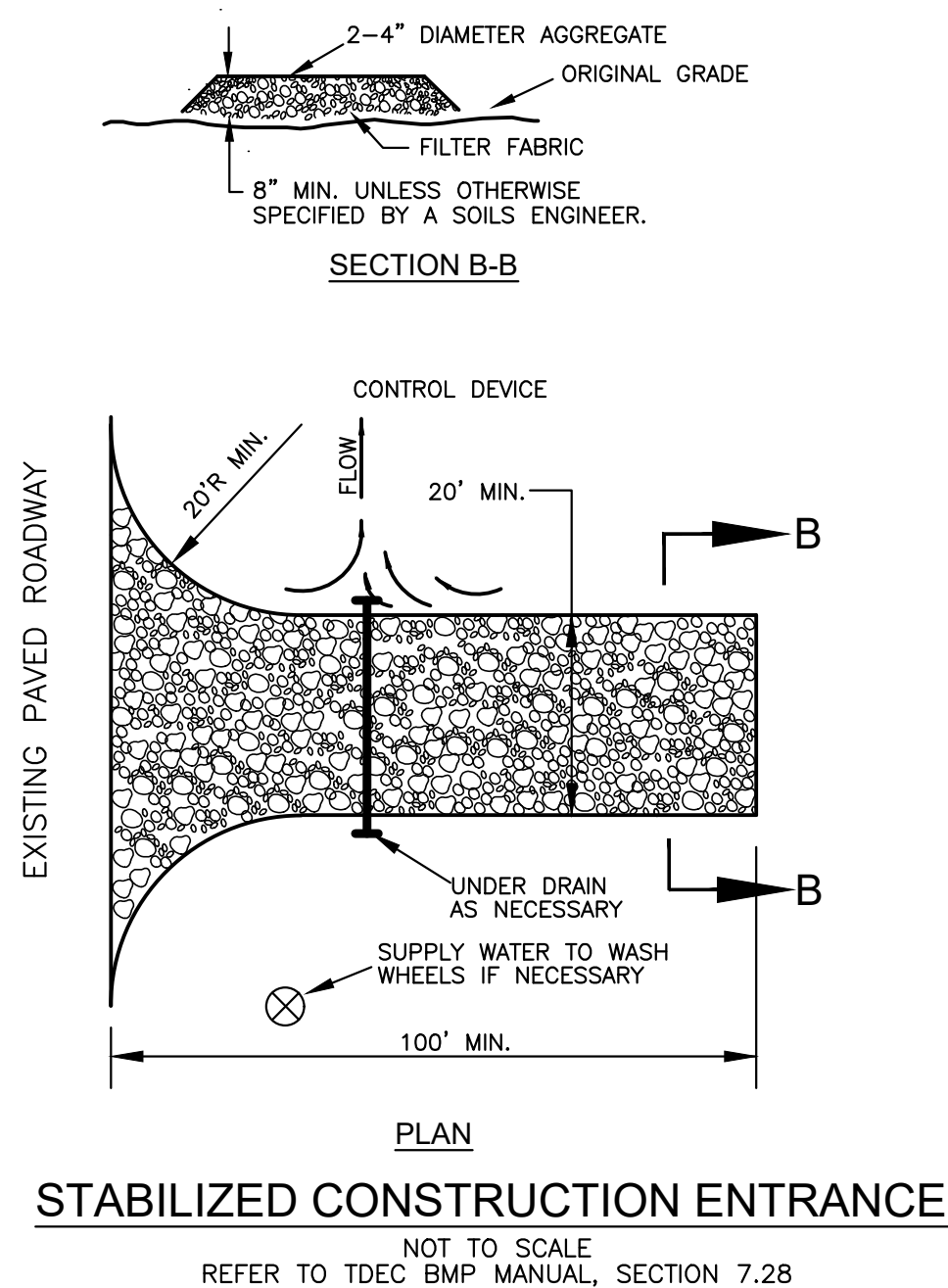
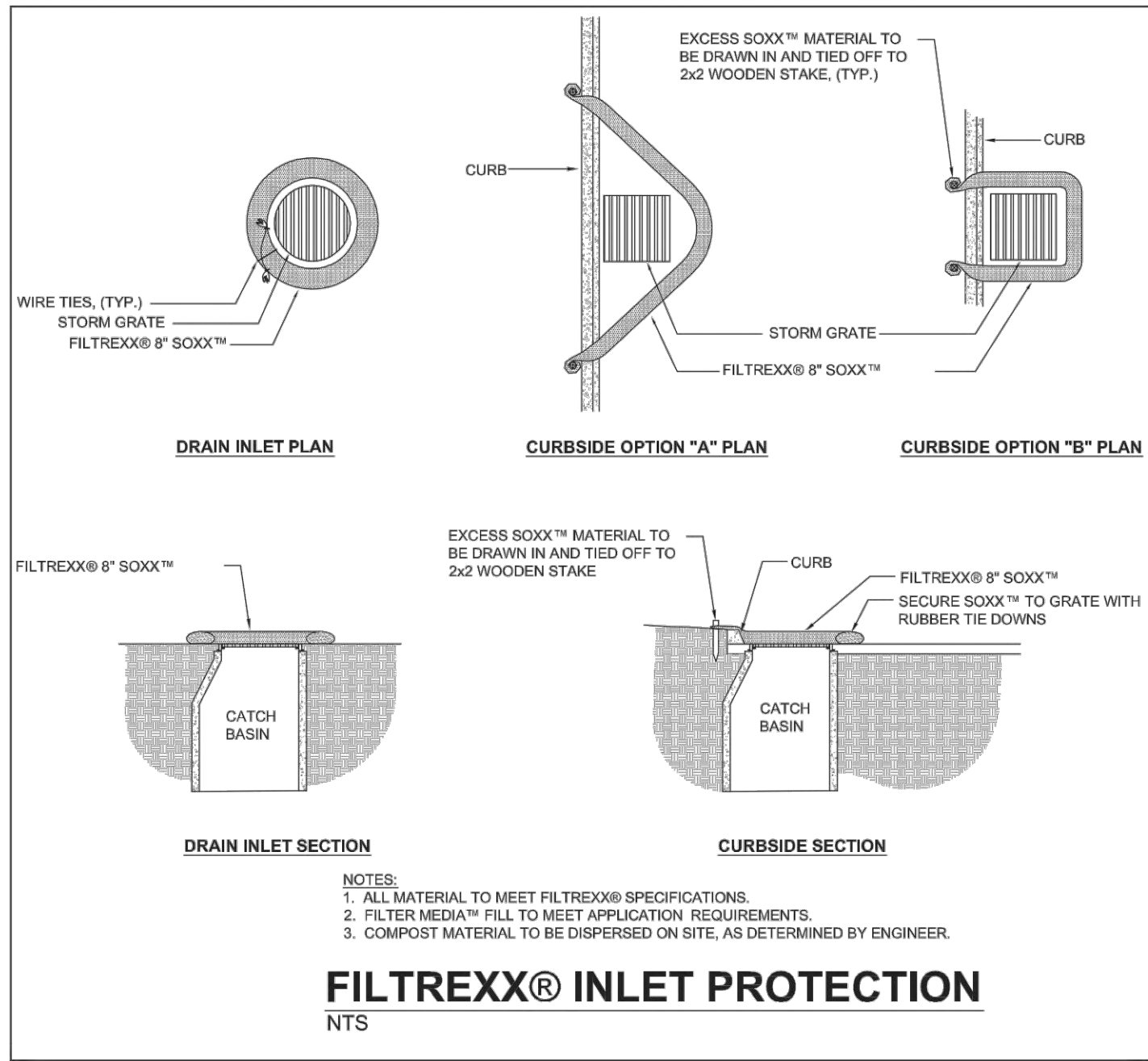


CORD DRIVE MULTIFAMILY

FOR

WELDENFIELD DEVELOPMENT

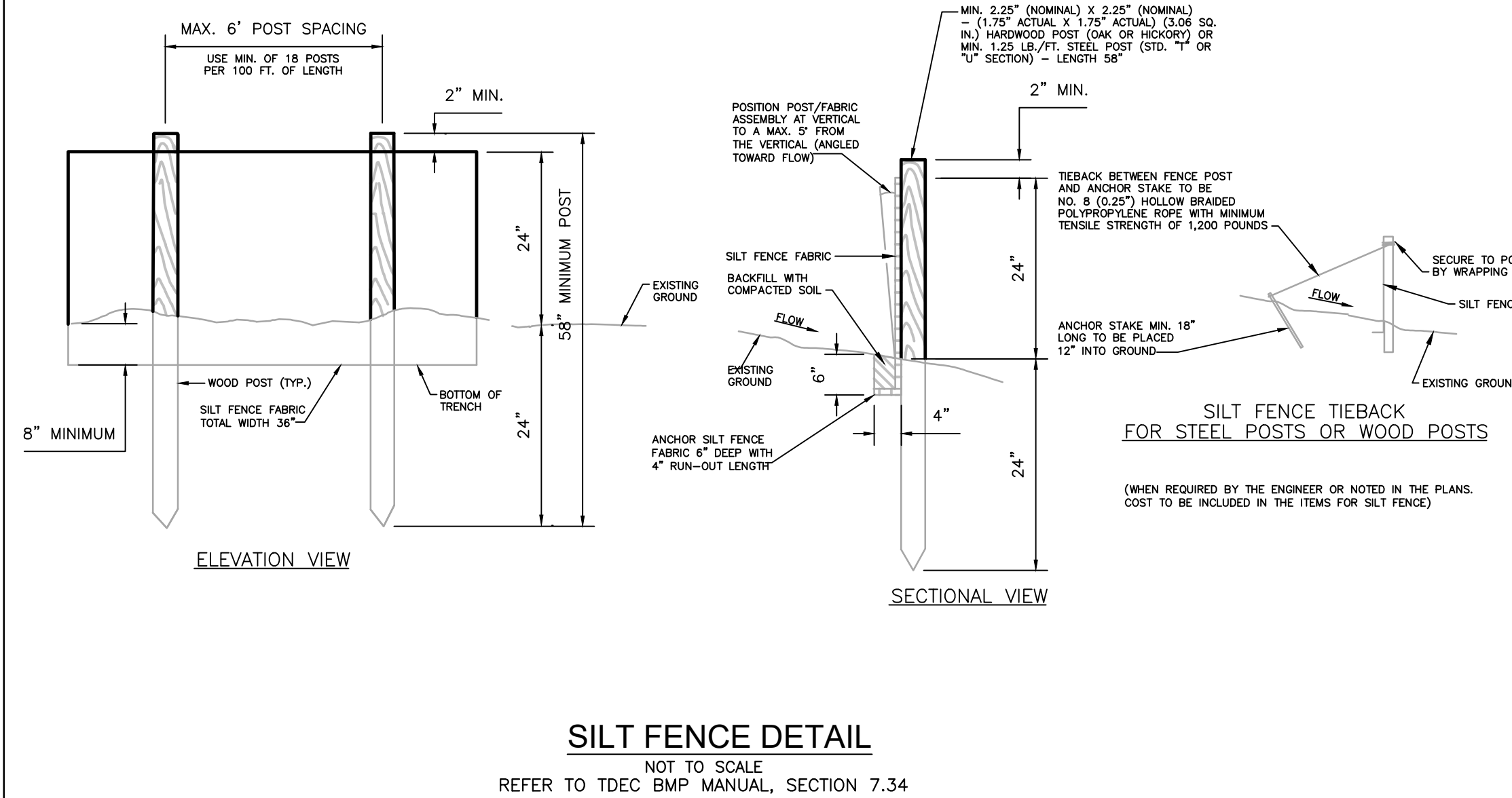
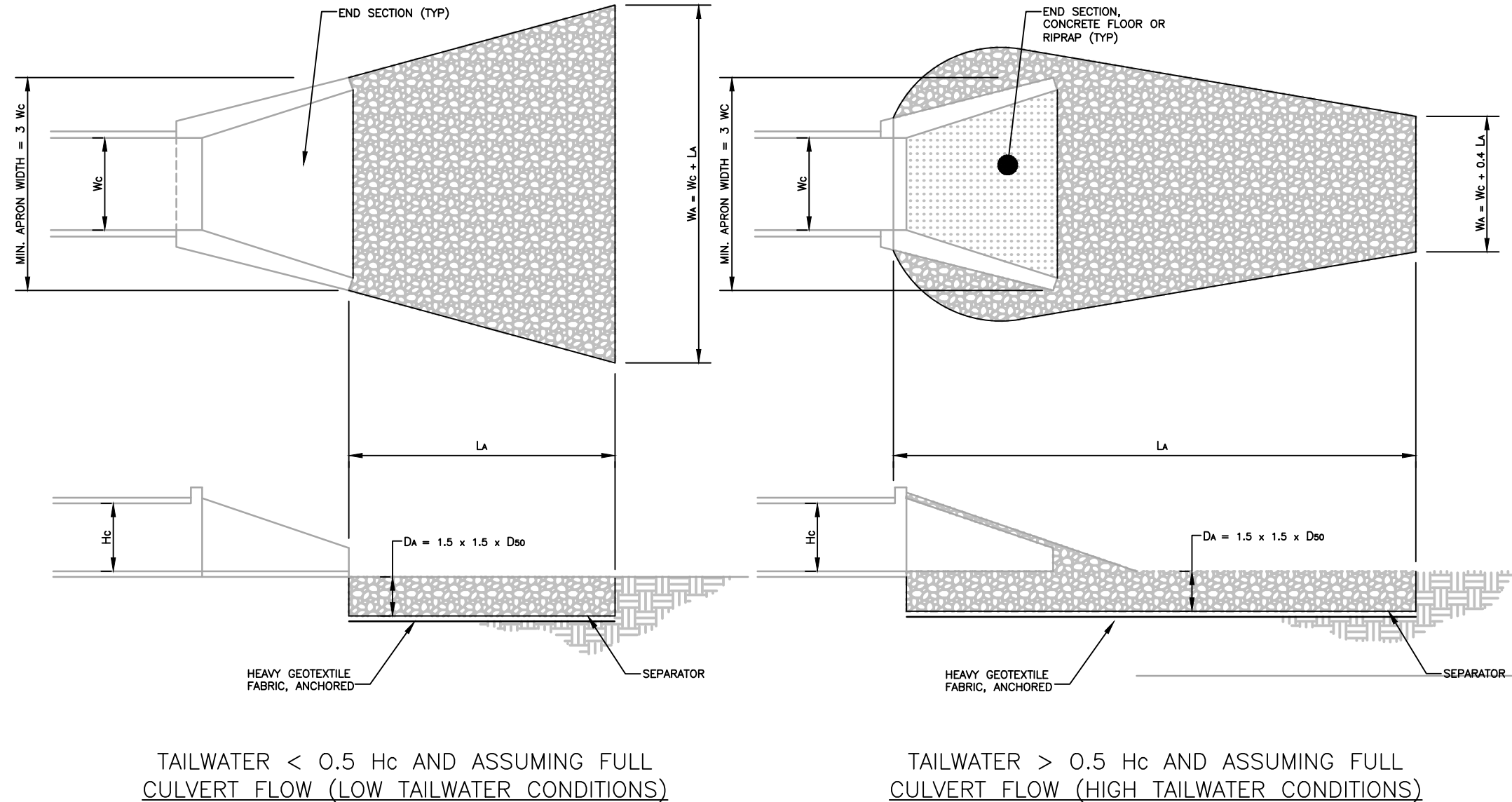
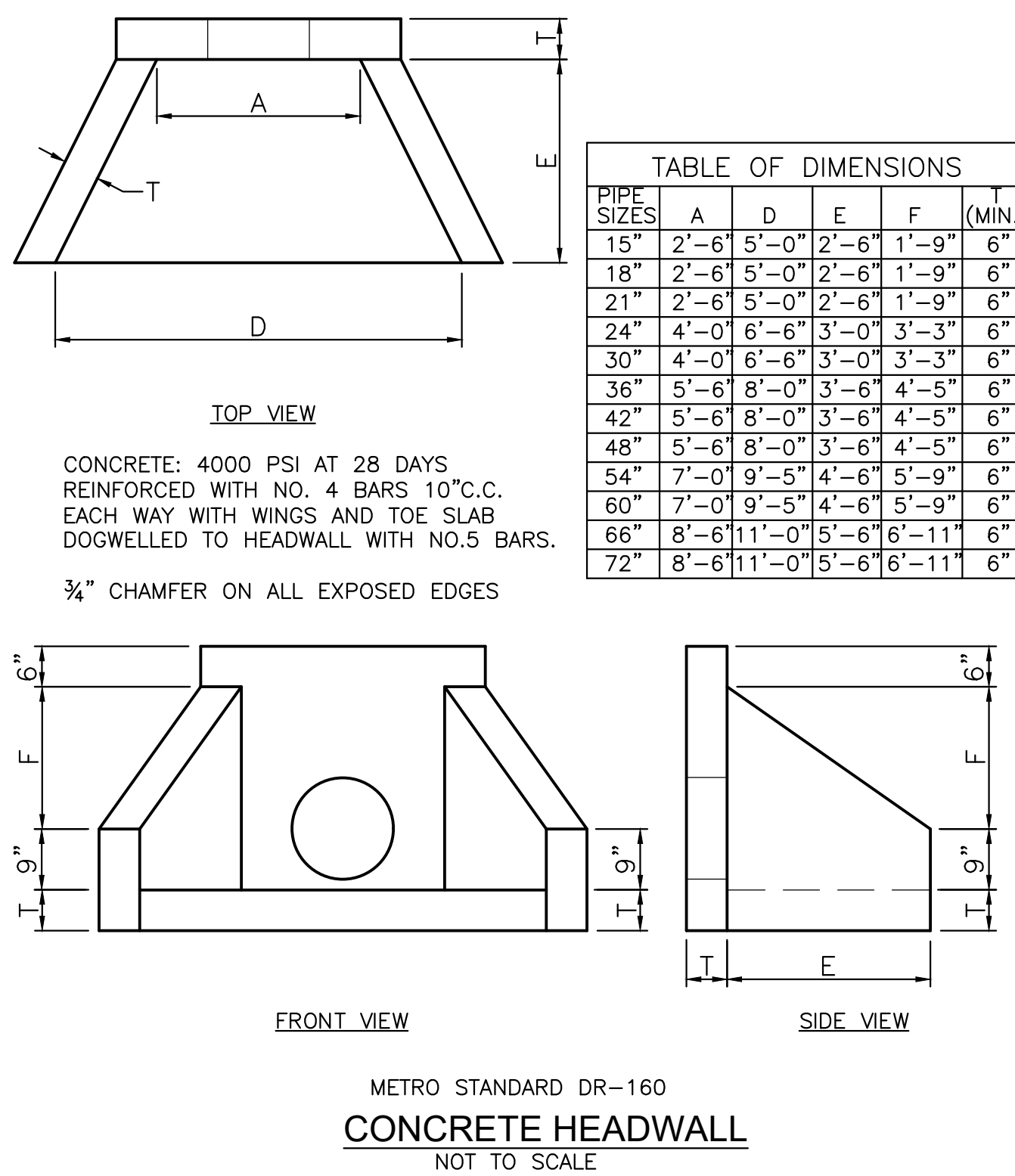
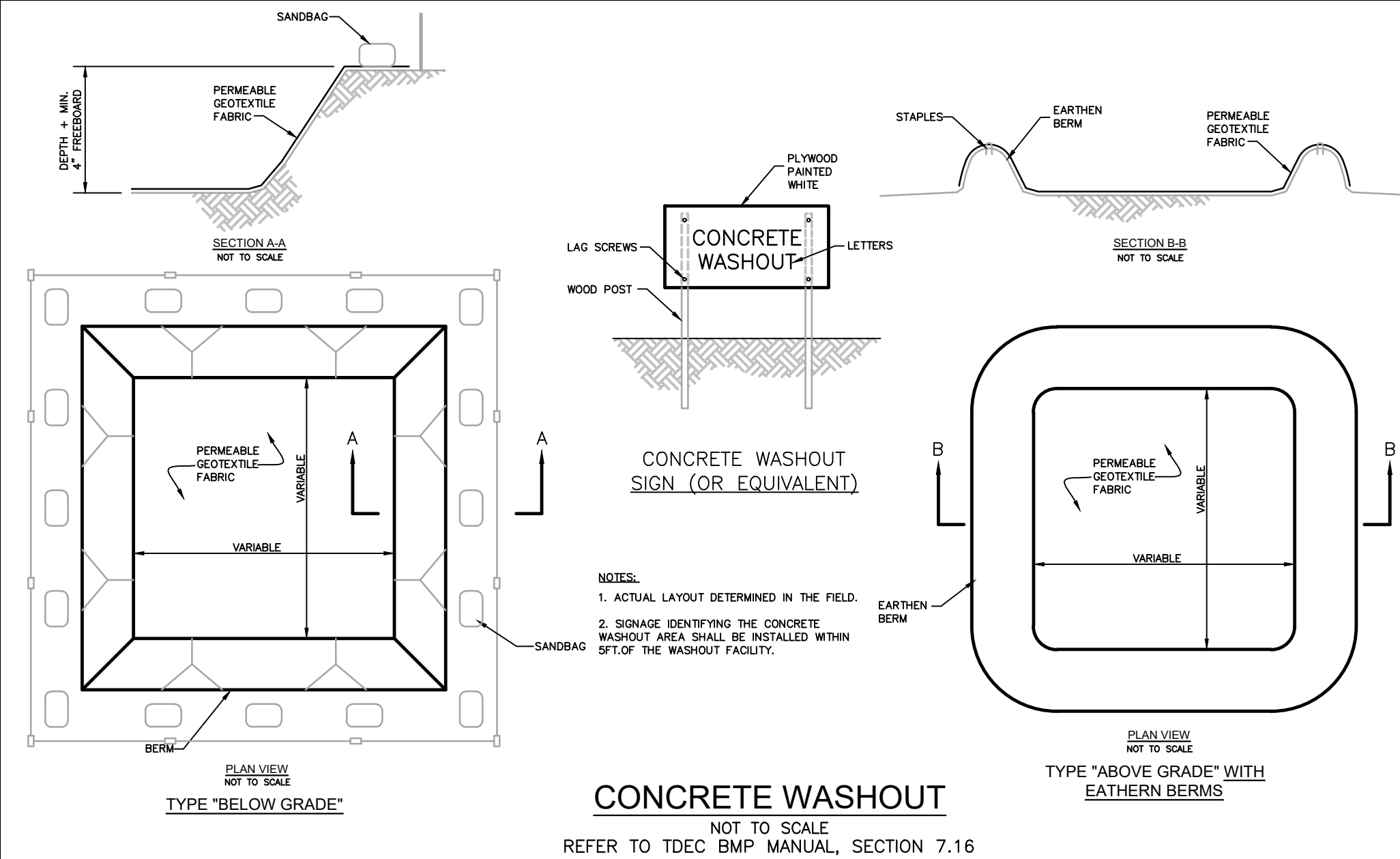
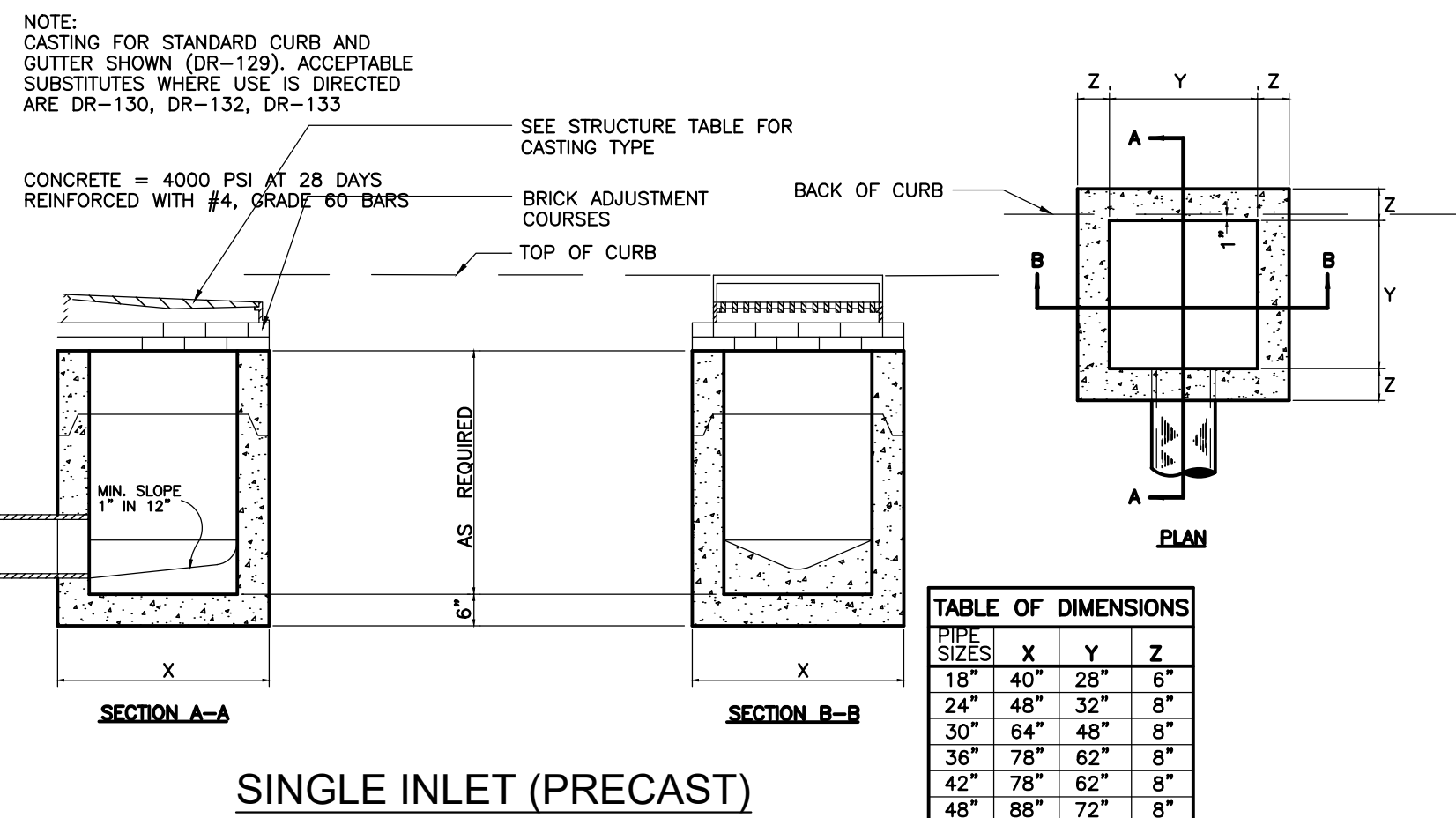
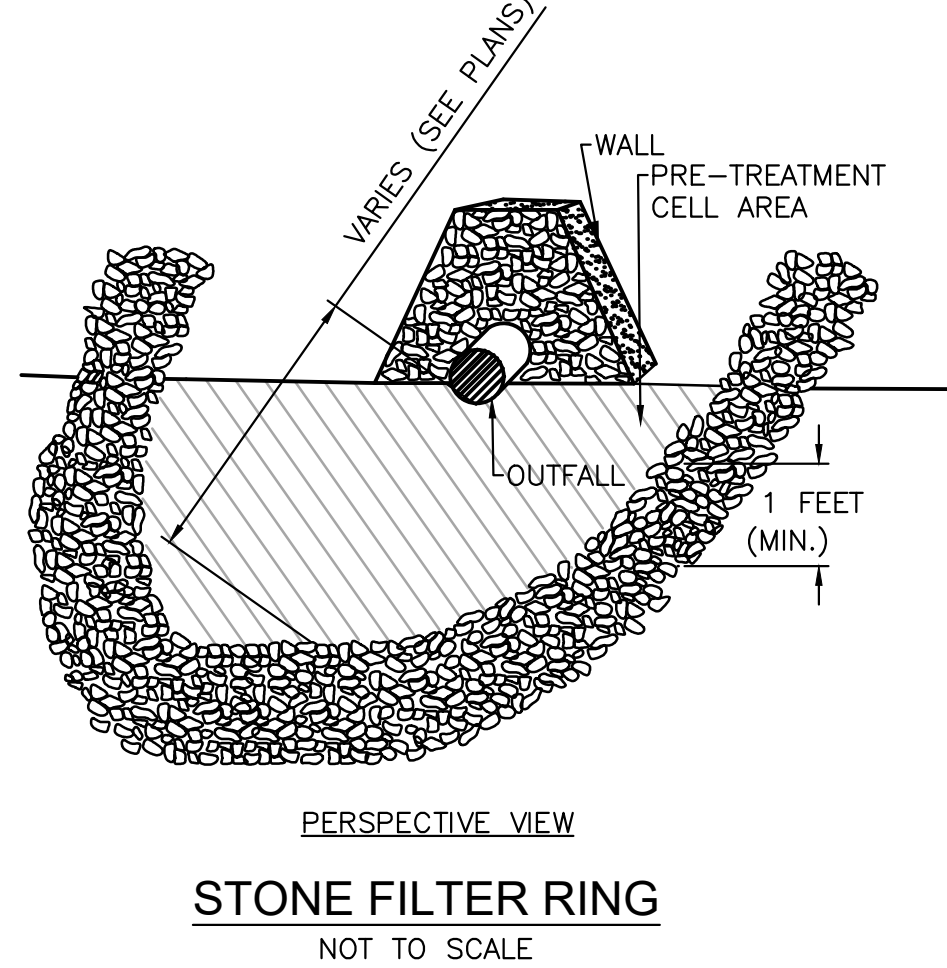
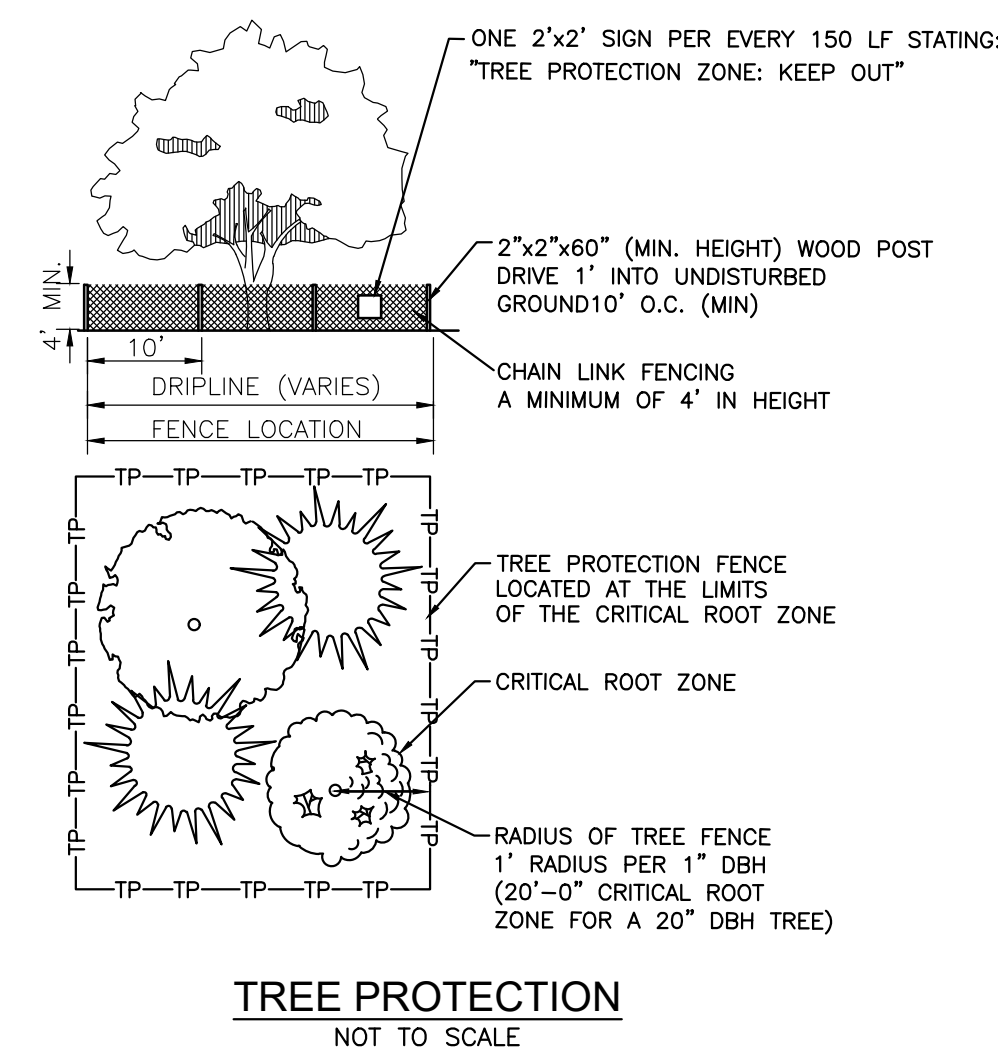
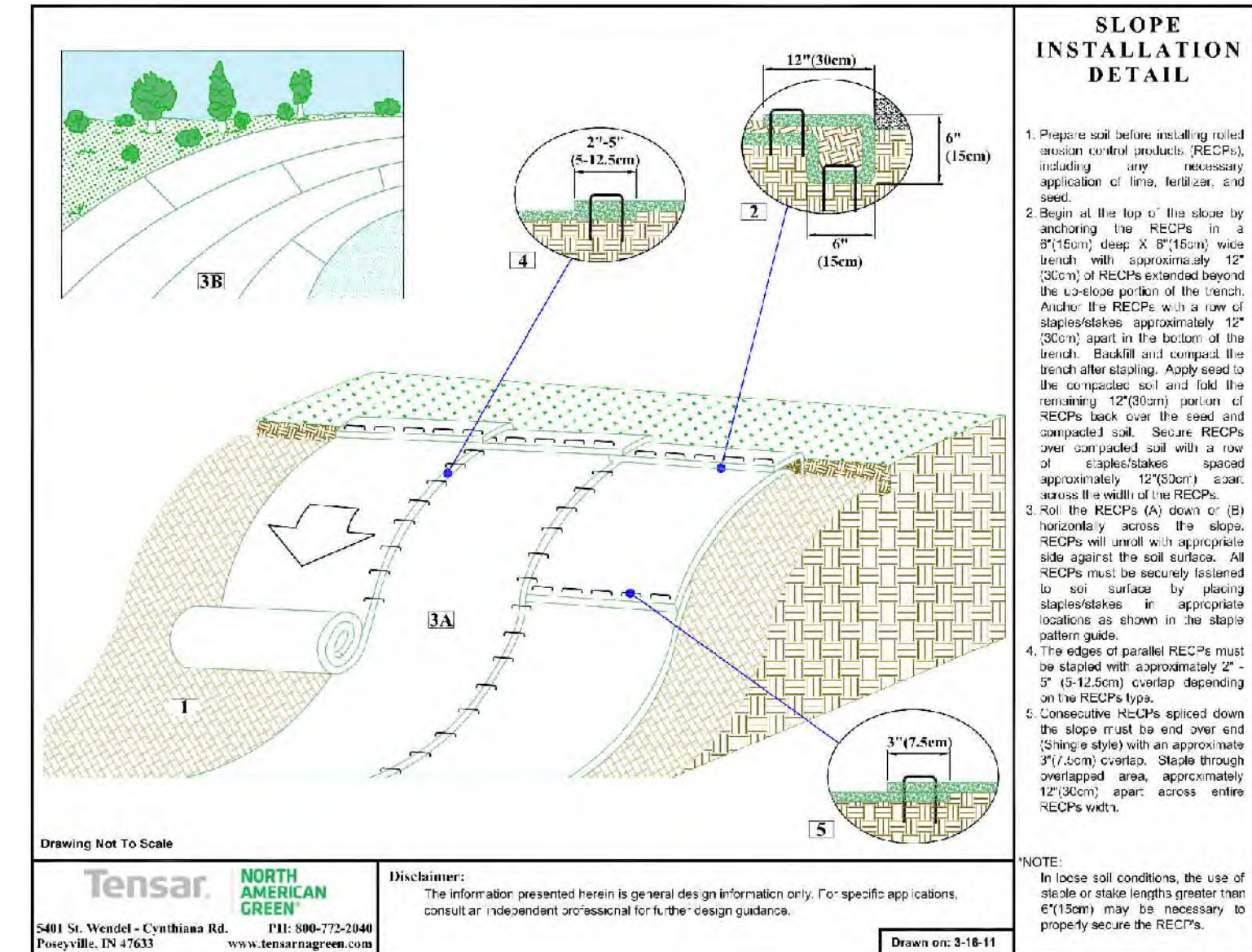
WARD 4, CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE



TO BE INSTALLED AS NOTED ON PLAN BEFORE COMMENCING GRADING OPERATION AND LEFT IN PLACE UNTIL A GOOD STAND OF GRASS IS ESTABLISHED OVER ALL DISTURBED AREAS.

EROSION/SILTATION TUBE

NOT TO SCALE
REFER TO TDEC BMP MANUAL, SECTION 7.37



Scale: _____

Date: _____ OCTOBER 18, 2021

Approved By: _____ L. HORN

Revisions:

NO.	DATE	DESCRIPTION
1	11.15.2021	PER CITY COMMENTS

Drawing Title: **CONSTRUCTION DETAILS**

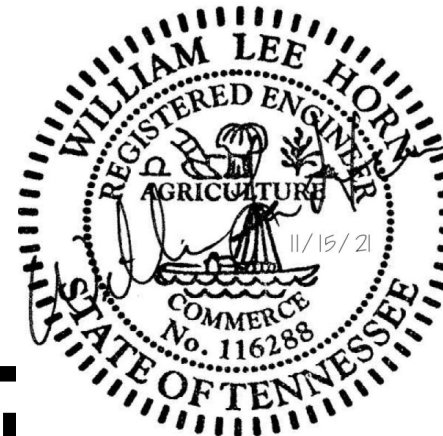
Drawing No. **C5.2**

Project No. 20095-1911



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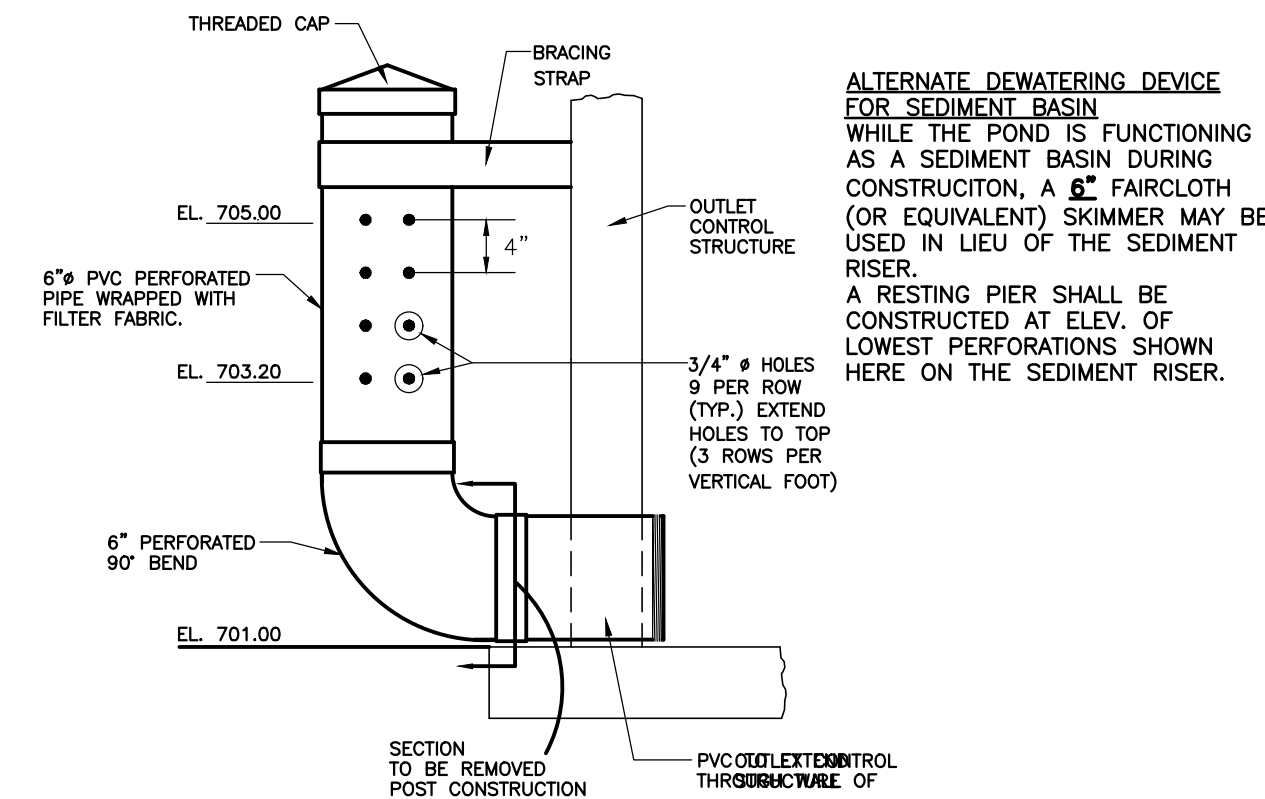


CORD DRIVE MULTIFAMILY

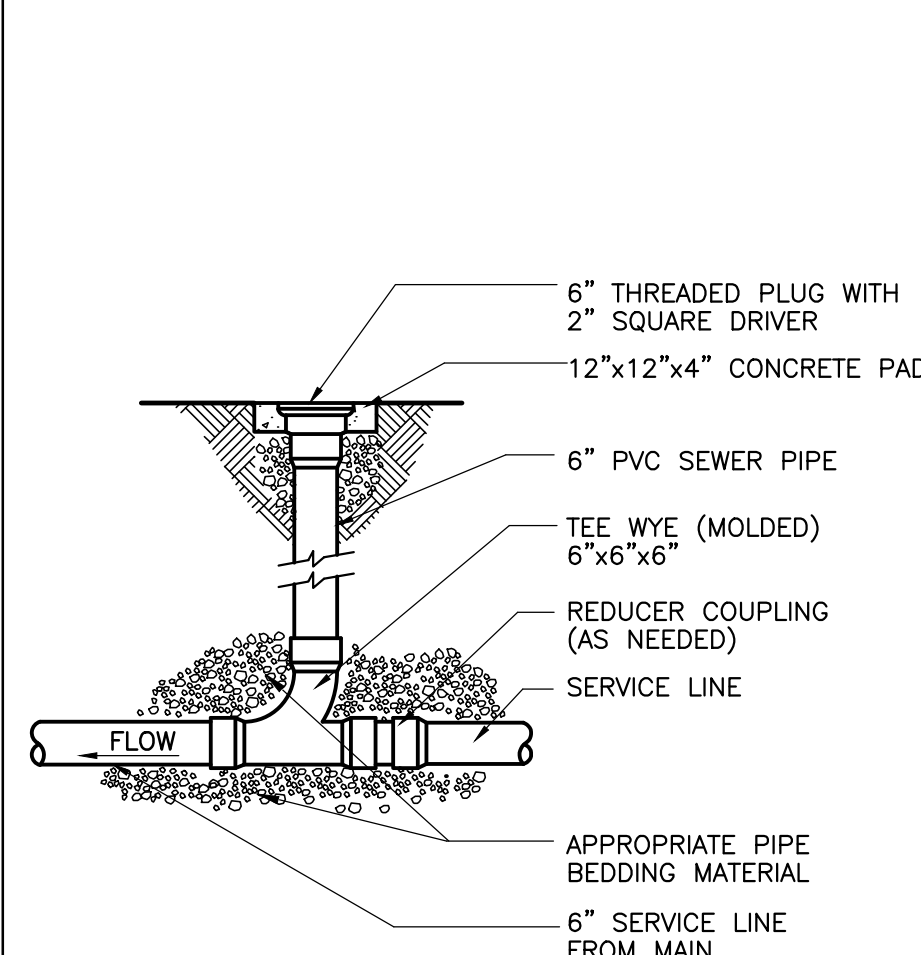
FOR

WELDENFIELD DEVELOPMENT

WARD 4, CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

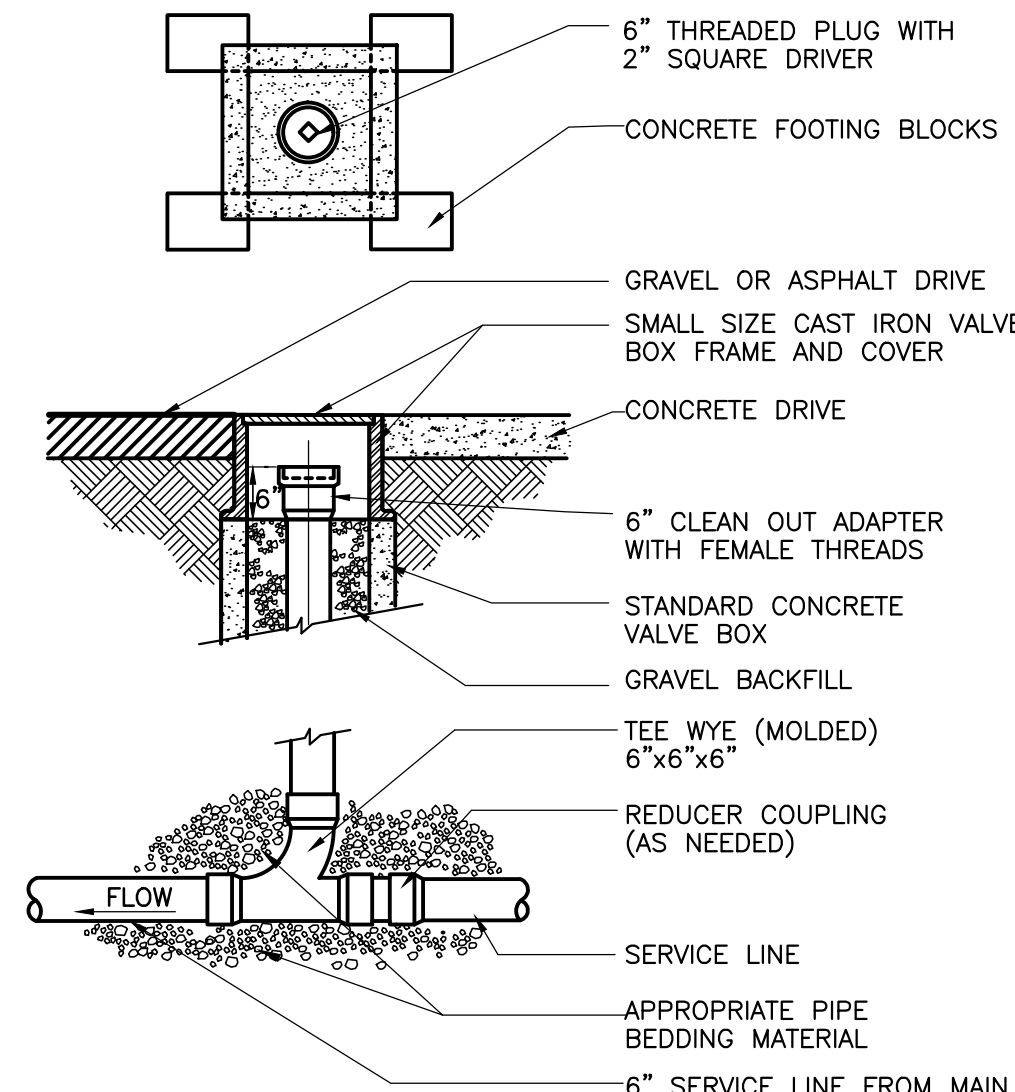


SEDIMENT POND RISER DETAIL
NOT TO SCALE



- NOTES:
1. ALL FITTINGS AND LINES TO BE PVC. SOLVENT WELD (SDR-33).
 2. WHEN SERVICE LINE FROM MAIN LINE IS 4", ALL FITTINGS AND LINES TO BE 4".

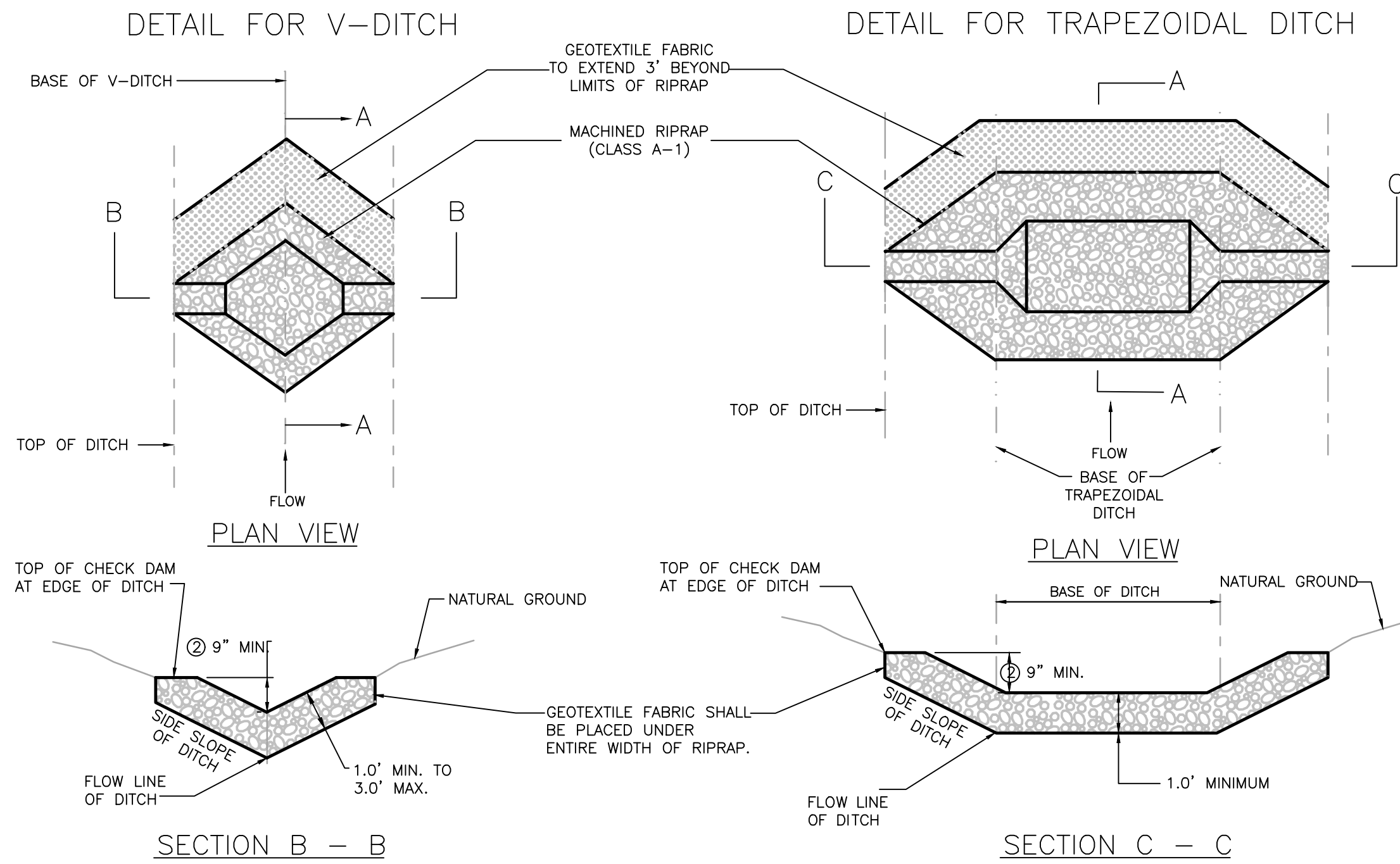
CLEANOUT



- NOTES:
1. ALL FITTINGS AND LINES TO BE PVC. SOLVENT WELD (SDR-33).
 2. WHEN SERVICE LINE FROM MAIN LINE IS 4", ALL FITTINGS AND LINES TO BE 4".

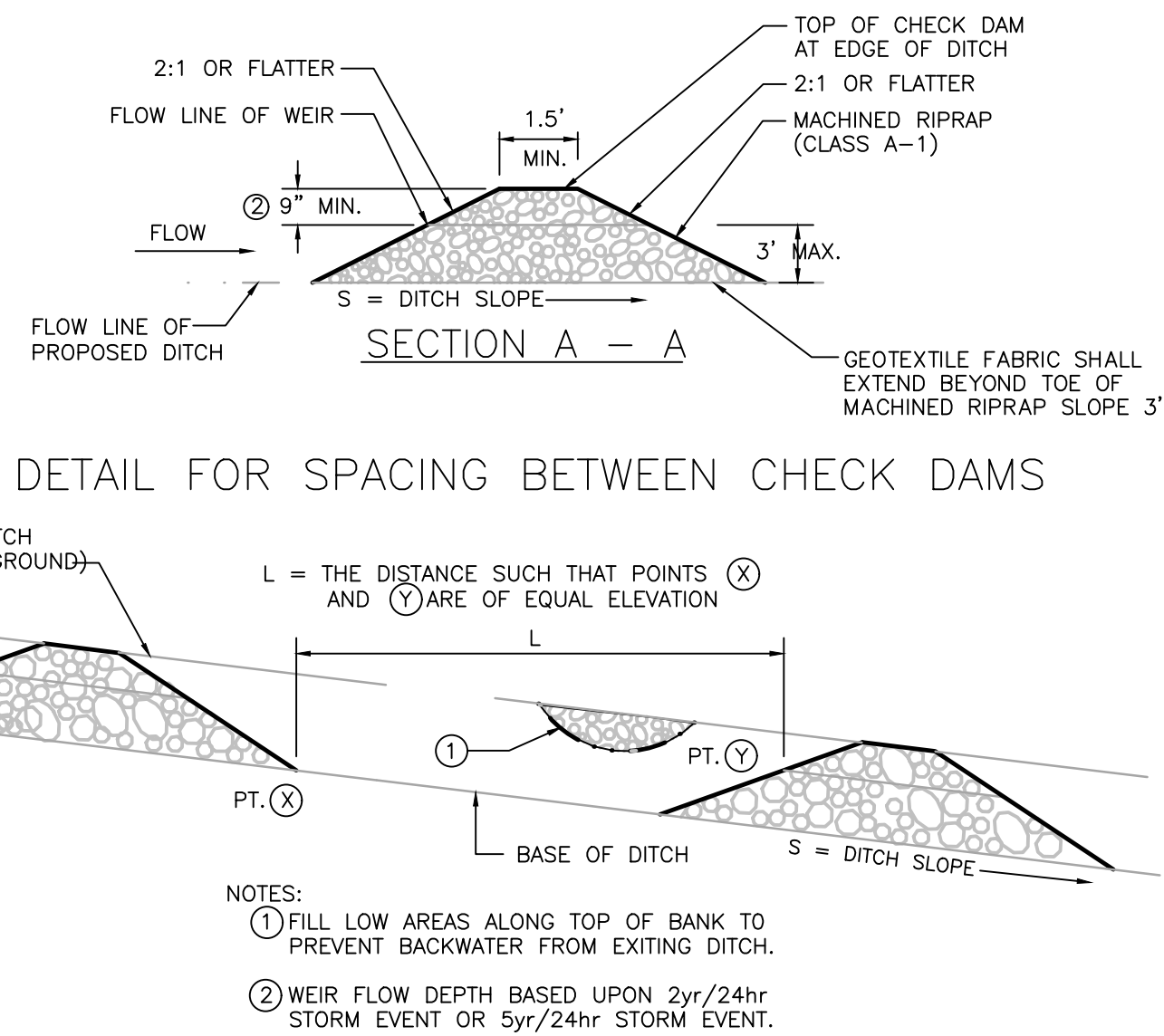
TRAFFIC BEARING CLEAN OUT

NOT TO SCALE

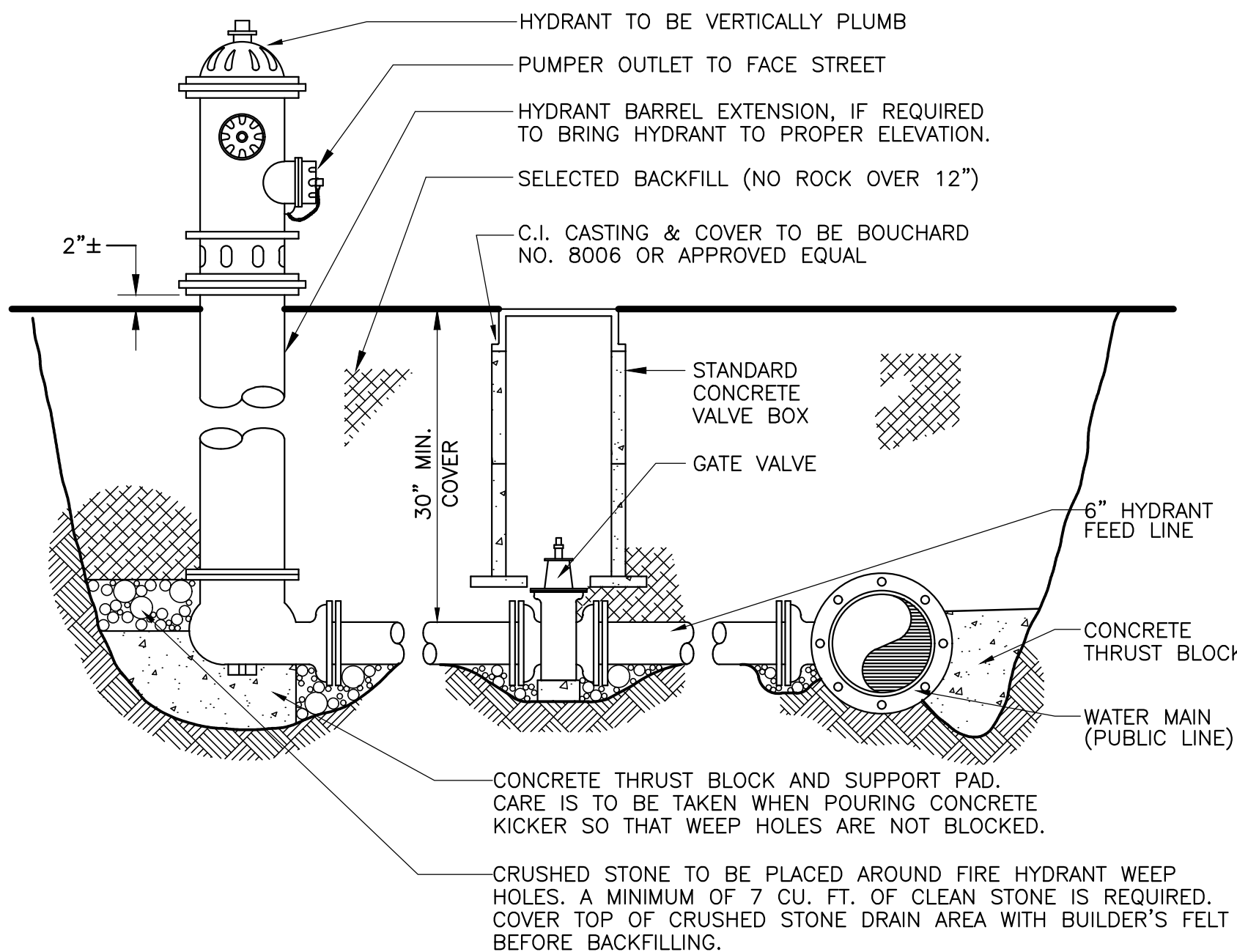


CHECK DAM DETAIL

NOT TO SCALE
REFER TO TDEC BMP MANUAL, SECTION 7.20



- NOTES:
1. FILL LOW AREAS ALONG TOP OF BANK TO PREVENT BACKWATER FROM EXITING DITCH.
 2. WEIR FLOW DEPTH BASED UPON 2yr/24hr STORM EVENT OR 5yr/24hr STORM EVENT.



FIRE HYDRANT ASSEMBLY

NOT TO SCALE

NOTE: EACH PAIR OF PIPES SHOULD BE CALCULATED FOR CLEARANCE.

INSIDE DIAMETER OF MANHOLE	CIRCUMFERENCE OF MANHOLE	θ = ANGLE BETWEEN 2 OF PIPES
4' (48")	= 150"	
5' (60")	= 188"	
6' (72")	= 226"	
7' (84")	= 263"	
8' (96")	= 301"	

$$X = \frac{\theta}{360^\circ} (C) - (P1 + P2)$$

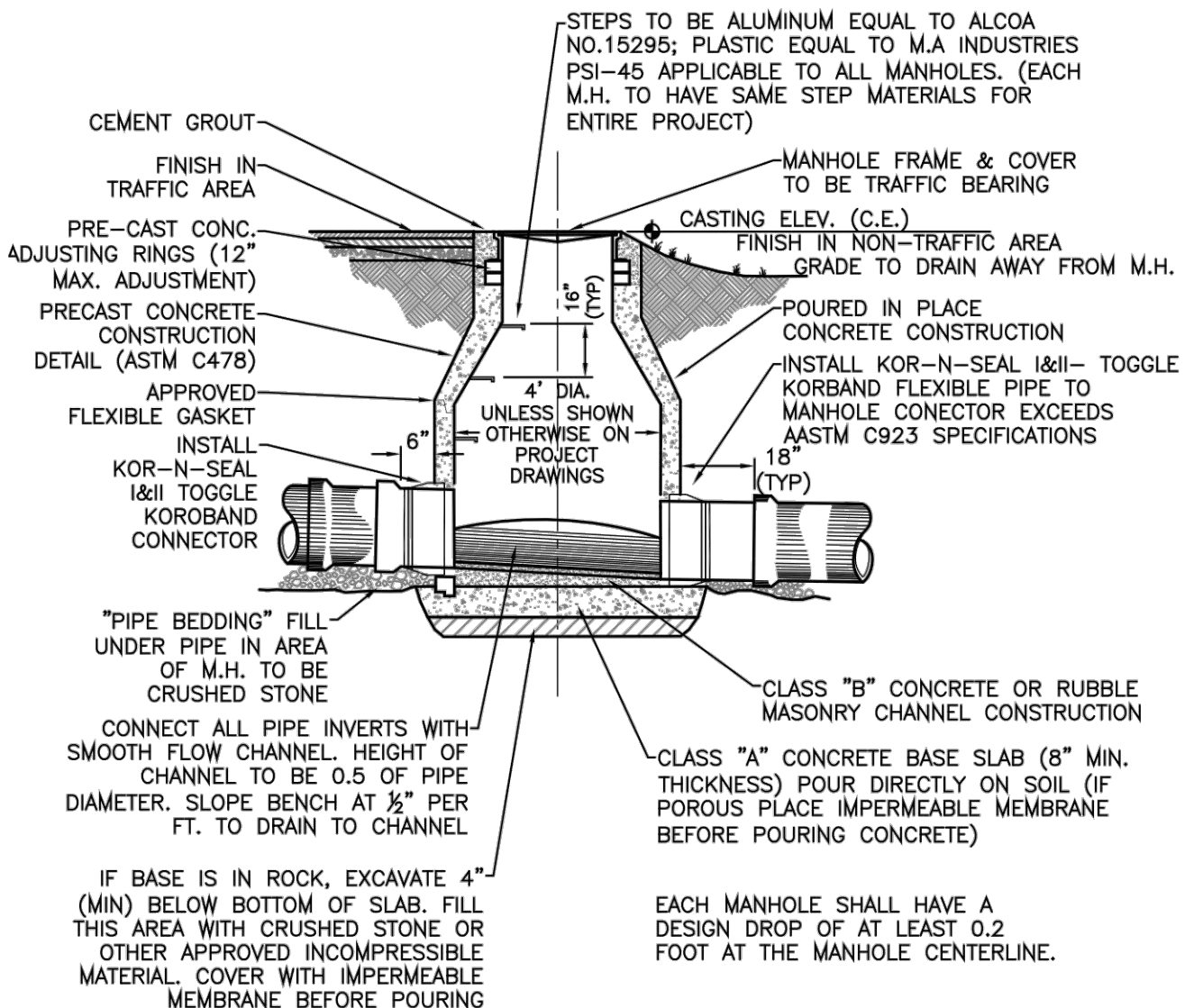
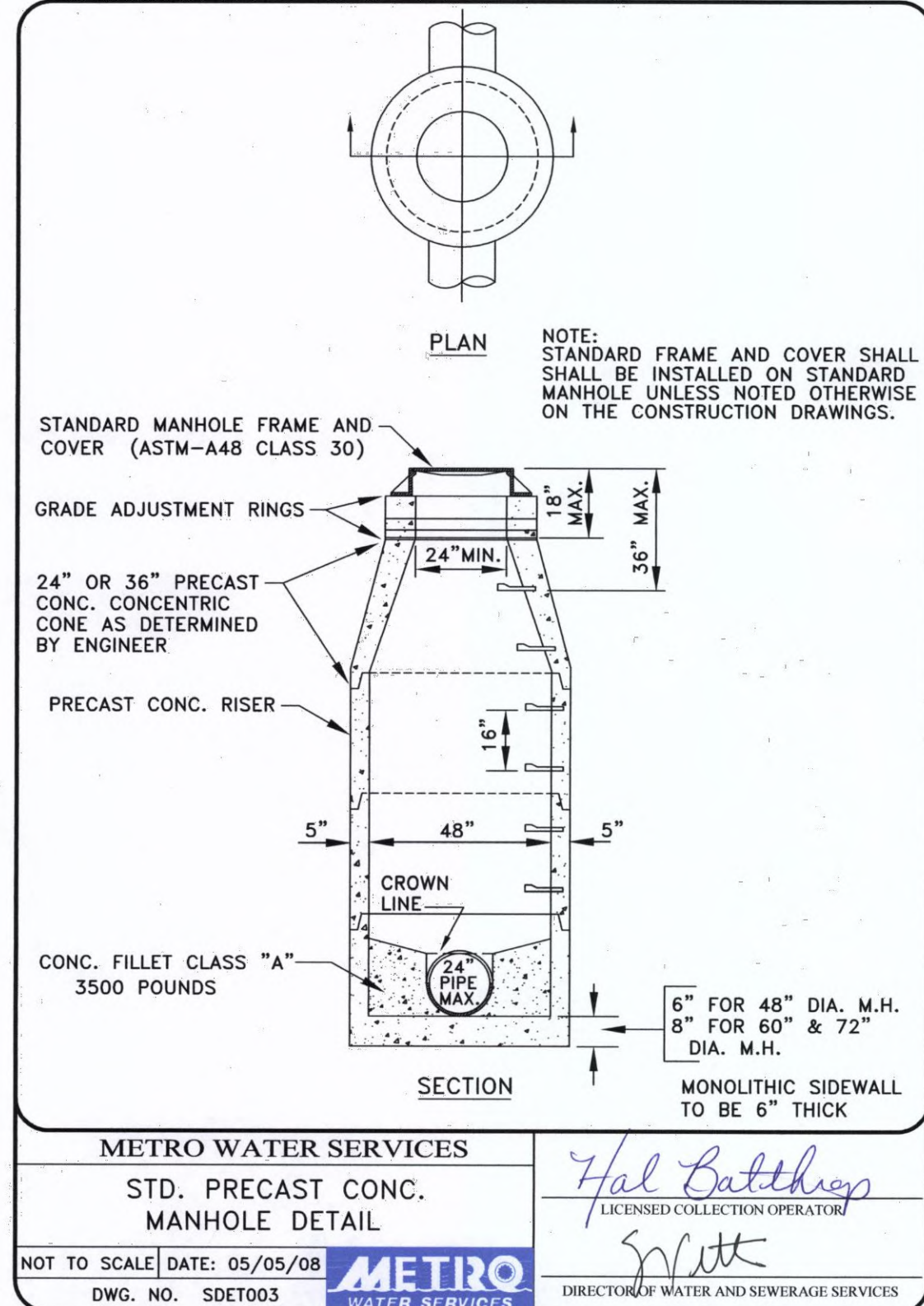
MIN. DISTANCE BETWEEN HOLES APPROX. 1/2 OF SMALLEST PIPE O.D.

MANHOLE DIAMETER	MAX. PIPE SIZE O.D. FROM STRAIGHT THRU TO 45° DEFLECTION	IF 90° DEFLECTION
4' (48")	31.5"	25"
5' (60")	42"	32"
6' (72")	51"	38"
7' (84")	59"	44"
8' (96")	73.5"	50"

ALL SEWER PIPE INFORMATION BASED ON P.V.C. NON-PRESSURE DR 35

METRO WATER SERVICES
MAXIMUM PIPE SIZE AND ANGLES FOR MANHOLES

NOT TO SCALE DATE: 02/22/08 DWG. NO. SDET026



CONNECTION TO EXISTING MANHOLE

NOT TO SCALE

Scale:

Date: OCTOBER 18, 2021

Approved By: L. HORN

Revisions:

11 11.15.2021 PER CITY COMMENTS

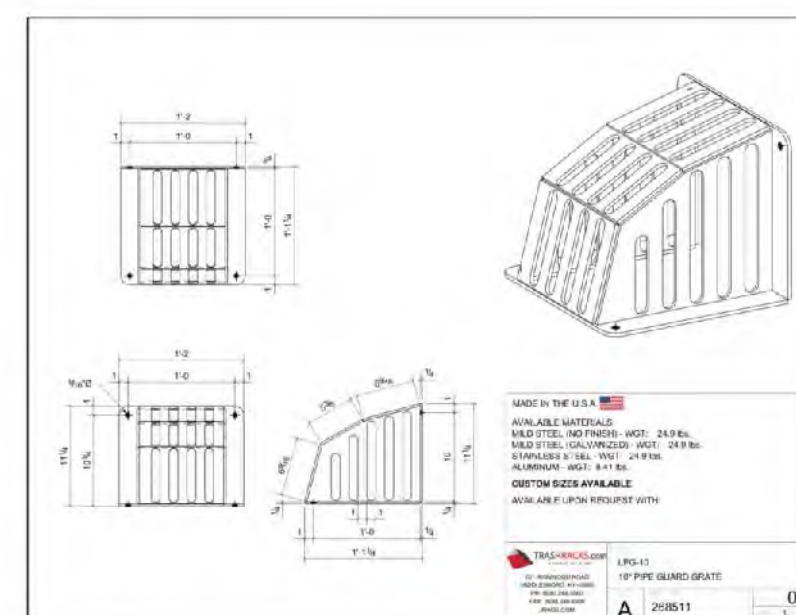
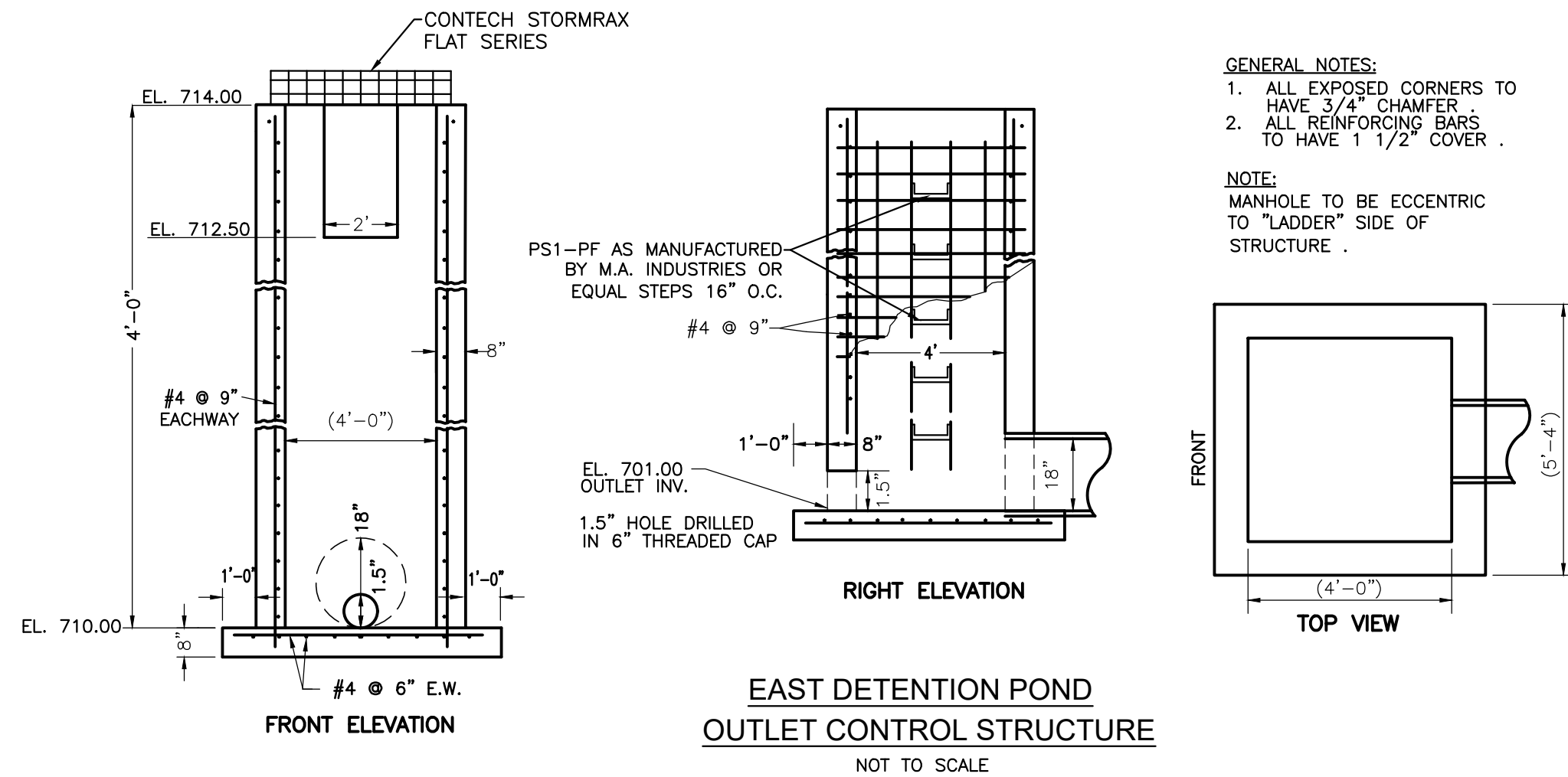
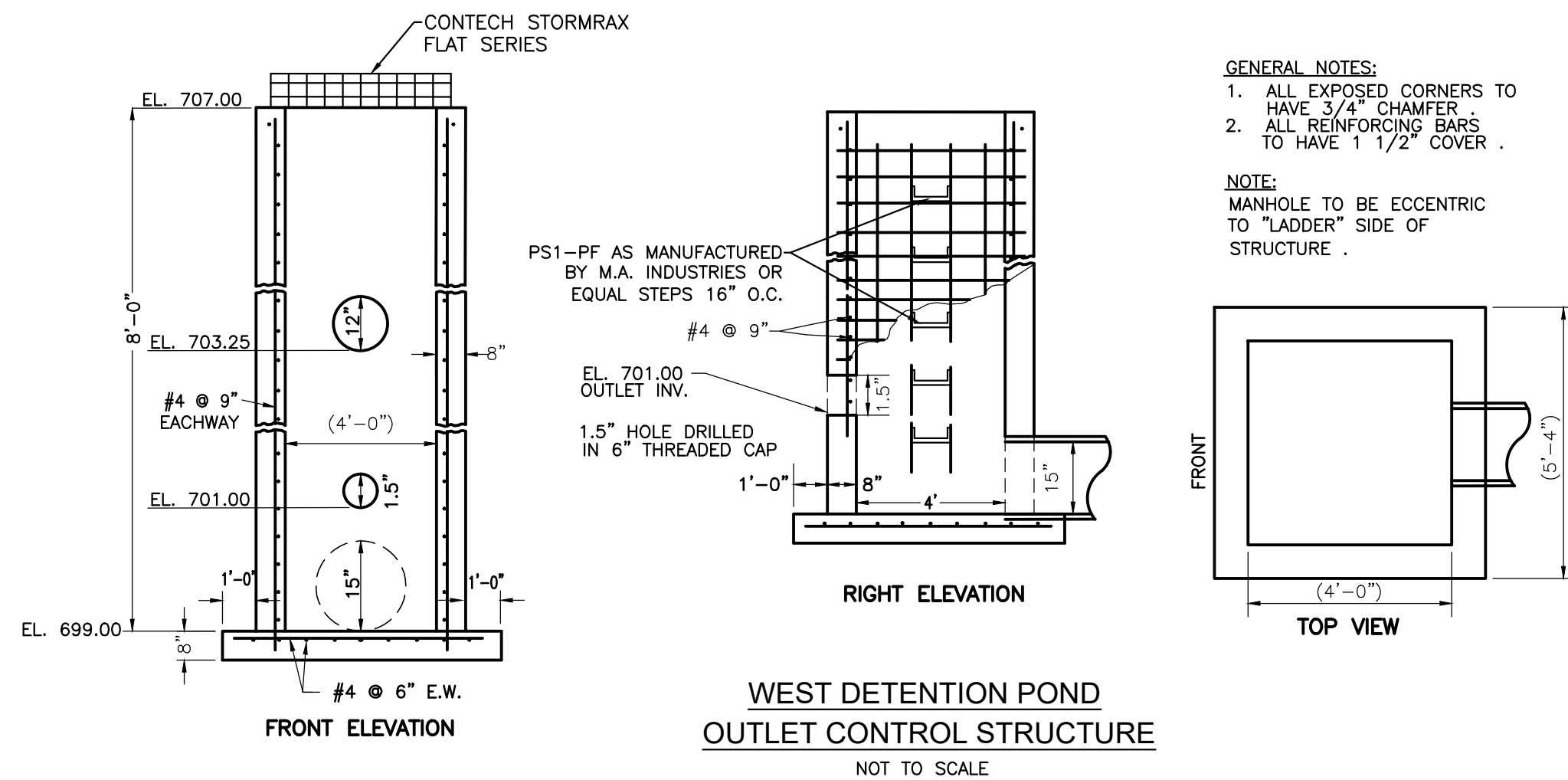
Drawing Title:

CONSTRUCTION DETAILS

Drawing No.

C5.3

Project No.
20095-1911



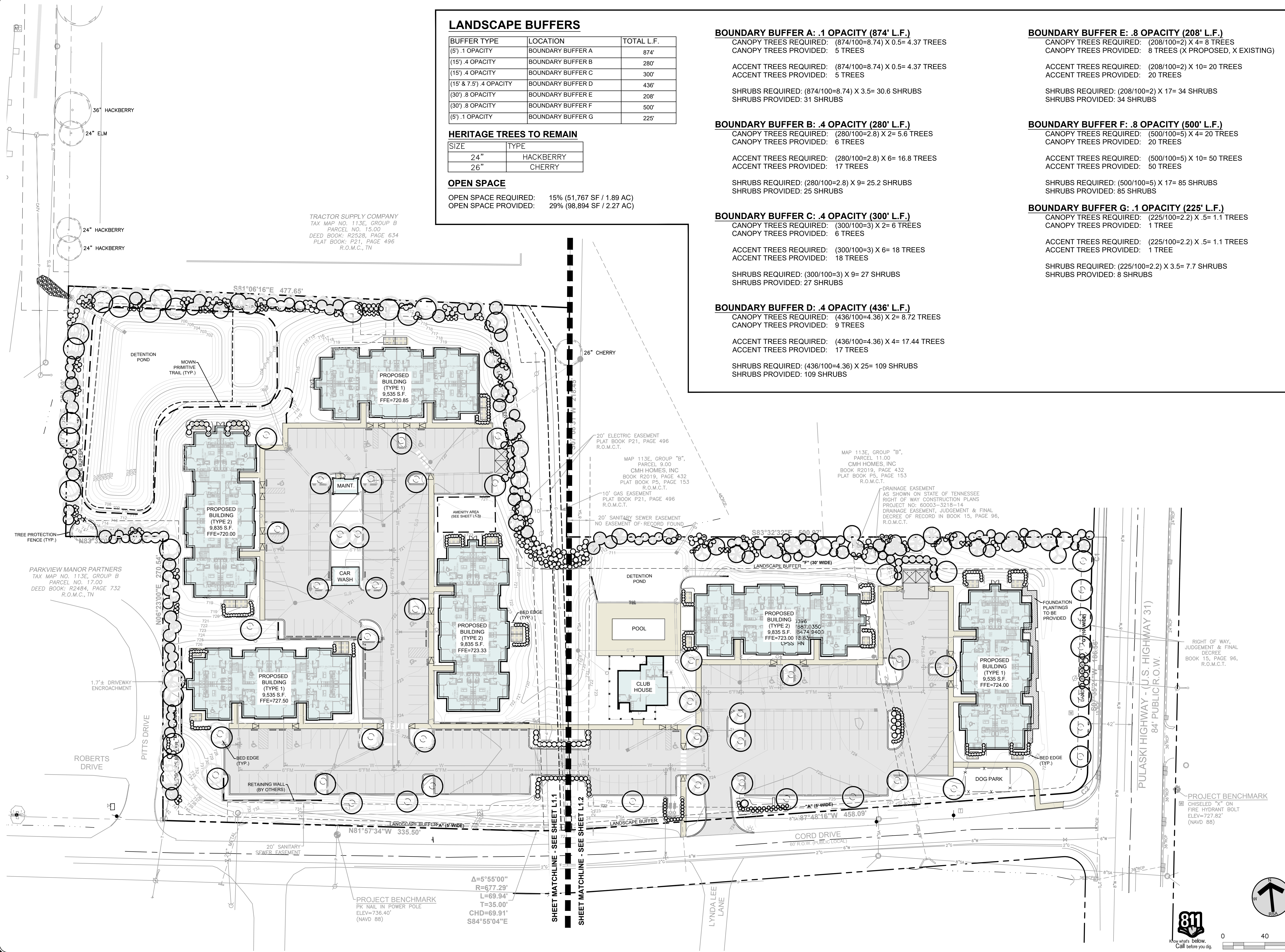
Scale:		
Date:	OCTOBER 18, 2021	
Approved By:	L. HORN	
Revisions:		
-	-	-
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1	11.15.2021	PER CITY COMMENTS
Drawing Title:		

Drawing No.

C5.4

Project No.

20095-1911



LANDSCAPE BUFFERS

BUFFER TYPE	LOCATION	TOTAL L.F.
(5') .1 OPACITY	BOUNDARY BUFFER A	874'
(15') .4 OPACITY	BOUNDARY BUFFER B	280'
(15') .4 OPACITY	BOUNDARY BUFFER C	300'
(15' & 7.5') .4 OPACITY	BOUNDARY BUFFER D	436'
(30') .8 OPACITY	BOUNDARY BUFFER E	208'
(30') .8 OPACITY	BOUNDARY BUFFER F	500'
(5') .1 OPACITY	BOUNDARY BUFFER G	225'

HERITAGE TREES TO REMAIN

SIZE	TYPE
24"	HACKBERRY
26"	CHERRY

OPEN SPACE

OPEN SPACE REQUIRED: 15% (51,767 SF / 1.89 AC)
OPEN SPACE PROVIDED: 29% (98,894 SF / 2.27 AC)

BOUNDARY BUFFER A: .1 OPACITY (874' L.F.)

CANOPY TREES REQUIRED: (874/100=8.74) X 0.5= 4.37 TREES
CANOPY TREES PROVIDED: 5 TREES

ACCENT TREES REQUIRED: (874/100=8.74) X 0.5= 4.37 TREES
ACCENT TREES PROVIDED: 5 TREES

SHRUBS REQUIRED: (874/100=8.74) X 3.5= 30.6 SHRUBS
SHRUBS PROVIDED: 31 SHRUBS

BOUNDARY BUFFER B: .4 OPACITY (280' L.F.)

CANOPY TREES REQUIRED: (280/100=2.8) X 2= 5.6 TREES
CANOPY TREES PROVIDED: 6 TREES

ACCENT TREES REQUIRED: (280/100=2.8) X 6= 16.8 TREES
ACCENT TREES PROVIDED: 17 TREES

SHRUBS REQUIRED: (280/100=2.8) X 9= 25.2 SHRUBS
SHRUBS PROVIDED: 25 SHRUBS

BOUNDARY BUFFER C: .4 OPACITY (300' L.F.)

CANOPY TREES REQUIRED: (300/100=3) X 2= 6 TREES
CANOPY TREES PROVIDED: 6 TREES

ACCENT TREES REQUIRED: (300/100=3) X 6= 18 TREES
ACCENT TREES PROVIDED: 18 TREES

SHRUBS REQUIRED: (300/100=3) X 9= 27 SHRUBS
SHRUBS PROVIDED: 27 SHRUBS

BOUNDARY BUFFER D: .4 OPACITY (436' L.F.)

CANOPY TREES REQUIRED: (436/100=4.36) X 2= 8.72 TREES
CANOPY TREES PROVIDED: 9 TREES

ACCENT TREES REQUIRED: (436/100=4.36) X 4= 17.44 TREES
ACCENT TREES PROVIDED: 17 TREES

SHRUBS REQUIRED: (436/100=4.36) X 25= 109 SHRUBS
SHRUBS PROVIDED: 109 SHRUBS

BOUNDARY BUFFER E: .8 OPACITY (208' L.F.)

CANOPY TREES REQUIRED: (208/100=2) X 4= 8 TREES
CANOPY TREES PROVIDED: 8 TREES (X PROPOSED, X EXISTING)

ACCENT TREES REQUIRED: (208/100=2) X 10= 20 TREES
ACCENT TREES PROVIDED: 20 TREES

SHRUBS REQUIRED: (208/100=2) X 17= 34 SHRUBS
SHRUBS PROVIDED: 34 SHRUBS

BOUNDARY BUFFER F: .8 OPACITY (500' L.F.)

CANOPY TREES REQUIRED: (500/100=5) X 4= 20 TREES
CANOPY TREES PROVIDED: 20 TREES

ACCENT TREES REQUIRED: (500/100=5) X 10= 50 TREES
ACCENT TREES PROVIDED: 50 TREES

SHRUBS REQUIRED: (500/100=5) X 17= 85 SHRUBS
SHRUBS PROVIDED: 85 SHRUBS

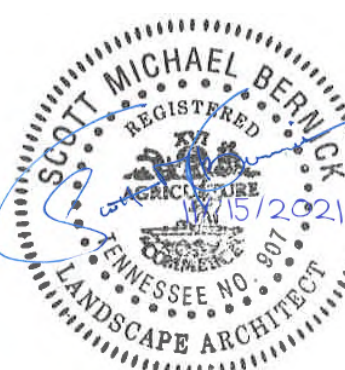
BOUNDARY BUFFER G: .1 OPACITY (225' L.F.)

CANOPY TREES REQUIRED: (225/100=2.2) X .5= 1.1 TREES
CANOPY TREES PROVIDED: 1 TREE

ACCENT TREES REQUIRED: (225/100=2.2) X .5= 1.1 TREES
ACCENT TREES PROVIDED: 1 TREE

SHRUBS REQUIRED: (225/100=2.2) X 3.5= 7.7 SHRUBS
SHRUBS PROVIDED: 8 SHRUBS

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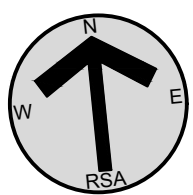
CORD DRIVE MULTIFAMILY
FOR
WELDENFIELD DEVELOPMENT
WARD 4, CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

JOB NO.	20095	WKS ORDER	1911	DESIGNED	A. TAFSI	DRAWN	A. TAFSI	SCALE	1"=40'	DATE	OCTOBER 18, 2021	REV.	#	DATE	DESCRIPTION
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OVERALL
LANDSCAPE PLAN

L1.0

© 2009 BY T. C. RAGAN, ENGINEER/ARCHITECT/PLANNING/DESIGN
PLOTTED BY ANDREW TAYLOR ON 11/15/2021 10:58 AM
LAST UPDATED BY T. C. RAGAN ON 11/15/2021 10:44 AM



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CORD DRIVE MULTIFAMILY
FOR
WELDENFIELD DEVELOPMENT

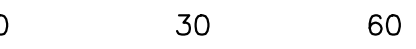
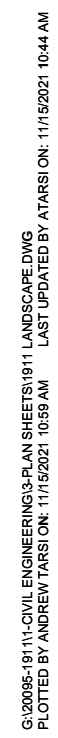
WARD 4. CITY OF COLUMBIA. MAURY COUNTY, TENNESSEE

JOB NO.	20095	WK ORDER	-	-
DESIGNED:	A. TARSİ	1911	-	-
DRAWN:	A. TARSİ	-	-	-
SCALE:	1"=30'	-	-	-
DATE:	OCTOBER 18, 2021	REV.	1	11.15.2021
PER CITY COMMENTS			DESCRIPTION:	

ENLARGED
LANDSCAPE PLAN

L1.1

C:\200905-19111-CIVIL ENGINEERING\3-PLAN SHEETS\19111 LANDSCAPE.DWG
PLOTTED BY ANDREW Tarsi ON: 11/15/2021 10:58 AM
LAST UPDATED BY ATARSI ON: 11/15/2021 10:44 AM



WARD 4, CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

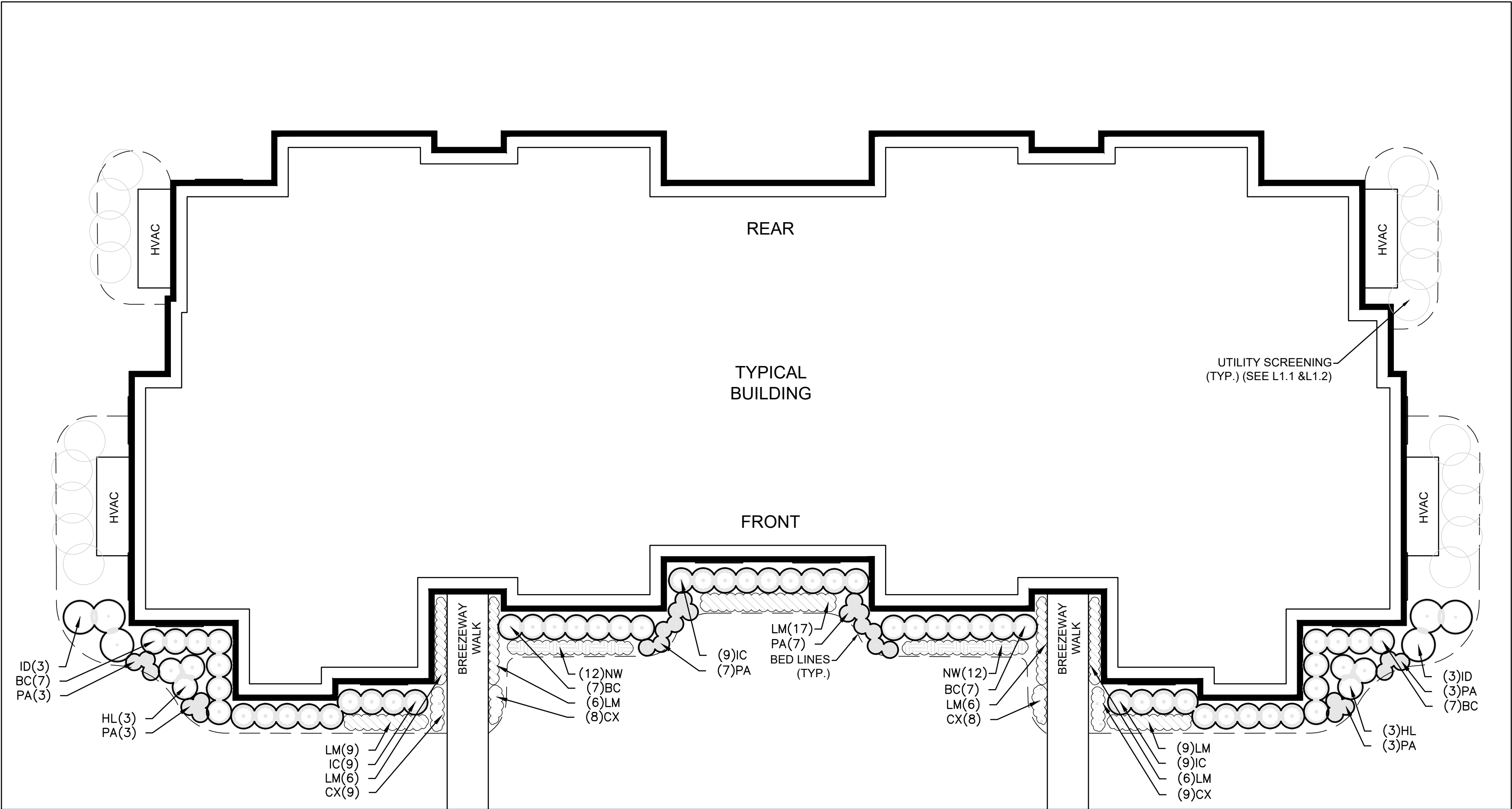
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L1.2

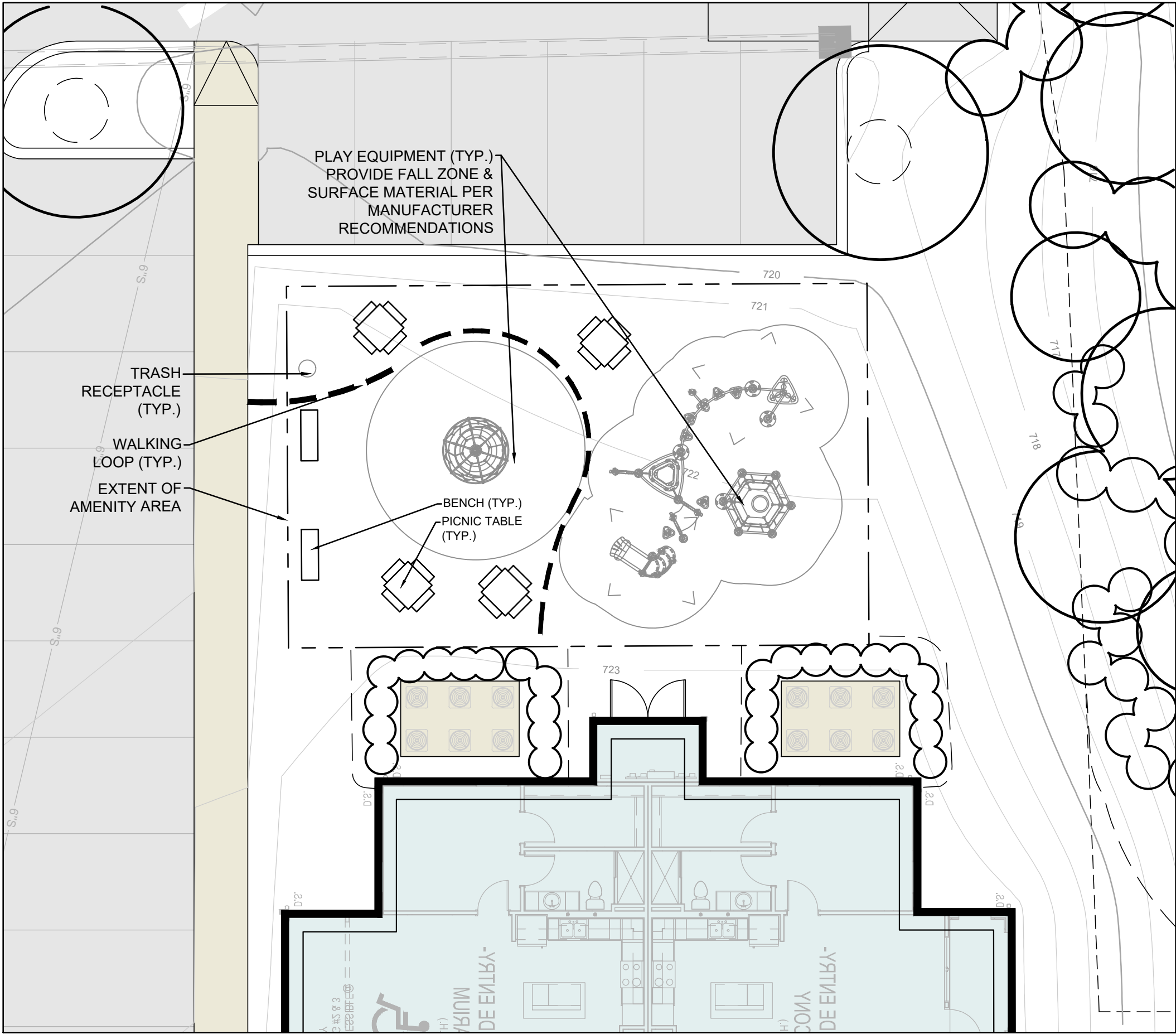
PLANT SCHEDULE FOUNDATION

SHRUBS	QTY	BOTANICAL / COMMON NAME	TYPE	HEIGHT	SPREAD	SPACING	REMARKS
BC	28	BUXUS X 'CHICAGOLAND GREEN' TM / GLENCOE BOXWOOD	EVERGREEN	20" HT	20"	30"O.C.	FULL CONTAINER, MIN. 3 GALLON
HL	6	HYDRANGEA PANICULATA 'LITTLE LIME' / LITTLE LIME HARDY HYDRANGEA	DECIDUOUS	20" HT	20"	36"O.C.	FULL CONTAINER, MIN. 3 GALLON
IC	27	ILEX CORNUTA 'CARISSA' / CARISSA HOLLY	EVERGREEN	20" HT	20"	30"O.C.	FULL CONTAINER
ID	6	ILEX CORNUTA 'DWARF BURFORD' / DWARF BURFORD HOLLY	EVERGREEN	24" HT	24"	40"O.C.	FULL CONTAINER, MIN. 3 GALLON
GRASSES	QTY	BOTANICAL / COMMON NAME	TYPE	HEIGHT	SPREAD	SPACING	REMARKS
PA	26	PENNISETUM ALOPECUROIDES / FOUNTAIN GRASS	ORNAMENTAL GRASSES	24" HT		24"O.C.	TRIANGULATE SPACING
GROUND COVERS	QTY	BOTANICAL / COMMON NAME	TYPE	SIZE/CONT.	SPREAD	SPACING	REMARKS
CX	34	COREOPSIS X 'BALUPTGONZ' TM / UPTICK GOLD AND BRONZE TICKSEED	GROUNDCOVER	#1		12" o.c.	TRIANGULATE SPACING
LM	59	LIRIOPE MUSCARI 'MAJESTIC' / MAJESTIC LIRIOPE	GROUNDCOVER	#3		18" o.c.	TRIANGULATE SPACING
NW	24	NEPETA X FAASSENII 'WALKERS LOW' / WALKERS LOW CATMINT	GROUNDCOVER	#1		18" o.c.	TRIANGULATE SPACING

NOTE:
TYPICAL FOUNDATION PLANTING MAY BE SUBSTITUTED BY LANDSCAPE CONTRACTOR PER LANDSCAPE ARCHITECT'S APPROVAL.



TYPICAL FOUNDATION PLANTING
SCALE: 1"=10'



ENLARGED AMENITY AREA
SCALE: 1"=10'



BENCH
EMU AMERICAS CITIZEN #U301
OR APPROVED EQUAL



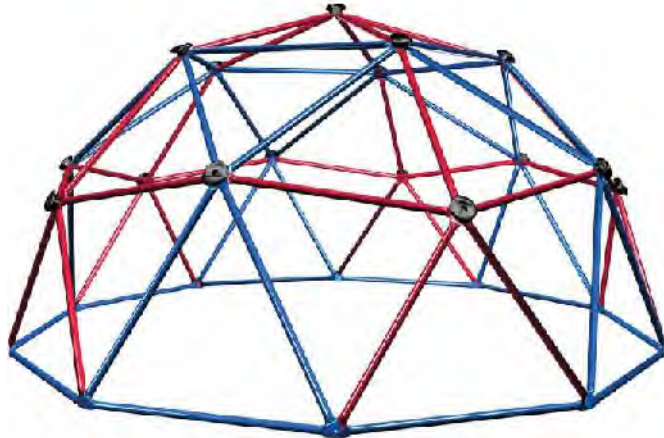
TRASH RECEPTACLE
DUMOR RECEPTACLE 44
OR APPROVED EQUAL



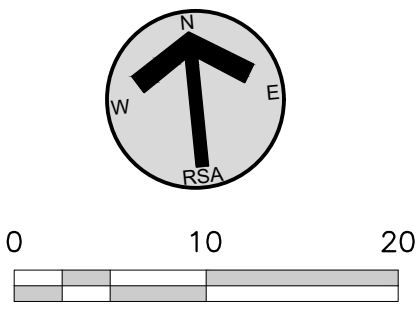
PICNIC TABLE
DUMOR TABLE 76
OR APPROVED EQUAL



PLAY EQUIPMENT
GENERIC PLAY EQUIPMENT GRAPHIC IS SHOWN ON THE PLAN VIEW & ON THE IMAGERY ABOVE. OWNER TO MAKE FINAL SELECTION ON PLAY EQUIPMENT. CONTRACTOR TO INSTALL PER MANUFACTURER'S SPECIFICATIONS.



AMENITY SITE FURNISHING IMAGERY
SHOWN FOR DESIGN INTENT ONLY. CONTRACTOR TO CONFIRM WITH OWNER PRIOR TO PURCHASING SITE FURNISHING.

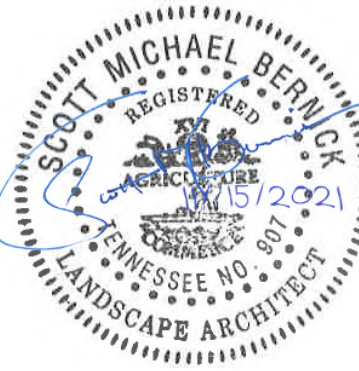


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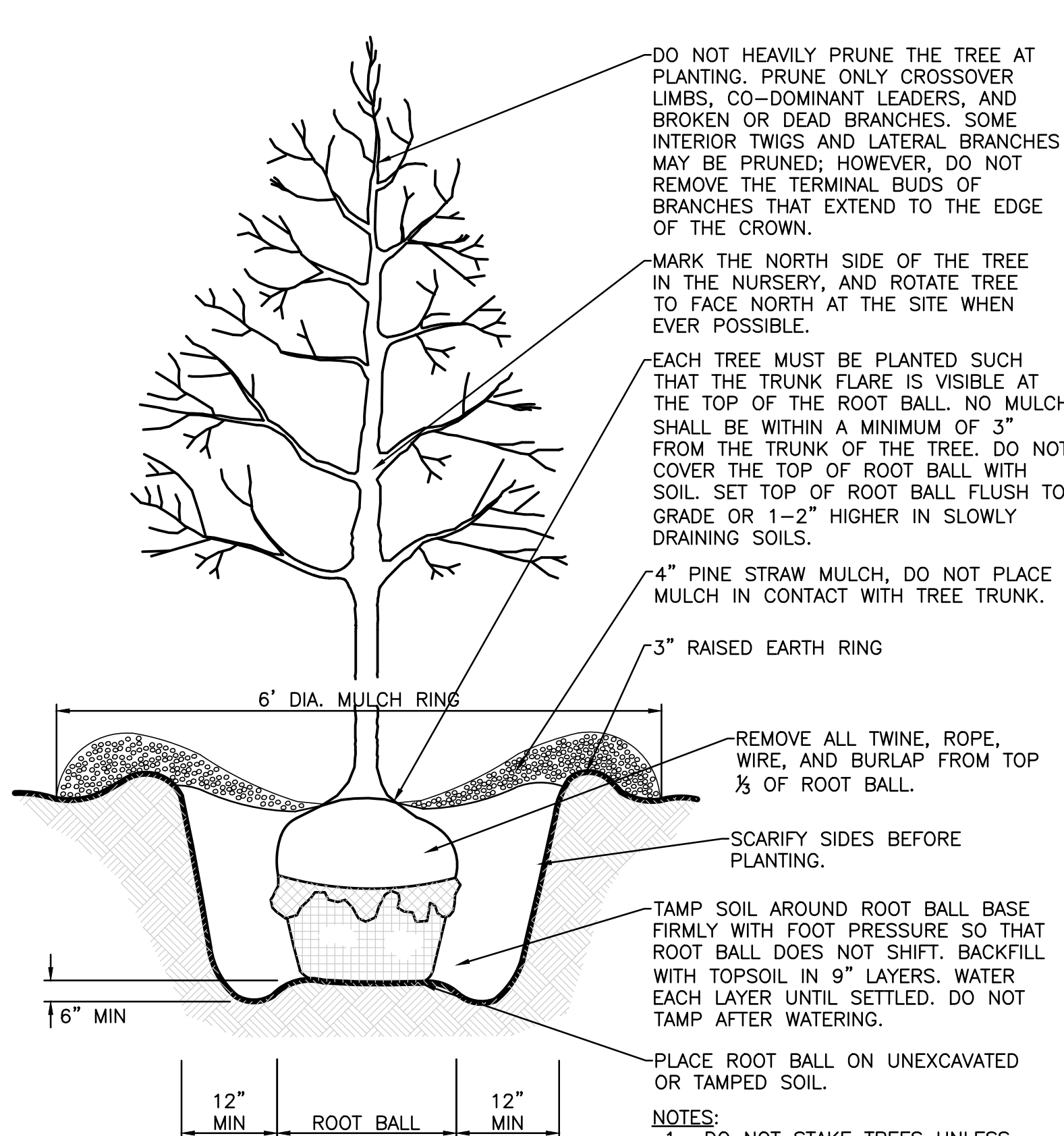


CORD DRIVE MULTIFAMILY
FOR
WELDENFIELD DEVELOPMENT
WARD 4, CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

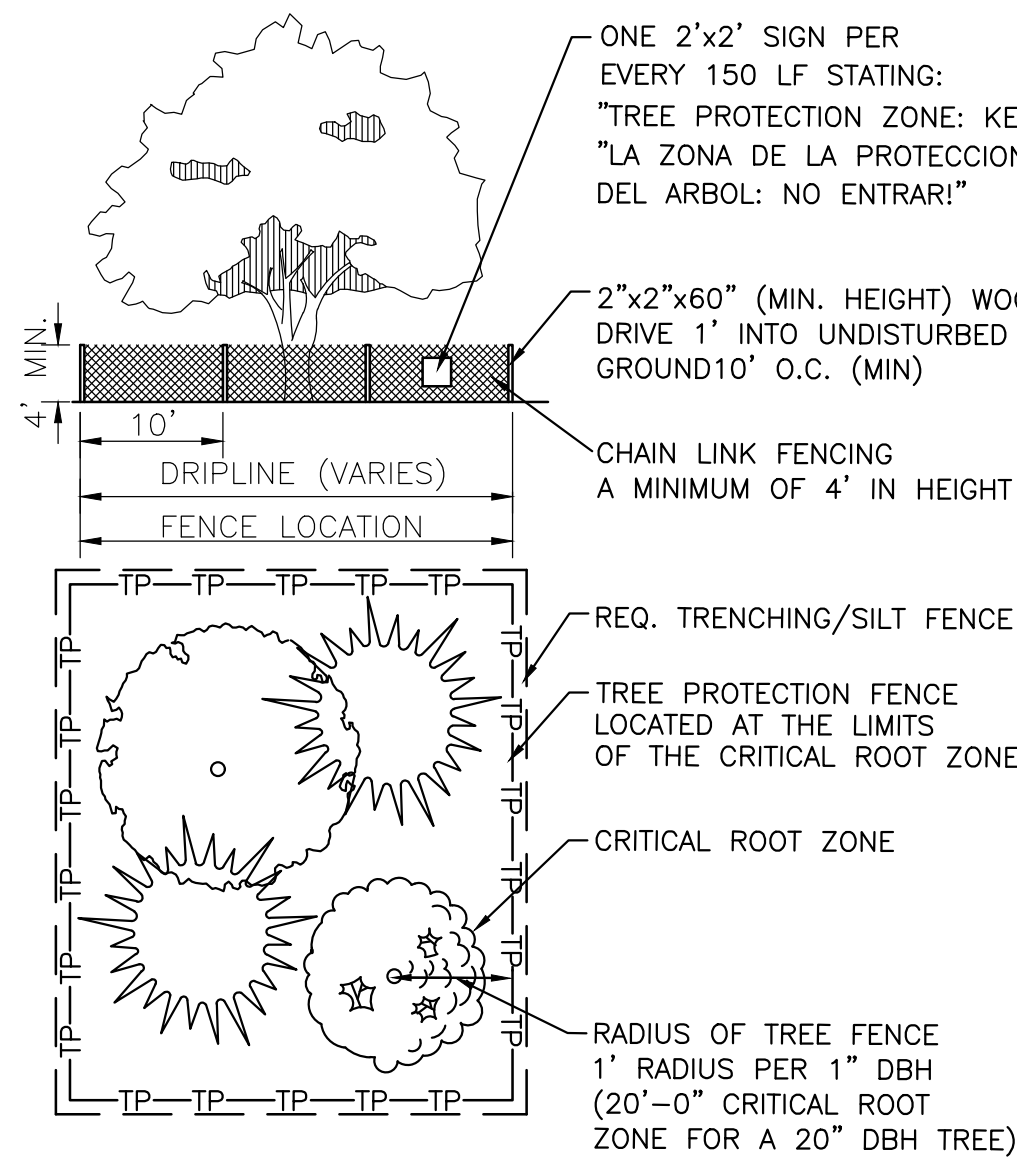
JOB NO.	WK. ORDER	DESIGNED:	DRAWN:	SCALE:	DATE:	REV.	DESCRIPTION:
20095	1911	A. TAFSI	A. TAFSI	1"=10'	OCTOBER 18, 2021		

FOUNDATION
LANDSCAPE PLAN

L1.3

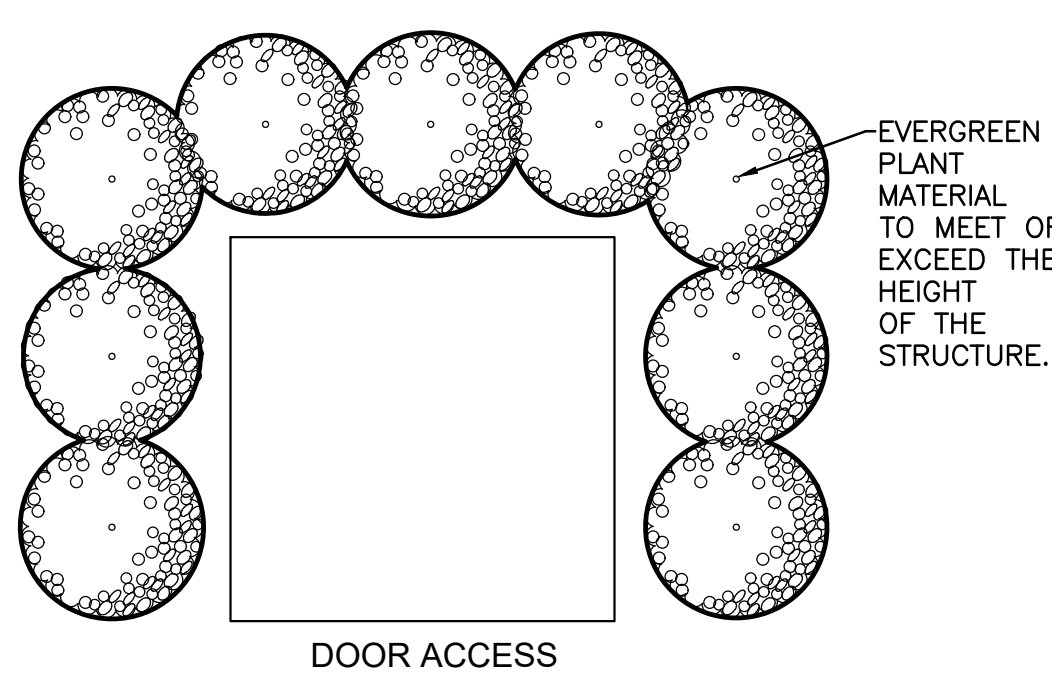


TREE PLANTING
NOT TO SCALE



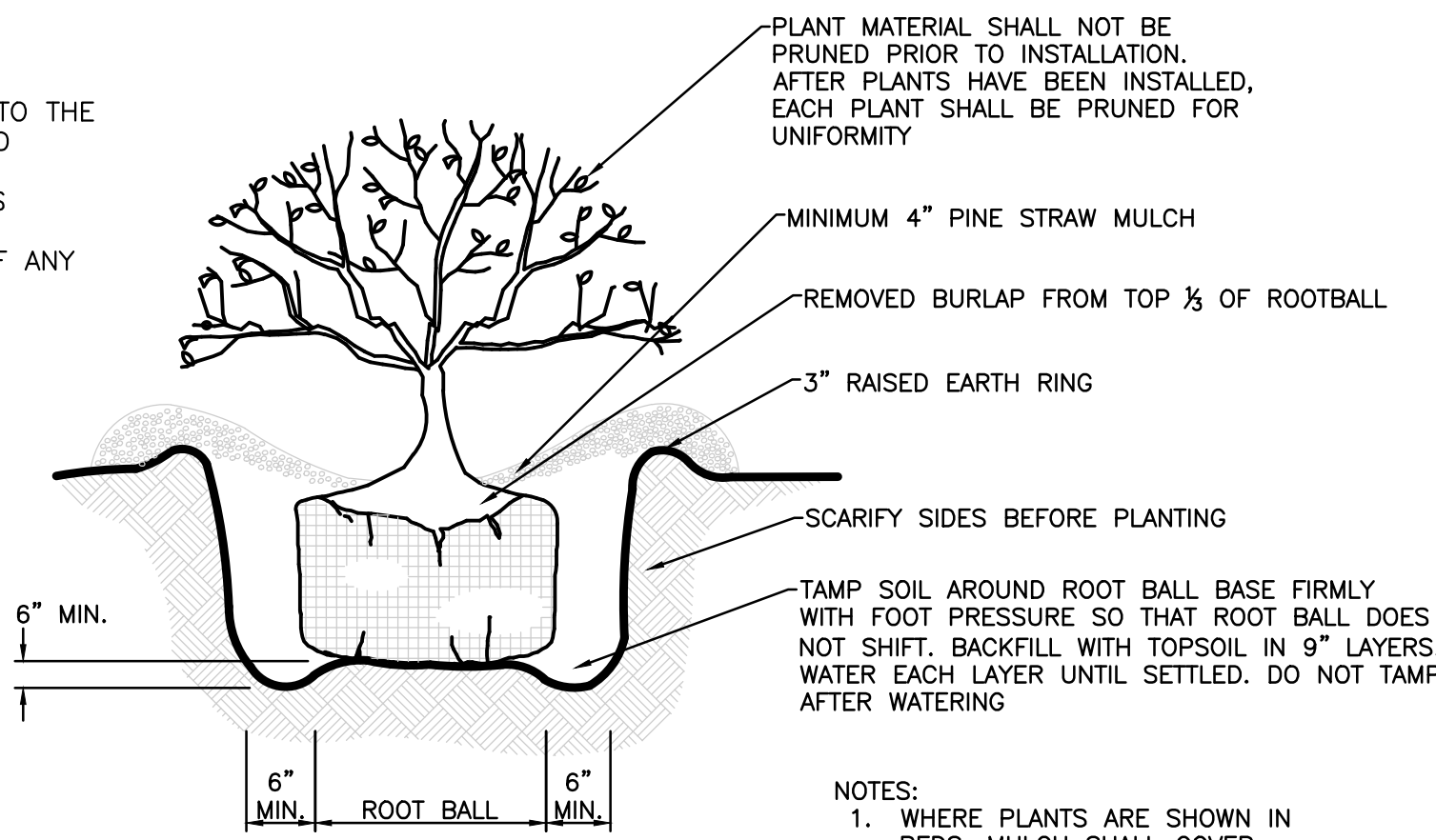
NOTE:
ALL TREE PROTECTION FENCING SHALL BE IN PLACE PRIOR TO THE ISSUANCE OF A GRADING OR LAND DISTURBANCE PERMIT AND SHALL BE MAINTAINED IN GOOD WORKING ORDER UNTIL ALL CONSTRUCTION ACTIVITY IS COMPLETED. NO DISTURBANCE IS PERMITTED IN A TREE PRESERVATION AREA. ANY REQUIRED EROSION CONTROL MEASURES SHALL BE PLACED OUTSIDE OF ANY TREE PROTECTION FENCING.

NOT TO SCALE



TYPICAL SCREENING FOR ABOVE GROUND UTILITIES

ALL SERVICE AREAS, MECHANICAL EQUIPMENT, TRASH CONTAINERS, AND FIELD SET ABOVE-GROUND UTILITY BOXES MUST BE SCREENED FROM THE PUBLIC R.O.W. ON THREE SIDES (LEAVING DOOR ACCESS FREE FROM PLANTINGS) WITH REQUIRED EVERGREEN PLANT MATERIAL. SCREENING MATERIAL MUST MEET OR EXCEED THE HEIGHT OF THE STRUCTURE THAT IS TO BE SCREENED. PRAGUE VIBURNUM OR APPROVED EQUAL SHOULD BE UTILIZED TO MEET THE SCREENING REQUIREMENT.



NOTES:
1. WHERE PLANTS ARE SHOWN IN BEDS, MULCH SHALL COVER ENTIRE BED AS DENOTED ON THE PLANS.
2. CONTAINER GROWN PLANT MATERIAL MAY BE SUBSTITUTED FOR BURLAP MATERIAL

SHRUB PLANTING
NOT TO SCALE

PLANT SCHEDULE OVERALL SITE

CANOPY TREES	QTY	BOTANICAL / COMMON NAME	TYPE	SIZE	HEIGHT	SPACING	REMARKS
GF	1	GINKGO BILOBA 'FASTIGIATA' / FASTIGIATE MAIDENHAIR TREE	DECIDUOUS	2" CAL.	12-14' HT	AS SHOWN	B&B, STRONG CENTRAL LEADER, 6' CLEAR TRUNK
LS	5	LIQUIDAMBAR STYRACIFLUA 'ROTUNDILOBA' TM / ROUND-LOBED SWEET GUM	DECIDUOUS	2" CAL.	12-14' HT	AS SHOWN	B&B, STRONG CENTRAL LEADER, 6' CLEAR TRUNK
LE	12	LIRIODENDRON TULIPIFERA 'JFS-OZ' TM / EMERALD CITY TULIP POPLAR	DECIDUOUS	2" CAL.	12-14' HT	AS SHOWN	B&B, STRONG CENTRAL LEADER, 6' CLEAR TRUNK
QN	4	QUERCUS NUTTALLII / NUTTALL OAK	DECIDUOUS	2" CAL.	12-14' HT	AS SHOWN	B&B, STRONG CENTRAL LEADER, 6' CLEAR TRUNK
QS	24	QUERCUS SHUMARDII / SHUMARD RED OAK	DECIDUOUS	2" CAL.	12-14' HT	AS SHOWN	B&B, STRONG CENTRAL LEADER, 6' CLEAR TRUNK
QR	14	QUERCUS X WAREI 'REGAL PRINCE' / REGAL PRINCE OAK	DECIDUOUS	2" CAL.	12-14' HT	AS SHOWN	B&B, STRONG CENTRAL LEADER, 6' CLEAR TRUNK
TD	11	TAXODIUM DISTICHUM 'AUTUMN GOLD' / AUTUMN GOLD BALD CYPRESS	DECIDUOUS	2" CAL.	12-14' HT	AS SHOWN	B&B, STRONG CENTRAL LEADER, 6' CLEAR TRUNK
TL	7	TILIA AMERICANA / AMERICAN LINDEN	DECIDUOUS	2" CAL.	12-14' HT	AS SHOWN	B&B, STRONG CENTRAL LEADER, 6' CLEAR TRUNK
UP	17	ULMUS PARVIFOLIA 'ALLEE' / ALLEE LACEBARK ELM	DECIDUOUS	2" CAL.	12-14' HT	AS SHOWN	B&B, STRONG CENTRAL LEADER, 6' CLEAR TRUNK
ACCENT TREES	QTY	BOTANICAL / COMMON NAME	TYPE	SIZE	HEIGHT	SPACING	REMARKS
AG	3	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' / 'AUTUMN BRILLIANCE' SERVICEBERRY	DECIDUOUS	1.5" CAL.	8-10' HT	AS SHOWN	B&B, STRONG CENTRAL LEADER, 6' CLEAR TRUNK
CF	20	CERCIS CANADENSIS 'FOREST PANSY' TM / FOREST PANSY REDBUD	DECIDUOUS	1.5" CAL.	8-10' HT	AS SHOWN	B&B, STRONG CENTRAL LEADER, 6' CLEAR TRUNK
CL	2	CLADRASTIS LUTEA / AMERICAN YELLOWWOOD	DECIDUOUS	1.5" CAL.	8-10' HT	AS SHOWN	B&B, STRONG CENTRAL LEADER, 6' CLEAR TRUNK
JA	8	ILEX OPACA / AMERICAN HOLLY	EVERGREEN	--	8' HT. MIN.	AS SHOWN	B&B, FULL TO BASE
IF	40	ILEX X ATTENUATA 'FOSTERI' / FOSTER'S HOLLY	EVERGREEN	--	8' HT. MIN.	AS SHOWN	B&B, FULL TO BASE
IX	20	ILEX X 'NELLIE R STEVENS' / NELLIE STEVENS HOLLY	EVERGREEN	--	8' HT. MIN.	AS SHOWN	B&B, FULL TO BASE
JV	13	JUNIPERUS VIRGINIANA 'CANAERTII' / CANAERTI JUNIPER	EVERGREEN	--	8' HT. MIN.	AS SHOWN	B&B, FULL TO BASE
ML	13	MAGNOLIA GRANDIFLORA 'LITTLE GEM' / DWARF SOUTHERN MAGNOLIA	DECIDUOUS	--	8' HT. MIN.	AS SHOWN	B&B, FULL TO BASE
CU	14	X CUPRESSOCYPARIS LEYLANDII / LEYLANDI CYPRESS	EVERGREEN	--	8' HT. MIN.	AS SHOWN	B&B, FULL TO BASE
SHRUBS	QTY	BOTANICAL / COMMON NAME	TYPE	HEIGHT	SPREAD	SPACING	REMARKS
BC	36	BUXUS X 'CHICAGOLAND GREEN' TM / GLENCOE BOXWOOD	EVERGREEN	20" HT	20"	30"O.C.	FULL CONTAINER, MIN. 3 GALLON
HL	4	HYDRANGEA PANICULATA 'LITTLE LIME' / LITTLE LIME HARDY HYDRANGEA	DECIDUOUS	20" HT	20"	36"O.C.	FULL CONTAINER, MIN. 3 GALLON
IC	331	ILEX CORNUTA 'CARISSA' / CARISSA HOLLY	EVERGREEN	20" HT	20"	30"O.C.	FULL CONTAINER
ID	20	ILEX CORNUTA 'DWARF BURFORD' / DWARF BURFORD HOLLY	EVERGREEN	24" HT	24"	40"O.C.	FULL CONTAINER, MIN. 3 GALLON
IV	131	ITEA VIRGINICA 'HENRY'S GARNET' / HENRY'S GARNET SWEETSPIRE	DECIDUOUS	20" HT	20"	40"O.C.	FULL CONTAINER
VB	86	VIBURNUM X BURKWOODII / BURKWOOD VIBURNUM	SEMI-EVERGREEN	20" HT	20"	40"O.C.	FULL CONTAINER, MIN. 3 GALLON
VX	55	VIBURNUM X PRAGENSE / PRAGUE VIBURNUM	EVERGREEN	24" HT	24"	48"O.C.	FULL CONTAINER
GROUND COVERS	QTY	BOTANICAL / COMMON NAME	TYPE	SIZE/CONT.	SPREAD	SPACING	REMARKS
SC	35	SESONAL COLOR	ANNUALS	4" POT		12" o.c.	TRIANGULATE SPACING

NOTES

ALL DISTURBED AREAS NOT OTHERWISE PLANTED SHALL BE SEEDED OR SODDED PER NOTES ON THIS SHEET.

PLANTING NOTES:

- ANY SERIES OF TREES TO BE PLACED IN A PARTICULAR ARRANGEMENT WILL BE FIELD CHECKED FOR ACCURACY. ANY PLANTS MISARRANGED WILL BE RELOCATED.
- SOIL USED IN BACKFILLING PLANTING PITS SHALL BE TOPSOIL AND MIXED WITH 25% PEAT BY VOLUME. EXCEPT FOR ERICACEOUS PLANTS, VERY ACID OR SOUR SOIL (SOIL HAVING A pH less than 6) SHALL BE MIXED WITH SUFFICIENT LIME TO PRODUCE A SLIGHTLY ACID REACTION (A pH of 6.0 to 6.5). ADD 10-10-10 COMMERCIAL FERTILIZER AT THE RATE OF 2 POUNDS PER CUBIC YARD. MIX BOTH FERTILIZER AND PEAT THOROUGHLY BY HAND OR ROTARY TILLER.
- SOIL USED IN BACKFILLING ERICACEOUS PLANTS SHALL BE TOPSOIL MIXED WITH 50% PEAT BY VOLUME. ADD 5-10-5 COMMERCIAL FERTILIZER AT THE RATE OF 5 POUNDS PER CUBIC YARD. MIX BOTH FERTILIZER AND PEAT THOROUGHLY BY HAND OR ROTARY TILLER.
- UPON SECURING PLANT MATERIAL AND BEFORE INSTALLATION, THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE FOR A PRE-INSTALLATION INSPECTION TO VERIFY ALL PLANT MATERIAL MEETS SPECIFICATION. MATCH TREES OF SAME SPECIES IN GROWTH CHARACTER AND UNIFORMITY.
- APPLY HERBICIDE (TRIFLOR OR EQUIVALENT) TO ALL PLANT BEDS PRIOR TO PLANTING FOR NOXIOUS WEED CONTROL AT A RATE OF 2 POUNDS PER 1,000 SQUARE FEET.
- CONTRACTOR SHALL SUBMIT A 10 OUNCE SAMPLE OF THE TOPSOIL PROPOSED TO A TESTING LABORATORY FOR ANALYSIS. SUBMIT TEST RESULTS WITH RECOMMENDATIONS FOR SUITABILITY TO THE OWNER'S REPRESENTATIVE FOR APPROVAL.
- PLANTS SHALL BE ORIENTED FOR BEST APPEARANCE AND VERTICAL. ALL NON-BIODEGRADABLE ROOT CONTAINERS SHALL BE REMOVED.
- SELECTIVELY TRIM TREE BRANCHES BY 25%, MAINTAINING NATURAL SHAPE. PRUNE ALL DEAD AND BROKEN BRANCHES IN TREES AND SHRUBS. REMOVE TAGS, TWINE OR OTHER NON-BIODEGRADABLE MATERIAL.
- SCARIFY SUBSOIL IN PLANTING BEDS TO A DEPTH OF 3 INCHES. ALL PLANTING BEDS SHALL RECEIVE A MINIMUM OF 6 INCHES OF TOPSOIL.
- CONTRACTOR SHALL PROVIDE SMOOTH, NEATLY TRENCHED (3 INCH DEEP) BED EDGES.
- ALL PLANTING BEDS TO HAVE A MINIMUM 4 INCH DEEP PINE BARK MULCH, PINE STRAW MULCH OR OTHER MULCH AS SPECIFIED.
- DIMENSIONS FOR TRUNK CALIPER, HEIGHTS, AND SPREAD SPECIFIED ON THE MATERIAL SCHEDULE ARE A GENERAL GUIDE FOR THE MINIMUM REQUIRED SIZE OF EACH PLANT. QUALITY AND SIZE OF PLANTS, SPREAD OF ROOTS AND SIZE OF BALLS SHALL BE IN ACCORDANCE WITH A.N.S.I. Z60.1 'AMERICAN STANDARD FOR NURSERY STOCK' (CURRENT EDITION) AS PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN, INC.
- TREES OF THE SAME SPECIES SHALL HAVE THE FOLLOWING CHARACTERISTICS: MATCHED BY BRANCHING HEIGHT, CALIPER, HEIGHT OF TREE, SPREAD OF BRANCHES AND BRANCHING STRUCTURE, AND OVERALL CANOPY SHAPE.
- THE QUANTITIES INDICATED ON THE MATERIAL SCHEDULE ARE PROVIDED FOR THE BENEFIT OF THE CONTRACTOR, BUT SHOULD NOT BE ASSUMED TO ALWAYS BE CORRECT. IN THE EVENT OF A DISCREPANCY, THE PLANTING PLAN (PLANT SYMBOLS) WILL TAKE PRECEDENCE OVER THE MATERIAL SCHEDULE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HIS/HER OWN QUANTITY CALCULATIONS AND THE LIABILITY PERTAINING TO THOSE QUANTITIES AND ANY RELATED CONTRACT DOCUMENTS AND/OR PRICE QUOTATIONS.
- CONTRACTOR TO WARRANTY ALL MATERIAL FOR ONE YEAR AFTER DATE OF FINAL ACCEPTANCE.

SEEDING NOTES:

- SEED ALL DISTURBED AREAS WITH TURF-TYPE TALL FESCUE. THE SEED SHALL BE A BLEND OF 3-5 VARIETIES (ADDRESSING BOTH COLD HARDINESS AND DROUGHT TOLERANCE) FROM THE TOP 10% SELECTIONS IN THE NATIONAL TURFGRASS EVALUATION PROGRAM (N.T.E.P) TALL FESCUE TRIALS, MOST RECENT EVALUATION YEAR (WWW.NTEP.ORG). THE SEED SHALL BE CROP AND WEED FREE. SEED AT THE RATE OF 5 POUNDS PER 1,000 S.F. ALL SEED TO BE 98% PURE WITH 85% GERMINATION AND CONFORM TO ALL STATE REQUIREMENTS FOR GRASS SEED. THE FERTILIZER TO BE 6-12-12 COMMERCIAL TYPE WITH 50% OF ITS ELEMENTS DERIVED FROM ORGANIC SOURCES.
- PLACE STRAW MULCH ON SEEDED AREAS. STRAW TO BE OATS OR WHEAT STRAW, FREE FROM WEEDS, FOREIGN MATTER DETRIMENTAL TO PLANT LIFE, AND DRY. HAY OR CHOPPED CORNSTALKS ARE NOT ACCEPTABLE.
- THE CONTRACTOR SHALL VERIFY THAT THE PREPARED SOIL BASE IS READY TO RECEIVE WORK. CULTIVATE THE TOPSOIL TO A DEPTH OF 4 INCHES WITH A MECHANICAL TILLER AND SUBSEQUENTLY RAKE UNTIL SMOOTH. REMOVE FOREIGN MATERIALS COLLECTED DURING CULTIVATION AND RAKING OPERATIONS.
- APPLY FERTILIZER ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS. LIMESTONE MAY BE APPLIED WITH THE FERTILIZER. APPLY FERTILIZER AFTER SMOOTH RAKING AND PRIOR TO ROLLER COMPACTION AND MIX THOROUGHLY IN THE UPPER 2 INCHES OF TOPSOIL.
- APPLY SEED EVENLY IN TWO INTERSECTING DIRECTIONS AND RAKE IN LIGHTLY. WATER TOPSOIL LIGHTLY PRIOR TO APPLYING SEED. DO NOT SEED AREA IN EXCESS OF THAT WHICH CAN BE MULCHED ON THE SAME DAY.
- ROLL SEEDED AREA WITH ROLLER NOT EXCEEDING 112 POUNDS.
- IMMEDIATELY FOLLOWING SEEDING AND COMPACTING, APPLY STRAW MULCH AT THE RATE OF ONE AND ONE HALF BALES PER 1,000 SQUARE FEET. IMMEDIATELY AFTER MULCHING, APPLY WATER WITH A FINE SPRAY AND SATURATE THE GROUND TO A DEPTH OF 4 INCHES.
- CONTRACTOR IS RESPONSIBLE FOR WATERING SEEDED AREAS TO PREVENT GRASS AND SOIL FROM DRYING OUT UNTIL THE INSTALLATION IS INSPECTED AND ACCEPTED BY THE OWNER'S REPRESENTATIVE.
- CONTRACTOR IS RESPONSIBLE FOR RESEEDING BARE SPOTS FOR A PERIOD OF ONE YEAR AFTER ACCEPTANCE OF INSTALLATION.

SODDING NOTES:

- AREAS INDICATED FOR SOD SHALL BE TURF-TYPE TALL FESCUE, A BLEND OF 3-5 VARIETIES (ADDRESSING BOTH COLD HARDINESS AND DROUGHT TOLERANCE) FROM THE TOP 10% SELECTIONS IN THE NATIONAL TURFGRASS EVALUATION PROGRAM (N.T.E.P) TALL FESCUE TRIALS, MOST RECENT EVALUATION YEAR (WWW.NTEP.ORG). MINIMUM AGE SHALL BE 18 MONTHS, WITH ROOT DEVELOPMENT THAT WILL SUPPORT ITS OWN WEIGHT WITHOUT TEARING WHEN SUSPENDED VERTICALLY BY HOLDING THE UPPER TWO CORNERS.
- SUBMIT SOD CERTIFICATION FOR GRASS SPECIES AND LOCATION OF SOD SOURCE. INCLUDE CERTIFICATION THAT SOD IS FREE OF DISEASE, NEMATODES, UNDESIRABLE INSECTS, AND QUARANTINE RESTRICTIONS.
- SOD SHALL BE DELIVERED ON PALLETS. STORE SOD AT A LOCATION PROTECTED FROM DAMAGING WINDS.
- APPLY 6-12-12 COMMERCIAL TYPE FERTILIZER, WITH 50% OF THE ELEMENT DERIVED FROM ORGANIC SOURCES AT A RATE RECOMMENDED BY THE MANUFACTURER. APPLY AFTER SMOOTH RAKING OF TOPSOIL AND NO MORE THAN 48 HOURS BEFORE LAYING SOD. MIX THOROUGHLY IN THE UPPER 2 INCHES OF TOPSOIL AND LIGHTLY WATER TO AID BREAKDOWN.
- LIGHTLY MOISTEN AREA TO RECEIVE SOD IMMEDIATELY PRIOR TO LAYING SOD.
- LAY SOD TIGHTLY WITH NO OPEN JOINTS VISIBLE AND NOT OVERLAPPING. STAGGER END JOINTS A MINIMUM OF 12 INCHES AND DO NOT STRETCH SOD PIECES.
- ON SLOPES 6 INCHES PER FOOT AND STEEPER, LAY SOD PERPENDICULAR TO SLOPE AND SECURE EVERY ROW WITH WOODEN PEGS AT AN MAXIMUM 2 FEET O.C. DRIVE PEGS FLUSH WITH SOD PORTION OF SOD.
- PRIOR TO PLACING SOD ON SLOPES OF 8 INCHES PER FOOT AND STEEPER, PLACE JUTE EROSION CONTROL MESH OVER TOPSOIL. SECURELY ANCHOR IN PLACE WITH PEGS SUNK FIRMLY INTO THE GROUND. CONTRACTOR SHALL SUBMIT 12" X 12" SAMPLES OF JUTE MESH FOR REVIEW TO LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.
- IMMEDIATELY AFTER INSTALLATION, WATER SODDED AREAS TO A DEPTH OF 4 INCHES.
- AFTER SOD AND SOIL HAVE DRIED, ROLL SODDED AREAS TO ENSURE A GOOD BOND BETWEEN SOIL AND SOD. ROLLER SHALL NOT EXCEED 150 POUNDS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING (MOWING, TRIMMING, WATERING) THE SOD UNTIL THE INSTALLATION IS INSPECTED AND ACCEPTED BY THE OWNER'S REPRESENTATIVE.
- THE CONTRACTOR SHALL REPLACE SOD AREAS THAT SHOW DETERIORATION FOR A PERIOD OF ONE YEAR AFTER ACCEPTANCE OF THE INSTALLATION. REPLACE DETERIORATED MATERIAL WITH SOD OF EQUAL QUALITY ORIGINALLY SPECIFIED.

IRRIGATION NOTES:

- ALL PROPOSED PLANTED AREAS ARE TO BE IRRIGATED UTILIZING FULL COVERAGE DESIGN.
- SUBMIT PROPOSED IRRIGATION PLAN TO THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE FOR GENERAL REVIEW AND ACCEPTANCE.
- PROPOSED IRRIGATION SYSTEM SHOULD UTILIZE ANY RECLAIMED/REUSED/GRAY WATER PUBLIC SYSTEMS IF ACCESSIBLE.
- SHOULD RECLAIMED/REUSED/GRAY WATER NOT BE AVAILABLE, BELOW GRADE CISTERNS OR ON-SITE RETENTION PONDS SHOULD BE CONSIDERED FOR AN IRRIGATION WATER SOURCE. USE OF PUBLIC POTABLE WATER SOURCE SHOULD BE A LAST CASE RESORT AND DESIGNED AS A TEMPORARY IRRIGATION SYSTEM UTILIZED TO ESTABLISHED PROPOSED PLANT MATERIAL THROUGH ITS FIRST TWO YEARS OF GROWTH.
- PROPOSED IRRIGATION DESIGN SHOULD UTILIZE WATER EFFICIENT DESIGN TECHNIQUES SUCH AS THE USE OF DRIP IRRIGATION, MOISTURE SENSORS AND RAIN SENSORS TO MAXIMIZE WATER EFFICIENCY.
- IRRIGATION CONTRACTOR IS RESPONSIBLE FOR INSTALLING AN IRRIGATION SYSTEM THAT FUNCTIONS PROPERLY PER THE INTENT OF THE DESIGN. SHOULD THE IRRIGATION CONTRACTOR SEE A FLAW IN THE PROPOSED DESIGN AND/OR FINDS A PROBLEM IN THE FIELD THAT WILL NEGATIVELY AFFECT THE PERFORMANCE OF THE PROPOSED IRRIGATION SYSTEM, THE SAID CONTRACTOR IS RESPONSIBLE FOR INFORMING THE LANDSCAPE ARCHITECT/OWNER'S REPRESENTATIVE PRIOR TO INSTALLING OR ORDERING MATERIAL FOR THE PROPOSED IRRIGATION SYSTEM.
- IRRIGATION PLANS TO BE SUBMITTED AS PART OF THE SUBMITTAL, PRIOR TO ISSUANCE OF PERMITS.



RAGAN • SMITH
LAND PLANNERS • CIVIL ENGINEERS
LANDSCAPE ARCHITECTS • SURVEYORS
Chattanooga Murfreesboro
615-544-8591 615-546-9050
ragansmith.com



CORD DRIVE MULTIFAMILY FOR WELDENFIELD DEVELOPMENT

WARD 4, CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

JOB NO.	20095	DESIGNED:	A TAFSI	DRAWN:	A TAFSI	SCALE:	NOT TO SCALE	DATE:	11-15-2021	REV.	1	PER CITY COMMENTS	DESCRIPTION:
WK ORDER	1911												

OCTOBER 18, 2021

LANDSCAPE NOTES & DETAILS

L2.0



D1 BUILDING TYPE 1 - FRONT ELEVATION
3/16" = 1'-0"
E1/A2.01



G1 BUILDING TYPE 1 - LEFT SIDE ELEVATION
3/16" = 1'-0"
E1/A2.01



G7 BUILDING TYPE 1 - RIGHT SIDE ELEVATION
3/16" = 1'-0"
E1/A2.01



K1 BUILDING TYPE 1 - REAR ELEVATION
3/16" = 1'-0"
E1/A2.01

CONSULTANT

ISSUE HISTORY		
No.	Date	Description
1	10/04/2021	DESIGN DEVELOPMENT

REVISION HISTORY		
No.	Date	Description

EDWARD H. HUNTER
TENNESSEE LICENSE # 9993

CORD DRIVE APARTMENTS
COLUMBIA, TN

Drawn: L.R.
Checked: L.R.
Approval: T.H.
Date: 07/01/2020
Project #: 5762-00

BUILDING TYPE 1 - EXTERIOR ELEVATIONS



D1 BUILDING TYPE 2 - FRONT ELEVATION
3/16" = 1'-0"
E1/A2.03



G1 BUILDING TYPE 2 - LEFT SIDE ELEVATION
3/16" = 1'-0"
E1/A2.03



G7 BUILDING TYPE 2 - RIGHT SIDE ELEVATION
3/16" = 1'-0"
E1/A2.03



K1 BUILDING TYPE 2 - REAR ELEVATION
3/16" = 1'-0"
E1/A2.03

ISSUE HISTORY		
No.	Date	Description
1	10/04/2021	DESIGN DEVELOPMENT

REVISION HISTORY		
No.	Date	Description

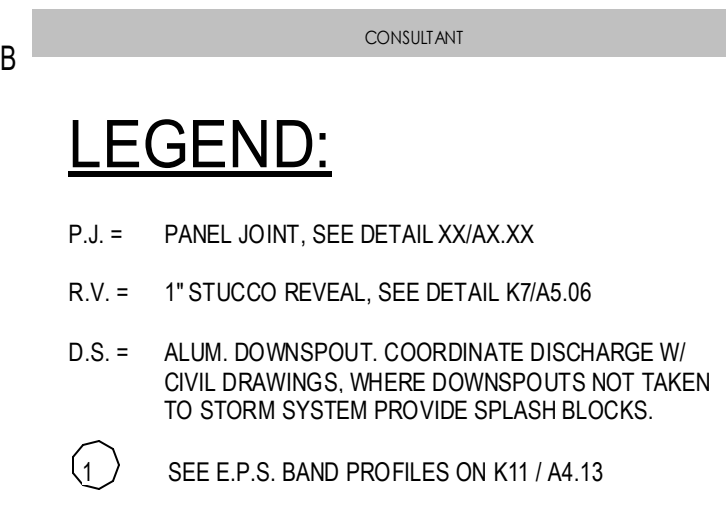
EDWARD H. HUNTON
TENNESSEE LICENSE #887

**CORD DRIVE
APARTMENTS**
COLUMBIA, TN

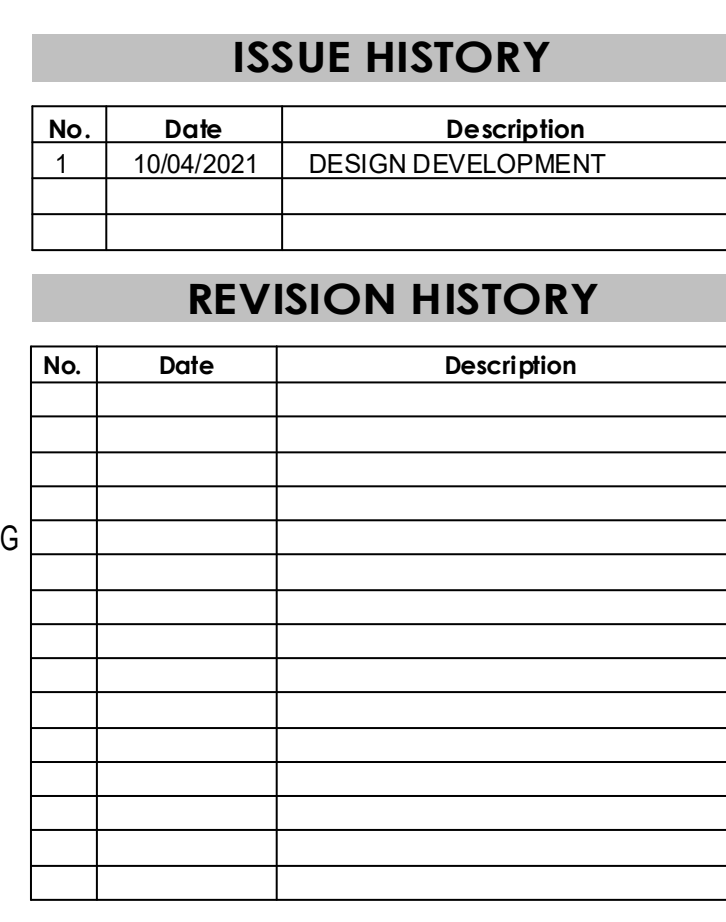
Drawn: L.R.
Checked: L.R.
Approved: T.H.
Date: 07/01/2020
Project #: 5762-00

**BUILDING TYPE 2 -
EXTERIOR ELEVATIONS**

A4.03



E1 BUILDING TYPE 1 - FRONT ENLARGED ELEVATION
1/4" = 1'-0" D1/A4.01



K1 BUILDING TYPE 1 - REAR ENLARGED ELEVATION
1/4" = 1'-0" K1/A4.01

CORD DRIVE
APARTMENTS
COLUMBIA, TN

Drawn:	L.R.
Checked:	L.R.
Approval:	T.H.
Date:	07/01/2020
Project #:	5782-00

BUILDING TYPE 1 -
ENLARGED ELEVATIONS

A4.10

P.J. = PANEL JOINT, SEE DETAIL XX/AX,XX
R.V. = 1" STUCCO REVEAL, SEE DETAIL K7/A5.06
D.S. = ALUM. DOWNSPOUT, COORDINATE DISCHARGE W/
CIVIL DRAWINGS, WHERE DOWNSPOUTS NOT TAKEN
TO STORM SYSTEM PROVIDE SPLASH BLOCKS.

1 SEE E.P.S. BAND PROFILES ON K11 / A4.13

ISSUE HISTORY		
No.	Date	Description
1	10/04/2021	DESIGN DEVELOPMENT

[illegible]

EDWARD H. HUNTON
TENNESSEE LICENCE #183

Drawn:	L.R.
Checked:	L.R.
Approval:	T.H.
Date:	07/01/2020
Project #:	5782-00

A4.11



E1 BUILDING TYPE 1 - LEFT ENLARGED ELEVATION
1/4" = 1'-0" G1/A4.01



K1 BUILDING TYPE 1 - RIGHT ENLARGED ELEVATION
1/4" = 1'-0" G7/A4 01

CONSULTANT

LEGEND:

P.J. = PANEL JOINT, SEE DETAIL XX/AX.XX
R.V. = 1" STUCCO REVEAL, SEE DETAIL K7A5.06
D.S. = ALUM. DOWNSPOUT, COORDINATE DISCHARGE W/
CIVIL DRAWINGS, WHERE DOWNSPOUTS NOT TAKEN
TO STORM SYSTEM PROVIDE SPLASH BLOCKS.

① SEE E.P.S. BAND PROFILES ON K11 / A4.13

ISSUE HISTORY		
No.	Date	Description
1	10/04/2021	DESIGN DEVELOPMENT

REVISION HISTORY		
No.	Date	Description

EDWARD H. HUNTER
TENNESSEE LICENSE #8997

**CORD DRIVE
APARTMENTS**
COLUMBIA, TN

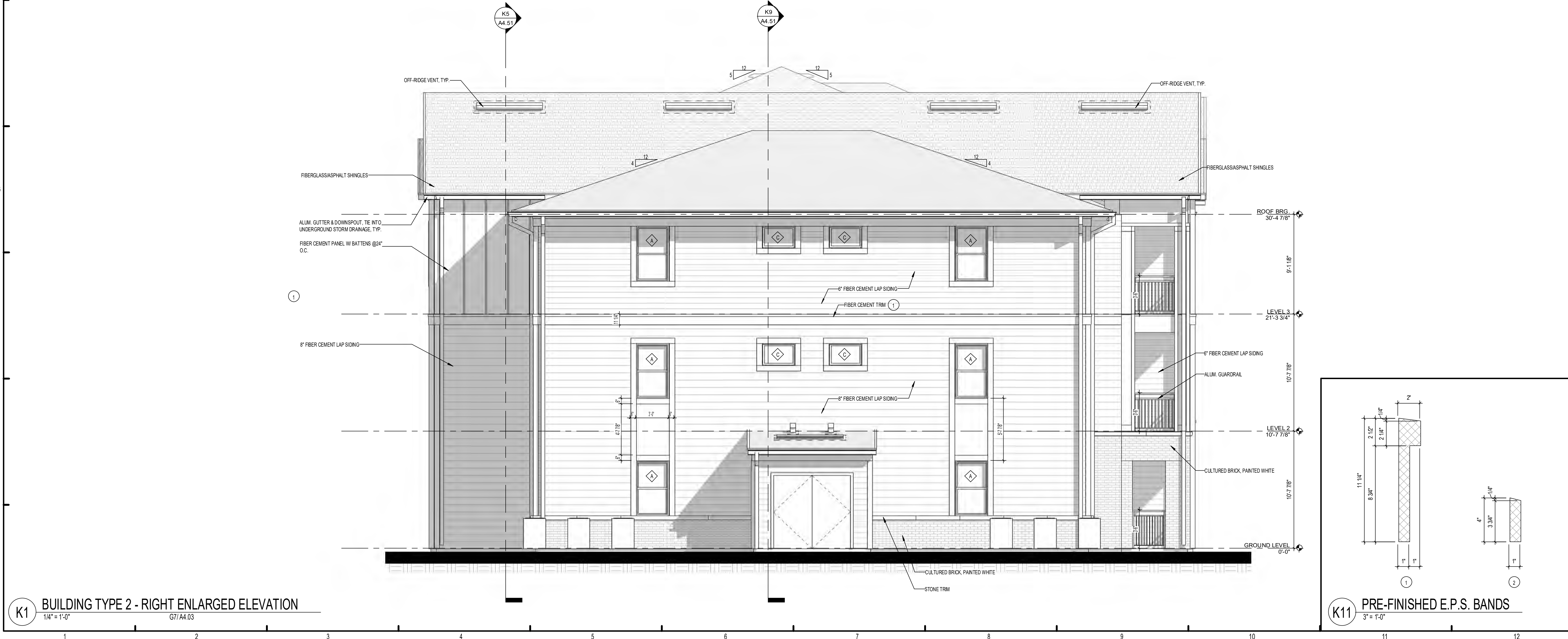
Drawn: L.R.
Checked: L.R.
Approved: T.H.
Date: 07/01/2020
Project #: 5782-00

**BUILDING TYPE 2 -
ENLARGED ELEVATIONS**

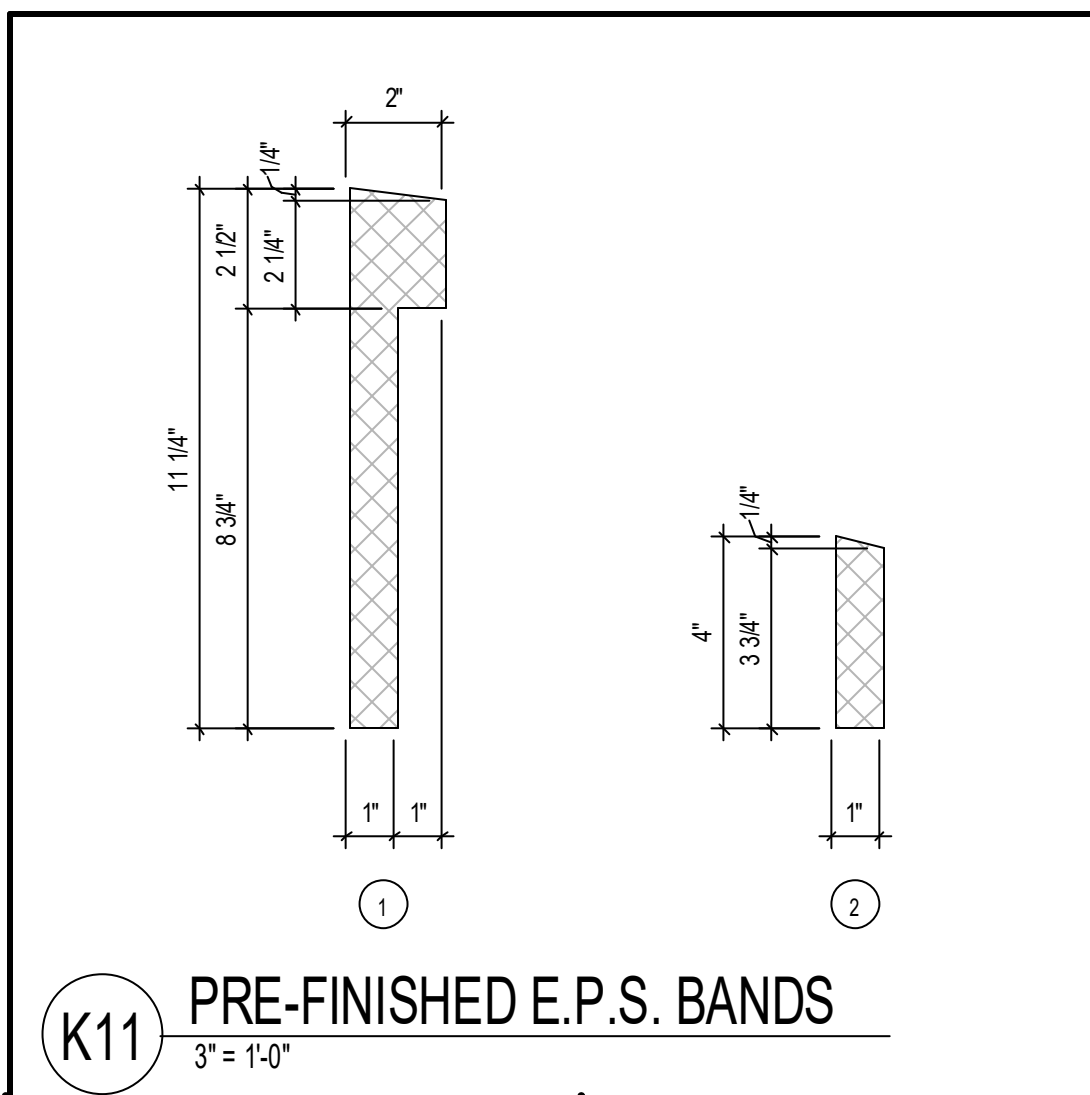
A4.13



E1 BUILDING TYPE 2 - LEFT ENLARGED ELEVATION
1/4" = 1'-0" G1/A4.03



K1 BUILDING TYPE 2 - RIGHT ENLARGED ELEVATION
1/4" = 1'-0" G1/A4.03



K11 PRE-FINISHED E.P.S. BANDS
3/4" = 1'-0"

CONSULTANT

ISSUE HISTORY

No.	Date	Description
1	10/04/2021	DESIGN DEVELOPMENT

REVISION HISTORY

No.	Date	Description

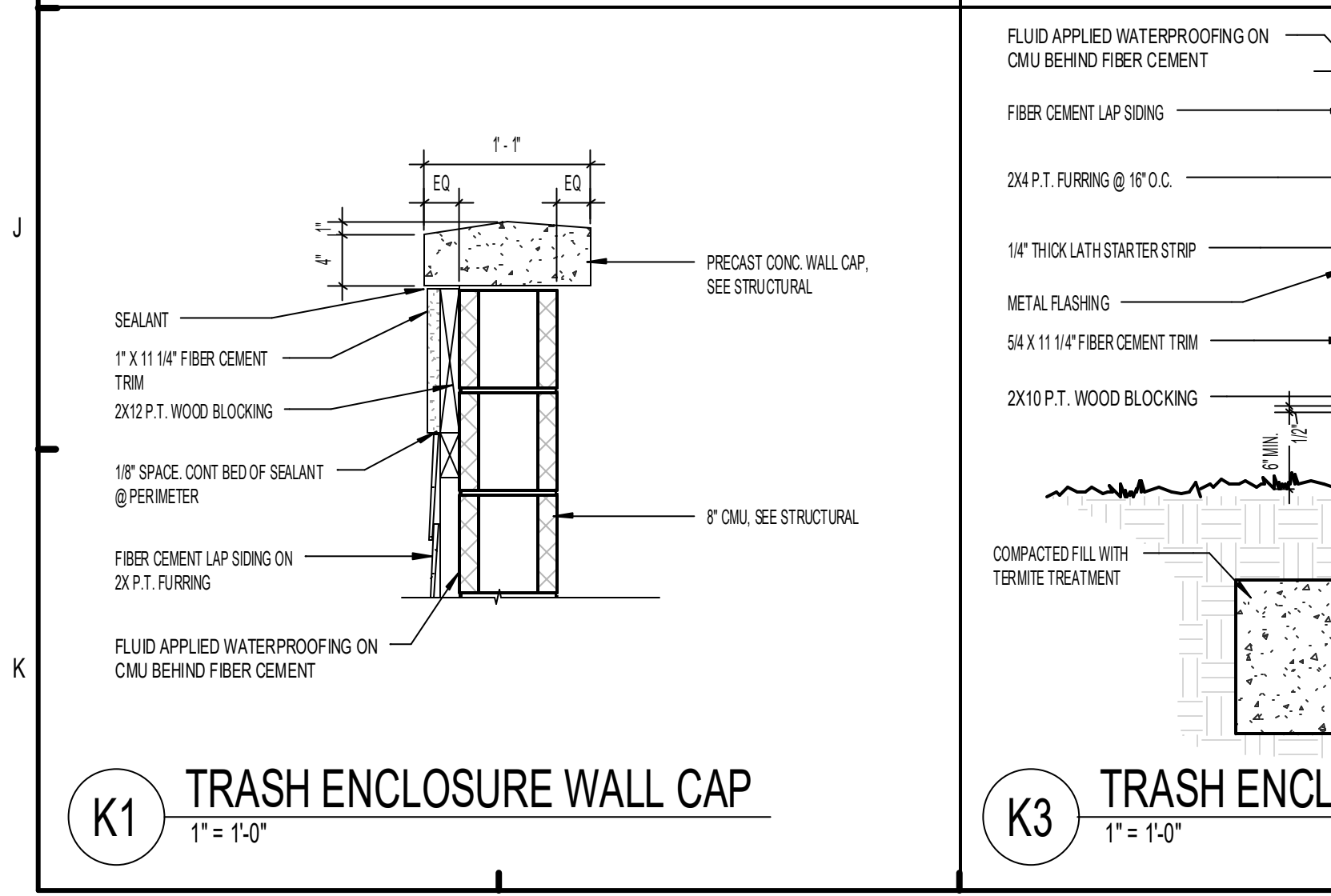
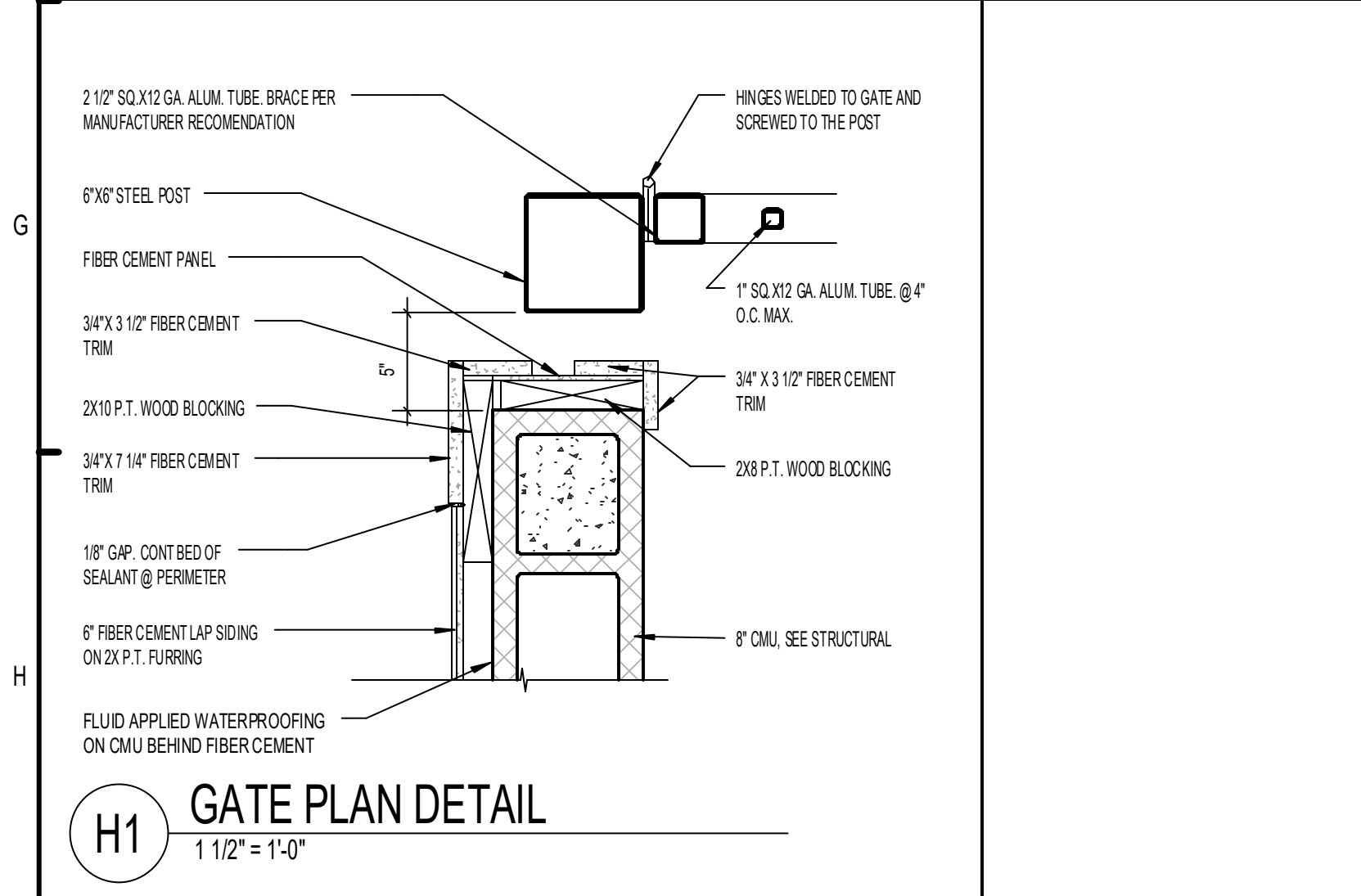
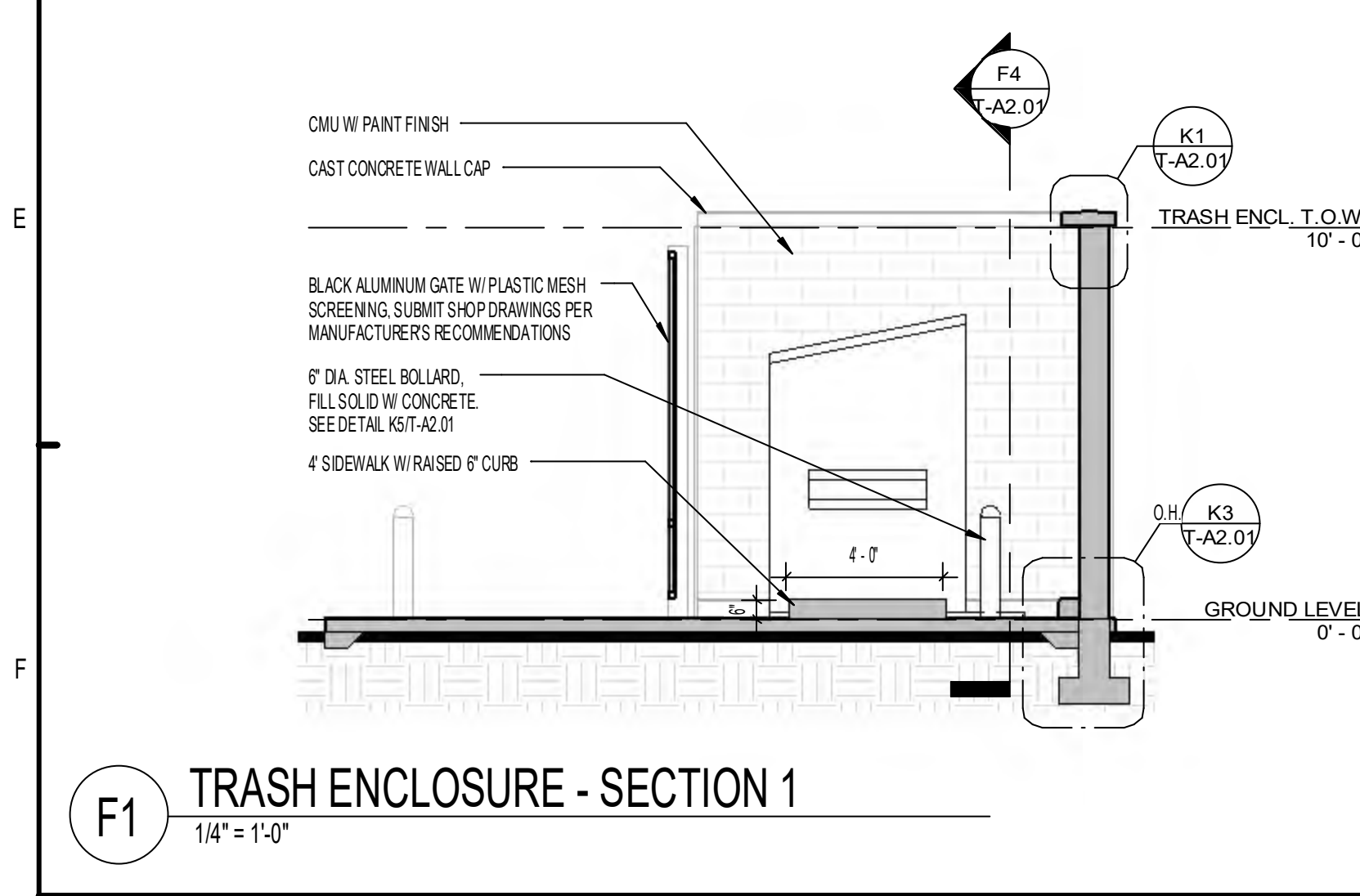
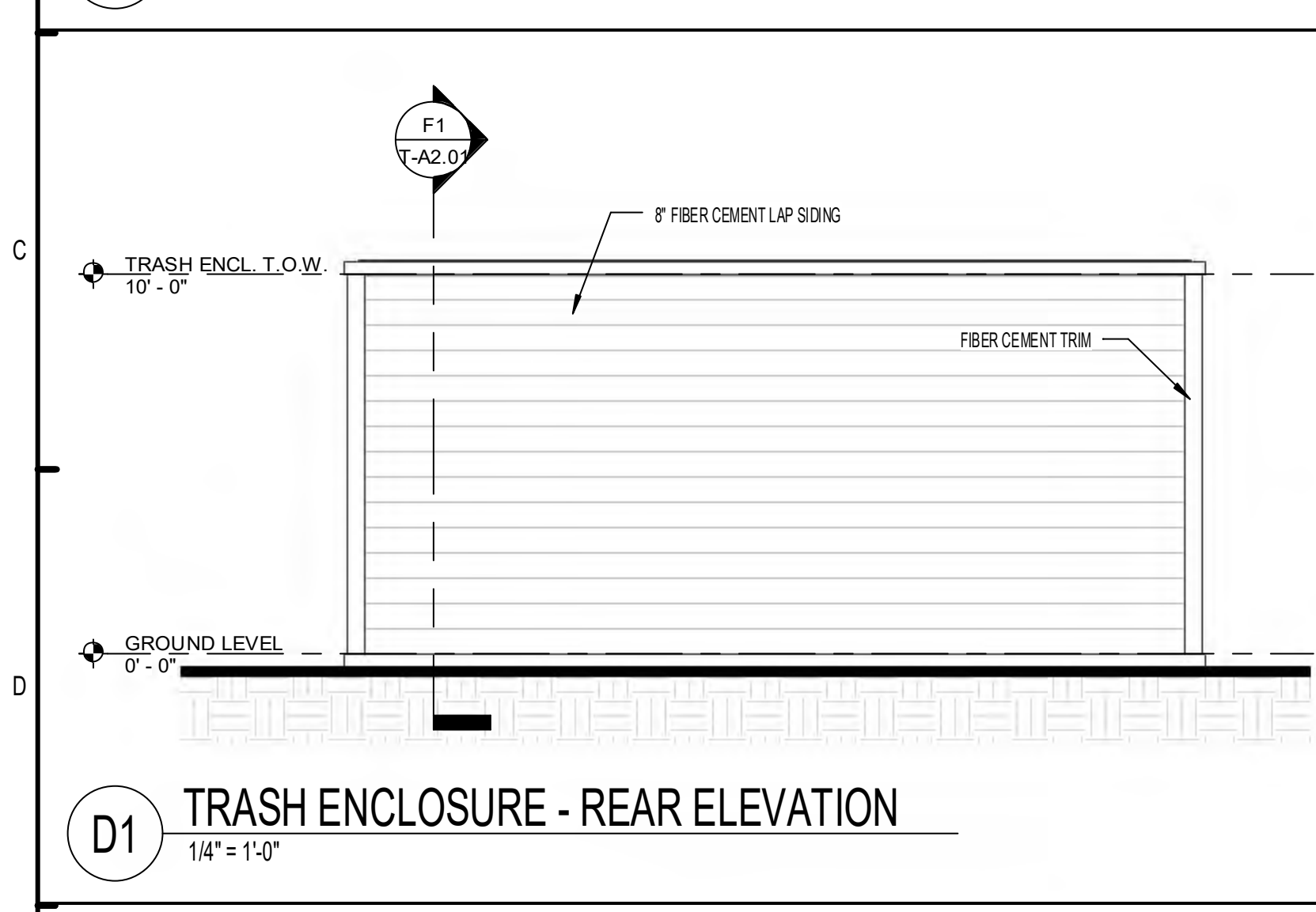
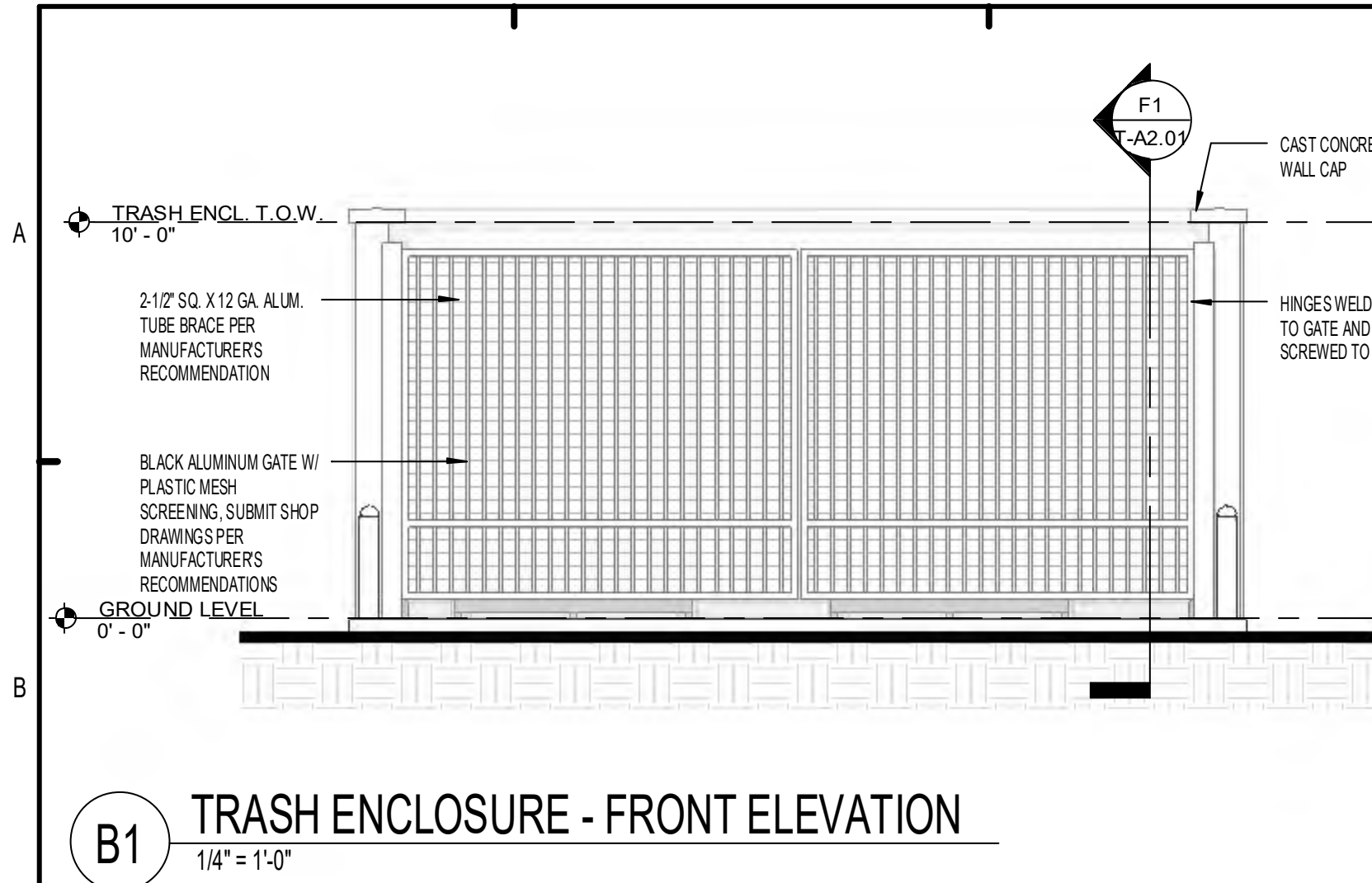
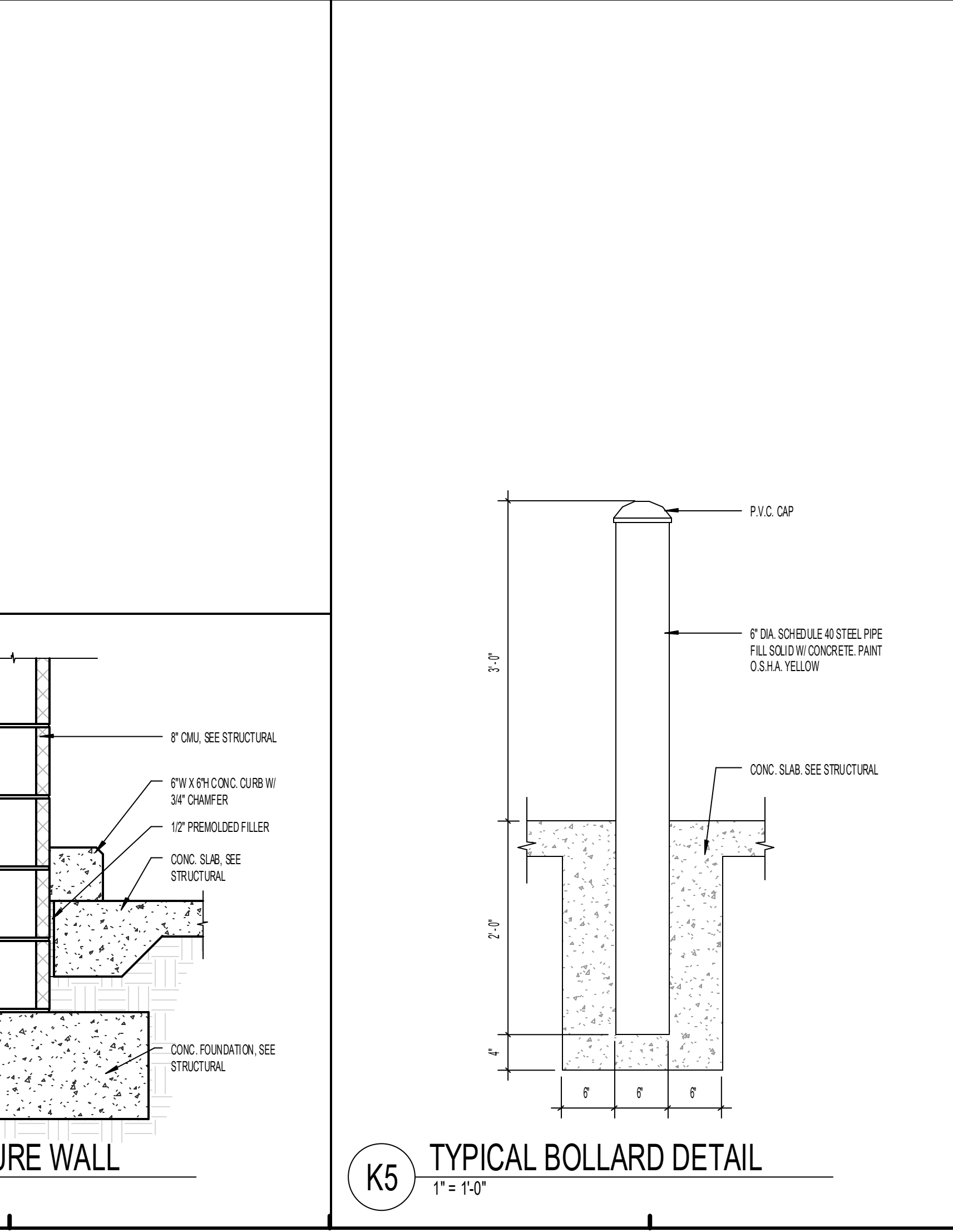
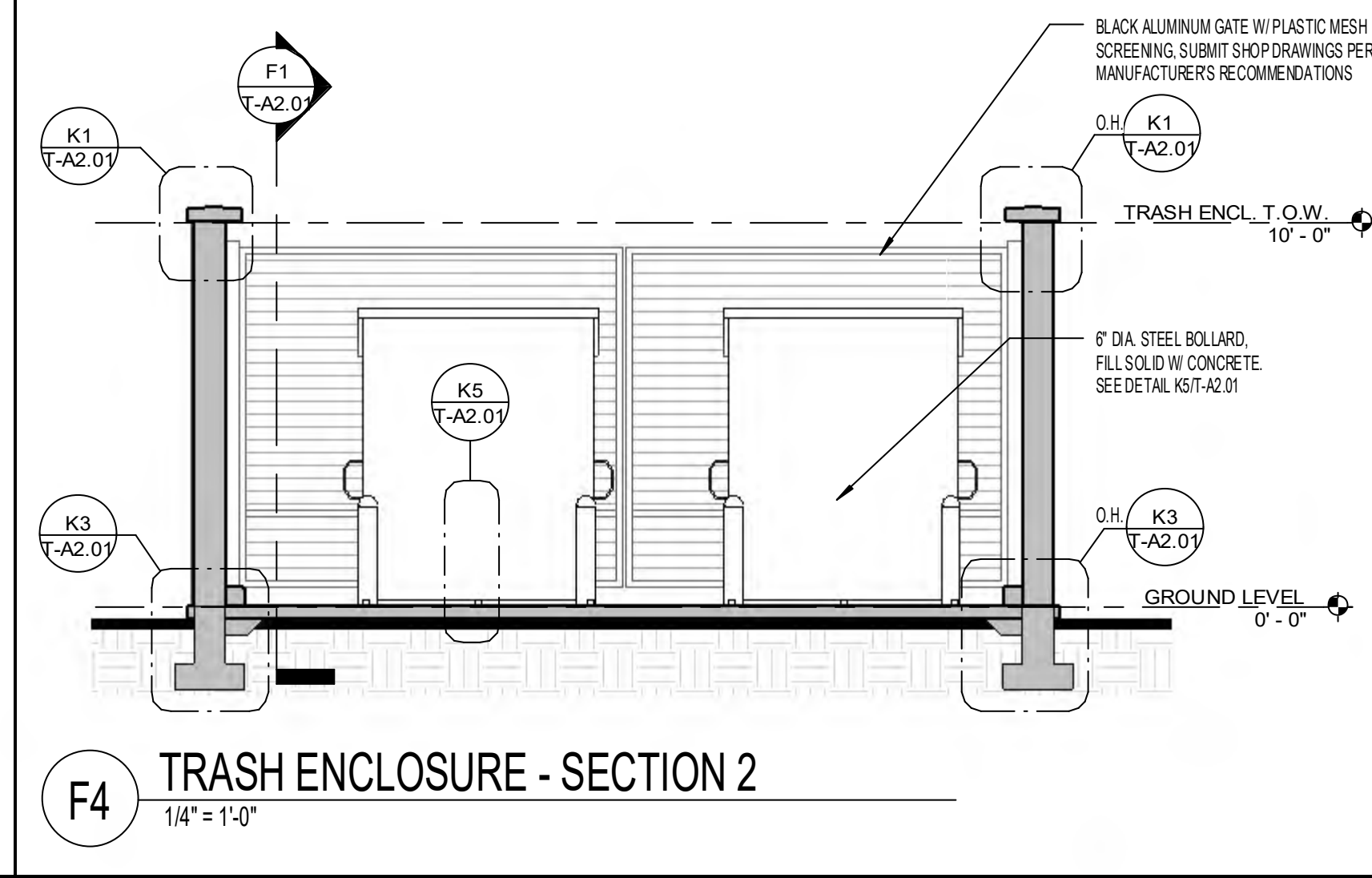
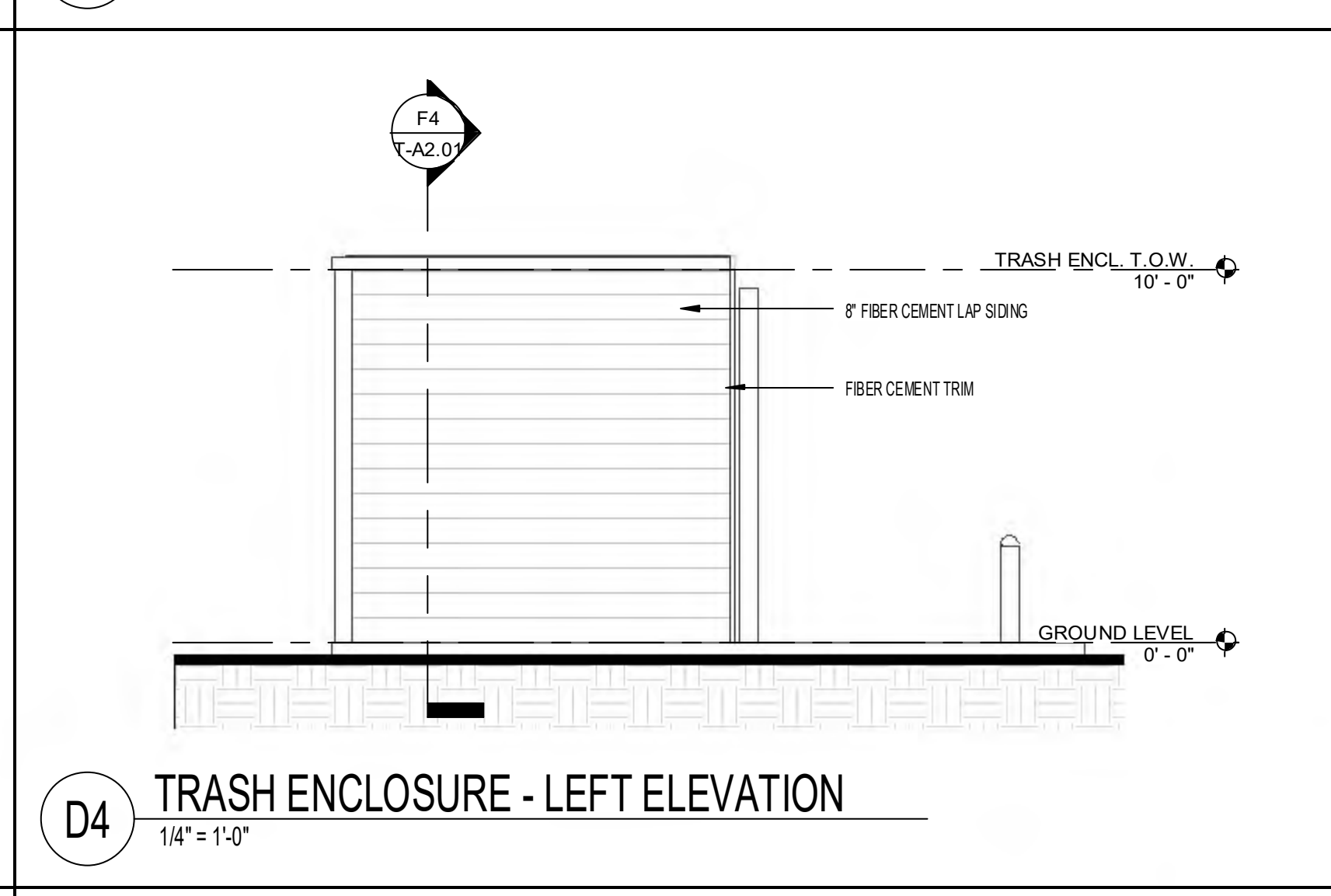
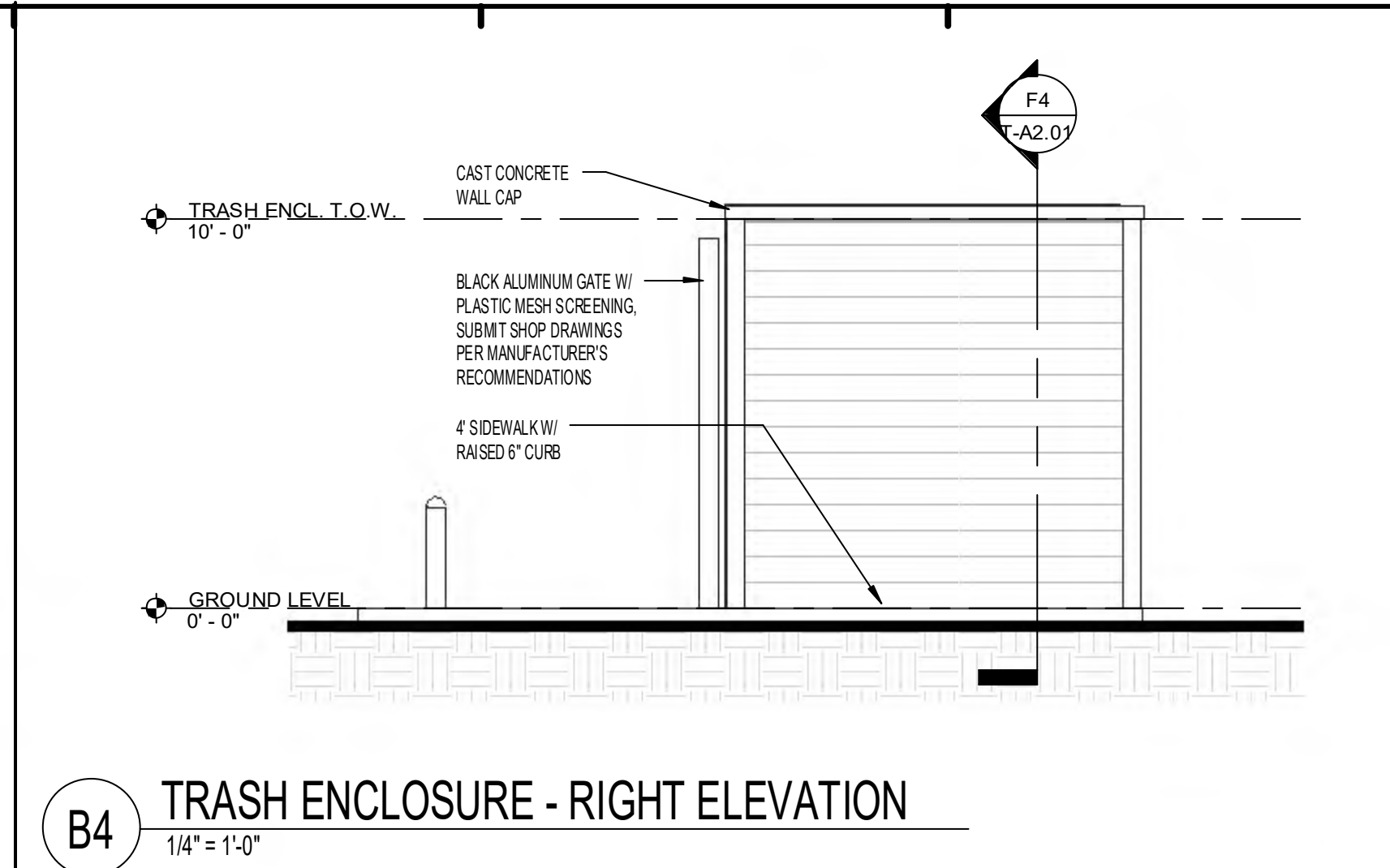
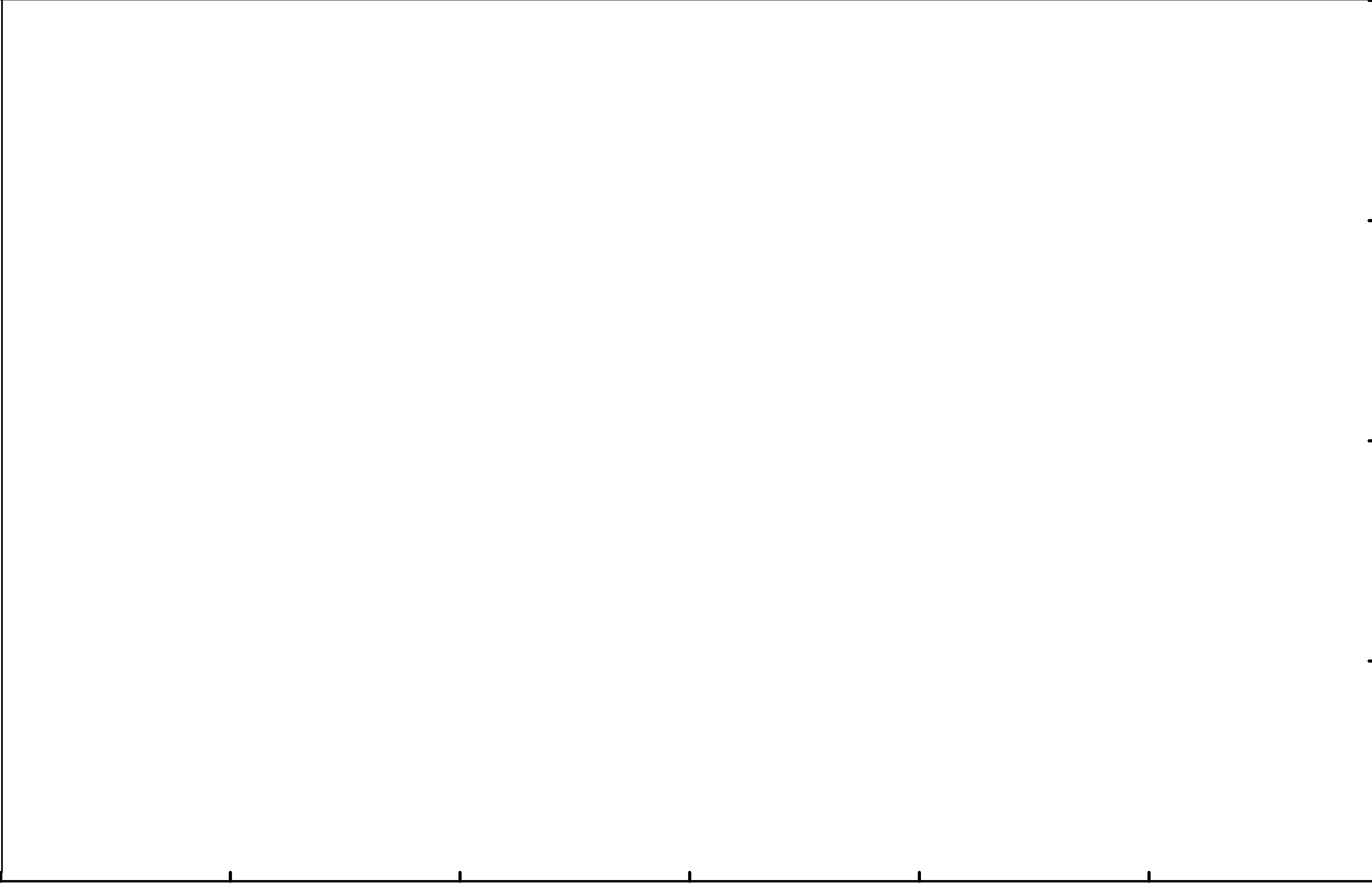
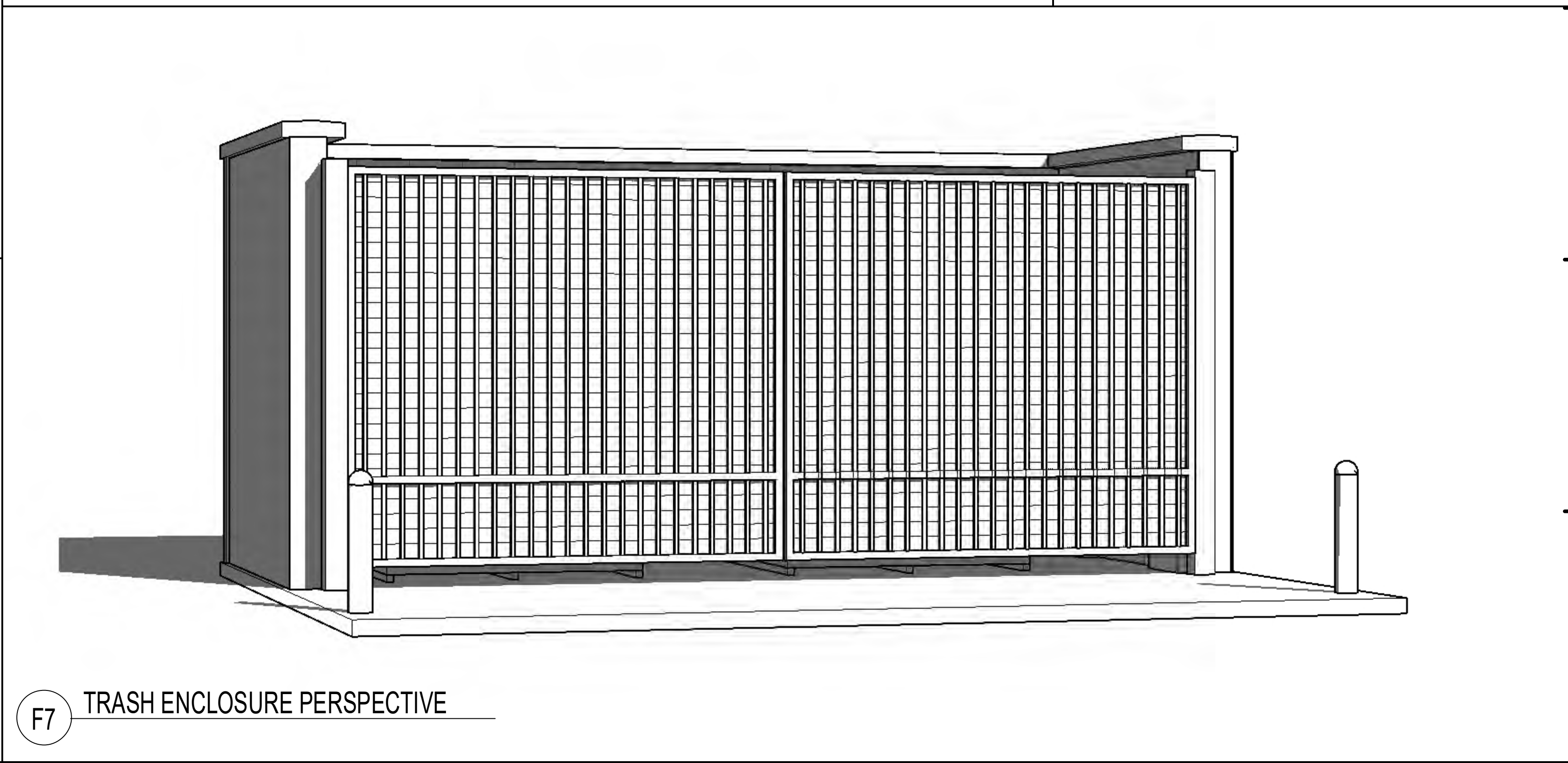
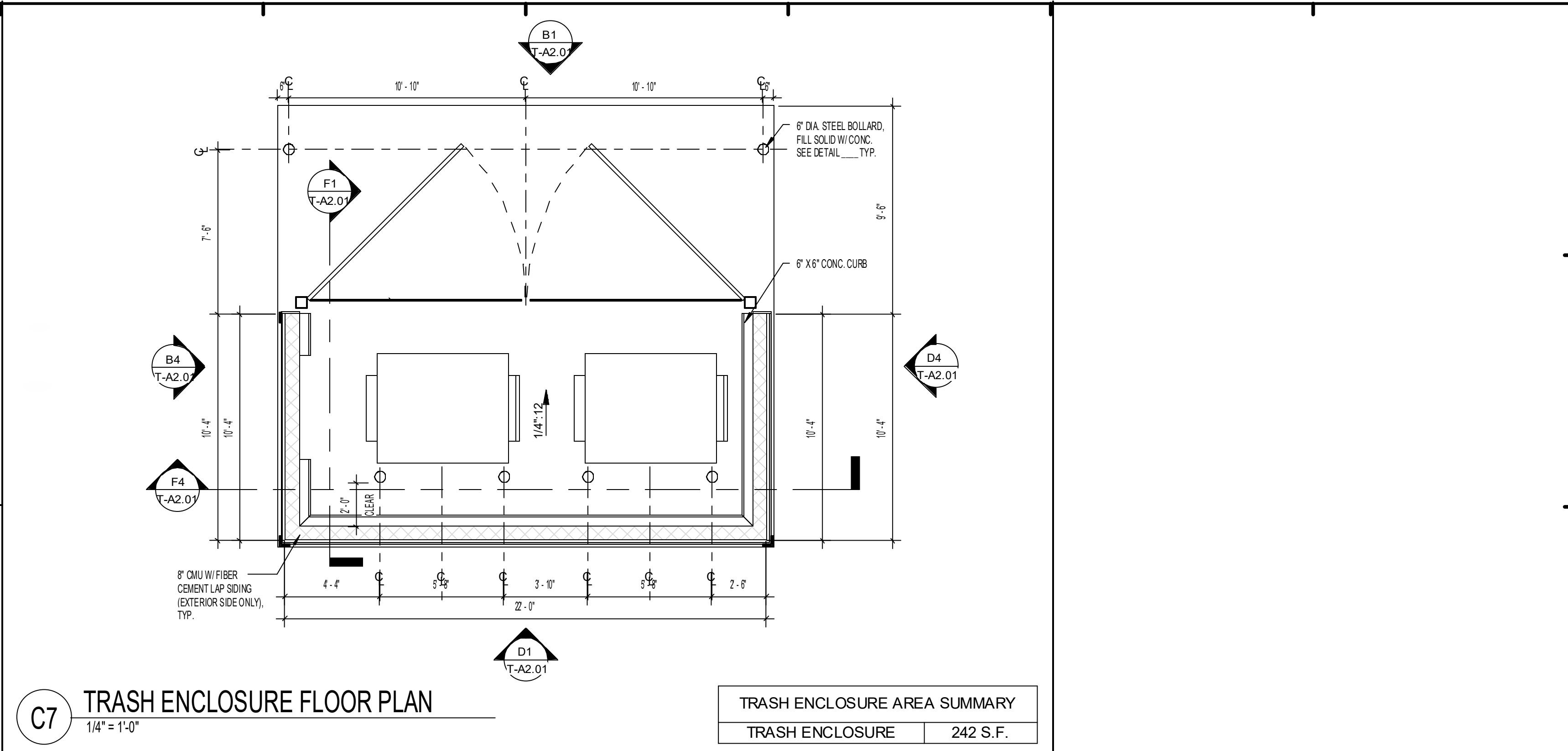
CORD DRIVE APARTMENTS CLUBHOUSE & ANCILLARY BLDGs. COLUMBIA, IN

Drawn: _____ Author
Checked: _____ Checker
Approved: _____ Approver
Date: 06/29/2017
Project #: 5418-00

TRASH ENCLOSURE

T-A2.01

REVISED: 04/04/2021
PLOTTER: 35.107 PWA





FRONT ELEVATION



EXTERIOR RENDERINGS
PROJECT:0754-00 07/21/2021

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COLUMBIA, TN

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REAR ELEVATION



EXTERIOR RENDERINGS
PROJECT:0754-00 07/21/2021

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FRONT ELEVATION



EXTERIOR RENDERINGS
PROJECT:0754-00 07/21/2021

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CLUBHOUSE PERSPECTIVE



EXTERIOR RENDERINGS
PROJECT:5418-00 9/1/2021

CORD DRIVE APARTMENTS CLUBHOUSE
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Case Number:

21-0245

Request:

Request from Kimley-Horn to rezone property off Hampshire Pike and Old Williamsport Pike being Tax Map 89 Parcel 41.03 from mixed commercial to a mixed residential commercial district.



CITY OF COLUMBIA TENNESSEE
PLANNING COMMISSION
STAFF REPORT

STAFF REPORT CONTACT INFORMATION

Austin Brass, City Planner, abrass@columbiatn.com , 931-560-1560

DOCKET/CASE/APPLICATION NUMBER

21-0245

PUBLIC HEARING DATE

N/A

APPLICANT/PROPERTY OWNER

Kimley-Horn/ Ray Pace

PROPERTY ADDRESS/LOCATION

**Hampshire Pike/ Map 089/ Group
041/ Parcel 3.000**

SUMMARY OF REQUEST: Zoning Amendment (MCD to MRC)

This request is for the rezoning of a 67.3 +/- acre parcel from MCD (*Mixed Use Commercial Service District*) to MRC (*Mixed Use Residential Commercial Services*) located on the north side of Hampshire Pike.



MAP SOURCE: City GIS

EXISTING ZONING	EXISTING LAND USE	SURROUNDING ZONING & LAND USE	SITE IMPROVEMENTS PROPOSED	SIZE OF PROPERTY
MCD (Mixed Commercial District)	Vacant Land	GCS/ R-10/ R-6 & Single-Family Residential	N/A	67.3 acres +/-

COMPATIBILITY with the COMPREHENSIVE PLAN:

Suburban Corridor. This future land use characterized for the subject property recommends residential and commercial development including retail, restaurants, and services A Suburban Corridor future land use would be in support of an MRC (Mixed Residential Commercial) zoning classification.

PROPERTY HISTORY:

N/A

COMPATIBILITY with the ZONING ORDINANCE & /STAFF COMMENTS:

This request is to rezone the subject property from MCD to MRC. A concept plan indicates a proposal of single-family residential, townhomes, and multi-family with commercial uses fronting Hampshire Pike.

MRC – Mixed-Use Residential Commercial Service Districts

These districts are designed to provide adequate space in appropriate locations for high intensity office uses intermixed with high density residential and limited retail service functions. Characteristics of permitted residential developments are buildings designed for multiple dwelling units, or designed



CITY OF COLUMBIA TENNESSEE
PLANNING COMMISSION
STAFF REPORT

to be attached with party walls. Commercial development, having a minimum of characteristics objectionable in a high-density residential environment, is permitted. In addition, use of buildings and land is permitted for community facilities and utilities necessary for serving these districts or for general community welfare. This class of district is appropriately located between districts characterized by lower density residential development and areas of more intensive commercial use, or as nodes along major traffic arteries.
See technical comments.

ATTACHMENTS (CIRCLE)

SUBMITTED
PLANS

CITY MAPS

LEGAL NOTICE

LEGAL
DESCRIPTION

PUBLIC
COMMENTS

AGENCY
COMMENTS

RESPONSE TO STANDARDS

Section 3.19.6 of the *Columbia Zoning Ordinance*, (CZO) requires the following criteria to be reviewed and specific findings made on the following items for the amendment:

3.19.6 CRITERIA FOR PLANNING COMMISSION RECOMMENDATIONS

...

The recommendations of the Planning Commission to the City Council shall show that the Planning Commission has studied and considered the proposed change in relation to the following, where applicable:

- Whether the proposed change would be consistent with the intent, goals, objectives, policies, guiding principles and programs of any adopted plans;
- Whether the proposed change would be compatible with the existing land use pattern and designated future land uses;
- Whether the proposed change would create substantial adverse impacts in the adjacent area or the City in general; and
- Whether the subject parcel is of adequate shape and size to accommodate the proposed change.

Staff's review of Section 3.19.6 in relation to this request finds the following:

- A. Whether the proposed change would be consistent with the intent, goals, objectives, policies, guiding principles and programs of any adopted plans;

The Comprehensive Plan designation for this property is Suburban Corridor which does support an MRC Zoning District thus meeting the intent, goals, objectives, policies, guiding principles and programs of any adopted plans.

- A. The legal purposes for which zoning exists are not contravened;

All future development of the property will be required to conform to the zoning ordinance standards in effect at that time; therefore, legal purposes for which zoning



CITY OF COLUMBIA TENNESSEE
PLANNING COMMISSION
STAFF REPORT

exists will not be contravened.

- B. Whether the proposed change would be compatible with the existing land use pattern and designated future land uses;

The surrounding property is single-family residential and multi-family residential. The proposed rezoning would be consistent with the future land use of Suburban Corridor.

- C. Whether the proposed change would create substantial adverse impacts in the adjacent area or the City in general;

The proposed uses on the property at the time of development will be required to conform to the Zoning Ordinance standards in effect at that time to mitigate any potential adverse impacts upon adjoining property owners.

- D. Whether the subject parcel is of adequate shape and size to accommodate the proposed change;

The subject property meets the minimum lot area required in the zoning ordinance.

3.18.7 ACTION BY THE PLANNING COMMISSION FOR REZONING'S

Staff's review of Section 3.18.7(B) in relation to this rezoning request finds the following:

1. The rezoning agrees with the general plan for the area;

The Comprehensive Plan designates the subject property as "Suburban Corridor". The request would agree with an MRC (Mixed Residential Commercial) Zoning Designation.

2. The legal purposes for which zoning exists are not contravened;

All future development will be required to conform to the zoning ordinance standards in effect at that time; therefore, legal purposes for which zoning exists will not be contravened.

3. There will be no adverse effects upon adjoining property owners;

The proposed zoning designation (MRC) would allow for residential uses ranging from single-family to multi-family including commercial uses. The existing zoning designation (MCD) allows for commercial uses and multi-family residential, however, does not permit single-family homes including townhomes.

4. No one property owner or small group of property owners will benefit materially from the change to the detriment of the general public;

The proposal is similar in development and supported by the comprehensive plan in which the general public representatives confirmed.

5. Conditions affecting the area have changed to a sufficient extent to warrant an



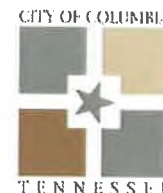
CITY OF COLUMBIA TENNESSEE
PLANNING COMMISSION
STAFF REPORT

amendment to City's Zoning Map.

This change to the City's Zoning map would create a zoning district that is consistent with the goals of the Comprehensive Plan

6. There are adequate schools, roads, parks, wastewater treatment facilities, water supply, and stormwater drainage facilities to support this zoning change.

No reports from any facilities that the zoning request cannot be serviced.



TECHNICAL MEETING
Tuesday, November 9, 2021

ITEM NO.

21-0245

DESCRIPTION: Rezoning of 67.3 Acres From MCD to MRC to support a mix of commercial, single family, town home and multifamily uses.

RECOMMENDATION: For final recommendation please see staff report.

TECHNICAL AND DIVISION COMMENTS:

Maury County E911

1. Contact Maury County 911 for street and development name approval.

Building

2. No comments.

Columbia Power

3. Columbia Power System has an existing power line near your proposed residential development located at 1316 Hampshire Pike. 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.

Police

4. No comments provided.

Atmos Energy

5. Gas available on Williamsport Pike call Tim Brown 931.384.0397.

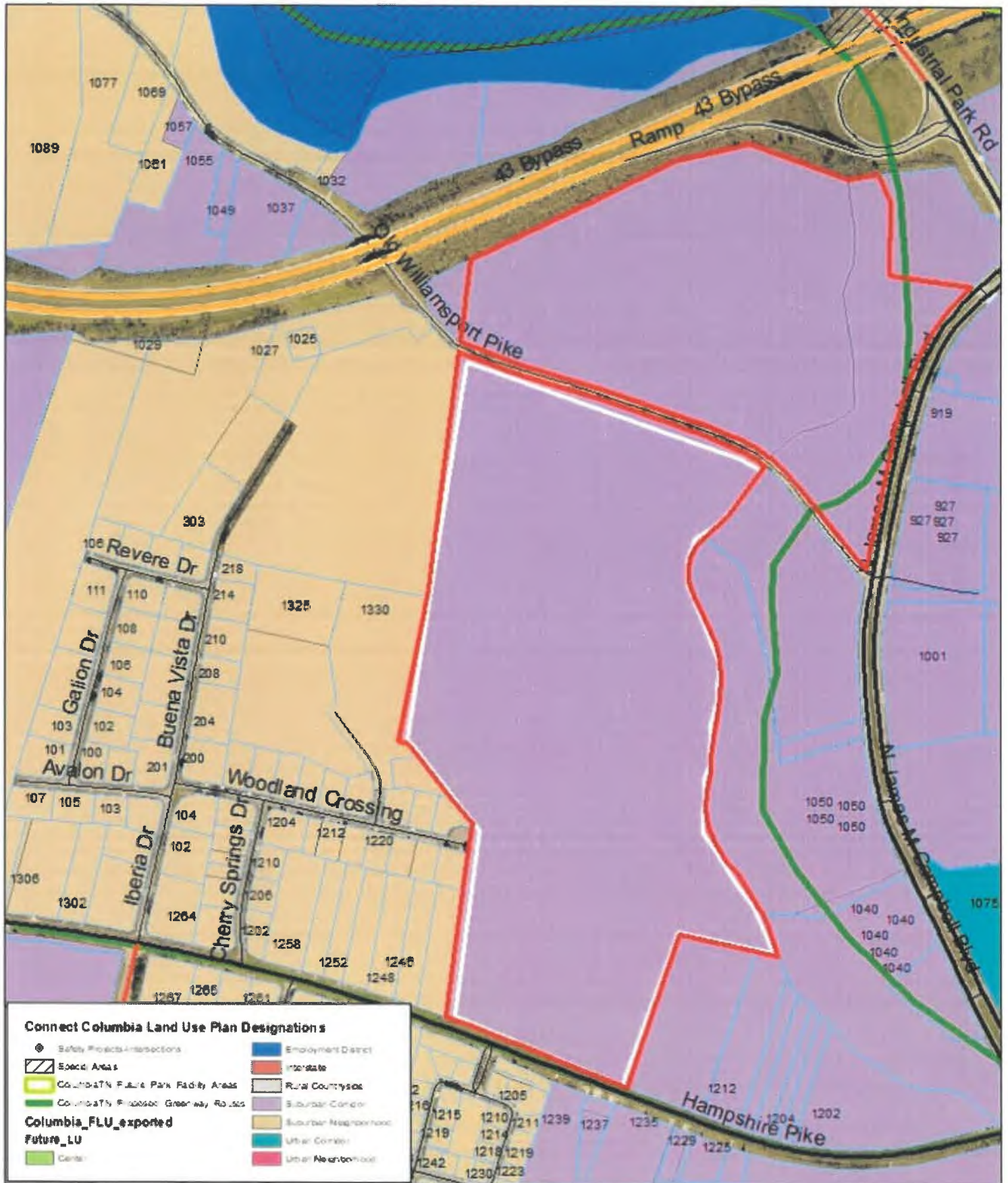
Maury County Schools

6. No comments.

Duck River Electric Membership Corp

7. No comments provided.

Case #21-0245
Hampshire Pike
Tax Map 89 Parcel 41.03, +/-67 acre portion of



Case #21-0245
Hampshire Pike
Tax Map 89 Parcel 41.03, +/-67 acre portion of





DEVELOPMENT SUMMARY			
ZONING	EXISTING	PROPOSED	
LAND USE	MCD MRC TOTALS		
MULTIFAMILY 'A'			216 D.U. / 16.7 AC.
MULTIFAMILY 'B'			216 D.U. / 17.3 AC.
TOWN HOMES			48 D.U. / 3.7 AC.
SINGLE-FAMILY			34 D.U. / 21.8 AC.
COMMERCIAL			15,000 SF / 4.0 AC.
DEVELOPMENT AREA			
COLLECTOR R.O.W.			3.8 AC.
TOTAL SITE AREA			67.3 AC.

Case Number:

21-0249

Request:

Request from Tommy Logue for access management exception at 1112 Confederate Drive.

STAFF REPORT

CASE NUMBER: 21-0249
APPLICANT: Tommy Logue
SUBDIVISION: Rainey Sec 1
ZONING: R-10
PROPERTY LOCATION: 1112 Confederate Drive
MAP NUMBER: Tax Map: 100K Group: B Parcel: 18.00
REQUEST: Access Management Ordinance Exception

Project Proposal

The request is for an exception to the Access Management Ordinance to allow a second access to a tract of land located at 1112 Confederate Drive. The property is only allowed one drive per the access management ordinance. The existing driveway that serves this property is off Confederate Dr and accesses the basement of the house. For accessibility reasons the property owner is requesting a second access off confederate drive to access the main living area of the house.

Points of Discussion

Access Management Ordinance

Public Notice

Public notice appeared in the Daily Herald two times prior to this meeting,

Review

Items for Planning Commission consideration for an exception to the provisions of the access management Ordinance are:

1. The applicant provides a notarized affidavit that affirms the information provided in the exception request is true and correct.
2. The Conditions upon which the request is based are unique to this property and are not applicable to other properties throughout Columbia.
3. The specific property has exceptional narrowness, shallowness, or shape.
4. The specific property was a lot of record prior to the adoption of this ordinance.
5. The specific property has exceptional topographic conditions or other extraordinary or exceptional conditions that pertain to the physical nature of the property.
6. The strict application of this Ordinance would result in practical difficulties to or undue hardship on the owner of the property.
7. The situation is not self-created
8. The exception may be granted without substantial detriment to the public good and without sustainably impairing the intent and purpose of this Ordinance.

Based on the technical review, staff finds the access location acceptable and compliant with required criteria for the exception.

Attachments: Request Letter, Signed Affidavit, Drive location layout



TECHNICAL MEETING
Tuesday, November 9, 2021

ITEM NO.

21-0249

DESCRIPTION: Access management ordinance for a Residential lot.

RECOMMENDATION: For final recommendation please see staff report.

TECHNICAL AND DIVISION COMMENTS:

Building

1. No comments.

Police

2. No comments provided.

Columbia Power

3. Columbia Power System has no objections at this time for the relocation of the driveway located at 1112 Confederate Drive. Any relocation of facilities would be the responsibility of the property owner.

Maury County E911

4. No comments .

Maury County Schools

5. No comment provided.

Duck River Electric Membership Corp

6. No comments provided.

Wastewater

7. Wastewater approves this request.

Public Works

8. No comments.

Columbia Water

9. No comments provided.

Atmos Energy

10. No comments provided.

Planning

11. No comments.

Engineering

12. No comments.

Fire

13. No comment.

ATTACHMENTS: Concept Plan

To Whom it may concern,

I Tommy Logue would like to add a second driveway to my property at 1112 Confederate Dr. for access to the main floor of the house. The current driveway goes to basement only, with many steps to the main floor.

My wife has serious hip and joint problems, and cannot climb steps well. We need a new driveway for carrying groceries in the house, etc.

The strict enforcement of this ordinance would result in practical difficulties and undue hardship. I do have permission from my joining neighbor for any type of driveway. I would greatly appreciate your consideration.

Thanks

Tommy Logue

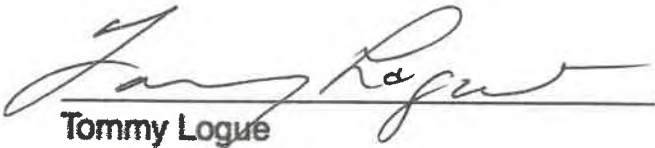
10/22/2021

I, Tommy Logue personally appeared before the Undersigned Notary Public, and under affirmation make the following statement(s):

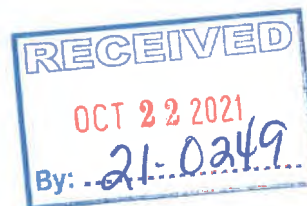
Regarding my letter dated 22 October 2021 to the City of Columbia, 1112 Confederate Drive Access Management Exemption Request.

This affidavit is to affirm that the information provided in the Access Management Request is true and correct.

Dated this 22nd day of October 2021.


Tommy Logue

Subscribed and Sworn before me, this 22nd day of October, 2021.



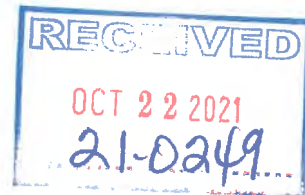
To whom it may concern

I Shannon Bond Rippey owner of 1114 Confederate Dr give my approval to Tommy Logue
owner of 1112 Confederate Dr

To add a additional driveway to his property.

Shannon Bond Rippey

10/14/21





RECEIVED
OCT 22 2021
By:

21-0249

CONFEDERATE DR.



OWNER: TOMMY LOGGLE

Case Number:

21-0208

Request:

Request from T-Square Engineering for Final Plat approval of Independence at Carter's Station Subdivision Phase 6 Section 2 with surety in the amount of \$207,000.



CITY OF COLUMBIA TENNESSEE
PLANNING COMMISSION
STAFF REPORT

STAFF REPORT CONTACT INFORMATION

Austin Brass, City Planner, abrass@columbiatn.com , 931-560-1560

DOCKET/CASE/APPLICATION NUMBER

20-0208

APPLICANT/PROPERTY OWNER

**T-square engineering/ Pulte Homes
Tennessee LP**

PUBLIC HEARING DATE

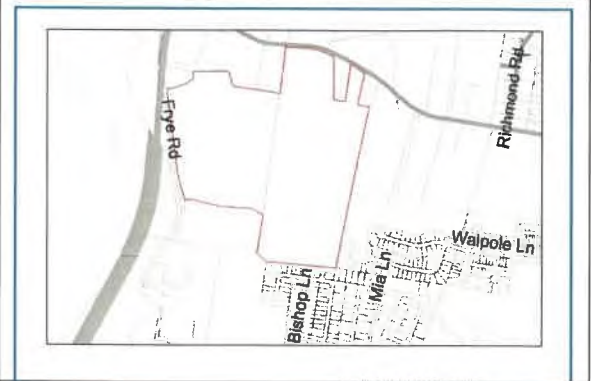
N/A

PROPERTY ADDRESS/LOCATION

**Independence at Carters Station
(Banner Road)/ Tax Map 46.07**

**SUMMARY OF REQUEST: Final Plat Section 6
Phase 2**

This request is for a **Final Plat Approval** for Independence at Carters Station, Section 2, Phase 6 consisting of 24 single-family dwelling lots zoned RS-10 PUD (Planned Unit Development) with each lot having a 20' front and rear setback with a 5' side setback.



EXISTING ZONING	EXISTING LAND USE	SURROUNDING ZONING & LAND USE	SITE IMPROVEMENTS PROPOSED	SIZE OF PROPERTY
RS-10 PUD, Single Family Residential	Single-Family Residential	Single-Family Residential	24 Single-Family Dwelling Lots	14.18 Acres +/-

COMPATIBILITY with the COMPREHENSIVE PLAN:

Suburban Neighborhood.

Proposed Final plat has an existing zoning designation of RS-10 PUD meeting this future land use classification.

PROPERTY HISTORY:

2018, Master Plan approval from City Council.

Preliminary Plat 2019-0169, 251 residential lots with density of 3.2 homes per acre. (78 +/- acres) total.

COMPATIBILITY with the ZONING ORDINANCE:

Staff finds this final plat request to be compatible with the standards of the zoning ordinance conforming to the standards of the RS-10 PUD zoning district and subject to any technical comments.

ATTACHMENTS (CIRCLE)

SUBMITTED PLANS

CITY MAPS

LEGAL NOTICE

LEGAL DESCRIPTION

PUBLIC COMMENTS

AGENCY COMMENTS

RESPONSE TO



CITY OF COLUMBIA TENNESSEE
PLANNING COMMISSION
STAFF REPORT

STANDARDS

OTHER (DESCRIBE) :
Zoning Ordinance
3.19.6, 3.18.7



TECHNICAL MEETING
Tuesday, October 12, 2021
ITEM NO.
21-0208

DESCRIPTION: Request from T-Square Engineering for final plat approval of Independence at Carter's Station 6.1 for 24 lots off Banner Rd. and Tucker Trace.

RECOMMENDATION: For final recommendation please see staff report.

TECHNICAL AND DIVISION COMMENTS:

Engineering

1. Provide LOC by 10/18
2. All preliminary lot grading and detention pond shall be completed prior to 10/18

Building

3. No comments.

Police

4. No comments provided.

Public Works

5. No comments.

Atmos Energy

6. No comment provided.

Maury County E911

7. No comments provided.

Maury County Schools

8. No comment.

Duck River Electric Membership Corp

9. No Comment.

Fire

10. Shall provide fire flow. Shall work with CPWS.
11. Shall provide fire apparatus turn-around for dead-ends exceeding 150'.

Planning

12. no comments

Columbia Power

13. Columbia Power System has an existing power line near your proposed development. We are willing to serve this new development subject to all Columbia Power System policies and procedures in affect 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.

Wastewater

14. Construction is complete on this extension, but it has not been dedicated to the City of Columbia as of this date.

ATTACHMENTS: Final Plat



Case Number:

21-0272

Request:

Request from Development Services for
access management ordinance
modifications.

Access Management Summary of Changes

General Changes

- Chapter and section numbering scheme consistent with the other Engineering codes.
- Replaced “driveway” with “access”, where applicable, to more appropriately represent all the use cases for Access Management.
- Removed all instances of “Rural” roadway characteristics in favor of all “Urban”.

Section 2.4 Roadway Functional Classification

- Added ability for the City Engineer to modify and amend the roadway classifications as defined by the Connect Columbia Master Transportation Plan, in order to account for how the transportation network is constantly changing as new development occurs within, and around the City of Columbia.
- Added Major Local Street Classification for roadways that don’t function fully as collector systems, but have more traffic than a typical minor local roadway.
- Reclassified some roadways that were not classified properly.
- Extended some roadway classifications into areas outside the City Limits.
- Removed direct textual reference for roadway classifications.

Chapter 3

- Table 1: added criteria for single family lots and residential subdivision/developments.
- Table 2: added criteria for Major Local and Minor Local roadways
- Table 3: adjusted values to align correctly with Table 2.

Chapter 4

- Added provision for City Engineer to grant exceptions to the Access Management Standards
- Added CMPC as the appeals board to any rulings by the City Engineer.



City of Columbia
Access Management Ordinance
Adopted December XX, 20XX

Amendments

See subsequent pages for details on amendments

Number	Date	Page(s) Revised

Table of Contents

Table of Contents	3
Chapter 1: Introduction	5
1.1 Purpose	5
1.2 Applicability and Jurisdiction	5
1.3 Relationship to Other Laws and Agreements	5
1.4 Background	6
1.5 Severability	6
Chapter 2: Access Management	7
2.1 Importance of Access Management	7
2.2 Safety	8
2.3 Ten Principles of Access Management	8
2.4 Roadway Function Classification	11
Chapter 3: Access Management Regulations	15
3.1 Accesses	15
3.2 Medians	22
3.3 Auxiliary/Turn Lanes	25
3.4 Corner Clearance	27
3.5 Traffic Signals	28
3.6 Frontage Roads	31
Chapter 4: Permitting and Appeals	35
4.1 Implementing Access Management	35
4.2 Driveway Permit Process	37
4.3 Retrofitting.....	37
4.4 Exceptions to the Policies, Standards, and Requirements of this Ordinance.....	38
Chapter 5: Definitions	40
Appendix A 43	
References	43

Chapter 1: Introduction

1.1 Purpose

Access management is the control of driveways and intersections to manage access to land development, while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed. Implementing an access management program based on the strategies and principles described in this ordinance will encourage smooth and safe traffic flow.

This document describes transportation design requirements that present a comprehensive approach to access management within the City of Columbia. This ordinance is intended to better connect land use and transportation within the City. These requirements are presented to provide improved transportation throughout the corporate limits.

1.2 Applicability and Jurisdiction

Except as otherwise specified or required by law, these rules and regulations govern access management, along with all associated improvements, within the street network of the City of Columbia, Maury County, Tennessee, and shall apply to all areas within the jurisdiction of the City of Columbia, herein referred to as the City. Variations or exceptions to any of the standards of this Ordinance shall be approved by the City Engineer. Any appeals to the City Engineer's determination or these regulations shall be made to the Columbia Municipal Planning Commission (CMPC) as specified in **Chapter 4: Permitting and Appeals** of the Ordinance.

1.3 Relationship to Other Laws and Agreements

1.3.1 Conflict with Other Public Laws, Ordinances, Regulations, or Permits

Where provisions of this ordinance impose greater restrictions than those of any other City, State, or Federal regulation, statute, or ordinance the provisions of this ordinance shall be controlling. Where the provisions of any City, State, or Federal regulation, statute, or ordinance imposes greater restrictions than this ordinance, the provisions of such City, State, or Federal regulation, statute, or ordinance shall be controlling.

1.3.2 Conflict with Private Agreements

This Ordinance is not intended to revoke or repeal any easement, covenant, or other private agreement. However, where the regulations of this ordinance are more restrictive or impose higher standards or requirements than such easement, covenant, or other private agreement, then the requirements of this ordinance shall govern. Nothing in this Ordinance shall modify or repeal any private covenant or deed restriction, but such covenant or restriction shall not excuse any failure to comply with this Ordinance. The City shall not be obligated to enforce the provisions of any easements, covenants, or agreements between private third parties.

1.3.3 Vested Property Rights

In accordance with TCA 13-4-310, the following subsection specify the list of the specific types of plans approved, on or after January 1, 2015, that will cause a vested property right to be established. Vestment rights and periods shall be in accordance with TCA 13-4-310 and the Zoning Ordinance.

- A. Approval by the CMPC, or Administratively by Staff, of a Development Plan as required by Zoning Ordinance;
- B. Approval by the CMPC, or Administratively by Staff, of a Final Plat as required by the Subdivision Regulations;
- C. Approval by the City Council of a PUD Development Plan as required by the Zoning Ordinance; or,
- D. Approval by the CMPC of a Preliminary Plat, when not part of a PUD Development Plan, as required by the Subdivision Regulations.

1.3.4 Permits from other Government Agencies, Entities, and Departments

Prior to beginning any construction, the developer/contractor/property owner shall obtain all necessary permits as required by law. Such permits may include, but are not limited to: those required by the State of Tennessee, Maury County, and/or other City Departments, City Commissions, or City Boards. This includes any and all City Permits.

1.4 Background

This Ordinance is a product of the Connect Columbia comprehensive planning process that produced the Columbia Land Use Plan, Transportation Plan, and Parks and Greenways Plan. Access Management was identified early in the planning process as a critical element to implement the strategies for community and economic development in the City of Columbia. These regulations are presented to achieve the vision and goals of the Connect Columbia Comprehensive Plan.

1.5 Severability

It is hereby declared to be the intention of the City Council of Columbia, Tennessee, that the provisions of this Ordinance are separable in accordance with the following:

- A. If any court of competent jurisdiction shall adjudge any provision of this Ordinance invalid, such judgment shall not affect any other provision of this ordinance not specifically included in said judgment; and
- B. If any court of competent jurisdiction shall adjudge invalid the application of any provision of this Ordinance to a particular property, driveway, or other access, such judgment shall not affect the application of said provisions to any other property, driveway, or other access not specifically included in said judgment

Chapter 2: Access Management

Access management is a set of techniques to allow for the control of access to highways, arterials, collectors, and other, select streets within Columbia. The result is a more safe and efficient street network for users. Without access management, the transportation network experiences an increase in traffic congestion, and accidents throughout the overall transportation network.

2.1 Importance of Access Management

With less state and federal monies available for new transportation projects, the need for effective transportation systems management strategies is greater than ever before. By managing access, the City aims to directly increase public safety, extend the life of major roadways, reduce traffic congestion, and improve both the appearance and quality of the built environment.

Without access management, the function and character of major transportation corridors can deteriorate rapidly. Failure to manage access is associated with the following adverse social, economic, and environmental impacts:

- An increase in vehicular crashes
- More collisions involving pedestrians and cyclists
- Accelerated reduction in roadway efficiency
- Unsightly commercial strip development
- Degradation of scenic landscapes
- More cut-through traffic in residential areas due to overburdened arterials
- Homes and businesses adversely impacted by a continuous cycle of widening roads
- Increased commute times, fuel consumption, and vehicular emissions as numerous driveways and traffic signals intensify congestion and delays along major roads

Poor access management comes with both direct and indirect costs. Direct costs include adverse impacts to businesses through the difficulty of customers entering and exiting businesses safely. Access to corner businesses may be blocked by queuing traffic. Customers begin to patronize businesses with safer, more convenient access and avoid businesses in areas of poor access design. Gradually the older developed areas begin to deteriorate due to access and aesthetic problems, and investment moves to newer better-managed corridors. Indirect costs include lost time due to increased traffic congestion.

After access problems have been created, they are difficult to solve. Reconstructing an arterial street is costly and disruptive to the public and abutting homes and businesses. The shallow property depth, multiple owners, and right-of-way limitations common to older corridors generally preclude effective redesign of access and site circulation. In some cases, a new arterial or bypass must be built to replace the functionally obsolescent roadway, and the process begins again in a new location. Access management can help stop this cycle of functional obsolescence, protecting both public and private investment in major transportation corridors.

2.2 Safety

Research in the last 50 years has consistently shown that Access Management increases roadway safety. As outlined in the Access Management Manual of the Transportation Research Board (TRB), the reduction of traffic conflict points, higher design standards for access points, and increased awareness/response time for drivers has improved safety on the nation's highways and arterials. Four key observations have come to the forefront:

1. Increasing the number of access points on a roadway will increase its crash rate.
2. Roads with medians are safer than undivided roads, or roads with two-way left- turn lanes (TWLTL).
3. It is safer for vehicles to make a U-turn and a right turn, than to make a direct left turn into or from a driveway.
4. Medians improve pedestrian safety.

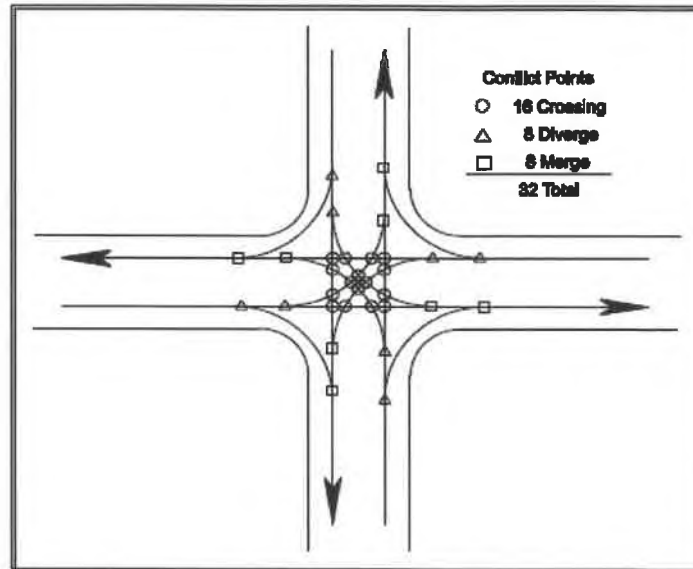
2.3 Ten Principles of Access Management

Most, if not all, current access management policies are derived from the Transportation Research Board's (TRB) Access Management Manual, which was published in 2003 and updated in 2014. TRB describes ten (10) principles of access management, which were derived from the organization's expertise in transportation. They include the following:

1. Provide a Specialized Roadway System: Design and manage roadways according to their primary functions.
2. Limit Direct Access to Major Roadways: Roadways that serve higher volumes of through traffic need more access control to preserve their function.
3. Promote Intersection Hierarchy: An efficient transportation network provides appropriate transitions from one functional classification to another. This results in a series of intersection types that range from the junction of two freeways or a freeway and a major arterial to a driveway connecting to a local street.
4. Locate Signals to Favor "Through" Movements: Long, uniform spacing of intersections on major roadways enhances the ability to coordinate signals and to ensure continuous movement of traffic at the desired speed.
5. Preserve the Functional Area of Intersections and Interchanges: The functional area of an intersection or interchange is the area that is critical to its safe and efficient operation. Access connections too close to these intersections or interchange ramps can cause serious traffic conflicts.
6. Limit the Number of Conflict Points: A less complex driving environment is accomplished by limiting the number and type of conflicts between vehicles, vehicles and pedestrians, and vehicles and bicyclists (**Figure 1**).
7. Separate Conflict Areas: Separating conflict areas helps to simplify the driving task and contributes to improved traffic operations and safety.

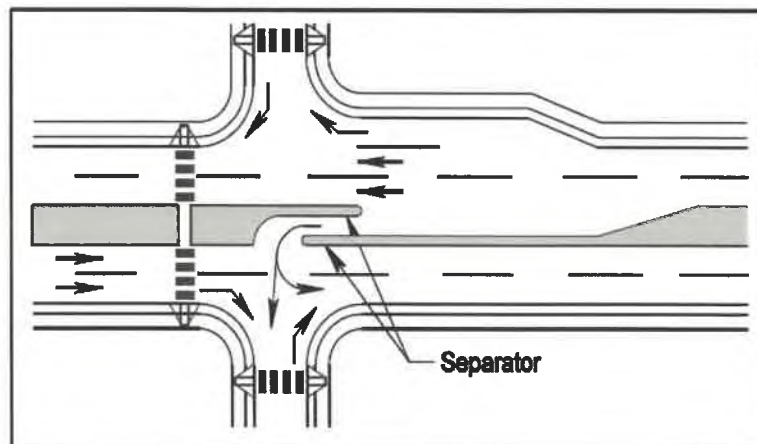
8. Remove Turning Vehicles from Through Traffic Lanes: Turning lanes reduce the severity and duration of conflicts between turning vehicles and improves the safety and efficiency of intersections.
9. Use Non-traversable Medians to Manage Left Turn Movements: Non-traversable medians and other techniques that minimize left turns are effective in improving roadway safety and efficiency (**Figure 2**).
10. Provide a Supporting Street and Circulation System: Well-planned communities provide a supporting network of local and collector streets to accommodate development, as well as unified property access and circulation systems. Interconnected street and circulation systems support alternative modes of transportation and provide alternative routes for bicyclists, pedestrians, and drivers.

Figure 1: Typical Points of Conflict, Intersection



Source: TRB Access Management Manual

Figure 2: Illustration of Directional Median Opening for Left turn and U-turn



Source: TRB Access Management Manual

These principles have been adopted and implemented by various states, including the Tennessee Department of Transportation (TDOT). They have also been employed by numerous local jurisdictions within Middle Tennessee that face growth pressures, including Metro Nashville, Franklin, Murfreesboro, and Mt. Juliet.

These principles provide the foundation for the strategies recommended in this ordinance

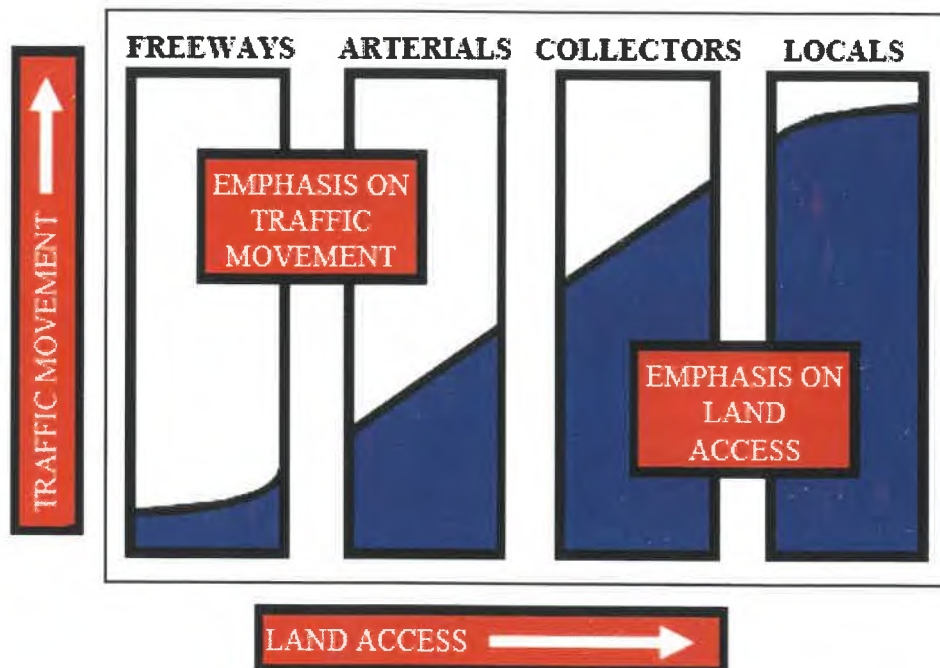
2.4 Roadway Function Classification

Roadway facilities are each classified according to the amount of access and mobility they provide or how the roadway functions. According to the Federal Highway Administration (FHWA), functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. As land access increases, traffic movement decreases on the lower classified roadways and vice versa – as land access decreases, traffic movement increases along the higher classified roads.

The functional classification of existing facilities is significant because it specifies the desired amount of access control or locations where vehicles can enter or leave a roadway. When there is no access control, intersecting roads or driveways may connect to the mainline at any point. With partial control of access there is minimum spacing of access locations. With full control of access, connections are only allowed at major crossroads – such as interchanges along an interstate. Full or partial control of access helps reduce traffic conflicts.

The diagram below shows schematically how various street classifications relate to each other in terms of movement and access. As land access increases, traffic movement decreases on the lower classified roadways and vice versa – as land access decreases, traffic movement increases along the higher classified roads.

Figure 3: Roadway Functional Class Concept



2.4.1 Classifications

New connections, streets, and developments mean functional classification of streets is constantly evolving. The functional classification of any street in the jurisdiction and those adjacent to the jurisdiction shall be defined by the Connect Columbia Master Transportation Plan, or as amended by the City Engineer. Any amendments to the functional classification of streets by the City Engineer shall be updated regularly on a map and shall be readily available to the public.

The Access Management Ordinance, in addition to the Connect Columbia Master Transportation Plan, defines the major roadway functional classifications as follows:

Interstate and Freeway Classification

Interstates and Freeways are limited access highways, typically with grade separated junctions, and no traffic signals or stop controlled intersections. Providing drivers with mobility is the highest priority on this type of facility, with access typically provided at intervals greater than 1-2 miles apart.

Principal Arterial Classification

The principal arterial system serves major centers of activity, the highest traffic volume corridors, and the longest trip destinations. Principal arterials carry a substantial percentage of trips entering and leaving the urban area. These roads typically link to the interstates and freeways.

Minor Arterial Classification

Compared to principal arterials, minor arterials are intended for trips of more moderate length and serve smaller geographic areas. They supplement and link to the principal arterial system and provide connections within a community.

Collector Classification

The collector street system connects local streets to the arterial street system, providing both access to land and traffic circulation within neighborhoods, commercial, and industrial areas.

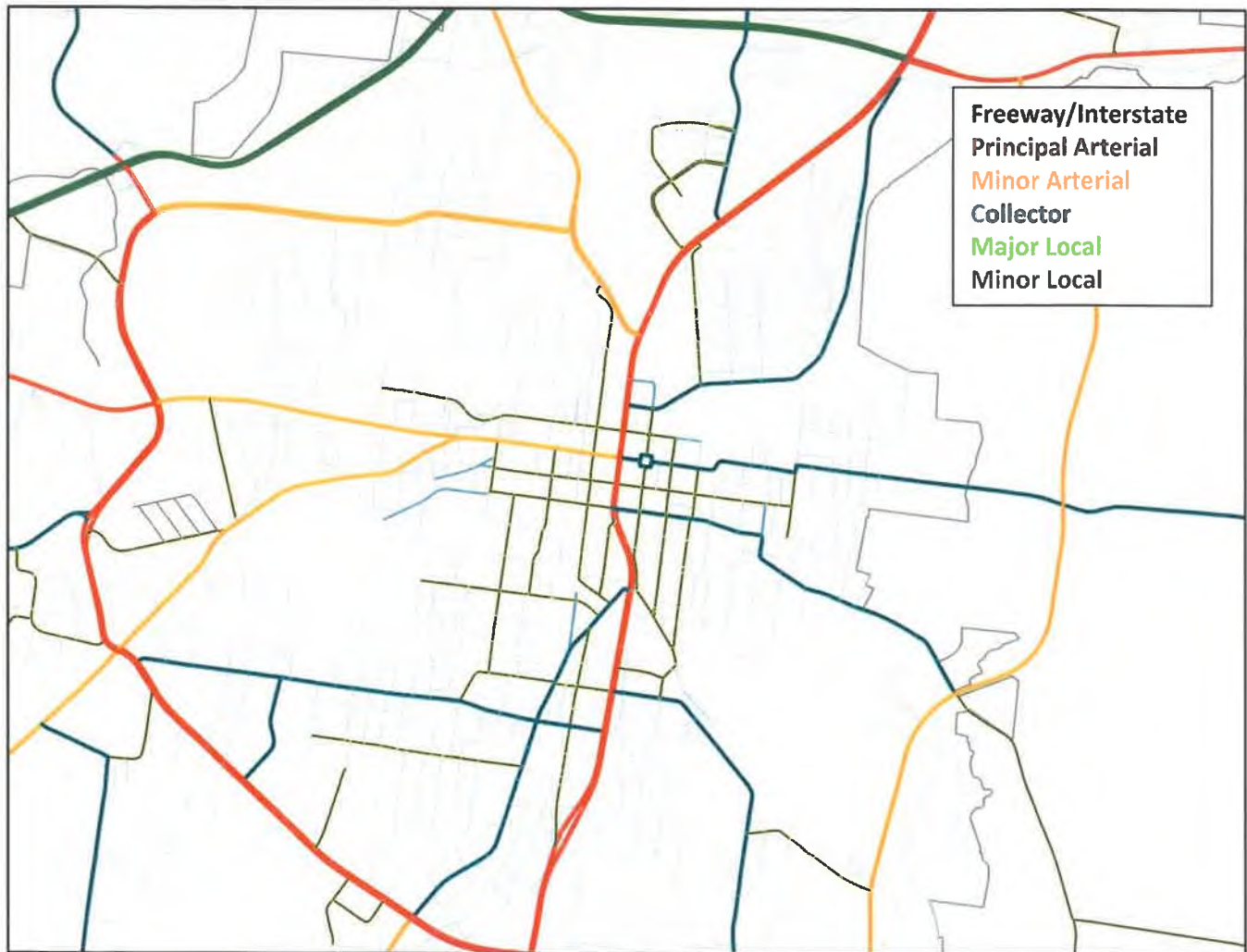
Major Local Street Classification

Major local streets, like collectors, provide a connection between local streets and collectors or arterials, however, major local streets accommodate lower levels of traffic and shorter trips.

Minor Local Street Classification

The minor local street system is made up of all other facilities not classified as one of the categories described above. Minor Local streets' primary function is to provide direct access to properties.

Figure 4: Roadway Functional Class System



Functional Classifications shown in Figure 4 are not official designations. Refer to the map on the Development Services Department webpage at www.columbiatn.com for the most up to date information.

As indicated in **Figure 4**, a functional roadway system facilitates a progressive transition in the flow of traffic from the provision of access to the provision of movement. Interstate (or Freeways) and arterial facilities primarily provide the function of moving vehicles, while collector and local streets concentrate more on providing access to individual properties, homes, and businesses.

Chapter 3: Access Management Regulations

The following access management strategies will be utilized for roadways within the City of Columbia, Tennessee. At a minimum all standards for Interstate/Freeway roadway classifications shall meet or exceed the standards for Principal Arterial roadways.

3.1 Accesses

3.1.1 General Provisions

- A. It shall be unlawful for any person to cut, break, or remove any curb along a street except as herein authorized.
- B. This section shall be deemed to be supplemental to other sections regulating the use of public property, and in case of conflict, the more restrictive regulation shall govern.
- C. Decisions related to the provision of this ordinance shall be made by the City Engineer or designee (unless otherwise noted). If the City Engineer provides for a designee, this shall be noted, in writing, to the Director of Development Services.
- D. Adequate sight distance shall be provided for a passenger motor vehicle making all possible legal turning movements at the access point(s). This determination shall be made by the City Engineer of the Columbia.
- E. The specifications and guidelines set forth in this ordinance are to be applied to all roadways and properties that abut these roadways within Columbia, unless otherwise indicated.
- F. Any existing access locations that, at the time of enactment of this Ordinance, do not meet the minimum standards documented herein shall be deemed “non- conforming accesses”. These non-conforming accesses shall be allowed to remain in use until such time as a condition per **Section 4.3.1** is met. No changes shall be granted until the offending accesses are brought into conformity with **Chapter 3: Access Management Regulations**.
- G. Non-compliance with **Chapter 3: Access Management Regulations** shall be reason for denial of a permitting or development application request. The Planning Commission, the City Council, and/or City Staff may cite non-compliance with the regulations herein as grounds for deferral or denial of any relative application.

3.1.2 Location of Accesses

- A. In making a determination as to the location of driveway access, the following characteristics shall be considered:
 - 1. The characteristics of the proposed land use;
 - 2. The existing traffic flow conditions and the future traffic demand anticipated on the development and the adjacent street system;
 - 3. The location of the property;

4. The size of the property;
 5. The orientation of structures on the site;
 6. The number of driveways needed to accommodate anticipated traffic;
 7. The number and location of driveways on existing adjacent and opposite properties;
 8. The location and carrying capacity of intersections;
 9. The proper geometric design of driveways;
 10. The spacing between opposite and adjacent driveways;
 11. The internal circulation between driveways; and,
 12. The speed of the adjacent roadway.
- B. Application of the driveway access location and design policy requires identification of the functional classification of the street on which access is requested and then applying the appropriate spacing requirements.
- C. Radius Return
1. The radius return for an access on a state route shall be located according to the TDOT's 2015 Manual for Construction Driveway Entrances on State Highways.
 2. The radius return for all other access points shall be in accordance with the City of Columbia Engineering Standards and Specifications (ESS).
 3. In no instance, shall any radius return extend beyond the projection of a property line's intersection with the right-of-way line.
- D. When driveways are to be jointly used through an access easement by two or more property owners, the property line separation requirements may be waived. However, an access easement, signed by all property owners within the common development, must be provided to Development Services for review and approval. The access easement, once approved by Development Services, shall be recorded with the Maury County Register of Deeds.
- E. Access to arterial, collector, and major local streets shall be designed to ensure that off-street parking and loading areas shall not require backing maneuvers in a public street right-of-way.
- F. All developments shall have access to a public right-of way. Access shall be through a public right-of-way or through an access easement.
- G. The fewest possible access points shall be used to safely accommodate expected traffic volumes. The maximum number of access points that shall be granted is listed in **Table 1**.

Table 1: Maximum Number of Access Points

Type of Development	Maximum Number of Access Points
Individual Single-Family Residential Lot < 100' of frontage	1
Individual Single-Family Residential Lot ≥ 100' of frontage	2
Residential Subdivision/Development < 75 units	1
Residential Subdivision/Development ≥ 75 units	2
Non-residential < 30 required parking stalls	1
Non-residential ≥ 30 required parking stalls	2

1. Regardless of the number of granted access points, minimum spacing requirements as described in **Section 3.1.3** shall be maintained.
 2. For all types of development, excluding individual residential lots, a Traffic Impact Study or Traffic Access Study will be required to justify a greater number of access points than those granted in **Table 1**.
- H. For corner tracts, primary access shall be provided from the lesser (lowest classification) street. The determination as to the lesser (or greater) street shall be based on the functional street classification of the jurisdiction.
- I. No cuts through a left turn reservoir of a median shall be permitted in order to provide for left turn movements to driveway approaches.
- J. Driveways in right turn lane transition areas shall not be permitted.
- K. Driveways shall not be permitted in the corner clearance area of an intersection.
- L. When a development abuts more than one public street, access shall be provided from the lesser (lowest classification) street. Access to each abutting street may be allowed only if the following criteria are met:
1. It is demonstrated that such access is required to adequately serve driveway volumes and will not be detrimental or unsafe to traffic operations on public streets. The City Engineer may require the submittal of a traffic study which demonstrates that such access is required; and
 2. The minimum requirements for the corner clearance are met.

3.1.3 Access spacing

- A. Access spacing shall be measured from the centerline of the proposed access to the nearest edge of existing driveway, excluding radius returns, or from the right-of-way line of a street, as indicated in **Figure 5**. Note that the spacing requirements apply to both opposite and adjacent driveways on streets without medians, but it only applies to adjacent driveways on streets with medians.
- B. Separation between accesses shall be based upon the functional classification of the roadway in accordance with **Table 2**.

Figure 5: Measuring Driveway Access

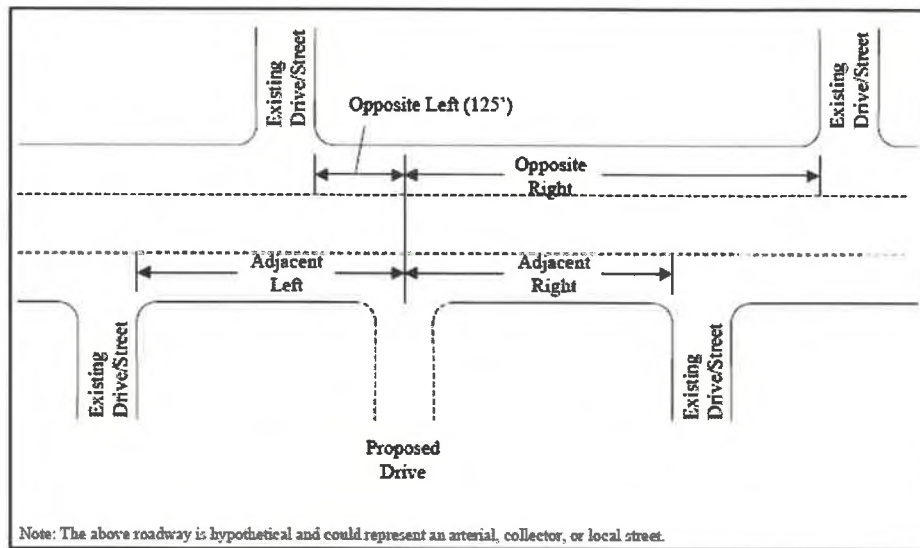


Table 2: Access and Driveway Spacing Requirements

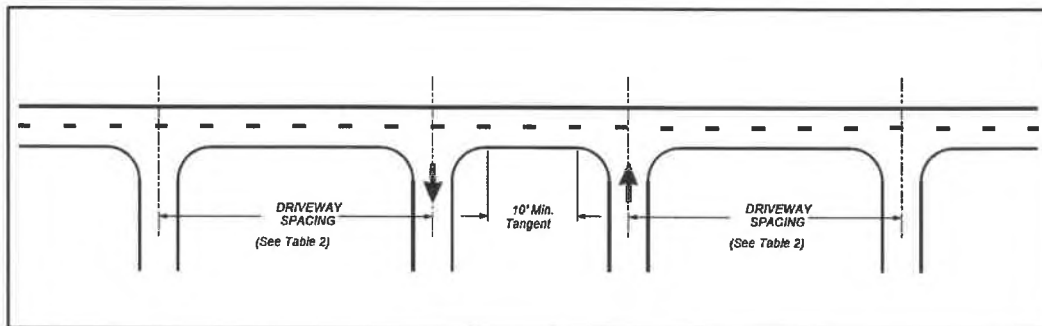
Functional Classification of Intersected Roadway	Distance (ft.)
Principal Arterial	440
Minor Arterial	330
Collector	220
Major Local	100
Minor Local, Non-Residential	50

**On roadways with medians, spacing requirements shall only apply to adjacent driveways.*

C. Spacing of One-Way Driveways

1. The spacing criteria presented in **Table 2** does not apply to the distance between two one-way driveways (driveway pair) within the same development. Each leg of a driveway pair must be:
 - a. Separated by the distance shown in **Figure 6**; and
 - b. Separated from all other accesses in accordance with the spacing criteria in **Table 2**.

Figure 6: Spacing for One-Way Driveways

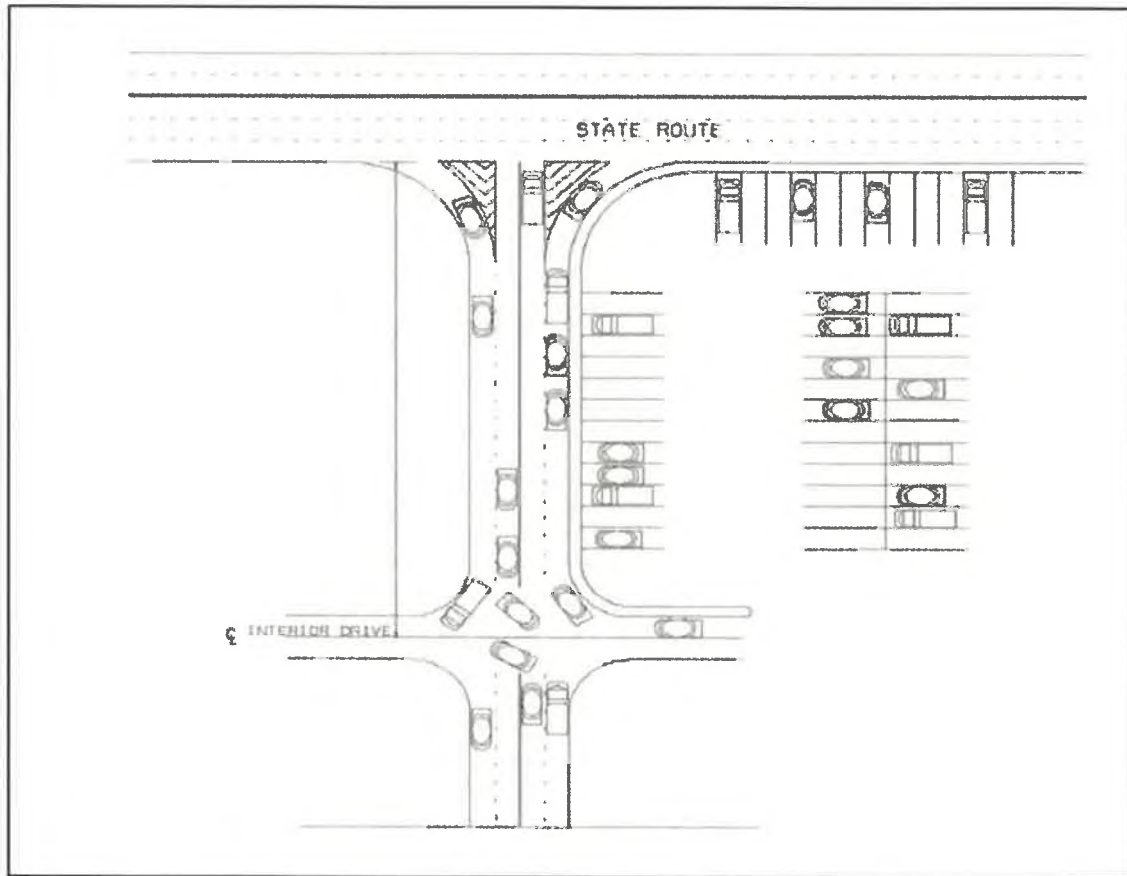


- D. The connection spacing requirements may be reduced in situations where they prove impractical, but in no case shall the permitted spacing be less than 80% of the applicable standard. Such a reduction in spacing requirements must still result, to the greatest extent possible, in uniform spacing between adjacent driveways.
- E. If the connection spacing of this code cannot be achieved, then a system of joint use driveways and cross access easements may be required.

3.1.4 Interior Circulation and Throat Depth

- A. Interior driveways, parking aisles, and on-site vehicular circulation patterns shall be designed in order to minimize impacts to public streets and rights-of-way and reduce conflict points. **Figure 7** provides an illustrative example.
- B. All uses, excluding single-family residential uses, shall provide a throat depth of at least thirty (30) feet, measured from the right-of-way line to provide for efficient and safe stacking of vehicles. Where the existing right-of-way width is insufficient for the functional classification of the street, the throat depth shall be measured from the minimum right-of-way width as determined by the Engineering Standards and Specifications (ESS). Where thirty (30) feet may be inadequate, the City Engineer shall require a Traffic Impact Study to determine the appropriate throat depth.
- C. If no other design alternatives exist and interior drives are proposed which do not meet minimum spacing, exceptions may be made in accordance with **Chapter 4: Permitting and Appeals**.

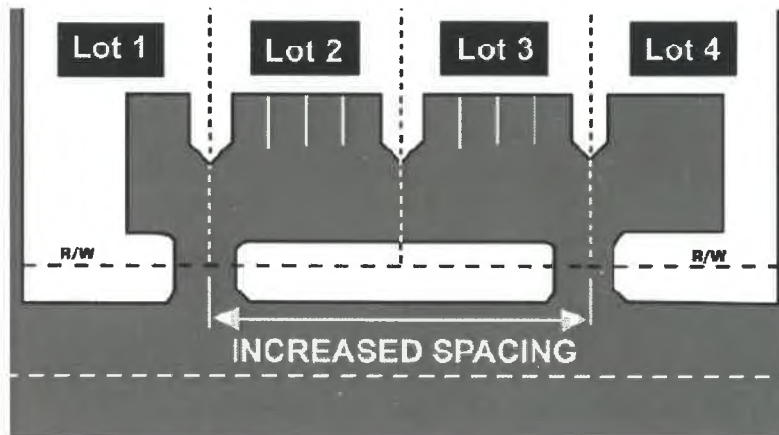
Figure 7: Placement of Interior Drives



3.1.5 Driveway Consolidation/Shared Access

- A. Cross access easements may be required across any lot fronting an arterial or collector street in order to minimize the number of access points and facilitate access between and across individual lots. The location and dimension of said easement shall be reviewed and approved by the City Engineer.
- B. Subdivisions and developments fronting arterial or collector streets shall be designed with consolidated/shared access points. Normally a maximum of two accesses shall be allowed regardless of the number of lots or businesses served.

Figure 8: Joint and Cross Access



3.1.6 Cross Access

Accesses shall be designed and constructed so as to align with driveways or streets on the opposite side of the street. The alignment of through movements crossing the highway shall be such that abrupt shifts in the travel pattern are not required.

- A. Adjacent commercial or office properties classified as major traffic generators (retail strip centers, office parks, or multi-family residential complexes adjacent to other multi-family residential, commercial and office properties) shall provide a cross access drive and pedestrian access to allow circulation between sites.
- B. A system of joint use driveways and cross access easements shall be established wherever feasible along the frontage and/or between parking areas and the building site shall incorporate the following:
 1. A continuous service drive or cross access corridor extending the entire length of each block served to provide for driveway separation consistent with this access management ordinance.
 2. A design speed of 10 mph and sufficient width to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles;
 3. Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross-access via a service drive;
 4. A unified access and circulation system plan that includes coordinated or shared parking areas is encouraged wherever feasible.
- C. The Development Services Department may reduce required separation distance of access points where they prove impractical, provided all of the following requirements are met:
 1. Joint access driveways and cross access easements are provided wherever feasible in accordance with this section.
 2. The site plan incorporates a unified access and circulation system in accordance with this section.

3. The property owner enters into a written agreement with the City and records the agreement with the deed. This agreement should, at a minimum, indicate that any pre-existing non-conforming driveway connections on the site will be closed and eliminated after construction of each side of the joint use driveway. The Development Services Department shall have leeway in directing the language of any agreement to fit the specific conditions of the site.
- D. The Development Services Department may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make development of a unified or shared access and circulation system impractical.
- E. Pursuant to this section, property owners shall:
 1. Record an easement with the deed allowing cross access to and from other properties served by the joint use driveways and cross access or service drive.
 2. Record an agreement with the deed that remaining access rights along the thoroughfare will be dedicated to the City and pre-existing non-conforming driveways will be closed and eliminated after construction of the joint-use driveway.
 3. Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners.

3.2 Medians

3.2.1 Non-traversable Medians with Left Turn Lanes

One of the most effective measures to improve safety on a roadway is to install a non-traversable median. Raised or grassy medians in the center of a road separate opposing lanes of traffic and restrict turning and crossing movements.

3.2.2 Continuous Two-Way Left-Turn Lane (TWLTL)

- A. A continuous TWLTL provides the most alternatives for vehicles to cross a median. This roadway treatment provides accessibility when there are numerous curb cuts on an existing corridor.
- B. A TWLTL in the center of a roadway is safer than having no turning lane, but is not as safe as a non-traversable median with directional openings. Engineering judgement should be taken to select the most appropriate option for any road segment.
- C. In general a TWLTL functions well for roadways with moderate traffic volumes (up to about 25,000 vehicles per day) and have many commercial driveways and a high percentage of turning movements. They can also work well where there are multiple driveways but a low percentage of turning volumes, like a major collector or minor arterial traversing a residential area.
- D. TWLTLs are less effective in high-volume situations (more than 25,000 vehicles per day), and much more so in an area with commercial driveways too close together. Driveway spacing and density still need to be well-managed. The center turn lane is also not recommended where there are more than two travel lanes in either direction.

- E. Along transit corridors with TWLTL medians, pedestrian median refuge islands would need to be added at transit stop locations, to allow safer pedestrian crossings. Locations where a transit stop is located within 300 feet of a signalized intersection, and safe pedestrian crossing accommodations are already provided at the intersection, could be exempt from this requirement. When opposing transit stops are located more than 300 feet from each other, two separate pedestrian median refuge islands would be required.

3.2.3 Spacing of Median Crossovers

- A. When the applicant is requesting a median crossover on a divided arterial highway with a non-traversable median, the spacing standards shown in Table 3 apply.

Table 3: Spacing of Median Crossovers

Crossover Spacing (ft.)	
Minimum	1000
Desirable	1320

- B. Other factors will also be considered, such as distance to other median openings, adjacent land use, expected traffic volumes, and the resulting volume of U-turns that are likely to occur without the median opening. Meeting the spacing criteria is not, in itself, an indication that median openings will be allowed.

3.2.4 Median Opening Criteria

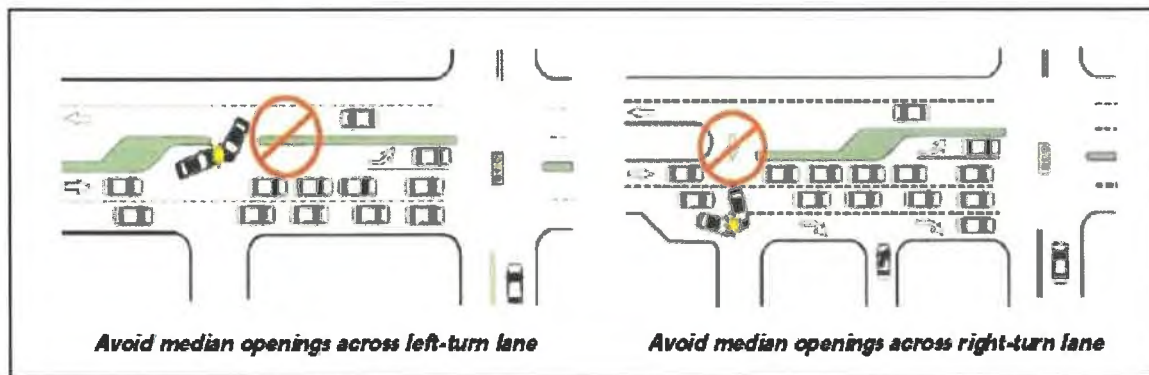
- A. New median openings or turn bays shall be allowed to provide access to a city street or to provide access to a private development only where the opening or turn bay can be constructed to satisfy the design standards set forth in this section. In no case shall median openings be located within the taper or storage area for another median opening or intersection.
- B. Where a new median opening is proposed for construction, a turn bay shall also be constructed unless the opening is designed to physically prohibit left turns from the divided roadway.
- C. If a roadway project is pending or under construction at the time of approval of a request for a median opening or turn bay, the approved median opening or turn bay shall be constructed to the standards for the approved or completed roadway; however, in no case shall construction standards be less than standards set forth above, and the person requesting the change shall pay any and all costs required to make the improvement. The person or party requesting the median opening or turn bay, if approved, shall pay to the City the estimated costs associated with design and installation of the median opening prior to the construction of same. If the estimate is insufficient to cover said costs the requesting party shall pay to the City any additional sums. If the estimated costs exceed the actual cost the overage shall be paid on completion of the project to the requesting person or party.
- D. If the requesting person or entity is to construct the median opening or turn bay, the procedures and requirements for construction and public dedication of median openings and turn bays shall be as provided for in this ordinance.

- E. Construction and materials shall be in accordance with the latest revisions of the TDOT Standard Specifications for Road and Bridge Construction.

3.2.5 Median Openings Across Turn Lanes

- A. Due to the danger of queues building up across a median opening, turning lanes must also be avoided in median openings
- B. Driveways shall not be located where it is necessary for left turning vehicles to cross an intersection's left-turn lane or right-turn lane. This problem is often exacerbated as queues build, prompting well-meaning "good Samaritans" to allow the left turner through, only to crash with a vehicle moving freely in the separate right-turn lane.

Figure 9: Avoid median openings across left and right turn lanes



3.2.6 Median Closures

Existing median openings within the vicinity of the access may be required to be closed or removed due to any of the following:

- A. Encourages unsafe, or illegal traffic movements;
- B. Exceeds spacing requirements;
- C. Does not have adequate sight or stopping-sight distance.
- D. Is located too close to an existing access or intersections
- E. Does not have appropriate auxiliary lanes; or.

3.3 Auxiliary/Turn Lanes

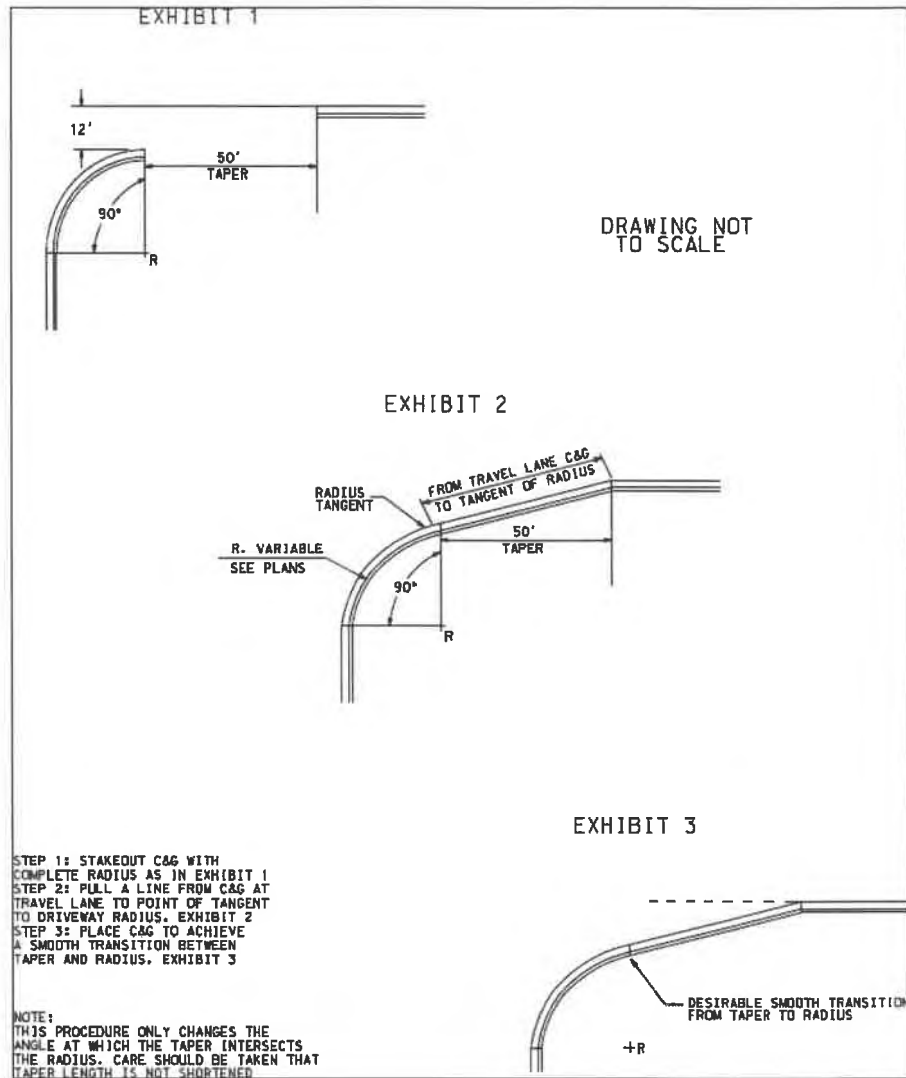
3.3.1 Deceleration Lanes

- A. Left turn/Right turn deceleration lanes may be required as determined by the Engineer at driveway accesses and designed in accordance with TDOT and City of Columbia regulations for arterial roadways.

3.3.2 Right-turn/Acceleration Lanes

- B. Right-turn / Acceleration Lanes shall be a minimum of 50 feet in length with an additional 50 foot long taper. The length may be required to be increased by the City Engineer, if supported by a Traffic Impact Study (TIS).
 - 1. Right-turn / Acceleration lanes are generally not provided on low speed highways. Acceleration lanes may be required at locations where grade, sight distance or traffic is such that the Development Services Department determines they are needed.
 - 2. A right-turn / acceleration lane and taper may be required at an access point under any one of the following conditions:
 - a. A high traffic volume on the highway and lack of gaps in traffic make use of an acceleration lane necessary for vehicles to enter and merge with the highway traffic flow.
 - b. The access location has/will have a high percentage of trucks using it.
 - c. Site specific conditions create the necessity for an acceleration lane for public safety or traffic operations, as determined by a TIS or by the City Engineer.
 - i. When operating speeds on the highway are 55 MPH and above, full-width acceleration lanes of sufficient length should be considered.
 - ii. On all driveways where a deceleration lane is provided, a tapered acceleration lane should be considered. The layout details of the acceleration lane taper are shown in **Figure 10**.
- C. A right-turn acceleration lane and taper may also be required at signalized intersections if a free right-turn lane is needed to maintain an appropriate level of service.
- D. The taper length will be included within the required acceleration length.

Figure 10: Acceleration Lane Taper Details



3.3.2 Dual Left Turn Lanes

- A. Dual left turn lanes are often needed to satisfy high volume demands. Capacity analysis shall be used to identify the need for dual left turn lanes.
- B. Dual left turn lanes are typically considered when the peak hour left turn volume is 300 vehicles or greater.
- C. The decision to use dual left turn lanes should consider the off-peak periods as well as the peak periods. The off-peak periods may be adversely affected, since the use of dual left turn lanes typically precludes permissive left turns. If dual left turn lanes are included in the design,
- D. The decision to use dual left turn lanes should also consider pedestrian activity in the area. Pedestrians will have greater difficulty crossing an intersection with dual left turn lanes due to the increased width.

3.4 Corner Clearance

3.4.1 General Provisions

- A. No driveway approach may be located closer to the corner than as shown in **Table 3**.
 - 1. This measurement shall be taken from the intersection of property lines, or the intersection of the projected extension of property lines, at the corner to the centerline of proposed driveway.
- B. All corner lots shall be of adequate size to provide required corner clearance on street frontage and front yard setbacks.
- C. When corner clearance or minimum spacing requirements cannot be met due to lack of frontage and all means to acquire shared access drives or cross access easements have been exhausted, the driveway location shall be approved by the City Engineer.
- D. If the applicant for a driveway permit determines, through analysis, that a driveway could be appropriately located closer to an intersection than the corner clearance dictates, the applicant shall submit a traffic study that, using acceptable engineering standards, concludes that it is acceptable to place the driveway closer to the intersection.

Table 3: Corner Clearance Requirements

Accessed By Driveway	Intersecting Street		
	Principal & Minor Arterial	Collector	Local
Principal Arterial	440 ft.	440 ft.	440 ft.
Minor Arterial	330 ft.	330 ft.	330 ft.
Collector	220 ft.	220 ft.	220 ft.
Major Local	150 ft.	100 ft.	50 ft.
Local	100 ft.	50 ft.	50 ft.

3.5 Traffic Signals

3.5.1 Spacing

- A. Closely or irregularly spaced traffic signals on roadways result in frequent stops, unnecessary delay, increased fuel consumption, excessive vehicular emissions, and high crash rates.
- B. Planning ahead for long and uniform signal spacing enhances the ability to coordinate signals and to ensure continuous movement of traffic at the desired speed. Failure to carefully locate access connections or median openings that later become signalized, can cause substantial increases in travel times. In addition, poor signal placement may lead to delays that cannot be overcome by computerized signal timing systems.
- C. Optimal spacing depends on travel speed and cycle length. Research data indicate that as speed and cycle length increase, so does desired spacing.
- D. Spacing between signalized intersections shall have a minimum separation as illustrated in **Table 4**.

Table 4: Spacing of Signalized Intersections

Signal Spacing (ft.)	
Desirable	2640
Minimum	1320

- E. Under certain conditions, better operation may result from the introduction of signals with less spacing if the alternative forces high volumes of traffic to an adjacent intersection. When the applicant can show, through an alternative analysis, that better operations can be achieved with less spacing, an exception will be considered. Signal spacing shall be determined based upon corridor performance rather than individual access requests.
- F. Effects of Signal Spacing
 - 1. Spacing of signals has a direct effect on roadway efficiency.
 - a. 1/2-mile signal spacing could reduce vehicle-hours of delay by over 60% and vehicle-hours of travel by over 50%, compared with signals at 1/4-mi intervals with full median openings between signals.
 - b. A four-lane divided arterial having signals at uniform 1/2-mi signal spacing could carry the same volume of traffic as a six-lane divided roadway with a 1/4-mi signal spacing.
 - c. Each traffic signal per mile added to a roadway reduces speed 2 to 3 mph. **Table 5** indicates percentage increases in travel times that can be expected as signal density increases, using two traffic signals per mile as a base.

TABLE 5: Percentage Increase in Travel Times as Signalized Density Increases

Signals per Mile	Percent Increase in Travel Time*
2.0	0
3.0	9
4.0	16
5.0	23
6.0	29
7.0	34
8.0	39

**Compared with 2 Signals per Mile*

2. The number of crashes and crash rates increases as the frequency of traffic signals increases.

G. Signal Spacing, Cycle Length, and Progression

1. A uniform signal spacing of 1/2 mi provides for efficient signal progression at speeds of 35 mph to 45 mph along major suburban arterials. At these speeds, maximum flow rates are achieved and fuel consumption and emissions are kept to a minimum.

H. Deviation from the Adopted Signal Spacing Interval

1. In many developed areas, signal spacing has already been established by the locations of intersecting streets. In addition, obtaining long, uniform signalized intersection spacing is often difficult in practice when:
 - a. There are severe natural or topographical constraints;
 - b. Land ownership patterns were laid out by metes and bounds; and
 - c. The street pattern is irregular or the area is highly urban with short blocks.
2. When a signalized intersection deviates from the selected uniform interval, progression can be maintained by increasing the percentage of cycle length devoted to the major arterial—with a comparable decrease in green time for the intersecting street. With short cycle lengths (i.e., 60 s), each 1% deviation in intersection spacing requires an increase in green time for the major street of 1% of the cycle length to maintain progression and a 1% decrease in green time for the minor street
3. For long cycles (120 s), the green time to the major street and red time to the minor street would need to be increased by 2% of the cycle length for each 1% deviation. This is a critical issue when considering arterial-to-arterial spacing.

- I. Desired progression efficiency for different roadway
 1. As progression efficiency decreases, fuel consumption, delay at signalized intersections, and vehicular emissions increase. Because of the volumes they carry and the intense traffic demand during peak periods, a high level of progression efficiency is desirable on major urban arterials.
 2. Lower levels of efficiency are acceptable on roadways of lesser importance and lower classification because of the lower volumes, shorter trips served, and driver expectancy. Therefore, the magnitude of the deviation from an adopted or ideal uniform signal spacing interval may increase as the roadway functional classification decreases.
 3. Conditions and criteria to be addressed in the evaluation of a potential signal location include the following:
 - a. Combinations of speed, cycle length, and minimum progression efficiency for both the peak and off-peak periods;
 - b. Computer software to be used;
 - c. Traffic volumes;
 - d. Development conditions;
 - e. Length of roadway segment to be evaluated; and
 - f. Other relevant factors.
 4. Alternatively, the state code or local ordinance may specify minimum progression efficiency criteria for different functional classes of roadways and provide that the conditions (combinations of speed and cycle length, volumes, length of roadway segment, acceptable computer software, and so forth) will be specified for each individual case.

3.5.2 Traffic Signal Timing

- A. In all cases, signal timing shall be coordinated to facilitate traffic flow. For undeveloped sections of a corridor, two-mile spacing should be considered.
- B. For frontage or service roads, preference in traffic signal timing and operation shall be given to highways and cross-streets of a higher access category or function.

3.6 Frontage Roads

3.6.1 Frontage Road Concepts

- A. An effective treatment to consolidate the number of access points, and therefore conflict points, on an arterial highway can be achieved through the construction of a frontage road or a reverse frontage road. These concepts are depicted in **Figure 13**.
- B. A frontage road is a local street (one-way or two-way) that serves multiple land uses (properties) and provides one to two points of access onto the main roadway. A frontage road can be constructed without taking existing buildings fronting the roadway when the buildings are setback far enough to accommodate the roadway and maintain the minimum setback from the road required by zoning.
- C. Frontage roads have a place in serving commercial development as well as residential access needs. When carefully designed to facilitate access and maintain signal operations, frontage roads can be a viable access management technique for large commercial developments.

3.6.2 Guidelines for Frontage and Service Roads

- A. Frontage roads have been observed to function successfully when they serve low density trip generation activities such as residential and small office areas.
- B. Frontage roads for retrofit situations should operate one way and should enter and leave the main lanes as merging and diverging maneuvers.
- C. Experience has shown that when a large separation is provided between the intersection of the major road and the crossroad, and the intersection of the crossroad and the frontage road, the minimum separation is suitable only where frontage road volumes will be very low.
- D. On a two-way frontage road, a separation of at least 300 ft. (preferably more) is necessary for efficient and safe operation and that the absolute minimum is 150 ft.
- E. A landscaped buffer between the major roadway and the frontage road will help avoid driver confusion while improving roadway aesthetics. A minimum buffer width of 25 feet is suggested.
- F. The reverse frontage design (**Figures 12 and 13**) results in a separation that allows the intersection of the frontage road and the crossroad to operate with little or no adverse effect on the intersection of the major road with the crossroad.
- G. Pedestrian and bicycle traffic can be accommodated along the frontage road.
- H. Parking on the frontage road may be permitted in residential areas.

Figure 11: Frontage Roads Concept

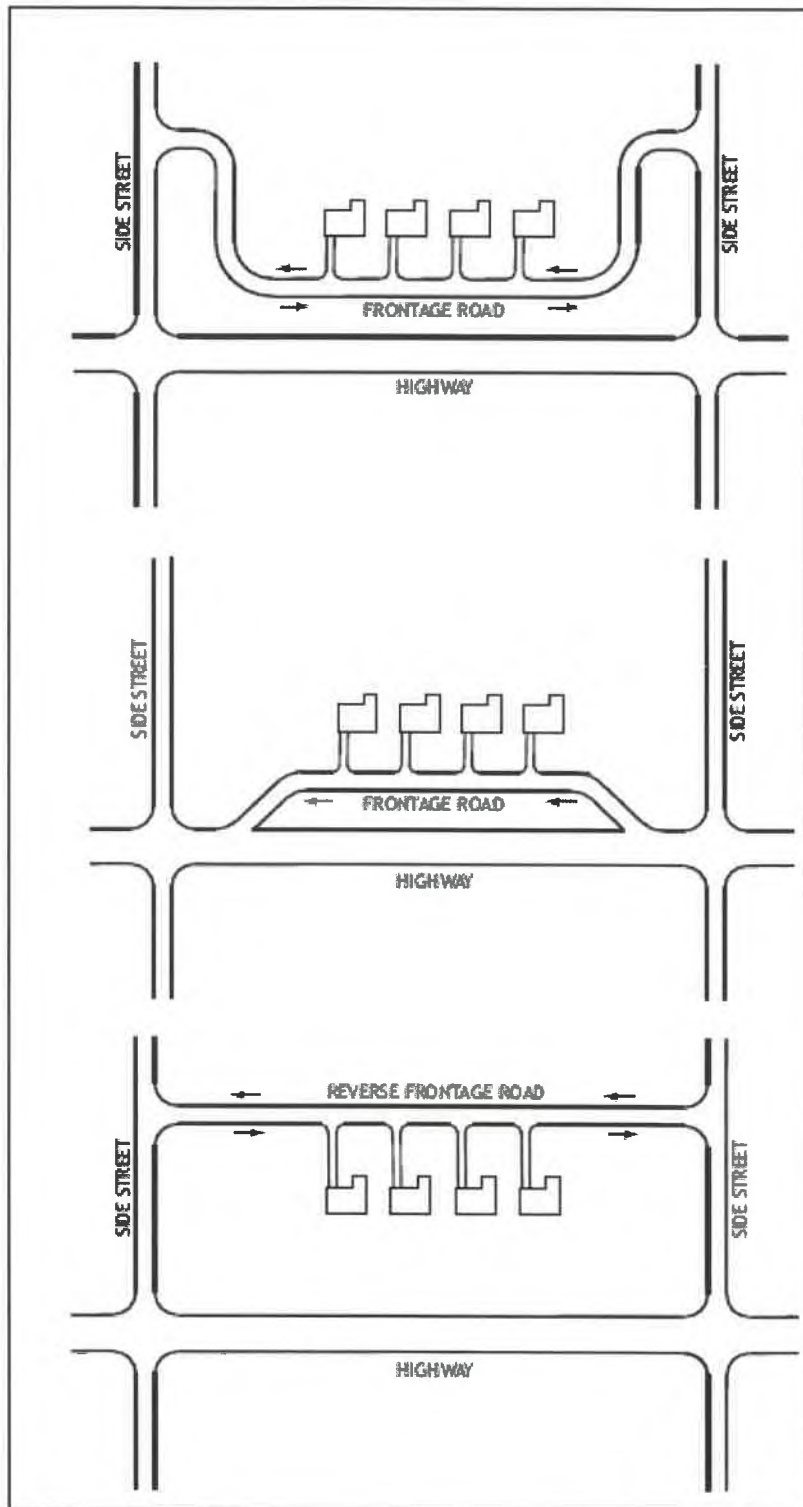
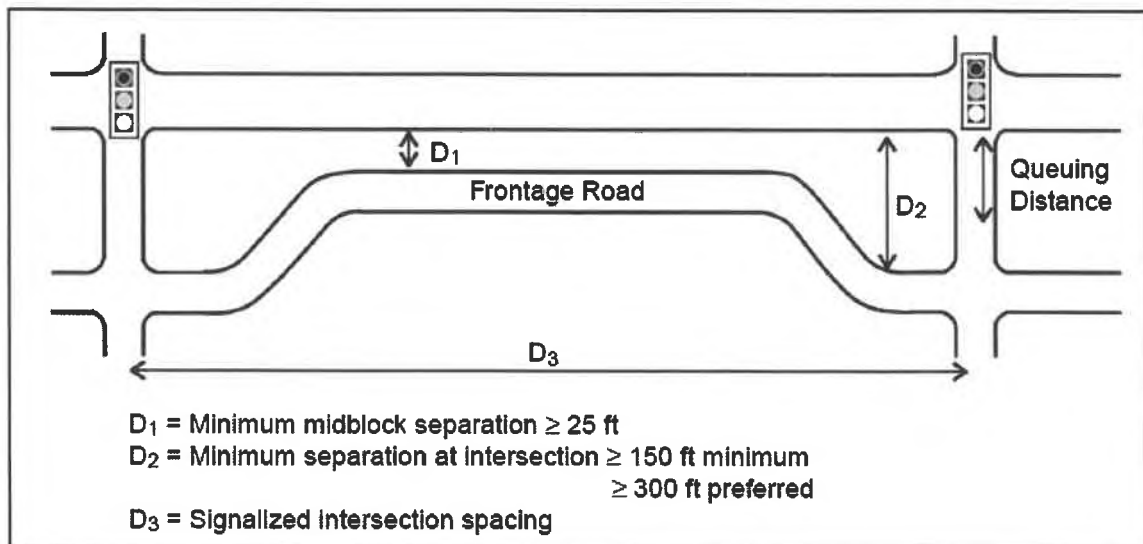


Figure 12: Frontage roads in residential or light office areas can work well where they are one way and begin and end between major crossroads.



Figure 13: Minimum separation between a frontage road and the major roadway



Chapter 4: Permitting and Appeals

Projects, applications, or requests that require CMPC Approval (Planned Unit Development, Subdivision Preliminary or Final Plat, or Development Plan) shall follow **Section 4.1**. Projects, applications, or requests that do not require CMPC Approval shall follow **Section 4.2**.

4.1 Implementing Access Management

4.1.2 Review Procedures

- A. Access requests that are submitted as part of an overall development (Planned Unit Development, Subdivision (Preliminary or Final Plat), Site Plan, or Building Permit) shall be reviewed according to the regulations and schedule for the respective submittal (for example, a Preliminary Plat shall show compliance with these Access Management requirements and following the Plat submittal, review process, and schedule per the Subdivision Regulations, while a Site Plan shall show compliance with these Access Management requirements and follow the Site Plan submittal, review process, and schedule per the Zoning Ordinance.)
- B. If access requests are included as part of an overall development, they shall, at a minimum, show the following to demonstrate compliance with this Ordinance:
 - 1. Location of access point(s) on both sides of the road, where applicable;
 - 2. Distances to neighboring constructed or approved access points, median openings, traffic signals, intersections, and other transportation features on both sides of the property;
 - 3. Number and direction of lanes to be constructed on the driveway plus pavement marking plans;
 - 4. All planned transportation features (such as auxiliary lanes, signals, etc.);
 - 5. Trip generation data or appropriate traffic studies;
 - 6. Parking and internal circulation plans;
 - 7. Surveyed lot lines showing property lines, rights-of-way, and ownership of abutting properties; and
 - 8. Any deviation from these standards shall include a detailed description of such requested exception from these standards and the reason(s) the exception is requested. The request for an exception shall provide detailed answers to the items listed in **Section 4.4.2**.
- C. Subdivisions, Planned Unit Developments, Site Plans, Preliminary Plats, and Final Plats shall address the following access considerations:
 - 1. Is the road system designed to meet the projected traffic demand, and does the road network consist of hierarchy of roads designed according to function?
 - 2. Does the road network follow the natural topography and preserve natural features of the site as much as possible? Have alignments been planned so that grading requirements are

minimized?

3. Is access properly placed in relation to sight distance, driveway spacing, and other related considerations, including opportunities for joint and cross access? Are entry roads clearly visible from the major arterials?
 4. Do residential units obtain access on a local streets rather than major roadways?
 5. Is automobile movement within the site provided without having to use the peripheral or arterial road network?
 6. Does the road system provide adequate access to buildings for residents, visitors, deliveries, transit vehicles, emergency vehicles, and garbage collection?
 7. Have the edges of the roadways been landscaped? If sidewalks are provided alongside the road, have they been set back sufficiently from the road, and has a landscaped planting strip between the road and the sidewalk been provided?
 8. Does the pedestrian path system link buildings with parking areas, entrances to the development, transit access, open space, and recreational and other community facilities?
- D. The City reserves the right to require traffic and safety analysis where safety is an issue or where significant problems already exist.
- E. Any application that involves access to the state highway system shall be reviewed by the Tennessee Department of Transportation (TDOT).
- F. If the driveway permit or other element of the request is denied, the Development Services Department shall provide a response indicating why the request has been denied.

4.2 Driveway Permit Process

4.2.1 Permits

- A. Any plans submitted for building approval which include or involve driveways shall be reviewed for conformance to this ordinance before a building permit is issued.
- B. A driveway permit for a new development may be reviewed concurrently with a Planning Commission submittal. Approval of driveway location and design for new properties and other developments on a building plan or site plan may be considered the permit for driveway installation.
- C. Any property owner desiring a new driveway or an improvement to an existing driveway at an existing property that does not require Planning Commission shall make application to the Development Services Department for a driveway permit, in writing, and designating the contractor who will do the work, to the City Engineer. This permit request shall be accompanied by a plan and/or drawings that demonstrate compliance with this Ordinance. The City Engineer will prescribe the construction procedure to be followed. A permit shall be required for the location of all driveways that provide for access to property. Driveway permits may also be required for any significant structure changes, land use changes, or property boundary change, wherein **Section 4.1** shall apply. The driveway permit shall also be in conformance with the **Columbia Municipal Code, Section 16-210**.

4.3 Retrofitting

4.3.1 Acquire Access Rights

- A. Permitted access connections in place as of (date of adoption) that do not conform with the standards herein shall be designated as nonconforming features and shall be brought into compliance with applicable standards under the following conditions:
 - a. When new access connection permits are requested;
 - b. Substantial enlargements of the existing floor area (defined as an increase of floor area of 15% or more) or improvements to the existing building (defined as 55% or more of the building is altered);
 - c. Significant change in trip generation; and/or
 - d. As roadway, utility, or other governmental capital and infrastructure improvements allow.
- B. If the principal activity on a property with nonconforming access features is discontinued for a consecutive period of 366 days, or discontinued for any period of time without a present intention of resuming that activity, then that property must thereafter be brought into conformity with all applicable connection spacing and design requirements, unless otherwise exempted by the permitting authority. For uses that are vacant or discontinued upon the effective date of this code, the 366-day period begins on the effective date of this ordinance.

4.4 Exceptions to the Policies, Standards, and Requirements of this Ordinance

4.4.1 General

Exceptions of the standards, regulations, and determinations of this Ordinance shall be made to the City Engineer. If an exception is not granted by the City Engineer, the applicant may appeal that ruling to the CMPC, as an agenda item at a regularly scheduled meeting.

4.4.2 Application for Exception to the City Engineer

- A. The application for exception shall be filed by written notification to the City Engineer.
- B. The applicant, property owner, or their agent shall have the right to appeal a decision of the City Engineer to the CMPC.
- C. An application for exception shall be based on a claim that the true intent of the Access Management Ordinance, as legally adopted, have been incorrectly interpreted, the provisions do not fully apply, or an equally good or better design is proposed.
- D. The City Engineer may grant Exceptions to the provisions of this Ordinance only after finding that the life, safety, health, and general welfare of Columbia will not be impacted by such an Exception.
- E. Each item listed below shall be considered and deemed satisfied by the City Engineer prior to the approval of an Exception to this Ordinance:
 - 1. The strict application of this Ordinance would result in practical difficulties to or undue hardship on the owner of the property.
 - 2. The situation is not self-created.
 - 3. The Exception may be granted without substantial detriment to the public good and without sustainably impairing the intent and purpose of this Ordinance.
- F. The City Engineer may consider the following items
 - 1. The conditions upon the request is based are unique to this property and are not applicable to other properties throughout Columbia.
 - 2. The specific property has exceptional narrowness, shallowness, or shape.
 - 3. The specific property has exceptional topographic conditions or other extraordinary or exceptional conditions that pertain to the physical nature of the property.
- G. The City Engineer shall provide a ruling and justification for the ruling to the applicant.

4.4.3 Appeals Process

- A. The Planning Commission shall hear and decide appeals of orders, decisions, or determinations made by the City Engineering or designee relating to the application and interpretation of the technical provisions of the adopted Access Management Ordinance, as adopted by the City of Columbia, Tennessee.
- B. The application for appeal shall be filed with the Development Services Department within 90 calendar days after the ruling by the City Engineer was made, and shall be accompanied by a fee, as determined by the Development Services Department.
- C. The Planning Commission may grant Exceptions to the provisions of this Ordinance only after finding that the life, safety, health, and general welfare of Columbia will not be impacted by such an Exception.
- D. Each item listed below shall be considered and deemed satisfied by the Planning Commission prior to the approval of an Exception:
 - 1. The strict application of this Ordinance would result in practical difficulties to or undue hardship on the owner of the property.
 - 2. The situation is not self-created.
 - 3. The Exception may be granted without substantial detriment to the public good and without sustainably impairing the intent and purpose of this Ordinance.
- E. The CMPC shall keep a record of all appeals.

Chapter 5: Definitions

The following terms, as used in this document, shall have the following meanings unless the context thereof indicates to the contrary. The City Engineer shall be vested with interpretation powers over all provisions of this Ordinance.

AASHTO

(American Association of State Highway and Transportation Officials) which publishes documents in this manual, including A Policy on Geometric Design (Green Book) and Roadway Design Guide.

Acceleration Lane

A speed-change lane, including tapered areas, for the purpose of enabling a vehicle entering the roadway to increase its speed to a rate at which it can more safely merge with through traffic. This also may be titled as an "accel lane."

Access

Entrance to or exit from land adjacent to a public road. May be a driveway, public street, private street, or alley.

Angle of Two-way Driveway

The angle of deflection measured from the centerline of the nearest travel lane to the centerline of the driveway. An angle of 90 degrees is desirable.

Auxiliary Lane

The portion of the roadway adjoining the traveled-way for parking, speed change, turning, weaving, truck climbing, and other purposes supplementary to the through-traffic movement.

Corner Clearance

The distance from an intersection of a public or private road to the nearest access along the highway system. This distance is measured from the closest edge of pavement of the intersecting road to the closest edge of pavement of the access measured along the traveled way (through lanes).

Curb Cut

An access or driveway providing ingress and/or egress to or from the highway system along a "curbed" section of highway.

Commercial Driveway

Any private entrance, exit, ramp, tunnel, bridge, side road or other vehicular passageway to any property used for commercial purposes, except a farm or dwelling house not exceeding a four-family capacity, and leading to or from any public road on the highway system.

Deceleration Lane

A speed-change lane, including tapered areas, for the purpose of enabling a vehicle that is making an exit turn from a roadway to slow to a safe turning speed after it has left the mainstream of faster-moving traffic. Also called a "decel lane"; it denotes a right turn lane or a left turn lane into a development.

Driveway

Private entrance to or exit from land adjacent to a public road. Typically serves a limited number of lots, or uses.

Driveway Width

The narrowest width of a driveway measured perpendicular to centerline of the driveway, from edge of pavement to edge of pavement or face-of-curb to face-of-curb where curb and gutter are installed.

Directional Median Opening

An opening in a restrictive median which provides for U-turn only and/or left-turn in movements. Directional median openings for two opposing left or "U-turn" movements along one segment of road are considered one directional median opening.

FHWA

The Federal Highway Administration

Intersection

An at-grade connection or crossing of a one road with another road

Island

A device used to separate or direct traffic in order to facilitate the safe and orderly movement of vehicles. An island may be a raised area that provides a physical barrier to channel traffic movements or a painted area.

Median Crossover

An opening constructed in the median strip of a divided highway designed to allow traffic movements to cross from one side of the highway to the other. In some cases, the Access Management Engineer may require the design to be such that some movements are physically prohibited.

Residential Driveway

Any private passageway to any property used for dwelling purposes. However, if a driveway provides access for more than four dwelling units, it shall be considered a commercial driveway.

Restrictive Median

The portion of a divided highway or divided driveway physically separating vehicular traffic traveling in opposite directions. Restrictive medians include physical barriers that prohibit movement of traffic across the median such as a concrete barrier, a raised concrete curb and/or island, and a grassed or a depressed median.

Right-of-way (ROW)

All land under the jurisdiction of, and whose use is controlled by the City of Columbia, the Tennessee Department of Transportation or another local government.

Right-of-way Line

A line that defines the limits of the ROW of a public road as it relates to adjacent property.

Roadway

The portion of a highway, including shoulders, for vehicle use.

Sight Distance

Refers to intersection sight distance, which is the distance that can be seen along the main roadway by the driver of a vehicle on the driveway. The distance is measured based on an eye height of 3.5' and an object height of 3.5'. Sight Distance should be determined to provide adequate time for an entering vehicle to accelerate to within 10 mph of posted speed limit, prior to being overtaken by approaching vehicles. (Refer to AASHTO, Green book)

Stopping Sight Distance

The sum of two distances: the distance traversed by the vehicle from the instant the driver sights an object necessitating a stop to the instant the brakes are applied and the distance required to stop the vehicle from the instant brake application begins. Stopping sight distance is measured based on an eye height of 3.5' and an object height of 2.0'.

Traveled Way

The portion of the roadway for the movement of vehicles, exclusive of shoulders and auxiliary lanes.

State Highway System (SHS)

The network of highways that have been functionally classified and which are under the jurisdiction of the State of Tennessee, as defined in State Statutes.

Appendix A

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Case Number:

21-0273

Request:

Request from Development Services for review and recommendation of a new Columbia Development Code.