



**City of Columbia City Council
Regular Meeting Agenda
January 11, 2024 - 5:30 PM**

**City Hall Council Chambers
700 North Garden Street
Columbia, TN 38401
Phone: 931-560-1510**

**Chaz Molder, Mayor
Randy McBroom, Vice Mayor
Council Member DaVena Hardison, Ward 1
Council Member Debbie Wiles, Ed. D., Ward 2
Council Member Anthony Greene, Ward 3
Council Member Kenny Marshall, Ward 4
Council Member Danny Coleman, Ward 5**

**Tony Massey, City Manager
C. Tim Tisher, City Attorney
Thad H. Jablonski, City Recorder
Liz Bermudez, Recording Secretary**

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

PUBLIC HEARINGS

1. PUBLIC HEARING ON ORDINANCE NO. 4485 (AS AMENDED) - AN ORDINANCE TO AMEND THE FISCAL YEAR 2023-2024 BUDGET ORDINANCE NO. 4464, AS AMENDED, PROVIDING FOR REVISIONS TO THE GENERAL AND CAPITAL PROJECTS FUNDS - FINANCE.

RECOMMENDATION: Conduct the Public Hearing.

INFORMATION: This public hearing is related to item 10.1 on the agenda. The proposed ordinance is the second amendment of the FY 2024 Appropriation Ordinance and revises the General and Capital Projects Funds.

Supporting documentation for the amendment is included within the agenda packet and the required Notice of Public Hearing was published in *The Daily Herald* on November 26, 2023.

This amendment increases the City's total budget for FY 2024 by \$2,892,285 from \$100,929,732 to \$103,822,017.

ATTACHMENTS: Staff Report Ordinance No. 4485, Ordinance No. 4485, Ordinance No. 4485 Supporting Documents, Ordinance No. 4485 - Summary.

2. PUBLIC HEARING ON ORDINANCE NO. 4487 - AN ORDINANCE TO AMEND ORDINANCE NO. 4176 AS AMENDED BY ORDINANCE NO. 4390, TO AMEND THE CONNECT COLUMBIA PLAN REGARDING THE FRAMEWORK, LAND USE, PARKS AND GREENWAYS, TRANSPORTATION AND ACCESS MANAGEMENT PLANS FOR THE CITY OF COLUMBIA, TENNESSEE - DEVELOPMENT SERVICES DEPARTMENT.

RECOMMENDATION: Conduct the Public Hearing.

INFORMATION: With changes and time, amendments to Connect Columbia, the comprehensive plan, are needed. In 2023, Staff assembled a Steering Committee and conducted public outreach opportunities, seeking guidance from leaders and stakeholders for the purpose of presenting the attached update. The Planning Commission reviewed this request at the November 8, 2023 meeting with a

recommendation of approval by a vote of six to zero. The required notice of Public Hearing was advertised December 7, 2023 in *The Daily Herald*.

ATTACHMENTS: Staff Report Public Hearing Ordinance No 4487, Ordinance No. 4487.

REGULAR MEETING

1 CALL TO ORDER/ROLL CALL.

2 INVOCATION BY JASON CADDY, COLUMBIA GRACE CHURCH OF THE NAZARENE.

3 PLEDGE OF ALLEGIANCE.

4 APPROVAL OF AGENDA.

5 PRESENTATIONS.

6 ORGANIZATIONAL BUSINESS.

6.1. APPROVE THE MINUTES OF THE DECEMBER 14, 2023, REGULAR CITY COUNCIL MEETING - CITY MANAGER'S OFFICE.

RECOMMENDATION: Approve.

ATTACHMENTS: December 14, 2023 City Council Meeting Minutes.

6.2. PRESENTATION OF RETIREMENT PLAQUE BY MAYOR MOLDER TO SHARON HOWELL, ACCOUNTING TECHNICIAN II, CITY RECORDER - HUMAN RESOURCES.

RECOMMENDATION: Approve.

INFORMATION: Sharon Howell has been an employee of the City of Columbia for 27 years. Her effective retirement date was December 15, 2023, with pension payments to begin on January 1, 2024.

ATTACHMENTS: Staff Report Sharon Howell.

6.3. APPROVE THE RETIREMENT BENEFITS FOR CLIFFORD JONES, SANITATION OPERATOR 2, PUBLIC WORKS DEPARTMENT - HUMAN RESOURCES.

RECOMMENDATION: Approve.

INFORMATION: Clifford Jones has been an employee of the City of Columbia for 19 years. His effective retirement date is January 13, 2024 with pension payments to begin on February 1, 2024.

ATTACHMENTS: Staff Report Clifford Jones.

6.4. APPROVE THE MAYOR'S APPOINTMENT OF JAMES C. SLOAN TO THE CITY OF COLUMBIA MUNICIPAL PLANNING COMMISSION FOR A TERM BEGINNING JANUARY 11, 2024, AND EXPIRING ON MAY 14, 2026.

RECOMMENDATION: Approve.

7 CONSENT AGENDA

7.1. APPROVE DISBURSEMENTS FOR THE MONTH OF NOVEMBER 2023 IN THE AMOUNT OF \$4,966,065.43 - FINANCE.

RECOMMENDATION: Approve.

ATTACHMENTS: November 2023 Disbursements.

7.2. APPROVE AND AUTHORIZE THE DISPOSAL OF SURPLUS EQUIPMENT - FINANCE.

RECOMMENDATION: Approve and authorize the disposal of surplus equipment as listed on the attachment per policy as defined within the City of Columbia Purchasing Manual.

INFORMATION: Various items have been identified by the department as surplus. An attempt will be made to sell all items at public auction. The value of those not sold will be reassessed and disposed of as prescribed by City policy.

ATTACHMENTS: January 2024 Surplus.

7.3. APPROVE A REIMBURSEMENT IN THE AMOUNT OF \$92,700 TO CHARLES RAINES AND JD EATHERLY FOR HONEY FARMS SUBDIVISION, PHASE 2, SECTION 10A - DEVELOPMENT SERVICES DEPARTMENT.

RECOMMENDATION: Approve.

INFORMATION: On January 17, 2020 a surety guarantee in the amount of \$103,000 was deposited from Charles Raines and JD Eatherly for Honey Farms Subdivision, Phase 2, Section 10A. The Engineering Division has made inspections and recommends preliminary acceptance and approval of releasing 90% of the surety guarantee. A balance of \$10,300 will remain with the City for a maintenance period of 12 months and until Final Acceptance.

Release Surety in the amount of \$92,700 and disburse as follows:
\$46,350 – Charles Raines – P.O. Box 1715, Spring Hill, TN 37174
\$46,350 – Estate of JD Eatherly, Sandra Cantrell, Executor, 1720 West End Ave., Suite 600, Nashville, TN 37203

ATTACHMENTS: Staff Report Honey Farms Reimbursement, Honey Farm Ph 2 Sec10 Surety, HoneyFarm Ph2Sec10 Prelim Acceptance, Prelim Acceptance Request - 2.10 HF, HF 2.10A.

7.4. APPROVE AND AUTHORIZE THE MAYOR TO EXECUTE A MEMORANDUM OF UNDERSTANDING BETWEEN MAURY REGIONAL HEALTH AND THE CITY OF COLUMBIA TO ENSURE ORGANIZED, PROMPT AND EFFICIENT EMERGENCY MEDICAL RESPONSE WITHIN THE CORPORATE LIMITS OF THE CITY OF COLUMBIA, TENNESSEE - FIRE & RESCUE.

RECOMMENDATION: Approve.

INFORMATION: Columbia Fire & Rescue requests City Council to review the attached Memorandum of Understanding between Maury Regional Health (EMS) and the City of Columbia (Fire & Rescue).

This Memorandum of Understanding will be entered into by and between two departments to ensure an organized, prompt and efficient emergency medical response within the corporate limits of the City of Columbia, Tennessee.

The departments desire to assure a rapid response and quality care for persons in need of emergency medical assistance within the corporate limits of the City of Columbia, Tennessee.

ATTACHMENTS: Staff Report MOU, Memorandum of Understanding.

7.5. APPROVE AND AUTHORIZE THE MAYOR TO EXECUTE A 5 (FIVE) YEAR LEASE AGREEMENT BETWEEN BIBLE BROADCASTING NETWORK (BBN) AND THE CITY OF COLUMBIA ALLOWING THE INSTALLATION AND OPERATION OF EQUIPMENT TO RECEIVE AND TRANSMIT SIGNALS ON THE TOWER LOCATED AT 501 RESERVOIR HILL ROAD - FIRE & RESCUE.

RECOMMENDATION: Approve.

INFORMATION: Bible Broadcasting Network (BBN) has requested to utilize space on the City of Columbia Tower located at 501 Reservoir Hill Road. The Tower Space Lease Agreement discusses the installation and operation of equipment used to transmit and receive signals.

This agreement is for a term of 5 (five) years at a cost of \$325 (three hundred twenty-five dollars) per month with an annual escalator rate increase of 2% (two percent). This is an existing space previously leased to WMCP Radio. Due to BBN purchasing the radio station, a new lease is required.

ATTACHMENTS: Staff Report BBN Lease, BBN Tower Site Lease Agreement.

7.6. RATIFY AND APPROVE THE EMERGENCY PROCUREMENT OF TEMPORARY HOUSING FOR FIRE STATION NO. 1 REMODEL IN THE AMOUNT OF \$81,548.31 - FIRE & RESCUE.

RECOMMENDATION: Approve.

INFORMATION: The City of Columbia advertised an Invitation to Bid for Temporary Housing for fire personnel for the Fire Station No. 1 remodel, receiving no bids.

Columbia Fire & Rescue has negotiated a purchase from a local business and requests City Council's approval to pursue the emergency procurement which will allow prompt delivery and set up without delaying the start of renovations to Fire Station No. 1.

This temporary house will have 3 bedrooms which will provide separate sleeping arrangements for male and female firefighters, ensuring privacy and accommodation. It will also provide the ability to maintain effective emergency response capabilities.

CERTIFICATION: The Chief Financial Officer Certifies that \$81,549 is proposed to be budgeted in the Ordinance No. 4485, as amended, an appropriation ordinance #2 - FY2024.

ATTACHMENTS: Staff Report Temporary Housing, Clayton Homes Quote.

8 ADMINISTRATION.

9 RESOLUTIONS.

9.1.RESOLUTION NO. 24-01 – A RESOLUTION TO ACCEPT THE STREETS AND DRAINAGE IMPROVEMENTS IN HONEY FARMS SUBDIVISION, PHASE 2, SECTION 8 FOR OWNERSHIP AND MAINTENANCE. - DEVELOPMENT SERVICES DEPARTMENT.

RECOMMENDATION: Approve Resolution No. 24-01.

INFORMATION: This Resolution refers to acceptance of streets and drainage improvements in Honey Farms Subdivision, Phase 2, Section 8, for ownership and maintenance in the City of Columbia. The Engineering Division has made inspections and recommends acceptance of the streets and drainage improvements.

Release the remainder of the Surety Guarantee in the amount of \$14,500 to be disbursed as follows:

\$7,500 – Charles Raines – P.O. Box 1715, Spring Hill, TN 37174

\$7,500 – Estate of JD Eatherly, Sandra Cantrell, Executor, 1720 West End Ave., Suite 600, Nashville, TN 37203

ATTACHMENTS: Staff Report Resolution No. 24-01, Resolution No. 24-01, Final Acceptance Request - 2.8 HF, HF 2.8.

9.2. RESOLUTION NO. 24-02 - TAX CORRECTIONS - CITY RECORDER'S OFFICE.

RECOMMENDATION: Approve Resolution No. 24-02.

INFORMATION: The City Recorder is presenting tax corrections through 12/19/2023 for Council Consideration as submitted by Mr. Bobby Danels, Maury County Tax Assessor.

ATTACHMENTS: Staff Report Resolution No. 24-02, Resolution No. 24-02, Resolution No. 24-02 Exhibit A.

9.3. RESOLUTION NO. 24-03 - A RESOLUTION TO RATIFY AUTHORIZATION OF THE CITY OF COLUMBIA TO APPLY FOR THE STATE OF TENNESSEE HISTORICAL COMMISSION FEDERAL HISTORIC PRESERVATION FUND IN THE AMOUNT NOT TO EXCEED \$27,000 - DEVELOPMENT SERVICES DEPARTMENT.

RECOMMENDATION: Approve Resolution No. 24-03.

INFORMATION: A Resolution to add additional funds to previous Resolution 21-108. The State of Tennessee Historical Commission has offered an additional \$17,000 in grant funds for the historic structure survey project reviewed in 2021. The new funding will bring the project to a total of \$45,000 available with the city match being \$18,000.

ATTACHMENTS: Staff Report Resolution No. 24-03, Resolution No. 24-03, Resolution No. 24-03 Government Grant Contract.

10 ORDINANCES.

10.1.2ND CONSIDERATION OF ORDINANCE NO. 4485 (AS AMENDED) – AN ORDINANCE TO AMEND THE FISCAL YEAR 2023-2024 BUDGET ORDINANCE NO. 4464 PROVIDING FOR

REVISIONS TO THE GENERAL AND CAPITAL PROJECTS FUNDS - FINANCE.

RECOMMENDATION: Approve Ordinance No. 4485 on second consideration.

INFORMATION: The proposed ordinance is the second amendment to the FY 2024 Appropriation Ordinance, impacting the Capital Projects and several departments within the General Fund.

Within this budget amendment, the following items are included:

- Replenish General City Admin – Reserves for the transfer to Capital Projects Fund (\$149,122),
- Budget funds in Police for 2024 THSO Grant totaling \$20,000,
- Budget funds in Parks to establish a budget for Mid-State Classic (\$45,000),
- Budget \$200,000 for the 2024 Tourism Enhancement Grant funds for blue-way access on the Duck River and \$49,122 for engineering for Parking Garage Design from the prior fiscal year,
- Budget additional project balances of \$225,494 (South Garden Streetscape final change order), \$81,549 (firefighter temporary modular housing) and \$882,000 (Fire Station No. 1 renovations) in Capital Projects along with the budgeted amount to General Fund to be transferred to the Capital Projects Fund,
- Budget \$45,000 in General City Admin for the Historic Preservation Grant,
- Budget funds for donation from Muletown Bearded Axe of \$1,000 in Police,
- Budget funds for donation from Muletown Bearded Axe of \$1,005, \$2,000 in donations for supplies and \$1,950 in Fire Academy training fees in Fire.

A detailed schedule of items included within this budget amendment is attached. This amendment increases the City's total budget for FY 2024 by \$2,892,285 to \$103,822,017.

ATTACHMENTS: Staff Report Ordinance No. 4485, Ordinance No. 4485, Ordinance No. 4485 Supporting Documents, Ordinance No. 4485 - Summary.

10.2.2ND CONSIDERATION OF ORDINANCE NO. 4488 – AN ORDINANCE PROVIDING FOR THE COLLECTION OF 2022 DELINQUENT PROPERTY TAXES - CITY RECORDER'S OFFICE.

RECOMMENDATION: Approve Ordinance No. 4488 on second consideration.

INFORMATION: Per the Municipal Code, and in accordance with past City policy, the City Council annually considers an ordinance to provide for the collection of delinquent property taxes. Following adoption of the ordinance, the City Recorder provides the County Attorney with a certified list of delinquent 2022 property taxes. Upon receipt of said list, the County Attorney initiates the appropriate process to file suit in the Chancery Court of Maury County for the collection of the delinquent property taxes.

ATTACHMENTS: Staff Report Ordinance No. 4488, Ordinance No. 4488.

10.3.2ND CONSIDERATION OF ORDINANCE NO. 4489 – AN ORDINANCE PROVIDING FOR THE COLLECTION OF 2020, 2021 AND 2022 DELINQUENT PERSONAL PROPERTY TAXES - CITY RECORDER'S OFFICE.

RECOMMENDATION: Approve Ordinance No. 4489 on second consideration.

INFORMATION: Per the Municipal Code, and in accordance with past City policy, the City Council annually considers an ordinance to provide for the collection of delinquent personal property taxes. Following adoption of the ordinance, the City Recorder may provide the County Attorney with a certified list of delinquent 2020, 2021 and 2022 personal property taxes. Upon receipt of said list, the County Attorney initiates the appropriate process to file suit in the Chancery Court of Maury County for the collection of the delinquent personal property taxes.

ATTACHMENTS: Staff Report Ordinance No. 4489, Ordinance No. 4489.

10.4.2ND CONSIDERATION OF ORDINANCE NO. 4490 – AN ORDINANCE PROVIDING FOR THE COLLECTION OF 2022 DELINQUENT SPECIAL ASSESSMENTS - CITY RECORDER'S OFFICE.

RECOMMENDATION: Approve Ordinance No. 4490 on second consideration.

INFORMATION: Per the Municipal Code, and in accordance with past City policy, the City Council annually considers an ordinance to provide for the collection of delinquent special assessments. Following adoption of the ordinance, the City Recorder provides the County Attorney with a certified list of delinquent 2022 special assessments. Upon receipt of said list, the County Attorney initiates the appropriate process to file suit in the Chancery Court of Maury County for the collection of the delinquent special assessments.

ATTACHMENTS: Staff Report Ordinance No. 4490, Ordinance No. 4490.

10.5.1ST CONSIDERATION ON ORDINANCE NO. 4487 - AN ORDINANCE TO AMEND ORDINANCE NO. 4176 AS AMENDED BY ORDINANCE NO. 4390, TO AMEND THE CONNECT COLUMBIA PLAN REGARDING THE FRAMEWORK, LAND USE, PARKS AND GREENWAYS, TRANSPORTATION AND ACCESS MANAGEMENT PLANS FOR THE CITY OF COLUMBIA, TENNESSEE - DEVELOPMENT SERVICES DEPARTMENT.

RECOMMENDATION: Approve Ordinance No. 4487 on first consideration and establish February 8, 2024 as the date of Public Hearing.

INFORMATION: With changes and time, amendments to Connect Columbia, the comprehensive plan, are needed. In 2023, Staff assembled a Steering Committee and conducted public outreach opportunities, seeking guidance from leaders and stakeholders for the purpose of presenting the attached update. The Planning

Commission reviewed this request at the November 8, 2023 meeting with a recommendation of approval by a vote of six to zero.

ATTACHMENTS: Staff Report Ordinance No. 4487, Ordinance No. 4487, Ordinance No. 4487 - Exhibit "A" Overall, Ordinance No. 4487 - Exhibit "A" Appendix One_2018_Parks and Greenways Plan , Ordinance No. 4487 - Exhibit "A" Appendix Two_2022 Access Management, Future Land Use Map (FLUM)_11-8-2023, FLUM to Zoning Matrix 11-8-2023, Area_of_Change_11-8-2023, SpecialAreas_11-8-2023, Staff Presentation Notes 11-8-2023, Transportation Map1, Transportation Map2, Transportation Map3, Transportation Map4, Transportation Map5.

10.6.1ST CONSIDERATION ON ORDINANCE NO. 4491 - AN ORDINANCE TO AMEND ORDINANCE NO. 4400, THE SAME BEING THE ZONING ORDINANCE OF THE CITY OF COLUMBIA, TENNESSEE BY REZONING TAX MAP 101 PARCEL 39.00, LOCATED AT 6218 CAYCE LANE, FROM CD-2 (RURAL CHARACTER DISTRICT) TO CD-3L (NEIGHBORHOOD LARGE LOT CHARACTER DISTRICT) AND ESTABLISH FEBRUARY 8, 2024 AS THE DATE OF PUBLIC HEARING - WARD 2 - DEVELOPMENT SERVICES DEPARTMENT.

RECOMMENDATION: Approve Ordinance No. 4491 on first consideration and establish February 8, 2024 as the date of Public Hearing.

INFORMATION: The applicant is requesting to rezone the 30 acre tract for future development of a residential neighborhood with the concept plan reflecting 61 lots. The Planning Commission reviewed this request at the December 13, 2023 meeting and recommended approval by a vote of four to zero with two abstentions.

ATTACHMENTS: Staff Report Ordinance No. 4491, Ordinance No. 4491, Ordinance No. 4491-ExhA, Ordinance No. 4491-ExhB, Concept Plan, Staff Report.

11 OTHER BUSINESS.

12 EXECUTIVE SESSION.

13 ADJOURNMENT.

14 UPCOMING EVENTS.



CITY OF COLUMBIA TENNESSEE
CITY COUNCIL
STAFF REPORT

STAFF REPORT CONTACT INFORMATION

Thad Jablonski, Finance Director, tjablonski@columbiatn.com, 931-560-1580

AGENDA ITEM TITLE: 2ND CONSIDERATION OF ORDINANCE NO. 4485 – AN ORDINANCE TO AMEND THE FISCAL YEAR 2023-2024 BUDGET ORDINANCE NO. 4464 PROVIDING FOR REVISIONS TO THE GENERAL AND CAPITAL PROJECTS FUNDS.

RECOMMENDATION: Approve Ordinance No. 4485.

INFORMATION: The proposed ordinance is the second amendment to the FY 2024 Appropriation Ordinance, impacting the Capital Projects and several departments within the General Fund.

Within this budget amendment, the following items are included:

- Replenish General City Admin – Reserves for the transfer to Capital Projects Fund (\$149,122),
- Budget funds in Police for 2024 THSO Grant totaling \$20,000,
- Budget funds in Parks to establish a budget for Mid-State Classic (\$45,000),
- Budget \$200,000 for the 2024 Tourism Enhancement Grant funds for blue-way access on the Duck River and \$49,122 for engineering for Parking Garage Design from the prior fiscal year,
- Budget additional project balances of \$225,494 (South Garden Streetscape final change order), \$81,549 (firefighter temporary modular housing) and \$882,000 (Fire Station No. 1 renovations) in Capital Projects along with the budgeted amount to General Fund to be transferred to the Capital Projects Fund,
- Budget \$45,000 in General City Admin for the Historic Preservation Grant,
- Budget funds for donation from Muletown Bearded Axe of \$1,000 in Police,
- Budget funds for donation from Muletown Bearded Axe of \$1,005, \$2,000 in donations for supplies and \$1,950 in Fire Academy training fees in Fire.

A detailed schedule of items included within this budget amendment is attached. This amendment increases the City's total budget for FY 2024 by \$2,892,285 to \$103,822,017.

ORDINANCE NO. 4485 (AS AMENDED)

**AN ORDINANCE TO AMEND THE FISCAL YEAR 2023-2024 BUDGET
ORDINANCE NO. 4464 PROVIDING FOR REVISIONS TO THE GENERAL AND
CAPITAL PROJECTS FUNDS**

BE IT ORDAINED BY THE CITY OF COLUMBIA, TENNESSEE:

Section 1: That Ordinance No. 4464 as amended, the same being the Appropriation Ordinance for the City of Columbia for the Fiscal Year July 1, 2023 through June 30, 2024, be amended. That the total budget appropriation for the fiscal year be increased from \$100,929,732 to \$103,822,017, an increase of \$2,892,285.

Section 2: That the budget appropriations shall be revised as follows:

General City Admin total of \$12,966,416 be amended to \$14,349,581, an increase of \$1,383,165.

Police total of \$12,874,685 be amended to \$12,895,685, an increase of \$21,000.

Fire total of \$9,975,676 be amended to \$9,980,631, an increase of \$4,955.

Parks total of \$3,651,760 be amended to \$3,696,760, an increase of \$45,000.

Capital Projects total of \$14,422,143 be amended to \$15,860,308, an increase of \$1,438,165.

ALL OTHER APPROPRIATIONS REMAIN THE SAME.

Section 3: This ordinance is enacted pursuant to and in compliance and conformity with Article 9, Section 9 of the Charter of the City of Columbia, with Notice of Public Hearing published on the 26th day of November, 2023, and it shall be executed and construed consistent with said charter and laws of the State of Tennessee.

Section 4: That all ordinances or parts of ordinances in conflict herewith are hereby repealed.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF COLUMBIA, TENNESSEE, THIS THE ____ DAY OF JANUARY, 2024.

CHARLES (CHAZ) M. MOLDER, MAYOR

ATTEST:

THAD H. JABLONSKI, CITY RECORDER

LEGAL FORM APPROVED:



C. TIM TISHER, CITY ATTORNEY

APPROVED FOR FIRST CONSIDERATION:

ANTHONY R. MASSEY, CITY MANAGER

Passed on 1st Consideration: _____

Passed on 2nd Consideration: _____

Summary of Appropriation Amendment #2
2nd Consideration - January 11th (1/11/24)

General City Admin

Replenish General City Admin - Reserves	149,122.00
Budget reduction to reserves to transfer to CPF	(149,122.00)
Transfer funds for 2024 Tourism Enhancement Grant match	\$ 149,122.00
Total General City Admin	\$ 149,122.00

Police

Budget funds for 2024 THSO Grant	\$ 20,000.00
Total Police	\$ 20,000.00

Parks

Establish budget for Mid-State Classic	\$ 45,000.00
Total Parks	\$ 45,000.00

TOTAL GENERAL FUND \$ 214,122.00

Capital Projects

Budget 2024 Tourism Enhancement Grant funds 32601-77740 (Blueway)	200,000.00
Budget funds for Morrison Engineering for Parking Garage Design from FY 23	\$ 49,122.00
Total Capital Projects	\$ 249,122.00

Total Increase - All Funds (First Consideration)	\$ 463,244.00
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General City Admin

Replenish General City Admin - Reserves	\$ 1,189,043.00
Budget reduction to reserves to transfer to CPF	(1,189,043.00)
Budget transfer to Capital Projects	1,189,043.00
Budget funds for Historic Preservation Grant	\$ 45,000.00
Total General City Admin	\$ 1,234,043.00

Police

Budget funds for donation from Muletown Bearded Axe	1,000.00
Total Police	\$ 1,000.00

Fire

Budget funds for donation from Muletown Bearded Axe	1,005.00
Budget funds for donation for supplies	2,000.00
Budget Fire Academy Fees to Training Reserves	\$ 1,950.00
Total Fire	\$ 4,955.00

TOTAL GENERAL FUND \$ 1,239,998.00

Capital Projects

Budget transfer to Capital Projects for S. Garden Streetscape CO	\$ 225,494.00
Budget funds for Fire Station No. 1 project for firefighter housing	81,549.00
Budget transfer to Capital Projects for Fire Station No. 1 remaining	882,000.00
Total Capital Projects	\$ 1,189,043.00

Total Increase - All Funds (Second Consideration)	\$ 2,429,041.00
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Total Increase - All Funds (First and Second Consideration)	\$ 2,892,285.00
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CITY OF COLUMBIA
FY 2024 APPROPRIATION AMENDMENT #2
Second Consideration 1/11/24

1) Budget funds for 2024 THSO Grant

Approved by Council 10/12/23

Increase Revenues

110-33208	\$	20,000.00	Highway Safety Grant
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Increase Expenditures

110-42147-112	\$	10,000.00	Police - Highway Safety Grant-Overtime
110-42147-321	\$	10,000.00	Police - Highway Safety Grant-Controllable Assets
	\$	20,000.00	Total

2) Establish budget for Mid-State Classic

Increase Revenues

110-34751	\$	20,000.00	Mid State Classic-Sponsorships
110-34752		25,000.00	Mid State Classic-Ticket Sales
	\$	45,000.00	Total

Increase Expenditures

110-44490-290	\$	18,000.00	Mid State Classic-Other Services & Charges
110-44490-320		20,000.00	Mid State Classic-Operating Supplies
110-44490-530		7,000.00	Mid State Classic-Rentals
	\$	45,000.00	Total

3) Budget transfer to Capital Projects for Parking Garage

Replenish General City Admin - Reserves

Increase Revenues

110-37110		149,122.00	Prior Year Revenue
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Increase Expenditures

110-41900-800	\$	149,122.00	General City Admin - Reserves
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Budget transfer to Capital Projects for Tourism Enhancement Grant

Decrease Expenditures

110-41900-800		149,122.00	General City Admin - Reserves
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Increase Expenditures

110-41900-766	\$	149,122.00	General City Admin - Miscellaneous - Transfer to Capital Proj Fund
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Budget transfer to Capital Projects for Tourism Enhancement Grant

Increase Revenues

311-37940	\$	100,000.00	Transfer From General Fund
311-33454	\$	100,000.00	Capita Projects - Tourism Enhancement Grant
Total	\$	200,000.00	

Increase Expenditures

311-41850-937	\$	200,000.00	Tourism Enhancement-Blueway Project
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4) Budget funds for Morrison Engineering for Parking Garage Design from FY 23

Materials/Equipment/Services not received by 6/30/23

Increase Revenues

311-37940 49,122.00 Transfer From General Fund

Increase Expenditures

311-41850-936 49,122.00 Parking Garage - Parking Garage Improvements

Items added for Second Consideration on 1/11/24

5) Budget transfer to Capital Projects for Various Project Balances

Replenish General City Admin - Reserves

Increase Revenues

110-37110 1,189,043.00 Prior Year Revenue

Increase Expenditures

110-41900-800 \$ 1,189,043.00 General City Admin - Reserves

Budget transfer to Capital Projects

Decrease Expenditures

110-41900-800 1,189,043.00 General City Admin - Reserves

Increase Expenditures

110-41900-766 \$ 1,189,043.00 General City Admin - Miscellaneous - Transfer to Capital Proj Fund

Budget transfer to Capital Projects for Various Projects

Increase Revenues

311-37940 \$ 1,189,043.00 Transfer From General Fund

Increase Expenditures

311-41320-930 \$ 225,494.00 Fire Administration - Buildings

311-42210-920 \$ 81,549.00 Fire Administration - Buildings

311-42210-920 \$ 882,000.00 Fire Administration - Buildings

Total \$ 1,189,043.00

6) Budget funds for Historic Preservation Grant

Increase Revenues

110-33241 45,000.00 Historic Preservation Grant

Increase Expenditures

110-41900-725 45,000.00 General City Admin - Historic Preservation Grant

7) Budget funds for donation from Muletown Bearded Axe

Increase Revenues

110-36720 1,000.00 Donations

Increase Expenditures

110-42123-341 1,000.00 Police-Patrol-Small Tools

8) Budget funds for donation from Muletown Bearded Axe

Increase Revenues

110-36720 1,005.00 Donations

Increase Expenditures

110-42260-341 1,005.00 Fire Dept-Emergency Management - Small Tools

9) Budget funds for donation for supplies

Increase Revenues

110-36720 2,000.00 Donations

Increase Expenditures

110-42260-322 1,000.00 Fire - Emergency Mgmt - Chemicals & Cleaning Supplies

110-42260-326 1,000.00 Fire Dept - Emergency Management - Wearing Apparel

10) Budget Fire Academy Fees to Training Reserves

Increase Revenues

110-34226 \$ 1,950.00 Fire Training Fees

Increase Expenditures

110-42240-800 \$ 1,950.00 Fire Department-Training - Reserves

FY 2024 Budget Summary - AA#2						
1/14/2023						
		SERVICES &		CAPITAL	DEBT	AA#2
Departments	PERSONNEL	SUPPLIES	TRANSFERS	OUTLAY	SERVICE	FY 2024
City Council	\$89,937	\$355,900	\$0	\$0	\$0	\$445,837
Legal Services	\$61,460	\$217,100	\$0	\$0	\$0	\$278,560
Management Info Systems	\$349,433	\$283,629	\$0	\$495,729	\$0	\$1,128,791
City Manager	\$472,107	\$301,888	\$0	\$0	\$0	\$773,995
Finance & City Recorder	\$1,064,515	\$60,398	\$0	\$0	\$0	\$1,124,913
Human Resources	\$253,588	\$30,365	\$0	\$0	\$0	\$283,953
General City Admin	\$1,669,574	\$5,681,898	\$4,887,279	\$2,110,830	\$0	\$14,349,581
Police	\$9,869,324	\$2,189,067	\$0	\$837,294	\$0	\$12,895,685
Fire	\$8,267,603	\$888,468	\$0	\$824,560	\$0	\$9,980,631
Streets & Maintenance	\$3,128,560	\$684,955	\$0	\$2,087,895	\$0	\$5,901,410
Development Services	\$1,963,944	\$439,520	\$0	\$30,000	\$0	\$2,433,464
Parks & Recreation	<u>\$2,249,673</u>	<u>\$662,039</u>	<u>\$0</u>	<u>\$785,048</u>	<u>\$0</u>	<u>\$3,696,760</u>
Total General Fund	\$29,439,717	\$11,795,227	\$4,887,279	\$7,171,356	\$0	\$53,293,579
State Street Aid Fund	\$0	\$1,826,823	\$75,000	\$269,362	\$0	\$2,171,185
N&V Chief's Fund	\$0	\$90,000	\$0	\$0	\$0	\$90,000
Street & Transportation Fund	\$0	\$75,100	\$0	\$0	\$0	\$75,100
Drug Fund	\$0	\$61,053	\$40,000	\$70,000	\$0	\$171,053
Solid Waste (Sanitation) Fund	\$1,785,195	\$2,245,178	\$75,993	\$760,094	\$0	\$4,866,460
Debt Service Fund	\$0	\$0	\$0	\$0	\$1,614,410	\$1,614,410
Capital Projects Fund	\$0	\$0	\$0	\$15,860,308	\$0	\$15,860,308
Wastewater (Sewer) Fund	<u>\$3,726,603</u>	<u>\$5,303,476</u>	<u>\$0</u>	<u>\$12,742,908</u>	<u>\$3,906,934</u>	<u>\$25,679,921</u>
Grand Total	\$34,951,516	\$21,396,858	\$5,078,272	\$36,874,028	\$5,521,344	\$103,822,017



CITY OF COLUMBIA TENNESSEE
CITY COUNCIL
STAFF REPORT

STAFF REPORT CONTACT INFORMATION

Paul Keltner, AICP, Director of Development Services, paul@columbiatn.com 931.560.1560

AGENDA ITEM TITLE:

AN ORDINANCE TO AMEND ORDINANCE NO. 4176 AS AMENDED BY ORDINANCE NO. 4390, TO AMEND THE CONNECT COLUMBIA PLAN REGARDING THE FRAMEWORK, LAND USE, PARKS AND GREENWAYS, TRANSPORTATION AND ACCESS MANAGEMENT PLANS FOR THE CITY OF COLUMBIA, TENNESSEE

RECOMMENDATION: Conduct the Public Hearing.

INFORMATION: With changes and time, amendments to Connect Columbia, the comprehensive plan, are needed. In 2023, Staff assembled a Steering Committee and conducted public outreach opportunities, seeking guidance from leaders and stakeholders for the purpose of presenting the attached update. The Planning Commission reviewed this request at the November 8, 2023 meeting with a recommendation of approval by a vote of six to zero. The required notice of Public Hearing was advertised December 7, 2023 in *The Daily Herald*.

**AN ORDINANCE TO AMEND ORDINANCE NO. 4176 AS AMENDED BY
ORDINANCE NO. 4390, TO AMEND THE CONNECT COLUMBIA PLAN
REGARDING THE FRAMEWORK, LAND USE, PARKS AND GREENWAYS,
TRANSPORTATION AND ACCESS MANAGEMENT PLANS FOR THE CITY OF
COLUMBIA, TENNESSEE**

WHEREAS, the City of Columbia Municipal Planning Commission has been established and exercises the planning power as provided under the provisions of Tennessee Code Annotated §13-3-102, §13-3-301 thru §13-3-304 and §13-4-101 thru §13-4-309 and the City of Columbia has an approved Zoning Ordinance adopted under the provisions of Tennessee Code Annotated §13-7-201; and

WHEREAS, the Columbia Municipal Planning Commission reviewed an amendment to the general plan called the Connect Columbia Plan regarding Framework, Land Use, Parks and Greenways, Transportation and Access Management Plans for the City of Columbia, Tennessee; and

WHEREAS, the Columbia Municipal Planning Commission did conduct a public hearing on the 8th day of November, 2023 on the plan following public notice.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF COLUMBIA:

Section 1: That the Connect Columbia Plan, being the Framework, Land Use, Parks and Greenways, Transportation and Access Management Plans for the City of Columbia, Tennessee, is hereby amended by deleting the existing plan and replacing such plan with a new Connect Columbia Plan as described in Exhibit A, which is attached hereto and incorporated herein by reference.

Section 2: This Ordinance is passed after review of Columbia Zoning Ordinance Article 8.5.20 by the Columbia Municipal Planning Commission, with a recommendation of approval, following a public hearing, on the 8th day of November, 2023, and after a public hearing held on the 11th day of January, 2024, with notice of said

hearing being given in The Daily Herald of Columbia, Tennessee, thirty (30) days or more before said hearing.

Section 3: That all ordinances or parts of ordinances in conflict herewith are hereby repealed.

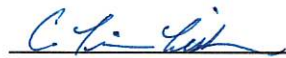
PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF COLUMBIA, TENNESSEE, This the 8th day of February, 2024.

CHARLES (CHAZ) M. MOLDER, MAYOR

ATTEST:

THAD H. JABLONSKI, CITY RECORDER

LEGAL FORM APPROVED:



C. TIM TISHER, CITY ATTORNEY

APPROVED FOR FIRST CONSIDERATION:

ANTHONY R. MASSEY – CITY MANAGER

Passed on 1st consideration _____

Passed on 2nd consideration: _____

December 14, 2023 - 5:30 PM

PUBLIC HEARINGS

Item 1. - PUBLIC HEARING ON ORDINANCE NO. 4484 - AN ORDINANCE FOR THE ABANDONMENT OF A RIGHT OF WAY BEING A PORTION OF PROPERTY OFF WENDY BOULEVARD BETWEEN LOTS 20A AND 21A AND AUTHORIZING THE MAYOR TO EXECUTE AND DELIVER A QUITCLAIM DEED TO THE PROPERTY OWNER - WARD 5

Mayor Chaz Molder called the Public Hearing to order, pursuant to proper notice having been given. Present were Mayor Chaz Molder, Vice Mayor Randy McBroom, Council Member DaVena Hardison, Council Member Debbie Wiles, Council Member Tony Greene, Council Member Kenny Marshall, Council Member Danny Coleman, City Manager Tony Massey, City Attorney Tim Tisher, City Recorder Thad Jablonski and Recording Secretary Liz Bermudez.

There being no one present for the Public Hearing on Ordinance No. 4484, Council Member Coleman moved to close the Public Hearing. Council Member Greene seconded the motion.

All Council Members present voted aye.

REGULAR MEETING

CALL TO ORDER/ROLL CALL

Mayor Chaz Molder called the meeting to order, pursuant to proper public notice having been given. Present were Mayor Chaz Molder, Vice Mayor Randy McBroom, Council Member DaVena Hardison, Council Member Debbie Wiles, Council Member Tony Greene, Council Member Kenny Marshall, Council Member Danny Coleman, City Manager Tony Massey, City Attorney Tim Tisher, City Recorder Thad Jablonski and Recording Secretary Liz Bermudez.

INVOCATION BY HENRY MOBLEY OF PENTECOSTAL CHURCH OF JESUS CHRIST

PLEDGE OF ALLEGIANCE

Former Mayor Dean Dickey led the Pledge of Allegiance.

APPROVAL OF AGENDA

Council Member Greene moved to approve the agenda. Council Member Coleman seconded the motion.

All Council Members present voted aye.

PRESENTATIONS

Item 5.1. - RESOLUTION NO. 23-102 - A RESOLUTION DEDICATING THE

December 14, 2023 - 5:30 PM

CHAMPIONSHIP FIELD LOCATION IN RIDLEY SPORTS COMPLEX IN HONOR OF THE FORMER CITY OF COLUMBIA MAYOR DEAN DICKEY

Council Member Coleman moved to approve Resolution No. 23-102. Council Member Greene seconded the motion.

All Council Members present voted aye.

Council thanked former Mayor Dickey for his leadership and service to the citizens of Columbia. Former Mayor Dickey said thanked Council and Mr. Massey for this honor.

Item 5.2. - RESOLUTION NO. 23-94 - A RESOLUTION ACCEPTING A DONATION OF A FREESTANDING CLOCK FROM THE COLUMBIA NOON ROTARY CLUB TO THE CITY OF COLUMBIA PARKS AND RECREATION DEPARTMENT VALUED AT APPROXIMATELY TWENTY THOUSAND DOLLARS (\$20,000) COMMEMORATING THE CLUB'S 100TH BIRTHDAY- WARD 5

Mayor thanked the Noon Rotary for their donation and what they do for the beautification of our community.

Council Member Coleman moved to approve Resolution No. 23-94. Council Member Marshall seconded the motion.

All Council Members present voted aye.

Gerald Vick advised the Columbia Noon Rotary Club does a lot of community projects and he looks forward to doing more in the second 100 years of the club.

Item 5.3. - QUARTERLY PRESENTATION BY WIL EVANS, PRESIDENT OF THE MAURY COUNTY CHAMBER AND ECONOMIC ALLIANCE

Mr. Wil Evans went over the quarterly update and answered questions from Council Members.

ORGANIZATIONAL BUSINESS

Item 6.1. - APPROVE THE MINUTES OF THE NOVEMBER 9, 2023, REGULAR CITY COUNCIL MEETING

Council Member Coleman moved to approve the minutes of the November 9, 2023 City Council Meeting. Council Member Greene seconded the motion.

All Council Members present voted aye.

Item 6.2. - APPROVE THE RETIREMENT BENEFITS FOR SHERRY SHEETER, ADMINISTRATIVE ASSISTANT, POLICE DEPARTMENT AND PRESENTATION OF GIFT CHECK AND RETIREMENT PLAQUE BY MAYOR MOLDER

Mayor Molder moved to approve the retirement benefits for Sherry Sheeter. Council Member Coleman seconded the motion.

All Council Members present voted aye.

CITY COUNCIL REGULAR MEETING - COLUMBIA, TENNESSEE

December 14, 2023 - 5:30 PM

Mayor Molder presented Sherry with a retirement plaque and thanked her for her years of service. Chief Alsup spoke of all the training that had to be done to prepare for Sherry's retirement. Sherry said she will miss all her friends and has enjoyed working for the city.

Item 6.3. - APPROVE THE RETIREMENT BENEFITS FOR CARL SHRAKE, POLICE OFFICER, POLICE DEPARTMENT AND PRESENTATION OF GIFT CHECK AND RETIREMENT PLAQUE BY MAYOR MOLDER

Mayor Molder moved to approve the retirement benefits for Carl Shrake. Council Member Marshall seconded the motion.

All Council Members present voted aye.

Mayor Molder presented Carl with his retirement plaque and thanked him for his years of service. Chief Alsup spoke of how impressive it is for Carl to have served 28 years in law enforcement, and he wished him the best.

Item 6.4. - APPROVE THE RETIREMENT BENEFITS FOR MONTY BLAND, FIRE CAPTAIN, FIRE & RESCUE

Council Member Coleman moved to approve the retirement benefits for Monty Bland. Council Member Greene seconded the motion.

All Council Members present voted aye.

Item 6.5. - APPROVE THE RETIREMENT BENEFITS FOR CLINTON BLANKENSHIP, WASTEWATER MAINTENANCE WORKER, WASTEWATER DEPARTMENT

Council Member Marshall moved to approve the retirement benefits for Clinton Blankenship. Council Member Greene seconded the motion.

All Council Members present voted aye.

Item 6.6. - APPROVE THE RETIREMENT BENEFITS FOR JOHN WILLIAMS, ENGINEERING TECHNICIAN, DEVELOPMENT SERVICES DEPARTMENT

Council Member Coleman moved to approve the retirement benefits for John Williams. Council Member Marshall seconded the motion.

All Council Members present voted aye.

Item 6.7. - APPROVE THE RETIREMENT BENEFITS FOR CHAD HELTON, FIRE CAPTAIN, FIRE & RESCUE

Council Member Greene moved to approve the retirement benefits for Chad Helton. Council Member Marshall seconded the motion.

All Council Members present voted aye.

Item 6.8. - APPROVE THE RETIREMENT BENEFITS FOR SHARON HOWELL, ACCOUNTING TECHNICIAN II, CITY RECORDER

CITY COUNCIL REGULAR MEETING - COLUMBIA, TENNESSEE

December 14, 2023 - 5:30 PM

Council Member Greene moved to approve the retirement benefits for Sharon Howell.
Council Member Marshall seconded the motion.

All Council Members present voted aye.

Item 6.9. - APPROVE THE APPOINTMENT OF AARON THOMAS TO THE CITY OF COLUMBIA ARTS COUNCIL FOR A THREE-YEAR TERM EXPIRING ON DECEMBER 14, 2026

Council Member Coleman moved to approve the appointment of Aaron Thomas to the City of Columbia Arts Council for a three-year term expiring on December 14, 2026.
Council Member Greene seconded the motion.

All Council Members present voted aye.

Item 6.10. - RE-ELECTION OF ERNIE ALLEN, JR., TO THE BOARD OF DIRECTORS OF THE INDUSTRIAL DEVELOPMENT BOARD AND THE HEALTH, EDUCATIONAL AND HOUSING FACILITY BOARD TO FOR A SIX-YEAR TERM THAT BEGAN ON NOVEMBER 14, 2023, AND EXPIRES ON NOVEMBER 14, 2029

Council Member Coleman moved to approve the re-election of Ernie Allen, Jr. to the Board of Directors of the Industrial Development Board and the Health, Educational and Housing Facility Board for a six-year term that began on November 14, 2023 and expires on November 14, 2029. Council Member Greene seconded the motion.

All Council Members present voted aye.

CONSENT AGENDA

Council Member Greene moved to approve the Consent Agenda. Council Member Coleman seconded the motion.

All Council Members present voted aye.

Item 7.1. - APPROVE DISBURSEMENTS FOR THE MONTH OF OCTOBER 2023 IN THE AMOUNT OF \$4,420,866.28

Item 7.2. - RECEIVE AND FILE QUARTERLY INVESTMENT REPORT FOR THE PERIOD ENDING JUNE 30, 2023 PURSUANT TO THE CITY'S INVESTMENT AND INTERNAL CONTROLS POLICIES – SPG, FINANCIALLY RESPONSIBLE CITY PROVIDING EXCELLENT SERVICES

Item 7.3. - ACCEPTANCE OF THE CITY OF COLUMBIA ANNUAL COMPREHENSIVE FINANCIAL REPORT FOR THE FISCAL YEAR ENDED JUNE 30, 2023 – SPG, FINANCIALLY RESPONSIBLE CITY PROVIDING EXCELLENT SERVICES

Item 7.4. - APPROVE CHANGE ORDER TO THE AGREEMENT WITH ADAMS CONTRACTING, LLC IN THE AMOUNT OF \$225,493.76

CITY COUNCIL REGULAR MEETING - COLUMBIA, TENNESSEE

December 14, 2023 - 5:30 PM

Item 7.5. - **APPROVE AND AUTHORIZE THE MAYOR TO EXECUTE A THREE-YEAR CONTRACT EXTENSION WITH SHERRILL MORGAN IN THE AMOUNT OF \$39,500 IN 2024 FOR EMPLOYEE INSURANCE CONSULTING**

Item 7.6. - **APPROVE BID AWARD TO BRINDLEY CONSTRUCTION IN THE AMOUNT OF \$4,882,000 FOR RENOVATIONS TO FIRE STATION #1 LOCATED AT 1000 SOUTH GARDEN STREET AND AUTHORIZE THE MAYOR TO EXECUTE ANY RELATED DOCUMENTS**

ADMINISTRATION

RESOLUTIONS

Item 9.1. - **RESOLUTION NO. 23-81 - A RESOLUTION TO ACCEPT THE ESTABLISHED UPDATED OCCUPATIONAL SAFETY AND HEALTH PROGRAM PLAN, DEVISE RULES AND REGULATIONS, AND TO PROVIDE FOR A SAFETY DIRECTOR AND THE IMPLEMENTATION OF SUCH PROGRAM PLAN**

Council Member Coleman moved to approve Resolution No. 23-81. Council Member Greene seconded the motion.

All Council Members present voted aye.

Item 9.2. - **RESOLUTION NO. 23-90 - A RESOLUTION ACCEPTING THE DONATION OF \$1,005 (ONE THOUSAND FIVE DOLLARS) FROM JOSHUA RANES OF MULETOWN BEARDED AXE FOR THE PURCHASE OF A HIGH EXPANSION FOAM PRO/PAK TO BE UTILIZED BY COLUMBIA FIRE & RESCUE**

Council Member Marshall moved to approve Resolution No. 23-90. Council Member Greene seconded the motion.

All Council Members present voted aye.

Item 9.3. - **RESOLUTION NO. 23-91 - A RESOLUTION ACCEPTING A DONATION OF \$2,000 (TWO THOUSAND DOLLARS) FOR THE PURCHASE OF SUPPLIES FOR COLUMBIA FIRE & RESCUE**

Council Member Marshall moved to approve Resolution No. 23-91. Council Member Coleman seconded the motion.

All Council Members present voted aye.

Item 9.4. - **RESOLUTION NO. 23-92 - A RESOLUTION TO ACCEPT OWNERSHIP AND MAINTENANCE OF THE SANITARY SEWER IMPROVEMENTS SERVING DRUMWRIGHT, PHASE 2**

Council Member Marshall moved to approve Resolution No. 23-92. Council Member Coleman seconded the motion.

All Council Members present voted aye.

December 14, 2023 - 5:30 PM

Item 9.5. - RESOLUTION NO. 23-93 - A RESOLUTION TO ACCEPT OWNERSHIP AND MAINTENANCE OF THE SANITARY SEWER IMPROVEMENTS SERVING WILLIAMSPORT LANDING-SINGLE FAMILY, PHASE 1

Council Member Greene moved to approve Resolution No. 23-93. Council Member Marshall seconded the motion.

All Council Members present voted aye.

Item 9.6. - RESOLUTION NO. 23-95 - A RESOLUTION AUTHORIZING THE ACQUISITION OF PROPERTY AND EASEMENTS INCLUDING THE AUTHORIZATION OF EMINENT DOMAIN PROCEEDING IF NECESSARY FOR THE IRON BRIDGE ROAD REPLACEMENT IMPROVEMENTS PROJECT

Council Member Greene moved to approve Resolution No. 23-95. Council Member Marshall seconded the motion.

All Council Members present voted aye.

Item 9.7. - RESOLUTION NO. 23-96 - TAX CORRECTIONS

Council Member Marshall moved to approve Resolution No. 23-96. Council Member Greene seconded the motion.

All Council Members present voted aye.

Item 9.8. - RESOLUTION NO. 23-97 - A RESOLUTION ACCEPTING THE DONATION OF \$1,000 (ONE THOUSAND DOLLARS) FROM JOSHUA RANES OF MULETOWN BEARDED AXE FOR THE PURCHASE OF DEFENSE SHIELDS TO BE UTILIZED BY THE COLUMBIA POLICE DEPARTMENT

Council Member Greene moved to approve Resolution No.23-97. Council Member Marshall seconded the motion.

All Council Members present voted aye.

Mayor Molder thanked Mr. Ranes for the donation.

Item 9.9. - RESOLUTION NO. 23-98 - A RESOLUTION TO ACCEPT THE OWNERSHIP AND MAINTENANCE OF SEWER IMPROVEMENTS SERVING BEAR CREEK GLEN, PHASE 1 - WARD 5

Council Member Coleman moved to approve Resolution No. 23-98. Council Member Greene seconded the motion.

All Council Members present voted aye.

Item 9.10. - RESOLUTION NO. 23-99 - A RESOLUTION TO ACCEPT THE OWNERSHIP AND MAINTENANCE OF SEWER IMPROVEMENTS SERVING BEAR CREEK OVERLOOK, PHASE 1 - WARD 5

Council Member Coleman moved to approve Resolution No. 23-99. Council Member Greene seconded the motion.

All Council Members present voted aye.

CITY COUNCIL REGULAR MEETING - COLUMBIA, TENNESSEE

December 14, 2023 - 5:30 PM

Item 9.11. - RESOLUTION NO. 23-100 - A RESOLUTION TO RATIFY THE APPLICATION OF THE FY 2022 STATE & LOCAL CYBERSECURITY GRANT PROGRAM AND AUTHORIZE THE MAYOR TO EXECUTE DOCUMENTS RELATED TO ACCEPTING AND ADMINISTERING THE GRANT

Council Member Greene moved to approve Resolution No. 23-100. Council Member Marshall seconded the motion.

All Council Members present voted aye.

Item 9.12. - RESOLUTION NO. 23-103 - A RESOLUTION RATIFYING THE ACCEPTANCE OF DONATIONS VALUED AT APPROXIMATELY ONE THOUSAND DOLLARS (\$1,000) FROM MR. AND MRS. TONY AND CONNIE MASSEY TO THE CITY OF COLUMBIA FOR THE CITY OF COLUMBIA ANNUAL EMPLOYEE CHRISTMAS PARTY

Council Member Greene moved to approve Resolution No. 23-103. Council Member Marshall seconded the motion.

All Council Members present voted aye.

Mayor Molder advised the Christmas Luncheon was a great event.

Item 9.13. - RESOLUTION NO. 23-104 – A RESOLUTION TO ACCEPT THE STREETS AND DRAINAGE IMPROVEMENTS IN HOMESTEAD AT CARTER’S STATION SUBDIVISION, SECTION 4, PHASE 1A, 1B, 2 AND 3 FOR OWNERSHIP AND MAINTENANCE

Council Member Greene moved to approve Resolution No. 23-104. Council Member Coleman seconded the motion.

All Council Members present voted aye.

ORDINANCES

Item 10.1. - 2ND CONSIDERATION ON ORDINANCE NO. 4484 - AN ORDINANCE FOR THE ABANDONMENT OF A RIGHT OF WAY BEING A PORTION OF PROPERTY OFF WENDY BOULEVARD BETWEEN LOTS 20A AND 21A AND AUTHORIZING THE MAYOR TO EXECUTE AND DELIVER A QUITCLAIM DEED TO THE PROPERTY OWNER

Council Member Greene moved to approve Ordinance No. 4484 on second consideration. Council Member Marshall seconded the motion.

All Council Members present voted aye.

Item 10.2. - 1ST CONSIDERATION OF ORDINANCE NO. 4485 – AN ORDINANCE TO AMEND THE FISCAL YEAR 2023-2024 BUDGET ORDINANCE NO. 4464 PROVIDING FOR REVISIONS TO THE GENERAL AND CAPITAL PROJECTS FUNDS AND ESTABLISH THE DATE OF JANUARY 11, 2024 AS THE DATE OF PUBLIC HEARING

CITY COUNCIL REGULAR MEETING - COLUMBIA, TENNESSEE

December 14, 2023 - 5:30 PM

Council Member Greene moved to approve Ordinance No. 4485 on first consideration and establish the date of January 11, 2024 as the date of Public Hearing. Council Member Marshall seconded the motion.

All Council Members present voted aye.

Item 10.3. - 1ST CONSIDERATION ON ORDINANCE NO. 4486 - AN ORDINANCE TO AMEND ORDINANCE NO. 4400, THE SAME BEING THE ZONING ORDINANCE OF THE CITY OF COLUMBIA, TENNESSEE BY REZONING TAX MAP 89E GROUP F PARCELS 1.01 AND 1.02, LOCATED OFF MORNINGSIDE LANE, FROM CD-3L (NEIGHBORHOOD LARGE LOT CHARACTER DISTRICT) TO CD-4 (GENERAL URBAN CHARACTER DISTRICT) AND ESTABLISH JANUARY 11, 2024 AS THE DATE OF PUBLIC HEARING - WARD 3

Mr. Gerald Vick, representing the property owner for the project asked Council to defer this item until changes come through that Development Services is bringing forth so that it will be approved as a CD-3. The timeline of when this item would possibly line up with the amendments that are projected to come before Council was discussed along with Council's pattern of sending items back to Planning Commission for their review.

Council Member Coleman moved to refer Ordinance No. 4486 back to the Planning Commission. Council Member Greene seconded the motion.

All Council Members present voted aye with the exception of Vice Mayor McBroom who voted no. Motion to refer back to Planning Commission passed.

Item 10.4. - 1ST CONSIDERATION OF ORDINANCE NO. 4488 – AN ORDINANCE PROVIDING FOR THE COLLECTION OF 2022 DELINQUENT PROPERTY TAXES

Council Member Greene moved to approve Ordinance No. 4488 on first consideration. Council Member Coleman seconded the motion.

All Council Members present voted aye.

Item 10.5. - 1ST CONSIDERATION OF ORDINANCE NO. 4489 – AN ORDINANCE PROVIDING FOR THE COLLECTION OF 2020, 2021 and 2022 DELINQUENT PERSONAL PROPERTY TAXES

Council Member Greene moved to approve Ordinance No. 4489 on first consideration. Council Member Marshall seconded the motion.

All Council Members present voted aye.

Item 10.6. - 1ST CONSIDERATION OF ORDINANCE NO. 4490 – AN ORDINANCE PROVIDING FOR THE COLLECTION OF 2022 DELINQUENT SPECIAL ASSESSMENTS

Council Member Marshall moved to approve Ordinance No. 4490 on first consideration. Council Member Greene seconded the motion.

All Council Members present voted aye.

OTHER BUSINESS

CITY COUNCIL REGULAR MEETING - COLUMBIA, TENNESSEE

December 14, 2023 - 5:30 PM

Vice Mayor McBroom said he has made it through his first year as Vice Mayor and he wanted to thank the department heads for answering his questions and all the departments in City Hall. Vice Mayor McBroom also thanked Mr. Massey, Mr. Jablonski and Council.

Mayor Molder spoke about the meetings about widening of Bear Creek Pike and the upcoming conference call. Mayor Molder also spoke Waymon Hickman passing away and what he meant to the community. Mayor Molder mentioned the successful Christmas Parade and thanked the departments, volunteers, and Main Street. Mayor Molder also spoke about the employee Christmas luncheon and thanked those that worked on putting that event together.

EXECUTIVE SESSION

ADJOURNMENT

There being no further business Council Member Coleman moved to adjourn the meeting. Council Member Marshall seconded the motion. All members present voted aye. The meeting adjourned at 06:50 p.m.

UPCOMING EVENTS

Item 14.1. - **CHRISTMAS LIGHTS IN THE PARKS - WOODLAND PARK, FAIRVIEW PARK & RIVERWALK PARK - DECEMBER 11TH UNTIL NEW YEAR'S DAY.**



CITY OF COLUMBIA TENNESSEE
CITY COUNCIL
STAFF REPORT

STAFF REPORT CONTACT INFORMATION

Tara Ferry, Human Resources Generalist, tferry@columbiatn.com, (931) 560-1572

**AGENDA ITEM TITLE: PRESENTATION OF GIFT CHECK AND RETIREMENT PLAQUE BY MAYOR
MOLDER TO SHARON HOWELL, ACCOUNTING TECHNICIAN II, CITY RECORDER**

RECOMMENDATION: Approve.

INFORMATION: Sharon Howell has been an employee of the City of Columbia for 27 years. Her effective retirement date was December 15, 2023 with pension payments to begin on January 1, 2024.

ATTACHMENTS: *None.*



CITY OF COLUMBIA TENNESSEE
CITY COUNCIL
STAFF REPORT

STAFF REPORT CONTACT INFORMATION

Tara Ferry, Human Resources Generalist, tferry@columbiatn.com, (931) 560-1572

AGENDA ITEM TITLE: APPROVE THE RETIREMENT BENEFITS FOR CLIFFORD JONES, SANITATION OPERATOR 2, PUBLIC WORKS DEPARTMENT.

RECOMMENDATION: Approve.

INFORMATION: Clifford Jones has been an employee of the City of Columbia for 19 years. His effective retirement date is January 13, 2024 with pension payments to begin on February 1, 2024.

ATTACHMENTS: *None.*

CITY OF COLUMBIA
DISBURSEMENTS FOR MONTH ENDING NOVEMBER 30, 2023

FUND	GROSS	TRANSFERS & CD's	PAYROLL TRANSFERS	NET TOTAL
General Fund	2,720,430.62	121,378.75	1,433,256.00	1,165,795.87
Sanitation Fund	228,181.05	6,108.31	75,670.54	146,402.20
Wastewater Fund	828,043.02	13,820.48	176,460.99	637,761.55
Street & Transportation Fund				-
State Street Aid	17,742.73			17,742.73
Drug Fund	1,252.67			1,252.67
Debt Service Fund	597,775.00			597,775.00
Capital Projects Fund	392,373.47			392,373.47
Sewer Revenue & Tax Bond Issue				-
Sewer Impact Fee #2				-
Insurance Fund	170,779.90	70,657.24		100,122.66
2017 GO Public Imp Bonds				-
2010 GO Bond Issue				-
Cleary Construction Escrow				-
Industrial Development Board	9,486.97			9,486.97
	\$ 4,966,065.43	\$ 211,964.78	\$ 1,685,387.53	\$ 3,068,713.12

**CITY OF COLUMBIA
DISBURSEMENT REPORT
FOR THE PERIOD 11/1/2023 - 11/30/2023**

GENERAL FUND

PAGE 1

133420	11/1/2023	Trent Thomson	\$270.00
133421	11/1/2023	PM Environmental, Inc	\$104,902.62
133422	11/2/2023	Morgan Brothers Electric Inc	\$4,845.18
133423	11/2/2023	Roto-Rooter	\$1,061.00
133424	11/2/2023	Temple Inc	\$1,747.00
133425	11/2/2023	Rogers Group Inc	\$127.60
133426	11/2/2023	Boiler Supply Co	\$794.30
133427	11/2/2023	Atmos Energy	\$82.03
133428	11/2/2023	Brookmeade Hardware & Supply	\$129.21
133429	11/2/2023	SRM Concrete	\$2,070.00
133430	11/2/2023	Johnson Controls	\$583.20
133431	11/2/2023	Cintas Corporation #241	\$395.69
133432	11/2/2023	Pulsar, LLC	\$1,825.00
133433	11/3/2023	Columbia Paint & Wallcover	\$342.22
133434	11/3/2023	Morgan Brothers Electric Inc	\$292.30
133435	11/3/2023	Tn Dept Of Revenue	\$557.28
133436	11/3/2023	Maury Fence Co Of Tn Inc	\$2,360.00
133437	11/3/2023	Brown's Body Shop	\$1,894.48
133438	11/3/2023	Public Entity Partners	\$44,757.17
133439	11/3/2023	Rogers Group Inc	\$999.49
133440	11/3/2023	John Tyler Cobb	\$15.00
133441	11/3/2023	Traffic & Parking Control Inc	\$28,541.00
133442	11/3/2023	State Of TN Attn: Lily White	\$155.80
133443	11/3/2023	State Of TN Dept Of Revenue	\$66.50
133444	11/3/2023	J & M Supply Solutions	\$405.52
133445	11/3/2023	Hughes McDaniel & Associates	\$1,000.00
133446	11/3/2023	SRM Concrete	\$716.00
133447	11/3/2023	Cintas Corporation #241	\$1,072.19
133448	11/3/2023	Maury County 911	\$20,921.55
133449	11/3/2023	Servant Fire Protection	\$947.50
133450	11/3/2023	Verizon Wireless 01	\$177.56
133451	11/3/2023	Volunteer Paving LLC	\$135.52
133452	11/3/2023	Freedom Hill Land Management	\$4,948.15
133453	11/3/2023	Southern Duplicating of Middle Tennessee	\$662.28
133454	11/3/2023	Main Street Media of TN	\$37.50
133455	11/3/2023	American Pumping	\$300.00
133456	11/3/2023	Wells Fargo Financial Leasing, Inc	\$199.81
133457	11/3/2023	Watershed Public Theatre	\$300.00
133458	11/3/2023	Charter Communications	\$1,099.00
133459	11/3/2023	Braden Parsons	\$2,000.00
133460	11/3/2023	Frank Bryant	\$9.00
133461	11/8/2023	Jones & Lang Sporting Goods	\$180.00
133462	11/8/2023	Stoltz Printing Co	\$139.00
133463	11/8/2023	AT&T	\$1,468.83
133464	11/8/2023	Complete Forms Supply Co LLC	\$1,230.04
133465	11/8/2023	Robert J Young Company LLC	\$16.50
133466	11/8/2023	Break Time Services	\$80.00
133467	11/8/2023	Impressions	\$84.00
133468	11/8/2023	Mutual Of Omaha	\$12,662.39
133469	11/8/2023	Matthew Guttowsky	\$18.00
133470	11/8/2023	Benjamin William Daugherty	\$184.00
133471	11/8/2023	Brandon Schroeder	\$184.00

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133472	11/8/2023	Jeff Riggins	\$174.00
133473	11/8/2023	D & D Towing & Recovery	\$525.00
133474	11/8/2023	Tri Star Energy	\$10,075.87
133475	11/8/2023	Jeff DeWire	\$174.00
133476	11/8/2023	Jennifer Grisham	\$56,668.00
133477	11/8/2023	Safe Industries	\$2,069.00
133478	11/8/2023	Brian Adams	\$184.00
133479	11/8/2023	State Systems, LLC	\$177.00
133480	11/8/2023	Leaf	\$643.00
133481	11/8/2023	Combined Insurance, a Chubb Company	\$1,007.26
133482	11/8/2023	Cintas Corporation #241	\$154.30
133483	11/8/2023	Colonial Life	\$6,143.98
133484	11/8/2023	Waypoint Business Solutions	\$220,559.63
133485	11/8/2023	Timothy McMeans	\$18.00
133486	11/8/2023	Stephen Faulkner	\$119.00
133487	11/8/2023	Landen Barber	\$184.00
133488	11/8/2023	Building Block Arts	\$1,520.00
133489	11/8/2023	Wanda McClain	\$20.00
133490	11/8/2023	Southeastern Shirt Corp.	\$405.76
133491	11/8/2023	WilcoLocal Media	\$1,620.00
133492	11/8/2023	Wells Fargo Financial Leasing, Inc	\$231.54
133493	11/8/2023	Erick Solano	\$184.00
133494	11/8/2023	Tyler Technologies, Inc	\$3,500.00
133495	11/8/2023	Southern Dock Products	\$2,056.33
133496	11/8/2023	Nancy Cartwright	\$75.00
133497	11/8/2023	United Tactical Systems, LLC	\$4,168.00
133498	11/8/2023	Billy Ray and Audrey Colley	\$100.00
133499	11/14/2023	Ford Of Murfreesboro	\$41,721.00
133500	11/15/2023	AFLAC-Amer Family Life Assurance Co	\$199.64
133501	11/15/2023	Columbia Paint & Wallcover	\$96.30
133502	11/15/2023	Columbia Power & Water Systems	\$28,343.85
133503	11/15/2023	Morgan Brothers Electric Inc	\$3,417.78
133504	11/15/2023	Ted's Sporting Goods	\$1,089.91
133505	11/15/2023	Maury Co United Way	\$898.00
133506	11/15/2023	NAFECO Inc	\$16,878.00
133507	11/15/2023	Turner & Osborne Tire Co	\$316.44
133508	11/15/2023	AT&T	\$72.06
133509	11/15/2023	David's Lock & Key Inc	\$215.90
133510	11/15/2023	Federal Express	\$23.42
133511	11/15/2023	TN Dept of Labor & Workforce	\$55.00
133512	11/15/2023	Rogers Group Inc	\$130.48
133513	11/15/2023	NexAir LLC	\$41.57
133514	11/15/2023	Short Services Group dba Landscape Management Co	\$4,106.45
133515	11/15/2023	TN Bureau Of Investigation	\$1,120.00
133516	11/15/2023	Break Time Services	\$40.00
133517	11/15/2023	Royal Flush Portables	\$95.00
133518	11/15/2023	Best Cleaners	\$600.62
133519	11/15/2023	Columbia Firefighter Assn	\$950.00
133520	11/15/2023	Advance Paving	\$3,000.00
133521	11/15/2023	Discount Plumbing & Electric Supply	\$377.34
133522	11/15/2023	Parman Energy Group LLC	\$856.13
133523	11/15/2023	Kimley-Horn & Associates, Inc	\$7,182.00

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133524	11/15/2023	McNeece Service Company	\$285.00
133525	11/15/2023	Columbia Garage Doors	\$980.00
133526	11/15/2023	D & D Towing & Recovery	\$175.00
133527	11/15/2023	Tri Star Energy	\$2,253.26
133528	11/15/2023	CPWS - Broadband	\$600.00
133529	11/15/2023	Atmos Energy	\$936.79
133530	11/15/2023	AT&T	\$147.85
133531	11/15/2023	Preventia Security	\$253.00
133532	11/15/2023	Advanced Turf Solutions Inc	\$278.00
133533	11/15/2023	United Waste Haulers Of TN LLC	\$135.85
133534	11/15/2023	Volkert Inc	\$796.00
133535	11/15/2023	State Systems, LLC	\$850.05
133536	11/15/2023	Toby Scroggins	\$16,500.00
133537	11/15/2023	Cintas Corporation #241	\$1,049.34
133538	11/15/2023	Fire Storm	\$15,352.50
133539	11/15/2023	Greater Nashville Rgnl Council	\$17,135.20
133540	11/15/2023	Servant Fire Protection	\$798.00
133541	11/15/2023	Apparel Masters of Tennessee	\$1,255.25
133542	11/15/2023	SiteOne Landscape Supply LLC	\$882.35
133543	11/15/2023	Craig Farms & Irrigation LLC	\$317.25
133544	11/15/2023	Freedom Hill Land Management	\$12,311.43
133545	11/15/2023	Main Street Media of TN	\$1,344.00
133546	11/15/2023	Walter A Wood Supply Co	\$974.40
133547	11/15/2023	C & C Bucket Truck and Tree Service	\$3,600.00
133548	11/15/2023	Leia Smith	\$64.19
133549	11/15/2023	TW Lawncare	\$8,500.00
133550	11/15/2023	Eugene Berry	\$75.00
133551	11/15/2023	Middle TN Land Maintenance	\$1,150.00
133552	11/15/2023	Jeannine and Steven Boncimino	\$22.00
133553	11/16/2023	Wanda McClain	\$454.44
133554	11/17/2023	Ace Hardware	\$15.54
133555	11/17/2023	Columbia Paint & Wallcover	\$363.46
133556	11/17/2023	Randolph Electronics	\$44.64
133557	11/17/2023	GT Distributors Inc	\$1,499.80
133558	11/17/2023	Turner & Osborne Tire Co	\$320.80
133559	11/17/2023	David's Lock & Key Inc	\$87.00
133560	11/17/2023	Mail Call	\$3,319.55
133561	11/17/2023	Public Entity Partners	\$6,492.47
133562	11/17/2023	Boys & Girls Club Of Maury Co	\$10,000.00
133563	11/17/2023	Break Time Services	\$96.25
133564	11/17/2023	D & D Towing & Recovery	\$425.00
133565	11/17/2023	Tri Star Energy	\$16,492.90
133566	11/17/2023	Atmos Energy	\$751.78
133567	11/17/2023	Preventia Security	\$322.00
133568	11/17/2023	Lee Company	\$2,100.00
133569	11/17/2023	SRM Concrete	\$388.50
133570	11/17/2023	Chrysler Dodge Jeep Ram of Columbia	\$312.00
133571	11/17/2023	Cintas Corporation #241	\$445.17
133572	11/17/2023	Needle And Grain	\$467.50
133573	11/17/2023	Path Company LLC	\$102,986.00
133574	11/17/2023	Verizon Connect	\$322.15
133575	11/17/2023	Freedom Hill Land Management	\$2,600.00

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133576	11/17/2023	Visual Media Co LLC	\$600.00
133577	11/17/2023	Ford of Columbia	\$241.50
133578	11/17/2023	MGM - Mike Gibson	\$17,699.67
133579	11/17/2023	Eugene Berry	\$150.00
133580	11/29/2023	Columbia Power & Water Systems	\$913.97
133581	11/29/2023	Maury Co Government	\$14,116.16
133582	11/29/2023	Maury County Register Of Deeds	\$146.00
133583	11/29/2023	Neel-Schaffer	\$6,274.00
133584	11/29/2023	Public Entity Partners	\$19,012.17
133585	11/29/2023	Dell Marketing L P	\$186.00
133586	11/29/2023	Atmos Energy	\$151.85
133587	11/29/2023	County Record Services LLC	\$4,665.80
133588	11/29/2023	Tristar Bank	\$6,364.60
133589	11/29/2023	Adrienne Wall	\$75.00
133590	11/29/2023	Kelli Johnson	\$755.76
133591	11/29/2023	Tyler Technologies, Inc	\$5,600.00
133592	11/29/2023	Michael Dilworth	\$225.00
133593	11/29/2023	Ann Dale	\$75.00
133594	11/29/2023	Vickie Dawson	\$75.00
133595	11/29/2023	Columbia Power & Water Systems	\$913.97
133596	11/29/2023	Maury Co Government	\$14,116.16
133597	11/29/2023	Maury County Register Of Deeds	\$146.00
133598	11/29/2023	Neel-Schaffer	\$6,274.00
133599	11/29/2023	Public Entity Partners	\$19,012.17
133600	11/29/2023	Dell Marketing L P	\$186.00
133601	11/29/2023	Atmos Energy	\$151.85
133602	11/29/2023	County Record Services LLC	\$4,665.80
133603	11/29/2023	Tristar Bank	\$6,364.60
133604	11/29/2023	Adrienne Wall	\$75.00
133605	11/29/2023	Kelli Johnson	\$755.76
133606	11/29/2023	Tyler Technologies, Inc	\$5,600.00
133607	11/29/2023	Michael Dilworth	\$225.00
133608	11/29/2023	Ann Dale	\$75.00
133609	11/29/2023	Vickie Dawson	\$75.00

Total Purchase Cards:	\$	115,927.45
Total Payroll Transfers:	\$	1,433,256.00
Total Misc. Transfers:	\$	121,378.75
Total Checks: 190	\$	<u>1,049,868.42</u>
Total:	\$	2,720,430.62

STATE STREET AID

8063	11/2/2023	Columbia Power & Water Systems	\$50.11
8064	11/3/2023	Columbia Power & Water Systems	\$15,070.71
8065	11/3/2023	Duck River Electric	\$147.02
8066	11/3/2023	Firstnet Services Provided By AT&T Mobility	\$457.76

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STATE STREET AID

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8067	11/3/2023	Cutting Edge Lawn and Landscapes	\$1,300.00
8068	11/17/2023	Millennium	\$186.28

Total Purchase Cards:	\$	530.85
Total Misc. Transfers:	\$	-
Total Checks: 6	\$	17,211.88
Total:	\$	17,742.73

SANITATION

22156	11/2/2023	Atmos Energy	\$82.03
22157	11/2/2023	Brookmeade Hardware & Supply	\$129.22
22158	11/2/2023	Cintas Corporation #241	\$184.45
22159	11/3/2023	Fleming Sheet Metal Shop	\$1,200.00
22160	11/3/2023	Public Entity Partners	\$593.07
22161	11/3/2023	Travis Fleming	\$109.99
22162	11/3/2023	Cintas Corporation #241	\$184.45
22163	11/3/2023	Servant Fire Protection	\$947.50
22164	11/3/2023	Wells Fargo Financial Leasing, Inc	\$199.81
22165	11/8/2023	Robert J Young Company LLC	\$16.50
22166	11/8/2023	Mutual Of Omaha	\$645.97
22167	11/8/2023	Tri Star Energy	\$32,018.96
22168	11/8/2023	United Waste Haulers Of TN LLC	\$66,428.67
22169	11/8/2023	Combined Insurance, a Chubb Company	\$106.04
22170	11/8/2023	Colonial Life	\$614.74
22171	11/8/2023	Marshall County Solid Waste and Recycling	\$2,092.35
22172	11/8/2023	Joshua Moore	\$18.00
22173	11/15/2023	Columbia Power & Water Systems	\$852.71
22174	11/15/2023	United Waste Haulers Of TN LLC	\$10,971.72
22175	11/15/2023	Cintas Corporation #241	\$184.45
22176	11/17/2023	Public Entity Partners	\$4,208.00
22177	11/17/2023	Cintas Corporation #241	\$232.08
22178	11/29/2023	Public Entity Partners	\$879.42

Total Purchase Cards:	\$	23,502.07
Total Payroll Transfers:	\$	75,670.54
Total Misc. Transfers:	\$	6,108.31
Total Checks: 23	\$	122,900.13
Total:	\$	228,181.05

WASTEWATER

48338	11/2/2023	Vulcan Materials Co	\$422.01
48339	11/2/2023	Atmos Energy	\$46.71
48340	11/2/2023	C.E.S. City Electric Supply Co	\$1,392.74
48341	11/2/2023	Cintas Corporation #241	\$500.30
48342	11/3/2023	Columbia Power & Water Systems	\$186.66
48343	11/3/2023	Public Entity Partners	\$256.29
48344	11/3/2023	Brenntag Mid-South Inc	\$13,305.50
48345	11/3/2023	Cintas Corporation #241	\$361.24
48346	11/3/2023	MSD Environmental Services, Inc	\$477.03

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WASTEWATER

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48347	11/3/2023	Onolog, Inc	\$2,000.00
48348	11/8/2023	Columbia Oil Company Inc	\$143.60
48349	11/8/2023	Duck River Electric	\$221.15
48350	11/8/2023	Red Bud Supply Inc	\$191.16
48351	11/8/2023	W W Grainger Inc	\$391.42
48352	11/8/2023	Guthrie Sales & Service Inc	\$5,888.00
48353	11/8/2023	North Central Laboratories-NCL of Wisconsin, Inc	\$1,039.51
48354	11/8/2023	WM CORPORATE SERVICES, INC	\$20,398.95
48355	11/8/2023	J R Wauford & Co Cons Eng, Inc	\$38,500.00
48356	11/8/2023	Vulcan Materials Co	\$877.63
48357	11/8/2023	Mutual Of Omaha	\$2,084.83
48358	11/8/2023	Tri Star Energy	\$2,824.48
48359	11/8/2023	IDEXX Distribution, Inc.	\$1,298.52
48360	11/8/2023	Combined Insurance, a Chubb Company	\$29.40
48361	11/8/2023	Colonial Life	\$1,113.22
48362	11/8/2023	Culleoka Company LLC	\$630.00
48363	11/15/2023	Columbia Power & Water Systems	\$66,783.37
48364	11/15/2023	Robert J Young Company LLC	\$61.64
48365	11/15/2023	Vulcan Materials Co	\$750.01
48366	11/15/2023	US Bank Trust Natl Assn	\$418,695.00
48367	11/15/2023	Atmos Energy	\$53.13
48368	11/15/2023	Lee Company	\$471.00
48369	11/15/2023	State Systems, LLC	\$199.00
48370	11/15/2023	Cumberland Machine Co Inc	\$17,205.00
48371	11/15/2023	Cintas Corporation #241	\$452.09
48372	11/15/2023	Waypoint Analytical, LLC	\$85.00
48373	11/15/2023	Jacob Potts	\$120.71
48374	11/15/2023	MSD Environmental Services, Inc	\$5,544.08
48375	11/17/2023	Thompson Machinery	\$4,265.00
48376	11/17/2023	Duck River Electric	\$2,552.98
48377	11/17/2023	Public Entity Partners	\$5,000.00
48378	11/29/2023	Thompson Machinery	\$4,460.00
48379	11/29/2023	North Central Laboratories-NCL of Wisconsin, Inc	\$274.86
48380	11/29/2023	Cintas Corporation #241	\$935.09

Total Purchase Cards:	\$	15,273.24
Total Payroll Transfers:	\$	176,460.99
Total Misc. Transfers:	\$	13,820.48
Total Checks: 43	\$	622,488.31
Total:	\$	828,043.02

DRUG

5960	11/8/2023	Thomson Reuters - West	\$64.00
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Total Purchase Cards:	\$	1,188.67
Total Checks: 1	\$	64.00
Total:	\$	1,252.67

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INSURANCE

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3068	11/3/2023	Sun Life Financial	\$76,147.56
3069	11/29/2023	BlueCross BlueShield Of TN	\$23,975.10

Total Misc. Transfers:	\$	70,657.24
Total Checks: 2	\$	<u>100,122.66</u>
Total:	\$	170,779.90

CAPITAL PROJECTS

3049	11/8/2023	Gresham Smith & Partners	\$1,277.15
3050	11/8/2023	Nuber Architecture LLC	\$61,372.50
3051	11/15/2023	Ragan Smith & Associates Inc	\$1,658.57
3052	11/15/2023	Morrison Engineering LLC	\$2,500.00
3053	11/15/2023	Adams Contracting, LLC	\$325,415.25

Total Purchase Cards:	\$	150.00
Total Checks: 5	\$	<u>392,223.47</u>
Total:	\$	392,373.47

DEBT SERVICE

2397	11/15/2023	US Bank Trust Natl Assn	\$597,775.00
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Total Misc. Transfers:	\$	-
Total Checks: 1	\$	<u>597,775.00</u>
Total:	\$	597,775.00

IDB

1069	11/15/2023	Maury County Trustees Office	\$6,625.03
1070	11/15/2023	City Of Columbia	\$2,861.94

Total Misc. Transfers:	\$	-
Total Checks: 2	\$	<u>9,486.97</u>
Total:	\$	9,486.97

SURPLUS LISTING FOR COUNCIL AGENDA 1/11/2024

<u>Inv ID</u>	<u>Description</u>	<u>Department</u>
3415	1 x Linksys Etherfast switch	Fire Dept
3416	22 Computer Monitors	Fire Dept
3417	Dell Keyboard w/usb cord	Fire Dept
3418	HDMI Cable	Fire Dept
3419	Panoview Projector Screen	Fire Dept
3420	Laser Fax Machine Super G3 Intelli Fax 2840	Fire Dept
3421	Impres Radio Charging Station	Fire Dept
3422	Discount ID Card Making Machine	Fire Dept
3423	12 ct. 20x20x1 Air Filters	Fire Dept
3424	Approximately 90 ct. LED (light) Tubes	Fire Dept
3425	1 x incandescent tube light	Fire Dept
3426	Small box of miscellaneous light bulbs	Fire Dept
3427	Brown folding table	Fire Dept
3428	6 boxes of Lowe's "Fireside Oak" Laminate Flooring - 21.44 Sq. Ft. per box; 8mm thickness	Fire Dept
3429	Vinyl Wall Base - 4"x120"x 0.80" Gauge	Fire Dept
3430	2 boxes of 10 ct. "Armstrong" Ceiling Tiles - covers 80 Sq. Ft. per box	Fire Dept
3431	6 ct. Foam Pool Noodles	Fire Dept
3432	Green Garden Hose	Fire Dept
3433	Approximately 78 ct. 10"x30" Step Frame Sign Holder Stakes	Fire Dept
3434	3 back support workout belts	Fire Dept
3435	3 boxes of 12 ct. 16x25x1 Air Filters	Fire Dept
3436	24 ct. Red Plastic Children's Chairs	Fire Dept
3437	23 x Metal Hose Ramps	Fire Dept
3438	Approximatley 150 ct blue hydrant markers	Fire Dept
3439	2 x Cutting Torch Set	Fire Dept
3440	Cool Draft Fan	Fire Dept
3441	ISI Magnum air pack, black storage case included	Fire Dept
3442	Scott air pack; black storage case included	Fire Dept
3443	Reese Towpower Hitch	Fire Dept
3444	David White tripod for transit laser	Fire Dept
3445	Silver Standing Fan	Fire Dept
3446	2 large storage totes w/miscellaneous things	Fire Dept

3447	Approximately 15 trash bags full of stuffed animals	Fire Dept
3448	3 Boxes of blankets	Fire Dept
3449	2 storage totes of EMS work pants	Fire Dept
3450	2 sets of medical splints (orange bag)	Fire Dept
3451	2 sets of "Ferno" KED (green bag)	Fire Dept
3452	Haz Mat Management Board + accessories	Fire Dept
3453	9 x O2 Regulator/Flowmeter	Fire Dept
3454	Lg. Green "LA Rescue" Medical Supply Bag	Fire Dept
3455	Lg. Green "Iron Duck" Medical Supply Bag	Fire Dept
3456	1 x Zoll 4.4 power charger	Fire Dept
3457	2 x EZ-IO storage bag	Fire Dept
3458	2 x Adult & Pediatric Femoral Traction Kit	Fire Dept
3459	Blue Extrication Collar Bag	Fire Dept
3460	Southeastern Emergence Equip Medical Supply Bag	Fire Dept
3461	1 large box of a variety of medical supply bags	Fire Dept
3462	Chris Clean Adult CPR Training Manikin	Fire Dept
3463	Anatomical Anne Training Manikin	Fire Dept
3464	AMBU Adult Training Manikin	Fire Dept
3465	Adolescent CPR Manikin	Fire Dept
3466	MPL Adult CPR Training Manikin	Fire Dept
3467	2 x "Prestan" Infant CPR Training Manikin	Fire Dept
3468	2 x Emergency Light Bar for Car	Fire Dept
3469	1 Infant CPR Training Manikin	Fire Dept
3470	3 storage totes w/fire training video tapes	Fire Dept
3471	1 small box fire training textbooks	Fire Dept
3472	Approximately 80 ct. fire alarm battery reminder magnets	Fire Dept
3473	6 x fire prevention banners	Fire Dept
3474	1 small box of fire training videos	Fire Dept
3475	1 storage tote w/fire training books	Fire Dept
3476	5 x nonworking TVs	Fire Dept
3477	6x chairs	Fire Dept
3478	1 x folding chair	Fire Dept
3479	1 x Peavy PA system	Fire Dept
3480	2 x Peavy Speakers	Fire Dept

3481	1 x Peavy M4 Power Mixer	Fire Dept
3482	1 x small table	Fire Dept
3483	1 x headboard	Fire Dept
3484	2 x foot boards	Fire Dept
3485	4 x bed frame rails	Fire Dept
3486	1 x Dukane projector 5500	Fire Dept
3487	1 x CPR manikin	Fire Dept
3488	2 x camera tripods	Fire Dept
3489	1 x box of approximately 100 6" American Flags	Fire Dept
3490	1 x large Twin Towers Flag in frame	Fire Dept
3491	2 x 2x3 whiteboards	Fire Dept
3492	1 x Kodak DC 215 camera w/bag	Fire Dept
3493	1 x Sony Cibershot 15x Zoom	Fire Dept
3494	1 x Large projector screen	Fire Dept
3495	1 x sound system sub woofer	Fire Dept
3496	3 x chairs	Fire Dept
3497	1 x used sharp carosell microwave	Fire Dept
3498	1 x used rean 50 gallon water heater	Fire Dept
3499	1 x used GE electric stove	Fire Dept
3500	1 x swisher trim and mow	Fire Dept
3501	1 x Broan AR80x vent fan	Fire Dept
3502	5 x Firefighter Turnout Coats (used)	Fire Dept
3503	3 x Firefighter Turnout Pants (used)	Fire Dept
3504	7 x Firefighter Turnout Boots (used)	Fire Dept
3505	5 x Firefighter gear bags (used)	Fire Dept
3506	9 x Firefighter Helmets (used)	Fire Dept
3507	7 x Firefighter gloves (used)	Fire Dept
3508	Approxiamtely 20 ct. kinwood ksc-32 chargers	Fire Dept
3509	2 x sec 1212 power supplies	Fire Dept
3510	1x "True" treadmill	Fire Dept
3511	1 x large rubber mat	Fire Dept
3512	1 x Q beam style light	Fire Dept
3513	1 x Brother Copy/Printer MFC-L2710DW	Fire Dept
3514	1 x Reliance water heater	Fire Dept

3515	3 x Motorola radio boxes	Fire Dept
3516	1 x Bissell Clean View Vacuum	Fire Dept
3517	1 x Roll of corkboard	Fire Dept
3518	50' 2.5" hose	Fire Dept
3519	1 x APC battery back up	Fire Dept
3520	2 x 50' 1.75" hose	Fire Dept
3521	1 x picture frame with display	Fire Dept
3522	4 x can light housings	Fire Dept
3523	1 x 24" sink light	Fire Dept
3524	Approximately 15 48" LED light fixtures	Fire Dept
3525	2 x metal desks	Fire Dept
3526	2 x wooden spine boards	Fire Dept
3527	1 x portable projector w/stands	Fire Dept
3528	1 x 5-drawer file cabinet	Fire Dept
3529	2 x corner desks with shelving	Fire Dept
3530	1 x wooden storage shelf	Fire Dept
3531	4 Chairs	Fire Dept
3532	2 x corner desks	Fire Dept
3533	2 x regular desks	Fire Dept
3534	2 x used couches (damaged)	Fire Dept
3535	1 x fabric chair	Fire Dept
3536	3 x wooden cabinets on wheels (damaged)	Fire Dept
3537	3 x Office Chiars	Fire Dept
3538	2 x Standard Chairs	Fire Dept
3539	1 x Aluminium tool box	Fire Dept
3540	1 x Super duty tailgate	Fire Dept
3541	2 x Michelin 245-70-17 tires	Fire Dept
3542	1 x Box of misc electronic items	Fire Dept
3543	1 x Kenda 235-85-16 tire	Fire Dept
3544	- 30 Bedroom Lockers	Fire Dept
3545	2 x Hamilton Beach Microwave	Fire Dept
3546	1 x Fridgidare electric stove/oven	Fire Dept
3547	1 x GE gas stove/oven	Fire Dept
3548	1 x double toaster	Fire Dept

3549	2 x Leather office chairs	Fire Dept
3550	1 x Schwinn Eliptical	Fire Dept
3551	1 x Schwinn Spin Bike	Fire Dept
3552	1 x Fire Pup outfit for pub ed	Fire Dept
3553	1 x Apparatus helmet cover	Fire Dept
3554	1 x wooden book case	Fire Dept
3555	1 x End table	Fire Dept
3556	1 x desk	Fire Dept
3557	1 x Book shelf/ cabinet	Fire Dept
3558	4 x standard chairs	Fire Dept
3559	1 x box misc kids toys	Fire Dept
3560	12 x small mirrors	Fire Dept
3561	1 x MFC Brother 7860DW Printer	Fire Dept
3562	1 x Brother TN450 ink cartridge	Fire Dept
3563	2 x H6054 Headlights	Fire Dept
3564	1 x QRAE gas monitor	Fire Dept
3565	5 x Firefighter flash lights	Fire Dept
3566	1 x Inspector CO monitor	Fire Dept
3567	1 x 300series back up alarm	Fire Dept
3568	3 x misc boxes of small hardware	Fire Dept
3569	3.5 x bags of diapers	Fire Dept
3570	1 x large tool cabinet	Fire Dept
3571	1 x Superstart Power Pack 1000	Fire Dept
3572	3 x Tool suspension Tool Balancer	Fire Dept
3573	1 x .5 HP Electric motor	Fire Dept
3574	2 x Jack Stands	Fire Dept
3575	2 x Mechanic Creepers	Fire Dept
3576	1 x Tool box on wheels	Fire Dept
3577	1 x Grease Gun	Fire Dept
3578	1 x Small floor jack	Fire Dept
3579	1 x 20ft clear tubing	Fire Dept
3580	1 x Dr Drill 350x	Fire Dept
3581	1 x 2005 Ford F150	Fire Dept
3582	19 Bed Frames w/ head boards	Fire Dept

3583	1 x Office desk	Fire Dept
3584	4 x small office lamps	Fire Dept
3585	Approximately 10 damaged ceiling tiles	Fire Dept
3586	1 x damaged firefighter boots	Fire Dept
3587	1 x damaged DVD player	Fire Dept
3588	1 x slideshow presenter	Fire Dept
3589	3 x artificial christmas trees	Fire Dept
3590	christmas decorations and lights	Fire Dept
3591	22 x boxes of magazines	Fire Dept
3592	1 x damaged pike pole	Fire Dept
3593	Approximately 20 outdated weather strips	Fire Dept
3594	1 x section of bay exhaust hose	Fire Dept
3595	1 x wicker basket	Fire Dept
3596	3 x table cloth covers	Fire Dept
3597	2 x air pack seat pads	Fire Dept
3598	1 x "Bison" pad	Fire Dept
3599	1 x set Irwin rusty set of spade drill bits	Fire Dept
3600	2 x basketballs	Fire Dept
3601	1 x tire tube	Fire Dept
3602	1 x fiberglass rod	Fire Dept
3603	1 x canopy tent encloser	Fire Dept
3604	1 x damaged jump rope	Fire Dept
3605	1 x damaged fire department magnet	Fire Dept
3606	Approx 300 used articles of uniforms consisting of shirts/pants/coats	Fire Dept
3607	Approx 35 paint cans	Fire Dept
3608	2 x old trophies	Fire Dept
3609	Scrap plywood	Fire Dept
3610	19 x Box Springs	Fire Dept
3611	27 x mattresses	Fire Dept



CITY OF COLUMBIA TENNESSEE
CITY COUNCIL
STAFF REPORT

STAFF REPORT CONTACT INFORMATION

Lindsay Barrier, Sr. Administrative Assistant, lbarrier@columbiatn.com, 931.560.1527

AGENDA ITEM TITLE: APPROVE A REIMBURSEMENT IN THE AMOUNT OF \$92,700 TO CHARLES RAINES AND JD EATHERLY FOR HONEY FARMS SUBDIVISION, PHASE 2, SECTION 10A

RECOMMENDATION: Approve Reimbursement.

INFORMATION: On January 17, 2020 a surety guarantee in the amount of \$103,000 was deposited from Charles Raines and JD Eatherly for Honey Farms Subdivision, Phase 2, Section 10A. The Engineering Division has made inspections and recommends preliminary acceptance and approval of releasing 90% of the surety guarantee. A balance of \$10,300 will remain with the City for a maintenance period of 12 months and until Final Acceptance.

Release Surety in the amount of \$92,700 and disburse as follows:

\$46,350 – Charles Raines – P.O. Box 1715, Spring Hill, TN 37174

\$46,350 – Estate of JD Eatherly, Sandra Cantrell, Executor, 1720 West End Ave., Suite 600, Nashville, TN 37203

ATTACHMENTS: Surety Guarantee. Honey Farms, Phase 2, Section 10A Preliminary Acceptance Letter and Request, Honey Farms, Phase 2, Section 10A Final Plat

Surety Guarantee

DATE: 1-17-2020
EXPIRATION DATE: 1-17-2021

TO: CITY OF COLUMBIA
700 NORTH GARDEN STREET
COLUMBIA, TENNESSEE 38401

RE: Deposited Check # 37491 from CHARLES RAINES & JD EATHERLY for HONEY FARM PHASE 2, SECTION 10
Subdivision, Columbia, Tennessee.

The Developer hereby issues in your favor a business check for the account of CHARLES RAINES & JD EATHERLY for an amount not to exceed in the aggregate U.S. Dollars \$103,000 effective 1-17-2020. The purpose of this Deposited Business Check # 37491 is to ensure the completion/maintenance of roads, striping, signage, curbing sidewalks, drainage, grading and street lighting for HONEY FARM PHASE 2, SECTION 10 Subdivision, Columbia, Tennessee 38401 as required by the City of Columbia.

These funds are available if CHARLES RAINES & JD EATHERLY fail to perform the completion of roads, striping, signage, curbing, sidewalks, drainage, grading or street lighting for HONEY FARM PHASE 2, SECTION 10 Subdivision, Columbia, Tennessee 38401 as required by the City of Columbia.

It is a condition of this surety that it shall be deemed automatically extended, without amendment for a one (1) year period from the expiration date shown here on, or any future expiration date unless at least (60) days prior to any expiration date the developer sends notice to the City of Columbia by Registered Mail that they elect not to renew this Letter of Credit for any such additional period.

Charles Raine

DEVELOPER

Charles Raines

OWNER/partner

ATTEST:

Monica Raine

Monica Raines

~~TITLE~~

JD Eatherly

DEVELOPER

JD Eatherly

Owner/Partner

ATTEST:

Sandra Cantrell

Sandra Cantrell

Owner/Partner

~~TITLE~~

**** REAL ESTATE CLOSING ****

Buyer/Borrower: LGI Homes-Tennessee, LLC
 Seller: Charles Raines and J.D. Eatherly
 Lender:
 Property: Honey Farm, Phase II, Section IX / Columbia
 Settlement Date: November 25, 2019
 Disbursement Date: January 15, 2020
 Check Amount: \$ 103,000.00 (19-11640.PFD/19-11640/42)
 Pay To: City of Columbia
 For:

To replace LOC with Heritage Bank posted by CRC.
 Phase 2, Section 10

HUDSON, REED & McCREARY, PLLC

REAL ESTATE ESCROW ACCOUNT
 P.O. BOX 884
 MURFREESBORO, TENNESSEE 37133-0884
 PHONE (615) 893-5522

Pinnacle™

87-863/640

37491

19-11640

--One Hundred Three Thousand and 00/100----- Dollars

DATE
 January 15, 2020

AMOUNT
 \$ *****103,000.00

PAY
 TO THE
 ORDER
 OF

City of Columbia

HUDSON, REED & McCREARY, PLLC

AUTHORIZED SIGNATURE

⑈00037491⑈ ⑆064008637⑆ ⑈800104178165⑈

Security features. Details on back.

HUDSON, REED & McCREARY, PLLC

37491

Buyer/Borrower: LGI Homes-Tennessee, LLC
 Seller: Charles Raines and J.D. Eatherly
 Lender:
 Property: Honey Farm, Phase II, Section IX / Columbia
 Settlement Date: November 25, 2019
 Disbursement Date: January 15, 2020
 Check Amount: \$ 103,000.00 (19-11640.PFD/19-11640/42)
 Pay To: City of Columbia
 For:

To replace LOC with Heritage Bank posted by CRC.
 Phase 2, Section 10

1/16/2020

Attn:
City of Columbia

Phase 2, Section 10, Honey Farm Subdivision.

Charles Raines has a Letter of Credit with Heritage Bank for \$103,000 with the City of Columbia for Phase 2, Section 10, Honey Farm Subdivision.

Charles Raines & J.D. Eatherly are replacing the Letter of Credit with a Cash Surety in the amount of \$103,000 (check # 37491).

The Letter of Credit for \$103,000 is to be returned to Charles Raines, P.O. Box 1715, Spring Hill, TN 37174.

Once the Cash Surety posted by Charles Raines & J.D. Eatherly (\$103,000 / check # 37491) is reduced after preliminary acceptance and released after final acceptance, the funds are to be disbursed as follows:

50% to Charles Raines, P.O. Box 1715, Spring Hill, TN 37174 &

50% to J.D. Eatherly 1720 West End Ave, Suite 600 Nashville, TN 37203.

Receipt Date: 1/17/2020

City Of Columbia

700 North Garden Street
Columbia, TN 38401
(931) 560-1500
Receipt Number: 10041354

Miscellaneous Receipt

Name: HUDSON, REED & McCREARY, PLLC

Code: 999-MISCELLANEOUS

Amt: \$103,000.00

MR #: 10035856

Description: SURETY GUARANTEE-COMPLETION/MAINTENANCE

Reference: HONEY FARM PHASE 2, SECTION 10

Notes:

GL Account	Description	Amount
110-21502-	Letters Of Credit/Surety Bonds/Called Bonds	103000.00

Payment Information

Check	37491	\$103,000.00	Paid By: HUDSON, REED & McCREARY, PLLC
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Amount Tendered: \$103,000.00

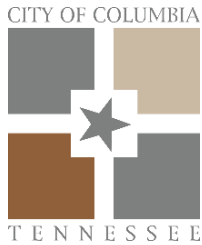
Total Paid: \$103,000.00

Change: \$0.00

☐ Voided

Batch: W4 - 1/17/2020
1/17/2020 10:20 Page 1 of 1

Collecting Official, City Of Columbia



Development Services

December 5, 2023

Mr. Charles Raines
P.O. Box 1715
Spring Hill, TN 37174

RE: Preliminary Acceptance of Honey Farm Phase 2 Section 10

Dear Mr. Raines:

The City of Columbia received your request for preliminary acceptance of the Honey Farm Subdivision, Phase 2, Section 10. The Engineering and Public Works Departments have sent you items that needed to be corrected and those items are complete.

At this time you are granted preliminary acceptance of Honey Farm Subdivision, Phase 2 Section 10 and should reduce your cash surety to \$10,300 for a 12 month maintenance period.

At the end of the 12 month maintenance period you should write a letter requesting final acceptance, which will initiate the Development Services Department to prepare a resolution for City Council. Please feel free to call if you have any questions or need any additional information.

Respectfully,

A blue ink signature of Glenn Harper.

Glenn Harper

Glenn Harper, P.E.
City Engineer

Something Good Around Every Corner

City Hall 700 North Garden Street Columbia, Tennessee 38401 Phone 931.560.1560

Charles Raines Construction, LLC
P.O. Box 1715
Spring Hill, TN 37174

November 9, 2023

City of Columbia
Attn: Mr. Glenn Harper

Mr. Harper,

We are requesting preliminary acceptance by the City of Columbia for Phase 2, Section 10 of the Honey Farm Subdivision.

Thank you,

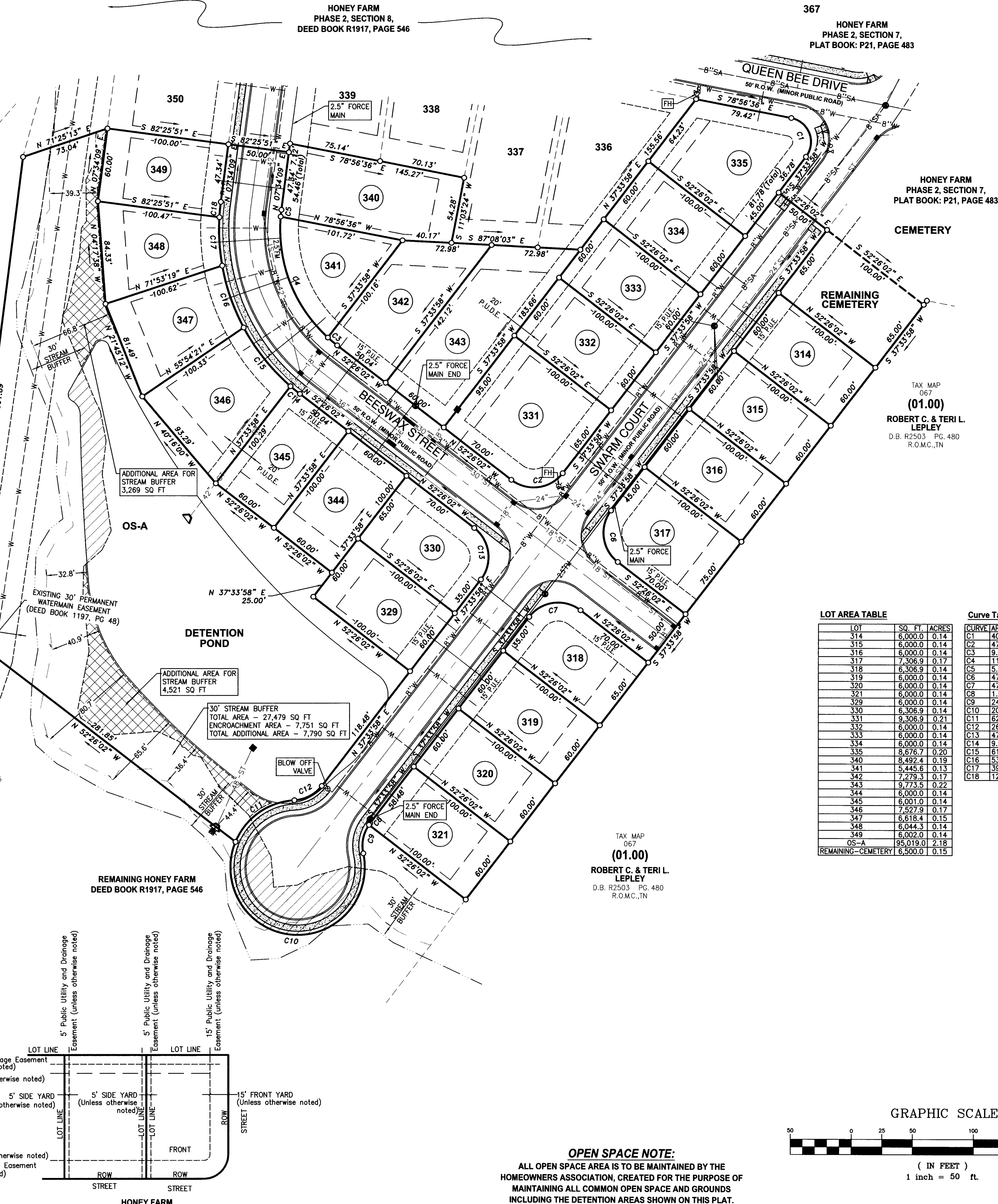
A handwritten signature in cursive script that reads "Charles Raines".

Charles Raines

TAX MAP
067A, GRP "C"
(15.00)
**PATSY L & CHAD R
HOUGHTLING**
D.B. R1688 PG. 455
R.O.M.C., TN
SAGEWOOD ESTATES -
SECTION 2C
PLAT BOOK: P5, PAGE 245

TAX MAP
067A, GRP "C"
(16.00)
**ANTHONY JOHN
GOTTI**
D.B. R2514 PG. 542
R.O.M.C., TN
SAGEWOOD ESTATES -
SECTION 2C
PLAT BOOK: P5, PAGE 245

TAX MAP
067A, GRP "C"
(17.00)
**CHARLES R
CLARK ETAL**
D.B. R1937 PG. 1356
R.O.M.C., TN
SAGEWOOD ESTATES -
SECTION 2C
PLAT BOOK: P5, PAGE 245



PARCEL NUMBER: TAX MAP 051, PCL 58.01
DEED BOOK: R1917, PAGE 546

PARCEL ADDRESS: NASHVILLE HWY
COLUMBIA, TENNESSEE 38401

EXISTING ZONING: MU-PUD

BUILDING SETBACKS: FRONT - 15', SIDE - 5',
REAR - 20'

ACREAGE OF PARCEL: 37.71 ACRE (335,675 SQFT) TOTAL
1.54 ACRE (67,067 SQFT) IN RIGHT
OF WAY DEDICATION

PROPERTY OWNER: CHARLES RAINES & J.D. EATHERLY
PO BOX 1715
SPRING HILL, TN 37174

DENSITY: 3.24 LOTS/ACRE

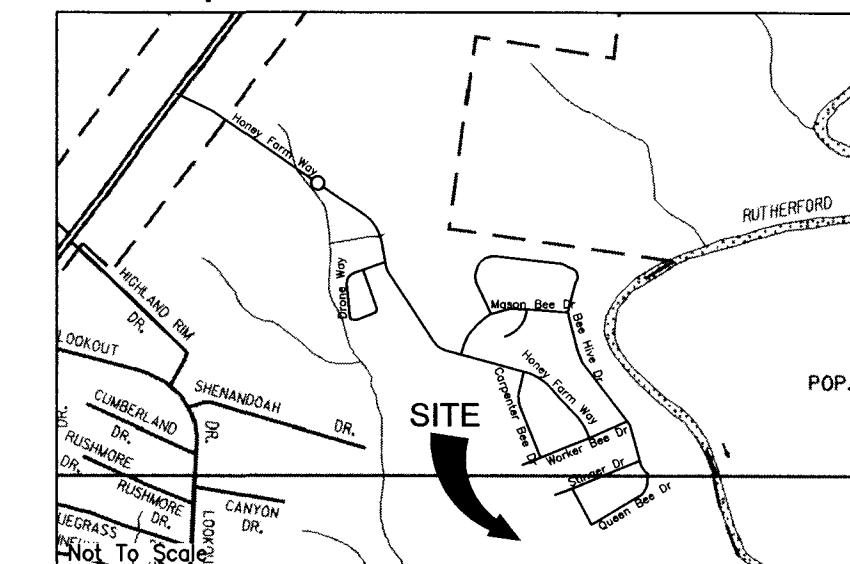
PURPOSE NOTE:
The purpose of this final plat is to create 25 single family lots.

STORMWATER MANAGEMENT AGREEMENT:
RECORDED: 02/06/2017
DEED BOOK: R2415 PAGE: 1427-1433

Surveyor's Notes

- All distances were measured with E.D.M. equipment and have been adjusted for temperature and pressure.
- The property (Boundary) Line Survey exceeds the minimum requirements of an Urban Land Survey Category 1 as per Standards of Practice adopted by the State Board of Examiners for Land Surveyors for the State of Tennessee, and the precision of the unadjusted survey is greater than 1 foot in 10,000 feet.
- Information concerning site utility services and appurtenances shown hereon is based on visible evidence noted during the survey, information provided by utility representatives or information shown on original construction plans by other. Information and location of service lines on site should be considered approximate and there may be underground utility lines that are not shown on the survey. Owner(s) and contractor(s) should assume responsibility of locating all underground utility service lines prior to any construction, excavation, or any disturbance of the existing ground elevation to avoid hazard of unnecessary expense.
- Information concerning major utilities or appurtenances shown hereon are based on visible evidence noted during the survey or information provided by utility representatives. Verification of existence, size, location, depth and availability of service should be confirmed by local utility agencies.
- The property shown hereon is located within the City of Columbia, Maury County, TN. All matters pertaining to construction, use location of improvements, signage, parking, noise, vibration, emissions, fire hazards, radiation, illumination, setback provisions, etc., are subject to the City of Columbia's Zoning Regulation as interpreted and regulated by the Department of Planning and Codes.
- The area of the parcels as shown hereon is 7.71 Acres.
- This property currently identified as Tax Map No. 051 Parcel No. 058.01, Maury County. For designation shown thus () indicates Parcel Numbers for said map.
- Plot reference: n/a
- Deed reference: Book R1917 Page 546
- 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, and is subject to any state of facts a current and accurate search may reveal.
- This survey was prepared for the exclusive use of the person, persons, or entity, if any, named on the certification hereon. Said certificate does not extend to any unnamed person without an express re-certification by the surveyor naming said person.
- 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 as shown on F.E.M.A. Flood Insurance Rate Map, Community Panel No. 47119C0190E, 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 for said lot.
- All property corners are 1" rebar with cap reading "WES 1987" unless otherwise noted.
- All Open Space Area is a Public Utility and Drainage Easements.

Location Map



CERTIFICATE OF OWNERSHIP AND DEDICATION

I, (we) hereby certify that I am (we are) the owner(s) of the property shown and described herein as evidenced in Book Number 53121, Page 546, 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: 6/18/19
Date: 6/18/19
Charles Raines
J.D. Eatherly

Title (if acting for partnership or corporation)

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

I hereby certify that the streets, drainage, and utilities designated in Honey Farm Subdivision have been installed in accordance with City Specifications, or a performance surety in the amount of \$123,000 for streets and drainage has been posted with the City of Columbia, Tennessee, to assure completion of such improvements.

Date: 6/2/19
City Engineer
Columbia, Tennessee

CERTIFICATE OF APPROVAL FOR SUBDIVISION NAME, STREET NAMES, AND STREET SIGNS

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

Date: 6-19-19
Date: 6-19-19
Maury County E-911
Columbia, Tennessee

CERTIFICATE OF APPROVAL OF SEWER SYSTEM

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

Date: 6/18/19
Director of Wastewater Department
Columbia, Tennessee

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I, (we) hereby certify that the water system(s) outlined or indicated on the final subdivision plat entitled Honey Farm Phase II, Section 10A has been installed in accordance with current local and state government requirements, or a sufficient bond or other surety has been filed to guarantee said installation.

Date: 6/18/2019
Date: 6/18/2019
Naper, Title and Agency or Authorized
Approving Agent

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: 6/21/19
Date: 6/21/19
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.

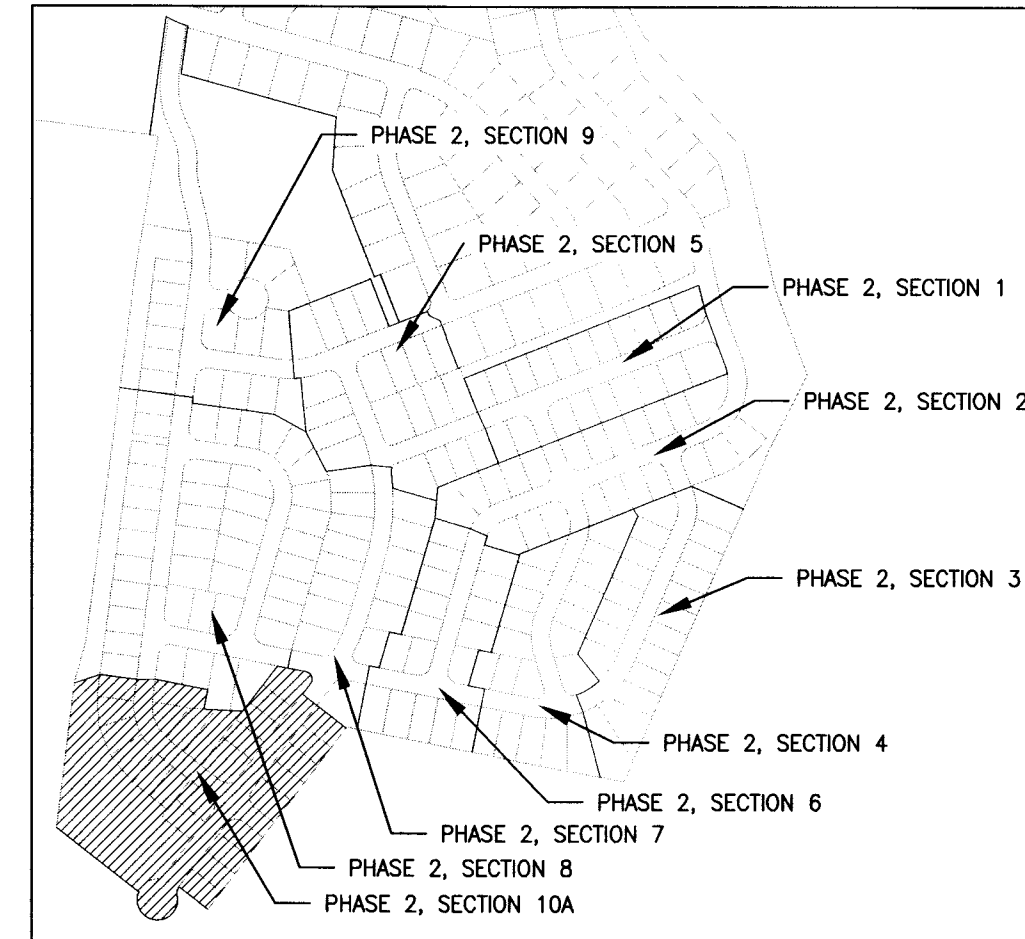
Date: 6/19/19
Date: 6/19/19
Secretary, Planning Commission

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 "T" 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: 6/13/19
Date: 6/13/19
Allen B. O'Leary
TN RLS #1987
Number

Honey Farm Vicinity Map



06/21/2019 - 02:19 PM
19008856
1 PGS:AL-PLAT
SUSIE BATCH: 214704
**PLAT BOOK: P22
PAGE: 14**

REC FEE 16.00
DP FEE 2.50
TOTAL 17.00

STATE OF TENNESSEE, MAURY COUNTY
JOHN FLEMING
NOTARY PUBLIC

Register of Deed Recording Stamp



WES E ENGINEERS & SURVEYORS
CIVIL ENGINEERS & LAND SURVEYORS
2486 NASHVILLE HIGHWAY
COLUMBIA, TN 38401
PHONE (931) 986-2329
www.weseng.com

WES E ENGINEERS & SURVEYORS

Client
CHARLES RAINES &
J.D. EATHERLY
PO BOX 1715
SPRING HILL, TN 37174

FINAL PLAT
HONEY FARM PHASE II, SECTION 10A
COLUMBIA, TN 38401

DATE	REVISIONS	TECHNICAL COMMITTEE COMMENTS
06-31-2019		

Job no. **08505**

Drawn: **JS**
Checked: **JS**
Approved: **AO**
Date: **06-15-2019**

Scale: **1"=50'**

Vertical: **1"=50'**

Horizontal: **1"=50'**

1 of 1



CITY OF COLUMBIA TENNESSEE
CITY COUNCIL
STAFF REPORT

STAFF REPORT CONTACT INFORMATION

Ginger Adams, Sr. Administrative Assistant, gadams@columbiatn.com, 931-560-1723

AGENDA ITEM TITLE: APPROVE AND AUTHORIZE THE MAYOR TO EXECUTE A MEMORANDUM OF UNDERSTANDING BETWEEN MAURY REGIONAL HEALTH AND THE CITY OF COLUMBIA TO ENSURE ORGANIZED, PROMPT AND EFFICIENT EMERGENCY MEDICAL RESPONSE WITHIN THE CORPORATE LIMITS OF THE CITY OF COLUMBIA, TENNESSEE -

RECOMMENDATION: Approve.

INFORMATION: Columbia Fire & Rescue requests City Council to review the attached Memorandum of Understanding between Maury Regional Health (EMS) and City of Columbia (Fire & Rescue).

This Memorandum of Understanding will be entered into by and between two departments to ensure an organized, prompt and efficient emergency medical response within the corporate limits of the City of Columbia, Tennessee.

The departments desire to assure a rapid response and quality care to persons in need of emergency medical assistance within the corporate limits of the City of Columbia, Tennessee.

ATTACHMENTS: Staff Report; Memorandum of Understanding.

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding is between Maury Regional Health and the City of Columbia, Tennessee, a municipal corporation, located at 700 North Garden Street, Columbia, Tennessee 38401.

PURPOSE OF MEMORANDUM

This Memorandum of Understanding is entered into by and between two departments to ensure an organized, prompt and efficient emergency medical response within the corporate limits of the City of Columbia, Tennessee.

Both parties are operating under the authorization of the Tennessee Department of Health and Environment, pursuant to standards adopted by the Tennessee Emergency Medical Services Board under the authority of Tennessee Code Annotated Section 68-140-501 et seq.

The departments desire to assure a rapid response and quality care to persons in need of emergency medical assistance.

Now, therefore, the departments enter into the following articles of understanding:

I. NATURE OF CALLS

Emergency Medical Responder Units shall respond when dispatched to the scene of a medical emergency to render emergency care before the ambulance arrives. Upon receipt of an emergency call, the Public Safety Telecommunicator at the Maury Emergency Communications E-911 District will assign a medical response to the call as appropriate to minimize threat of loss of life or limb.

II. PROVISION OF SERVICES

First Responder Service, through Columbia Fire & Rescue, will provide First Responder Services within the Columbia Fire & Rescue First Due Area twenty-four (24) hours a day, seven (7) days per week, and said First Responder Service shall notify the primary provider and the appropriate Maury Emergency Communications E-911 District, as the dispatching agency, within one (1) minute of the initial call of any requested response in which First Responder Service is not able to respond to a medical incident. Upon receipt of a priority call meeting the criteria set forth in Article I, the Public Safety Telecommunicator at the Maury Emergency Communications E-911 District will dispatch the appropriate First Responder Unit. The Emergency Medical Responder Unit will proceed immediately to the scene of the emergency in the approved vehicle for emergency response.

The First Arriving EMS unit may request or cancel additional resources as determined by the situation once an assessment or additional information has been provided.

Emergency mode- Respond with lights and sirens

Non-Emergency mode- Respond with no light and sirens

Columbia Fire & Rescue immediate, automatic dispatch to the following incidents. All emergency medical requests shall be determined through the E-911 call intake process and require an expedited dispatch and emergency response of the closest appropriate medical Columbia Fire & Rescue unit(s), MREMS unit(s), and law enforcement or other support agencies as indicated.

AIRWAY

1. AIRWAY OBSTRUCTION
2. RESPIRATORY EMERGENCIES: ARREST/DISTRESS

CIRCULATION

1. CARDIAC EMERGENCIES: HEART ATTACK/CHF
2. CARDIAC ARREST

TRAUMA

1. MOTOR VEHICLE ACCIDENTS WITH POSSIBLE INJURIES
2. SEVERE BURNS
3. GUN SHOT/STABBINGS
4. INJURIES WHICH COULD BE LIFE THREATENING

NEUROLOGICAL

1. SEMI OR UNCONSCIOUS
2. STROKE
3. ALERTED MENTAL STATUS: DIABETIC/DRUGS

Any time Maury Regional EMS requests assistance of Columbia Fire & Rescue.

III. COMMUNICATIONS PROCEDURES

The Maury 911 District Standard Operating Procedures for EMS Communications outlines procedures necessary for communications during an EMS call. The Emergency Medical Responder Unit should communicate directly with the responding EMS unit when possible, regarding any patient information. Emergency Medical Responder Agencies, when communicating with EMS, are to use "plain English". The Maury 911 District and/or Maury Regional EMS Dispatch will record all times as appropriate.

IV. PATIENT CARE PROCEDURES

When Emergency Medical Responder Units arrive at the scene of a medical emergency prior to EMS, all aspects of medical care provided under this Memo of Understanding, including personnel, equipment, training, protocols, and QA are conditioned on authorization of the medical director and further administrated by Maury Regional EMS.

- 1) Assess scene for safety and the need of additional resources
- 2) Assess patient for CIRCULATION, AIRWAY, and BREATHING with interventions if any compromise is found.
- 3) Obtain brief history
- 4) Report findings to responding EMS unit
 - A. Age and sex of patient
 - B. Chief Complaint
 - C. Level of Consciousness
 - D. Vital Signs
 - E. Treatment and the patient response to the treatment
- 5) Treatment will be dictated in accordance to the condition of the patient and the level of training of the personnel.
- 6) No personnel may function as such without successful completion by written documentation of competency in these Standing Orders and Protocols along with any new equipment in-services by the Maury Regional EMS Training Division.
- 7) Care Coordination
 - A. Team work - regardless of which Agency arrives on the scene first or if they arrive together, the goal is to always prioritize safety, professionalism, and mutual respect to everyone (colleagues, patients, family, by-standers). Providing expert patient care is a team effort and requires every responder to focus first on identifying and correcting immediate threats to life, while simultaneously promoting a patient experience that exemplifies caring compassionately for the smallest detail.
 - B. Lead medical providers and hand off of care
 - i. The lead medical provider for Columbia Fire & Rescue and the primary MREMS provider is defined as the individual in charge of patient care with the highest level of EMS licensure they are credentialed to practice at under their individual Agency's policy, Agency command structure, the EMS system medical director, and EMS Rule 1200.
 - ii. The highest-level licensed and EMS system credentialed medical provider on scene, **regardless of agency affiliation**, will assume the primary responsibility for patient care until relieved by a provider of equal or higher licensure and EMS system credentialing level.
 - iii. To facilitate patient safety and continuity of patient care, the lead medical provider of Columbia Fire & Rescue transferring patient care will provide a verbal patient report to the lead medical provider of the MREMS team receiving and assuming care of the patient.

1. Such report should include any clinically relevant information concerning the patient's condition and treatment provided prior to transfer of care and information. Once Columbia Fire & Rescue has communicated all information to MREMS, Columbia Fire & Rescue will be relieved of any continued patient care responsibilities unless otherwise requested by MREMS.

C. COLUMBIA FIRE & RESCUE unit arriving on the scene FIRST

- i. Ensure the appropriate team leader establishes incident command as indicated and lead medical first responder assumes responsibility for the initial triage, care, and treatment of the patient(s).
- ii. Survey the scene & rapid initial triage to identify and address immediate life threats and request additional resources as needed.
- iii. Once EMS arrives on scene - the team should begin to integrate into incident and the care of each patient by receiving a hand off report from the lead medical first responder and then assuming responsibility for patient care and transport decisions.
- iv. To ensure continuity of care, hand off reports should occur between providers of equal or higher licensure level & MREMS system credentialing. EMR, EMT, or AEMT to AEMT or Paramedic to Paramedic.
- v. Columbia Fire & Rescue will continue to provide support and manpower as needed.

D. MREMS unit arriving on the scene FIRST

- i. The appropriate team leader establishes incident command as indicated and the lead medical provider assumes responsibility for the care and treatment of the patient(s).
- ii. Scene survey & rapid initial triage occurs first to identify and address immediate life threats and request additional resources as needed.
- iii. When Columbia Fire & Rescue arrive on the scene - the team should begin to seamlessly integrate into the incident and the care of each patient by receiving a report from the lead MREMS provider and then assuming a supportive role as needed.

E. MREMS and Columbia Fire & Rescue SIMULTANEOUSLY arriving on the scene

- i. The appropriate team leader establishes incident command as indicated and the Lead MREMS provider shall assume responsibility for the care and treatment of the patient(s). The lead medical for Columbia Fire & Rescue should work in conjunction with the lead EMS provider to ensure seamless integration and support of the patient.
- ii. Scene survey & rapid initial triage occurs first to identify and address immediate life threats and request additional resources as needed.
- iii. Simultaneous arrival creates the opportunity for teamwork and specialization within disciplines, whereas the lead MREMS provider and team can focus more specifically on patient care and the lead

medical for Columbia Fire & Rescue can focus on incident command, logistics, rescue, fire suppression, and overall scene safety.

NOTE Unless the MREMS unit requests other information, the above information is more than adequate. **ALL PATIENT INFORMATION IS CONFIDENTIAL.**

When Emergency Medical Responder Units arrive at the scene of a Motor Vehicle Accident (MVA) prior to the arrival of EMS, the following action will be taken:

- 1) Assure Scene Safety
- 2) Determine number of victims and extent of injuries
- 3) Report findings directly to responding EMS unit(s)
- 4) Provide care as indicated with C-spine precautions
- 5) Provide vehicle stabilization and extrication as needed

Only Maury Regional Health personnel may operate any Maury Regional Health apparatus.
Only Columbia Fire & Rescue personnel may operate any Columbia Fire & Rescue apparatus.

Body Substance Isolation (B.S.I.) will be used on all patients. Emergency Medical Responder agencies will maintain adequate supplies for their personnel to allow everyone to practice B.S.I. The following guidelines will be used:

- 1) Gloves will be worn by all personnel for all patients
- 2) Eye protection will be worn when the potential for splashing is present
- 3) Full body protection (gown, suit) will be worn when large quantities of blood and/or body fluids are present

All infectious materials on any scene will be placed in the Red Bag in the ambulance. If the ambulance leaves before this can be done, the Emergency Medical Responder Agency will place the material in a red bag and will contact EMS for disposal.

Proper cleanup of blood/body fluids will be done with a 1:10 solution of bleach and water, or the commercial equivalent solution. All blood spills on public property will be decontaminated prior to leaving the scene.

V. COMMAND AND CONTROL

In an effort to comply with OSHA guidelines, as well as standards established by the National Fire Protection Agency and the National Emergency Training Center, EMS uses a modified version of the nationally accepted Incident Command model. The use of this structure provides for a management tool for all personnel. Emergency Medical Responder Agencies will use the following guidelines on emergency scenes to insure proper management of the emergency scene.

- 1) Command will be established on all calls, regardless of nature. They will be identified by the name of the street they are on, such as "Establishing Main Street Command"

- 2) The person first on the scene will establish command and give the information as outlined in Section IV.
 - 3) Once EMS personnel arrive on the scene, Command will communicate with the senior EMS personnel.
 - 4) On MVAs, both Commanders will be located in the same location; insuring information is channeled as needed.
- A. Mass Casualty incidents, Command will be responsible for appointing the following sections: Triage, Transportation, Treatment, Staging and Safety. Officers of each department responding will assume duties as delegated.
 - B. All personnel responding to the scene will report to Command/Operations for assignments while approaching the scene.
 - C. On large-scale incidents, the Command Post will be identified.

VI. EDUCATION/QUALITY ASSURANCE/CERTIFICATION

Columbia Fire & Rescue's Quality Improvement Division will be responsible for reviewing Emergency Medical Responder patient care reports. QID will review all Advanced Life Support calls internally with any unsatisfactory actions to be reported to the Medical Director and/or Maury Regional EMS Quality Improvement Section immediately upon the findings.

MREMS Training Division and EMS Director shall have access to Columbia Fire & Rescue EHR side of ESO software program.

Columbia Fire & Rescue Training Division shall provide sixteen (16) hours of medical education per year with the In-service schedule to be provided to MREMS. All Emergency Medical Responders will maintain current educational requirements as designated by the State of Tennessee and MREMS. Columbia Fire & Rescue Paramedics will be required to complete an 8-hour ride along program with Maury Regional EMS twice per year.

First Responders, no matter what their level of training, will be required to complete and pass an annual skills competency review with MREMS to be allowed to practice to the level of certification/licensure. No personnel may function as such without successful completion by written documentation in current Protocols and Standing Orders. EMS will provide at least eight (8) hours of medical in-service per year along with any new equipment that Maury Regional EMS is providing as to patient care. Emergency Medical Responders are encouraged to participate in a ride along program with MREMS. The purpose of this program is to give the Emergency Medical Responder a look at how patient care is carried out beyond the scene. This will build experience in providing the proper patient care, as well as build the working relationship between agencies. To be eligible for this program:

- 1) The Medical Officer of Columbia Fire & Rescue will provide EMS with a list of all personnel approved to ride. All riders will be trained at the Emergency Medical Responder or greater level.
- 2) The rider must call and schedule in advance with the EMS Supervisor
- 3) Columbia Fire & Rescue uniform policy will be followed while riding with MREMS

- 4) All riders must clear the station by 2200 hours, unless otherwise approved by the captain
- 5) Riders will work under the direction of the Shift Supervisor

Copies of current certifications will be given to MREMS on all personnel responding to emergency medical calls. The Emergency Medical Responder Agency is responsible for keeping this information up to date and on file with MREMS.

Columbia Fire & Rescue and Maury Regional EMS representatives should meet quarterly to provide feedback on any quality assurance issues within the system of emergency services.

VII. EQUIPMENT EXCHANGE AND SUPPLY

Supply exchange between EMS and Columbia Fire & Rescue will occur on scene, when possible, on a one-for-one basis. If unable to exchange on scene, Emergency Medical Responder personnel may come to the EMS Station and request the supplies. The following guidelines shall be used:

- 1) Always ask before taking ANY supplies off an ambulance. The crew will know if they are short on a certain product.
- 2) Oxygen cylinders 500 PSI or less may be returned to the EMS Main station or EMS North station and a full one picked up. (It is best to call before bringing Oxygen cylinders to make sure EMS has a full one available).
- 3) Emergency Medical responder vehicles are to be checked daily with proper documentation maintained for inspection.

VIII. EMS RESPONSE TO FIRE OPERATIONS

Likewise, to ensure safe operations for the personnel of Columbia Fire & Rescue, Maury Regional EMS will respond to the following Fire Operations:

- 1) All structure fires with known or unknown victims and/or hazards
- 2) Hazard Materials operations with known or unknown hazards as required per NFPA and/or OSHA guidelines
- 3) Operations with environmental or lengthy scene duration, increasing hazards to fire personnel
- 4) Scenes requiring immediate health screenings or rehab
- 5) All other scenes deemed necessary by Fire Command or EMS Supervisor

All EMS response will be in emergency mode unless otherwise determined by EMS Supervisor, Fire command, MREMS Dispatch or Maury Emergency Communications E-911 District. The Unit will remain on the scene until released by Fire Command, or other responses requiring the assignment of the unit.

IX. TERMS OF MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding is by and between two independent agencies and is not intended to and shall not be construed to create a relationship of agent, servant, employee, or association.

Violation of any terms within the articles of the memorandum shall be grounds for suspension of the memorandum, until such violations have been corrected. Alleged violations of State Law or rules shall be reported to the Regional EMS Consultant with the Department of Health and Environment.

The parties shall not assign any rights or duties under this Memorandum of Understanding to a third party without the written consent of both parties.

This Memorandum of Understanding will begin on 1st of January, 2024 and shall be reviewed annually, to continue in force until otherwise amended or withdrawn by either party.

In Witness thereof, the parties have executed this Memorandum of Understanding on the _____ day of _____, 2024.

Memorandum Authentication:

Charles (Chaz) M. Molder, Mayor of Columbia, Tennessee

Date

ATTEST:

Thad H. Jablonski, City Recorder

Date

Tyler (Ty) Cobb, Fire Chief City of Columbia, Tennessee

Date

Michael Dunavant, Director Maury Regional EMS

Date

LEGAL FORM APPROVED:



C. Tim Tisher, City Attorney of Columbia, Tennessee

Date



CITY OF COLUMBIA TENNESSEE
CITY COUNCIL
STAFF REPORT

STAFF REPORT CONTACT INFORMATION

Ginger Adams, Sr. Administrative Assistant, gadams@columbiatn.com, 931-560-1723

AGENDA ITEM TITLE: APPROVE AND AUTHORIZE THE MAYOR TO EXECUTE A 5 (FIVE) YEAR LEASE AGREEMENT BETWEEN BIBLE BROADCASTING NETWORK (BBN) AND THE CITY OF COLUMBIA ALLOWING THE INSTALLATION AND OPERATION OF EQUIPMENT TO RECEIVE AND TRANSMIT SIGNALS ON THE TOWER LOCATED AT 501 RESERVOIR HILL ROAD -

RECOMMENDATION: Approve.

INFORMATION: This agreement is for a term of 5 (five) years at a cost of \$325 (three hundred twenty-five dollars) per month with an annual escalator rate increase of 2% (two percent). This is an existing space previously leased to WMCP Radio. Due to BBN purchasing the radio station, a new lease is required.

ATTACHMENTS: Staff Report; Tower Space Lease Agreement.

TOWER SPACE LEASE AGREEMENT

THIS TOWER SPACE LEASE AGREEMENT ("Lease") is executed this _____ day of _____, 2024, by and between, **City of Columbia**, a Municipality and political subdivision of the State of Tennessee, whose mailing address is 700 North Garden Street, Columbia Tn. 38401 and **Bible Broadcasting Network (BBN)**, a Broadcasting corporation, PO Box 7300 Charlotte, North Carolina 28241 (hereinafter referred to as "Lessee").

RECITALS:

WHEREAS, the City of Columbia owns a Radio communications tower, capable of supporting antenna(s) and transmission line(s) ("the Tower") and property with equipment shelter housing communications broadcast equipment located at 501 Reservoir Hill, Columbia Tn. 38401; and

WHEREAS, Lessee desires to lease space on the Tower and property described above for the installation and operation of equipment to receive and transmit signals; and

WHEREAS, Lessee represents that it shall, prior to installation of its equipment, obtain in effect all necessary licenses to receive and transmit signals from this location; and shall make such licenses available for review by the City of Columbia upon request; and

WHEREAS, the City of Columbia agrees to lease space on the Tower for antenna(s) and transmission lines(s) and on the ground for broadcasting equipment that is requested by the Lessee pursuant to the terms and conditions of this Lease.

NOW THEREFORE, for and in consideration of the terms and mutual promises herein contained and for other good and valuable consideration the receipt and sufficiency of which are hereby acknowledged, **THE CITY OF COLUMBIA AND LESSEE AGREE AS FOLLOWS:**

1. Property: The City of Columbia hereby grants Lessee the right to install, maintain, operate and remove Lessee's communications equipment and appurtenances on the City's communications Tower and real property owned by the City of Columbia at the Reservoir Hill Tower site, located at, 501 Reservoir Hill, Columbia, TN. 38401; situated in the State of Tennessee and City of Columbia and on the Property, which more particularly described with non-exclusive easements for ingress, egress and utilities to the Tower during the Initial Term and any Renewal Terms.

2. Premises: The City of Columbia agrees to provide space inside a City-owned equipment shelter for Lessee to locate equipment to be operated by Lessee, and the City of Columbia agrees to provide space on the Communications Tower to host the Lessee Communication Broadcast Antennas; and provide a small foot print space outside the equipment shelter to host a satellite communication dish, as long as a structural analysis at the tower site deems the site capable of housing Lessee's equipment, for Lessee to mount its antennas and transmission lines for Lessee's transmitting purposes. It is agreed that Lessee or a contractor, retained by Lessee, in a position and manner mutually agreeable to the City of Columbia and Lessee, will mount the antennas and transmission lines on the Tower and install equipment within the equipment shelter. The Lessee

shall be responsible for maintaining its equipment in good operating condition. The City of Columbia shall be responsible for maintaining the Tower and associated property controlled by the City of Columbia.

The City of Columbia hereby grants Lessee access to the Property for the purpose of installing the antenna, transmission lines and other equipment on the Tower, in equipment shelter, and within footprint designated to the confines of the chain link fence encasing the radio communications tower. Thereafter, Lessee shall be provided access for maintenance and repair of Lessee's antennas, transmission lines, and equipment. Lessee shall fully comply with all City of Columbia policies and procedures pertaining to security requirements covering the City's communications tower site. The City of Columbia hereby grants permission to Lessee to install, maintain and operate the communications equipment, antennas and appurtenances. Lessee reserves the right to replace the aforementioned equipment with similar and comparable equipment provided said replacement does not increase the weight load on the Tower. Installing signs or advertising by Lessee on the Tower or Property is absolutely prohibited, provided, however that Lessee is allowed to install any signage mandated by the FCC or any other government agency. It is understood and agreed that there is no guarantee or warranty whatsoever by the City of Columbia concerning the performance or coverage resulting from Lessee use of the Tower and associated facilities. Upon ninety (90) days written notice to Lessee, the City of Columbia reserves the right to require Lessee's to relocate one or more of its antennas, and Lessee agrees to relocate said antenna(s) at Lessee's expense to a mutually agreed new tower location, provided that said relocation does not substantially change or interfere with the operation of the communications equipment associated with the relocated antenna(s) or otherwise result in interference with Lessee business operations, and provided further that the City's purpose in requesting Lessee to move its antennas directly relates to a bona fide public safety purpose.

3. Initial Term: The Initial Term of this Lease shall be for a period of Five (5) years commencing on _____ and expiring Five (5) years after the Commencement Date unless terminated earlier as provided in Section 9.

4. Extended Terms: Lessee shall have the option hereafter the Initial term to be granted an annual renewal. The Lessee will hold the responsibility to request City of Columbia Council approval for each extended term thereafter. ("Renewal Term") This Lessee shall provide the City of Columbia a written notice of intent to terminate the Agreement at least Sixty (60) days in advance of the expiration of the Initial Term or the first Extended Term of this Lease.

5. Rent: At the time of this Lease Agreement, Lessee shall pay to the City of Columbia a total *Monthly* rent of **THREE HUNDRED AND TWENTY-FIVE DOLLARS AND ZERO CENTS** (\$325.00) to be paid in monthly installments of \$325.00 ("Rent") on the first day of the month, in advance, to the City of Columbia recorder's office. City of Columbia and Lessee acknowledge and agree that initial Rent payment(s) shall be made upon the actual Commencement Date.

An annual escalator rate shall increase the rental rate at **TWO PERCENT (2%)** Annually, upon the anniversary of the Commencement Date.

In addition to the Rent required in Section 5, the Lessee shall also reimburse the City of Columbia

the total actual cost(s) the City of Columbia incurs for Tower Assessments conducted pursuant to "conditions precedent (e)" set forth in Section 8 of this Lease.

6. **Use of City Communications Shelter and Utilities:** Lessee may have equipment placed in the City of Columbia communications shelter building(s). Utility consumption will be included as part of the Rent paid to the City of Columbia by Lessee, otherwise Lessee will be responsible for having a separate electrical meter installed to service their equipment and Lessee will be responsible for any costs associated.

7. **Taxes:** Lessee shall pay any taxes levied on Lessee's personal property located or installed on the Tower and Property. Lessee's equipment shall remain Lessee's personal property even though it may be attached or affixed to the Tower or Property. City of Columbia and Lessee agree that personal property of the Lessee shall not be considered fixtures. Lessee shall have the right, at its sole option and at its sole cost and expense, to appeal, challenge, or seek modification of any tax assessment or billing for which Lessee is wholly or partly responsible for payment.

8. **Conditions Precedent:** The following are conditions precedent to the commencement and/or the continuation of this Lease:

- (a) Lessee, at its own expense, shall secure appropriate licenses and approvals required for its intended use of the Tower and Property from the Federal Communications Commission, the Federal Aviation Administration and any other federal, state or local regulatory authority having jurisdiction over Lessee's proposed use of the Tower and Property. In the event that any of such applications for such approvals should be rejected or any approval issued to Lessee is cancelled, expires, lapses, or is otherwise withdrawn or terminated by governmental authority, then either the City of Columbia or Lessee may terminate this Lease as provided in Section 9;
- (b) Lessee may, at its own expense, obtain a title report or commitment for a title policy from a title insurance company of its choice. If, in the opinion of Lessee such title report shows any defects of title or liens or encumbrances which adversely affect Lessee's use of the Tower and/or Property or its ability to obtain financing, Lessee shall have the right to terminate this Lease as provided in Section 9;
- (c) Lessee may, at its own expense, have the Property surveyed and to have structural tower studies, radio frequency engineering and other engineering analyses performed. In the event that any defects are shown by the survey or the engineering analyses, which in the opinion of Lessee may adversely affect Lessee's use of the Tower and Property, Lessee shall have the right to terminate this Lease upon written notice to the City of Columbia as provided in Section 9;
- (d) Lessee may, at its own expense, have an environmental assessment of the Property performed by an environmental consulting firm of their choice. If the environmental assessment reveals that the Property is contaminated with Hazardous Materials, as that term is hereinafter defined, and Lessee, its employees, agents, or contractors did not cause such contamination, Lessee may terminate this Lease as authorized in Section 9; and

9. Termination: Upon any failure of Lessee to perform any obligation required hereunder, and failure to cure such obligation within thirty (30) days of receipt of written notice by City of Columbia or if Lessee does not have or for any reason ceases to have, in effect any license required for the operation of the equipment on the Tower, or if Lessee becomes adjudicated as bankrupt or if bankruptcy proceedings are initiated by Lessee or its creditors without a subsequent dismissal thereof within one hundred twenty (120) days, or if there is nonuse or vacation of the space covered by this Lease by Lessee for a period of sixty (60) days, the City of Columbia may terminate Lessee's rights under this Lease by giving not less than thirty (30) days prior written notification by certified U.S. mail, return receipt requested, to Lessee at the address set forth in Section 15.

Lessee may terminate this Lease upon the occurrence of any of the events set forth in Section 8, or if the site becomes undesirable due to irresolvable signal interference. To exercise its rights to terminate this Lease the Lessee must provide the City of Columbia with not less than Sixty (60) days prior written notice, sent to the City of Columbia by certified U.S. Mail, return receipt requested, to the City's address set forth in Section 15. Such notice shall specify the reason for the termination.

Upon termination of this Lease by the City of Columbia or Lessee under this section Lessee shall pay the City of Columbia all sums due as of the effective date of termination and the City of Columbia shall refund to the Lessee, pro-rata, any unearned rent paid in advance. The Lessee shall fully remove its equipment and property from the Tower and Property within forty-five (45) days after the effective date of termination, or within such longer period of time as may be mutually agreed upon in writing by the City of Columbia and Lessee. If Lessee fails to remove its equipment and property within the required time period, the City of Columbia may do so and bill the cost of its removal and storage to the Lessee, which bill shall be paid by Lessee within thirty (30) days of Lessee's receipt of the bill. The City of Columbia shall not be responsible for any loss or damage to Lessee's equipment and property resulting from its removal from the City's Tower and Property or during storage. If Lessee fails to recover its equipment and property within thirty (30) days after it was placed in storage the City of Columbia may sell or otherwise dispose of the same.

10. Insurance Requirements: The Lessee at all times during the term of this Lease, including the initial term and any extended term and any hold over period, in which the Lessee continues to occupy the Tower(s) and Property(ies) covered by the Lease, that at a minimum meet the requirements of the City of Columbia Policy on "Insurance Requirements", and any amendments made thereto over this Lease's term.

11. Environmental Compliance: The City of Columbia represents and warrants to the best of its knowledge that (i) the Property, as of the date of this Lease, is free of Hazardous Materials, including asbestos-containing materials and lead paint, and (ii) the Property has never been subject to any contamination or hazardous conditions resulting in any environmental investigation, inquiry or remediation. Lessee agrees that it will not use, generate, store or dispose of any Hazardous Material on, under, about or within the Property in violation of any law or regulation. The City of Columbia acknowledges that Lessee may use a permanent emergency back-up generator at this location, lead-acid batteries and may also use a fire suppression system within Lessee's shelter. The

use of these systems will not constitute a violation of this Section. The City of Columbia and Lessee agree that each will be responsible for compliance with any and all applicable government laws, rules, statutes, regulations, codes, ordinances, or principles of common law regulating or imposing standards of liability or standards of conduct with regard to protection of the environment to worker health and safety, as may now or at any time hereafter be in effect, to the extent such apply to that party's activity conducted in or on the Property.

Subject to the warranty provision in this Section, and to the extent permitted by applicable law, Lessee shall be solely liable and agrees to indemnify and hold the City of Columbia harmless for any act of negligence or intentional contamination, spill, accidental discharge, or nuisance to the leased premises caused by Lessee, or its agents, as a result of the placement, storage or disposal of any dangerous, toxic or hazardous substances on the Premises. Lessee's responsibility for the same shall extend beyond the Term(s) of this Lease provided the contamination, spill, accidental discharge, or nuisance was caused by Lessee.

"Hazardous Material" means any material or substance that is or has the characteristic of being hazardous, toxic, ignitable, reactive or corrosive, as defined in the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended, 42 U.S.C. § 9601, et seq.; the Hazardous Materials Transportation Act, 49 U.S.C. § 1801, et seq.; the Resource Conservation and Recovery Act, 42 U.S.C. § 6901, et seq.; all corresponding and related State of Michigan and local statutes, ordinances and regulations; and in any other applicable environmental law, regulation or ordinance now existing or hereinafter enacted.

The indemnification responsibilities set forth in this Section 11 specifically include, but are not limited to, reasonable costs, expenses and fees incurred in connection with any investigation of Property conditions or any clean-up, remediation, removal or restoration work required by any governmental authority. The provisions of this Section 11 will survive the expiration or termination of this Lease.

In the event Lessee becomes aware of any hazardous materials on the Property, or any environmental, health or safety condition or matter relating to the Property that was not brought onto the Property or caused by Lessee, that, in Lessee's sole determination, renders the condition of the Premises or Property unsuitable for Lessee's use, or if Lessee believes that the leasing or continued leasing of the Premises would expose Lessee to undue risks of liability to a government agency or third party, Lessee will have the right, in addition to any other rights it may have in law or in equity, to terminate this Lease upon written notice to the City of Columbia.

12. Radio Frequency Exposure Safety:

- (a) Lessee, represents and warrants and shall cause its employees and tower contractors to represent and warrant, that it and they are fully aware of and knowledgeable about the inherent dangers of working on or near towers, rooftops, or other wireless communication sites that are "live", i.e., that are actively receiving and/or transmitting radio signals that may create radio frequency radiation ("RFR") hereinafter "Live Sites".

- (b) Lessee shall ensure that only those Lessee employees or agents or its contractor's employees or agents who make the representation set forth in subsection (a), and who have satisfactorily completed RFR safety training in accordance with FCC OET 65, the most current applicable updates in OSHA regulations and guidelines, and commonly recognized industry practices, may enter a Live Site or perform work on a Live Site. The City of Columbia shall have no responsibility whatsoever to monitor access to the Live Site, or to monitor the performance of work on such Live Sites, by Lessee or its contractors, employees or agents or to verify training of the same.
- (c) The presence at, or performance of any work on a Live Site by any of Lessee or its contractor's employees or agents who have not made the above representations, shall constitute a breach of this Lease. In the event of such breach, the Lessee shall be liable to the City of Columbia for any liability, damages, and costs incurred by the City of Columbia as a result of said breach.

13. Interference:

- (a) Lessee shall erect, construct, and operate its equipment and property on the Tower and Property in a manner that will not cause interference to the City of Columbia or any other lessees or licensees of the Tower and Property, provided that the rights or installations of such other lessees or licensees predate the installation of Lessee's property and equipment. All operations by Lessee shall be in compliance with all FCC requirements. In the event any after-installed Lessee's equipment causes such interference, and after City of Columbia has notified Lessee in writing of such interference, Lessee shall immediately take all commercially reasonable steps to correct and eliminate the interference, including but not limited to, powering down such equipment and later powering up such equipment for intermittent testing only. If, despite Lessee's attempts to correct such interference, Lessee has not successfully eliminated such interference within sixty (60) days, then the City of Columbia shall have the option to terminate this Lease, in which event Lessee shall, immediately upon notice of such termination, completely cease to operate its radio equipment. Lessee shall thereafter remove Lessee's equipment from the Tower and equipment shelter from the Property within such reasonable period of time as shall be determined by the parties and the City of Columbia shall refund to the Lessee, pro-rata, any unearned rent paid in advance.
- (b) Subsequent to the installation of Lessee's property and equipment, the City of Columbia shall not permit other lessees or licensees to install new equipment on the Tower and Property or property contiguous thereto owned or controlled by the City of Columbia, if such equipment causes interference with Lessee's operations as of the date in which such new equipment is or would be installed on the Tower and Property. If such interference occurs, the City of Columbia agrees to require such lessee or licensee to take all commercially reasonable steps, including but not limited to, powering down such equipment and later powering up such equipment for intermittent testing only. The City of Columbia shall terminate its lease with the lessee or licensee owning or controlling the equipment causing the interference if the lessee or licensee fails to act in good faith and

diligently pursue an interference cure to completion. If the interference does not cease and the City of Columbia does not terminate the lease or license with the offending lessee or licensor, the Lessee may terminate this Lease.

- (c) Nothing contained in this Lease shall be construed to prohibit the City of Columbia from permitting additional lessees of licenses from erecting, constructing, or operating any equipment on the Tower or Property in addition to Lessee's equipment provided that such additional equipment does not result in a breach of Section 13(b) of this Lease and or does not disturb the directional pattern of Lessee's normal signal.

14. Maintenance: The City of Columbia shall, at its sole cost and expense and at all times during the term of this Lease, keep the Tower and Property in good repair and safe condition. It is, however, expressly understood and agreed that the Lessee shall be responsible for payment of the cost of any repairs to the Tower and Property of damage thereto caused by the Lessee, its employees, contractors or agents.

15. Notices: All notices or demands by or from the City of Columbia to Lessee or Lessee to the City of Columbia shall be in writing and mailed, postage prepaid, by certified or registered U.S. Mail, return receipt requested. Such notices or demands shall be mailed to the other party at the following address:

Lessor:
City of Columbia
Office of Emergency Management
700 North Garden Street
Columbia, TN. 38401

Lessee:
Bible Broadcasting
Network
PO Box 7300
Charlotte, NC 28226

16. Damage to Tower: In the event the Tower is damaged, the City of Columbia will, at its cost and expense, repair, rebuild, or restore the Tower to the same condition as it was in prior to such damage; provided, however, that if the Tower is totally destroyed or damaged to the extent that it cannot be restored within forty five (45) days from the date of such damage or destruction, the City of Columbia and Lessee will make arrangements to move broadcasting equipment to an adjacent tower of sound construction and engineered standard. In the event arrangements are not made between both Parties the City of Columbia holds the right to terminate this Lease by giving written notice of such termination to the Bible Broadcasting Network. If this Lease is terminated due to damage or total destruction of the Tower, the City of Columbia will refund to Lessee that proportion of any rent paid in advance by Lessee for the period subsequent to the date of such damage or destruction. If this Lease is not terminated following damage or total destruction of the Tower, the payment of rent shall cease until the Tower is restored or arrangements are made to meet a usable condition for Lessee's purposes.

17. **Warranty of Title:** The City of Columbia warrants that (i) it has the full right, power, and authority to execute this Lease; (ii) it has good and marketable fee simple title to the Property and the Easement free and clear of any liens, encumbrances or mortgages; and (iii) the Property constitutes a legal lot that may be leased without the need for any subdivision or platting approval.

18. **Access to the Leased Premises:** City of Columbia agrees that Lessee shall have access to the Tower and Property at all times for the purpose of installing and maintaining the Lessee's equipment. The Lessee shall provide a securing device, in the form of a pad lock to affix with other City of Columbia access devices. Bible Broadcasting Network shall provide the City of Columbia with the set combination and/or key to ensure the City of Columbia access is not limited by accidental means. It is agreed, however, that only authorized engineers, employees or properly authorized contractor of Lessee or persons under their direct supervision will be permitted to enter the Property. Lessee, to the extent authorized in this Section 18, shall have access to the Tower and Property twenty-four (24) hours per day and seven (7) days per week.

19. **Assignment:** This Lease may not be sold, assigned or transferred by the Lessee without any approval or consent of the City of Columbia to the Lessee's principal, affiliates, subsidiaries of its principal or to any entity which acquires all or substantially all of Lessee's assets in the market defined by the Federal Communications Commission in which the Property is located by reason of a merger, acquisition or other business reorganization. As to other parties, this Lease may not be sold, assigned or transferred without the written consent of the City of Columbia Council Approval. No changes of stock ownership, partnership interest or control of Lessee or transfer upon partnership or corporate dissolution of Lessee shall constitute an assignment hereunder. Any sublease, license or assignment of this Lease that is entered into by the City of Columbia or Lessee shall be subject to the provisions of this Lease.

20. **Indemnity:** Lessee shall indemnify, defend and hold the City of Columbia harmless from and against all claims or actions for loss of life, personal injury, and/or damage to property that arise out of Lessee's use of the Leased Premises, to the extent that such loss of life, personal injury, or property damage is proximately caused, by the negligence or willful misconduct of Lessee, its officers, agents, contractors, or employees. The duties described in this Section 22 shall survive termination of this Lease.

It is expressly understood and agreed that Lessee's indemnification and hold harmless responsibilities under this Section 22 shall not be limited by the insurance coverage obtained and/or maintained by Lessee pursuant to this Lease.

21. Miscellaneous:

- (a) **Entire Agreement and Amendments.** This Lease constitutes the entire agreement and understanding of the City of Columbia and Lessee, and supersedes all offers, negotiations and other agreements. There are no representations or understandings of any kind not set forth herein. Any amendments to this Lease must be in writing and

executed by the City of Columbia Governing Body and Council.

- (b) Execution of Documents Protecting Lessee's Rights. The City of Columbia agrees to cooperate with Lessee in executing any documents necessary to protect Lessee's rights under this Lease or their use of the Broadcasting Tower and Property and to take any further action which Lessee may reasonably require as to affect the intent of this Lease.
- (c) Applicable Law and Venue. This Lease shall be subject to and construed in accordance with the laws of the State of Tennessee. In the event of any legal or equitable actions arise regarding this Lease, such actions shall be established in accordance with the statutes and court rules in the State of Tennessee.
- (d) Title to Equipment and Removal of Lessee's Property upon Lease's Termination. Title to Lessee's radio equipment and broadcasting equipment on the City's Communication Tower and/or Property shall be and remain vested in Lessee. Upon expiration or termination of this Lease, Lessee shall remove all of its equipment and the equipment shelter owned by it from the Tower and Property within forty-five (45) calendar days of the effective date of expiration or termination. If not removed, the City of Columbia shall have the right, without any liability, as authorized in Section 9, to remove, store and dispose of such equipment and property and bill the Lessee the costs and expenses the City of Columbia incurred.
- (e) Severability. Whenever possible, each provision of this Lease shall be interpreted in such manner as to be effective and valid under applicable law, but if any such provision of this Lease is held to be prohibited by or invalid under applicable law, such provision shall be ineffective only to the extent of such prohibition or invalidity, without invalidating the remainder of such provision or the remaining provisions of this Lease; and the Parties shall negotiate in good faith to replace such prohibited or invalid provision with the intent of preserving the original business intent thereof.
- (f) Counterparts. This Lease may be executed in multiple counterparts, each of which shall be deemed an original.



CITY OF COLUMBIA TENNESSEE
CITY COUNCIL
STAFF REPORT

STAFF REPORT CONTACT INFORMATION

Ginger Adams, Sr. Administrative Assistant, gadams@columbiatn.com, 931-560-1723

AGENDA ITEM TITLE: RATIFY AND APPROVE THE EMERGENCY PROCUREMENT OF TEMPORARY HOUSING FOR FIRE STATION NO. 1 REMODEL IN THE AMOUNT OF \$81,548.31.

RECOMMENDATION: Approve.

INFORMATION: The City of Columbia advertised an Invitation to Bid for Temporary Housing for fire personnel for the Fire Station No. 1 remodel receiving no bids.

Columbia Fire & Rescue has negotiated a purchase from a local business and requests City Council's approval to pursue the emergency procurement which will allow prompt delivery and set up without delaying the start of the renovations to Fire Station No. 1.

This temporary house will have 3 bedrooms which will provide separate sleeping arrangements for male and female firefighters, ensuring privacy and accommodation. It will also provide the ability to maintain effective emergency response capabilities.

CERTIFICATION: The Chief Financial Officer certifies that \$81,549 is proposed to be budgeted in the Ordinance No. 4485, as amended, an appropriation ordinance #2 – FY2024

ATTACHMENTS: Staff Report; bids.

MAYNARDVILLE

BLAZER 66
STOCK MA3304

AVAILABLE FOR IMMEDIATE PURCHASE

AS OF 12/20/23

16X66
1034 SQ FT

3 BEDROOMS/2 BATH

MANUFACTURED HOME
WITH VINYL SKIRTING

NO CHANGES CAN BE MADE TO INTERIOR
OR EXTERIOR OF LOT MODEL

\$79,102.80 LOT MODEL HOME PRICE

-\$7,910.28 10% DISCOUNT - FIRE DEPT FRIENDS & FAMILY DISCOUNT

-\$789.21 ADD'L LOT MODEL DISCOUNT

\$7,500.00 DELIVERY/SET/ABS PADS

\$3,645.00 HEAT PUMP UNIT AND INSTALL

\$0.00 PAD WORK - (HOME GOING ON CONCRETE AREA - JESSE CRIPPS LOOKED AT 12/20)

\$0.00 GUTTERS AND DOWN SPOUTS- CUSTOMER

\$0.00 ABS PADS - INCLUDED IN DELIVERY

\$0.00 ELECTRIC - CUSTOMER TO TAKE CARE OF ELECTRIC

\$0.00 WATER TAP - EXISTING

\$0.00 WATER LINE FROM TAP TO HOME - CUSTOMER TO TAKE CARE OF

\$0.00 SEWER TAP - EXISTING

\$0.00 SEWER LINE FROM TAP TO HOME - CUSTOMER TO TAKE CARE OF

\$0.00 (2) 5X5 UNCOVERED TREATED LUMBER DECKS - CUSTOMER TO TAKE CAR OF

\$0.00 WHITE VINYL SKIRTING - CUSTOMER TO TAKE CARE OF

\$81,548.31

\$0.00 SALES TAX EXEMPT

\$81,548.31 UNPAID BALANCE - PAYABLE TO CLAYTON HOMES OF COLUMBIA

HOME INCLUDES:

FURNITURE \$3,610.87

DECOR \$4,287.44

HOME PRICE WITH DISCOUNTS:

\$70,403.31

OTHER COSTS:

LAND FIRE DEPARTMENT - COLUMBIA STATION 1

CLEARING JESSE CRIPPS LOOKED AT SITE 12/20

SITE PREP JESSE CRIPPS LOOKED AT SITE 12/20

DRIVEWAY JESSE CRIPPS LOOKED AT SITE 12/20

WATER CUSTOMER - EXISTING WATER TAP

CUSTOMER TO GET WATER LINE TO HOME SITE

IF WATER LINE AT HOME SITE AT TIME OF DELIVERY - CLAYTON WILL TIE IN TO

ELECTRIC CUSTOMER TO TAKE CARE OF ELECTRIC TO INCLUDE

PERMIT, METER BASE, TIE IN AND INSPECTION.

SEPTIC CUSTOMER - EXISTING SEWER TAP

CUSTOMER TO GET SEWER LINE TO HOME SITE

IF SEWER LINE AT HOME SITE AT TIME OF DELIVERY - CLAYTON WILL TIE IN TO

DECKS CUSTOMER TO BUILD DECKS OR PURCHASE FIBERGLASS STEPS

BLDG PERMITS FIRE DEPT TO PULL BUILDING PERMITS - IF NEEDED

VERIFY SETBACKS AND RESTRICTIONS

CHECK WITH CODES ON PERMIT PRICE

SITE INSPECTION COMPLETED 12/20/23

****AS LONG AS WE HAVE AN ANSWER WITH INTENT TO PURCHASE THIS LOT MODEL
BY 12/29/23 WE WILL "HOLD" LOT MODEL FOR FIRE DEPT. WITHOUT DEPOSIT**

BLEVINS (615-228-2616)

SKIRTING AT 44" AVERAGE - MATERIALS \$950 (ORDERED FOR ANOTHER JOB 12/23)

FIBERGLASS STEPS (ORDERED FOR LOT 5/23)

5 STEP + RAILS \$770

6 STEP + RAILS \$1136

****IM NOT SURE WHAT KIND OF DISCOUNT I GET FROM BLEVINS - IT'S A CORPORATE ACCOUNT**
SO, PRICING MAY BE HIGHER FOR INDIVIDUAL PURCHASING DIRECTLY FROM BLEVINS**



CITY OF COLUMBIA TENNESSEE
CITY COUNCIL
STAFF REPORT

STAFF REPORT CONTACT INFORMATION

Lindsay W. Barrier, Sr. Administrative Assistant, lbarrier@columbiatn.com, 931.560.1527

AGENDA ITEM TITLE: RESOLUTION NO. 24-001 – A RESOLUTION TO ACCEPT THE STREETS AND DRAINAGE IMPROVEMENTS IN HONEY FARMS SUBDIVISION, PHASE 2, SECTION 8 FOR OWNERSHIP AND MAINTENANCE

RECOMMENDATION: Approve Resolution No. 24-001.

INFORMATION: This Resolution refers to acceptance of streets and drainage improvements in Honey Farms Subdivision, Phase 2, Section 8, for ownership and maintenance in the City of Columbia. The Engineering Division has made inspections and recommends acceptance of the streets and drainage improvements.

Release the remainder of the Surety Guarantee in the amount of \$14,500 to be disbursed as follows:

\$7,500 – Charles Raines – P.O. Box 1715, Spring Hill, TN 37174

\$7,500 – Estate of JD Eatherly, Sandra Cantrell, Executor, 1720 West End Ave., Suite 600, Nashville, TN 37203

ATTACHMENTS: Resolution No. 24-001, Honey Farms Subdivision, Phase 2, Section 8 Final Acceptance Request and Final Plat

**A RESOLUTION TO ACCEPT THE STREETS AND DRAINAGE
IMPROVEMENTS IN HONEY FARMS SUBDIVISION, PHASE 2, SECTION 8
FOR OWNERSHIP AND MAINTENANCE**

WHEREAS, The City of Columbia, has been requested to accept the streets and drainage improvements in Honey Farms Subdivision, Phase 2, Section 8, for ownership and maintenance; and

WHEREAS, the City of Columbia has inspected said streets and drainage improvements and has determined that said streets and drainage improvements in the Honey Farms Subdivision, Phase 2, Section 8 meet the requirements imposed by the City of Columbia.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF COLUMBIA, that the City of Columbia does hereby accept the ownership and maintenance of said streets and drainage improvements located in the Honey Farms Subdivision, Phase 2, Section 8.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF COLUMBIA, TENNESSEE, this the 11th day of January, 2024.

CHARLES (CHAZ) M. MOLDER - MAYOR

ATTEST:

THAD H. JABLONSKI - CITY RECORDER

LEGAL FORM APPROVED:


C. TIM TISHER - CITY ATTORNEY

Charles Raines Construction, LLC
P.O. Box 1715
Spring Hill, TN 37174

November 9, 2023

City of Columbia
Attn: Mr. Glenn Harper

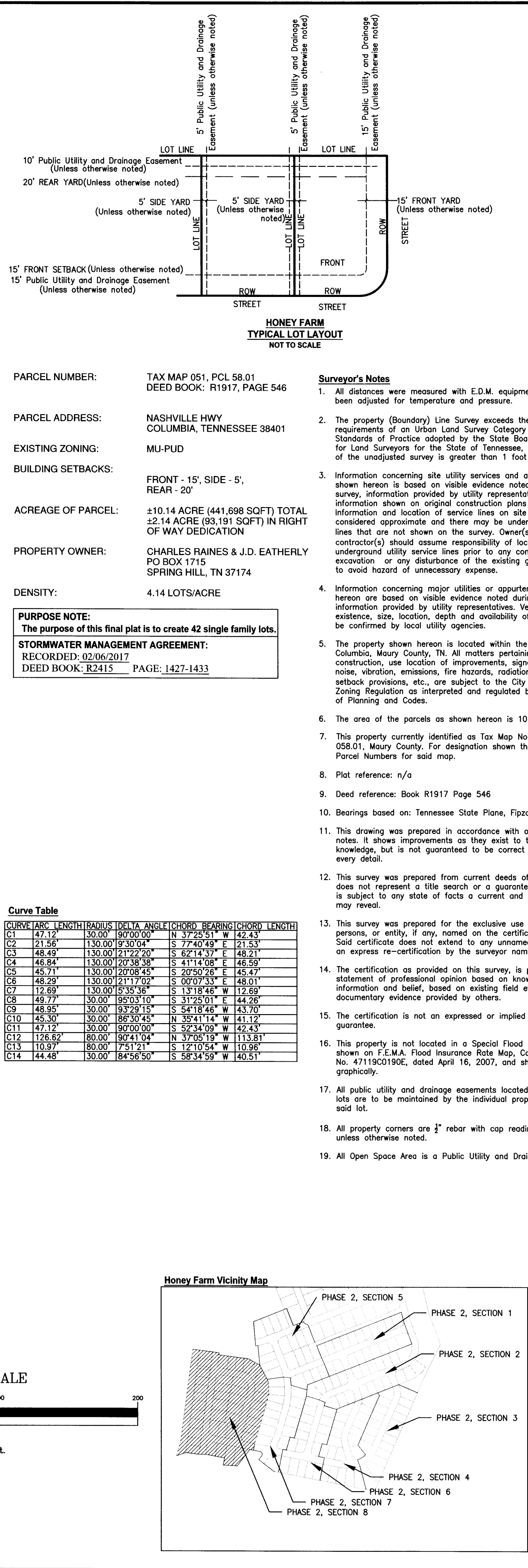
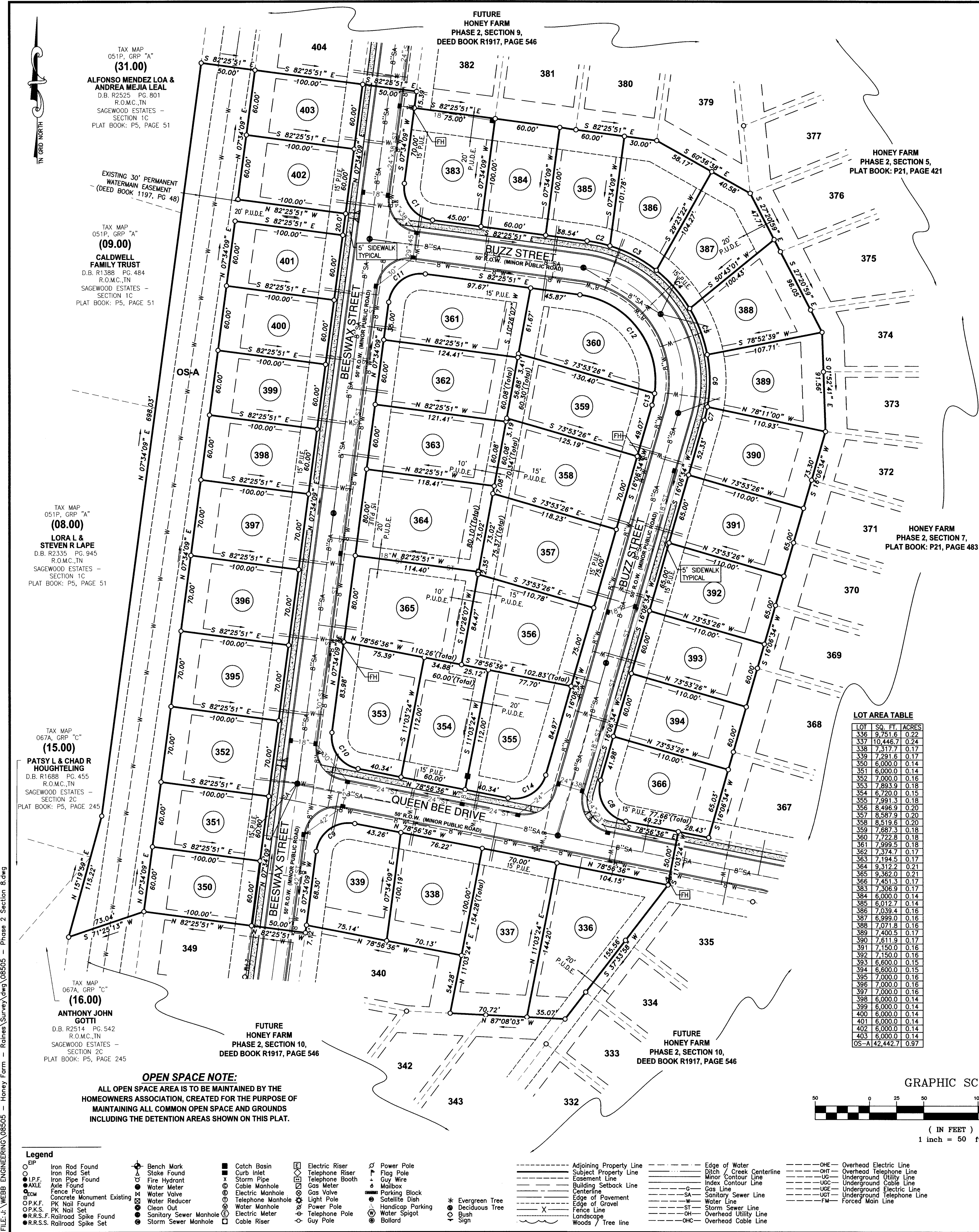
Mr. Harper,

We are requesting final acceptance by the City of Columbia for Phase 2, Section 8 of the Honey Farm Subdivision.

Thank you,

A handwritten signature in cursive script, appearing to read "Charles Raines".

Charles Raines



Location Map

CERTIFICATE OF OWNERSHIP AND DEDICATION

I, (we) hereby certify that I am (we are) the owner(s) of the property shown and described hereon as evidenced in Book Number R1917, Page 546, 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: 5-9-19
Signature: Charles Raines
Title: Owner

Date: 5-9-19
Signature: J.D. Eatherly
Title: Eatherly

Title (if acting for partnership or corporation)

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

I hereby certify that the streets, drainage, and utilities designated in Honey Farm Subdivision have been installed in accordance with City Specifications, or a performance surety in the amount of \$195,000, for streets and drainage has been posted with the City of Columbia, Tennessee, to assure completion of such improvements.

Date: 5/13/19
Signature: [Signature]
Title: City Engineer, Columbia, Tennessee

CERTIFICATE OF APPROVAL FOR SUBDIVISION NAME, STREET NAMES, AND STREET SIGNS

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

Date: 5-9-19
Signature: Crystal Gideon
Title: Maury County E-911, Columbia, Tennessee

CERTIFICATE OF APPROVAL OF SEWER SYSTEM

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

Date: 5/10/19
Signature: [Signature]
Title: Director of Wastewater Department, Columbia, Tennessee

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I, (we) hereby certify that the water system(s) outlined or indicated on the final subdivision plat entitled Honey Farm Phase II, Section VIII has been installed in accordance with current local and state government requirements, or a sufficient bond or other surety has been filed to guarantee said installation.

Date: 5/10/2019
Signature: [Signature]
Title: [Signature] and Agency or Authorized, Appointing Agent

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: 5/13/19
Signature: [Signature]
Title: 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: 5/13/19
Signature: [Signature]
Title: Secretary, Planning Commission

SURVEYOR'S CERTIFICATION (TENNESSEE)

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

Date: 5-9-19
Signature: Allen B. O'Leary
Title: TN RLS #1987, Number

05/14/2019 - 10:39 AM
19006734
PLAT BOOK: P21
PAGE: 590
REC FEE: 16.00
DP FEE: 2.00
TOTAL: 17.00
JOHN FLEMING
REGISTER OF DEEDS
Register of Deed Recording Stamp



CITY OF COLUMBIA TENNESSEE
CITY COUNCIL
STAFF REPORT

STAFF REPORT CONTACT INFORMATION

Regina Connelly, City Recorder's Office, rconnelly@columbiatn.com, 931-560-1520

AGENDA ITEM TITLE:

RESOLUTION NO. 24-02 – TAX CORRECTIONS

RECOMMENDATION: Approve Resolution No. 24-02.

INFORMATION: The City Recorder is presenting tax corrections through 12/19/2023 for Council consideration as submitted by Mr. Bobby Daniels, Maury County Tax Assessor.

ATTACHMENTS: Staff Report for Resolution 24-02; Resolution No. 24-02; Resolution No. 24-02 Exhibit A.

RESOLUTION

WHEREAS, the City of Columbia, Tennessee, has on its books certain property that is assessed which should not be assessed; and

WHEREAS, the City of Columbia, Tennessee, has on its books certain property that is incorrectly assessed; and

WHEREAS, the City of Columbia, Tennessee, desires to correct these errors to properly reflect the corrections on the books of the City of Columbia.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF COLUMBIA, that the following corrections are hereby approved:

(SEE SCHEDULE "A" ATTACHED HERETO)

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF

COLUMBIA, TENNESSEE, this the _____ day of _____, 2024.

CHARLES (CHAZ) M. MOLDER - MAYOR

ATTEST:

THAD H. JABLONSKI, CITY RECORDER

LEGAL FORM APPROVED:



C. TIM TISHER, CITY ATTORNEY

TAX CORRECTIONS – EXHIBIT A
RESOLUTION NO. 24-02

1. DELETE 2022 PERSONAL PROPERTY TAX IN THE NAME OF STACEY DOCKRILL. MAP 051A I 024.00 P 001, 3001 BISHOP LN. PROPERTY VALUE \$1,495.00, ASSESSED VALUE \$449.00, AND TAXES \$4.00. DUE TO BUSINESS CLOSED PER MAURY COUNTY TAX ASSESSOR.
2. DELETE 2023 PERSONAL PROPERTY TAX IN THE NAME OF STACEY DOCKRILL. MAP 051A I 024.00 P 001, 3001 BISHOP LN. PROPERTY VALUE \$1,719.00, ASSESSED VALUE \$516.00, AND TAXES \$4.00. DUE TO BUSINESS CLOSED PER MAURY COUNTY TAX ASSESSOR.
3. DELETE 2023 PERSONAL PROPERTY TAX IN THE NAME OF HARTSFIELD HAULING AND DELIVERY. MAP 100M N 011.01 P 002, 2014 THOMAS AVE. PROPERTY VALUE \$15,000.00, ASSESSED VALUE \$4,500.00, AND TAXES \$37.00. DUE TO BUSINESS CLOSED PER MAURY COUNTY TAX ASSESSOR.
4. DELETE 2023 PERSONAL PROPERTY TAX IN THE NAME OF NINTH BRAIN (DBA) NINTH BRAIN SUITE LLC. MAP 091B B 010.00 P 001, 640 PROMINENCE RD. PROPERTY VALUE \$4,000.00, ASSESSED VALUE \$1,200.00, AND TAXES \$10.00. DUE TO BUSINESS CLOSED PER MAURY COUNTY TAX ASSESSOR.
5. DELETE 2023 PERSONAL PROPERTY TAX IN THE NAME OF COMMON CENTS BOOKKEEPING. MAP 075M E 005.00 P 003, 214 AUSTELL DR. PROPERTY VALUE \$2,006.00, ASSESSED VALUE \$602.00, AND TAXES \$5.00. DUE TO KEYING ERROR ON CITY TAXES ONLY PER MAURY COUNTY TAX ASSESSOR.
6. DELETE 2023 PERSONAL PROPERTY TAX IN THE NAME OF SHADE TREE POWERSPORTS. MAP 090I A 003.00 P 070, 119 NASHVILLE HWY. PROPERTY VALUE \$24,517.00, ASSESSED

VALUE \$7,355.00, AND TAXES \$61.00. DUE TO BUSINESS CLOSED PER MAURY COUNTY TAX ASSESSOR.

7. CHANGE 2023 PROPERTY TAX IN THE NAME OF RAINEY, ROSE MARIE. MAP 113 A F 020.00, 102 CAYCE VALLEY DR. PROPERTY VALUE FROM \$320,300.00 TO \$79,851.00, ASSESSED VALUE FROM \$80,075.00 TO \$19,963.00 AND TAXES FROM \$661.00. TO \$165.00. DUE TO PRORATED ASSESSMENT FOR TOTAL LOSS IN HOUSE FIRE IN MARCH 2023 PER MAURY COUNTY TAX ASSESSOR.
8. CHANGE 2023 PROPERTY TAX IN THE NAME OF SLOAN, SAYDA K. MAP 090B A 006.00, 211 OSAGE TRAIL. PROPERTY VALUE FROM \$229,600.00 TO \$229,600.00, ASSESSED VALUE FROM \$91,840.00 TO \$57,400.00 AND TAXES FROM \$758.00. TO \$474.00. DUE TO PROPERTY TYPE CHANGED FROM COMMERCIAL TO RESIDENTIAL IN TAX YEAR 2022 PER MAURY COUNTY TAX ASSESSOR.
9. CHANGE 2023 PROPERTY TAX IN THE NAME OF RAINES CHARLES & J D EATHERLY. MAP 051 058.00, 2248 NASHVILLE HWY. PROPERTY VALUE FROM \$861,176.00 TO \$942,400.00 ASSESSED VALUE FROM \$215,289.00 TO \$235,600.00 AND TAXES FROM \$1,776.00 TO \$1,897.00. THIS IS A CORRECTION TO PREVIOUS COA ON 4.25 ACRES DEEDED TO STATE OF TN AND WAS EXEMPT AS OF 9/21/2023. REVISED TAX LIABILITY FOR 2023 PER MAURY COUNTY TAX ASSESSOR.
- 10.CHANGE 2023 PROPERTY TAX IN THE NAME OF DENIZEN PROPERTIES LLC, C/O CHERYL BARTON. MAP 099H G 002.00, 104 E 9TH ST. PROPERTY VALUE FROM \$133,200.00 TO \$133,200.00, ASSESSED VALUE FROM \$53,280.00 TO \$33,300.00 AND TAXES FROM \$440.00. TO \$275.00. DUE TO PROPERTY TYPE CHANGED FROM COMMERCIAL TO RESIDENTIAL IN TAX YEAR 2022 PER MAURY COUNTY TAX ASSESSOR.
- 11.CHANGE 2023 PROPERTY TAX IN THE NAME OF SOUND INVESTMENT CONCEPT LLC. MAP 099H G 004.00 S/I 001, 107 D-1 E 9TH ST. PROPERTY VALUE FROM \$371,000.00 TO

- \$280,500.00, ASSESSED VALUE FROM \$148,400.00 TO \$112,000.00 AND TAXES FROM \$1,224.00. TO \$924.00. DUE TO REVISED PRORATION DATE AND LAND VALUE PER MAURY COUNTY TAX ASSESSOR.
- 12.CHANGE 2023 PROPERTY TAX IN THE NAME OF SOUND INVESTMENT CONCEPT LLC. MAP 099H G 004.00 S/I 002, 107 C-1 E 9TH ST. PROPERTY VALUE FROM \$371,000.00 TO \$280,500.00, ASSESSED VALUE FROM \$148,400.00 TO \$112,000.00 AND TAXES FROM \$1,224.00. TO \$924.00. DUE TO REVISED PRORATION DATE AND LAND VALUE PER MAURY COUNTY TAX ASSESSOR.
- 13.CHANGE 2023 PROPERTY TAX IN THE NAME OF SOUND INVESTMENT CONCEPT LLC. MAP 099H G 003.00 S/I 003, 107 C-2 E 9TH ST. PROPERTY VALUE FROM \$370,400.00 TO \$280,000.00, ASSESSED VALUE FROM \$148,160.00 TO \$112,000.00 AND TAXES FROM \$1,222.00. TO \$924.00. DUE TO REVISED PRORATION DATE AND LAND VALUE PER MAURY COUNTY TAX ASSESSOR.
- 14.CHANGE 2023 PROPERTY TAX IN THE NAME OF SOUND INVESTMENT CONCEPT LLC. MAP 099H G 004.00 S/I 003, 107 D-2 E 9TH ST. PROPERTY VALUE FROM \$370,400.00 TO \$280,000.00, ASSESSED VALUE FROM \$148,160.00 TO \$112,000.00 AND TAXES FROM \$1,222.00. TO \$924.00. DUE TO REVISED PRORATION DATE AND LAND VALUE PER MAURY COUNTY TAX ASSESSOR.
- 15.PICK UP 2023 TAXES IN THE NAME OF SALAS RUBI ARELI & MARIO JIMENEX VALQUEZ. MAP 099H F 008.01 S/I 001, 1009 WOODLAND ST. PROPERTY VALUE \$72,500.00, ASSESSED VALUE \$18,125.00, AND TAXES \$150.00, AN ADDITIONAL \$103.00 FROM THE TAX AMOUNT ALREADY PAID OF \$41.00. DUE TO ERROR ON PRC, MISSING HOUSE ADDED PER MAURY COUNTY TAX ASSESSOR.
- 16.REFUND PARTIAL 2023 PROPERTY TAX IN THE NAME OF MOTORLEASE CORPORATION. MAP 191 120.00 P 001, COLUMBIA ICL. PROPERTY VALUE FROM \$61,800.00 TO

\$14,768.00, ASSESSED VALUE FROM \$18,540.00 TO \$4,430.00, AND TAXES FROM \$153.00 TO \$37.00. REFUND OF \$116.00 DUE TO KEYING ERROR ON CITY TAXES ONLY PER MAURY COUNTY TAX ASSESSOR.

17. REFUND 2023 PROPERTY TAX IN THE NAME OF HIGH-MARKS, C/O JOHN M HALLORAN. MAP 099A K 058.00 P 001, 714 WOODLAND ST. PROPERTY VALUE \$5,402.00, ASSESSED VALUE \$1,621.00 AND TAXES \$13.00. REFUND DUE TO BUSINESS CLOSED PER MAURY COUNTY TAX ASSESSOR.



CITY OF COLUMBIA TENNESSEE
CITY COUNCIL
STAFF REPORT

STAFF REPORT CONTACT INFORMATION

Paul Keltner, Development Services Director, paul@columbiatn.com, 931.560.1560

AGENDA ITEM TITLE: RESOLUTION NO. 24-03 - A RESOLUTION TO RATIFY AUTHORIZATION OF THE CITY OF COLUMBIA TO APPLY FOR THE STATE OF TENNESSEE HISTORICAL COMMISSION FEDERAL HISTORIC PRESERVATION FUND IN THE AMOUNT NOT TO EXCEED \$27,000

RECOMMENDATION: Approve Resolution No. 24-03.

INFORMATION: City Council authorized the application with the Tennessee Historic Commission in 2021 for a historic structure survey within all historic districts. Recently, the city has been offered additional funding of \$17,000 for the survey by the state. This will bring the new funding total amount to \$45,000 in which the city will supply \$18,000 of that total.

ATTACHMENTS: Resolution No. 24-03, Grant Contract

**A RESOLUTION RATIFYING THE AUTHORIZATION OF THE CITY OF
COLUMBIA'S APPLICATION FOR THE STATE OF TENNESSEE
HISTORICAL COMMISSION FEDERAL HISTORIC PRESERVATION FUND
IN THE AMOUNT NOT TO EXCEED \$27,000**

WHEREAS, the City of Columbia is eligible for grant funds under the Tennessee Historical Commission Federal Historic Preservation Fund (HPF); and

WHEREAS, in 1984 the City of Columbia conducted a comprehensive survey of historic structures in the downtown commercial district; and

WHEREAS, the City of Columbia's Commercial District was listed on the National Register of Historic Places due to the large number (96) of historic properties within the commercial downtown district; and

WHEREAS, the City of Columbia's Commercial District has undergone numerous changes in the last decades which require the need to conduct a more recent historic survey of properties; and

WHEREAS, the City of Columbia's National Register of Historic Places Nomination for the Commercial District needs to be updated based upon the findings of the historic survey; and

WHEREAS, the City of Columbia wishes to update its application for said nominations to the National Register of Historic Places.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF COLUMBIA, as follows:

- (1) The Mayor's execution of the application to the Tennessee Historical Commission for HPF funds in the amount not to exceed the eligible \$27,000 is hereby ratified.
- (2) The Mayor is hereby authorized and directed to enter into all necessary agreements to receive and administer such grant funds.

- (3) The total project cost for the HPF project is estimated to total \$45,000. The balance of \$18,000 in local matching funds will be provided by the City of Columbia General Fund.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF COLUMBIA, TENNESSEE, this 11th day of JANUARY, 2024.

CHARLES (CHAZ) M. MOLDER, MAYOR

ATTEST:

THAD H. JABLONSKI, CITY RECORDER

LEGAL FORM APPROVED:



C. TIM TISHER, CITY ATTORNEY



GOVERNMENTAL GRANT CONTRACT

(cost reimbursement grant contract with a federal or Tennessee local governmental entity or their agents and instrumentalities)

Begin Date October 01, 2023	End Date September 30, 2024	Agency Tracking # 32701 -05284	Edison ID TBD
Grantee Legal Entity Name City of Columbia			Edison Vendor ID 4067
Subrecipient or Recipient ☒ Subrecipient ☐ Recipient		Assistance Listing Number 15.904 Grantee's fiscal year end 06/30	
Service Caption (one line only) For the provision of professional services relating to the preservation of historic resources			
Funding —			
FY	State	Federal	Interdepartmental
2024	0.00	27,000.00	0.00
2025	0.00	0.00	0.00
	0.00	0.00	0.00
	0.00	0.00	0.00
	0.00	0.00	0.00
TOTAL:	0.00	27,000.00	0.00
Other			
			0.00
			TOTAL Grant Contract Amount
			27,000.00
Grantee Selection Process Summary ☒ Competitive Selection ☐ Non-competitive Selection			
Grantee submitted application and was ranked in the top scores for these services and was awarded grant.			
Budget Officer Confirmation: There is a balance in the appropriation from which obligations hereunder are required to be paid that is not already encumbered to pay other obligations.			
Scott Grammer / RVT			
Speed Chart (optional) EN00021181 / 32704		Account Code (optional) 7130400	
CPO USE - GG			

**GRANT CONTRACT
BETWEEN THE STATE OF TENNESSEE,
DEPARTMENT OF ENVIRONMENT AND CONSERVATION,
TENNESSEE HISTORICAL COMMISSION
AND
CITY OF COLUMBIA**

This grant contract ("Grant Contract"), by and between the State of Tennessee, Department of Environment and Conservation, Tennessee Historical Commission, hereinafter referred to as the "State" or the "Grantor State Agency" and City of Columbia, hereinafter referred to as the "Grantee," is for the provision of professional services relating to the preservation of historic resources, as further defined in the "SCOPE OF SERVICES AND DELIVERABLES."

Grantee Edison Vendor ID # 4067

A. SCOPE OF SERVICES AND DELIVERABLES:

- A.1. The Grantee shall provide the scope of services and deliverables ("Scope") as required, described, and detailed in this Grant Contract.
- A.2. The Grantee shall update one of the three existing downtown National Register of Historic Places districts.
 - a. The Grantee is a Certified Local Government.
 - b. The Grantee shall hire a qualified professional (refer to A.2.d) to undertake the research, photography, and writing of a National Register nomination that updates one of the three downtown National Register districts identified by the city.
 - c. The Grantee shall submit to the State the information related to A.2.b in the form of Additional Documentation and/or a new National Register nomination as deemed acceptable by the State and the National Park Service in accordance with National Register program requirements.
 - d. The person employed by the Grantee to complete updates to the Lewisburg Avenue Historic District National Register nomination shall meet the following qualifications: A graduate degree in history, historic preservation, architectural history, architecture, or a closely related field; or a bachelor's degree in one of these plus one of the following: (a) at least two years of full-time experience in research, writing, teaching, interpretation, or other demonstrable professional activity with an academic institution, historical organization or agency, museum, or other professional institution or (b) substantial contribution through research and publication to the body of scholarly knowledge in one of these fields.
- A.3. The State shall have the right to review the qualifications of any contractor hired by the Grantee.
- A.4. Incorporation of Federal Award Identification Worksheet. The federal award identification worksheet, which appears as Attachment Two is incorporated into this Grant Contract by reference.
- A.5. The Grantee shall submit to the Grantor State Agency quarterly progress reports which describe the principal activities and progress achieved under the grant as well as planned activities for the upcoming grant reporting period.

- A.6. The Grantee shall acknowledge the provision of grant support in any/all publications, including audio-visual materials, based on or developed under any activity supported by these grant funds. This acknowledgement shall be in the form of a statement as follows:

This material was produced with assistance from the Historic Preservation Fund, administered by the National Park Service, Department of the Interior. Any opinions, findings, and conclusions or recommendations expressed in this material are those of the author(s) and do not necessarily reflect the views of the Department of the Interior.

B. TERM OF CONTRACT:

This Grant Contract shall be effective on October 1, 2023 ("Effective Date") and extend for a period of twelve (12) months after the Effective Date ("Term"). The State shall have no obligation to the Grantee for fulfillment of the Scope outside the Term.

C. PAYMENT TERMS AND CONDITIONS:

- C.1. Maximum Liability. In no event shall the maximum liability of the State under this Grant Contract exceed Twenty-Seven Thousand Dollars and Zero Cents (\$27,000.00) ("Maximum Liability"). The Grant Budget, attached and incorporated as Attachment One is the maximum amount due the Grantee under this Grant Contract. The Grant Budget line-items include, but are not limited to, all applicable taxes, fees, overhead, and all other direct and indirect costs incurred or to be incurred by the Grantee.
- C.2. Compensation Firm. The Maximum Liability of the State is not subject to escalation for any reason unless amended. The Grant Budget amounts are firm for the duration of the Grant Contract and are not subject to escalation for any reason unless amended, except as provided in Section C.6.
- C.3. Payment Methodology. The Grantee shall be reimbursed for actual, reasonable, and necessary costs based upon the Grant Budget, not to exceed the Maximum Liability established in Section C.1. Upon progress toward the completion of the Scope, as described in Section A of this Grant Contract, the Grantee shall submit invoices prior to any reimbursement of allowable costs.
- C.4. Travel Compensation. Reimbursement to the Grantee for travel, meals, or lodging shall be subject to amounts and limitations specified in the "State Comprehensive Travel Regulations," as they are amended from time to time, and shall be contingent upon and limited by the Grant Budget funding for said reimbursement.
- C.5. Invoice Requirements. The Grantee shall invoice the State no more often than monthly, with all necessary supporting documentation, and present such to:

Tennessee Historical Commission
2941 Lebanon Pike
Nashville, TN 37214

- a. Each invoice shall clearly and accurately detail all of the following required information (calculations must be extended and totaled correctly).
- (1) Invoice/Reference Number (assigned by the Grantee).
 - (2) Invoice Date.
 - (3) Invoice Period (to which the reimbursement request is applicable).
 - (4) Grant Contract Number (assigned by the State).
 - (5) Grantor: Department of Environment and Conservation, Tennessee Historical Commission.
 - (6) Grantor Number (assigned by the Grantee to the above-referenced Grantor).

- (7) Grantee Name.
- (8) Grantee Tennessee Edison Registration ID Number Referenced in Preamble of this Grant Contract.
- (9) Grantee Remittance Address.
- (10) Grantee Contact for Invoice Questions (name, phone, or fax).
- (11) Itemization of Reimbursement Requested for the Invoice Period— it must detail, at minimum, all of the following:
 - i. The amount requested by Grant Budget line-item (including any travel expenditure reimbursement requested and for which documentation and receipts, as required by "State Comprehensive Travel Regulations," are attached to the invoice).
 - ii. The amount reimbursed by Grant Budget line-item to date.
 - iii. The total amount reimbursed under the Grant Contract to date.
 - iv. The total amount requested (all line-items) for the Invoice Period.

b. The Grantee understands and agrees to all of the following.

- (1) An invoice under this Grant Contract shall include only reimbursement requests for actual, reasonable, and necessary expenditures required in the delivery of service described by this Grant Contract and shall be subject to the Grant Budget and any other provision of this Grant Contract relating to allowable reimbursements.
- (2) An invoice under this Grant Contract shall not include any reimbursement request for future expenditures.
- (3) An invoice under this Grant Contract shall initiate the timeframe for reimbursement only when the State is in receipt of the invoice, and the invoice meets the minimum requirements of this section C.5.

C.6. Budget Line-items. Expenditures, reimbursements, and payments under this Grant Contract shall adhere to the Grant Budget. The Grantee may vary from a Grant Budget line-item amount by up to twenty percent (20%) of the line-item amount, provided that any increase is off-set by an equal reduction of other line-item amount(s) such that the net result of variances shall not increase the total Grant Contract amount detailed by the Grant Budget. Any increase in the Grant Budget, grand total amounts shall require an amendment of this Grant Contract.

C.7. Disbursement Reconciliation and Close Out. The Grantee shall submit any final invoice and a grant disbursement reconciliation report within sixty (60) days of the Grant Contract end date and in form and substance acceptable to the State.

- a. The Grant Budget specifies a Grantee Match Requirement and the final grant disbursement reconciliation report shall detail all Grantee expenditures recorded to meet this requirement.
 - i. No Grantee expenditure shall be recorded and reported toward meeting a Grantee Match Requirement of more than one grant contract with the State.
 - ii. The final grant disbursement reconciliation report shall specifically detail the exact amount of any Grantee failure to meet a Match Requirement, and the maximum total amount reimbursable by the State pursuant to this Grant Contract, as detailed by the Grant Budget column "Grant Contract," shall be reduced by the amount that the Grantee failed to contribute to the Total Project as budgeted.
- b. If total disbursements by the State pursuant to this Grant Contract exceed the amounts permitted by the section C, payment terms and conditions of this Grant Contract

(including any adjustment pursuant to subsection a.ii. above), the Grantee shall refund the difference to the State. The Grantee shall submit the refund with the final grant disbursement reconciliation report.

- c. The State shall not be responsible for the payment of any invoice submitted to the state after the grant disbursement reconciliation report. The State will not deem any Grantee costs submitted for reimbursement after the grant disbursement reconciliation report to be allowable and reimbursable by the State, and such invoices will NOT be paid.
 - d. The Grantee's failure to provide a final grant disbursement reconciliation report to the state as required shall result in the Grantee being deemed ineligible for reimbursement under this Grant Contract, and the Grantee shall be required to refund any and all payments by the state pursuant to this Grant Contract.
 - e. The Grantee must close out its accounting records at the end of the contract period in such a way that reimbursable expenditures and revenue collections are NOT carried forward.
- C.8. Indirect Cost. Should the Grantee request reimbursement for indirect costs, the Grantee must submit to the State a copy of the indirect cost rate approved by the cognizant federal agency or the cognizant state agency, as applicable. The Grantee will be reimbursed for indirect costs in accordance with the approved indirect cost rate and amounts and limitations specified in the attached Grant Budget. Once the Grantee makes an election and treats a given cost as direct or indirect, it must apply that treatment consistently and may not change during the Term. Any changes in the approved indirect cost rate must have prior approval of the cognizant federal agency or the cognizant state agency, as applicable. If the indirect cost rate is provisional during the Term, once the rate becomes final, the Grantee agrees to remit any overpayment of funds to the State, and subject to the availability of funds the State agrees to remit any underpayment to the Grantee.
- C.9. Cost Allocation. If any part of the costs to be reimbursed under this Grant Contract are joint costs involving allocation to more than one program or activity, such costs shall be allocated and reported in accordance with the provisions of Department of Finance and Administration Policy Statement 03 or any amendments or revisions made to this policy statement during the Term.
- C.10. Payment of Invoice. A payment by the State shall not prejudice the State's right to object to or question any reimbursement, invoice, or related matter. A payment by the State shall not be construed as acceptance of any part of the work or service provided or as approval of any amount as an allowable cost.
- C.11. Non-allowable Costs. Any amounts payable to the Grantee shall be subject to reduction for amounts included in any invoice or payment that are determined by the State, on the basis of audits or monitoring conducted in accordance with the terms of this Grant Contract, to constitute unallowable costs.
- C.12. State's Right to Set Off. The State reserves the right to set off or deduct from amounts that are or shall become due and payable to the Grantee under this Grant Contract or under any other agreement between the Grantee and the State of Tennessee under which the Grantee has a right to receive payment from the State.
- C.13. Prerequisite Documentation. The Grantee shall not invoice the State under this Grant Contract until the State has received the following, properly completed documentation.
- a. The Grantee shall complete, sign, and return to the State an "Authorization Agreement for Automatic Deposit (ACH Credits) Form" provided by the State. By doing so, the Grantee acknowledges and agrees that, once this form is received by the State, all

payments to the Grantee under this or any other grant contract will be made by automated clearing house ("ACH").

- b. The Grantee shall complete, sign, and return to the State the State-provided W-9 form. The taxpayer identification number on the W-9 form must be the same as the Grantee's Federal Employer Identification Number or Social Security Number referenced in the Grantee's Edison registration information.

D. STANDARD TERMS AND CONDITIONS:

- D.1. Required Approvals. The State is not bound by this Grant Contract until it is signed by the parties and approved by appropriate officials in accordance with applicable Tennessee laws and regulations (depending upon the specifics of this Grant Contract, the officials may include, but are not limited to, the Commissioner of Finance and Administration, the Commissioner of Human Resources, and the Comptroller of the Treasury).
- D.2. Modification and Amendment. This Grant Contract may be modified only by a written amendment signed by all parties and approved by the officials who approved the Grant Contract and, depending upon the specifics of the Grant Contract as amended, any additional officials required by Tennessee laws and regulations (the officials may include, but are not limited to, the Commissioner of Finance and Administration, the Commissioner of Human Resources, and the Comptroller of the Treasury).
- D.3. Termination for Convenience. The State may terminate this Grant Contract without cause for any reason. A termination for convenience shall not be a breach of this Grant Contract by the State. The State shall give the Grantee at least thirty (30) days written notice before the effective termination date. The Grantee shall be entitled to compensation for authorized expenditures and satisfactory services completed as of the termination date, but in no event shall the State be liable to the Grantee for compensation for any service that has not been rendered. The final decision as to the amount for which the State is liable shall be determined by the State. The Grantee shall not have any right to any actual general, special, incidental, consequential, or any other damages whatsoever of any description or amount for the State's exercise of its right to terminate for convenience.
- D.4. Termination for Cause. If the Grantee fails to properly perform its obligations under this Grant Contract, or if the Grantee violates any terms of this Grant Contract, the State shall have the right to immediately terminate this Grant Contract and withhold payments in excess of fair compensation for completed services. Notwithstanding the exercise of the State's right to terminate this Grant Contract for cause, the Grantee shall not be relieved of liability to the State for damages sustained by virtue of any breach of this Grant Contract by the Grantee.
- D.5. Subcontracting. The Grantee shall not assign this Grant Contract or enter into a subcontract for any of the services performed under this Grant Contract without obtaining the prior written approval of the State. If such subcontracts are approved by the State, each shall contain, at a minimum, sections of this Grant Contract pertaining to "Conflicts of Interest," "Lobbying," "Nondiscrimination," "Public Accountability," "Public Notice," and "Records" (as identified by the section headings). Notwithstanding any use of approved subcontractors, the Grantee shall remain responsible for all work performed.
- D.6. Conflicts of Interest. The Grantee warrants that no part of the total Grant Contract Amount shall be paid directly or indirectly to an employee or official of the State of Tennessee as wages, compensation, or gifts in exchange for acting as an officer, agent, employee, subcontractor, or consultant to the Grantee in connection with any work contemplated or performed relative to this Grant Contract.
- D.7. Lobbying. The Grantee certifies, to the best of its knowledge and belief, that:

- a. No federally appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- b. If any funds other than federally appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this contract, grant, loan, or cooperative agreement, the Grantee shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions.
- c. The Grantee shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into and is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. § 1352.

- D.8. Communications and Contacts. All instructions, notices, consents, demands, or other communications required or contemplated by this Grant Contract shall be in writing and shall be made by certified, first class mail, return receipt requested and postage prepaid, by overnight courier service with an asset tracking system, or by email or facsimile transmission with recipient confirmation. All communications, regardless of method of transmission, shall be addressed to the respective party as set out below:
- The State:

Holly Barnett
 Assistant Director for Federal Programs
 Tennessee Historical Commission
 2941 Lebanon Pike
 Nashville, TN 37214
 Holly.M.Barnett@tn.gov
 Telephone #: 615-770-1089

The Grantee:

Charles (Chaz) M. Molder
 Mayor
 City of Columbia
 700 North Garden Street
 Columbia, TN 38401
 chaz.molder@columbiatn.com
 Telephone # (931) 560-1505

A change to the above contact information requires written notice to the person designated by the other party to receive notice.

All instructions, notices, consents, demands, or other communications shall be considered effectively given upon receipt or recipient confirmation as may be required.

- D.9. Subject to Funds Availability. This Grant Contract is subject to the appropriation and availability of State or Federal funds. In the event that the funds are not appropriated or are otherwise unavailable, the State reserves the right to terminate this Grant Contract upon written notice to the Grantee. The State's right to terminate this Grant Contract due to lack of funds is not a breach of this Grant Contract by the State. Upon receipt of the written notice, the Grantee shall cease all work associated with the Grant Contract. Should such an event occur, the Grantee shall be entitled to compensation for all satisfactory and authorized services completed as of the termination date. Upon such termination, the Grantee shall have no right to recover from the State any actual, general, special, incidental, consequential, or any other damages whatsoever of any description or amount.
- D.10. Nondiscrimination. The Grantee hereby agrees, warrants, and assures that no person shall be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination in the performance of this Grant Contract or in the employment practices of the Grantee on the grounds of handicap or disability, age, race, color, religion, sex, national origin, or any other classification protected by federal, Tennessee state constitutional, or statutory law. The Grantee shall, upon request, show proof of nondiscrimination and shall post in conspicuous places, available to all employees and applicants, notices of nondiscrimination.
- D.11. HIPAA Compliance. The State and the Grantee shall comply with obligations under the Health Insurance Portability and Accountability Act of 1996 (HIPAA), Health Information Technology for Economic and Clinical Health Act (HITECH) Act and any other relevant laws and regulations regarding privacy (collectively the "Privacy Rules"). The obligations set forth in this Section shall survive the termination of this Grant Contract.
- a. The Grantee warrants to the State that it is familiar with the requirements of the Privacy Rules, and will comply with all applicable HIPAA requirements in the course of this Grant Contract.
 - b. The Grantee warrants that it will cooperate with the State, including cooperation and coordination with State privacy officials and other compliance officers required by the Privacy Rules, in the course of performance of this Grant Contract so that both parties will be in compliance with the Privacy Rules.
 - c. The State and the Grantee will sign documents, including but not limited to business associate agreements, as required by the Privacy Rules and that are reasonably necessary to keep the State and the Grantee in compliance with the Privacy Rules. This provision shall not apply if information received by the State under this Grant Contract is NOT "protected health information" as defined by the Privacy Rules, or if the Privacy Rules permit the State to receive such information without entering into a business associate agreement or signing another such document.
- D.12. Public Accountability. If the Grantee is subject to Tenn. Code Ann. § 8-4-401 *et seq.*, or if this Grant Contract involves the provision of services to citizens by the Grantee on behalf of the State, the Grantee agrees to establish a system through which recipients of services may present grievances about the operation of the service program. The Grantee shall also display in a prominent place, located near the passageway through which the public enters in order to receive Grant supported services, a sign at least eleven inches (11") in height and seventeen inches (17") in width stating:

NOTICE: THIS AGENCY IS A RECIPIENT OF TAXPAYER FUNDING. IF YOU OBSERVE AN AGENCY DIRECTOR OR EMPLOYEE ENGAGING IN ANY ACTIVITY WHICH YOU CONSIDER TO BE ILLEGAL, IMPROPER, OR WASTEFUL, PLEASE CALL THE STATE COMPTROLLER'S TOLL-FREE HOTLINE: 1-800-232-5454.

The sign shall be on the form prescribed by the Comptroller of the Treasury. The Grantor State Agency shall obtain copies of the sign from the Comptroller of the Treasury, and upon request from the Grantee, provide Grantee with any necessary signs.

- D.13. Public Notice. All notices, informational pamphlets, press releases, research reports, signs, and similar public notices prepared and released by the Grantee in relation to this Grant Contract shall include the statement, "This project is funded under a grant contract with the State of Tennessee." All notices by the Grantee in relation to this Grant Contract shall be approved by the State.
- D.14. Licensure. The Grantee, its employees, and any approved subcontractor shall be licensed pursuant to all applicable federal, state, and local laws, ordinances, rules, and regulations and shall upon request provide proof of all licenses.
- D.15. Records. The Grantee and any approved subcontractor shall maintain documentation for all charges under this Grant Contract. The books, records, and documents of the Grantee and any approved subcontractor, insofar as they relate to work performed or money received under this Grant Contract, shall be maintained in accordance with applicable Tennessee law. In no case shall the records be maintained for a period of less than five (5) full years from the date of the final payment. The Grantee's records shall be subject to audit at any reasonable time and upon reasonable notice by the Grantor State Agency, the Comptroller of the Treasury, or their duly appointed representatives.
- The records shall be maintained in accordance with Governmental Accounting Standards Board (GASB) Accounting Standards or the Financial Accounting Standards Board (FASB) Accounting Standards Codification, as applicable, and any related AICPA Industry Audit and Accounting guides.
- In addition, documentation of grant applications, budgets, reports, awards, and expenditures will be maintained in accordance with U.S. Office of Management and Budget's *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*.
- Grant expenditures shall be made in accordance with local government purchasing policies and procedures and purchasing procedures for local governments authorized under state law.
- The Grantee shall also comply with any recordkeeping and reporting requirements prescribed by the Tennessee Comptroller of the Treasury.
- The Grantee shall establish a system of internal controls that utilize the COSO Internal Control - Integrated Framework model as the basic foundation for the internal control system. The Grantee shall incorporate any additional Comptroller of the Treasury directives into its internal control system.
- Any other required records or reports which are not contemplated in the above standards shall follow the format designated by the head of the Grantor State Agency, the Central Procurement Office, or the Commissioner of Finance and Administration of the State of Tennessee.
- D.16. Monitoring. The Grantee's activities conducted and records maintained pursuant to this Grant Contract shall be subject to monitoring and evaluation by the State, the Comptroller of the Treasury, or their duly appointed representatives.
- D.17. Progress Reports. The Grantee shall submit brief, periodic, progress reports to the State as requested.
- D.18. Annual and Final Reports. The Grantee shall submit, within three (3) months of the conclusion of each year of the Term, an annual report. For grant contracts with a term of less than one (1) year, the Grantee shall submit a final report within three (3) months of the conclusion of the Term. For grant contracts with multiyear terms, the final report will take the place of the annual report for the

final year of the Term. The Grantee shall submit annual and final reports to the Grantor State Agency. At minimum, annual and final reports shall include: (a) the Grantee's name; (b) the Grant Contract's Edison identification number, Term, and total amount; (c) a narrative section that describes the program's goals, outcomes, successes and setbacks, whether the Grantee used benchmarks or indicators to determine progress, and whether any proposed activities were not completed; and (d) other relevant details requested by the Grantor State Agency. Annual and final report documents to be completed by the Grantee shall appear on the Grantor State Agency's website or as an attachment to the Grant Contract.

- D.19. **Audit Report.** The Grantee shall be audited in accordance with applicable Tennessee law. At least ninety (90) days before the end of its fiscal year, the Grantee shall complete the Information for Audit Purposes ("IAP") form online (accessible through the Edison Supplier portal) to notify the State whether or not Grantee is subject to an audit. The Grantee should submit only one, completed form online during the Grantee's fiscal year. Immediately after the fiscal year has ended, the Grantee shall fill out the End of Fiscal Year ("EOFY") (accessible through the Edison Supplier portal). When a federal single audit is required, the audit shall be performed in accordance with U.S. Office of Management and Budget's *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*. A copy of the audit report shall be provided to the Comptroller by the licensed, independent public accountant. Audit reports shall be made available to the public.
- D.20. **Procurement.** If other terms of this Grant Contract allow reimbursement for the cost of goods, materials, supplies, equipment, or contracted services, such procurement shall be made on a competitive basis, including the use of competitive bidding procedures, where practical. The Grantee shall maintain documentation for the basis of each procurement for which reimbursement is paid pursuant to this Grant Contract. In each instance where it is determined that use of a competitive procurement method is not practical, supporting documentation shall include a written justification for the decision and for use of a non-competitive procurement. If the Grantee is a subrecipient, the Grantee shall comply with 2 C.F.R. §§ 200.317—200.327 when procuring property and services under a federal award.
- The Grantee shall obtain prior approval from the State before purchasing any equipment under this Grant Contract.
- For purposes of this Grant Contract, the term "equipment" shall include any article of nonexpendable, tangible, personal property having a useful life of more than one year and an acquisition cost which equals or exceeds five thousand dollars (\$5,000.00).
- D.21. **Strict Performance.** Failure by any party to this Grant Contract to insist in any one or more cases upon the strict performance of any of the terms, covenants, conditions, or provisions of this Grant Contract is not a waiver or relinquishment of any term, covenant, condition, or provision. No term or condition of this Grant Contract shall be held to be waived, modified, or deleted except by a written amendment signed by the parties.
- D.22. **Independent Contractor.** The parties shall not act as employees, partners, joint venturers, or associates of one another in the performance of this Grant Contract. The parties acknowledge that they are independent contracting entities and that nothing in this Grant Contract shall be construed to create a principal/agent relationship or to allow either to exercise control or direction over the manner or method by which the other transacts its business affairs or provides its usual services. The employees or agents of one party shall not be deemed or construed to be the employees or agents of the other party for any purpose whatsoever.
- D.23. **Limitation of State's Liability.** The State shall have no liability except as specifically provided in this Grant Contract. In no event will the State be liable to the Grantee or any other party for any lost revenues, lost profits, loss of business, loss of grant funding, decrease in the value of any

securities or cash position, time, money, goodwill, or any indirect, special, incidental, punitive, exemplary or consequential damages of any nature, whether based on warranty, contract, statute, regulation, tort (including but not limited to negligence), or any other legal theory that may arise under this Grant Contract or otherwise. The State's total liability under this Grant Contract (including any exhibits, schedules, amendments or other attachments to the Contract) or otherwise shall under no circumstances exceed the Maximum Liability originally established in Section C.1 of this Grant Contract. This limitation of liability is cumulative and not per incident.

- D.24. Force Majeure. "Force Majeure Event" means fire, flood, earthquake, elements of nature or acts of God, wars, riots, civil disorders, rebellions or revolutions, acts of terrorism or any other similar cause beyond the reasonable control of the party except to the extent that the non-performing party is at fault in failing to prevent or causing the default or delay, and provided that the default or delay cannot reasonably be circumvented by the non-performing party through the use of alternate sources, workaround plans or other means. A strike, lockout or labor dispute shall not excuse either party from its obligations under this Grant Contract. Except as set forth in this Section, any failure or delay by a party in the performance of its obligations under this Grant Contract arising from a Force Majeure Event is not a default under this Grant Contract or grounds for termination. The non-performing party will be excused from performing those obligations directly affected by the Force Majeure Event, and only for as long as the Force Majeure Event continues, provided that the party continues to use diligent, good faith efforts to resume performance without delay. The occurrence of a Force Majeure Event affecting Grantee's representatives, suppliers, subcontractors, customers or business apart from this Grant Contract is not a Force Majeure Event under this Grant Contract. Grantee will promptly notify the State of any delay caused by a Force Majeure Event (to be confirmed in a written notice to the State within one (1) day of the inception of the delay) that a Force Majeure Event has occurred, and will describe in reasonable detail the nature of the Force Majeure Event. If any Force Majeure Event results in a delay in Grantee's performance longer than forty-eight (48) hours, the State may, upon notice to Grantee: (a) cease payment of the fees until Grantee resumes performance of the affected obligations; or (b) immediately terminate this Grant Contract or any purchase order, in whole or in part, without further payment except for fees then due and payable. Grantee will not increase its charges under this Grant Contract or charge the State any fees other than those provided for in this Grant Contract as the result of a Force Majeure Event.
- D.25. Tennessee Department of Revenue Registration. The Grantee shall comply with all applicable registration requirements contained in Tenn. Code Ann. §§ 67-6-601 – 608. Compliance with applicable registration requirements is a material requirement of this Grant Contract.
- D.26. Charges to Service Recipients Prohibited. The Grantee shall not collect any amount in the form of fees or reimbursements from the recipients of any service provided pursuant to this Grant Contract.
- D.27. No Acquisition of Equipment or Motor Vehicles. This Grant Contract does not involve the acquisition and disposition of equipment or motor vehicles acquired with funds provided under this Grant Contract.
- D.28. State and Federal Compliance. The Grantee shall comply with all applicable state and federal laws and regulations in the performance of this Grant Contract. The U.S. Office of Management and Budget's Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards is available here: http://www.ecfr.gov/cgi-bin/text-idx?SID=c6b2f053952359ba94470ad3a7c1a975&tpl=/ecfrbrowse/Title02/2cfr200_main_02.tpl
- D.29. Governing Law. This Grant Contract shall be governed by and construed in accordance with the laws of the State of Tennessee, without regard to its conflict or choice of law rules. The Grantee agrees that it will be subject to the exclusive jurisdiction of the courts of the State of Tennessee in actions that may arise under this Grant Contract. The Grantee acknowledges and agrees that any rights or claims against the State of Tennessee or its employees hereunder, and any

remedies arising there from, shall be subject to and limited to those rights and remedies, if any, available under Tenn. Code Ann. §§ 9-8-101 through 9-8-408.

- D.30. Completeness. This Grant Contract is complete and contains the entire understanding between the parties relating to the subject matter contained herein, including all the terms and conditions agreed to by the parties. This Grant Contract supersedes any and all prior understandings, representations, negotiations, or agreements between the parties, whether written or oral.
- D.31. Severability. If any terms and conditions of this Grant Contract are held to be invalid or unenforceable as a matter of law, the other terms and conditions shall not be affected and shall remain in full force and effect. To this end, the terms and conditions of this Grant Contract are declared severable.
- D.32. Headings. Section headings are for reference purposes only and shall not be construed as part of this Grant Contract.
- D.33. Iran Divestment Act. The requirements of Tenn. Code Ann. § 12-12-101, *et seq.*, addressing contracting with persons as defined at Tenn. Code Ann. §12-12-103(5) that engage in investment activities in Iran, shall be a material provision of this Grant Contract. The Grantee certifies, under penalty of perjury, that to the best of its knowledge and belief that it is not on the list created pursuant to Tenn. Code Ann. § 12-12-106.
- D.34. Debarment and Suspension. The Grantee certifies, to the best of its knowledge and belief, that it, its current and future principals, its current and future subcontractors and their principals:
- a. are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal or state department or agency;
 - b. have not within a three (3) year period preceding this Grant Contract been convicted of, or had a civil judgment rendered against them from commission of fraud, or a criminal offence in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or grant under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification, or destruction of records, making false statements, or receiving stolen property;
 - c. are not presently indicted or otherwise criminally or civilly charged by a government entity (federal, state, or local) with commission of any of the offenses detailed in section b. of this certification; and
 - d. have not within a three (3) year period preceding this Grant Contract had one or more public transactions (federal, state, or local) terminated for cause or default.

The Grantee shall provide immediate written notice to the State if at any time it learns that there was an earlier failure to disclose information or that due to changed circumstances, its principals or the principals of its subcontractors are excluded or disqualified, or presently fall under any of the prohibitions of sections a-d.

- D.35. Confidentiality of Records. Strict standards of confidentiality of records and information shall be maintained in accordance with applicable state and federal law. All material and information, regardless of form, medium or method of communication, provided to the Grantee by the State or acquired by the Grantee on behalf of the State that is regarded as confidential under state or federal law shall be regarded as "Confidential Information." Nothing in this Section shall permit Grantee to disclose any Confidential Information, regardless of whether it has been disclosed or made available to the Grantee due to intentional or negligent actions or inactions of agents of the State or third parties. Confidential Information shall not be disclosed except as required or permitted under state or federal law. Grantee shall take all necessary steps to safeguard the confidentiality of such material or information in conformance with applicable state and federal law.

The obligations set forth in this Section shall survive the termination of this Grant Contract.

- D.36. State Sponsored Insurance Plan Enrollment. The Grantee warrants that it will not enroll or permit its employees, officials, or employees of contractors to enroll or participate in a state sponsored health insurance plan through their employment, official, or contractual relationship with Grantee unless Grantee first demonstrates to the satisfaction of the Department of Finance and Administration that it and any contract entity satisfies the definition of a governmental or quasigovernmental entity as defined by federal law applicable to ERISA.

E. SPECIAL TERMS AND CONDITIONS:

- E.1. Conflicting Terms and Conditions. Should any of these special terms and conditions conflict with any other terms and conditions of this Grant Contract, the special terms and conditions shall be subordinate to the Grant Contract's other terms and conditions.
- E.2. Equal Opportunity. As a condition for receipt of grant funds, the Grantee agrees to comply with 41 C.F. R. § 60-1.4 as that section is amended from time to time during the term.
- E.3. Printing Authorization. The Grantee agrees that no publication coming within the jurisdiction of Tenn. Code Ann. § 12-7-101, *et seq.*, shall be printed pursuant to this Grant Contract unless a printing authorization number has been obtained and affixed as required by Tenn. Code Ann. § 12-7-103(d).

IN WITNESS WHEREOF,

CITY OF COLUMBIA:


Chaz Molder (Nov 20, 2023 20:52 CST)

Nov 20, 2023

GRANTEE SIGNATURE

DATE

CHARLES (CHAZ) M. MOLDER, MAYOR

PRINTED NAME AND TITLE OF GRANTEE SIGNATORY (above)

TENNESSEE HISTORICAL COMMISSION:


Patrick McIntyre (Nov 20, 2023 09:34 CST)

Nov 20, 2023

E. PATRICK MCINTYRE, JR., EXECUTIVE DIRECTOR & SHPO

DATE

DEPARTMENT OF ENVIRONMENT AND CONSERVATION:

DAVID W. SALYERS, P.E., COMMISSIONER

DATE

Attachment One

Page 1

GRANT BUDGET				
For professional services relating to the preservation of historic resources				
The Grant Budget line-item amounts below shall be applicable only to expenses incurred during the following applicable period:				
BEGIN: 2023-10-01		END: 2024-09-30		
POLICY 03 Object Line-Item Reference	EXPENSE OBJECT LINE-ITEM CATEGORY ¹	GRANT CONTRACT	GRANTEE MATCH	TOTAL PROJECT
1. 2	Salaries, Benefits & Taxes	0.00	0.00	0.00
4, 15	Professional Fee, Grant & Award ²	27,000.00	18,000.00	45,000.00
5, 6, 7, 8, 9, 10	Supplies, Telephone, Postage & Shipping, Occupancy, Equipment Rental & Maintenance, Printing & Publications	0.00	0.00	0.00
11. 12	Travel, Conferences & Meetings	0.00	0.00	0.00
13	Interest ²	0.00	0.00	0.00
14	Insurance	0.00	0.00	0.00
16	Specific Assistance To Individuals	0.00	0.00	0.00
17	Depreciation ²	0.00	0.00	0.00
18	Other Non-Personnel ²	0.00	0.00	0.00
20	Capital Purchase ²	0.00	0.00	0.00
22	Indirect Cost	0.00	0.00	0.00
24	In-Kind Expense	0.00	0.00	0.00
n/a	Grantee Match Requirement (for any amount of the required Grantee Match that is <u>not</u> specifically delineated by budget line-items above)	0.00	0.00	0.00
25	GRAND TOTAL	27,000.00	18,000.00	45,000.00

¹ Each expense object line-item shall be defined by the Department of Finance and Administration Policy 03, *Uniform Reporting Requirements and Cost Allocation Plans for Subrecipients of Federal and State Grant Monies, Appendix A*. (posted on the Internet at: <http://www.tn.gov/finance/looking-for/policies.html>).

² Applicable detail follows this page if line-item is funded.

³ A Grantee Match Requirement is detailed by this Grant Budget, and the maximum total amount reimbursable by the State pursuant to this Grant Contract, as detailed by the "Grant Contract" column above, shall be reduced by the amount of any Grantee failure to meet the Match Requirement.

Attachment One
Page 2

GRANT BUDGET LINE-ITEM DETAIL:

PROFESSIONAL FEE, GRANT & AWARD	AMOUNT
National Register Consultant for survey and nomination preparation	27,000.00
TOTAL	27,000.00

Attachment Two

Federal Award Identification Worksheet

Subrecipient's name (must match name associated with its Unique Entity Identifier (SAM))	City of Columbia
Subrecipient's Unique Entity Identifier (SAM)	078218799
Federal Award Identification Number (FAIN)	P23AF02046
Federal award date	August 28, 2023
Subaward Period of Performance Start and End Date	October 01, 2023- September 30, 2024
Subaward Budget Period Start and End Date	October 01, 2023- September 30, 2024
Assistance Listing number (formerly known as the CFDA number) and Assistance Listing program title.	15.904 Historic Preservation Fund
Grant contract's begin date	October 01, 2023
Grant contract's end date	September 30, 2024
Amount of federal funds obligated by this grant contract	\$27,000.00
Total amount of federal funds obligated to the subrecipient	\$27,000.00
Total amount of the federal award to the pass-through entity (Grantor State Agency)	\$1,155,572.00
Federal award project description (as required to be responsive to the Federal Funding Accountability and Transparency Act (FFATA))	For professional services relating to the preservation of historic resources
Name of federal awarding agency	Department of the Interior, National Park Service
Name and contact information for the federal awarding official	Megan J. Brown Chief State, Tribal, Local Plans & Grants 1849 C Street NW Washington DC 20240
Name of pass-through entity	THC-TN SHPO
Name and contact information for the pass-through entity awarding official	Holly Barnett, holly.m.barnett@tn.gov
Is the federal award for research and development?	No
Indirect cost rate for the federal award (See 2 C.F.R. §200.331 for information on type of indirect cost rate)	



CITY OF COLUMBIA TENNESSEE
CITY COUNCIL
STAFF REPORT

STAFF REPORT CONTACT INFORMATION

Thad Jablonski, Finance Director, tjablonski@columbiatn.com, 931-560-1580

AGENDA ITEM TITLE: 2ND CONSIDERATION OF ORDINANCE NO. 4485 – AN ORDINANCE TO AMEND THE FISCAL YEAR 2023-2024 BUDGET ORDINANCE NO. 4464 PROVIDING FOR REVISIONS TO THE GENERAL AND CAPITAL PROJECTS FUNDS.

RECOMMENDATION: Approve Ordinance No. 4485.

INFORMATION: The proposed ordinance is the second amendment to the FY 2024 Appropriation Ordinance, impacting the Capital Projects and several departments within the General Fund.

Within this budget amendment, the following items are included:

- Replenish General City Admin – Reserves for the transfer to Capital Projects Fund (\$149,122),
- Budget funds in Police for 2024 THSO Grant totaling \$20,000,
- Budget funds in Parks to establish a budget for Mid-State Classic (\$45,000),
- Budget \$200,000 for the 2024 Tourism Enhancement Grant funds for blue-way access on the Duck River and \$49,122 for engineering for Parking Garage Design from the prior fiscal year,
- Budget additional project balances of \$225,494 (South Garden Streetscape final change order), \$81,549 (firefighter temporary modular housing) and \$882,000 (Fire Station No. 1 renovations) in Capital Projects along with the budgeted amount to General Fund to be transferred to the Capital Projects Fund,
- Budget \$45,000 in General City Admin for the Historic Preservation Grant,
- Budget funds for donation from Muletown Bearded Axe of \$1,000 in Police,
- Budget funds for donation from Muletown Bearded Axe of \$1,005, \$2,000 in donations for supplies and \$1,950 in Fire Academy training fees in Fire.

A detailed schedule of items included within this budget amendment is attached. This amendment increases the City's total budget for FY 2024 by \$2,892,285 to \$103,822,017.

ORDINANCE NO. 4485 (AS AMENDED)

**AN ORDINANCE TO AMEND THE FISCAL YEAR 2023-2024 BUDGET
ORDINANCE NO. 4464 PROVIDING FOR REVISIONS TO THE GENERAL AND
CAPITAL PROJECTS FUNDS**

BE IT ORDAINED BY THE CITY OF COLUMBIA, TENNESSEE:

Section 1: That Ordinance No. 4464 as amended, the same being the Appropriation Ordinance for the City of Columbia for the Fiscal Year July 1, 2023 through June 30, 2024, be amended. That the total budget appropriation for the fiscal year be increased from \$100,929,732 to \$103,822,017, an increase of \$2,892,285.

Section 2: That the budget appropriations shall be revised as follows:

General City Admin total of \$12,966,416 be amended to \$14,349,581, an increase of \$1,383,165.

Police total of \$12,874,685 be amended to \$12,895,685, an increase of \$21,000.

Fire total of \$9,975,676 be amended to \$9,980,631, an increase of \$4,955.

Parks total of \$3,651,760 be amended to \$3,696,760, an increase of \$45,000.

Capital Projects total of \$14,422,143 be amended to \$15,860,308, an increase of \$1,438,165.

ALL OTHER APPROPRIATIONS REMAIN THE SAME.

Section 3: This ordinance is enacted pursuant to and in compliance and conformity with Article 9, Section 9 of the Charter of the City of Columbia, with Notice of Public Hearing published on the 26th day of November, 2023, and it shall be executed and construed consistent with said charter and laws of the State of Tennessee.

Section 4: That all ordinances or parts of ordinances in conflict herewith are hereby repealed.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF COLUMBIA, TENNESSEE, THIS THE ____ DAY OF JANUARY, 2024.

CHARLES (CHAZ) M. MOLDER, MAYOR

ATTEST:

THAD H. JABLONSKI, CITY RECORDER

LEGAL FORM APPROVED:



C. TIM TISHER, CITY ATTORNEY

APPROVED FOR FIRST CONSIDERATION:

ANTHONY R. MASSEY, CITY MANAGER

Passed on 1st Consideration: _____

Passed on 2nd Consideration: _____

Summary of Appropriation Amendment #2
2nd Consideration - January 11th (1/11/24)

General City Admin

Replenish General City Admin - Reserves	149,122.00
Budget reduction to reserves to transfer to CPF	(149,122.00)
Transfer funds for 2024 Tourism Enhancement Grant match	\$ 149,122.00
Total General City Admin	\$ 149,122.00

Police

Budget funds for 2024 THSO Grant	\$ 20,000.00
Total Police	\$ 20,000.00

Parks

Establish budget for Mid-State Classic	\$ 45,000.00
Total Parks	\$ 45,000.00

TOTAL GENERAL FUND \$ 214,122.00

Capital Projects

Budget 2024 Tourism Enhancement Grant funds 32601-77740 (Blueway)	200,000.00
Budget funds for Morrison Engineering for Parking Garage Design from FY 23	\$ 49,122.00
Total Capital Projects	\$ 249,122.00

Total Increase - All Funds (First Consideration)	\$ 463,244.00
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General City Admin

Replenish General City Admin - Reserves	\$ 1,189,043.00
Budget reduction to reserves to transfer to CPF	(1,189,043.00)
Budget transfer to Capital Projects	1,189,043.00
Budget funds for Historic Preservation Grant	\$ 45,000.00
Total General City Admin	\$ 1,234,043.00

Police

Budget funds for donation from Muletown Bearded Axe	1,000.00
Total Police	\$ 1,000.00

Fire

Budget funds for donation from Muletown Bearded Axe	1,005.00
Budget funds for donation for supplies	2,000.00
Budget Fire Academy Fees to Training Reserves	\$ 1,950.00
Total Fire	\$ 4,955.00

TOTAL GENERAL FUND \$ 1,239,998.00

Capital Projects

Budget transfer to Capital Projects for S. Garden Streetscape CO	\$ 225,494.00
Budget funds for Fire Station No. 1 project for firefighter housing	81,549.00
Budget transfer to Capital Projects for Fire Station No. 1 remaining	882,000.00
Total Capital Projects	\$ 1,189,043.00

Total Increase - All Funds (Second Consideration)	\$ 2,429,041.00
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Total Increase - All Funds (First and Second Consideration)	\$ 2,892,285.00
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CITY OF COLUMBIA
FY 2024 APPROPRIATION AMENDMENT #2
Second Consideration 1/11/24

1) Budget funds for 2024 THSO Grant

Approved by Council 10/12/23

Increase Revenues

110-33208	\$	20,000.00	Highway Safety Grant
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Increase Expenditures

110-42147-112	\$	10,000.00	Police - Highway Safety Grant-Overtime
110-42147-321	\$	10,000.00	Police - Highway Safety Grant-Controllable Assets
	\$	20,000.00	Total

2) Establish budget for Mid-State Classic

Increase Revenues

110-34751	\$	20,000.00	Mid State Classic-Sponsorships
110-34752		25,000.00	Mid State Classic-Ticket Sales
	\$	45,000.00	Total

Increase Expenditures

110-44490-290	\$	18,000.00	Mid State Classic-Other Services & Charges
110-44490-320		20,000.00	Mid State Classic-Operating Supplies
110-44490-530		7,000.00	Mid State Classic-Rentals
	\$	45,000.00	Total

3) Budget transfer to Capital Projects for Parking Garage

Replenish General City Admin - Reserves

Increase Revenues

110-37110		149,122.00	Prior Year Revenue
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Increase Expenditures

110-41900-800	\$	149,122.00	General City Admin - Reserves
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Budget transfer to Capital Projects for Tourism Enhancement Grant

Decrease Expenditures

110-41900-800		149,122.00	General City Admin - Reserves
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Increase Expenditures

110-41900-766	\$	149,122.00	General City Admin - Miscellaneous - Transfer to Capital Proj Fund
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Budget transfer to Capital Projects for Tourism Enhancement Grant

Increase Revenues

311-37940	\$	100,000.00	Transfer From General Fund
311-33454	\$	100,000.00	Capita Projects - Tourism Enhancement Grant
Total	\$	200,000.00	

Increase Expenditures

311-41850-937	\$	200,000.00	Tourism Enhancement-Blueway Project
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4) Budget funds for Morrison Engineering for Parking Garage Design from FY 23

Materials/Equipment/Services not received by 6/30/23

Increase Revenues

311-37940 49,122.00 Transfer From General Fund

Increase Expenditures

311-41850-936 49,122.00 Parking Garage - Parking Garage Improvements

Items added for Second Consideration on 1/11/24

5) Budget transfer to Capital Projects for Various Project Balances

Replenish General City Admin - Reserves

Increase Revenues

110-37110 1,189,043.00 Prior Year Revenue

Increase Expenditures

110-41900-800 \$ 1,189,043.00 General City Admin - Reserves

Budget transfer to Capital Projects

Decrease Expenditures

110-41900-800 1,189,043.00 General City Admin - Reserves

Increase Expenditures

110-41900-766 \$ 1,189,043.00 General City Admin - Miscellaneous - Transfer to Capital Proj Fund

Budget transfer to Capital Projects for Various Projects

Increase Revenues

311-37940 \$ 1,189,043.00 Transfer From General Fund

Increase Expenditures

311-41320-930 \$ 225,494.00 Fire Administration - Buildings

311-42210-920 \$ 81,549.00 Fire Administration - Buildings

311-42210-920 \$ 882,000.00 Fire Administration - Buildings

Total \$ 1,189,043.00

6) Budget funds for Historic Preservation Grant

Increase Revenues

110-33241 45,000.00 Historic Preservation Grant

Increase Expenditures

110-41900-725 45,000.00 General City Admin - Historic Preservation Grant

7) Budget funds for donation from Muletown Bearded Axe

Increase Revenues

110-36720 1,000.00 Donations

Increase Expenditures

110-42123-341 1,000.00 Police-Patrol-Small Tools

8) Budget funds for donation from Muletown Bearded Axe

Increase Revenues

110-36720 1,005.00 Donations

Increase Expenditures

110-42260-341 1,005.00 Fire Dept-Emergency Management - Small Tools

9) Budget funds for donation for supplies

Increase Revenues

110-36720 2,000.00 Donations

Increase Expenditures

110-42260-322 1,000.00 Fire - Emergency Mgmt - Chemicals & Cleaning Supplies

110-42260-326 1,000.00 Fire Dept - Emergency Management - Wearing Apparel

10) Budget Fire Academy Fees to Training Reserves

Increase Revenues

110-34226 \$ 1,950.00 Fire Training Fees

Increase Expenditures

110-42240-800 \$ 1,950.00 Fire Department-Training - Reserves

FY 2024 Budget Summary - AA#2

1/14/2023						
		SERVICES &		CAPITAL	DEBT	AA#2
Departments	PERSONNEL	SUPPLIES	TRANSFERS	OUTLAY	SERVICE	FY 2024
City Council	\$89,937	\$355,900	\$0	\$0	\$0	\$445,837
Legal Services	\$61,460	\$217,100	\$0	\$0	\$0	\$278,560
Management Info Systems	\$349,433	\$283,629	\$0	\$495,729	\$0	\$1,128,791
City Manager	\$472,107	\$301,888	\$0	\$0	\$0	\$773,995
Finance & City Recorder	\$1,064,515	\$60,398	\$0	\$0	\$0	\$1,124,913
Human Resources	\$253,588	\$30,365	\$0	\$0	\$0	\$283,953
General City Admin	\$1,669,574	\$5,681,898	\$4,887,279	\$2,110,830	\$0	\$14,349,581
Police	\$9,869,324	\$2,189,067	\$0	\$837,294	\$0	\$12,895,685
Fire	\$8,267,603	\$888,468	\$0	\$824,560	\$0	\$9,980,631
Streets & Maintenance	\$3,128,560	\$684,955	\$0	\$2,087,895	\$0	\$5,901,410
Development Services	\$1,963,944	\$439,520	\$0	\$30,000	\$0	\$2,433,464
Parks & Recreation	<u>\$2,249,673</u>	<u>\$662,039</u>	<u>\$0</u>	<u>\$785,048</u>	<u>\$0</u>	<u>\$3,696,760</u>
Total General Fund	\$29,439,717	\$11,795,227	\$4,887,279	\$7,171,356	\$0	\$53,293,579
State Street Aid Fund	\$0	\$1,826,823	\$75,000	\$269,362	\$0	\$2,171,185
N&V Chief's Fund	\$0	\$90,000	\$0	\$0	\$0	\$90,000
Street & Transportation Fund	\$0	\$75,100	\$0	\$0	\$0	\$75,100
Drug Fund	\$0	\$61,053	\$40,000	\$70,000	\$0	\$171,053
Solid Waste (Sanitation) Fund	\$1,785,195	\$2,245,178	\$75,993	\$760,094	\$0	\$4,866,460
Debt Service Fund	\$0	\$0	\$0	\$0	\$1,614,410	\$1,614,410
Capital Projects Fund	\$0	\$0	\$0	\$15,860,308	\$0	\$15,860,308
Wastewater (Sewer) Fund	<u>\$3,726,603</u>	<u>\$5,303,476</u>	<u>\$0</u>	<u>\$12,742,908</u>	<u>\$3,906,934</u>	<u>\$25,679,921</u>
Grand Total	\$34,951,516	\$21,396,858	\$5,078,272	\$36,874,028	\$5,521,344	\$103,822,017



CITY OF COLUMBIA TENNESSEE
CITY COUNCIL
STAFF REPORT

STAFF REPORT CONTACT INFORMATION

Kim Dale, Assistant City Recorder, kdale@columbiatn.com , 931-560-1579

AGENDA ITEM TITLE: 2ND CONSIDERATION OF ORDINANCE NO. 4488 – AN ORDINANCE PROVIDING FOR THE COLLECTION OF 2022 DELINQUENT PROPERTY TAXES

RECOMMENDATION: Approve Ordinance No. 4488.

INFORMATION: Per the Municipal Code, and in accordance with past City policy, the City Council annually considers an ordinance to provide for the collection of delinquent property taxes. Following adoption of the ordinance, the City Recorder provides the County Attorney with a certified list of delinquent 2022 property taxes. Upon receipt of said list, the County Attorney initiates the appropriate process to file suit in the Chancery Court of Maury County for the collection of the delinquent property taxes.

AN ORDINANCE PROVIDING FOR THE COLLECTION OF
2022 DELINQUENT PROPERTY TAXES

BE IT ORDAINED BY THE CITY OF COLUMBIA:

Section 1: That the City Recorder is hereby directed at his earliest convenience to provide to the County Attorney a certified list of real property within the City of Columbia on which municipal taxes for the year 2022 are delinquent, said list to set forth a description of the property, the person or persons assessed, the assessed value thereof, and the taxes and penalties due thereon.

Section 2: That upon receipt of such list the County Attorney is directed to file suit in the Chancery Court for Maury County and proceed as provided by the Charter and the general law controlling delinquent taxes.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY
OF COLUMBIA, TENNESSEE, this the ____ day of _____, 2023.

CHARLES (CHAZ) M. MOLDER - MAYOR

ATTEST:

THAD H. JABLONSKI - CITY RECORDER

LEGAL FORM APPROVED:



C. TIM TISHER, CITY ATTORNEY

APPROVED FOR FIRST CONSIDERATION:

TONY MASSEY, CITY MANAGER

Passed on 1st Consideration: _____
Passed on 2nd Consideration: _____

Ordinance No. 4488
Page 1 of 1 Page



CITY OF COLUMBIA TENNESSEE
CITY COUNCIL
STAFF REPORT

STAFF REPORT CONTACT INFORMATION

Kim Dale, Assistant City Recorder, kdale@columbiatn.com , 931-560-1579

AGENDA ITEM TITLE: 2ND CONSIDERATION OF ORDINANCE NO. 4489 – AN ORDINANCE PROVIDING FOR THE COLLECTION OF 2020, 2021 and 2022 DELINQUENT PERSONAL PROPERTY TAXES

RECOMMENDATION: Approve Ordinance No. 4489.

INFORMATION: Per the Municipal Code, and in accordance with past City policy, the City Council annually considers an ordinance to provide for the collection of delinquent personal property taxes. Following adoption of the ordinance, the City Recorder may provide the County Attorney with a certified list of delinquent 2020, 2021 and 2022 personal property taxes. Upon receipt of said list, the County Attorney initiates the appropriate process to file suit in the Chancery Court of Maury County for the collection of the delinquent personal property taxes.

AN ORDINANCE PROVIDING FOR THE COLLECTION OF
2020, 2021 and 2022 DELINQUENT PERSONAL PROPERTY TAXES

BE IT ORDAINED BY THE CITY OF COLUMBIA:

Section 1: That the City Recorder is hereby directed at his earliest convenience to compile a certified list of personal property within the City of Columbia on which municipal taxes for the years 2020, 2021 and 2022 are delinquent. Said list shall set forth a description of the property, the person or persons assessed, the assessed value thereof, and the taxes and penalties due thereon.

Section 2: The City Recorder may provide such list to the County Attorney to file suit in the Chancery Court for Maury County and proceed as provided by the Charter and the general law controlling delinquent taxes.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY
OF COLUMBIA, TENNESSEE, this the ____ day of _____, 2023.

CHARLES (CHAZ) M. MOLDER - MAYOR

ATTEST:

THAD H. JABLONSKI - CITY RECORDER

LEGAL FORM APPROVED:



C. TIM TISHER, CITY ATTORNEY

APPROVED FOR FIRST CONSIDERATION:

TONY MASSEY, CITY MANAGER

Passed on 1st Consideration: _____
Passed on 2nd Consideration: _____

Ordinance No. 4489
Page 1 of 1 Page



CITY OF COLUMBIA TENNESSEE
CITY COUNCIL
STAFF REPORT

STAFF REPORT CONTACT INFORMATION

Kim Dale, Assistant City Recorder, kdale@columbiatn.com , 931-560-1579

AGENDA ITEM TITLE: 2ND CONSIDERATION OF ORDINANCE NO. 4490 – AN ORDINANCE PROVIDING FOR THE COLLECTION OF 2022 DELINQUENT SPECIAL ASSESSMENTS

RECOMMENDATION: Approve Ordinance No. 4490 on second consideration.

INFORMATION: Per the Municipal Code, and in accordance with past City policy, the City Council annually considers an ordinance to provide for the collection of delinquent special assessments. Following adoption of the ordinance, the City Recorder provides the County Attorney with a certified list of delinquent 2022 special assessments. Upon receipt of said list, the County Attorney initiates the appropriate process to file suit in the Chancery Court of Maury County for the collection of the delinquent special assessments.

AN ORDINANCE PROVIDING FOR THE COLLECTION OF
2022 DELINQUENT SPECIAL ASSESSMENTS

BE IT ORDAINED BY THE CITY OF COLUMBIA:

Section 1: That the City Recorder is hereby directed at his earliest convenience to provide to the County Attorney a certified list of real and personal property within the City of Columbia on which special assessments for the year 2022 are delinquent, said list to set forth a description of the property, the person or persons assessed, the assessed value thereof, and the taxes and penalties due thereon.

Section 2: That upon receipt of such list the County Attorney is directed to file suit in the Chancery Court for Maury County and proceed as provided by the Charter and the general law controlling delinquent taxes.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY
OF COLUMBIA, TENNESSEE, this the ____ day of _____, 2023.

CHARLES (CHAZ) M. MOLDER – MAYOR

ATTEST:

THAD H. JABLONSKI - CITY RECORDER

LEGAL FORM APPROVED:



C. TIM TISHER, CITY ATTORNEY

APPROVED FOR FIRST CONSIDERATION:

TONY MASSEY, CITY MANAGER

Passed on 1st Consideration: _____
Passed on 2nd Consideration: _____



CITY OF COLUMBIA TENNESSEE
CITY COUNCIL
STAFF REPORT

STAFF REPORT CONTACT INFORMATION

Paul Keltner, AICP, Director of Development Services, paul@columbiatn.com 931.560.1560

AGENDA ITEM TITLE:

1ST CONSIDERATION ON ORDINANCE NO. 4487 - AN ORDINANCE TO AMEND ORDINANCE NO. 4176, CONNECT COLUMBIA, THE COMPREHENSIVE PLAN, REGARDING FRAMEWORK, LAND USE, PARKS AND GREENWAYS, AND TRANSPORTATION.

RECOMMENDATION: Approve Ordinance No. 4487 on first consideration and establish February 8, 2024 as the date of Public Hearing.

INFORMATION: With changes and time, amendments to Connect Columbia, the comprehensive plan, are needed. In 2023, Staff assembled a Steering Committee and conducted public outreach opportunities, seeking guidance from leaders and stakeholders for the purpose of presenting the attached update. The Planning Commission reviewed this request at the November 8, 2023 meeting with a recommendation of approval by a vote of six to zero.

ATTACHMENTS: Ordinance No. 4487; Exhibit A; Staff Report; Map; Matrix; Presentation Notes.

**AN ORDINANCE TO AMEND ORDINANCE NO. 4176 AS AMENDED BY
ORDINANCE NO. 4390, TO AMEND THE CONNECT COLUMBIA PLAN
REGARDING THE FRAMEWORK, LAND USE, PARKS AND GREENWAYS,
TRANSPORTATION AND ACCESS MANAGEMENT PLANS FOR THE CITY OF
COLUMBIA, TENNESSEE**

WHEREAS, the City of Columbia Municipal Planning Commission has been established and exercises the planning power as provided under the provisions of Tennessee Code Annotated §13-3-102, §13-3-301 thru §13-3-304 and §13-4-101 thru §13-4-309 and the City of Columbia has an approved Zoning Ordinance adopted under the provisions of Tennessee Code Annotated §13-7-201; and

WHEREAS, the Columbia Municipal Planning Commission reviewed an amendment to the general plan called the Connect Columbia Plan regarding Framework, Land Use, Parks and Greenways, Transportation and Access Management Plans for the City of Columbia, Tennessee; and

WHEREAS, the Columbia Municipal Planning Commission did conduct a public hearing on the 8th day of November, 2023 on the plan following public notice.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF COLUMBIA:

Section 1: That the Connect Columbia Plan, being the Framework, Land Use, Parks and Greenways, Transportation and Access Management Plans for the City of Columbia, Tennessee, is hereby amended by deleting the existing plan and replacing such plan with a new Connect Columbia Plan as described in Exhibit A, which is attached hereto and incorporated herein by reference.

Section 2: This Ordinance is passed after review of Columbia Zoning Ordinance Article 8.5.20 by the Columbia Municipal Planning Commission, with a recommendation of approval, following a public hearing, on the 8th day of November, 2023, and after a public hearing held on the 11th day of January, 2024, with notice of said

hearing being given in The Daily Herald of Columbia, Tennessee, thirty (30) days or more before said hearing.

Section 3: That all ordinances or parts of ordinances in conflict herewith are hereby repealed.

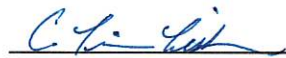
PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF COLUMBIA, TENNESSEE, This the 8th day of February, 2024.

CHARLES (CHAZ) M. MOLDER, MAYOR

ATTEST:

THAD H. JABLONSKI, CITY RECORDER

LEGAL FORM APPROVED:



C. TIM TISHER, CITY ATTORNEY

APPROVED FOR FIRST CONSIDERATION:

ANTHONY R. MASSEY – CITY MANAGER

Passed on 1st consideration _____

Passed on 2nd consideration: _____



CONNECT COLUMBIA

COMMUNITY-FOCUSED PLAN FOR GROWTH





CONNECT COLUMBIA

COMMUNITY-FOCUSED PLAN FOR GROWTH

This document serves as the general plan for the City of Columbia located in Maury County, Tennessee. The Columbia Municipal Planning Commission directed the drafting of this document pursuant to Title 13, Chapter 4 of the Tennessee Code Annotated (TCA §13-4-201). Upon adoption, Connect Columbia 2023 will supersede Connect Columbia 2017, the comprehensive plan adopted by the City Council of the City of Columbia in January 2018. All development review and public investment in the physical improvement of Columbia shall be consistent with this plan.

Element

1

Framework Plan

Establishes the long-range planning program, outlines the goals, objectives and proposed actions of plan implementation, and coordinates the three substantive elements of the plan.

Element

2

Land Use Plan

A policy for orderly, and intentional change within Columbia's Urban Growth Boundary. The land use element promotes public welfare and prosperity in the process of development.

Element

3

Parks & Greenways Plan

Outlines the community's priorities for addition and enhancement of outdoor recreation and other community amenities.

Element

4

Transportation Plan

Guides public and private investment in a safe and connected transportation system to meet the present and future mobility needs of Columbia residents.



Acknowledgments

This document was prepared by the Planning & Zoning Division within the Department of Development Services with assistance from other City of Columbia staff under guidance from the Columbia Municipal Planning Commission, the City Council, the 2023 Connect Columbia Steering Committee, and staff leadership of the city departments. Most importantly, residents of Columbia gave their time to attend public forums and share their priorities for the future development of the city.

Mayor and City Council

The Honorable Chaz Molder, Mayor
The Honorable Randy McBroom, Vice Mayor
The Honorable Davena Hardison, Council Ward 1
The Honorable Debbie Wiles, Council Ward 2
The Honorable Tony Greene, Council Ward 3
The Honorable Kenny Marshall, Council Ward 4
The Honorable Danny Coleman, Council District 5

Administration

Tony Massey, City Manager
Thad Jablonski, Assistant City Manager
Liz Bermudez, Executive Secretary
Tim Tisher, City Attorney

City Department Leaders

Paul Keltner, AICP, Director of Development Services
Thad Jablonski, City Recorder
Kim Dale, Assistant City Recorder
Thad Jablonski, Chief Financial Officer
Jamey Owen, Assistant Finance Director
Mac Reagan, Director of Parks & Recreation
Wanda McClain, Director of Human Resources
Donnie Boshers, Director of Wastewater
Jeremy Alsup, Chief of Police
Jonathan Stotler, Director Management Info. Systems
Ty Cobb, Fire Chief
Jeff DeWire, Public Works Director
Kellye Murphy, Director of Tourism & Marketing

Municipal Planning Commission

Charlie Goatz, Chairman
Chaz Molder, Mayor
Danny Coleman, City Council Representative
Dr. Christa Martin
James “JD” Shannon
Ray Pace
Thomas Hutto

Connect Columbia Team

Paul Keltner, AICP, Director of Development Services
Kevin C. McCarthy, AICP, City Planner & Zoning Administrator (Project Manager)
Austin Brass, AICP, City Planner
Robert Archibald, Planner II
Melissa Sanders, Planner I
Sandra Richardson, Planning Technician
Glenn Harper, PE, City Engineer
Douglas Toney, PE, Assistant City Engineer
Lindsay Barrier, Admin. Asst., Development Services
Alex Troge, Assistant Director of Parks & Recreation
Jill Carlson, Sr Admin. Assistant, Parks & Recreation
Kellye Murphy, Director of Tourism & Marketing
Kelli Johnson, Main Street Manager



Connect Columbia Steering Committee

Beverly Mitchell
Rose Rainey
Trent Ogilvie*
Elizabeth Gallegos
Kara Williams
Bryson Leach
Kaliente Conway Green
Katie Baker
Savannah Honea
Diane Davis*
Lydia Fowler
Dave Webb
Jonathon Butler
Robert Caldiraro
Nancy Williams



*Served on the 2017 Connect Columbia Steering Committee

Photo Credits & Document Formatting

Jacey Bomar, Public Information Officer & Communications Coordinator
Lindsay Barrier, Development Services

Special Thanks

Kelli Johnson & the Visit Columbia Welcome Center Staff
Alex Troge, Jill Carlson and the Department of Parks & Recreation

About the Planning & Zoning Division

City staff within the Planning & Zoning division facilitated the 2023 Connect Columbia planning process and prepared this document. This unique approach leveraged in-house professional services without the expense of outside consultants.

Planning & Zoning is one of the three divisions which comprise the City of Columbia Department of Development Services. The division is primarily self-funding through fees, operating at no net cost to taxpayers during 2021, 2022, and 2023. Planning staff have three functional responsibilities: 1) long-range planning; 2) current planning; and 3) zoning administration. In addition, Planning & Zoning staff serve as a general point of contact for citizens and businesses, perform some code enforcement, and respond to records requests.

As of late 2023, the division is comprised of two certified planners, two additional planners, and a planning technician. The team facilitates the development review process and supports the work of the Planning Commission, the Board of Zoning Appeals, the Architectural Design Review Team, and the Historic Zoning Commission.



CONNECT COLUMBIA

Framework Plan: Long-Range Policies & Planning Program

Connect Columbia: Framework Plan

The primary function of Connect Columbia is to provide a policy framework. The document guides decisions related to the City's future. The City Council, Planning Commission, and other boards and commissions with a role in growth management utilize the plan to inform their decisions. Connect Columbia is the policy rationale for all land use actions of the City.

Coordination of Plan Elements

This document describes the place the City of Columbia intends to become. It is also a statement of how Columbia proposes to get there. The plan consists of four interrelated elements: 1) the Framework Plan; 2) the Land Use Plan; 3) the Transportation Plan; and 4) the Parks and Greenways Plan.

The Framework Plan coordinates the three substantive elements to establish a complete guide for the growth and development of the City of Columbia. It functions as a policy toolkit for Columbia. The Framework element articulates the principles that enliven each of the substantive elements.

The Framework Plan is a statement of values and priorities which guide Columbia's growth. These values direct all actions of the City related to growth and development, as well as the regulatory documents which control the use of private property and standardize the creation of new infrastructure.

The framework establishes long-range goals for the next twenty years, as well as achievable objectives to be accomplished over the time period of 2023 - 2028. The implementation matrix identifies specific actions to achieve the City's goals and objectives. While the substantive elements direct physical change, the framework plan connects development of the built environment with the social and economic welfare of Columbia's residents.

What does the
comprehensive plan do?

**CONNECT
COLUMBIA
OUTLINES THE
COMMUNITY'S
LONG-RANGE
VISION**



Establishing a Long Range Planning Program

Each plan element covers vital components of Columbia's growth and development. Taken together, they offer a strategy for sustainable and resilient growth by connecting the physical, economic, and social environments. Land use, transportation, and parks and greenways are all inextricably linked.

The substantive elements of the plan provides specific recommendations and policies for city leaders, property owners, residents, and other stakeholders to help make development decisions for the City of Columbia. The Framework Plan establishes a long-range planning program which provides a realistic set of achievable priorities. The goals, objectives and proposed actions in this plan element provide for consistent development of the city over time. The continuous program of implementation will make Columbia a better place to live, work, play, worship, and connect.





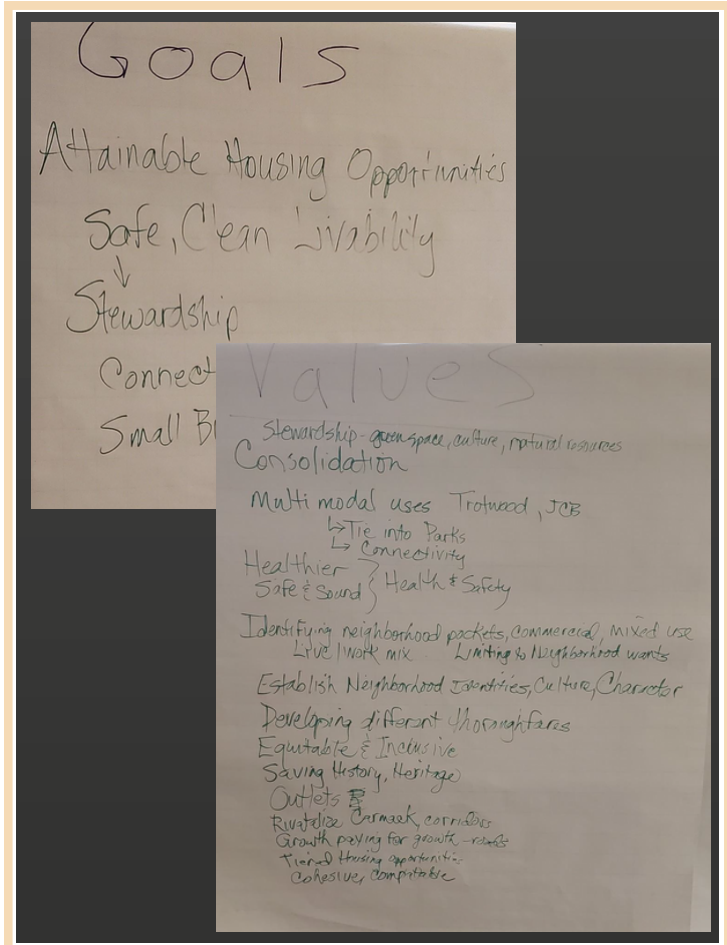
Connect Columbia reflects the priorities and values of Columbia residents from all walks of life.



COMMUNITY DRIVEN PLANNING PROCESS

The Planning Process

The 2023 update to Connect Columbia and its recommendations are the result of a ten-month process of community engagement. The document reflects the shared vision of residents and stakeholders. The process began in January 2023 when the chairman of the Columbia Municipal Planning Commission invited fifteen individuals to convene a steering committee modeled on the 2017 Connect Columbia steering committee. During the first week of February, planning staff met with the committee for the first time at the Columbia Welcome Center. At that meeting, the committee identified the values which guided the planning process. Planning staff distilled that conversation in to a set of guiding principles.



Engaging Columbia Residents

The Steering Committee, with assistance from city staff, hosted a public forum at the Fairview Recreation Center to hear directly from residents of Columbia about their priorities.

The forum featured multiple open-ended methods of sharing ideas related to the physical development of the city. Staff provided attendees with information about Columbia and about the 2017 plan. Citizens drew their own future land use maps. They also completed paper surveys and “dot preference” analyses. Staff from the Parks & Recreation Department set up notebook computers for citizens to complete online questionnaires. Most importantly, Steering Committee members, city staff, Planning Commission members, and elected officials talked to residents and listened to their thoughts. Many of the proposed actions in this document originated from conversations at the March forum.



Planning staff met again with the Steering Committee in April of 2023. The group discussed the input received at the Fairview forum and identified draft goals, objectives, and proposed actions which reflected the community's priorities. The committee identified four high level goals which staff developed into achievable objectives. The committee, with help from planning staff, further reduced the objectives into specific actions.



Continuing a Dialogue

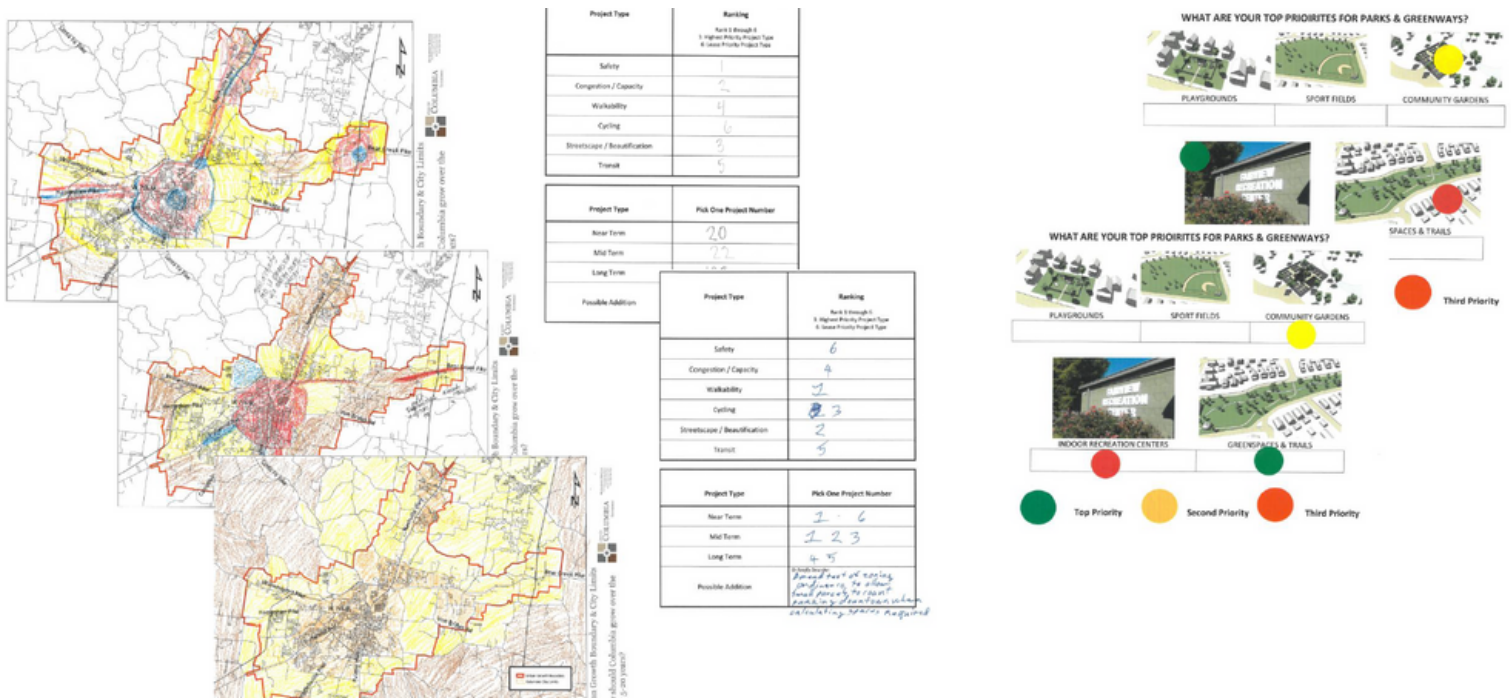
The Steering Committee and city staff hosted a second public forum at Riverwalk Park in May 2023. Residents reviewed the Steering Committee's ideas and provided additional input and suggestions about how Columbia should grow. Public comment at the May 2023 forum indicated the need for an ongoing program of planning and public engagement which separate the issues of comprehensive planning into more discrete topics.

In June of 2023, planning staff met again with the steering committee at the Columbia Welcome center. The staff presented revised goals, objectives, and proposed actions as well as an updated land use plan. These revisions reflected the public input provided at the two forums, as well as through online surveys.



Timeline of Connect Columbia 2023 Update

- December 2022 - January 2023 - Individual Planning Commission Member Briefings with Planning Staff
 - January 2023 - Formation of Steering Committee
 - February 2023 - First Meeting of Steering Committee at Columbia Welcome Center
 - March 2023 - Public Forum at Fairview Recreation Center
 - April 2023 - Second Meeting of Steering Committee at City Hall
 - May 2023 - Public Forum at Riverwalk Park
 - June 2023 - Third Meeting of Steering Committee at Columbia Welcome Center
 - July 2023 - Staff Presentation to Columbia Municipal Planning Commission
 - August 2023 - Joint Study Session of Columbia Municipal Planning Commission and City Council
 - October 2023 - Revision Presented to Planning Commission for Review and Adoption





Transforming Public Comments into Policy

After the Steering Committee completed its work during the summer of 2023, the Planning Commission and the City Council met to review working drafts of the plan elements. City staff highlighted the portions of the 2017 plan which worked well and opportunities for improvements. Staff also explained how public input informed proposed revisions. The members of Planning Commission and City Council learned more about the planning process and provided staff with valuable direction for completing the update.

A Plan by and for Columbia

The Planning & Zoning division facilitated the 2023 Connect Columbia planning process and prepared this document. This unique approach leveraged in-house professional services without the expense of outside consultants. This update was prepared by and for Columbia to serve the community. It reflects guiding principles of the community, not current trends in planning practice. The plan's goals, objectives, and proposed actions will create a better quality of life for current and future residents. Planning staff facilitated the process while also performing ongoing current planning and zoning administration. Rather than spend public money on consultants and boilerplate charrettes, the City leveraged its existing resources. The Department of Parks & Recreation offered their facilities for public forums. The Tourism & Marketing team hosted two of the Steering Committee meetings in the Columbia Welcome Center. A senior staff member donated a "thank you dinner" for the volunteer Steering Committee. The community learned about events through inexpensive signs, social media, and local WKOM Front Porch Radio. Altogether, this update will cost Columbia tax payers less than \$10,000. The process itself, as much as the deliverable, reflects the characteristics which make Columbia a great place to live and work. The quality of a long-range plan is shown in the built environment over time, not generic renderings produced by consultants. This is a plan by and for Columbia for the benefit of the entire community.

A PLAN BY AND
FOR THE
RESIDENTS OF
COLUMBIA





Connect Columbia
Protects and Preserves
the things that make
Columbia Great.

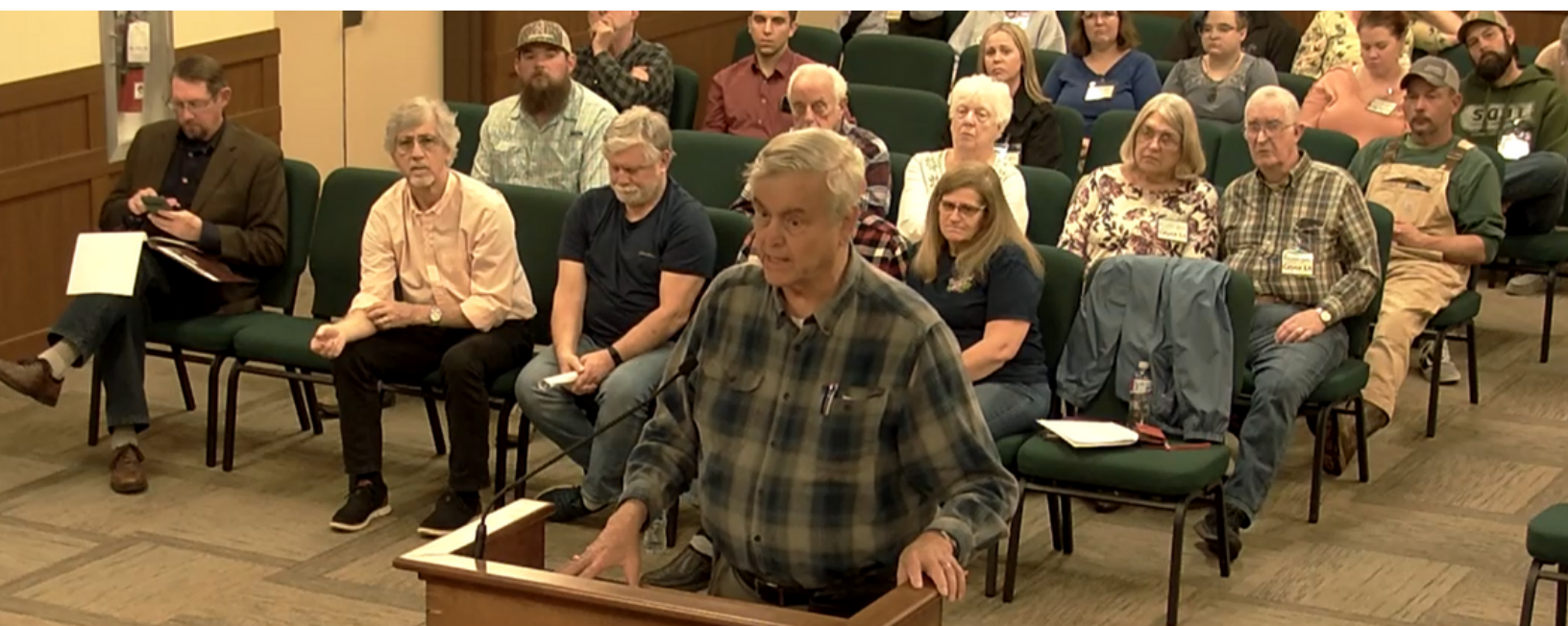


**THE PLAN
ACCOMMODATES
GROWTH
WHILE
PRESERVING
THE UNIQUE
“FLAVOR” OF
COLUMBIA**

IMPLEMENTING THE COMMUNITY'S VISION



All land use decisions of the City of Columbia should advance the four guiding principles identified by the Steering Committee and confirmed through the community engagement process. The updated goals, objectives, and proposed actions provide the framework for organizing the city's efforts to proactively plan for the future. The matrix of proposed actions shall form the basis of the long-range planning program and guide future growth, redevelopment, and infrastructure investment according to the preferences expressed by Columbia residents during the Connect Columbia update process. The City's strategic planning process, when it addresses physical development of Columbia, should reference the proposed actions in Connect Columbia. The Municipal Planning Commission and Development Services staff should refer to the framework element of Connect Columbia as both a policy directive and an interpretive tool.



GUIDING PRINCIPLES

Connection:

Columbia provides options for safe and efficient movement throughout the city by a variety of transportation modes on an interconnected network.

Vitality:

Columbia is a safe community with opportunities for healthy living at all stages of life, natural resources for the benefit of current and future residents, and high standards for the quality of the built environment.

Steadfast:

Columbia is a fiscally stable municipality where growth is economically sustainable, history is preserved, new development is cohesive and compatible, and the unique character of each neighborhood is celebrated.

Neighborly:

Columbia is a place where all feel welcome and included in community decisions.

Connect Columbia's Policy Framework

The framework plan presents the city's general policy for guiding growth, redevelopment, and concurrent infrastructure investments. The framework uses the following terminology.

Guiding Principles

The guiding principles provide an anchor or reference point used to implement Connect Columbia and evaluate proposals for development.

Goal

A desired outcome that is expressed in broad terms and achieved over the long term.

Objective

A desired outcome that can be achieved in the near term to help advance a long-term goal.

Proposed Action

A specific policy, strategy, or step that can be implemented by the city or one of its partners to help achieve a goal or objective.

Priority

A proposed action that is determined to be an important consideration for near-term resource allocation or implementation.

Goals & Objectives

Connect Columbia Goal #1 Sustain the unique character of Columbia as it grows over time.

Columbia will protect its natural beauty and cultural assets by preserving the distinctive features that make it a special place to live and work.

Objectives

Objective 1.1: Ensure a high-quality built environment

Objective 1.2: Protect Columbia's natural assets and scenic views

Objective 1.3: Celebrate the past through preservation and memorialization of all of Columbia's neighborhoods and history



Goals & Objectives

Connect Columbia Goal #2 Accelerate Columbia's Future

Columbia will create a sense of belonging for all by pursuing strategies to create a more economically dynamic, culturally vibrant, and inclusive community where businesses thrive and all neighborhoods and residents prosper.

Objectives:

Objective 2.1: Improve access to education and training opportunities

Objective 2.2: Identify and promote emerging business and cultural districts through focused subarea planning

Objective 2.3: Support revitalization and reinvestment in Columbia's Commercial corridors

Objective 2.4: Prioritize investments which enhance Columbia residents' ability to move efficiently throughout the city

Objective 2.5: Create a range of housing opportunities for all households and income levels

Objective 2.6: Proactively support development of local arts, cultural assets, and social infrastructure

Objective 2.7: Increase prosperity for all residents through expanded employment base and retail options



Goals & Objectives

Connect Columbia Goal #3 Nurture Columbia's Strengths

Columbia will protect, preserve, and enhance its distinctive neighborhoods and places while providing a voice for all stakeholders in deliberations related to how Columbia grows.

Objectives:

Objective 3.1: Support entrepreneurs who create Columbia's *flavor*

Objective 3.2: Integrate compatible neighborhood commercial services and other amenities in established neighborhoods

Objective 3.3: Revise administrative procedures to inform and include all residents in land use decisions



Goals & Objectives

Connect Columbia Goal #4 Invest in Columbia

Columbia will deploy a thoughtful, fiscally responsible long-range strategy to invest in infrastructure and city services to meet the demands of a growing population and provide the highest quality of life in southern Middle Tennessee.

Objectives:

Objective 4.1: Establish gateways to the city

Objective 4.2: Maintain and expand Columbia's world class parks and greenways

Objective 4.3: Develop sustainable long-range plan for improved infrastructure and amenities



Proposed Actions - Implementing the Plan

The 2023 update of Connect Columbia establishes an active and continuous long-range planning program. The goals and objectives of the framework plan are implemented through prioritized proposed actions. These actions inform the annual strategic planning process and provide general direction to all city actions which impact the physical development of Columbia. The proposed actions also provide specific direction to Planning & Zoning staff related to the 2023 - 2028 long range planning program.

Immediate	0 – 2 years
Mid-Range	2-3 years
Long-Range	4-5 years and ongoing

The implementation timeline is fluid; the proposed actions are interrelated. The Planning Commission may direct staff to reprioritize the actions based on shifting conditions and opportunities to accelerate objectives.

Implementation Matrix

Proposed Action	Related Objective	Priority for Implementation
Establish a regular cycle of annual reports from the Planning Commission to the City Council on implementation of these proposed actions and progress toward accomplishing the objectives of Connect Columbia. Reports should include a summary of any necessary changes to City regulations or procedures.	3.3	Immediate
Establish a regular annual cycle of revisions to the Zoning Ordinance.	3.3	Immediate
Update the Parks & Greenways element of the Comprehensive Plan during the first quarter of 2024.	4.2; 4.3	Immediate

Proposed Action	Related Objective	Priority for Implementation
Prioritize capital investments to improve pedestrian safety.	1.1	Long-Range
Establish a regular process of public participation to inform the implementation of these action steps.	3.3	Mid-Range
Develop a five-year Capital Improvements Plan (CIP) for city projects which improve the capacity and condition of infrastructure to support infill development and leverage private investment in Columbia.	1.1; 4.1; 4.3	Immediate
Establish by ordinance a citywide minimum level of service for parks and greenways.	1.1; 4.2; 4.3	Immediate
Revise the Civic Space provisions of the Zoning Ordinance to require new developments to meet or exceed the minimum level of service for parks and greenways either by providing civic space within the development or through payment in lieu to support City projects which maintain the level of service.	1.1; 4.2	Mid-Range
Develop a citywide mobility plan to incorporate and replace the transportation element of Connect Columbia.	2.4; 4.3	Mid-Range

Proposed Action	Related Objective	Priority for Implementation
Revise the procedures in the Zoning Ordinance to establish a rational nexus and proportionality analysis as a criterion of approval for all applicable requests for rezoning, Planned Unit Development approval, site development plan approval, and conditional use approval.	1.1; 4.2; 4.3	Immediate
Develop a neighborhood planning program to cultivate a sense of place, facilitate community input in land use decisions, and develop the social infrastructure of the community.	1.3; 2.2; 3.3	Mid-Range
Update or create a master plan for each subarea with recommended actions for implementation.	1.3; 2.2; 2.3	Immediate
Through the Columbia Arts Council, create a citywide public art plan with recommended actions for implementation.	2.7; 4.3	Mid-Range
Identify locations in established residential neighborhoods which can be utilized for small-scale neighborhood commercial retail uses.	3.2	Mid-Range
Revise the Zoning Ordinance and other regulations to accelerate the strategic interim uses of underutilized sites and serve the needs of the community in anticipation of higher-value redevelopment and upgrades.	1.1; 2.3	Immediate

Proposed Action	Related Objective	Priority for Implementation
In cooperation with the Industrial Development Board, identify and enact policies which support retail development in nodes and commercial corridors to serves residents and expand Columbia’s tax-base.	2.6	Long-Range
In cooperation with the Industrial Development Board, ensure there are sufficient sites with supporting infrastructure to attract retail and industrial development that creates employment opportunities for Columbia residents.	2.6	Long-Range
Support the orderly expansion of Columbia State Community College’s operations and development of compatible land uses and infrastructure in the surrounding area.	2.1; 2.6	Long-Range
Support the orderly expansion of Maury Regional Hospital’s operations and development of compatible land uses and infrastructure in the surrounding area.	2.6	Long-Range
Engage local business to identify and eliminate unnecessary obstacles in the Zoning Ordinance and administrative procedures which make it difficult to operate a business in Columbia.	3.1; 3.3	Immediate

Proposed Action	Related Objective	Priority for Implementation
Create an inventory of sidewalk conditions throughout the City and identify gaps in the pedestrian network.	1.1; 2.3	Mid-Range
Evaluate the benefits of joining the Community Rating System (CRS) to obtain discounts on flood insurance for Columbia residents; update floodplain management practices accordingly.	2.5	Immediate
Improve local freight routes and work through the Nashville MPO to collaborate with TDOT and other transportation partners to improve mobility options for Columbia residents.	2.4	Long-Range
Continuously identify and pursue state and federal economic development grant programs which support implementation of Connect Columbia.	4.3	Long-Range
Develop a citywide affordable housing strategy.	2.5	Immediate
Proactively support mixed use development on underutilized sites downtown while leveraging the Columbia Main Street program to promote Columbia as a destination for retail, dining, recreation, and cultural activities.	1.1; 3.1	Long-Range

Proposed Action	Related Objective	Priority for Implementation
Accelerate the adaptive reuse of structures in Columbia's historic downtown to cultivate a shared sense of history among Columbia residents and promote Columbia as a destination for heritage tourism.	1.1; 1.3	Long-Range
Revise the Historic District Design Guidelines and Historic Zoning Commission review process to be more efficient and predictable for businesses and property owners.	1.3; 3.3	Immediate
Revise the Zoning Ordinance and Historic Zoning Commission review process to protect historic structures (i.e., constructed before 1945) outside the designated historic districts.	1.1; 1.3	Immediate
Evaluate the creation of a locally-designated historic district for the East 8th Street commercial area.	1.3	Immediate
Collaborate with the Maury Alliance to involve small business and entrepreneurs in continuously identifying improvements to the Zoning Ordinance and other land development regulations which recruit and retain businesses that add to Columbia's unique <i>flavor</i> .	2.3; 3.1	Long-Range

Proposed Action	Related Objective	Priority for Implementation
Proactively accelerate code enforcement.	1.1; 2.3	Mid-Range
Enact programs to aid the repair or removal of dilapidated properties and assist property owners to eliminate non-conforming and inconsistent uses.	1.1; 2.3	Mid-Range
Coordinate the City's regular strategic planning with relevant implementation activities of Connect Columbia.	3.3	Long-Range
Identify opportunities to expand recreational access to the Duck River.	4.2	Long-Range
Revise the Zoning Ordinance to include hillside protection regulations. Provide incentives to protect scenic views and landscapes.	1.2	Mid-Range
Evaluate the feasibility of adding Transfer of Development Rights (TDR) with reciprocal conservation easements to preserve hillsides, vulnerable areas, and historically significant structures to allow development in more appropriate locations.	1.2; 1.3	Mid-Range
Amend the Zoning Ordinance to reflect the parking management practices identified in the Land Use Plan.	2.2; 3.1	Immediate

Proposed Action	Related Objective	Priority for Implementation
Coordinate with Maury County and adjacent municipalities to cooperatively preserve and protect natural areas and rural lands while encouraging efficient transportation corridors and infill development. Establish regular staff-level collaboration among the jurisdictions.	1.2; 2.4; 2.3; 2.5	Long-Range
Evaluate the feasibility of participating in the Tennessee Property Tax Freeze program for low-income seniors in order to prevent displacement of vulnerable long-term residents as Columbia grows and property values increase.	2.5	Immediate
Develop a regular staff-level data-driven process of interlocal cooperation to identify needed facilities and programs; develop interlocal strategies to provide needed facilities and programs concurrent with growth.	1.1; 4.3; 2.4	Long-Range
Per the Areas of Change Map, adopt evaluative criteria for all rezoning, Planned Unit Development approval, site development plan approval, and comprehensive plan amendment requests which sustain the established land use pattern and protects the character of existing neighborhoods in a manner that is consistent with Connect Columbia, applicable subarea plans, and other policies of the City.	1.2; 1.3	Mid-Range

Plan Amendments

Connect Columbia is intended to be a dynamic planning document. The plan responds to changing needs and conditions over time. The full benefit of the plan can only be realized by maintaining it as a vital, up-to-date document. As changes occur and new challenges and opportunities emerge, the community should revise Connect Columbia. In this way, the plan will remain current and effective for directing the physical development of Columbia.

Plan amendments should be made after thorough analysis of immediate needs, as well as consideration for the long-term effects of proposed amendments. City staff, the Columbia Municipal Planning Commission, and the City Council should consider each proposed amendment carefully to determine whether or not it is consistent with the plan's intent and whether it will be beneficial for the long-term health and vitality of Columbia.

Annual and Quinquennial Review & Update

Formal review and update of Connect Columbia should occur each year. In addition to periodic annual review, the plan should undergo a thorough review and update every five years. The next quinquennial review should occur in 2028. The review and update process should begin with the creation of a steering committee similar to the volunteer committees appointed in 2017 and 2023. Specific input on major changes should be sought from various groups, including property owners, neighborhood groups, civic leaders, developers, business owners, and other citizens and individuals who express an interest in the long-term growth and development of Columbia.





CONNECT COLUMBIA

Land Use Plan: A Guide for Orderly & Beneficial Growth

Future Growth Policies

The following policies form the rational basis for the land use regulations which implement Connect Columbia, including the City of Columbia Zoning Ordinance. All development review actions of the City shall be consistent with the policies and principles identified in this Connect Columbia Land Use Plan. State law establishes the legal framework for controlling land use; these policies specify local preferences within the scope of the City's regulatory authority.

Annexation shall provide for orderly physical expansion of the City. The character and intensity of development in newly annexed territory shall be consistent with the property's corresponding Future Land Use classification. The Future Land Use Map and the Future Land Use Character Area Matrix provides the most appropriate zoning for newly annexed land.

Compatibility safeguards established land use patterns and provides for appropriate transitions between uses of varying character and intensity. Development review procedures shall consider the relationships that exist between land uses and mitigate the adverse impacts of new land uses upon established uses.

Consistency shall be the determinative criterion for all zoning map amendments. All zoning map amendments shall be consistent with the future land use map and the Future Land Use Character Area Matrix.

Concurrency ensures that Columbia does not outgrow its capacity to provide services. The City shall not annex any new territory into the corporate limits of Columbia without a plan for the expansion of urban services concurrent with development. Similarly, the future land use map shall not be amended and land shall not be rezoned without a plan for concurrent urban services sufficient for the intensity of development permitted by the Zoning Ordinance for the proposed zoning designation.

STATE GROWTH POLICY: UNDER THE LEGAL FRAMEWORK SET FORTH IN THE TENNESSEE CODE ANNOTATED TITLE 13 CHAPTER 4 PART 2, THIS FUTURE LAND USE PLAN IS GUIDES COORDINATED, ADJUSTED, AND HARMONIOUS DEVELOPMENT OF THE CITY OF COLUMBIA, WHICH WILL, IN ACCORDANCE WITH EXISTING AND FUTURE NEEDS, BEST PROMOTE PUBLIC HEALTH, SAFETY, MORALS, ORDER, CONVENIENCE, PROSPERITY, AND THE GENERAL WELFARE. THE PLAN IS PRESENTED TO IDENTIFY AREAS WHERE ORDERLY GROWTH IS APPROPRIATE, DUE TO THE PRESENCE OF EXISTING INFRASTRUCTURE OR THE LOGICAL EXTENSION THEREOF, BUT ALSO THOSE AREAS WHERE GROWTH IS INAPPROPRIATE.

Areas of Change Policy

Areas of Change Policy

Connect Columbia organizes the area within the corporate limits of Columbia, and the larger UGB, into a three classifications based on the anticipated and desired degree of change. These designations reflect the community's preferences for growth. They also correspond to the city's broader policies of economic development, social improvement, and delivery of urban services. The designations described below and depicted on the Areas of Change Map align land use regulations and the development review process with established market trends and proactive policies of the city to invest in Columbia neighborhoods.

Protect (Minimal Change) Areas that are not expected (or do not desire) to experience significant change in character. Occasional new or infill development within these areas may enhance quality of place and improve connectivity and transportation options. However, the land use pattern is established and major changes or intense development should provide clear public benefits. Review processes should emphasize compatibility and adequacy of municipal services.

Facilitate (Market-Driven Change) Established neighborhoods and commercial areas that have or could experience continued investments to improve quality of place. These areas benefit from existing municipal services and enhancement projects to improve walkability, create a sense of place, and enhanced connectivity. Change in these areas is market-driven. New and infill development should maintain or improve the level of service for municipal services. City policies facilitate change through a process of public deliberation and high standards for the built environment.

Activate (Proactive Change) Areas where significant and beneficial change is occurring or is desired. These areas are the focus of proactive City policies to bring the community's values to fruition. Public investment and increased coordination with the private sector will achieve transformational changes envisioned by the community.



Implementing the Areas of Change Policy

Decision making bodies shall begin all land use decisions with reference to the Areas of Change Map and areas of change policy. The areas of change map was part of the 2017 version of Connect Columbia. The 2023 Connect Columbia Steering Team recommended revisions to the policy in order to provide more succinct direction to decision makers during the development review process. The policy provides greater predictability for all stake holders and clarifies the community's preferences regarding the pace of change in different parts of the Columbia.

The areas of change policy ensures that the character of the area surrounding property under review is considered during the development review process. The policy also considers the place-based policies of the city including historic preservation, economic development, and service delivery. The policy does not determine the particular outcome of any request for development approval. It does establish the community's expectations for change over time and directs the place-based actions of City staff and decision makers.



Future Land Use Plan

Future Land Use Character Areas

This section provides the Future Land Use Plan and Policies for development and redevelopment throughout the City of Columbia. To achieve the vision of the Connect Columbia, the Future Land Use Plan organizes Columbia and its UGB into Future Land Use Character Areas. Each Character Area is implemented through Character Districts and Special Districts of the Zoning Ordinance. The City Council periodically updates the Zoning Ordinance upon the recommendation of the Columbia Municipal Planning Commission in order to better implement the Future Land Use Character Areas. All changes to the Official Zoning Map, the text of the Zoning Ordinance, and other land use regulations must be consistent with the character area matrix. Character area features are described below.

Each Character Area is organized into a matrix to guide land use policy decisions throughout the City and, as annexation occurs, within the Urban Growth Boundary. The Character Area Matrix corresponds to the Future Development Map and provides a geographic depiction of the Character Areas. The Matrix and Map are designed to be used in tandem.

Character & Intent The matrix describes the intent of each future land use character area. The statement of character and intent describes the functional and aesthetic qualities of the area in the context of Columbia as a whole. The matrix indicates the degree of connectivity and continuity which should guide the arrangement of private property and public rights of way. The matrix also guides investment in infrastructure and community amenities.

Land Use Considerations The character area matrix lists the appropriate type and intensity of land uses.

Form & Pattern The desired physical characteristics of each future land use character area are described in the matrix. This section informs the adoption and revision of implementing standards in the zoning ordinance and other regulations. The vision established here informs bulk and design standards, the delineation of public and private spaces, and the scale of development. This section also describes the City's policy for regulating parking and providing adequate terminal capacity for the private automobile transportation system.

Implementation The matrix describes zoning districts which are consistent with each future land use character area. It also indicates the overall density and mix of open spaces appropriate for the character area.

City Center & Urban Village Future Land Use Character Area

Character & Intent

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

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

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



Land Use Considerations

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

Form & Pattern

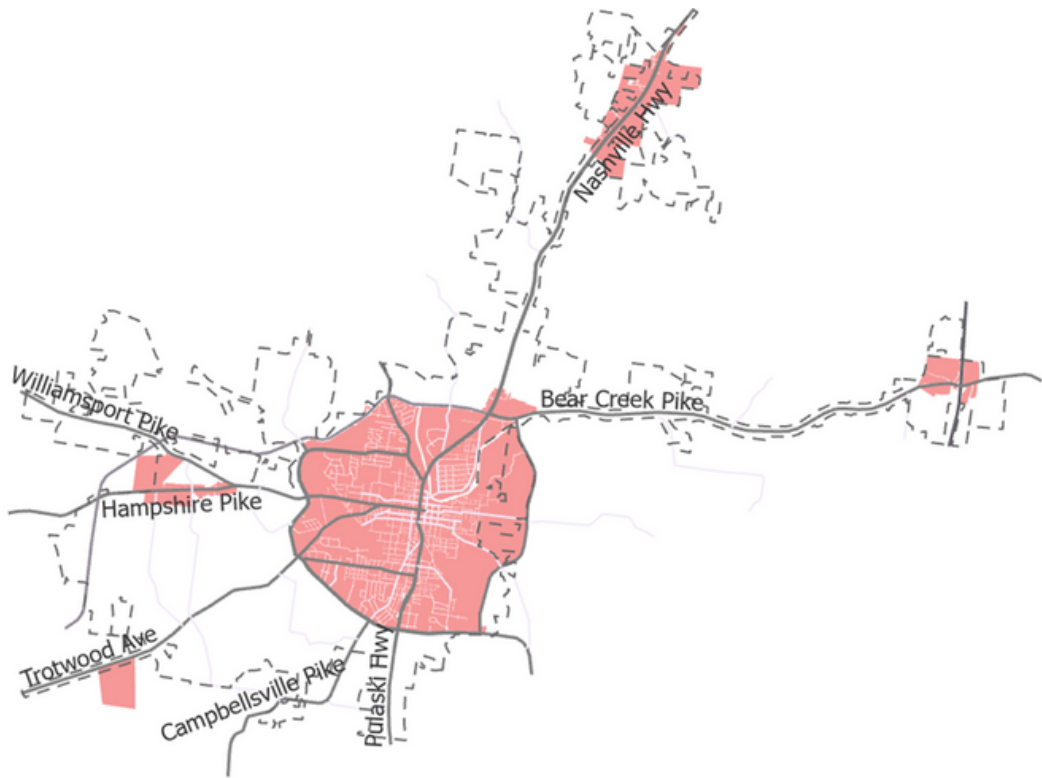
The CCUV includes established and infill neighborhoods at medium to high densities organized along a well-connected transportation network. Infill development supports and extends the formation of blocks and eliminates gaps in the built environment. The CCUV future land use is distinguished from Suburban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

Implementing Districts

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

Implementing Standards

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



Suburban Neighborhoods

Character & Intent

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

Land Use Considerations

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



Form & Pattern

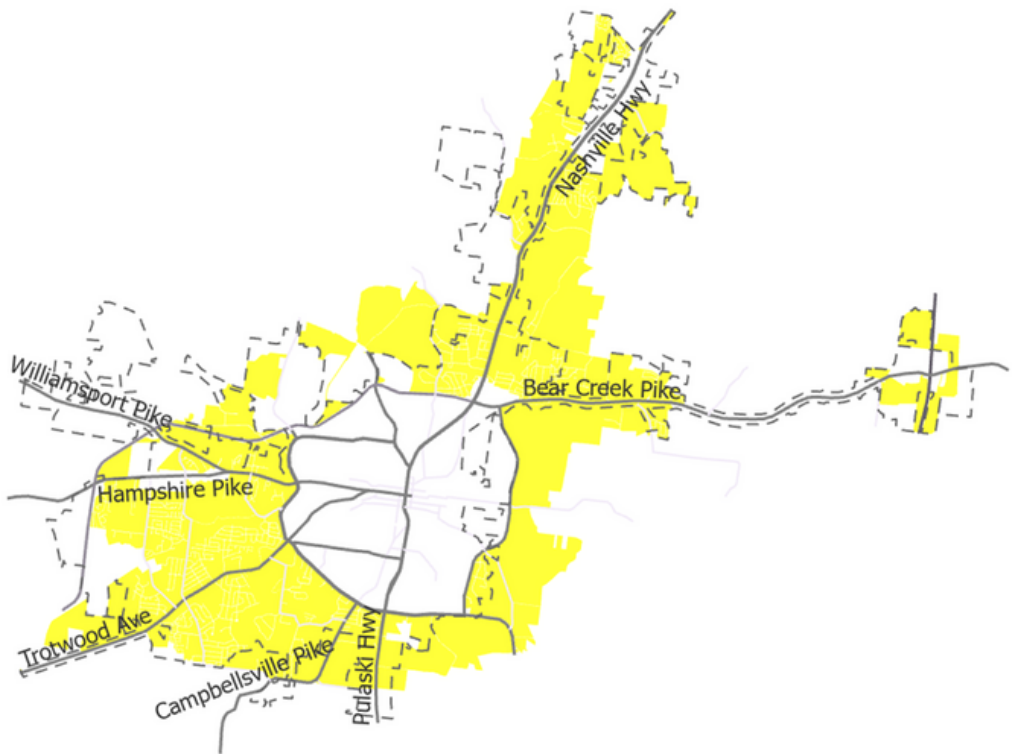
The SN future land use area is characterized by the organization of the built environment to extend a succession of large-lot neighborhoods and compact walkable neighborhoods. Development parcels extend established neighborhood patterns. Leap-frogging development is inappropriate. The SN future land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

Implementing Districts

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

Implementing Standards

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



Rural Transition

Character & Intent

The Rural Transition (RT) future land use classification is comprised of unincorporated areas within Columbia's UGB as well as areas of low-intensity development. The area is characterized by very low-density residential neighborhoods, large-lot semi-rural estates, open spaces, and legacy agricultural operations. The intent of the RT future land use classification is to create and maintain a discernable transition between agricultural uses in unincorporated Maury County and the suburban areas within Columbia.

Future development is limited and emphasizes the preservation of agricultural uses, open spaces, and the semi-rural character of areas adjacent to the city. Natural and scenic features, such as rolling hills, rivers, rock outcroppings, and historic homes should be preserved.



Land Use Considerations

The primary land use is very low-density detached housing. Secondary land uses include accessory dwellings, low-intensity agricultural operations, utility facilities, civic spaces, parks, and open space. New mixed-use, medium-density residential, commercial, industrial and warehouse uses are inappropriate

Form & Pattern

The RT future land use area is characterized by single-family detached residential areas and legacy agricultural operations. Implementing bulk and design standards prescribe large lots with very deep setbacks. In contrast to other areas, site and design requirements are minimal. Public frontages are insignificant and the delineation of public and private space is imprecise. Lots and roadways generally do not form blocks; however, large blocks become discernable in proximity to areas under other land use classifications. Complete urban services may not be available. Annexations and rezonings are inappropriate without concurrent extensions of urban services. Private land users provide their own parking.

Implementing Districts

Rural Character District CD-2
Civic CV

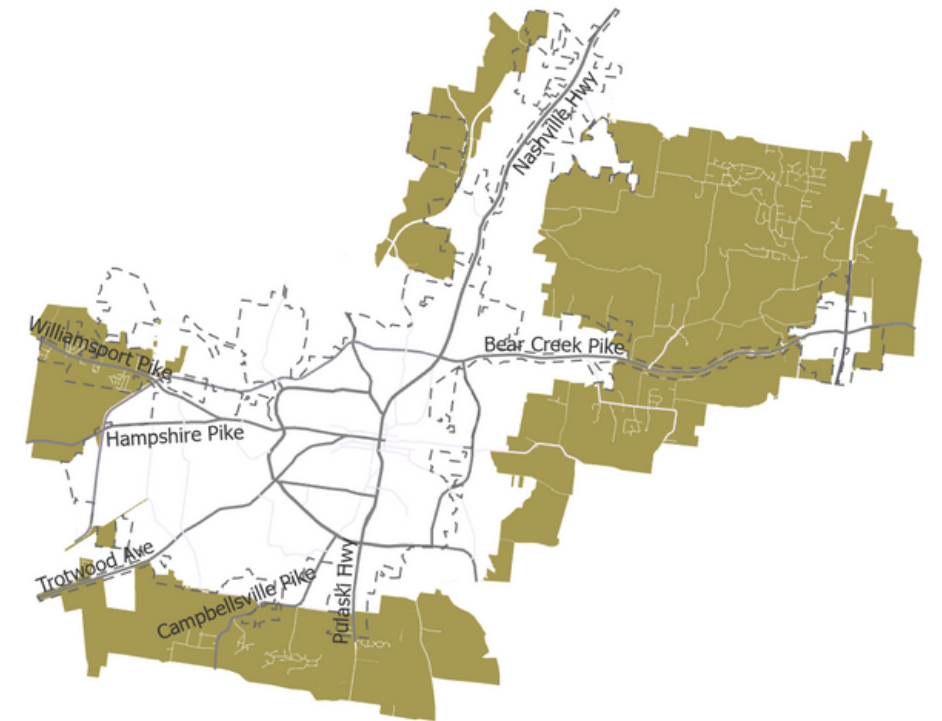
Implementing Standards

General Development Pattern: Isolated Uses

Density (density units per acre): 1 du/ac

Building Height: 1-3 stories

Open Space Elements: Parks & Greenways, Occasional Civic Spaces, Private Yards



Hillsides & Natural Spaces

Character & Intent

The Hillsides & Natural Spaces (HNS) future land use classification is comprised of visually impactful and environmentally sensitive areas within Columbia’s UGB. The area is characterized by parks, civic spaces, open spaces, and legacy agricultural operations. The intent of the HNS future land use classification is to protect riparian areas, hillsides with elevations greater than 775 feet, and other sensitive lands. Natural and scenic features, such as rolling hills, rivers, rock outcroppings, and historic homes should be preserved.



Land Use Considerations

Primary land uses are civic uses, conservation, and utility facilities. Secondary land uses include agricultural uses and very-low-density housing.

Form & Pattern

Development within the HNS future land use classification is limited and should emphasize the preservation of natural and scenic features. Legacy agricultural sites may be preserved but not expanded. Existing extractive operations will gradually phase out and cease. Future development is limited to park spaces, civic uses, and occasional detached single-family homes. Rolling hills, waterways, floodplains, historic rock outcroppings, and tree cover should be preserved. New development should provide benefits to the general public in the form of preservation, storm water facilities, communications infrastructure, municipal services, or increased access to natural and recreational amenities. Complete urban services may not be available. Where parking is necessary, it is provided on-site and designed to be minimally impactful

Implementing Districts

- Rural Character District CD-2
- Civic CV
- Residential PUD PUD-R

Implementing Standards

- General Development Pattern: Isolated Uses
- Density (density unites per ace): 1 du/ac
- Building Height: Residential: 3 stories
- Other Uses: N/A
- Open Space Elements: Parks & Greenways



Technology & Employment Centers

Character & Intent

The Technology & Employment Centers (TEC) future land use classification accommodates a wide range of specialized uses which provide employment opportunities and economic vitality to Columbia. New development must conform to performance criteria. Site standards are unique to each use case. Identifiable negative externalities are reduced through implementing regulations.



Land Use Considerations

Primary land uses include light and heavy industrial uses as well as research facilities, utilities facilities, materials processing, flex space, warehouses, storage and other similar uses. Secondary land uses include appropriate medium-density housing types, civic and institutional uses, parks, and open space. New detached housing is inappropriate.

Form & Pattern

The TEC future land use area is characterized by unique sties, each designed to accommodate a specific use. Implementing bulk and design standards impose few standards. In contrast to other areas, site and design requirements are minimal. Structures are functional and flexible. Non-industrial uses incorporate the standards applicable under other future land use classifications. New development should accompany concurrent extension of complete urban services. Parking is generally provided on-site by private land users.

Implementing Districts

- Light Industrial SD-LI
- Heavy Industrial SD-HI
- Heavy Interstate SD-INT
- Mixed Use PUD PUD-MU

Implementing Standards

- General Development Pattern: Isolated Uses
- Density (density unites per ace): ≥ 12 du/ac
- Building Height: Varies



Special Area Plans

Special Areas Identified for Targeted Planning Efforts

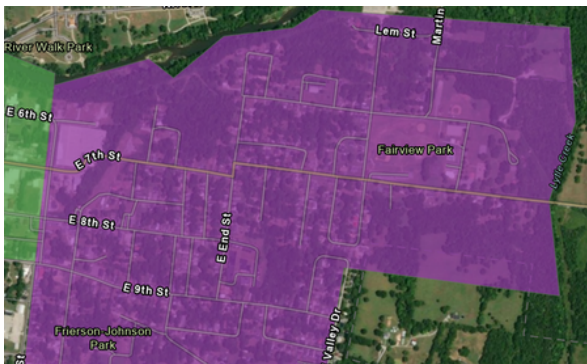
Special area designations recognize areas within Columbia and its UGB that the community has identified as appropriate for targeted planning efforts. Each special area has a unique character and a sense of place. Over time, the City will develop or revise small area master plans for each special area. Some special areas warrant detailed master plans, others need only targeted policy solutions to address specific problems or opportunities. Small area master plans are adopted as amendments to the Land Use Plan and, when in conflict, supersede the recommendations of the Land Use Plan. Small area plans provide more detailed policies and implementation steps than the Land Use Plan. The recommendations of master plans adopted by amendment as part of Connect Columbia will be implemented through incremental revisions to the Zoning Ordinance and other regulations impacting the built environment.





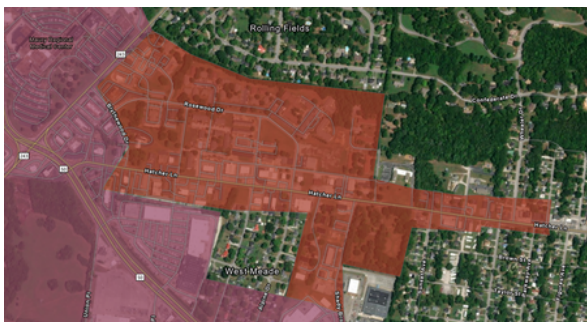
College Gateway (Hampshire Pike)

The intent of the special area is to establish a mixed use anchor that enhances the gateway into Columbia on Hampshire Pike within the vicinity of Columbia State Community College. From its beginning in 1967, Columbia State Community college has had little to no student and faculty-serving commercial activity in the vicinity of its campus. This includes opportunities for dining, recreation, and retail. This policy effort would be to create a node that allows for uses that serve the college in the nearby vicinity of the college and enhances the eastern gateway of Columbia along Hampshire Pike.



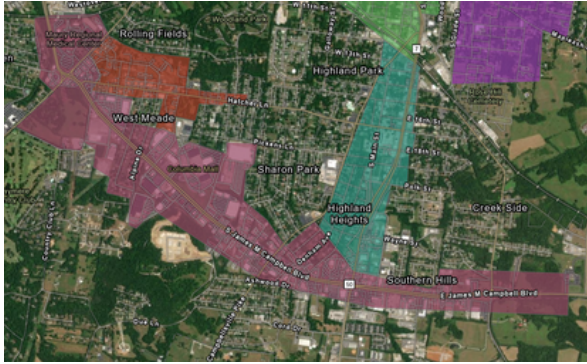
East Columbia

The intent of the special area is to coordinate public and private investments in East Columbia. The goals of any new subarea master plan should include historic preservation and community-oriented improvements that benefit the existing residents of East Columbia.



Hatcher Village

The intent of the special area is to foster the transformation of the existing Hatcher Lane corridor into a vibrant mixed-use urban village through enhanced access, design, and form. Each development parcel should add to Columbia's existing sense of place and extend the established form and pattern to create a more interconnected community. This special area extends from S Main Street to James M. Campbell Blvd. This corridor currently consists of primarily medical related office uses with retail. In addition, single-site multi-family with connected single-family neighborhoods are adjacent to the corridor.



South James Campbell Boulevard

The intent of the special area is to update the Boulevard 2050 Plan and provide additional implementing design standards, as well as increased regulatory flexibility. The James Campbell special area is a retail and commercial engine for the City of Columbia. This area includes the former Columbia Mall site, many restaurants, and commercial establishments. It also encompasses established residential neighborhoods. The Boulevard 2050 Plan set forth an ambitious goal for reimagining this corridor. This Special Area looks to update and compliment that ambition vision, with a realistic look at the near and mid-term development and redevelopment of this area.



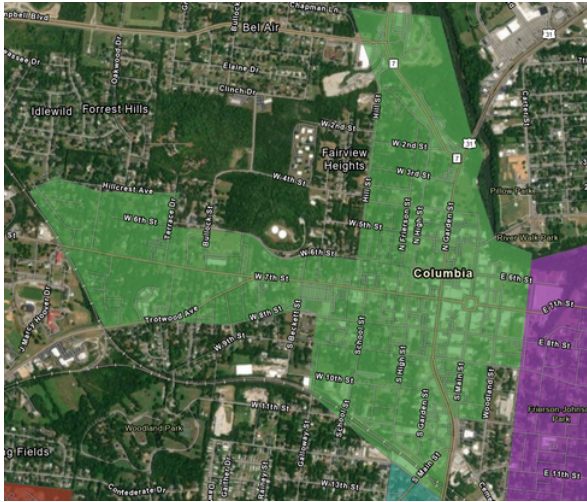
Neopolis

The Neapolis special area is transforming as a result of recent growth. The area includes many new residential subdivisions and some mixed-use development. The purpose of the special area is to promote a mixture of uses, especially appropriately scaled commercial development. The general development pattern should reflect a medium-to-high level of density and intensity.



South Corridor

The intent of South Corridor special area is to enhance the existing Carmack Boulevard Corridor. As a primary southern gateway into Columbia, Carmack Blvd serves as an arterial roadway with uses that also serve adjacent nearby neighborhoods. The area also includes the properties around South Main Street and Highland Avenue.



CHADS (Commerce History & Arts Districts)

The intent of this special area is to recognize the existing regulatory and planning designations in the historic core of the city. The overlapping and interconnected designations of Downtown, the Arts District, the five historic districts, and the emerging North Hill shopping area calls for context-sensitive planning efforts which balance competing interests and leverage the Columbia's district sense of place. The goals and objectives of any associated master plans should include 1) protecting the historic character of Columbia; 2) foster entrepreneurship and create space for local business of all sizes; and 3) create the most remarkable built-environment in Middle Tennessee.



Interstate Gateway

This area has historically served to support convenience businesses near exit 46 with fast food, fuel convenience centers, and hotel uses. In more recent times this area has developed into denser residential communities with townhomes, multi-family, and single-family homes extending out from the peripheral areas of Columbia's interstate exit. The goal of the special area is to create a sense of place and provide a high quality urban node which better reflects the dynamic charm of Columbia.



Riverside

The Riverside neighborhood is a unique part of Columbia's core. Riverside contains a mix of residential and commercial uses as well as civic institutions. Riverwalk park, one of the City's premier public greenspaces, is located in the area. The architecture is eclectic. A large portion of the neighborhood is located in areas of flood hazard. The purpose of the special area is to facilitate commercial infill development and infrastructure improvement on the perimeter of Riverside, preserve the unique character of its residential streets, and reduce the risk of property loss from flooding.



CONNECT COLUMBIA

Transportation Plan: A Roadmap for Long-Term Mobility

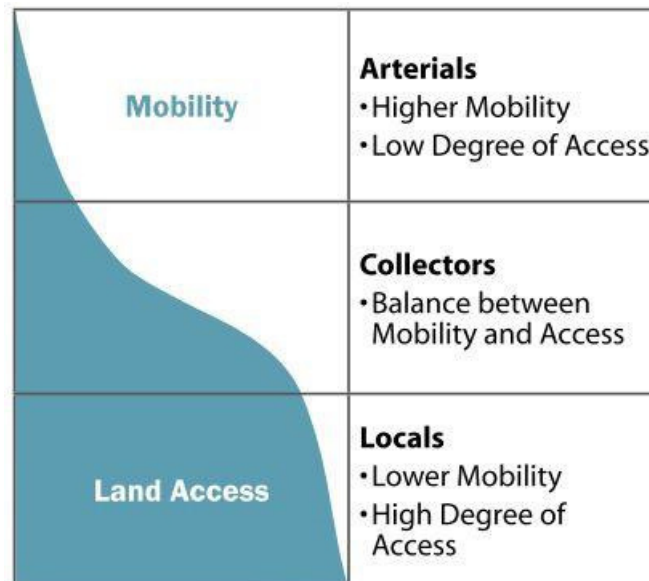
Chapter 1: Existing Conditions

1.1 Roadway Functional Classification

For planning purposes, roads are often designated in terms of their functional classification, which is based on the character of transportation service they are intended to provide. **Map 1** shows the classification of roadways, currently, within the City of Columbia.

Categories typically include interstate, principal and minor arterials, collectors, and local roads. As one moves up the hierarchy from local to collector to arterial to Interstate, speeds generally increase and there is a corresponding decrease in access provided to adjoining properties. (It is important to manage the number of access point on higher-speed roads, as discussed later in this chapter.)

Figure 1: Functional Classification's Relationship to Mobility and Access



(Source: *Safety Effectiveness of Highway Design Features: Volume I, Access Control*, FHWA, 1992)

Interstates And Freeways

Interstates and Freeways are limited access divided highways with grade separated junctions, and without traffic lights or stop signs. Providing drivers with mobility is the highest priority on this type of facility, with access provided only at interchanges spaced at least 1 to 2 miles apart. Interstate 65 runs north-south at the far eastern edge of the Columbia study area, linking the city to the metropolitan Nashville and Huntsville/Birmingham, AL regions and beyond.

Not all freeways in the area are part of the Interstate system. SR 396 (Saturn Parkway), just outside Columbia's growth boundary, provides limited access, free flow travel between I-65 and US 31. Within Columbia, some sections of US 43 are also classified as freeway, although the mobility and safety benefits are somewhat compromised by being intermingled with sections that are not limited access.

Principal Arterials

The principal arterial system serves major centers of activity, the highest traffic volume corridors, and the longest trip destinations. Prior to the Interstate system, these roads functioned as the primary routes for long-distance travel and therefore emphasize mobility rather than access. They still carry a substantial percentage of trips entering and leaving the urban area, including thru-movements. These roads link to the interstates and freeways. In 2012, Congress passed federal legislation which also made all principal arterials part of the National Highway System.

Principal arterials in Columbia include the major U.S. highways radiating from downtown:

- ☐ US 31 (Nashville Highway and Pulaski Highway)
- ☐ US 412 (Bear Creek Pike and Hampshire Pike)
- ☐ New Highway 7
- ☐ West, South, and East James Campbell Boulevard (SR 50)
- ☐ Campbellsville Pike

Minor Arterials

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.

Examples of minor arterials in Columbia include:

- ☐ North James Campbell Boulevard
- ☐ Santa Fe Pike
- ☐ West 7th Avenue
- ☐ Trotwood Avenue
- ☐ Campbellsville Pike
- ☐ Tom Hitch Parkway

Collectors

The collector street system provides both access to land and traffic circulation within residential neighborhoods, commercial and industrial areas. Unlike arterial roads, it is common for collector roads to pass through residential neighborhoods to “collect” traffic from local neighborhood streets and channel it into the arterial system. In the central business district and other areas of similar development and traffic density, the collector system may include a street grid used for traffic circulation.

Examples of collectors in the Columbia area include:

- ☐ Iron Bridge Road
- ☐ Maplesh Avenue
- ☐ Mooresville Pike
- ☐ Cayce Lane
- ☐ Sunnyside Lane
- ☐ Rutherford Lane
- ☐ Baker Rd
- ☐ Lion Parkway
- ☐ Theta Pike



Local Street System

The local street system is made up of all other facilities not classified as one of the categories described above. Local streets' primary function is to provide direct access to properties, and they are not intended for high speeds or heavy traffic volumes.

Table 1 shows the percentage of roadway mileage in Columbia that is classified for each function. The percentage of road-miles that fall into each category is generally consistent with federal guidelines, indicating a fairly well distributed system. As discussed elsewhere in this chapter, it is important for the city to continue establishing an adequate number collector routes as new areas are developed, as opposed to having many local streets connect directly to arterial highways.

Table 1: City Road Mileage by Functional Classification

Classification	Miles
Interstate/Expressway	1%
Arterial	15%
Collector	9%
Local	75%

1.2 Existing Traffic Volumes

Current levels of traffic in the Columbia study area generally follow the principles outlined above, with higher traffic volumes on roads that are classified for thru-traffic and higher operating speeds.

TDOT provides a mapping utility which shows the annual average daily traffic. As shown, the section of Nashville Highway between Carters Creek Pike and Bear Creek Pike is the most heavily-used route in the city, with daily volumes on the scale of those carried by I-65. Other busy routes include the US Highway 43 Bypass, N. Garden Street, S. James Campbell Boulevard in the mall area and the adjacent section of Trotwood Avenue, and Nashville Highway north of Carters Creek Pike.

1.3 Roadway Level of Service

Level of service, or LOS, is a term used to describe how well traffic flows along a given roadway. It is presented in terms of grades A through F, similar to a school report card, where A is the best possible traffic flow and F represents the worst conditions. Figure 2 shows graphically how the level of service changes as the number of cars on the road increases. In urban areas, LOS D is typically considered to be the minimum acceptable level of service.

In order to determine the LOS of the roadway, a comparison is first made between assigned daily traffic volumes and the capacity of the facility to calculate its volume-to-capacity (V/C) ratio. A roadway's capacity is based on its functional classification, number of lanes, posted speed limit, percent of truck traffic and geometric characteristics.

Existing levels of service were calculated using the base year of the Nashville Area MPO's regional travel demand model, which is calibrated to actual traffic counts.

Existing Level of Service

Generally current travel conditions are at an acceptable level for most of the city and surrounding area. There are specific segments and intersections that operate at levels of service of E or less. This includes two sections of Trotwood Avenue outside the James Campbell Boulevard loop: between Country Club Lane and Robinson Road, and between Cayce and Rutherford Lanes. Level of service is also degrading on Hampshire Pike near Lion Parkway. This section provides access to three school campuses and is also just east of the point at which traffic feeds into the corridor from Williamsport Pike. Nashville Highway is also experiencing a decrease in service.

Figure 2: Illustration of Roadway Level of Service



1.4 Roadway Connectivity

After decades of approving subdivisions filled with cul-de-sacs feeding onto one or two collector roads, most city planners have recognized there is value in having a larger percentage of roads interconnected as part of a system. There are multiple benefits to a more interconnected grid. Safety and Security.

Those whose job is to respond to emergencies often call for more network “redundancy,” i.e. having more than one path between two points. If one route becomes impassable because of a downed tree, flooding, a car wreck or other incident, it is still possible for residents to leave the area and for emergency officials to get into the area to provide resources and assistance. Distribution of Traffic

When drivers have multiple options to get to their destination, there are usually fewer vehicles on any one particular route. The community can use more of its publicly-funded road system to meet travel demand, instead of having one highly congested road and many other streets that are only used once or twice a day. This is considered to be the advantage of a more grid-like road network. The concept of a street hierarchy is still important, however. Even with a grid, it may be desirable to use roadway design to differentiate streets for heavier travel to alleviate concerns about excessive cut-through traffic in residential areas.

Friendlier for Walking and Biking

Increased street connectivity can also increase people's willingness to walk, bicycle or use transit instead of taking a car for certain types of trips. Shorter distances between intersections (block lengths) allow people to make a turn without having to walk long distances to reach the next public road or cut across private property. The effect can be understood by comparing the length of a particular walking trip versus the distance it would take "as the crow flies."

1.5 Current City Regulations Regarding Connectivity

Columbia's Engineering Standards and Specifications (ESS), Zoning Ordinance, and Access Management Ordinance contain a number of provisions to encourage and require roadway connectivity. Cul-de-sacs are discouraged or not permitted and connections to adjoining properties are required in most cases.

1.6 Evaluation of Roadway Connectivity for Arterials and Collectors

The quality of connectivity in Columbia's major road network is relatively good, likely due in part to the attention given to the issue in city regulations, as well as favorable topography and the city's long history as a regional center of commerce. The radial nature of the city's major roads, combined with the loop formed by James Campbell Boulevard and Tom J. Hitch Parkway, provides multiple routes to travel through and within the urban area.

At the arterial level, there are two areas in which the city may wish to explore additional connections to help control future congestion, particularly along Nashville Highway. US 31 north of the city carries regional traffic between I-65 and US 43. It may also be considered to be a more direct route between I-65 and US 412, west of the city, than using the US 412/Bear Creek interchange. As population continues to grow in Spring Hill and the northern portions of Columbia, this thru-traffic combined with increasing local activity will result in greater delays on Nashville Highway.

This also underscores the importance of maintaining a strong network of collector streets. Recent growth in the areas west and southwest of downtown has been shaped by regulations to increase local street connectivity, and the availability of James Campbell Boulevard allows traffic to move among the major and minor arterial routes that radiate from the downtown area. However, growth in the north and east portions of Columbia's growth area is less connected. Local drivers currently have few options to make north-south movements without using US 31. Similarly, as growth occurs along Bear Creek Pike east toward I-65, those who live and work on the north side of the highway would benefit from good connections to Baker Road and Center Star Road to move east-west without having to use Bear Creek Pike.

Improving certain roads, even those outside Columbia's growth boundary, could be important to buffer the effects that fast-developing areas will have on Nashville Highway and Bear Creek Pike. Greens Mill Road and Clara Mathis Road are examples where rural route upgrades could provide outlets for new development in Columbia to flow more smoothly to and from adjoining parts of the region.

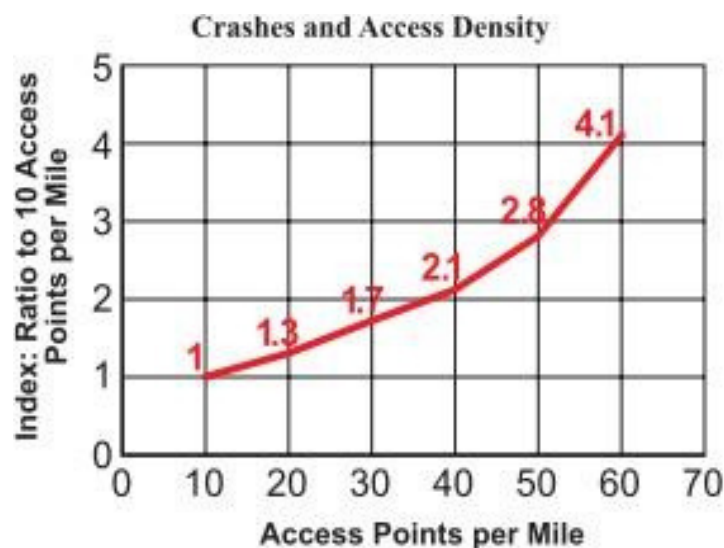
1.7 Roadway Access Management

As noted earlier in this chapter, roads are classified according to their function. The primary purpose of low-speed roads is to provide property access, whereas higher-speed roadways provide few access points because their primary purpose is to carry thru-traffic. On higher-speed roads, therefore, there should be fewer driveways overall.

Properly matching roadway access policies to the community's functional classification plan greatly enhances transportation system efficiency and yields a number of other benefits.

Driveway management on arterial routes can result in considerable operational improvement, allowing traffic speeds to improve as much as 15 to 20 miles per hour. As shown in Figure 3, there is also a significant safety benefit. Statistics indicate that an arterial road with 10 driveways per mile has 30-percent fewer crashes than a similar road that has 20 driveways per mile. FHWA reports that more than 70-percent of crashes at access points involve left-turning vehicles.

Figure 3: Crashes and Access Density



Source: Transportation Research Board's Access Management Manual (2003)

Environmental Benefits

Studies that measure real-time vehicle emissions have found that vehicles emit more tailpipe pollutants in stop and go traffic. A clear relationship has been found between emissions and the number of access points on the road being driven. Although Maury County was not included in the part of the Nashville region that was previously designated for not meeting EPA's air quality standards, rapid growth of the metropolitan area means higher traffic volumes in Maury County and potential air quality problems in the future. It is important to manage traffic to avoid such conditions.

1.8 Current Access Management Policies

Access to roads in the Columbia area is governed by policies at both the state and local level.

State Policies

In 2015, TDOT issued the *Manual for Constructing Driveway Entrances on State Highways*. State legislation was enacted in 1955 that established a permitting process for driveways, along with a handbook to regulate their location, design and construction. The new manual represents a comprehensive revision of the state's driveway regulations, which had not been updated since the late 1970s.

The requirements of this manual apply to all state routes, including those within the City of Columbia. Local governments may adopt their own standards, but they may not be less stringent than the state's. Although the TDOT manual deals with many aspects of driveway permitting, there are two relevant standards here: (1) how close a driveway can be to a public intersection, and (2) where median openings are permitted.

On Nashville Highway (US 31/SR 6) and other divided highways owned by the state, TDOT also manages safety and traffic flow by limiting the number of median openings. The 2015 driveway manual states that median openings are allowed at the intersection of most public roads. Beyond that, median openings are created only for the purpose of U-turns, and should be uniformly spaced. For urban areas, the state policy recommends that median openings be spaced 660 feet apart (about an eighth of a mile).

Local Policies

The Access Management Ordinance is the city regulation that primarily addresses access specific topics.

- ☐ Number of access points
- ☐ Cross connectivity with adjoining parcels
- ☐ Location and placement of access points
- ☐ Corner Clearance (distance from a public intersection)
- ☐ Access spacing
- ☐ Consolidation of access points
- ☐ Cross connectivity
- ☐ Auxiliary turn lanes
- ☐ Median and median openings
- ☐ Traffic signals and signal spacing
- ☐ Frontage roads

Additionally, the Traffic Impact Study Ordinance requires developments of certain sizes and impacts to provide a study to evaluate necessary improvements to mitigate impacts to the roadway network.

1.9 Current Access Conditions

The following major corridors were identified by the city to be evaluated in terms of current access management:

- ☐ Nashville Highway (US 31)
- ☐ Garden Street (SR 7, US 31 within downtown)
- ☐ Carmack Boulevard (US 31)
- ☐ Bear Creek Pike (SR 99, US 412)
- ☐ Campbellsville Pike (SR 245)
- ☐ West 7th Street (US 412 Business)
- ☐ Hampshire Pike (SR 99, US 412 Business)
- ☐ Pulaski Highway (SR 7)
- ☐ Trotwood Avenue (SR 243)

Access-related bottlenecks in urban areas most often occur because of driveways that are located too close to public intersections. Each major corridor was therefore reviewed to identify locations where existing driveways do not meet TDOT's intersection corner clearance requirements. The resulting locations are listed below in **Table 2**. These may be areas to consider reconfiguration of existing driveways, particularly if the City has identified recurring operational and/or safety problems at any of the sites.



Table 2: Intersections with Corner Clearance Issues

Corridor	Cross Street	Intersection Quadrant
Hampshire Pk	Rutherford Ln	SW
Hampshire Pk	Cayce Ln	SE
Hampshire Pk	Williamsport Pk	E, W
Hampshire Pk	Williamsport Pk	E
Hampshire Pk	Lion Pkwy	E
7th St	Trotwood Ave	W
7th St	High St	NW, SE
7th St	Garden St	NW
Garden St	8th St	SW
James Campbell Blvd	Hampshire Pk	NE
Hampshire Pk	James Campbell Blvd	SE
Garden St	4th St	SW, NW, SE
Garden St	8th St	NW
James Campbell Blvd	Garden St	S
James Campbell Blvd	Santa Fe Pk	NW
Nashville Hwy	Theta Pk	NW
Bear Creek Pk	Nashville Hwy	NE, SE
Nashville Hwy	Bear Creek Pk	NE
Nashville Hwy	43 Bypass	NW
Bear Creek Pk	Tom J Hitch Pkwy	W, E
Bear Creek Pk	I-65 Ramp	SE, SW, NW
Carmack Blvd	S Main St	SW
Carmack Blvd	15th St	All
Trotwood Av	James Campbell Blvd	NE
James Campbell Blvd	Trotwood Av	NE, SE
James Campbell Blvd	Highland	NE, NW
James Campbell Blvd	Campbellsville	SE, SW
Carmack Blvd	James Campbell Blvd	NE, NW
Pulaski Hwy	James Campbell Blvd	SE, SW
James Campbell Blvd	Tom J Hitch Pkwy	E
Trotwood Ave	Sunnyside Ln	NW

Each corridor was also evaluated to determine the driveway density per mile. This measure is often used by transportation planners and engineers to predict roadway operational effectiveness, applicable primarily for roadways that are intended to operate at speeds of 45 mph or greater.

As shown in **Map 2**, driveway densities are greatest along these corridor segments:

- Nashville Highway from Mangrum Drive to northern city limits
- Nashville Highway between E. Burt Drive and downtown
- James Campbell Boulevard between Pulaski Highway and Mooresville Pike
- All of Bear Creek Pike
- Hampshire Pike between US 43 and Zion Road (the western urban growth boundary)

Areas with high driveway density may warrant further review, focusing primarily on existing access points for higher volume traffic generators such as commercial and multi-family developments.

Locations With Operational and Safety Issues

A number of intersections and corridor segments were identified by City staff for investigation regarding safety, traffic flow, or both. The sites are listed below in **Table 3**. An analysis of recent crash data (the past three years available) was conducted at each location to determine the crash rate and to assess the types and severity of crashes. Field work was also performed to observe operations in the identified areas to help identify likely contributing factors and develop potential solutions. This analysis resulted in several recommendations to improve safety and operations at these key locations. The proposed improvements have been incorporated in the project tables contained in **Chapter 3**.

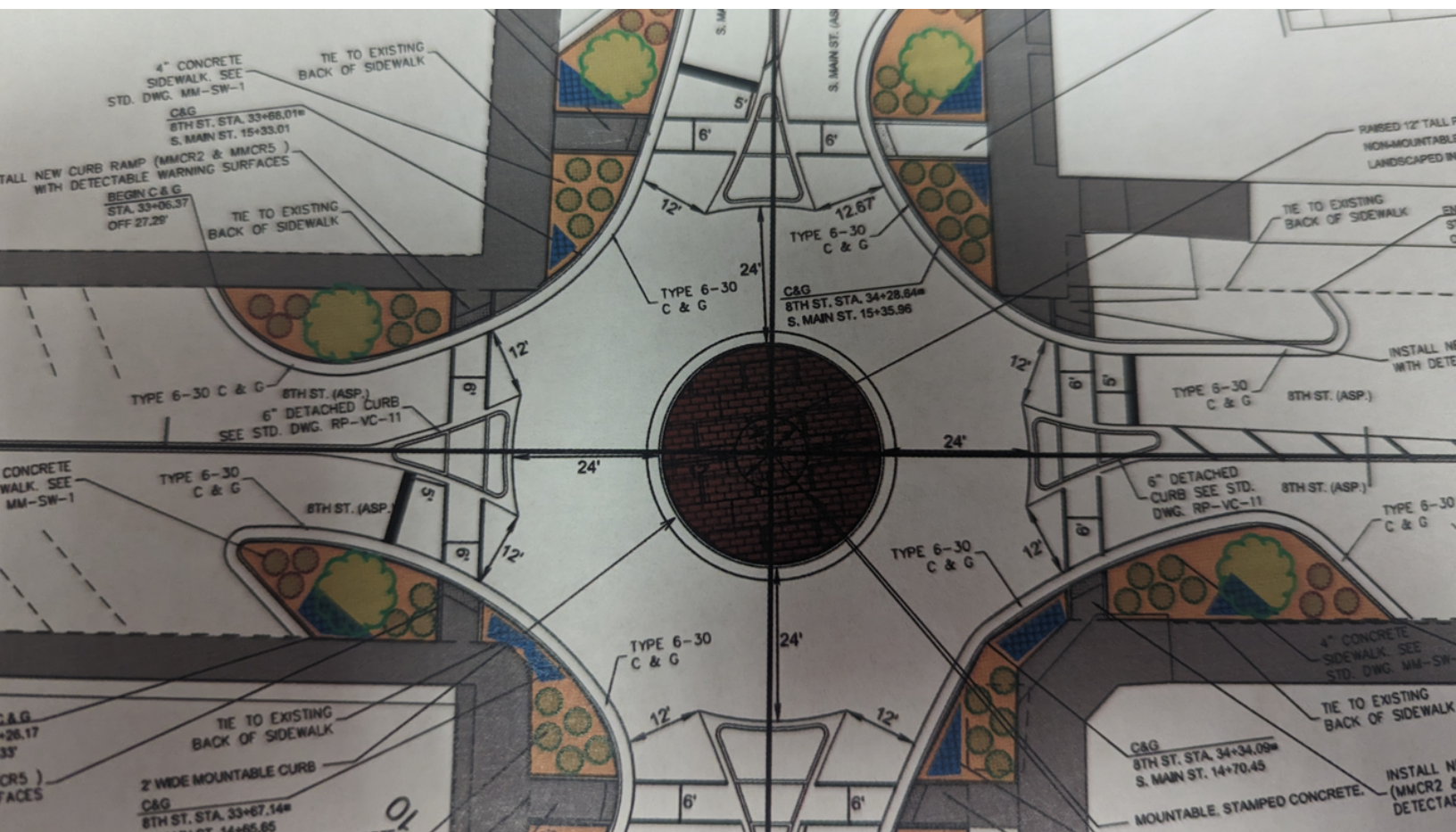


Table 3: Locations Investigated for Safety and Operational Issues

Route	Location
Nashville Hwy	at Bear Creek Pk
US 31	at W. 7th St
Trotwood Av	at Cayce Ln
James Campbell Blvd	at Hampshire Pk
James Campbell Blvd	at Industrial Park Rd
US Highway 43 Bypass	at Industrial Park Rd
US Highway 43 Bypass	at Theta Pk
Bear Creek Pk	at I-65
Nashville Hwy	at Baker Rd and Columbia Rock Rd
Nashville Hwy	at Cayer Ln
Nashville Hwy	at Carters Creek Pk
Hampshire Pk	at Williamsport Pk
US 31	at N. James Campbell Blvd
Carmack Blvd	at S. Main St
Nashville Hwy	at Theta Pk
James Campbell Blvd	at Lion Pkwy
E. James Campbell Blvd	at Mooresville Pk
Nashville Hwy	at Carter St
Hatcher Ln	James Campbell Blvd to Carmack Blvd
Trotwood Ave	Ridley Jewell Rd to Old Sunnyside Ln
Trotwood Ave	Graymere Manor Rd to James Campbell Blvd
James Campbell Blvd	Trotwood Ave to Pulaski Hwy
Nashville Hwy	River Rd to Kroger entrance
Nashville Hwy	N of Imperial Dr to Cayer Ln
Cayce Lane	S of Eskew Dr



Chapter 2: Future Conditions

2.1 Future Roadway Level of Service

Chapter 1 outlined the areas where Columbia's roadway system performance is currently falling below acceptable levels of service. This chapter projects how the transportation system will function by the year 2040 if no further improvements are made.

Methodology

As described in the **Chapter 1**, the Nashville Area MPO's regional travel demand model is the tool used to identify and analyze future roadway congestion problems.

The model divides the region into various "traffic analysis zones," each of which is assigned certain model inputs, most importantly population and employment projections. The model's outputs are an approximation of travel demand between zones—in other words, how many people are expected to travel between home, work or school, shopping, doctor's office, and other destinations.

Zones will generate varying levels of traffic based on the numbers of jobs and/or homes they contain. Future traffic projections are also affected by the types of development in a zone. For example, a major regional shopping center will attract several types of trips, including shoppers, the employees who work at the stores, trucks who bring in the food and goods that are sold there, and even the trucks that take away the trash.

Zones with high travel demand require roadways with higher capacity (and/or regular transit service). In zones where population or employment grows rapidly, it may be necessary to add new travel lanes, modify intersections, or add or extend new roads in order to meet the additional demand for travel. Through the use of the MPO's travel demand model, the City can predict which roadways will need capacity improvements, and how soon.

Population And Employment Growth

As described in the Population and Economy Technical Report, the Columbia area population is projected to grow by more than 50-percent by the year 2040.

Strong expansion of the Columbia area's employment base is also expected, with more than 15,000 additional jobs anticipated in and around the city by 2040.

The anticipated growth will generate additional traffic and, in some areas, will have noticeable impact on the roads that serve them, as discussed in the following section.

2.2 Projected 2040 Levels of Service (Without Improvements)

By the year 2040, assuming no major improvements are made, level of service is expected to degrade below LOS D on some of Columbia's major corridors.

Trotwood Avenue, already experiencing congestion just outside the James Campbell Boulevard loop, is projected to operate at or below LOS D for its entire length from James Campbell Boulevard to the city's urban growth boundary.

Nashville Highway is expected to operate at or below a LOS D.

Along Bear Creek Pike, delays are expected immediately west of the I-65 interchange and on the 2-mile stretch between Tom Hitch Parkway and Howell Elementary/Cox Middle schools.

These projected conditions suggest the need to make improvements that add vehicle-carrying capacity to these routes, which could involve the addition of turning lanes and/or new thru-lanes.

2.3 Planned Transportation Improvements

Since 2014, when Columbia became a member of the Nashville Area MPO, transportation planning for the City's major routes has been conducted in coordination with the regional agency. The MPO is a cooperative forum in which Columbia joins local governments from across a seven-county area in determining the distribution and expenditure of federal and state transportation funding.

The most recent MPO Regional Transportation Plan extends through the year 2040 and contains several projects to improve major corridors in the city.

These proposed projects are shown in Table 4. The horizon year indicates the year by which the project is expected to be completed.

Table 4: Columbia Area Projects Proposed in The Regional Transportation Plan

Project	Improvement Type	Estimated Cost	Horizon Year
I-65 at SR99	Interchange Modifications	\$35,900,234	2025
Nashville Highway (SR 6/US 31) at Bear Creek Pike (SR 99/US 412)	Intersection Improvements	\$2,447,203	2025
Columbia Downtown, Beckett Street W 5th Street to West of Trotwood Ave (SR 243) North end of the Duck River Bridge	Streetscape Improvements	\$9,000,000	2025
Trotwood Avenue (SR 243) and James Campbell Blvd (SR 50)	Intersection Improvements	8800000	-
Iron Bridge Road over Lytle Creek	Bridge Replacement	\$2,000,000	-
Bear Creek Pike (SR 99/US 412) Widening	Roadway Widening	\$47,500,000	-
SR 50 (James Campbell Blvd)	Reconstruction	\$14,000,000	2035
Nashville Hwy (SR 6 /US 31)	Intersection Improvements	\$3,300,005	2045

In addition to the projects shown in **Table 4**, which are part of the MPO's fiscally constrained long-range plan, there is one "illustrative" project shown that affects the Columbia area. This is the proposed extension of Saturn Parkway to the interchange of I-840 and Carters Creek Pike. The project's "illustrative" status indicates that it is not part of the official MPO plan unless additional funding can be identified beyond current revenue projections.

With the exception of the intersection improvements proposed for Bear Creek Pike and Nashville Highway, there are currently no projects in the MPO's long-range plan that would add capacity to the routes identified as deficient in the 2040 scenario.

Specific improvements to address the area's anticipated roadway deficiencies are discussed in the following chapter.



Chapter 3: Recommended Projects

3.1 Introduction

Chapter 1 and Chapter 2 identified Columbia area roadways that currently need improvement, or will by the year 2040, in order to keep the city's road system functioning safely and efficiently. This chapter describes the projects that are recommended for implementation during the next 30+ years, along with planning-level estimated costs. It also presents the resulting system performance that is projected once those improvements occur.

The projects identified here will help to meet three broad goals for improving the city's transportation system:

1. Addressing the site-specific safety and operational needs identified in Chapter 1.
2. Relieving traffic congestion by providing additional capacity on the major corridors identified in Chapter 2.
3. Improving circulation by increasing the connectivity of the area network as the city continues to develop. As discussed in Chapter 1, roadway connectivity helps to manage traffic demand on major corridors and enhances safety by providing alternative routes, including lower-volume streets for bicyclists and pedestrians.
4. Increasing pedestrian and bicycle facilities.

3.2 Recommended Improvements

Proposed roadway projects for the 2040 Transportation Plan are presented in Tables 6 through 9, grouped according to the timeframe in which they are to be implemented:

- ☐ Near-Term (0 to 10 years)
- ☐ Mid-Term (10 to 20 years)
- ☐ Long-Term (20 to 30+ years)
- ☐ Illustrative Projects

Proposed transit projects, shown in Table 10, will be implemented in coordination with the Regional Transportation Authority and the Nashville Area MPO.

Projects in Tables 6, 7, and 8 are also shown geographically in Maps 3, 4, and 5.

3.3 Estimated Costs

For purposes of the city's capital improvement planning and long-range budgeting, Tables 6, 7, and 8 include the estimated cost of each project. The costs are presented in current (2023) dollars and were developed using TDOT's methodology for planning-level cost estimates. This method uses a typical base unit cost per mile (adjusted periodically by TDOT to reflect current experience), which varies according to whether it is a local, state or interstate route.

Adjustment factors are applied depending on the nature of construction (route is being widened, new road being built, etc.), the type of terrain involved, and the intensity of adjoining land uses, which affects right-of-way costs. The TDOT methodology also adds a contingency line item amounting to 15-percent of the construction cost, so it tends to produce fairly conservative cost estimates. Once a project begins development, of course, additional factors may be discovered which result in greater or lower costs.

3.4 Funding

The projects in this plan will be implemented through a combination of federal, state, local and even private funds. This section outlines available sources of roadway funding and describes the eligibility policies that apply.

Federal Roadway Funding

As discussed in **Chapter 2**, Columbia recently became a member of the Nashville Area Metropolitan Planning Organization, a cooperative forum where local governments from across a seven-county area work together to determine the distribution and expenditure of federal and state transportation funding.

Table 5 provides a brief overview of the types of federal funding most likely to be applicable for projects in the Columbia area. These programs are funded through the National Highway Trust Fund, which was established by the Highway Revenue Act of 1956, during the development of the interstate highway system. The Highway Trust Fund is administered by the U.S. Department of Transportation through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

The Nashville Area MPO receives about \$18 million annually directly from USDOT in Surface Transportation Block Grant (STBG) funding. This money is allocated on the basis of the population of the Nashville and Murfreesboro urbanized areas, a smaller area than the 7-county territory for which the MPO conducts planning.

Columbia is designated by the Census as an independent “urban cluster,” separate from either the Nashville or Murfreesboro urbanized areas. It does not receive funds directly from USDOT; however, it does receive its own annual allocation of about \$500,000 in local STBG funds from TDOT, from the pool provided by USDOT to the state of Tennessee. The city’s membership in the MPO does not affect its ability to spend those local STBG funds at its discretion. In addition, Columbia now potentially can share in other federal funding sources available to the MPO. An example would be the Active Transportation Program (ATP) grants, which are funded from the STBG funds allocated to the Nashville urbanized area.



Table 5: Federal Funding Programs

Federal Programs	Description	Funding Ratio
National Highway Performance Program (NHPP)	Provides funding for construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvement of segments of the National Highway System. This includes Interstate highways and bridges on the NHS. Projects must support progress toward national goals for the condition and performance of the system.	80-90% federal 10-20% non-federal
State Surface Transportation Block Grant (S-STBG)	Provides funding for roads functionally classified as rural major collector and above. Also funds bridge replacement and rehabilitation on non-federal aid routes. Eligible activities also include bicycle and pedestrian facilities, safety, highway-rail crossings, and environmental mitigation.	80% federal 20% non-federal Some projects are eligible at 100% federal.
Local Surface Transportation Block Grant (L-STBG)	Provides funding for small urban areas (5,000 to 50,000 persons) and urbanized areas (50,000 and greater in population) for projects on roads functionally classified as urban collectors or higher. Funds may also be used for bicycle/pedestrian projects or “flexed” for transit use. Currently, Columbia receives about \$2 million in L-STBG funding annually.	80% federal 20% non-federal
National Highway Freight Program	Provides funding for projects that contribute to the efficient movement of freight on the National Highway Freight Network. This could include traffic signal optimization, railway/highway grade crossing improvements, and efforts to reduce the environmental/community impact of freight.	80-90% federal 10-20% non-federal
Highway Safety Improvement Program (HSIP)	Provides funds to improve high hazard locations on eligible roadways, including highway-rail grade crossings. Projects are selected based on crash rate and crash frequency.	90-100% federal 0-10% non-federal
Transportation Alternatives (TA)	Eligible activities include a variety of smaller-scale projects such as pedestrian and bicycle facilities, safe routes to schools, recreational trails, and environmental mitigation of transportation system impacts.	80% federal 20% local cash

Generally, projects on the interstate or state routes within Columbia will be sponsored by TDOT, using federal funds other than the ones allocated to the city. In this case, the non-federal match is also provided by TDOT in the form of state funds generated by motor fuel taxes. Currently the state’s gasoline tax rate is 21.4 cents per gallon, which yields about \$642 million per year. In recent years, TDOT has talked with leaders across the state about the need to increase the non-federal revenue available for operating, maintaining and improving the roadway system. The state has a growing backlog of projects that have been identified as needed but are not yet under development.

State Roadway Funding

In addition to providing match for federal funds, state funds are used by TDOT to fund some other specific project types. These include:

- State Industrial Access (SIA) Program. This program does not typically require a local match, but it is limited to locations where improved road access will leverage a significant new industry location or expansion. TDOT works with the state Department of Economic & Community Development to identify locations as the need arises.
- Local Interchange Lighting Program. This program requires a 50-percent local match. As the name of the program indicates, it is used to add overhead lighting at interchanges.
- Multimodal Access Grant Program. This program funds up to 95-percent of project costs and requires a 5-percent local match. It is targeted for projects that improve safety for bicyclists and pedestrians, particularly in areas where that will result in improved access to public transit.

Local Roadway Funding

About \$237 million of the statewide gasoline tax revenue each year is distributed to cities and counties as the State Street-Aid fund. For cities, the funds are distributed based on population. Many local governments use these funds for roadway maintenance and operations, including expenses for paving, street lighting and signal operations.

Property tax, sales tax and wheel tax revenue are other sources that are typically used by local governments in Tennessee to help fund roadway improvements. Some cities also issue bonds for major capital projects.

Some of the new or improved collector streets proposed in this plan can be implemented as part of private development. As land is subdivided along existing streets in an area where an improved collector road is proposed, the city's Department of Development Services can work with developers to obtain the necessary right-of-way. In some situations, a developer may also choose to incorporate part of the new road into the development, building on both sides of the road and constructing that portion as part of the new subdivision or non-residential development. This incremental, public/private approach has been very successful in building an interconnected collector road system in the western portion of the city.

The publication of this plan, including the approximate proposed locations of the new collectors, will help to raise developers' awareness of the community's goals and the opportunity to avoid some of the traffic problems associated with growth.

Table 6: Near Term Projects (0 to 10 years)

ID	Location	Description	Cost Estimate
101	Nashville Hwy (SR 6/US 31)	Add northbound right turn lane at Baker Rd	\$200,000
102	Nashville Hwy (SR 6/US 31)	Extend northbound left turn lane and add southbound right turn lane at Spring Meade Blvd	\$300,000
103	Nashville Hwy (SR 6/US 31)	Add northbound left turn lane and southbound right turn lane at Columbia Rock Rd	\$400,000
104	Nashville Hwy (SR 6/US 31)	Add southbound right turn lane at Theta Pk, add northbound right turn lane at 8th Ave, and add southbound right turn lanes at both Kroger entrances. Conduct study to consolidate access points between Theta Pk and the southern Kroger entrance.	\$800,000
105	Nashville Hwy (SR 6/US 31)	Align Baker Rd and Columbia Rock Road at their intersection with Nashville Hwy. Add left and right turn lanes on Nashville Hwy. Perform signal warrant analysis.	\$1,950,000
106	Nashville Hwy (SR 6/US 31)	Add or improve existing northbound left turn lanes and southbound right turn lanes at Allison Ave, Frye Rd, Imperial Dr, Harlan Rd, Highland Rim Dr, Lookout Drive, Walnut Dr, Mangrum Ave, and Double Branch Rd. Perform study to close medians openings without turn lanes.	\$2,000,000
107	Nashville Hwy (SR 6/US 31)	At Bear Creek Pike (SR 99/US 412), construct geometric roadway and intersection improvements, including the addition of turn lanes, increased storage lengths, traffic signal upgrades, access control, and median closures.	\$7,500,000
108	Bear Creek Pike (SR 99/US 412)	Widen to 4 lanes from Tom J. Hitch Pkwy to I-65	\$50,000,000
109	N James Campbell Blvd (SR 50)	Add southbound right turn lane and extend northbound left turn lane on N. James Campbell Blvd at Industrial Park Rd.	\$300,000
110	W James Campbell Blvd (SR 50)	Reconstruct intersection to align Lion Pkwy and Westover Drive, and install traffic signal	\$3,900,000
111	W James Campbell Blvd (SR 50)	Intersection improvements at Hampshire Pk (SR 99) including adding turn lanes, extending storages, realigning intersection legs, signal improvements, and access consolidation.	\$15,000,000
112	E James Campbell Blvd (SR 50)	Signalize intersection with Tom Hitch Pkwy	\$350,000
113	E James Campbell Blvd (SR 50)	Add eastbound and westbound right turn lanes At Mooresville Pk intersection. Add northbound and southbound left turn lanes on Mooresville Pike.	\$800,000
114	Trotwood Ave (SR 243)	Perform a speed study to reduce the speed limit from Zion Rd to Rutherford Ln.	\$25,000
115	Trotwood Ave (SR 243)	Add eastbound and westbound right turn lanes on Trotwood Ave at intersection with Cayce Ln, upgrade horizontal and vertical alignments, and update signal equipment.	\$850,000
116	US 43 Bypass	Add eastbound and westbound right turn lanes at Theta Pk intersection. Add advance warning signs (signal ahead) with flashing beacons on the eastbound approach to Theta Pk.	\$450,000
117	Iron Bridge Rd	Replace bridge over Lytle Creek	\$1,460,000
118	Cayce Ln	Construct safety improvements from Hampshire Pk to Robert Rd	\$150,000

Table 7: Mid Term Projects (10 to 20 years)

ID	Location	Description	Cost Estimate
201	Nashville Hwy (SR 6/US 31)	Intersection improvements at E/W Burt Dr including additional lanes, extending existing storage lengths, and signal equipment.	\$750,000
202	Nashville Hwy (SR 6/US 31)	Close Carters Creek Station Rd from Old Hwy 31N to Nashville Hwy. Construct a roundabout at intersection of Carters Creek Station Rd and Old Hwy 31.	\$1,150,000
203	Nashville Hwy (SR 6/US 31)	Construct Pedestrian facilities from Kroger to Bear Creek Pk .	\$2,500,000
204	S James Campbell Blvd (SR 50)	Reconstruct from Trotwood Ave (SR 243) to Carmack Blvd. (SR 6). Add left turn lanes at Wedgewood, Alpine, Denise, Keith, Denham and Thomas. Conduct further study to remove median openings immediately east of Union Pl., immediately west of Shadybrook St., immediately west and east of Pillow Dr., immediately east of Denise Dr., immediately west and east of Highland Av., at Ashwood Dr., and at Columbia Chrysler Dodge Jeep Ram. Coordinate with adjacent redevelopment where possible.	\$39,900,000
205	N James Campbell Blvd	Construct roundabout at intersection with Santa Fe Pk.	\$1,750,000
206	N James Campbell Blvd	Construct multi-modal trail along one side of N James Campbell Blvd.	\$750,000
207	Tom Hitch Pkwy	Construct multi-modal trail along one side of Tom Hitch Pkwy.	\$2,500,000
208	Hampshire Pk (SR 50)	Realign Williamsport Pk (SR 99) leg of the intersection with Hampshire Pk (SR 50) further to the west of the existing intersection.	\$3,500,000
209	Trotwood Ave. (SR 243)	Construct capacity improvements by widening Trotwood Ave from James Campbell Blvd to Rutherford Ln.	\$45,000,000
210	Trotwood Ave. (SR 243)	Add westbound right turn lanes at Pleasant Drive and Brookside Dr. Add eastbound right turn lane at Graymere Manor Rd.	\$600,000
211	Trotwood Ave. (SR 243)	Reconstruct intersection at The Shoppes at Neely's Mill entrance and consolidate access points.	\$750,000
212	Baker Rd	Reconstruct to collector roadway section with pedestrian and multi-modal facilities from Nashville Hwy to Bear Creek Pike.	\$30,800,000
213	Baker Rd	Construct roundabout at intersection with Northridge Rd.	\$1,250,000
214	Greens Mill Rd	Reconstruct from Nashville Hwy to UGB boundary to with pedestrian and multi-modal facilities.	\$8,600,000
215	Lion Pkwy	Reconstruct from S James Campbell Blvd to Hampshire Pk with pedestrian and multi-modal facilities.	\$14,000,000
216	Rutherford Ln	Reconstruct from Trotwood Ave to Hampshire Pk with pedestrian and multi-modal facilities.	\$27,000,000
217	College Park Dr	Realign College Park Dr and the school access point and add turn lane improvements to accommodate school traffic.	\$950,000
218	E 7th St and Iron Bridge Rd	Reconstruct from Public Square to Tom Hitch Pkwy to collector roadway section with pedestrian and multi-modal facilities and realign intersection at E End St.	\$12,250,000
219	Hatcher Ln and W 17th St	Reconstruct with the addition of pedestrian and multi-modal facilities and consolidate access points.	\$18,000,000
220	Freehand Ln Extension	Extend Freehand Ln to Saturn Plant Loop Road.	\$1,250,000

Table 8: Long Term Projects (20 to 30+ years)

ID	Location	Description	Cost Estimate
301	Nashville Hwy (SR 6/US 31)	Widen to 6 lanes from Columbia Rock/Baker Rd to Bear Creek Pk	\$24,000,000
302	Nashville Hwy (SR 6/US 31)	Widen to 6 lanes from Carters Creek Pk to Baker Rd.	\$24,000,000
303	Nashville Hwy (SR 6/US 31)	Widen to 6 lanes from Greens Mill Rd. to Carters Creek Pk	\$47,000,000
304	Nashville Hwy (SR 6/US 31)	Widen to 6 lanes from UGB to Greens Mill Rd	\$34,000,000
305	Nashville Hwy (SR 6/US 31)	Realign Carter St and 7th Ave at their intersection with Nashville Hwy.	\$7,500,000
306	Carmack Blvd (US 31)	Reconstruct from S James Campbell Blvd to W 7th St with pedestrian and multi-modal facilities	\$33,000,000
307	Carmack Blvd (US 31)	Realign S. Main St. and W. 11th St. at their intersection with Carmack Blvd. and review possible driveway consolidation in the immediate vicinity.	\$16,000,000
308	Trotwood Ave (SR 243)	Widen to 4 lanes from Rutherford Ln to Old Zion Rd Ext	\$39,300,000
309	Trotwood Ave (SR 243)	Reconstruct from S James Campbell Blvd to W 7th St with pedestrian and multi-modal facilities to connect to existing improvements	\$28,000,000
310	W 7th St (BUS US-412/SR-99)	Reconstruct from W James Campbell Blvd to Trotwood Ave with pedestrian and multi-modal facilities to connect to existing improvements	\$16,000,000
311	6th Street Connector	Reconstruct, realign, and connect fragmented portions of E 6th St from Woodland Street to E End St	\$15,500,000
312	E 9th St and Mapleash Rd	Reconstruct from Carmack Blvd to Tom J. Hitch Pkwy	\$9,600,000
313	Lasea Rd	Reconstruct to collector roadway section from Bear Creek Pk to Lee Rd	\$27,000,000

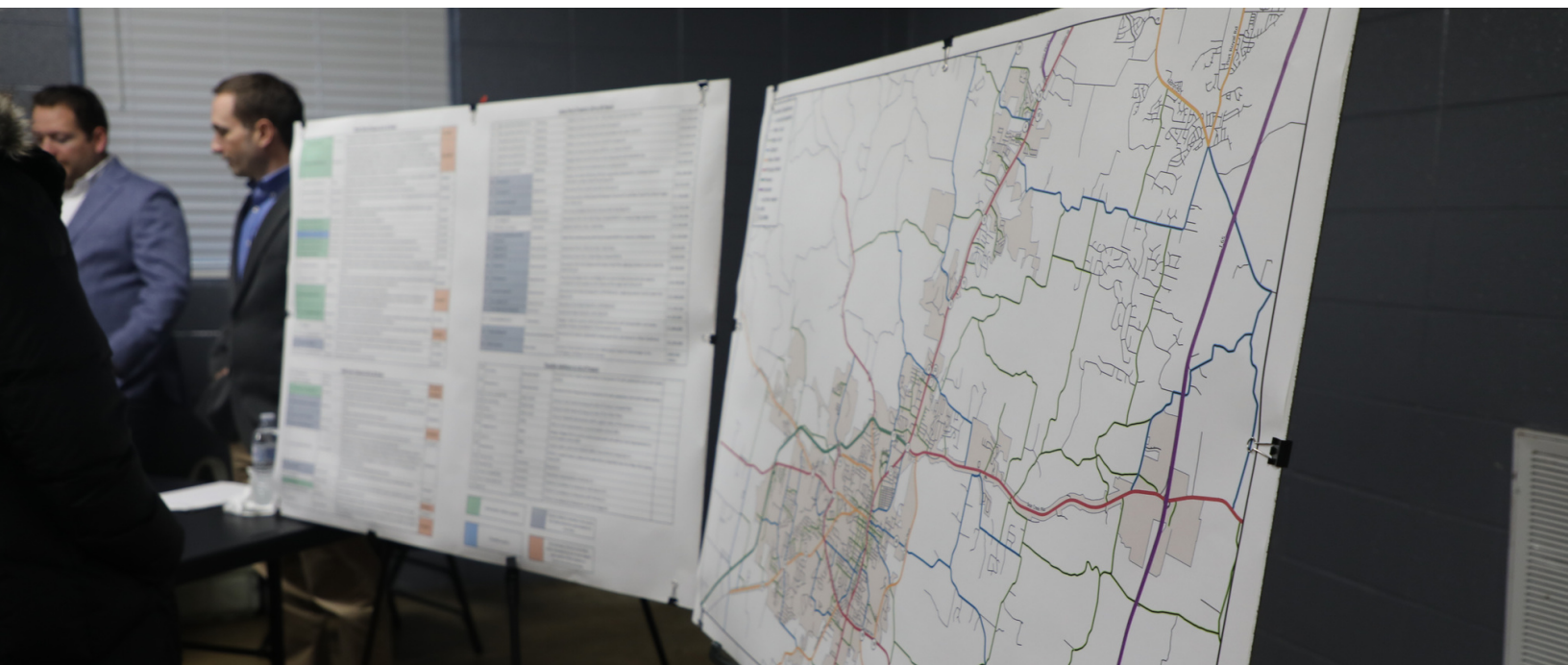


Table 9: Illustrative List of Projects

ID	Location	Description
401	Various	Construct and improve pedestrian facilities along existing roadways to provide continuous connectivity to economic centers and the downtown area.
402	Old Hwy. 99	Realign and widen Old Hwy. 99 from Lasea Rd to Fairmont Dr., including improved intersection at Bear Creek Pk and Lasea Rd
403	Rip Steele Rd	Reconstruct from Center Star Rd to Fairmont Dr
404	Rip Steele Rd South	Relocate portion of Rip Steele Rd between Fairmont Dr and Bear Creek Pk so that it aligns with Cothran Rd.
405	Center Star Rd	Reconstruct/realign from Sam Johnson Rd to Rip Steele Rd
406	James Campbell/ Sowell Mill Connector	Align New Lewisburg Hwy (SR 50) and Sowell Mill Pk to intersect at Maplesh Rd
407	Maplesh Rd	Reconstruct from Tom J. Hitch Pkwy to Sowell Mill Rd
408	Cothran Rd	Reconstruct from Tom Osborne Rd to Bear Creek Pike, aligning northern end to meet Rip Steele Rd south
409	Cliff White Rd	Reconstruct/realign from Iron Bridge Rd. to north of Union Grove Rd, then extend northward on new location to Tom Osborne Rd to align with Cothran Rd.
410	Cranford Hollow Rd	Reconstruct from Rock Springs Rd to Cliff White Rd, realigning western end to meet Tom Osborne Rd
411	Tom Osborne Rd	Reconstruct from Newt Hood Rd to Cliff White Rd
412	Tom Osborne Rd. Extension	Extend from Newt Hood Rd to Mt. Olivet Rd
413	Indian Springs Rd	Reconstruct to improve substandard roadway geometry, and extend to Albert Matthews Rd.
414	840 Connector	Construct 4-lane arterial to connect the I-840/Carters Creek Pk interchange to the US 43 Bypass, northwest of central Columbia
415	Joe Brown Rd	Reconstruct to collector roadway section from Bear Creek Pk to Kedron Rd
416	Lasea Rd	Reconstruct to collector roadway section from Lee Rd to Joe Brown Rd
418	Baker Rd to Fairmont Connector	Extend Baker Rd as 4-lane road to Rip Steele Rd at Fairmont Rd; widen Fairmont to 4 lanes and realign to intersect Old Hwy. 99 at John Sharp Rd.
419	Carters Creek Pk (SR 246)	Reconstruct to collector roadway section from Nashville Hwy to Mahon Rd (UGB boundary)
420	Carters Creek Pk Extension	Extend SR 246 east of Nashville Hwy. to Sam Johnson Rd. near Center Star Rd
421	Iron Bridge Rd	Reconstruct from Tom Hitch Pkwy to Sowell Mill Pk, including bridge replacement

Table 10: Recommended Transit Projects (All Timeframes)

ID	Location	Description
501	Increased express bus service	Support connecting service to Spring Hill to link with RTA's express bus to/from Nashville
502	Park & Ride lot at Riverwalk Park	Add signage in parking area to encourage weekday park & ride users
503	Park & Ride lot at I-65	Construct park & ride lot close to I-65/Bear Creek Pk interchange
504	Bus Rapid Transit along I-65	Two buses per day linking Columbia and Nashville, in exclusive lanes
504	Increased express bus service	Support connecting service to Spring Hill to link with RTA's express bus to/from Nashville



CONNECT COLUMBIA

Pars & Greenways Plan: Quality of Life for all Residents

Parks & Greenways



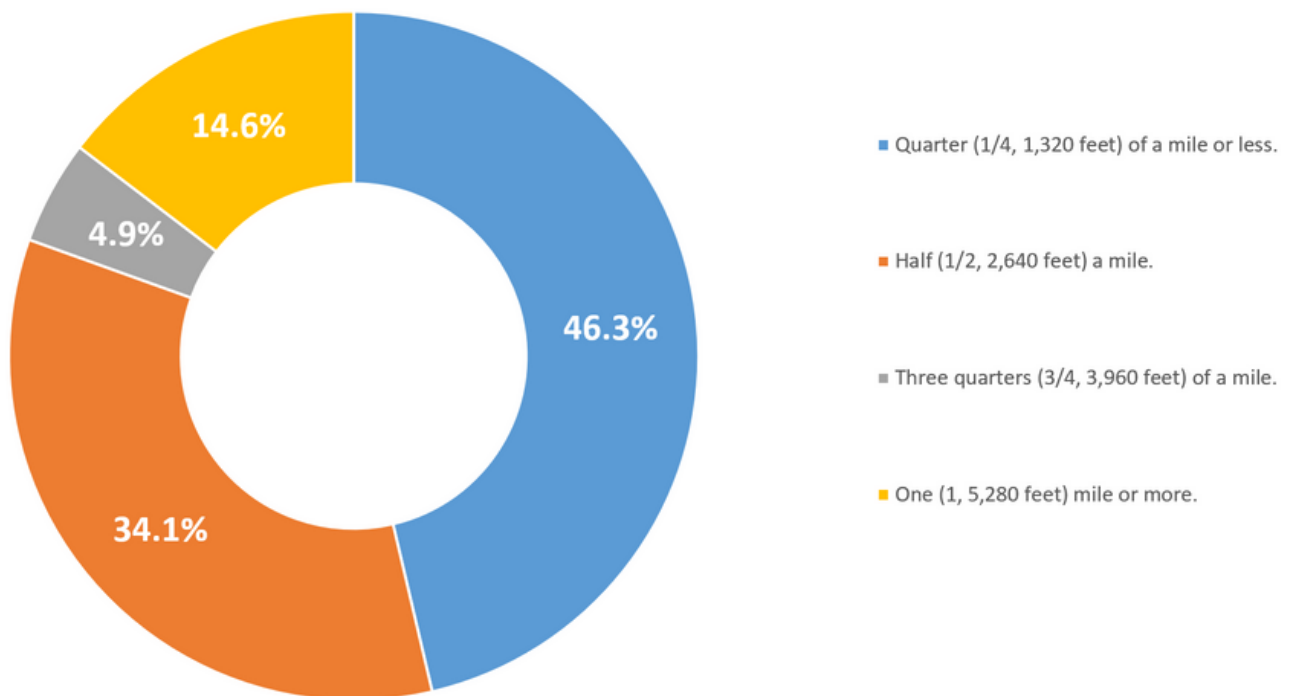
The Parks & Greenways element of Connect Columbia contains recommendations for maintaining and expanding recreational opportunities for Columbia residents. The Parks & Greenways element of the adopted 2017 version of Connect Columbia remains in effect until an update is complete during the first quarter of 2024. Throughout the 2023 planning process, citizens of Columbia expressed their preferences for the coming update. City staff involved in the management and operation of park facilities played a central role in the planning process. Resource constraints delayed the completion of the Parks & Greenways update during 2023; however, it is a critical element of the comprehensive plan. The update will establish a level of service for parks, greenways, civic buildings, and civic spaces which will inform the land use plan and implementing development standards. Along with the Land Use Plan and the Transportation Plan, the Parks & Greenways plan will establish the policy framework for creating a built environment which supports a high quality of life for Columbia residents.

Direction from Columbia residents regarding the update to the Parks & Greenways plan is summarized below. These sentiments were collected from online surveys, interactive displays, and written comments throughout the 2023 Connect Columbia planning process.



RESIDENTS PREFER RECREATIONAL OPPORTUNITIES WITHIN 0.25 TO 0.50 MILES

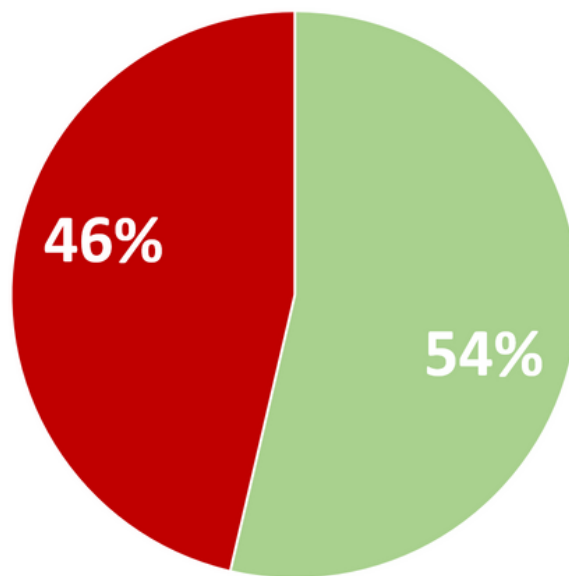
In your opinion, what is the ideal distance to walk to a playground, green space, or event?





Would you be in support of a modest sales tax increase to provide dedicated funding for parks?

■ Yes. ■ No.

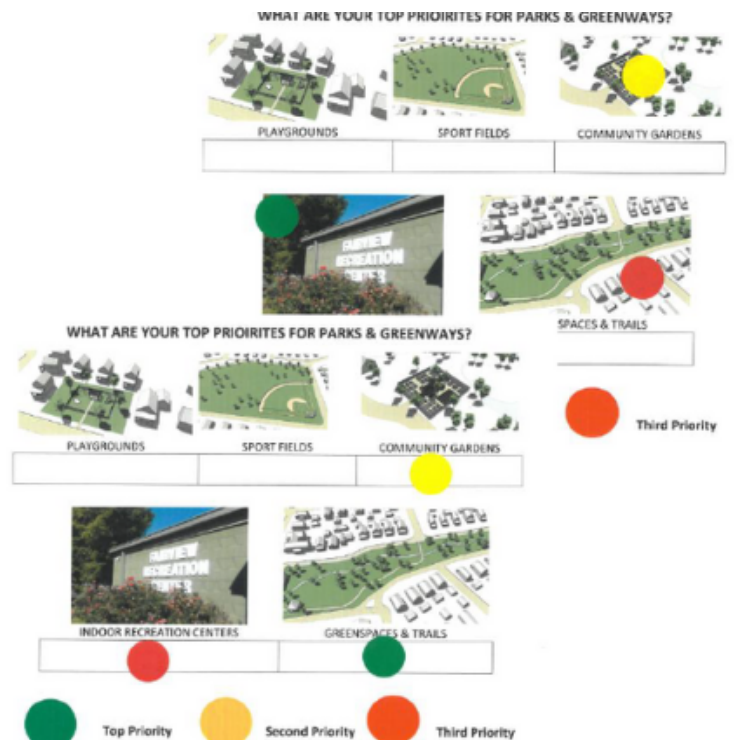
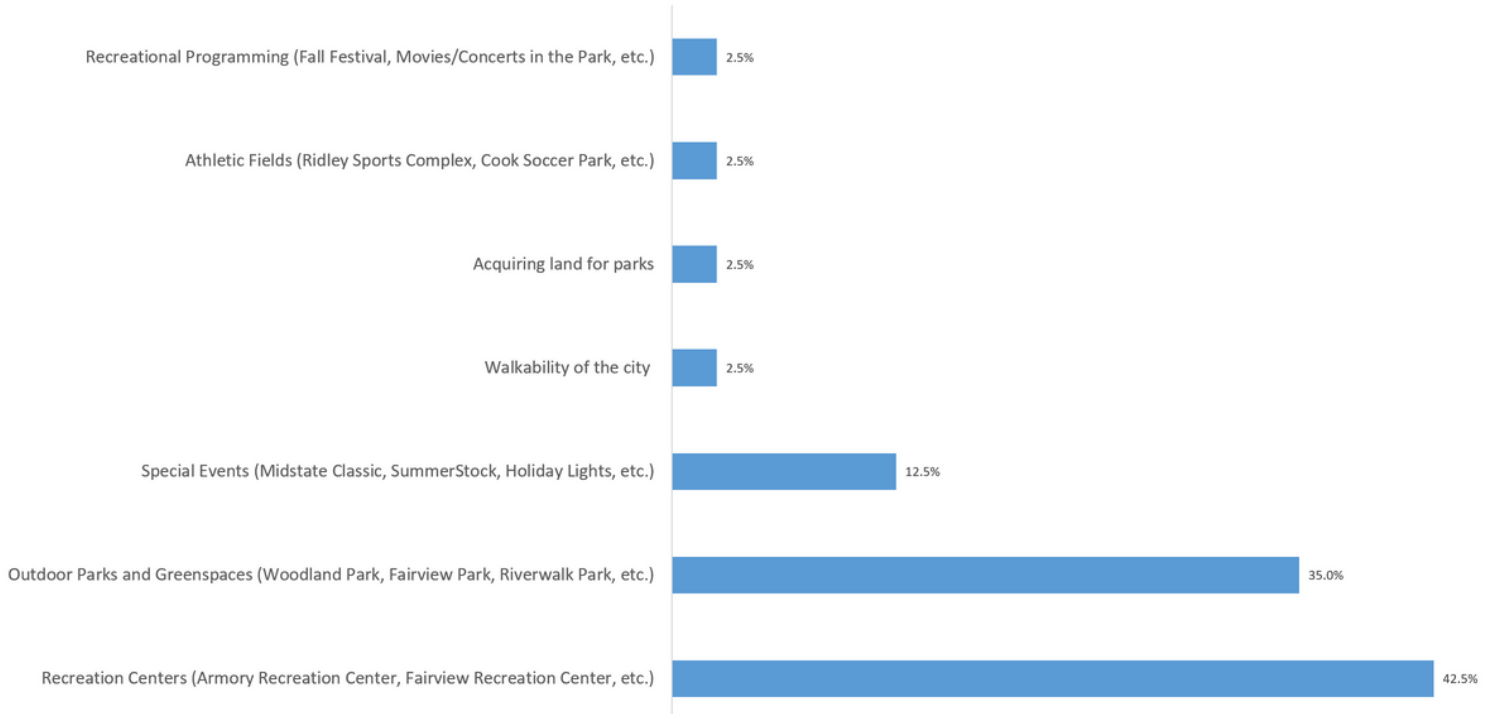


**THE COMMUNITY
SUPPORTS AN
INCREASED LEVEL OF
SERVICE FOR
PARKS & GREENWAYS**



COMMUNITY PRIORITIES INCLUDE GREENSPACES AND INDOOR RECREATION

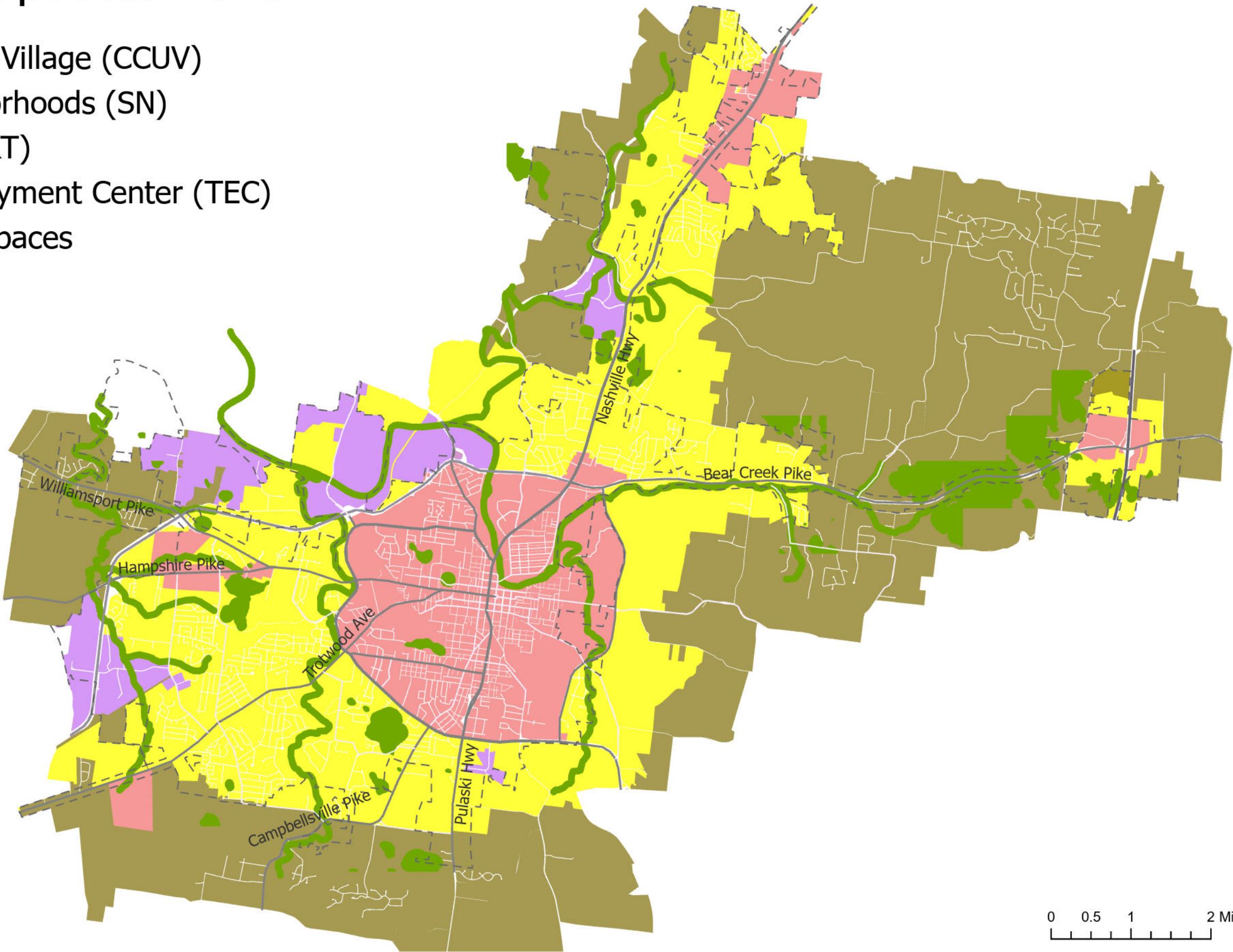
What do you believe is the biggest opportunity for developing our parks, greenspaces, and or recreation centers in the future?



Connect Columbia Future Land Use Map

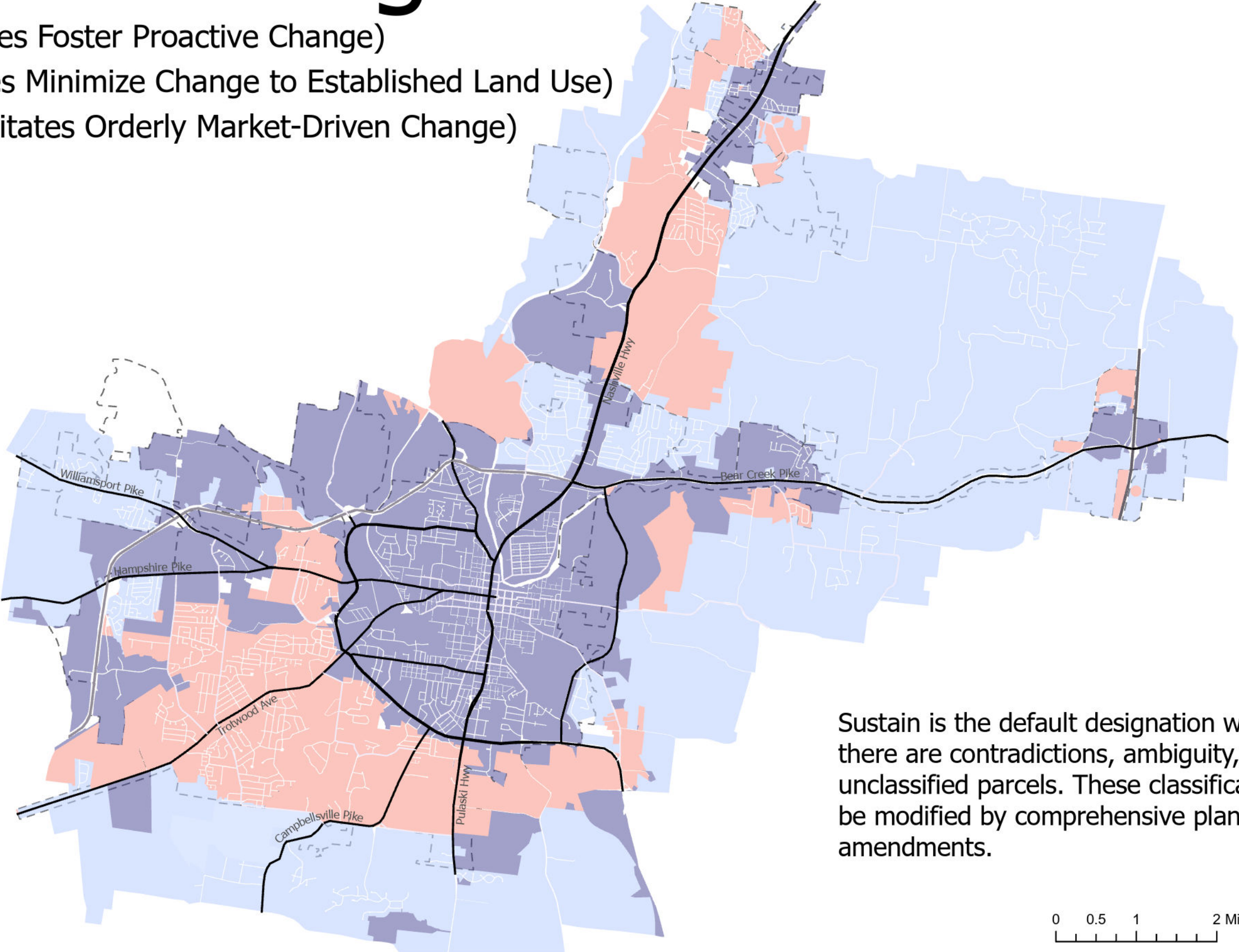
Updated 2023

- City Center Urban Village (CCUV)
- Suburban Neighborhoods (SN)
- Rural Transition (RT)
- Technology Employment Center (TEC)
- Hillsides Natural Spaces



Areas of Change

- Activate (City Policies Foster Proactive Change)
- Protect (City Policies Minimize Change to Established Land Use)
- Facilitate (City Facilitates Orderly Market-Driven Change)

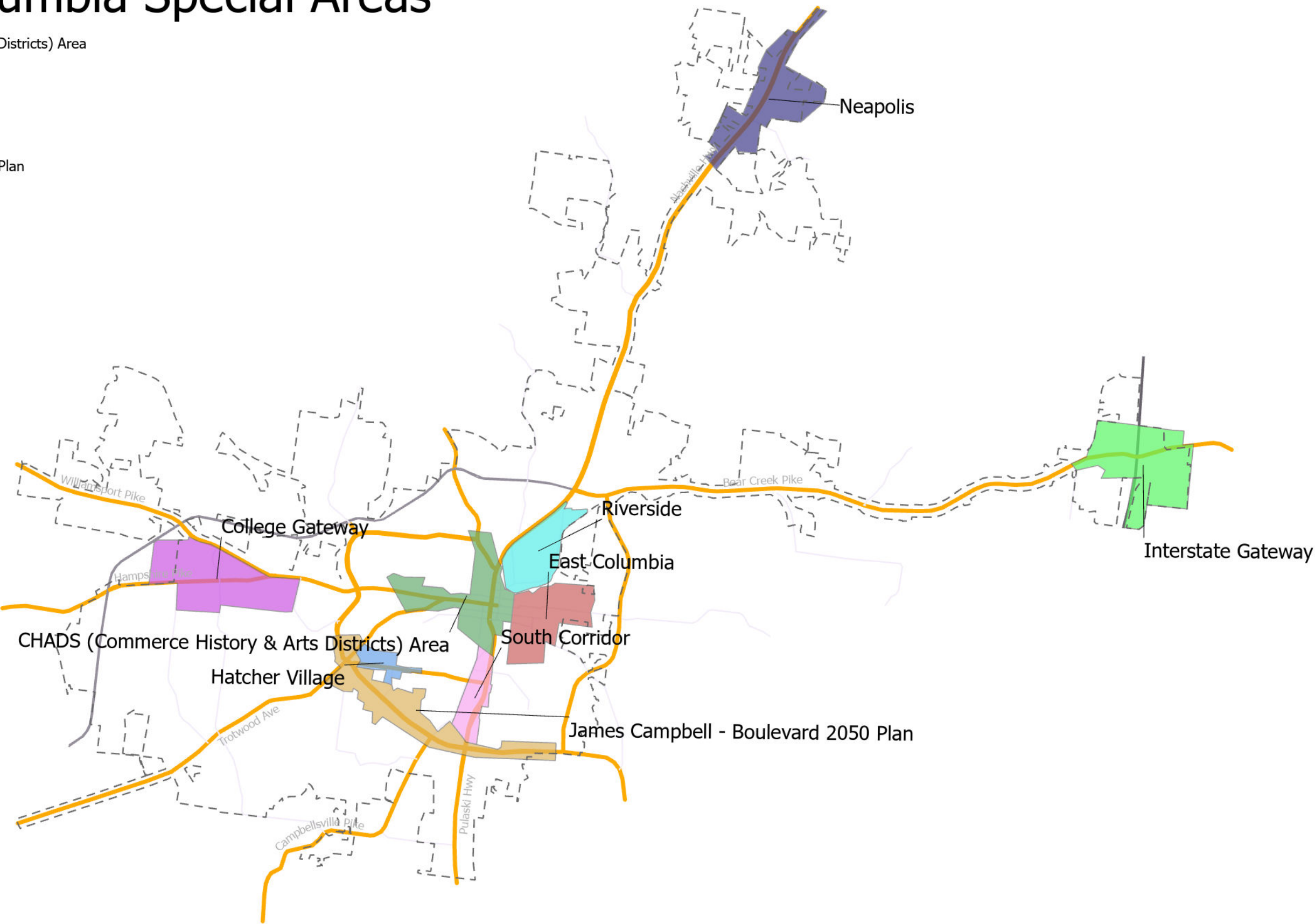


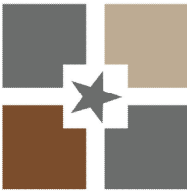
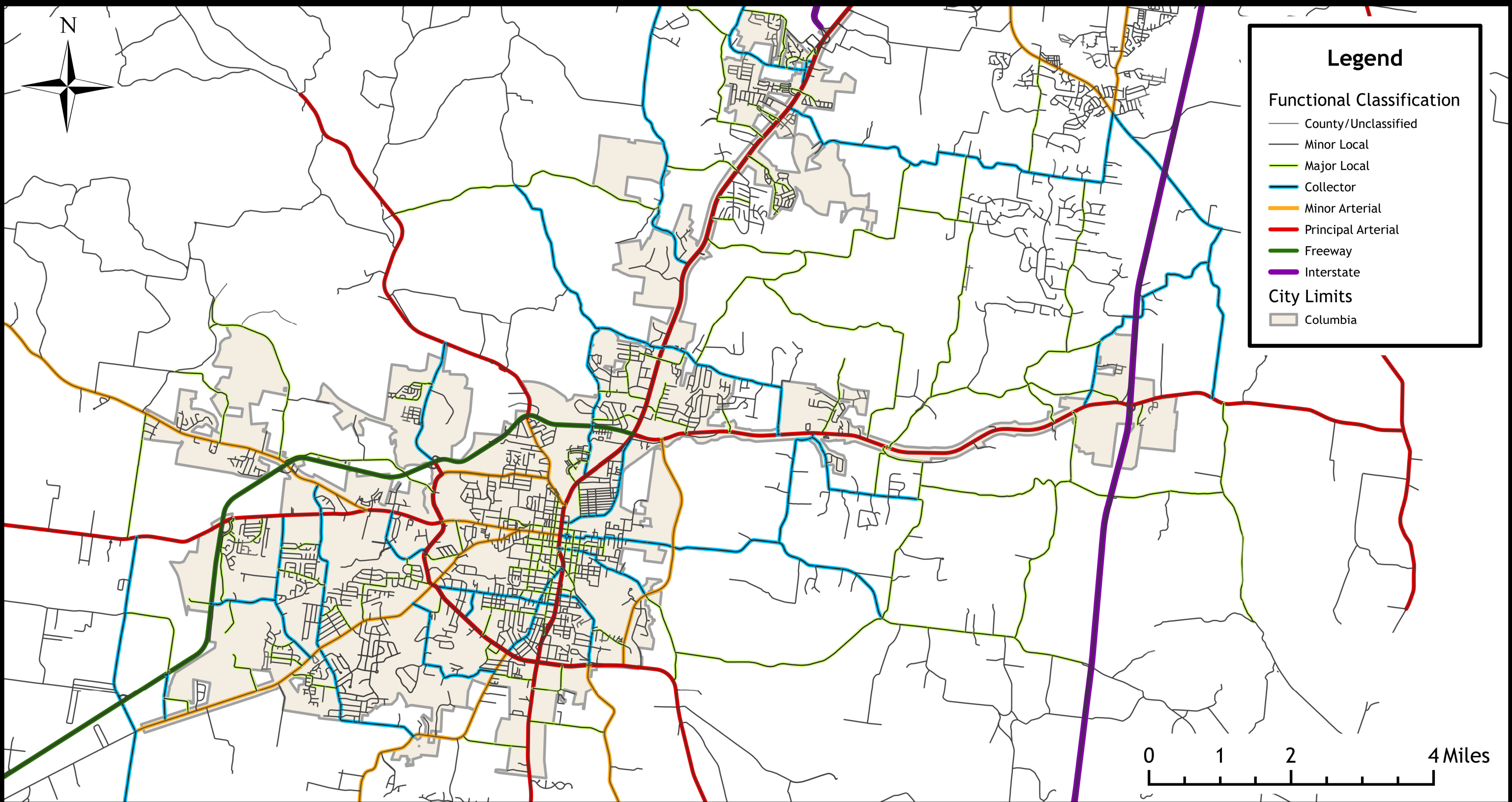
Sustain is the default designation wherever there are contradictions, ambiguity, or unclassified parcels. These classifications may be modified by comprehensive plan amendments.



Connect Columbia Special Areas

- CHADS (Commerce History & Arts Districts) Area
- College Gateway
- East Columbia
- Hatcher Village
- Interstate Gateway
- James Campbell - Boulevard 2050 Plan
- Neapolis
- Riverside
- South Corridor

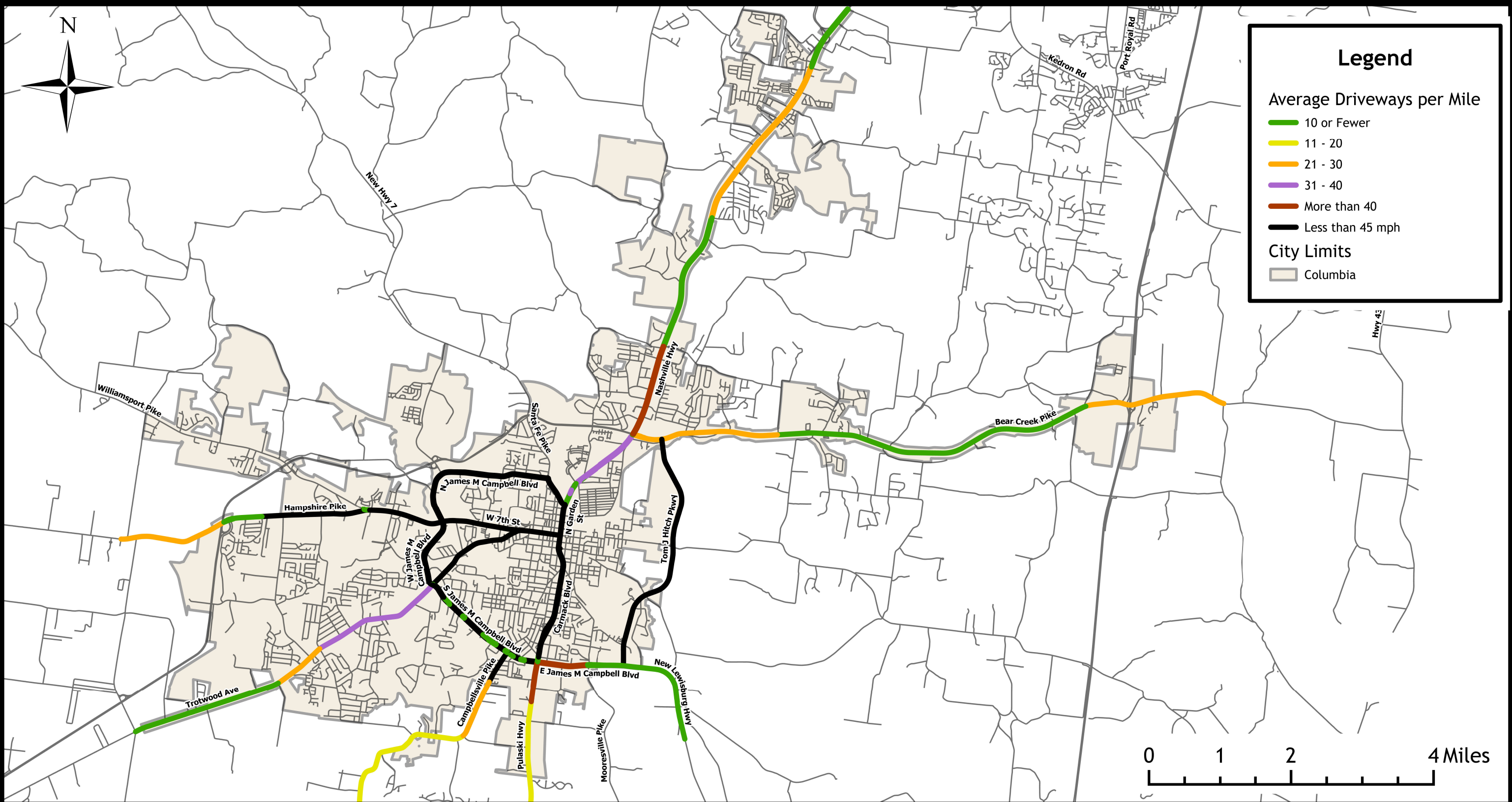




CITY OF
COLUMBIA
TENNESSEE

*Connect*Columbia

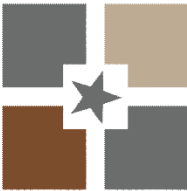
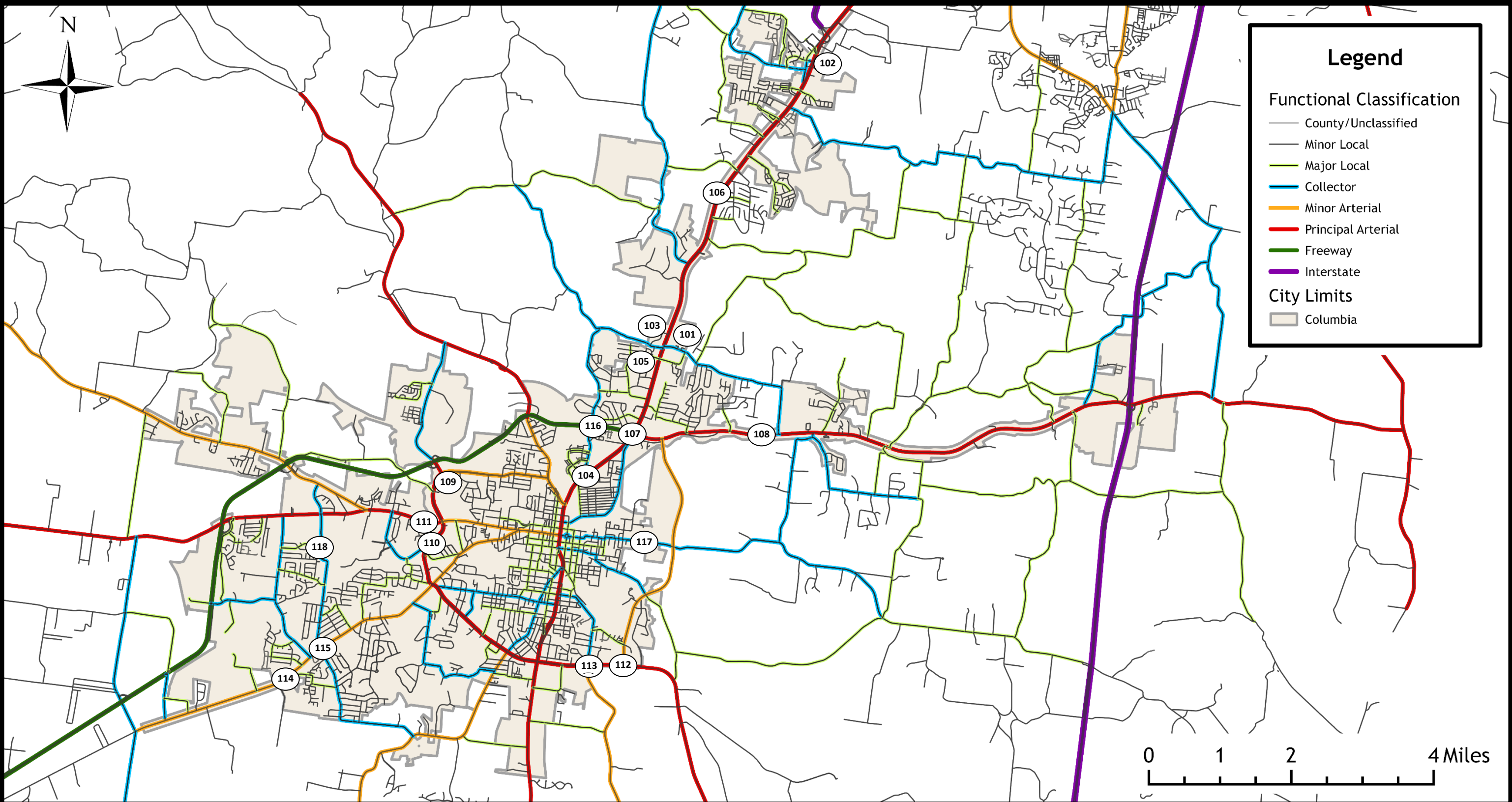
Map 1:
Functional Classification



CITY OF
COLUMBIA
TENNESSEE

ConnectColumbia

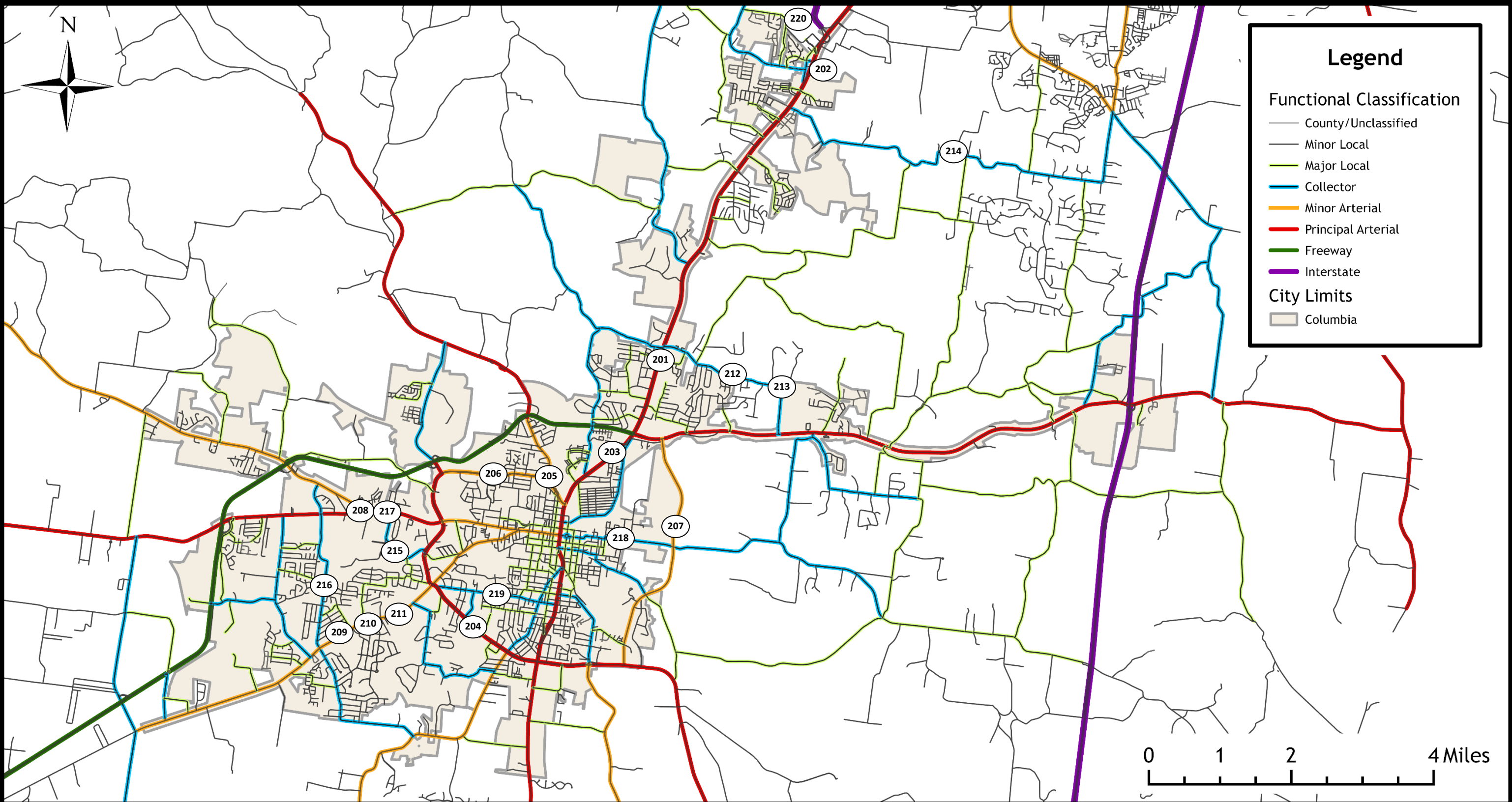
Map 2:
Driveway Density Per Mile



CITY OF
COLUMBIA
TENNESSEE

*Connect*Columbia

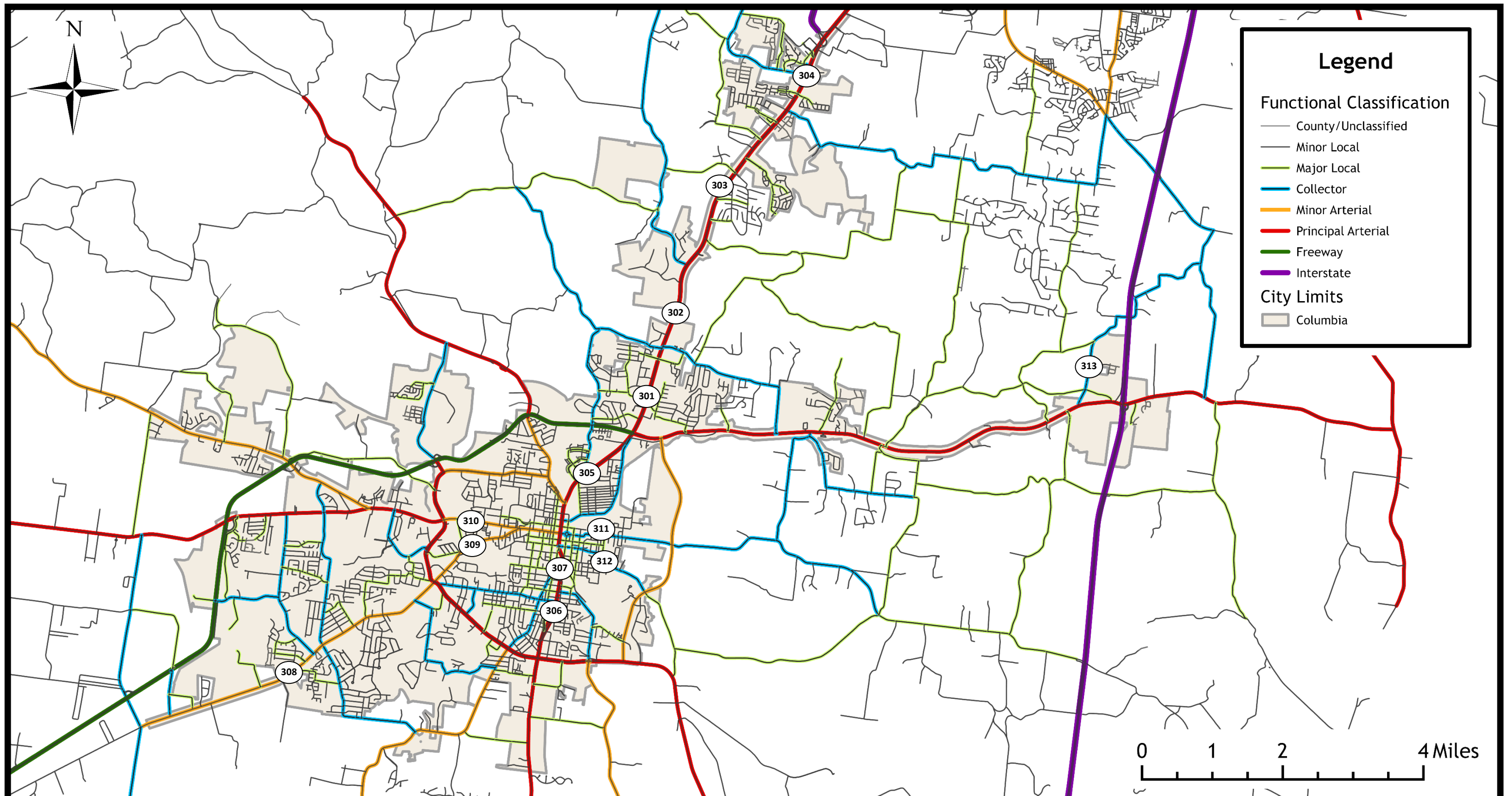
Map 3:
Near Term Projects



CITY OF
COLUMBIA
TENNESSEE

*Connect*Columbia

Map 4:
Mid Term Projects



Legend

Functional Classification

- County/Unclassified
- Minor Local
- Major Local
- Collector
- Minor Arterial
- Principal Arterial
- Freeway
- Interstate

City Limits

- Columbia



CITY OF
COLUMBIA
TENNESSEE

ConnectColumbia

Map 5:
Long Term Projects



Columbia's Parks and Greenways Plan

Adopted by the City of Columbia: January 11, 2018

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INTRODUCTION

The City of Columbia is poised to experience growth. Growth often comes to a community because of surrounding economic opportunities and an established quality of life for its residents. Parks and greenways are directly related to both establishing economic opportunity and maintaining a high quality of life in a community. The findings and recommendations of this Parks and Greenway Plan are only recommendations and should not be considered mandates. They are subject to change and revisions based on current needs and priorities as established by the City of Columbia and its leaders.

PARKS AND GREENWAYS EXISTING CONDITIONS

Inventory of Existing Facilities and Programs

The City of Columbia has many existing parks. These parks range in size from Community to Neighborhood and Mini Parks. It is important for the City of Columbia to provide a variety of park facilities, at different scales, that balance the different recreational needs of its residents. As the City of Columbia grows it will be important to recognize not only the need for bigger parks but also the need for additional smaller parks and a diversity of recreational programs. The following is a description of how parks are typically classified by the National Recreation and Park Association (NRPA), tailored to the City of Columbia's current park facilities and programs.

REGIONAL/DISTRICT PARKS OR SPECIAL USE FACILITIES

Regional Parks or Special Use Facilities serve the needs of multiple communities and are typically 50 to 100 acres in size. Examples of Regional Parks include, but are not limited to: state parks, county parks, and protected natural areas. Examples of Special Use Facilities include golf courses, botanical gardens, museums, outdoor entertainment venues and unique sporting event facilities. Regional Parks and Special Use Facilities should also provide additional support services such as restrooms, concessions, and adequate parking. Typical activities for Regional Parks and/or Special Use Facilities include picnicking, boating, observing wildlife and walking greenway trails, and in some cases camping.

COMMUNITY PARK

Community Parks serve multiple neighborhoods in the surrounding community with both active and passive recreational activities and will typically include park programs that include extended hours of both day and night-time operation. Large areas of a community park may be programed for athletic facilities designed for league play. Large areas of a community park may also be designated for conservation, passive recreational use and nature trails if natural resource assessments warrant it.

- They will connect to surrounding neighborhoods within walking distance and will also draw users who will drive to gain access to the park. Greenway connections, bike routes and street and sidewalk networks should provide access to Community Parks.
- Fitness centers, community centers and athletic sports facilities may be integrated into community level parks if adequate park area, good access and parking accommodations are available.
- Restroom facilities, concessions and off street parking areas are important park elements to accommodate a large number of visitors who will spend significant time at the park. Some Community Parks will have specialized facilities that will serve the larger district and or regional area.
- Park Size: Typically 25 - 75+ acres serving an entire community (15,000+ residents)
- Service Area: Typically 1.5 to 2.0 miles
 - o Service areas for Community - District Parks with specialized facilities may extend much further.

NEIGHBORHOOD PARK

Neighborhood parks concentrate several recreational activities into a smaller area. They are designed to serve the active and passive recreational needs of the surrounding neighborhood. They typically have sports fields, playgrounds, picnic areas, open space and walking trails for unorganized play or local sports organizations. Neighborhood parks should promote partnerships with surrounding neighborhoods and homeowners associations to help facilitate park activities and maintenance when possible.

- They will primarily connect to surrounding neighborhoods within walking distance and easy bicycle or driving distance. Bike routes, sidewalks and local street networks should provide access to Neighborhood Parks. If greenway routes extend through a neighborhood they should also connect to Neighborhood Parks.
- Community centers, picnic shelters, restroom facilities and off street parking areas are park elements that may fit in the Neighborhood Park plan.
- Park Size: Typically 1 - 25+ acres serving 1,000 to 20,000 residents
- Service Area: Typically 1.0 mile

MINI-PARKS

Mini-Parks are characterized by their small size and their connections to immediate surroundings. Because Mini-Parks are so closely connected to their surrounding context they will be designed to accommodate specific local needs. Size limitations will typically generate a mixture of passive, visual and small scaled active recreational use. Mini-Parks should promote partnerships with surrounding neighborhoods and businesses to help facilitate park activities and maintenance when possible.

- Mini-Parks will primarily connect to surrounding neighborhoods or land use through pedestrian and bicycle access. They can be incorporated into a high intensity land use serving as a focal point for the community. In this case, access may be planned as part of adjoining parking and regional transportation accommodations.
- Spaces for social interaction, rest and relaxation are typically planned into Mini-Park space. Small scaled playgrounds or interactive games can provide opportunities for activity. Strong visual elements and public art elements can fit well into this scale of space.
- Park Size: Typically 1/3 acre - 1 acre, serving 300 to 1,000 residents, surrounding homes or businesses. If a Mini-Park is designed to function in a high intensity area it may serve a much higher number of people with the intent of moving people quickly through the park.
- Service Area: Typically ¼ to ½ mile

CURRENT PROGRAMS AND SPECIAL EVENTS

The City of Columbia Parks and Recreation Department works hard to provide the citizens of Columbia with a variety of exciting and engaging programming for all ages, along with numerous special events throughout the year. Programs currently offered through the Parks and Recreation Department include:

- Movies and Concerts in the Park
- Dance Craze - Line Dancing
- Youth Basketball City League
- Twisters (55 and older) Exercise Program
- Adult Co-ed Kickball League
- Adult Recreational Volleyball
- Youth and Adult Gym Time
- Youth Summer Swimming Lessons
- Pre-School Soccer Program
- Pre-School Basketball Program
- Youth Afterschool Clubs
- Youth Summer and School Break Programs
- Youth Summer Playground Program
- Adult Co-ed Volleyball League
- Back to School Bash
- Easter Egg Hunt
- Family Mardi Gras Party
- Family Hay Ride
- Fitness Equipment Orientations
- Tennessee Shapes Up Cooking Class
- Spring Kite Fly
- Fun with Santa and Candyland

CURRENT PARK STAFF AND VOLUNTEERS

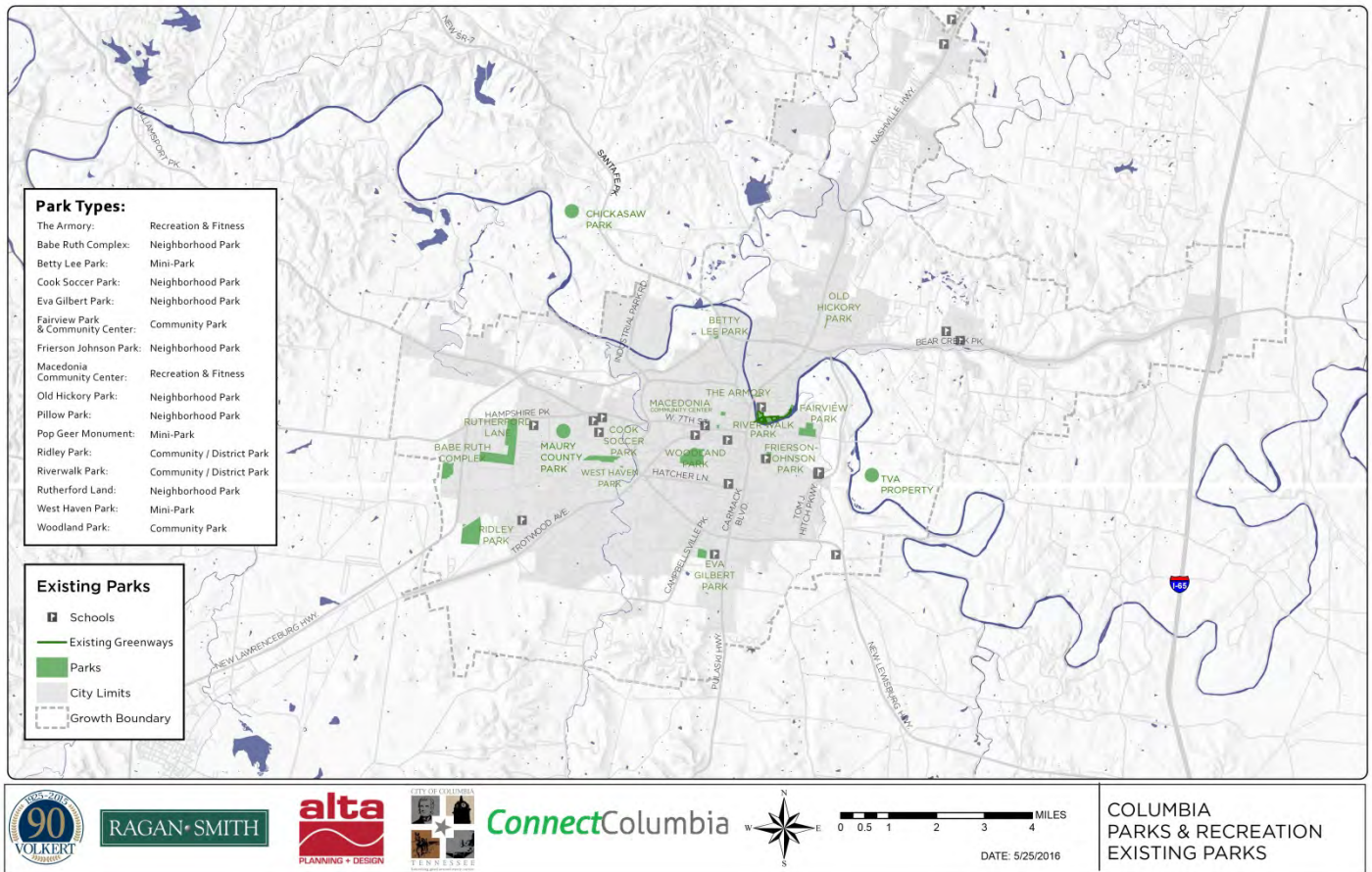
The City of Columbia Parks and Recreation Department administrative, recreation, and maintenance staff has worked hard to provide the citizens of Columbia with thoughtfully maintained and programed parks. As Columbia continues to grow and require additional recreation programs, it will be important that the staff continues to grow as well to prevent the department from becoming overwhelmed and understaffed. The City of Columbia Parks and Recreation Department Staff currently includes:

- A Parks and Recreation Director
- A Parks and Recreation Assistant Director
- A Program / Recreation Manager
- 2 (Two) Administrative Assistants
- 10 (Ten) Additional Full Time Support Staff
- 14 (Fourteen) Part Time Support Staff

Volunteer contribution is currently limited due to the large number of community events, outside of the park and recreation programs, that demand a high degree of volunteer effort such as Mule Day, the Mid-State Softball Classic, and the Farmers Market.

Insert 11x17 page for Map #1

MAP #1 COLUMBIA PARKS & RECREATION - EXISTING PARKS



Insert 11x17 page for Table 1

NAME	LOCATION	PARK TYPE	ACREAGE	FITNESS CENTER	PLAYGROUND	PICNIC PAVILION OR SHELTER	OPEN SPACE	WALKING PATH/RAIL	BASKETBALL COURT (OUTDOOR)	BASKETBALL COURT/ GYM (INDOOR)	HORSESHOE PITS	POOL	SOCCER FIELDS	WATER FEATURE/POND	GREENWAY TRIALHEAD	BASEBALL FIELD	SOFTBALL FIELD	TENNIS COURTS	YOUTH BASEBALL FIELD	FOOTBALL FIELD	DISC GOLF	SPLASH PAD	MEETING SPACE	GAME ROOM	VOLLEYBALL	KITCHEN	CONCESSION STAND	HISTORICAL MARKER/MONUMENT	BOAT RAMP	COMMUNITY EVENT PAVILLION	AMPHITHEATER	ARTS & CRAFTS	RESTROOMS
Armory Recreation & Fitness Center	503 Carter St.	Rec & Fitness	3	x						x													x	x								x	
Fairview Rec Center/Pool/ Baseball Fields/Park	871 Iron Bridge Rd.	Rec & Fitness / Neighborhood	30		x	x			x			x				x	x	x		x			x	x	x	x						x	
Macedonia Recreation Center	501 Armstrong St.	Rec & Fitness	3							x													x									x	
Cook Soccer Fields	710 Experimental Station Ln.	Neighborhood	38			x						x																					
Eva Gilbert Park/Football & Softball Fields	120 Cord St.	Neighborhood	14		x	x											x																
Mahlon Ring Babe Ruth Baseball Field	2206 Oakland Pkwy.	Neighborhood	30													x																	
Ridley Sport Complex Park	6148 Trotwood	Comm/District	78		x												x	x		x							x						
Rutherford Lane Practice Fields	Rutherford Lane Dr.	Neighborhood	126									x					x	x															
Betty Lee Park	Dr.	Mini	3		x																							x					
Frierson-Johnson Park	St.	Neighborhood	2		x	x			x																								
Greenwood Cemetery	Corner of N. Garden St. & 4th St.	Historical	na																									x					
Old Hickory Park	Jackson Heights Dr. & Park Mere Dr.	Mini	3				x																										
Pop Geers Memorial Park	606-610 West 7th St.	Mini	1																									x					
Riverwalk Park	Riverside Dr. & 5th St.	Comm/District	29			x		x	x				x									x								x	x		x
West Haven Park	Experiment Station Ln. & Hilltop Dr.	Historical	1				x																										
Woodland Park	821 West 9th St.	Community	60		x	x		x						x				x			x		x		x						x		x

TABLE 1 COLUMBIA PARKS - EXISTING FACILITIES INVENTORY

Review of Previous Parks and Recreation Master Plan

A Parks and Recreation Final Master Plan was adopted in May of 1999.

Highlights from the 1999 plan related to current conditions are as follows:

- The addition of youth baseball and softball fields was recommended. There has been great improvement in meeting this need with the addition of high quality softball facilities at Ridley Park. There is still a need for additional youth baseball facilities that can accommodate little league tournament play.
- The population and economic growth forecast in the 1999 plan did not anticipate the limited growth that occurred due to the impact of an economic recession in the first decade of the new millennium. This recession has since ended and population, along with economic growth is increasing. Columbia is currently growing as a working age population with young families. The previous plan calls for an increase in the diversity of recreational activities to meet both the young and older segments of the population. This recommendation still applies.
- The previous plan recommended reorganizing the Parks and Recreation staff into two separate deputy director positions. One to serve the park and recreational operations and maintenance needs and one to serve the athletic and special events programs. Both deputy director positions could be served by the same administrative assistant. This recommendation still applies. Especially with the increased number of league and special events the department will host in the coming years.

Current Level of Service

Using NRPA standards as an assessment of the current level of service can be made. This is a helpful snapshot of areas of strength and weakness as it relates to physical facilities. Census data was utilized from the 2014 census estimates with a population figure of 36,071. (See Table 1 - Existing Parks and Recreation Facilities). It is important to note that the City of Columbia park facilities also serves some Maury County residents who are not included in city census population figures. The current population estimate for Maury County as of July of 2015 is 87,757 (US Census Bureau data).

An additional assessment of service needs will be done using the NRPA - Parks and Recreation Operating Ratio and Geographic Information System (PRORAGIS) data. This evaluation will be done to allow Columbia to compare its park and recreation facilities, programs and expenditures to communities of similar population size. The PRORAGIS data is provided in the Appendix of this report.

TABLE 2 EXISTING PARKS AND RECREATION FACILITIES ASSESSMENT (USING GENERAL NRPA STANDARDS)

FACILITY	NRPA STANDARDS (MODIFIED FROM EXISTING MASTER PLAN – 1999)	RECOMMENDED (ROUNDED TO WHOLE #)	CURRENTLY PROVIDED	DIFFERENCE
Overall Acreage	10.5 acre / 1,000 people	379	390	+11
Outdoor Basketball	1/5,000 people	8	3	-5
Handball	1/20,000 people	0	2	+2
* Tennis	1/2,000 people	8	18	+10
Volleyball	1/5,000 people	7	2	-5
** Baseball	1/5,000 people	7	14	+7
** Softball	1/5,000 people	7	13	+6
Football	1/20,000 people	2	3	+1
** Soccer	1/4,000 people	9	11	+2
Disc Golf	1/50,000 people	1	1	0
Golf / Driving Range	1/50,000 people	1	1	0
*** Trail System	1 mile / 5,000 people	7	1	-6
Outdoor Pool / Splash Pad	1/ 20,000 people	2	2	0
**** Indoor Pool	1/50,000 people	1	1	0
In-line skating rink	1/25,000 people	1	0	-1
Roller Hockey Facility	1/25,000 people	1	0	-1
Skate Park	1/25,000 people	1	0	-1
Running Track	1/20,000 people	2	0	-2
Playgrounds	1/2,500 people	14	8	-6
Gymnasiums	1/20,000 people	2	2	0
Community Center	1/ 50,000 people	1	3	+2

* There are several tennis courts available with local educational facilities

** Baseball, softball and soccer facility standards do not account for regional leagues

*** Trails and greenways increase value to all connected park facilities

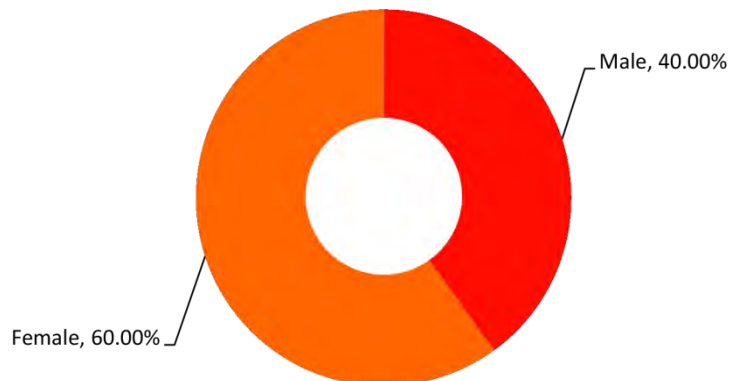
Needs Assessment Summary (Based on Current Facilities)

A recent Needs Assessment Survey was conducted by the City of Columbia in the Spring of 2016. This needs assessment was designed to evaluate some of the current needs of the citizens of Columbia of as it relates to the services and facilities offered by the Parks and Recreation Department. The assessment was conducted online in the form of a survey and posted via the City's social media outlets and directly emailed to several community groups. During the period this assessment was available 318 submissions were received. The survey findings are provided here for additional insight into specific areas of need that the Parks and Recreation Department may have relative to existing facilities, programs and service.

DEMOGRAPHICS

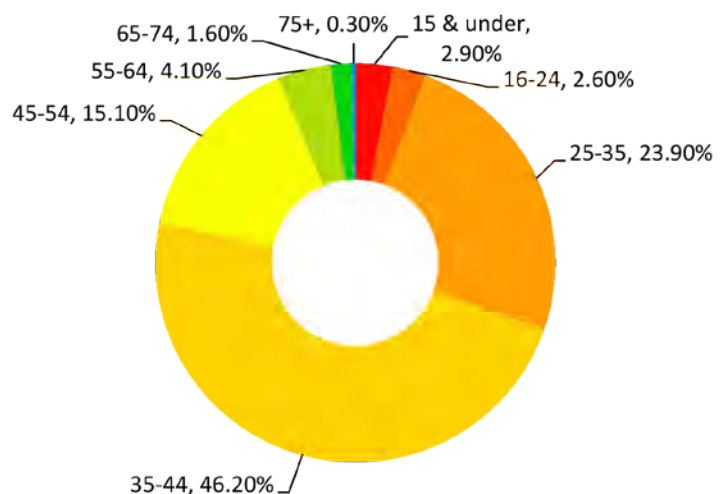
Gender Distribution:

Male: 124 (40%)
Female: 186 (60%)



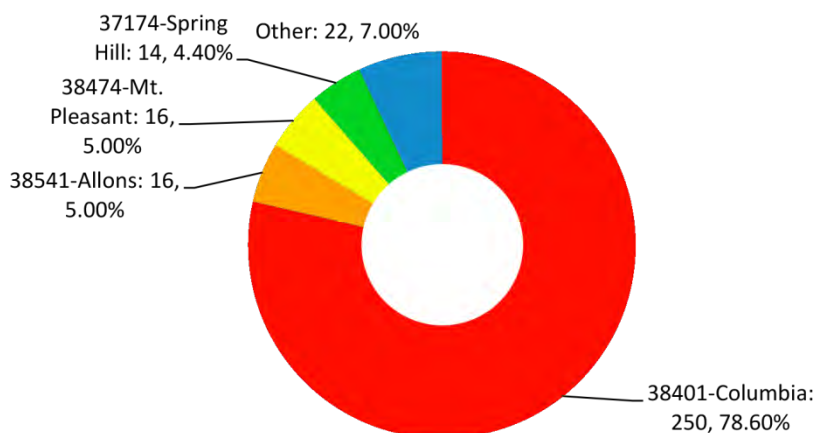
Age Distribution:

15 and Under: 9 (2.9%)
16-24: 8 (2.6%)
25-34: 76 (23.9%)
35-44: 147 (46.2%)
45-54: 48 (15.1%)
55-64: 13 (4.1%)
65-74: 5 (1.6%)
75+: 1 (0.3%)



Zip Code Location:

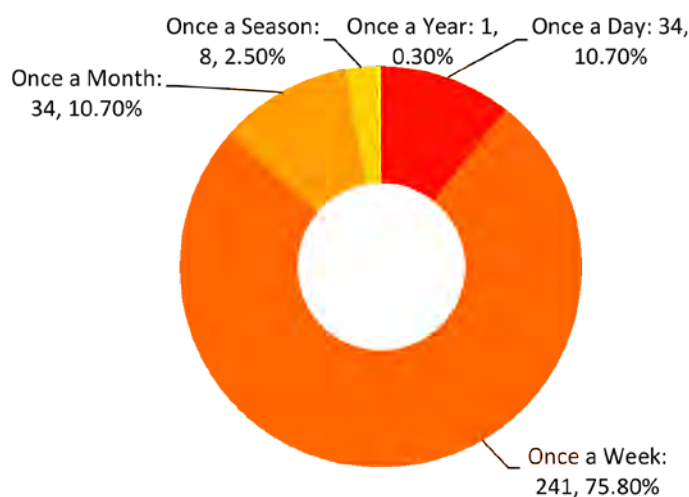
38401-Columbia: 250 (78.6%)
 38541-Allons: 16 (5%)
 38474-Mt. Pleasant: 16 (5%)
 37174-Spring Hill: 14 (4.4%)
 Other: 22 (7%)



USE OF PARKS AND RECREATIONAL FACILITIES

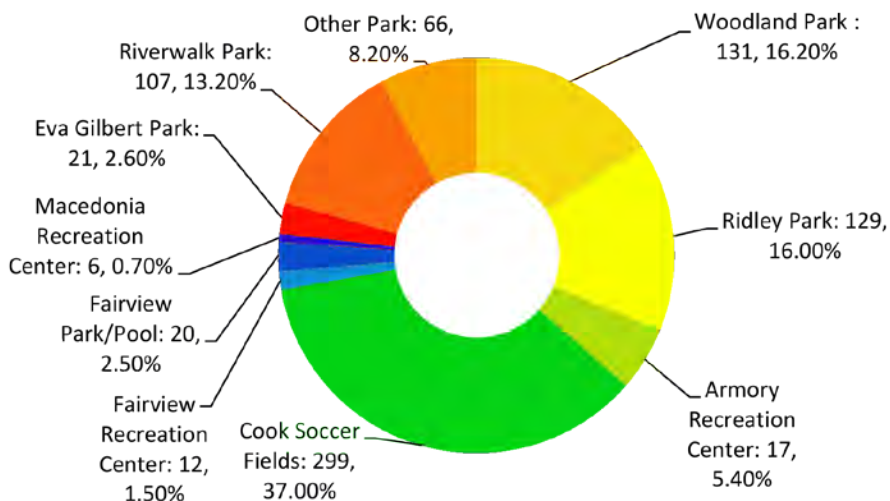
How often do you visit one of our parks or recreation centers?

Once a Day: 34 (10.7%)
 Once a Week: 241 (75.8%)
 Once a Month: 34 (10.7%)
 Once a Season: 8 (2.5%)
 Once a Year: 1 (0.3%)



Which park or recreation center does you or your family visit regularly?

Woodland Park: 131 (16.2%)
 Ridley Park: 129 (16.0%)
 Armory Recreation Center: 17 (5.4%)
 Cook Soccer Fields: 299 (37.0%)
 Fairview Recreation Center: 12 (1.5%)
 Fairview Park/Pool: 20 (2.5%)
 Macedonia Recreation Center: 6 (0.7%)
 Eva Gilbert Park: 21 (2.6%)
 Riverwalk Park: 107 (13.2%)
 Other Park: 66 (8.2%)



PARKS AND RECREATION SERVICES

In your experience what do you feel is the highest quality of service offered by the Parks and Recreation Department?

Athletic Fields (Ridley Park, Cook Soccer Fields, etc.): 211 (68.3%)

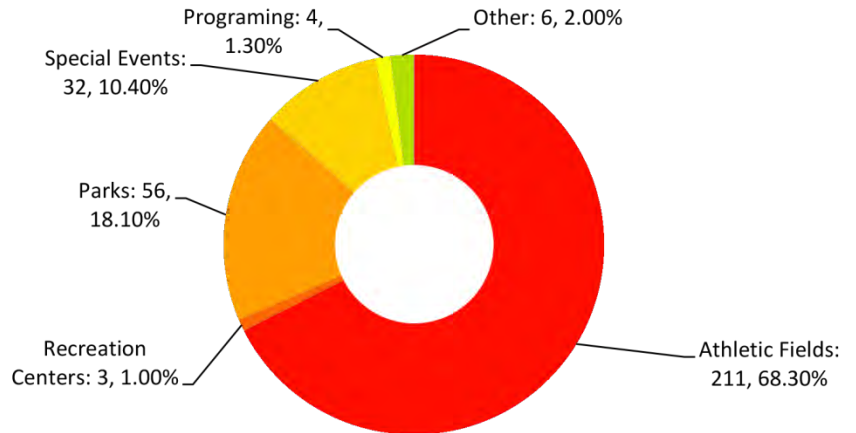
Recreation Centers (Armory, Fairview, and Macedonia): 3 (1%)

Parks (Woodland, Fairview, Riverwalk): 56 (18.1%)

Special Events (Midstate Classic, BBQ Cook-off): 32 (10.4%)

Programming (Family Mardi Gras, Hayride, etc.): 4 (1.3%)

Other (Rentals): 6 (2%)



In your experience which service offered by the Parks and Recreation Department would you like to see grow?

Athletic Fields (Ridley Park, Cook Soccer Fields, etc.): 190 (63.3%)

Recreation Centers (Armory, Fairview, and Macedonia): 38 (12.7%)

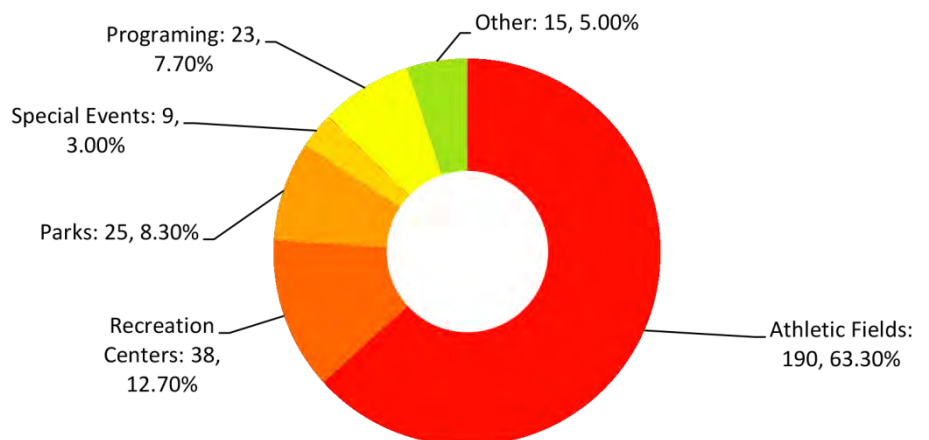
Parks (Woodland, Fairview, Riverwalk): 25 (8.3%)

Special Events (Midstate Classic, BBQ Cook-off): 9 (3.0%)

Programming (Family Mardi Gras,

Hayride, etc.): 23 (7.7%)

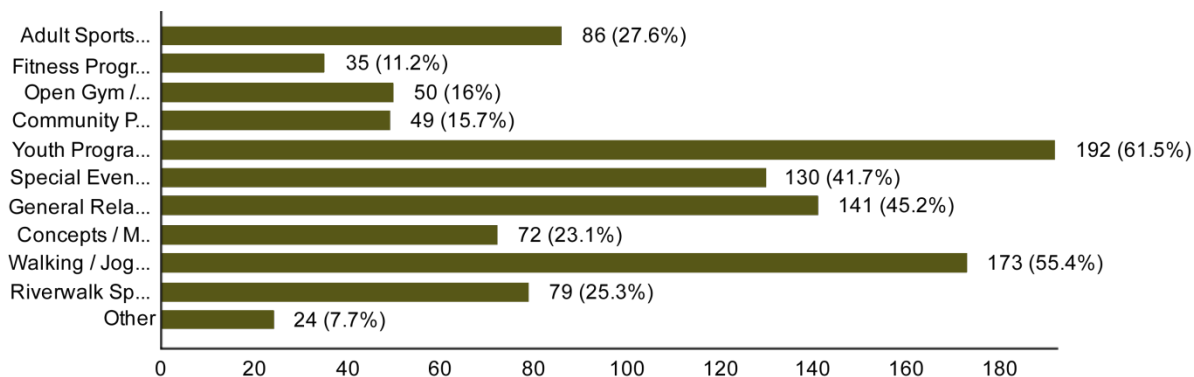
Other (Rentals): 15 (5.0%)



PARTICIPATION IN RECREATIONAL AND PROGRAMMING ACTIVITIES

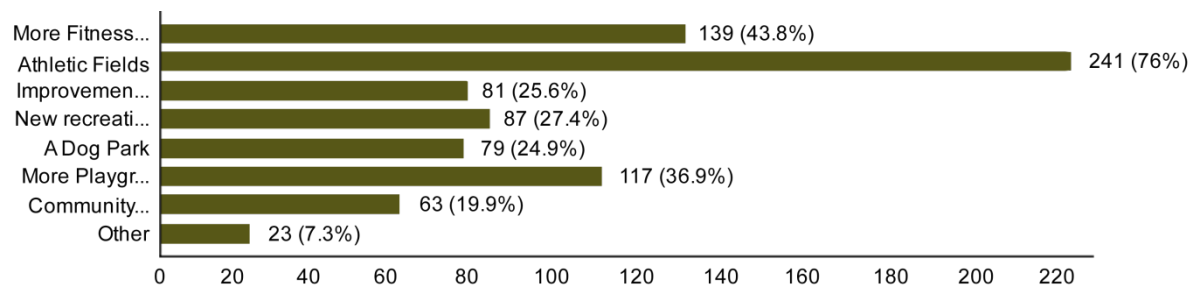
What types of recreational activities or program do you attend or participate in?

Adult Sports Leagues / Tournaments (Kickball, Baseball, Volleyball): 86 (27.6%)
 Fitness Programs (Twisters, Walk for the Health of It, etc.): 35 (11.2%)
 Open Gym / Court Sports (Basketball, Tennis, Volleyball): 50 (16%)
 Community Programming (Cooking Class, Youth Swim Lessons, etc.): 49 (15.7%)
 Youth Programming (Youth Basketball League, Family Hayride, Summer Playground, etc.): 192 (61.5%)
 Special Events (Midstate Classic, Muletown Barbecue Cook Off, Holiday Lights in the Parks, etc.): 130 (41.7%)
 General Relaxation / Leisure (Lunch at a Shelter, etc.): 141 (45.2%)
 Concerts / Movies in the Parks: 72 (23.1%)
 Walking / Jogging / Biking: 173 (55.4%)
 Riverwalk Splash Pad: 79 (25.3%)
 Other: 24 (7.7%)



What future developments or additions would you like to see made to our parks and or recreation centers?

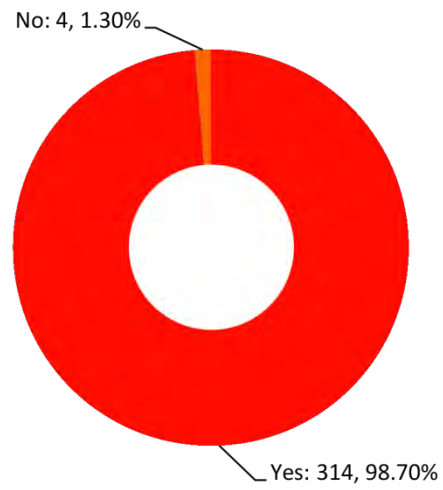
More Fitness Trail(s) (Walking, Jogging, etc.): 139 (43.8%)
 Athletic Fields: 241 (76.0%)
 Improvements to our recreation centers: 81 (25.6%)
 New recreation center: 87 (27.4%)
 A dog park: 79 (24.9%)
 More playgrounds: 117 (36.9%)
 Community gardens: 63 (19.9%)
 Other: 23 (7.3%)



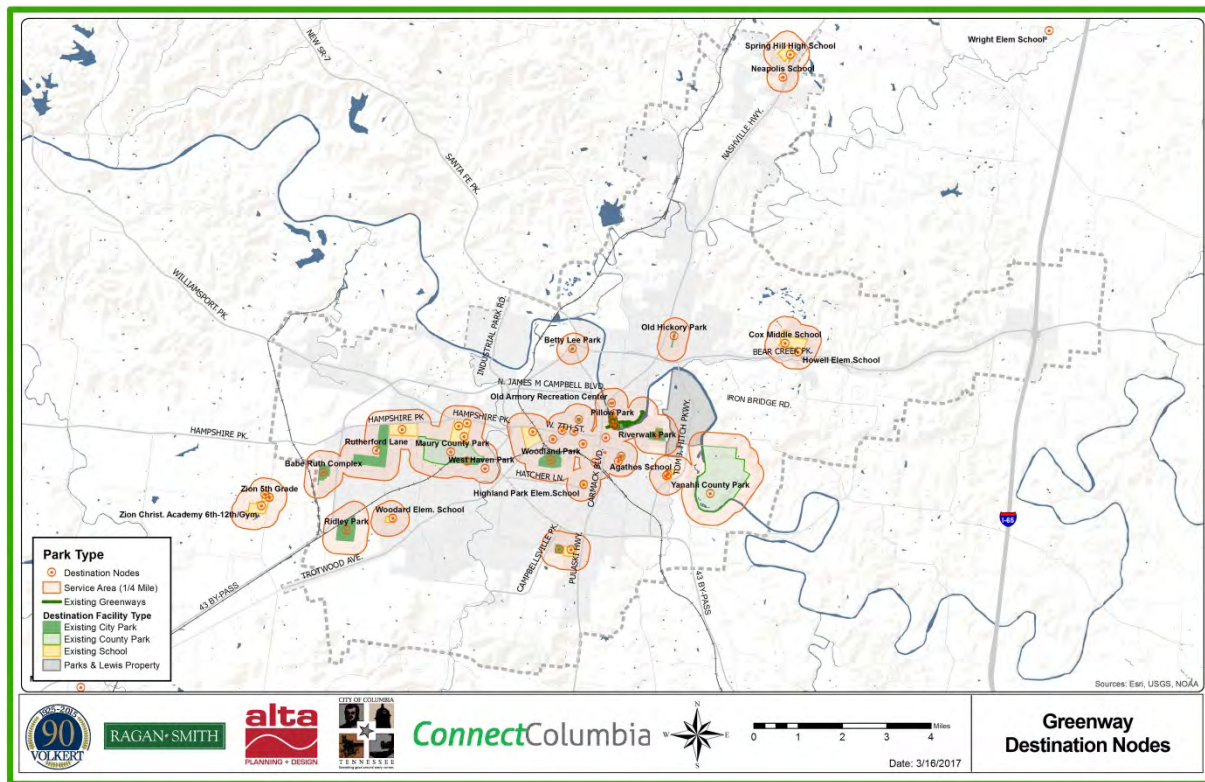
Would you be in support of utilizing state or federal grant funds to further develop and add to the parks systems?

Yes: 314 (98.7%)

No: 4 (1.3%)



Potential Greenway Destinations



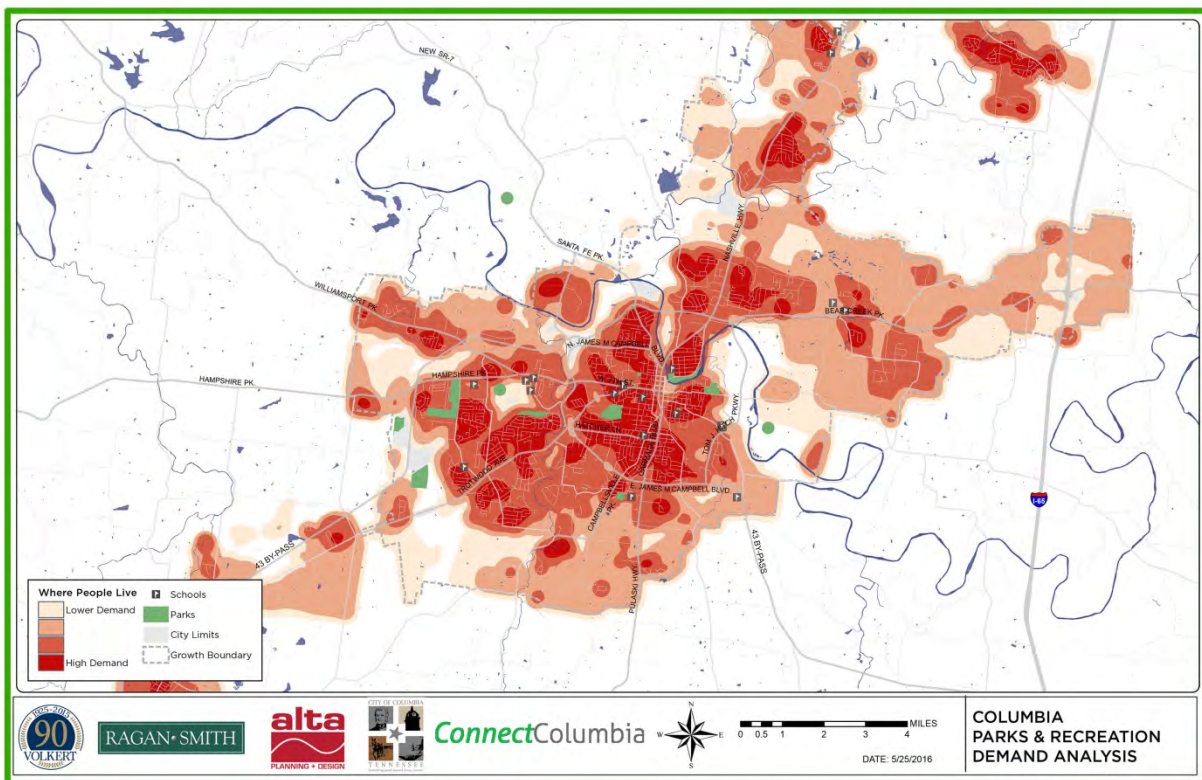
This map identifies existing park facilities, prominent public spaces, and locations of school at all levels, from elementary schools to Columbia State as potential destination points for greenway and multi-use trail routes. These destination points were assigned the quarter-mile standard, or five minute walk service area. When using the quarter-mile standard, the service area coverage for destination points reduces significantly. Areas around downtown and to the west near Columbia State have significant coverage. However, large portions of the city, especially to the south and northeast of downtown lack the ability to reasonably travel to parks.

Needs Assessment Maps (Based on current facilities)

DEMAND MODEL

The demand model identifies projected activity by analyzing spatial and tabular data from the City of Columbia and the U.S. Census Bureau. The model classifies the locations where people live, work, play, and learn into a composite map identifying where the greatest demand for parks and recreation facilities are located and what areas are being underserved by the park system.

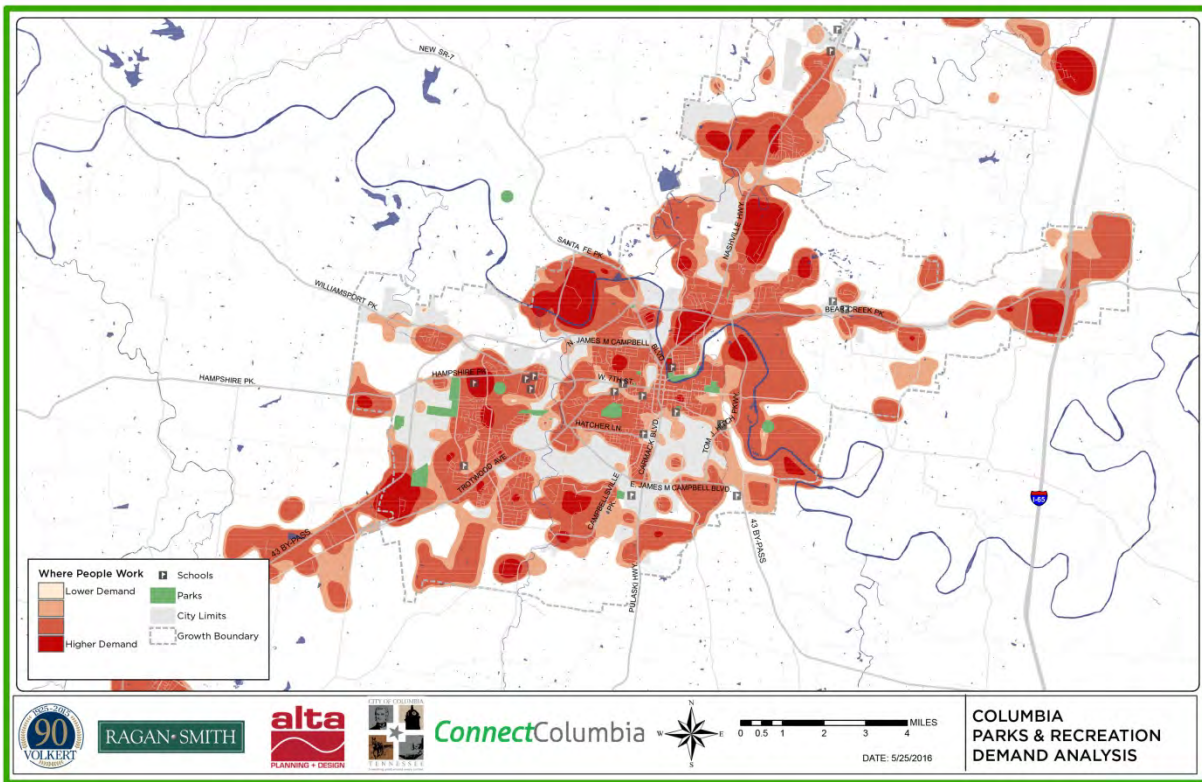
Where People Live



This map utilized 2014 census data to show block level population density. Locations of higher density represent probable locations for more trip origins. The areas with the highest population densities are located within the James Campbell Corridor and along the Nashville Highway Corridor.

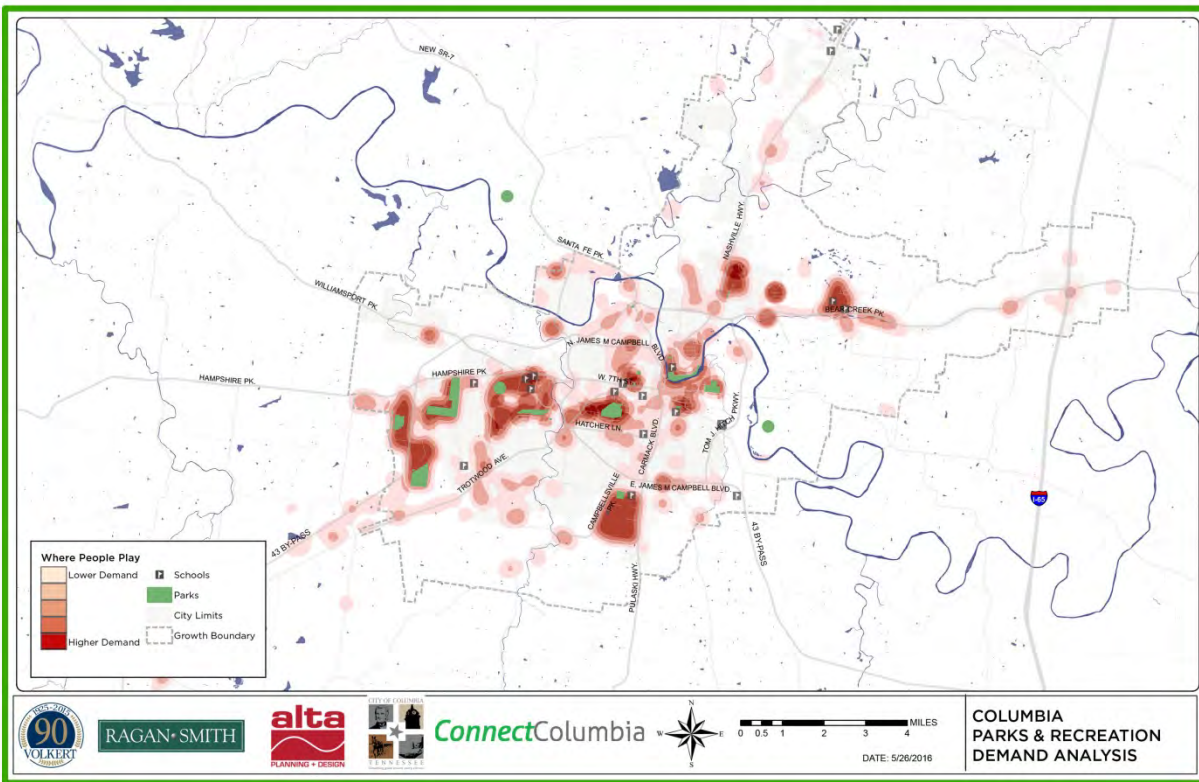
As for all maps, the areas shaded more deeply in red represent higher demand areas relative to the areas of lightly shaded red.

Where People Work



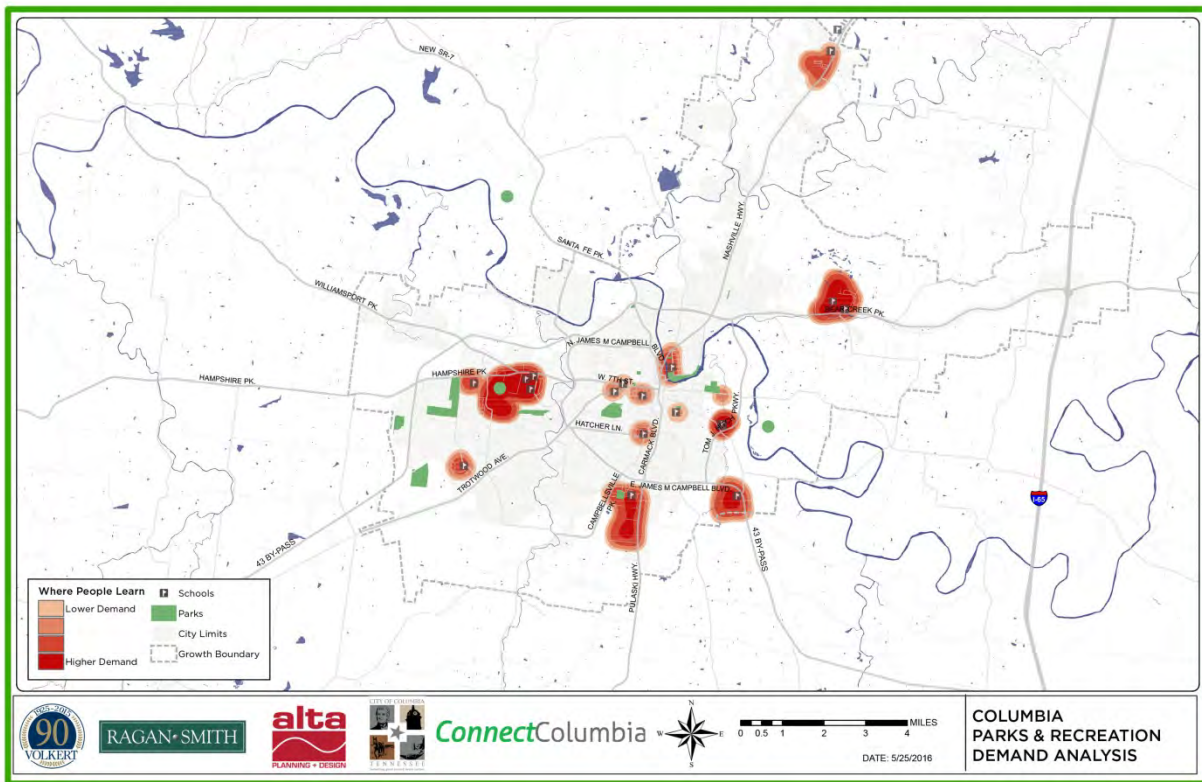
This map uses origin destination employment statistics data to show trip ends for people working in Columbia and Maury County regardless of residency. Areas with highest employment density are along the Nashville Highway, Industrial Park Road, The Trotwood Road corridor and Bear Creek Pike corridor especially at Interstate 65.

Where People Play



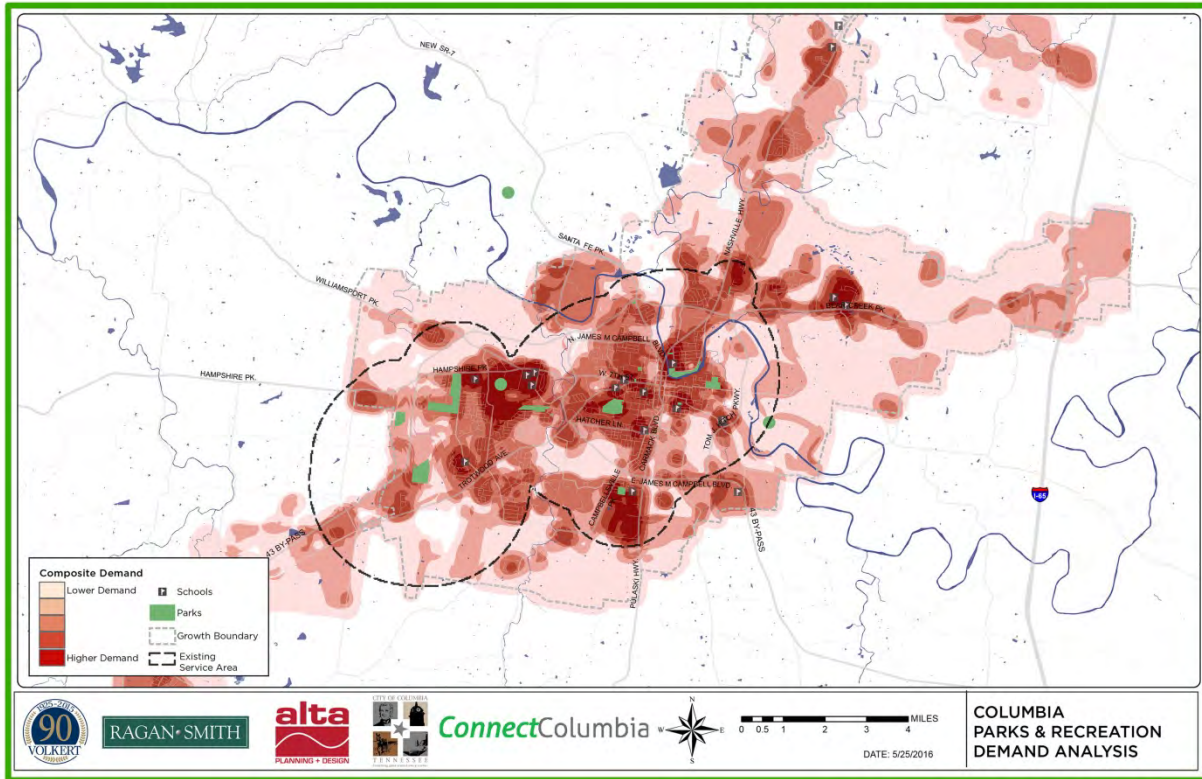
This map is a combination of entertainment, commercial establishments and recreational destinations. The analysis shows that the primary destinations are Downtown Columbia, existing parks, and the commercial shopping and entertainment area along James Campbell Boulevard on the south side of Columbia.

Where People Learn

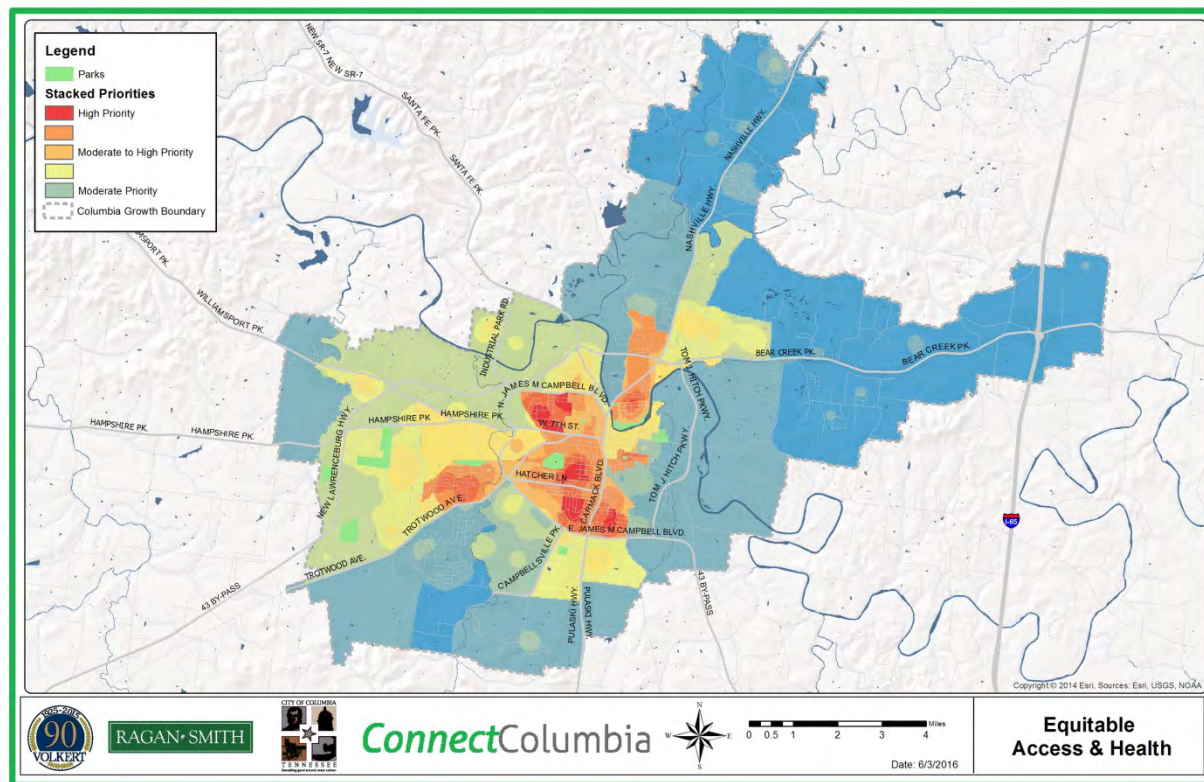


This map shows the locations of all schools in Columbia, from grade school to Columbia State. Schools are located fairly evenly throughout Columbia, except there is a significant gap in schools along the Nashville Highway Corridor to the North.

Composite Demand



This map displays the composite demand for the live, work, play, and learn factors. This is an important analysis because it shows where people are spending the most of their time. Most park users originate from their homes, place of work, or where they go for entertainment and recreation. The analysis shows a strong composite density in the downtown area (including the Columbia Arts District & Riverfront access), the Columbia State Campus, the retail area along James Campbell Boulevard, and along Bear Creek Pike. Additionally, this map shows existing facilities and the areas they serve. Areas that fall outside the existing service areas with high composite density clearly show the regions that are not currently being served and could greatly benefit from additional park facilities. The Nashville Highway and Bear Creek corridors north and north east of Columbia's center are highlighted as having strong demand and low service based on existing facilities and demographics.



This map displays the composite analysis for numerous health issues affecting the population of Columbia. Those issues being the likelihood of heart disease, likelihood of stroke, likelihood of diabetes, likelihood of obese adults, likelihood of respiratory disease, and likelihood of adults not meeting activity levels. These health issues were then weighted evenly for an analysis that identifies the areas of Columbia that have the highest levels of health concerns and could benefit the most from park facilities and trail opportunities.

Community Input Open House - Existing Conditions

Public input is an important component in parks and greenways planning. In addition to analyzing demographics and existing conditions, there is no better resource for identifying issues than receiving input from the public and their desires, opinions, and thoughts. For this plan, public input was gathered through a public survey process, and by hosting an open house on June 18, 2016 to share the goals of the plan and to interact with the public directly. The following is a summary of the community comments received at the public open house.

INPUT FROM PARKS & RECREATION DEMAND ANALYSIS MAP

- Need facilities in the north and east sides of Columbia
- Desire for additional athletic facilities like Ridley Park
- Desire additional pocket parks downtown
- Yanahli is an asset to be utilized

INPUT FROM GREENWAY DESTINATION NODES MAP

- Complete a greenway loop at Riverwalk Park (Along Carter Drive)
- Create stronger greenway connections to the river.
- River is an asset; add access points and blueway routes.
- Make a greenway connection along 6th street to Fairview Park and continue this connection to Yanahli
- Link greenways to Yanahli for camping, and blueway (canoe and kayak opportunities).
- Connect a greenway from the square to Woodland Park and residential communities south and west of the square.
- Link a greenway to Chickasaw Trace Park on the north-west side of town.
- Link the Downtown Area to the new Arts District and the old Union Station Train Depot.

INPUT FROM COMMENT CARDS

- There is a great need for parks and athletic facilities along Highway 31 & Bear Creek corridors.
- There is a desire for improved community centers that include a greater mixture of athletic facilities like basketball, swimming, and community rooms.
- Connect the Riverwalk Park to TVA property (Yanahli & Fairview parks)
- Fairview Park could be better utilized, strong link to highway.
- There is a desire for more bicycle opportunities.
- More dog parks.
- There is a need for more aquatic facilities for swimming.
- Add connectivity to surrounding communities.
- Make a loop that captures greenway opportunity from the dam to Yanahli and blueway opportunities from the new boat launch access to the dam.
- Make stronger bike and pedestrian connections from the Downtown Area to surrounding communities and the Arts District.

PARKS AND GREENWAYS FUTURE CONDITIONS

Future Projections

PARK FACILITIES

The City of Columbia has a variety of park facilities that vary in size, programming, and condition. The inventory of existing facilities and public input indicated that there is a strong desire for more parks like Ridley Park and for stronger greenway connections throughout Columbia. According to the 2040 population projection of 51,334 and the NRPA Standards, future emphasis should be focused on expanding the existing trail system, adding additional tennis courts, playgrounds, and outdoor basketball courts, while also expanding the overall park system to add more park acreage. Columbia would also be well served by a skate park and/or roller hockey facility, and an additional high end splash pad. Additionally, emphasis should be placed on upgrading existing park facilities to a quality comparable to that of Ridley Park and Riverwalk Park. This improved quality would apply to all types of facilities like fitness centers, playgrounds, picnic shelters and trails, not just athletic fields.

An assessment of the existing park facilities revealed that many of the parks in Columbia are in relatively poor condition, offer inadequate accommodations for pedestrians, lack in passive recreation, and underserve the surrounding community. Additionally, there is a need for a new community, recreation and fitness center that would house a variety of community and recreational functions. If a new community recreation and fitness center were to be built an opportunity exists to repurpose the existing Armory Recreation Center to accommodate a centralized maintenance facility that could serve existing and future parks. Emphasis should be placed on upgrading park facilities to provide sufficient park resources. As Columbia continues to grow, it will be important to provide sufficient park facilities in order to prevent degradation of existing facilities due to overuse and overcrowding, and a mismatch between the location of existing resources and the growth of the population.

There are potential facilities that can be added to existing park lands relatively easily, such as skate parks, and disc golf. The request for these specialty facilities align with recent national trends to offer more facilities for alternative active recreation.

Prior to the addition of any new facility, the City of Columbia should develop a master plan for any existing park that is identified for a new facility. The purpose of a park master plan is to develop a comprehensive vision for a specific park in the context with its location, natural resources, program elements, amenities, and the vision of the community. This vision is then used as a framework for the parks use and development for years to come. Depending on the size and complexity of the project, the City may decide to hire an outside consulting firm to guide the City through this master planning process.

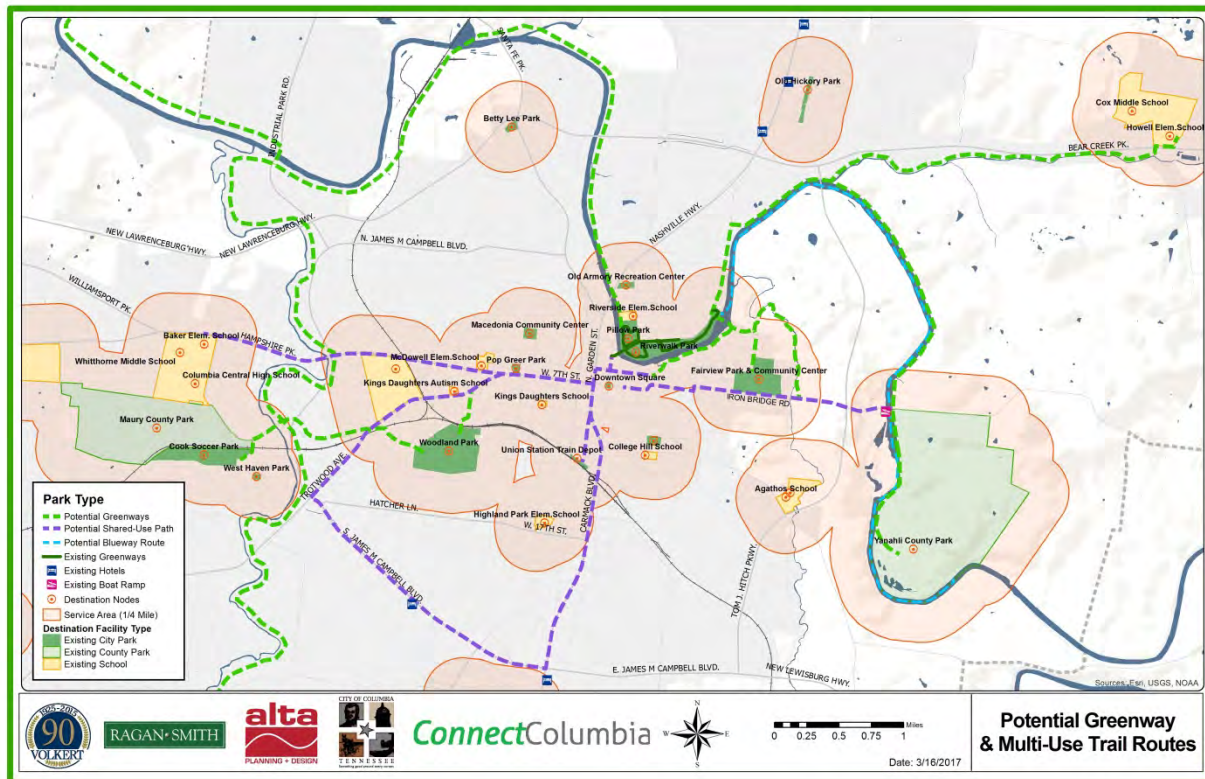
GREENWAYS

Greenways and the ability to walk or bike to destinations in and around the city overwhelmingly surfaced as a priority from public input. The top desired greenway destinations were Woodland Park, Fairview Park, Yanahli Park, the Duck River, the Downtown Columbia Square, and the surrounding districts. With only 1.5 miles of existing greenways, Columbia is currently underserved by 6 miles according to the NRPA recommended length of greenways for a city the size of Columbia and that number is anticipated to grow to 10 miles with the projected 2040 population growth. A dedication to the development and expansion of Columbia's greenway system is a critical recommendation for promoting health and wellness and improving the overall quality of life in Columbia and for the increased utilization of the City's current park and recreation facilities.

PROGRAMS

The current recreational programs are well loved and well managed in Columbia. The youth programs are heavily utilized and should continue to expand as the population grows. It would be good to continue to expand programs for the middle and older age population of Columbia. League and regional tournament play has provided a very positive economic impact to the city. Additional staff to maintain the heavily used athletic fields and manage park programming will be required as the city grows. There is an interest from the community in having more art and cultural classes for all ages of the population. A new community recreation center with updated class room facilities would help achieve this goal. Community events at Riverfront Park, like the farmers market, have been successful. The Riverfront Park lends itself to more community event and park programming opportunities.

Potential Future Greenway Routes



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ConnectColumbia

Parks & Greenways Plan

RAGAN-SMITH

Big Ideas for the Future



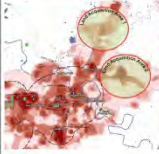
Land Aquisition:	Facilities:	Greenways, Bike/Pedestrian Connections:	Staff/Programs:
 Land Acquisition of 150+ Acres City of Columbia will need to acquire more park lands to keep with projected 2040 population growth and provide a good level of service to the Bear Creek & Nashville Hwy Corridors.	 Upgrades are Needed for Several Existing Parks such as Frierson-Johnson, Eva Gilbert, Betty Lee Park, and Old Hickory Park. These parks could add some small facilities to improve their overall service to surrounding neighborhoods.	 High Need for Greenway & Multi-Use Connections to existing parks and areas identified for future parks and development.	 Additional Staff for Programming that manages and promotes more organized sports leagues. A deputy director to oversee programming would be appropriate given the number of events the City of Columbia currently host and plans to expand.
 More Recreation Facilities such as basketball courts, baseball/softball fields, playgrounds, walking trails and dog parks. This coincides with NRPA standards & the strong community feedback requesting more athletic fields & playgrounds.	 Upgrade Facilities to ADA Compliance to make sure that facilities are available to persons with disabilities.	 Need for Additional Greenway Miles as Columbia is currently underserved and the gap will continue to grow as the population increases. According to NRPA standards the community could use an additional 10 miles of greenways.	 Additional Staff for Maintenance of parks and facilities management. A separate deputy director to oversee operations and maintenance would be appropriate. Especially to keep tournament fields available for play.
 Strong Need for New Community/Fitness Facility to replace the outdated facilities at Armory Park. Room for a new community/fitness center should be considered with any new land acquisition.	 Convert Armory Recreation & Fitness Center to maintenance facility for parks and recreation department. This could serve as additional office space for a centralized park maintenance department.	 Create a Walkable Community that plans for pedestrians and bicycles. This is a particularly important in meeting the needs of public health in the community.	 Plan for Future Growth of the City of Columbia along with the Parks & Recreation system by increasing staff and operating capacity.

TABLE 3 FUTURE PARKS AND RECREATION FACILITIES ASSESSMENT (USING GENERAL NRPA STANDARDS)

FACILITY	NRPA STANDARDS (MODIFIED FROM EXISTING MASTER PLAN – 1999)	RECOMMENDED BASED ON 2040 PROJECTIONS (ROUNDED TO WHOLE #)	CURRENTLY PROVIDED	DIFFERENCE
Overall Acreage	10.5 acre / 1,000 people	539	390	-149
Outdoor Basketball	1/5,000 people	11	3	-8
Handball	1/20,000 people	3	2	-1
* Tennis	1/2,000 people	26	18	-8
Volleyball	1/5,000 people	11	2	-9
** Baseball	1/5,000 people	11	14	+3
** Softball	1/5,000 people	11	13	+2
Football	1/20,000 people	3	3	0
** Soccer	1/4,000 people	13	11	-2
Disc Golf	1/50,000 people	1	1	0
Golf / Driving Range	1/50,000 people	1	1	0
*** Trail System	1 mile / 5,000 people	11	1	-10
Outdoor Pool / Splash Pad	1/ 20,000 people	3	2	-1
**** Indoor Pool	1/50,0000 people	1	1	0
In-line skating rink	1/25,000 people	2	0	-2
Roller Hockey Facility	1/25,000 people	2	0	-2
Skate Park	1/25,000 people	2	0	-2
Running Track	1/20,000 people	3	0	-3
Playgrounds	1/2,500 people	21	8	-13
Gymnasiums	1/20,000 people	3	2	-1
Community Center	1/ 50,000 people	1	3	+2

* There are several tennis courts available with local educational facilities

** Baseball, softball and soccer facility standards do not account for regional leagues

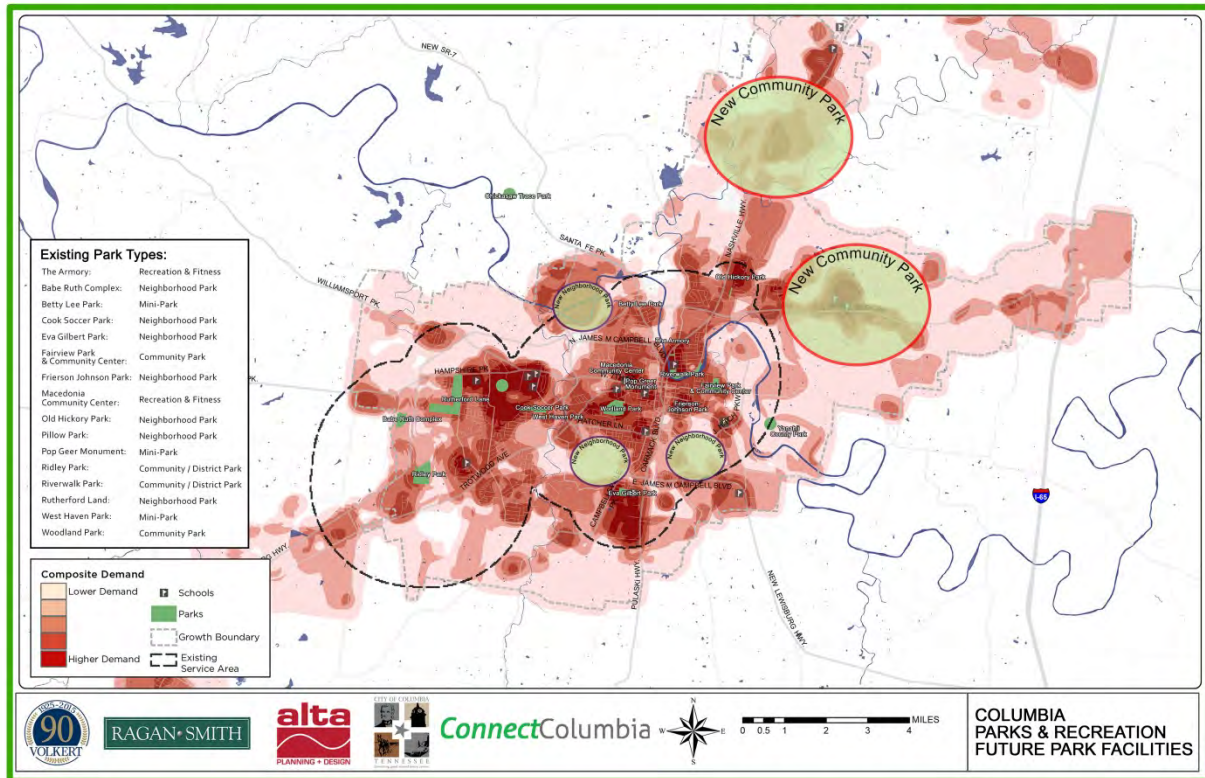
*** Trails and greenways increase value to all connected park facilities

LAND ACQUISITION

One of the biggest takeaways from the public input, the NRPA Standards and the 2040 population projections was the need for additional park space. The demand model in the previous chapter identified the north and east sides of Columbia as the areas with greatest need. This is consistent with the feedback received from the public open house. To provide an adequate level of service, Columbia can continue to protect its natural resources and meets its recreational needs by exploring other city owned property in these areas for repurposing existing parks and adding a greater mixture of recreational opportunities to existing parks that are underutilized. Park types and level of service should be determined based on a combination of demand and department resources. Based on future projections the City of Columbia will need to add a minimum of 150 acres to its park system to meet the level of service for overall acreage of park land established by NRPA guidelines. There is an opportunity to strategically plan for land acquisition in those areas that area currently under served and in the areas that will need future parks to meet the projected population growth for Columbia. As Columbia continues to grow, it will be important to provide sufficient park facilities in order to prevent degradation of existing facilities due to overuse and overcrowding, and a mismatch between the location of existing resources and the growth of the population. For community and regional park facilities land acquisition should specifically consider sites that could accommodate a new recreational fitness center and space for indoor programs. Ideally these sites will be in the range of 50 to 100 acres. For neighborhood parks acquisitions should target sites of 10 to 20 acres.

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Potential Land Acquisition Areas



Community Input Open House – Future Conditions

PARK ACTIVITIES

Input was gathered at the community open house to review possible future facilities and programs. A strong interest in formal athletic fields and programs was expressed as an important desire for residents in Columbia. In addition to traditional active recreational activities like baseball, soccer and football, there are a variety of passive and active activities that can fit into the plans for future park expansion and into the retrofitting of existing parks. Input was selected at the open house regarding some of these activities. The following recreational activities received notable interest:

- Cultural and art classes and activities (levels for adults and youth)
- Climbing Structures (simulated rock climbing) and playground structures
- Dog Parks (currently represented by an active community effort)
- Nature based playgrounds
- Team Building Courses
- Community Garden Space (In conjunction with school sites)
- Horse Shoes

Choose Your Future Park Activities!

DOG PARK 1ST PRIORITY: 1 2ND PRIORITY: - 3RD PRIORITY: 1	BOUCE BALL 1ST PRIORITY: - 2ND PRIORITY: - 3RD PRIORITY: -	PUBLIC GARDENS 1ST PRIORITY: 2 2ND PRIORITY: - 3RD PRIORITY: -	WILDLIFE VIEWING 1ST PRIORITY: - 2ND PRIORITY: - 3RD PRIORITY: -	GEOCACHING 1ST PRIORITY: - 2ND PRIORITY: - 3RD PRIORITY: -	HORSESHOES 1ST PRIORITY: - 2ND PRIORITY: 1 3RD PRIORITY: 1
PLAY STRUCTURES 1ST PRIORITY: 1 2ND PRIORITY: - 3RD PRIORITY: -	CLIMBING STRUCTURES 1ST PRIORITY: - 2ND PRIORITY: 3 3RD PRIORITY: -	TEAM BUILDING COURSE 1ST PRIORITY: 1 2ND PRIORITY: 1 3RD PRIORITY: -	SHUFFLEBOARD 1ST PRIORITY: - 2ND PRIORITY: - 3RD PRIORITY: -	MOUNTAIN BIKING 1ST PRIORITY: - 2ND PRIORITY: - 3RD PRIORITY: -	NATURE BASED PLAYGROUND 1ST PRIORITY: 2 2ND PRIORITY: - 3RD PRIORITY: 1
PUBLIC OPEN SPACE 1ST PRIORITY: - 2ND PRIORITY: - 3RD PRIORITY: -	PICKLEBALL 1ST PRIORITY: - 2ND PRIORITY: - 3RD PRIORITY: -	ADULT ART & CULTURE 1ST PRIORITY: 3 2ND PRIORITY: 1 3RD PRIORITY: -	YOUTH ACTIVITIES 1ST PRIORITY: 1 2ND PRIORITY: - 3RD PRIORITY: -	What would you like to see offered by Columbia Parks & Rec? GREEN - 1ST PRIORITY BLUE - 2ND PRIORITY YELLOW - 3RD PRIORITY	

PLAN IMPLEMENTATION

General Improvement Considerations

Based on an analysis of existing conditions, future projections and public input, there are some general factors to consider regarding the proposed improvement plans for future park, recreation and greenway facilities. These are overarching principles along with the Big Ideas for the Future, would apply to the general philosophy of improving the overall parks and recreation system.

IMPROVEMENT GOALS

- Maintain both active and passive recreational activities throughout the park system. A good overall balance as measured in units of area (acreage) is to achieve 60% of park space dedicated to passive use and 40% dedicated to active parks space. With this in mind, Columbia could use more passive park space.
- Develop a greater connection between existing and future parks using greenways, multi-use trails and bike routes. This will greatly increase the value of existing and future parks.
- Establish more restroom facilities, better lighting, and comfortable shaded areas throughout the park system for sitting, socializing and watching surrounding activities. Both informal and formal gathering spaces are important. This includes more rest areas along the existing and future greenway systems.
- Continue to upgrade existing park facilities to meet The Americans with Disabilities Act (ADA) standards to ensure equal opportunity for individuals with disabilities to have access to park facilities.
- Developing a comprehensive wayfinding signage program that has strong graphic communication, would benefit the park system. Wayfinding signage would be especially helpful in communicating with visitors and tourists from out of town. Signage efforts could also consider important historic and cultural destinations outside of the park system.
- Plan more community wide events for the River Walk Park. This facility has good capacity for special events.

- Initiate an additional community survey as future capital improvements are planned to inquire more in-depth questions about future programs, activities and facilities.

Improvements to Existing Parks

Most of the existing park facilities in Columbia are in need of upgrades. It is important to plan for improving existing facilities as this provides some of the greatest leverage in meeting citywide recreational demands. Some park properties are underdeveloped. These properties provide great opportunities to expand recreational opportunities without adding the additional cost of land acquisition or increased acreage to maintain.

ARMORY RECREATION AND FITNESS CENTER

This facility has great historical value and architectural character, but it is limited due to its age and lack of ADA accessibility. Its location is ideal to serve a large portion of the population but it will continue to require major investment to function as a long term recreation and fitness center. As the opportunity for a new recreation and fitness center becomes an option at other park property locations, this facility could be repurposed into a central long term parks and recreation maintenance facility. There is a fair amount of yard space available on the site with direct access to North Garden Street. The site could function as office space for operations and maintenance staff as well as a central yard for equipment and materials. Screening and visual considerations of this property from the public street is important. It would be relatively easy to connect this facility to Riverwalk Park with dedicated bike lanes, pedestrian walkways or a shared-used path along Carter Street. This would further extend pedestrian and biking opportunities for the existing greenway.

FAIRVIEW RECREATION CENTER / POOL AND ATHLETIC FIELDS

This facility should continue to expand on providing a mixture of recreational opportunities. The existing athletic fields are well suited to serve smaller local league events or practice, but there is no room to expand the major athletic fields. This park would be well served by a perimeter walking trail, along with additional shelters, playgrounds, tennis courts and aquatic facilities. Additionally,

more trees and shade structures should be installed to provide park visitors refuge from the sun. This park location is especially important in relation to serving the population on the east side of Columbia and it is well positioned to connect to an expanded greenway and/or shared-use path system along the Duck River and along Iron Bridge Road.

MACEDONIA RECREATION CENTER

This facility offers the community an opportunity for indoor recreation with limited outdoor playground space. Expansion opportunities for this park include picnic shelters, outdoor basketball courts, tennis courts, or even additional playground space. The topography of the site creates some challenge to expansion opportunities but this could be overcome with terracing the site.

COOK SOCCER FIELDS

This park is very popular for local soccer and open field play. As Ridley Park expands for tournament soccer, the Cook Soccer Fields become key for secondary events, practice, and local community sports. This park is in need of improvements to provide visitors with additional shaded seating areas as well as making the fields and the surrounding park support facilities ADA accessible. Furthermore, it would be advisable to provide a walking trail system throughout the park along with a pedestrian connection between the Cook Soccer Fields, the adjoining Maury County Park and the William P. Ridley 4-H Center immediately to the north. This park would benefit from a stronger informational and wayfinding signage program because of its location off the primary collector street system.

EVA GILBERT PARK

The football practice fields have been removed from the park as Ridley Park will serve to accommodate new football fields. The current facilities provide for limited baseball and softball use with large areas for unprogrammed open space play. This park is currently underutilized and deserves to be reprogrammed with a new master plan that would include input from the surrounding community and possible collaboration with the adjacent school. Its location near South James Campbell Boulevard and Joseph Brown Elementary

School make it an important neighborhood park for the south side of Columbia. This property should be a priority for new programming and development.

MAHLON RING BABE RUTH BASEBALL FIELD

This underdeveloped park has some limitations in that it is somewhat isolated and removed from the rest of the park system. It is easily accessed via the 43 By-pass, but is surrounded by industrial land use. One option recommended for this property would be to acquire additional acreage so the park could serve as a larger community park providing a balance of passive and active recreation opportunities for the west side of Columbia. With additional acreage and infrastructure, it may also have the capacity to function as a large athletic facility for tournament play. An additional option recommended for this property would be to liquidate it and utilize the funds for a land swap at a better site located in a high demand area that is currently underserved.

RIDLEY PARK SPORTS COMPLEX

Ridley Park is currently undergoing major improvements that will add soccer facilities as well as football facilities to the existing high-end baseball and softball facilities. It has become the premier athletic park in Columbia and is programmed with a rigorous schedule of athletic events and tournament play. Ridley Park has been a very positive economic benefit for the City. Additional amenities such as shade structures, play spaces, bathrooms and pedestrian connections / trails will be needed as part of the current upgrades to the park. With Ridley Park's focus on athletic facilities, it will be important to provide a balance of opportunities for local neighborhood parks, and passive use activities as the city grows along the Trotwood Avenue corridor.

BETTY LEE PARK

Betty Lee Park provides a great opportunity for a mini neighborhood park. It currently has a small playground that lacks ADA accessibility. This park should be programmed through a master plan effort that includes input from the surrounding neighborhood. Additional playground space, picnic shelters, ADA compliant access and landscape elements would all be appropriate improvements for this space. This property should be a priority for additional facilities and upgrading.

FRIERSON-JOHNSON PARK

The existing facilities for this park do provide some service to the neighborhood but there is a large amount of unutilized space in the park. Additional basketball courts, playground equipment, a walking trail and landscape amenities would all be welcomed improvements. This park would benefit greatly from a master plan that includes input from the surrounding neighborhood to upgrade the park facilities and provide greater opportunities for recreation. This property should be a priority for additional facilities and upgrading.

OLD HICKORY PARK

This park is currently underutilized but has great potential for a mini neighborhood park. This park is located in the Nashville Highway growth corridor and could serve both the surrounding residential neighborhoods as well as the commercial development along Highway 31. Playground elements, picnic shelters, a walking path and parking facilities would all be appropriate additions to this park. Its proximity to Allen Branch could promote strong natural elements into the park. This property should be a priority for new programming and development.

POP GEERS MEMORIAL PARK

This park has strong historical value and functions primarily for passive recreational use. It serves well as a gathering place on community parade events like Mule Day and Christmas parades that occur along West 7th Street. A major challenge to developing this park further involves the steep slopes and limited access to the park. Upgrades to pedestrian access, repairing the stone walls and adding additional landscaped seating could benefit the park experience. Improvements to the park should be done with sensitivity to its historical nature.

RIVERWALK / PILLOW PARK

This park contains the only prominent greenway trail in Columbia. The greenway is a valuable asset that needs to be expanded throughout the city. The size of the park and its proximity to the Duck River and the Downtown Square make it

a popular space that can be programmed for more community events. The park has room for more active recreational facilities like basketball, volleyball and playgrounds. The existing splash pad could be upgraded to a larger and higher end facility. Pedestrian lighting should be improved along the bridge connecting the park to the Downtown Square.

WEST HAVEN PARK

This park functions as a green space in the center of a roundabout. The size and location do not make it well suited for park activities other than potential social gathering space and unprogrammed activities. No changes are currently recommended for this space.

WOODLAND PARK

Woodland Park is an outstanding example of good balance between passive and active recreational facilities. The natural landscape adds significant value to the park experience. The new addition of a disc golf course to the park has proven to be a popular feature. The upgraded tennis courts are also very popular to users and experience heavy use. Other than the addition of a splash pad to Woodland Park, no major changes are proposed. Continued focus on maintenance and upkeep of the park facilities should be the focus for this park. The addition of wayfinding signage could be of great benefit to this park as it is located on a secondary and somewhat circuitous travel route.

New Park Areas and Facilities

Based on an analysis of anticipated growth, land use changes, major transportation corridors, areas were identified that have a high demand for park and recreation services. The City of Columbia should acquire additional park land and build new park facilities along the high demand Bear Creek Pike and Nashville Highway corridors. There is also a need to establish new neighborhood parks in some of the high demand and anticipated growth areas in other parts of Columbia. New park land acquisition on the west side of Columbia is not as high of a priority in part because of the existing Maury County park facilities already established in this area. Additionally, the City of Columbia would be well served to consider partnering with Maury County for

connecting county and city parks with greenways, coordinating open space planning and the possible development of a collaborative dog park project in the future.

It is recommended it be required by the City of Columbia for private development to fully incorporate the routes and park locations recommended by this Plan. This plan's policy should be interpreted broadly, since exact future conditions and locations are unknown, therefore development may occur in such a fashion that was not considered by the planning process upon which this plan is based. However, the proposed acquisition areas and connectivity concepts presented in this document should be maintained and required as a part of future development proposals. Land use and site design decisions that incorporate greenway and parks infrastructure as a basic element of the site development process should be encouraged by the City. Furthermore, any lands proposed for annexation into the City after the adoption of this Plan should be integrated into the City's parks and greenway network as well as abide by the recommendations and policies of this Plan.

NEW LAND AND PARK SITES

1. One to two new community parks of 50+ acres that can accommodate a mixture of both active and passive uses should be developed on the northeast side of Columbia. A community park in this area should provide the opportunity to build a new community fitness and activity center. This would also serve as a potential site for additional baseball fields to accommodate regional tournament play given the possibility of close access to the interstate and existing hotel accommodations.
2. Three new neighborhood parks of 10 to 20 acres in the following areas should be developed to accommodate future growth and meet recreational demand:
 - One new neighborhood park along East James M Campbell Boulevard.
 - One new neighborhood park on the southeast of town.
 - One new neighborhood park near the Santa Fe and Industrial Park Road Interchange.

Neighborhood parks in these areas should accommodate a mixture of both active and passive use activities. Additional basketball courts,

tennis courts, and playground facilities should be high priority for these parks because according to NRPA standards there is a projected need for more of these features in Columbia. Neighborhood parks should also incorporate amenities like walking trails, shelters, seating and shade. Additionally, the City's Subdivision Regulations and Zoning Regulations should be amended to include provisions that require parks, greenways, and multi-use facilities, as outlined by this plan, to be provided as part of the development review process.

3. The City should also plan to integrate more mini parks into the fabric of Columbia as new areas develop and old areas redevelop. These small parks of 1 acre or less serve as places for social interaction, reflection and relaxation. Mini parks can also provide good opportunities to meet open space requirement as well as for public art and historic or cultural monuments. They should be incorporated into new residential, office and commercial sites as part of the development review process as required by the amended Subdivision Regulations and Zoning Regulations that require parks, greenways, and multi-use facilities. Maintenance of these small parks can be integrated into private property management organizations placing them outside of the formal park and recreation department's maintenance and programming requirements.
4. Plans should be made to accommodate a major upgrade to the main park administration headquarters to accommodate ADA access or a new park administration building should be provided at one of the new park sites.
5. A central maintenance facility will be needed to accommodate operations and maintenance staff and equipment. This could be a redevelopment of the Armory Center or a new maintenance facility provided at one of the new park sites.

New Greenway Improvements

Based on NRPA standards, Columbia could use an additional 10+ miles of greenway connections throughout the city. Public input suggested that walking, biking and nature trails were all of high priority for the community. As new development occurs, by the City of Columbia should require for private development to fully incorporate the greenway and multi-use routes recommended by this Plan.

1. Extending the existing Riverwalk Greenway to Fairview Park and connecting further out to Yanahli County park is suggested as a high priority goal. This extension could be further connected along the north side of the Duck River with a loop back to Riverwalk Park. In addition to this greenway loop there is great potential for a Duck River blueway connection from the existing boat ramp on Iron Bridge Road to the dam at Riverwalk Park. The combination of a greenway – blueway loop lends itself to great tourism potential for Columbia.
2. An additional eastern spur along Bear Creek to connect to Cox Middle School and Howell Elementary School would provide strong opportunities to serve growth on the east side of Columbia.
3. The combination of a multi-use trail and greenway link from the Downtown Square to the Arts District, then continuing to Woodland Park and Cook Soccer Park would serve as an excellent way to link key destination points on the south side of town.
4. West 7th and Trotwood serve as primary collectors to key destination nodes along the west and southwest sides of Columbia. Given the anticipated growth and traffic along these corridors it will be important for Columbia to plan multi-modal options of transportation along these corridors. A greenway along Bigby Creek that connects to shared-use paths along the West 7th and Trotwood corridors would provide strong pedestrian and bicycle connections on the west side of Columbia.

Greenway Design Standards

INTRODUCTION

The contents of the following section are to be used as a guideline for designing and constructing future multi-use paths in different contexts throughout the study area. The majority of the guidelines are recommendations, therefore each application shall be studied independently to come up with the most efficient and functional design. Multiple national references were consulted during the creation of these guidelines, but it is the responsibility of the designer to ensure that their plans meet all local, state, and federal requirements.

GENERAL TRAIL DESIGN

Greenways, which also is called multi-use trail, can be made use many different types of materials, anything from a natural surface to a more dense asphalt

trail depending on how heavily the use will be. It is important to include multiple strategically placed access points from surrounding key communities and roads. These trails are designed to allow multiple different uses, like pedestrians, strollers, roller blades, wheelchairs, bicycles, etc. These trails must meet ADA and Public Rights-of-Way Accessibility Guidelines (PROWAG), in addition to any other local, state, and federal requirements for safety and accessibility. The dimensions of the trails shall be as follows:

- 8 feet as a minimum, but in areas that are going to see heavier use, or trails that run along TDOT roads, the minimum width is 12 feet. Both sides should also have at least a two foot clear area with an additional foot on each side for site furnishings.
- 8 feet as a minimum overhead clearance, but 10-12 feet is recommended.

SIGNALIZED INTERSECTION CROSSINGS

Crossings can create dangerous situations for pedestrians, especially in a more urban setting. Trails should be terminated at strategic points, which typically end up being at a local street or intersection. It is encouraged to have crossings at the existing signalized intersections throughout the study area because the designer can take advantage of traffic signals that already bring automobiles to a stop. Minimal modifications to the existing signals allow for greenway users to cross roads safely and comfortably. An additional safety features are:

- proper signage
- flashing lights
- a change in pavement patterns
- roadway markings
- or a “table top” intersection.

The warning options and distances are calculated based on the driving speed, line of sight, along with traffic volumes at each crossing and should be reviewed by the proper local, state, or federal agency to ensure that the crossing utilizes the required safety features.



AT-GRADE CROSSINGS

Crossings of this type will need to occur at certain places in Columbia. At-grade crossings should be located at least 400 feet from a signalized intersection. If the crossing is located less than 400 feet, then the designer should try and relocate the crossing so that it is integrated into the design of the signals. Crossing at-grade can be achieved by utilizing proper signage, but many times a High intensity Activated crossWalk (HAWK) system will be used in higher density areas. A HAWK system provides protection at crossings by stopping traffic with a signal only when activated by a pedestrian. The signal is only activated when a pedestrian presses a button that makes the signal start flashing yellow, which then changes to a solid yellow, then to a solid red light. Once the lights are activated, all cars must come to complete stop, and a pedestrian light is displayed, which lets the pedestrian know when it is safe to cross. When possible, it is recommended to install a pedestrian refuge island, especially in heavy traffic and high speed roads, to help facilitate a more comfortable crossing. Like other signalized crossings, it is important to calculate proper warnings and distances for each individual crossing point as well as include the proper ADA and PROWAG accessibility requirements.



BRIDGE, UNDERPASS, & TUNNEL CROSSINGS

There are multiple other types of crossings that don't interfere with the flow of vehicular traffic. The following crossing types decrease the amount of pedestrian interaction with vehicles, therefore creating a safer, less stressful experience.

One type of crossing is the use of a bridge. Bridges are more commonly used when crossing a natural feature, like a creek, but can be used to cross streets as well. In some cases, a boardwalk may be required if trying to cross wetlands or areas that have poor drainage. Underpass and tunnel crossings have similar benefits as a bridge, but are normally used when crossing a road or railroad as opposed to a natural feature. All of these types do allow for a safe crossing, but they also require a much larger monetary investment. There are also public safety hazards that need to be addressed by installing additional elements, like lighting or additional drainage elements, that at-grade crossings do not have.



LINKAGE TRAILS

Greenways may have limited access points, which leads to the need of having dedicated trails that link surrounding residential and commercial areas to the proposed greenways and multi-use routes. These trails can be made of all different types of materials, but because these portions of the trail are not as heavily traveled, many times they are comprised of a natural surface, like wood chips, crushed aggregate or compacted dirt. Furthermore, because of existing conditions and access limitations, linkage trails won't always be ADA accessible.



Improvement Cost Evaluation

The following elements and factors should be considered in future park and recreation capital improvement plans to accommodate future growth for the City over the next 20 to 25 years:

- Land Acquisition for Community and Neighborhood parks
- Major extension of community greenway systems and share use trails
- Development cost for 2 Community Parks
- Development cost for 3 Neighborhood Parks
- Planning, re-development and re-programing of the following parks:
 - Eva Gilbert Park
 - Old Hickory Park
- Improvements and additional facilities / upgrading of the following parks:
 - Fairview Park and Recreation Center
 - Macedonia Recreation Center
 - Cook Soccer
 - Frierson-Johnson
 - Pop Geers Memorial Park
 - Riverwalk / Pillow Park
- Upgrades to administration office at woodland park or a new facility
- Upgrades to Armory Center to create a central maintenance office or a new central maintenance facility
- Other facility considerations:
 - Skate Park
 - Roller Hockey Rink
 - Aquatics Center
 - Indoor / Outdoor Nature Center

Ridley Park, Woodland Park as well as the Armory Recreation and Fitness Center will need ongoing maintenance and up keep. These park facilities have recently been the focus of major park improvements and facility additions, therefore will likely not need any major renovations. The exception to this would be the conversion of the Armory Recreation and Fitness Center into a maintenance facility.

TABLE 4 – PROJECT SCHEDULE

FACILITIES	SHORT TERM (2020)	MID TERM (2030)	LONG TERM (2040)	TOTAL
Community Parks	1	1		2
Neighborhood Parks	1	1	1	3
Total Acres	±70	±46	±33	±149
Miles of Proposed Greenways/Multi-Use Trails	4	3	3	10
Community/Recreation Centers		1		1
Outdoor Basketball	5	2	1	8
Handball			1	1
Tennis	4	2	2	8
Volleyball	4	3	2	9
Baseball				-
Softball				-
Football				-
Soccer		2	1	3
Disc Golf				
Outdoor Pool / Splash Pad			1	1
Aquatic Center			1	1
In-Line Skating / Roller Hockey Rink	1		1	2
Skate Park	1		1	2
Running Track	2		1	3
Playgrounds	7	4	2	13
Picnic Areas	4	4	4	12
Picnic Shelters		1	1	2
Nature Center		1		1

Recommendations for Department Staff

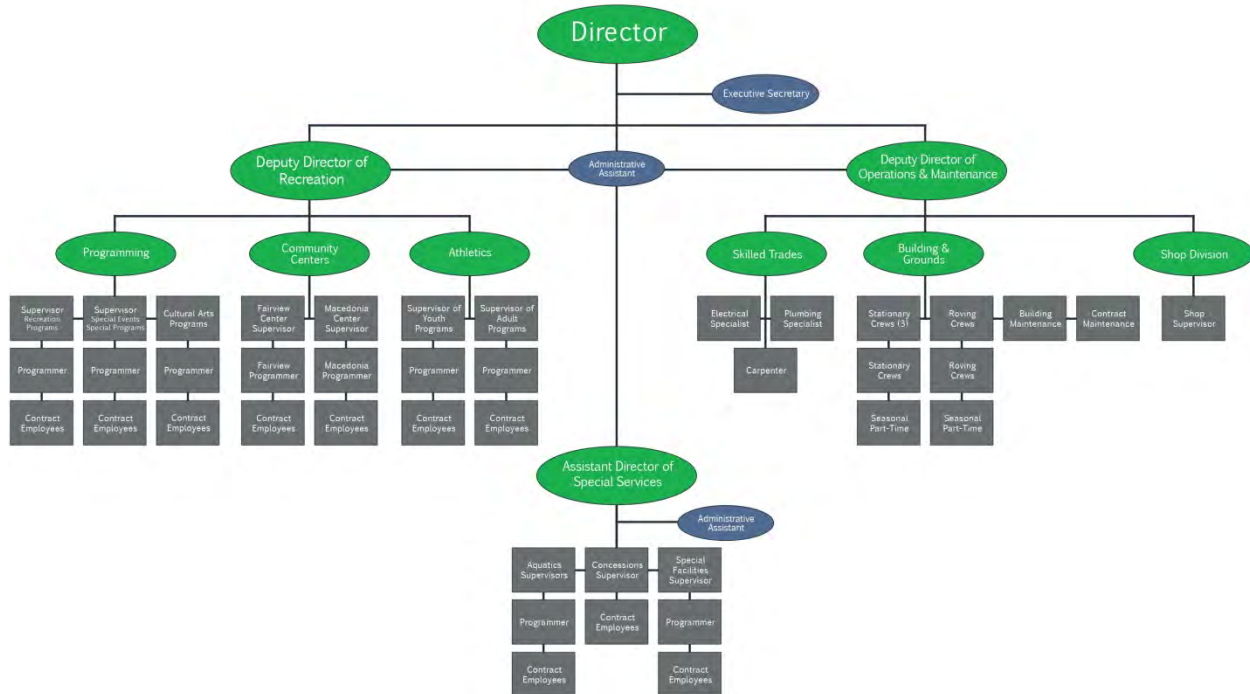
Based on the growth of the City of Columbia parks system, the high demand placed on athletic facilities, the management demands of recreational tournaments and anticipated increase in park programs and acreage the following chart depicts the suggested structure for the future parks and recreation staff:

Insert 11x17 page for final document

ConnectColumbia

Parks & Recreation

Proposed Organizational Chart



INDEX – COMPARISON OF CLAYTON, NORTH CAROLINA COMMUNITY CENTER

A MULTI-PURPOSE FACILITY

The Clayton Community Center is a 32,000 sq. ft facility is a multi-purpose building that includes art and pottery classes, fitness equipment, a large gymnasium and an indoor walking track (1/16 mile). Columbia should seek to develop a similar facility that can serve multiple age groups with an opportunity for diverse activities

EXAMPLE PHOTOGRAPHS OF CLAYTON COMMUNITY CENTER



APPENDIX – PRORAGIS COMMUNITY COMPARISONS

NRPA has initiated a program to collect data from parks and recreation departments from municipalities of all sizes from across the country and organize the data in a cohesive manner to be shared nationally. This data is organized into the PRORAGIS report, and can be accessed in real time to compare the City of Columbia with other Parks Departments across the country. Tables 4 - 18 correspond with all the data categories in the report and provide a quick cross comparison of cities of similar size.

TABLE 6 - AGENCY SUMMARY

	CITY OF MICHIGAN CITY, IN. DEPARTMENT OF PARKS AND RECREATION	CITY OF COVINGTON KY.	GERMANTOWN, TN, PARKS & RECREATION	CORNELIUS, NC PARKS, ARTS, RECREATION & CULTURE DEPARTMENT
Jurisdiction Information				
Agency/Department's Jurisdiction Type	City	City	City	Town
If "Other," please describe:				
Jurisdiction Country	US	US	US	US
If "Other," please describe:				
Jurisdiction State/Province	IN	KY	TN	NC
Jurisdiction Total Operating Budget	\$35,973,342	\$47,000,000	\$2,237,300	\$20,132,000
Jurisdiction Annual Capital Budget	\$6,958,868	\$15,000,000	\$2,230,000	\$2,514,000
Jurisdiction Ethnic Distribution (will not necessarily total to 100%)				
a. White/Caucasian Persons	64.9%	82.0%	89.5%	88.3%
b. Black/African American Persons	28.1%	11.9%	3.6%	5.8%
c. American Indian/Alaska Native Persons	0.4%	0.3%	0.0%	0.3%
d. Asian Persons	0.7%	0.5%	5.2%	2.3%
e. Native Hawaiian/Pacific Islander Persons	0.0%	0.1%	z	
f. Hispanic or Latino (any race) or Spanish Origin Persons	5.0%	3.6%	1.9%	5.3%
g. Other				
If "Other," please describe:				
Square mileage that your incorporated jurisdiction serves	23	13.7		15
Jurisdiction per Capita Income	\$16,995	\$19,985	\$49,857	\$47,666
Jurisdiction Median Household Income	\$39,520	\$35,352	\$113,294	\$80,697
Jurisdiction Population	31,479	40,956	40,123	27,481
Jurisdiction population that is younger than 18 years of age	26.0%	23.3%	29.0%	22.9%
Jurisdiction population that is older than 65 years of age	18.0%	10.4%	16.1%	10.1%
Jurisdiction population below the poverty line	28.4%	26.4%	0.0%	8.5%
Jurisdiction population growth	-6.0%	1.1%	0.0%	10.4%

rate 2010-2013				
Are other Publicly funded service providers providing parks and recreation services in your jurisdiction? (Check all that apply)				
a. Charter/Private Schools	No	No	No	Yes
b. Police Athletic League (PAL)	No	No	No	No
c. YMCA/YWCA	Yes	No	No	Yes
d. Boys and Girls Clubs	Yes	Yes	No	No
e. Another Public Agency	No	Yes	No	No
f. Other	No	Yes	No	Yes
If "Other," please describe:		Church, Fire / EMS, Private Individuals and Organizations		Mecklenburg County
Agency Operations				
Resources Available				
Operating Budget				
Total operating expenditures for your fiscal year?	\$2,606,465	\$2,108,307	\$2,237,570	\$1,937,000
What percentage of your total operating expenditures are in the following categories?				
a. Personnel Services	61.0%	82.0%	51.0%	23.0%
b. Operating Expenses	39.0%	18.0%	49.0%	77.0%
c. Capital Expense not in CIP				0.0%
d. Other				0.0%
If "Other," please describe:				
What percentage of your total operating expenditures came from the following sources?				
a. General Fund Tax Support	44.0%	99.0%	71.0%	81.0%
b. Dedicated Levies		0.0%		0.0%
c. Earned/Generated Revenue	53.0%	1.0%	28.0%	0.0%
d. Other Dedicated Taxes	3.0%			19.0%
e. Sponsorships		0.0%	1.0%	0.0%
f. Grants				0.0%
g. Other				0.0%
If "Other," please describe:				
What are your department's TOTAL non-tax revenues for your fiscal year?	\$1,931,007	\$14,900	\$893,336	\$506,000
Capital Budget				
Total Capital Park Budget for Next 5-Years	\$2,500,000	\$2,950,000	\$2,594,000	\$25,000,000

Total Capital Budget this Fiscal Year	\$1,025,275	\$700,000	\$2,230,000	\$4,350,000
What percent of your current fiscal year's Capital Budget is designated for the following purposes?				
a. Renovation	77.0%		24.0%	15.0%
b. New Development		100.0%	76.0%	85.0%
c. Acquisition				0.0%
d. Other	23.0%			0.0%
If "Other," please describe:	new equipment & fleet			
General Obligation Bonds Authorized this year		2,950,000		4,200,000
Revenue Bonds Authorized For Parks		0		0
Personnel				
Full-time Equivalent Employees (FTEs)				
a. Number of Full-Time Employees	30	16	8	11
b. Number of Non-Full-Time Employees	111	7	40	40
c. Hours worked by non-Full-Time Employees	66,878	13,000	349,118.71	12,400
d. Total Number of Full-time Equivalent Employees (FTEs)	62.15	22.25	175.85	16.96
How many volunteers are in your parks and recreation department?				
a. Number of volunteers	0	0		550
b. Total hours worked by volunteers	0	0	14,132	9,700
What was the total personnel expense for the parks and recreation department for the year? (please include salaries and wages, bonuses, payroll taxes, employee benefits, retirement plan contributions, etc.)				
Do you have a Union Shop	No	Yes	No	No
Workload (estimate if necessary)				
How many individual parks or sites does your department/agency maintain				

and/or have management responsibility over?				
a. Total Number of Parks	21	40	28	13
b. Total Park Acres	447.5		754	244
c. Total Number of Non-Park Sites	10			3
d. Total Acres of Non-Park Sites	264.75			3
Total Number of Parks + Non-Park Sites (a+c)	31	40	28	16
Total Acres of Parks + Non-Park Sites (b+d)	712.25	990	754	247
Acres of undeveloped open space for which your department has management responsibility over or maintains	104			107
Total Trail miles managed or maintained	0.6	17	13	12
Number of buildings operated	33	0	2	3
Total square footage of buildings	107,131	0	4,500	6,700
Total number of Programs offered	20	12	202	630
a. Number of fee programs	20	1		600
b. Total program contacts (estimate as necessary)		10,000	29,045	54,800
Total Parks and Facilities Contacts	0		0	54,800
a. Building Facility Contacts				10,000
b. Park Facility Contacts				44,800
Agency Responsibilities				
Does your agency...				
Have budgetary responsibility for its administrative staff?	Yes	Yes	Yes	Yes
Operate and maintain park sites?	Yes	Yes	Yes	Yes
Operate and maintain indoor facilities?	Yes	No	Yes	Yes
Operate, maintain, or contract Golf Courses?	Yes	Yes	No	No
Operate, maintain, or contract Campgrounds?	No	No	No	No
Operate, maintain, or contract Water Parks?	Yes	Yes	No	No
Operate, maintain, or contract Tennis Center Facilities?	No	No	Yes	No
Operate, maintain, or contract Tourism Attractions?	Yes	No	No	No

Operate, maintain, or contract Other Attractions or Facilities?	Yes	Yes	No	Yes
Provide Recreation programming and services?	Yes	Yes	Yes	Yes
Operate and maintain non-park sites?	Yes	Yes	No	Yes
Operate, maintain, or manage trails, greenways, and/or blueways (TGB)?	Yes	Yes	Yes	Yes
Include in its operating budget the funding for Planning and Development Functions?	No	Yes	No	No
Operate, maintain, or manage special purpose parks and open spaces?	Yes	Yes	Yes	Yes
Atypical Agency Responsibilities				
Manage major aquatic complex?	No	No	No	No
Manage or maintain Fairgrounds?	No	No	No	No
Maintain, manage or lease Indoor Performing Arts center?	No	No	No	No
Administer or manage Farmer's Markets?	No	Yes	Yes	No
Administer Community Gardens?	No	Yes	Yes	Yes
Manage large performance outdoor Amphitheaters?	Yes	Yes	No	Yes
Administer or manage Professional or college-type stadium/arena/racetrack?	No	No	No	No
Administer or manage Tournament/Event quality Indoor Sports Complexes?	No	No	No	No
Administer or manage Tournament/Event quality Outdoor Sports Complexes?	Yes	No	No	Yes
Conduct major Jurisdiction wide special events?	No	Yes	No	Yes

TABLE 7 - ADMINISTRATION

	CITY OF MICHIGAN CITY, IN. DEPARTMENT OF PARKS AND RECREATION	CITY OF COVINGTON KY.	GERMANTOWN, TN, PARKS & RECREATION	CORNELIUS, NC PARKS, ARTS, RECREATION & CULTURE DEPARTMENT
Agency Administrative Resources Available				
Total administrative operating expenditures/budget	\$3,736,730	\$300,749	\$250,000	
Total Administrative Personnel (FTEs)				
a. Department Head and Deputies	2	2	2	
b. Procurement/Contracts Staff (Purchasing)	2	0		
c. Personnel Staff (HR)	1	0		
d. All Other Administrative Staff	6	1	5	
e. Total Administrative Personnel	11	3	7	
Agency Administrative Workload				
Employees trained	5	0	13	
Total Annual hours of Training	100	0		
Total Annual Amount of Purchases	\$1,437,742	\$146,500		
Vendor Service contracts issued	49	0		
Total Annual Value of Vendor Contracts	\$154,008	\$0		

TABLE 8 - GENERAL PARK SITES

	CITY OF MICHIGAN CITY, IN. DEPARTMENT OF PARKS AND RECREATION	CITY OF COVINGTON KY.	GERMANTOWN, TN, PARKS & RECREATION	CORNELIUS, NC PARKS, ARTS, RECREATION & CULTURE DEPARTMENT
General Data				
Total number of parks maintained	30	30	29	
Total acres of parks maintained (do not include non-park sites)	712.23	196	754	
Percentage of total parkland acres that are developed	40.0%	75.0%	40.0%	
Total acres of developed parkland that your agency maintains	281	147	754	
Park Facilities				
Aquatics - outdoor				
Ocean Frontage - Linear Feet	10,032	0		
Lakes				
Number		1	16	
Surface Acres		2		
Rivers				
#	1	2	1	
Linear Ft.	80	40	26,400	
Wetlands		0	20	
Beaches				
#	1	0		
Linear Ft.	400			
Boat Ramps/Water Entry		2		
Splash Pads				
#	1	1		
Sq. ft	10,500			
Swimming Pools				
#		2		0
Total sq. ft.				
Athletic Courts				
Badminton Court		0		
Basketball Courts	10	14	1	3
Basketball Courts - half courts	2			
Bocce Ball		0		
Croquet court		0	2	
Jalai Court		0		
Handball/Racquetball Courts		0		

Horseshoe Court				
Lawn bowling		0		
Multiuse courts -Basketball, Volleyball		2		1
Shuffleboard Courts		0		
Tennis Courts - poured surface	2	0	26	7
Tennis Courts - Clay				
Tennis Courts - Grass				
Volleyball - sand court	10	0	2	
Volleyball - hard court		0		
Athletic Fields				
Diamonds				
Baseball - Youth				
#	6	4	9	9
# Synthetic				
Baseball Adult				
#		8	1	0
# Synthetic				
Softball Fields - Youth				
#		0	3	1
# Synthetic				
Softball fields - Adult				
#	3	0	3	1
# Synthetic				
Tee-Ball				
#		0	2	0
# Synthetic				
Rectangular Fields				
Multi-purpose Rectangular Fields				
#		1	1	4
# Synthetic				
Cricket Field				
#		0		0
# Synthetic				
Field Hockey Field				
#		0		0
# Synthetic				
Football Field				
#		0	3	0
# Synthetic				
Lacrosse Field				
#		0	3	0
# Synthetic				

Soccer field - Adult				
#		2		0
# Synthetic				
Soccer Field - youth				
#		0	7	0
# Synthetic				
Winter Facilities				
Ice rink (outdoor only)	1	0		0
Sledding Hill				
#		0		
# of Runs				
Tubing Hill				
#				
# of Runs				
X-Country Ski Trail				
#		0		
Miles/Linear ft.				
Downhill skiing/snowboarding				
#				
# of Runs				
Ski lift/Rope tow.				
#				
# of Runs				
Other facilities				
Community gardens				
#			1	1
# of Plots			80	
Historic Cemetery				
#		1		
Acres		21		
Skate Park				
#	1	0	1	
Sq. ft.	24,000		3,000	
Playgrounds				
#	15	21	30	10
# of Accessible	5		30	
Tot lots				
#		3	1	0
# of Accessible			1	
BMX track				
#		0		
Linear Ft.				
Track - 400meter/440 yds.		0		

Archery range				
#		0		
Stations				
Trap and skeet range				
#				
Stations				
Firing range				
#				
Stations				
Picnic tables	283	145	75	
Picnic shelters	23	9	7	
Restrooms (Restroom buildings)	11	6	16	
Parking spaces				
#	1,930			
Sq. Ft.	312,660			
Concessions (Concession buildings)	5		9	
Multi-use trails				
#	1	23.9	1	
Linear Ft.	3,200	126,192	68,640	
Hike only trails				
#		1.1	1	
Linear Ft.		5,808	1,320	
Equestrian only trails				
#		0		
Linear Ft.				
Biking only trails				
#		0		
Linear Ft.				
Sno-mobile trails				
#		0		
Linear Ft.				
Hike/Bike trails				
#		11.5		
Linear Ft.		60,720		
Outdoor stage theater				
#	2	1		
Seats				
Festival grounds				
#	1	1	1	
Acres			50	
Dog Park				
#		0	1	0

Acres			1	
Stables				
#		0	1	
Stalls			12	
Riding ring (size is generally in diameter)				
#		0		
Size				
Farm Buildings		0	3	
Farmed acres		0	10	
Maintenance Facilities	2	2	2	
Other				
If "Other," please describe:				
Other				
If "Other," please describe:				
Other				
If "Other," please describe:				
Resources for General Parks				
Total Operating Expenditures/Budget for General Parks	\$725,000	\$958,739	\$1,331,695	
Total Operations/Maintenance FTEs for General Parks				
a. Full-Time	8	16	15	
b. Non-Full-Time	11	7	6	
c. Number of hours worked by non-full-time	10,000	40	1,250	
d. Total Number of Full-time Equivalent Employees (FTEs)	7	22.25	18	
a. Number of Maintenance Services Contracts	11		4	
b. Value of Maintenance Services Contracts	50,000		628,700	
c. Acres maintained under maintenance services contracts	1		302	
Number of Trades Staff Personnel (Includes plumbing, electrical, HVAC and similar)	0		2	
How many staff members have the CPSI certification?	0		2	
How many staff members have the AFO certification?	0			
Workload for General Parks				
Parkland Acres mowed				

a. Number of Parks mowed	24		29	
b. Number of Acres mowed	185		252.6	
c. Acres mowed by staff	184		46.8	
d. Acres mowed by contractor	1		205.8	
Landscaped areas				
a. Number of Beds	30		250	
b. Number of Sq. Ft.	16,000		316,444	
c. Percentage of landscaped area maintained by contracted services	8,150.0%		100.0%	
Miles of trails within the parks to be maintained	0.8	17	13	
Annual Visitor Contacts for General Parks (estimate as necessary)	500,000			
Park Trees				
a. Number of Acres			450	
b. Number of Trees (if available)				
c. Percentage of acres with 200 plus, trees per acre (please Estimate)			300.0%	

TABLE 9 - INDOOR FACILITIES

	CITY OF MICHIGAN CITY, IN. DEPARTMENT OF PARKS AND RECREATION	CITY OF COVINGTON KY.	GERMANTOWN, TN, PARKS & RECREATION	CORNELIUS, NC PARKS, ARTS, RECREATION & CULTURE DEPARTMENT
General Data - Indoor Centers				
Facility Types				
Recreation Centers				
#				2
Sq. Ft.				
Number that are 35,000 sq. ft or Larger				
Number that are Less than 35,000 sq. ft				
Community Centers				
#	1			1
Sq. Ft.	12,300			
Senior Centers				
#	1		1	0
Sq. Ft.	14,000		4,000	
Teen Centers				
#				0
Sq. Ft.				
Museums				
#			1	
Sq. Ft.			850	
Field Houses				
#				
Sq. Ft.				
Performing & Visual Arts Centers				
#				
Sq. Ft.				
Equestrian Center				
#				
Sq. Ft.				
Arena				
#				0
Sq. Ft.				
Center Activity Spaces				
Gym				
#				2
Sq. Ft.				
Competitive Swimming Pools				

a. 50 meters				
#				
Sq. Ft.				
b. 25 yards				
#				
Sq. Ft.				
c. Other				
#				
Sq. Ft.				
d. Separated Diving Well				
#				
Sq. Ft.				
e. Total Competitive Swimming Pools				
#				
Sq. Ft.				
Leisure Pool				
#				
Sq. Ft.				
Therapeutic Pool				
#				
Sq. Ft.				
Fitness center				
#				0
Sq. Ft.				
Ice rink				
#				0
Sq. Ft.				
Class/exercise rooms				
#				
Sq. Ft.				
Other, Describe				
#				
Sq. Ft.				
If "Other," please describe:				
Other, Describe				
#				
Sq. Ft.				
If "Other," please describe:				
Other, Describe				
#				
Sq. Ft.				
If "Other," please describe:				

Resources				
Total operating expenditures/budget for indoor facilities			\$47,170	
Total operating revenue from indoor facilities			\$65,749	
a. Membership/Entry as a Percent of Total Revenue	0.0%			
b. Class Fee as a Percent of Total Revenue	0.0%		52.0%	
c. Concession as a Percent of Total Revenue	0.0%			
d. Rental Equipment as a Percent of Total Revenue	0.0%			
e. Other as a Percent of Total Revenue	100.0%			
Total Facilities Staff (FTEs)				
a. Full-Time Operations Staff				
b. Non-Full-Time Operations Staff				
c. Total Hours Worked by Non-Full-Time Operations Staff				
Total Number of FTEs	0			
How many volunteers assist your facility staff?				
a. Number of volunteers for facilities	0			
b. Number of volunteer hours for facilities	0			
Total Program Staff (FTEs)				
a. Full-time Programs Staff				
b. Non-Full-Time Programs Staff			1	
c. Total Hours Worked by Non-Full-Time Programs Staff			1,300	
Total Number of FTEs			0.63	
Total Program Contracted Staff				
Number of contracted programs staff			2	
Hours worked by contracted programs staff			374	
Workload				
Total Number of Indoor Facilities	2		2	
Total Square Feet of Indoor Facilities	26,300		4,850	
Annual visitor contacts at all indoor facilities	58,200			

Number of Memberships				
Annual Member Contacts				
Daily Fee Entry Contacts (report total for the year)				
Programs				
a. Number of Programs				
b. Number of Registrations				
Fee Classes				
a. Number Fee Classes			6	
b. Number of Registrations			300	

TABLE 10 - GOLF COURSE

	CITY OF MICHIGAN CITY, IN. DEPARTMENT OF PARKS AND RECREATION	CITY OF COVINGTON KY.	GERMANTOWN, TN, PARKS & RECREATION	CORNELIUS, NC PARKS, ARTS, RECREATION & CULTURE DEPARTMENT
Golf Resources				
Total operating expenditures/budget		\$676,000		
Total revenue		\$778,000		
a. Total full-time staff		3		
b. Total non-full-time staff		34		
c. Total non-full-time staff hours worked annually		13,850		
Number of volunteers		0		
Number of volunteer hours annually		0		
Total clubhouse staff (FTEs)		5		
Total maintenance staff (FTEs)		2		
PGA pros		0		
Golf carts - motorized		72		
Driving ranges		0		
Pro shops		1		
Concessions/food service		1		
Family practice facility		0		
Golf Course Workload				
Number of courses				
a. Regulation 18-hole courses		1		
b. Regulation 9-hole courses		0		
c. Executive 9-hole courses		0		
d. Executive 18-hole courses		0		
e. Par 3; 18-hole courses		0		
f. Par 3; 9-hole courses		0		
g. Total number of courses (sum of a - f)		1		
Total number of holes - all courses		18		
Total number of acres - all courses		110		
Number of courses that are managed by contractors		1		
Average available rounds per season		65,000		
Total rounds of golf played in		25,858		

reporting year (report "rounds" as 18 hole equivalents)				
Senior rounds (report "rounds" as 18 hole equivalents)		4,000		
Junior rounds (report "rounds" as 18 hole equivalents)		400		
Youth golf skill programs		1		

TABLE 11 - CAMPGROUND

	CITY OF MICHIGAN CITY, IN. DEPARTMENT OF PARKS AND RECREATION	CITY OF COVINGTON KY.	GERMANTOWN, TN, PARKS & RECREATION	CORNELIUS, NC PARKS, ARTS, RECREATION & CULTURE DEPARTMENT
Campgrounds Resources				
Total operating expenditures/budget - All campgrounds				
Total Revenue				
a. Total full-time staff				
b. Total non-full-time staff				
c. Total non-full-time staff hours worked annually				
Campground Workload				
Campgrounds				
Camping Season (nights per year)				
Total Camper nights sold				
Total Campsites Available				
Campsites managed by contractors				
Group Camp sites capacity				
Camp Stores				
Dump stations				
RV storage site				
Campfire programs				
Provide cable				
Provide Wi-Fi				

TABLE 12 - WATER PARKS

	CITY OF MICHIGAN CITY, IN. DEPARTMENT OF PARKS AND RECREATION	CITY OF COVINGTON KY.	GERMANTOWN, TN, PARKS & RECREATION	CORNELIUS, NC PARKS, ARTS, RECREATION & CULTURE DEPARTMENT
Water Park Resources				
Total operating expenditures/budget - All Sites		\$100,968		
Total Revenue		\$0		
a. Total full-time staff		0		
b. Total non-full-time staff		9		
c. Total non-full-time staff hours worked annually		2,664		
Water Park Workload				
Number of Water Parks		1		
Size of Water Park		23,849.3		
Number of features		6		
Concessions revenue		\$0		
Days in operating season		63		
Total visitor contacts		7,409		
Number of water parks managed by a contractor		0		

TABLE 13 - TENNIS CENTER

	CITY OF MICHIGAN CITY, IN. DEPARTMENT OF PARKS AND RECREATION	CITY OF COVINGTON KY.	GERMANTOWN, TN, PARKS & RECREATION	CORNELIUS, NC PARKS, ARTS, RECREATION & CULTURE DEPARTMENT
Tennis Resources				
Total operating expenditures/budget - All Sites			\$7,000	
Total Annual Revenue			\$4,000	
a. Total full-time staff				
b. Total non-full-time staff				
c. Total non-full-time staff hours worked annually				
Tennis pros			1	
Tennis Center Workload				
Number of courts			26	
Number of visitor contacts			1,000	
Fee classes			540	
Concession facility				
Pro shops			1	
Tournament total registrations				
Days in season			265	
Youth usage			250	
Number of tennis courts managed by contractors			6	

TABLE 14 - TOURISM

	CITY OF MICHIGAN CITY, IN. DEPARTMENT OF PARKS AND RECREATION	CITY OF COVINGTON KY.	GERMANTOWN, TN, PARKS & RECREATION	CORNELIUS, NC PARKS, ARTS, RECREATION & CULTURE DEPARTMENT
Tourism Resources				
Total operating expenditures/budget - All Sites and Events				
Total annual direct revenue				
a. Total full-time staff				
b. Total non-full-time staff				
c. Total non-full-time staff hours worked annually				
Percentage of cost provided by maintenance or other departmental staff				
Tourism Workload				
Site attractions				
Special event attractions				
Sports competitions				
Races				
Annual estimated revenue of tourism attractions and events				
Total estimated visitor contacts				
Number of contractor managed tourism events				

TABLE 15 - OTHER ATTRACTION OR FACILITIES

	CITY OF MICHIGAN CITY, IN. DEPARTMENT OF PARKS AND RECREATION	CITY OF COVINGTON KY.	GERMANTOWN, TN, PARKS & RECREATION	CORNELIUS, NC PARKS, ARTS, RECREATION & CULTURE DEPARTMENT
Stadium				
Number		0		
Total Operating Costs				
Total Revenue				
Performance amphitheater				
Number		1		2
Total Operating Costs		\$8,000		
Total Revenue		\$0		
Formal garden/arboretum				
Number		0		
Total Operating Costs				
Total Revenue				
Marina/livery				
Number		0		
Total Operating Costs				
Total Revenue				
Equestrian center/rodeo facilities				
Number		0		
Total Operating Costs				
Total Revenue				
Other - Describe				
Number				
Total Operating Costs				
Total Revenue				
If "Other," please describe:				
Other - Describe				
Number				
Total Operating Costs				
Total Revenue				
If "Other," please describe:				
Other - Describe				
Number				
Total Operating Costs				
Total Revenue				
If "Other," please describe:				

TABLE 16 - RECREATION PROGRAM ACTIVITIES

	CITY OF MICHIGAN CITY, IN. DEPARTMENT OF PARKS AND RECREATION	CITY OF COVINGTON KY.	GERMANTOWN, TN, PARKS & RECREATION	CORNELIUS, NC PARKS, ARTS, RECREATION & CULTURE DEPARTMENT
General Data				
Programs/Classes/Events and Services				
Do you manage Athletic programs for Youth?	No	No	Yes	No
If yes, How many do you register for...?				
Spring				
Summer				
Fall				
Winter			519	
Do you charge for registration?	No	No	Yes	No
If no, do you provide fields for jurisdiction Leagues?	No	Yes	No	No
Do you charge for field use?	No	No	Yes	No
Do you manage athletic programs for adults?	No	Yes	Yes	No
If yes, How many do you register for...?				
Spring		1	630	
Summer				
Fall		0	525	
Winter				
Do you charge for registration?	No	Yes	Yes	No
If no, do you provide fields for jurisdiction Leagues?	No	No	No	No
Do you charge for field use?	No	No	No	No
Does your agency offer activities in the following categories?				
Health and Wellness Education (nutrition, cooking, gardening, balance, injury prevention, etc.)	No	No	Yes	No
Safety Training (learn-to-swim, bike, boating, fire safety, etc.)	No	No	No	Yes
Fitness Enhancement Classes (aerobics, jazzercise, spinning, zumba, pilates, water walking, etc.)	No	Yes	No	Yes
Team Sports (baseball, basketball,	No	Yes	Yes	Yes

football, soccer, etc.)				
Martial Arts (Judo, karate, self-defense, Tai Chi, taekwondo, etc.)	No	No	No	No
Aquatics (swim classes, teams/leagues, diving, tournaments, etc.)	No	No	No	No
Golf (lessons, league play, tournaments, etc.)	No	Yes	Yes	No
Social Recreation Events (parlor games,e.g. checkers, dominoes, chess,) dances, e.g., parent-child, senior prom, ballroom dance classes, latest modern dances)	No	No	Yes	Yes
Cultural Crafts (woodworking, weaving, quilting, pottery, basketry, etc.)	No	No	Yes	No
Performing Arts (drama, music, dance, etc.)	No	Yes	Yes	Yes
Visual Arts (painting, drawing, photography, other art forms)	No	Yes	Yes	Yes
Natural and Cultural History Activities (nature walks, historic site tours, gardening, related events and classes)	No	No	Yes	No
Themed Special Events (holiday parades or events, commemorative days or weekends, etc.)	No	Yes	Yes	Yes
Trips and Tours (varied excursions for shopping, sport (skiing), or holiday events, etc.)	No	No	Yes	Yes
Other Activities or Special programs - Describe	No	Yes	No	No
If "Other," please describe:		One day events, i.e. Easter Egg Hunt, Fish Derby, Renaissance Events, etc.		
Major Special Events - Describe	No	Yes	No	No
If "Other," please describe:		Main Street Events, All Star Game		
Out of School Time (OST) Activities				

Summer camp				
Does your agency offer?	No	No	Yes	Yes
Program Weeks			8	
Avg. # of Weekly Participants			60	
Avg. # of Meals Served Weekly			1	
Before school programs				
Does your agency offer?	No	No	Yes	No
Program Weeks			40	
Avg. # of Weekly Participants			40	
Avg. # of Meals Served Weekly				
After school programs				
Does your agency offer?	No	No	Yes	No
Program Weeks			40	
Avg. # of Weekly Participants			145	
Avg. # of Meals Served Weekly				
Preschool				
Does your agency offer?	No	No	No	No
Program Weeks				
Avg. # of Weekly Participants				
Avg. # of Meals Served Weekly				
Full daycare				
Does your agency offer?	No	No	No	No
Program Weeks				
Avg. # of Weekly Participants				
Avg. # of Meals Served Weekly				
Specific teen programs				
Does your agency offer?	No	No	No	No
Program Weeks				
Avg. # of Weekly Participants				
Specific senior programs				
Does your agency offer?	No	Yes	Yes	Yes
Program Weeks		49	50	
Avg. # of Weekly Participants		10	356	
Avg. # of Meals Served Weekly		0		
Programs for people with disabilities				
Does your agency offer?	No	Yes	Yes	Yes
Program Weeks		49		
Avg. # of Weekly Participants		10		
Avg. # of Meals Served Weekly		0		
Does your department make accommodation for inclusion in activities?	No	Yes	Yes	No
Do you conduct Individual	No	No	No	No

assessments of clients with significant disabilities?				
Do you provide program opportunities for people with significant disabilities?	No	No	Yes	No
Program Activity Resources				
Total program operating expenditures/budget		\$255,000	\$505,000	
Revenue generated by program activity fees		\$6,225	\$551,000	
a. Total full-time program staff		1	3	
b. Total non-full-time program staff		4	32	
c. Total non-full-time staff hours worked annually		733	15,055.11	
How many volunteers are involved with your recreation program activities?				
a. Number of volunteers		0		
b. Total hours worked by volunteers		0	9,270	
Contract instructors (number)		2		
Value of program sponsorships		\$0	\$29,315	
Program Activity Workload				
Number of programs offered (All kinds)				
a. Total annual number of programs		24	281	
b. Total annual program visitor contacts		17,000		
c. Total program sessions		30		
Number of Fee Activities				
a. Number of fee activities		1	215	
b. Annual visitor contacts from fee activities		2,145		
c. Total fee activity sessions		1		
Number of drop-in programs offered - non-registered.		3		

TABLE 17 - NON-PARK FUNCTIONS

	CITY OF MICHIGAN CITY, IN. DEPARTMENT OF PARKS AND RECREATION	CITY OF COVINGTON KY.	GERMANTOWN, TN, PARKS & RECREATION	CORNELIUS, NC PARKS, ARTS, RECREATION & CULTURE DEPARTMENT
General Data				
Does your agency...				
Maintain street trees	No	Yes	No	No
Maintain medians	No	Yes	No	No
Maintain public school grounds and recreational facilities	No	No	No	No
Maintain jurisdiction public areas	No	Yes	No	No
Manage or maintain public cemeteries	No	No	No	No
Manage or maintain fairgrounds	No	No	No	No
Conduct major Jurisdiction wide special events	No	Yes	No	Yes
Do you have snow plowing responsibility other than in the parks?	No	Yes	No	No
Resources for Non-Park Sites				
Total operating expenditures/budget for non- parks				
a. Total full-time staff				
b. Total non-full-time staff				
c. Total non-full-time staff hours worked annually				
Amount spent on contracted maintenance		\$10,000		
Certified irrigation staff		0		
Certified chemical application staff		3		
Landscaping staff		6		
Workload for Non-Park Sites				
Maintain medians (centerline)		10,600		
Mowing medians		32		
Irrigating medians		3,600		
Public buildings maintained		1		
Public areas mowed		3,000,000		
Number of school grounds maintained		0		
Acres of school grounds maintained		0		

Street trees inventory		8,100		
Street trees maintained yearly		2,000		
Landscape beds (1,000 sq. ft.)				

TABLE 18 - TRAILS, GREENWAYS, & BLUEWAYS

	CITY OF MICHIGAN CITY, IN. DEPARTMENT OF PARKS AND RECREATION	CITY OF COVINGTON KY.	GERMANTOWN, TN, PARKS & RECREATION	CORNELIUS, NC PARKS, ARTS, RECREATION & CULTURE DEPARTMENT
Resources				
Total operating expenditures/budget for Trails, Greenways, and Blueways (TGB)			\$332,750	
a. Total full-time staff			5	
b. Total non-full-time staff			1	
c. Total non-full-time staff hours worked annually				
Contracted maintenance		\$10,000	\$90,000	
Trail maintenance equipment - pieces			6	
Workload				
Multi-purpose - No equestrian				
# Miles		4		
visitor contacts				
Multi-purpose - Equestrian permitted				
# Miles		0		
visitor contacts				
Hiking/walking only				
# Miles		0		
visitor contacts				
Bicycling only				
# Miles		0		
visitor contacts				
Equestrian only				
# Miles		0		
visitor contacts				
Cross country skiing				
# Miles		0		
visitor contacts				

Sno-mobiling				
# Miles		0		
visitor contacts				
Off-road vehicles				
# Miles		0		
visitor contacts				
Water trails				
# Miles		5		
visitor contacts				
BMX trails				
# Miles		0		
visitor contacts				
Other				
# Miles		11		
visitor contacts				
If "Other," please describe:		Devou Backcountry Trails		
Total Trails Miles				
# Miles		20	13	
visitor contacts				
Percentage of trail miles maintained annually		20.0%		
Multi-purpose - Equestrian permitted				
# Miles		0	\$332,750	

TABLE 19 - PLANNING & DEVELOPMENT

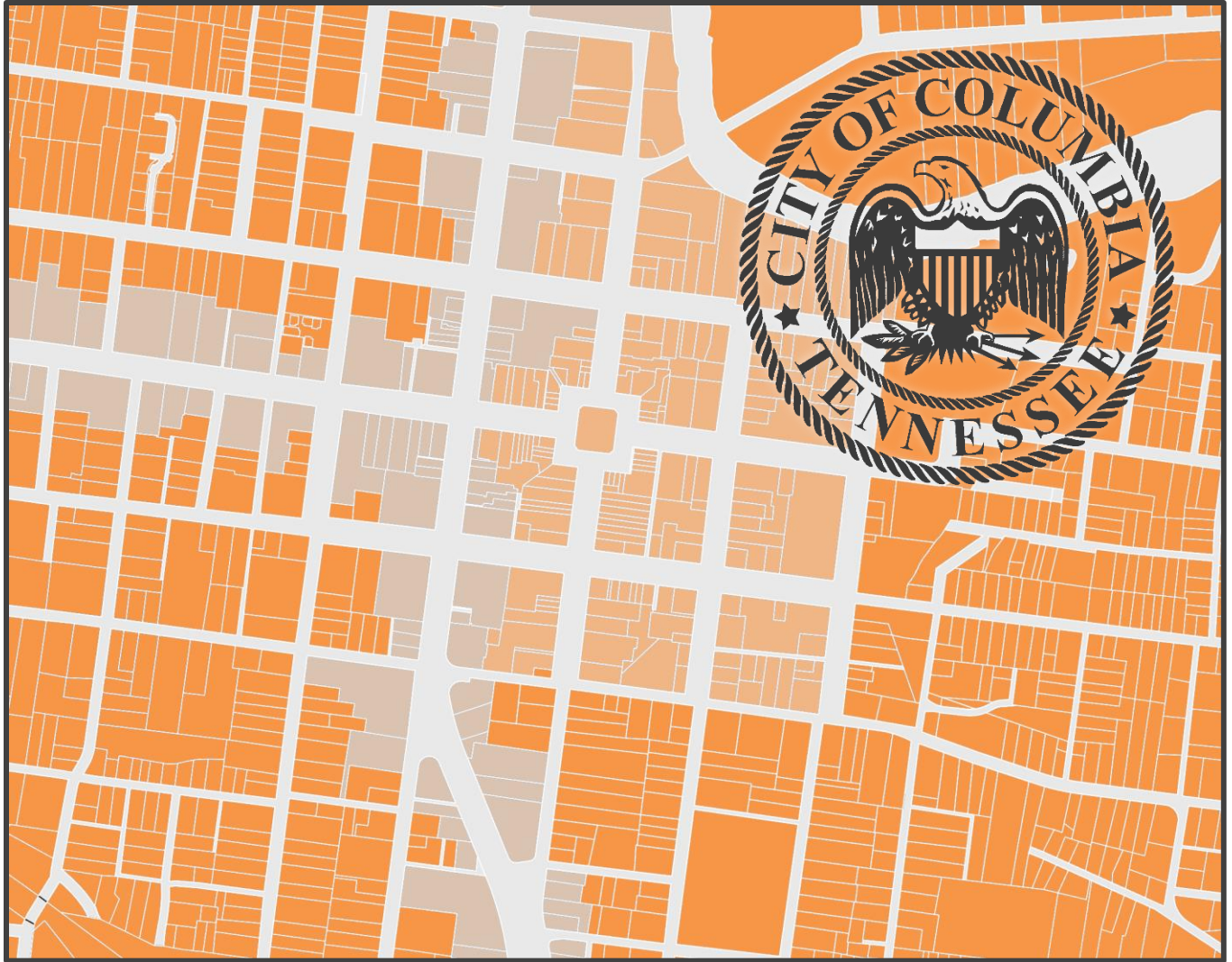
	CITY OF MICHIGAN CITY, IN. DEPARTMENT OF PARKS AND RECREATION	CITY OF COVINGTON KY.	GERMANTOWN, TN, PARKS & RECREATION	CORNELIUS, NC PARKS, ARTS, RECREATION & CULTURE DEPARTMENT
Resources				
What resources does your planning and development budget authorize?				
Total planning operating expenditures/budget				
a. Total full-time design staff				
b. Total non-full-time design staff				
c. Total non-full-time design staff hours worked annually				
Total contracted design employees (FTEs)				
a. Total full-time development staff				
b. Total non-full-time development staff				
c. Total non-full-time development staff hours worked annually				
Total contracted development employees (FTEs)				
Professional support staff				
Percentage of staff paid for from bond funds (force accounting)				
Amount paid to staff from bond funds (force accounting)				
Total annual capital budget				
Workload				
Acquisition projects				
Scheduled				
#				
\$				
Completed				
#				
\$				
Renovation projects				
Scheduled				
#				
\$				

Completed				
#				
\$				
Development projects				
Scheduled				
#				
\$				
Completed				
#				
\$				
Site plans				
Scheduled				
#				
\$				
Completed				
#				
\$				
Development plans reviewed				
Bond or levy referenda				
Bond or levy referenda Amount				

TABLE 20 - SPECIAL PURPOSE PARKS

	CITY OF MICHIGAN CITY, IN. DEPARTMENT OF PARKS AND RECREATION	CITY OF COVINGTON KY.	GERMANTOWN, TN, PARKS & RECREATION	CORNELIUS, NC PARKS, ARTS, RECREATION & CULTURE DEPARTMENT
Resources				
Total operating expenditures/budget - All sites			\$196,922	
a. Total full-time staff				
b. Total non-full-time staff			4	
c. Total non-full-time staff hours worked annually			5,000	
a. Number of volunteers			115	
b. Total hours worked by volunteers			5,500	
Contracted Staff				
Naturalists			1	
Historians				
Open Space Workers			1	
Workload				
Total of all Spec. Purpose Parks				
#			1	
Acres			10	
Open space acres maintained				
#			1	
Acres			300	
Open space acres that your agency mows			20	
Acres of farmland maintained by your agency			10	
Total historic Properties			3	
Total Historic buildings				
#			2	
Sq. Ft.			1,700	
Total historic sites				
#			3	
Acres			8	
Total Cultural landscapes				
#			1	
Acres			5	
Natural Conservation Areas				
#			1	
Acres			200	

Nature centers				
#				0
Sq. Ft.				
Historic museums				
#			1	
Sq. Ft.			850	
Total visitor contacts for all sites				
Total Annual Visitor Contacts for Historic sites				
Total historic site programs or tours				
#			2	
visitor contacts				
Total Annual Visitor Contacts for Natural sites				
Total Natural History/ Nature study programs or tours				
#			45	
visitor contacts				
Special Events sponsored				
#			3	
visitor contacts				



City of Columbia
Access Management Regulations
Adopted February 10, 2022

Amendments

Number	Date	Ordinance #

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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.

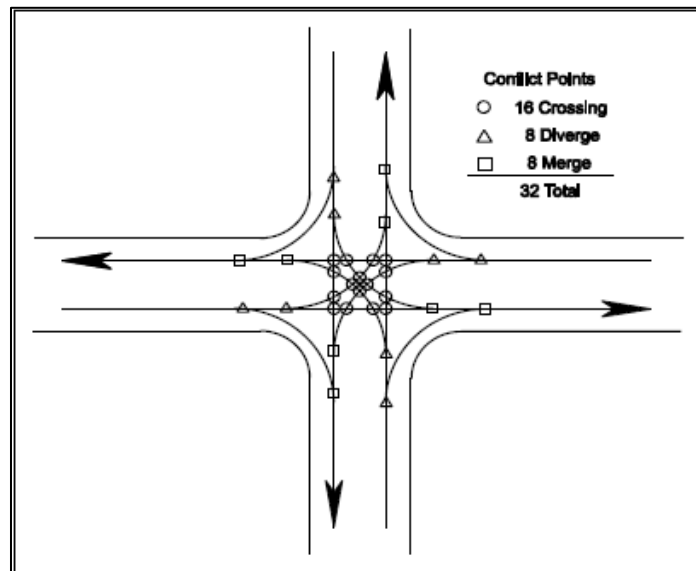
2.3 Ten Principles of Access Management

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.

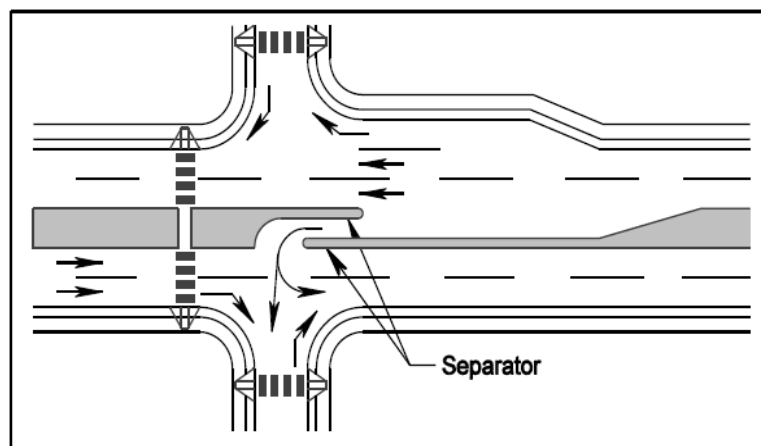
8. Remove Turning Vehicles from Through Traffic Lanes: Turning lanes reduce the severity and duration of conflicts between turning vehicles and improves the safety and efficiency of intersections.
9. Use Non-traversable Medians to Manage Left Turn Movements: Non-traversable medians and other techniques 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

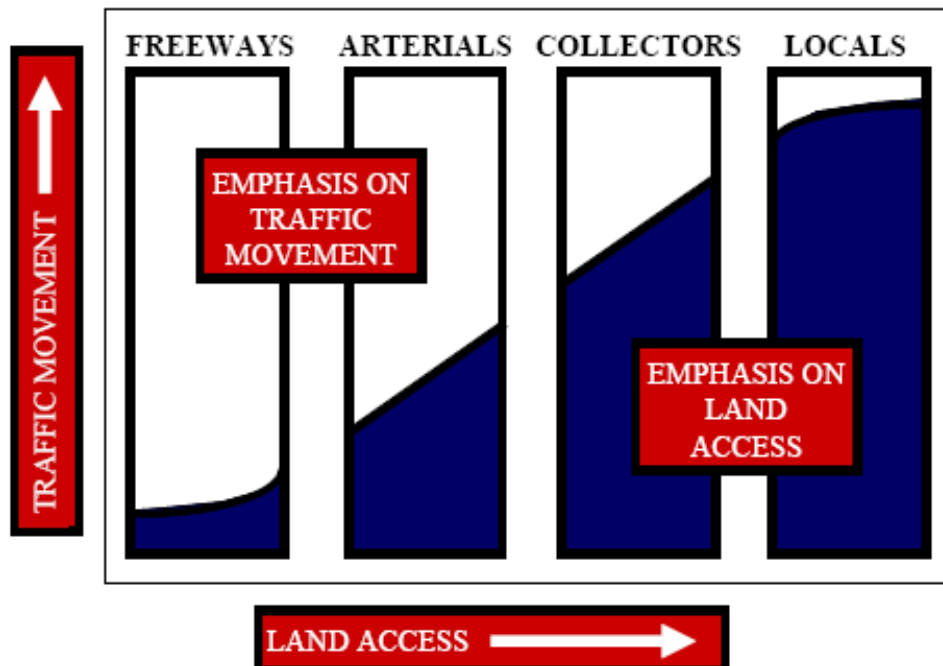
2.4 Roadway Function Classification

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.

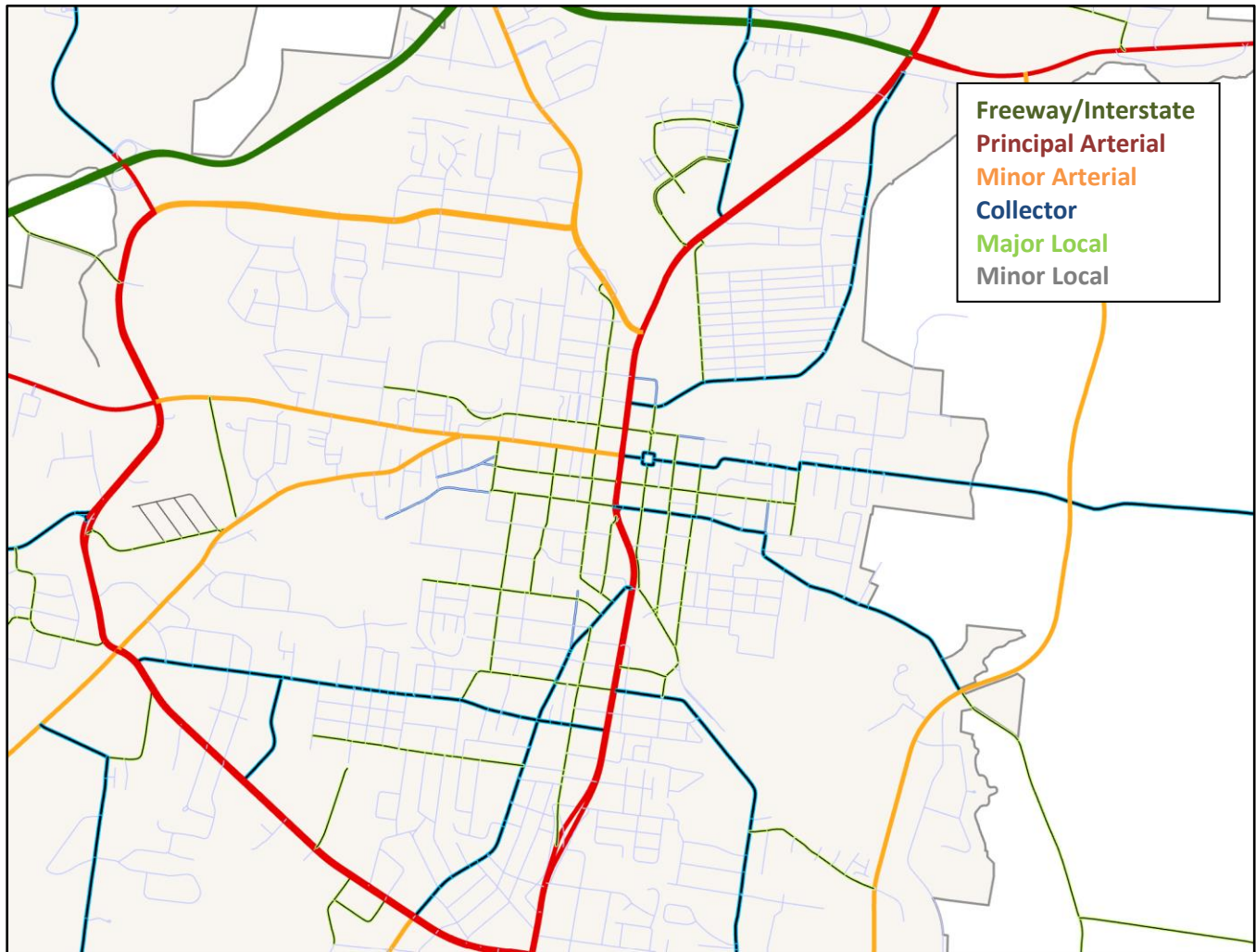
Major Local Street Classification

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.

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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 primary frontage	1
Individual Single-Family Residential Lot ≥ 100' of primary frontage	2
Residential < 75 units	1
Residential ≥ 75 units	2
Non-residential < 30 required parking stalls	1
Non-residential ≥ 30 required parking stalls	2

1. **Table 1** shall not apply to streets, or street style accesses that function to provide increased interconnectivity for the public to adjoining properties or rights-of-way.
 2. Regardless of the number of granted access points, minimum spacing requirements as described in **Section 3.1.3** shall be maintained.
 3. 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

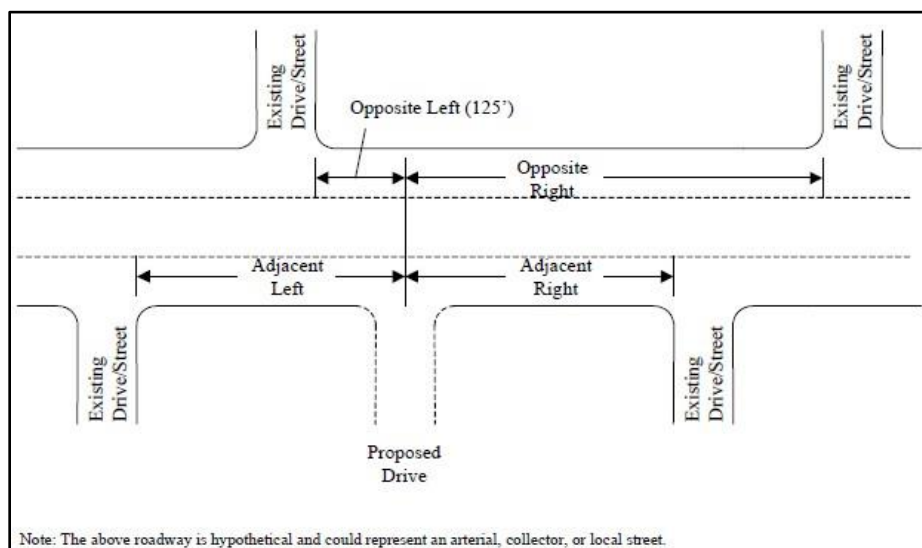


Table 2: Access and Driveway Spacing Requirements

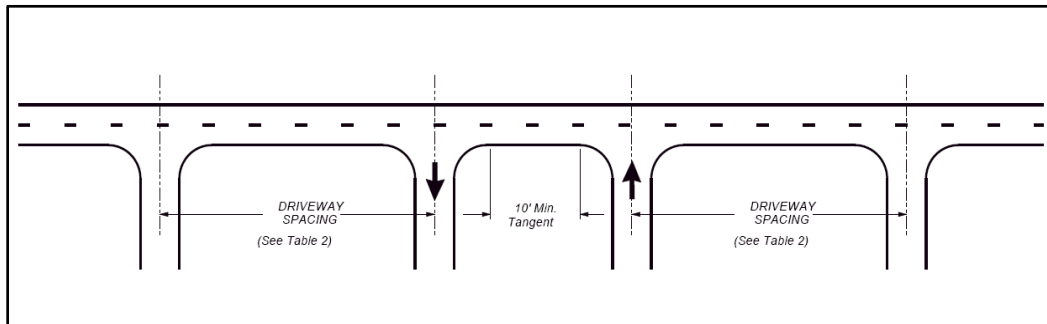
Functional Classification of Intersected Roadway	Distance (ft.)
Principal Arterial	440
Minor Arterial	330
Collector	220
Major Local	100
Minor Local, Non-Residential	50

**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

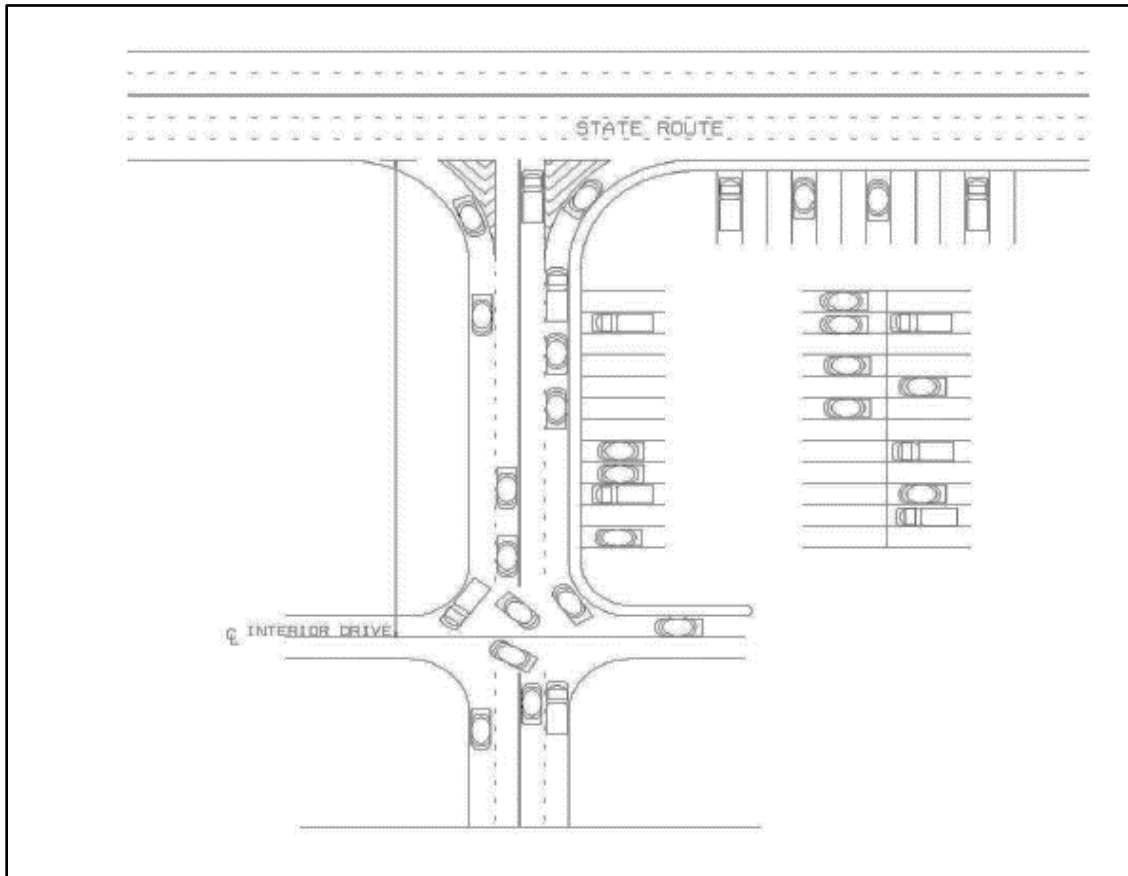


- D. The connection spacing requirements may be reduced in situations where they prove impractical, but in no case shall the permitted spacing be less than 80% of the applicable standard. Such a reduction in spacing requirements must still result, to the greatest extent possible, in uniform spacing between 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**.

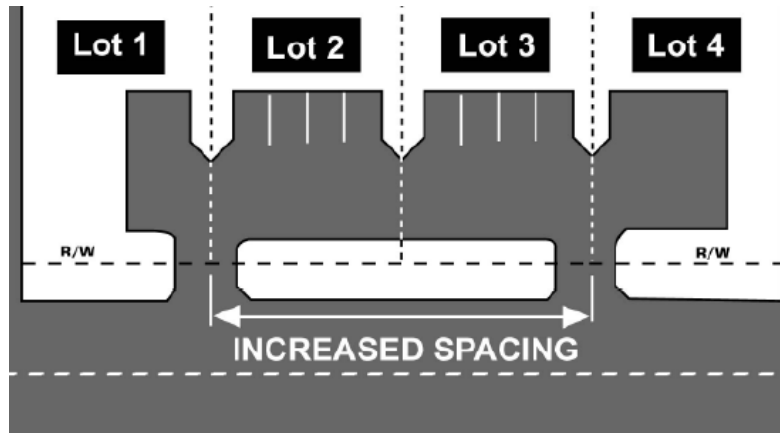
Figure 7: Placement of Interior Drives



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

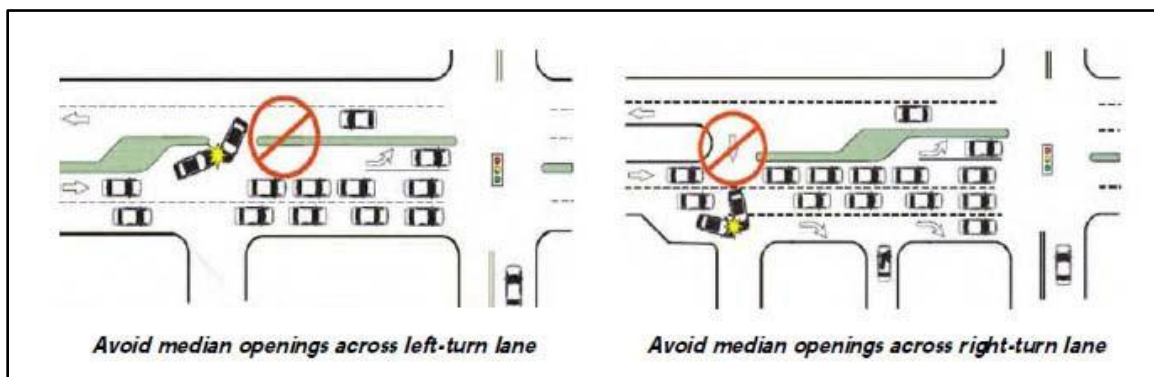
- A. New median openings or turn bays shall be allowed to provide access to a city street or to provide access to a private development only where the opening or turn bay can be constructed to satisfy the design standards set forth in this section. In no case shall median openings be located within the 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

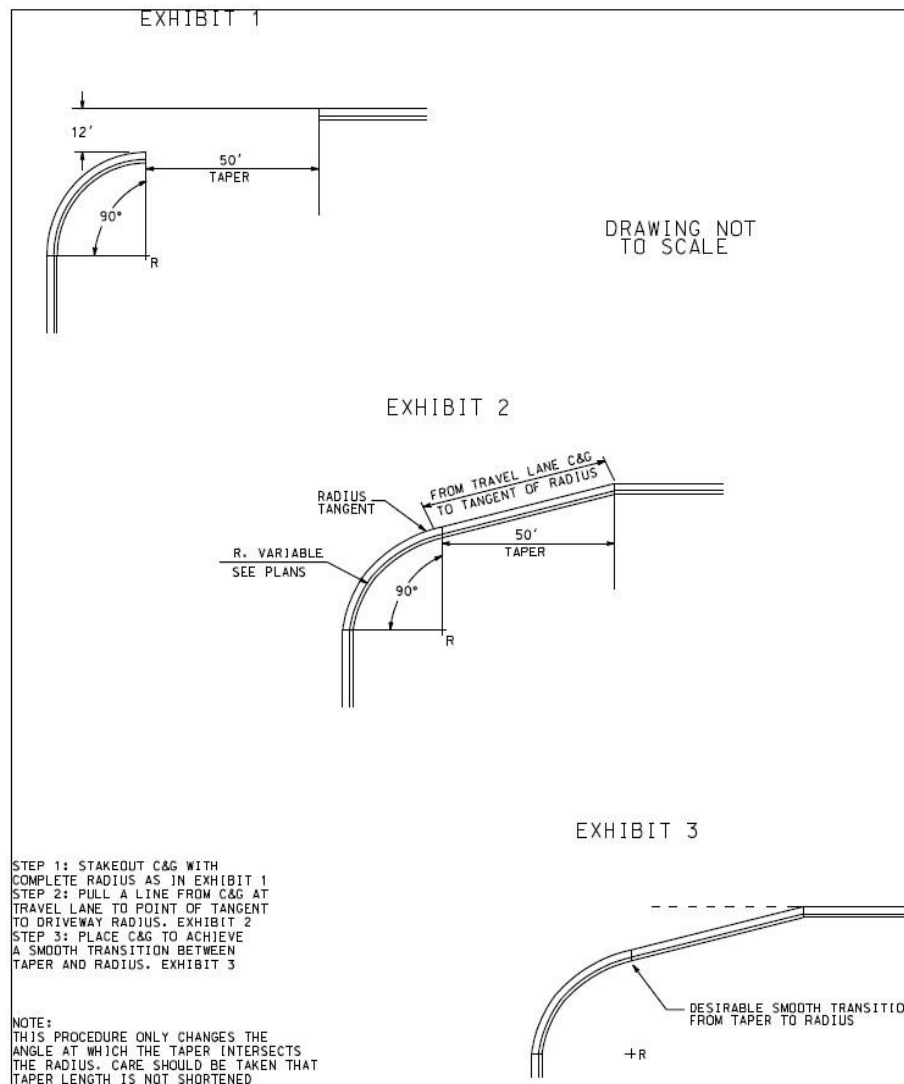
3.3.1 Deceleration Lanes

- 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

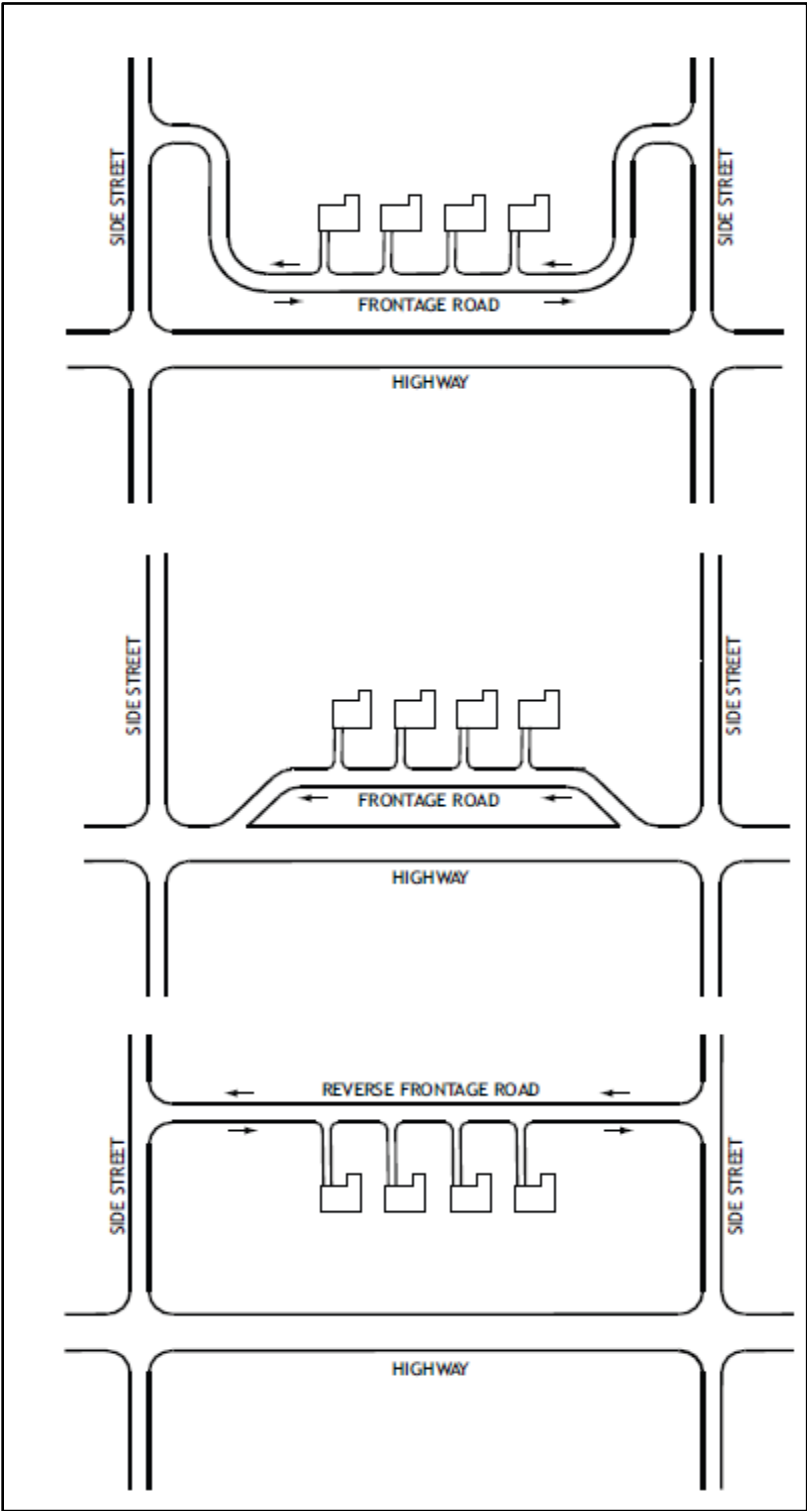
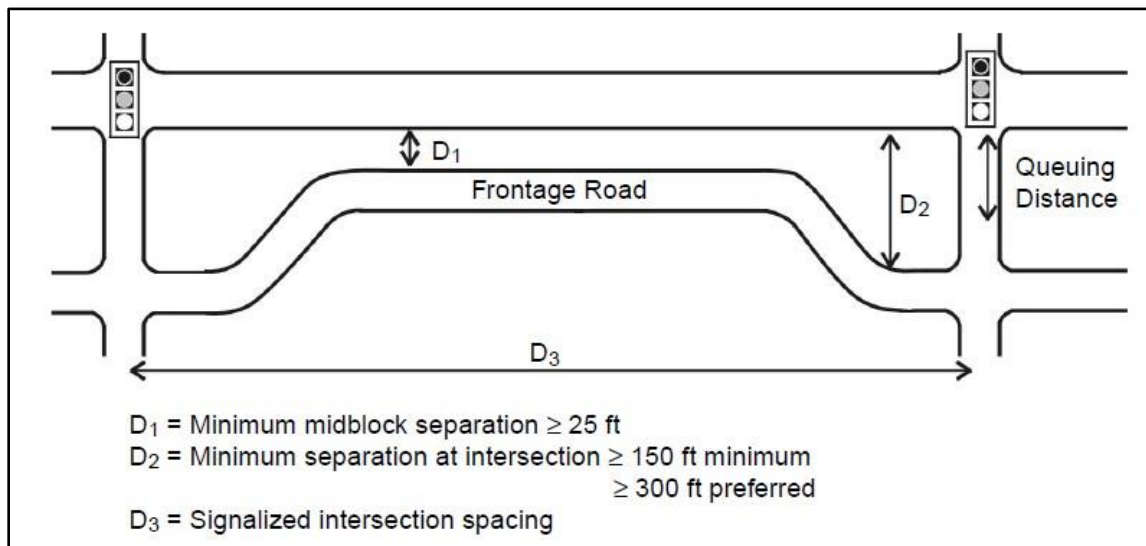


Figure 12: Frontage roads in residential or light office areas can work well where they are one way and begin and end between major crossroads.



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



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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 is 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.

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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: References

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<http://www.ctre.iastate.edu/Research/access/amhandbook/index.htm>

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Massachusetts Highway Department Project Development and Design Guide. (January 2006).

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<http://www.mhd.state.ma.us/default.asp?pgid=content/designGuide&sid=about>

Regulations for Driveway and Encroachment Control. (March 2, 2004).

Georgia Department of Transportation.

<http://www.dot.ga.gov/doingbusiness/PoliciesManuals/roads/Encroachment/DrivewayFull.pdf>

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City of College Station planning and development services.

<http://www.cstx.gov/Modules/ShowDocument.aspx?documentid=3598>

Vermont Best Practices for Access Management. (March 2004).

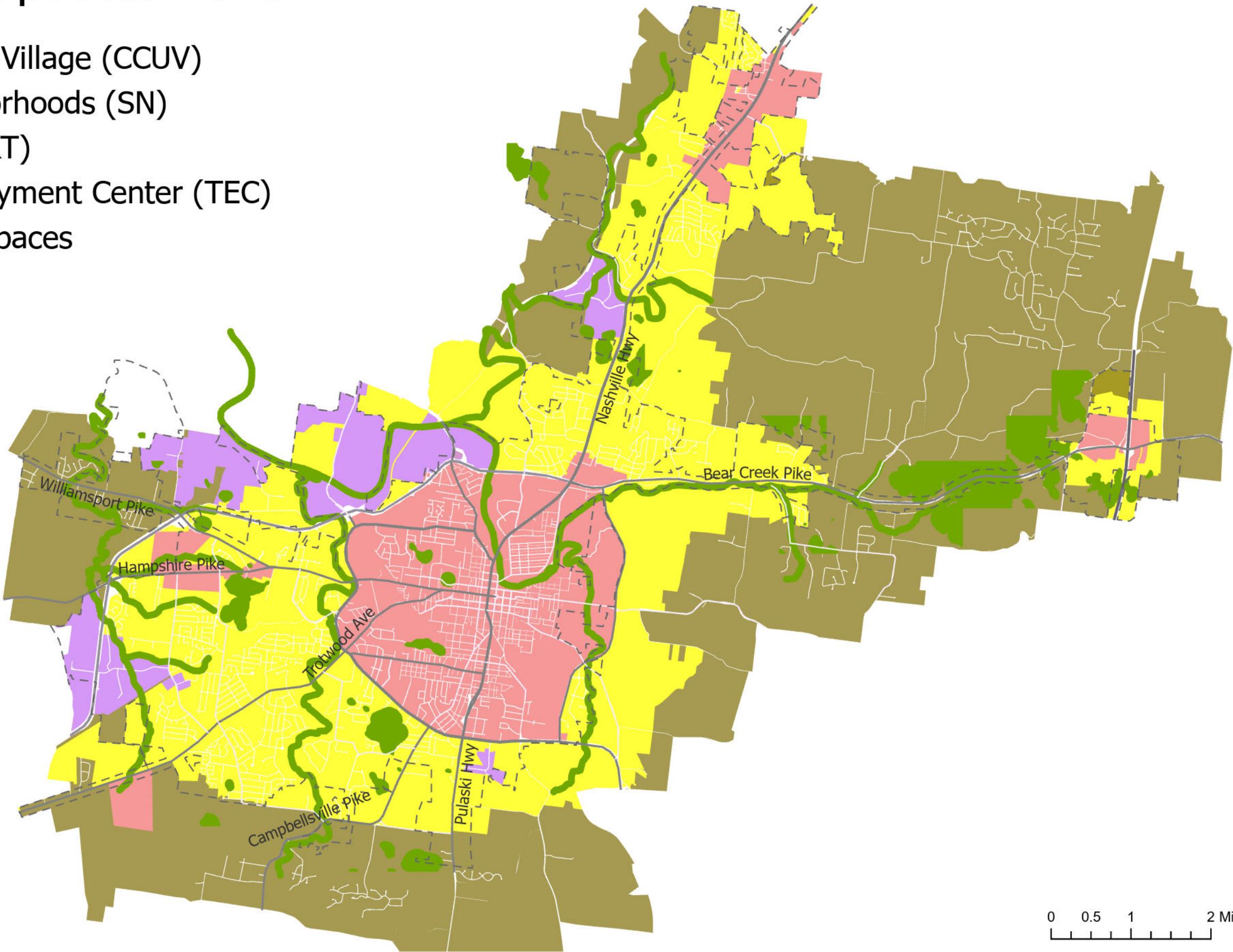
Vermont Agency of Transportation.

<http://www.vtaccessmanagement.info/Documents/BestPractices.pdf>

Connect Columbia Future Land Use Map

Updated 2023

- City Center Urban Village (CCUV)
- Suburban Neighborhoods (SN)
- Rural Transition (RT)
- Technology Employment Center (TEC)
- Hillsides Natural Spaces



Future Land Use Classification	Zoning Character District
Technology Employment Center (TEC)	SD-LI (Light Industrial) SD-HI (Heavy Industrial) SD-INT (Interstate)* PUD-R/PUD-MU CV Civic
Hillsides & Natural Spaces (HNS)	CD-2 (Rural) CV Civic Residential PUD PUD-R
Rural Transition (RT)	CD-2 (Rural) CV Civic
Suburban Neighborhoods (SN)	CD-3L (Neighborhood-Large Lot) CD-3 (Neighborhood) CD-4C (General Urban-Corridor) ** PUD-R/PUD-MU CV Civic
City Center Urban Village (CCUV)	CD-3 (Neighborhood) [†] CD-4 (General Urban) CD-4C (General Urban-Corridor) ** CD-5 (Urban Center) CD-5C (Urban Center-Corridor) ^{††} PUD-R/PUD-MU CV Civic

* SD-INT is limited to parcels within 3,960 feet of an Interstate, Freeway, or other limited access highway identified in the Transportation Plan.

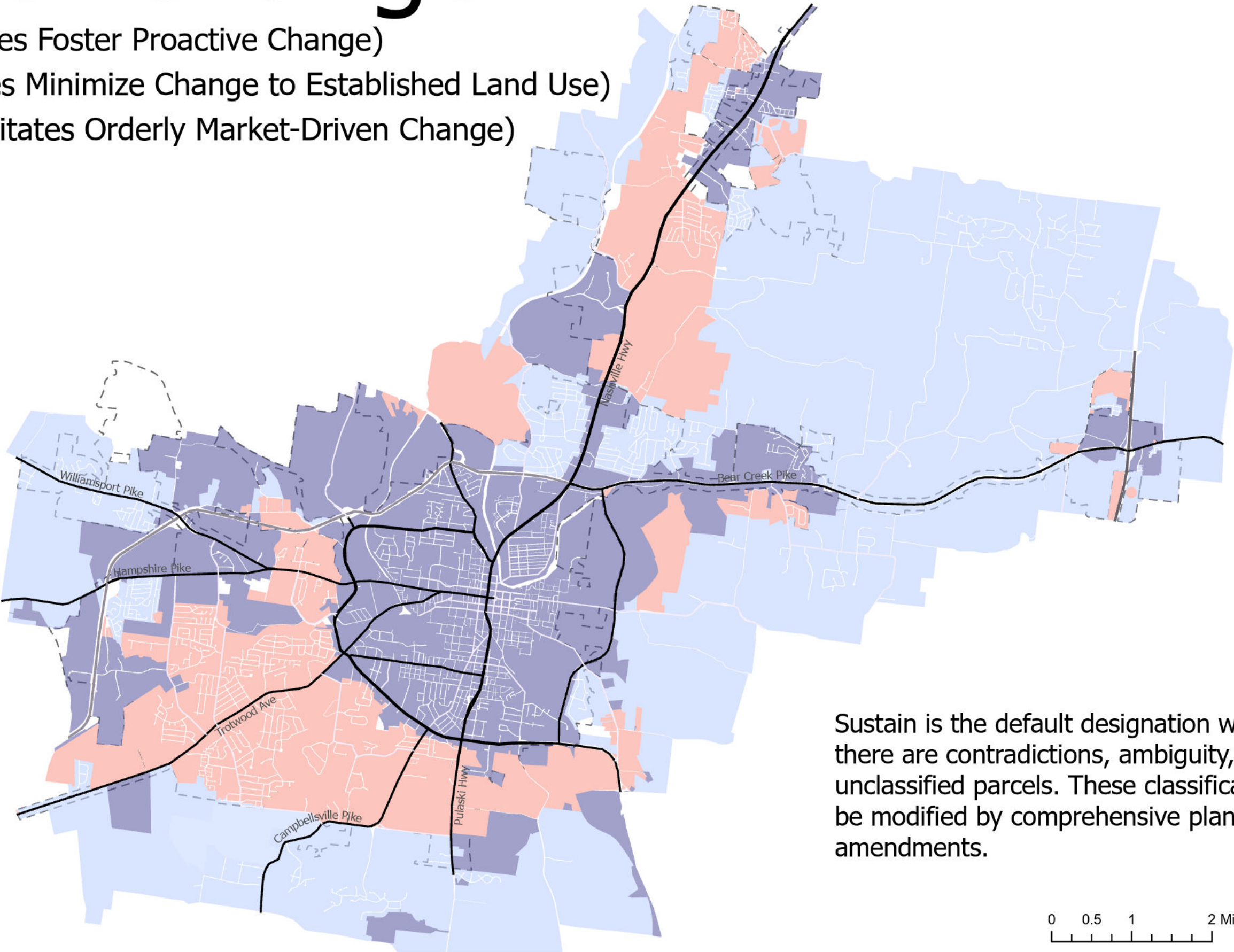
** CD-4C is limited to parcels identified as Facilitate or Activate on the Areas of Change map which have direct access onto a public right-of-way classified as principal arterial or minor arterial in the Transportation Plan.

[†] CD-3 is consistent with CCUV only where the Neighborhood Character District is compatible with the established land use pattern in the surrounding area.

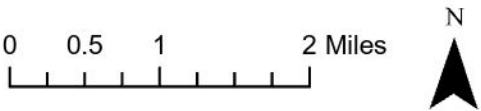
^{††} CD-5C is limited to parcels identified as Activate on the Areas of Change map which have direct access to a Principal Arterial identified in the Transportation Plan.

Areas of Change

- Activate (City Policies Foster Proactive Change)
- Protect (City Policies Minimize Change to Established Land Use)
- Facilitate (City Facilitates Orderly Market-Driven Change)

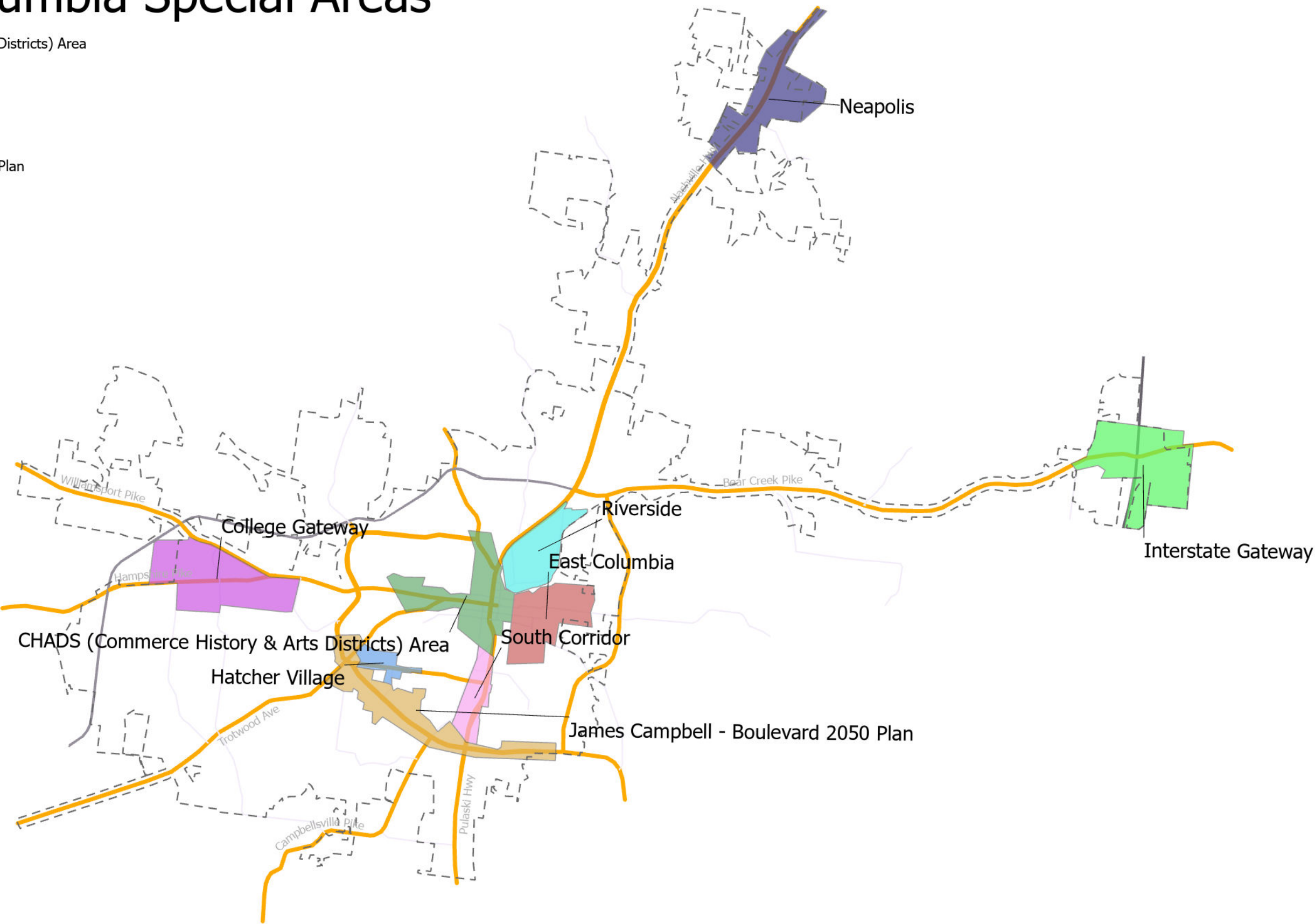


Sustain is the default designation wherever there are contradictions, ambiguity, or unclassified parcels. These classifications may be modified by comprehensive plan amendments.



Connect Columbia Special Areas

- CHADS (Commerce History & Arts Districts) Area
- College Gateway
- East Columbia
- Hatcher Village
- Interstate Gateway
- James Campbell - Boulevard 2050 Plan
- Neapolis
- Riverside
- South Corridor



A photograph of a community meeting in a room with grey block walls. In the foreground, two women are seated at a table covered with a dark blue cloth, looking at papers. The woman on the left wears a grey vest over a dark long-sleeved shirt, and the woman on the right wears a brown jacket. On the table are water bottles, brown paper bags, and papers. In the background, several people are standing near a doorway. A man in a red jacket and grey beanie is prominent. A woman in a bright blue shirt and a pink beanie with white dots is leaning over the table. An 'EXIT' sign is visible above the doorway. On the left wall, there is a clock and a bulletin board with a colorful poster.

CONNECT COLUMBIA

2023 Update

City of Columbia
Department of Development Services

What is a Comprehensive Plan

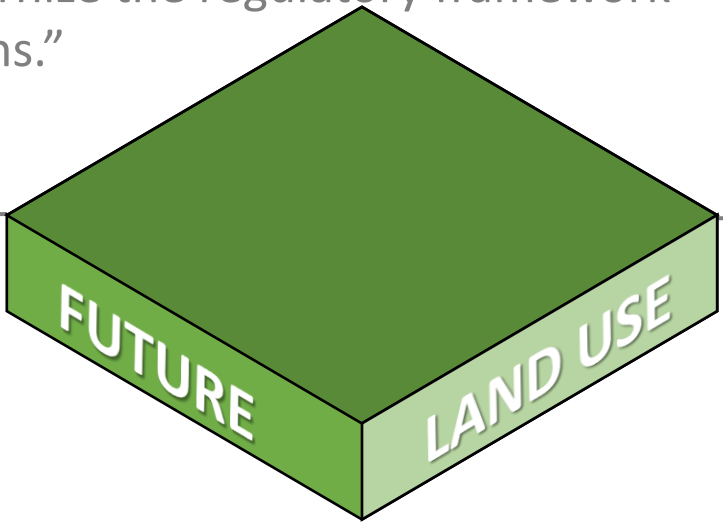
Process of Establishing:

Goals: Aspirational Statements Never arrive: can always do better.
“...establish a vibrant sense of place.”

Objectives: Measurable & Achievable “Update Planning Practices”

Policies: Specific actions to take “Develop and adopt [updated ordinances to] streamline, and modernize the regulatory framework for Zoning and Subdivision Regulations.”

General plans also establish mechanisms for ensuring **Concurrency** (providing infrastructure & services concurrent with development)



Future Land Use



Connect Columbia
Long Range Vision for Community
Comprehensive and Aspirational

HOW DOES IT ALL FIT TOGETHER?

Overlay Districts



Overlays like the Arts District and the Historic Districts add special standards beyond the base zoning in order to implement special area plans and control the character of development in a particular area. Overlays are often more prescriptive than base zoning.

Zoning Administration
Current Planning

Long Range Planning



Design Guidelines

Design guidelines apply specific prescriptive standards (e.g., developments visible from certain roadways and buildings within historic districts).



Zoning

The Plan is Implemented Primarily Through Zoning (the regulation of private land use)

The Zoning Ordinance Divides the jurisdiction into base zones. The Ordinance contains specific prescriptive and proscriptive standards.

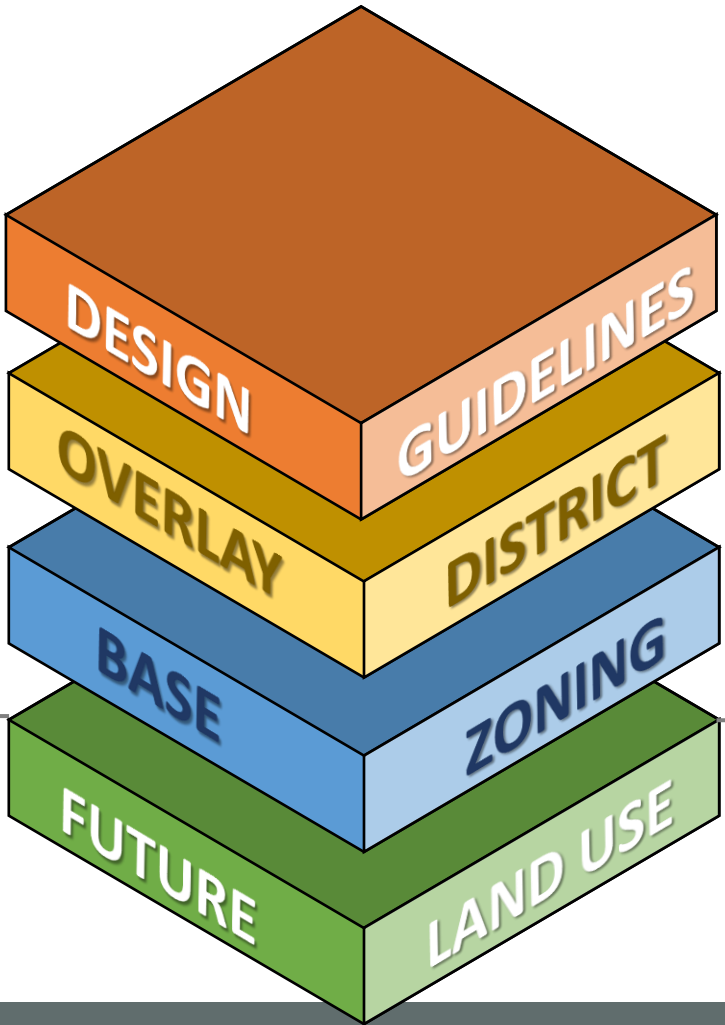
Zoning Controls:

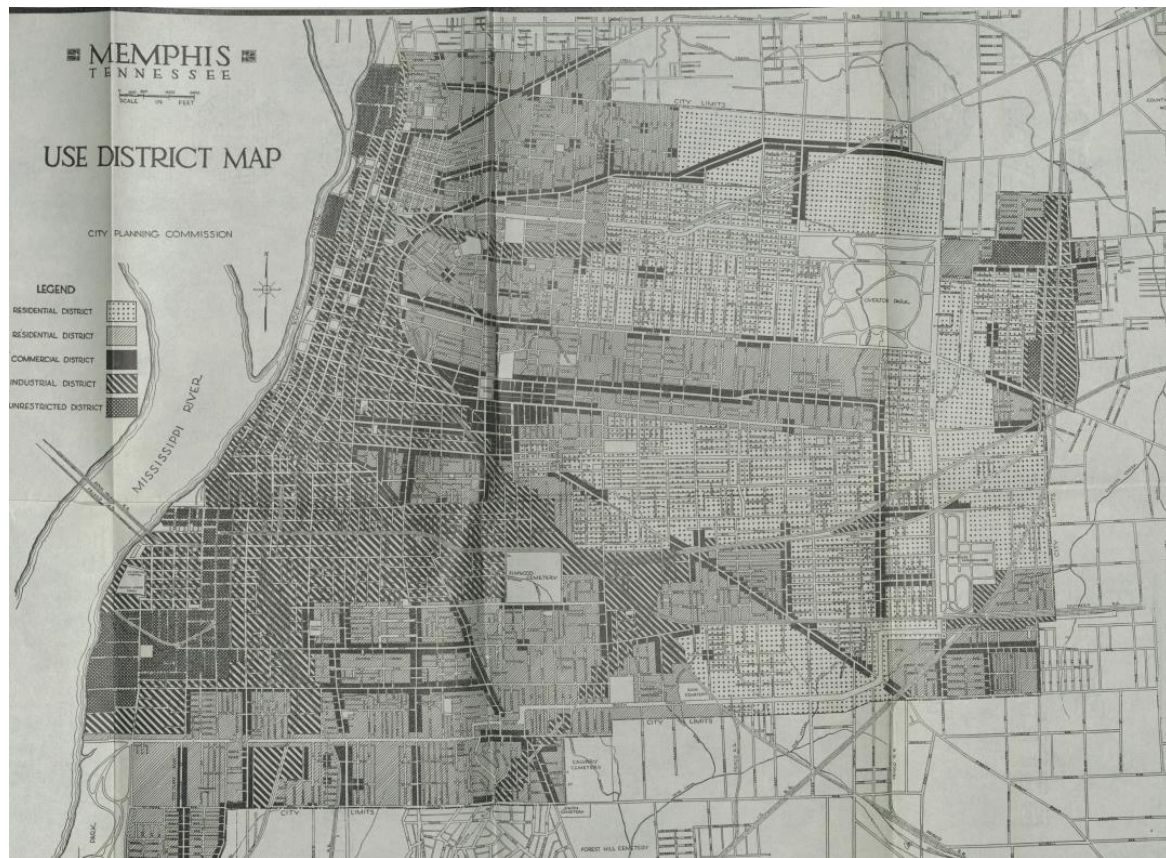
- Land Use
- Bulk Standards
- Performance
- Appearance and External Impacts of Private Land Use (Landscaping, Design, Parking)

Future Land Use

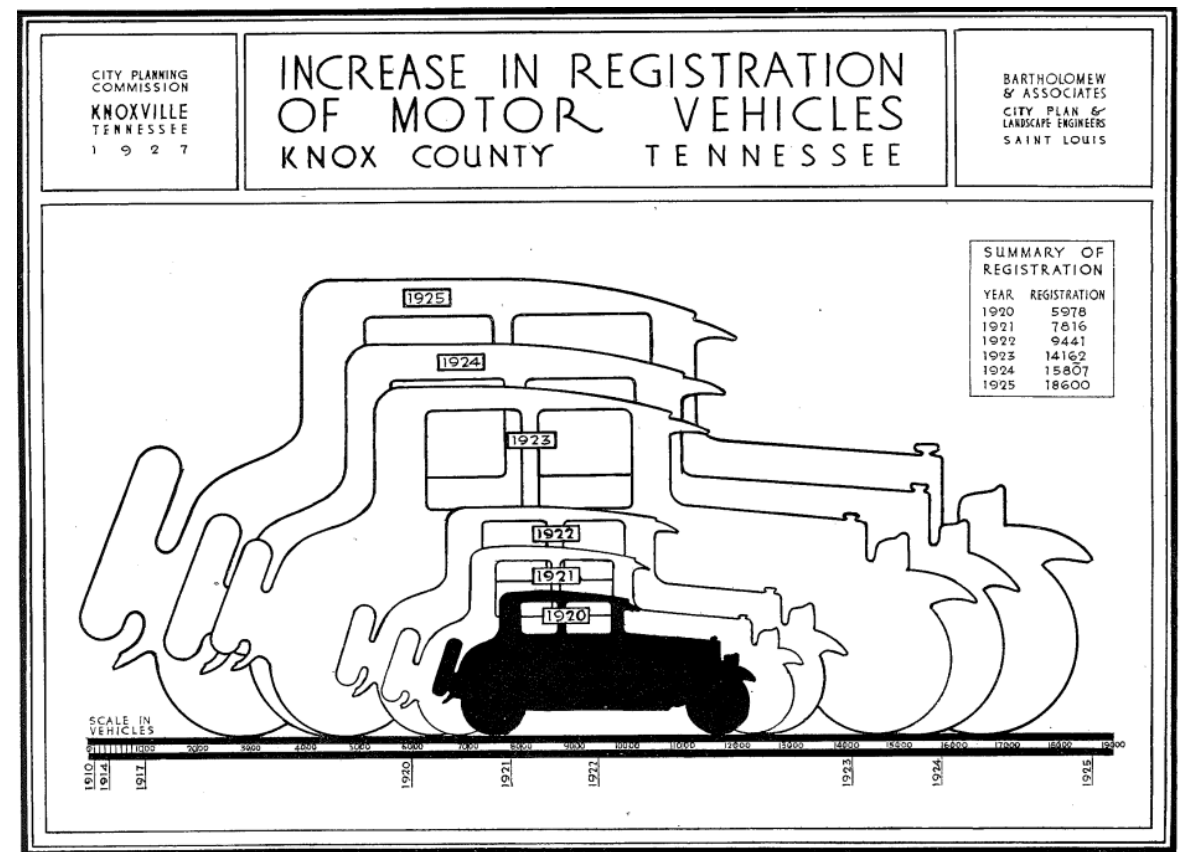


Connect Columbia
Long Range Vision for Community
Comprehensive and Aspirational





1924 City Plan of Memphis, Tennessee (Plate 50)



1930 Knoxville Comprehensive Plan (p. 48)

Tennessee communities first used comprehensive planning to deal with changes brought about by the automobile

What Values Should Guide Our Work?



Goals

Attainable Housing Opportunities

Safe, Clean Livability

↓
Stewardship

Connecting People

Small Business Friendly

Values

Stewardship - green space, culture, natural resources
Consolidation

Multi modal uses Trotwood, JCB

↳ Tie into Parks

↳ Connectivity

Healthier }
Safe & Sound } Health & Safety

Identifying neighborhood pockets, commercial, mixed use
Live / work mix Limiting to Neighborhood wants

Establish Neighborhood Identities, Culture, Character

Developing different thoroughfares

Equitable & Inclusive

Saving History, Heritage

Outlets

Rivitalize Corridor, corridors

Growth paying for growth - roads

Tiered housing opportunities

Cohesive, compatible



GUIDING PRINCIPLES

Connection:

Columbia provides options for safe and efficient movement throughout the city by a variety of transportation modes on an interconnected network.

Vitality:

Columbia is a safe community with opportunities for healthy living at all stages of life, natural resources for the benefit of current and future residents, and high standards for the quality of the built environment.



GUIDING PRINCIPLES

Steadfast:

Columbia is a fiscally stable municipality where growth is economically sustainable, history is preserved, new development is cohesive and compatible, and the unique character of each neighborhood is celebrated.

Neighborly:

Columbia is a place where all feel welcome and included in community decisions.



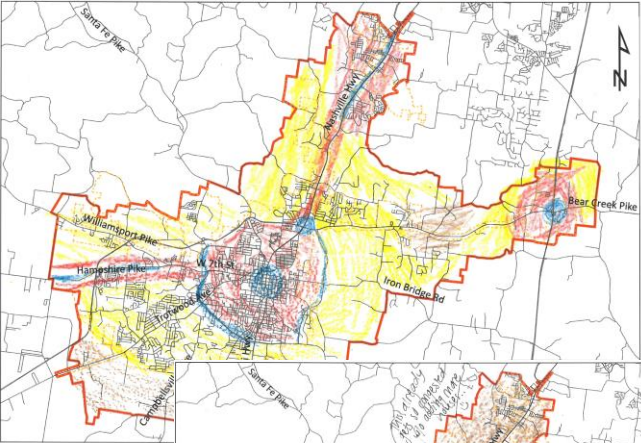
What will Columbia Look Like in 2028?

**What are the community's priorities for
Columbia over the next 5 years and
beyond?**

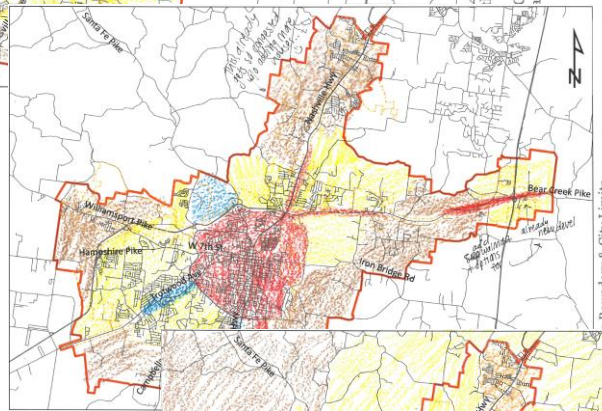




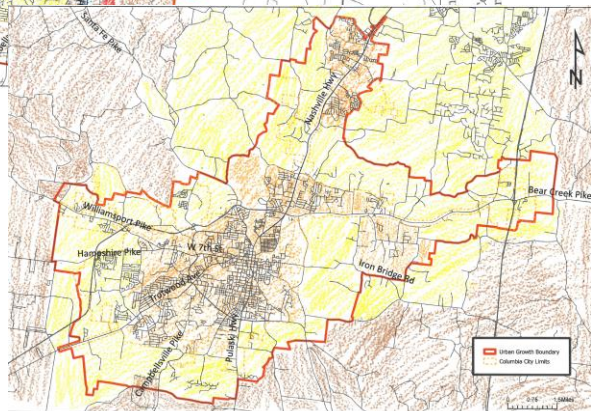




Urban Growth Boundary
Columbia City Limits



Urban Growth Boundary
Columbia City Limits



Urban Growth Boundary
Columbia City Limits

Project Type	Ranking
	Rank 1 through 6 1: Highest Priority Project Type 6: Least Priority Project Type
Safety	1
Congestion / Capacity	2
Walkability	4
Cycling	6
Streetscape / Beautification	3
Transit	5

Project Type	Pick One Project Number
Near Term	20
Mid Term	22
Long Term	106
Possible Addition	

Project Type	Ranking
	Rank 1 through 6 1: Highest Priority Project Type 6: Least Priority Project Type
Safety	6
Congestion / Capacity	4
Walkability	1
Cycling	3
Streetscape / Beautification	2
Transit	5

Project Type	Pick One Project Number
Near Term	1 - 6
Mid Term	1 2 3
Long Term	4 5
Possible Addition	Or briefly describe Amount of zoning provisions to allow small parcels to count parking downtown when calculating spaces required

WHAT ARE YOUR TOP PRIORITIES FOR PARKS & GREENWAYS?

PLAYGROUNDS

SPORT FIELDS

COMMUNITY GARDENS

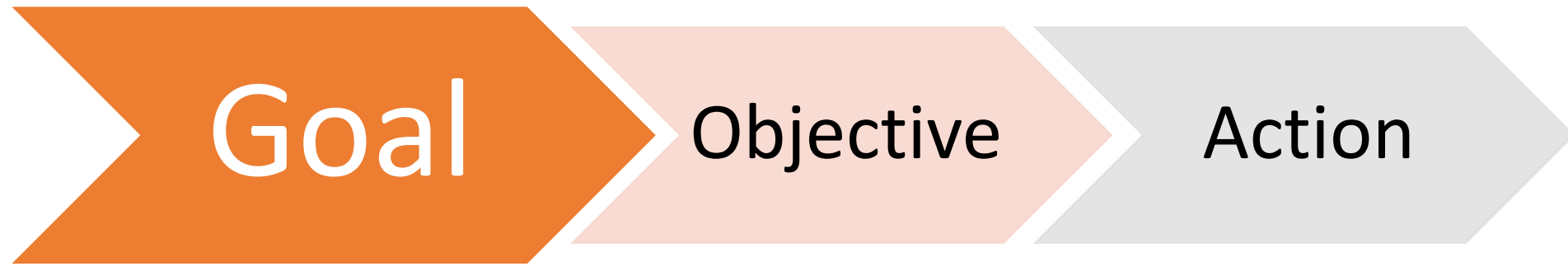
WHAT ARE YOUR TOP PRIORITIES FOR PARKS & GREENWAYS?

INDOOR RECREATION CENTERS

GREENSPACES & TRAILS

Top Priority Second Priority Third Priority

What are the City's Goals and Objectives for the next 5 years and beyond?



Connect Columbia Goal #1 Sustain the unique character of Columbia as it grows over time.

Connect Columbia Goal #2 Accelerate Columbia's Future

Connect Columbia Goal #3 Nurture Columbia's Strengths

Connect Columbia Goal#4 Invest in Columbia

Proposed Actions - Implementing the Plan

The 2023 update of Connect Columbia establishes an active and continuous long-range planning program. The goals and objectives of the framework plan are implemented through prioritized proposed actions. These actions inform the annual strategic planning process and provide general direction to all city actions which impact the physical development of Columbia. The proposed actions also provide specific direction to Planning & Zoning staff related to the 2023 - 2028 long range planning program.

Immediate	0 - 2 years
Mid-Range	2-3 years
Long-Range	4-5 years and ongoing

The implementation timeline is fluid; the proposed actions are interrelated. The Planning Commission may direct staff to reprioritize the actions based on shifting conditions and opportunities to accelerate objectives.

Implementation Matrix

Proposed Action	Related Objective	Priority for Implementation
Establish a regular cycle of annual reports from the Planning Commission to the City Council on implementation of these proposed actions and progress toward accomplishing the objectives of Connect Columbia. Reports should include a summary of any necessary changes to City regulations or procedures.	3.3	Immediate
Establish a regular annual cycle of revisions to the Zoning Ordinance.	3.3	Immediate
Update the Parks & Greenways element of the Comprehensive Plan during the first quarter of 2024.	4.2; 4.3	Immediate

Proposed Action	Related Objective	Priority for Implementation
Prioritize capital investments to improve pedestrian safety.	1.1	Long-Range
Establish a regular process of public participation to inform the implementation of these action steps.	3.3	Mid-Range
Develop a five-year Capital Improvements Plan (CIP) for city projects which improve the capacity and condition of infrastructure to support infill development and leverage private investment in Columbia.	1.1; 4.1; 4.3	Immediate
Establish by ordinance a citywide minimum level of service for parks and greenways.	1.1; 4.2; 4.3	Immediate
Revise the Civic Space provisions of the Zoning Ordinance to require new developments to meet or exceed the minimum level of service for parks and greenways either by providing civic space within the development or through payment in lieu to support City projects which maintain the level of service.	1.1; 4.2	Mid-Range
Develop a citywide mobility plan to incorporate and replace the transportation element of Connect Columbia.	2.4; 4.3	Mid-Range

Proposed Action	Related Objective	Priority for Implementation
Revise the procedures in the Zoning Ordinance to establish a rational nexus and proportionality analysis as a criterion of approval for all applicable requests for rezoning, Planned Unit Development approval, site development plan approval, and conditional use approval.	1.1; 4.2; 4.3	Immediate
Develop a neighborhood planning program to cultivate a sense of place, facilitate community input in land use decisions, and develop the social infrastructure of the community.	1.3; 2.2; 3.3	Mid-Range
Update or create a master plan for each subarea with recommended actions for implementation.	1.3; 2.2; 2.3	Immediate
Through the Columbia Arts Council, create a citywide public art plan with recommended actions for implementation.	2.7; 4.3	Mid-Range
Identify locations in established residential neighborhoods which can be utilized for small-scale neighborhood commercial retail uses.	3.2	Mid-Range
Revise the Zoning Ordinance and other regulations to accelerate the strategic interim uses of underutilized sites and serve the needs of the community in anticipation of higher-value redevelopment and upgrades.	1.1; 2.3	Immediate

Proposed Action	Related Objective	Priority for Implementation
Create an inventory of sidewalk conditions throughout the City and identify gaps in the pedestrian network.	1.1; 2.3	Mid-Range
Evaluate the benefits of joining the Community Rating System (CRS) to obtain discounts on flood insurance for Columbia residents; update floodplain management practices accordingly.	2.5	Immediate
Improve local freight routes and work through the Nashville MPO to collaborate with TDOT and other transportation partners to improve mobility options for Columbia residents.	2.4	Long-Range
Continuously identify and pursue state and federal economic development grant programs which support implementation of Connect Columbia.	4.3	Long-Range
Develop a citywide affordable housing strategy.	2.5	Immediate
Proactively support mixed use development on underutilized sites downtown while leveraging the Columbia Main Street program to promote Columbia as a destination for retail, dining, recreation, and cultural activities.	1.1; 3.1	Long-Range

Proposed Action	Related Objective	Priority for Implementation
Accelerate the adaptive reuse of structures in Columbia's historic downtown to cultivate a shared sense of history among Columbia residents and promote Columbia as a destination for heritage tourism.	1.1; 1.3	Long-Range
Revise the Historic District Design Guidelines and Historic Zoning Commission review process to be more efficient and predictable for businesses and property owners.	1.3; 3.3	Immediate
Revise the Zoning Ordinance and Historic Zoning Commission review process to protect historic structures (i.e., constructed before 1945) outside the designated historic districts.	1.1; 1.3	Immediate
Evaluate the creation of a locally-designated historic district for the East 8th Street commercial area.	1.3	Immediate
Collaborate with the Maury Alliance to involve small business and entrepreneurs in continuously identifying improvements to the Zoning Ordinance and other land development regulations which recruit and retain businesses that add to Columbia's unique <i>flavor</i> .	2.3; 3.1	Long-Range

Proposed Action	Related Objective	Priority for Implementation
Proactively accelerate code enforcement.	1.1; 2.3	Mid-Range
Enact programs to aid the repair or removal of dilapidated properties and assist property owners to eliminate non-conforming and inconsistent uses.	1.1; 2.3	Mid-Range
Coordinate the City's regular strategic planning with relevant implementation activities of Connect Columbia.	3.3	Long-Range
Identify opportunities to expand recreational access to the Duck River.	4.2	Long-Range
Revise the Zoning Ordinance to include hillside protection regulations. Provide incentives to protect scenic views and landscapes.	1.2	Mid-Range
Evaluate the feasibility of adding Transfer of Development Rights (TDR) with reciprocal conservation easements to preserve hillsides, vulnerable areas, and historically significant structures to allow development in more appropriate locations.	1.2; 1.3	Mid-Range
Amend the Zoning Ordinance to reflect the parking management practices identified in the Land Use Plan.	2.2; 3.1	Immediate

Proposed Action	Related Objective	Priority for Implementation
Coordinate with Maury County and adjacent municipalities to cooperatively preserve and protect natural areas and rural lands while encouraging efficient transportation corridors and infill development. Establish regular staff-level collaboration among the jurisdictions.	1.2; 2.4; 2.3; 2.5	Long-Range
Evaluate the feasibility of participating in the Tennessee Property Tax Freeze program for low-income seniors in order to prevent displacement of vulnerable long-term residents as Columbia grows and property values increase.	2.5	Immediate
Develop a regular staff-level data-driven process of interlocal cooperation to identify needed facilities and programs; develop interlocal strategies to provide needed facilities and programs concurrent with growth.	1.1; 4.3; 2.4	Long-Range
Per the Areas of Change Map, adopt evaluative criteria for all rezoning, Planned Unit Development approval, site development plan approval, and comprehensive plan amendment requests which sustain the established land use pattern and protects the character of existing neighborhoods in a manner that is consistent with Connect Columbia, applicable subarea plans, and other policies of the City.	1.2; 1.3	Mid-Range

What will Columbia Look Like in 2028?

Discussing Ideas with the Community?







Bringing it all Together

A Plan for Future Land Use

City Center & Urban Village Future Land Use Character Area

Character & Intent

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

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

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



Land Use Considerations

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

Form & Pattern

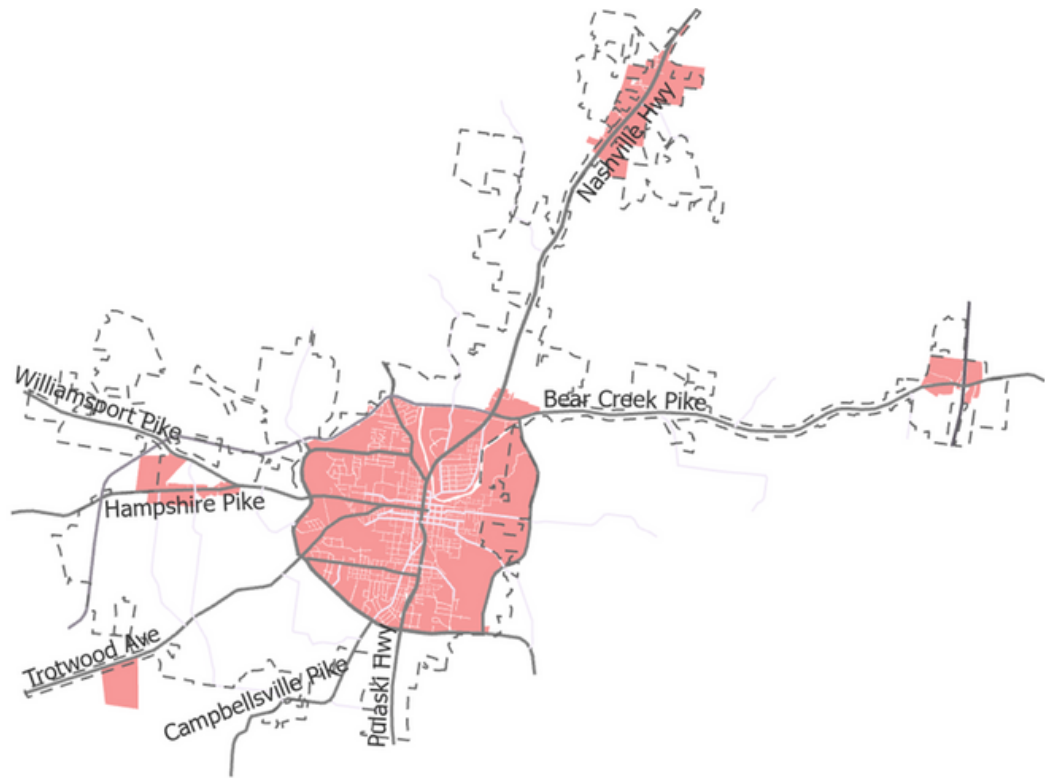
The CCUV includes established and infill neighborhoods at medium to high densities organized along a well-connected transportation network. Infill development supports and extends the formation of blocks and eliminates gaps in the built environment. The CCUV future land use is distinguished from Suburban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

Implementing Districts

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

Implementing Standards

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



Suburban Neighborhoods

Character & Intent

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

Land Use Considerations

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



Form & Pattern

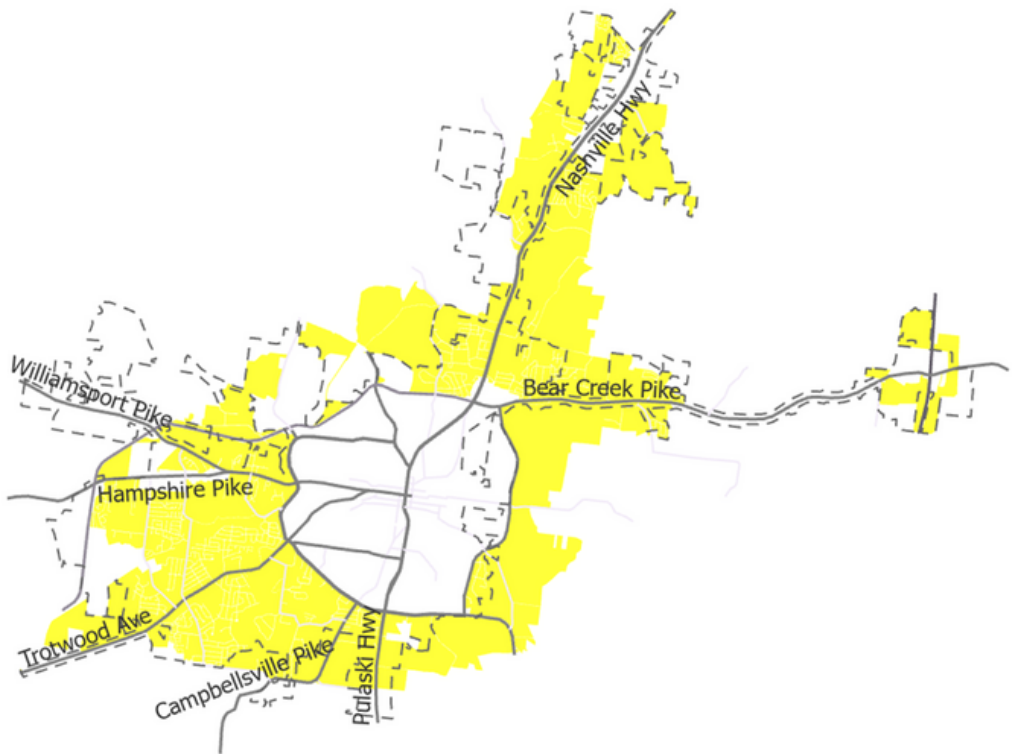
The SN future land use area is characterized by the organization of the built environment to extend a succession of large-lot neighborhoods and compact walkable neighborhoods. Development parcels extend established neighborhood patterns. Leap-frogging development is inappropriate. The SN future land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

Implementing Districts

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

Implementing Standards

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



Rural Transition

Character & Intent

The Rural Transition (RT) future land use classification is comprised of unincorporated areas within Columbia's UGB as well as areas of low-intensity development. The area is characterized by very low-density residential neighborhoods, large-lot semi-rural estates, open spaces, and legacy agricultural operations. The intent of the RT future land use classification is to create and maintain a discernable transition between agricultural uses in unincorporated Maury County and the suburban areas within Columbia.

Future development is limited and emphasizes the preservation of agricultural uses, open spaces, and the semi-rural character of areas adjacent to the city. Natural and scenic features, such as rolling hills, rivers, rock outcroppings, and historic homes should be preserved.



Land Use Considerations

The primary land use is very low-density detached housing. Secondary land uses include accessory dwellings, low-intensity agricultural operations, utility facilities, civic spaces, parks, and open space. New mixed-use, medium-density residential, commercial, industrial and warehouse uses are inappropriate.

Form & Pattern

The RT future land use area is characterized by single-family detached residential areas and legacy agricultural operations. Implementing bulk and design standards prescribe large lots with very deep setbacks. In contrast to other areas, site and design requirements are minimal. Public frontages are insignificant and the delineation of public and private space is imprecise. Lots and roadways generally do not form blocks; however, large blocks become discernable in proximity to areas under other land use classifications. Complete urban services may not be available. Annexations and rezonings are inappropriate without concurrent extensions of urban services. Private land users provide their own parking.

Implementing Districts

Rural Character District CD-2
Civic CV

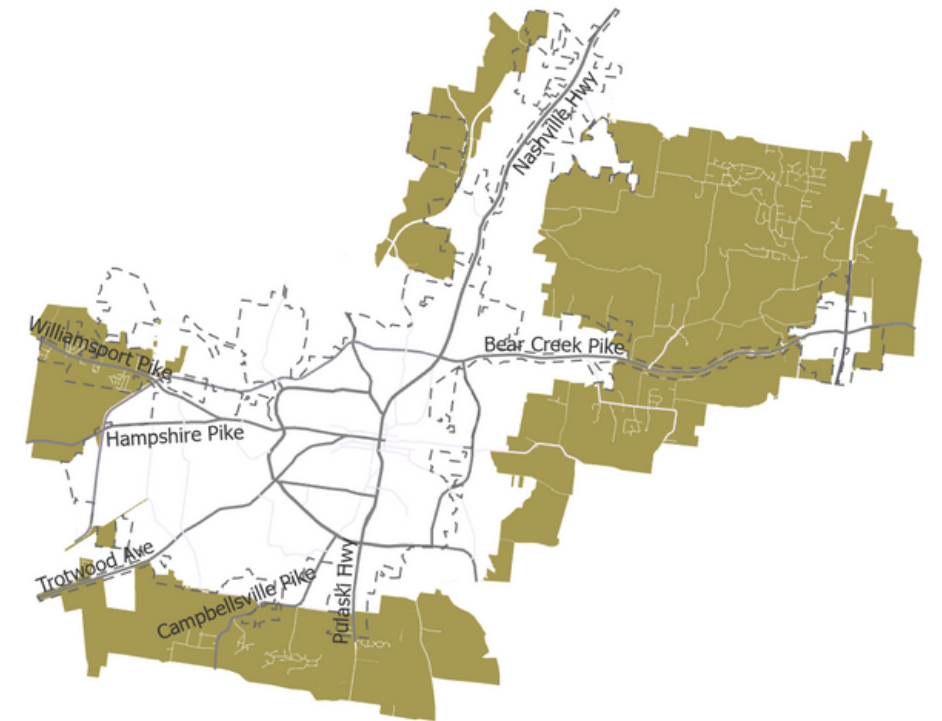
Implementing Standards

General Development Pattern: Isolated Uses

Density (density units per acre): 1 du/ac

Building Height: 1-3 stories

Open Space Elements: Parks & Greenways, Occasional Civic Spaces, Private Yards



Hillsides & Natural Spaces

Character & Intent

The Hillsides & Natural Spaces (HNS) future land use classification is comprised of visually impactful and environmentally sensitive areas within Columbia’s UGB. The area is characterized by parks, civic spaces, open spaces, and legacy agricultural operations. The intent of the HNS future land use classification is to protect riparian areas, hillsides with elevations greater than 775 feet, and other sensitive lands. Natural and scenic features, such as rolling hills, rivers, rock outcroppings, and historic homes should be preserved.



Land Use Considerations

Primary land uses are civic uses, conservation, and utility facilities. Secondary land uses include agricultural uses and very-low-density housing.

Form & Pattern

Development within the HNS future land use classification is limited and should emphasize the preservation of natural and scenic features. Legacy agricultural sites may be preserved but not expanded. Existing extractive operations will gradually phase out and cease. Future development is limited to park spaces, civic uses, and occasional detached single-family homes. Rolling hills, waterways, floodplains, historic rock outcroppings, and tree cover should be preserved. New development should provide benefits to the general public in the form of preservation, storm water facilities, communications infrastructure, municipal services, or increased access to natural and recreational amenities. Complete urban services may not be available. Where parking is necessary, it is provided on-site and designed to be minimally impactful

Implementing Districts

- Rural Character District CD-2
- Civic CV
- Residential PUD PUD-R

Implementing Standards

- General Development Pattern: Isolated Uses
- Density (density unites per ace): 1 du/ac
- Building Height: Residential: 3 stories
- Other Uses: N/A
- Open Space Elements: Parks & Greenways



Technology & Employment Centers

Character & Intent

The Technology & Employment Centers (TEC) future land use classification accommodates a wide range of specialized uses which provide employment opportunities and economic vitality to Columbia. New development must conform to performance criteria. Site standards are unique to each use case. Identifiable negative externalities are reduced through implementing regulations.



Land Use Considerations

Primary land uses include light and heavy industrial uses as well as research facilities, utilities facilities, materials processing, flex space, warehouses, storage and other similar uses. Secondary land uses include appropriate medium-density housing types, civic and institutional uses, parks, and open space. New detached housing is inappropriate.

Form & Pattern

The TEC future land use area is characterized by unique sties, each designed to accommodate a specific use. Implementing bulk and design standards impose few standards. In contrast to other areas, site and design requirements are minimal. Structures are functional and flexible. Non-industrial uses incorporate the standards applicable under other future land use classifications. New development should accompany concurrent extension of complete urban services. Parking is generally provided on-site by private land users.

Implementing Districts

- Light Industrial SD-LI
- Heavy Industrial SD-HI
- Heavy Interstate SD-INT
- Mixed Use PUD PUD-MU

Implementing Standards

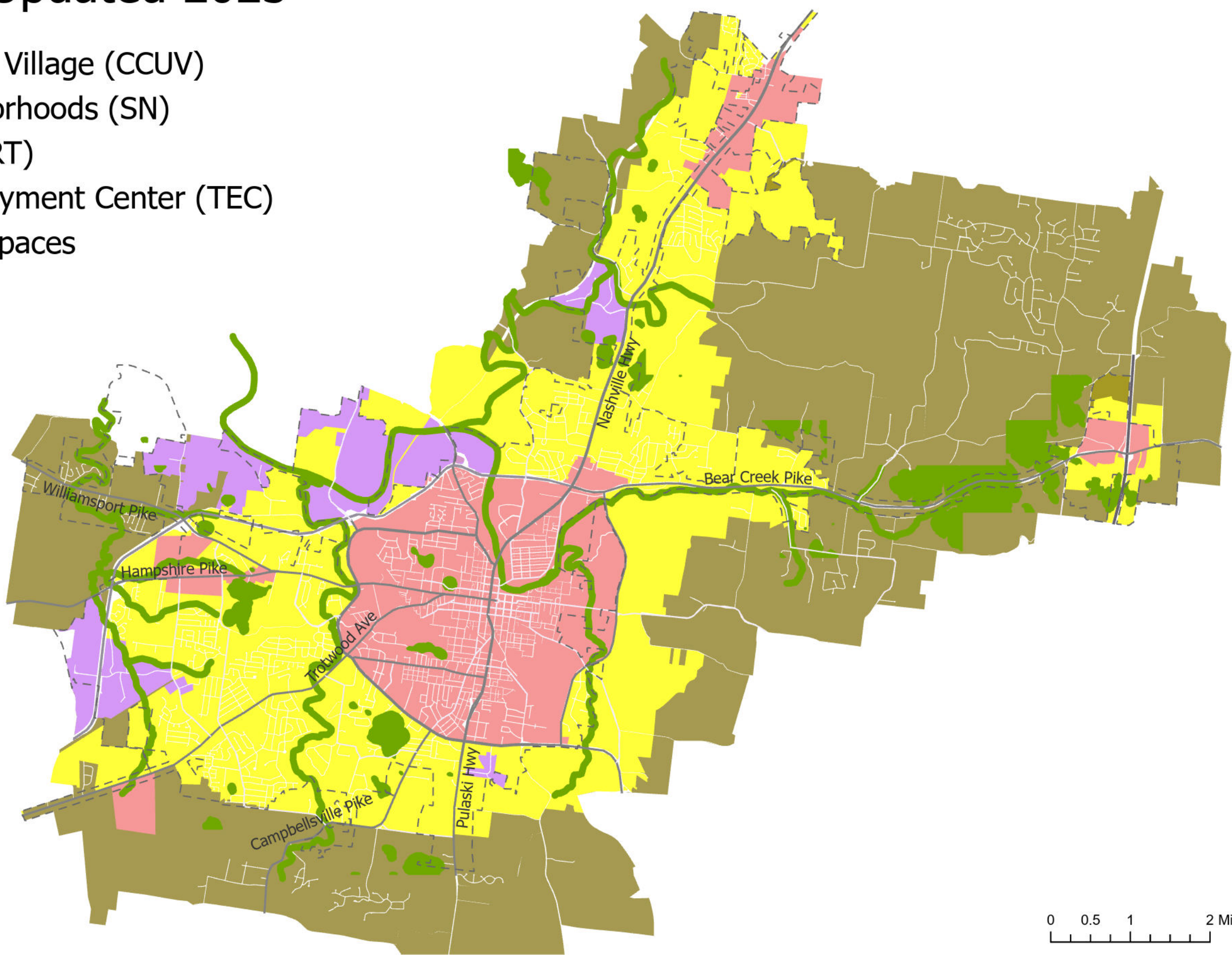
- General Development Pattern: Isolated Uses
- Density (density unites per ace): ≥ 12 du/ac
- Building Height: Varies



Connect Columbia Future Land Use Map

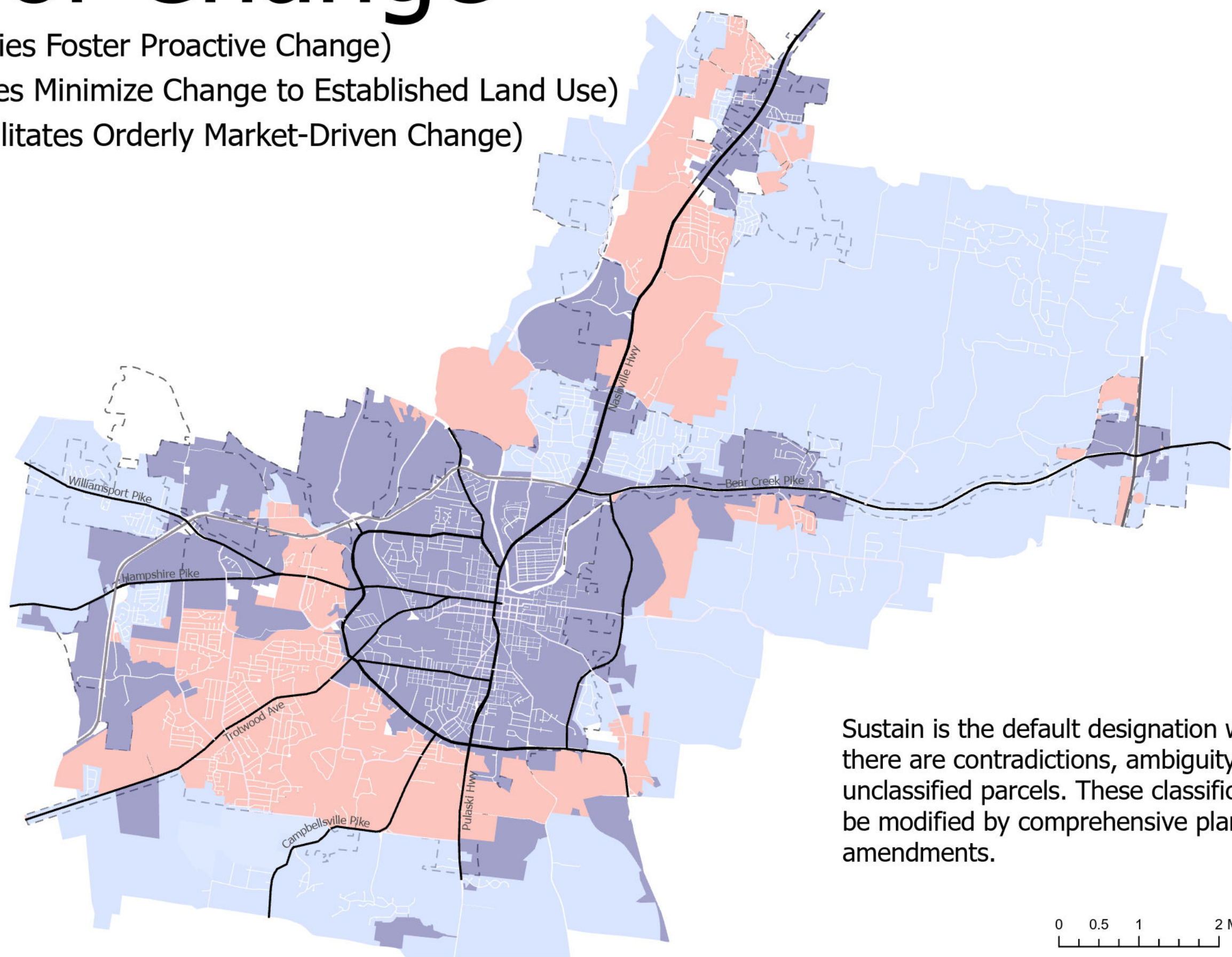
Updated 2023

- City Center Urban Village (CCUV)
- Suburban Neighborhoods (SN)
- Rural Transition (RT)
- Technology Employment Center (TEC)
- Hillsides Natural Spaces

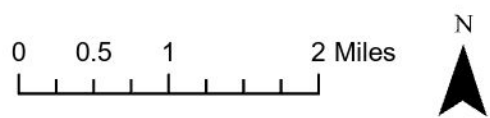


Areas of Change

- Activate (City Policies Foster Proactive Change)
- Protect (City Policies Minimize Change to Established Land Use)
- Facilitate (City Facilitates Orderly Market-Driven Change)

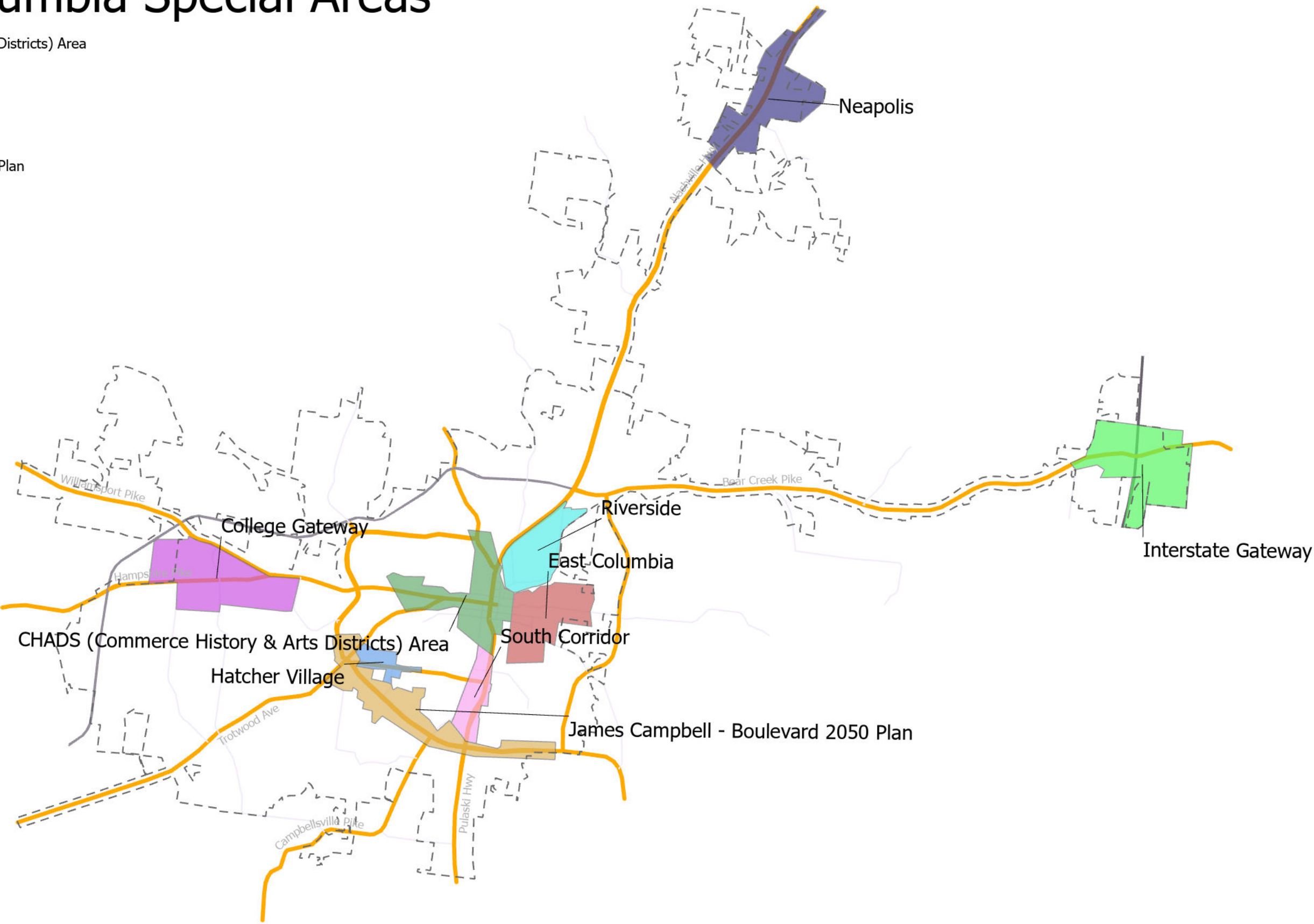


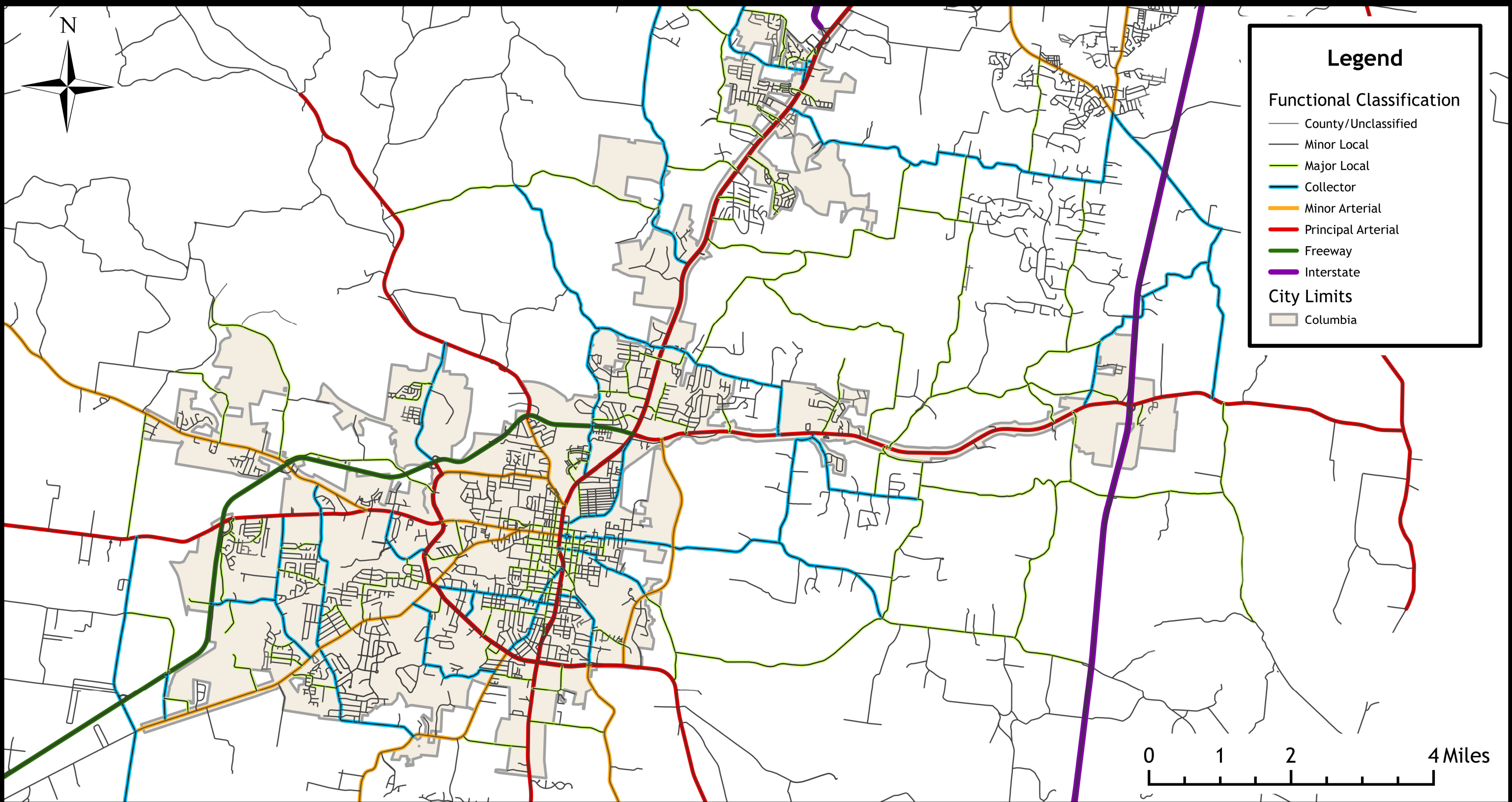
Sustain is the default designation wherever there are contradictions, ambiguity, or unclassified parcels. These classifications may be modified by comprehensive plan amendments.



Connect Columbia Special Areas

- CHADS (Commerce History & Arts Districts) Area
- College Gateway
- East Columbia
- Hatcher Village
- Interstate Gateway
- James Campbell - Boulevard 2050 Plan
- Neapolis
- Riverside
- South Corridor

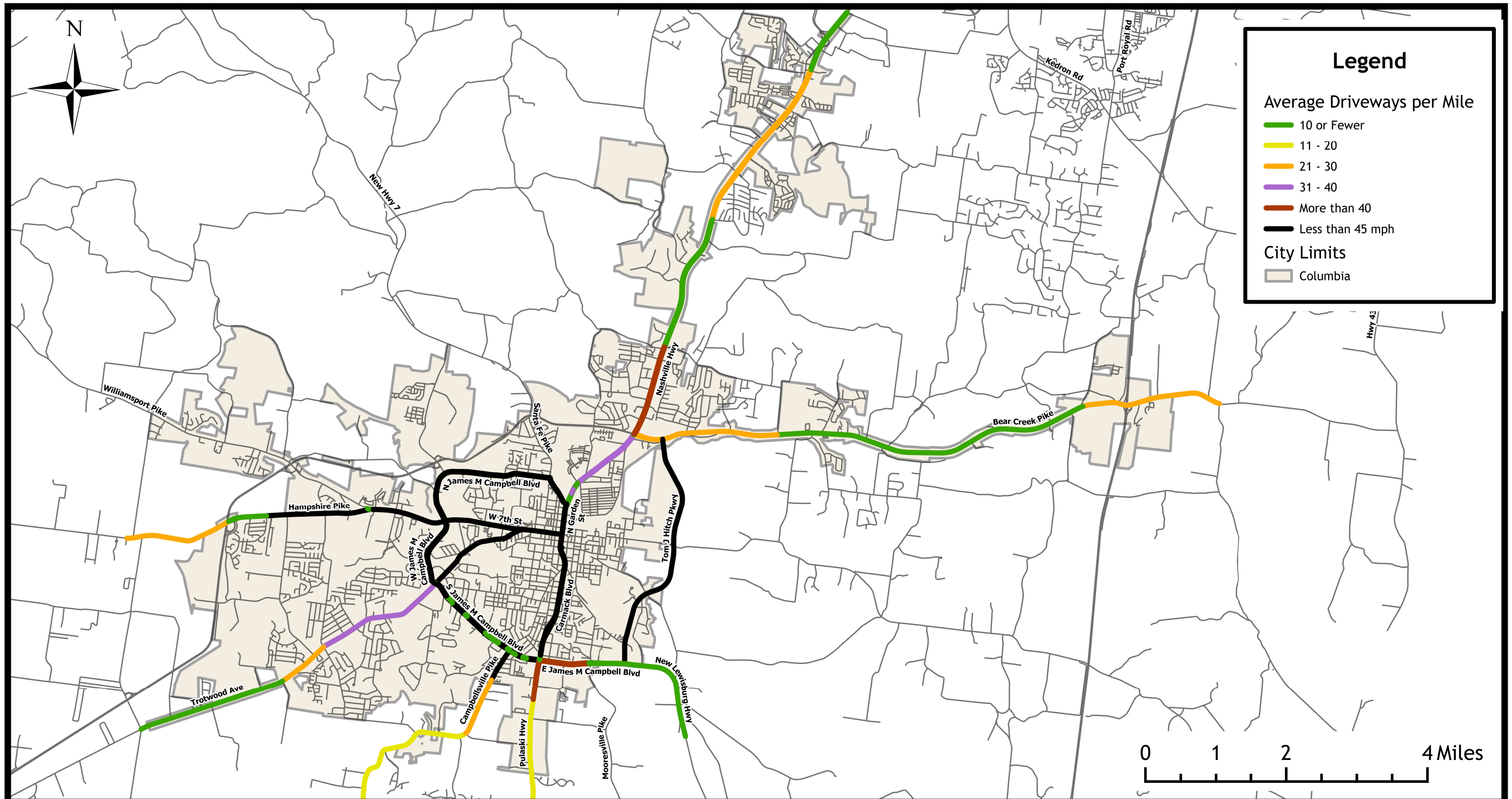




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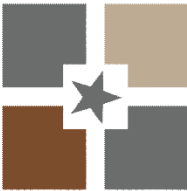
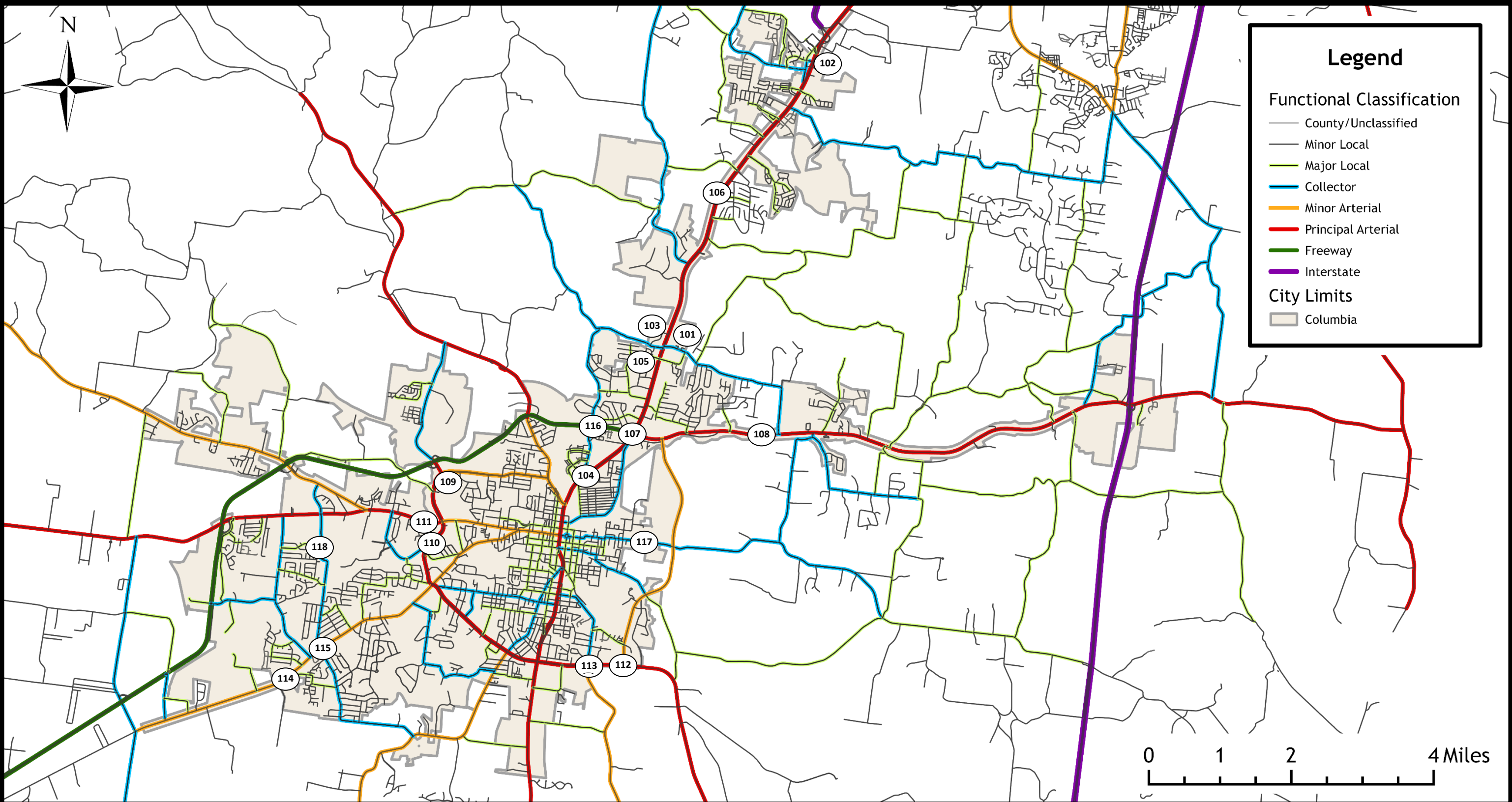
Map 1:
Functional Classification



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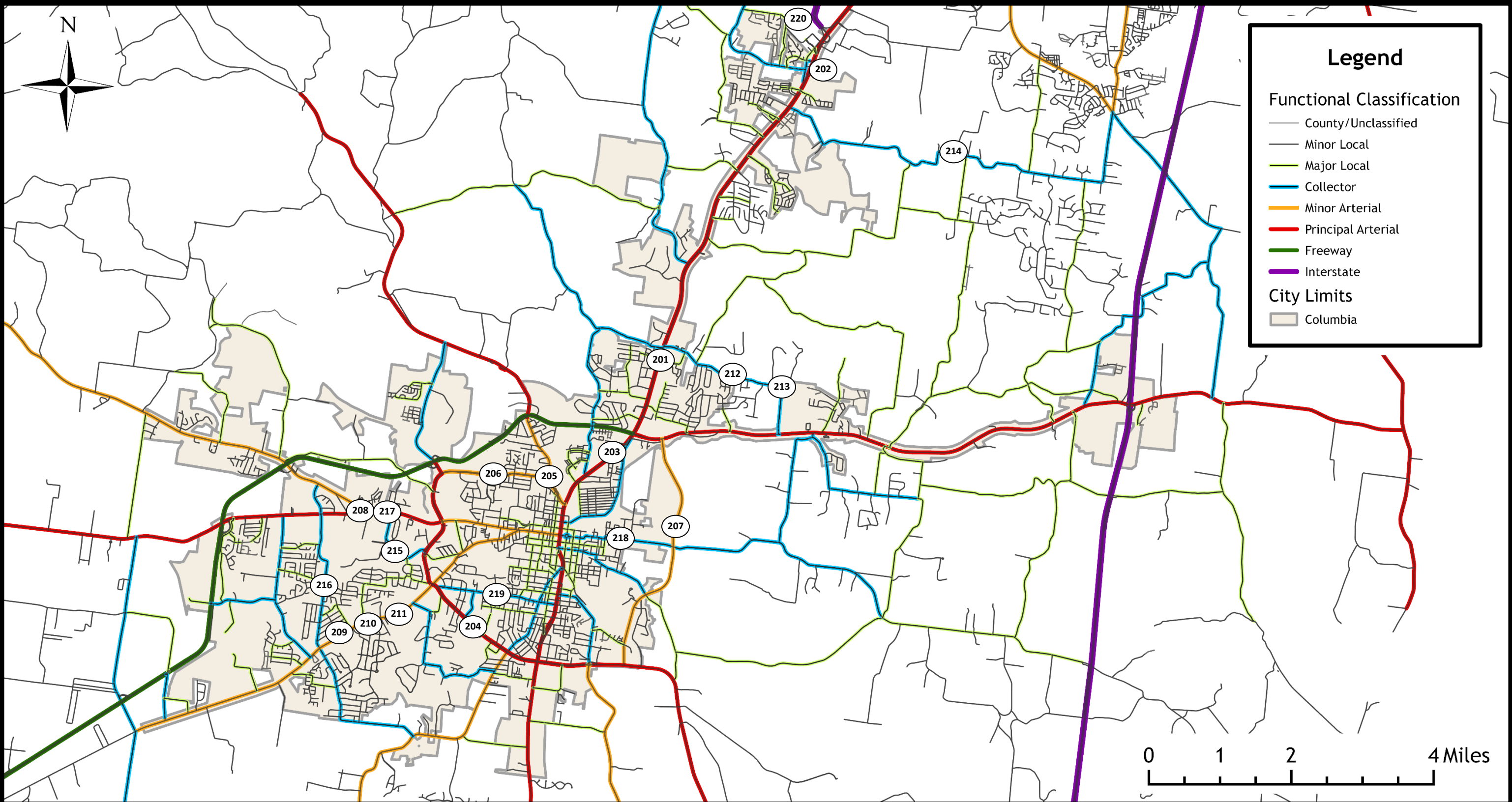
Map 2:
Driveway Density Per Mile



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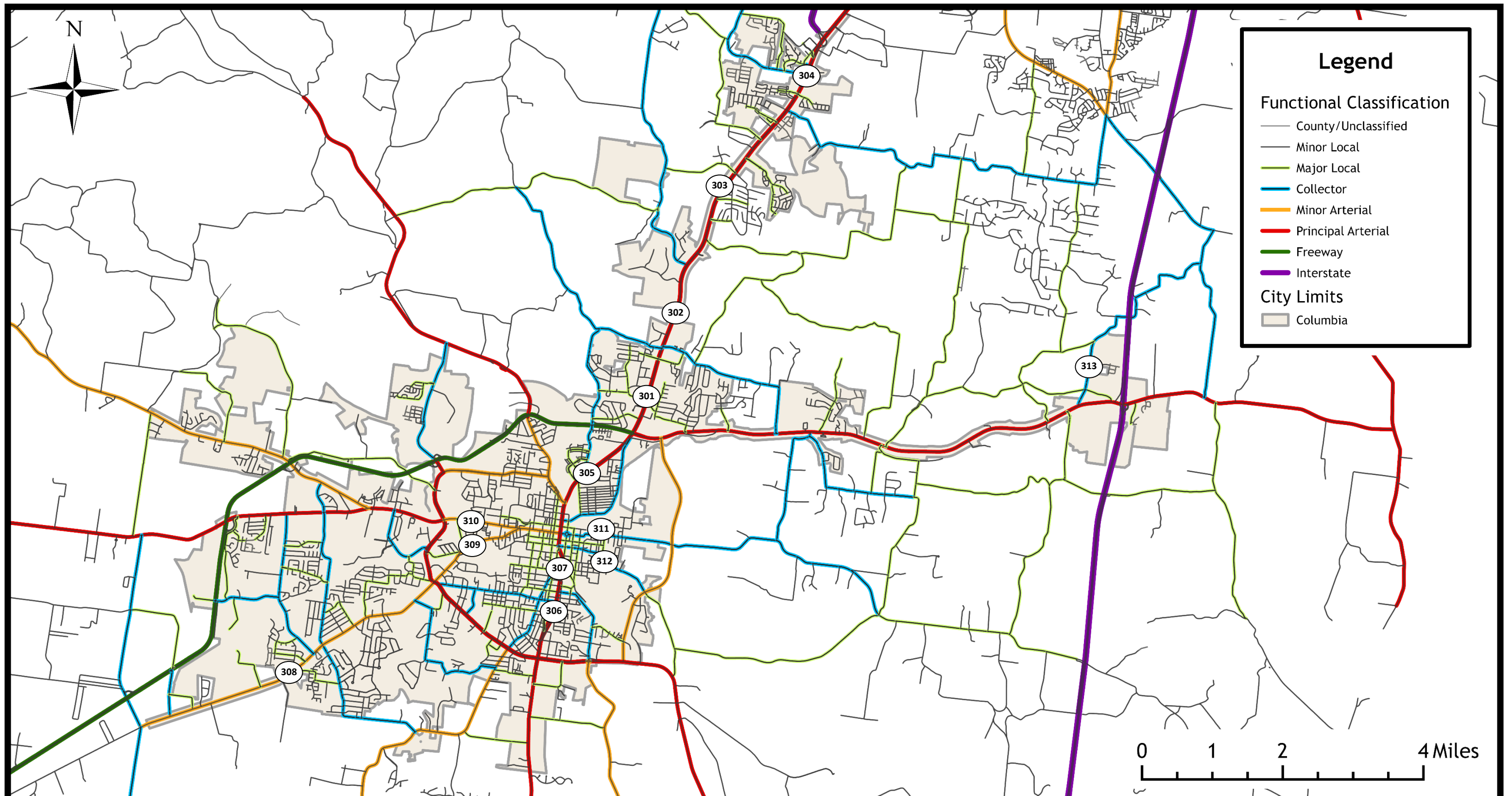
Map 3:
Near Term Projects



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Map 4:
Mid Term Projects



Legend

Functional Classification

- County/Unclassified
- Minor Local
- Major Local
- Collector
- Minor Arterial
- Principal Arterial
- Freeway
- Interstate

City Limits

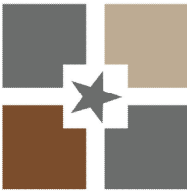
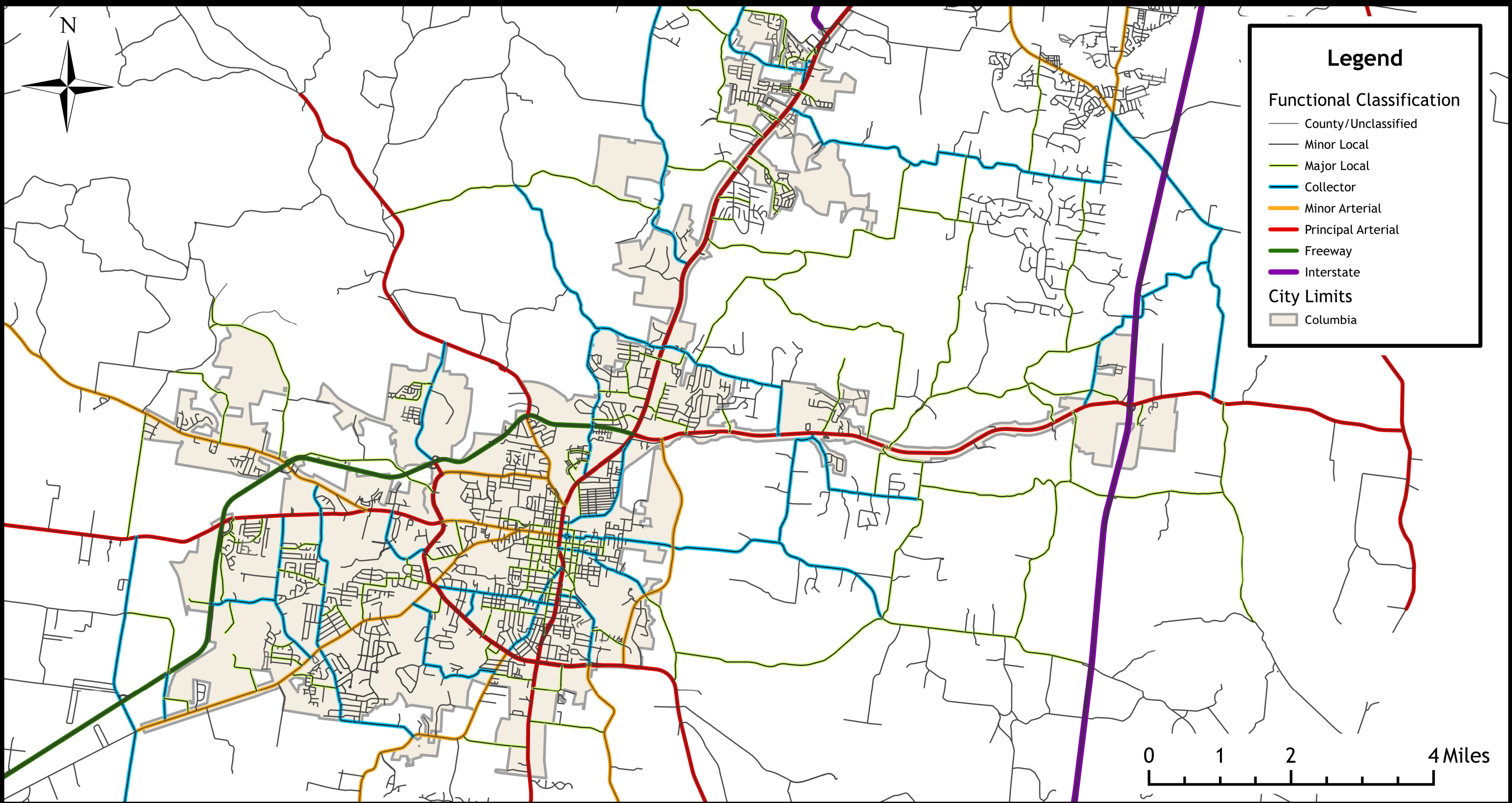
- Columbia



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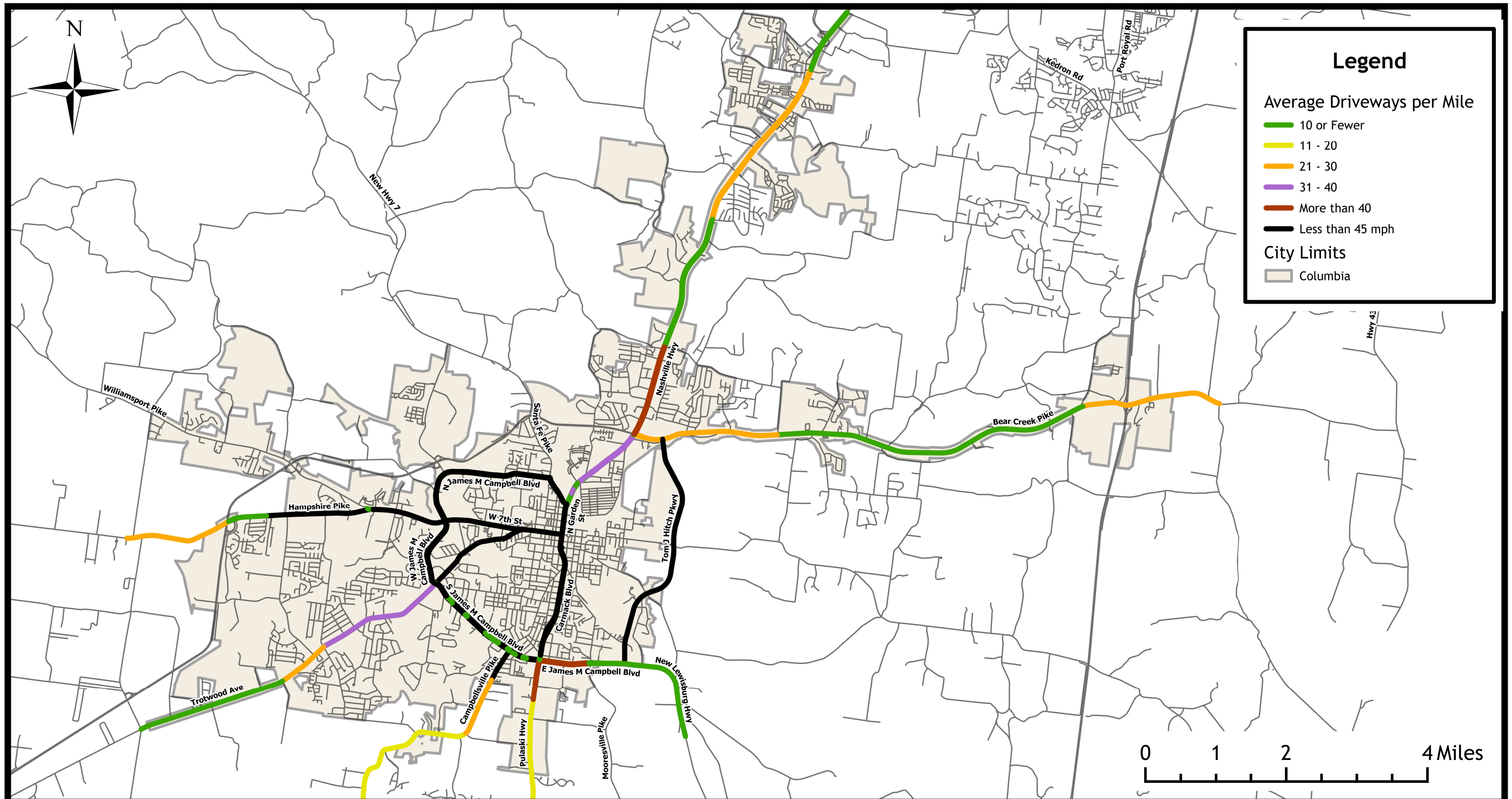
Map 5:
Long Term Projects



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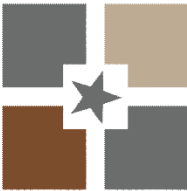
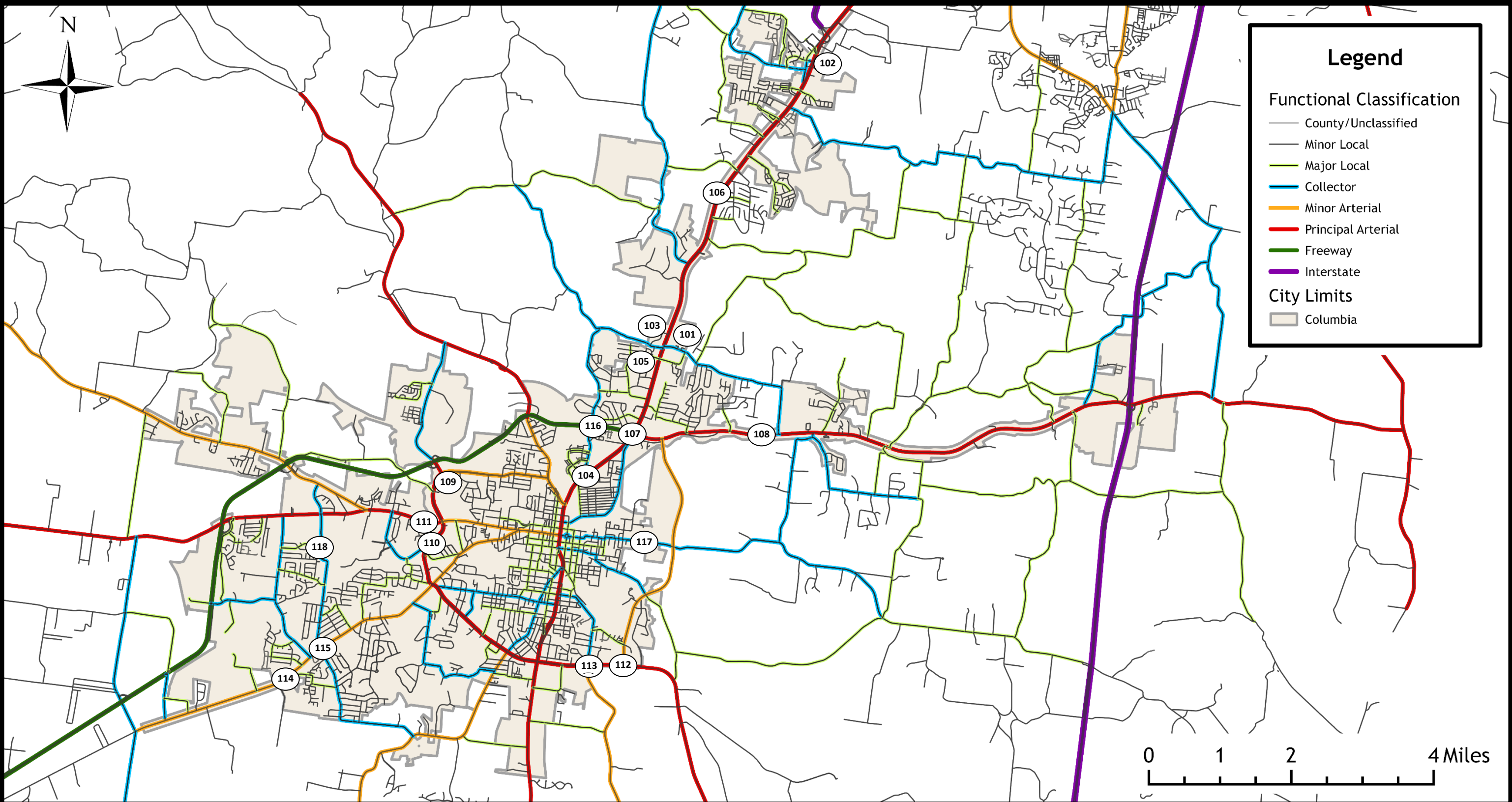
Map 1:
Functional Classification



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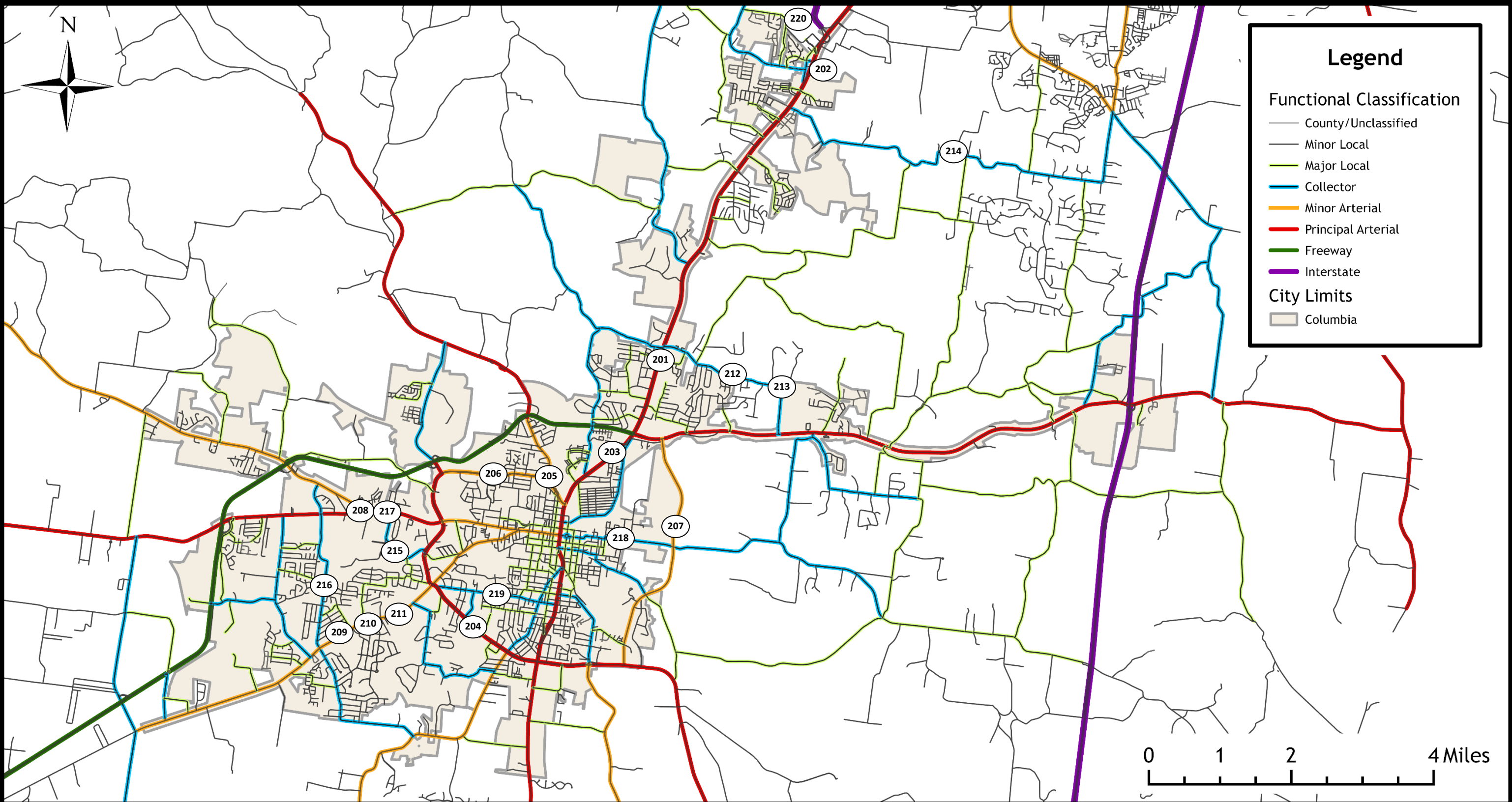
Map 2:
Driveway Density Per Mile



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Map 3:
Near Term Projects



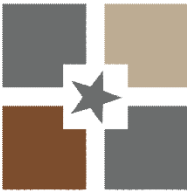
Legend

Functional Classification

- County/Unclassified
- Minor Local
- Major Local
- Collector
- Minor Arterial
- Principal Arterial
- Freeway
- Interstate

City Limits

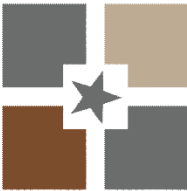
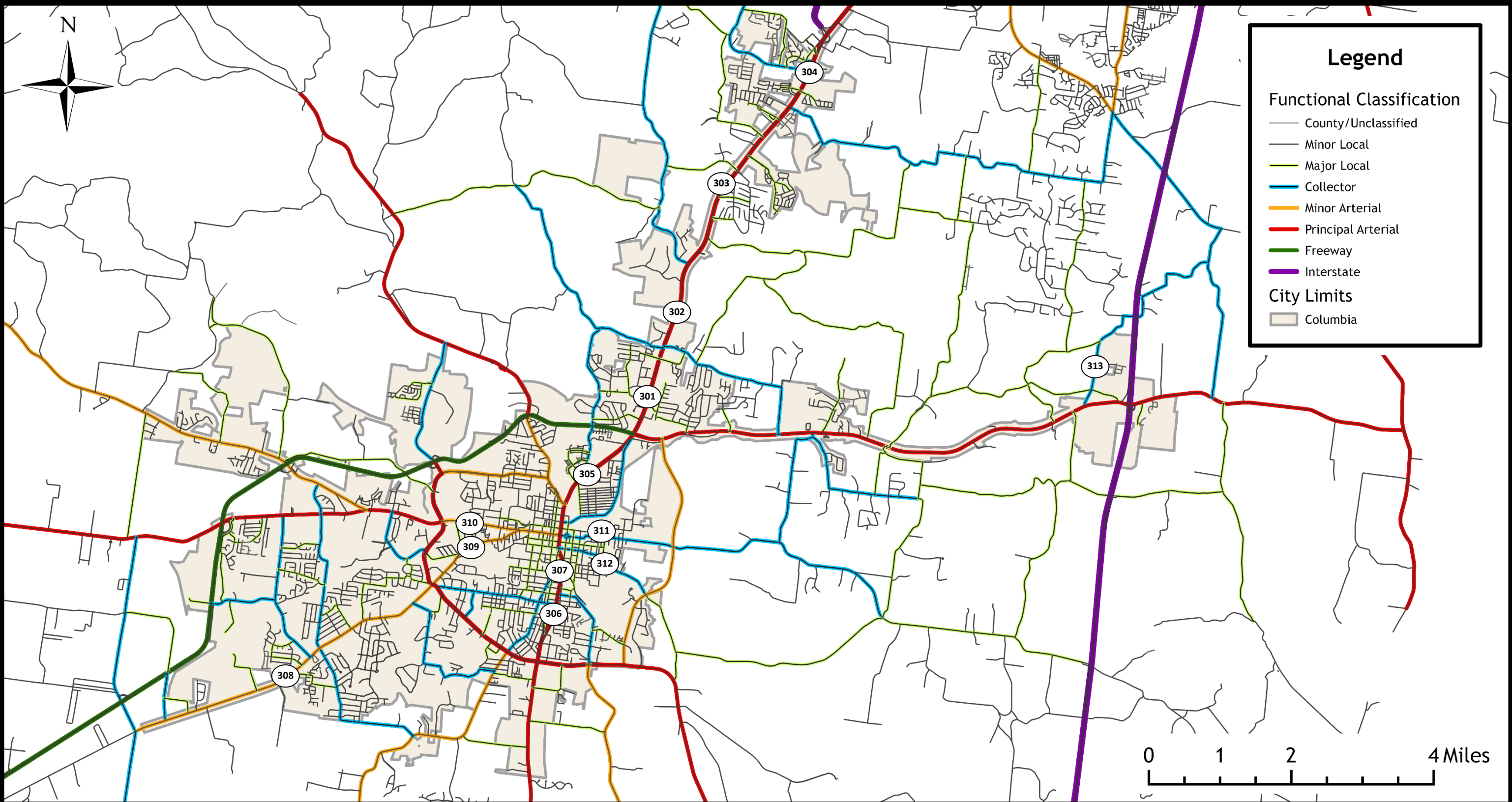
- Columbia



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Map 4:
Mid Term Projects



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Map 5:
Long Term Projects



CITY OF COLUMBIA TENNESSEE
CITY COUNCIL
STAFF REPORT

STAFF REPORT CONTACT INFORMATION

Paul Keltner, AICP, Director of Development Services, paul@columbiatn.com 931.560.1560

AGENDA ITEM TITLE:

1ST CONSIDERATION ON ORDINANCE NO. 4491 - AN ORDINANCE TO AMEND ORDINANCE NO. 4400, THE SAME BEING THE ZONING ORDINANCE OF THE CITY OF COLUMBIA, TENNESSEE BY REZONING TAX MAP 101 PARCEL 39.00, LOCATED AT 6218 CAYCE LANE, FROM CD-2 (RURAL CHARACTER DISTRICT) TO CD-3L (NEIGHBORHOOD LARGE LOT CHARACTER DISTRICT) - WARD 2

RECOMMENDATION: Approve Ordinance No. 4491 on first consideration and establish February 8, 2024 as the date of Public Hearing.

INFORMATION: The applicant is requesting to rezone the 30 acre tract for future development of a residential neighborhood with the concept plan reflecting 61 lots. The Planning Commission reviewed this request at the December 13, 2023 meeting and recommended approval by a vote of four to zero with two abstentions.

ATTACHMENTS: Ordinance No. 4491; Exhibit A; Exhibit B; Staff Report; Concept Plan.

AN ORDINANCE TO AMEND ORDINANCE NO. 4400, THE SAME BEING THE ZONING ORDINANCE OF THE CITY OF COLUMBIA, TENNESSEE BY REZONING TAX MAP 101 PARCEL 39.00, LOCATED AT 6218 CAYCE LANE, FROM CD-2 (RURAL CHARACTER DISTRICT) TO CD-3L (NEIGHBORHOOD LARGE LOT CHARACTER DISTRICT).

BE IT ORDAINED BY THE CITY OF COLUMBIA:

Section 1: That the City of Columbia Zoning Ordinance, the same being Ordinance No. 4400, and the zoning maps therein adopted be, and the same are hereby amended by rezoning the property herein described from CD-2 (Rural Character District) to CD-3L (Neighborhood Large Lot Character District).

Section 2: Said property to be rezoned, being Tax Map 101 Parcel 39.00, located at 6218 Cayce Lane, is located in the Ninth Civil District of Maury County, Tennessee, within the corporate limits of the City of Columbia, as described on Exhibit "A", which is attached hereto and incorporated herein by reference. A location map showing the proposed area to be rezoned from CD-2 (Rural Character District) to CD-3L (Neighborhood Large Lot Character District) is attached hereto, identified as Exhibit "B" and incorporated herein by reference.

Section 3: This Ordinance is passed after review of Columbia Zoning Ordinance Section 8.5.19.H.4 by the Columbia Municipal Planning Commission with a recommendation of approval on the 13th day of December, 2023, and after a public hearing held on the 8th day of February, 2024, with notice of said hearing being given in The Daily Herald of Columbia, Tennessee, fifteen (15) days or more before said hearing.

Section 4: That pursuant to Section 8.5.19.K.6, the City Council makes the following specific findings:

- A. The proposed rezoning is in agreement with the Comprehensive plan and any applicable local area plans;

- B. It has been determined that the legal purposes for which zoning exists are not contravened; and
- C. It has been determined that there will be no adverse effect upon the Adjoining property owners unless such effect can be justified by the overwhelming public good or welfare;

Section 5: That all ordinances or parts of ordinances in conflict herewith are hereby repealed.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF COLUMBIA, TENNESSEE, This the 8th day of February, 2024.

CHARLES (CHAZ) M. MOLDER, MAYOR

ATTEST:

THAD H. JABLONSKI, CITY RECORDER

LEGAL FORM APPROVED:



C. TIM TISHER, CITY ATTORNEY

APPROVED FOR FIRST CONSIDERATION:

ANTHONY R. MASSEY – CITY MANAGER

Passed on 1st consideration _____

Passed on 2nd consideration: _____

**BK/PG:R2877/600-603
22018670**

4 PGS : WARRANTY DEED	
NANCY MCMEEN	289567 - 22018670
09/30/2022 - 10:42 AM	
VALUE	1480000.00
MORTGAGE TAX	0.00
TRANSFER TAX	5476.00
RECORDING FEE	20.00
DP FEE	2.00
REGISTER'S FEE	1.00
TOTAL AMOUNT	5499.00
STATE OF TENNESSEE, MAURY COUNTY	
JOHN FLEMING	
REGISTER OF DEEDS	

This Instrument Prepared By:
Thomas M. Hutto Esq.
Dale, Hutto & Lyle, PLLC
805 South Garden Street
P.O. Box 1017
Columbia, TN 38402-1017

WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS, this indenture entered into between **STORMY A. WALKER**, FIRST PARTY, which expression shall include heirs, assigns and personal representatives, and, **KCS PROPERTY LLC, A TENNESSEE LIMITED LIABILITY COMPANY**, SECOND PARTY, which expression shall include heirs, assigns and personal representatives.

WITNESSETH:

For the consideration of TEN DOLLARS (\$10.00), and other good and valuable considerations, the receipt of all of which is hereby acknowledged, FIRST PARTY conveys to SECOND PARTY the following described property:

Being in the Ninth (9th) Civil District of Maury County Tennessee in the city limits of Columbia Tennessee.

Beginning at a point in the center of the CSX Railroad, said point is located S 40°41'33" W a distance of 115.2" from an old concrete mile marker post (235).

Thence with the center of the railroad S 48°04'58" W a distance of 176.44; Thence with a curve with an arc length of 1528.36 with a radius of 5674.41 with a chord bearing of S 56°08'55" W with a chord length of 1523.75 to a point in the center of the railroad; Thence leaving the railroad and running with the land of the TDOT 34th District N 35° 24'00" W a distance of 34.15 to a iron pin set in an old fence running parallel to the railroad; Thence N 35°24'00" W a distance of 277.37 to a 1 1/2" pipe; Thence S 72°54'07" W a distance of 373.75 to a iron pin set in the East line of Cayce Lane; Thence running with the east line of Cayce Lane N 07°14'55" E a distance of 1061.62 to a iron pin set. Thence leaving Cayce Lane and running with the line of Goodman S 82°42'14" E a distance of 1770.04 to a iron pin set at an old Wood Fence Post; Thence S 82°42'14"E a distance of 45.13 to the point of beginning having an area of 30.76.

Being the same property conveyed to Stormy A. Walker by deed recorded on September 23, 2016 in Book R2392, Page 1408, in the Maury County Register of Deeds

101-039.00

WARRANTY DEED

Legal description obtained from prior deed.

TO HAVE AND TO HOLD said real estate unto SECOND PARTY, together with all rights, titles, easements and appurtenances thereunto belonging, forever.

FIRST PARTY COVENANTS that it is lawfully seized and possessed of said real estate and that FIRST PARTY has a good and lawful right to convey the same, and that it is unencumbered, except for current year's property taxes; easement for private sewer line described in Deed Book 379, Page 427, Register's Office of Maury County, Tennessee; easements described in Deed Book 359, Page 205, Register's Office of Maury County, Tennessee; subject to charter right of way for CSX railroad; and any other matters of record.

FIRST PARTY FURTHER COVENANTS to forever warrant and defend the title to the above described property unto SECOND PARTY against the lawful claims of all persons whomsoever.

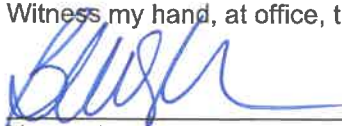
IN WITNESS WHEREOF, this conveyance has been executed on this 30th day of September, 2022.


Stormy A. Walker

STATE OF TENNESSEE
COUNTY OF MAURY

On this 30 day of September, 2022, before me personally appeared **STORMY A. WALKER**, to me known to be the person (or persons) described in and who executed the foregoing instrument, and acknowledged that such person (or persons) executed the same as such person's (or persons') free act and deed.

Witness my hand, at office, this 30 day of September, 2022.



Notary Signature

My commission expires: June 20, 2023



STATE OF TENNESSEE - MAURY COUNTY

I hereby affirm that the actual consideration for this transfer or value of the property transferred, whichever is greater is **\$1,480,000.00**.



Affiant

Sworn and subscribed to before me,

30th day of September, 2022.



Notary Public

My commission expires: 6/25/25



**PERSON OR AGENCY
RESPONSIBLE FOR TAXES:**

KCS PROPERTY LLC

1985 Ridgecrest Drive

Columbia, TN 38401

**NAME AND ADDRESS
OF PROPERTY OWNERS:**

KCS PROPERTY LLC

1985 Ridgecrest Drive

Columbia, TN 38401

**THIS DOCUMENT WAS
E-RECORDED**

COUNTY Maury
BOOK R2817
PAGE 600



**MAURY COUNTY
TITLE COMPANY, INC.**

Real Estate. Real Attorneys. Real Simple.

805 South Garden Street
P.O. Box 2012
Columbia, TN 38402-2012
Phone (931) 388-4487
Fax (931) 381-3748
www.maurycountytile.com

Tennessee Certification of Electronic Document

I, Brittany Brewer, do hereby make oath that I am a
licensed attorney and/or the custodian of the original version of the electronic document tendered
for registration herewith and that this electronic document is a true and exact copy of the original
document executed and authenticated according to law on 09-30-2022 (date of
document).

(Brittany Brewer)
Affiant Signature

09-30-2022

Date

State of Tennessee
County of Maury

Sworn to and subscribed before me this 30th day of September, 2022.

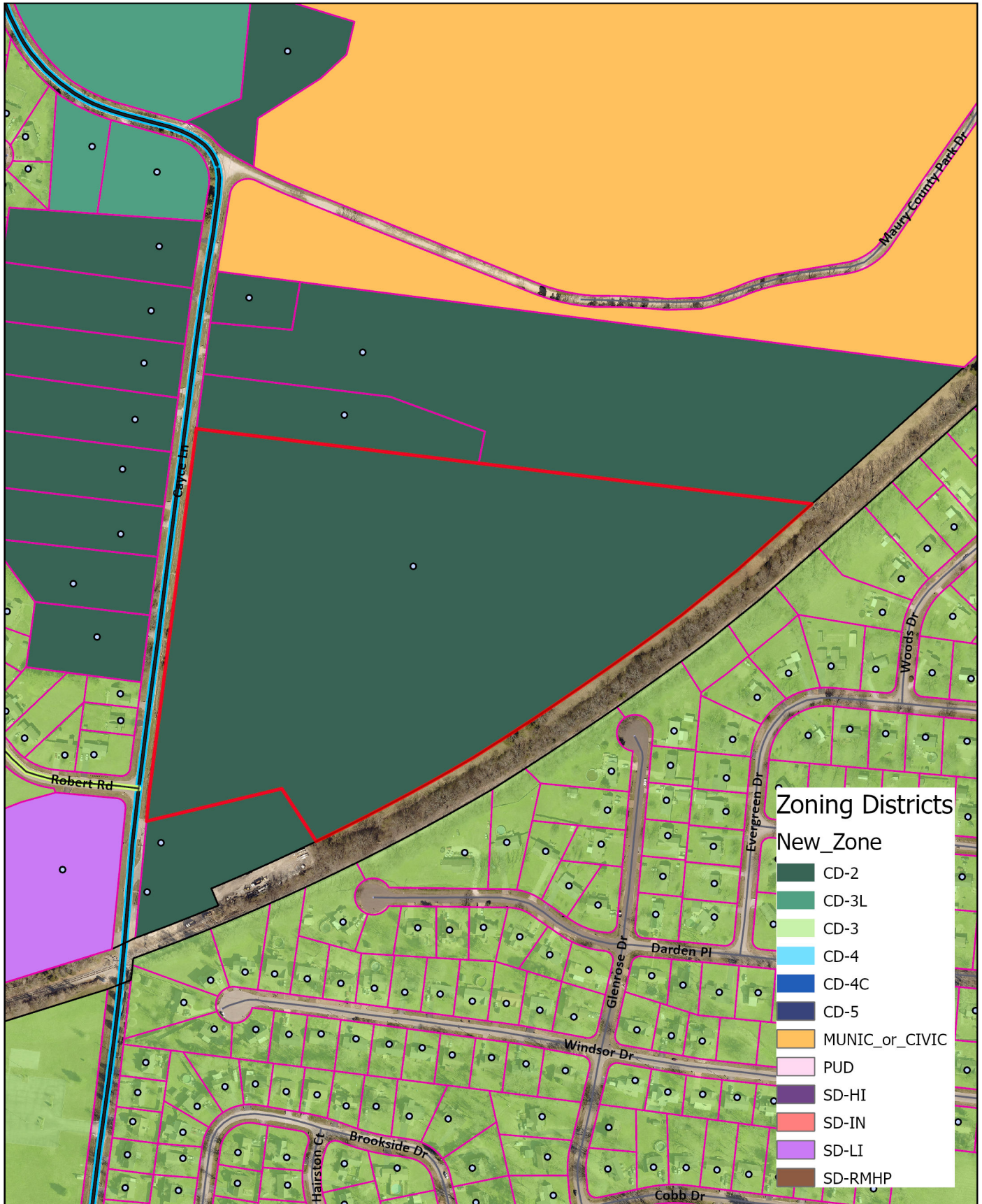


NOTARY'S SEAL

Thomas M. Hutto

Notary's Signature

My commission expires: 6/25/25



Zoning Districts	
New_Zone	
CD-2	
CD-3L	
CD-3	
CD-4	
CD-4C	
CD-5	
MUNIC_or_CIVIC	
PUD	
SD-HI	
SD-IN	
SD-LI	
SD-RMHP	

Ord.No.4491-Exh.B

6218 Cayce Lane

PRELIMINARY CONCEPT SKETCH



LOT AREA TABLE		
LOT#	S.F.	Ac.
1	5,968	0.14
2	9,514	0.22
3	11,021	0.25
4	11,032	0.25
5	11,044	0.25
6	12,034	0.28
7	12,000	0.28
8	12,000	0.28
9	12,000	0.28
10	12,000	0.28
11	12,000	0.28
12	12,000	0.28
13	12,000	0.28
14	12,000	0.28
15	12,000	0.28
16	12,000	0.28
17	12,000	0.28
18	13,689	0.31
19	13,000	0.30
20	14,467	0.33
21	15,908	0.37
22	14,530	0.33
23	13,000	0.30
24	13,000	0.30
25	13,000	0.30
26	13,000	0.30
27	13,000	0.30
28	14,934	0.34
29	15,375	0.35
30	13,000	0.30
31	12,083	0.28
32	12,799	0.29
33	12,000	0.28
34	12,000	0.28
35	12,000	0.28
36	12,000	0.28
37	12,932	0.30
38	14,166	0.33
39	13,000	0.30
40	13,000	0.30
41	13,000	0.30
42	13,000	0.30
43	13,000	0.30
44	13,000	0.30
45	13,000	0.30
46	13,000	0.30
47	14,166	0.33
48	13,066	0.30
49	12,000	0.28
50	12,000	0.28
51	12,000	0.28
52	11,987	0.28
53	9,545	0.22
54	11,000	0.25
55	11,000	0.25
56	11,000	0.25
57	10,218	0.23
58	14,933	0.34
59	12,000	0.28
60	12,000	0.28
61	12,000	0.28

OPEN SPACE AREA TABLE		
OS-A	22,695	0.52
OS-B	3,004	0.07
OS-C	15,583	0.36
OS-D	3,561	0.08
OS-E	39,195	0.90
OS-F	20,890	0.48
OS-G	6,850	0.16
OS-H	224,400	5.38

SITE DATA:

OWNER: KCS PROPERTY, LLC
1985 RIDGECREST DRIVE
COLUMBIA, TN 38401

PARCEL NUMBER: TAX MAP 101 PARCEL 039.00
DEED BOOK: R2877, PG 600

SUBJECT PARCEL ZONING: CURRENT ZONING CD-2
PROPOSED ZONING CD-3L

ACREAGE OF SITE: 30.76 ACRES
(PROPOSED 222,599.31 S.F. - 5.11 Ac.
RIGHT OF WAY DEDICATION)

MINIMUM REQUIRED BUILDING SETBACKS:
30' FRONT
30' REAR OR 15' REAR IF ALLEY LOADED
12' SIDE
30' SIDE SETBACK FOR CORNER LOTS

UTILITY SERVICES:
WATER SERVICE
COLUMBIA POWER & WATER SYSTEMS
201 PICKENS LANE
COLUMBIA, TENNESSEE 38401
(931) 388-4633
ELECTRIC SERVICE
COLUMBIA POWER & WATER SYSTEMS
201 PICKENS LANE
COLUMBIA, TENNESSEE 38401
(931) 388-4833

PURPOSE NOTE: CONSTRUCT 5,117.22 L.F. OF ROADWAY AND PROVIDE 61 RESIDENTIAL LOTS.

NOTES:
1. INSTALLATION OF HVAC EQUIPMENT IN P.U.D.E.'s WITH BURIED PIPES IS PROHIBITED.
2. ALL DRAINAGE SWALES AND BERMS TO BE MAINTAINED BY INDIVIDUAL HOMEOWNERS.

BENCHMARK
BENCHMARK #1
EXIST IRON PIN
ELEV = 691.10'
N = 464,418.94
E = 1,643,263.05
TN STATE PLANE
COORDINATE SYSTEM,
NAD 83 DATUM

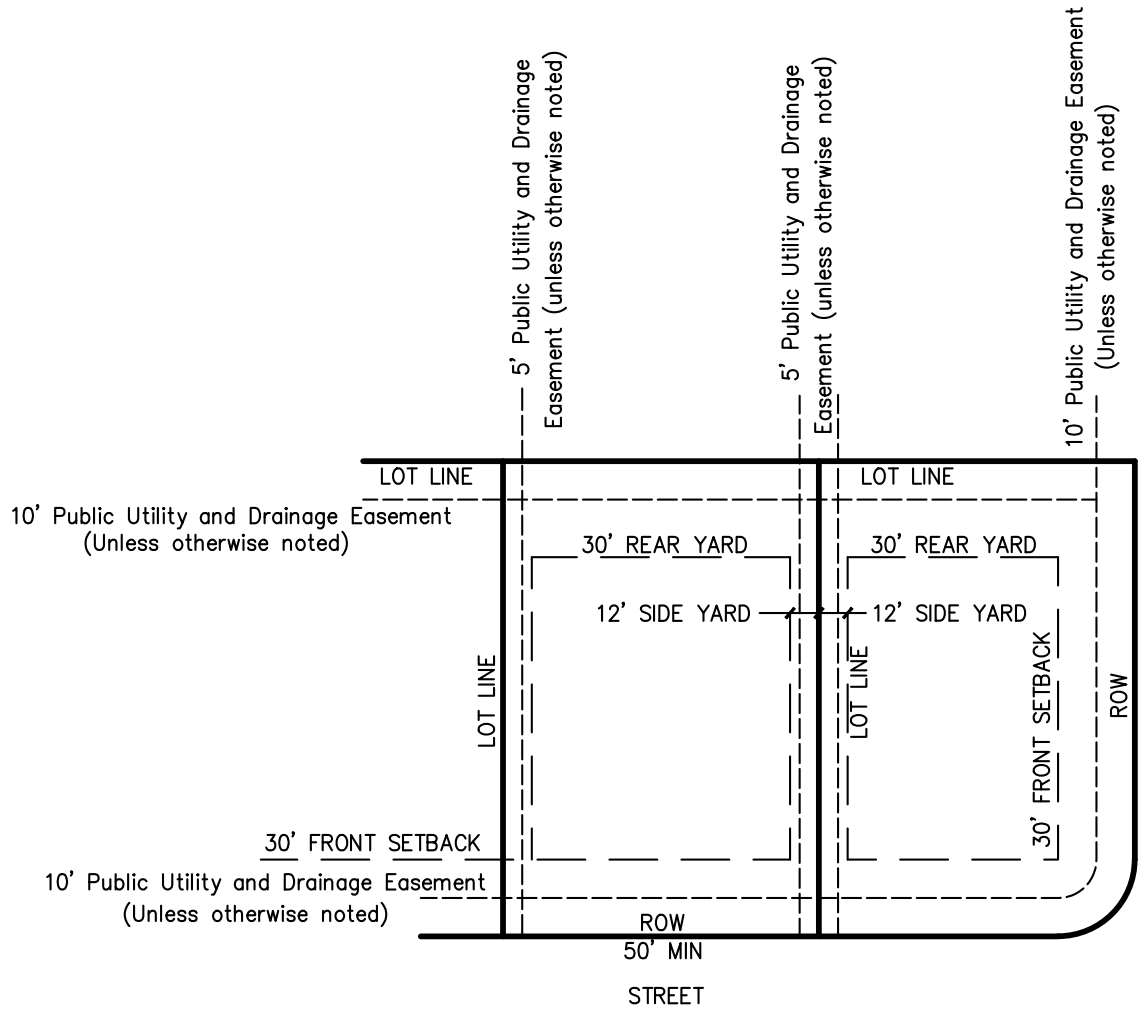
WARNING! UTILITY LINES!
THE CONTRACTOR WILL EXERCISE EXTREME CAUTION IN THE USE OF EQUIPMENT IN AND AROUND OVERHEAD AND UNDERGROUND UTILITY WIRES AND SERVICES. IF AT ANY TIME IN THE PURSUIT OF THIS WORK THE CONTRACTOR MUST WORK IN CLOSE PROXIMITY OF OVERHEAD OR UNDERGROUND SERVICES, THE UTILITY COMPANY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

LEGEND

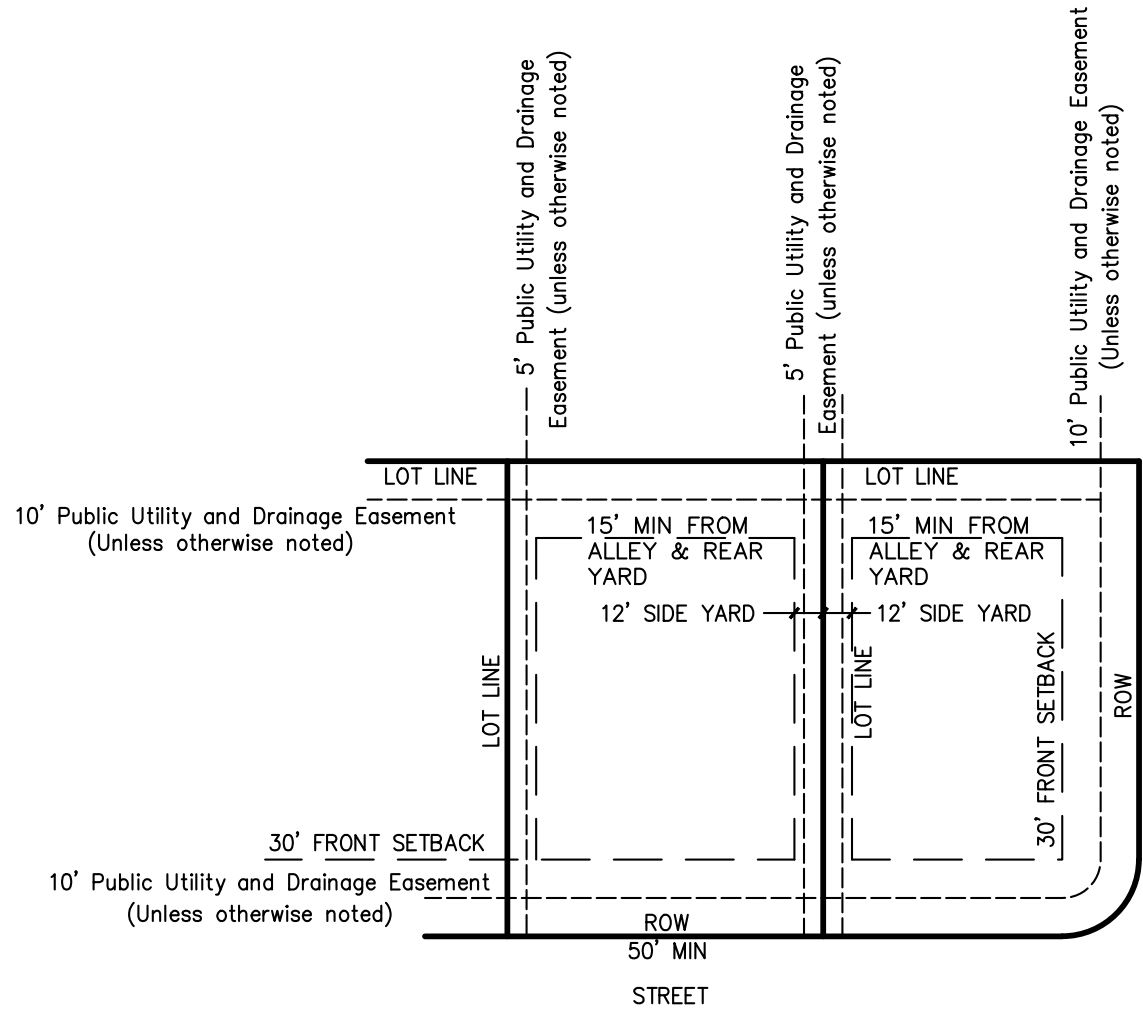
EXISTING
PROPOSED

WATER MAIN
SANITARY SEWER
STORM SEWER
OVERHEAD FENCE
GAS
DRAINAGE DITCH
TREE PROTECTION FENCE
SIGN
UTILITY POLE
IRON PIN SET
EXISTING IRON PIN
CONCRETE MONUMENT
DECIDUOUS TREE
GATE VALVE IN BOX
LIGHT POLE
BENCHMARK

TREE LINE
STORM STRUCTURE LABEL
ASPHALT
CONCRETE
PARKING SPACES



SUBDIVISION
TYPICAL LOT LAYOUT

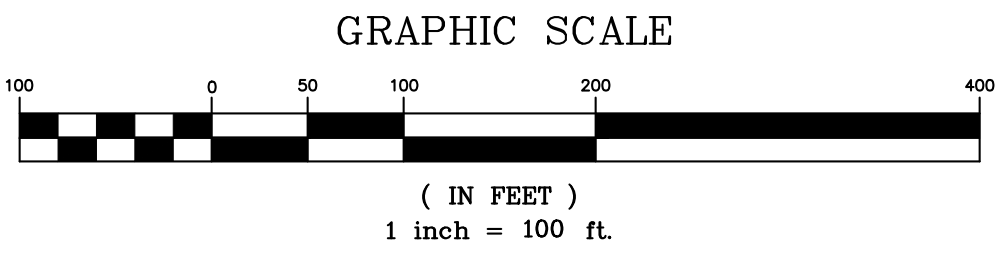


SUBDIVISION
TYPICAL LOT LAYOUT
ALLEY LOADED

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

SITE BENCHMARK NOTE:
CONTRACTOR SHALL ESTABLISH A BENCHMARK PRIOR TO CONSTRUCTION. EXISTING BENCHMARK MUST BE RE-VERIFIED AND APPROVED BY THE ENGINEER/SURVEYOR PRIOR TO USE.
BOUNDARY & TOPOGRAPHIC SURVEY PROVIDED BY:
W.E.S. ENGINEERS AND SURVEYORS
2486 NASHVILLE HWY
COLUMBIA, TENNESSEE 38401
(931) 388-2329

FLOOD STUDY NOTE:
THIS PROPERTY IS NOT LOCATED WITHIN A FLOOD HAZARD AREA AS PER FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAPS (FIRM'S) MAP NUMBER 47117C0280E DATED APRIL 16, 2007.



Submitted for Municipal Approval
Not for Construction

© 2023

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

Client: KCS PROPERTY, LLC
1985 Ridgcrest Drive
Columbia, TN 38401

DATE: _____

REVISIONS: _____

CAYCE LANE
6216 CAYCE LANE
COLUMBIA, MAURY COUNTY, TENNESSEE
PRELIMINARY CONCEPT SKETCH

Drawn: RP
Checked: GV
Approved: GV
Date: Nov. 21, 2022

Job. no. 22569
Scale: Vertical: 1"=100'
Horizontal: _____

MP-1

Cayce Lane Rezoning

Project #:	23-0238	Location:	Map 101 Parcel 39.00
Applicant:	Wade Kincaid	Case Type(s):	Rezoning
Staff Planner:	Kevin C. McCarthy, AICP	Proposed Use:	Single Family Homes

PROJECT SUMMARY

The applicant requests to rezone a 30.76-acre parcel located on the east side of Cayce Lane from CD-2 (Rural Character District) to CD-3L (Neighborhood Large Lot Character District). Both the current and requested zoning designations are primarily residential in character. The Zoning Ordinance permits one dwelling unit per acre in CD-2 and two dwelling units per acre in CD-3L. The applicant previously requested to rezone the subject site to CD-3 (Neighborhood Character District) which permits four dwelling units per acre. The Planning Commission recommended approval; City Council ultimately denied the request.

- The DRC reviewed this proposal at its July 2023 meeting.
- The request is consistent with Connect Columbia, the City's comprehensive plan.
- The concept plan generally indicates that it is possible to develop the site in conformity with the requested standards. However, greater detail will be required at the time of any subsequent Site Development Plan and Preliminary Plat.
- At the request of staff, the applicant provided specific responses to some of the rezoning criteria.
- The Planning Commission is a **recommending body** for rezoning requests.
- Templates are provided at the end of the report to assist the Planning Commission in crafting properly formatted motions.

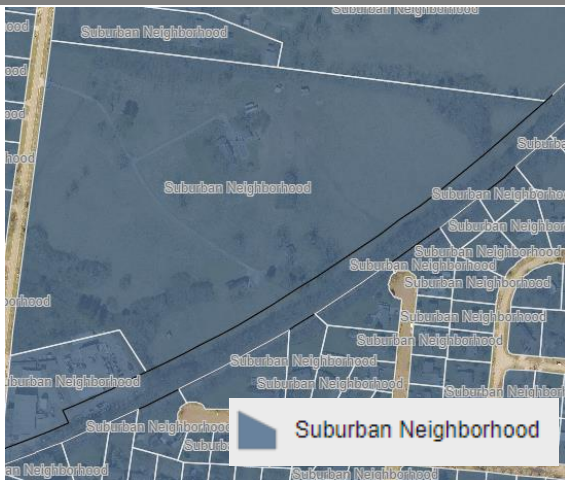


SITE INFORMATION

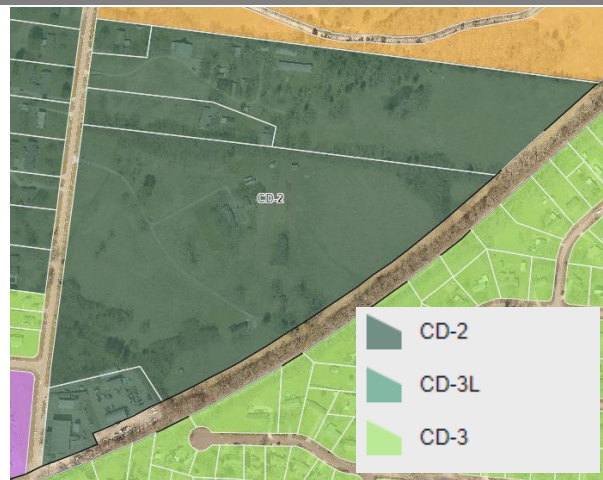
CURRENT ZONING	EXISTING USE	EXISTING IMP.	LAND AREA
CD-2	Residential	Single-Family Home	+/-30.76 Acres



FUTURE LAND USE MAP



ZONING MAP



SITE CONTEXT/ADJACENT PROPERTIES			
	Future Land Use	Zoning	Current Use
Subject Property	Suburban Neighborhood	CD-2	Single-Family
North	Suburban Neighborhood	CD-2	Single-Family
South	Suburban Neighborhood	CD-2	Vehicle Service/Civic
East	Suburban Neighborhood	CD-3	Single-Family
West	Suburban Neighborhood	CD-2/CD-3	Single-Family

Existing improvements on the property consist of a single-family home and various accessory structures. The home was constructed in 1960. Most of the subject site is bounded by Cayce Lane and railroad tracks. Large lot single family homes abut the site to the north. A Tennessee Department of Transportation facility borders the property on the south. The area is mostly a mix of CD-2 and CD-3 zoned residential property with the exception of the TDOT property and a self-storage facility. The future land use of the subject property and all adjacent properties is Suburban Neighborhood.

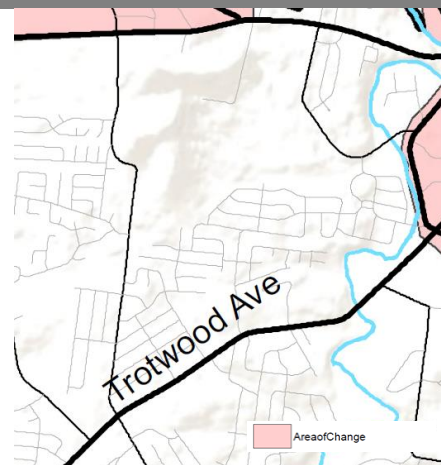
CONSISTENCY WITH CONNECT COLUMBIA

Suburban Neighborhood: The future land use of the subject site is Suburban Neighborhood. The Character Area is conducive to residential development and neighborhoods with limited intermixed and compatible civic uses (Connect Columbia, p. 22). The Future Land Use Plan indicates that “the general development pattern is defined by a single use activity on individual lots” (Connect Columbia, p. 22). Green space is largely incorporated on individual lots; neighborhood and community parks should be located within neighborhoods to enhance the quality of life. Development should emphasize connectivity and housing diversity (Connect Columbia, p. 23). The Character Area Matrix from page twenty-two of the Future Land Use Plan (excerpted below) is a guide to approving requests for zoning map amendments and Planned Unit Developments. The future land use classification is implemented by the CD-3L and CD-3 character districts, as well as PUDs.

CHARACTER AREA MATRIX				
	Development Pattern	Zoning Category and Uses	Infrastructure	Design Standard
SUBURBAN NEIGHBORHOOD	Is the property in an Area of Change?	Residential Uses Zoning Category: Low Density Residential District and Medium Residential.	Not in an Area of Change: Limited new services, with mostly in-fill enhancements to existing infrastructure.	<u>Scale:</u> New dwellings and structures should be compatible with the established character of the area.
	No: The development pattern is established. Changes to overall character of the area should rarely occur. Yes: The development pattern is evolving. Changes to the area are likely as development occurs. New development should respect both the natural environment and blend with existing, surrounding neighborhood assets.	Public and Civic Uses Zoning Category: Religious Facilities, Government Facilities (low impact), and Educational Facilities.	Within an Area of Change: Extensions to transportation, water, sewer, and other services should be expected. New service or extensive redevelopment of existing services should be vetted and reviewed by Planning Commission and City Council as a primary element of approval.	<u>Architecture:</u> New developments should include a mix of architectural styles. Residential garages, if front-facing, should be recessed from the front façade of the structure. Civic use should respect the residential character, while providing architectural interest.

AREA OF CHANGE

The subject site **is not located** in an Area of Change (Connect Columbia Map 3). In 2017 the Planning Commission determined that the development pattern was established. Changes to overall character of the area should rarely occur. The designation does not necessarily mean that any particular development proposal is inconsistent with Connect Columbia. It does mean that the Planning Commission may pause to ensure the context of the area surrounding the subject property is considered fully in the review process. (Connect Columbia p. 14).

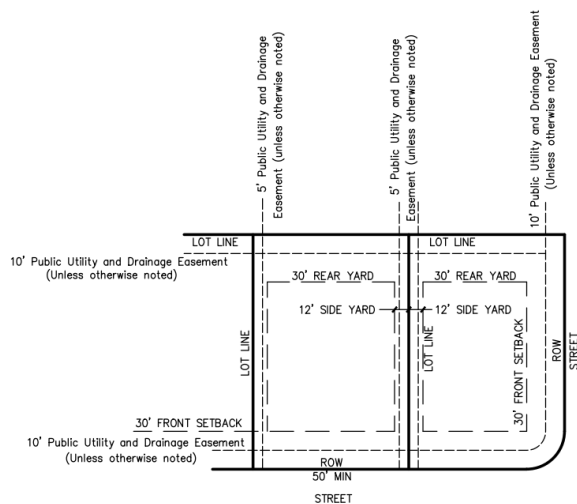


CONFORMITY WITH ZONING ORDINANCE

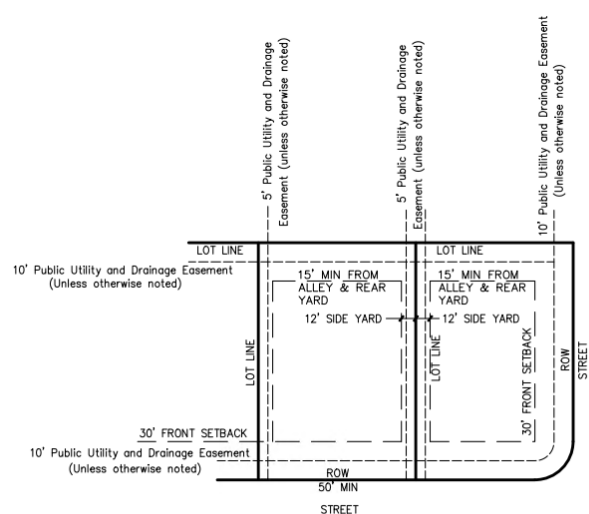
As required by § 8.5.19.F.3 of the Zoning Ordinance, the applicant provided a concept plan (i.e. “Sketch Development Plan”) demonstrating that it is possible to develop the property in conformity with the standards applicable to the requested zoning designation. Any development plan/preliminary plat would be required to comply with Zoning Ordinance 4400, adopted on July 14th, 2022. This request for rezoning simply establishes entitlements under the zoning ordinance, not a vested right to develop the site as depicted in the concept plan.

Lots, Building Sites & Bulk Standards

- The concept plan depicts single family lots which generally conform to the CD-3L bulk standards listed in Table 4.3.1-B of the Zoning Ordinance.
 - The Ordinance requires a minimum lot width of 100’.
 - The Ordinance requires minimum setbacks of:
 - 30’ front setback principal and secondary frontages;
 - 12’ side setback; and
 - 30’ rear setback, measured from the rear property line; or 15’ from the centerline of rear alley as applicable.
 - The applicant’s concept proposes two lot layouts, including a handful of lots served by rear alleys. Both conform to the CD-3L setbacks.



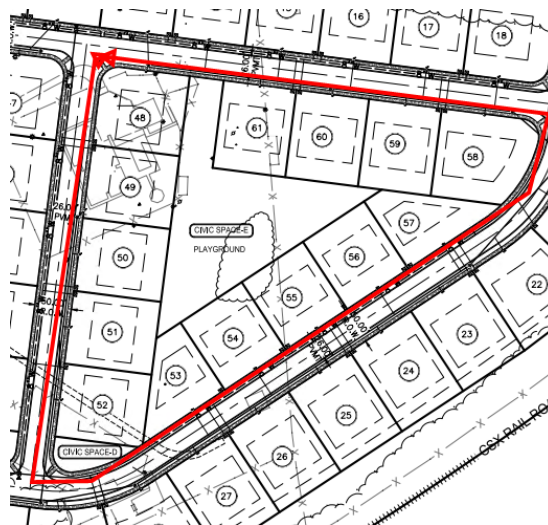
SUBDIVISION
TYPICAL LOT LAYOUT



SUBDIVISION
TYPICAL LOT LAYOUT
ALLEY LOADED

Blocks, Thoroughfares & Connectivity

- **The concept plan demonstrates that development of the site could conform to the applicable standard for block formation and size.**
 - The Zoning Ordinance requires that Thoroughfares on development sites be arranged to form blocks (§ 5.2.2.D, p.308).
 - Block formation allows the creation of lots with front-to-back discipline. This arrangement of public and private space (i.e. “Layers”) is the animating principle of the Ordinance.
 - A block perimeter may not exceed 3,600 feet (Table 4.3.1-B, p. 57; Table 5.2.2.D, p. 308).
 - The largest block depicted in the concept plan has a perimeter of less than 2,200 feet. Lots along the northern edge of the property establish a block pattern which could be continued by subsequent development on adjacent parcels.
 - Lots on the edge of the property along the railroad track deviate from the block pattern as permitted by § 5.2.2.



Civic Spaces

- **The concept plan indicated that it is possible to develop the site with required Civic Space in the form of Playgrounds, Greens, and Pocket Parks dispersed throughout the development. Additional details will be required for any subsequent Site Development Plan or Preliminary Plat.**

- Section **5.3.1** of Zoning Ordinance requires any development parcel¹ to utilize at least 5% but no more than 20% of its gross acreage as Civic Space conforming to the standards of Table 5.3.3-A.
- The applicant proposes to dedicate 7.95 acres (25.8%) of the 30.76-acre site to Civic Space.
- Section **5.3.3** offers eight Civic Space types that include green space, natural areas, pocket parks, etc.
- Each Civic Space type has its own standards for intent, size, frontage, character, and typical facilities.
- Section **5.3.3.B** further requires civic space designed and equipped as a playground within 1,300 feet of each lot within a CD-3L development.
- The concept plan depicts eight Civic Spaces, primarily green space, throughout the development. Some of the spaces may not meet the Planning Commission's standards for the applicable Civic Space type. Conformity with the standards will be evaluated at Site Development Plan and Preliminary Plat.

Type	Number	Area
Playground	2	1.38 acres
Green	2	5.90 acres
Pocket Park	4	0.67 acres

Tree Preservation

- **Section 4.3.16 of the Zoning Ordinance requires a percentage of existing tree cover to be preserved based upon the existing canopy on the development site.**
 - The applicant has not provided a tree preservation plan, and is not required to do so as part of a concept plan.
 - Any subsequent Site Development Plan or Preliminary Plat will require a tree preservation plan.
 - The preservation of existing tree canopy may alter the site design.

¹ Development Parcel: a parcel of land: (1) which, either alone or together with one or more other parcels under a common Development scheme, program or plan, is ten (10) or more gross acres; (2) with respect to the Development of which any new Thoroughfare, Internal Drive, or extension or change of the design of any existing Thoroughfare or Internal Drive is required or will be made or proposed; or (3) with respect to which any District assignment or any Thoroughfare or Internal Drive or alignment thereof is proposed to be made or changed by a Zoning Map or Zoning Map amendment. (§ 9.3, p. 490).

REVIEW PROCESS

The Development Review Committee evaluated the proposed Annexation at its July 2023 meeting, as directed by section **8.3.7** of the Zoning Ordinance. Technical comments are provided in the agenda package.

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

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

- a. The Rezoning is consistent and not in conflict with the Comprehensive Plan or other applicable approved local plans for the area;*
- b. It has been determined that the legal purposes for which zoning exists, as set forth in Section 1.5 [are not contravened];²*
- c. It has been determined that there will be no adverse effect upon Adjoining property owners unless such effect can be justified by the overwhelming public good or welfare;*
- d. It has been determined that no one property owner or small group of property owners will benefit materially from the change to the detriment of the general public;*
- e. It has been determined that conditions affecting the area have changed to a sufficient to warrant the Zoning Map Amendment or that the existing zoning of the property was the result of a mistake;*
- f. It has been determined that adequate school, road, parks, wastewater treatment, water supply, and stormwater drainage facilities are available*

SUMMARY OF DEVELOPMENT REVIEW COMMITTEE COMMENTS

The DRC reviewed this proposal at its July 2023 meeting. A full list of comments, and the applicant's responses, is provided in the agenda packet. Some key comments are noted below.

- **Planning** asked the applicant to provide a narrative response to criterion **8.5.19.H.4(e)** explaining why the applicant believes conditions affecting the area have changed sufficiently to warrant the Zoning Map Amendment. This request is due to the failure of the applicant's recent request to rezone the subject site.

² Ordinance 4400 contains this incomplete sentence. The previous ordinance contained a nearly identical list of criteria at § 3.18.7.B. The corresponding criterion in Ordinance 3638 read "the legal purposes for which zoning exists are not contravened."

- Planning also made a number of advisory comments. Specifically, planning staff noted that although the Zoning Ordinance permits gravel driveways in CD-3L (**Table 4.3.1-B, p. 62**), they are not appropriate in a 61-lot subdivision within the urbanized area of Columbia. If this project progresses to Site Development Plan, staff will recommend that Planning Commission request that the developer provide restrictive covenant prohibiting installation of gravel driveways.
- Columbia Water System's (**CPWS**) consultant (Inflow) noted that a water availability letter was issued on May 8, 2023. The letter will remain valid for 120 days.
- **Maury County Schools** noted that the site is currently in the attendance zones of Woodard Elementary, Whitthorne Middle, and Central High School. New construction or realignment of school attendance zones may be necessary to accommodate new students. This is a standard comment from the school system.

COMMENTARY FROM PROFESSIONAL PLANNING STAFF

The requested CD-3L zoning is consistent with Connect Columbia. The subject site's future land use classification is Suburban Neighborhood. The future land use classification is implemented by the CD-3L and CD-3 character districts, as well as PUDs.

Planning Commission may study the possibility of adverse impacts on surrounding property owners. The previous rezoning request for this property garnered significant public comment. At the request of the Planning Commission, the applicant provided a traffic study (not usually required for a rezoning), safety study, and storm water analysis. Although no material adverse impacts to other properties are known to staff at this time, there is clearly concern in the community about compatibility of development. The reduced density of CD-3L may, or may not, be more appropriate than the CD-3 previously requested. The applicant makes this argument in the response to comments: "[l]ower density gives more green space for water issues, will have less traffic, and will fit more with the existing character of the small portion of Cayce Lane directly across from [the subject] property."

Conditions affecting the area may have changed to a sufficient degree to warrant the Zoning Map Amendment. In response to comments, the applicant makes two claims: 1) that increased demand for housing warrants the rezoning; and 2) that, upon adoption of Ordinance 4400, it was a mistake to assign the CD-2 designation to property previously zoned RS-40. Demand for housing has increased in Columbia, which may warrant rezoning of the subject property. However, critique of City Council's decision not to initiate a mass-rezoning of properties throughout the city without owners' consent does not address the criterion at 8.5.19.H.4(e).

SAMPLE MOTIONS

Approve:

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

Approve Subject to Conditions:

Move to find, based on the information presented by the applicant and the analysis provided by city staff, that the criteria listed in section **8.5.19.H** of the City of Columbia Zoning Ordinance have been satisfied and recommend approval of the proposed rezoning, subject to the following conditions: [*list conditions of approval crafted by Planning Commission*].

Deny:

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

Defer:

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