

CITY OF MURFREESBORO PLANNING COMMISSION AGENDA

City Hall, 111 W. Vine Street, Council Chambers

**JUNE 5, 2024
6:00 PM**

**Kathy Jones
Chair**

- 1. Call to order.**
- 2. Determination of a quorum.**
- 3. Public Comments.**
- 4. Approve minutes of the May 15, 2024 Planning Commission meeting.**
- 5. Public Hearings and Recommendations to Council**
 - a. Annexation petition and plan of services [2024-505] for approximately 10.33 acres located at 3061 and 3071 New Salem Highway, Phillip and Tammy Dodd and Corner Stone Free Will Baptist Church applicants. (Project Planner: Richard Donovan)
 - b. Consideration of [2024-S-101] City of Murfreesboro Greenways, Blueways, and Bikeways Master Plan, City of Murfreesboro Parks and Recreation Department applicant.
- 6. Staff Reports and Other Business:**
 - a. Mandatory Referral [2024-710] to consider the abandonment of a portion of a landscape buffer easement located on property along Wilkinson Pike, Ragan Smith Associates applicant. (Project Planner: Brad Barbee)
 - b. Mandatory Referral [2024-713] to consider the abandonment of a portion of a detention pond easement located on property along Trust Drive, SEC, Inc. applicant. (Project Planner: Brad Barbee)
 - c. Mandatory Referral [2024-711] to consider the abandonment of a drainage easement located on property along South Bilbro Avenue, SEC, Inc. applicant. (Project Planner: Joel Aguilera)

MURFREESBORO PLANNING COMMISSION AGENDA

PAGE 2

JUNE 5, 2024

- d.** Mandatory Referral [2024-714] to consider the abandonment of a portion of a drainage easement located on property along Gresham Lane, Civil Infrastructure Associates on behalf of Hensley Group applicant. (Project Planner: Joel Aguilera)

7. Adjourn.

MINUTES OF THE MURFREESBORO PLANNING COMMISSION MAY 15, 2024

1:00 PM

CITY HALL

MEMBERS PRESENT

Kathy Jones, Chair
Ken Halliburton, Vice-Chair
Jami Averwater
Reggie Harris
Bryan Prince
Chase Salas
Shawn Wright

STAFF PRESENT

Greg McKnight, Exec. Director of Dev. Services
Ben Newman, Dir. Of Land Mngt. & Planning
Matthew Blomeley, Assistant Planning Director
Holly Smyth, Principal Planner
Richard Donovan, Principal Planner
Brad Barbee, Principal Planner
Jennifer Knauf, Project Engineer
Katie Noel, Project Engineer
Gabriel Moore, Project Engineer
Carolyn Jaco, Recording Assistant
Roman Hankins, Deputy City Attorney
John Tully, Assistant City Attorney

1. Call to order.

Chair Kathy Jones called the meeting to order at 1:00 p.m.

2. Determination of a quorum.

Chair Kathy Jones determined that a quorum was present.

3. Public Comments.

Chair Kathy Jones announced that no one signed up to speak during the Public Comment Portion of the agenda.

4. Approve minutes of the May 1, 2024 Planning Commission meeting.

Mr. Shawn Wright made a motion to approve the May 1, 2024 Planning Commission meeting minutes; the motion was seconded by Mr. Chase Salas and carried by the following vote:

Aye: Kathy Jones

Ken Halliburton

MINUTES OF THE MURFREESBORO PLANNING COMMISSION MAY 15, 2024

Jami Averwater

Reggie Harris

Bryan Prince

Chase Salas

Shawn Wright

Nay: None

5. Consent Agenda:

Churchview [2024-1011] preliminary plat for 10 lots on 5.32 acres zoned RS-10 located along Oakhaven Drive and Jones Boulevard, STEM, LLC developer.

YMCA, 2nd Resubdivision of Lots 2 & 3 [2024-2017] final plat for 2 lots on 9.51 acres zoned CH located along North Thompson Lane, Anchor Commercial Development, LLC developer.

Sulphur Springs Meadows, Resubdivision of Lots 9 & 10 [2024-2031] final plat for 2 lots on 3.09 acres zoned RS-15 located along Sulphur Springs Road, James Pinson and Adam Webb developers.

River Landing Townhomes, Section 2, Lot T7 [2024-2034] horizontal property regime for 34 units on 3.25 acres zoned PUD located along Leybourne Lane and Oswin Drive, DR Horton, Inc. developer.

Viewpoint Townhomes [2024-2036] horizontal property regime for 171 units on 22.11 acres zoned PRD and RM-16 located along Veterans Parkway and Otter Trail, BTR VM, LLC developer.

North Maple Street Townhomes [2024-2038] horizontal property regime plat for 2 units on 0.27 acres zoned RM-16 & CCO located along North Maple Street, BNA Homes, LLC developer.

MINUTES OF THE MURFREESBORO PLANNING COMMISSION MAY 15, 2024

Maney Estates Townhomes [2023-2039] horizontal property regime for 7 units on 0.58 acres zoned PRD & CCO located along Lee Street, BNA Homes, LLC developer.

Windwoods, Resubdivision of Section 1, Phase 1 Common Area and Lot 44 of Section 1, Phase 2 [2024-2032] final plat for 1 lot and 1 common area on 4.61 acres zoned PRD located along Trust Drive and Effie Seward Drive, AMH TN Development, LLC developer.

Jackson Towne, Phase 4 [2024-2033] horizontal property regime plat for 43 units on 4.36 acres zoned PRD located west of Manchester Pike, Cornerstone Development, LLC developer.

Wilson Corner, Resubdivision of Lots 1 and 2 [2024-2043] final plat for 2 lots on 3.47 acres zoned CH located along South Rutherford Boulevard and Bradyville Pike, OV 03 Bradyville, LLC developer.

Wawa Station, Lots 1 & 2 [2024-2040] final plat for 2 lots on 5.17 acres zoned CH located along New Salem Highway and Veterans Parkway, OV 01 New Salem, LLC developer.

Robinson Property [2024-2042] final plat for 1 lot on 2.96 acres zoned RS-15 located along Veterans Parkway, Oliver Randall Robinson, Jr. and Lisa Robinson developers.

Mr. Matthew Blomeley asked Mr. Chris Maguire (project engineer) representing the applicant for item B., final plat YMCA, 2nd Resubdivision of Lots 2 & 3 to come to the podium. Mr. Chris Maguire requested for this item be withdrawn from the agenda.

Ms. Jami Averwater made a motion to approve the consent agenda with the exception of item “b” (final plat YMCA, 2nd Resubdivision of Lots 2 & 3), which was withdrawn from the agenda by the applicant; the motion was seconded by Vice-Chairman Ken Halliburton and carried by the following vote:

MINUTES OF THE MURFREESBORO PLANNING COMMISSION MAY 15, 2024

Aye: Kathy Jones
Ken Halliburton
Jami Averwater
Reggie Harris
Bryan Prince
Chase Salas
Shawn Wright

Nay: None

6. GDO:

On Motion

Meadowlark, Phase 1 [2024-2035] horizontal property regime plat for 48 units on 6.04 acres zoned PRD, GDO-1, & GDO-2 located along Wilkinson Pike, Toll Southeast LP Company, Inc. developer. Mr. Brad Barbee presented the Staff Comments regarding this item, a copy of which is maintained in the permanent files of the Planning Department and incorporated into these Minutes by reference.

Mr. Aws Ahmed (project engineer) was in attendance representing the application.

There being no further discussion, Mr. Shawn Wright made a motion to approve the horizontal property regime plat subject to all staff comments; the motion was seconded by Ms. Jami Averwater and carried by the following vote:

Aye: Kathy Jones
Ken Halliburton
Jami Averwater
Reggie Harris
Bryan Prince

MINUTES OF THE MURFREESBORO PLANNING COMMISSION MAY 15, 2024

Chase Salas

Shawn Wright

Nay: None

7. Plats and Plans:

On Motion

Hearthwood, Lots 3-5 [2024-1010] master plan amendment and preliminary plat for 3 lots on 8.4 acres zoned CH and RM-12 located along South Rutherford Boulevard north of Chandler Place, Hearthwood Development, LLC developer. Ms. Holly Smyth presented the Staff Comments regarding this item, a copy of which is maintained in the permanent files of the Planning Department and incorporated into these Minutes by reference.

Mr. Bill Huddleston (project engineer) was in attendance representing the application.

There being no further discussion, Vice-Chairman Ken Halliburton made a motion to approve the master plan amendment and preliminary plat subject to all staff comments; the motion was seconded by Mr. Chase Salas and carried by the following vote:

Aye: Kathy Jones

Ken Halliburton

Jami Averwater

Reggie Harris

Bryan Prince

Chase Salas

Shawn Wright

Nay: None

MINUTES OF THE MURFREESBORO PLANNING COMMISSION MAY 15, 2024

Hearthwood, Lots 3-5 [2024-2037] final plat for 3 lots on 8.4 acres zoned CH and RM -12 located along South Rutherford Boulevard north of Chandler Place, Hearthwood Development, LLC developer. Ms. Holly Smyth presented the Staff Comments regarding this item, a copy of which is maintained in the permanent files of the Planning Department and incorporated into these Minutes by reference.

Mr. Bill Huddleston (project engineer) was in attendance representing the application.

There being no further discussion, Mr. Chase Salas made a motion to approve the final plat subject to all staff comments; the motion was seconded by Mr. Shawn Wright and carried by the following vote:

Aye: Kathy Jones
Ken Halliburton
Jami Averwater
Reggie Harris
Bryan Prince
Chase Salas
Shawn Wright

Nay: None

Aldi, Inc. – Lascassas Pike [2024-3041] site plan for a 20,670 ft2 grocery store on 3.74 acres zoned CF located along Lascassas Pike and Old Lascassas Road, HEMG, LLC developer. Ms. Holly Smyth presented the Staff Comments regarding this item, a copy of which is maintained in the permanent files of the Planning Department and incorporated into these Minutes by reference.

Mr. Bill Huddleston (project engineer) was in attendance representing the application.

MINUTES OF THE MURFREESBORO PLANNING COMMISSION MAY 15, 2024

There being no further discussion, Vice-Chairman Ken Halliburton made a motion to approve the site plan subject to all staff comments; the motion was seconded by Mr. Chase Salas and carried by the following vote:

Aye: Kathy Jones
Ken Halliburton
Jami Averwater
Reggie Harris
Bryan Prince
Chase Salas
Shawn Wright

Nay: None

8. New Business:

Zoning application [2024-404] for approximately 29.5 acres located along Old Salem Road to be rezoned from CF to RS-12, Alcorn Properties, LLC applicant. Mr. Richard Donovan presented the Staff Comments regarding this item, a copy of which is maintained in the permanent files of the Planning Department and incorporated into these Minutes by reference.

Mr. David Alcorn (applicant) and Mr. John Harney (broker) were in attendance representing the application.

Ms. Jennifer Knauf came forward stating the city has a consultant onboard to conduct a flood study in this area and along New Salem Highway. Once completed a conditional letter for map revision would be submitted to FEMA.

The Planning Commission began discussing their concerns regarding the ongoing flooding on this property and surrounding areas. They expressed not being comfortable conducting

MINUTES OF THE MURFREESBORO PLANNING COMMISSION MAY 15, 2024

a public hearing until more information is provided from the flood study that addresses the current conditions and how improvements can be made for development.

Mr. David Alcorn came forward asking for an indefinite deferral.

There being no further discussion, Mr. Shawn Wright made a motion to indefinitely defer the zoning application; the motion was seconded by Vice-Chairman Ken Halliburton and carried by the following vote:

Aye: Kathy Jones

Ken Halliburton

Jami Averwater

Reggie Harris

Bryan Prince

Chase Salas

Shawn Wright

Nay: None

Annexation petition and plan of services [2024-505] for approximately 10.33 acres located at 3061 and 3071 New Salem Highway, Phillip and Tammy Dodd and Corner Stone Free Will Baptist Church applicants. Mr. Richard Donovan presented the Staff Comments regarding this item, a copy of which is maintained in the permanent files of the Planning Department and incorporated into these Minutes by reference.

The applicants were in attendance for the meeting.

There being no further discussion, Mr. Shawn Wright made a motion to schedule a public hearing on June 5, 2024; the motion was seconded by Mr. Chase Salas and carried by the following vote:

MINUTES OF THE MURFREESBORO PLANNING COMMISSION MAY 15, 2024

Aye: Kathy Jones
Ken Halliburton
Jami Averwater
Reggie Harris
Bryan Prince
Chase Salas
Shawn Wright
Nay: None.

9. Staff Reports and Other Business:

Street naming [2024-901] to name the River Rock Boulevard-Beasie Road connector road to “Tommy Bragg Drive”, City of Murfreesboro Administration Department applicant. Mr. Matthew Blomeley presented the Staff Comments regarding this item, a copy of which is maintained in the permanent files of the Planning Department and incorporated into these Minutes by reference.

There being no further discussion, Mr. Shawn Wright made a motion to approve the street naming request; the motion was seconded by Ms. Jami Averwater and carried by the following vote:

Aye: Kathy Jones
Ken Halliburton
Jami Averwater
Reggie Harris
Bryan Prince
Chase Salas
Shawn Wright
Nay: None

MINUTES OF THE MURFREESBORO PLANNING COMMISSION MAY 15, 2024

Mr. Matthew Blomeley reminded the Planning Commissioners for the special workshop mobile tour meeting on May 28, 2024, from 1:00 p.m. to 3:00 p.m.

Mr. Matthew Blomeley also stated on June 13, 2024, there will be a joint Planning Commission/City Council work session meeting at 11:30 a.m.

10. Adjourn.

There being no further business the meeting adjourned at 2:08 p.m.

Chair

Secretary

BN: cj

**MURFREESBORO PLANNING COMMISSION
STAFF COMMENTS, PAGE 1
JUNE 5, 2024
PROJECT PLANNER: RICHARD DONOVAN**

5.a. Annexation petition and plan of services [2024-505] for approximately 10.33 acres located at 3061 and 3071 New Salem Highway, Phillip and Tammy Dodd and Corner Stone Free Will Baptist Church applicants.

The study area consists of two parcels located on the south side of New Salem Highway, just west of Veterans Parkway. Written petitions requesting annexation has been filed with the City by the owners of the subject properties requesting their property be annexed into the City of Murfreesboro. The 5.23 acre parcel at 3061 New Salem Highway is owned by Phillip and Tammy Dodd and currently developed with a single-family residence with a large accessory structure. The 5.10 acre parcel at 3071 New Salem Highway is owned by Corner Stone Freewill Baptist Church and currently developed as an existing institutional use (church). TDOT's New Salem Highway Widening Phase 3 project will overtake the septic fields serving the subject properties, and City Staff has recommended to the two property owners that they request annexation, so that they can connect to City sanitary sewer. TDOT will be extending sewer and connecting the properties in the study area as a part of the widening project.

The total annexation study area is approximately 10.33 acres and includes no additional right-of-way.

The annexation study area consist of two parcels:

Owner: Phillip and Tammy Dodd

Tax Map 115, Parcels 28.03 (5.23 acres)

Owner: Corner Stone Freewill Baptist Church

Tax Map 115, Parcel 28.04 (5.10 acres)

The property owners have not submitted a companion zoning application. Upon annexation, the subject properties will be zoned RS-15 per Section 17 of the Zoning Ordinance.

The annexation study area is located within the City of Murfreesboro's Urban Growth Boundary. The subject parcels are contiguous with the City Limits along their western, northern, and eastern boundaries. The study area is also located within the City's Service Infill Area, as indicated on the adopted Murfreesboro 2035 Comprehensive Plan future land use map.

Staff has drafted a plan of services, which is included in the agenda packet. It details how and when services can be extended to the property, if annexed. Due to its close proximity to the existing City limits, it will be relatively easy to extend services to the subject property, with the exception of fire and emergency service. A fire hydrant will need to be added along the common property line of the subject properties so that water availability is consistent with the city's Insurance Safety Office (ISO) standards. The fire hydrant will be installed with the relocation of CUDs water main, which is estimated to be complete in late 2025. The closest hydrant is over 700' from the entrance to the properties.

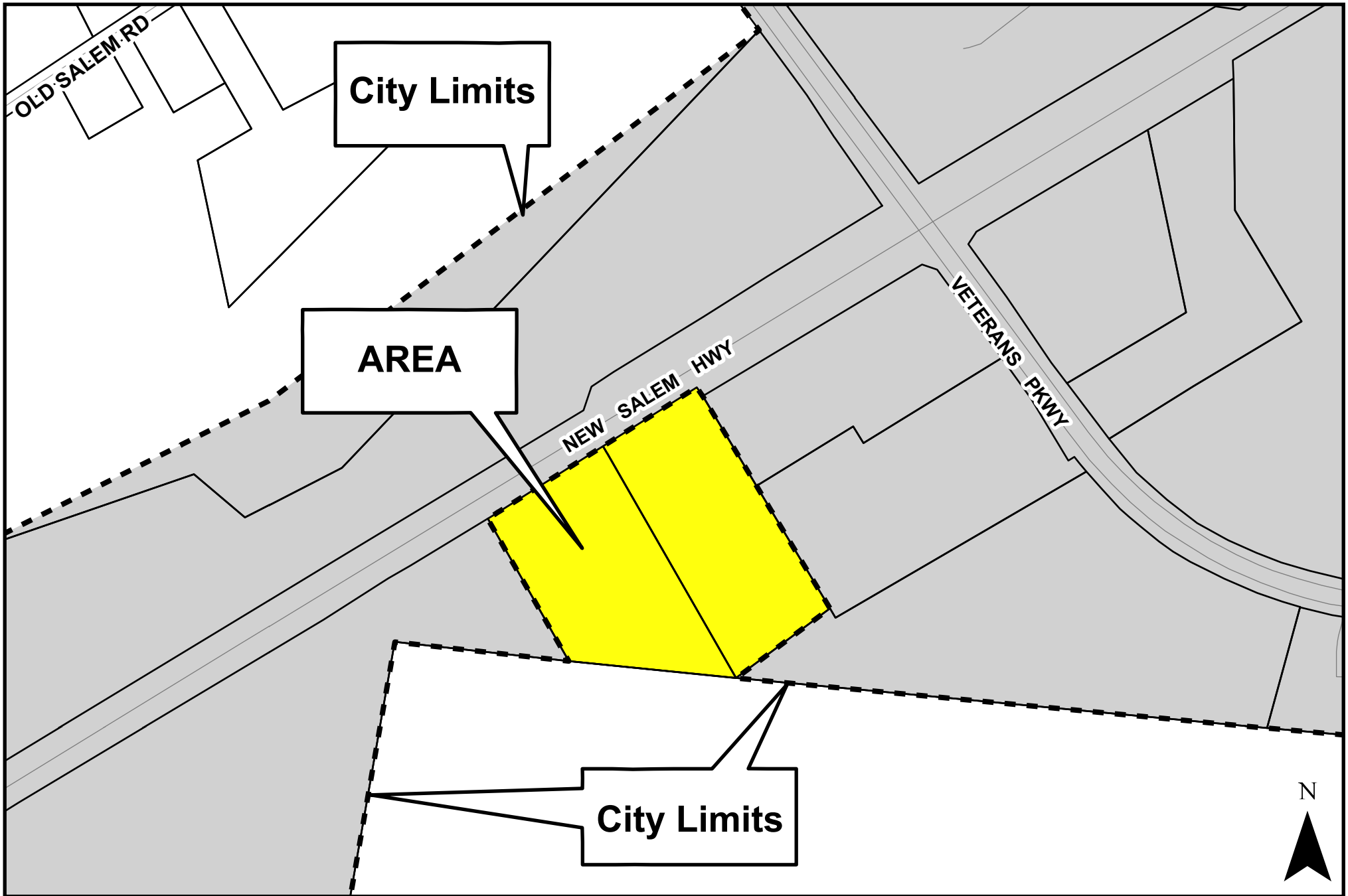
Staff recommendation:

Staff is supportive of this annexation request for the following reasons:

- 1) The subject property is contiguous with the existing City Limits.
- 2) It is located within the Urban Growth Boundary and within the Service Infill Area.
- 3) Services can be extended to the subject property upon annexation.
- 4) The properties will be served by City sanitary sewer with the New Salem Highway road construction project.

Action Needed:

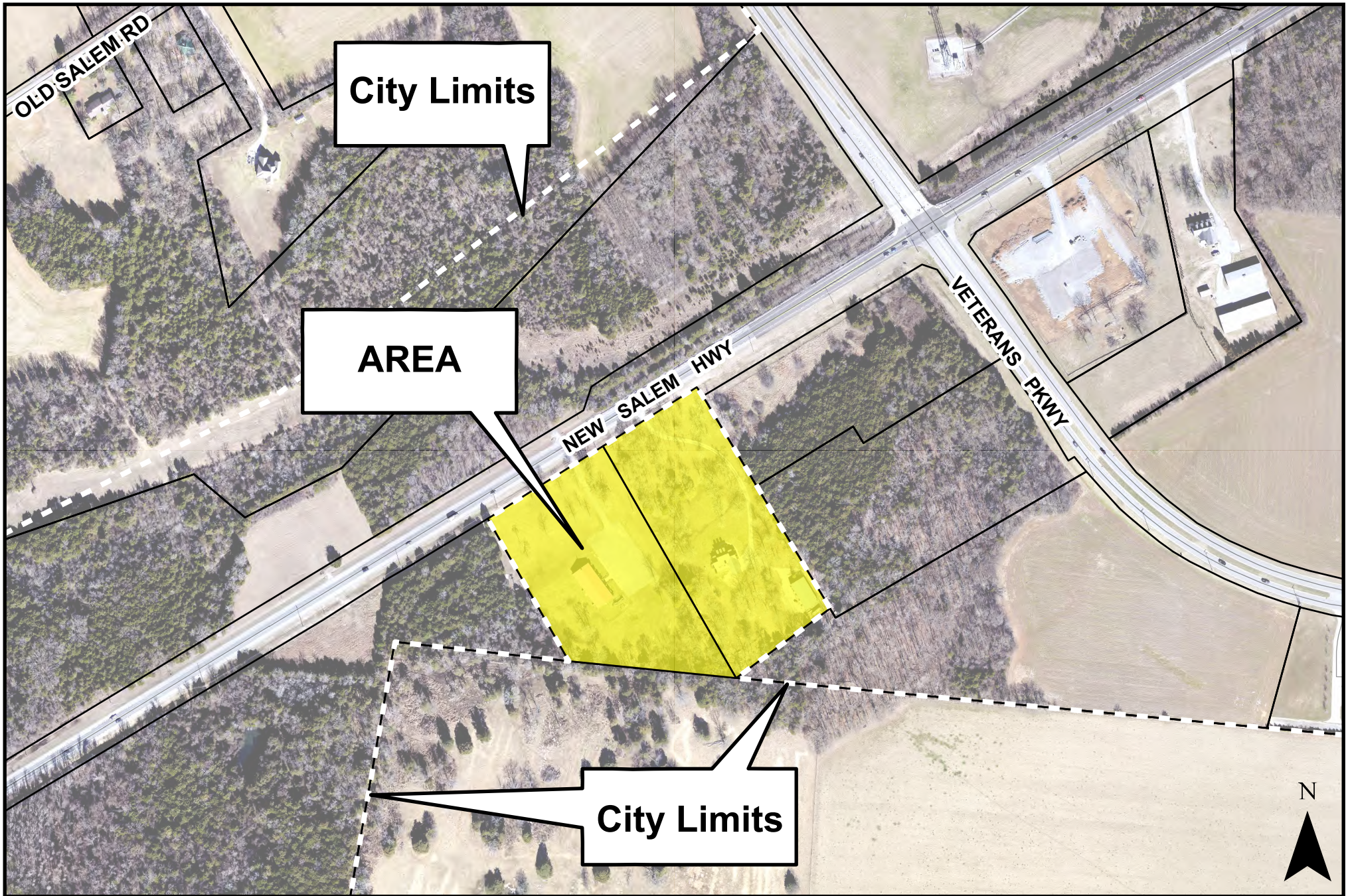
The Planning Commission will need to conduct a public hearing on this matter, after which it will need to formulate a recommendation for City Council.



Annexation request for property along
New Salem Highway

0 230 460 920 1,380
US Feet

Planning Department
City of Murfreesboro
111 West Vine St
Murfreesboro, TN 37130
www.murfreesborotn.gov



Annexation request for property along
New Salem Highway

0 230 460 920 1,380
US Feet

Planning Department
City of Murfreesboro
111 West Vine St
Murfreesboro, TN 37130
www.murfreesborotn.gov

**WRITTEN CONSENT
TO ANNEXATION BY THE CITY OF MURFREESBORO**

The undersigned is the only owner / are all of the owners of the property identified in the attached legal description (including street address and tax map / parcel number), and hereby consent(s) to the annexation of such property into the City.

Signatures must be by owners or those with an appropriate written Power of Attorney from an owner. If the owner is not an individual (eg. corporation, trust, etc.), list the entity's name, the name of the individual signing on behalf of the entity and the status of the individual (eg. president, trustee, partner). If you are signing this Petition based on a Power of Attorney, you must also attach a copy of the Power of Attorney.

1. Phillip W Dodd

Printed Name of Owner (and Owner's Representative, if Owner is an entity)

Signature: Phillip W Dodd Status: _____ Date: March 17, 2024

Mailing Address (if not address of property to be annexed)

2. Tammy A Dodd

Printed Name of Owner (and Owner's Representative, if Owner is an entity)

Signature: Tammy A Dodd Status: _____ Date: March 17, 2024

Mailing Address (if not address of property to be annexed)

3.

Printed Name of Owner (and Owner's Representative, if Owner is an entity)

Signature: _____ Status: _____ Date: _____

Mailing Address (if not address of property to be annexed)

4.

Printed Name of Owner (and Owner's Representative, if Owner is an entity)

Signature: _____ Status: _____ Date: _____

Mailing Address (if not address of property to be annexed)

(Attach additional signature pages if necessary)

Legal Description is attached: ✓ Yes
Power of Attorney applies and is attached: _____ Yes ✓ No

CHK# 3330
Receipt 274996
\$ 250.00

**WRITTEN CONSENT
TO ANNEXATION BY THE CITY OF MURFREESBORO**

The undersigned is the only owner / are all of the owners of the property identified in the attached legal description (including street address and tax map / parcel number), and hereby consent(s) to the annexation of such property into the City.

Signatures must be by owners or those with an appropriate written Power of Attorney from an owner. If the owner is not an individual (eg. corporation, trust, etc.), list the entity's name, the name of the individual signing on behalf of the entity and the status of the individual (eg. president, trustee, partner). If you are signing this Petition based on a Power of Attorney, you must also attach a copy of the Power of Attorney.

1. CORNER STONE FREE Will BAPTIST Church - ANTHONY Poff, TREASURER
Printed Name of Owner (and Owner's Representative, if Owner is an entity)

Signature: Anthony Poff Status: TREASURER Date: 3/17/2024

1516 SADDLE DRIVE MURFREESBORO, TN 37130
Mailing Address (if not address of property to be annexed)

2. _____
Printed Name of Owner (and Owner's Representative, if Owner is an entity)

Signature: _____ Status: _____ Date: _____

Mailing Address (if not address of property to be annexed)

3. _____
Printed Name of Owner (and Owner's Representative, if Owner is an entity)

Signature: _____ Status: _____ Date: _____

Mailing Address (if not address of property to be annexed)

4. _____
Printed Name of Owner (and Owner's Representative, if Owner is an entity)

Signature: _____ Status: _____ Date: _____

Mailing Address (if not address of property to be annexed)

(Attach additional signature pages if necessary)

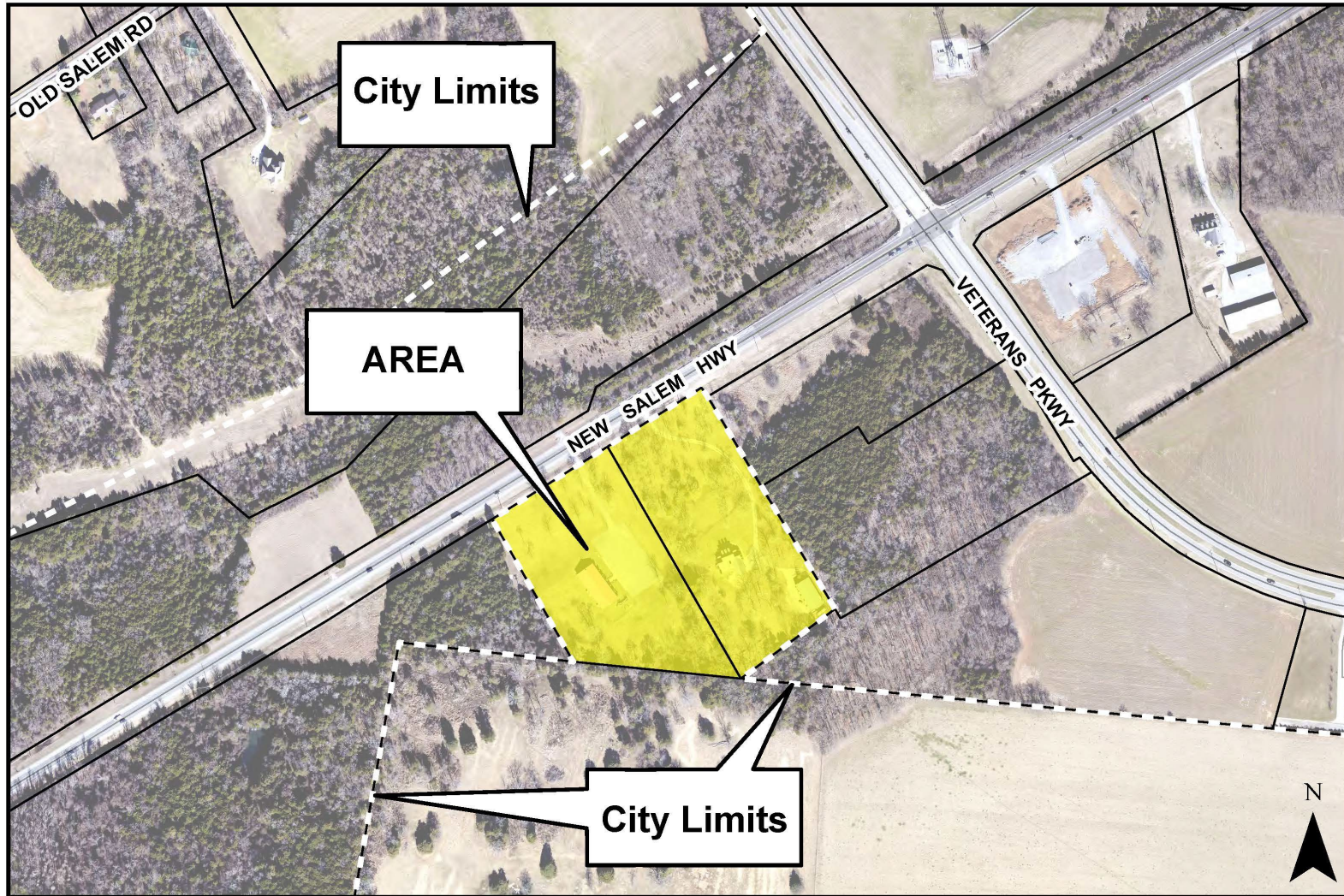
Legal Description is attached: ✓ Yes
Power of Attorney applies and is attached: Yes ✓ No

CHK# 1044
Receipt 274997
\$ 250.00

**ANNEXATION REPORT FOR PROPERTY
LOCATED AT 3061 AND 3071 NEW SALEM HIGHWAY
INCLUDING PLAN OF SERVICES
(FILE 2024-505)**



**PREPARED FOR THE
MURFREESBORO PLANNING COMMISSION
June 5, 2024**



Annexation request for property along
New Salem Highway

0 230 460 920 1,380
US Feet

Planning Department
City of Murfreesboro
111 West Vine St
Murfreesboro, TN 37130
www.murfreesborotn.gov

INTRODUCTION

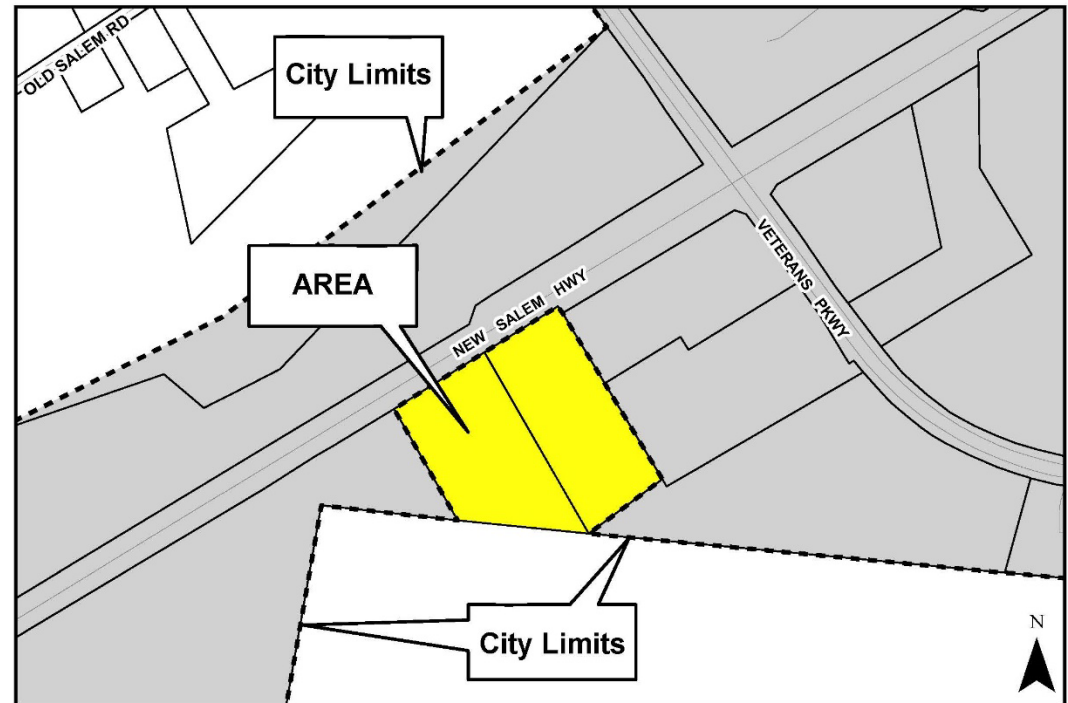
OVERVIEW

The property owners, Phillip and Tammy Dodd and Cornerstone Freewill Baptist Church, submitted petitions requesting their properties be annexed into the City of Murfreesboro. The annexation study area includes the following properties:

- Tax Map 115, Parcel 28.03 (5.23 acres)
- Tax Map 115, Parcel 28.04 (5.10 acres)

No right-of-way (ROW) is included in the annexation study area. The total annexation study area is approximately 10.33 acres.

The annexation study area is located within the City's Urban Growth Boundary and is contiguous to the existing City limits along its northern, eastern, and western boundaries, as depicted on the adjacent map.



Annexation request for property along
New Salem Highway

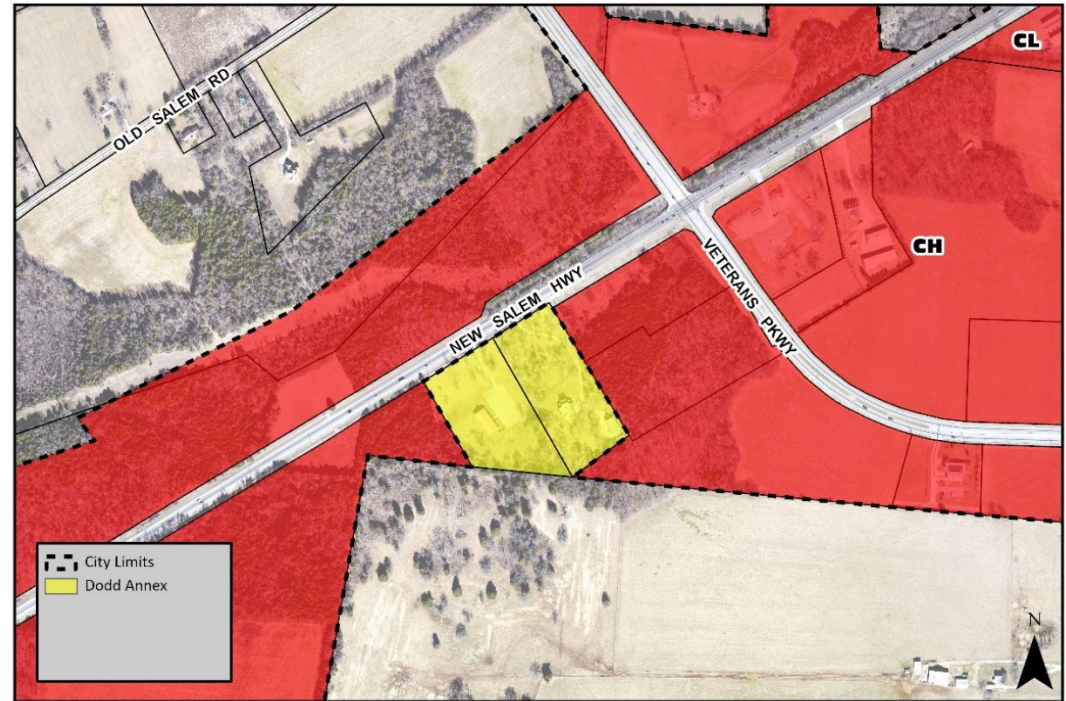
0 230 460 920 1,380
US Feet

Planning Department
City of Murfreesboro
111 West Vine St
Murfreesboro, TN 37130
www.murfreesborotn.gov

CITY ZONING

The study area consists of two parcels located at 3061 and 3071 New Salem Highway, just west of Veterans Parkway. The property at 3061 New Salem Highway is developed with a single-family house with a large accessory structure, and the property at 3071 New Salem Highway is developed as an institutional group assembly (church). The annexation petitions are not accompanied by a rezoning request. The subject properties are currently zoned RM (Medium Density Residential in the unincorporated county and will be zoned RS-15 per Section 17 of the Zoning Ordinance. The existing single-family house and church are allowed uses in the RS-15 zoning district.

The properties to the west, north, and east of the annexation area are zoned CH (Commercial Highway). The property to the south is in unincorporated Rutherford County and zoned RM (Medium Density Residential).



Annexation request for property along
New Salem Highway

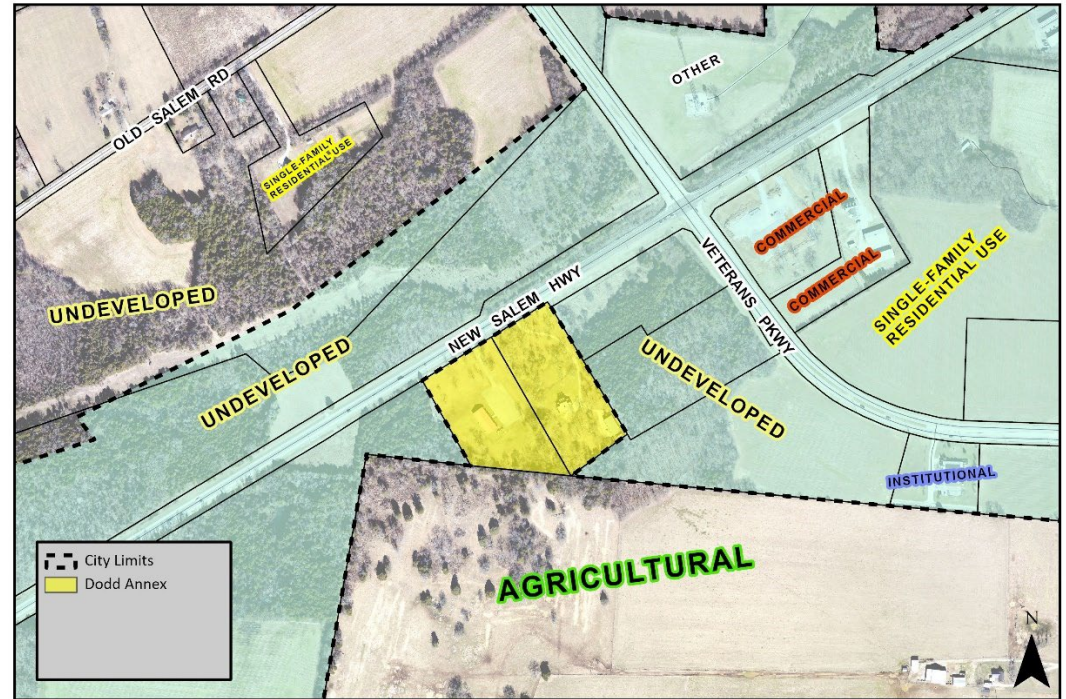
0 305 610 1,220 1,830
US Feet

Planning Department
City of Murfreesboro
111 West Vine St.
Murfreesboro, TN 37130
www.murfreesborotn.gov

SURROUNDING LAND USE

The area being considered for annexation is two parcels totaling 10.33 acres. The property at 3061 New Salem Highway is developed with a single-family residential house and a large accessory structure. The property at 3071 New Salem Highway is developed as an institutional use (church).

The area surrounding the parcel is mainly undeveloped or agricultural land. The properties across New Salem Highway and to the southwest are undeveloped, agricultural is to the south, and WaWa is proposed to the northwest. Accesses to the study area are directly onto New Salem Highway.



Annexation request for property along
New Salem Highway

0 305 610 1,220 1,830 US Feet

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TAXES AND REVENUE

The first City tax bill for all property annexed during the calendar year of 2024 will be due on December 31, 2025. City taxes are calculated upon the property appraisal and assessment of the Rutherford County Property Assessor's Office. The current tax rate for the City of Murfreesboro is \$0.9526/\$100 assessed value. Residential property is assessed at a rate of 25% of its appraised value and commercial property is assessed at a rate of 40% of its appraised value. Table I below shows total assessment and estimated City taxes that would be collected, if the property were to be annexed in its present state.

Table I
Estimated Taxes from Site

Owner of Record	Acres	Land Value	Improvements Value	Total Assessment	Estimated City Taxes
Phillip and Tammy Dodd	5.23	\$108,700	\$365,800	\$118,625	\$1,130.02
Corner Stone Freewill Baptist Church	5.10	\$107,300	\$558,900	\$0	\$0

These figures are for the property in its current state and assessed at the residential rate of 25 percent.

The City of Murfreesboro is also projected to receive additional revenue from state-shared taxes. Table II below shows the 2023-2024 per capita state revenue estimates for the City of Murfreesboro based upon the existing development of one single-family dwelling.

Table II
Per Capita State Revenue Estimates

General Fund	Per Capita Amount
State Sales Tax	\$89.00
State Beer Tax	\$0.50
Special Petroleum Products Tax (Gasoline Inspection Fee)	\$2.00
Gross Receipts (TVA in-lieu taxes)	\$11.80
<i>Total General Revenue Per Capita</i>	\$103.30
State Street Aid Funds	Per Capita Amount
Gasoline and Motor Fuel Taxes	\$38.50
<i>Total Per Capita (General and State Street Aid Funds)</i>	\$141.80
Total State-Shared Revenues (based on 2.58 persons in the existing single-family house)	\$365.84

The per capita state revenue estimates apply only to new residents and will only be available after a certified census takes place.

PLAN OF SERVICES

POLICE PROTECTION

At present, the study area receives police service through the Rutherford County Sheriff's Department. If annexed, the Murfreesboro Police Department will begin providing services such as patrol, criminal investigation, community policing, traffic operations, canine, DARE and other community crime prevention programs to the subject parcels immediately upon the effective date of annexation. This annexation will have no negative impact on the Murfreesboro Police Department. No additional costs to the department are expected. This property is located in Police Zone #4.

ELECTRIC SERVICE

The study area is currently served by Middle Tennessee Electric (MTE). MTE has existing facilities on each parcel that provide service to the existing buildings.

STREET LIGHTING

There are currently no plans to install streetlights on the south side of New Salem Highway. MTE will study the installation of streetlights in the future if requested by the City. The cost to install will be borne by the City and approval to install them in the State ROW must be given by TDOT.

SOLID WASTE COLLECTION

The City will provide weekly curbside solid waste collection service for the existing house and church immediately upon the effective date of annexation, as well as brush/debris removal every two to three weeks. In its current state, no additional equipment or

manpower other than a solid waste cart for each parcel (\$69.66 each) will be needed to serve the study area.

RECREATION

Murfreesboro's Parks and Recreation facilities will be immediately available to residents of the study area. Currently Murfreesboro has two multi-purpose facilities, one community center, a wilderness facility, over 1,000 acres of parks, a network of greenways, and recreational sports. These facilities and programs are wholly funded by the Murfreesboro taxpayers. Children who are residents of the City of Murfreesboro, attend Murfreesboro Elementary Schools, and receive free or reduced lunches also receive free or reduced recreational fees.

CITY SCHOOLS

The Murfreesboro City School (MCS) system serves grades kindergarten through sixth and is offered to students who are within the jurisdiction of the City of Murfreesboro. The study area will be within the Salem Elementary school zone. With one existing single-family home on the property, impact to Salem Elementary and to MCS will be minimal. If children reside at the residence at 3061 New Salem Hwy, they would have access to the school.

BUILDING AND CODES

The property will come within the City's jurisdiction for code enforcement immediately upon the effective date of annexation. The City's Building and Codes Department will begin issuing building and construction permits and enforcing the codes and inspecting new construction for compliance with the City's construction codes immediately upon the effective date of

annexation. The Building and Codes Department will also ensure that any new signs associated with the development of the property comply with the Sign Ordinance. No additional costs are expected.

PLANNING, ENGINEERING, AND ZONING SERVICES

The property will come within the City's jurisdiction for planning and engineering code enforcement immediately upon the effective date of annexation. As new development occurs, the Planning Commission will review all site plans, preliminary plats, and final plats. Among other duties, the Planning and Engineering Departments will inspect and monitor new construction of streets and drainage structures for compliance with the City's development regulations.

GEOGRAPHIC INFORMATION SYSTEMS

The property is within the area photographed and digitized as part of the City's Geographic Information Systems (G.I.S.) program.

STREETS AND ACCESS

The annexation study area does not include any existing public ROW or roadway. The annexation study area has access to existing New Salem Hwy. Any new connections must be approved by TDOT and the City Engineer.

No additional public roadways are included in the study area. Any new public roadways to serve the study area must be constructed to City Standards.

REGIONAL TRAFFIC & TRANSPORTATION

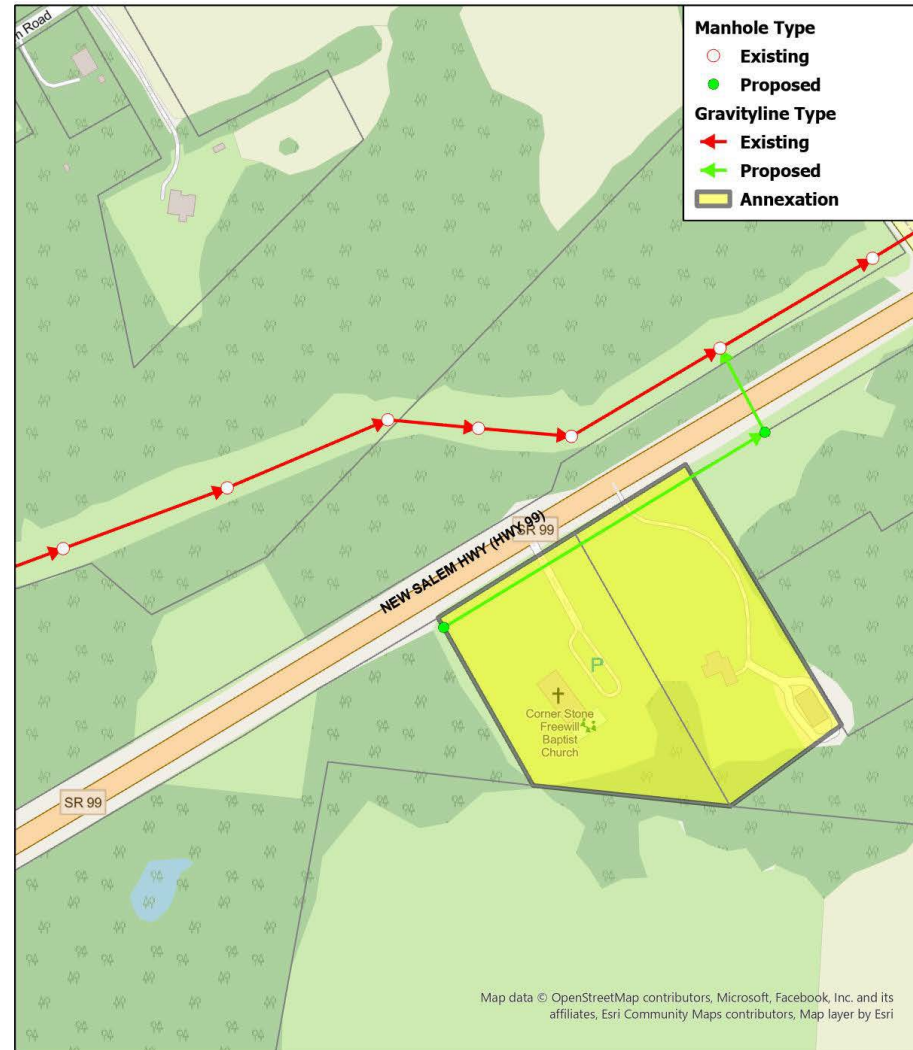
The study area has access to New Salem Hwy. The 2014 Level of Service Model in the 2040 Major Transportation Plan shows New Salem Hwy to be operating at a Level of Service B in the study area using average daily traffic (ADT) counts. The 2040 Level of Service Model indicates that New Salem Hwy operates at a Level of Service of F without the proposed improvements recommended in the 2040 Plan. The 2040 Plan proposes that New Salem Road be widened from its existing 2 lanes to 5 lanes from Veterans Parkway to a proposed southwest loop road.

SANITARY SEWER SERVICE

The properties requesting annexation will be served by an 8" gravity sewer main to be installed with the New Salem Highway Widening Phase 3 project. TDOT is extending the sewer and connecting these properties because the widening is going to overtake the septic fields. Until this time, the properties will utilize their existing septic systems.

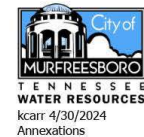
These properties are within the Overall Creek and Rockvale Sanitary Sewer Assessment Districts and will be charged \$1000 and \$1550 respectively in addition to the standard and customary sewer connection fee of \$2550 per single family unit (sfu).

Regarding the Sewer Allocation Ordinance (SAO), these properties will be under the density per acre allotted for RS-15 therefore will not be required to request a variance.



MURFREESBORO WATER RESOURCES DEPARTMENT

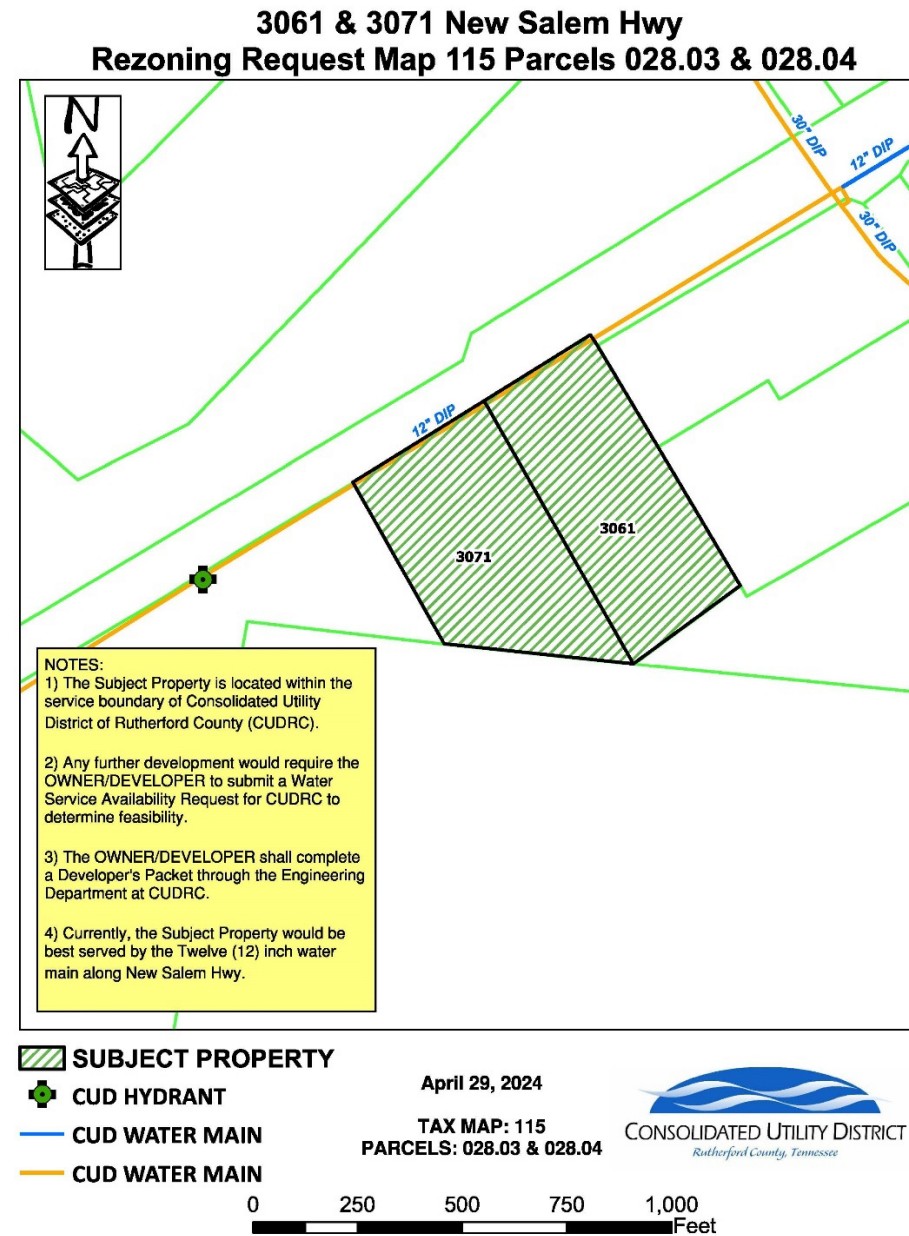
New Salem Highway Annexation Request



WATER SERVICE

The study area is located within Consolidated Utility District of Rutherford County's (CUDRC) service area. A 12-inch ductile iron water main (DIP) is located along New Salem Highway, as depicted on the map to the right. The existing 12-inch main serves the existing structures and will be upgraded to a 16-inch main as part of the TDOT project.

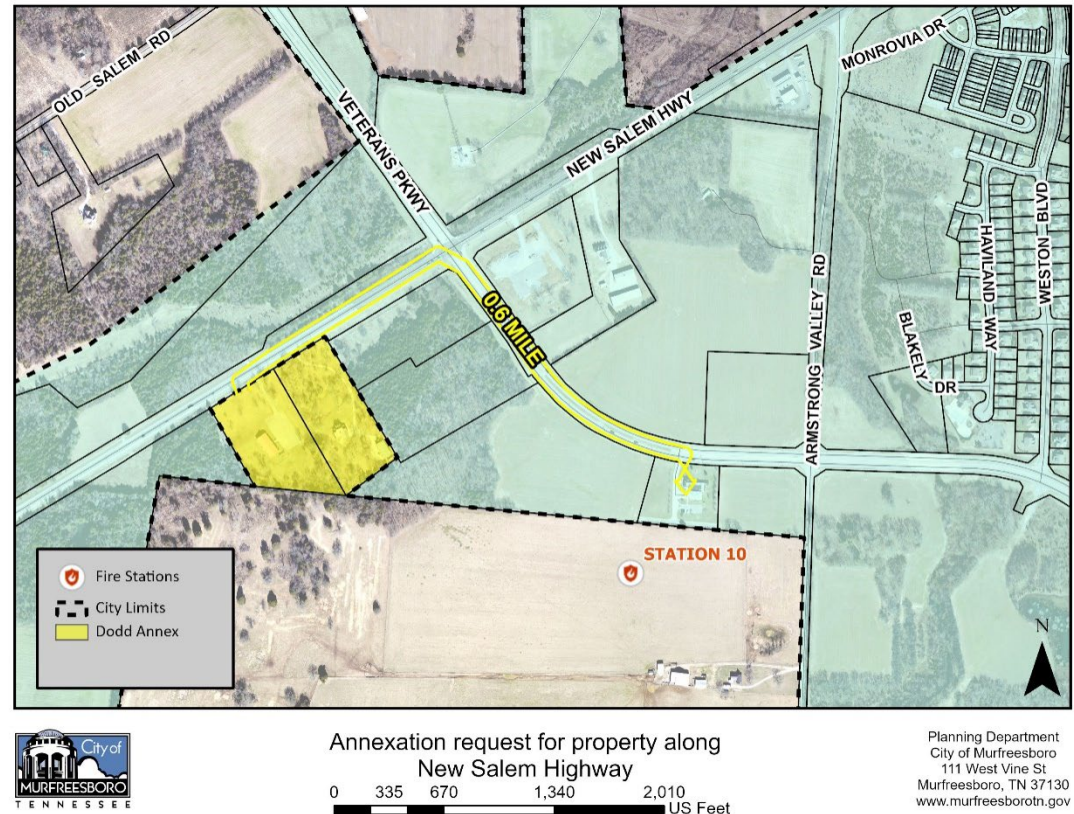
Prior to any future development, the developer of the property will be required to submit a Water Availability Application to determine feasibility and to complete CUDRC's Developer Packet through CUDRC's Engineering Department prior to entering the construction phase. Any new water line development must be done in accordance with CUDRC's development policies and procedures.



FIRE AND EMERGENCY SERVICE

The study area contains one single-family residence and one existing institutional use (church). The Murfreesboro Fire and Rescue Department (MFRD) can provide service, fire and medical response, to the study area immediately upon the effective date of annexation. A fire hydrant will need to be added along the common property line of the subject properties so that water availability is consistent with the city's Insurance Safety Office (ISO). The fire hydrant will be installed with the relocation of CUDs water main, which is estimated to be complete in late 2025. The closest hydrant is over 700' from the entrance to the properties.

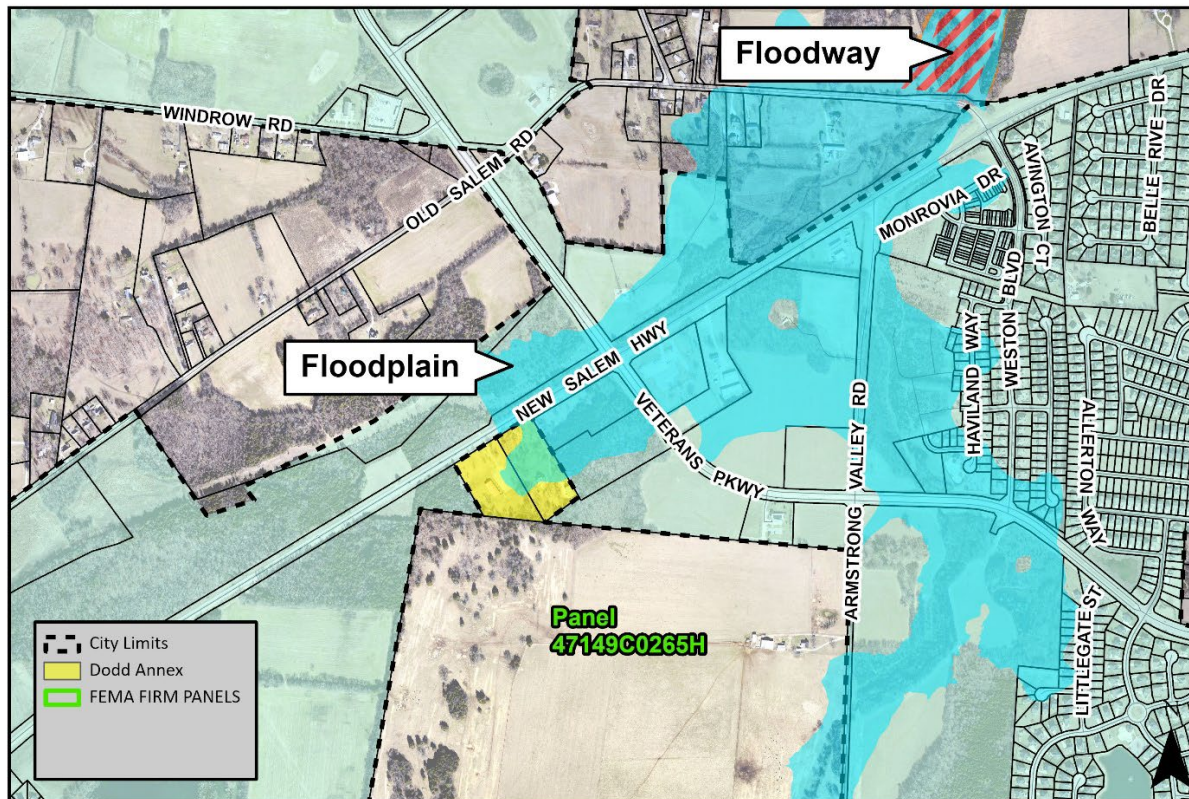
Currently the study area is located approximately 0.6 miles from Fire Station #10 located at 2563 Veterans Parkway. The yellow line on the adjacent map represents the linear distance range from the nearest fire station.



Floodway

A portion of the study area is within the 100-year floodplain boundary according to the Flood Insurance Rate Maps (FIRM) developed by the Federal Emergency Management Agency (FEMA). The study area is not included in the floodway boundary. The study area is included in the flood study currently being conducted along Puckett Creek from Veterans Parkway to Old Salem Road.

The adjacent map shows the floodway boundary in pink hatching and the 100-year floodplain boundary in blue.



Annexation request for property along
New Salem Highway

0 500 1,000 2,000 3,000
US Feet

Planning Department
City of Murfreesboro
111 West Vine St
Murfreesboro, TN 37130
www.murfreesborotn.gov

DRAINAGE

Public Drainage System

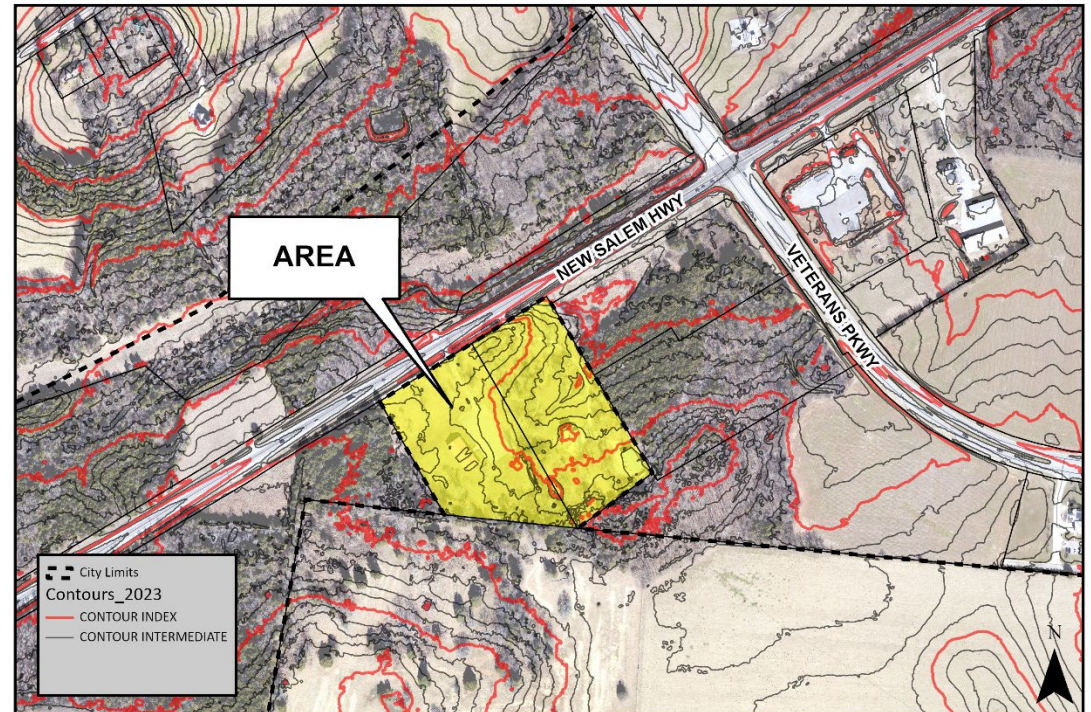
Public drainage facilities available to the study area are located within the ROW of New Salem Hwy. No additional public drainage facilities are included in the study area. Any new public drainage facilities proposed to serve the study area in the future must meet City standards.

Regional Drainage Conditions

A review of the regional drainage patterns indicates that most of the study area drains to a low spot within the study area which then overtops to the property to the east and eventually to the right-of-way of New Salem Hwy.

Stormwater Management and Utility Fees

Upon annexation, stormwater management services provided by the City of Murfreesboro will be available to the study area and existing and new improvements will be subject to the Stormwater Utility Fee. The property currently has 1 single family residence and will generate approximately \$39 per year in revenue for the Stormwater Utility Fee.



Annexation request for property along
New Salem Highway

0 230 460 920 1,380
US Feet

Planning Department
City of Murfreesboro
111 West Vine St
Murfreesboro, TN 37130
www.murfreesborotn.gov

PROPERTY AND DEVELOPMENT

New development should comply with the City's Stormwater Quality Regulations by providing stormwater quality, streambank protection, and detention.

New Salem Highway is on the Major Transportation plan to be improved to a 5-lane cross section.

ANNEXATION FOLLOW-UP

The Murfreesboro City Council will be responsible for ensuring that this property will receive City services described in this plan. According to Public Chapter 1101 passed by the Tennessee Legislature, six months following the effective date of annexation, and annually thereafter until all services have been extended, a progress report is to be prepared and published in a newspaper of general circulation. This report will describe progress made in providing City services according to the plan of services and any proposed changes to the plan. A public hearing will also be held on the progress report.

**MURFREESBORO PLANNING COMMISSION
STAFF COMMENTS, PAGE 1
JUNE 5, 2024**

5.b. Consideration of [2024-S-101] City of Murfreesboro Greenways, Blueways, and Bikeways Master Plan, City of Murfreesboro Parks and Recreation Department applicant.

The City maintains a Greenways, Blueways, and Bikeways Master Plan. The current version of this master plan was adopted by the Planning Commission in 2014. The Greenways, Blueways, and Bikeways Master Plan is a “General Plan,” also known as a comprehensive plan. General plans, and the process by which general plans are adopted, are addressed in Section 6 of the City’s Zoning Ordinance. Other examples of general plans are the Murfreesboro 2035 Comprehensive Plan and the 2040 Major Transportation Plan.

The Planning Commission has the authority to approve general plans. However, a public hearing must first be conducted, and a minimum 30 days’ notice is required by State law. This item was presented to the Planning Commission at its April 17th meeting, at which time a public hearing was scheduled for June 5th. The legal notice was included in the April 23rd issue of The Murfreesboro Post. The Planning Commission will need to conduct a public hearing on this matter.

Staff Recommendation:

After the public hearing is conducted, Staff recommends that the Planning Commission vote to **adopt** the Greenways, Blueways, and Bikeways Master Plan. A memo from Parks and Recreation Assistant Director Rachel Singer with additional background information is included with the agenda materials as is the draft Greenways, Blueways, and Bikeways Master Plan. Parks and Recreation Staff and their consultant for this plan, Kimley-Horne, will be on hand at the Planning Commission to present this item.



MEMORANDUM:

To: Planning Commission

From: Rachel Singer, Parks and Recreation Assistant Director

Date: April 8, 2024

Re: Greenway, Blueway, Bikeway Master Plan Update

In 2023 the City of Murfreesboro consulted with Kimley-Horn to update the existing Greenway, Blueway, Bikeway Master Plan. This plan serves as a guide for implementation of transportation and recreation connectivity throughout the city. The primary goals of this document are:

1. To promote existing routes as well as the construction of new access points by identifying the community needs.
2. To ensure public facilities are accessible and available to all residents by multimodal methods.
3. To present strategies for enhancements to existing and new access connections, and 4. to position the City to pursue funding opportunities to advance greenway, blue way, and bikeway systems.

The original plan, done in 2013, laid the groundwork to help identify and coordinate implementable improvements in recreation and non-motorized transportation for the next 25 years. However, due to Murfreesboro's rapidly growing population, the increasing demand for recreational areas, as well as alternative transportation options, an updated plan was necessary. By building on the successes and addressing challenges since the initial study, the updated version serves as a roadmap to guide the city to provide vibrant recreational opportunities and a more connected community.

By working with various city departments responsible for planning, transportation, and recreation, as well as gathering input from city leaders and members of the public, this plan can provide a comprehensive assessment of Murfreesboro's future greenway, blueway, and bikeway needs by understanding emerging trends. The key factors that were taken into consideration included identifying existing and projected population growth, major activity

areas, locations of parks and recreation facilities, and locations of educational institutions and popular business areas.

Next, public engagement opportunities were set to provide feedback from the community based on the needs of residents and visitors of the City. Online maps were available for 60 days allowing for interactive opinions and ideas to be compiled. In addition, a public meeting was held allowing project recommendations to be presented and community members identified preferred projects through a dot-voting exercise and written feedback.

By combining the information gathered, five areas were highlighted within Murfreesboro. With the goals of interconnectivity within the identified areas, as well as connection to and from each area, several new and beneficial networks were discovered.

The final piece to the plan includes project evaluation and prioritization. From the information gathered, twenty-five projects were assessed and scored using four criteria: connectivity, accessibility, safety, and cost. Total scores and estimated project costs were used to assign projects to short-, mid-, and long-term implementation.

In conclusion, the Greenway, Blueway, Bikeway Master Plan update provides the City of Murfreesboro with an extensive overview of the progress made in Murfreesboro's green infrastructure, highlighting accomplishments, ongoing projects, and future initiatives that reinforce the city's dedication to promoting alternative transportation, outdoor recreation, and environmental stewardship. This plan addresses the city's growing needs and future trends while supporting an active and healthy lifestyle.

CITY OF MURFREESBORO

Greenways, Blueways, and Bikeways Master Plan



December 2023





SPECIAL THANKS:

We extend our sincere appreciation and gratitude to the residents of Murfreesboro, the City staff, elected officials, and stakeholders who assisted in the entire planning process. This critical input guided the development of this master plan and in turn will have a positive impact on the City of Murfreesboro.

CITY OF MURFREESBORO

ELECTED OFFICIALS

Shane McFarland
Bill Shacklett
Jami Averwater
Madelyn Scales Harris
Austin Maxwell
Kirt Wade
Shawn Wright

CITY STAFF

Angela Jackson
Lexi Stacey
Greg McKnight
Jim Kerr
Nate Williams
Sam Huddleston
Rachel Singer

KIMLEY-HORN CONSULTANT TEAM

Alisha Eley
Kevin Tilbury
Spencer Sanders
Ashley Akers
Makaela Edwards

TABLE OF CONTENTS

INTRODUCTION.....	7
EXISTING CONDITIONS.....	11
FUTURE TRENDS AND NEEDS ANALYSIS	39
COMMUNITY ENGAGEMENT	49
PROPOSED NETWORKS.....	59
PRIORITIZATION AND IMPLEMENTATION	85
CONCLUSION	101
APPENDIX A	105

LIST OF FIGURES

FIGURE 2.1: EMPLOYMENT PERCENTAGES.....	14
FIGURE 2.2: KEY DESTINATIONS MAP.....	17
FIGURE 2.3: EXISTING GREENWAYS MAP.....	18
FIGURE 2.4: EXISTING BLUEWAYS MAP.....	19
FIGURE 2.5: EXISTING BIKEWAYS MAP.....	20
FIGURE 2.6: JOGGER ON GREENWAY.....	27
FIGURE 2.7: CURRENT BIKE FACILITIES.....	28
FIGURE 2.8: MAJOR TRANSPORTATION PLAN.....	29
FIGURE 2.9: UPDATED THOROUGHFARE PLAN.....	32
FIGURE 2.10: FUTURE LAND USE PLAN.....	34
FIGURE 3.1: FUTURE TRENDS ASSESSMENT MAP.....	43
FIGURE 3.2: NEEDS ANALYSIS MAP.....	46
FIGURE 4.1: WIKIMAP SUMMARY.....	55
FIGURE 5.1: AREA MAP.....	61
FIGURE 5.2: AREA A MAP.....	63
FIGURE 5.3: AREA B MAP.....	65
FIGURE 5.3: AREA C MAP.....	67
FIGURE 5.4: AREA D MAP.....	69
FIGURE 5.5: AREA E MAP.....	71
FIGURE 5.6: AREA F MAP.....	73
FIGURE 5.7: MEETING PARTICIPANTS REVIEW PROPOSED RECOMMENDATIONS.....	74
FIGURE 5.8: PARTICIPANTS PROVIDE MAP COMMENTS AND DISCUSS PROPOSED PROJECTS.....	74
FIGURE 5.9: PROPOSED PROJECT MAP - AREA A.....	75
FIGURE 5.10: PROPOSED PROJECT MAP - AREA B.....	76
FIGURE 5.11: PROPOSED PROJECT MAP - AREA C.....	77
FIGURE 5.12: PROPOSED PROJECT MAP - AREA D.....	78
FIGURE 5.13: PROPOSED PROJECT MAP - AREA E.....	79
FIGURE 5.14: PROPOSED PROJECT MAP - AREA F.....	80
FIGURE 6.1: ON-STREET BIKEWAY SECTION.....	92
FIGURE 6.2: MULTI-USE PATH SECTION.....	93
FIGURE 6.3: GREENWAY SECTION.....	93
FIGURE 6.4: EXISTING NEIGHBORHOOD STREET SECTION.....	94
FIGURE 6.5: CONVERTED NEIGHBORHOOD STREET SECTION WITH MULTI-USE PATH.....	95
FIGURE 6.6: CONVERTED NEIGHBORHOOD STREET SECTION WITH BIKE LANES.....	95

LIST OF TABLES

TABLE 2.1: POPULATION ESTIMATES FOR MURFREESBORO	12
TABLE 2.2: AGE OF MURFREESBORO, TN RESIDENTS	13
TABLE 2.3: EDUCATION ATTAINMENT	15
TABLE 2.4: HOUSEHOLD INCOME	16
TABLE 2.5: EXISTING GREENWAYS, BIKEWAYS, AND MULTI-USE PATHS	24
TABLE 2.6: EXISTING AND COMMITTED BIKE FACILITY PROJECTS	30
TABLE 2.7: PROPOSED SHELTER LOCATIONS	36
TABLE 5.1: FUTURE TRENDS ASSESSMENT MAP	62
TABLE 5.1: AREA A VOTES.....	75
TABLE 5.2: AREA B VOTES	77
TABLE 5.3: AREA B VOTES	77
TABLE 5.4: AREA D VOTES	79
TABLE 5.5: AREA E VOTES.....	79
TABLE 5.6: AREA F VOTES.....	81
TABLE 5.7: SCORING DESCRIPTIONS	81
TABLE 5.8: PROJECT EVALUATION RESULTS	82
TABLE 6.1: EVALUATION SCORES WITH MEETING VOTES	86
TABLE 6.2: SHORT-TERM PROJECTS	88
TABLE 6.3: MID-TERM PROJECTS	89
TABLE 6.4: LONG-TERM PROJECTS	91
TABLE 8.1: COST ESTIMATE RANGES.....	109
TABLE 8.2: COST ESTIMATE TABLE	109



1 | INTRODUCTION





INTRODUCTION

Nestled in the heart of Tennessee, Murfreesboro has emerged as a thriving urban center, characterized by its strong community ties, economic opportunities, and diverse cultural fabric. With a population over 150,000, Tennessee's sixth largest city continues to grow, prompting the need for a comprehensive update to the 2013 plan for Murfreesboro's greenways, blueways, and bikeways network.

The combination of Murfreesboro's expanding population, the increasing demand for recreational spaces and transportation options, and the city's commitment to continually improving its community necessitated the development of this master plan. In response, this report aims to provide an extensive overview of the progress made in Murfreesboro's green infrastructure, highlighting accomplishments, ongoing projects, and future initiatives that reinforce the city's dedication to promoting alternative transportation, outdoor recreation, and environmental stewardship. By building upon the successes and addressing the challenges encountered since the publication of the 2013 plan, Murfreesboro aims to further enhance its greenways, blueways, and bikeways network. This entails promoting an active lifestyle, supporting non-motorized transportation alternatives, and preserving the region's natural beauty. The updated master plan serves as a roadmap to guide the city towards a more vibrant, connected, and sustainable future.

Through strategic coordination among various city departments responsible for planning, designing, and maintaining these facilities, the master plan reflects a joint effort. Valuable input from the leaders of these departments has contributed to its development. Additionally, input from Murfreesboro's residents, gathered through public engagement sessions, surveys, and workshops, has played a crucial role in shaping the ideals of the plan.

By leveraging the collective expertise and insights of the community, the updated master plan aims to lay a strong foundation for expanding Murfreesboro's greenways, blueways, and bikeways network. It will address the city's growing needs, support an active and healthy lifestyle, and foster an environment that prioritizes the well-being of residents and visitors alike. With a focus on continuous improvement and a commitment to sustainability, Murfreesboro paves the way for a brighter and more connected future.

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2 | EXISTING CONDITIONS



DEMOGRAPHICS

POPULATION TRENDS AND PROJECTIONS

According to the U.S. Census, the population of Murfreesboro in 2021 was 152,769 residents. Fueled by a good quality of life and proximity to employment centers, the city has seen explosive growth over the last decade. Between 2010 and 2022, Murfreesboro grew by over 50,000 residents, a more than 50 percent increase. In contrast, the state as a whole grew by approximately 12 percent during the same period.

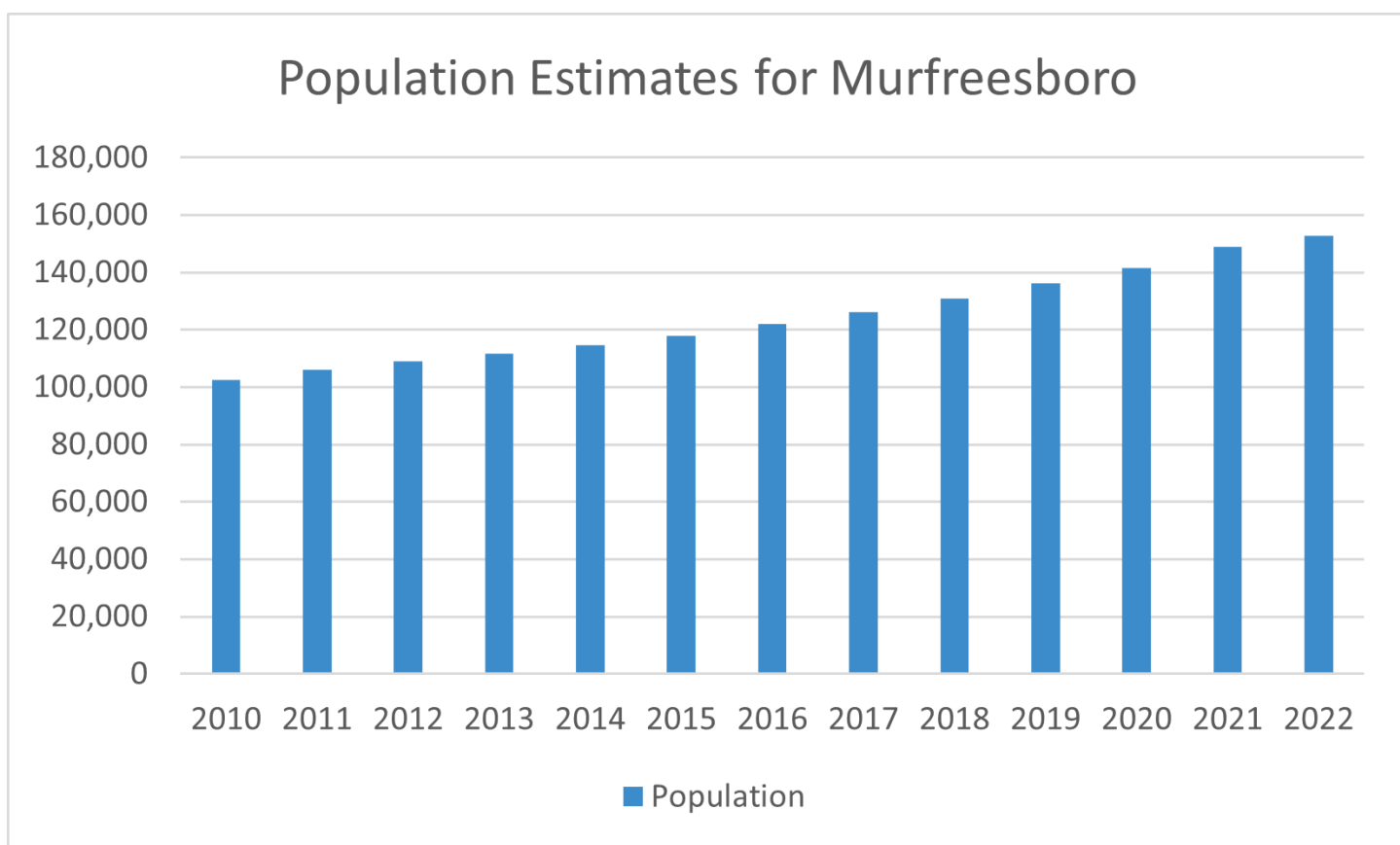


TABLE 2.1: POPULATION ESTIMATES FOR MURFREESBORO

AGE

The median age of Murfreesboro's residents is 30.6 years old which is younger than the statewide average of 38.5 years old. Murfreesboro's largest age bracket includes 20-24 years old, comprising approximately 13% of the population and reflective of the presence of Middle Tennessee State University. The second largest age bracket is 25 to 29 years old, comprising approximately 8.9%. Approximately 27% of Murfreesboro's population is under the age of 19 years old, 54.5% fall between the ages 20-54 years old, and 18.3% are over the age of 55 years old. These age percentages show that over half of the residents in Murfreesboro are 20-54 years of age.

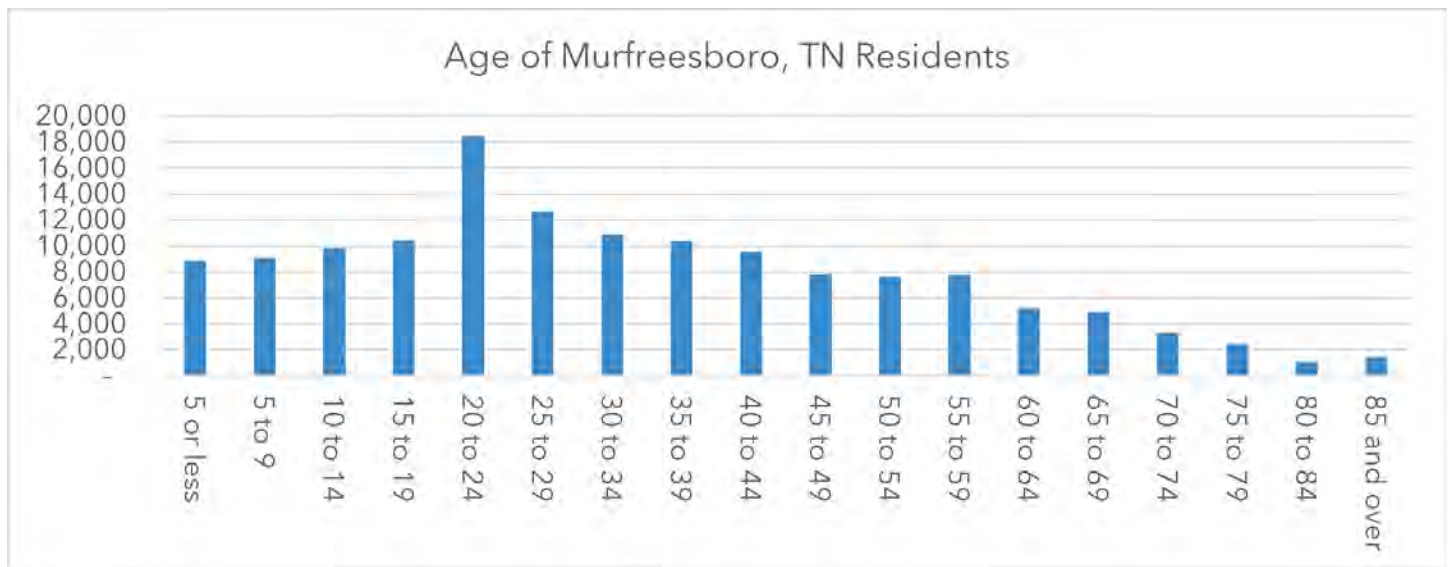


TABLE 2.2: AGE OF MURFREESBORO, TN RESIDENTS

EMPLOYMENT

The number of employed residents in Murfreesboro (ages 16 and older) is approximately 112,000. The Statistical Atlas categorized employment into twenty categories shown in the chart below. In Murfreesboro, the most prevalent industries are retail (14.0%), manufacturing (12.6%), and healthcare (12.3%).

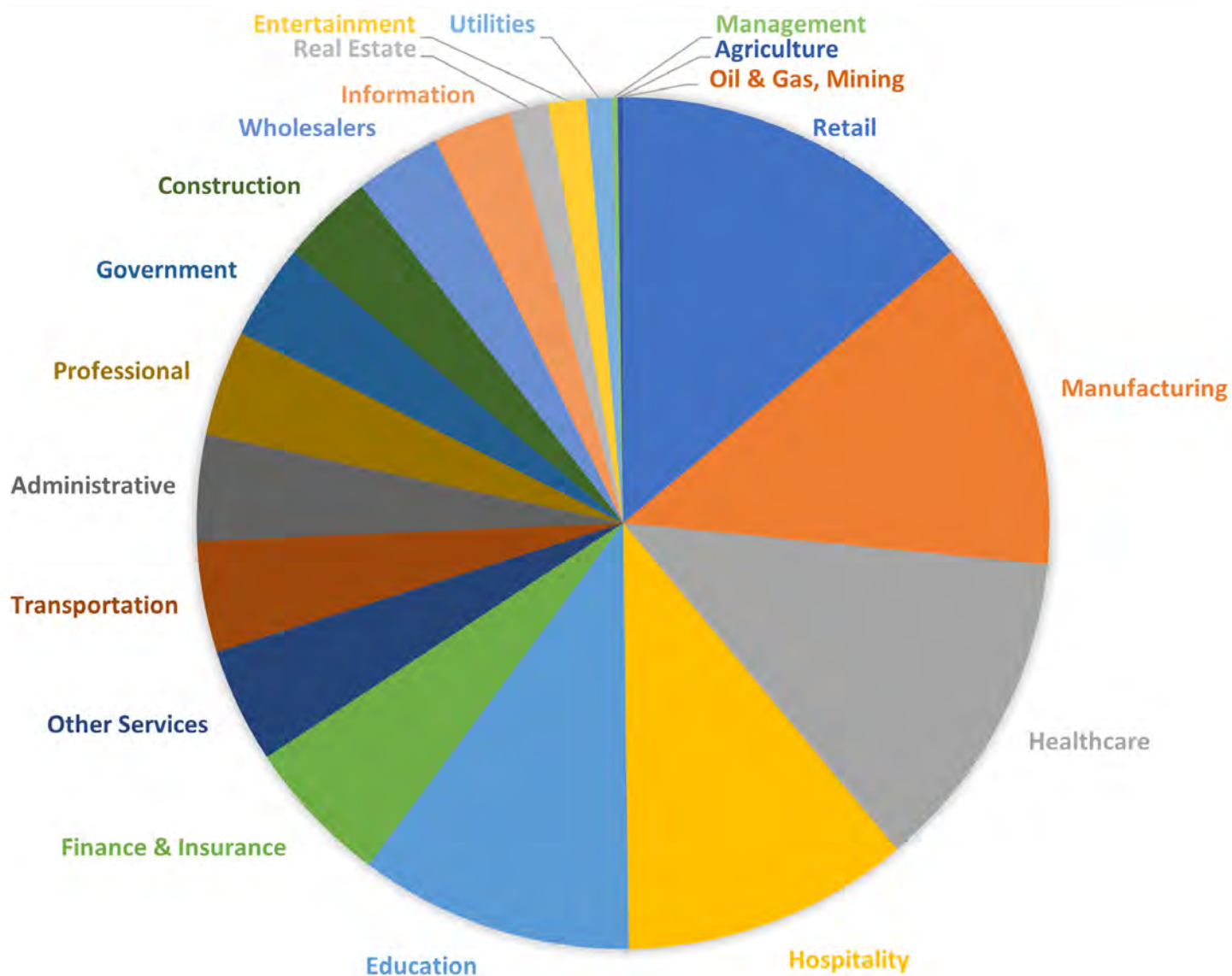


FIGURE 2.1: EMPLOYMENT PERCENTAGES

EDUCATION

Just over 29 percent, or 6,900 residents, of Murfreesboro's population within the 18 to 24 years age range have just a high school diploma, but another 66% have some college, inclusive of a high school diploma. This is slightly lower than the state's average of 35.2%. Of the residents 25 years and over, 21.9% of the population, or 18,593 residents, are only high school graduates (includes equivalency). This is slightly lower than the state's average of 31.8%. Another 71.4% of residents over 25 have college experience or a degree, inclusive of a high school diploma.

EDUCATION ATTAINMENT PERCENTAGES	POPULATION	PERCENTAGE
Population 18 to 24 years	23,744	
Less than high school graduate	1,080	4.5%
High school graduate (includes equivalency)	6,901	29.1%
Some college or associates degree	12,395	52.2%
Bachelor's degree or higher	3,368	14.2%
Population 25 years and over	84,977	
Less than 9th grade	1,984	2.3%
9th to 12th grade, no diploma	3,697	4.4%
High school graduate (includes equivalency)	18,593	21.9%
Some college, no degree	20,171	23.7%
Associates degree	7,140	8.4%
Bachelor's degree	22,374	26.3%
Graduate or professional degree	11,018	13.0%
High school graduate or higher	79,296	93.3%
Bachelor's degree or higher	33,392	39.9%

TABLE 2.3: EDUCATION ATTAINMENT



INCOME

The median annual household income of Murfreesboro is \$60,700. This is higher than the state median annual household income of \$54,800. In Murfreesboro, the median annual household income of families is \$79,200, married-couple families is \$98,100, and non-family households is \$40,500.

	HOUSEHOLDS	FAMILIES	MARRIED-COUPLE FAMILIES	NON-FAMILY HOUSEHOLDS
Total	52,252	32,906	23,586	19,346
Less than \$10,000	4.0%	1.9%	0.5%	7.7%
\$10,000 to \$14,999	3.4%	2.4%	0.2%	5.5%
\$15,000 to \$24,999	7.5%	4.8%	2.6%	12.4%
\$25,000 to \$34,999	9.1%	6.1%	3.7%	15.5%
\$35,000 to \$49,999	15.0%	12.7%	9.1%	20.4%
\$50,000 to \$74,999	21.0%	19.7%	19.7%	22.7%
\$75,000 to \$99,999	12.5%	14.3%	16.0%	6.9%
\$100,000 to \$149,999	15.9%	21.6%	26.4%	5.6%
\$150,000 to \$199,999	6.9%	10.2%	13.2%	1.6%
\$200,000 or more	4.8%	6.3%	8.7%	1.7%
MEDIAN INCOME	\$60,683	\$79,246	\$98,057	\$40,495
MEAN INCOME	\$82,529	\$99,401	N	\$50,900

TABLE 2.4: HOUSEHOLD INCOME

Key Destinations

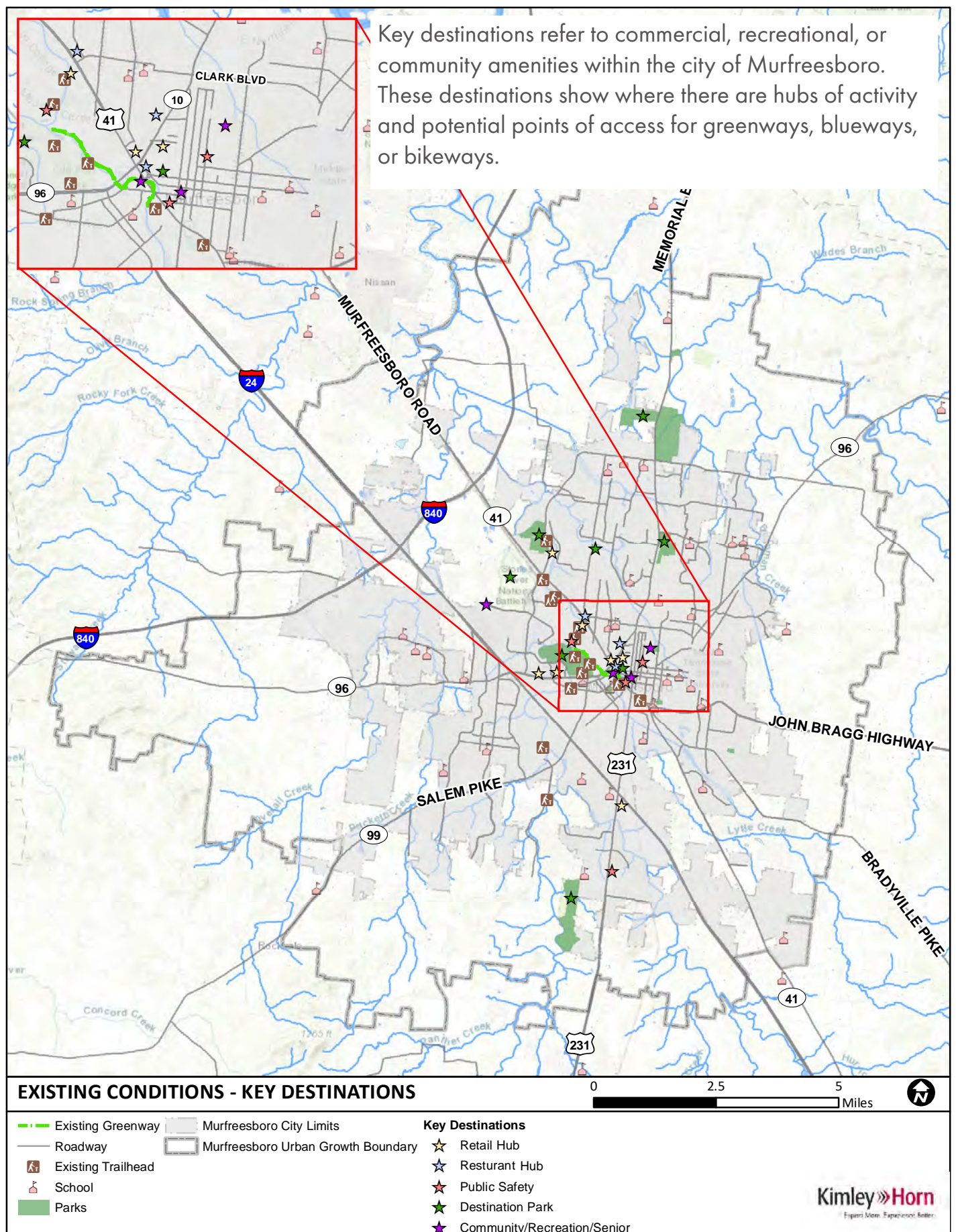


FIGURE 2.2: KEY DESTINATIONS MAP

Existing Facilities

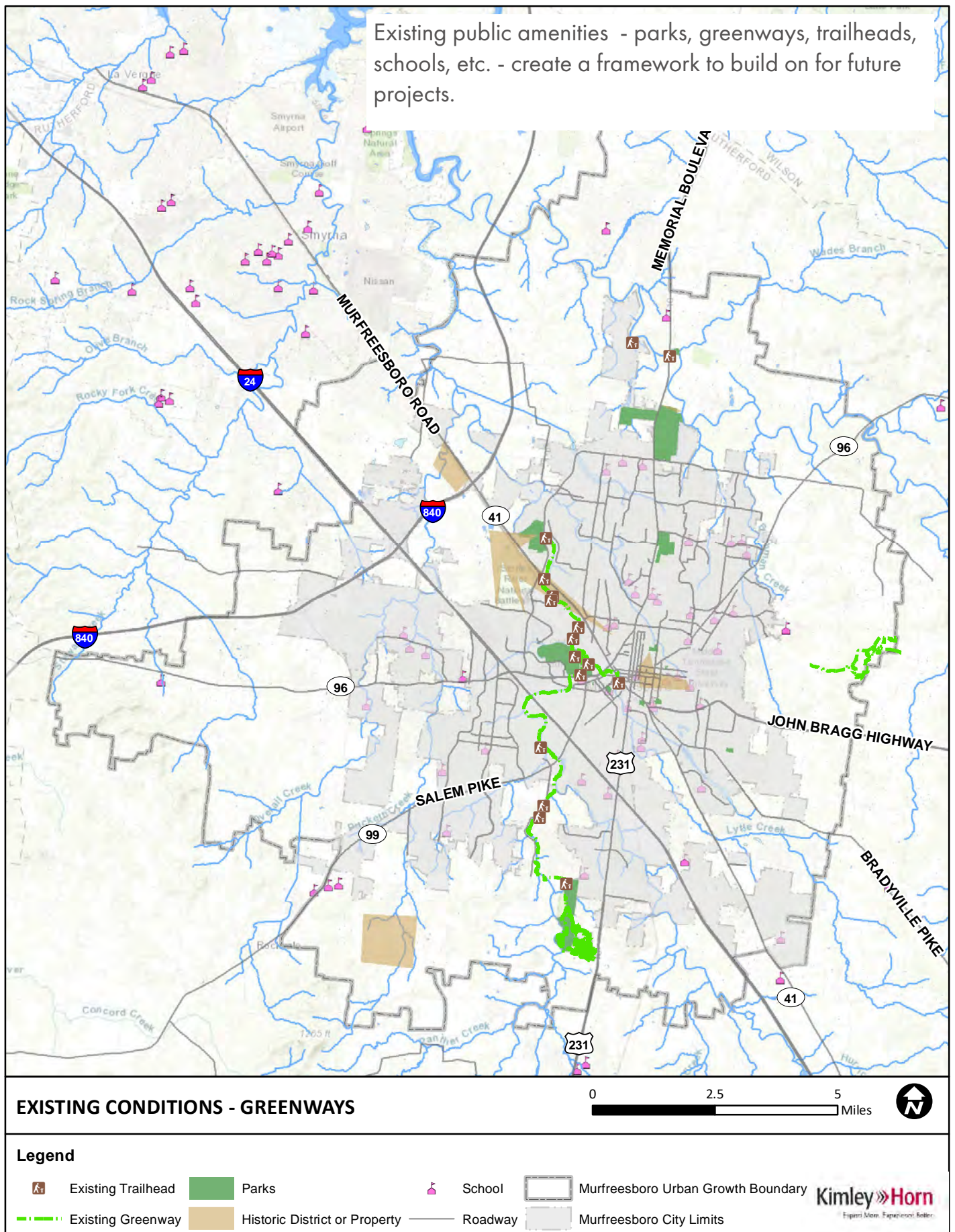


FIGURE 2.3: EXISTING GREENWAYS MAP

Blueways

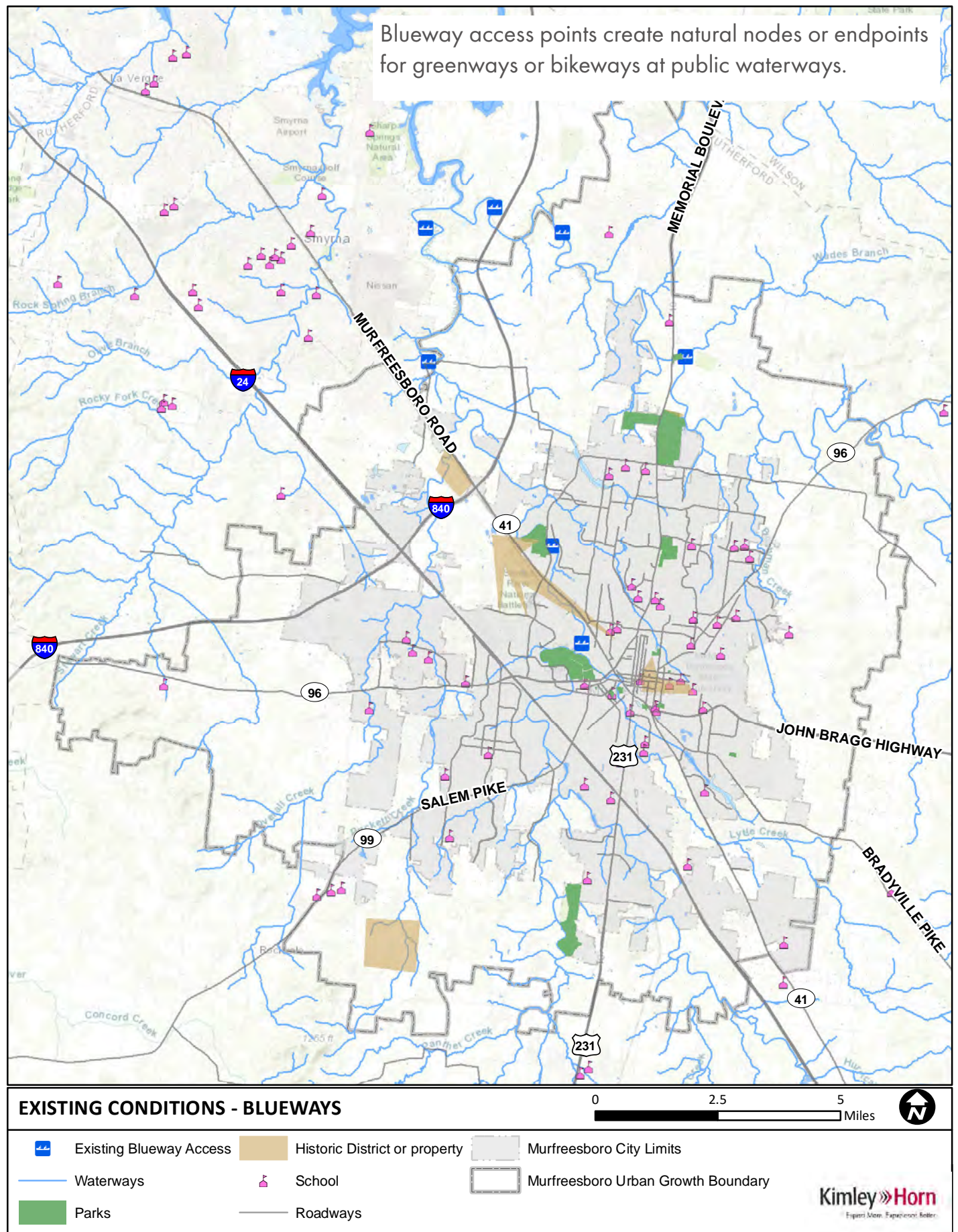


FIGURE 2.4: EXISTING BLUEWAYS MAP

Bikeways

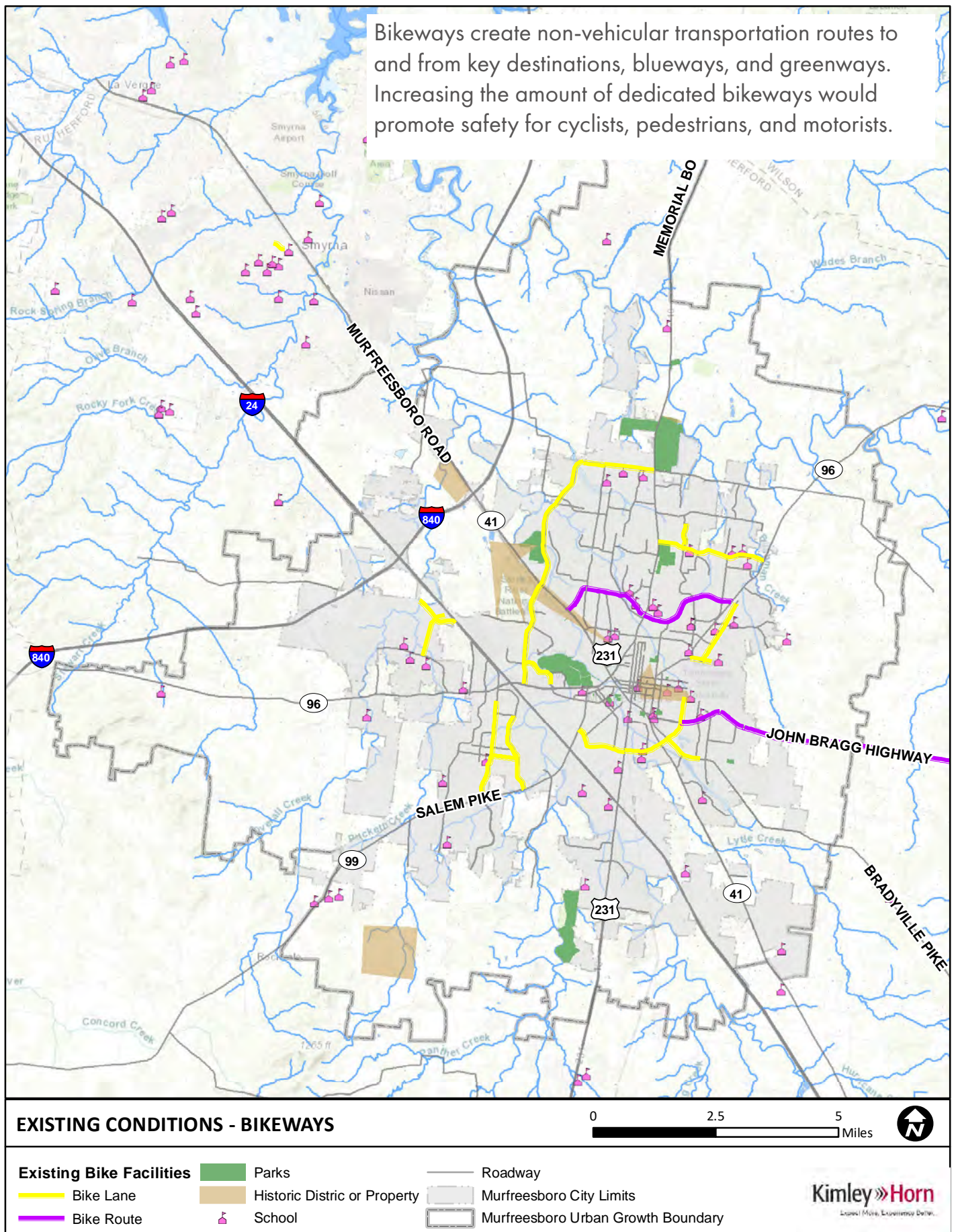


FIGURE 2.5: EXISTING BIKEWAYS MAP

EXISTING PLANS

It is important to understand existing multi-modal plans and recommendations to leverage work that has already been conducted in Murfreesboro and the greater region. This section outlines various planning documents that contain guidance for Murfreesboro's Greenways, Blueways, and Bikeways Master Plan. All recommendations listed are summarized from their respective documents.

GREENWAYS, BLUEWAYS, AND BIKEWAYS MASTER PLAN (2013)

Overview

The combination of a growing Murfreesboro creating development opportunities for recreational infrastructure, more residents requiring additional recreation and transportation options, and the City's desire to provide a leading quality of life for existing and future residents prompted the need for this master plan.

Focusing on health/recreation and transportation, the City of Murfreesboro developed the Greenways, Blueways, and Bikeways Master Plan to ensure success for the next 25 years by creating more greenways, connectors, multi-use paths, and bicycle lanes throughout the City. The four locally developed objectives of the plan include:

1. Promote the increased usage of existing greenways and blueways and the construction of new greenway and blueway access points.
2. Present strategies leading toward a transformational attitude of Murfreesboro's residents and workers in which active transportation (via bicycle or walking) is viable.
3. Assist City staff involved in facility planning and construction by determining future greenway and blueway routes which can be pursued through capital budgeting and private development processes.
4. Leverage existing, emerging, and potential resources toward a cooperative approach in elevating Murfreesboro's greenway, blueway, and bikeway system.

Relevant Recommendations

- 67 miles of off-road trails
- 24 new trailheads
- 36 miles of multi-use paths
- 20 miles of bicycle lanes
- 50 miles of bicycle routes

2013 Master Plan Recommendations

Greenways

Project ID	From	To	Distance (mi)	Additional Information
G 1	Cherry Lane	Walter Hill Park	1.76	
G 2	Walter Hill Park	Twin Oak Dr	8.91	
G 3	Middle Tennessee Blvd	Urban Growth Boundary	7.96	
G 4	Greenway (existing - Barfield Rd)	Urban Growth Boundary	11.61	Via Middle Fork of Stones River.
G 5	Greenway (existing - Barfield Rd)	Urban Growth Boundary	8.98	"Via Stones River, along Barfield-Crescent Park."
G 6	Veterans Pkwy	Urban Growth Boundary	12.57	Via Overall Creek
G 7	Thompson Lane	Overall Creek Greenway (proposed - G 6)	5.19	
G 8	Greenway (existing - Cannonsburg)	Discovery Center	0.47	Requires crossing at S. Church

Greenway Connectors

Project ID	From	To	Distance (mi)	Additional Information
GC 1	Veterans Pkwy (prop)	Greenway (prop)	0.38	
GC 2	Siegel schools campus	Greenway (prop)	1.36	Connects Siegel schools, Miller Coliseum, and Siegel Park.
GC 3	Madison Ave	Greenway (prop)	0.75	Connects Madison Ave bike lanes to greenway via easement on MTSU and water treatment plant property.
GC 4	Northfield Blvd	Madison Ave	2.31	Part of major north-south connector route via airport property easement. May include short spur trails to SportsCom and MTCS.
GC 5	Rutherford Blvd	Greenway (prop)	0.67	Part of effort to link MTSU to future greenway via trails (via Rutherford Blvd MUP). May include spur trail to Oakland HS.
GC 6	Halls Hill Pk	Greenway (prop)	0.78	Connection to Daniel McKee school via apparent existing utility corridor.
GC 7	Vine St	Greenway (exist)	0.14	Urban GC enhancing downtown greenway access.
GC 8	Wilderness Station	Greenway (prop)	2.19	Potential for landmark bridge over Shelbyville Pk near quarry (included in cost).
GC 9	Blackman schools campus	Greenway (prop)	1.05	
GC 10	River Rock Blvd	Greenway (exist)	0.21	Bridge to greenway on old raquet club property

2013 Master Plan Recommendations

Multi-Use Paths

Project ID	Route	From	To	Distance (mi)	Additional Information
MUP 1	Veterans Parkway	Barfield-Crescent Park	Greenway Connector (prop)	12.2	
MUP 2	Cherry Lane	Siegel Park	Greenway (prop)	4	To be designed as part of Cherry Lane extension. ROW limitations may require use of alternative facility type.
MUP 3	Sulphur Springs Rd	Cherry Lane	Thompson Lane	1.53	To be designed as part of future Sulphur Springs Rd improvements.
MUP 4	Medical Center Pkwy	Conference Center Dr	Greenway (exist)	2.34	Retrofit on north side of Medical Center Pkwy.
MUP 5	Old Fort Pkwy	Salem Rd	Mall Circle Dr	0.49	On north side of Old Fort Pkwy only.
MUP 6	Molloy Lane	Middle Tennessee Blvd	Greenway (exist)	0.83	
MUP 7	Kirkwood Ave	Middle Tennessee Blvd	Discovery Center	0.75	Potential connection for Discovery Center to Bellwood Elementary to greenway (proposed).
MUP 8	Rutherford Blvd	Church St	Northfield Blvd	6.6	
MUP 9	Joe B Jackson Pkwy	East of I-24	John Bragg Hwy	7.57	

Bike Lanes

Project ID	Route	From	To	Distance (mi)	Additional Information
BL 1	Medical Center Pkwy	Manson Pk	Conference Center Dr	0.75	Retrofit bike lanes through I-24 interchange
BL 2	Seigel Rd/ Battleground Dr	Marymont Dr	Thompson Ln	1.92	Includes new bike/ped only connection at Battleground dead end.
BL 3	Madison Ave	Dead End	Thompson Ln	0.69	Stripe only
BL 4	Haynes Dr	Thompson Ln	Memorial Blvd	2.39	
BL 5	Peconic Pl/ Howell Dr	Alexander Blvd	Osborne Ln	0.27	Stripe only
BL 6	Alexander Blvd/ N Tennessee Blvd	Northfield Blvd	Dejarnette Ln	1.32	Stripe only
BL 7	Middle Tennessee Blvd/ N Tennessee Blvd	Main St	Northfield Blvd	2.02	
BL 8	Highland Ave	Clark Blvd	Northfield Blvd	0.39	Stripe only
BL 9	Greenland Dr	Highland Ave	Middle Tennessee Blvd	0.8	Stripe only
BL 10	Main St	Maney Ave	Middle Tennessee Blvd	0.82	
BL 11	Vine St	Greenway Connector (prop)	Maney Ave	0.48	Stripe only
BL 12	Jones Blvd	Medical Center Pkwy	Northfield Blvd	1.33	
BL 13	Broad St	Thompson Ln	Greenway (exist)	2.65	Construct as part of future Broad St improvements.
BL 14	Mall Circle Dr	Robert Rose Dr	Old Fort Pkwy	0.63	Restripe existing 3-lane section.
BL 15	River Rock Blvd	Cason Ln	Greenway Connector (prop)	0.8	Restripe existing 3-lane section.
BL 16	Cason Trl	Dead End	Cason Ln	1.07	Stripe only
BL 17	Joe B Jackson Pkwy	Shelbyville Hwy	Multi-Use Path (prop)	0.87	
BL 18	Salem Rd	Bridge Ave	Old Fort Pkwy	0.28	
BL 19	Mercury Blvd	Broad St	Middle Tennessee Blvd	0.69	
BL 20	Bradyville Pk	Broad St	Rutherford Blvd	1.33	Additional 0.8 mile bike lane from Middle Tennessee Blvd to Minerva Dr already exists

2013 Master Plan Recommendations

Bike Routes

Project ID	Route	From	To	Distance (mi)	Additional Information
BR 1	Broad St	Urban Growth Boundary	Thompson Lane	1.73	
BR 2	Clark Blvd/ Battleground Dr	Broad St	Marymont Dr	1.55	
BR 3	Lebanon Pk	Urban Growth Boundary	Thompson Lane	1.81	
BR 4	Thompson Ln	Lebanon Pk	Lascassas Pk	3.13	
BR 5	Osborne Ln	Memorial Blvd	Emery Rd	2.22	
BR 6	Lascassas Pk	Urban Growth Boundary	Middle Tennessee Blvd	6.28	
BR 7	Halls Hill Pk	Urban Growth Boundary	Champion Way	4.2	
BR 8	Highland Ave	Dead End	Clark Blvd	1.67	Includes new bike/ped only connection to Mercury Blvd.
BR 9	Jones Blvd/Ridgely Rd	Broad St	Medical Center Pkwy	0.32	
BR 10	Maney Ave	Broad St	Main St	0.4	
BR 11	Broad St/Manchester Pk	Middle Tennessee Blvd	Urban Growth Boundary	4.93	
BR 12	Shelbyville Pk	Veterans Pkwy	Urban Growth Boundary	2.71	
BR 13	Lynnford Dr	Barfield-Crescent Park	Joe B Jackson Pkwy	0.61	
BR 14	Unfinished Road	Barfield Rd	Cason Ln	0.7	
BR 15	Cason Ln	Veterans Pkwy	Salem Rd	1.74	
BR 16	Salem Rd	Urban Growth Boundary	Bridge Ave	6.45	
BR 17	Old Fort Pkwy	Urban Growth Boundary	Cason Ln	9.13	
BR 18	Bradyville Pk	Rutherford Blvd	Joe B Jackson Ext (prop)	3.0	

TABLE 2.5: EXISTING GREENWAYS, BIKEWAYS, AND MULTI-USE PATHS

RUTHERFORD COUNTY COMPREHENSIVE PLAN (2011)

Overview

Rutherford County created this document to plan for sustainable growth that protects the area's natural and historic resources and preserves the values, qualities and culture. Hundreds of citizens came together to participate in preparing this Comprehensive Plan, which in turn guides the County's actions towards supporting growth that provides employment opportunities and economic stability and reflects the character of the Rutherford County communities. The ten goals of this plan are:

1. Ensure growth policies that recognize land is a limited resource
2. Cultivate an environment attractive to new and existing businesses
3. Strengthen rural communities
4. Protect and enhance open spaces in a connected network of parks, trees and stream corridors
5. Provide neighborhoods that create a sense of community and connectedness
6. Conserve and enhance significant natural landscapes and historic/cultural resources
7. Provide transportation options
8. Provide efficient infrastructure in designated growth areas
9. Maintain and enhance community and regional partnerships
10. Ensure decision-making is transparent, fair and accountable to residents

Relevant Recommendations

- Recommends following through with creating the blueway along Stones River
- Look into examples of blueways in Tennessee, such as the Tennessee River Blueway in the Chattanooga area, for examples of assembling right-of-way/property, and for maintenance/continuous blueway management
- Integrate county greenways into a consolidated Murfreesboro, Smyrna, and Rutherford County system
 - Coordinate approach to river access, facilities for parking and campgrounds, and retail/service uses between County and Cities to expand commercial and recreation potential of the river
 - Rutherford County should work with the City of Murfreesboro to develop a coordinated system of greenways that cross jurisdictions
- Greenways and trails should be studied to link nodes, schools, and community facilities with connections to existing and proposed municipal trails

- Growing popularity of greenways can serve the dual purpose of providing public open space and active recreation opportunities, as well as providing a safe alternative to short vehicle trips

STONES RIVER BATTLEFIELD TRAIL PLAN (2018)

Overview

This plan envisions the Stones River National Battlefield Trail as an accessible and user-friendly network of walkways, paths, and trails that will allow all visitors to explore the battlefield while respecting the significant cultural and natural resources that are protected here.

Relevant Recommendations

- Provide and maintain excellent connectivity between the National Battlefield Park and Murfreesboro at several key points
 - New Nashville Highway
 - West College Street
 - Overall Street
 - Wolf Lane
- Improve sections of existing bikeways and create new bikeway opportunities
 - Potential new bikeway location along New Nashville Highway
- Implement a greenway along West Fork Stones River near McFadden's Farm and provide better connectivity to N Thompson Lane
- Consider separation of bike lane from vehicle surface on McFadden Lane
- Extend Old Entry Road as a bikeway trail connection to McFadden Lane trail

MURFREESBORO PARKS AND RECREATION MASTER PLAN (2019)

Overview

The City of Murfreesboro developed this Parks and Recreation Master Plan in order to provide a high-quality recreational experience for all residents by providing beautiful and healthy places in accordance with sustainable growth.

The goals of the plan included providing excellent recreational opportunities, ensuring the long-term sustainability of parkland and resources, and encouraging healthy lifestyles.

Relevant Recommendations

- Expansion of greenways, blueways and multi-use paths should be a top priority for the City, as they are in high demand from the public
- Greenways (p. 13):

Greenways:

Greenways function as linear parks. They can be very narrow or several hundred feet wide. Greenways provide transportation links, waterway access, environmental enhancement, ecosystem protection and recreational opportunities. By connecting park areas and points of interest, greenways greatly increase the value of parks, historical, and cultural assets. Frequently trailhead areas can be designed with facilities that provide recreational opportunities like a neighborhood park.



Park Size: Varies. Minimum width should be no less than 50 feet

Service Area: In addition to linking other facilities, greenways function as neighborhood and community level parks to residents within ½ to 2 miles away.

FIGURE 2.6: JOGGER ON GREENWAY

- Size: width should be no less than 10'
- Service: greenways link neighborhood/community level parks to residents within 0.5-2 miles away, along with linking other facilities
- Blueways
 - Size: varies based on the size of the waterway
 - Service: blueways function as access points to neighborhood/community level parks to residents within 0.5-2 miles away, along with linking other facilities
- The City should emphasize greenway/blueway/bikeway benefits of driving tourism, increasing the availability of health and recreation opportunities, and providing connections to existing neighborhoods
- It is important to update the greenways, blueways and bikeways plan with the City's major thoroughfare plan

CURRENT BIKE FACILITIES MAP

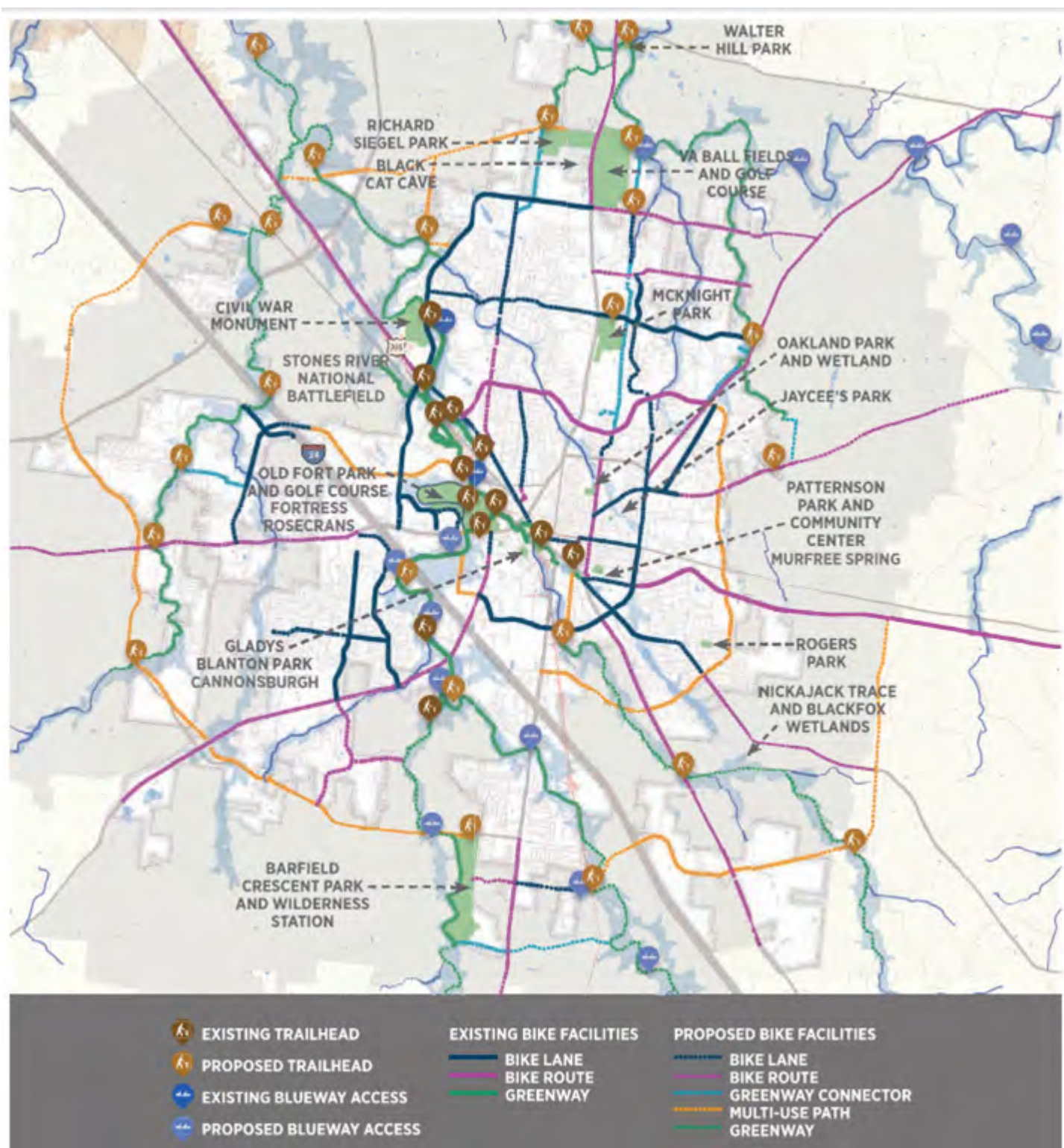


FIGURE 2.7: CURRENT BIKE FACILITIES

2040 MAJOR TRANSPORTATION PLAN (2017)

Overview

The 2040 Major Transportation Plan was created by the City of Murfreesboro to envision and plan for a transportation network that provides for the safe, efficient, and reliable movement of people and goods. Priorities of the plan include:

1. Improving the efficiency of existing infrastructure
2. Ensure transportation systems are accessible to all people
3. Reduce emissions and preserve the environment
4. Support seamless transitions between different modes of transportation

The plan included a detailed inventory of existing multi-modal facilities, shown in the charts and graphics below:

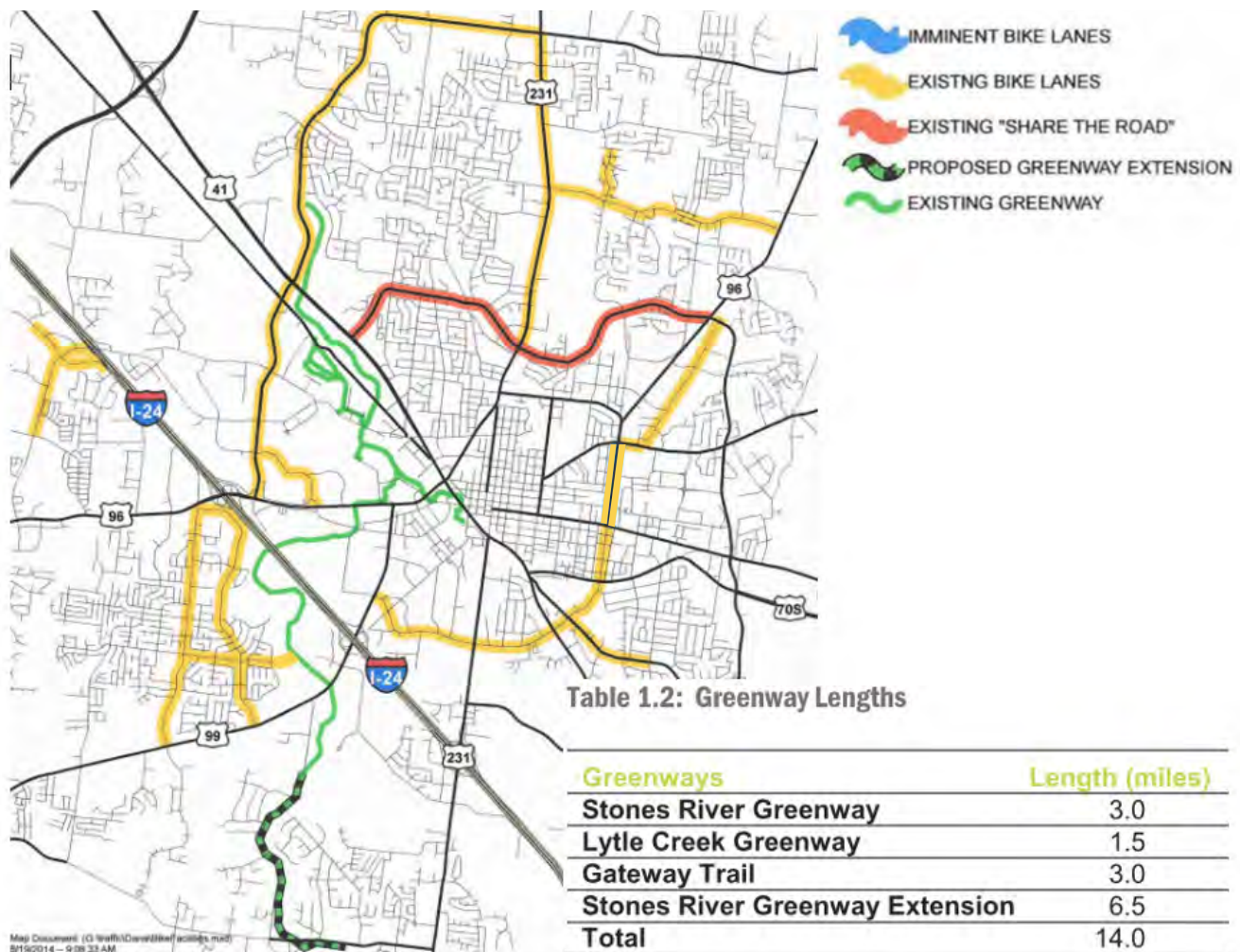


FIGURE 2.8: MAJOR TRANSPORTATION PLAN

EXISTING BIKE LANE FACILITIES				
ROADWAY	BEGINNING	TERMINUS	DATE INSTALLED	DISTANCE (ft)
Thompson Lane	Broad Street	Leanna Road	April '95	13,510
	Leanna Road	Memorial Boulevard	August '96	7,640
Cason Lane	Old Fort Parkway	Cason Trail	August '95	7,246
	Cason Trail	New Salem Highway	October '95	4,795
Mall Circle Road	Frontage Road	Behind Home Depot	March '95	1,850
Robert Rose Drive	Behind Home Depot	Thompson Lane	May '98	2,316
River Rock Boulevard	Racquet Club Drive	Cason Trail	January '97	5,095
River Rock Boulevard	Cason Trail	Centertree Drive	June '99	1,725
Greenland Drive	Tennessee Boulevard	Champion Way	April '97	1,740
Regency Park Drive	Kings Ridge Drive	Thompson Lane	July '98	1,330
Regency Park Drive *	Kings Ridge Drive	Thompson Lane	Deleted Sept. 2003	(1,330)
Cason Trail	Cason Lane	River Rock Blvd	April '02	2,850
Middle Tennessee Blvd. (formally Sanbyrn Drive)	Church Street	SE Broad Street	June '04	5,371
Middle Tennessee Blvd. (formally Samsonite Blvd.)	Church Street	New Salem Highway	June '04	6,000
Old Lascassas Road	Rutherford Boulevard	Greenland Drive	April of 2007	7,392
Middle Tennessee Boulevard	SE Broad Street	Main Street	December of 2007	6,170
DeJarnette Lane	Memorial Boulevard	New Lascassas Hwy	October of 2008	10,560
River Rock Boulevard	Centertree Drive	New Salem Hwy	June of 2009	2,176
Alexander Boulevard	DeJarnette Lane	Peconic Place	August of 2009	2,585
Bradyville Pike	Middle TN Blvd	Minerva Drive	November of 2009	4,805
Thompson Lane	Old Fort Parkway	NW Broad Street	August of 2010	11,088
Fortress Blvd. Widening/Realignment	Blaze Drive	I-24	October of 2011	5,015
Manson Pike. Widening/Realignment	Gresham Lane	Overall Creek Bridge	October of 2011	4,673
Memorial Boulevard	Northfield Blvd.	Thompson Ln	August of 2014	18,162
TOTAL ROADWAY FEET				132,764
TOTAL ROADWAY MILES				25.14

* bike lanes were deleted to add additional NB general purpose lane

EXISTING BIKE "Share the Road" FACILITIES				
ROADWAY	BEGINNING	TERMINUS	DATE INSTALLED	DISTANCE (ft)
Northfield Boulevard	Memorial Boulevard	New Lascassas	April of 2004	10,608
Northfield Boulevard	Memorial Boulevard	NW Broad	June of 2004	10,855
TOTAL ROADWAY FEET				21,463
TOTAL ROADWAY MILES				4.06

PLANNED / COMMITTED BIKE LANE PROJECTS				
ROADWAY	BEGINNING	TERMINUS	DATE INSTALLED	DISTANCE (ft)
Middle Tennessee Boulevard	Main Street	Greenland Drive	Fall of 2018	4,153
Bradyville Pike Widening	SE Broad St.	Rutherford Boulevard	Fall of 2020	11,088
Bradyville Pike Widening (over exist.)	Middle TN Blvd.	Minerva Drive	Fall of 2020	(4,805)
Cherry Lane Extension (Phase 2)	Siegel Park	Sulphur Springs Rd	Fall of 2020	11,088
Cherry Lane Extension (Phase 3)	Sulphur Springs Rd.	NW Broad St	Fall of 2020	11,900
Lytle Street	Barker Street	N. Church Street	Summer of 2018	1,348
TOTAL ROADWAY FEET				34,772
TOTAL ROADWAY MILES				6.59

TABLE 2.6: EXISTING AND COMMITTED BIKE FACILITY PROJECTS

Relevant Recommendations

- Create GIS layer of existing greenways, blueways and bikeways facilities to improve planning capabilities
- Improve bicycle and pedestrian connections between high-density areas
 - Consider “fee-in-lieu” payments to infrastructure fund
 - Consider implementation of policy requiring the design and construction of new pedestrian/bicycle transportation to accommodate future demand even if demand is not currently present
- Include consideration of trailheads, greenway connectors and bike routes in future Rover Route extensions
 - Complete formal analysis of adjacency of multi-modal options in a future update to the Greenways, Blueways, and Bikeways Master Plan to improve connections between methods of transportation
 - Include Rover staff in creation of this future update
- The updated thoroughfare plan is shown on the next page

Updated Thoroughfare Plan

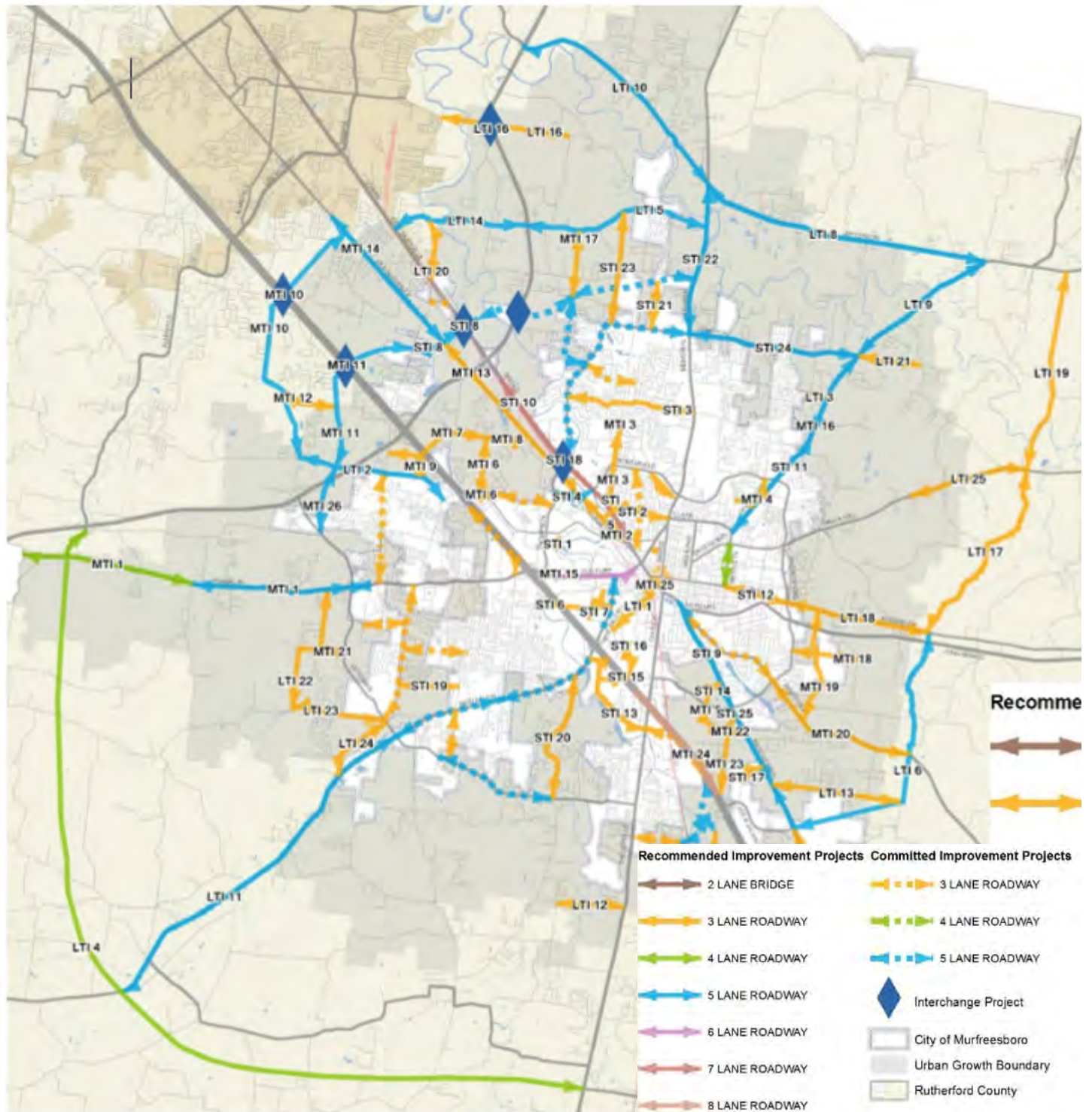


FIGURE 2.9: UPDATED THOROUGHFARE PLAN

MURFREESBORO FUTURE LAND USE PLAN (UPDATED 2023)

Overview

The Murfreesboro Future Land Use Plan is a document that guides land use and development decisions in the City. The goals of this document include:

1. Encouraging cooperative growth management and coordination of infrastructure across jurisdictions
2. Enhancing Murfreesboro's strong sense of community with sustainable growth management policies

To achieve these goals, the plan divides the City into 17 different land use categories and outlines each of these in the document.

Relevant Recommendations

- Public greenways, recreational trails, and blueways are encouraged in the park/open space land use category
- Park land may occur in any number of zoning districts if it is determined to be compatible and desirable with surrounding land use
 - Therefore greenways, recreational trails, and blueways can be located in any zoning district/land use category as long as the use is compatible and desirable
- Several economic development sites are identified that should be well-connected to main roads through multi-modal transportation options, including pedestrian and bicycle options:
 - Veterans Parkway and I-840
 - Cherry Lane Interchange (I-840, NE of 24)
 - Joe B. Jackson Interchange SE of I-24
 - Hoover Site on I-24, E of 10/231
 - Downtown Mixed-Use Urban Infill
- Future Land Use Map is show on the next page

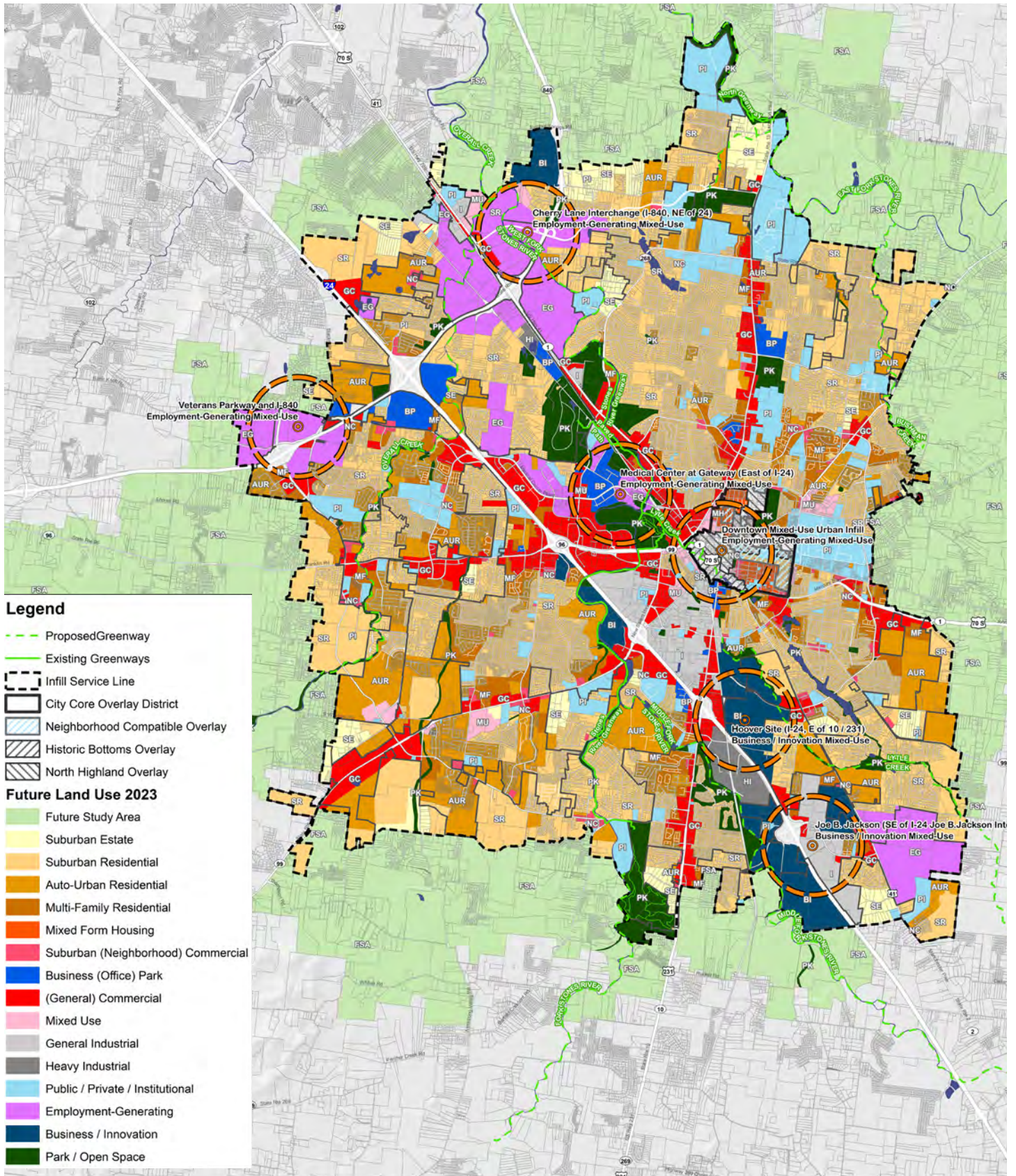


FIGURE 2.10: FUTURE LAND USE PLAN

TRANSIT ROUTE AND SHELTER STUDY (2022)

Overview

The Transit Route and Shelter Study was developed to help the City of Murfreesboro identify route realignments and shelter locations following the construction of the new transit facility that will be constructed at the intersection of New Salem Road (Highway 99) and Bridge Avenue, approximately one mile from the current Downtown Transit Hub.

Through the evaluation of existing transit routes and shelters, a needs assessment for additional routes, and extensive stakeholder outreach, this plan delivers strategic recommendations for future transit routes and shelters in Murfreesboro.

Relevant Recommendations

It is important that greenways, blueways, and bikeways are accessible via public transit. Table 2.7 shows proposed transit shelter locations in Murfreesboro recommended by the study. The recommendations of this plan will take accessibility to existing and proposed shelters into account to identify proposed greenways, bikeways and trailheads.

Proposed Shelter Locations

Route Name	Direction	Location
Prioritization Group 1		
Memorial	Outbound	McDonalds north of Northfield Boulevard
Memorial	Inbound	Walgreens north of Northfield Boulevard
Memorial	Inbound	Airport Road across from Walmart
South Church	Inbound	McDonalds north of Warrior/Butler Drive
South Church	Inbound	Regal Inn at far side of Shelby Street
Highland	Outbound	Northfield Boulevard at North Tennessee Boulevard
Highland	Inbound	Hazelwood Student Housing
Highland	Inbound	Greenland Drive
Prioritization Group 2		
Memorial/Gateway	Inbound	Westbrook Towers Inbound
Memorial	Outbound	Publix north of Thompson Lane
Gateway	Outbound	Arby's north of Brinkley Avenue
Gateway	Outbound	Kroger north of Northfield Boulevard
South Church	Outbound	Far side of Warrior Drive
Highland	Outbound	Saint Louise Medical Clinic
Highland	Outbound	Cedar Park Mobile Estate
The Avenues	Outbound	Mall Circle Drive before intersection with Mall Circle Drive
Prioritization Group 3		
Memorial/Gateway	Outbound	Westbrook Towers Outbound
Gateway	Outbound	At existing bus stop/bench in front of St Thomas Hospital
South Church	Outbound	Walmart at Joe B Jackson Parkway
MLK	Outbound	Save-A-Lot/Kroger
Highland	Outbound	Jackson Street at Highland Avenue
Highland	Outbound	Kroger at Old Lascassas Road
The Avenues	Inbound	Maplegrove Drive outside the Avenues
Social Security Office	Inbound	Along frontage road in front of Town Centre/Target
Prioritization Group 4		
MLK	Outbound	Bradyville Pike at Rutherford Boulevard
The Avenues	Outbound	Aldi on Robert Rose Drive
The Avenues	Inbound	The Oaks Shopping Center
MLK	Inbound	New Journey Home Location
New Salem ¹	Inbound	Walmart along New Salem
New Salem ¹	Outbound	Publix along New Salem
Joe B Jackson ¹	Inbound	Amazon Facility

¹ Shelter is along a proposed new route.

TABLE 2.7: PROPOSED SHELTER LOCATIONS

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3 | FUTURE TRENDS AND NEEDS ANALYSIS



MASTER PLAN GOALS & OBJECTIVES

The primary goals and objectives of the Greenways, Blueways, and Bikeways Master Plan are:

1. Promote the increased use of existing greenways and blueways and the construction of new access points by identifying community needs and benefits relating to quality of life, health, economics, and sustainability
2. Ensure that community facilities such as parks, playgrounds and other public spaces are accessible and available to all residents via multimodal access
3. Present strategies for enhancements to existing greenway and blueway facilities, as well as additional connections, to meet the needs of a growing population
4. Position the City to pursue funding opportunities, programs, and policy changes to advance Murfreesboro's greenway and blueway systems

FUTURE TRENDS

This plan provides an assessment of Murfreesboro's future bikeway, greenway, and blueway needs through a comprehensive understanding of emerging trends. Several key elements have been taken into consideration, including existing and projected population growth, major activity nodes that drive economic and social activity, the significance of parks and recreation facilities in key places, and the location of educational institutions and business centers.

Additionally, the assessment evaluates the existing trail and greenway system, the identification of existing trailheads, the incorporation of proposed greenway connectors and multiuse paths outlined in the 2013 Master Plan, and the inclusion of desired greenway connections as expressed through public feedback via the online WikiMap.

By comprehensively examining these factors and their impacts on one another, the future trends analysis section lays the foundation for strategic planning and decision-making, ensuring that the greenways, blueways, and bikeways network evolves in tandem with Murfreesboro's dynamic growth and changing demands.

FUTURE TRENDS ASSESSMENT MAP

In order to adequately assess Murfreesboro's existing and future multimodal connectivity needs, several key elements must be considered and visualized in a future trends assessment map. Elements studied for this assessment include:

- Existing and future population
- Major activity nodes
 - Parks and recreation facilities
 - Educational facilities
 - Existing trail and greenway system
 - Existing trailheads
 - Proposed greenway connectors and multiuse paths from the 2013 Master Plan
 - Proposed blueway access points from the 2013 Master Plan
 - Desired greenway connections (public feedback from the online WikiMap)

MAJOR ACTIVITY AREAS

Information in the future trends assessment map highlighted five areas of major growth and activity within Murfreesboro. It is important to provide multimodal connections from these areas to community facilities, activity centers, and employment centers. Interconnectivity within these areas, as well as providing connections to from each area to the others, will also be beneficial. The recommendations of this plan will acknowledge these major activity areas.

Area A, located to the west of downtown Murfreesboro, is projected to maintain high population rates and see even more growth by 2035. Important features in this area include Overall Creek and Puckett Creek.

Area B is a central node for commerce, healthcare, and recreation. Located at the heart of Murfreesboro, Area B includes Downtown, the healthcare center, Avenue Mall, Stones River National Battlefield, and Old Fort Golf Course. Many of the city's existing greenways and trailheads are located within this area.

Area C, located northeast of downtown, is another high population zone that includes several schools and parks.

Area D is positioned to the south of downtown across Butler Drive. In addition to high population, this area also includes several natural features, West Fork Stones River and Middle Fork Stones River. It is adjacent to Barfield Crescent Park and Indian Hills Golf Course.

Area E includes Middle Tennessee State University (MTSU) and the surrounding neighborhoods to the south of campus.

Future Trends Assessment Map

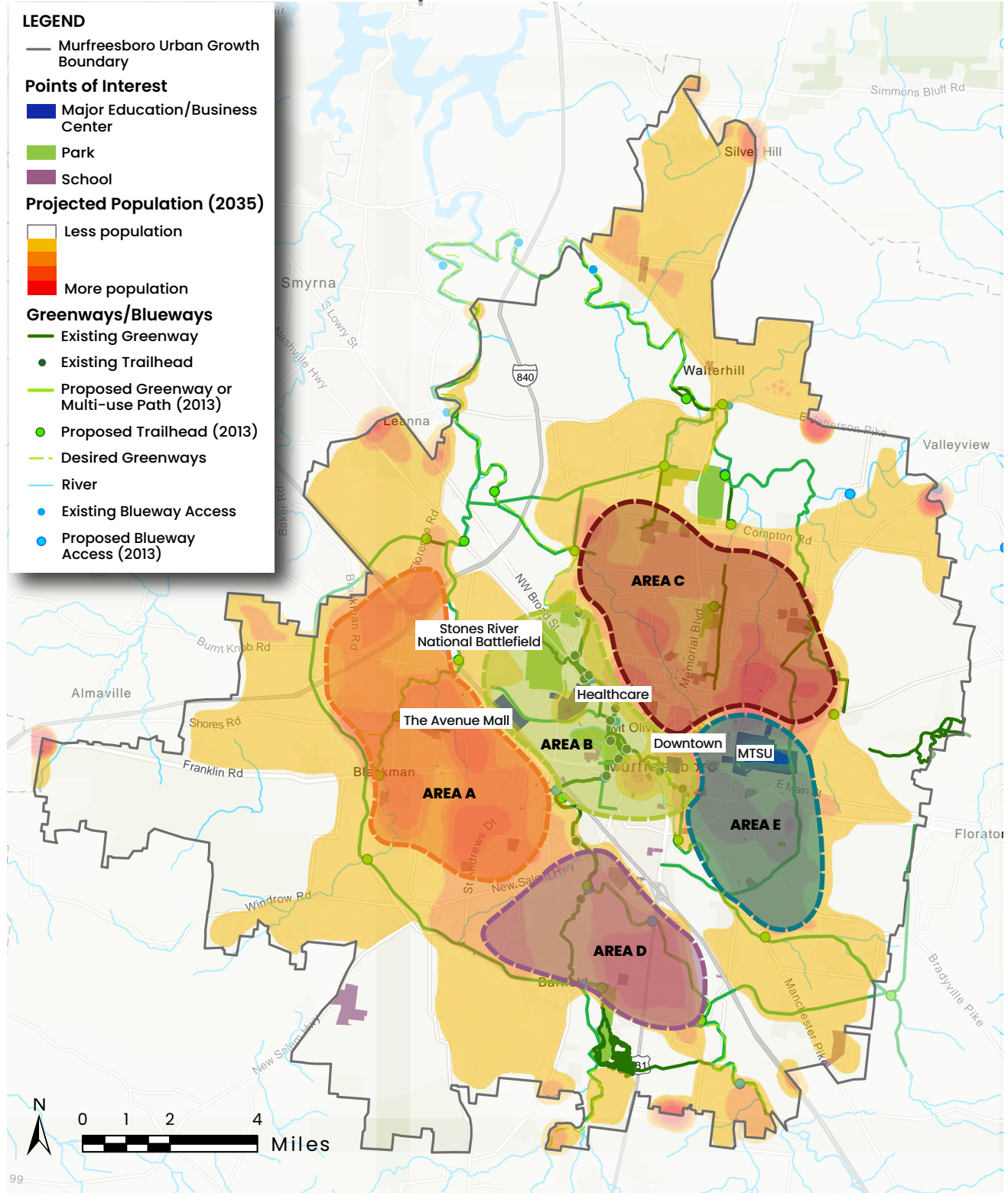


FIGURE 3.1: FUTURE TRENDS ASSESSMENT MAP

NEEDS ANALYSIS

Considering existing conditions, points of interest, and major areas of activity, several beneficial new connections are discovered. Figure 3.2 shows where new connections could benefit Murfreesboro. It also highlights which previously proposed greenway connections would be most beneficial to existing and future conditions within the City. The connections include:

1. Previously proposed multi-use path along Veterans Parkway forming the western leg of a loop around the city
2. New greenway along Overall Creek, from Veterans Parkway to West Fork Stones River
3. Previously proposed connection along Puckett Creek connecting Blackman schools to a proposed trailhead at Overall Creek
4. New greenway along Overall Creek crossing under I-840 to connect proposed trailheads
5. New greenway linking previously proposed route near The Avenue mall and proposed trailhead near Area A
6. New greenway connection through Area A linking Blackman schools to proposed trailhead at existing Stones River Greenway
7. New greenway connection from Area A to Area D through residential area near Cason Lane and Old Salem Road and linking Scales Elementary School and Cason Lane Academy
8. New greenway from Cason Trailhead to proposed side path along Veterans Parkway along existing stream
9. New greenway from proposed greenway and trailhead at Overall Creek to proposed greenway and trailhead at West Fork Stones River, helping form the northern leg of a loop around the city
10. Previously proposed side path along Medical Center Parkway from Stones River Greenway to The Avenue mall
11. New greenway linking existing trailhead on Stones River Greenway to proposed trailhead on West Fork Stones River north of Area B

12. New greenway through Area C and Siegel schools to proposed trailhead on West Fork Stones River north of Area B, helping to form the northern leg of a loop around the city
13. New greenway along Sinking Creek from MTSU to new proposed trailhead on West Fork Stones River
14. New greenway linking Sinking Creek to Stones River Greenway
15. New greenway near downtown in Area B linking two existing trailheads
16. Previously proposed connection linking existing trailhead downtown to new proposed trailhead on West Fork Stones River
17. New greenway linking Area D to Area E, from a proposed greenway on East Fork Stones River to a proposed greenway on West Fork Stones River across I-24
18. New greenway through Area D along Middle Fork Stones River, linking Indian Hills Golf Course to the existing greenway system along West Fork Stones River
19. Previously proposed connection from Barfield Crescent Park to Area D, helping to form the southern leg of a loop around the city
20. New connection linking Area C to proposed trailhead
21. Previously proposed connection through Area C and McKnight Park
22. New connection linking previously proposed path to new path in Area C
23. New connection from MTSU to downtown, also connecting Central Magnet School.
24. New greenway linking two previously proposed trailheads near Area C and Oakland schools
25. New greenway linking proposed trailheads on Lytle Creek and Middle Fork Stones River across I-24, helping to form the southern leg of a loop around the city
26. New greenway linking Lytle Creek to Area E
27. Previously proposed side path along Middle Tennessee Boulevard linking Area C and Area E, forming the eastern leg of a loop around the city

Needs Analysis Map

LEGEND

— Murfreesboro Urban Growth Boundary

Points of Interest

■ Major Education/Business Center

■ Park

■ School

Greenways

— Existing Greenway

● Existing Trailhead

— Proposed Greenway or Multi-use Path (2013)

● Proposed Trailhead (2013)

— Resident Desired Greenways

Blueways

— River

● Existing Blueway Access Point

● Proposed Blueway Access Point (2013)

New Connections

↔ Potential New Greenway / Blueway Connection

↔ Important Previously Proposed Connection

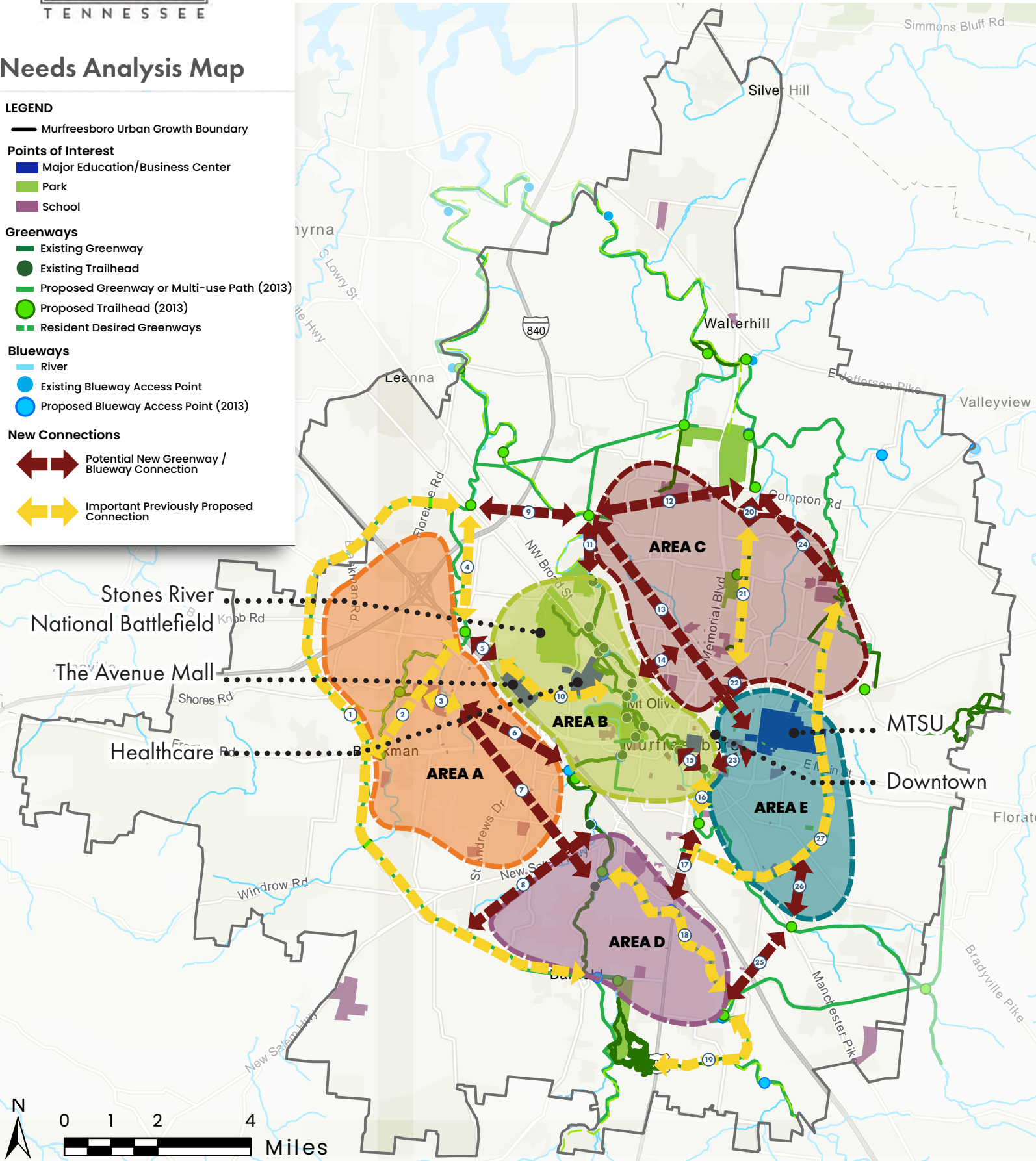


FIGURE 3.2: NEEDS ANALYSIS MAP

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4 | COMMUNITY ENGAGEMENT



WIKIMAP SUMMARY

A public online WikiMap was available from February 21, 2023 to April 21, 2023 for residents to map their opinions and ideas. The data received from this map is listed below. A full list of responses are noted in the appendix.

OPPORTUNITIES

Relevant Public Input Comments

- The greenway could represent the backbone of a city-wide bike transit system that not only connects major parks but connects our major neighborhoods to those parks and neighborhood to neighborhood. Most importantly all the bikeways and greenways need to connect people's homes to destinations they want or need to go. It is essential that commercial areas along Old Fort, Memorial, Downtown, and Medical Center Boulevard, are connected to the greenway and other bike trails. As things stand in the city most people feel they have to drive to these places because there are no safe, friendly, bike or pedestrian connections to these places from their homes.
- A bridge connecting Agripark over the highway to The Avenue and Medical Center Parkway would be amazing for the west side of the city to not have to cross the highway at an interchange. The bridge should include separated lanes for all modes of transit.
- If we could just get the trail/greenway at Richard Siegel Park connected to the Siegel schools and all the neighborhoods that are really not so far away from here. This would really be a breakthrough in terms of accessibility.
- Protected bike lanes around the MTSU campus would be a big breakthrough for students and the surrounding community. You see a lot of these protected bike lanes in other cities like Nashville where there is a bike lane that has a small barrier to protect from traffic. MTSU campus has a lot of potential to be further developed as it is very flat and friendly for biking. If it was further developed, students would bike more.
- Just imagine if the Greenway connected to MTSU campus! Seems like it should.
- Would like a bike route on Rucker Road, Rutherford County Farm Road, Elam Road, Joe B Jackson Parkway, Broad Street, Butler Drive, South Church Street, and New Salem Road. (All connect in South Murfreesboro)

- Trail system connecting the Stones River NB trails that includes interpretation of the Battle of Stones River. Opportunity to partner with the National Park Service.
- Stones River NB is willing to discuss a greenway extension through the McFadden Farm unit. There will likely need to be some route adjustments.
- If there is a multi-use path along Thompson Lane, there could be an opportunity to connect to the Stones River NB trail system.
- A connector path between the greenway downtown/Cannonsburgh and Murfree Springs wetlands would be awesome! This should be an obvious connection as they are so close.

ISSUES

Relevant Public Input Comments

- The downtown square is hazardous for any pedestrians trying to shop. It should be closed to car traffic at all times in order to encourage foot traffic.
- The bike lanes along St. Andrews just end with no destination. Going north it would be great if the lanes carried all the way to 96 and then crossed on to Agripark Drive. In addition, A bridge over the interstate, with no exchange, extending Agripark into the Avenue shopping area with multi-modal traffic would be amazing. Going South on St. Andrews the bike lanes just stop after crossing Cason Trail. It would be great if these lanes were extended out to 99. The same is true for the lanes on Caron Lane and Cason Trail. The bike lanes just end. There is no value to the lanes as they are currently created because they do not provide for actual trips that people would like to take. If you want the west side of town to use multiple modes of transportations, you really need to think about how to generate trips on those modes. Bike lanes that do not go anywhere are not useful and will not generate trips.
- Cason Lane Bike Lanes just come to an end with no safe transfer to sidewalk or separated bike lane. If you want people to use these lanes, they need to go to destinations not just stop randomly.
- The bike lanes on Cason Trail just end before getting to the trail head. It would be nice if they could be connected directly to the park.
- Gateway Island has been a popular vantage point for birders as well as walkers. It is a real shame that the lake has been allowed to dry up. Whatever the issues, it would be a big plus to address that so that it continues to attract unusual birds to the area. Its an eyesore now,

rather than a beautiful place for viewing wildlife.

NEEDS IMPROVEMENT

Relevant Public Input Comments

- Greenway near Old Fort Golf Course is lumpy and in need of repaving on most of the older sections. Tree roots have done a number on it.
- The driveway into McKnight Park going to Sports*Com and the ball fields needs to be enlarged and updated. There are sidewalks on DeJarnette, as well as along Memorial, but no sidewalks going into McKnight Park to Sports*Com. You have to walk down the narrow driveway with cars going both ways to get to the building. The bus does not go into the park, so if you travel by that, you have to walk either down a dangerous grass hill from Memorial or walk against cars in the drive. Also, the drive itself is not wide enough. Too many times you can get stuck trying to leave because people waiting to turn left out of the park have taken up the entire drive and those wanting to go right cannot get to the right turn lane. An expansion and sidewalks would improve safety and usage tremendously.
- Signage on the new Central Valley Trail is confusing. There is no sign at the start telling distance. Halfway through the trail splits but doesn't tell you which way goes to where, and there are signs warning one way being non-accessible, but it is not clear which side is. Turns out the split is actually a circle, but again, no signage about this (could have shown a simple map?) (and what about the non-accessible part if they connect?). Just very confusing and incomplete.
 - Having this loop Trail has been a game changer for north side of town users. I see a dotted line that looks like it may circle to connect to the main part of the greenway which would give north Murfreesboro, Walter Hill, and Lascassas communities close safe greenway access which would be a game changer. The sooner this part is complete the better.
- Trail access to Fortress Rosecrans could be more inviting. Need a crosswalk on Overall Street.
- Improved wayfinding signage needed by W College and Garrison Dr to point people to/ from the Greenway and Gateway Island path as well as toward Stones River National Battlefield. Only regular users realize the proximity/intersections of these three major destinations.

OTHER COMMENTS

Relevant Public Input Comments

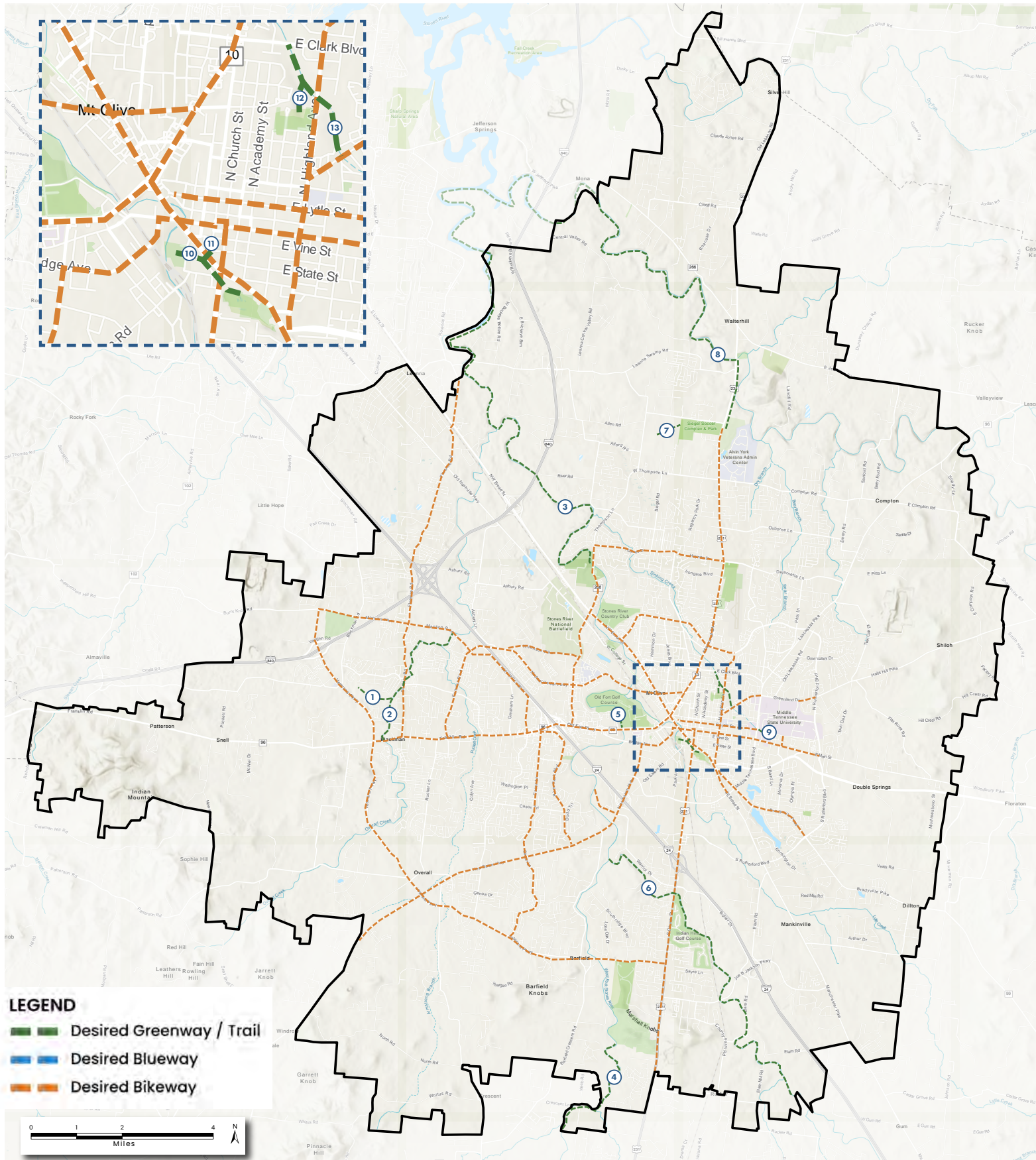
- To make access to all citizens possible, major shopping routes should be made safe for cyclists and pedestrians. Currently, to access retail stores and restaurants along Broad, Medical Center, Old Fort and Memorial, 99% of citizens feel that they have to drive because the cycle route is, frankly, a joke. Auto drivers do not care about painted lines on the road and often use the bike lane as turning lanes. If we are serious about sustainability and making traffic better, safe bike lanes are a must.
 - This would be a good start if we are serious about safety and accessibility: <https://sdg.minneapolismn.gov/design-guidance/bikeways/delineator-protected-bike-lanes>
 - Agree. South Church is also landlocked, so to speak- there isn't a way to safely pass across the bridge near Warrior Dr/Indian Park on foot or via bike. You're effectively cut off from the rest of Murfreesboro if you don't have a car.
 - Re: South Church comment, agreed. I forgot about SC initially because I don't usually bike that way. True separated bike lanes for that area are 100% necessary. Crossing the I-24 interchange would be especially harrowing. But imagine being able to safely bike to Pad Thai from downtown!
 - I live on N Spring St and like to walk to shops and restaurants on Memorial Blvd. If I walk down Lokey Ave, there is no sidewalks and I have to walk on the side of the road. There is no pedestrian crosswalk at the intersection of Lokey Ave and Memorial. My husband and I like to eat and shop at Al Rayan Restaurant, but we have to walk all the way to the CVS pharmacy to cross Memorial Blvd. We would love to see sidewalks on Lokey Ave and a pedestrian crosswalk on the intersection of Lokey Ave and Memorial Blvd.
 - Agree that road access for bicycles are needed. It used to be easy to bike, but most drivers pay no attention to bikers and pedestrians putting them in danger. Also bike and pedestrian ways should be in all areas and not only areas paying higher taxes. Look at Bradyville Pike and MLK Blvd. Many walkers and bikers put themselves in danger because walking and biking are their main transportation choices.
 - Agreed - I live within biking distance of the square, but because there are not protected lanes or even designated lanes on most roads, I don't feel safe using my bike to get

there, much less take my kids. It would also be nice to have those same accommodations to get to grocery and basic shopping places.

- The downtown area, because of low-speed limits and narrow streets, is generally a safe place for cyclists.
- The intersection at St Andrews Drive and Cason Trail needs signals and crosswalks. This intersection sees just as much use as the Cason Lane/Cason trail intersection which does have a signal. If this intersection had a signal and better bike infrastructure it would help generate more walking and biking to the commercial properties located at this intersection. It would also make it a lot safer for children to ride or walk to school at Cason Lane Academy and Scales Elementary.
- From Waywood Drive to Old Fort Parkway there must be at least 2000 residents living on both sides of St. Andrews and there is not a single crosswalk to safely make the trip from one side of St. Andrews to the other. Clearly there is a need for at least one crossing somewhere along this stretch of St. Andrews.
- The bike route on Warrior Drive could be useful to connect the greenway to future restaurants and businesses.
- Stones River NB is interested in exploring options either via Thompson Lane or Van Cleve Lane to create a more direct connection between the Nashville Pike Unit and the McFadden Farm Unit.

Following the online WikiMap the consultant team summarized all feedback and created a graphic representation of desired outcomes on the following page. Public input, in conjunction with city staff comments, provided a framework for the greenway, blueway, and bikeway planning process. Diverse input created a spectrum of public and stakeholder ideas that revealed opportunities for future projects.

Wikimap Summary Figure - Public Input Entries



WikiMap Summary Key

1. Connecting future park to another desired greenway trail
2. Overall Creek Greenway. Connects west side neighborhoods with Blackman schools and Medical Center Parkway bikeway.
3. This would connect the Walter Hill/North Murfreesboro greenway to the existing greenway that starts at Thompson Lane. It would be amazing to be able to get all the way from the north side to Barfield Crescent with minimal time on actual roads. Much safer for cyclists, runners, walkers, etc.
4. Greenway along West Fork Stones River to Barfield Crescent Park.
5. This may provide safer access close to the mall if a trail is on the west side of the river.
6. Greenway along Middle Fork Stones River, connecting several destinations.
7. Connect the soccer fields, providing greater access to parking and fields when you need to move between them.
8. Connecting greenway access from Memorial Blvd to Walter Hill natural areas.
9. Trail or street connection along the conveyance to Sinking Creek into MTSU campus would provide connection with Alumni Drive.
10. The Historic Bottoms Planning Study from 2017 shows a proposed greenway link back to Murfree Springs.
11. Pedestrian bridge across broad street to connect the greenway to the downtown area.
12. Should tie into Sinking Creek back to the trails around Oaklands Mansion.
13. Historic Bottoms Planning Study from 2017 shows proposed greenway link between Clark and Greenland and then further on to Murfreesboro Little Theater & Park on E Bell Street or to Homer Pittard Campus School.

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5 | PROPOSED NETWORKS

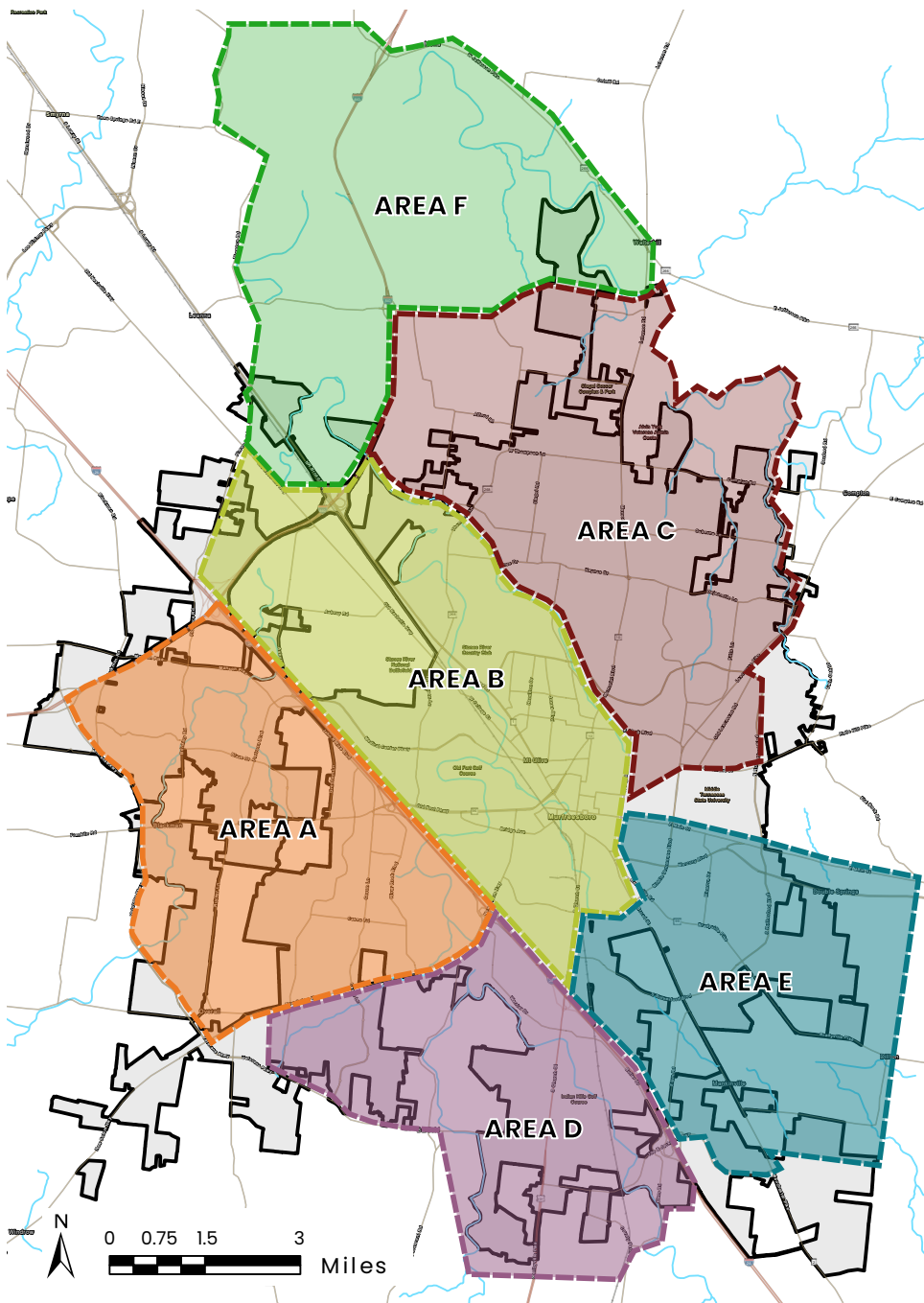


GOALS OF PROPOSED NETWORKS

The goal of the following proposed networks is to further enhance Murfreesboro's greenways, blueways, and bikeways. Key ideas that guided design decisions were promoting an active lifestyle, supporting non-motorized transportation alternatives, and preserving the region's natural beauty. Feedback from community stakeholders with analysis of future trends and needs informed the proposed greenways, blueways, and bikeways. The proposed networks, in conjunction with the implementation plan, will act as a road map to guide the city towards a more vibrant, connected, and sustainable future.

PROPOSED NETWORK MAPS

OVERALL NETWORK MAP



In order to examine opportunities and constraints more closely, the city was divided into 6 areas with corresponding map enlargements. Each area map contains existing and proposed network elements that work together to create recreational and connectivity opportunities across the city.

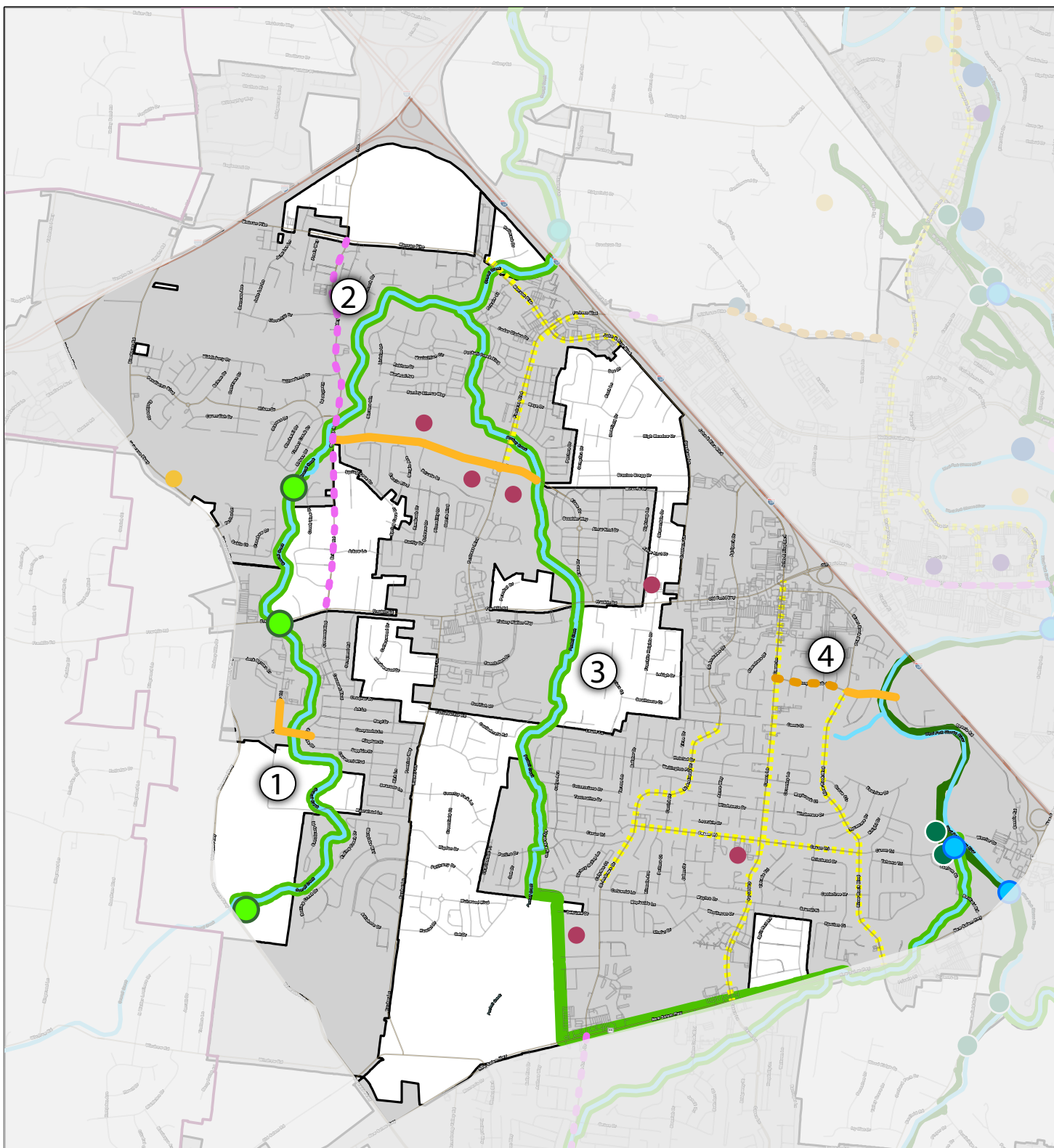
FIGURE 5.1: AREA MAP

AREA A

Area A, located to the west of downtown Murfreesboro, is projected to maintain high population rates and see even more growth by 2035. Important features in this area include Overall Creek and Puckett Creek. Proposed projects are identified in the list below. The project numbers correspond to the numbers in the map on the following page.

PROJECT LIST

1. Trail along Overall Creek connecting proposed trailhead at Veterans Parkway to proposed trailhead at Franklin Road.
2. Trail along Overall Creek connecting proposed trailhead at Franklin Road across I-24 to trailhead at Asbury Lane and proposed trail at Medical Center Parkway. Helps form the northwest segment of a loop around the city.
3. Trail along Puckett Creek, transitioning to a sidepath along SR 99, linking a proposed trail along Overall Creek, multi-use path at Blackman schools, Scales Elementary and connecting to a proposed trail along Spencer Creek. Helps form the western segment of a loop around the city.
4. Multi-use path from Cason Lane to River Rock Boulevard that connects an existing bike lane/route to an existing trail.



Area A



0 0.25 0.5 1 Miles



Legend

- Proposed Trailhead
- Existing Trailhead
- Proposed Blueway Access
- Existing Blueway Access
- Proposed Blueway & Greenway Trailhead

- Schools
- Community/Rec/Senior Center
- Destination Park
- Public Safety
- Commercial Destination Areas
- Retail

- Existing Bike Lane/Route
- Existing Greenways
- Proposed Greenways
- Existing Multi-Use Path
- Proposed Multi-Use Path

- Committed Projects
- Waterways
- Service Infill Line
- City Limits

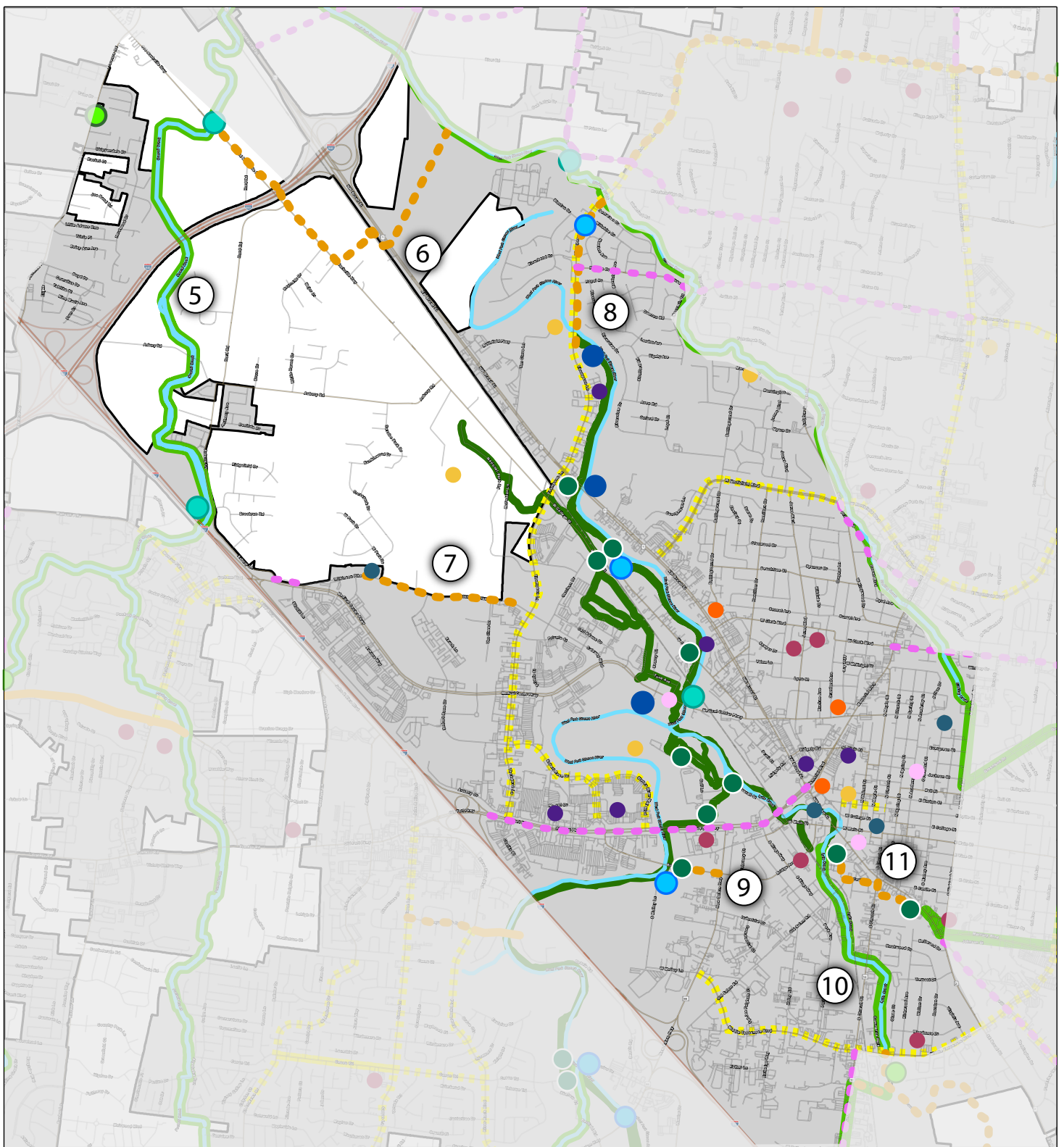
FIGURE 5.2: AREA A MAP

AREA B

Area B is a central node for commerce, healthcare, and recreation. Located at the heart of Murfreesboro, Area B includes downtown, the healthcare center, Avenue Mall, Stones River National Battlefield, and Old Fort Golf Course. Many of the city's existing greenways and trailheads are located within this area. Proposed projects are identified in the list below. The project numbers correspond to the numbers in the map on the following page.

PROJECT LIST

5. Trail along Overall Creek connecting proposed trailhead at Asbury Lane and proposed trail at Medical Center Parkway across I-840 to proposed trail and trailhead at Old Nashville Highway. Helps form the northwest segment of a loop around the city.
6. Multi-use path along Old Nashville Highway or along the CSX rail line, crossing I-840 and Nashville Highway (US 41) and through agricultural land and connecting to a proposed trail along the West Stones River. Helps form the southwestern segment of a loop around the city.
7. Multi-use path along Wilkinson Pike connecting Thompson Lane to Gresham Park Drive.
8. Multi-use path acting as a short connection point from Sinking Creek to an existing trailhead at Thompson Lane.
9. Multi-use path connecting an existing trailhead on Bridge Avenue to a transit center.
10. Trail that starts at West Main Street and connects to a proposed trailhead near Middle Tennessee Boulevard.
11. Multi-use path providing a connection downtown from two existing trailheads and ends at Murfree Spring Wetlands.



Area B



0 0.25 0.5 1 Miles



Legend

- | | | | |
|--|--|--|--|
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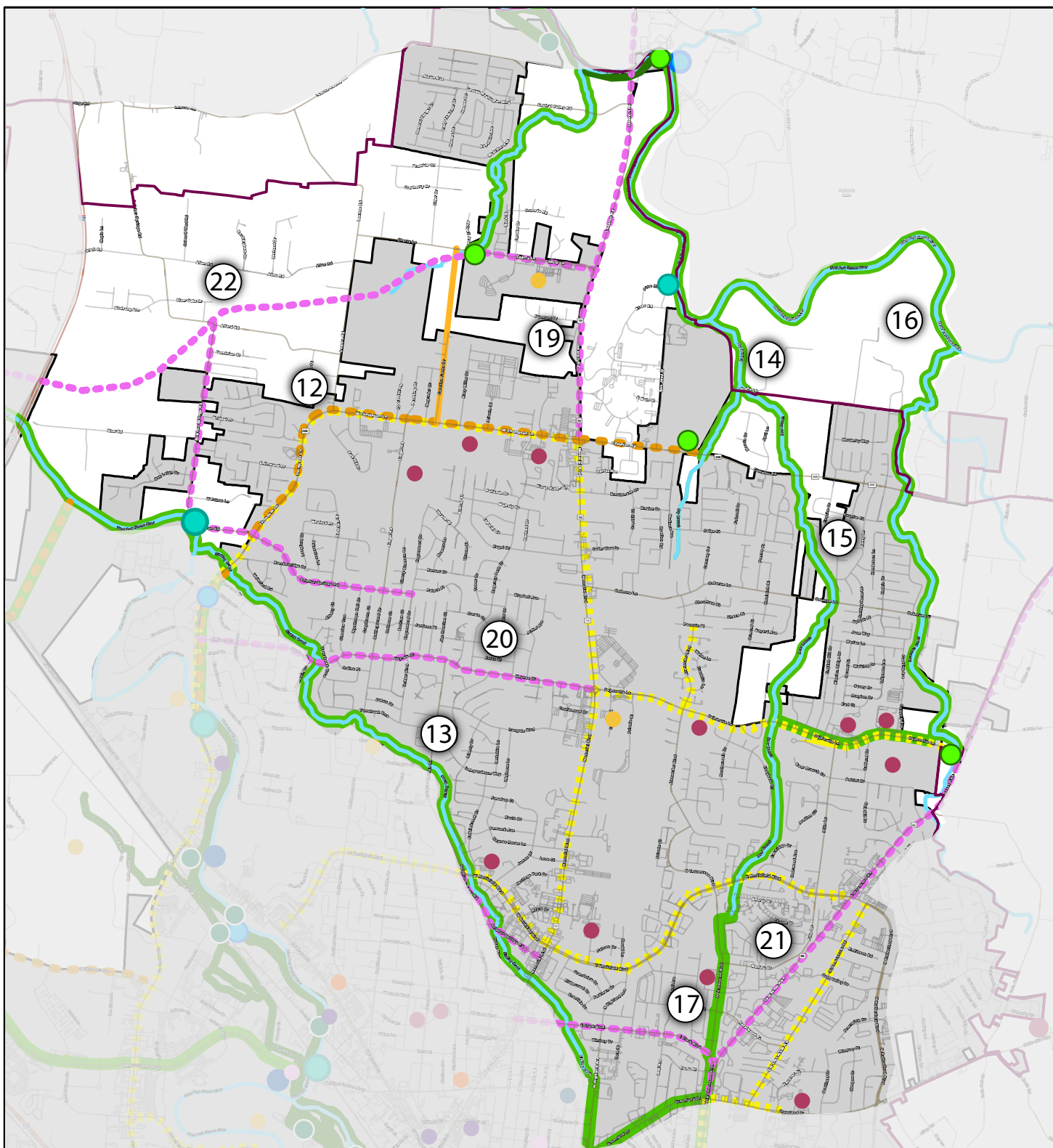
FIGURE 5.3: AREA B MAP

AREA C

Area C, located northeast of downtown, is another high population zone that includes several schools and parks. Proposed projects are identified in the list below. The project numbers correspond to the numbers in the map on the following page.

PROJECT LIST

12. Multi-use path along Thompson Lane connecting a proposed trail along Sinking Creek to proposed trail and trailhead along Dry Branch Creek. Helps form the north leg of a loop around the city.
13. Trail along Sinking Creek connecting proposed trailhead at Sulphur Spring Road to North Highland Avenue. Creating an additional connection from north Murfreesboro to downtown.
14. Trail connecting proposed trails on Bear Branch and Dry Branch.
15. Trail connecting proposed trail on Bear Branch, following Dry Branch transitioning to sidepath along Middle Tennessee Boulevard to Greenland Drive. Helps connect north and middle Murfreesboro trails.
16. Trail connecting proposed trail and trailhead along East Fork Stones River, transitioning to trail along Bushman Creek to proposed trailhead at Lascassas Pike, with a sidepath along Dejarnette Lane connecting proposed trail on Bear Branch.



0 0.25 0.5 1 Miles



Area C

Legend

- Proposed Trailhead
- Existing Trailhead
- Proposed Blueway Access
- Existing Blueway Access
- Proposed Blueway & Greenway Trailhead

- Schools
- Community/Rec/Senior Center
- Destination Park
- Public Safety
- Commercial Destination Areas
- Retail

- Existing Bike Lane/Route
- Existing Greenways
- Proposed Greenways
- Existing Multi-Use Path
- Proposed Multi-Use Path

- Committed Projects
- Waterways
- Service Infill Line
- City Limits

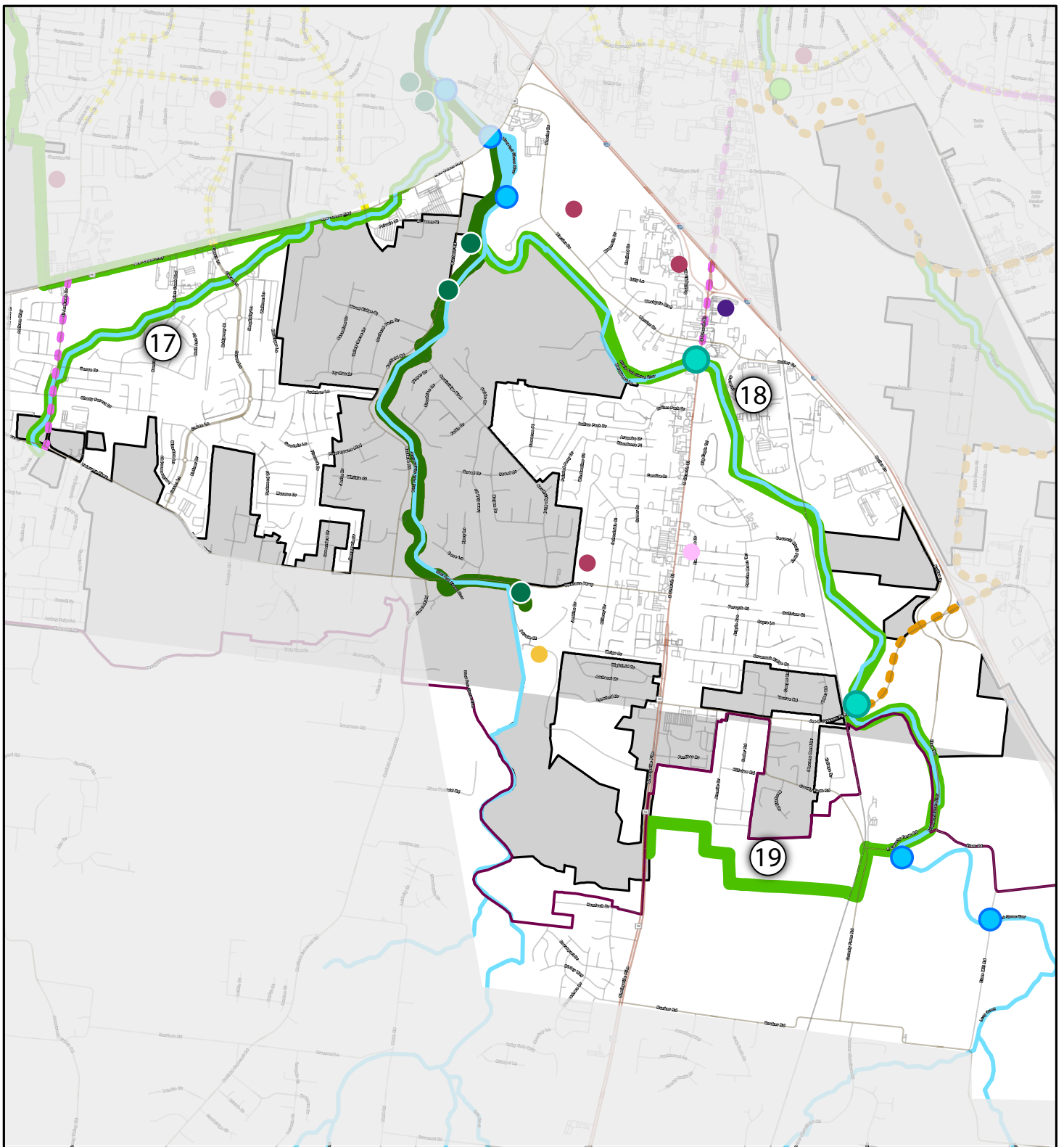
FIGURE 5.3: AREA C MAP

AREA D

Area D is located to the south of downtown across Butler Drive. In addition to high population, this area also includes several natural features, West Fork Stones River, and Middle Fork Stones River. It is adjacent to Barfield Crescent Park and Indian Hills Golf Course. The project numbers correspond to the numbers in the map on the following page.

PROJECT LIST

17. Trail along Spencer Creek connecting to a proposed trail along Puckett Creek and the Cason Trailhead at the Stones River Greenway. Helps form the southwestern segment of a loop around the city.
18. Trail along Middle Fork Stones River connecting proposed trailhead and trail at S Church Street to proposed trail and trailhead at Joe B Jackson Parkway.
19. Trail along Middle Fork Stones River connecting proposed trail and trailhead at Joe B Jackson Parkway transitioned to trail following parcel boundaries to Shelbyville Pike and Stones River Greenway.



Area D



0 0.25 0.5 1 Miles



Legend

- | | | | |
|---------------------------------------|------------------------------|--------------------------|---------------------|
| Proposed Trailhead | Schools | Existing Bike Lane/Route | Committed Projects |
| Existing Trailhead | Community/Rec/Senior Center | Existing Greenways | Waterways |
| Proposed Blueway Access | Destination Park | Proposed Greenways | Service Infill Line |
| Existing Blueway Access | Public Safety | Existing Multi-Use Path | City Limits |
| Proposed Blueway & Greenway Trailhead | Commercial Destination Areas | Proposed Multi-Use Path | |
| | Retail | | |

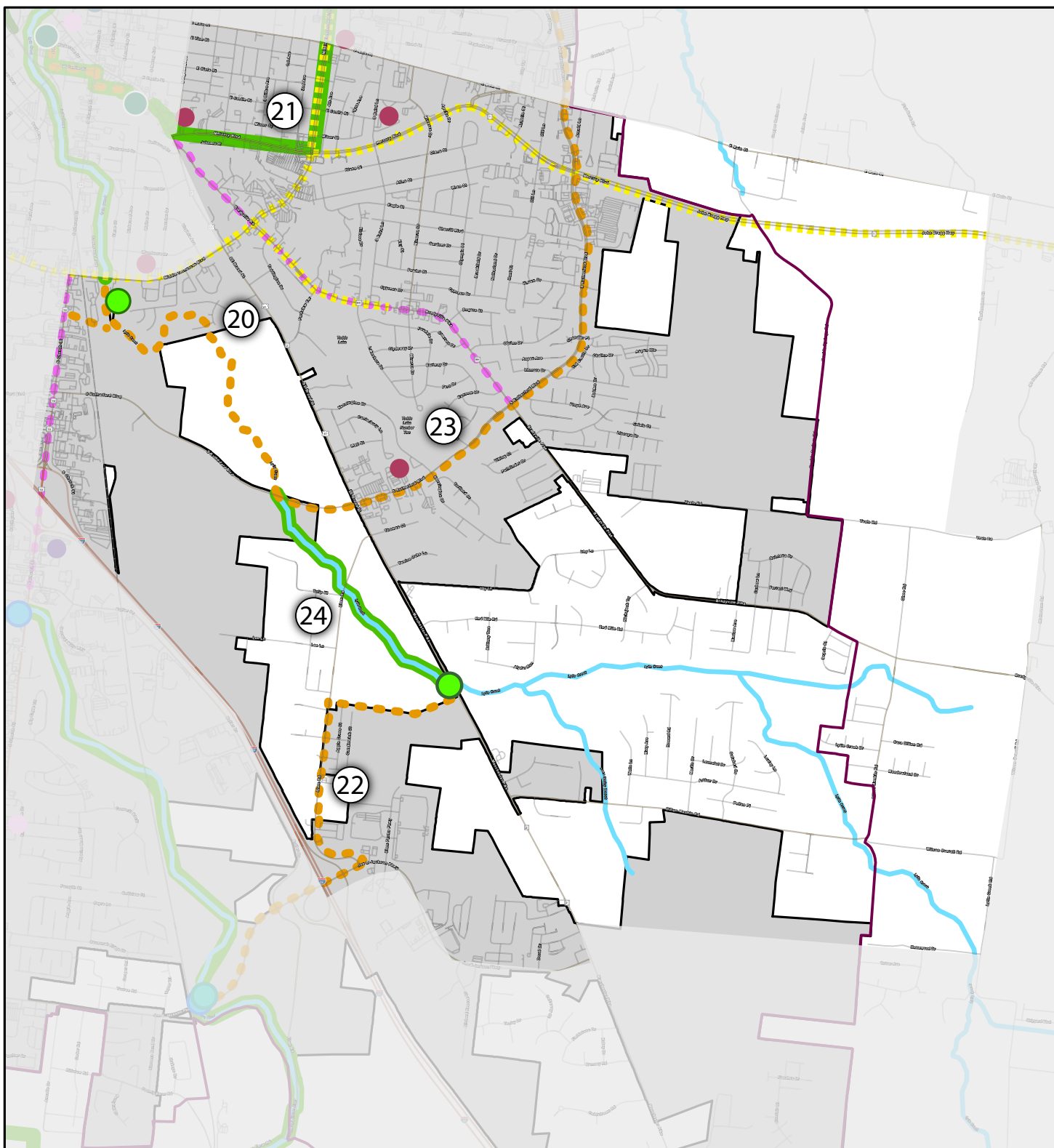
FIGURE 5.4: AREA D MAP

AREA E

Area E includes Middle Tennessee State University (MTSU) and the surrounding neighborhoods to the south of campus. The project numbers correspond to the numbers in the map on the following page.

PROJECT LIST

20. Multi-use path along S Church Street connecting proposed trailhead at Lytle Creek to proposed trail and trailhead along middle Fork Stones River.
21. Sidepath along portions of N Highland Avenue, Middle Tennessee Boulevard and Mercury Boulevard. Connection to MTSU Campus.
22. Multi-use path along Elam Road and Joe B Jackson Parkway connecting proposed trailhead at Lytle Creek to proposed trailhead at Middle Fork Stones River.
23. Multi-use path along Lascassas Pike and North Rutherford Boulevard from proposed trail and trailhead along Dejarnette Lane and proposed trail along Lytle Creek. Connection along east side of MTSU campus.
24. Trail along Lytle Creek connecting a proposed multi-use path along S Rutherford Boulevard to a proposed trailhead at Manchester Pike.



Area E



0 0.25 0.5 1 Miles



Legend

- Proposed Trailhead
- Existing Trailhead
- Proposed Blueway Access
- Existing Blueway Access
- Proposed Blueway & Greenway Trailhead

- Schools
- Community/Rec/Senior Center
- Destination Park
- Public Safety
- Commercial Destination Areas
- Retail

- Proposed Bike Lane/Route
- Existing Bike Lane/Route
- Existing Greenways
- Proposed Greenways
- Existing Multi-Use Path
- Proposed Multi-Use Path

- Committed Projects
- Waterways
- Service Infill Line
- City Limits

FIGURE 5.5: AREA E MAP

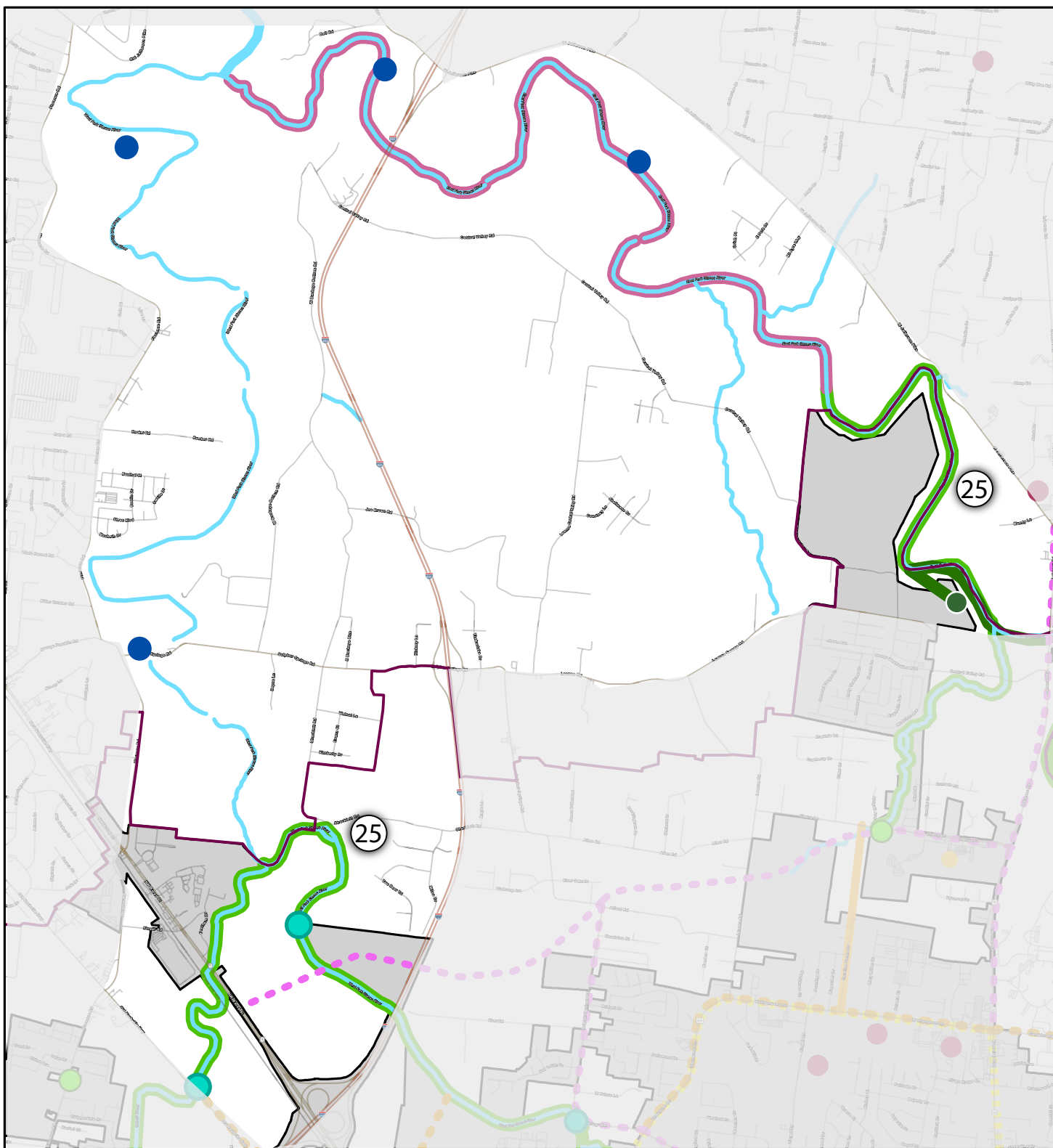


AREA F

Area F is north of downtown and encompasses the northern confluence of the West and East Fork Stones River. The project numbers correspond to the numbers in the map on the following page.

PROJECT LIST

25. Trail along West and East Fork Stone River connecting proposed trailheads at Old Nashville Highway, Sulphur Springs Road, and Cherry Lane helps form the northern segment of a loop around the city.



Area F

Existing blueway access outside of City limits
is not managed by City of Murfreesboro



0 0.25 0.5 1 Miles



Legend

- | | | | |
|---------------------------------------|------------------------------|--------------------------|---------------------|
| Proposed Trailhead | Community/Rec/Senior Center | Existing Bike Lane/Route | Committed Projects |
| Existing Trailhead | Destination Park | Existing Greenways | Waterways |
| Proposed Blueway Access | Public Safety | Proposed Greenways | Service Infill Line |
| Existing Blueway Access | Commercial Destination Areas | Existing Multi-Use Path | City Limits |
| Proposed Blueway & Greenway Trailhead | Retail | Proposed Multi-Use Path | |

FIGURE 5.6: AREA F MAP

PUBLIC MEETING

The proposed bikeway, greenway, and blueway project recommendations were presented to the public at an in-person meeting in the rotunda of City Hall before a City Council session on September 28th, 2023. Community members identified their preferred projects through a dot-voting exercise and provided written feedback.



FIGURE 5.7: MEETING PARTICIPANTS REVIEW PROPOSED RECOMMENDATIONS



FIGURE 5.8: PARTICIPANTS PROVIDE MAP COMMENTS AND DISCUSS PROPOSED PROJECTS

PUBLIC FEEDBACK

Area A Map Comments

- I'd like to see a sidewalk plan for the City.
- Connections between new Blackman Park and surrounding neighborhoods and greenways.
- Any connections from new Blackman Park.
- Connections along Franklin to new west side park west of Veterans.
- 10' multi-use trail along Brinkley between Manson and Franklin.

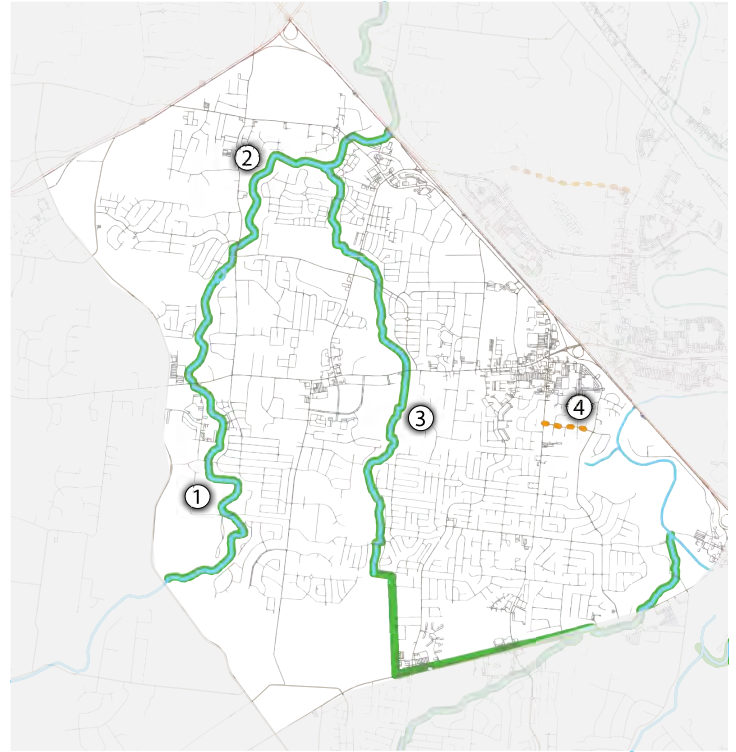


FIGURE 5.9: PROPOSED PROJECT MAP - AREA A

	PROJECT NUMBER	VOTES
Area A	1	1
	2	
	3	1
	4	

TABLE 5.1: AREA A VOTES

Area B Map Comments

- On Overall Creek at Asbury Rd there is a historic property from 1830. The McGregor House. It was a field hospital during the Civil War and the property owners are devoted to preserving its historic character. A greenway there would damage the property.
- Consider having a greenway on the west side of Overall Creek which is mostly MTSU property vs. east side that has many private property owners.
- Thompson Lane Bridge over Broad should connect Battlefield to ABT park property.
- Create a native prairie to manage former GE/O'Reilly.
- Would love a connection from the Battlefield to the McFadden Farm area. Would be great for visitors!
- Nothing depicted regarding proposed extension of greenway through Stones River NB at McFadden Farm Unit.
- Fix bike lane connection north of Thompson Lane. Bike lane disappears at bridge.
- The Thompson Lane bike lane is a joke and affords no protection to cyclists.
- Need a natural preserve team to manage exotics.
- Expand trailhead for more park space at dog park.
- North Highlands shows Lytle from the roundabout to middle Tennessee Blvd as proposed bike lane and needs to be added.
- Main St. Revitalization Plan designates Main St. from W. Main past Maney Ave as "share the road" designation.
- Connect pedestrian trail from dead end of Highland Ave back to Dr. MLK for school kids safer egress.
- Main St. Revitalization Plan shows Academy St from Castle Ave to SE Broad as "share the road". Should go all the way to Roberts at Oakland Mansion.

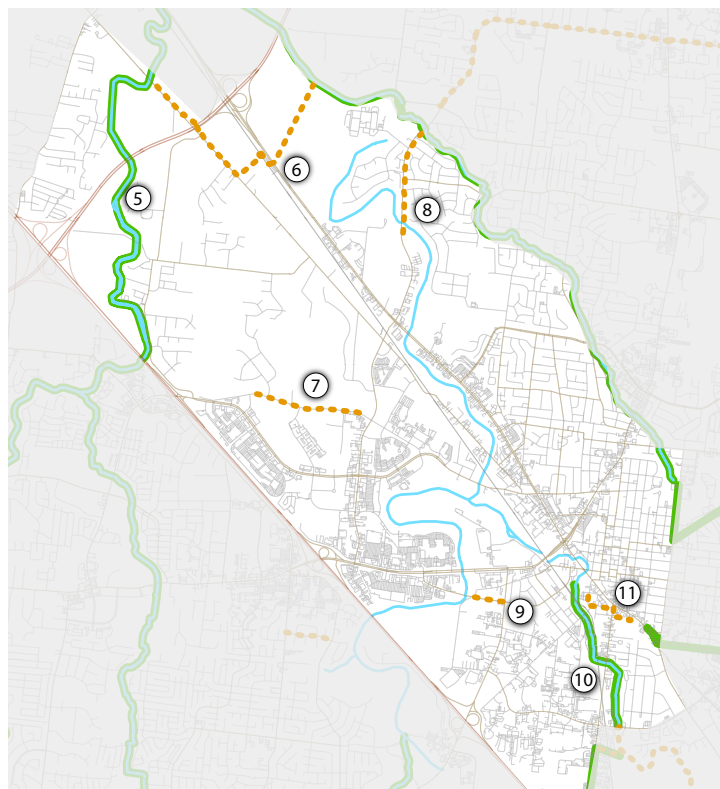


FIGURE 5.10: PROPOSED PROJECT MAP - AREA B

	PROJECT NUMBER	VOTES
Area B	5	
	6	1
	7	2
	8	1
	9	3
	10	1
	11	1

TABLE 5.2: AREA B VOTES

Area C Map Comments

- Please install cameras at parking areas for public safety. This prevents theft!
- Multi-use Sulphur Springs Rd.
- Please make maps more understandable, as I've heard multiple people say they have a hard time telling the difference between existing and proposed (should be solid vs. dashed line).

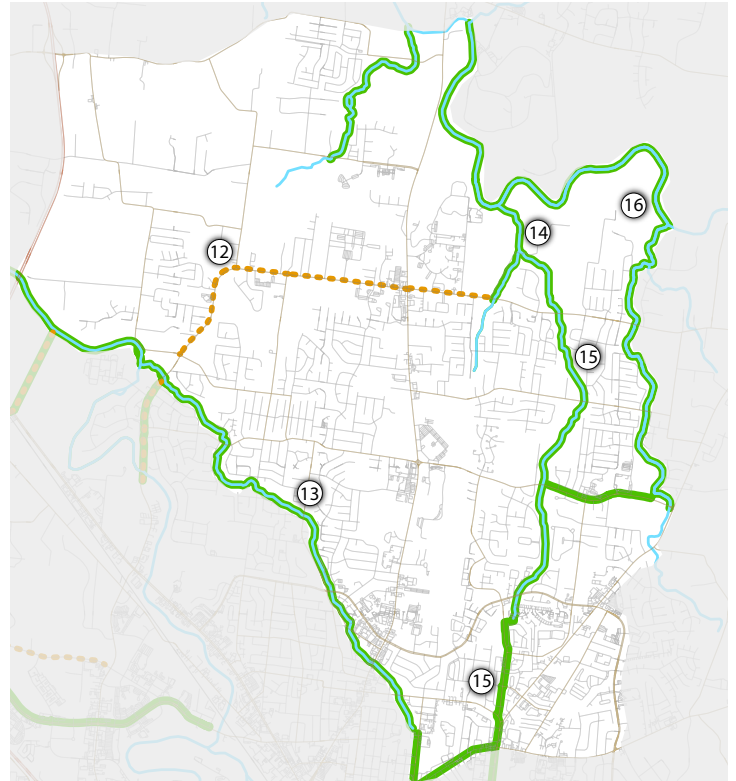


FIGURE 5.11: PROPOSED PROJECT MAP - AREA C

	PROJECT NUMBER	VOTES
Area C	12	1
	13	
	14	1
	15	
	16	1

TABLE 5.3: AREA B VOTES

Area D Map Comments

- Add bikeway from S Church St to Barfield, a number of pedestrians walk to park and bike to park.

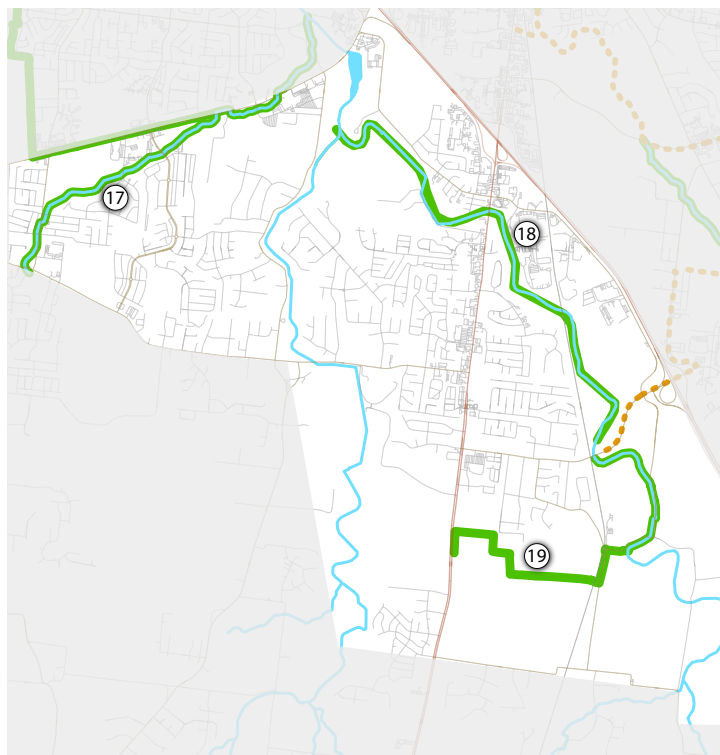


FIGURE 5.12: PROPOSED PROJECT MAP - AREA D

	PROJECT NUMBER	VOTES
Area D	17	
	18	3
	19	3

TABLE 5.4: AREA D VOTES

Area E Map Comments

- No comments

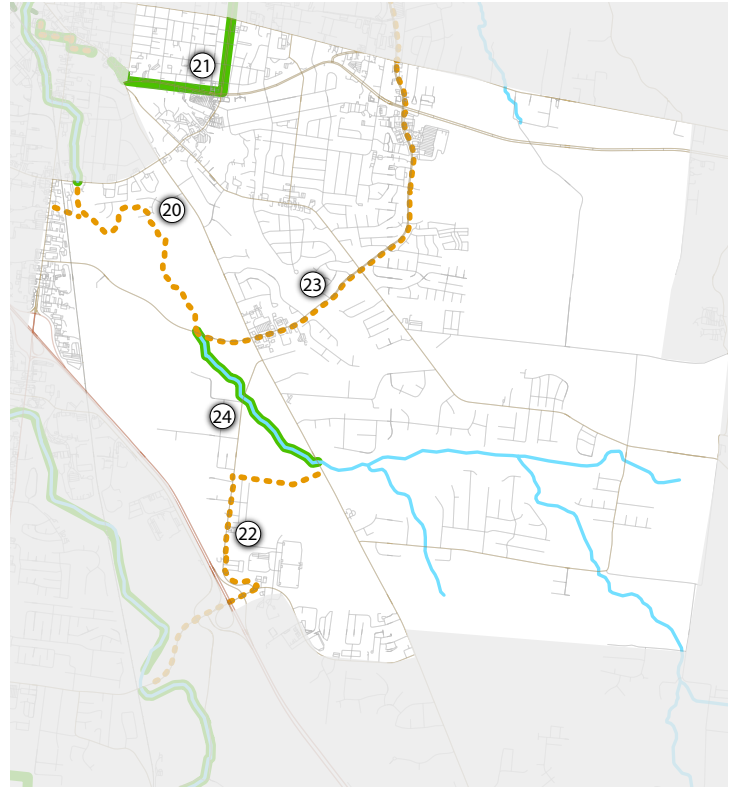


FIGURE 5.13: PROPOSED PROJECT MAP - AREA E

	PROJECT NUMBER	VOTES
Area E	20	
	21	
	22	
	23	2
	24	

TABLE 5.5: AREA E VOTES

Area F Map Comments

- Add bikeway from S Church St to Barfield, a number of pedestrians walk to park and bike to park.

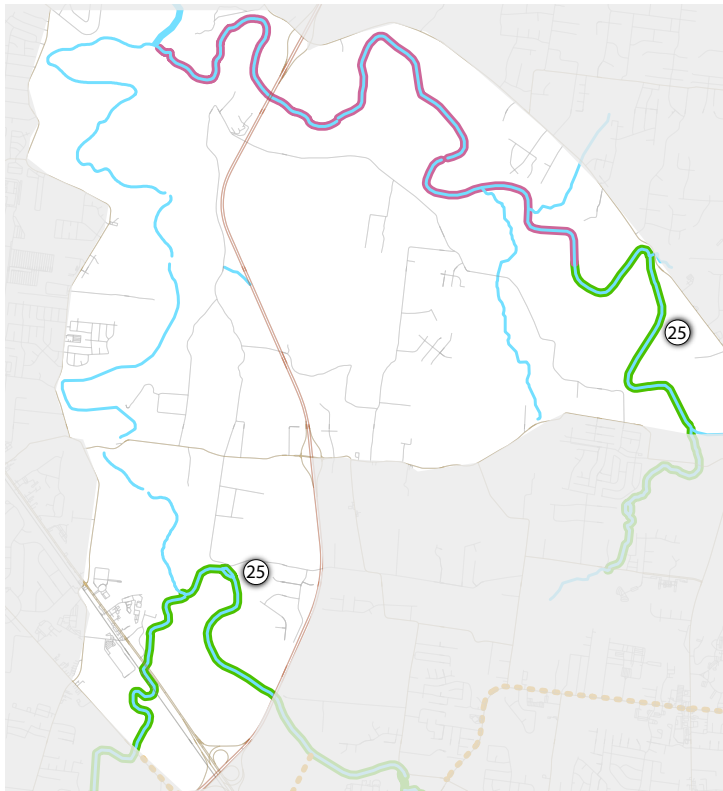


FIGURE 5.14: PROPOSED PROJECT MAP - AREA F

	PROJECT NUMBER	VOTES
Area F	25	2

TABLE 5.6: AREA F VOTES

NEXT STEPS

Applicable comments were noted and implemented in the final set of maps in this report. Voting tallies were used as part of the evaluation criteria for project prioritization. Responses to comments are noted in the Appendix.

PROJECT EVALUATION

Funding constraints, logistical considerations and resource capacity limitations prevent the City from pursuing all 25 project recommendations simultaneously. An evaluation of project recommendations was performed to inform how the City should prioritize and phase the implementation. This section addresses project evaluation criteria and the evaluation results.

EVALUATION CRITERIA

Multiple criteria were used to evaluate proposed projects. Criteria were grouped into four categories: connectivity, accessibility, safety, and cost. Scores were given to each network project according to how they performed against each of the criteria.

	SCORING DESCRIPTIONS	
CONNECTIVITY	Existing Trail Score	0 = No connections 1 = 1 connection 2 = 2 connections
	Existing Multi-Use Score	0 = no connection 1 = 1 connection
	Proposed Trail Score	3 = top 25% 2 = second 25% 1 = third 25% 0 = bottom 25%
	Existing Transit Score	
	Proposed Transit Route Score	
ACCESSIBILITY	Population 1/4 mile of Trailhead Score	2 = within top 4 1 = within top 5-8 0 = value is 0 (only 8 alignments with data)
	Population 1 mile of Trailhead Score	
	Population 2 mile of Trailhead Score	
	School	2 = > 2 connections 1 = 1 or 2 connections 0 = 0
	Destination Accessibility Score	
SAFETY	Addresses Location with Accident Reports	1 = Yes 0 = No
COST	Cost	4 = top 25% 3 = second 25% 2 = third 25% 1 = bottom 25%

TABLE 5.7: SCORING DESCRIPTIONS

PROJECT EVALUATION RESULTS

Each project recommendation was scored according to the stated criteria and scoring methodology. Total scores and estimated project costs were used to assign projects to short, mid, and long term implementation (see Chapter 6).

Scores from every evaluation category - connectivity, accessibility, safety, and cost - were combined to create total evaluation scores. These total scores reveal which projects offer the highest value to the city and will help inform the implementation process later on.

	PROJECT ID	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
CONNECTIVITY	Existing Trail Score	0	1	1	0	0	0	0	2	1	1	0	3	2	0	3	1	2	1	0	0	1	0	1	0	4
	Existing Multi-Use Score	1	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	Proposed Trail Score	0	2	1	0	2	1	0	0	0	1	0	0	2	2	3	1	0	1	0	2	0	1	1	2	3
	Existing Transit Score	0	0	0	0	0	0	0	0	3	3	2	2	0	0	3	0	0	2	0	0	3	0	2	0	0
	Proposed Transit Route Score	0	0	1	1	0	0	0	0	3	3	1	3	0	0	3	0	1	3	0	1	3	1	1	0	0
ACCESSIBILITY	Pop25 1/4 Mile of Trail Score	2	3	3	1	1	0	0	1	0	1	0	2	3	0	3	2	2	2	0	1	3	1	3	0	2
	Pop25 1 Mile of Trailhead Score	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
	Pop25 2 Miles of Trailhead Score	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
	School Accessibility	0	0	1	0	0	0	0	0	1	1	0	1	1	0	1	2	0	0	0	0	2	0	1	0	0
	Destination Accessibility Score	0	0	0	0	0	0	1	1	0	2	1	0	1	0	1	0	0	0	0	0	1	0	0	0	0
SAFETY	Addresses Location with Accident Report (Y/N)	0	1	2	2	0	0	1	0	2	2	2	0	2	0	2	1	2	2	0	2	2	2	2	2	2
COST	Cost of project	3	1	1	4	1	3	4	4	4	2	4	3	2	4	2	1	1	2	3	3	2	3	2	4	1
	Total Score	6	8	11	9	4	4	6	8	16	20	10	15	13	6	21	9	9	13	3	13	17	8	13	8	12

TABLE 5.8: PROJECT EVALUATION RESULTS

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6 | PRIORITIZATION AND IMPLEMENTATION



PROJECT PRIORITIZATION

Projects were prioritized for implementation by taking into account public feedback, project evaluation results and cost. Projects were assigned one of three levels of priority: short-term (within the next 8 years), mid-term (within 9-16 years), and long-term (greater than 16 years). Total projects for each phase were selected so that the total generally fell within the following ranges:

- Short-term (\$2-3 million)
- Mid-term (\$5-7 million)
- Long-term (everything else)

Project ID	Estimated Cost	City Evaluation Criteria Score	Public Meeting Votes
1	\$1,945,000	7	1
2	\$5,141,000	9	
3	\$4,889,000	12	1
4	\$316,000	11	
5	\$5,243,000	7	
6	\$1,761,000	6	1
7	\$753,000	7	2
8	\$748,000	10	1
9	\$232,000	18	3
10	\$4,976,000	22	1
11	\$428,000	12	1
12	\$2,429,000	15	1
13	\$2,450,000	14	
14	\$1,341,000	9	1
15	\$7,789,000	18	
16	\$6,662,000	10	1
17	\$1,883,000	13	
18	\$982,000	8	
19	\$3,520,000	15	3
20	\$1,616,000	5	3
21	\$2,771,000	20	
22	\$2,050,000	18	
23	\$2,798,000	8	
24	\$1,063,000	14	2
25	\$6,416,000	8	

TABLE 6.1: EVALUATION SCORES WITH MEETING VOTES

IMPLEMENTATION PLAN

How the Plan Will Be Implemented

This master plan is a key step in toward shaping the City's future, with recommendations to implement the short-, mid-, and long-term project recommendations. The plan identifies potential opportunities, with an acknowledgement that implementation of prioritization can shift with changing factors, such as an adjacent City project or road improvement. Short-term recommendations should be pursued immediately or within the next one to two years because they address the highest priority needs of the area and add important connections to the existing network and facilities. Mid-term recommendations require more time, resources, and planning to execute larger changes to ongoing improvements, such as greenway expansions. Long-term recommendation require further planning, observance of changes in the network, feasibility studies, and coordination with other agencies to execute the larger vision for the community.

SHORT-TERM PROJECTS

Short-term projects in the list below will establish connections to existing and proposed projects that will lay the groundwork for city-wide greenways, blueways, and bikeways. The projects in the list below are programmed in the five year Capital Improvement Program (CIP) and approved by the City of Murfreesboro.

Project ID	Project Description	Cost
Cherry Lane Phase 2	widen, realign and construct 5 lane road with multi-use path (under design)	Project funded in the 5 year CIP
Cherry Lane Phase 3	construct 5 lane road with multi-use path (under design)	
Memorial Blvd Widening	widen to 5 lanes with multi-use path. TDOT Concept Plan Underway.	
Old Fort Pkwy Widening	widen to 6 lanes with multi-use path. TDOT Concept Plan Underway.	
Lascassas Hwy Widening	widen to 5 lanes with multi-use path. TDOT Concept Plan Underway.	
Brinkley Rd Widening	widen to 3 lanes with multi-use path. Under design.	
Bradyville Pike Widening	widen to 3 lanes with sidewalk and bike lane. Under design.	
St Andrews Dr Widening	widen to 3 lanes with multi-use path. Under design	
Sulphur Springs Rd Widening Phase 1	widen to 3 lanes	
Sulphur Springs Rd Widening Phase 2	widen to 3 lanes	
Sulphur Springs Rd Widening Phase 3	widen to 5 lane with multi-use trail	
Asbury Lane Realignment	Realign with multi-use path. Under design	
Clark Blvd Multi Use Path	add a multi-use path. Design funds available	
Haynes Dr Widening	widen to 3 lanes with multi-use path	
Rutherford Blvd Extension	construct a 3 lane rd with multi-use path. Under design	
Rutledge Dr widening	update road to City standards and add multi-use path	
Clark Blvd. Widening	widen to 3 lanes with multi-use path. design funded	

TABLE 6.2: SHORT-TERM PROJECTS

MID-TERM PROJECTS

Mid-term projects primarily consist of multi-use paths and bike routes that will be easier to implement than larger greenway projects. Many mid-term projects were evaluated as some of the highest ranking, but require more time, resources and coordination to implement since they are not already committed and approved by the City of Murfreesboro. These projects provide valuable connections to new and existing trails and paths and begin to connect the various routes through the city.

Project ID	Project Description	Cost
4	Multi-use path from Cason Lane to River Rock Boulevard that connects an existing bike lane/route to an existing trail.	\$316,000
7	Multi-use path along Wilkinson Pike connecting Thompson Lane to Gresham Park Drive.	\$753,000
8	Multi-use path acting as a short connection point from Sinking Creek to an existing trailhead at Thompson Lane.	\$748,000
9	Multi-use path connecting an existing trailhead on Bridge Avenue to a transit center.	232,000
11	Multi-use path providing a connection downtown from two existing trailheads and ends at Murfree Spring Wetlands.	\$428,000
10	Trail that starts at West Main Street and connects to a proposed trailhead near Middle Tennessee Boulevard.	\$4,976,000
Total Mid Term Project Cost		\$7,453,000

TABLE 6.3: MID-TERM PROJECTS

LONG-TERM PROJECTS

Long-term projects are either lower priority or are of a scale that requires significant resources and coordination. Each is still important to the overall greenway, blueway, and bikeways system, but will require additional time to identify funding and to plan, design and construct.

Project ID	Project Description	Cost
1	Trail along Overall Creek connecting proposed trailhead at Veterans Parkway to proposed trailhead at Franklin Road.	\$1,945,000
2	Trail along Overall Creek connecting proposed trailhead at Franklin Road across I-24 to trailhead at Asbury Lane and proposed trail at Medical Center Parkway. Helps form the northwest segment of a loop around the city.	\$5,141,000
3	Trail along Puckett Creek, transitioning to a sidepath along SR 99, linking a proposed trail along Overall Creek, multi-use path at Blackman schools, Scales Elementary and connecting to a proposed trail along Spencer Creek. Helps form the western segment of a loop around the city.	\$4,889,000
5	Trail along Overall Creek connecting proposed trailhead at Asbury Lane and proposed trail at Medical Center Parkway across I-840 to proposed trail and trailhead at Old Nashville Highway. Helps form the northwest segment of a loop around the city.	\$5,243,000
6	Multi-use path along Old Nashville Highway or along the CSX rail line, crossing I-840 and Nashville Highway (US 41) and through agricultural land and connecting to a proposed trail along the West Stones River. Helps form the southwestern segment of a loop around the city.	\$1,761,000
12	Multi-use path along Thompson Lane connecting a proposed trail along Sinking Creek to proposed trail and trailhead along Dry Branch Creek. Helps form the north leg of a loop around the city.	\$2,429,000
13	Trail along Sinking Creek connecting proposed trailhead at Sulphur Spring Road to North Highland Avenue. Creating an additional connection from north Murfreesboro to downtown.	\$2,450,000
14	Trail connecting proposed trails on Bear Branch and Dry Branch.	\$1,341,000
15	Trail connecting proposed trail on Bear Branch, following Dry Branch transitioning to sidepath along Middle Tennessee Boulevard to Greenland Drive. Helps connect north and middle Murfreesboro trails.	\$7,789,000

16	Trail connecting proposed trail and trailhead along East Fork Stones River, transitioning to trail along Bushman Creek to proposed trailhead at Lascassas Pike, with a sidepath along Dejarnette Lane connecting proposed trail on Bear Branch.	\$6,662,000
17	Trail along Spencer Creek connecting to a proposed trail along Puckett Creek and the Cason Trailhead at the Stones River Greenway. Helps form the southwestern segment of a loop around the city.	\$1,883,000
18	Trail along Middle Fork Stones River connecting proposed trailhead and trail at S Church Street to proposed trail and trailhead at Joe B Jackson Parkway.	\$982,000
19	Trail along Middle Fork Stones River connecting proposed trail and trailhead at Joe B Jackson Parkway transitioned to trail following parcel boundaries to Shelbyville Pike and Stones River Greenway.	\$3,520,000
20	Multi-use path along S Church Street connecting proposed trailhead at Lytle Creek to proposed trail and trailhead along middle Fork Stones River.	\$1,616,000
21	Sidepath along portions of N Highland Avenue, Middle Tennessee Boulevard and Mercury Boulevard. Connection to MTSU Campus.	\$2,771,000
22	Multi-use path along Elam Road and Joe B Jackson Parkway connecting proposed trailhead at Lytle Creek to proposed trailhead at Middle Fork Stones River.	\$2,050,000
23	Multi-use path along Lascassas Pike and North Rutherford Boulevard from proposed trail and trailhead along Dejarnette Lane and proposed trail along Lytle Creek. Connection along east side of MTSU campus.	\$2,798,000
24	Trail along Lytle Creek connecting a proposed multi-use path along S Rutherford Boulevard to a proposed trailhead at Manchester Pike.	\$1,063,000
25	Trail along West and East Fork Stone River connecting proposed trailheads at Old Nashville Hwy, Sulphur Springs Rd and Cherry Ln. Helps form the northern segment of a loop around the city.	\$6,416,000
Long Term Project Cost		\$62,749,000

TABLE 6.4: LONG-TERM PROJECTS

TYPICAL PROJECT SECTIONS

Typical sections were developed for on-street bikeways, multi-use paths, and off-road greenways. These sections were used for reference in identifying and evaluating project recommendations and for estimating project costs. Every project will have unique situations, but these sections can serve as a general standard approach to design and size requirements.

ON-STREET BIKEWAY

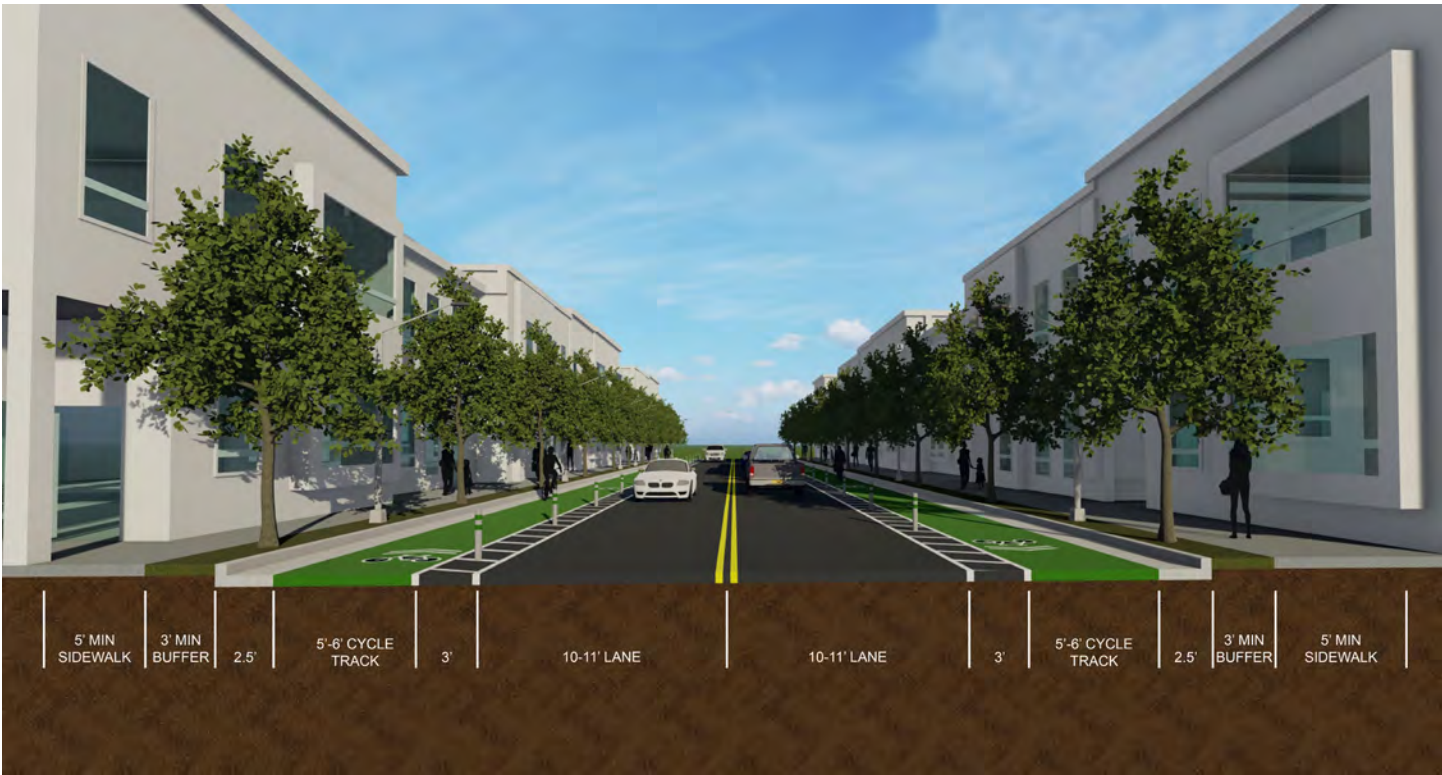


FIGURE 6.1: ON-STREET BIKEWAY SECTION

MULTI-USE PATH



FIGURE 6.2: MULTI-USE PATH SECTION

GREENWAY



FIGURE 6.3: GREENWAY SECTION

NEIGHBORHOOD STREET CONVERSIONS

This plan recommends important regional bikeway, trail, and greenway connections to link all of Murfreesboro. In addition to these important regional connections, there are opportunities to link neighborhoods to the regional network. Many of Murfreesboro's residential subdivisions were designed with overly wide pavement on neighborhood streets, up to 36 feet. These streets can be safely and cost-effectively converted to neighborhood bikeways through the addition of bicycle lanes and separators. The street conversions can be completed on any neighborhood street where the pavement width exceeds 32 feet, but should be specifically emphasized on streets that connect neighborhoods to the greenway, bikeway, and trail network.

EXISTING NEIGHBORHOOD STREET



FIGURE 6.4: EXISTING NEIGHBORHOOD STREET SECTION

CONVERTED NEIGHBORHOOD STREET WITH MULTI-USE PATH



FIGURE 6.5: CONVERTED NEIGHBORHOOD STREET SECTION WITH MULTI-USE PATH

CONVERTED NEIGHBORHOOD STREET WITH BIKE LANES



FIGURE 6.6: CONVERTED NEIGHBORHOOD STREET SECTION WITH BIKE LANES

POTENTIAL FUNDING SOURCES

The project recommendations in this plan collectively represent almost \$70 million in capital cost, exceeding the City's capacity to pay for all of them with existing sources. The following are potential funding sources the City could pursue.

BOND FUNDING

Bond funding has been used by many communities to finance investments in park and recreational infrastructure and can be a particularly cost-effective strategy for capital improvements. The capital improvements will be repaid from a dedicated funding source, such as a hotel-tax or portion of local property taxes. These can also be funded through the creation of special taxing authorities, or Tax Increment Finance, which leverage the value created for adjacent properties by assessing a tax on the increase in value of those properties after the park and recreation improvements are built.

CORPORATE SPONSORSHIP

Local businesses in the community can also play a role in supporting community park facilities. These businesses are often interested in giving back to the community in the form of funding or in-kind donations (labor, materials, land), and may be interested in positive media attention generated by these partnerships. Additionally, some businesses may also be willing to pay for naming rights or can also open additional avenues for funding.

DEVELOPER CONTRIBUTIONS

Encouraging developers to donate land or easements for parks or greenways can also be a successful strategy, particularly if the new recreational infrastructure will be located near or adjacent to the rest of the new development, enhancing the value of the development. Some communities have found this to be a successful approach for a variety of public improvements, such as trails, parks, or schools. Murfreesboro's Design Guidelines adopted in 2017 that will require new developments to have pedestrian connections to public streets and adjoining neighborhoods. Developer contribution requirements for new developments is a beneficial planning tool for Murfreesboro to continually implement to ensure there will be an adequate amount of pedestrian infrastructure to accommodate the anticipated increase in population and development in Murfreesboro.

FUNDRAISING/COMMUNITY ACTIVISM

A successful fundraising strategy in many communities around the country is the implementation of adopt-a-trail or adopt-a-park programs, where community groups or corporate entities can commit to donations of time or money to maintain specific pieces of park and recreation infrastructure. Other options for fundraising can include community events to raise funds, or the ability to pay for names to be included on park equipment, benches, bricks, or other items.

PARTNERSHIPS

Partnerships can play a key role in leveraging the resources of the community together with other public or non-profit entities to accomplish larger projects or more complex goals that might otherwise be possible by the city alone. Partnerships with other governmental entities, such as the US Army Corps of Engineers, the National Park Service, the State of Tennessee, and Rutherford County can be particularly effective strategies.

TAX STRATEGIES

Tax strategies can be an effective way to create a dedicated revenue stream. Utilizing special taxes to provide additional revenue for the City is a strategy used by other communities to offset the cost of new facilities and new parkland. A portion of a tax could be earmarked specifically to pay for the new park and recreation infrastructure. The City could also consider dedicating a portion of other taxes, such as property taxes or local sales tax, to create dedicated revenue streams for parks and recreation opportunities. This approach has been used for various funding priorities in communities across the state and allowing citizens the option to vote on dedicating a portion of their tax dollars to a specific cause, like parks and recreation, could allow the public to take greater ownership of the funding decision.

GRANT OPPORTUNITIES

There are a variety of state and federal grant programs that can be used to fund recreational infrastructure. Sometimes, pairing recreational enhancements as a component of other project types can also open additional avenues for funding. Some examples of grants may include:

BUILT ENVIRONMENT GRANTS

From the Department of Health, these grants provide activity-promoting infrastructure such as playgrounds, trails, walking tracks, sports facilities, green spaces and more. Matching funds are not required, although these funds can be used as a match for other grant programs.

LOCAL PARKS AND RECREATION FUND (LPRF)

A federally-funded program administered by TDEC, these can be used to acquire land and develop new parks. This would require a 50% match from the community.

THE RECREATIONAL TRAILS PROGRAM (RTP)

A federally-funded program administered by TDEC, this can be used to fund trail maintenance, construction, rehabilitation, and trailhead support facilities. This grant will cover 80% of the cost with a 20% match by the community.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

From TDOT, these grants can be used for bicycle and pedestrian infrastructure. This grant will cover 80% of the cost with a 20% match by the community.

MULTIMODAL ACCESS GRANT

From TDOT also, these grants can be used for bicycle and pedestrian infrastructure associated with a state route roadway. This grant will cover 80% of the cost with a 20% match by the community.

ACCESSIBILITY AND ADAPTABILITY GRANTS

From TN Disability Coalition and TN Department of Intellectual and Developmental Disabilities.

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7 | CONCLUSION



CONCLUSION

The combination of Murfreesboro's expanding population, the increasing demand for recreational spaces and transportation options, and the city's commitment to continually improving its community necessitated the development of this master plan. This report aims to provide an extensive overview of the progress made in Murfreesboro's green infrastructure, highlighting accomplishments, ongoing projects, and future initiatives that reinforce the city's dedication to promoting alternative transportation, outdoor recreation, and environmental stewardship.

By building upon the successes and addressing the challenges encountered since the publication of the 2013 plan, Murfreesboro aims to further enhance its greenways, blueways, and bikeways network. The updated master plan serves as a roadmap to guide the city towards a more vibrant, connected, and sustainable future. Through strategic coordination among various city departments responsible for planning, designing, and maintaining these facilities, the master plan reflects a joint effort. Valuable input from a Stakeholder Committee, composed of local stakeholders representing diverse interests, has contributed to its development. Additionally, input from Murfreesboro's residents, gathered through public engagement sessions, surveys, and workshops, has played a crucial role in shaping the ideals of the plan.

By leveraging the collective expertise and insights of the community, the updated master plan aims to lay a strong foundation for Murfreesboro's greenways, blueways, and bikeways network. It will address the city's growing needs, support an active and healthy lifestyle, and foster an environment that prioritizes the well-being of residents and visitors alike. With a focus on continuous improvement and a commitment to sustainability, Murfreesboro paves the way for a brighter and more connected future.

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8 | APPENDIX A



APPENDIX 1: PUBLIC MEETING COMMENT RESPONSES

Map A

Map Sticky Notes:

- I'd like to see a sidewalk plan for the City.
 - Response: Acknowledged.
- Connections between new Blackman Park and surrounding neighborhoods and greenways.
 - Response: Projects 1 & 2 connect to Blackman Park and will connect the park to Blackman schools, neighborhoods, MUP, and bike routes.
- Any connections from new Blackman Park.
 - Response: Projects 1 & 2 connect to Blackman Park and will connect the park to Blackman schools, neighborhoods, MUP, and bike routes.
- Connections along Franklin to new west side park west of Veterans.
 - Response: Projects 1 & 2 connect to Blackman Park and will connect the park to Blackman schools, neighborhoods, MUP, and bike routes.
- 10' multi-use trail along Brinkley between Manson and Franklin.
 - Response: Projects 1 and 2 travel in the same general direction as Brinkley Rd. Proposed greenway could suffice for connection if trailhead was added at Mason Pike.

Map B

Map Sticky Notes:

- On Overall Creek at Asbury Rd there is a historic property from 1830. The McGregor House. It was a field hospital during the Civil War and the property owners are devoted to preserving its historic character. A greenway there would damage the property.
 - Response: might be possible to have greenway on opposite side of creek from property.
- Consider having a greenway on the west side of Overall Creek which is mostly MTSU property vs. east side that has many private property owners.
 - Response: might be possible to have greenway on opposite side of creek from property.
- Thompson Lane Bridge over Broad should connect Battlefield to ABT park property.
 - Response: Existing greenway connects Battlefield to property
- Create a native prairie to manage former GE/O'Reilly.
 - Response: Acknowledged. Not a part of this project scope.
- Would love a connection from the Battlefield to the McFadden Farm area. Would be great for visitors!

- Response: There is an existing bike route and greenway connecting these areas.
- Nothing depicted regarding proposed extension of greenway through Stones River NB at McFadden Farm Unit.
 - Response: Acknowledged. Existing greenway ends at McFadden Farm, but transitions to multi-use path and connects with project 15 along Sinking Creek/West Fork Stones River. Creating the same connection as a greenway through McFadden Farm would.
- Fix bike lane connection north of Thompson Lane. Bike lane disappears at bridge.
 - Response: Acknowledged. Currently the bridge is too narrow to have an independent bike line. Thompson Lane road project will correct this problem.
- The Thompson Lane bike lane is a joke and affords no protection to cyclists.
 - Response: Acknowledged, city will review adding cyclist protection measures here. Thompson Lane road project includes multi-use paths.
- Need a natural preserve team to manage exotics.
 - Response: Continued effort, priority, and management from our existing Natural Resource Division through expanding staff, volunteers, and contractual services to manage exotics and increase native biodiversity.
- Expand trailhead for more park space at dog park.
 - Response: Existing trailhead just north of dog park - another trailhead not recommended so close to another.
- North Highlands shows Lytle from the roundabout to middle Tennessee Blvd as proposed bike lane and needs to be added.
 - Response: will add proposed bike route to maps.
- Main St. Revitalization Plan designates Main St. from W. Main past Maney Ave as "share the road" designation.
 - Response: Acknowledged, will be added to maps.
- Connect pedestrian trail from dead end of Highland Ave back to Dr. MLK for school kids safer egress.
 - Response: No trail on Highland Ave. Pedestrian access could use Patterson Park Community Center sidewalks to get from Highland Ave. to MLK Blvd.
- Main St. Revitalization Plan shows Academy St from Castle Ave to SE Broad as "share the road". Should go all the way to Roberts at Oakland Mansion.
 - Response: Acknowledged, will be added to maps.

Map C

Map Sticky Notes:

- Please install cameras at parking areas for public safety. This prevents theft!
 - Response: Acknowledged. Not a part of this project scope.
- Multi-use Sulphur Springs Rd.
 - Response: This will be added to the maps. City has scoped widening for Sulphur Springs Rd.

Comment Cards

1. Look into providing multi-use path opportunities along Fortress (Blvd), a lot of pedestrian traffic with school and homes. Also look into different bikeway strategies for traffic calming or spurring between cyclists and cars along Fortress Blvd.
 - Response: Existing bike lane north of Blaze. Currently sidewalks along Fortress Blvd, but no bike infrastructure.
2. How about a connector trail from the Barfield Wilderness Station to the proposed trail
 - Response: Potential to connect proposed greenway to trails at Barfield-Crescent Park.
3. Look at long range plan to remove low head dams to create more blueway/float opportunities. Develop Brown's Mill as a Blueway trailhead.
 - Response: Blueway access is noted on plans at existing low head dams.
4. General - spread out presentations. Difficult to access maps with crown in front of them. Fix existing connections where bike lanes end at bridges, railroad tracks, and intersections. How will multi-use paths be safely constructed and get users past intersection with side streets, driveway, etc.?
 - Response: Acknowledged.
5. Please protect the historic McGregor house and land which we own from being developed from the greenway. It is located along Overall Creek. Please think carefully about how you will protect property owners along the creek from trespassing. Many homes are very close to the creeks, unlike the Stones River where they are often located high up on the bluffs.
 - Response: Acknowledged. The City will take into consideration these factors when/if this greenway portion is developed and on which side of the creek it will be placed.

APPENDIX 2: COST ESTIMATES

The proposed facilities in this plan traverse a number of different physical conditions (topography, wetlands, etc.) and operating contexts (greenfield, adjacent to busy streets, etc.) that will impact their construction cost. To address this variation in cost, a range of high, medium and low cost estimates for trail and multiuse paths were derived from recently completed trail projects in Middle Tennessee, as shown in Table X-1.

Table 8.1 Cost Estimate Ranges

Type	Difficulty	Length	Cost (Per Mile)
Multiuse Path	All	All	\$ 800,000.00
Trail	Easy	Less than 1 Mile	\$ 1,400,000.00
		1 Mile or More	\$ 800,000.00
	Hard	Less than 1 Mile	\$ 3,000,000.00
		1 Mile or More	\$ 1,500,000.00

TABLE 8.1: COST ESTIMATE RANGES

Each trail project was divided into “High”, “Medium” and “Low” segments based on the presence of physical and operating factor that would impact cost. The project segmentation, associated lengths and resulting costs are shown in Table X-2.

	Project ID	Segment 1					Segment 2					Segment 3					Total Length	Total Cost
		Length (mi.)	Facility Type	Difficulty	Unit Cost	Segment Cost	Length	Facility Type	Difficulty	Unit Cost	Segment Cost	Length	Facility Type	Difficulty	Unit Cost	Segment Cost		
Old Project ID																		
1	1	2.43	Trail	Easy	\$800,000	\$1,945,000											2.43	\$1,945,000
2	2	2.70	Trail	Hard	\$1,500,000	\$4,054,000	0.78	Trail	Easy	\$1,400,000	\$1,087,000						3.48	\$5,141,000
3	3	6.11	Trail	Easy	\$800,000	\$4,889,000											6.11	\$4,889,000
4	4	0.39	Multiuse		\$800,000	\$315,000											0.39	\$315,000
5	5	3.09	Trail	Easy	\$800,000	\$2,474,000	0.80	Trail	Easy	\$1,400,000	\$1,126,000	0.55	Trail	Hard	\$3,000,000	\$1,642,000	4.44	\$5,242,000
6	6	2.20	Multiuse		\$800,000	\$1,760,000											2.20	\$1,760,000
7	7	0.94	Multiuse		\$800,000	\$753,000											0.94	\$753,000
8	8	0.93	Multiuse		\$800,000	\$748,000											0.93	\$748,000
10	9	0.29	Multiuse		\$800,000	\$232,000											0.29	\$232,000
11	10	1.37	Trail	Hard	\$3,000,000	\$4,117,000	0.61	Trail	Easy	\$1,400,000	\$859,000						1.99	\$4,976,000
12	11	0.53	Multiuse		\$800,000	\$428,000											0.53	\$428,000
13	12	3.04	Multiuse		\$800,000	\$2,428,000											3.04	\$2,428,000
14	13	3.06	Trail	Easy	\$800,000	\$2,449,000											3.06	\$2,449,000
15	14	0.96	Trail	Easy	\$1,400,000	\$1,341,000											0.96	\$1,341,000
16	15	3.57	Trail	Easy	\$800,000	\$2,853,000	1.28	Trail	Hard	\$3,000,000	\$3,850,000	1.37	Trail	Easy	\$800,000	\$1,095,000	6.22	\$7,798,000
17	16	4.34	Trail	Easy	\$800,000	\$3,472,000	3.99	Trail	Easy	\$800,000	\$3,190,000						8.33	\$6,662,000
23	17	3.52	Trail	Hard	\$1,500,000	\$5,280,000											3.52	\$5,280,000
24	18	4.08	Trail	Easy	\$800,000	\$3,261,000	1.31	Trail	Easy	\$800,000	\$1,051,000						5.39	\$4,312,000
25	19	2.05	Trail	Easy	\$800,000	\$1,639,000											2.05	\$1,639,000
26	20	2.02	Multiuse		\$800,000	\$1,616,000											2.02	\$1,616,000
27	21	3.46	Trail	Easy	\$800,000	\$2,771,000											3.46	\$2,771,000
28	22	2.56	Multiuse		\$800,000	\$2,050,000											2.56	\$2,050,000
29	23	3.50	Multiuse		\$800,000	\$2,797,000											3.50	\$2,797,000
30	24	1.33	Trail	Easy	\$800,000	\$1,063,000											1.33	\$1,063,000
32	26	4.83	Trail	Easy	\$800,000	\$3,866,000	1.70	Trail	Hard	\$3,000,000	\$5,100,000						6.53	\$8,966,000

TABLE 8.2: COST ESTIMATE TABLE

**MURFREESBORO PLANNING COMMISSION
STAFF COMMENTS, PAGE 1
JUNE 5, 2024
PROJECT PLANNER: BRAD BARBEE**

- 6.a. Mandatory Referral [2024-710] to consider the abandonment of a portion of a landscape buffer easement located on property along Wilkinson Pike, Ragan Smith Associates applicant.**



In this mandatory referral, the Planning Commission is being asked to consider the approval of the partial abandonment of a landscape buffer easement located along Wilkinson Pike on property owned by CND-Clari, LLC in order to allow for the development and construction of a portion of the Garden District inside of the Clari Park development. The easement in question, which was drafted by the City and to which the City is a party, was recorded in 2017 in conjunction with a previous rezoning application. Several years later, in 2021, the property was rezoned to PUD for the Clari Park development. The approved rezoning plan shows development occurring within portions of the landscape buffer easement. The actual berm and buffer were then constructed and installed so as not to conflict with the approved PUD zoning plan.

The property in question is currently vacant but has received both zoning and site plan approval for a residential development called the Garden District. The current easement is located in an area where residential dwellings were approved to be located by City Council during the rezoning process. The 2017 rezoning, including the landscape buffer easement was, in effect, superseded by the 2021 rezoning of the property by Council. The developer wishes to move forward with the approved development plan but the recorded landscape buffer easement conflicts with the approved PUD zoning and approved site plan. As such, in order to eliminate this conflict, a mandatory referral application has been filed in order to abandon a portion of this easement. If approved, the City Legal Department will draft a modified landscape buffer easement with the new easement area. An exhibit depicting the location of the modified easement is included in the agenda materials and is also represented on the map above. Staff recommends that the Planning Commission recommend approval of this request to the City Council subject to the following conditions:

1. If approved by City Council, the applicant will be responsible for providing the information necessary (including, but not limited to, any exhibits and legal descriptions) for the Legal Department to prepare legal instrument(s) to formally modify the proposed easement in question. The legal instrument(s) will be subject to final review and approval of the Legal Department.
2. The applicant will also be responsible for recording these instruments, including payment of the recording fee.



City of Murfreesboro Mandatory Referral Application

111 W Vine Street • Murfreesboro, TN 37130 • 615-893-6441

Mandatory Referral Fees:

Mandatory Referral, INCLUDING abandonment of right-of-way.....	\$350.00
Mandatory Referral, NOT INCLUDING abandonment of right-of-way.....	\$150.00

Property Information:

Tax Map/Group/Parcel: Map 079, p/o Parcel 94.00	Address (if applicable):
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Street Name (if abandonment of ROW):

Type of Mandatory Referral: [Portion of Berm Easement abandonment, not including any right-of-way](#)

Applicant Information:

Name of Applicant: [Chris Mabery, RLS](#)

Company Name (if applicable): [Ragan Smith Associates](#)

Street Address or PO Box: [1500 Medical Center Parkway, Suite 2J](#)

City: [Murfreesboro](#)

State: Tennessee	Zip Code: 37129
----------------------------------	---------------------------------

Email Address: cmabery@ragansmith.com

Phone Number: [\(615\) 378-5236](#)

Required Attachments:

- ☐ Letter from applicant detailing the request
- ☐ Exhibit of requested area, drawn to scale
- ☐ Legal description (if applicable)

Applicant Signature

[May 16, 2024](#)

Date

APPLICANT LETTER FOR MANDATORY REFERRAL

May 16, 2024

VIA MURFREESBORO ONLINE PLAN SUBMISSION

City of Murfreesboro
111 W. Vine Street
Murfreesboro, TN 37130

**RE: ABANDONMENT OF A PORTION OF AN EXISTING BERM EASEMENT
MAP 079, PARCEL 94.00 – GARDEN DISTRICT AT CLARI PARK
WILKINSON PIKE
MURFREESBORO, TENNESSEE
RAGANSMITH JOB# 07137-2048**

To whom it may concern:

We would like to apply for consideration of the abandonment of a portion of an existing Berm Easement situated on the CND-Clari, LLC property (Map 079, Parcel 94.00), on the southerly side of Wilkinson Pike, at the intersection with the easterly side of Greshampark Drive in Murfreesboro. Said easement was originally recorded in Record Book 2071, page 1202, Register's Office for Rutherford County, Tennessee. Said easement varies in width and runs along the entire frontage of Wilkinson Pike, as shown on the attached exhibit.

The approved construction plans for "The Garden District at Clari Park" identify the as-built location of the constructed berm. As shown, it has been determined that the full area of the existing easement is not needed. We are requesting that a portion of the easement be abandoned, as shown on the attached exhibit. Sheet C0.4 (Phasing Plan), from the Site Construction Plans, has also been attached, and contains markups showing the existing berms in relation to the proposed easement line revision.

Attached, for review and consideration by the Planning Commission, please find the following:

- The Berm Easement Abandonment Exhibit
- The Berm Easement Abandonment Description
- Sheet C0.4 (Phasing Plan) from the Site Construction Plans (for reference)



If you have questions or need additional information, please contact me.

Sincerely,

RAGAN-SMITH ASSOCIATES, INC.

Christopher J. Mabery, RLS

Survey Project Manager

CJM:kal

Enclosures

**PORTION OF AN EXISTING BERM EASEMENT
CND-CLARI, LLC PROPERTY
WILKINSON PIKE
MURFREESBORO, RUTHERFORD COUNTY, TENNESSEE
EASEMENT ABANDONMENT DESCRIPTION**

Being a portion of an existing Berm Easement recorded in Record Book 2071, page 1202, Register's Office for Rutherford County, Tennessee (R.O.R.C.T.), lying and being in the thirteenth (13th) Civil District of Rutherford County, City of Murfreesboro, Tennessee. Said easement lying across a portion of the CND-Clari, LLC property of record in Record Book 2136, page 1339, R.O.R.C.T. and proceeding with the portion of said existing Berm Easement to be abandoned as follows:

COMMENCING at a 1/2-inch iron rod (old) in the southerly right-of-way line of Wilkinson Pike, at the northwest corner of the Toll Southeast LP property of record in Record Book 2395, page 3499, R.O.R.C.T., being the northeast corner of said CND-Clari, LLC property and the northeast corner of said existing Berm Easement;

Thence, leaving said southerly right-of-way line of Wilkinson Pike, with the west line of said Toll Southeast LP property, South 01 degrees 18 minutes 33 seconds East, 32.00 feet to the northeast corner and **POINT OF BEGINNING** of the herein described abandonment;

Thence, continuing with the west line of said Toll Southeast LP, South 01 degrees 18 minutes 33 seconds East, 47.84 feet;

Thence, leaving the west line of said Toll Southeast LP, with the south line of said existing Berm Easement the next two (2) calls:

1. North 71 degrees 11 minutes 46 seconds West, 534.92 feet;
2. North 60 degrees 47 minutes 15 seconds West, 114.52 feet;

Thence, leaving the south line of said existing Berm Easement, with the new proposed easement line the next three (3) calls:

1. Along a curve to the right, having an arc length of 135.44 feet, a radius of 617.50 feet, a delta angle of 12 degrees 34 minutes 02 seconds and a chord bearing and distance of South 77 degrees 55 minutes 58 seconds East, 135.17 feet;
2. South 71 degrees 38 minutes 57 seconds East, 244.53 feet;
3. North 18 degrees 21 minutes 03 seconds East, 37.56 feet to the southerly right-of-way line of said Wilkinson Pike;

Thence, with the southerly right-of-way line of said Wilkinson Pike, South 70 degrees 56 minutes 42 seconds East, 67.99 feet;

Thence, leaving the southerly right-of-way line of said Wilkinson Pike, with the new proposed easement line the next two (2) calls:

1. South 18 degrees 21 minutes 03 seconds West, 30.00 feet;
2. South 70 degrees 56 minutes 42 seconds East, 184.41 feet to the **POINT OF BEGINNING**, containing **26,071 square feet** or **0.60 acres**, more or less.

Being a portion of an existing Berm Easement of record in Record book 1071, page 1202, Register's Office of Rutherford County, Tennessee.

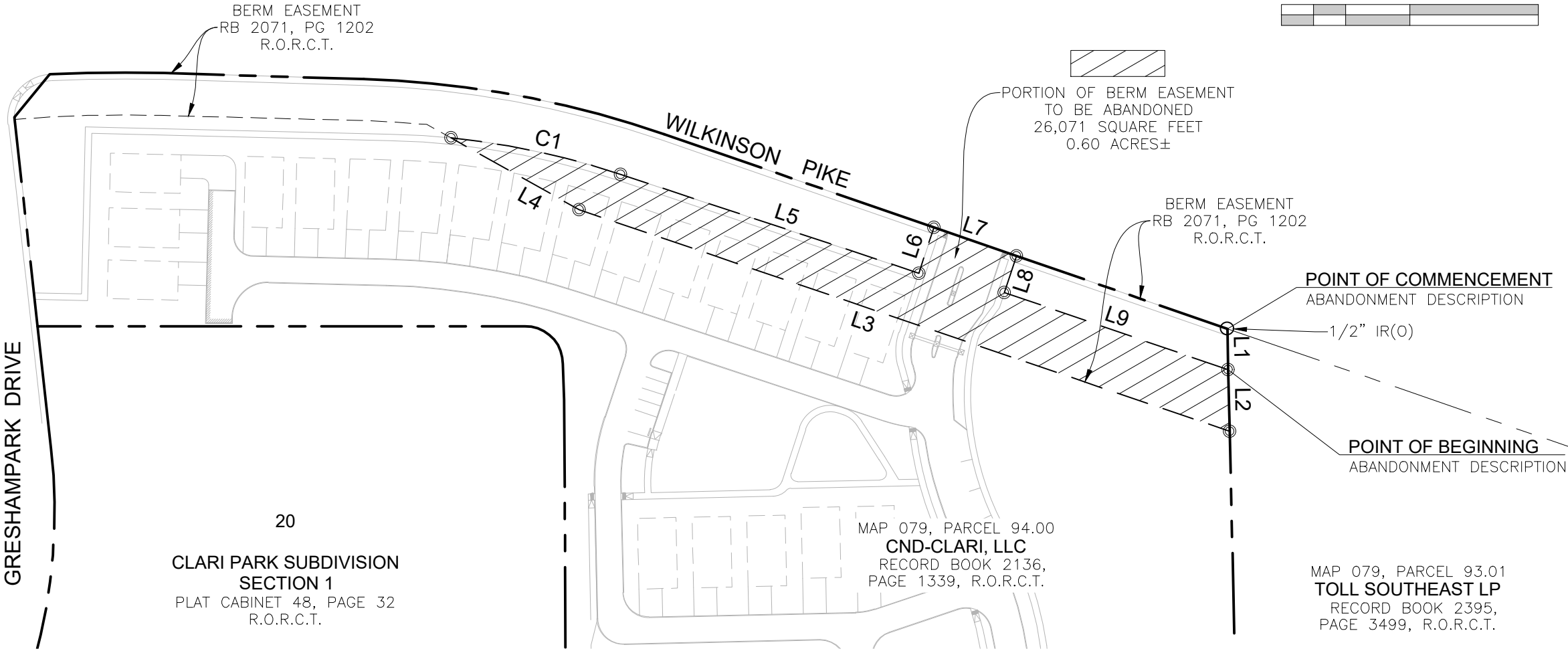
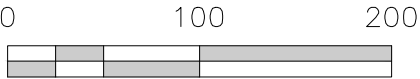
Also being a portion of the same property conveyed to CND-Clari, LLC from Hines Clari Park Land Holdings, LLC by Warranty Deed of record in Record Book 2136, page 1339, Register's Office for Rutherford County, Tennessee.

GENERAL NOTES

- 1. THE PURPOSE OF THIS EXHIBIT IS TO SHOW THE PORTION OF AN EXISTING BERM EASEMENT TO BE ABANDONED BY MANDATORY REFERRAL.
- 2. HARDSCAPE AND DESIGN LAYOUT, SHOWN HEREON, ARE PROPOSED AND SHOWN FOR GRAPHICAL PURPOSES ONLY.
- 3. THIS EXHIBIT IS NOT A GENERAL PROPERTY SURVEY AS DEFINED UNDER RULES OF TENNESSEE STATE BOARD OF EXAMINERS FOR LAND SURVEYORS, CHAPTER 0820-3-07.



(TN NAD83)



LEGEND

- IRON ROD (OLD)
- ⊙ NON-MONUMENTED POINT
- R.O.R.C.T. REGISTER'S OFFICE FOR RUTHERFORD COUNTY, TENNESSEE

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S01°18'33"E	32.00'
L2	S01°18'33"E	47.84'
L3	N71°11'46"W	534.92'
L4	N60°47'15"W	114.52'
L5	S71°38'57"E	244.53'

LINE TABLE		
LINE	BEARING	DISTANCE
L6	N18°21'03"E	37.56'
L7	S70°56'42"E	67.99'
L8	S18°21'03"W	30.00'
L9	S70°56'42"E	184.41'

CURVE TABLE						
CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHD BRG
C1	617.50'	135.44'	12°34'02"	67.99	135.17'	S77°55'58"E



Know what's below.
Call before you dig.

RaganSmith
Nashville - Murfreesboro - Chattanooga
ragansmith.com

CLARI PARK - GARDEN DISTRICT
PORTION OF BERM EASEMENT ABANDONMENT
FOR
DAVID WEEKLEY HOMES
13th CIVIL DISTRICT OF RUTHERFORD COUNTY, CITY OF MURFREESBORO, TENNESSEE

Scale:	1" = 100'
Date:	MAY 16, 2024
Approved By:	CJM
Revisions:	
-	-
-	-
-	-
-	-
-	-

Drawing Title:
EASEMENT
ABANDONMENT
EXHIBIT

Drawing No.
1 OF 1

Project No.
07137-2048

**MURFREESBORO PLANNING COMMISSION
STAFF COMMENTS, PAGE 1
JUNE 5, 2024
PROJECT PLANNER: BRAD BARBEE**

- 6.b. Mandatory Referral [2024-713] to consider the abandonment of a portion of a detention pond easement located on property along Trust Drive, SEC, Inc. applicant.



In this mandatory referral, the Planning Commission is being asked to consider the approval of the abandonment of a portion of a detention pond easement in the Windwoods Subdivision, located just west of Florence Road. The portion of the easement in question is located at the cul-de-sac of Trust Drive. The subdivision developer, AMH TN, LLC, proposes to construct a playground on the portion of the easement that is requested to be abandoned. As is, the playground is not allowed to encroach within the recorded easement. The Planning Department's Project Engineer evaluated the application and determined that the abandonment of the requested portion of the easement would not have any negative impact on the drainage system and that it is surplus, as the stormwater is designed to be contained within the remaining portion of the easement. An exhibit depicting the location of the requested abandonment is included in the agenda materials. Staff recommends that the Planning Commission recommend approval of this request to the City Council subject to the following conditions:

1. If approved by City Council, the applicant will be responsible for providing the information necessary (including, but not limited to, any exhibits and legal descriptions) for the Legal Department to prepare legal instruments to formally abandon the portion of the proposed easement in question. The legal instrument(s) will be subject to final review and approval of the Legal Department.
2. The applicant will also be responsible for recording these instruments, including payment of the recording fee.



City of Murfreesboro
Mandatory Referral Application

111 W Vine Street • Murfreesboro, TN 37130 • 615-893-6441

Mandatory Referral Fees:

Mandatory Referral, INCLUDING abandonment of right-of-way.....	\$350.00
Mandatory Referral, NOT INCLUDING abandonment of right-of-way.....	\$150.00

Property Information:

Tax Map/Group/Parcel: 56M/E/19.00	Address (if applicable): South of Effie Seward Dr.
--	---

Street Name (if abandonment of ROW): **N/A**

Type of Mandatory Referral: **Detention Pond Easement Abandonment**

Applicant Information:

Name of Applicant: **Matt Taylor**

Company Name (if applicable): **SEC, Inc.**

Street Address or PO Box: **850 Middle TN Blvd**

City: **Murfreesboro**

State: **TN**

Zip Code: **37129**

Email Address: **mtaylor@sec-civil.com**

Phone Number: **615-890-7901**

Required Attachments:

- ☒ Letter from applicant detailing the request
- ☒ Exhibit of requested area, drawn to scale
- ☐ Legal description (if applicable)

Applicant Signature

Date

May 16, 2024

Ms. Holly Smyth
City of Murfreesboro Planning Dept.
111 West Vine Street
Murfreesboro, TN 37133-1139

RE: Windwoods Subdivision Resub Lot 44
Detention Pond Easement Abandonment Mandatory Referral
SEC Project No. 05040

Dear Holly,

Please find the attached supplemental documents to support the mandatory referral request to abandon the highlighted portion of the drainage easement to make room for a playground. The easement will be relocated north to be inline with the detention pond. No volume is being lost with the relocation of the easement. This easement is located at the property located South of Effie Seward Drive.

Should you need any clarification concerning the request, please feel free to contact me at 615-890-7901 or mtaylor@sec-civil.com.

Sincerely,

Matt Taylor

Matt Taylor, P.E.
SEC, Inc.

CERTIFICATE OF OWNERSHIP AND DEDICATION

I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE OWNER(S) OF THE PROPERTY SHOWN AND DESCRIBED HEREON AND THAT I (WE) HEREBY ADOPT THIS PLAN OF SUBDIVISION WITH MY (OUR) FREE CONSENT ESTABLISH THE MINIMUM BUILDING RESTRICTION LINES AND DEDICATE ALL STREETS, ALLEYS, WALKS, UTILITIES THEREIN, PARKS AND OTHER OPEN SPACES TO PUBLIC OR PRIVATE USE AS NOTED.

DATE
RECORD BOOK 1954, PAGE 3442

JAMES F. MARTIN
VICE PRESIDENT OF LAND DEVELOPMENT
AMH TN DEVELOPMENT, LLC.

CERTIFICATE OF ACCURACY

I HEREBY CERTIFY THAT THIS IS A CATEGORY I SURVEY AND THE RATIO OF PRECISION OF THE UNADJUSTED SURVEY IS 1:10,000 OR GREATER AS SHOWN HEREON. I ALSO CERTIFY THAT THE MONUMENTS HAVE BEEN, OR WILL BE, PLACED AS SHOWN TO THE SPECIFICATIONS OF THE CITY ENGINEER.

SEC. INC.

DATE
REGISTERED SURVEYOR
TENN. R.L.S. No.

CERTIFICATE OF APPROVAL OF WATER SYSTEMS

I HEREBY CERTIFY THAT: (1) THE WATER LINES AND APPURTENANCES FOR THE WATER SYSTEM OF THE SUBDIVISION SHOWN HEREON HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY CODES AND SPECIFICATIONS, OR THE SPECIFICATIONS OF THE CONSOLIDATED UTILITY DISTRICT OF RUTHERFORD COUNTY IF THEY ARE MORE STRINGENT, AND THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION COMMUNITY PUBLIC WATER SYSTEMS DESIGN CRITERIA, OR (2) THAT A SURETY FOR THESE IMPROVEMENTS HAS BEEN POSTED WITH THE CONSOLIDATED UTILITY DISTRICT OF RUTHERFORD COUNTY TO ASSURE COMPLETION OF THE SAME.

DATE
CONSOLIDATED UTILITY DISTRICT OFFICIAL

CERTIFICATE OF APPROVAL OF SEWER SYSTEMS

I HEREBY CERTIFY THAT: (1) THE SEWER LINES AND APPURTENANCES FOR THE SEWER SYSTEM OF THE SUBDIVISION SHOWN HEREON HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY CODES AND SPECIFICATIONS AND REQUIREMENTS OF THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION, DESIGN CRITERIA FOR SEWAGE WORKS; (2) THAT A SURETY FOR THESE IMPROVEMENTS HAS BEEN POSTED WITH THE CITY OF MURFREESBORO TO ASSURE COMPLETION OF SAME; OR (3) THAT A SUBSURFACE SEWAGE SYSTEM WILL BE PERMITTED SUBJECT TO THE APPROVAL OF THE RUTHERFORD COUNTY HEALTH DEPARTMENT.

DATE
MURFREESBORO WATER RESOURCES OFFICIAL

CERTIFICATE OF APPROVAL FOR ELECTRIC POWER

MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORPORATION ELECTRIC SERVICE JURISDICTION

MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORPORATION (MTEMC) WILL PROVIDE ELECTRIC SERVICE TO THE SUBJECT PROPERTY ACCORDING TO THE NORMAL OPERATING PRACTICES OF MTEMC AS DEFINED IN THE RULES AND REGULATIONS, BYLAWS, POLICY BULLETINS AND OPERATIONAL BULLETINS OF MTEMC, AND IN ACCORDANCE WITH THE PLAT APPROVAL CHECKLIST, TREE PLANTING GUIDELINES AND OTHER REGULATIONS CONTAINED ON THE MTEMC WEB SITE AT WWW.MTEMC.COM (COLLECTIVELY THE "REQUIREMENTS"). NO ELECTRIC SERVICE WILL BE PROVIDED UNTIL MTEMC'S REQUIREMENTS HAVE BEEN MET AND APPROVED IN WRITING BY AN AUTHORIZED REPRESENTATIVE OF MTEMC. ANY APPROVAL IS, AT ALL TIMES, CONTINGENT UPON CONTINUING COMPLIANCE WITH MTEMC'S REQUIREMENTS.

DATE
MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORP. OFFICIAL

CERTIFICATE OF THE APPROVAL OF STREETS AND DRAINAGE

I HEREBY CERTIFY: (1) THAT STREETS, DRAINAGE STRUCTURES, DRAINAGE IMPROVEMENTS, AND STORMWATER QUALITY CONTROLS FOR THE SUBDIVISION SHOWN HEREON HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR (2) THAT A SURETY FOR THESE IMPROVEMENTS HAS BEEN POSTED WITH THE CITY OF MURFREESBORO TO ASSURE COMPLETION OF SAME.

DATE
CITY ENGINEER

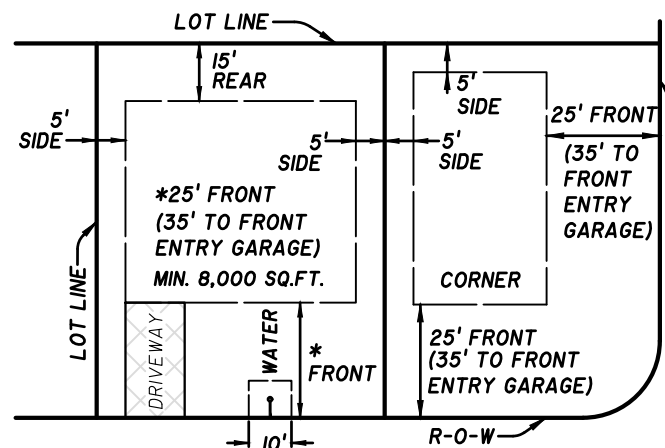
CERTIFICATE OF APPROVAL FOR RECORDING

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE SUBDIVISION REGULATIONS FOR THE CITY OF MURFREESBORO, TENNESSEE, 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 RUTHERFORD COUNTY REGISTER OF DEEDS PROVIDED THAT IT IS SO RECORDED WITHIN ONE YEAR OF THIS DATE.

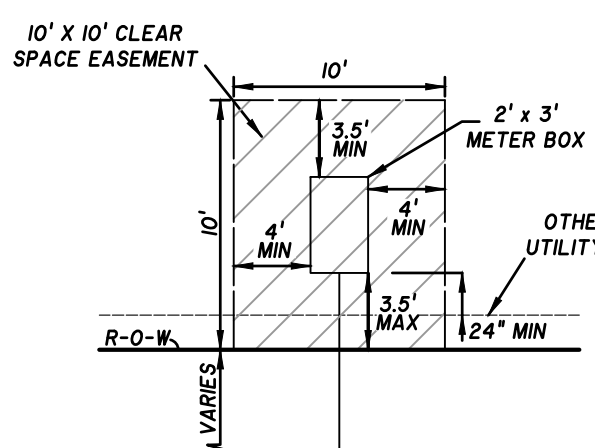
DATE
PLANNING COMMISSION SECRETARY

LEGEND

- IRON PIN (FOUND)
- IRON PIN SET (NEW)
- CONC. MONUMENT (FOUND)



ZONING PRD
TYPICAL MINIMUM BUILDING SETBACKS
FOR LOTS SHOWN HEREON
N.T.S.



CONSOLIDATED UTILITY DISTRICT
SINGLE FAMILY RESIDENTIAL METER
CLEAR SPACE REQUIREMENT
N.T.S.

*MINIMUM PAD ELEVATION

MINIMUM PAD ELEVATIONS WHERE SHOWN HEREON ARE ESTABLISHED DUE TO LOCAL DRAINAGE.

X PLOT PLAN NOTE:

A PLOT PLAN PREPARED BY A LICENSED SURVEYOR MUST BE SUBMITTED AT THE TIME OF BUILDING PERMIT APPLICATION FOR PLANNING DEPARTMENT REVIEW AND APPROVAL FOR THE FOLLOWING LOTS: 28, 29, 33, 34, 42-48, AND 52-79. IN ADDITION, A LICENSED SURVEYOR WILL BE REQUIRED TO LAY OUT THE FOOTING FOR ALL OF THE AFOREMENTIONED LOTS AND TO PROVIDE WRITTEN CONFIRMATION TO THE CITY THAT THERE ARE NO ENCROACHMENTS INTO ANY EASEMENTS OR BUILDING SETBACKS.

Relocating easement to be in line with detention pond.

Abandoning easement to make space for a playground.

LOT AREAS		
LOT	SQ. FEET	ACRES
44	10,203	0.234
COMMON AREA 3	190,510	4.374
Total	200,713	4.608

CURVE DATA				
CURVE	RADIUS	DELTA ANGLE	ARC LENGTH	CHORD BEARING
C1	50.00'	70°43'53"	61.72'	N54°50'00"E
C2	50.00'	52°51'33"	46.13'	N26°57'20"W

LINE DATA		
LINE	BEARING	DISTANCE
L1	S66°23'26"W	810.4'
L2	S83°44'06"W	40.17'

OWNER:
AMH TN DEVELOPMENT, LLC.
280 PILOT ROAD, SUITE 200
LAS VEGAS, NV 89169
LOT 44 - MAP 56M, GROUP E, PARCEL 19.00
COMMON AREA # 3 - MAP 56M, GROUP D, PARCEL 21.01
R.B. 1954, PG. 3442 R.O.R.C., TN

SITE DATA:
TOTAL AREA = 14.613 ± ACRES
AREA IN RIGHT-OF-WAY = 2.615 ± ACRES
AREA IN COMMON AREA = 0.101 ± ACRES
RESIDENTIAL LOTS (54) = 12.097 ± ACRES
ZONING = PRD

YARD REQUIREMENTS:
FRONT = 25' (35' TO FRONT ENTRY GARAGE)
SIDE = 5'
REAR = 15'
MINIMUM LOT SIZE = 8,000 SQ.FT.
MINIMUM LOT WIDTH = 70'

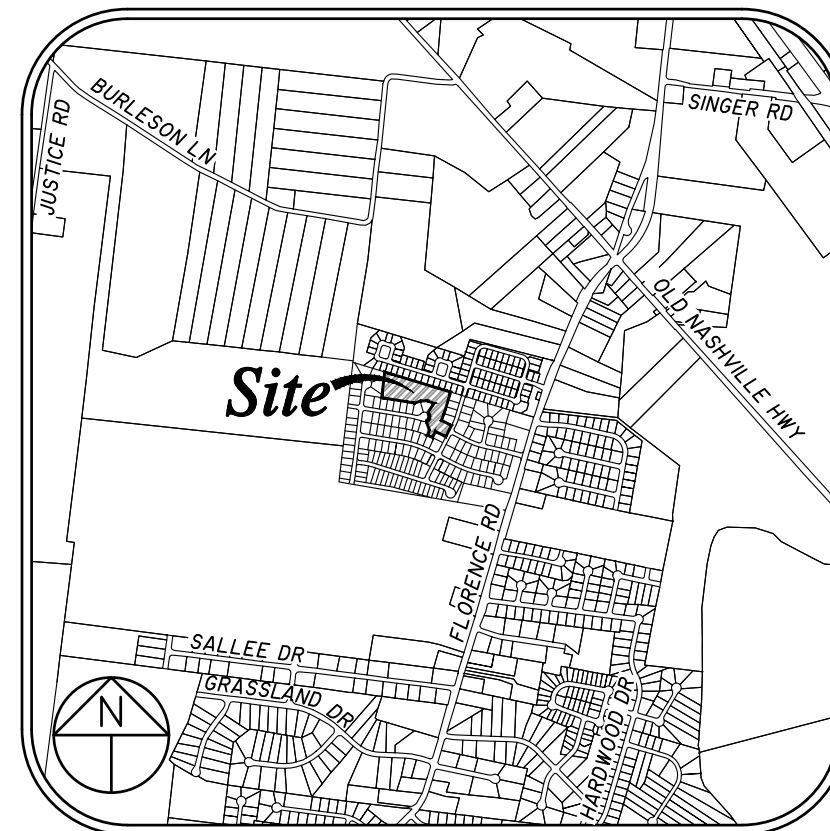
PLAT BOOK _____, PAGE _____

TIME OF RECORDING: _____

DATE OF RECORDING: _____

THE RECORDING OF THIS PLAT VOIDS, VACATES AND SUPERSEDES THE RECORDING OF COMMON AREA # 3 ON A FINAL PLAT ENTITLED "SECTION I, PHASE 1, WINDWOODS SUBDIVISION", AS RECORDED IN PLAT BOOK 48, PAGE 144, R.O.R.C., TN.

FURTHERMORE, THE RECORDING OF THIS PLAT VOIDS, VACATES AND SUPERSEDES THE RECORDING OF LOT 44 ON A FINAL PLAT ENTITLED "SECTION I, PHASE 2, WINDWOODS SUBDIVISION", AS RECORDED IN PLAT BOOK 49, PAGE 63, R.O.R.C., TN.



GENERAL NOTES

- THE PURPOSE OF THIS FINAL PLAT IS TO RESUBDIVIDE LOT 44, AND COMMON AREA # 3, AND TO ADJUST THE DETENTION POND EASEMENT LINE AS SHOWN.
- BEARING SYSTEM IS BASED ON TENNESSEE STATE PLANE COORDINATES USING GPS NETWORK SYSTEM (NAD 83-96) (NAVD-88).
- THIS PROPERTY LIES WITHIN ZONE X, NOT IN A SPECIAL FLOOD HAZARD AREA, AS DETERMINED FROM ELEVATIONS SHOWN ON FEMA FIRM MAPS FOR RUTHERFORD COUNTY, MAP NO. 47149C040 J, EFFECTIVE DATE MAY 9, 2023.
- THIS SURVEYOR HAS NOT PHYSICALLY LOCATED ALL OF THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE. PUBLIC RECORDS AND/OR MAPS PREPARED BY OTHERS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA OR THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. AVAILABILITY AND LOCATION OF UTILITIES SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY.
- NO TITLE REPORT WAS FURNISHED TO THIS SURVEYOR, THEREFORE, THIS PROPERTY IS SUBJECT TO THE FINDINGS OF A CURRENT AND ACCURATE TITLE SEARCH.
- SUBJECT PROPERTY IS ZONED PRD. APPROVED BY MURFREESBORO PLANNING COMMISSION ON 2/2/2018. MINIMUM BUILDING SETBACKS FOR THIS SITE ARE:
FRONT = 25' (35' FRONT ENTRY GARAGE) / SIDE = 5' / REAR = 15'
CORNER LOTS HAVE 2 FRONTS AND 2 SIDES.
- THE SOILS MATERIALS ON LOTS SHOWN HEREON MAY BE DISTURBED BY CUTTING OR FILLING OPERATIONS PERFORMED DURING OR BEFORE DEVELOPMENT; THEREFORE, THE BUILDER OF ANY PROPOSED STRUCTURE SHALL INVESTIGATE THE CURRENT CONDITIONS AND CONSULT WITH A GEOTECHNICAL EXPERT OR OTHER QUALIFIED PERSON AS HE DEEMS APPROPRIATE TO ASSURE HIMSELF THAT THE DESIGN OF THE PROPOSED FOUNDATION IS ADEQUATE.
- IT IS THE RESPONSIBILITY OF EACH LOT BUYER OR BUILDER TO DESIGN AND CONSTRUCT IN ACCORDANCE WITH A SUITABLE GRADING AND DRAINAGE PLAN WHICH WILL CONVEY SURFACE WATER, WITHOUT PONDING IN THE LOT OR UNDER THE BUILDING, FROM THE BUILDING SITE TO THE DRAINAGE SYSTEM CONSTRUCTED BY THE SUBDIVISION DEVELOPER.
- PUBLIC UTILITY EASEMENTS AS SHOWN ARE INTENDED FOR NON-EXCLUSIVE USE BY UTILITIES SUCH AS MIDDLE TENNESSEE ELECTRIC, NATURAL GAS COMPANIES, AT&T, CABLE TELEVISION SERVICES AND OTHERS.
- UNDER THE CURRENT APPLICABLE PLUMBING CODE, THE CITY OF MURFREESBORO REQUIRES THE MINIMUM FLOOR ELEVATION (M.F.E.) TO BE SET AT OR ABOVE THE TOP OF CASTING ELEVATION OF THE NEAREST MANHOLE THAT IS UPSTREAM OF THE SEWER SERVICE CONNECTION. AS AN ALTERNATIVE, THE HOME OWNER SHALL INSTALL A BACKWATER VALVE PER THE PLUMBING CODE AND EXECUTE AND RECORD A RELEASE OF INDEMNIFICATION AGAINST THE CITY OF MURFREESBORO WITH REGARDS TO THE SANITARY SEWER CONNECTION. THE HOME BUILDER AND/OR HOME OWNER SHALL BE RESPONSIBLE FOR COMPLYING WITH THIS REQUIREMENT.
- ANY STREET IN THIS SUBDIVISION MAY BE EXTENDED INTO ADJOINING PROPERTY AT ANY TIME WITHOUT ADDITIONAL NOTICE OR CONSULTATION.
- THE STREETS IDENTIFIED ON THIS PLAT MAY BE CONSTRUCTED OR RECONSTRUCTED IN THE FUTURE WITHOUT CONSULTATION OR NOTICE TO THE OWNERS OF THE LOTS IN THE SUBDIVISION.
- EASEMENTS IN THE SUBDIVISION MAY NOT HAVE INFRASTRUCTURE CONSTRUCTED WITHIN THEM UNTIL SOME FUTURE TIME AND THERE MAY BE NO NOTICE OR CONSULTATION WITH THE INDIVIDUAL LOT OWNERS OF THIS CONSTRUCTION.
- A DECLARATION OF COVENANTS, CONDITIONS, AND RESTRICTIONS FOR WINDWOODS SUBDIVISION IS RECORDED IN RECORD BOOK 2284, PAGE 2698 AND AMENDED IN RECORD BOOK 2367, PAGE 3079 IN THE REGISTER'S OFFICE OF RUTHERFORD COUNTY, TENNESSEE.
- THE COMMON AREAS SHOWN ON THE SUBDIVISION SHALL BE THE RESPONSIBILITY OF THE OWNERS ASSOCIATION TO MAINTAIN.
- PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR ANY LOT IN THIS SUBDIVISION, THE OWNER SHALL POST A BUILDING PERMIT SURETY IN AN AMOUNT TO BE DETERMINED BY THE CITY ENGINEER TO ASSURE CONSTRUCTION OF LOT INFRASTRUCTURE, INCLUDING BUT NOT LIMITED TO SIDEWALKS, DRAINAGE IMPROVEMENTS, OR CONSTRUCTION OF WATER QUALITY ELEMENTS. SUCH CONSTRUCTION SHALL BE COMPLETED WITHIN NINE (9) MONTHS OF ISSUANCE OF THE CERTIFICATE OF OCCUPANCY.
- C.U.D. ACCESS TO THE DESIGNATED WATER METER LOCATION AREA SHALL BE UNENCUMBERED BY DRIVEWAYS, SIDEWALKS, FENCING OR LANDSCAPING. A PERMANENT ACCESS EASEMENT EXISTS ON EACH LOT AT THE WATER METER LOCATION. THIS 10' X 10' EASEMENT IS INTENDED TO ASSURE SERVICE AND REPAIR ACCESS TO THE WATER METER(S) AND SERVICE LINE(S). C.U.D. WILL NOT BE LIABLE TO REPAIR OR REPLACE ANY REMOVED OR DAMAGED ENCROACHMENTS WITHIN THE EASEMENT AND WILL NOT BE FINANCIALLY LIABLE FOR DAMAGES TO ANY ENCROACHMENTS. SEE DETAIL.
- ALL FIRE HYDRANTS SHALL BE PLACED IN COORDINATION WITH C.U.D.
- DRIVEWAY LOCATIONS DEPICTED ON THIS PLAT INDICATE THE SIDE OF THE LOT WHERE THE DRIVEWAY MUST BE LOCATED. ACTUAL WIDTH AND PRECISE LOCATION OF THE DRIVEWAY MAY VARY FROM WHAT IS DEPICTED ON THE PLAT. DRIVEWAYS MUST BE OF SUFFICIENT WIDTH AND DEPTH TO ACCOMMODATE PARKING FOR A MINIMUM OF FOUR (4) VEHICLES.
- PROPERTY IS WITHIN OVERALL CREEK ASSESSMENT DISTRICT.

FINAL PLAT

Resubdivision Common Area # 3, Section 1, Phase 1 &
Resubdivision Lot 44, Section 1, Phase 2
Windwoods Subdivision

CITY OF MURFREESBORO, TENNESSEE
6th CIVIL DISTRICT OF RUTHERFORD COUNTY

SEC, Inc.

WWW.SEC-CIVIL.COM

SITE ENGINEERING CONSULTANTS

ENGINEERING • SURVEYING • LAND PLANNING

LANDSCAPE ARCHITECTURE

850 MIDDLE TENNESSEE BLVD • MURFREESBORO, TENNESSEE 37129
PHONE (615) 890-7901 • FAX (615) 895-2567

PROJ. #
05040.43

DATE: 4-11-24
REV: 5-1-24

FILE:
WW-Resub44

DRAWN BY:
JUG

SCALE:
1" = 60'

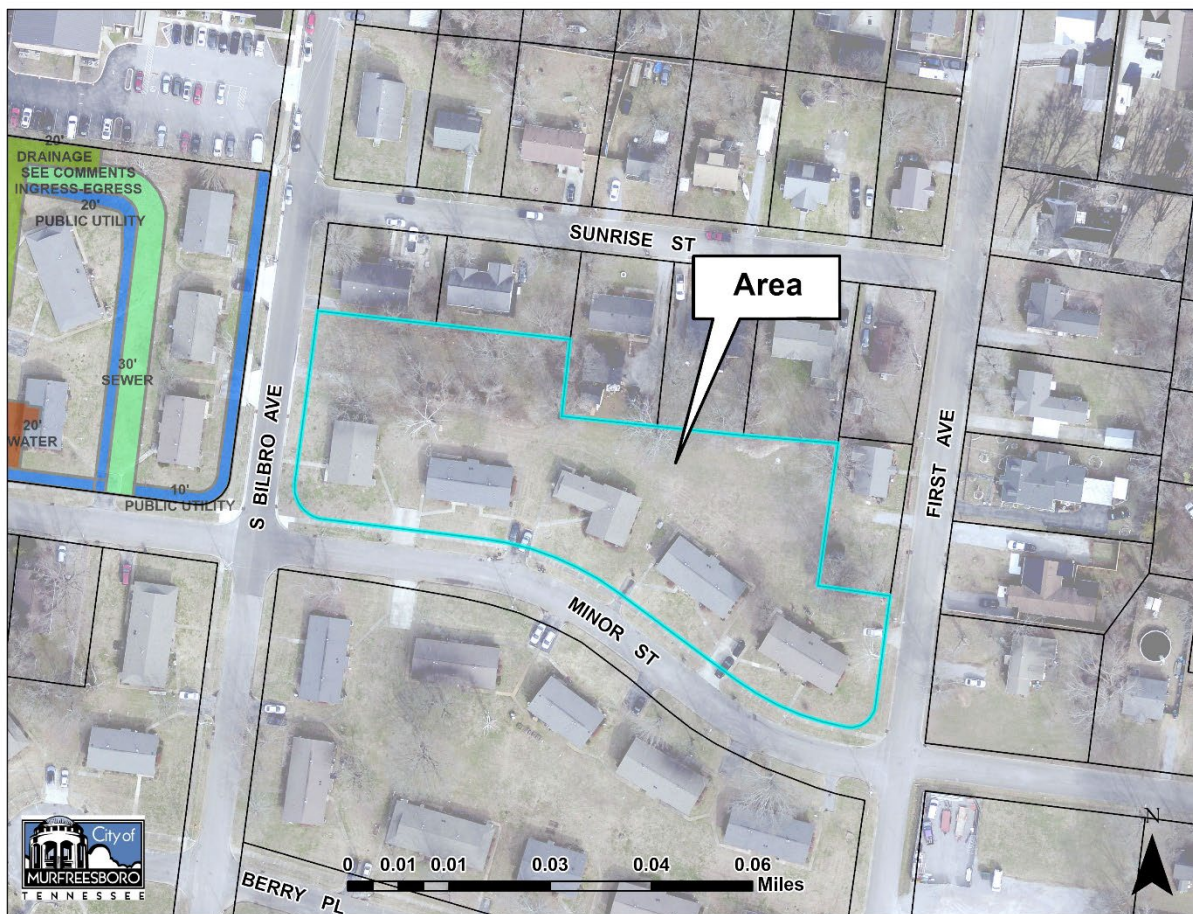
SHEET
1 OF 1

*REVISIONS PER CITY PLANNING COMMENTS 5-1-24

**MURFREESBORO PLANNING COMMISSION
STAFF COMMENTS, PAGE 1
JUNE 5, 2024
PROJECT PLANNER: JOEL AGUILERA**

6.c. Mandatory Referral [2024-711] to consider the abandonment of a drainage easement located on property along South Bilbro Avenue, SEC, Inc. applicant.

This mandatory referral request to abandon a portion of an existing drainage easement is from Matt Taylor of SEC, Inc., on behalf of the Murfreesboro Housing Authority. The easement in question is located on along the north portion of the property identified as Lot 2 of the Murfreesboro Housing Authority Mercury Park Subdivision.



In this mandatory referral, the Planning Commission is being asked to consider the abandonment of a portion of an existing drainage easement on Lot 2 of the Murfreesboro Housing Authority Mercury Park Subdivision. Lot 2 has an approved site plan (2023-3039) for the redevelopment of the property for 13 new single-family and two-family dwelling units. The drainage easement in question was dedicated via final plat, in 2023, for the Murfreesboro Housing Authority Subdivision Mercury Park, Lots 1 & 2.

Per the attached correspondence, the applicant has stated that the easement was dedicated for the detention pond. However, the applicant has stated that the entire easement is not necessary for the pond, as the pond is not a regional feature, and can be partially abandoned so that it may only serve Lot 2 of Mercury Park. The purpose for retaining a portion of the easement, along South Bilbro Avenue, is because there is proposed infrastructure, a storm pipe, that will serve the development and be important to retain. The City Engineer and Project Engineer have also reviewed this request and concurs that this abandonment is acceptable.

Staff recommends that the Planning Commission recommend approval of this request to the City Council subject to the following conditions:

1. If approved by City Council, the applicant will be responsible for providing the information necessary (including, but not limited to, any exhibits and legal descriptions) for the Legal Department to prepare legal instrument(s) to formally abandon the portion of the easement in question.
2. Modifications to the final easement area will be subject to review and approval of the City Engineer.
3. The legal instrument(s) will be subject to the final review and approval of the Legal Department.
4. The applicant will also be responsible for recording the instrument(s), including payment of the recording fee.



City of Murfreesboro
Mandatory Referral Application

111 W Vine Street • Murfreesboro, TN 37130 • 615-893-6441

Mandatory Referral Fees:

Mandatory Referral, **INCLUDING** abandonment of right-of-way..... \$350.00
Mandatory Referral, **NOT INCLUDING** abandonment of right-of-way..... \$150.00

Property Information:

Tax Map 103N Group N Parcel 22.00

Tax Map/Group/Parcel: Address (if applicable): int of S Bilbro & Minor St

Street Name (if abandonment of ROW):

Type of Mandatory Referral: Abandon Drainage Easement

Applicant Information:

Name of Applicant: SEC, Inc c/o Matt Taylor

Company Name (if applicable):

Street Address or PO Box: 850 Middle TN Blvd

City: Murfreesboro

State: TN

Zip Code: 37129

Email Address: MTAYLOR@SEC-CIVIL.COM

Phone Number: 615-890-7901

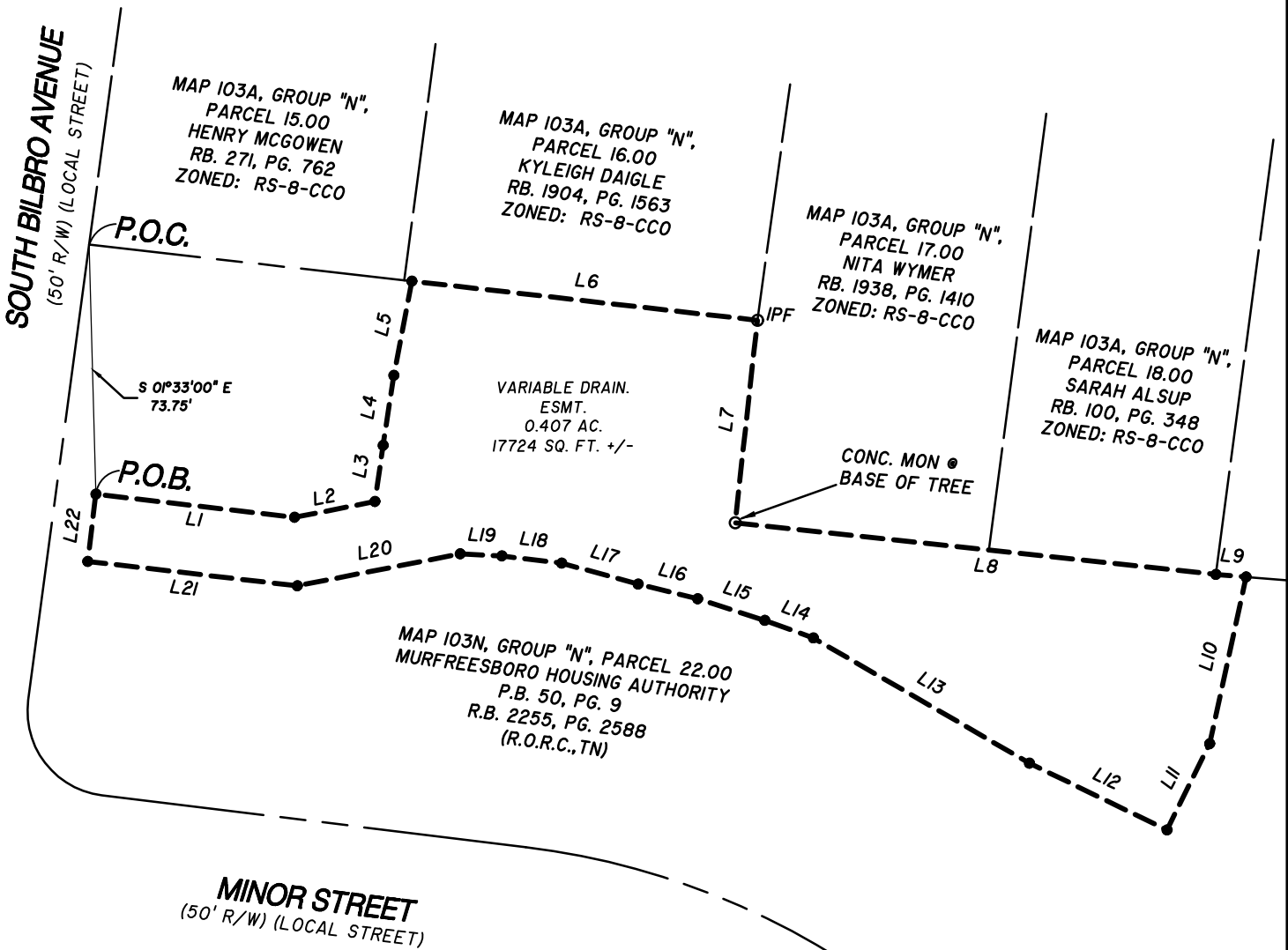
Required Attachments:

- ☐ Letter from applicant detailing the request
- ☐ Exhibit of requested area, drawn to scale
- ☐ Legal description (if applicable)

5-15-2024


Applicant Signature

Date



LINE TABLE

LINE	BEARING	DISTANCE
L1	S 83°20'31" E	59.08'
L2	N 78°52'31" E	24.17'
L3	N 08°24'05" E	16.76'
L4	N 08°37'21" E	20.95'
L5	N 10°47'08" E	28.33'
L6	S 83°32'23" E	102.75'
L7	S 06°18'10" W	60.24'
L8	S 83°53'07" E	142.79'
L9	S 85°15'47" E	8.95'
L10	S 12°17'58" W	50.46'
L11	S 26°20'01" W	28.38'
L12	N 64°08'11" W	45.15'
L13	N 59°52'51" W	73.75'
L14	N 70°05'20" W	15.31'
L15	N 72°14'01" W	20.78'
L16	N 76°05'13" W	18.14'
L17	N 74°38'10" W	23.40'
L18	N 83°11'34" W	17.77'
L19	N 86°59'41" W	12.32'
L20	S 78°52'31" W	49.05'
L21	N 83°20'31" W	62.32'
L22	N 06°58'48" E	20.00'

DRAINAGE EASEMENT
EXHIBIT FOR:
MAP 103A, GROUP N, PARCEL 22.00
MURFREESBORO HOUSING AUTHORITY
R.B. 2255, PG. 2588
(R.O.R.C., TN)

May 21, 2024

Mr. Matthew Blomeley
City of Murfreesboro Planning Dept.
111 West Vine Street
Murfreesboro, TN 37133-1139

RE: Mercury Park
Drainage Easement Abandonment Mandatory Referral
SEC Project No. 22820

Dear Matthew,

Please find the attached documents to support the mandatory referral request to abandon a drainage easement at Mercury Park. The easement isn't necessary for the pond as the pond is not a regional feature, it is only providing treatment for this particular project.

Should you need any clarification concerning the request, please feel free to contact me at 615-890-7901 or mtaylor@sec-civil.com.

Sincerely,

The image shows a handwritten signature in red ink. The signature is written in a cursive style and appears to read "Matt Taylor". The first name "Matt" is written in a larger, more prominent script, and the last name "Taylor" is written in a smaller, more fluid script to its right.

Matt Taylor, P.E.
SEC, Inc.

SEC, Inc.

SITE ENGINEERING CONSULTANTS

Engineering • Surveying • Land Planning
850 Middle Tennessee Blvd, Murfreesboro, TN 37129
www.sec-civil.com • 615-890-7901 • fax 615-895-2567

DRAINAGE EASEMENT

MAP 103A GROUP N PARCEL 22.00

MURFREESBORO HOUSING AUTHORITY

R.B. 2255, PG. 2588

0.407 AC. +/-

A PORTION OF A PARCEL OF LAND LYING IN THE 13TH CIVIL DISTRICT OF RUTHERFORD COUNTY, TENNESSEE AND BOUNDED IN GENERAL BY KYLEIGH DAIGLE R.B. 1904, PG. 1563 (R.O.R.C.,TN), NITA WYMER R.B. 1938, PG. 1410 (R.O.R.C.,TN), SARAH ALSUP R.B. 100, PG. 348 (R.O.R.C.,TN), ANDREW EDWARDS R.B. 1686, PG. 1150 (R.O.R.C.,TN), ON THE NORTH MAP 103N, GROUP "N", PARCEL 22.00 MURFREESBORO HOUSING AUTHORITY P.B. 50, PG. 9 R.B. 2255, PG. 2588 (R.O.R.C.,TN) ON THE EAST AND SOUTH, AND SOUTH BILBRO AVENUE ON THE WEST, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING FROM THE SOUTHWEST CORNER OF HENRY McGOWEN THENCE, ACROSS THE LANDS OF MAP 103N, GROUP "N", PARCEL 22.00 MURFREESBORO HOUSING AUTHORITY S 01°33'00" E FOR A DISTANCE OF 73.75' TO THE POINT OF BEGINNING AT A POINT; THENCE, ACROSS THE LANDS OF MAP 103N, GROUP "N", PARCEL 22.00 MURFREESBORO HOUSING AUTHORITY FOR THE FOLLOWING CALLS:

S 83°20'31" E FOR A DISTANCE OF 59.08' TO A POINT;

THENCE, N 78°52'31" E FOR A DISTANCE OF 24.17' TO A POINT;

THENCE, N 08°24'05" E FOR A DISTANCE OF 16.76' TO A POINT;

THENCE, N 08°37'21" E FOR A DISTANCE OF 20.95' TO A POINT;

THENCE, N 10°47'08" E FOR A DISTANCE OF 28.33' TO A POINT;

THENCE, WITH THE SOUTH LINE OF KYLEIGH DAIGLE S 83°32'23" E FOR A DISTANCE OF 102.75' TO AN IRON PIN FOUND);

THENCE, WITH THE WEST LINE OF NITA WYMER S 06°18'10" W FOR A DISTANCE OF 60.24' TO A CONC. MONUMENT BY THE BASE OF A TREE;

THENCE, WITH THE SOUTH LINE OF WYMER & SARAH ALSUP S 83°53'07" E FOR A DISTANCE OF 142.79' TO A POINT;

THENCE, WITH THE SOUTH LINE OF ANDREW EDWARDS S 85°15'47" E FOR A DISTANCE OF 8.95' TO A POINT;

THENCE, ACROSS THE LANDS OF MAP 103N, GROUP "N", PARCEL 22.00 MURFREESBORO HOUSING AUTHORITY FOR THE FOLLOWING CALLS:

S 12°17'58" W FOR A DISTANCE OF 50.46' TO A POINT;

THENCE, S 26°20'01" W FOR A DISTANCE OF 28.38' TO A POINT;

THENCE, N 64°08'11" W FOR A DISTANCE OF 45.15' TO A POINT;

THENCE, N 59°52'51" W FOR A DISTANCE OF 73.75' TO A POINT;

THENCE, N 70°05'20" W FOR A DISTANCE OF 15.31' TO A POINT;

THENCE, N 72°14'01" W FOR A DISTANCE OF 20.78' TO A POINT;

THENCE, N 76°05'13" W FOR A DISTANCE OF 18.14' TO A POINT;

THENCE, N 74°38'10" W FOR A DISTANCE OF 23.40' TO A POINT;

THENCE, N 83°11'34" W FOR A DISTANCE OF 17.77' TO A POINT;

THENCE, N 86°59'41" W FOR A DISTANCE OF 12.32' TO A POINT;

THENCE, S 78°52'31" W FOR A DISTANCE OF 49.05' TO A POINT;

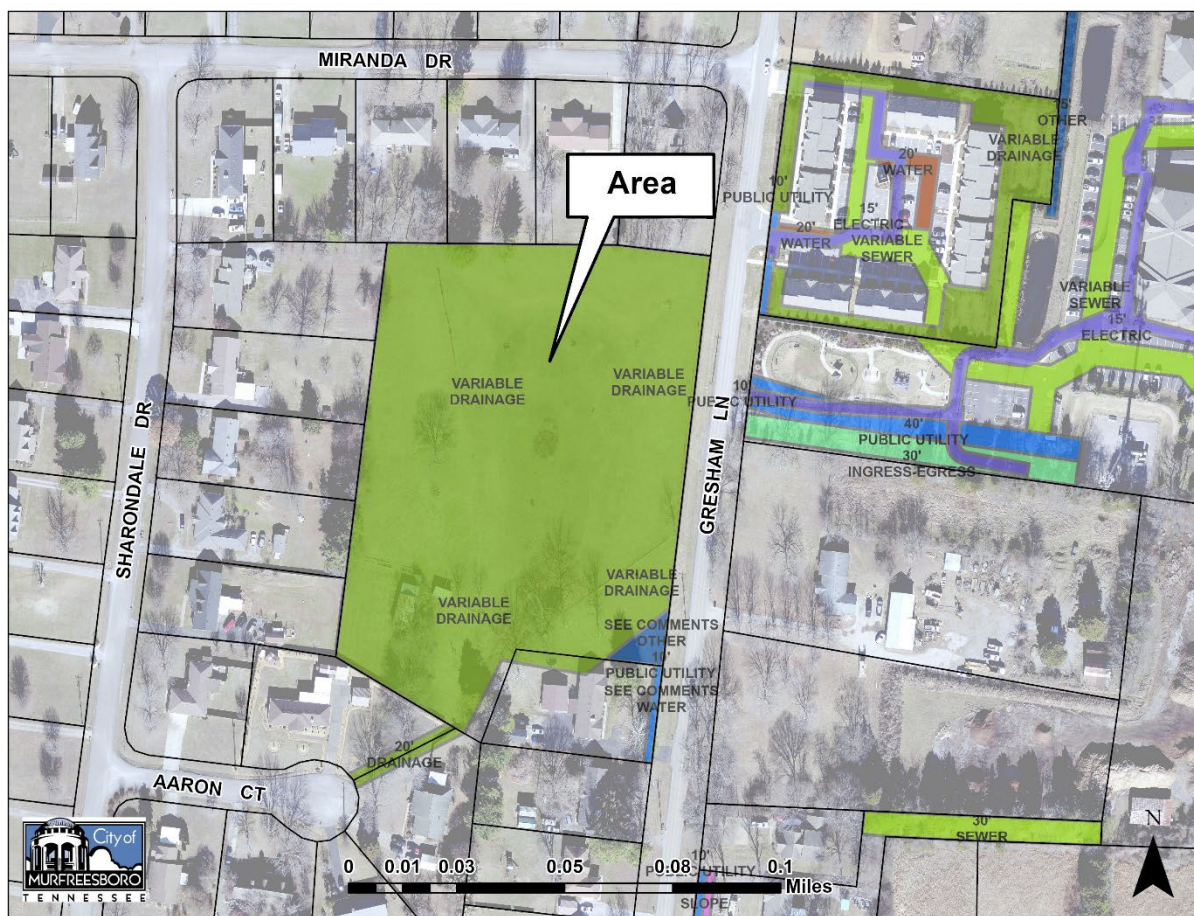
THENCE, N 83°20'31" W FOR A DISTANCE OF 62.32' TO A POINT;

THENCE, N 06°58'48" W FOR A DISTANCE OF 20.00' TO THE POINT OF BEGINNING, HAVING AN AREA OF 17724 SQ. FT. OR 0.407 Ac. +/-

**MURFREESBORO PLANNING COMMISSION
STAFF COMMENTS, PAGE 1
JUNE 5, 2024
PROJECT PLANNER: JOEL AGUILERA**

6.d. Mandatory Referral [2024-714] to consider the abandonment of a portion of a drainage easement located on property along Gresham Lane, Civil Infrastructure Associates on behalf of Hensley Group applicant.

This mandatory referral request to abandon a portion of an existing drainage easement is from Nathan Melson of Civil Infrastructure Associates, LLC, on behalf of Hensley Group, LLC. The easement in question is located on Lots 1 & 2 of the Gresham Lane Subdivision.



In this mandatory referral, the Planning Commission is being asked to consider the abandonment of a drainage easement that extends through proposed Lots 2 – 7 of the Gresham Lane Subdivision, as shown the attached exhibit. The applicant is in the process of developing this property in preparation for its subdivision. The existing drainage easement was dedicated via final plat, in 1986, for the Glenndale Subdivision, a portion of which (Lot 57) was incorporated into the Gresham Lane Subdivision in 2022.

Per the attached correspondence, the applicant has stated that the original purpose for the dedication of the drainage easement was to encompass the existing detention pond on Lot 57. However, the applicant has reconfigured the pond to be located on proposed Lot 7 west of Lots 2-6 and it will no longer require the requested easement abandonment area. The balance of the existing easement for the pond will remain in place with the recording of the final plat for Section 2 of the Gresham Lane Subdivision. The City Engineer and Project Engineer have also reviewed this request and concurs that this abandonment is acceptable.

Staff recommends that the Planning Commission recommend approval of this request to the City Council subject to the following conditions:

1. If approved by City Council, the applicant will be responsible for providing the information necessary (including, but not limited to, any exhibits and legal descriptions) for the Legal Department to prepare legal instrument(s) to formally abandon the portion of the easement in question.
2. The legal instrument(s) will be subject to the final review and approval of the Legal Department.
3. The final plat for Gresham Lane Subdivision Section 2 shall be recorded simultaneously with the recording of the quit claim deed abandoning the easement.
4. The applicant will also be responsible for recording the legal instrument(s), including payment of the recording fee.



City of Murfreesboro
Mandatory Referral Application

111 W Vine Street • Murfreesboro, TN 37130 • 615-893-6441

Mandatory Referral Fees:

Mandatory Referral, INCLUDING abandonment of right-of-way.....	\$350.00
Mandatory Referral, NOT INCLUDING abandonment of right-of-way.....	\$150.00

Property Information:

Tax Map/Group/Parcel: 092J / A / 01801 | Address (if applicable): 452 Gresham Lane

Street Name (if abandonment of ROW): n/a

Type of Mandatory Referral: Drainage Easement

Applicant Information:

Name of Applicant: Eric Hensley

Company Name (if applicable): Hensley Group LLC

Street Address or PO Box: 319 W McKnight Drive

City: Murfreesboro

State: TN

Zip Code: 37128

Email Address: ryan@thehensleygrouptn.com (c/o Ryan Long)

Phone Number: 423-544-1213

Required Attachments:

- ☒ Letter from applicant detailing the request
- ☒ Exhibit of requested area, drawn to scale
- ☐ Legal description (if applicable)

Applicant Signature

5/16/2024

Date

May 16, 2024

Matthew Blomeley
Assistant Director of Planning
City of Murfreesboro Planning Department
111 W Vine Street
Murfreesboro, TN 37130

**RE: Request for Mandatory Referral
Gresham Lane Subdivision, Section 2
452 Gresham Lane, Murfreesboro, TN**

Dear Mr. Blomeley:

On behalf of our client, Hensley Group, LLC, we would like to request a Mandatory Referral for the abandonment of the existing drainage easement that extends into Lots 2 through 7 as highlighted on the final plat for Section 2 of Gresham Lane Subdivision, which accompanies this letter. The purpose of the existing drainage easement is to encompass the existing detention pond that was located on Lot 57 of the Glenndale Subdivision. This pond has been reconfigured to be located west of the lots on Lot 7 of Gresham Lane Subdivision. A drainage easement for the pond will be reestablished as part of the recording of the final plat for Section 2 of Gresham Lane Subdivision.

Feel free to give me a call (615-663-7678) or email me (nmelson@cia-engineers.com) if you have any additional questions or concerns.

Sincerely,

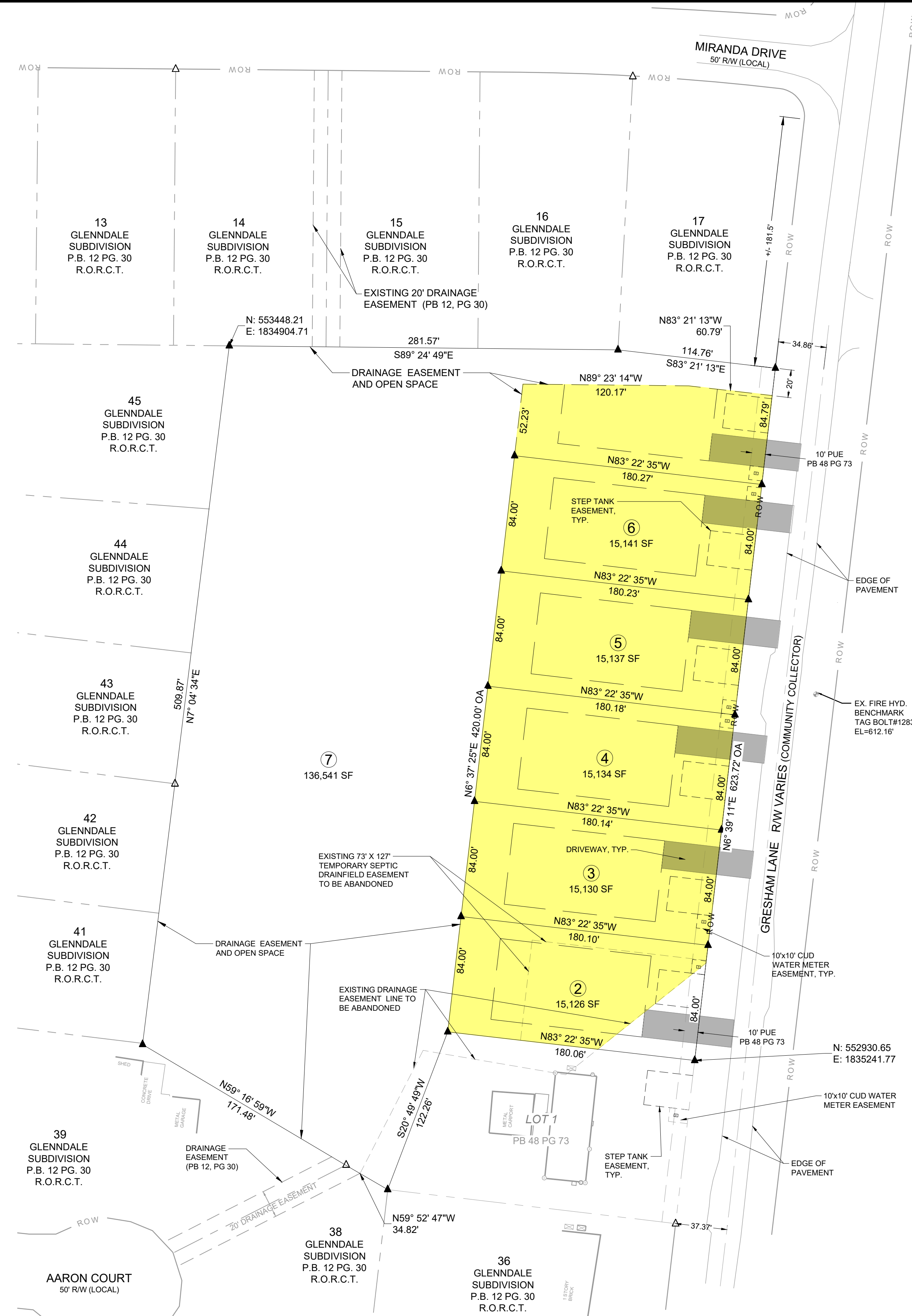
CIVIL INFRASTRUCTURE ASSOCIATES, LLC



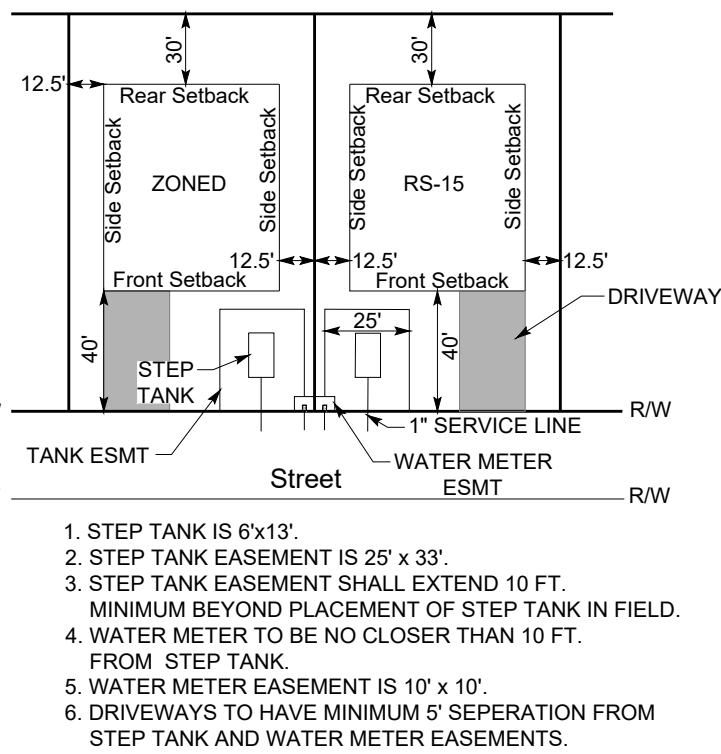
Nathan Melson, PE

Project Manager

Attachments: Final Plat – Gresham Lane Subdivision, Section 2



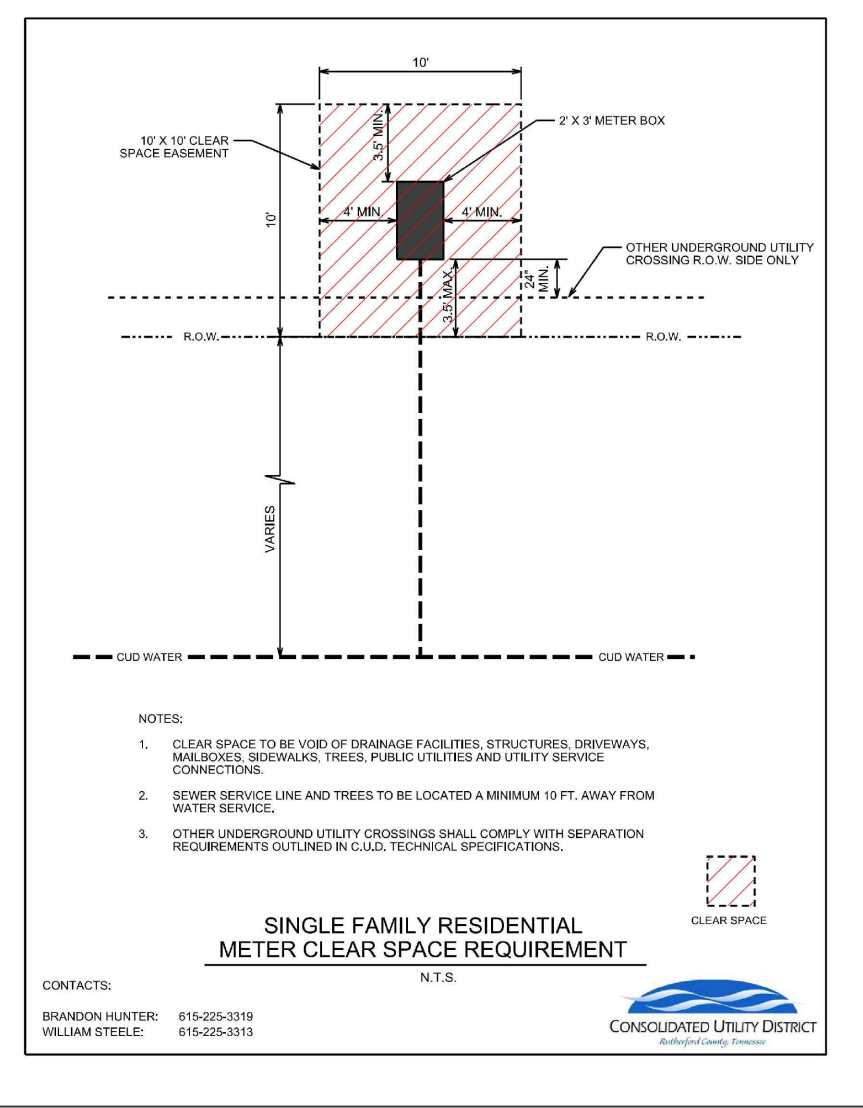
GPS SURVEY DATA	
Field Procedure	Fixed Station Network RTK
Horizontal Positional Accuracy	0.10± FT reported at the 95% Confidence Level
Vertical Positional Accuracy	0.20± FT reported at the 95% Confidence Level
Date of Field Survey	2/4/2021
Datum: Horizontal (Epoch) / Vertical	NAD 1983 (2002) / NAVD 1988
Fixed Control Station	TN 38
Control Station - Position	N35°53'45.97569" / W86°26'37.28761"
Control Station - Elevation (Ellipsoid)	141.407 m
Geoid Model Used	Geoid 03
Combined Scale Factor (Grid to Grid)	1.000076



TYPICAL BUILDING SETBACK & STEP TANK EASEMENT DETAIL
NOT TO SCALE

PLAT NOTES:

- The purpose of this final plat is to create six (6) lots of record from an existing parcel of land, and to record easements as shown.
- Parcels may be subject to additional easements, and / or restrictions, by record or prescription that a complete title search may reveal.
- Public Utility and Drainage Easements (PUE) where shown hereon are intended to indicate an easement for the construction, operation and maintenance of public utilities and drainage-ways; including, but not limited to sanitary sewers, force mains, water lines, telephone signal conduits, electric conductors, drainage pipes and natural gas lines. Easements may not have infrastructure constructed within them until some future time and there may be no notice or consultation with the individual owners of this construction.
- In Tennessee, it is a requirement per "The Underground Utility Protection Act" that anyone who engages in excavation must notify all known underground utility owners, no less than three nor more than ten working days of their intent to excavate. A list of these utilities may be obtained from the County Register of Deeds. Those utilities that participate in the "Tennessee One Call" system can be notified by calling toll free 1-800-351-1111.
- Underground utilities shown were located using available above-ground evidence, and also from information obtained from the respective utility companies. The existence or non-existence of the utilities shown and any other utilities which may be present on this site or adjacent sites should be confirmed with the utility owner prior to commencing any work.
- It is the responsibility of each residential builder to design and construct a suitable grading and drainage scheme which will convey surface water, without ponding in the lot or under the house, from his structure to the drainage system constructed by the subdivision developer.
- Water provided by Consolidated Utility District (C.U.D.).
- Per the City of Murfreesboro, the streets identified on the plat may be constructed or reconstructed in the future without consultation or notice to the owners of the parcels in the subdivision.
- Per the City of Murfreesboro, prior to issuance of a certificate of occupancy for any unit in this subdivision, the Owner shall post a building permit Surety in an amount to be determined by the City Engineer to assure construction of lot infrastructure, including but not limited to sidewalks, drainage improvements, or construction of water quality elements. Such construction shall be completed within nine months of issuance of certificate of occupancy.
- In accordance with TCA Section 7-59-310(b)(1), Competitive Cable and Video Services Act, in cases of new construction or property development where utilities are to be placed underground, the developer or property owner shall give all providers of cable or video serving the City of Murfreesboro dates on which open trenching will be available for the providers installation of conduit, pedestals or vaults, and laterals, referred to as "equipment" to be provided at each such owners expense.
- Each residence is required by CUD to have its own water service.
- A plot plan prepared by a licensed surveyor and drawn to scale must be submitted for review and approval of the Planning Department with the building permit application for the 6 residential lots of this subdivision. In addition, a licensed surveyor will be required to lay out the footing for each lot and provide written confirmation to the City that there are no encroachments into any easements or building setbacks*. Plot plans, completed by a licensed surveyor, for all the lots will be required to ensure compliance with zoning requirements, from Section 26, Sub Section C, Points 1 - 4 of the Murfreesboro Zoning Ordinance regarding lots along minor arterials.
 - Access to one parking space through another parking space is permitted provided that the lot does not front upon a street identified as a major arterial, minor arterial or collector street in the Murfreesboro Major Transportation Plan as adopted and as may be amended from time to time.
 - Four required parking spaces per dwelling unit may be located in the required front yard provided that the lot does not front upon street identified as a major arterial, minor arterial or collector street in the Murfreesboro Major Transportation Plan as adopted and as may be amended from time to time.
 - Lots that front upon a street identified as a major arterial, minor arterial or collector street in the Murfreesboro Major Transportation Plan as adopted and as may be amended from time to time shall have parking located to the side or rear of the proposed structure, shall be permitted to have no more than one required parking space in the required front yard, and shall have the parking designed such that backing into the street is not required in order to exit the on-site parking. Provided further that backing from the street in order to gain access to required parking is prohibited.
- Plot plans must also be submitted to MWRD for each lot. The plot plan review fee of \$100 for each lot must be submitted to MWRD engineering for review along with the plan. The tank inspection fee of \$250 must be paid at the time the sewer connection fee is paid.
- Driveway locations depicted on this plat indicate the side of the lot where the driveway must be located. Final driveway locations to be determined by builder and must adhere to CUD clear space requirements. Actual width and precise location of the driveway may vary from what is depicted on the plat. Driveways must be of sufficient width and depth to accommodate parking for a minimum of four (4) vehicles.
- CUD access to the designated meter location area shall be unencumbered by fencing, landscaping, sidewalks or driveways. A permanent access easement exists on each lot at the meter location. This 10'x10' easement is intended to assure service and repair access to the meter(s) and service line(s). See detail.
- The subdivision is served by a Step Tank Effluent Pump system (STEP) and is operated and maintained by the Murfreesboro Water Resources Department (MWRD).
- MWRD access to the step tank shall be unencumbered by fencing or landscaping. A permanent access easement exists on each lot at the step tank location. This easement is intended to assure service and repair access to the step tank. See step tank easement detail.
- Step tanks shall be set only after the building foundation has been started and finished yard grade at the tank can be determined. Tank risers shall be between 18" and 26" high from the top of the tank.



SITE INFORMATION:

PROJECT NAME: GRESHAM LANE SUBDIVISION, SECTION 2

ADDRESS: GRESHAM LANE MURFREESBORO, TN 37129

TAX MAP / GROUP / PARCEL NO.: 092J / A / 018.01
ZONED: RS-15

MINIMUM YARD REQUIREMENTS:
FRONT SETBACK: 40 FT
SIDE SETBACK: 12.5 FT
REAR SETBACK: 30 FT

MAXIMUM BUILDING HEIGHT: 35 FT

PROPOSED USE: SINGLE-FAMILY RESIDENTIAL
TOTAL LOTS: 6 LOTS

PROPERTY AREA: 212,209 SF (4.87 AC)

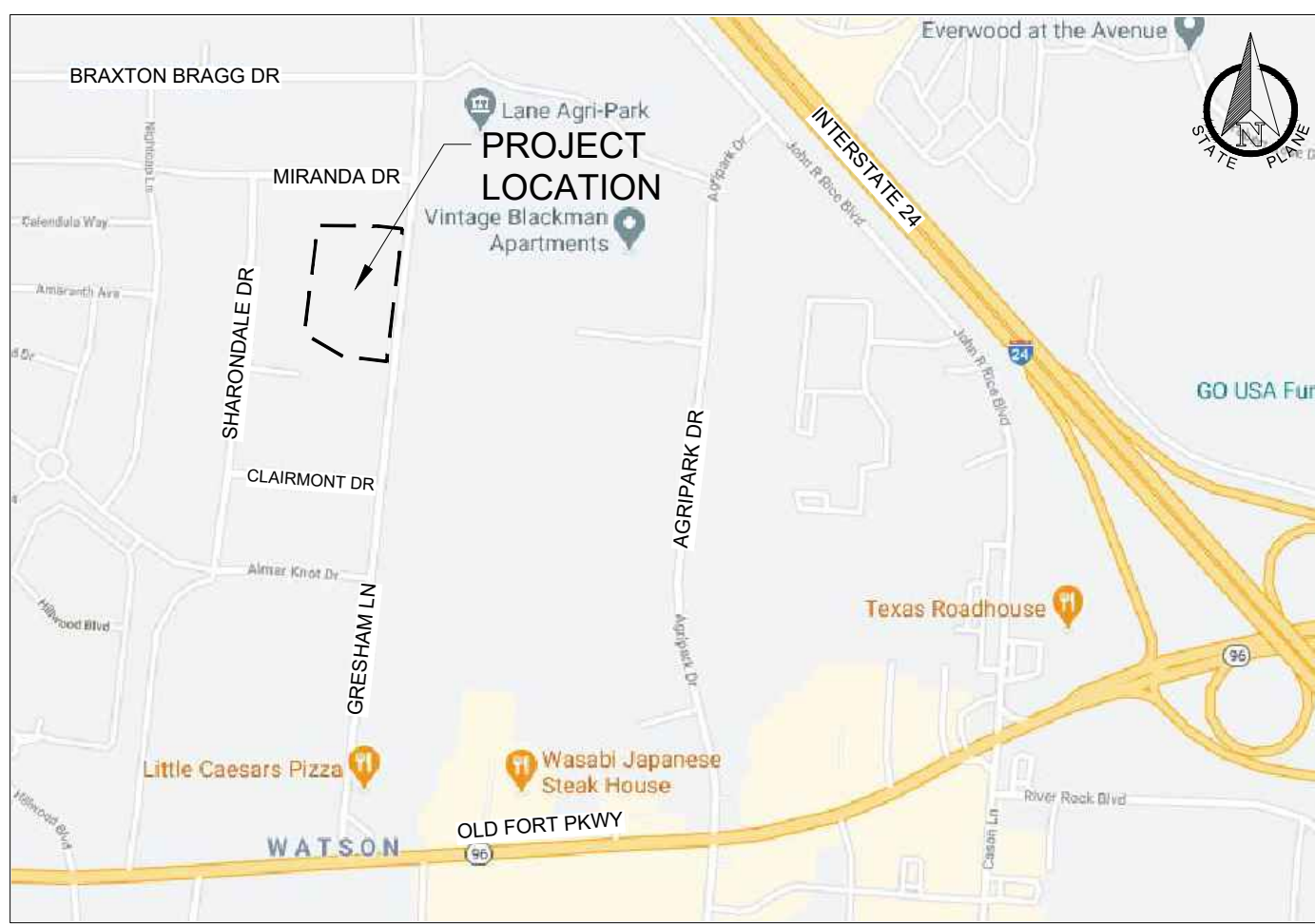
FEMA NOTE: THIS SITE LIES WITHIN ZONE X, OUTSIDE THE 500 YEAR FLOODPLAIN, PER COMMUNITY PANEL 47149C0255J, EFFECTIVE MAY 9, 2023.

DEED NOTE: THE PROPERTY SHOWN HEREON IS LOCATED ON GRESHAM LANE, TAX MAP 092J, GROUP A, PARCEL 18.01, 12TH CIVIL DISTRICT, AS RECORDED IN P.B.48, PG. 73 R.O.R.C.T.

APPLICANT: HENSLEY GROUP, LLC
5812 MANCHESTER PIKE
MURFREESBORO, TN 37127
CONTACT: ERIC HENSLEY
615-925-1296

LEGEND

- PROPERTY LINE
- ROW
- ADJACENT PROPERTY LINE
- EASEMENT LINE
- MIN. BLDG. SETBACK LINE
- REBAR FOUND
- PIPE FOUND
- CONCRETE MONUMENT FOUND
- PK / MAG NAIL FOUND
- UNMARKED BOUNDARY
- REBAR W/ CAP SET
- HVAC UNIT



VICINITY MAP
NOT TO SCALE

CERTIFICATE OF OWNERSHIP AND DEDICATION

I (we) hereby certify that I am (we are) the Owner(s) of the property shown and described hereon and that (we) hereby adopt this plan of subdivision with my (our) free consent and establish the minimum building restriction lines, and dedicate all streets, alleys, walks, and utilities therein, parks and other open spaces to public or private use as noted.

Date: Eric Hensley, Member
The Hensley Group, LLC
PB 48, PG 73
RB 2339, PG 1036

CERTIFICATE OF ACCURACY

I hereby certify that this is a category 1 survey and the ratio of precision of the unadjusted survey is 1:10,000 as shown hereon. I also certify that the monuments have been or will be placed as shown hereon to the specifications of the City Engineer.

Date: Ryan W. Beasley, RLS TN #2821

CERTIFICATE OF APPROVAL FOR RECORDING

I hereby certify that the subdivision plat shown hereon has been found to comply with the Subdivision Regulations for the City of Murfreesboro, Tennessee 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 Rutherford County Register Of Deeds provided that it is so recorded within one year of this date.

Date: Planning Commission Secretary

CERTIFICATION FOR APPROVAL OF WATER SYSTEMS LOCATED IN THE WATER SERVICE JURISDICTION OF CONSOLIDATED UTILITY DISTRICT OF RUTHERFORD COUNTY
I hereby certify that: (1) the water lines and appurtenances for the water system of the subdivision shown hereon have been installed in accordance with city codes and specifications, or the specifications of the Consolidated Utility District of Rutherford County if they are more stringent and the Tennessee Department of Environment and Conservation, Community Public Water Systems Design Criteria, or (2) that a Surety for these improvements has been posted with the Consolidated Utility District of Rutherford County to assure completion of same.

Date: Consolidated Utility District Official

CERTIFICATE OF APPROVAL OF SEWER SYSTEMS

I hereby certify that: (1) the sewer lines and appurtenances for the sewer system of the subdivision shown hereon have been installed in accordance with city codes and specifications and the requirements of the Tennessee Department of Environment and Conservation, Design Criteria for Sewage Works; (2) that a Surety for these improvements has been posted with the City of Murfreesboro to assure completion of same; or (3) that a subsurface sewage system will be permitted subject to the approval of the Rutherford County Health Department.

Date: Murfreesboro Water Resources Official

CERTIFICATE OF APPROVAL FOR ELECTRIC POWER

Middle Tennessee Electric Membership Corporation (MTEMC) will provide electric service to the subject property according to the normal operating practices of MTEMC as defined in the rules and regulations, by-laws, policy bulletins and operational bulletins of MTEMC, and in accordance with the plat approval check list, tree planting guidelines and other regulations contained on the MTEMC web site at www.MTEMC.com (Collectively the "Requirements"). No electric service will be provided until MTEMC's requirements have been met and approved in writing by an authorized representative of MTEMC. Any approval is, at all times, contingent upon continuing compliance with MTEMC's requirements.

Date: MTEMC Official

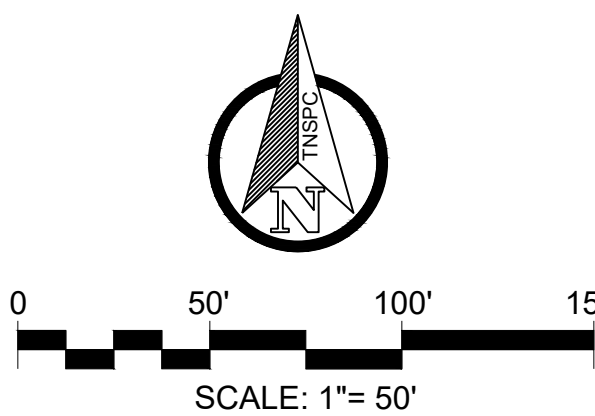
CERTIFICATE OF APPROVAL OF STREETS AND DRAINAGE

I hereby certify: 1.) that the streets, drainage structures, drainage improvements, and stormwater quality controls for the subdivision shown hereon have been installed in accordance with city specifications, or 2.) that a Surety for those improvements has been posted with the City of Murfreesboro to assure completion of same.

Date: City Engineer

RELEASE AND COVENANT NOT TO SUE

Under the current adopted plumbing code, the City of Murfreesboro requires the minimum floor elevation (M.F.E.) to be set at or above the top of casting elevation of the nearest manhole that is upstream of the sewer service connection. As an alternative, the homeowner shall install a backwater valve per the plumbing code and execute and record a release of indemnification against the City of Murfreesboro with regards to the sanitary connection. The builder and/or homeowner shall be responsible for compliance with this requirement.



PREPARED BY:



307 Hickerson Drive
Murfreesboro, TN 37129
Tel: 615-663-7678
www.cia-engineers.com

contact: Ryan Beasley, RLS

UNLESS OTHERWISE NOTED, ALL NEW LOT CORNERS ARE CAPPED 18" LONG 1/2" REBAR SET

DATE OF RECORDING:
TIME OF RECORDING:
PLAT BOOK: PAGE:

For Review
05/16/2024 9:19:30 AM

FINAL PLAT
GRESHAM LANE SUBDIVISION, SECTION 2
(RESUBDIVISION OF LOT 57 OF THE GLENDDALE SUBDIVISION)
MURFREESBORO, TENNESSEE

PROJECT # 2022-043
DATE: 16 MAY 2024
SCALE 1"=50'
SH. 1 OF 1