

ORDINANCE# 0116

**AN ORDINANCE AMENDING THE ZONING ORDINANCE OF THE TOWN OF ASHLAND CITY, TENNESSEE ARTICLE V., SECTION 5.053.2(C) I-2 SPECIAL EXCEPTIONS**

**WHEREAS**, the Town of Ashland City Planning Commission has reviewed and discussed the amendment and has voted to recommend its passage; and

**WHEREAS**, the Mayor and Council of Ashland City, Tennessee has given due consideration to amend the Zoning Ordinance of the Town of Ashland City

**NOW, THEREFORE BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE TOWN OF ASHLAND CITY, TENNESSEE**, that Article V., Section 5.053.2(C) be amended as follows:

5.053.2 I-2, Light Industrial District.

A. District Description:

This district, like the I-1 District, is designed for a wide range of industrial and related uses which conform to a relatively high level of performance standards. Industrial establishments of this type, within completely enclosed buildings, provide a buffer between Commercial Districts and other industrial uses which involve more objectionable influences. New residential developments are excluded from this district, both to protect residences from an undesirable environment, and to ensure the reservation of adequate areas for industrial development. Community facilities which provide needed services to industrial developments are permitted.

B. Uses Permitted:

In the I-2, Light Industrial District, the following uses and their accessory uses are permitted:

1. Warehousing, goods transport and storage uses.
2. Wholesale sales facilities.
3. Limited manufacturing facilities.
4. Intermediate manufacturing facilities.
5. Aircraft dealers.
6. Animal care and veterinary services.
7. Agricultural services.

8. Essential public transport, communication, and utility services.
9. Signs as regulated by City Sign Ordinance.
10. Plant and forest nurseries.
11. Building materials and farm equipment sales facilities.
12. Dairies and truck gardens.
13. Mini-Warehouse Facilities.

C. Uses Permitted as Special Exceptions:

1. Group assembly uses, other than racetracks (auto, motorcycle, dog, and horse), and drag strips.
2. Food and beverage service facilities.
3. Food service take-out facilities.
4. Commercial recreation facilities.
5. Contract construction services.
6. Consumer repair services.
7. Intermediate impact facilities.
8. Government administrative services.
9. Adult oriented business establishments subject to the supplemental requirements cited in ARTICLE VII, SECTION 7.060. (Added by Ord 319, July 11, 2006, Renumbering 9 to 10, 10 to 11, 11 to 12)
10. Planned developments as regulated in ARTICLE V, SECTION 5.060.
11. Outdoor Firearms Training Facilities.
12. Special institutional care facilities.
13. Propane Storage, refueling, and customer tank storage center.
14. **Outdoor storage materials to be used in manufacturing.**

D. Uses Prohibited:

Uses not specifically permitted or uses not permitted upon approval as a special exception.

E. Dimensional Regulations:

All uses permitted in the I-2, Light Industrial District shall comply with the following requirements except as provided in ARTICLE VI:

1. Minimum Lot Size: No minimum lot size is required in the I-2 District.
2. Minimum Yard Requirements:

Front Yard	60 feet
Side Yard	30 feet
Rear Yard	35 feet
3. Maximum Lot Coverage: On any lot or parcel of land, the area occupied by all buildings including accessory buildings may not exceed fifty (50) percent of the total lot area of such lot or parcel.
4. Height Requirements: No building shall exceed forty (40) feet in height, unless on-site water storage facilities or other acceptable firefighting equipment is approved by the town's fire department. If approved, buildings may attain to sixty (60) feet in height, except as provided in Article VI, Section 6.040.
5. Parking Space Requirements: As regulated in Article IV, Section 4.010.

**BE IT FURTHER ORDAINED**, this Ordinance shall be effective twenty (20) days after the final passage, to the public welfare requiring it.

First Reading: 11-14, 2023  
Second Reading: 12-12, 2023

ATTEST:

  
\_\_\_\_\_  
Mayor

  
\_\_\_\_\_  
City Recorder

**STAFF REPORT**  
**ASHLAND CITY PLANNING COMMISSION**  
**October 2, 2023**

**CALL TO ORDER**

**ROLL CALL**

**APPROVAL OF AGENDA**

**APPROVAL OF MINUTES**

**1. September 7, 2023 meeting minutes**

**PUBLIC FORUM**

**NEW BUSINESS**

**2. Rezone Request: 1037 Thompson Road**

Analysis – This is a request for rezoning approximately 38 acres from I-2 Light Industrial district to I-3 Heavy Industrial district. The new owner, Ingram Barge Company, wants to construct a marine cargo handling facility. While the use as a marine cargo facility is permitted in the I-2 district, outdoor storage of goods is not, and is only allowed in the I3 district as a special exception.

This is a difficult request to support as currently presented with current zoning ordinance language simply because of the treatment of outdoor storage. All uses permitted outright in the I-1 and I-2 districts are permitted in the I-3 district, outdoor storage materials to be used in manufacturing is a special exception and Extensive manufacturing facilities is a permitted use.

Staff suggests that this distinction may be the exact opposite of what may have been originally intended for uses in the I-3 district. While staff is struggling to support the change to I-3 because of the inclusion of Extensive manufacturing as a permitted use, an alternative that would travel along the same time line may be preferable. Staff suggests that Outdoor storage be made a permitted use in I-3 while Extensive manufacturing be made a special exception, essentially swapping their place in the listings within the I-3 district.

At the same time and with the same suggested ordinance change, staff recommends that “outdoor storage materials to be used in manufacturing” be made a special exception in the I-2 district. This would take the same time to go through the zoning ordinance amendment process as a rezoning but would provide oversight of outdoor storage uses and take Extensive manufacturing uses from permitted to a special exception in I-3. The need for a rezoning to I-3 would be replaced with a trip to the board of zoning appeals for review of a special exception for outdoor storage, just as it would if the property were rezoned to I-3 under the current ordinance language.

Recommendation – Staff suggests that an ordinance language amendment may be a better solution to the question of outdoor storage than a rezoning to I-3 and recommends such as the preferred course of action.

**3. Final Plat Approval - Brookhollow Senior Living**

Analysis – This is a request for final site plan approval of Brookhollow Senior Apartments consisting of 33 one-bedroom units and 30 two-bedroom units – 63 units total. Several issues were addressed during preliminary site plan review, such as access to the rear of the building, fire protection, parking layout, etc. Those issues have been satisfactorily addressed. Remaining, minor issues have to do with the “look and feel” of the proposed development rather than the physical layout. Retaining walls are said to be engineered by another firm but are part of this proposal and, as such, subject to site plan review also. Retaining wall material is not specified but should be considered with this proposal. Outflow from the top of the hill travels over an energy dissipator before being released onto Brookhollow Drive. This should be given a better treatment since the ditch on the west side of Brookhollow is shallow and may not be capable of handling the amount of runoff being directed to it. One bay of parking spaces near the building appears to be graded in a way that will accumulate storm water. This should be rectified. Building elevations are not provided but should be a part of the discussion and approval process.

The last note in the Calculations/Reports section of the document titled “Plan Revision Re-Submittal #1” states this is a 92 bed establishment while the site plan notes 33 one bedroom units and 30 two-bedroom units. This calculation may be the same but needs to be better explained.

It is difficult to determine the total amount of disturbed acreage with this proposal but landscaping proposed has an installed caliper inch total of 35 inches, equivalent to one acre. If the disturbed area is larger than one acre, landscaping treatment should be adjusted accordingly.

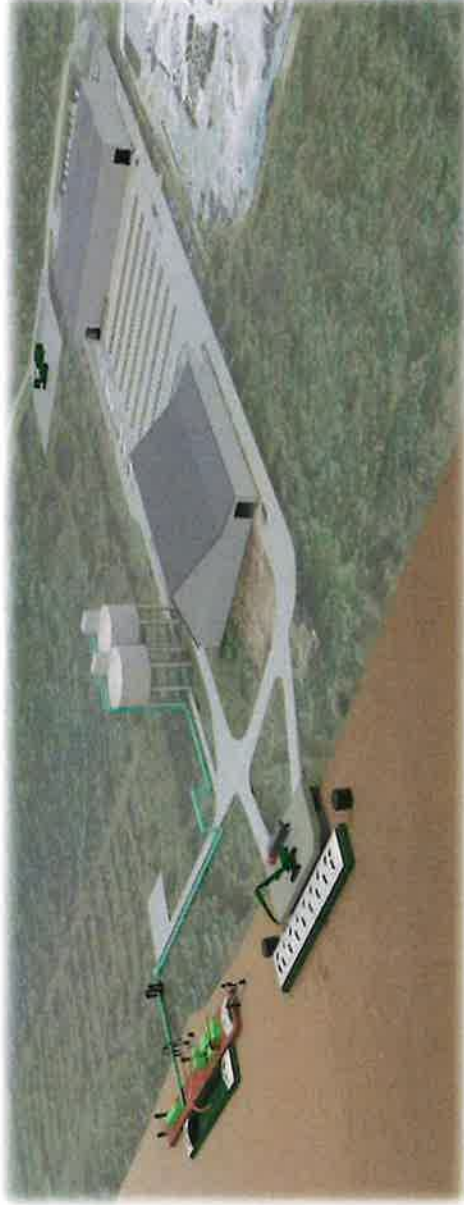
12 of the 16 proposed sugar maple trees are shown to be placed in the Right-of-way of SR 49 (Frey Street). The intent of the landscape ordinance is that landscape material should be placed on the property where the owner has control of the landscaping and the maintenance of that landscaping. The owner would have no say in the matter if TDOT were to remove proposed trees and would not necessarily be liable for replacement. The site should be amended to show all landscape material to be placed within property boundaries.

Recommendation – While the site plan largely meets zoning ordinance requirements, some issues should be further discussed for consistency with the intent of the affected requirements. Staff recommends approval after discussion and resolution of those items. Any outstanding engineering issue solutions should also be made a part of approval.

## **OTHER**

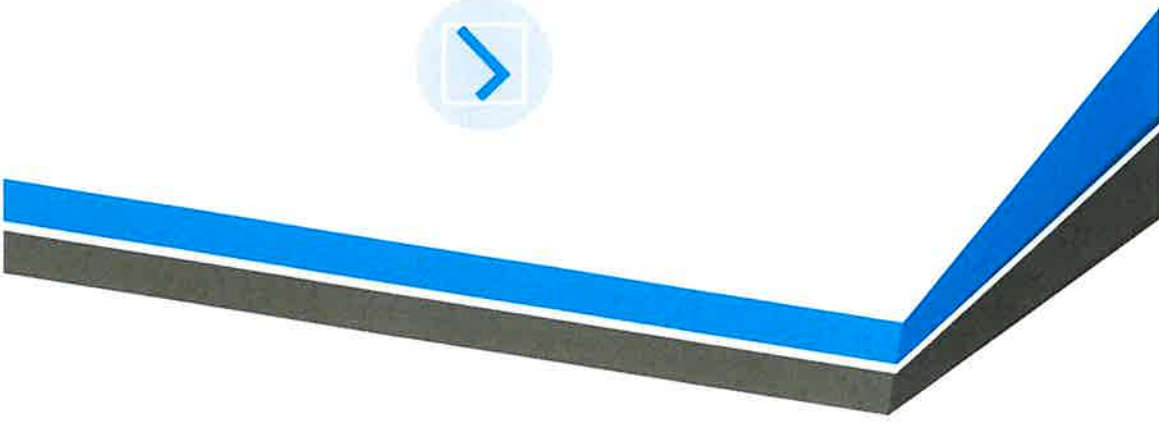
### **4. Article III: General Provisions Discussion**

## **ADJOURNMENT**



# Ashland City Terminal

Re-zoning Application for Ashland City  
September 13, 2023



# Contents of Application



Completed Application for  
Reclassification of  
Property Under Zone  
Ordinance



Graphic Plat of Property  
to be Rezoned



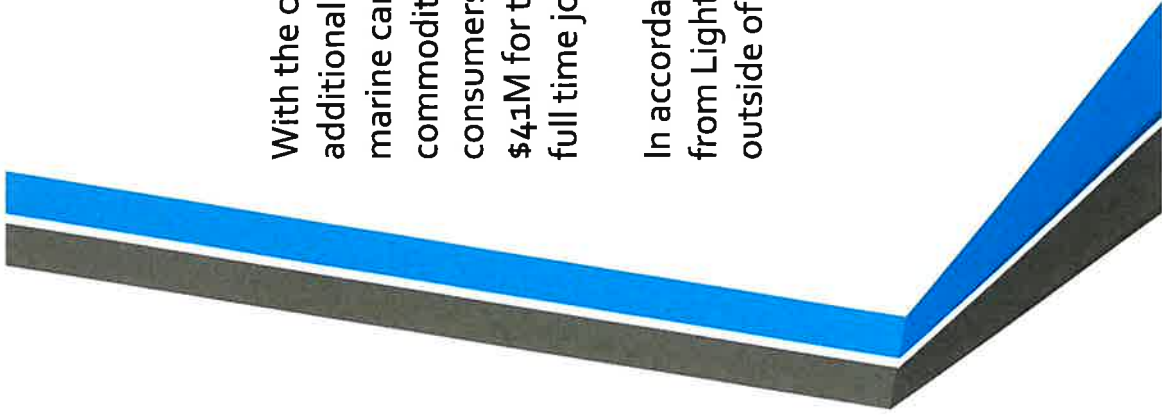
Names and Addresses of  
All Landowners within  
1000 feet of property



Map showing all property  
within 200 feet of proposed  
property



Economic Impact  
Analysis for Ashland City  
Terminal



# Executive Summary



With the continued commercial and industrial growth in Middle Tennessee, demand has been created for an additional marine cargo handling facility in Ashland City which will be located at 1037 Thompson Road. This marine cargo transfer facility will primarily unload barges containing non-hazardous break bulk and bulk commodities that will then be stored on site pending final delivery to manufacturing plants and industrial consumers throughout middle Tennessee. In this terminal development, Ingram will expend approximately \$41M for the development of multiple docks, warehouses, and material handling equipment supporting 24 full time jobs with an average annual wage of \$104,000.

In accordance with Ashland City Zoning Codes, Ingram is requesting that 1037 Thompson Road be rezoned from Light Industrial (I-2) to Heavy Industrial (I-3) therefore facilitating the storage of break bulk materials outside of enclosed storage areas on paved laydown yards.







# List of Property Owners within 1000 Feet

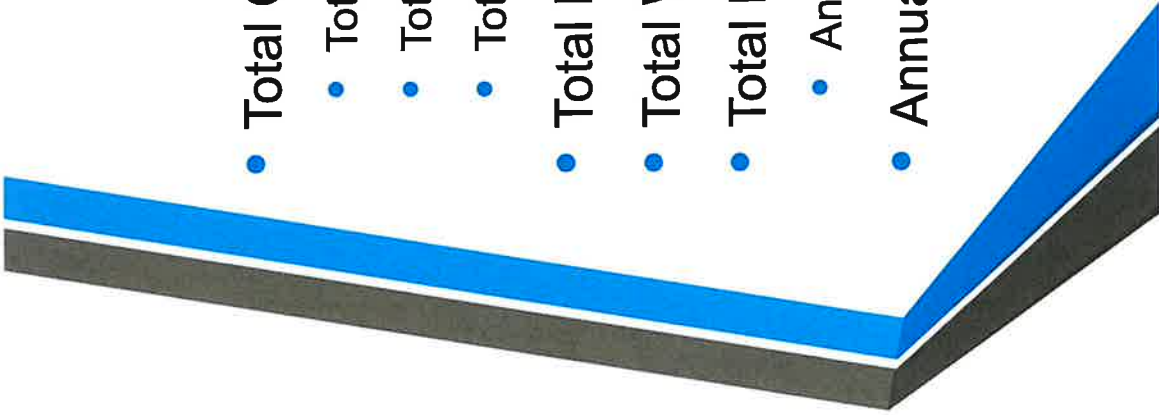
#	PARCEL OWNER REGISTERED	PARCEL ID #	Parcel Address	City, State	Mailing Address	Zoning
1	ADCOCK, FRANKLIN DWIGHT	062 07701 000	1043 THOMPSON ROAD	ASHLAND CITY, TN	SAME	I2
2	TRABUE, NELSON JR AND SUSAN TRABUE	062 07700 000	RIVERVIEW LANE (OFF)	ASHLAND CITY, TN	920 TRABUE DR, ASHLAND CITY, TN	R1
3	COOKE, MICHAEL BRIAN ETUX AMY BLACKMAN	062 07706 000	1045 RIVERVIEW LANE	ASHLAND CITY, TN	SAME	R1
4	SCHLUNDT, DAVID	062 07705 000	1039 RIVERVIEW LANE	ASHLAND CITY, TN	SAME	R1
5	FISHER, JACK	062 07714 000	1031 RIVERVIEW LANE	ASHLAND CITY, TN	SAME	R1
6	JERDON, BONNIE ETVIR HAROLD JERDON	062 07704 000	1015 RIVERVIEW LANE	ASHLAND CITY, TN	SAME	R1
7	LONG, CHERYL A	062 07703 000	1011 RIVERVIEW LANE	ASHLAND CITY, TN	SAME	R1
8	HOOTEN, ANTHONY D	062 07702 000	RIVERVIEW LANE	ASHLAND CITY, TN	2305 SEIFRIED ST, NASHVILLE, TN	R1
9	WALKUP, JUDY	065 04100 000	1040 GALLAHER RD	ASHLAND CITY, TN	SAME	R1
10	NEWMAN, STEVE	065 04101 000	1032 GALLAHER RD	ASHLAND CITY, TN	SAME	R1
11	WALKUP, DONALD ETUX JUDY	065 04102 000	1030 GALLAHER RD	ASHLAND CITY, TN	SAME	R1
12	WILKINS, ROD E	065 04200 000	HWY 125 (OFF)	ASHLAND CITY, TN	6441 BRESSLYN ROAD, NASHVILLE, TN	I2
13	WALKER, JASON	062 04101 000	HWY 125	ASHLAND CITY, TN	PO BOX 849, ASHLAND CITY, TN	R1
14	HOOTEN, ANTHONY D	062 07715 000	RIVERVIEW LANE	ASHLAND CITY, TN	2305 SEIFRIED ST, NASHVILLE, TN	R1
15	REED, JERRY	065 04001 000	1020 THOMPSON ROAD	ASHLAND CITY, TN	1030 FOX HILL ROAD, ASHLAND CITY, TN	I2
16	THOMPSON, MARGARET S	065 04000 000	1030 THOMPSON ROAD	ASHLAND CITY, TN	21 WASHINGTON PARK, NASHVILLE, TN	I2
17	THOMPSON, DONALD F	065 04002 000	1032 THOMPSON ROAD	ASHLAND CITY, TN	1160 CHICKADEE CIR, HERMITAGE, TN	I2
18	THE BASSICHHIS CO	065 02400 000	1035 THOMPSON ROAD	ASHLAND CITY, TN	PO BOX 968, KATY TX 77492	I2
19	THE BASSICHHIS CO	065 02500 000	THOMPSON ROAD	ASHLAND CITY, TN	PO BOX 968, KATY TX 77492	I2
20	MIKLICH, HENRY A	062 07707 000	1055 RIVERVIEW LANE	ASHLAND CITY, TN	1921 HWY 125, ASHLAND CITY, TN	R1
21	AMONETT, EDWARD M	062 07711 000	1012 RIVERVIEW LANE	ASHLAND CITY, TN	SAME	R1
22	ALI, YASMINE SUBHI	062 07712 000	1010 RIVERVIEW LANE	ASHLAND CITY, TN	SAME	R1
23	NASHVILLE AND WESTERN RR ROW	ROW	N/A	N/A	P.O. BOX 788, NICHOLASVILLE, KY 40340	N/A
24	STATE OF TENNESSEE	065 02300 000	3101 RIVER ROAD	N/A	312 8TH AVE NORTH, 22ND FL, NASHVILLE, TN	A



# Map of Property Owners within 200' Feet of Subject Property

Orange Highlighted Parcels





## Economic Impact Analysis\*

### 10 Years Operating plus One-Time Construction

- Total Capital Investment - \$41.8M
- Total Jobs Supported throughout Construction Period – 234
- Total Full Time Direct Employment – 24 jobs
- Total Indirect Employment – 21 jobs
- Total Economic Impact to Ashland City - \$91.7M
- Total Wage Impact - \$31.6M
- Total Net New Property Taxes - \$2.7M
  - Annual Local Tax Benefit - \$379,873
- Annual Average Wage - \$104,557



September 2023

# Economic Impact Analysis: Marine Cargo Facility

Ashland City, Cheatham County, TN

Prepared for:  
Ingram Marine Group

PREPARED BY:



JACKSON • 97 DIRECTORS ROW | JACKSON, TN 38305 | 731.668.7367  
MEMPHIS • 2157 MADISON AVENUE | MEMPHIS, TN 38104 | 901.272.5005



## **Ingram Marine Group Cargo Terminal Economic Impact Analysis**

### **Introduction & Scope**

Ingram Marine Group retained Younger Associates to conduct an analysis of the economic impact of a new marine cargo operation to be located in Ashland City, Cheatham County, Tennessee.

This analysis evaluates the full economic impact of the construction and ongoing operations of the new terminal and is based on a complete capital expenditure of \$41 million. It is intended to provide key stakeholders, policymakers, and elected officials with a better understanding of the economic significance of new developments like the one proposed by Ingram Marine Group.

The analysis is based upon data from the U.S. Bureau of Economic Analysis (BEA) and a model of the local economy utilizing historical employment patterns, wage rates, tax rates, and tax collection ratios. Primary data regarding site development costs and construction costs were provided by Ingram Marine Group.

The analysis provides impact projections from capital investments and ongoing operations of the terminal and is based on the full development of the terminal, which is subject to final customer demand for services. Impact is measured in terms of jobs, wages, and tax revenue, both direct and indirect.

### **Methodology**

The economic impact calculations in this study were generated using a model of the Cheatham County economy based on regional input-output multipliers (RIMS II) from the U.S. Bureau of Economic Analysis (BEA). The BEA developed the RIMS II system based on historical economic activity at the county level for 372 industry sectors. The RIMS II multipliers account for inter-industry relationships within regions comprised of one or more counties, in both the public and private sectors. The multipliers were originally developed to estimate the regional impacts of public projects such as military base closings and airport construction. The multipliers eliminate the need for surveys, which can introduce bias into the data. It should be noted that the RIMS II Type II Multipliers are utilized in this analysis, which project the total indirect as well as the induced jobs. When the term "indirect job" is used, it includes the induced jobs as well.

To effectively use RIMS II multipliers for economic impact analyses, detailed geographical and operational information on the initial changes in output, earnings, or employment is utilized. This data, which includes capital investment costs and operational data such as operational spending, jobs, and wages, was provided by Ingram Marine Group. The model also utilizes local wage rates, local tax rates, historical local tax collection ratios, local property values, and historical regional consumer spending patterns.

Younger Associates has used this impact calculation methodology in hundreds of projects across the United States for more than 30 years. The methodology is recognized by the International Economic Development Council and utilized in courses by the Economic Development Institute. The Younger Associates model for impact analyses is highly accurate, yet slightly conservative by design, in projecting tax revenue generation.

Secondary data collected by Younger Associates from the U.S. Department of Labor - Bureau of Labor Statistics, the U.S Bureau of Economic Analysis, the State of Tennessee Department of Revenue, and the State of Tennessee Department of Labor and Workforce Development is also used in this analysis.

### **Impact Definitions**

**Economic Impact** – the total dollar value of change in output from all industries within the local economy that results from \$1 of change in output from operations. This impact represents the total dollars flowing through the local economy due to the activity associated with the new marine cargo terminal.

**Direct Jobs** – the number of jobs directly employed by Ingram Marine Group.

**Indirect Jobs** – the number of jobs across all industries in the local economy supported by the ongoing operations of the marine cargo terminal. This includes jobs (or hours of work, which comprise portions of a job) of vendors and other businesses that provide direct services to the terminal, as well as induced jobs that are supported in ancillary sectors such as retail stores, restaurants, personal services, transportation, and all other industry sectors.

**Local Taxes** – the dollar amount of taxes collected for Ashland City and Cheatham County both directly and indirectly from local option sales tax and other, smaller local tax revenue sources such as business permits and alcohol and tobacco taxes. The state portion of sales tax and other state and federal taxes that are reapportioned to the city and county are not included.

### **One-Time Impact**

Ingram Marine Group plans to invest \$41.8 million for construction and set-up of the new cargo terminal. This includes \$23.3 million for the building and \$18.5 million for equipment. This investment is projected to generate a one-time impact of \$56.2 million for the local economy during the construction and set-up period.

Additionally, 234 jobs will be supported during the development period. For example, should the construction period be two years, an average of 117 jobs would be supported annually. Total wages paid to jobs supported during the construction and set-up period are projected to be \$12.6 million.

Direct sales tax from taxable goods and services for the construction of the terminal and indirect sales tax generated by the spending of wages paid to jobs supported are estimated to total \$707,000 during the development period.

### **Impact from Ongoing Operations**

Ingram Marine Group estimates an annual operating budget of \$2.7 million, and the annual economic impact generated by these operations is estimated to be \$3.5 million. This is a measure of the total dollars flowing through the Cheatham County economy because of the terminal's operations.



### Jobs, Wages and Local Taxes

The ongoing operations of the cargo terminal will support 24 jobs directly paying \$2 million in wages. Operations of the terminal will support an additional 21 indirect jobs paying \$1.1 million in wages. Spending of wages paid to the direct and indirect jobs is projected to generate over \$104,000 in local indirect tax revenue annually.

Table 1: Summary of Economic Impact

Impact from Operations			
Metric	One-Time Impact from Construction	Annual Impact (at full operation)	10-Year Impact (includes one-time impact)
Economic Impact	\$ 56,211,160	\$ 3,550,774	\$ 91,718,904
Direct/Indirect Jobs	234	45	45
Wages (Direct & Indirect)	\$ 12,631,796	\$ 3,165,379	\$ 31,653,791
Local Sales Tax (Direct & Indirect)	\$ 707,534	\$ 104,230	\$ 3,568,200

The tables on the following pages contain detailed calculations supporting the numbers cited in this report.

# Economic Impact Analysis

## Project Summary

<b>Company/Applicant:</b>	<u>Ingram Marine Group</u>
<b>Capital Investment:</b> (new)	<u>\$ 44,300,000</u>
<b>Jobs:</b>	<u>24</u>
<b>Annual Average Wage:</b> (weighted average)	<u>\$ 104,557</u>
<b>Annual Economic Impact:</b>	<u>\$ 3,550,774</u>
<b>Annual Net New Property Tax:</b>	<u>\$ 275,644</u>
<b>Annual Local Tax Benefit:</b> (Direct & Indirect - All Sources)	<u>\$ 379,873</u>

## 10-Year Operations Impact, Plus One-Time Construction Impact

<b>Economic Impact</b>	\$ 91,718,904
<b>Wages:</b>	\$ 31,653,791
<b>Net New Property Tax</b>	\$ 2,756,436
<b>Total Local Taxes:</b> (Direct & Indirect - All Sources)	\$ 3,568,200

**Ashland City, Cheatham County, TN  
Ingram Marine Group Cargo Facility  
Economic Impact Analysis**

One-Time Expansion Impact		
Total Capital Investment	\$	41,800,000
Building - Real Property	\$	23,300,000
Final Demand Output Multiplier <sup>1</sup>		1.4077
Economic Impact	\$	32,799,410
Equipment Purchase/Set-up - Personal Property	\$	18,500,000
Final Demand Output Multiplier <sup>2</sup>		1.2655
Economic Impact	\$	23,411,750
Local Sales Tax (Direct) 2.75%*	\$	459,800
<b>Total Economic Impact</b>	<b>\$</b>	<b>56,211,160</b>
Final Demand Employment Multiplier <sup>3</sup>		5.6094
<b>Jobs Supported During the Construction Period**</b>		<b>234</b>
Cheatham County Projected 2023 Annual Average Wage <sup>4</sup>	\$	53,873
<b>Wages Paid to Jobs Supported During Construction Period</b>	<b>\$</b>	<b>12,631,796</b>
Local Sales Tax Revenue (Indirect) <sup>5</sup>	\$	203,561
Other Local Tax Revenue (Indirect) <sup>6</sup>	\$	44,173
<b>Total Tax Revenue</b>	<b>\$</b>	<b>707,534</b>

\*Assumes 40% of construction and equipment are subject to local sales tax.

\*\*Total employment for the construction period. If the construction period is two years, the annual average employment would be 117.

**Ashland City, Cheatham County, TN  
Ingram Marine Group Cargo Facility  
Economic Impact Analysis**

Annual Impact of Operations		
Employment, Direct (New full-time equivalent jobs) *		24
Wages & Benefits, Direct*	\$	2,057,316
Direct Effect Employment Multiplier <sup>7</sup>		1.8570
<b>Total Employment</b>		<b>45</b>
Employment, Indirect		21
Cheatham County Projected 2023 Annual Average Wage <sup>4</sup>	\$	53,873
Wages, Indirect	\$	1,108,063
<b>Total Wages</b>	<b>\$</b>	<b>3,165,379</b>
Local Sales Tax Revenue (Indirect) <sup>5</sup>	\$	51,010
Other Local Tax Revenue (Indirect) <sup>6</sup>	\$	11,069
Indirect Local Property Tax Revenue <sup>8</sup>	\$	42,151
<b>Total Tax Revenue</b>	<b>\$</b>	<b>104,230</b>
Annual Operating Budget*	\$	2,713,000
Final Demand Output Multiplier <sup>9</sup>		1.3088
<b>Economic Impact from Operations</b>	<b>\$</b>	<b>3,550,774</b>

*\*Provided by the developer.*

**Ashland City, Cheatham County, TN  
Ingram Marine Group Cargo Facility  
Real Property Tax Schedule**

<b>Appraised Value after Completion:</b>	<b>\$</b>	<b>22,000,000</b>
<b>Current Appraised Value:</b>	<b>\$</b>	<b>752,500</b>
<b>Net New Value:</b>	<b>\$</b>	<b>21,247,500</b>
 <b>Assessed Value after Completion: (40% Ratio)</b>	 <b>\$</b>	 <b>8,499,000</b>

<b>Cheatham County</b>		<b>Ashland City</b>	
<b>Real Property - Land &amp; Building</b>		<b>Real Property - Land &amp; Building</b>	
<b>Cheatham County Rate: \$2.4767</b>	<b>Full Taxes</b>	<b>Ashland City Tax Rate: \$0.59</b>	<b>Full Taxes</b>
Year 1	\$ 210,486	Year 1	\$ 50,144
Year 2	\$ 210,486	Year 2	\$ 50,144
Year 3	\$ 210,486	Year 3	\$ 50,144
Year 4	\$ 210,486	Year 4	\$ 50,144
Year 5	\$ 210,486	Year 5	\$ 50,144
Year 6	\$ 210,486	Year 6	\$ 50,144
Year 7	\$ 210,486	Year 7	\$ 50,144
Year 8	\$ 210,486	Year 8	\$ 50,144
Year 9	\$ 210,486	Year 9	\$ 50,144
Year 10	\$ 210,486	Year 10	\$ 50,144
<b>Total</b>	<b>\$ 2,104,862</b>	<b>Total</b>	<b>\$ 501,441</b>
<b>Total Taxes:</b>		<b>\$</b>	<b>2,606,303</b>

**Ashland City, Cheatham County, TN  
Ingram Marine Group Cargo Facility  
Personal Property Tax Schedule**

<b>Cheatham County</b>			<b>Ashland City</b>		
<b>Personal Property</b>			<b>Personal Property</b>		
Cheatham County Rate: \$2.4767	Full Taxes 30% Assessment Ratio	MACRS Depreciation Schedule	Ashland City Tax Rate: \$0.59	Full Taxes 30% Assessment Ratio	MACRS Depreciation Schedule
<b>Value</b>	<b>\$ 18,500,000</b>		<b>Value</b>	<b>\$ 18,500,000</b>	
Year 1	\$ 13,745	0.100	Year 1	\$ 3,219	0.100
Year 2	\$ 24,741	0.180	Year 2	\$ 5,794	0.180
Year 3	\$ 19,793	0.144	Year 3	\$ 4,635	0.144
Year 4	\$ 12,646	0.092	Year 4	\$ 2,961	0.092
Year 5	\$ 10,171	0.074	Year 5	\$ 2,382	0.074
Year 6	\$ 9,072	0.066	Year 6	\$ 2,125	0.066
Year 7	\$ 9,072	0.066	Year 7	\$ 2,125	0.066
Year 8	\$ 8,934	0.065	Year 8	\$ 2,092	0.065
Year 9	\$ 8,934	0.065	Year 9	\$ 2,092	0.065
Year 10	\$ 4,536	0.033	Year 10	\$ 1,062	0.033
<b>Total</b>	<b>\$ 121,644</b>		<b>Total</b>	<b>\$ 28,488</b>	

**Total Projected New Property Tax: \$ 150,133**

Annual Average: \$ 15,013

## Notes for Ingram Maine Ashland City Terminal Impact Analysis:

1. U.S. Bureau of Economic Analysis RIMS II final demand aggregate output multiplier for Cheatham County, Tennessee for Construction. This multiplier represents the total dollar change in output that occurs in all industries for each additional dollar of output delivered by the specified industry.
2. U.S. Bureau of Economic Analysis RIMS II final demand aggregate output multiplier for Cheatham County, Tennessee for wholesale trade support activities.
3. U.S. Bureau of Economic Analysis RIMS II final demand employment multiplier for Cheatham County, Tennessee for Construction. This multiplier represents the number of jobs supported per million dollars of output from the specified industry.
4. Projection based upon data from Tennessee Department of Labor; Annual Average Wage/Salary for all industry sectors in Cheatham County, 2022. Assumes an average wage increase of 1.5% for 2023.
5. U.S. Department of Labor, "Consumer Expenditure Survey, Southern US" 2021; factor applied to direct and indirect wages to determine the rate of indirect or "downstream" expenditures on sales taxable goods and services at the Ashland City and Cheatham County local option rate of 2.75%.
6. Based upon July 2022 - June 2023 collections of business, motor vehicle and other local taxes compared to sales tax for Cheatham County.
7. U.S. Bureau of Economic Analysis RIMS II direct effect employment multiplier for Cheatham County, for truck transportation. This multiplier represents the total change in the number of jobs supported in all industries for each additional job created by the specified industry.
8. Indirect property tax for Cheatham County and Ashland City is based on the new direct jobs created by the company. For this calculation, it is assumed that 75% of the direct jobs reside in Cheatham County and represent one household per job. The 2023 median home value is utilized as a proxy for residential property value, to determine property tax generated per job. The residential assessment rate of 25% is utilized for all residences, including those in multifamily buildings assessed at 40%, and a combined Cheatham County (\$2.4766) and Ashland City (\$0.58) tax rate of \$3.06 per \$100 of assessed value is used to project the annual tax per job. The property tax from new or expanded commercial property that is generated indirectly from economic activity associated with the jobs supported by the company is not projected.
9. U.S. Bureau of Economic Analysis RIMS II final demand aggregate output multiplier for Cheatham County, Tennessee for truck transportation.

Note: All calculations are in constant 2023 dollars. No tax rate increases are assumed.  
The 2012/2021 RIMS II multipliers are utilized for this analysis.