WORK SESSION
AGENDA

April 27, 2020
5:30 PM

Due to the current Covid-19 Pandemic, this meeting will be held virtually. If you have any questions, comments or concerns regarding the agenda item(s) below or any other issue, please submit them to PCPublicComment@Springhilltn.org no later than 12:00 PM on Monday April 27, 2020.

A. CALL TO ORDER

B. ROLL CALL

C. CHAIRMAN COMMENTS: All items with changes for the next agenda must be resubmitted by 12:00 PM (noon) on May 4, 2020 (both paper and electronic copies). If you have any comments regarding any agenda and non-agenda items, please submit your public comments to PCPublicComment@Springhilltn.org

D. PUBLIC COMMENT (NON-AGENDA ITEMS)

1. As of April 24, 2020, staff has received public comments from thirty-five (35) residents of Southern Springs. Their comments are regarding the current road classification of Southern Springs Parkway on the Major Thoroughfare Plan. During the March 9, 2020 Planning Commission meeting, a resident brought forth a petition expressing their concerns with the Parkway being classified as an Arterial Road and asked the city change the classification to a less intense classification. The City’s Traffic Advisory Committee will consider this request in the future and will forward the item to the Planning Commission.

E. BONDS

1. PC Resolution 20-27 Recommend to call a portion of the Performance Bonds for Kings Creek Ph 5B Sec 1 and Sec 2.
2. PC Resolution 20-28 Dedication of Road ROW and Public Improvements in Shirebrook Ph 3.
3. PC Resolution 20-29 Release Maintenance Bond Shirebrook Ph 3.
4. PC Resolution 20-30 Dedication of Sanitary Sewer Pump Station in Southern Springs Ph 3C.
5. PC Resolution 20-31 Release Maintenance Bond Southern Springs Ph 3C Sanitary Sewer Pump Station.

F. OLD BUSINESS

G. NEW BUSINESS
1. **PDC 821-2020**: Submitted by Kimley-Horn for Spring Hill Towne Crossing. The property is currently zoned I-1, contains approximately 50.6 acres and is located at the southeast corner of Port Royal Road and Saturn Parkway. The applicant requests Planned Development Concept Plan review for a mixed-use development with a C-G based zoning. Requested by Josh Rowland of Kimley-Horn.

2. **PDC 822-2020**: Submitted by Civil Site Design Group for 3706 John Lunn Road. The property is currently zoned I-1 and contains approximately 74.64 acres. The applicant requests Planned Development Concept Plan review for a residential development with an R-6 base zoning. The concept plan includes 155 single-family and 150 townhome dwellings. Requested by Brian Dunn of Civil Site Design Group.

3. **PDM 823-2020**: Submitted by Southeast Venture for 2660 Buckner Lane. Property is zoned PZD and contains approximately 784 acres. The applicant requests a major modification to the previously approved plan, exhibits and planned zoning district standards approved for the Buckner Lane PZD. Requested by Jason Brouillette.

**H. OTHER BUSINESS**

I. **ROUND TABLE**

J. **ADJOURN**
Dear Members,

I am a resident of Del Webb and bought here because the area was semi private. With the proposal of this Connector Project I feel it will disrupt the pleasant living here with added traffic that has no reason to be here. There will be more traffic through our side streets with curious persons, again more traffic on our quiet streets. We have paid plenty for our homes and this proposal will decrease the values of our homes. Also, this may cause a decrease of tax revenues to the city of Spring Hill.

There will be non-home owners parking in the Lodge's parking lot and wanting to use its facilities.

In my opinion there is NO GOOD REASON to have this Connector Project.

Please reconsider making this road somewhere else.

Marilyn Sims  674 Overton Way, Spring Hill, TN 37174
PC Public Comment

From: Dan Allen <dan.allen@springhilltn.org>
Sent: Monday, April 13, 2020 3:43 PM
To: Barbara Pisano <barbara_pisano@bellsouth.net>
Cc: Steve Foote <sfoote@springhilltn.org>; PC Public <PCPublicComment@springhilltn.org>; Kevin Gavigan <kgavigan@springhilltn.org>; John Canepari <jcanepari@springhilltn.org>; tlovetac@gmail.com; James Golias <jgolias@springhilltn.org>; Rick Graham <rgraham@springhilltn.org>; Victor Lay <vlay@springhilltn.org>; April Goad <agoad@springhilltn.org>; Rebecca Moore <Rebeccabmoore18@gmail.com>; skmcneill@outlook.com
Subject: Re: [External] Southern Springs Connector Project

Thank you for your email Barbara. We have requests to evaluate several roads as well as future land use for several areas in our City. The Transportation Advisory Committee plans to work through these requests when we are able to start meeting again. Since the Governor just extended the stay at home order, we will not be meeting this month.

We appreciate your patience as we do our best to navigate a challenging time. Feel free to call me at your convenience if you have any questions or would like to discuss further. Be safe!

- Dan

629.215.1424

Sent from my iPad

On Apr 13, 2020, at 2:04 PM, Barbara Pisano <barbara_pisano@bellsouth.net> wrote:

**External Email**

I would like to express my concerns about the Southern Springs connector project to the Planning Commission. As an avid runner/walker of the Southern Springs community, I run on the roads in Southern Springs. If you are a runner you know, concrete is the hardest surface to run on and is terrible for the knees. While running on softer surfaces like grass is desirable, the grass in Southern Springs is not at all even and just a step away from a sprained ankle or worse. So that leaves the roads.

While I don't have an issue sharing the road with cars, it would be
preferred that we do not have an excessive amount of traffic on the Southern Springs connector as it is really only designed for one lane of car traffic, with space to allow for emergency vehicles to pass.

Additionally the connector is the safety concern for the residents. Unlike many other over 55 communities, Southern Springs is not a gated community. So this connector would allow numerous others to come into our subdivision, opening us up to possibly more criminal activities.

I would appreciate you help with limiting the flow of non-resident traffic through our sub-division.

Regards,

Barbara J. Pisano
Certified Health Coach
Cell - 678-910-3396
Do you know someone I can help get healthy?

This email has been checked for viruses by Avast antivirus software.
www.avast.com
PC Public Comment

-----Original Message-----
From: Jane Mitchell <musiccityjane@gmail.com>
Sent: Monday, April 13, 2020 3:00 PM
To: PC Public <PCPublicComment@springhilltn.org>
Subject: [External] Southern Springs

**External Email**

As a person who has invested in & lives in Southern Springs, I had planned to spend my “last quarter” of life being very active here. Walking, riding my bicycle and even motorcycle here.

As a retired RN, I know and have seen the changes that we all will go through at this stage in life: loss of flexibility and balance, clarity of eyesight, reflexes slowing, etc. a thoroughfare with hundreds of like minded “active” adults will be a disaster coming from a humanitarian side.

From the investment side, Pulte, with its shabby reputation, did not inform its buyers of this. This explains why we have no gate in the community among other things. I can assure you that there will be lawsuits for Pulte which will slow/halt the progression of this thoroughfare.

Please consider your plan B.
Jane Mitchell
3009 Putnam Grove
SH 37174

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This email has been checked for viruses by Avast antivirus software.
https://www.avast.com/antivirus
PC Public Comment

From: Barbara Pisano <barbara_pisano@bellsouth.net>
Sent: Monday, April 13, 2020 2:04 PM
To: Steve Foote <sfoote@springhilltn.org>; PC Public <PCPublicComment@springhilltn.org>; nholtz5@juno.com; Kevin Gavigan <kgavigan@springhilltn.org>; John Canepari <jcanepari@springhilltn.org>; Dan Allen <dan.allen@springhilltn.org>; tlovetac@gmail.com; James Golias <jgolias@springhilltn.org>
Subject: [External] Southern Springs Connector Project

**External Email**

I would like to express my concerns about the Southern Springs connector project to the Planning Commission. As an avid runner/walker of the Southern Springs community, I run on the roads in Southern Springs. If you are a runner you know, concrete is the hardest surface to run on and is terrible for the knees. While running on softer surfaces like grass is desirable, the grass in Southern Springs is not at all even and just a step away from a sprained ankle or worse. So that leaves the roads.

While I don't have an issue sharing the road with cars, it would be preferred that we do not have an excessive amount of traffic on the Southern Springs connector as it is really only designed for one lane of car traffic, with space to allow for emergency vehicles to pass.

Additionally the connector is the safety concern for the residents. Unlike many other over 55 communities, Southern Springs is not a gated community. So this connector would allow numerous others to come into our subdivision, opening us up to possibly more criminal activities.

I would appreciate you help with limiting the flow of non-resident traffic through our sub-division.

Regards,

Barbara J. Pisano
Certified Health Coach
Cell - 678-910-3396
Do you know someone I can help get healthy?
This email has been checked for viruses by Avast antivirus software.
www.avast.com
**External Email**

Our strongest hope is for Southern Springs NOT to become ANY type of "thruway" from Kedron to US 31.

As a worst case only, please change the contemplated Southern Springs "Connector" designation to a "Collector" - IF either plan to create a "thruway" road must be pursued.

The 700+ members now making up our Southern Springs community are all 55+ and, in fact, the great majority are over 65. Many of us are either disabled or physically compromised. We've all come to Spring Hill to live in Southern Springs, believing we'd be able to walk, ride bikes and even drive safely throughout our community.

We're your parents and your grandparents! Please help us stay safe! Find another way to speed people from Kedron to US 31!

In the meantime, there are approximately 500 more homes to be built out by Del Webb in our community.

Thank you for your service! And thank you for your attention to keeping Southern Springs a community that will continue to attract many more of us to settle in Spring Hill.

Mike & Karen Bigner
841 Clay Pl
Spring Hill, TN 37174
This email has been checked for viruses by Avast antivirus software.
www.avast.com
PC Public Comment

-----Original Message-----
From: Alan A Cook <acook@uga.edu>
Sent: Wednesday, April 15, 2020 7:17 PM
To: PC Public <PCPublicComment@springhilltn.org>
Cc: Alan A Cook <acook@uga.edu>; Joseph Cody <jtcode680@gmail.com>
Subject: [External] Southern Springs Connector Project

**External Email**

Commission Members:

My wife and I were the very first homeowners to move into the Southern Springs Del Webb development almost 3 years ago.

This is our retirement home. We specifically targeted this development years ago because of its rural character, its peace and quiet.

We are fearful that any plan to make Southern Springs Parkway a major thoroughfare will undermine the peace and quiet that we thought we were purchasing.

We both use the sidewalks along this road for our daily walks. We must cross this road twice in order to get to and from the beautiful lake that lies adjacent to historic Oaklawn Manor. We must also cross it to get to our clubhouse where we take numerous exercise classes weekly. And many of our neighbors use it to ride their bicycles.

Moreover, this road crosses over lands that were used as staging areas for the Battle of Spring Hill.

There are, therefore, many reasons to minimize the traffic in this area.

Thank you for considering our and our neighbors' concerns about this project.

Best,

Alan

Alan A. Cook
Director, Prosecutorial Justice Program (Retired) University of Georgia School of Law
225 Herty Drive
Athens, Georgia 30602-6012
acook@uga.edu <mailto:acook@uga.edu>
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<https://www.avast.com/antivirus>  This email has been checked for viruses by Avast antivirus software.
www.avast.com <https://www.avast.com/antivirus>
PC Public Comment

-----Original Message-----
From: Tom Cullen <tvcullen3@yahoo.com>
Sent: Monday, April 13, 2020 3:49 PM
To: PC Public <PCPublicComment@springhilltn.org>
Subject: [External] Del Webb Project

**External Email**

As a citizen of Spring Hill I would like to see the status of the Del Webb project down graded to provide safety to
our community in Southern Springs. Thank You, Tom Cullen

<https://www.avast.com/antivirus> This email has been checked for viruses by Avast antivirus software.
www.avast.com <https://www.avast.com/antivirus>
PC Public Comment

-----Original Message-----
From: Scott Miller <ssmiller09@hotmail.com>
Sent: Monday, April 13, 2020 12:56 PM
To: PC Public <PCPublicComment@springhilltn.org>
Cc: jcode680@gmail.com; Scott Miller <ssmiller09@hotmail.com>
Subject: [External] Southern Springs Connector Road

**External Email**

Regarding the proposed connector road planned to be put thru our Southern Springs community. Please note that we are totally against any connector road thru our community. It will result in traffic not related to our community similar to what is now on Main Street presenting many safety issues. We have a lot of retired people that walk around and there is also golf cart traffic. In addition it will add noise to our quiet retirement home.

We ask that this issue be reconsidered so as to maintain the quality of life that was one of the reasons we purchased our home in Southern Springs.

Scott and Elsa Miller
611 Overton Way
Spring Hill, TN 37174

Sent from my iPhone

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This email has been checked for viruses by Avast antivirus software.
https://www.avast.com/antivirus
I am forwarding the email below to you. It is addressed to the “Planning Commission” but was not sent to all of you. FYI.

**Please note.** The Planning Department office will be closed to walk-in traffic effective 4/6/20 until further notice. Please contact us via phone or email. Temporary guidelines for application submittals are on the web page at the link below. Effective immediately and until further notice, meetings of the Planning Commission will be held electronically. Thank you.

https://www.springhilltn.org/218/Planning-Zoning

Steve Foote, AICP
Planning Director
City of Spring Hill
5000 Northfield Lane, Ste S20
Spring Hill, TN 37174
sfoote@springhilltn.org
931-486-2252  x233
931-499-7219 D

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**From:** Cheryl Roggensack <cherylrogg@earthlink.net>  
**Sent:** Sunday, April 19, 2020 11:23 AM  
**To:** Steve Foote <sfoote@springhilltn.org>; PC Public <PCPublicComment@springhilltn.org>; nholtz5@juno.com; Kevin Gavigan <kgavigan@springhilltn.org>; John Canepari <jcanepari@springhilltn.org>; Dan Allen <dan.allen@springhilltn.org>; tlovetac@gmail.com; James Golias <jgolias@springhilltn.org>  
**Subject:** Southern Springs Connector Project

To: The Spring Hill Planning Commission  
From: Jeff and Cheryl Roggensack  
Re: Downgrading the Southern Springs Connector Project

As new residents of the Southern Springs community we were disappointed and surprised to learn of the Southern Springs Connector project.

We are retired and were looking forward to living in a quiet community filled with senior citizens like ourselves, biking around the neighborhood streets, walking on the trails and paths that will be around the neighborhood lake and sauntering to the amenities center to enjoy the activities there, many of which will be taking place on the event lawn on Southern Springs Boulevard.

The Connector project will:

- Destroy the peaceful, quiet nature of the community we invested in
- Bisect our community, leaving the homes south of Southern Springs Boulevard isolated.
- Cut off safe access to the lakes for members of our community
- Cut off safe access to the amenities center for others
- Destroy the peaceful nature of the event lawn
- Create a dangerous environment for seniors driving golf carts within the community

We question the reason for locating the connector project on Southern Springs when:

- There is already access to Interstate 65 for this area via Saturn Parkway

- North of Saturn Parkway, 2 other roads, Thompson Station Road East and Duplex Road, with bridges already over 65, could serve as connector roads to 65, better serving the citizens of that area, giving them a more direct link to the interstate.

- South of Saturn Parkway, starting at highway 31, Greens Mill Road could provide access to Interstate 65 via Kedron, better serving the citizens of that area, giving them a more direct link to the interstate.

- To put another Connector Road so close to Saturn Parkway would only result in more traffic to working its way North or South to the Saturn Parkway area, only increasing the congestion in an already congested area and would not serve the community as well as spreading the access areas out as suggested above.

For these reasons we ask the Commission to reconsider the Southern Springs connector project and hope they do so in the near future.
From: Wayne Ingmire <wingmire50@gmail.com>
Sent: Monday, April 20, 2020 9:29 AM
To: Steve Foote <sfoote@springhilltn.org>; PC Public <PCPublicComment@springhilltn.org>; nholtz5@juno.com; Kevin Gavigan <kgavigan@springhilltn.org>; jcanepari@springhill.org; Dan Allen <dan.allen@springhilltn.org>; tiovetac@gmail.com; James Golias <jgoliias@springhilltn.org>
Subject: [External] Southern Springs Connector Project

**External Email**

To: The spring Hill Planning Commission
From: Jane Tinker, Wayne Ingmire
Re: Downgrading the Southern Springs Connector project

We are new residents since December in the Southern Springs community.
We were disappointed and surprised to learn of the Southern Springs Connector project as our house backs up on Southern Springs Parkway. We were not apprised of this project when we bought the lot in June.

We are both retired and were looking forward to a quiet time for our lives here in this retirement community.

The Connector project will:

Increase the car exhaust and noise pollution at our house.
Destroy the view with traffic as we sit out on our patio for numerous meals when the weather is nice.
Increase traffic around the Lodge (our community activity center) which has a large number of people in that area that walk, bike, drive golf carts which will have the potential for more pedestrian accidents and possible fatalities as the intersection of Del Webb and Southern Springs is a blind corner coming off of a curve going west.
As bicycle riders, it will remove that road from a road we currently bike on.
It will necessitate on your part of putting traffic lights and stop signs along that route.
People will be in a hurry to use that connector road when they are in a hurry to get to work or get home which will create more accidents.
If you increase the speed limit you will increase traffic and pedestrian accidents.
Changing this to a connector road will decrease traffic and sales into retail businesses (Target, Kohls, Olive Garden, Panera, Home Goods, etc) located at Saturn Parkway and Hwy 31, which decreases
sales tax base for the city of Spring Hill and Maury county.

We are not sure of the reason for the Connector road thru Southern Springs as Saturn Parkway is rarely backed up with traffic and has easy access points.

North of Saturn Parkway, 2 other roads, Thompson Station Road East and Duplex Road with bridges already exist over I-65, could serve as connector roads to 65, better serving the constituents of our area with giving them more of a direct access to I-65.

South of Saturn Parkway, starting at highway 31, Greens Mill Road could provide access to I-65 via Kedron.

Another connector road would increase congestion in our area and on Kedron road.

We ask the commission to please reconsider this connector proposal.

Bottom line: would you live with your house backed up to this connector road?

Thank you for your time and listening to our concerns.

Jane Tinker
Wayne Ingmire
2118 Loudon Hill
Spring Hill, TN 37174-4303
Email: wingmire50@gmail.com
Cell: 815 474 9859

This email has been checked for viruses by Avast antivirus software.

www.avast.com
From: Cheryl Roggensack <cherylrogg@earthlink.net>
Sent: Sunday, April 19, 2020 11:23 AM
To: Steve Foote <sfoote@springhilltn.org>; PC Public <PCPublicComment@springhilltn.org>
nholtz5@juno.com; Kevin Gavigan <kgavigan@springhilltn.org>; John Canepari <jcanepari@springhilltn.org>; Dan Allen <dan.allen@springhilltn.org>; tlovetac@gmail.com; James Golias <jgolias@springhilltn.org>
Subject: Southern Springs Connector Project

To: The Spring Hill Planning Commission
From: Jeff and Cheryl Roggensack
Re: Downgrading the Southern Springs Connector Project

As new residents of the Southern Springs community we were disappointed and surprised to learn of the Southern Springs Connector project.

We are retired and were looking forward to living in a quiet community filled with senior citizens like ourselves, biking around the neighborhood streets, walking on the trails and paths that will be around the neighborhood lake and sauntering to the amenities center to enjoy the activities there, many of which will be taking place on the event lawn on Southern Springs Boulevard.

The Connector project will:

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- Bisect our community, leaving the homes south of Southern Springs Boulevard isolated.
- Cut off safe access to the lakes for members of our community
- Cut off safe access to the amenities center for others
- Destroy the peaceful nature of the event lawn
- Create a dangerous environment for seniors driving golf carts within the community

We question the reason for locating the connector project on Southern Springs when:

- There is already access to Interstate 65 for this area via Saturn Parkway

- North of Saturn Parkway, 2 other roads, Thompson Station Road East and Duplex Road, with bridges already over 65, could serve as connector roads to 65, better serving the citizens of that area, giving them a more direct link to the interstate.

- South of Saturn Parkway, starting at highway 31, Greens Mill Road could provide access to Interstate 65 via Kedron, better serving the citizens of that area, giving them a more direct link to the interstate.

- To put another Connector Road so close to Saturn Parkway would only result in more traffic to working its way North or South to the Saturn Parkway area, only increasing the congestion in an already congested area and would not serve the community as well as spreading the access areas out as suggested above.
For these reasons we ask the Commission to reconsider the Southern Springs connector project and hope they do so in the near future.
Dear members of the Transportation Advisory Committee and Planning Commission,

I wish to encourage both committees to downgrade the Spring Hill "connector road " designation to a"feeder road" for the following reasons:

* The Spring Hill "Lodge" is the major focal point of the community and has many activities scheduled throughout the year. Entrance and exist from the Lodge parking lot flow right into Southern Springs Parkway (SSPkwy) and would cause a major amount of congestion to a high traffic volume connector road and would disrupt the scheduling of events at the lodge.
* Many residence walk for exercise and recreation. A major connector road would make crossing (SSPkyw) difficult and possibly dangerous for elderly residents. (And most of us are elderly!)
* There are street legal golf carts operating in Southern Springs, many of them use (SSPkw) to drive to the Lodge. The carts have a top speed of 25mph but generally travel at a speed of about 15 mph. These carts would be at great risk on a heavily traveled connector road. Even if the speed limit was kept at 25 mph, I feel this would be a dangerous mix of carts, cars, SUVs and trucks!
* The lawn area to the south of the Lodge that borders SSPkw is planned as a outdoor venue for concerts, picnics, family activities (with the grandkids).etc. A heavy volume connector road would degrade the outdoor experience with traffic noise and exhaust fumes and present a hazard to children. (Kids chase balls and pets onto roads without looking.)
* A connector road would split the Southern Springs community into two parts. A portion of the community to the south of the Lodge would be severed from the Lodge and the rest community by a high volume highway.
* A connector road cutting through the Southern Springs would decrease home values along the road due to the increased noise and exhaust emissions.
* Southern Springs residents moved her to retire in a beautiful rural setting, we can walk along Southern Springs Parkway and enjoy the view of the lake and the peace and tranquility of the landscaped areas, a connector road would destroy this!

Thank you for letting me express my views on this subject. I hope you will consider these points when making your decision.
PC Public Comment

-----Original Message-----
From: Fred Seale <fesccs@sbcglobal.net>
Sent: Wednesday, April 22, 2020 12:08 PM
To: PC Public <PCPublicComment@springhilltn.org>
Cc: Fred E Seale <fesccs@sbcglobal.net>
Subject: [External] Southern Springs Arterial Designation

**External Email**

My wife Carolyn and I Strongly oppose the Southern Springs Arterial Designation. We urge you too reconsider this project.

Carolyn and Fred Seale
1015 Coffee Ridge
Spring Hill, TN

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This email has been checked for viruses by Avast antivirus software.
https://www.avast.com/antivirus
Dear Sirs, my wife and I oppose this project due to safety concerns for the residents at Southern Springs!

Thank you….Steven M. & Linda L. Shake, our address is 909 Shelby Springs in Spring Hill, TN.

Mike Shake
Regional Vice President
Heights Finance Corporation
4115 Mallory Lane, Suite 100B
Franklin, TN. 37067
615.599.2985

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PC Public Comment

-----Original Message-----
From: Bill S <lancerbill@gmail.com>
Sent: Wednesday, April 22, 2020 11:23 AM
To: PC Public <PCPublicComment@springhilltn.org>
Subject: [External] Southern Springs Connector Project

**External Email**

As a resident of Tennessee and one of the first 10 to move into the Development known as Southern Springs, I would like to register my opposition to this project. Had we known the extent of this in 2016, we would not have moved here in. Our property is an investment for our near future and we cannot allow this project to proceed.

This project is not in the interest of the many Senior Citizens that live in this community.

Please listen to our opposition!

Bill Sorensen
847-530-1257

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https://www.avast.com/antivirus
PC Public Comment

-----Original Message-----
From: Cynthia Collie <chcollie@mac.com>
Sent: Wednesday, April 22, 2020 11:30 AM
To: PC Public <PCPublicComment@springhilltn.org>
Subject: [External] Southern Springs Connector project

**External Email**

To whom it may concern:

We purchased our property in Southern Springs in October of 2018. At no time during our planning interview we’re we informed of this arterial connector planned for our neighborhood. This connector road will split a planned 55 and older community in half. This will cause foot and bike traffic to cross a busy thoroughfare to reach our lodge.

Our lodge contains all pool and exercise equipment. Also, all our club meetings and HOA meetings are held there. We believe this to be a major safety concern.

There is also the noise and destruction caused by heavy industrial traffic.

Please reconsider this road’s designation.

Thank you,
David Collie
1129 Davidson Walk
Spring Hill 37174
931-212-8215

Sent from my iPhone

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https://www.avast.com/antivirus
PC Public Comment

-----Original Message-----
From: Harvey <cassidy.harvey@comcast.net>
Sent: Wednesday, April 22, 2020 12:10 PM
To: tnholtz5@juno.com; Kevin Gavigan <kgavigan@springhilltn.org>; John Canepari <jcanepari@springhilltn.org>; Dan Allen <dan.allen@springhilltn.org>; tlovetac@gmail.com; James Golias <jgolias@springhilltn.org>; PC Public <PCPublicComment@springhilltn.org>
Subject: ***BULK*** [External] Southern Springs Connector Arterial Designation

**External Email**

Please be advised that my wife and I strongly oppose the Southern Springs Connector Arterial Designation. As Maury County residents of the Southern Springs Del Webb development for seniors, we believe that placement of an Arterial Connector through the middle of this busy community makes no sense and in fact will be quite dangerous. At no time during our discussions with the sales realtors of the development were we told of the plans for an arterial Connector right through the heart of this community being developed for the senior population. Please reconsider and disallow further development of this ill advised project.

Our thanks for your time and consideration of our request.
Sincerely,
Karen and Harvey Cassidy
1130 Davidson Walk
Spring Hill, Tennessee 37174
Sent from my iPad

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https://www.avast.com/antivirus
From: Meredith Hanover <rmhanover@gmail.com>
Sent: Wednesday, April 22, 2020 1:22 PM
To: Vincent Fuqua <vfuqua@springhilltn.org>; Hazel Nieves <hnieves@springhilltn.org>; PC Public <PCPublicComment@springhilltn.org>; Doug Holtz <tnholtz5@juno.com>; Kevin Gavigan <kgavigan@springhilltn.org>; John Canepari <jcanepari@springhilltn.org>; Dan Allen <dan.allen@springhilltn.org>; Terrence Love <tlovetac@gmail.com>; James Golias <jgolias@springhilltn.org>
Subject: [External] Southern Springs Connector Arterial Designation

**External Email**

We are opposed to the Southern Springs Connector Designation. We were not aware this proposal was planned when we purchased our home. It will impact our Southern Springs community with extra vehicular traffic. Our Dell Webb community will be split in half. This will be dangerous as many of our community of, 55+, members walk, ride bicycles, and use golf carts for transportation.

There is expensive landscaping which requires extensive maintenance along the road to be utilized as a connector. Does the city assume this obligation as we do not feel our HOA should be required to maintain a connector road.

Thank you for your attention to this matter.

Best Regards,
Bob & Meredith Hanover
1132 Davidson Walk
Spring Hill, TN, 37174
805-427-5455
rmhanover@gmail.com
I am opposed to the project.

The added traffic will unduly the Southern Springs subdivision.

394 has the capacity to handle the traffic now and in the future.

Tom Vincent
1027 Coffee Ridge
Spring Hill, TN 37174
PC and TAC Public Comment

From: Dennis Linscomb <dennis_linscomb@msn.com>
Sent: Wednesday, April 22, 2020 2:00 PM
To: tnholtz5@juno.com; Kevin Gavigan <kgavigan@springhilltn.org>; John Canepari <jcanepari@springhilltn.org>; Dan Allen <dan.allen@springhilltn.org>; tlovetac@gmail.com; James Golias <jgolias@springhilltn.org>; PC Public <PCPublicComment@springhilltn.org>
Cc: Joseph Cody <jtcode680@gmail.com>
Subject: [External] Comments on Southern Springs Connector Project
Importance: High

**External Email**

Transportation Advisory Commission (TAC):

At the Feb. 10 city planning commission meeting, Joseph Cody, a resident of Del Webb Southern Springs in Spring Hill, submitted a petition of 465 signatures (mine being one) to Chuck Downham who, in turn, gave it to TAC. The petition asks for a change in classification of project 25 ("Southern Springs Connector") of the Major Thoroughfare Plan from an arterial road to a collector road. It is my understanding that you will consider this request in your May meeting. Because we cannot be sure when committee meetings will be open to the public due to COVID-19 restrictions, I am sending you my comments and support for this petition via this email.

Southern Springs Parkway runs right by Southern Springs Lodge (our amenities center). If this road were made an “arterial” road, it would result in higher traffic volumes and higher speeds. This would be detrimental to our “over 55” Southern Springs community and would endanger the lives of those residents who will need to cross Southern Springs Parkway to get to the Lodge. As a “collector” road, traffic calming controls such as Chicanes or “intersection bulb-outs” could be introduced to lower speeding from through motorists. Additionally, the signalized pedestrian crossings would be more likely approved than if it were an arterial road.

I first became aware in Sept. 2019 that Southern Springs Parkway was part of the city’s major thoroughfare plan. This means that it will be connected to Hwy 31 whenever a developer builds a road as part of land development between Southern Springs and Hwy 31, which is a likely scenario in the next 5-10 years. I was not told about this by Pulte/Del Webb’s sales staff
before I bought my home in Southern Springs. I assumed that Southern Springs Parkway would dead-end within Southern Springs. Since then, I have discovered that Pulte/Del Webb did not disclose this information to any resident and is still not disclosing it to prospective buyers. Pulte told residents that Southern Springs would only have one entrance and exit on Kedron Road. (Some residents I spoke to said they may pursue this with the state as a deceptive sales practice.)

However, I realize that this non-disclosure is Pulte’s fault, not the city’s fault. I arranged a meeting on Dec. 12 with city officials and Southern Springs residents. The city officials said that a petition to downgrade Southern Springs Parkway from an arterial road to a collector road will have a much better chance of getting approved by the city than a petition to remove it entirely from the thoroughfare plan.

Therefore, I ask you to approve the request (backed by the petition) to downgrade project 25 ("Southern Springs Connector") of the Major Thoroughfare Plan from an arterial road to a collector road.

Sincerely,
Dennis Linscomb
1784 Humphreys Glen
Spring Hill, TN 37174
We are opposed to the Southern Springs Connector Designation. We were not aware this proposal was planned when we purchased our home. It will impact our Southern Springs community with extra vehicular traffic. Our Dell Webb community will be split in half. This will be dangerous as many of our community of, 55+, members walk, ride bicycles, and use golf carts for transportation.

There is expensive landscaping which requires extensive maintenance along the road to be utilized as a connector. Does the city assume this obligation as we do not feel our HOA should be required to maintain a connector road.

Thank you for your attention to this matter.

Best Regards,
Bob & Meredith Hanover
1132 Davidson Walk
Spring Hill, TN, 37174
805-427-5455
rmhanover@gmail.com
To All on the Transportation Advisory Committee and Planning Commission -

My wife and I have been residents of Southern Springs since December 2017, when they were first starting the community. When we purchased here, we were given the distinct impression from Pulte/DeWitt Webb that this would be an exclusive community for older residents 55+. We were never given the overall plan for the community, nor we ever shown the proposed “connector”.

Most residents here are planning on this being their final home. We currently enjoy a peaceful neighborhood and the quiet that it brings. Many residents use the “Lodge”, which is our activities center for all kinds of things, such as swimming, gym/weight room, yoga and exercise studios, and general rooms for meetings of the many clubs here. There are also new tennis courts and pickleball courts. We all enjoy the opportunity to walk in our neighborhood without a lot of concern for speeding traffic cutting through to another main highway.

We lived in a community similar to this in Illinois, and one of the streets was only a two lane road, but it connected to a highway that connected to an inter-state. The speed limit was 25mph. When the homes were finally built and the road was finished, the traffic grew to over 2,500 cars per day, and many trucks/semis.

The community tried “traffic calming” measures, the first of which was the chicanes. They kept the main road, but painted lanes zigging from one side to another. That accomplished nothing, as the vehicles simply drove straight down the road, and there weren’t enough police to enforce the chicanes.

We gave up on that and then decided to put in “speed humps” (not bumps). These were raised areas of roadway about 5 inches high and about 6 feet front to back. They were painted to look like bricks. They were kept wide and low so that they didn’t cause damage to any vehicles using this
road, but were meant to slow traffic down. We also posted flashing speed limit signs and the occasional traffic radar.

The net effect was only partially successful. While it did slow traffic for those law abiding citizens, many more thought it was fun to get their vehicle “airborne” when going over the speed bumps. Others decided to make our lives miserable by honking their horns over each bump. Several others who apparently went to work early in the morning decided that horn honking at 3 or 4 am was a good way to object to the speed humps. In short, the “traffic calming” measures simply didn’t work as intended.

As a resident of Southern Spring who is concerned about the welfare of our neighbors, I encourage you to take a strong look at the plans in place to connect Southern Springs Parkway to Route 31. We simply want to reduce possible fatalities from elderly people walking in the neighborhood crosswalks. We don’t want through traffic. We don’t want speeding cars or trucks looking to get through our neighborhood faster.

Please take a very close and measured look at the impact the current plans will have on our community. We will eventually have about 800 homes here. There are about 378 closed homes already in just a few years. Our safety and security are very important to us, and to our families. While we understand the need for another ingress/egress route, there must be another way to address this issue.

Thank you for your consideration,

Dane Raven
702 Clay Ct.
Southern Springs

Sent from Mail for Windows 10

This email has been checked for viruses by Avast antivirus software.
www.avast.com
PC and TAC Public comment

**External Email**

I am a new owner in the Southern Springs Community. My house is just a few houses off Southern Springs Blvd. It is a nice quiet street in a quiet neighborhood, which is exactly why I purchased a home there. I moved from a very busy neighborhood in Nashville known for its traffic congestion, and moved to this community specifically to get away from that. Opening up Southern Springs Blvd would create more noise and faster traffic, not to mention splitting this beautiful neighborhood in half, creating hazards for residents trying to enjoy all this community has to offer.

Let me register my opposition to opening Southern Springs Blvd to anything other than emergency access.

Paula Rich
2007 Knox Glen
Spring Hill, TN 37174
I am totally against any roadway through our community. Somebody dropped the ball in the planning of a major roadway passing through a retirement community and Pulte did not disclose this information.
I am asking those concerned to reverse the decision to make Southern Springs Parkway an arterial road with continuation on to Highway 31. This road goes through and bisects our Southern Springs community. Southern Springs is an Active Senior Citizens community. This road is used not only for access for our residents, but it is also used for bicycles, golf carts, and at times pedestrians (there are times that the sidewalks are inaccessible due to the irrigation system spraying water onto the sidewalk). It would definitely be a safety issue for our community if this is made a through road, connecting to roads other than in our community.

The road also passes directly in front of our amenities building and our recreational courts. Inviting traffic from outside Southern Springs will make these facilities difficult for our HOA to secure and will invite intrusion by outside people. The ideal resolution of this issue would be to remove the plan making Southern Springs Parkway a through road. If however that plan remains in place, at least make it a collector road instead of an arterial road. With either designation, there are several changes that need to be made:

1) Once it becomes a through road, techniques need to be put in place to slow and control traffic. Speed Limits should be no more than 25 mph.
2) The portion of the road going through Southern Springs needs to be widened and a bike lane/golf cart lane needs to be created. My son lives in Sullivan Farms in Franklin. A good example of how this road should be configured is Donelson Creek Parkway. If Spring Hill officials are intent on making Southern Springs Parkway a major thoroughfare, please at least take the steps (or force Pulte to take the steps) to make it safer for our senior citizens. None of us were informed by Pulte when we purchased our homes that there was a plan to make this a through road. Although this is not the fault of local government, it definitely is a disservice to us residents and a safety issue as well.
Dear Planning Commission,

I love living in Southern Springs. The design of our community allows us to walk or ride our bikes from our homes to the Lodge or to a friend’s home without the concern of thru traffic on our streets. That will not be the situation if Southern Springs Pkwy becomes a thru street. Please do not allow this to happen. One of the reasons most of us love it here is for the very reason I have noted......the security of knowing that it is our neighbors that are driving on our streets and not someone using our streets to short cut to Kedron or Main. Our residents drive slowly and carefully and that would not be the case if nonresidents used us as a short cut.

Please be aware of the objections we have to this project.

Carol Zygadlo
Southern Springs Resident

This email has been checked for viruses by Avast antivirus software.
www.avast.com
To the Spring Hill Planning Commission,

My husband and I are residents in the Southern Springs by Del Webb development and we are opposed to having Southern Springs Parkway designated as an arterial connector in the Spring Hill master plan. As we understand it, this designation means that this road would become a major East/West corridor from Main Street to Kedron Rd, and eventually to I-65. We bought into this community with the understanding that the Kedron Rd entrance was the only entrance to this community and we do not want this traffic exposure for our 55+ community where traffic volume and speed control will be constant issues. Also, our Amenity Center sits on Southern Springs Parkway.

We do believe that only having one entrance is a limitation for emergency access and we understand that there is a different designation that would allow Southern Springs Parkway to be used as a connector to a future business park on Main Street without being a major corridor. That is our preference for extending Southern Springs Parkway in the future.

Thank you,
Susan and Ray Bruey
714 Clay Ct.
Spring Hill
My wife and I moved into the Southern Springs Community from Brentwood, Tennessee in December 2019. We spent more time searching out our lot and the location than anything else. Location was our key factor and shortly after moving in we learned of the Southern Springs Connector project. I cannot express how upset we were. Our home is situated close to Southern Springs Parkway and the thought of the road noise and dangers is very disturbing.

We are retired and were looking forward to living in a quiet community, being able to golf cart, walk or bike around the neighborhood streets. The amenity center is located next to Southern Springs Pkwy. This would make it very unsafe to get back and forth to. It would also cut off part of our community as some of it is on the south side of Southern Springs Pkwy. The event lawn which is situated in front of the lodge on the corner of Southern Springs Pkwy and Del Webb Blvd. was to hold events for our community from music venue to movies. Needless to say we would never be able to enjoy anything taking place there due to the noise and dangers of being that close to a busy road.

The Connector project will:
- Destroy the peaceful, quiet nature of the community we invested in
- Bisect our community, leaving the homes south of Southern Springs Boulevard isolated.
- Cut off safe access to the lakes for members of our community
- Cut off safe access to the amenities center for others
- Destroy the peaceful nature of the event lawn
- Create a dangerous environment for seniors driving golf carts within the community

We question the reason for locating the connector project on Southern Springs when:
- There is already access to Interstate 65 for this area via Saturn Parkway
- North of Saturn Parkway, 2 other roads, Thompson Station Road East and Duplex Road, with bridges already over 65, could serve as connector roads to 65, better serving the citizens of that area, giving them a more direct link to the interstate.
-South of Saturn Parkway, starting at highway 31, Greens Mill Road could provide access to Interstate 65, better serving the citizens of that area, giving them a more direct link to the interstate.

-To put another Connector Road so close to Saturn Parkway would only result in more traffic to working its way North or South to the Saturn Parkway area, only increasing the congestion in an already congested area and would not serve the community as well as spreading the access areas out as suggested above.

For these reasons we ask the Commission to reconsider the Southern Springs connector project and hope they do so in the near future.

Thank You
Doug and Dawn Vincent
From: Jeff Loftus <JeffLoftus@comcast.net>
Sent: Thursday, April 23, 2020 2:43 PM
To: PC Public <PCPublicComment@springhilltn.org>
Subject: [External] RE: Southern Springs Connector Arterial Designation

**External Email**

Regarding the Southern Springs Connector Arterial Designation, I would like to voice my concern for the Arterial designation, and request changing the designation to a Collector Road.

I note the project description denotes the new road as a 2-lane road – consistent with a collector designation vs. an arterial road. Arterial road cross-sections typically are 4 to 5 lanes. The collector designation and recommended 2 lane cross section are consistent with other streets in Southern Springs.

An arterial roadway traversing our community and running right by our Community Lodge would effectively be a barrier dividing Southern Springs into two distinct sections which is the opposite of the planned community design approved by the City and sold to current and prospective residents. It would isolate our Community Lodge from a significant portion of our residents. An arterial, with its higher design traffic volumes, significantly larger cross section and higher vehicle speeds will pose a severe safety risk to this senior community – the average age of which will only increase with time. A collector street provides the opportunity for a wider array of traffic calming design considerations not available on an arterial street. These considerations will allow our residents to safely navigate the streets throughout our community.

Thank you for your consideration,

Jeff Loftus
PC Public Comment

-----Original Message-----
From: George Rogowitz <ggrogowitz@gmail.com>
Sent: Friday, April 24, 2020 9:07 AM
To: PC Public <PCPublicComment@springhilltn.org>
Subject: [External] Southern Springs Connector

**External Email**

Since we are in "stay-at-home" mode at this time, we are sending this email to state that we are positively AGAINST the connector project that would go thru our community. When we purchased in here we had no idea of this happening.

Thanks,
Gay and George Rogowitz
855 Clay Pl

--
This email has been checked for viruses by Avast antivirus software.
https://www.avast.com/antivirus
To the Transportation Advisory Committee and Planning Committee, Spring Hill, TN:

I am writing to express my strong opposition to the Southern Springs Connector Arterial Designation. As a resident of the Estates section of Southern Springs (south of Southern Springs Parkway), I feel a high traffic corridor between my home and the Lodge amenities center and the rest of the community would be a walking/biking/driving danger, a significant detriment to my property values and would raise traffic noise considerably.

The Southern Springs development is, by design, a community for the active 55-and-older elderly. We specifically bought our home so that walking to the amenities center would be an option. Sidewalks and streets represent the only walking and biking paths in the community. The broad nature of Southern Springs Parkway with its esplanade means the street crossing at Putnam Grove/Del Webb Blvd is 60 feet wide. Crossing this distance in high traffic conditions would be stressful and potentially deadly. The expectation of this community is that it will be a safe and restful place to enjoy retirement with an active life style.

No indication of this possible future major change in traffic was presented in advertising or discussion by the developer. While this is directly a misrepresentation/failure-to-honestly-disclose by the builder, Spring Hill should also have had regulations on fair warning to buyers which would have required the builder to accurately represent future possible major changes in the fundamental nature of the community. Another example of this misrepresentation by the builder is the depiction of low level water detention ponds as bodies of water (presumably attractive permanent ponds) in the Del Webb literature.

I ask the Committee to maintain the nature of the Southern Springs community by not designating Southern Springs Parkway as an Arterial Connector. Thank you for your consideration.

Cheryl Alderman
3019 Putnam Grove

This email has been checked for viruses by Avast antivirus software.
www.avast.com
We are writing to voice our opposition to making Southern Springs Parkway an Arterial Road. Southern Springs Parkway is the main entrance to Southern Springs Subdivision, a Del Webb Community. A collector designation and recommended two-lane cross-section would be more consistent with other streets in Southern Springs.

We oppose the Arterial Road designation for the following reasons:

- The increased traffic volume an arterial roadway will bring will drastically change the character of our Del Webb Community and negatively affect our quality of life. It essentially splits our community with a major thoroughfare.

- It’s a safety issue as our main walking path through our neighborhood is along Southern Springs Parkway. An arterial road, with its higher design traffic volumes and higher vehicle speeds will pose a safety risk to this senior community. Also, the Amenity Center is located on this road, creating security concerns and heightening the potential for safety risks.

- If it were designated as a Collector Street, it would provide for a wider array of traffic-calming design considerations not available on an arterial street,
which would help minimize the impact of increased traffic.

- A Collector Street would preserve the character of our neighborhood and enable the City of Spring Hill to maximize property tax revenue in the newest Del Webb Community in the state of Tennessee.

Preserving the quality of life in every neighborhood, but especially a Del Webb Community, should be a priority for the City of Spring Hill. There are only two Del Webb Communities in the state of Tennessee, and a large number of our residents have relocated from out of state. Attracting retirees to live in Spring Hill benefits the city on many levels.

Our residents shop and spend locally, boosting the local economy. As a 55-and-over community, we do not have school-aged children, so we don’t put a drain on the school system. Protecting the integrity of Southern Springs benefits the entire City of Spring Hill.

As this 2017 article in the Columbia Daily Herald said of Southern Springs:

"When you have a community together like this — with some retired, some thinking about retirement and no children at home — what do they do? They all pay taxes. But they do not have an impact on traffic or schools. They don’t drive as much as the average resident, although they love to go out and eat and shop. They don’t have children in school. They have a great impact on the city, giving back and contributing to the local economy."

We ask that you make it a priority to preserve the quality of life in Southern Springs and reconsider the Arterial Road designation for Southern Springs Parkway.

Thank you for your time and consideration.
Linda and Bill Ricci
Hi Members,

I am a resident of Del Webb at Southern Springs. Recently I became aware of the plan of a Connector Road to be crossing through our community. This is not a good idea for many reasons.

I bought here for the beauty and privacy of the area. Non resident traffic through our area will destroy this.

Most here are retired or near retirement and wanted a quiet and peaceful area to live,. This also will be destroyed.

Heavy trucks and added traffic cause damage to the roads and the environment and NOISE..

Our property value will decrease.

The Lodge is a private facility for residents but others passing by may believe it public and try to use the courts, pool and parking lot.

Please do not do this to our community.

RESIDENT; Marilyn Sims 674 Overton Way, Spring Hill, TN 37174
One of the reasons we like the development is because there is only one entrance. The Connector Project would take that benefit away. We are definitely against the project.
Thank You
From: Kathie Hall <writingkathie@yahoo.com>
Sent: Friday, April 24, 2020 11:48 AM
To: PC Public <PCPublicComment@springhilltn.org>
Subject: [External] Southern springs connector project

**External Email**

I am totally against this project. Thank you

Sent from Yahoo Mail for iPhone

This email has been checked for viruses by Avast antivirus software.
www.avast.com
DATE: April 22, 2020

REQUEST: Recommendation to call a portion of the bonds for Kings Creek Phase 5B Section 1 and Section 2
(Deferred on April Planning Commission Meeting - April 13, 2020)

SUBMITTED BY: Thomas S. Wolf, P.E. - City Engineer

OVERVIEW:

- Kings Creek Phase 5B Section 1 and Section 2 was walked in April 2019 for bond releases. A punch list was developed and sent to the developer (Shaw Enterprises, LLC) at that time.
- Part of the list of repairs has been completed with the exception of areas of curb repair in front of lots 102 and 103.
- The developer has been sent multiple inquiries of when the curb would be fixed. Tom Wolf also met onsite with the developer to discuss.
- To date, the curb repairs have not been made.
- Section 1 currently has a performance bond in place in the amount of $4,950.00. Section 2 currently has a maintenance bond in place in the amount of $38,325.00 and a performance bond in place in the amount of $32,780.00.
- It is the recommendation of City staff to pull $1,200 of the bonds currently in place to repair the curbs by City efforts.

PC ACTION REQUESTED:

- Approve PC Resolution 20-27 to call a portion of the bonds for Kings Creek Phase 5B Section 1 and Section 2
RESOLUTION 20-27 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RECOMMEND A PORTION OF THE
PERFORMANCE BONDS FOR KINGS CREEK PHASE 5B SECTION 1
AND PHASE 5B SECTION 2 BE CALLED

WHEREAS, performance cash bonds are currently in place for said development and
sections in the amount of $4,950.00 for Section 1 and $32,780.00 for Section 2; and

WHEREAS, Section 1 and Section 2 have been 80% built out with the construction of
residential dwellings that subsequently resulted in the City performing a field inspection
and the preparation of a punch list that was delivered to the Developer (Shaw
Enterprises, LLC) in April 2019; and

WHEREAS, the City Engineer has provided sufficient time and sent multiple
notifications to the Developer on the following dates requesting the completion of said
repairs in accordance with the City’s Subdivision Regulations; and

- March 28, 2019
- April 1, 2019
- May 3, 2019
- February 6, 2020
- February 11, 2020
- February 24, 2020
- February 26, 2020
- March 18, 2020
- March 31, 2020

WHEREAS, the Developer as of March 30, 2020 has not satisfactorily completed the
noted repairs to curbing as outlined in the punch list prepared and delivered by the City
to the Developer; and

WHEREAS, based upon the lack of completion of the repairs to curbing the City
Engineer determined the Developer to be in default of the surety provided to the City
and therefore recommends to the City of Spring Hill Planning Commission that a
similar determination of default be rendered and that a portion of the Performance
Bonds for Kings Creek Phase 5B Sections 1 and 2 in the amount of One Thousand Two
Hundred dollars ($1,200.00) be called to be utilized by the City to complete required
repairs to curbing.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission
that:
1. Shaw Enterprises, LLC is determined to be in default for not completing the repair work for curbing for Kings Creek Phase 5B, Sections 1 and 2 based upon applicable provisions of the City of Spring Hill Subdivision Regulations and numerous attempts by the City Engineer to request the Developer remedy the deficiencies in curbing in a timely manner.

2. Based upon the determination by the Planning Commission the Developer is in default, the Planning Commission does hereby recommend to the City of Spring Hill Board of Mayor and Aldermen to call a portion of the performance bond or surety in the amount of One Thousand Two Hundred dollars ($1,200.00) to be utilized by the City to cover the cost for completing repairs to curbing.

Passed and adopted this 11th day of May, 2020

________________________________________
Paul Downing, Chairman

________________________________________
Steve Foote, Secretary
SUBJECT: Call a Portion of the Bonds for Kings Creek Phase 5B, Sections 1 and 2, to affect Concrete Curb and Gutter Repairs

DATE: April 1, 2020

ATTENTION: Planning Commission

STAFF: Thomas S. Wolf, P.E.
City Engineer

STAFF MEMORANDUM

On March 26, 2019, a walk-through inspection was completed in Kings Creek Phase 5B, Section 1 and 2, in advance of the release of the financial security being held by the City of Spring Hill. A punch list was developed and forwarded to Randall Shaw on March 28, 2019 that included the removal and replacement of approximately 60 feet of concrete curb and gutter that was not installed in accordance with City of Spring Hill Specifications. On April 1, 2019, Mr. Shaw responded that they will proceed to correct the concrete curb and gutter as soon as possible.

On May 3, 2019, a site inspection was completed. It was noted at that time that the concrete curb and gutter had not been removed and replaced as required.

On February 6, 2020, another site inspection was completed with the same results; the concrete curb and gutter removal and replacement still had not been complete. Mr. Shaw was advised that the work needed to be completed on or before February 28, 2020. Failure to replace the concrete curb and gutter by said deadline would result in the City initiating the process of pulling the bond(s) and using said funds to compete the concrete curb and gutter removal and replacement. Mr. Shaw responded to the February 6, 2020 e-mail requesting an alternative repair of saw cutting the concrete curb and gutter instead of removing and replacing same. This alternative approach was reviewed with City staff. A response was forwarded to Mr. Shaw on February 11, 2020 rejecting the alternative approach as the existing concrete curb and gutter was not installed in accordance with the City of Spring Hill Specifications.

On February 24, 2020, Mr. Shaw was reminded that the deadline for removing and replacing the concrete curb and gutter was February 28, 2020 and that failure to complete the work by said deadline would result in the City initiating the process to pull the bond(s) and using the funds to affect the work.

On February 26, 2020, Mr. Shaw again offered to sawcut construction joints rather than remove and replace the concrete curb and gutter. Since Mr. Shaw forwarded a copy of this
e-mail to Attorneys Colley, Colley and Kelley, I did not provide a response back to Mr. Shaw. This response would have been no different than previous responses.

On March 18, 2020, Mr. Shaw was advised that this matter was being placed on the Planning Commission Work Session agenda for March 23, 2020 for discussion. Mr. Shaw did not appear at the March 23rd Planning Commission meeting.

On March 31, 2020, a report was forwarded to the City of Spring Hill from an engineer representing Mr. Shaw for consideration. Recommendations presented in the report included the following:

- Leaving the section of existing concrete curb and gutter in place.
- Installing expansion joints at the existing failure points or new locations.
- Remove small sections of concrete curb and gutter and install a new section with expansion joints if it is not possible to install expansion joints at the existing failure points or new locations.

The following e-mails are attached for your reference:

- March 26, 2019 - Walk-through inspection completed. Email was sent on March 28, 2019 with punch list of deficiencies.
- March 28, 2019 - Punch list to Developer.
- April 1, 2019 - Developer agrees to correct curb & gutter.
- May 3, 2019 - Status update, work not completed.
- February 6, 2020 - Re-inspection, work not completed, Developer directed to complete work by February 28, 2020.
- February 6, 2020 - Developer requests option for repair. (Combined email with February 11, 2020 from Developer)
- February 11, 2020 - City offers partial removal and replacement versus full removal and replacement option. (Combined email with February 6, 2020 from City Engineer)
- February 24, 2020 - Developer reminded of February 28, 2020 deadline for completion.
- February 25, 2020 - Developer repeats previous option for repair.
- March 18, 2020 - Developer advised that bond call process is on March 23, 2020 PC agenda.
- March 23, 2020 - Plan Commission meeting, Developer did not appear. Email was sent to Developer on March 18, 2020 advising of meeting date.
- March 31, 2020 - City received Engineer's Report with recommendations.
A walk-through inspection was completed on Tuesday, March 26, 2019 in Kings Creek Phase 5B, Sections 1 and 2, in advance of the release of the financial security being held by the City of Spring Hill. The following punch list items need to be addressed before release of said financial security can occur:

1. Remove and replace approximately 60 feet of concrete curb and gutter in front of 4153 and 4157 River Links Drive. This particular section was previously replaced but was not installed in accordance with City Specifications. As a result, there is uncontrolled cracking in the concrete curb and gutter. Expansion Joints are required when new concrete abuts old concrete and construction joints are required on 10 foot intervals.

2. The surface restoration along the front and back of the recently installed concrete sidewalk on River Links Drive is unacceptable. Remove the gravel and stone and re-topsoil, seed and mulch said area.

Once the noted punch list work has been finished, please contact me and an inspection will be performed confirming said completion and the process to release the financial security will commence.

If you should have any questions with regards to this matter, you can reach me at my office.

Sincerely,

Thomas S. Wolf, P.E., City Engineer
City of Spring Hill
3893 Mahlon Moore Road
Spring Hill, TN 37174
(931) 486-2252, Ext. 488
twolf@springhilltn.org
Tom, 
I inspected punch list areas today.

We will proceed to correct both areas ASAP.

To the point of the common area sidewalk, in good faith we will make cosmetics around sidewalk. If the sidewalk was inspectedting and meets city installation standard, what is the city's standing in cosmetics? Can you send something that says this is city responsibility?

There again, we will notify once areas addressed.

Thx
RS

Sent from my iPad

On Mar 28, 2019, at 8:56 AM, Tom Wolf <twolf@springhilltn.org> wrote:

Randall:

A walk-through inspection was completed on Tuesday, March 26, 2019 in Kings Creek Phase 5B, Sections 1 and 2, in advance of the release of the financial security being held by the City of Spring Hill. The following punch list items need to be addressed before release of said financial security can occur:

1. Remove and replace approximately 60 feet of concrete curb and gutter in front of 4153 and 4157 River Links Drive. This particular section was previously replaced but was not installed in accordance with City Specifications. As a result, there is uncontrolled cracking in the concrete curb and gutter. Expansion joints are required when new concrete abuts old concrete and construction joints are required on 10 foot intervals.

2. The surface restoration along the front and back of the recently installed concrete sidewalk on River Links Drive is unacceptable. Remove the gravel and stone and re-topsoil, seed and mulch said area.

Once the noted punch list work has been finished, please contact me and an inspection will be performed confirming said completion and the process to release the financial security will commence.

If you should have any questions with regards to this matter, you can reach me at my office.

Sincerely,
Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

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Tom Wolf

From: Tom Wolf  
Sent: Friday, May 03, 2019 7:16 AM  
To: Missy Stahl  
Subject: Kings Creek Phase 5B, Sections 1 and 2 Concrete Curb Replacement

Missy:

As of this morning, Friday May 3rd, the concrete curb in front of 4153 and 4157 River Links Drive in Kings Creek Phase 5B, Sections 1 and 2, has not been removed and replaced as required. Therefore, do not proceed with full bond release until further notice.

If you should have any questions with regards to this matter, you can reach me at my office.

Sincerely,

Thomas S. Wolf, P.E., City Engineer  
City of Spring Hill  
3893 Mahlon Moore Road  
Spring Hill, TN 37174  
(931) 486-2252, Ext. 488 twolf@springhilltn.org
On March 28, 2019, an e-mail was forwarded to you requiring that approximately 60 feet of concrete curb and gutter in front of 4153 and 4157 River Links Drive, Kings Creek Phase 5B, Sections 1 and 2, had to be removed and replaced. The concrete curb and gutter was previously replaced but not installed in accordance with the City of Spring Hill Standard Specifications. As a result, there is uncontrolled cracking in said concrete curb and gutter. Expansion joints are required when new concrete abuts old concrete and construction joints are required on 10-foot intervals. I received an e-mail from you dated April 1, 2019 indicating that the aforementioned concrete curb and gutter would be corrected as soon as possible. A copy of the March 28th and April 1st e-mails are attached for your reference.

I drove through the area this morning and noted that the segment of concrete curb and gutter in Kings Creek Phase 5B, Sections 1 and 2, in front of 4153 and 4157 River Links Drive, still has not been completed. Please be advised that this removal and replacement work shall be completed on or before Friday, February 28, 2020. Failure on your part to complete this work by the prescribed deadline will result in the City of Spring Hill initiating the process of pulling the bonds and using these funds to complete the removal and replacement of the concrete curb and gutter as noted heretofore.

Time is of the essence.

If you should have any questions with regards to this matter, you can reach me at my office.

Sincerely,

*Thomas S. Wolf, City Engineer*
City of Spring Hill
3893 Mahlon Moore Road
Spring Hill, TN 37174
(931) 486-2252, Ext. 488
twolf@springhilltn.org
Mr. Shaw:

I have reviewed with City staff your request to saw break joints in the concrete curb and gutter in front of 4153 and 4157 River Links Drive in Kings Creek Phase 5B, Sections 1 and 2. Since the cracks in the existing concrete curb and gutter are irregularly shaped and are diagonal rather than perpendicular to the street, simply saw cutting break joints is unacceptable. Curb and gutter shall be removed and replaced with a minimum five (5) foot joint frequency. Prior to removing and replacing any concrete curb and gutter, you need to contact Billy Wright, Public Works Department Office Manager, to coordinate same in order to guarantee that the proper joint spacing is obtained. He can be reached at 931-486-2252, X-279/288. Any removals and replacements completed without City coordination, will not be accepted and will require further concrete curb and gutter removal and replacement.

If you should have any questions with regards to this matter, you can reach me at my office.

Sincerely,

*Thomas S. Wolf, City Engineer*
City of Spring Hill
3893 Mahlon Moore Road
Spring Hill, TN 37174
(931) 486-2252, Ext. 488
twolf@springhilltn.org

**External Email**

Tom,

Shaw enterprises did not install nor repair the curb in question originally. It must have been installed/repaired with previous section.
I have inspected and had my concrete subs inspect. I agree there are no control break joints but cracking is minimal. We are requesting to be able to saw break joints into curb versus overall replacement.
Repair will be far more unsightly to neighborhood and obviously the overall structural integrity of curb is intact as these curbs have been in for several years with very minimal cracking. We feel the sawed joints will obtain the same effect and preserve the overall structural integrity of curb.

Thanks for your consideration
RS

Sent from my Ipad

On Feb 6, 2020, at 8:12 AM, Tom Wolf <twolf@springhilltn.org> wrote:

Mr. Shaw:

On March 28, 2019, an e-mail was forwarded to you requiring that approximately 60 feet of concrete curb and gutter in front of 4153 and 4157 River Links Drive, Kings Creek Phase 5B, Sections 1 and 2, had to be removed and replaced. The concrete curb and gutter was previously replaced but not installed in accordance with the City of Spring Hill Standard Specifications. As a result, there is uncontrolled cracking in said concrete curb and gutter. Expansion joints are required when new concrete abuts old concrete and construction joints are required on 10-foot intervals. I received an e-mail from you dated April 1, 2019 indicating that the aforementioned concrete curb and gutter would be corrected as soon as possible. A copy of the March 28th and April 1st e-mails are attached for your reference.

I drove through the area this morning and noted that the segment of concrete curb and gutter in Kings Creek Phase 5B, Sections 1 and 2, in front of 4153 and 4157 River Links Drive, still has not been completed. Please be advised that this removal and replacement work shall be completed on or before Friday, February 28, 2020. Failure on your part to complete this work by the prescribed deadline will result in the City of Spring Hill initiating the process of pulling the bonds and using these funds to complete the removal and replacement of the concrete curb and gutter as noted heretofore. Time is of the essence.

If you should have any questions with regards to this matter, you can reach me at my office.

Sincerely,

Thomas S. Wolf, City Engineer
City of Spring Hill
3893 Mahlon Moore Road
Spring Hill, TN 37174
(931) 486-2252, Ext. 488
twolf@springhilltn.org

<March 28, 2019, April 1, 2019 E-Mails.pdf>
Mr. Shaw:

Just a reminder that the deadline for removing and replacing the concrete curb and gutter in front of 4153 and 4157 River Links Drive, Kings Creek Phase 5B, Sections 1 and 2, City of Spring Hill, is this Friday, February 28, 2020. Failure on your part to complete said removals and replacements by the specified deadline will result in the City initiating the process of pulling the bonds and using these funds to complete the work.

If you should have any questions with regards to this matter, you can reach me at my office.

Sincerely,

Thomas S. Wolf, P.E., City Engineer
City of Spring Hill
3893 Mahlon Moore Road
Spring Hill, TN 37174
(931) 486-2252, Ext. 488
twolf@springhilltn.org
From: Randall Shaw <rrshaw11@aol.com>
Sent: Wednesday, February 26, 2020 10:09 PM
To: Tom Wolf
Cc: Missy Stahl; Victor Lay; Rick Graham; bkelley@colleycolleyandkelley.com
Subject: [External] Re: Concrete Curb and Gutter Replacement – Kings Creek Phase 5B, Sections 1 and 2
Attachments: Screenshot_20200226-220149_Gallery.jpg; Screenshot_20200226-215952_Gallery.jpg; Screenshot_20200226-215821_Gallery.jpg; Screenshot_20200226-215715_Gallery.jpg; Screenshot_20200226-215651_Gallery.jpg; Screenshot_20200226-215630_Gallery.jpg; Screenshot_20200226-215609_Gallery.jpg; Screenshot_20200226-215450_Gallery.jpg

**External Email**

Tom,

I am writing today again about your request to replace approx 50 ft of curb & gutter in Kings Creek Section 1 and 2 in order to have our bonds released.

As stated previously, Shaw Enterprises did NOT install the curb and gutter in question. Apparently the city in dealing with previous developer requested this curb & gutter to be repaired/replaced and in doing so previous developer did not install expansion breaks in repaired curb & gutter. Consequently, as is normal, cracks appeared many years ago but only in spots where expansion cracks would normally happen. There are four (4) cracks in this approx 50 ft section that are very near where planned expansion cracks would have occurred. All four of these cracks (see attached pictures) are in the same direction as all other planned expansion cracks in the adjoining areas. (see pictures)

It is still my contention, as previously voiced, that the most reasonable fix is to come in BETWEEN existing minor cracks and saw 4 planned expansion joints as added insurance that even after years of concrete structural integrity that no unplanned cracking can occur.

This section of curb and gutter has been installed for many years prior to our recent development. The current concrete structural integrity of this section of curb is excellent. To go in at this late date and attempt to remove and replace this section of curb & gutter will be a major undertaking, which will probably result in considerable pavement damage to the road. This curb and gutter had long bonded with the asphalt and cannot be sawed out without creating a problem that is much worse than the minor cracking.

The request to replace this section of curb & gutter is tremendous overkill if I would compare it to blowing a house up to kill a mouse. We have spoken with your inspectors and they share our viewpoint also.

I am, respectfully, asking you to reconsider removal of this curb & gutter and allow us to professionally install 4 expansion joints, which will fix a problem that doesn't really exist and be the best overall long term solution for King's Creek.

Please see attached pictures.

Thank you, in advance for your consideration.

RS

-----Original Message-----
From: Tom Wolf <twolf@sprnghiltn.org>
To: Rendall Shaw <rshaw11@aol.com>
Cc: Missy Stahl <mstahl@springhilltn.org>
Sent: Mon, Feb 24, 2020 10:11 am
Subject: Concrete Curb and Gutter Replacement - Kings Creek Phase 5B, Sections 1 and 2

Mr. Shaw:

Just a reminder that the deadline for removing and replacing the concrete curb and gutter in front of 4163 and 4157 River Links Drive, Kings Creek Phase 5B, Sections 1 and 2, City of Spring Hill, is this Friday, February 28, 2020. Failure on your part to complete said removals and replacements by the specified deadline will result in the City initiating the process of pulling the bonds and using these funds to complete the work.

If you should have any questions with regards to this matter, you can reach me at my office.

Sincerely,

*Thomas S. Wolf, P.E., City Engineer*
City of Spring Hill
3693 Mahlon Moore Road
Spring Hill, TN 37174
(931) 486-2252, Ext. 488
twolf@springhilltn.org

This email has been checked for viruses by Avast antivirus software.

www.avast.com
Tom Wolf

From: Tom Wolf
Sent: Wednesday, March 18, 2020 12:50 PM
To: Randall Shaw
Cc: Missy Stehl; Victor Lay; Rick Graham
Subject: Recommendation to Call a Portion of Bonds for Kings Creek Phase 5B, Sections 1 and 2

Mr. Shaw:

Please be advised that the City of Spring Hill has initiated the process to call a portion of the bonds for Kings Creek Phase 5B, Sections 1 and 2, in order to repair the concrete curb and gutter in front of 4153 and 4157 River Links Drive. This matter will be on the agenda for consideration at the March 23, 2020 Planning Commission Work Session meeting that begins at 5:30 PM at City Hall.

If you should have any questions with regards to this matter, you can reach me at my office.

Sincerely,

Thomas S. Wolf, P.E., City Engineer
City of Spring Hill
3893 Mahlon Moore Road
Spring Hill, TN 37174
(931) 486-2252, Ext. 488
twolf@springhilltn.org
Tom Wolf

From: Randall Shaw <rrshaw11@aol.com>
Sent: Tuesday, March 31, 2020 11:01 AM
To: Tom Wolf
Cc: Rick Graham; Victor Lay; Missy Stahl; deb@shawhomebuilders.com; bkelley@colleycolleyandkelley.com
Subject: [External] Fwd: kings crossing
Attachments: Curb and Gutter Kings Crossing.pdf

**External Email**

Tom,

Attached is a report from Jon Goff with Planning, Design and Research Engineers regarding the curb and gutter @ 4153 and 4157 River Links in Kings Creek.

As you will see, after inspection, Jon Goff is recommending the curb stay intact. He has stated the curb is structurally sound. He stated to me he was not sure how to remove the curb and gutter as you requested without creating much bigger potential problems.

I am not being difficult. Given the attached report, I simply think that given the amount of time this curb and gutter has been installed with very minimal issues, the best solution for the residents property to be affected and appearance of the neighborhood, this curb and gutter should not be removed.

I respectfully request you to reconsider your stance on this issue.

Thx
RS

-----Original Message-----
From: Deb Harris <deb@shawhomebuilders.com>
To: Randall Shaw <rrshaw11@aol.com>
Sent: Mon, Mar 30, 2020 3:18 pm
Subject: Fwd: kings crossing

----------- Forwarded message ----------
From: Jon Goff <jgoff@pde.net>
Date: Mon, Mar 30, 2020 at 2:07 PM
Subject: kings crossing
To: Deb Harris <deb@shawhomebuilders.com>

Please give to Randal

Jon F. Goff, PE
Planning, Design & Research Engineers, Inc.
2000 Lindell Avenue
Nashville, Tennessee 37203
615.298.2065 (o)
615.308.2511 (c)
March 26, 2020

Mr. Randall Shaw
Shaw Enterprise
113 Nashville Hwy
Columbia, Tennessee 38401

RE: CURB AND GUTTER INSPECTION
KINGS CROSSING SUBDIVISION
4153 AND 4157 RIVER LINKS
SPRING HILL, TENNESSEE

Dear Mr. Shaw,

As per your request, Jon Goff, P.E. performed a site visit for the above referenced project to evaluate the concrete curb and gutter. The curb and gutter had been installed previously. Mr. Shaw believed that the curb and gutter had been installed approximately five to six years ago. He could not remember the exact date.

Arrived at jobsite at approximately 8:30 AM, March 20, 2020. A summary of the items observed during the site visit is presented in the following section.

During the site visit the following was observed.

- Observed a poured in place concrete curb and gutter. Gutter appeared to be approximately 24" wide and curb appeared to be 6" high. Measurements based upon visible observation, no field measurements were taken.
- Curb and gutter section is installed with a grass strip behind the curb with a concrete sidewalk behind the grass strip.
- PDR does not have any information regarding the curb and gutter contractor, the type of concrete or the method of installation (machine or hand formed). PDR does not have any information regarding the subgrade for the curb section, but assumed to be stone, probably Pug Mill Grading D.
- PDR does not have any information regarding inspections of the curb and gutter section, but assume it was inspected and approved by the Town of Spring Hill.
- The curb and gutter section is laid on a curve.
The curb and gutter is structurally sound with no major settlement areas, or large defects. No areas were observed where water would pool, or rapid drainage would not occur.

- Expansion joints were observed on both sides of the section. One of the expansion joints is a saw cut, the other is a saw cut with black board.

- No expansion joints (manmade) were observed on the interior of the curb and gutter.

- Due to the lack of manmade expansion joints, it was not possible to control where buildup stresses would be alleviated. In lieu of these manmade controlled failure points, the section created its own. These are observed are expansion cracks at various intervals along the section. The cracks are generally perpendicular to the asphalt pavement.

PDR does not recommend that the entire section be replaced for the following reasons:

- As indicated the section is structurally sound with no settlement, infiltration or drainage issues.

- It would be difficult to remove the section since it is on a curve. The section would have to be hand sawn and probably create an irregular transition between the asphalt paving and the concrete curb and gutter section. When originally installed the curb section should have been installed and then the street paved. Since it would be difficult to saw cut the asphalt pavement, the curb would have to be “pulled/pried/tipped” away from the asphalt. This would probably damage the asphalt/concrete transition line.

Instead of replacing the entire section, PDR recommends that the section be left and expansion joints be installed at the existing failure points or at new locations. The joints can be made to resemble the present joints (either saw cuts or with black board). Where this is not possible, small sections of the curb and gutter section can be removed and a new section (with expansion joints) hand formed.
Mr. Randall Shaw  
Curb and Gutter Inspection  
Kings Crossing Subdivision  
River Links Spring Hill, Tennessee  

Page 3 of 3

Please feel free to contact our office if you have any questions regarding this matter.

Sincerely,

PLANNING, DESIGN & RESEARCH ENGINEERS, INC.

[Signature]

Jon F. Goff, PE
Tom,

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As you will see, after inspection, Jon Goff is recommending the curb stay intact. He has stated the curb is structurally sound. He stated to me he was not sure how to remove the curb and gutter as you requested without creating much bigger potential problems.

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I respectfully request you to reconsider your stance on this issue.

Thx
RS

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To: Randall Shaw <rrshaw11@aol.com>
Sent: Mon, Mar 30, 2020 3:18 pm
Subject: Fwd: kings crossing

---------- Forwarded message ----------
From: Jon Goff <jgoff@pdre.net>
Date: Mon, Mar 30, 2020 at 3:07 PM
Subject: kings crossing
To: Deb Harris <deb@shawhomebuilders.com>

Please give to Randal

Jon F. Goff, PE
Planning, Design & Research Engineers, Inc.
2000 Lindell Avenue
Nashville, Tennessee 37203
615.298.2065 (o)
615.308.2611 (c)
March 26, 2020

Mr. Randall Shaw
Shaw Enterprises
113 Nashville Hwy
Columbia, Tennessee 38401

RE: CURB AND GUTTER INSPECTION
KINGS CROSSING SUBDIVISION
4153 AND 4157 RIVER LINKS
SPRING HILL, TENNESSEE

Dear Mr. Shaw:

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• Curb and gutter section is installed with a grass strip behind the curb with a concrete sidewalk behind the grass strip.
• PDR does not have any information regarding the curb and gutter contractor, the type of concrete or the method of installation (machine or hand formed). PDR does not have any information regarding the subgrade for the curb section, but assumed to be stone, probably Pug Mill Grading D.
• PDR does not have any information regarding inspections of the curb and gutter section, but assume it was inspected and approved by the Town of Spring Hill.
• The curb and gutter section is laid on a curve.
The curb and gutter is structurally sound with no major settlement areas, or large defects. No areas were observed where water would pool, or rapid drainage would not occur.

- Expansion joints were observed on both sides of the section. One of the expansion joints is a saw cut, the other is a saw cut with black board.
- No expansion joints (manmade) were observed on the interior of the curb and gutter.
- Due to the lack of manmade expansion joints, it was not possible to control where buildup stresses would be alleviated. In lieu of these manmade controlled failure points, the section created its own. These are observed are expansion cracks at various intervals along the section. The cracks are generally perpendicular to the asphalt pavement.

PDR does not recommend that the entire section be replaced for the following reasons:

- As indicated the section is structurally sound with no settlement, infiltration or drainage issues.
- It would be difficult to remove the section since it is on a curve. The section would have to be hand sawn and probably create an irregular transition between the asphalt paving and the concrete curb and gutter section. When originally installed the curb section should have been installed and then the street paved. Since it would be difficult to saw cut the asphalt pavement, the curb would have to be “pulled/pried/tipped” away from the asphalt. This would probably damage the asphalt/concrete transition line.

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Mr. Randall Shaw
Curb and Gutter Inspection
Kings Crossing Subdivision
River Links Spring Hill, Tennessee
Page 3 of 3

Please feel free to contact our office if you have any questions regarding this matter.

Sincerely,

PLANNING, DESIGN & RESEARCH ENGINEERS, INC.

[Signature]

Jon F. Goff, PE
DATE: April 22, 2020

REQUEST: Recommend acceptance and dedication of road rights-of-way and public improvements for Shirebrook Phase 3

Release the maintenance bond for Shirebrook Phase 3

SUBMITTED BY: Thomas S. Wolf, P.E. - City Engineer

OVERVIEW:

- A maintenance bond is in place for Phase 3 in the amount of $22,509.00.
- Roads were final topped in March 2019.
- A certificate of satisfaction has been signed by City staff.

PC ACTION REQUESTED:

- Approve PC Resolution 20-28 to recommend acceptance and dedication of road rights-of-way and public improvements for Shirebrook Phase 3
- Approve PC Resolution 20-29 to release the maintenance bond for Shirebrook Phase 3
RESOLUTION 20-28 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION RECOMMENDING ACCEPTANCE AND DEDICATION OF ROAD RIGHTS-OF-WAY AND PUBLIC IMPROVEMENTS SHOWN ON THE EXISTING PLAT FOR
SHIREBROOK PHASE 3

WHEREAS, developer Regent Homes, LLC has a recorded Final Plat for Shirebrook Phase 3 in Williamson County Plat Book P67, Page 66; and

WHEREAS, said Plat shows Public Rights-of-Way proposed for dedication to the City of Spring Hill; and

WHEREAS, an Offer of Dedication, Deeds of Conveyance and a Maintenance Surety have been submitted pursuant to the Subdivision Regulations; and

WHEREAS, a Certificate of Satisfactory Completion has been furnished by the City of Spring Hill indicating that through inspections of the Road Rights-of-Way, the design intent has been achieved; and

WHEREAS, the developer is required under Article III, Section 6.3 of the Subdivision Regulations to submit an “as-bui.t” survey of the public improvements including water, sewer and drainage; and

WHEREAS, the Planning Commission deems it in the best interest of the City of Spring Hill that the Offer of Dedication of the Road Rights-of-Way and Public Improvement’s be accepted and the same become a part of the Public Street system of the City of Spring Hill.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that dedication and acceptance of Road Rights-of-Way and Public Improvements within Shirebrook Phase 3 as shown on the recorded plats is hereby recommended to the Board of Mayor and Aldermen.

Passed and adopted this 11th day of May, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
RESOLUTION 20-29 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR
SHIREBROOK PHASE 3

WHEREAS, a Maintenance Bond is currently in place for said development; and

WHEREAS, the existing Letter of Credit, considered a “maintenance surety” based on current subdivision regulations, guaranteed that the following improvements, which may include but not be limited to, sewer lines, water lines, storm water drainage, sidewalks, street lights, signage, curbs and streets with asphalt base course and final topping, would be constructed as per the approved design and function properly; and

WHEREAS, to date, the improvements noted heretofore have been constructed, final topping was placed in March 2019 and have been functioning properly for a minimum period of twelve (12) months; and

WHEREAS, release of said maintenance bond shall be contingent upon the Board of Mayor and Alderman approving a resolution for acceptance and dedication of road rights-of-way and public improvements for said development; and

WHEREAS, it is the recommendation of the City Engineer that the Maintenance Bond for Shirebrook Phase 3 in the amount of $22,509.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Maintenance Bond for Shirebrook Phase 3 in the amount of $22,509.00 is hereby approved.

Passed and adopted this 11th day of May, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 4/22/20

Regent Homes, LLC
Shirebrook
Phase 3

Development Name: Shirebrook

Phase or Section of Construction: Phase 3

Public Improvements: Water, sewer, storm water drainage and basins, streets, curbs, sidewalks, street signs, street lights, final topping

I hereby certify that I have supervised and inspected the improvements to ensure that the design intent has been achieved.

Record Drawings have been submitted by Applicant's engineer to the City pursuant to ordinance requirements.

Darrell Bryson
City of Spring Hill Utility Inspector (signature)

Darrell Bryson
Printed name

Approved By:

Thomas J. Wolf, P.E.
City of Spring Hill Engineering Dept.

Thomas J. Wolf, P.E.
Printed name
DATE: April 22, 2020

REQUEST: Recommend acceptance and dedication of a sanitary sewer pump station for Southern Springs Phase 3C

Release the maintenance bond for Southern Springs Phase 3C Sanitary Sewer Pump Station

SUBMITTED BY: Thomas S. Wolf, P.E. - City Engineer

OVERVIEW:

- A maintenance bond is in place for the pump station in Phase 3C in the amount of $165,000.00.
- The pump station was brought online in August 2018 and has been functioning properly for a minimum of twelve months.
- A certificate of satisfaction has been signed by City staff.

PC ACTION REQUESTED:

- Approve PC Resolution 20-30 to recommend acceptance and dedication of public improvements for Southern Springs Phase 3C Sanitary Sewer Pump Station
- Approve PC Resolution 20-31 to release the maintenance bond for Southern Springs Phase 3C Sanitary Sewer Pump Station
RESOLUTION 20-30 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION RECOMMENDING ACCEPTANCE AND DEDICATION OF PUBLIC
IMPROVEMENTS SHOWN ON THE EXISTING PLAT FOR
SOUTHERN SPRINGS PHASE 3C – SANITARY SEWER PUMP STATION

WHEREAS, developer Pulte Homes Tennessee, LP has a recorded Final Plat for Southern Springs
Phase 3C in Maury County Plat Book P21, Page 431; and

WHEREAS, said Plat show a Sanitary Sewer Pump Station to be installed by the developer
and proposed for dedication to the City of Spring Hill; and

WHEREAS, an Offer of Dedication has been submitted pursuant to the Subdivision Regulations;
and

WHEREAS, a Certificate of Satisfactory Completion has been furnished by the City of Spring
Hill indicating that through inspections of the pump station, the design intent has been achieved and
it has been functioning properly for a minimum of twelve months; and

WHEREAS, the developer is required under Article III, Section 6.3 of the Subdivision Regulations
to submit an “as-built” survey of the public improvements; and

WHEREAS, the Planning Commission deems it in the best interest of the City of Spring Hill that
the Offer of Dedication of the Sanitary Sewer Pump Station be accepted and the same become a
part of the Public Sewer system of the City of Spring Hill.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that
dedication and acceptance of a Sanitary Sewer Pump Station within Southern Springs Phase 3C as
shown on the recorded plat is hereby recommended to the Board of Mayor and Aldermen.

Passed and adopted this 11th day of May, 2020.

________________________________________
Paul Downing, Chairman

________________________________________
Steve Foote, Secretary
RESOLUTION 20-31 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR
SOUTHERN SPRINGS PHASE 3C SANITARY SEWER PUMP STATION

WHEREAS, a Maintenance Bond is currently in place for said development; and

WHEREAS, the existing Letter of Credit, considered a “maintenance surety” based on current subdivision regulations, guaranteed that the following improvements, a sanitary sewer pump station, would be constructed as per the approved design and function properly; and

WHEREAS, to date, the improvements noted heretofore have been constructed, the pump station was brought online in August 2018 and has been functioning properly for a minimum period of twelve (12) months; and

WHEREAS, release of said maintenance bond shall be contingent upon the Board of Mayor and Alderman approving a resolution for acceptance and dedication of the sanitary sewer pump station for Phase 3C; and

WHEREAS, it is the recommendation of the City Engineer that the Maintenance Bond for Southern Springs Phase 3C Sanitary Sewer Pump Station in the amount of $165,000.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Maintenance Bond for Southern Springs Phase 3C Sanitary Sewer Pump Station in the amount of $165,000.00 is hereby approved.

Passed and adopted this 11th day of May, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: April 20, 2023

Pulte Homes Tennessee, LP

Southern Springs

Phase 3C – Sanitary Sewer Pump Station

Development Name: Southern Springs
Phase or Section of Construction: Phase 3C
Public Improvements: Sanitary Sewer Pump Station

I hereby certify that I have supervised and inspected the improvements to ensure that the design intent has been achieved.

Record Drawings have been submitted by Applicant's engineer to the City pursuant to ordinance requirements.

[Signature]
City of Spring Hill Sewer Collections Superintendent (signature)

[Signature]
Printed name

Approved By:
City of Spring Hill Engineering Dept.

[Signature]
Thomas S. Wolf, P.E. – City Engineer
PDC 821-2020: Submitted by Kimley-Horn for Spring Hill Towne Crossing. The property is currently zoned I-1, contains approximately 50.6 acres and is located at the southeast corner of Port Royal Road and Saturn Parkway. The applicant requests Planned Development Concept Plan review for a mixed-use development with a C-G based zoning. Requested by Josh Rowland of Kimley-Horn.

Property Description and History: The subject site is currently zoned I-1 and is located on the eastern side of Port Royal Road, directly to the south of the Saturn Parkway. While the property has frontage on Port Royal Road and Old Port Royal Road, there is no roadway connecting the two ends of the property or providing internal access. The concept plan proposes a realignment of Jim Warren Road, which will connect these two streets and run along the southern edge of the property.

Spring Hill Rising: 2040: The future land use classification for this site is Innovation Area which describes the purpose of the area as follows.

Innovation Areas accommodate a concentration of regional medical, technology, research facilities and ancillary uses. This area incorporates transit-oriented development principles and design. Building development should be variable to promote the specific needs of an area that accommodates a variety of scale and building design that supports the goal of encouraging a walkable development form, and mixed-use opportunities are encouraged. Appropriate landscaping and open space between buildings and adjacent land uses should be provided to enhance the appearance of the area and buffer negative visual and noise impacts of activity within these areas on surrounding areas. Open space should be retained and landscaping incorporated into site design and parking areas. Front-yard parking should be discouraged. Future development should reflect unified a development pattern that includes connectivity between uses with moderate density and intensity. Primary future and uses include technology ad research centers, hospitals, clinics, specialized medical offices, professional offices, restaurants, lodging, and municipal services.

The applicant is proposing a mixed-use development that aligns with several design and use considerations of the property’s future land use designation. Uses include lodging, restaurants, and possible medical/professional offices of a small scale. Housing is also contemplated in the Innovation Area. The site design includes extensive pedestrian paths and open space.

The 2040 Plan has allocated a very large number of acres to Innovation Area. This use classification parallels a significant portion of Saturn Parkway and is east of I-65. The recently considered land use map revisions from the Planning Commission recommend classifying Northfield and land owned by the Industrial Development Board of Maury County to Innovation Area. The location of this property at a major intersection of Saturn Parkway and Port Royal Road makes it attractive for a mixed-use project. Commercial in this area will reduce the number of cross Saturn Parkway trips for commercial purposes.

Analysis: The concept plan proposes the following mix of uses.
   a. 30,500 square feet of grocery space
   b. 4,500 square feet of gas station/convenient store with 20 gas pumps
   c. 9,500 square feet of restaurant space
   d. 12,00 square feet of small box retail

PDC 821-2020 (Spring Hill Towne Center)
e. 23,000 square feet of in-line retail  
f. 16,750 sf of office and retail space  
g. 314 multi-family apartments  
h. A 120-room hotel

This development may entail a build-out period projected around mid-2023. The applicant needs to reserve and obtain approval for the name of the development and Jim Warren Parkway with Maury County E-911.

Staff believes the commercial/residential mix to be a reasonable request for the subject property and location. Some of the requested uses are currently permitted by special use in the C-G district or not listed as permitted uses. This request is to allow those uses as part of this development proposal. More information on this is provided below.

**Streets and Sidewalk:** Although off-site improvements are still being discussed, the project proposes to make improvements to Port Royal Road and to construct a new realigned Jim Warren Road from Port Royal Road to Old Port Royal Road. The proposed Jim Warren Road is just over a half mile in length. In addition to the typical sidewalk improvements internal to the development, the site proposes to construct several multi-use trails as part of the City’s Bike and Greenway Plan.

**Access:** The site abuts Port Royal Road and Old Port Royal. The concept plan shows the site having four access points off of Jim Warren Road and one off of Old Port Royal.

**Planned Developments:** Planned Developments (PD) are intended to encourage and allow more creative and flexible development of land than is possible under district zoning regulations and should only be applied to further those applications that provide enhanced amenities or design features to the City. The underlying zoning district dimensional, design, and use regulations apply to a PD unless specifically modified through the approval process. The code for Planned Development concept plans is below. The applicant submitted additional materials in excess of the minimum required for staff’s and the Planning Commission’s benefit in the review process. This is a non-voting item.

### 3. Concept Plan

Before submitting a formal application for a planned development, the applicant must present a concept plan before the Planning Commission for the purpose of obtaining information and guidance prior to formal application.

**a.** The concept plan will be presented at a public meeting and no notice is required. At minimum, the concept plan must consist of the following:

i. A map (or maps) in general form containing the proposed land uses, the natural features of the development site, the character and approximate location of all roadways and access drives proposed, the location of all adjacent public streets, public utilities, and schematic drawings showing the size, character, and disposition of buildings on the site.

ii. A written statement containing a general explanation of the planned development, including a statement of the present ownership of all the land within said development and the expected schedule of construction.

iii. A summary of the comments heard at the neighborhood meeting, if applicable.

**b.** The Planning Commission will review the concept plan, and provide such information and guidance it deems appropriate. Any opinions or advice provided by the Planning Commission is in no way binding with respect to any official action the Planning Commission may take on the subsequent formal application. The review of the concept plan is not a public hearing. No decision will be made on the application.

**Uses, Bulk Area Regulations:** This site is currently zoned I-1 but will be subject to the C-G District’s use, zoning, and bulk and area requirements, except as explicitly modified by the approved PD Master Plan. The applicant has been asked to provide a list of what, if any, UDC requirements this Planned Development will be requesting relief or a waiver from. These modifications and waivers have been included in the resubmittal letter and are as follows:

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PDC 821-2020 (Spring Hill Towne Center)
PD Requested Uses: The following uses labeled as "special use" or "not permitted" are requested as part of this PD application. For comparison purposes staff has listed the C-4 use permissions in "()". If C-4 was the base zoning district these criteria would apply. Commercial areas to the north of Saturn Parkway are zoned C-4 and the proposed development is similar in nature, containing gas stations, car wash, drive through restaurants.

- Drive-through facility. Not permitted (special use).
- Multifamily Dwelling. Special use (not permitted).
- Gas Station with Carwash. Special use (permitted). Car wash is not permitted (special use).
- Hotel. Special use (permitted).
- Public Park. Not permitted (not permitted). Open space is permitted within a development.
- Retail Liquor Store. Not permitted (permitted).
- Office, Grocery, Retail. Permitted uses (permitted).

Minimum Lot Area: to be calculated for the project as a whole, not based on individual site development plans (i.e. for a 2-acre restaurant pad site). Staff has reviewed the concept plan and discussed this with the applicant. We recommend that the minimum lot area be considered per lot and that the minimum lot size for the development be one (1) acre. The minimum in C-G is three (3) acres. For comparison, the minimum lot size in C-4 is 10,000 sf.

Maximum Impervious Surface: to be calculated for the 50-acre project as a whole, individual site development plans may exceed 65%. Staff has reviewed the concept plan and discussed this with the applicant. We recommend that the maximum impervious surface area be considered on a per lot basis. The applicant requests the maximum be 85%. The maximum in C-G is 65%, C-4 is 80%.

The site contains significant open space and possible park land dedications that compensate for this increase.

Off-Street Vehicle Parking Requests:

- Multi-Tenant Retail Center - 1 per 250 sf of GFA for grocery, retail, restaurant, and office uses in the mixed-use/in-line development area. This is the normal UDC requirement.
- Restaurant – 1 per 100 sf (indoor)/150 sf (outdoor) GFA for pad sites. This is the normal UDC requirement.
- Dwelling Multi-family – 2 per dwelling unit + 1 visitor space per 16 dwelling units, provided as a single car garage spaces and individual tandem parking spaces located in front of garages. The two tandem parking spaces would be allowed by the UDC for the two tandem spaces provided they were both reserved for the private and exclusive use of the same tenant. In order to count towards the city minimum parking requirement, you cannot charge a voluntary fee for the parking. The developer intends to rent the garage spaces. The request also seeks to reduce guest parking in half; from 1 per 8 to 1 per 16 units.

If tenants have the option of not renting the garages staff does not support this parking arrangement because it can significantly reduce the amount of parking available for tenants. Parking garages at other multi-family uses were not given credit for similar for fee garages. Staff recommends that more information be provided at the PD preliminary submittal to show the number of parking spaces available on the multi-family site, including guest spaces. Overall, the total PD site is overparked, but we do not know if that applies to the multi-family site.

- Gas Station – 1 per pump and 1 per 500 sf GFA of retail area, excluding the pump spaces. This is the normal UDC requirement.
- Hotel – 1 per room plus 5 staff parking spaces. This is a reduction from the UDC requirement of 2 spaces per unit. The UDC requirement is excessive. Based on prior experience and research on this subject, staff recommends a parking requirement of 1.25 per unit.
Signage: Staff is continuing to review the proposed signs below to determine precisely what deviations are requested through the PD approval process. The City of Spring Hill has not previously approved signs apart from the entrance to a property or development and staff does not support additional signage along Saturn Parkway. Recommend that the applicant submit additional information in the form of a comparison for each sign below that clearly enumerates the deviations requested.

- Gas/convenience lot – one freestanding sign with 32 sf of sign area (excludes sign base and areas without sign graphics) 8’ max height, and structural canopy signage with 25% coverage on two-sides of the canopy
- Restaurant 1 lot – one freestanding sign with 32 sf of sign area (excludes sign base and areas without sign graphics) 8’ max height
- Restaurant 2 lot – one (1) freestanding sign with 32 sf of sign area (excludes sign base and areas without sign graphics) 8’ max height
- Multi-tenant lot – three (3) freestanding signs with 100 sf of sign area (excludes sign base and areas without sign graphics) and 15’ in height located at each driveway access along Jim Warren Parkway, and one (1) freestanding sign with 200 sf of sign area (excludes sign base and areas without sign graphics) and 30’ in height located along the Saturn Parkway frontage.
- Hotel lot – one freestanding sign with 32 sf of sign area (excludes sign base and areas without sign graphics) 8’ max height, and one (1) freestanding sign with 100 sf of sign area (excludes sign base and areas without sign graphics) 15’ max height located along Saturn Parkway
- Multi-family lot – one (1) freestanding sign with 32 sf of sign area (excludes sign base and areas without sign graphics) located along Jim Warren Parkway, and one (1) freestanding sign with 100 sf of sign area (excludes sign base and areas without sign graphics) 15’ max height located along Saturn Parkway

Building & Site Design: The site is designed with all of the development on the north side of Jim Warren Road. A convenience store and gas pumps are located on the far western side of the site. As you move to the east, the development includes two restaurant our parcels and a large parking lot for the strip commercial areas. The center of the site contains all of the retail and office space with a central boulevard acting as the main entrance to the site. Directly to the east of the boulevard sits the hotel and the six multi-family related buildings and their associated parking. The eastern side of the site contains a dog park, playground, park space and a multi-use trail. The southeastern corner of the site along Jim Warren and Old Port Royal Road is shown as land for a possible future dedicated city park. The area south of Jim Warren Parkway is all land for future park dedication and includes open space and multi-use trails. More details on building architecture and façade materials will be provided with the formal Planned Development application.

Phasing: A phasing plan has not been provided. The applicant will need to provide a phasing plan at the time of a preliminary application. They have indicated the following general timeline in their application.

The entitlements and construction design documents will be completed by the first quarter of 2021, followed by site development activities (graving, utility, and roadway) lasting through 2021. Vertical construction on commercial and multifamily sites will begin in 2022 and take 12-16 months to complete.

Open Space & Amenities: The applicant is proposing future park land dedications on the eastern and south portion of the site. A 10’ multi-use trail is shown on the eastern side of the site along Aenon Creek and to the south of Jim Warren Road. The UDC requires a minimum width of 12’. Narrower open Space trails are shown on the south portion of the site. Amenities include a playground and dog park to the east and a pool and pool house located in the multi-family portion of the development.
Landscaping & Buffering: The concept plan shows trees along Jim Warren and scattered throughout the development. Landscaping of the site and tree preservation will be addressed at the Planned Development Preliminary application phase.

Bicycle & Greenway Plan: According to the Spring Hill Bicycle and Greenway Plan, the applicant is to construct a section of the Summit Greenway (labeled Saturn Greenway on GIS) at the eastern border of the property and include a trailhead sign. The multi-use trail shown on the conceptual plan satisfies this requirement. Associated Trailhead requirements have to be met. A bike lane is to be constructed along Jim Warren Road and Port Royal Road. The proposed concept plan may need to show a stub out of the Summit (Saturn) Greenway at Old Port Royal Road, and should show the bike lanes on Port Royal Road and Jim Warren Road.

Parking: The applicant’s requested parking factors are listed above. Some of this deviate from the requirements of the City’s Unified Development Code. As part of the planned development, the applicant is requesting changes to the parking requirements for retail spaces, restaurant spaces, multi-family, gas stations and hotel spaces. This information was discussed above. Bicycle parking is required and will need to be added to future plans.

Adequacy of Utilities: The applicant has met with City staff to discuss adequacy of utility infrastructure to serve the proposed development. City staff has identified that in order to properly serve this development, a second water feed must come from the 12” water main located on the west side of Port Royal.

Traffic Impact Study: The applicant met with City staff to discuss potential traffic impacts associated with the development project. A traffic impact study will be required with the next stage in the Planned Development process. The traffic impact study should address internal vehicular and pedestrian circulation as well as external impacts upon the surrounding street network. A corresponding phasing plan identifying the sequence and timing of construction of street and intersection improvements in relation to on-site development will be required.

Recommendation: The Planned Development Concept Plan is a non-voting item. Staff provides the following comments for consideration by the Planning Commission and for the applicant’s benefit in preparing a potential Planned Development Preliminary Plan application. Any items not supported by a majority of the Planning Commission should be removed.

The applicant met with staff to discuss this application on April 11, 2020. The following items will need to be addressed prior to the submittal of revisions #2 (May 4, 2020).

1. All uses approved on the Preliminary Planned Development plan are permitted subject to site plan approval by the Planning Commission, but do not require further approval through the special use process. This includes drive throughs.
2. Recommend that the minimum lot size in the development be one (1) acre. Maximum impervious surface coverage be capped at 85%.
3. The Traffic Impact Study will be required at the Planned Development Preliminary application and among other normal data needs to address the impact of this development on the on/off ramp for Saturn Parkway. Applicant to work with the Public Works Department to determine off-site improvements.
4. Bike lanes will be required on Jim Warren Road and Port Royal Road.
5. Coordinate multi-use trail improvements with the Parks and Recreation Department, including trailheads. More information will be required on the trail surfaces at the preliminary plan stage. The minimum width of a multi-use trail is 12’.
6. Parking request are recommended as contained in the analysis section above with the exception of parking for the multi-family site. More information and/or justification is required to fully vet the proposed parking methodology. The applicant needs to more fully explain the use of garages and fees associated with their use. The city has not previously counted ‘for fee’ parking towards the minimum parking requirement.
7. Signage requests will continue to be reviewed throughout the application process. Provide a typical detail and explanation for each sign that a waiver is requested for. Signage along Saturn Parkway may not be supported.
8. Right-of-way dedication will be required for all appropriate streets.
9. Call out the distance between the on & off-ramp and the Port Royal/Jim Warren Road intersection.
10. Crosswalk details for the multi-use trail at Jim Warren Road will be required.
11. Suggest small parking lot for trails or trail head. Can any on-site parking spaces be allocated for this purpose?
12. Roof design and HVAC visibility will need to be determined and reviewed, due to topography from Saturn Parkway.
13. Show delivery truck route for the grocery. Is access workable and does it take trucks through the multi-family parking lot?
14. Plans are subject to approval by FEMA of a Letter of Map Revision (LOMR).
15. Plan involves the road construction and right-of-way that impacts Maury County map 27 parcel 23. Show the ability to acquire this property.
16. Need to request approval of and reserve the development name with Maury County 911.
17. Need to go ahead and reserve Jim Warren Pkwy name with Maury County 911.
18. Since Jim Warren already exist you aren’t required to get it approved but will need to reserve the Pkwy name.
19. Need to correct the Old Port Royal Rd shown on plan to “Old Port Royal Rd S”
20. Will need to provide turning template for emergency apparatus, delivery trucks and refuse trucks at site plan.
21. Second water feed must come from the 12” water main located on the west side of Port Royal Road.
MEMO

Project: Spring Hill Towne Crossing, Steadfast Companies
Date: April 6, 2020
Subject: Planned Development Concept Plan Narrative

OVERVIEW

Spring Hill Towne Crossing is envisioned as a true mixed-use community where residents can live, work and play. The focal component of the project provides dining and retail establishments, a hotel, offices, and multi-family flats oriented around a picturesque urban park setting. The project also provides a natural grocery store anchor, standalone restaurants, convenience store with gas, and an extensive network of public park areas and trails. Many attributes of this 50-acre site are especially desirable as they relate to the uses proposed for the project, including:

- Frontage along a major thoroughfare for visibility of commercial uses
- Easy access in and out of the project for commercial patrons
- Direct access to employment opportunities along the I-65 for residents
- Adjacency to scenic natural areas along Aenon Creek that allow for high quality park, trail and open space amenities as part of the development

The addition of this project in Spring Hill will establish a gateway and open opportunities for future development areas in the southeast areas of the Spring Hill Rising 2040 comprehensive plan sphere of influence.

The project site is located in the south east quadrant of the intersection with Saturn Parkway and Port Royal Road. The undeveloped 50-acre property is bordered on the north by Saturn Parkway, on the west by Port Royal Road, on the south by Aenon Creek and its flood plain, and on the east by Old Port Royal Road and Jim Warren Road. The property is currently undeveloped except for grading and fill activities in recent years to increase developable area on the site by moving the flood plain boundary along the eastern and southern property boundaries.

LAND USE & ENTITLEMENTS

The property is currently zoned Industrial (I-1) in the City of Spring Hill, TN. This development requires rezoning the property to Gateway Mixed-Use (C-G) Planned Development to allow
for land uses and development criteria that will maximize the potential of the property. The development proposal is built around the goals of the Spring Hill Rising 2040 Comprehensive Plan by providing the following:

- Establishing “Mixed-Use Activity Centers”
- Providing transportation opportunities for future development
- Taking advantage of Saturn Parkway/I-65 visibility
- Creating walkable streets in commercial and mixed-use areas
- Providing connections to future greenways and trail heads

The land uses, and associated intensities, proposed for the development include:

- Over 50,000 leasable square feet of boutique retail and/or office space situated around an urban park setting
- 30,500 square foot grocery anchor site intended for a natural grocer
- Multiple standalone restaurant locations
- A 120-room hotel site
- +/- 314 multifamily stacked flat units in 3-story buildings with interior corridors including a private pool and clubhouse amenity
- A convenience store with gas pumps located next to Saturn Parkway
- 30% of the site contains improved open space. These areas provide for urban and neighborhood parks open to the public with fountains, playgrounds, a dog park, 10’ concrete multi-use trail, and soft surface open space trails.

ROADWAY & UTILITY INFRASTRUCTURE

The property contains newer city water and sewer trunk lines located along the north side of Aenon Creek, making the project “shovel ready” for development. The major infrastructure component needed for this site, and for the future development in the southeastern areas of Spring Hill, is construction of the Jim Warren Road arterial corridor from Port Royal Road to the east. The current alignment of Jim Warren Road, however, is undesirable for an arterial corridor.

The Spring Hill Towne Crossing development provides an arterial corridor through the property to realign Jim Warren Road, including the dedication of a 95’ R.O.W. and construction of three initial travel lanes and bridge to cross Aenon Creek. The +/-$7,000,000 project will benefit the development with needed infrastructure for vehicular access and traffic volume and will also greatly benefit the City of Spring Hill by providing the first critical leg of the arterial corridor needed to bring future development opportunities online to the east. The development requires a partnership with the City to construct the realignment of Jim Warren Road and proposes the City’s financial contribution be provided through the waiving of traffic impact fees and adequate facilities tax along with assistance in establishing cost sharing agreements with future developments that may also benefit from the improvements.
SPRING HILL TOWNE CROSSING

DEVELOPMENT SUMMARY

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>SIZE</th>
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<tbody>
<tr>
<td>C-STORE &amp; GAS</td>
<td>4,500 SF</td>
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<tr>
<td>RESTAURANT</td>
<td>9,000 SF</td>
</tr>
<tr>
<td>GROCERY</td>
<td>30,000 SF</td>
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<tr>
<td>SMALL BOX RETAIL</td>
<td>12,000 SF</td>
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<tr>
<td>IN-LINE RETAIL</td>
<td>23,000 SF</td>
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<tr>
<td>OFFICE / RETAIL</td>
<td>16,750 SF</td>
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<tr>
<td>HOTEL</td>
<td>120 ROOMS</td>
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<tr>
<td>MULTIFAMILY FLATS</td>
<td>314 UNITS</td>
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</table>

DEVELOPMENT AREAS

<table>
<thead>
<tr>
<th>TOTAL SITE AREA</th>
<th>OPEN SPACE</th>
<th>BUILDINGS</th>
<th>PARKING &amp; CIRCULATION</th>
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</thead>
<tbody>
<tr>
<td>50.6 ACRES</td>
<td>16.6 ACRES</td>
<td>314 UNITS</td>
<td>27.5 ACRES / 54%</td>
</tr>
</tbody>
</table>

PARKING

1,240 SPACES REQUIRED / 1,283 PROVIDED
This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards.

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 1/17/2020 at 9:32:49 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.
PDC 822-2020: Submitted by Civil Site Design Group for 3706 John Lunn Road. The property is currently zoned I-1 and contains approximately 74.64 acres. The applicant requests Planned Development Concept Plan review for a residential development with an R-6 base zoning. The concept plan includes 155 single-family and 150 townhome dwellings. Requested by Brian Dunn of Civil Site Design Group.

Property Description and History: The subject site is currently zoned I-1 and is located on the south side of John Lunn Road and east of Mitchum Lane.

Spring Hill Rising: 2040: The future land use classification for this site is primarily Residential Neighborhood Area, with a northern portion of the property being classified as Mixed-Use Neighborhood Area. Excerpts from these classifications are provided below.

The Residential Neighborhood Area represents a transition between natural, and rural settings and more intense environments, such as mixed-use areas, city neighborhood areas, and community commerce areas. The intent of this category is to preserve natural features in the built environment, enhance the access to housing options and urban amenities such as jobs, retail services, and public services, and to create new opportunities to enhance the quality of life. The development pattern varies from a low to moderate density with clusters of similar one- and two-story residential dwellings in both conventional and subdivision development and traditional neighborhood form. Transportation design is a context-sensitive, block-and-street layout that promotes walkable, cyclist-friendly streets with slow design speeds. A typical street cross section includes curb, gutter, and sidewalks. Public green space is typical and natural environmental assets are incorporated into the neighborhood.

While, Mixed-Use Areas are primarily residential but include low to moderate intensity. This is a transitional area between Residential Neighborhood Areas and City Neighborhood Areas or more intense areas. These areas offer a mixture of housing types and residential densities ranging from small lot single-family detached dwellings to urban residential structures within walking distance of the goods and services required for daily living. Goods and services are limited to corner locations and major intersections. Vertically integrated mixed use, placing residential uses above ground floor office and retail uses, is strongly encouraged. Development patterns reinforce traditional, pedestrian-oriented form. Primary future land uses include single-family dwellings, small-scale multi-family, offices, eating places, light retail, places of worship, schools, municipal services, community centers and small-scale entertainment. These areas should include street trees and neighborhood and pocket parks.

The applicant is proposing a development that aligns with the property's future land use designations.

Analysis: The concept plan consists of 155 single-family dwellings and 150 townhome units. At this time, the applicant is proposing to plat townhome lots. The concept plan shows a total of 305 units with a density of 4.09 dwelling units per acre. The proposed minimum lot size for single-family is 6,000 sf and 2,500 sf for townhomes. The concept plan consists of approximately 30 acres of open space and accounts for 40% of the development site. All names for the development and roads will need to reserved and approved through Maury County E-911.

Streets and Sidewalk: The plan calls for the creation of many private roads and driveways. Roads within the single-family area will be public, while roadways within the townhome area will be private. The design of the streets and sidewalks will
be reviewed at time of Planned Development Preliminary application. An emphasis on walkability and connectivity for pedestrians will be provided.

Access: The site is accessed via Mitchum Lane via John Lunn Road. The concept plan shows the site having two access points off of the eastern side Mitchum Lane. The plan also calls for a future connection located at the northeast area of the site. Concerns have been raised regarding legal access to the site via Mitchum Lane. The applicant and developer are continuing to work with adjacent property owners to confirm property ownership and access along Mitchum Lane. It is the developer’s intent to ensure legal access can be made to the property from Mitchum Lane prior to the submittal of a Preliminary PD application.

Planned Developments: Planned Developments (PD) are intended to encourage and allow more creative and flexible development of land than is possible under district zoning regulations and should only be applied to further those applications that provide enhanced amenities or design features to the City. The underlying zoning district dimensional, design, and use regulations apply to a PD unless specifically modified through the approval process. The code for Planned Development concept plans is below. The applicant submitted additional materials in excess of the minimum required for staff’s and the Planning Commission’s benefit in the review process. This is a non-voting item.

3. Concept Plan
Before submitting a formal application for a planned development, the applicant must present a concept plan before the Planning Commission for the purpose of obtaining information and guidance prior to formal application.

a. The concept plan will be presented at a public meeting and no notice is required. At minimum, the concept plan must consist of the following:

i. A map (or maps) in general form containing the proposed land uses, the natural features of the development site, the character and approximate location of all roadways and access drives proposed, the location of all adjacent public streets, public utilities, and schematic drawings showing the size, character, and disposition of buildings on the site.

ii. A written statement containing a general explanation of the planned development, including a statement of the present ownership of all the land within said development and the expected schedule of construction.

iii. A summary of the comments heard at the neighborhood meeting, if applicable.

b. The Planning Commission will review the concept plan, and provide such information and guidance it deems appropriate. Any opinions or advice provided by the Planning Commission is in no way binding with respect to any official action the Planning Commission may take on the subsequent formal application. The review of the concept plan is not a public hearing. No decision will be made on the application.

Bulk and Area: This site is currently zoned I-1 but is proposed to be rezoned to PD with the base zoning of R-6. Development will be subject to all R-6 use, zoning, bulk and area requirements except as explicitly modified by the PD Master Plan. The applicant has submitted a document with a description of the proposed PD. At this time, the applicant is requesting no waivers or reductions. The concept plan has been designed to create multiple areas of open space and amenities. The applicant will continue to work with the City to determine off-site improvements that will be necessary for this project.

Building & Site Design: The site is designed with the single-family towards the western and northern portions of the site. The concept plan calls for a total of 155 single-family units with a minimum lot size of 6,000 sf. Preliminary building front elevations have been submitted. Full elevations will be provided with the final master development plan. The single-family home developer is proposed to be The Jones Company. Full external materials will be described with the preliminary master development plan.

The townhome development is shown toward the eastern property line and abuts the TVA powerline easement and powerline. The concept plan calls for a total of 150 townhome units with a minimum lot size of 2,500 sf. Townhomes are shown in groups of 4 to six. Interior unit widths are proposed to be 22’, while end units are proposed having a width of 24’. The southern portion of the site is reserved as a large open space with a network of trails. Although not currently

PDC 822-2020 (3706 John Lunn Road) ws
shown on the concept plan, a 12 multi-use trail will be required to run west to east along Aenon Creek. Staff recommends that this connect to the internal multi-use trail that runs north through the site. A trailhead is proposed in the development with parking and a shade structure.

**Phasing:** A phasing plan has not been provided will be provided with the PD Preliminary Plan. However, the applicant has addressed phasing in their response letter to staff as follows: "An estimated construction timeline will be provided with the Preliminary PD Plan. The timeline provided will be an estimate only and will vary based on market conditions. It is anticipated the project will be constructed in three phases, with the approximately 100 units being constructed in each phase."

**Open Space & Amenities:** The concept plan currently shows a trail network running through the central portion of the site and to the south. This is not a required trail on the city’s Bicycle and Greenway Plan. A 12’ multi-use trail will be required along Aenon Creek. An amenity area with a swimming pool is proposed towards the center of the site, where the single-family homes transition into the townhome development. The amenity area will be available to both single family and townhome residents. Additional sidewalks, trails and their widths will need to be provided.

**Landscaping & Buffering:** The concept plan shows street trees along the main entrance and boulevard. Trees are also shown scattered throughout the townhome development. Existing trees and vegetation are shown remaining along the stream throughout the center of the site. Landscape buffering along the property lines will be required. Existing trees along property boundaries will need to be inventoried and preserved. Landscaping of the site will be addressed at the Preliminary PD application phase.

**Bicycle & Greenway Plan:** According to the Spring Hill Bicycle and Greenway Plan, the applicant is to construct a section of the King’s Creek Greenway along the southern border of the property. A multi-use trail is to be constructed along Mitchum Lane. The proposed plan includes notes for these trails. Additional information will be required to better define these paths, their widths, etc.

**Parking:** The applicant is utilizing the parking requirements of the City’s Unified Development Code. No waiver is requested. The applicant has provided parking calculations for the townhome units and contains 664 spaces. Parking calculations will need to be added to the plan. Additional parking has been provided next to the amenity area and off of a cul-de-sac at a trailhead.

**Adequacy of Utilities:** The applicant has met with City staff to discuss adequacy of utility infrastructure to serve the proposed development. City staff has determined that water and sewer services in the area have the adequate capacity to serve this development.

**Fire Access:** The entrance road and access to all parts of the development must be approved by the Fire Marshal.

**Traffic Impact Study:** A traffic study is not required during concept plan review. The applicant will provide a traffic study at the time of the submittal of a Preliminary Planned Development Application. The applicant has expressed to staff that the study will outline specific roadway improvements.

**Recommendation:** The Planned Development Concept Plan is a non-voting item. Staff provides the following comments for consideration by the Planning Commission and for the applicant’s benefit in preparing a potential Planned Development Preliminary Plan application. Any items not supported by a majority of the Planning Commission should be removed.

The applicant met with staff to discuss this application on April 11, 2020. The following items will need to be addressed prior to the submittal of revisions #2 (May 4, 2020):

1. The swimming pool will need to be sized to be adequate for the entire project. Provide information for sizing calculations.
2. Provide an update on the status of Mitchum Lane access.
3. Road improvements will be further reviewed and determined during the Planned Development preliminary master development plan process.
4. Fire Marshal approval is required regarding access to the entire development.
5. Landscaping buffering and preservation will be required a preliminary master development plan.
6. Show the location of TVA towers east of the proposed stub out road.
7. Identify the widths of the trails and sidewalks.
8. Elevations will be required for all four sides of the various types of single-family and townhome dwellings. 
   Recommend more variation on TH elevations in roof lines, arches over entries, upper story windows, etc.
9. Suggest adding islands to the remaining two cul-de-sacs.
10. Suggest adding additional landscaping north of the amenity area. If not possible provide fencing or another appropriate screen.
11. According to the Spring Hill Bicycle and Greenway Plan, the applicant is to construct a section of the King’s Creek Greenway along the southern border of the property. A multi-use trail is to be constructed along Mitchum Road (aka John Lunn Road). Applicant to coordinate multi-use trail and open space improvements with the Parks and Recreation Department.
12. Any work within the floodplain will need to be approved through FEMA and will require balancing any grading cut/fill.
13. Re-Use water is strongly encouraged for all irrigation activities.
14. Roadway Improvements to John Lunn Rd/Mitchum Ln will be required to meet city standards.
City of Spring Hill
Planned Development Description

Below is a description and additional explanation pertaining to the proposed Residential Planned Development with an underlying zoning of R-6:

1. How is this development complying with the purpose and standards for approval of a Planned Development as outlined in Article 13.5.A of the Spring Hill Unified Development Code?

THE PURPOSE OF THIS PLANNED DEVELOPMENT IS TO PERMIT A CONSERVATION-MINDED RESIDENTIAL DEVELOPMENT WITH SPECIAL DESIGN CONSIDERATIONS BEING MADE TO THE EXISTING CONDITIONS AND NATURAL FEATURES OF THE LAND. THIS RESIDENTIAL DEVELOPMENT WILL BLEND RESIDENTIAL DWELLINGS, AMENITIES, AND AN IMMENSE AMOUNT OF OPEN SPACE THAT WILL BE PHYSICALLY AND FUNCTIONALLY INTEGRATED TO BENEFIT THE PROPOSED RESIDENTS AS WELL AS THE COMMUNITY OF SPRING HILL. THE DESIGN TEAM WILL FURTHER DEFINE THE AMENITY PACKAGE WITHIN THE PRELIMINARY PD PLAN. THE DEVELOPER WILL CONTINUE TO WORK WITH THE PARKS AND RECREATION DEPARTMENT TO DETERMINE SUITABLE LOCATIONS FOR THE KING'S CREEK GREENWAY THAT WILL BE NECESSARY FOR THIS PROJECT. THIS PLAN SHALL ADHERE TO STANDARDS AND REQUIREMENTS OUTLINED IN THE UDC FOR A PLANNED DEVELOPMENT WITH AN UNDERLYING ZONING OF R-6.

2. What exceptions are being requested for this Planned Development as outlined in Article 13.5.D of the Spring Hill Unified Development Code?

WITH THIS PLANNED DEVELOPMENT WE ARE REQUESTING TO ALLOW A RESIDENTIAL USE WITH AN UNDERLYING ZONING OF R-6. AT THIS TIME NO WAIVERS OR REDUCTIONS ARE BEING SOUGHT. THE PLAN HAS BEEN DESIGNED TO CREATE OPEN SPACE AREAS THROUGHOUT THE RESIDENTIAL DEVELOPMENT TO ALLOW FOR A MULTITUDE OF AMENITY OPPORTUNITIES. THE DEVELOPER WILL CONTINUE TO WORK WITH THE CITY TO DETERMINE OFF-SITE IMPROVEMENTS THAT WILL BE NECESSARY FOR THIS PROJECT. PER DISCUSSION IN THE TECH REVIEW MEETING, WATER AND SEWER SERVICES IN THE AREA HAVE ADEQUATE CAPACITY TO SERVE THIS DEVELOPMENT. A TRAFFIC STUDY WILL BE PROVIDED WITH THE PRELIMINARY PD PLAN AND WILL OUTLINE ROADWAY IMPROVEMENTS.

3. What benefit will this proposed development provide the City of Spring Hill and the public?

THIS PROPOSED DEVELOPMENT WILL PROVIDE A POSITIVE IMPACT ON THE COMMUNITY AS WELL AS FUTURE RESIDENTS BY OFFERING A COMBINATION OF QUALITY HOUSING, AMENITIES, LARGE PARK AREAS, PRESERVATION OF WOODED AREAS, AND STRATEGIC LOCATIONS OF OPEN SPACE AS APPROPRIATE TRANSITION AREAS. IT IS THE INTENTION OF THIS DESIGN TO PROVIDE FUTURE RESIDENTS WITH A CONNECTION TO THEIR NEIGHBORS AND NATURE, WHILE PRESERVING KEY ENVIRONMENTAL FEATURES ON THE PROPERTY. PROPOSED SITE AMENITIES AND IMPROVEMENTS SHALL INCLUDE A PORTION OF THE KING'S CREEK GREENWAY SYSTEM, COMMUNITY AMENITIES INCLUDING BOTH PASSIVE AND ACTIVE PLACES TO CONGREGATE, PEDESTRIAN FACILITIES SUCH AS SIDEWALKS AND TRAIL NETWORKS AND STREETSCAPE DESIGN TO IMPROVE CIRCULATION WITHIN THE DEVELOPMENT. IN ADDITION, THIS PLAN SHALL IMPROVE PUBLIC OFF-SITE INFRASTRUCTURE ALONG ADJACENT PUBLIC ROADWAYS.
3706 JOHN LUNN ROAD
PLANNED DEVELOPMENT
CONCEPT PLAN SUBMITTAL

3706 JOHN LUNN ROAD
SPRING HILL, TENNESSEE 37174
APRIL 2020
This property, located at 3706 John Lunn Road, is currently zoned Industrial 1 per the Spring Hill Zoning Map, and is located within the Character Area of Woodside Neighborhood and Residential Neighborhood per the Spring Hill 2040 Comprehensive Plan.

The purpose of this proposal is to change the existing Industrial 1 zoning to a Residential Planned Development with an underlying zoning of R-6 to allow a residential neighborhood with up to one-hundred fifty (150) single-family homes and up to one-hundred fifty (150) attached townhome dwellings.

This project shall be constructed in three phases. An estimated construction timeline will be provided with the Preliminary PD Plan. Phase one shall contain one-hundred (100) units; phase two shall contain one-hundred (100) units, and phase three shall contain one-hundred fifty (150) units. This construction timeline is an estimate only and will vary based upon market conditions.
NOTE: ELEVATIONS FOR ALL FOUR SIDES OF RESIDENTIAL DWELLINGS WILL BE PROVIDED WITH THE FINAL PD PLAN.
ARCHITECTURE BY ROCHFORD REALTY

NOTE: ELEVATIONS FOR ALL FOUR SIDES OF RESIDENTIAL DWELLINGS WILL BE PROVIDED WITH THE FINAL PD PLAN
Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
Austin Page, Associate Planner
MEETING: April 27, 2020
SUBJECT: PDM 823-2020 (2660 Buckner Lane) Alexander Farms

PDM 823-2020: Submitted by Southeast Venture for 2660 Buckner Lane. Property is zoned PZD and contains approximately 784 acres. The applicant requests a major modification to the previously approved plan, exhibits and planned zoning district standards approved for the Buckner Lane PZD. Requested by Jason Brouillette.

Request: The applicant requests a major modification to the previously approved Planned Zoning District (PZD). The PZD provisions were contained in the former zoning ordinance and this amendment follows the process laid out in those regulations. The purpose of the PZD as stated is: to permit and encourage comprehensively planned zoning and developments that cannot be achieved through the current base zoning districts of this Zoning Ordinance and whose purpose is redevelopment, economic development, cultural enrichment, or to provide a single-purpose or mixed-use planned development and to permit the concurrent processing of zoning and development.

The Alexander Farms PZD allows the redevelopment of the property from agricultural farm land to a mixed-use district that incorporates residential, commercial, office, institutional, and recreational uses in a pedestrian friendly environment. The applicant has submitted an updated PZD document (Application Letter & Exhibits) outlining the proposed changes to the previously approved plan. The proposed changes are intended to address layout shifts due to the significant adjustment in the location of the I-65 interchange. They are also intended to modify phasing and adjust uses between Phase 1 and Phase 2. Overall, the number of dwelling units and gross floor area (GFA) of non-residential uses is not increasing. Although these adjustments are not significant, the approval process involves the Planning Commission making a recommendation to the BOMA, and the changes being adopted by ordinance. A summary of the proposed modifications are as follows:

A. Exhibit A, Gateway PZD Standards Booklet. Dated April 6, 2020, has been amended to reflect the new alignment of Buckner Road/I-65 interchange.
   1. Concept Plan, Page 17. Revised to show new road alignments and new connection to Thompsons Station Road.
   2. Subdistrict Map, Page 19. Revised to show new road alignments and new connection to Thompsons Station Road.
   3. Yard, Bulk and Height Requirements, Page 22. Revised to reduce the minimum lot width for detached homes from 40’ to 35’. The applicant is seeking to reduce lot width for single family detached homes with rear loaded garages in the Gateway Residential and Mixed-Use zones. The stated purpose is to increase open space and flexibility in lot/product size. The change will not increase density or number of units.
   4. Street Standards, Street Types, Page 31. Cross Sections for Arterial ‘A’ – Buckner Road Extension and Arterial ‘B’ – Buckner Lane Widening and Realignment. Both modified for consistency with the city’s planned design for these roads. Bike lanes removed and replaced with multi-use trail (new plan expected).

B. Exhibit B, Subdistricts. The Subdistrict map is also included in Exhibit A on page 19. The independent Exhibit B will be revised and resubmitted to match uses depicted in Exhibit A and the legal descriptions that follow will be revised accordingly.

C. Exhibit C, Phasing Plan. The Phasing Plan is being revised to show current road alignments and connections, as well as, showing revised phase boundaries. Additional residential density is being placed in Phase 1 from Phase
2. Retail is being reduced in Phase 1 and increased in Phase 2. All changes are transfers from one phase to another and do not increase the number of single family or multi-family dwelling units within the PZD or increase the GFA for non-residential uses. Staff has asked the applicant to insert a table similar to the one on the previous Exhibit C on the new phasing plan to illustrate land use and phasing allocations. The applicant is also working on a table that shows land use transfers by use and phase to show all changes proposed and total numbers from 2017 and 2020.

D. Exhibit D, 2660 Buckner Lane Road and Utility Improvements by Phase, dated 4/6/20. The Applicant has amended Exhibit D to reflect the changes in distribution of land uses between Phase 1 and Phase 2. This exhibit has been reviewed by Public Works staff who determined that the changes will not adversely impact the development as proposed.

E. Traffic Impact Analysis memo. The applicant has provided an updated Traffic Impact Analysis memo that reflects the proposed changes to phasing of land use and street improvements. This memo supports that impacts to traffic are actually less in trips generated (50 less daily trips). The recommended improvements to infrastructure and local traffic recommendations that were approved in 2017 remain unchanged. There are no additional impacts perceived by the Traffic Engineering consultant. This has been reviewed by Public Works staff who accepts the findings of the traffic consultant.

Proposed Modifications to Phasing and Density:

1. Approved 2017: Phasing/Development Program Density
   a. Phase 1: 159 Single family lots, 280,962 s.f. of Retail/Rest/Grocery.
   b. Phase 2: 342 Single Family lots, 1238 multifamily/Cottage/Townhouse units, 470,448 s.f. of retail/restaurant/grocery.

2. Proposed Modification: Phasing/Development Program Density
   a. Phase 1: increase single family lots to be 259 lots (take 100 lots from initial Ph 2), reduce Retail/Restaurant/Grocery to be 100,000 s.f., add maximum of 638 multifamily units (shifted from initial Ph 2 program)
   b. Phase 2: reduce single family lots by 100 (shifted to Phase 1) to be 242 lots, reduce multifamily units by 638 (shifted to Phase 1) to be 600 units, increase Retail s.f by 180,962 s.f. (shifted from approved Ph 1 program) to be 651,410 s.f.
   c. Phase 3: No proposed Changes

Please note that any additional utility requirements associated with proposed Phase 1 will be handled in coordination with and subject to approval by the City of Spring Hill. We are not proposing any additional off-site utility improvements at this time. Any additional sewer requirements will be handled with a temporary on-site lift station, which will be removed during the development of Phases 2 or 3, as discussed with Spring Hill engineering departments.

Property Description & History: This property is located east of Buckner Lane, west of I-65 and south of Thompson’s Station Road. It is primarily undeveloped and currently used for agricultural purposes. Aenon Creek traverses the property. The Board of Mayor and Alderman approved application RZN 289-2016 (2660 Buckner Lane) on May 15, 2017 by Ordinance 17-05.

Spring Hill Rising 2040: The project area is indicated as a Gateway Area in the comprehensive plan; an area containing the highest intensity of development. Gateways areas are: Primarily focused on employment and shall also offer a mix of high-density housing, retail and entertainment options in a walkable environment. These are the most dense and intense development patterns within the city and contain the tallest and greatest variety of buildings. They include high-density residential uses, local and regional retail, hotels, entertainment, professional office, corporate offices and, high-technology uses. Primary future land uses include technology and research facilities, conference centers, national headquarters, regional and professional offices, eating places, retail, places of worship, universities and colleges, professional training centers, municipal services, community centers, and small-scale entertainment. Secondary future land uses include high-
density single-family and multi-family residential. The mixed-use/multi-family housing is more scattered throughout the site and in the majority of the areas, acts as a transition into the more commercially oriented use areas.

Analysis: The property contains approximately 784 acres and is a mixed-used development. Single-family residential accounts for 70.5 acres, mixed-use/multi-family housing accounts for 233 acres, commercial office space accounts for 167 acres, commercial retail space accounts for 81 acres, future flex development bases on market conditions accounts for 41 acres and community greenspace accounts for 109.5 acres. The remaining acreage accounts for roadways. Single-family housing is concentrated towards to the northwest and southwest portions of the site. The commercial space is along the eastern portion of the site along I-65. Retail uses are focused on the extension of Buckner Road. Greenspace is provided all throughout the site and acts as a buffer between changes in the variously zoned districts. The layout of these uses is substantially consistent with the 2017 plan.

Streets and Sidewalk: The plan calls for many internal streets and sidewalks. According to the street standards, the Gateway District will provide a hierarchy of streets organized into a planned street network providing multiple access points for enhanced accessibility and emergency access. Street information was included in the 2017 PD and is only being changed to reflect new road alignments and phasing of construction. The only cross-sections being changed are Arterial Road A and Arterial Road B. New details for these changes are forthcoming.

Access: The plan shows a main access point to the site at the Buckner Road and Buckner Lane Intersection. There are two access points on Thompson Station Road East (one new since 2017) and one on Buckner Lane. Additional access is provided by connecting into Twin Lakes Drive and Spring Station Drive towards the southern portion of the site. Buckner Road is proposed to extend through the site into the new proposed ramp onto I-65. The City’s project to widen and improve Buckner Lane and Buckner Road, and the location of the I-65 interchange have been incorporated in the new plans.

Utilities: Utility service was covered by the original PD approval. Any needed revisions have been incorporated into the revised Exhibit D, which has been reviewed and accepted by Public Works staff. The three phase maps that follow Exhibit D will be revised to reflect the new information in Exhibit D. All grading and fill activities located within the existing flood plain must be approved through FEMA.

Traffic Impact Study: The applicant has submitted a memo explaining the modifications to the Traffic Impact Study. This has been reviewed and accepted by Public Works staff. Trip generation from the proposed changes is reduced from 2017 numbers.

Phasing Plan: The development of the site occurs in five phases of land use development. Road and infrastructure improvements to support land use activities occur in three phases and are included in Exhibit D. A synopsis of land use development is provided below.

1. **Phase I** – 127.5 acres
   - 70.5 acres – Single-Family Residential
   - 48 acres – Mixed-Use/Multi-Family Housing
   - 9 acres – Commercial Office/Retail

2. **Phase II** – 117.5 acres
   - 45.5 acres – Mixed-Use/Multi-Family Housing
   - 72 acres – Commercial office/Retail

3. **Phase III** – 207.5 acres
   - 68 acres – Mixed-Use/Multi-Family Housing
   - 136 acres – Commercial Office/Retail
   - 3.5 acres – Future Flex Development
4. **Phase IV** – 62 acres  
   - 30 acres – Mixed-Use/Multi-Family Housing  
   - 19.5 acres – Commercial Office/Retail  
   - 12.5 acres – Future Flex Development

5. **Phase V** – 78 acres  
   - 41.5 acres – Mixed-Use/Multi-Family Housing  
   - 11.5 acres – Commercial Office/Retail  
   - 25 acres – Future Flex Development

The applicant is proposing changes to Phase 1 which increases the number of single-family lots by 100 to 259, reduces the retail, restaurant and grocery to be 100,000 square feet and adds 638 multi-family units.

Phase 2 reduces the number of single-family lots by 100 (shifted to Phase 1) to a total of 242 lots. The overall amount of multi-family units has been reduced by 638 units (shifted to Phase 1) to a total of 600 units and retail square footage has been increased by 180,962 (shifted from Phase 1) to have a total of 651,410 square feet.

**Bulk and Area:** This is a planned zoning district using the G-R (Gateway-Residential) and G-RMU (Gateway-Residential Mixed Use) districts as the underlying zoning. Single-family lots are proposed having lot sizes ranging from 3,000 sf (single-family attached dwellings) to 5,000 sf (single-family detached dwelling). In the G-R and G-RMU districts, the minimum lot widths for single-family detached dwellings with rear loaded garages is proposed to be reduced from 40’ to 35’.

**Building & Site Design:** Building and site design will be reviewed with future applications. No changes are proposed.

**Open Space & Amenities:** The concept plan shows 109.5 acres of community greenspace and open space. No changes are proposed. The lot width request is intended to achieve some increase in common open space.

**Landscaping & Buffering:** Landscape buffers are not impacted by the proposed revisions and remain as shown in 2017. Future applications for subdivision or site plan approval will examine the preservation of existing vegetation and landscaping.

**Bicycle & Greenway Plan:** No changes have occurred since 2017 and the proposed changes in phasing associated with this application do not impact the Bike and Greenway Plan. The development of the project will provide a multi-use trail on portions of Buckner Lane and Buckner Road. The central greenway along Aenon Creek will provide for the construction of the Summit Greenway (labeled Alexander Greenway on GIS) through the middle of the property. This project predates the UDC and the width of this trail was not previously defined. The current standard is 12’. These improvements and associated features, such as trailheads, will be reviewed with future subdivision and site plan applications.

**Recommendation:** The applicant met with staff to discuss this application on April 11, 2020. The following items will need to be addressed prior to the submittal of revisions #2 (May 4, 2020):

1. The Single-Family acreage on the concept plan is 61.5 acres while the Phasing Plan says 70 acres. Confirm and correct all numbers as necessary.
2. Show the “Community Greenspace” and multi-use trail note along Aenon Creek on the Concept Plan, P. 17 of Exhibit A.
3. Show acreage for use areas and open space on the Concept Plan, P. 17 of Exhibit A.
4. Provide a revised Exhibit B to match map on P. 19 of Exhibit A, with supplementary legal descriptions for each use category. Label use areas on map to match names on legal descriptions.
5. Provide a revised Exhibit C, Phasing Plan, with land use/phasing table similar to table on 2017 exhibit, including Horizon Years.
6. Provide a separate table that clearly shows the 2017 and 2020 numbers for all land use categories and phases, with dwelling units, GFA, rooms, etc. and how units have changed phases and to confirm that total numbers are unaffected.

7. Update Arterial Street ‘A’ and ‘B’ to match city plans for these roads.

8. Make sure that all exhibits and plans reflect the same numbers for acres and metrics for each use.

9. The three phase maps that follow Exhibit D will be revised to reflect the new information in Exhibit D and submitted to staff.

10. Developer to own and maintain the temporary on-site lift station until sewer is connected to the development and access is provided for all residents.
April 20, 2020

Spring Hill Planning Commission
5000 Northfield Lane, Suite 520
Spring Hill, TN 37174

Attention: Mr. Steve Foote
Director Spring Hill Planning Department

Reference: Staff Review Response Letter

Modification Application Letter
2660 Buckner Lane/Gateway PZD
Spring Hill, TN
S&ME Project No. 20140769 / 514719058

On behalf of the Alexander Family and Southeast Venture, S&ME, Inc. (S&ME) appreciates the opportunity to submit this application for a Modification to the 2660 Buckner Lane Concept Plan and Gateway PZD Zoning booklet. The reason for this modification application is two-fold, based on the revised location of the I-65/Buckner Road interchange location and Buckner Road extension which the City of Spring Hill is working with TDOT on. The initial approved Concept/Master Plan and Gateway PZD from 2017 was based on the I-65 interchange being located approximately 1500' to the north of where the actual interchange is being designed currently. (The interchange and Buckner Road extension design is being performed by others, but we will be coordinating on that work as needed.)

MODIFICATIONS PROPOSED

Below is a summary of proposed modifications we will be requesting to the Gateway PZD District Standards and Concept Plan for the 2660 Buckner Lane Development. Included in this application submittal are the following documents/maps:

A. Modified Exhibits from the Gateway PZD Standards Booklet (to reflect new alignment of Buckner Road/I-65 interchange) that will be included in the submittal:
   1. Concept Plan
   2. Phasing Plan
   3. Roadway Cross Section Map (revised the Buckner Lane cross section to remove the bike lanes as directed by Chuck Downham to match the City's intent for this roadway.
   4. Subdistrict Boundaries (Adjusted to match the new Concept Plan and Roadway alignment)
   5. Exhibit D: Conditions for the Rezoning and Development of the property at 2660 Buckner Lane.

B. Proposed Modifications to Phasing and Density: we are requesting to increase the development density of Phase 1, taking density from what was initially approved in Phase 2. Please note, we are not requesting...
to increase the overall entitlements of this project, only shifting entitlements to allow for increased development for Phase 1 to help offset infrastructure and development costs. Most notably we are requesting to include development PODs D and E in the Phase 1, as opposed to being previously included in Phase 2. The schedule for full buildout of Phase 1 will likely occur upon completion of the Buckner Lane improvements, Buckner Road extension and I-65 interchange opening (approximately Summer of 2023).

1. **Approved 2017: Phasing/Development Program Density**
   a. Phase 1: 159 Single family lots, 280,962 s.f. of Retail/Rest/Grocery.
   b. Phase 2: 342 Single Family lots, 1238 multifamily/Cottage/Townhouse units, 470,448 s.f. of retail/restaurant/grocery.

2. **Proposed Modification: Phasing/Development Program Density**
   a. Phase 1: increase single family lots to 259 lots (Shift 100 lots from initial Ph 2 for +/- 3.67 DUA), reduce Retail/Restaurant/Grocery to be 100,000 square feet, add maximum of 638 multifamily units (shifted from initial Ph 2 program for +/-13.3 DUA)
   b. Phase 2: reduce single family lots by 100 (shifted to Phase 1) to be 242 lots, reduce multifamily units by 638 (shifted to Phase 1) to be 600 units, increase Retail s.f by 180,962 s.f. (shifted from approved Ph 1 program) to be 651,410 s.f.
   c. Phase 3: No proposed Changes

C. Traffic Impact Analysis Memo - Memo reflecting traffic analysis/impacts for Modifications proposed to density of Phase 1 and Phase 2 development programs. This memo supports that impacts to traffic are actually less in trips generated (50 less daily trips). The recommended improvements to infrastructure and local traffic recommendations that were approved in 2017 remain unchanged. There are no additional impacts perceived by the Traffic Engineering consultant. The proposed changes noted in item B above, reflect a reduced traffic load in trips per day by 50, from the initial approved Phasing Plan.

D. PZD Yard, Bulk, and Height Requirements Modifications: (To provide increased public open space and allow for greater flexibility in lot/product size to meet the market demands at time of development.)
1. In Yard, Bulk, and Height Requirements, (p22)
   a. Gateway-Residential Zone: Reducing minimum lot width of Single Family detached with rear loaded garage to be 35’ min. width.
   b. Gateway-Residential Mixed Use Zone: Reduce minimum lot width of Single Family detached with rear loaded garage to be 35’ min. width.

E. Please note that any additional utility requirements associated with proposed Phase 1 will be handled in coordination and approval of the City of Spring Hill. We are not proposing any additional off-site utility improvements at this time. Any additional sewer requirements will be handled with a temporary on-site lift station, which will be removed during the development of Phases 2 or 3, as discussed with Spring Hill engineering departments.
We appreciate the opportunity to request these modifications. Attached to this letter is the complete document submittal, including the initially approved concept plan and sheets from Gateway PZD booklet, dated 5/2017. The application fee has been mailed separately along with a copy of the application form. If you have any questions regarding the proposed Modifications on the project, please let me know.

Sincerely,

S&M&E, Inc.

Jason M. Brouillette
Project Manager
2660 Buckner Lane

Gateway Planned Zoning District Standards

Spring Hill, Tennessee
March 20, 2017, Approved May 18, 2017
Revision Submittal April 6, 2020

Exhibit A

Proposed Modification pages to the approved Gateway PZD. (Note, the previously approved sheets are included in this submittal for reference purposes.)

Development Team

Southeast Venture, LLC | Founder
SBME, INC. | Planner Landscape Architect Civil Engineer Surveyor
KCI Technologies | Transportation Engineer

Prepared For |

Southeast Venture
REAL ESTATE · DESIGN · DEVELOPMENT

Prepared By |
Development Team

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S&ME, INC. | Civil Engineer

S&ME, INC. | Surveyor

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615-370-8410

Kayla Ferguson | PE
500 11th Avenue North, #209
Nashville, TN 37203
615-370-8410
CONCEPT PLAN

The Concept Plan for 2660 Buckner Lane illustrates the vision for creating a mixed use community that brings together residential, commercial, office, institutional and recreational uses while promoting a healthy lifestyle and pedestrian-friendly environment. The Concept Plan supports the City’s design principles to achieve a more compact urban form that allows for density while also balancing intensity within the Gateway District with the need to preserve green spaces and provide a design that is responsive to surrounding land use patterns.

a. Gateway – Residential Subdistrict
b. Gateway – Residential/Mixed Use Subdistrict
c. Gateway – Commercial Retail
d. Gateway – Commercial Office
e. Gateway – Flex
**District Boundary Map**

The Gateway Planned Zoning District ("Gateway District") consists of five distinct Subdistricts illustrated in Exhibit 3-1. The Gateway District also includes general development standards that will apply to individual Subdistricts or generally to all Subdistricts. The Subdistricts within the Gateway District are:

a. Gateway – Residential Subdistrict (G-R)
b. Gateway – Residential/Mixed Use Subdistrict (G-RMU)
c. Gateway – Commercial Retail (G-CR)
d. Gateway – Commercial Office (G-CO)
e. Gateway – Flex (G-F)

Subdistrict map follows intent of initial approved plans but aligns with new I-65/ Buckner Road Interchange.

Exhibit 3-2. Gateway Planned Zoning District Subdistrict Map
# Yard, Bulk and Height Requirements

Reduced minimum lot width to 35’ to allow for greater open space area and flexibility.

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>Minimum Lot Area</th>
<th>Minimum Lot Width</th>
<th>Rear Yard</th>
<th>1-2 Story</th>
<th>3 or more stories</th>
<th>Arterial Collector or Boulevard (2)</th>
<th>Local (2)</th>
<th>Maximum Build-To</th>
<th>Minimum Buffer Yard Requirement (see Section XV, 3. for additional requirements)</th>
<th>Max. Building Area % of total land area (1)</th>
<th>Floor Area Ratio (FAR)</th>
<th>Maximum Height (excluding basement)</th>
<th>Other</th>
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<td>Agricultural Uses (All Subdistricts)</td>
<td>6 ac</td>
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<td>25 ft</td>
<td>10 ft</td>
<td>3 ft</td>
<td>15 ft</td>
<td>50 ft</td>
<td>40 ft</td>
<td>30 ft</td>
<td>25 ft</td>
<td>3.5 Stories</td>
<td>3 Stories</td>
<td></td>
</tr>
<tr>
<td>Gateway Residential (G-R)</td>
<td>5,000 sf</td>
<td>50 ft</td>
<td>20 ft</td>
<td>5 ft</td>
<td>3 ft</td>
<td>15 ft</td>
<td>10 ft</td>
<td>25 ft</td>
<td>35 ft</td>
<td>3.5 Stories</td>
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<td></td>
</tr>
<tr>
<td>Single-family attached dwelling (front loaded)</td>
<td>3,000 sf</td>
<td>25 ft</td>
<td>20 ft</td>
<td>0 ft</td>
<td>0 ft</td>
<td>20 ft</td>
<td>15 ft</td>
<td>10 ft</td>
<td>25 ft</td>
<td>3.5 Stories</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-family attached dwelling (2 or less dwelling units; excludes multifamily)</td>
<td>4,400 sf</td>
<td>Single Family Detached</td>
<td>3,000 sf</td>
<td>Single Family Attached</td>
<td>20 ft</td>
<td>20 ft</td>
<td>5 ft</td>
<td>5 ft</td>
<td>25 ft</td>
<td>20 ft</td>
<td>15 ft</td>
<td>25 ft</td>
<td>3.5 Stories</td>
</tr>
<tr>
<td>Single-family attached and detached dwelling w/ rear loaded garage (excluding multifamily)</td>
<td>4,400 sf</td>
<td>Single Family Detached</td>
<td>3,000 sf</td>
<td>Single Family Attached</td>
<td>20 ft</td>
<td>20 ft</td>
<td>5 ft</td>
<td>5 ft</td>
<td>25 ft</td>
<td>20 ft</td>
<td>15 ft</td>
<td>25 ft</td>
<td>3.5 Stories</td>
</tr>
<tr>
<td>Gateway Residential/Mixed-Use (G-RMU)</td>
<td>5,000 sf</td>
<td>40 ft</td>
<td>25 ft</td>
<td>5 ft</td>
<td>5 ft</td>
<td>25 ft</td>
<td>20 ft</td>
<td>15 ft</td>
<td>25 ft</td>
<td>3.5 Stories</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-family attached dwelling (front loaded)</td>
<td>4,400 sf</td>
<td>Single Family Detached</td>
<td>3,000 sf</td>
<td>Single Family Attached</td>
<td>20 ft</td>
<td>20 ft</td>
<td>5 ft</td>
<td>5 ft</td>
<td>25 ft</td>
<td>20 ft</td>
<td>15 ft</td>
<td>25 ft</td>
<td>3.5 Stories</td>
</tr>
<tr>
<td>Single-family attached dwelling (excluding multifamily)</td>
<td>4,400 sf</td>
<td>Single Family Detached</td>
<td>3,000 sf</td>
<td>Single Family Attached</td>
<td>20 ft</td>
<td>20 ft</td>
<td>5 ft</td>
<td>5 ft</td>
<td>25 ft</td>
<td>20 ft</td>
<td>15 ft</td>
<td>25 ft</td>
<td>3.5 Stories</td>
</tr>
<tr>
<td>Multifamily (building)</td>
<td>1,750 sf</td>
<td>35 ft</td>
<td>25 ft</td>
<td>10 ft</td>
<td>10 ft</td>
<td>25 ft</td>
<td>25 ft</td>
<td>20 ft</td>
<td>25 ft</td>
<td>50%</td>
<td>5 Stories</td>
<td></td>
<td></td>
</tr>
<tr>
<td>World/Live (including loft-style)</td>
<td>2,000 sf</td>
<td>30 ft</td>
<td>30 ft</td>
<td>0 ft</td>
<td>0 ft</td>
<td>0 ft</td>
<td>25 ft</td>
<td>10 ft</td>
<td>10 ft</td>
<td>25 ft</td>
<td>3.5 Stories</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior Housing or Independent Living</td>
<td>1 acre</td>
<td>100 ft</td>
<td>20 ft</td>
<td>10 ft</td>
<td>10 ft</td>
<td>35 ft</td>
<td>35 ft</td>
<td>30 ft</td>
<td>35 ft</td>
<td>50%</td>
<td>3 Stories</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community Living/Assisted Living/Retirement Home</td>
<td>1 acre</td>
<td>100 ft</td>
<td>20 ft</td>
<td>10 ft</td>
<td>10 ft</td>
<td>35 ft</td>
<td>35 ft</td>
<td>30 ft</td>
<td>35 ft</td>
<td>50%</td>
<td>3 Stories</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential (above ground floor commercial)</td>
<td>20 ft</td>
<td>0 ft</td>
<td>0 ft</td>
<td>0 ft</td>
<td>0 ft</td>
<td>25 ft</td>
<td>10 ft</td>
<td>10 ft</td>
<td>25 ft</td>
<td>5 Stories</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gateway - Commercial Retail (G-CR)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office Use</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Convenience Store</td>
<td>10 ft</td>
<td>35 ft</td>
<td>30 ft</td>
<td>25 ft</td>
<td>25 ft</td>
<td>50%</td>
<td>1.5</td>
<td>3 Stories</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Financial Bank</td>
<td>10 ft</td>
<td>35 ft</td>
<td>30 ft</td>
<td>25 ft</td>
<td>25 ft</td>
<td>50%</td>
<td>1.5</td>
<td>3 Stories</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Personal Services</td>
<td>10 ft</td>
<td>35 ft</td>
<td>30 ft</td>
<td>25 ft</td>
<td>25 ft</td>
<td>50%</td>
<td>1.5</td>
<td>3 Stories</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Medical Office</td>
<td>10 ft</td>
<td>35 ft</td>
<td>30 ft</td>
<td>25 ft</td>
<td>25 ft</td>
<td>50%</td>
<td>1.5</td>
<td>3 Stories</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Theater</td>
<td>50 ft</td>
<td>35 ft</td>
<td>30 ft</td>
<td>25 ft</td>
<td>25 ft</td>
<td>50%</td>
<td>1.5</td>
<td>3 Stories</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 5-1. Yard, Bulk and Height Requirements

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Gateway Planned Zoning District Standards

---

2660 Buckner Lane | Spring Hill, Tennessee
**STREET TYPES**

The Gateway District will provide a hierarchy of streets organized into a planned street network of interconnected streets providing multiple access points for enhanced accessibility and emergency access. The following street sections are provided to illustrate the various types of streets including arterials, collectors, boulevards, local streets and alleys/rear lanes permitted in the Gateway District and its subdistricts. The sections are provided to ensure consistent quality of street design throughout the Gateway District.

1. **Arterial ‘A’ – Buckner Road Extension**

   ![Diagram of Arterial ‘A’ – Buckner Road Extension](image)

2. **Arterial ‘B’ – Buckner Lane Widening and Realignment**

   ![Diagram of Arterial ‘B’ – Buckner Lane Widening and Realignment](image)

   Revise to match City designs for each road.

Table 7-1. Road Classifications
Unless identified as an "Exhibit" pages that follow are for reference and are not intended for adoption.

New Exhibit B and Exhibit C pages will be provided prior to Voting Meeting.
PHASE I
- ACREAGE
  - SINGLE FAMILY RESIDENTIAL: 70.5
  - MIXED USE HOUSING (1A, 1B, 1C, 1G): 48
  - COMMERCIAL OFFICE/RETAIL (1D): 9
  - FUTURE FLEX DEVELOPMENT: 0
  - TOTAL: 127.5

PHASE II
- ACREAGE
  - SINGLE FAMILY RESIDENTIAL: 0
  - MIXED USE HOUSING (2A, 2B, 2C, 2D): 45.5
  - COMMERCIAL OFFICE/RETAIL (2E, 2F): 72
  - FUTURE FLEX DEVELOPMENT: 0
  - TOTAL: 117.5

PHASE III
- ACREAGE
  - SINGLE FAMILY RESIDENTIAL: 0
  - MIXED USE HOUSING (3A, 3B): 68
  - COMMERCIAL OFFICE/RETAIL (3C, 3D, 3E, 3F, 3G): 136
  - FUTURE FLEX DEVELOPMENT (3H): 3.5
  - TOTAL: 207.5

PHASE IV
- ACREAGE
  - SINGLE FAMILY RESIDENTIAL: 0
  - MIXED USE HOUSING (4E): 30
  - COMMERCIAL OFFICE/RETAIL (4A, 4B): 19.5
  - FUTURE FLEX DEVELOPMENT (4C, 4D): 12.5
  - TOTAL: 62

PHASE V
- ACREAGE
  - SINGLE FAMILY RESIDENTIAL: 0
  - MIXED USE HOUSING (5D): 41.5
  - COMMERCIAL OFFICE/RETAIL (5B): 11.5
  - FUTURE FLEX DEVELOPMENT (5A, 5C): 25
  - TOTAL: 78

Will become Revised Exhibit C
ARTERIAL 'A' (BUCKNER ROAD EXTENSION)
5-LANE MEDIAN DIVIDED

MAJOR COLLECTOR 'D'
RESIDENTIAL COLLECTOR 'E'
3-LANE MEDIAN DIVIDED WITH POCKET LEFT TURNS AND ON-STREET PARKING

MINOR COLLECTOR 'F'
3-LANE WITH MEDIAN AND POCKET LEFT TURNS

MAJOR COLLECTOR 'G'
3-LANE WITH MEDIAN AND POCKET LEFT TURNS WITH BIKE LANES

LOCAL 'H'
2 LANES WITH ON-STREET PARKING

ARTERIAL 'C'
5-LANE WITH MEDIAN AND POCKET TURN LANES WITH BIKE LANES

ARTERIAL 'B' (BUCKNER LANE WIDENING AND REALIGNMENT)
5-LANE WITH MEDIAN AND POCKET TURN LANES WITH BIKE LANES

3-LANE WITH ON-STREET PARKING

THOMPSON STATION ROAD EAST
BUCKNER LANE
TWIN LAKES DRIVE
SPRING STATION DR.
INTERSTATE 65
URBAN GROWTH BOUNDARY
REAL ESTATE DESIGN DEVELOPMENT

ROAD CLASSIFICATIONS FOR BUCKNER LANE PROPERTY
FEBRUARY 16, 2020
MEMORANDUM

To: Wood Caldwell, Southeast Venture
From: Beth Ostrowski, P.E. – KCI Technologies, Inc.
       Tyler Fosnes, P.E. – KCI Technologies, Inc.
Re: Alexander Property – Trip Generation Comparison
Date: April 6, 2020

The proposed Alexander Property development is located on the south side of Thompson's Station Road and east of Buckner Lane in Spring Hill, Tennessee. A traffic impact study (TIS) for the development was conducted by KCI Technologies, Inc. in December 2016. Since the time of the analyses, the site plan has been modified and the sizes for each land use have been adjusted. The proposed development is planned to be constructed in several phases. This memo will provide a trip generation comparison between the original and updated site plans for Phase 1 of the development. In addition, this memo will provide any additional recommendations based on the updated site plan.

Table 1 presents a comparison of the land use sizes between the original and revised site plans.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Original Size</th>
<th>Revised Size</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family Detached Housing (LUC 210)</td>
<td>159 d.u.</td>
<td>259 d.u.</td>
<td>+ 100 d.u.</td>
</tr>
<tr>
<td>Multi-Family Housing (LUC 221)</td>
<td>0 d.u.</td>
<td>638 d.u.</td>
<td>+ 638 d.u.</td>
</tr>
<tr>
<td>Retail (LUC 820)</td>
<td>252,866 s.f.</td>
<td>90,000 s.f.</td>
<td>- 162,866 s.f.</td>
</tr>
<tr>
<td>Restaurant (LUC 932)</td>
<td>28,096 s.f.</td>
<td>10,000 s.f.</td>
<td>- 18,096 s.f.</td>
</tr>
</tbody>
</table>

As shown, the areas dedicated to the retail and restaurant spaces have decreased by approximately 162,866 square feet and 18,096 square feet, respectively, for Phase 1 of the revised site plan. Additionally, the revised site plan includes 638 new residential multifamily units and 100 additional single-family homes.

The results of the trip generation calculations from the December 2016 TIS are presented below in Table 2.
MEMORANDUM
Date: April 6, 2020
Re: Alexander Property – Trip Generation Comparison

TABLE 2: ORIGINAL TRIP GENERATION

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>SIZE</th>
<th>DAILY TRAFFIC</th>
<th>GENERATED TRAFFIC</th>
<th>AM PEAK Enter</th>
<th>AM PEAK Exit</th>
<th>PM PEAK Enter</th>
<th>PM PEAK Exit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail (LUC 820)</td>
<td>252,866 s.f.</td>
<td>7,912</td>
<td></td>
<td>156</td>
<td>89</td>
<td>350</td>
<td>367</td>
</tr>
<tr>
<td>Restaurant (LUC 932)</td>
<td>26,096 s.f.</td>
<td>2,277</td>
<td></td>
<td>135</td>
<td>121</td>
<td>80</td>
<td>37</td>
</tr>
<tr>
<td>Residential Single-Family (LUC 210)</td>
<td>159 d.u.</td>
<td>1,368</td>
<td></td>
<td>27</td>
<td>72</td>
<td>34</td>
<td>20</td>
</tr>
<tr>
<td><strong>SUBTOTAL</strong></td>
<td><strong>--</strong></td>
<td><strong>11,557</strong></td>
<td></td>
<td><strong>318</strong></td>
<td><strong>282</strong></td>
<td><strong>464</strong></td>
<td><strong>424</strong></td>
</tr>
<tr>
<td><strong>NEW TRIPS</strong></td>
<td><strong>--</strong></td>
<td><strong>11,557</strong></td>
<td></td>
<td><strong>600</strong></td>
<td></td>
<td><strong>888</strong></td>
<td></td>
</tr>
</tbody>
</table>

Note: Calculations above represent only new traffic generated by the project site. The internal trips and pass-by trips are not included in the numbers above.

Source: Trip Generation, Ninth Edition

Trip generation was then calculated based on the revised land uses in the updated site plan. Factors from ITE’s Trip Generation, Tenth Edition, were utilized for the analyses of the revised land uses. It should be noted that the trip generation calculations from the 2016 TIS were based on ITE’s Trip Generation, Ninth Edition.

Data presented in the ITE publication, Trip Generation Handbook, show that developments containing multiple land uses will commonly have internal trips. Mirroring analysis presented in the TIS from December 2016, a process was used to estimate the amount of internal trips that can be expected between land uses based on methodology presented in NCHRP Report 684, “Enhancing Internal Trip Capture Estimation for Mixed-Use Developments.” The methodology contained in the NCHRP Report expands on ITE’s methodology, including additional land uses and supporting data. The total internal trip reduction process for the proposed land uses resulted in an estimated 8.6% internal capture rate for the AM peak hour, and a 24.8% internal capture rate for the PM peak hour. A 16.7% internal reduction was applied to the daily traffic generated by the site.

Conservatively, pass-by and alternative mode trip reductions were not applied. The calculations for trip generation are included as an attachment.

The results of the revised trip generation calculations are shown in Table 3.
TABLE 3: REVISED TRIP GENERATION

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>SIZE</th>
<th>DAILY TRAFFIC</th>
<th>AM PEAK ENTER</th>
<th>AM PEAK EXIT</th>
<th>PM PEAK ENTER</th>
<th>PM PEAK EXIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail (LUC 820)</td>
<td>90,000 s.f.</td>
<td>3,398</td>
<td>53</td>
<td>32</td>
<td>241</td>
<td>262</td>
</tr>
<tr>
<td>Restaurant (LUC 932)</td>
<td>10,000 s.f.</td>
<td>1,122</td>
<td>54</td>
<td>45</td>
<td>61</td>
<td>37</td>
</tr>
<tr>
<td>Residential Single-Family (LUC 210)</td>
<td>259 d.u.</td>
<td>2,496</td>
<td>47</td>
<td>142</td>
<td>159</td>
<td>94</td>
</tr>
<tr>
<td>Multi-Family Housing (LUC 221)</td>
<td>638 d.u.</td>
<td>3,471</td>
<td>60</td>
<td>170</td>
<td>61</td>
<td>37</td>
</tr>
<tr>
<td>Subtotal</td>
<td>--</td>
<td>10,487</td>
<td>214</td>
<td>389</td>
<td>632</td>
<td>503</td>
</tr>
<tr>
<td>Internal Reduction</td>
<td>--</td>
<td>-1,751</td>
<td>-26</td>
<td>-26</td>
<td>-141</td>
<td>-141</td>
</tr>
<tr>
<td>Reduced Subtotal</td>
<td>--</td>
<td>8,736</td>
<td>188</td>
<td>363</td>
<td>-491</td>
<td>362</td>
</tr>
<tr>
<td>NEW TRIPS</td>
<td>--</td>
<td>8,736</td>
<td>551</td>
<td>853</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: Trip Generation, Tenth Edition

As shown in Tables 2 and 3, the daily traffic generated by Phase 1 of the proposed development is expected to decrease by approximately 2,821 trips due to the site plan revisions. Furthermore, the AM and PM peak hour traffic volumes are expected to decrease by 49 trips and 35 trips, respectively.

The revised site plan includes a few minor changes in the alignment of internal roadways and the phasing of parcels. Specifically, the parcel located just south of the proposed Buckner Road extension (Parcel 2A) was originally planned to be developed in Phase 1. Furthermore, the parcel located to the east of the residential loop roadway (Parcel 1F) was originally planned to be developed in Phase 2. These revisions are minor and do not affect the recommendations. The revised site plan is included as an attachment.

The following recommendations for Phase 1 of the proposed development were included in the December 2016 TIS:

**Buckner Lane**
- Realign Buckner Lane between Thompson's Station Road East and Buckner Road. A major goal of this realignment is to improve the existing sight distance restriction along Buckner Lane south of Thompson's Station Road East, which is currently restricted due to vertical curvature. The design of Buckner Lane should consider realigning the street to the east of the hilltop at the northwest corner of the property, so that adequate sight distance can be provided.
- Widen Buckner Lane between Thompson's Station Road East and Buckner Road to provide a minimum of two travel lanes in each direction with a center two-way left-turn lane or landscaped median to accommodate left-turn lanes where needed.
- The Buckner Lane improvements should include bike lanes and sidewalks on both sides.
Intersection of Buckner Lane and Thompson’s Station Road East
- Widen Thompson’s Station Road East in order to provide a westbound left turn lane.
- Widen Thompson’s Station Road East in order to provide an eastbound right turn lane with channelization to an added lane on Buckner Lane in the southbound direction.
- Install traffic signal control with permissive/protected left turn signal phasing for Thompson’s Station Road East.
- Bicycle treatments and pedestrian facilities should be considered in the design of the intersection geometry and traffic signal.

Intersection of Buckner Lane and Westchester Lane/Residential Loop
- Extend Westchester Lane to intersect with the realigned Buckner Lane, and reconstruct the Westchester Lane approach to include a separate eastbound left turn lane and a shared through/right turn lane.
- Align the proposed new residential street with Westchester Lane. The design of the new residential street should include a separate westbound left turn lane and a shared through/right turn lane at the intersection.
- Stop-control should be provided for the eastbound and westbound approaches of Westchester Lane and the new residential street.

Intersection of Buckner Lane and Buckner Road
- Construct a southbound left turn lane on Buckner Lane.
- The outside southbound through lane should be signed and pavement marked as a right turn lane at this intersection.
- Construct a northbound left turn lane on Buckner Lane.
- Construct a second northbound through lane on Buckner Lane.
- Extend Buckner Road east of Buckner Lane to provide access to the Phase 1 parcels and internal street network.
- At a minimum, the westbound approach of Buckner Road Extension should include one left turn lane, one through lane, and one right turn lane.
- Install traffic signal control with protected/permissive left turn signal phasing for the northbound and southbound approaches of Buckner Lane.

In summary, based on the trip generation analyses, the recommendations for Phase 1 of the development included in the December 2016 TIS remain applicable for the updated site plan. No further recommendations are necessary for Phase 1 of the proposed Alexander Property development.
# TOTAL TRIP GENERATION

<table>
<thead>
<tr>
<th>ITE CODE</th>
<th>LAND USE</th>
<th># UNITS</th>
<th>UNIT TYPE</th>
<th>ADT</th>
<th>AM ENTER</th>
<th>AM EXIT</th>
<th>AM TOTAL</th>
<th>PM ENTER</th>
<th>PM EXIT</th>
<th>PM TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>210</td>
<td>Single-Family Detached Housing</td>
<td>259</td>
<td>units</td>
<td>2496</td>
<td>47</td>
<td>142</td>
<td>189</td>
<td>159</td>
<td>94</td>
<td>253</td>
</tr>
<tr>
<td>221</td>
<td>Multi-Family Housing (Mid-Rise)</td>
<td>638</td>
<td>units</td>
<td>3471</td>
<td>60</td>
<td>170</td>
<td>230</td>
<td>171</td>
<td>110</td>
<td>281</td>
</tr>
<tr>
<td>820</td>
<td>Shopping Center</td>
<td>90</td>
<td>k.s.f.</td>
<td>3398</td>
<td>53</td>
<td>32</td>
<td>85</td>
<td>241</td>
<td>262</td>
<td>503</td>
</tr>
<tr>
<td>932</td>
<td>High-Turnover (Sit-Down) Restaurant</td>
<td>10</td>
<td>k.s.f.</td>
<td>1122</td>
<td>54</td>
<td>45</td>
<td>99</td>
<td>61</td>
<td>37</td>
<td>98</td>
</tr>
</tbody>
</table>

**TOTAL**

|       |       |       |       |       |        |        | 10487  | 214     | 389     | 603      | 632      | 503      | 1135     |

TRIP GENERATION

Single-Family Detached Housing

210 ITE Land Code

259 units

Average Daily Traffic:

\[ \ln(T) = (0.92 \times \ln(X) + 2.71) \]
\[ \ln(T) = (0.92 \times \ln(259) + 2.71) \]

\[ T = 2496 \]

A.M. Peak Hour:

\[ T = 0.71 \times (X) + 4.80 \]
\[ T = 0.71 \times (259) + 4.80 \]

\[ T = 189 \]

Enter = 47 \hspace{1cm} 25% \hspace{1cm} Exit = 142 \hspace{1cm} 75%

P.M. Peak Hour:

\[ \ln(T) = (0.96 \times \ln(X) + 0.2) \]
\[ \ln(T) = (0.96 \times \ln(259) + 0.2) \]

\[ T = 253 \]

Enter = 159 \hspace{1cm} 63% \hspace{1cm} Exit = 94 \hspace{1cm} 37%
TRIP GENERATION

Multi-Family Housing (Mid-Rise)

221 ITE Land Code

638 units

Average Daily Traffic:

\[ T = 5.44 \times (X) \]
\[ T = 5.44 \times (638) \]
\[ T = 3471 \]

A.M. Peak Hour:

\[ T = 0.36 \times (X) \]
\[ T = 0.36 \times (638) \]
\[ T = 230 \]

Enter = 60  26%
Exit = 170  74%

P.M. Peak Hour:

\[ T = 0.44 \times (X) \]
\[ T = 0.44 \times (638) \]
\[ T = 281 \]

Enter = 171  61%
Exit = 110  39%
TRIP GENERATION

Shopping Center
820 ITE Land Code

90 k.s.f.

Average Daily Traffic:
\[ T = 37.75 \times (X) \]
\[ T = 37.75 \times (90) \]
\[ T = 3398 \]

A.M. Peak Hour:
\[ T = 0.94 \times (X) \]
\[ T = 0.94 \times (90) \]
\[ T = 85 \]

Enter = 53 62%
Exit = 32 38%

P.M. Peak Hour:
\[ \ln(T) = (0.74 \times \ln(X) + 2.89) \]
\[ \ln(T) = (0.74 \times \ln(90) + 2.89) \]
\[ T = 503 \]

Enter = 241 48%
Exit = 262 52%
TRIP GENERATION

High-Turnover (Sit-Down) Restaurant

932 ITE Land Code

10 k.s.f.

Average Daily Traffic:
\[ T = 112.18 \times (X) \]
\[ T = 112.18 \times (10) \]
\[ T = 1122 \]

A.M. Peak Hour:
\[ T = 9.94 \times (X) \]
\[ T = 9.94 \times (10) \]
\[ T = 99 \]

Enter = 54 55%
Exit = 45 45%

P.M. Peak Hour:
\[ T = 9.77 \times (X) \]
\[ T = 9.77 \times (10) \]
\[ T = 98 \]

Enter = 61 62%
Exit = 37 38%
### Table 1-A: Base Vehicle-Trip Generation Estimates

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Development Data</th>
<th>Estimated Vehicle Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Units</td>
<td>Unit Type</td>
</tr>
<tr>
<td>Office</td>
<td>0</td>
<td>tsf</td>
</tr>
<tr>
<td>Retail</td>
<td>90</td>
<td>tsf</td>
</tr>
<tr>
<td>Restaurant</td>
<td>10</td>
<td>tsf</td>
</tr>
<tr>
<td>Cinema/Entertainment</td>
<td>0</td>
<td>seats</td>
</tr>
<tr>
<td>Residential</td>
<td>897</td>
<td>units</td>
</tr>
<tr>
<td>Hotel</td>
<td>0</td>
<td>rooms</td>
</tr>
<tr>
<td>Industrial</td>
<td>0</td>
<td>tsf</td>
</tr>
<tr>
<td>Institutional</td>
<td>0</td>
<td>tsf</td>
</tr>
<tr>
<td>Medical</td>
<td>0</td>
<td>beds/tsf</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Table 2-A: Mode Split and Vehicle Occupancy Estimates

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Entering Trips</th>
<th>Exiting Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Veh. Occ.</td>
<td>% Transit</td>
</tr>
<tr>
<td>Office</td>
<td>1.0%</td>
<td>0%</td>
</tr>
<tr>
<td>Retail</td>
<td>1.0%</td>
<td>0%</td>
</tr>
<tr>
<td>Restaurant</td>
<td>1.0%</td>
<td>0%</td>
</tr>
<tr>
<td>Cinema/Entertainment</td>
<td>1.0%</td>
<td>0%</td>
</tr>
<tr>
<td>Residential</td>
<td>1.0%</td>
<td>0%</td>
</tr>
<tr>
<td>Hotel</td>
<td>1.0%</td>
<td>0%</td>
</tr>
<tr>
<td>Industrial</td>
<td>1.0%</td>
<td>0%</td>
</tr>
<tr>
<td>Institutional</td>
<td>1.0%</td>
<td>0%</td>
</tr>
<tr>
<td>Medical</td>
<td>1.0%</td>
<td>0%</td>
</tr>
</tbody>
</table>

### Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

<table>
<thead>
<tr>
<th>Origin (From)</th>
<th>Office</th>
<th>Retail</th>
<th>Restaurant</th>
<th>Cinema/Entertainment</th>
<th>Residential</th>
<th>Hotel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>0</td>
<td>500</td>
<td>500</td>
<td>500</td>
<td>500</td>
<td>500</td>
</tr>
<tr>
<td>Retail</td>
<td>500</td>
<td>0</td>
<td>500</td>
<td>500</td>
<td>500</td>
<td>500</td>
</tr>
<tr>
<td>Restaurant</td>
<td>500</td>
<td>500</td>
<td>0</td>
<td>500</td>
<td>500</td>
<td>500</td>
</tr>
<tr>
<td>Cinema/Entertainment</td>
<td>500</td>
<td>500</td>
<td>0</td>
<td>0</td>
<td>500</td>
<td>500</td>
</tr>
<tr>
<td>Residential</td>
<td>500</td>
<td>500</td>
<td>500</td>
<td>500</td>
<td>0</td>
<td>500</td>
</tr>
<tr>
<td>Hotel</td>
<td>500</td>
<td>500</td>
<td>500</td>
<td>500</td>
<td>500</td>
<td>0</td>
</tr>
</tbody>
</table>

### Table 4-A: Internal Person-Trip Origin-Destination Matrix

<table>
<thead>
<tr>
<th>Origin (From)</th>
<th>Office</th>
<th>Retail</th>
<th>Restaurant</th>
<th>Cinema/Entertainment</th>
<th>Residential</th>
<th>Hotel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Retail</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Restaurant</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Cinema/Entertainment</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Residential</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Hotel</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

### Table 5-A: Computations Summary

<table>
<thead>
<tr>
<th></th>
<th>Total</th>
<th>Entering</th>
<th>Exiting</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Person-Trips</td>
<td>603</td>
<td>214%</td>
<td>369%</td>
</tr>
<tr>
<td>Internal Trips</td>
<td>52</td>
<td>26%</td>
<td>26%</td>
</tr>
<tr>
<td>Internal Capture Percentage</td>
<td>8.6%</td>
<td>12.1%</td>
<td>6.7%</td>
</tr>
<tr>
<td>External Vehicle-Trips</td>
<td>551</td>
<td>188%</td>
<td>363%</td>
</tr>
<tr>
<td>External Transit</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>External Non-motorized</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

### Table 6-A: Internal Trip Capture Percentages by Land Use

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Entering Trips</th>
<th>Exiting Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>10%</td>
<td>10%</td>
</tr>
<tr>
<td>Retail</td>
<td>10%</td>
<td>10%</td>
</tr>
<tr>
<td>Restaurant</td>
<td>10%</td>
<td>10%</td>
</tr>
<tr>
<td>Cinema/Entertainment</td>
<td>10%</td>
<td>10%</td>
</tr>
<tr>
<td>Residential</td>
<td>10%</td>
<td>10%</td>
</tr>
<tr>
<td>Hotel</td>
<td>10%</td>
<td>10%</td>
</tr>
</tbody>
</table>

1. Land Use Codes (LUCs) from Trip Generation Informational Report, ITE.
2. Total estimate for all other land uses at mixed-use development site—subject to internal trip capture computations in this estimate.
3. Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.
4. Person-trips.
<table>
<thead>
<tr>
<th>Land Use:</th>
<th>Development Data</th>
<th>Estimated Vehicle Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Units</td>
<td>Unit Type</td>
</tr>
<tr>
<td>Office</td>
<td>0</td>
<td>ksf</td>
</tr>
<tr>
<td>Retail</td>
<td>90</td>
<td>ksf</td>
</tr>
<tr>
<td>Restaurant</td>
<td>10</td>
<td>ksf</td>
</tr>
<tr>
<td>Cinema/Entertainment</td>
<td>0</td>
<td>seats</td>
</tr>
<tr>
<td>Residential</td>
<td>897</td>
<td>du</td>
</tr>
<tr>
<td>Hotel</td>
<td>0</td>
<td>rooms</td>
</tr>
<tr>
<td>Industrial</td>
<td>0</td>
<td>ksf</td>
</tr>
<tr>
<td>Institutional</td>
<td>0</td>
<td>beds/kbf</td>
</tr>
<tr>
<td>Medical</td>
<td>0</td>
<td>beds/kbf</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1135</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Land Use:</th>
<th>Entering Trips</th>
<th>Exiting Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Veh. Occ.</td>
<td>% Transit</td>
</tr>
<tr>
<td>Office</td>
<td>1.00</td>
<td>0%</td>
</tr>
<tr>
<td>Retail</td>
<td>1.00</td>
<td>0%</td>
</tr>
<tr>
<td>Restaurant</td>
<td>1.00</td>
<td>0%</td>
</tr>
<tr>
<td>Cinema/Entertainment</td>
<td>1.00</td>
<td>0%</td>
</tr>
<tr>
<td>Residential</td>
<td>1.00</td>
<td>0%</td>
</tr>
<tr>
<td>Hotel</td>
<td>1.00</td>
<td>0%</td>
</tr>
<tr>
<td>Industrial</td>
<td>1.00</td>
<td>0%</td>
</tr>
<tr>
<td>Institutional</td>
<td>1.00</td>
<td>0%</td>
</tr>
<tr>
<td>Medical</td>
<td>1.00</td>
<td>0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Origin (From)</th>
<th>Destination (To)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Office</td>
</tr>
<tr>
<td>Office</td>
<td>0</td>
</tr>
<tr>
<td>Retail</td>
<td>500</td>
</tr>
<tr>
<td>Restaurant</td>
<td>500</td>
</tr>
<tr>
<td>Cinema/Entertainment</td>
<td>500</td>
</tr>
<tr>
<td>Residential</td>
<td>500</td>
</tr>
<tr>
<td>Hotel</td>
<td>500</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Origin (From)</th>
<th>Destination (To)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Office</td>
</tr>
<tr>
<td>Office</td>
<td>0</td>
</tr>
<tr>
<td>Retail</td>
<td>0</td>
</tr>
<tr>
<td>Restaurant</td>
<td>0</td>
</tr>
<tr>
<td>Cinema/Entertainment</td>
<td>0</td>
</tr>
<tr>
<td>Residential</td>
<td>0</td>
</tr>
<tr>
<td>Hotel</td>
<td>0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Land Use:</th>
<th>All Person-Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total</td>
</tr>
<tr>
<td>Office</td>
<td>1135</td>
</tr>
<tr>
<td>Retail</td>
<td>283</td>
</tr>
<tr>
<td>Restaurant</td>
<td></td>
</tr>
<tr>
<td>Cinema/Entertainment</td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td></td>
</tr>
<tr>
<td>Hotel</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Land Use:</th>
<th>Internal Capture Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Internal Capture Trips</td>
</tr>
<tr>
<td>Office</td>
<td>24.8%</td>
</tr>
<tr>
<td>Retail</td>
<td>16.2%</td>
</tr>
<tr>
<td>Restaurant</td>
<td>22.7%</td>
</tr>
<tr>
<td>Cinema/Entertainment</td>
<td>22.7%</td>
</tr>
<tr>
<td>Residential</td>
<td>22.7%</td>
</tr>
<tr>
<td>Hotel</td>
<td>22.7%</td>
</tr>
</tbody>
</table>

1 Land Use Codes (LUCs) from Trip Generation Informational Report, ITE.
2 Total estimate for all other land uses at mixed-use development sites- not subject to internal trip capture computations in this estimate.
3 Vehicle trips computed using the mode split and vehicle occupancy values provided in Table 2A.
4 Person-trips.
EXHIBIT D – Modification Submittal 4/6/2020

2660 BUCKNER LANE ROAD AND UTILITY IMPROVEMENTS BY PHASE

The following table and drawings outline the responsible party and show the road and utility improvements required to be constructed prior to the Development for Phases 1, 2 and 3 of the 2660 Buckner Lane property.

The legend below allocates the required infrastructure improvements to the Responsible Party.

<table>
<thead>
<tr>
<th>LEGEND</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure improvements highlighted in blue below shall be the shared responsibility of the 2660 Buckner Lane development and the City of Spring Hill. The apportionment of the obligation for the completion of these improvements shall be equitably assigned between the City and the 2660 Buckner Lane Development in accordance with the source of the relative demand serving as the proximate cause for the need of such improvement.</td>
</tr>
<tr>
<td>Infrastructure improvements highlighted in green below shall be the responsibility of the 2660 Buckner Lane Development.</td>
</tr>
<tr>
<td>Infrastructure improvements highlighted in yellow below shall be the responsibility of the City of Spring Hill.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DEVELOPMENT PROGRAM (1)</th>
<th>ROAD/ INTERSECTION IMPROVEMENTS</th>
<th>WATER SYSTEM IMPROVEMENTS</th>
<th>SANITARY SEWER SYSTEM IMPROVEMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PHASE 1</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Single Family = 259 du                                  | Buckner Lane | Connect to 10-inch water main near intersection of Buckner Lane and Buckner Road |
| Cottage, Townhouse, Multifamily = 600 du                |               | Connect to 6-inch water main on Buckner Lane near Thompson Station Road |
| Retail/Restaurant/Grocery = 100,000 sf                 |               | Install water distribution network within Phase 1 of development |

**Buckner Lane**
- Realign Buckner Lane between Thompson Station Road and a point approximately 1200 LF south of Buckner Road
- Widen Buckner Lane between Thompson Station Road and a point approximately 1200 LF south of Buckner Road to provide minimum two travel lanes in each direction with center turn lane or landscaped median with turn lanes
- Buckner Lane improvements are not to include bike lanes.
- Buckner Lane improvements will have 8’ sidewalks on both sides

**Horizon Years 2020- 2023**
- Connect to 18-inch sewer main located on Buckner Lane south of Buckner Road
- Install sanitary sewer collection system within Phase 1 of development
- Install Temporary lift station for sanitary sewer to serve the Multi-family parcels in Phase 1. De-commission Temporary lift station
**Note:** The Horizon Years are the period of time within which this Phase of the development is anticipated to occur. The actual year of construction of a specific item of work in each Phase shall be determined in conjunction with the approval of such development by the City.

<table>
<thead>
<tr>
<th>Intersection of Buckner Lane and Thompson Station Rd East</th>
<th>Intersection of Buckner Lane and Westchester Lane/Residential Loop</th>
<th>Buckner Road Extension Phase 1</th>
<th>Intersection of Buckner Lane and Buckner Road</th>
</tr>
</thead>
</table>
| - Widen Thompson Station Road East to provide westbound left turn lane  
- Widen Thompson Station Road West to provide eastbound right turn lane with channelization to an added lane on Buckner Lane in southbound direction  
- Install traffic signal control w/ permissive/protected left turn signal phasing for Thompson Station Road westbound  
- Bicycle treatments and pedestrian facilities integrated within intersection design | - Extend Westchester Lane to intersect with realigned Buckner Lane and reconstruct Westchester Lane approach to include separate eastbound left turn lane and shared through/right turn lane  
- Align proposed new residential street with Westchester Lane to include westbound left turn lane and shared through/right turn lane at intersection  
- Stop controls to be installed on Westchester Lane and new residential street | - Extend Buckner Road east of Buckner Lane to provide access to Phase 1 parcels and internal street network | - Construct southbound left turn lane on Buckner Lane  
- Outside southbound through lane should be signed and pavement marked as a right turn lane at this intersection  
- Construct northbound left turn lane on Buckner Lane  
- Construct a second northbound through lane on Buckner Lane |
The westbound approach of Buckner Road should include one left turn lane, one through lane and one right turn lane.
- Install traffic signal control with protected/permissive left turn signal phasing for northbound and southbound approaches of Buckner Lane

**PHASE 2**

<table>
<thead>
<tr>
<th>DEVELOPMENT PROGRAM (1)</th>
<th>ROAD/INTERSECTION IMPROVEMENTS</th>
<th>WATER SYSTEM IMPROVEMENTS</th>
<th>SANITARY SEWER SYSTEM IMPROVEMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family = 242 du</td>
<td>Buckner Lane</td>
<td>Install 1.5M gallon water storage tank (Water storage tank to be constructed by developer prior to development phases for Cottage, Townhouse, and Multifamily (1,238 du) and Retail/Restaurant (470,448 sf))</td>
<td></td>
</tr>
<tr>
<td>Cottage, Townhouse, Multifamily = 638 du</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail/Restaurant/Grocery = 651,410 Sf</td>
<td>Buckner Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Horizon Years 2023 – 2028</td>
<td>Buckner Road Extension Phase 2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Note: The Horizon Years are the period of time within which this Phase of the development is anticipated to occur. The actual year of construction of a specific item of work in each Phase shall be determined in conjunction with the approval of such development by the City.</td>
<td>Intersection of Buckner Lane and Westchester Lane/Residential Loop Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Buckner Lane</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Widen Buckner Lane from a point 1200 LF south of Buckner Road to Duplex Road per the City’s Buckner Lane Study</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Buckner Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Widen Buckner Road between Buckner Lane and Columbia Pike per the City’s Buckner Road Study</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Buckner Road Extension Phase 2</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Extend Buckner Road east of Buckner Lane to provide access to Phase 2 parcels and internal street network</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Intersection of Buckner Lane/Residential Loop Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Install traffic signal control when traffic study indicates signal warrants are met</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Eastbound approach of Westchester Lane and the westbound approach of Residential Loop Road should include one left turn lane and one shared through/right turn lane</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>The northbound approach of Buckner Lane should include one left turn lane, one through lane, and one shared through/right turn lane</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Connect to 6-inch water main on Twin Lakes Drive</td>
<td>Extend 18-inch sewer main from south of development along Aenon Creek and Wade’s Grove Subdivision</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Connect to 8-inch water main south of Spring Station Middle School (Rudder Drive)</td>
<td>Install sanitary sewer collection system within Phase 2 of development</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Install water distribution system within Phase 2 of development</td>
<td>Possible pump station(s) needed as development of Phase 2 continues</td>
<td></td>
</tr>
</tbody>
</table>
• The southbound approach of Buckner Lane should include one left turn lane, two through lanes and one right turn lane

Intersection of Buckner Lane and Buckner Road/Buckner Road Extension
• All approaches to intersection should include one left turn, two through lanes, and one right turn lane

Intersection of Buckner Lane and Twin Lakes Drive
• Install traffic signal control when traffic study indicates traffic signal warrants are met

Intersection of Buckner Lane and Spring Station Drive
• Install traffic signal control when traffic study indicates traffic signal warrants are met

Intersection of Buckner Lane and Road C
• Eastbound/Westbound approaches of Road C should include one shared lane for all turning movements
• Northbound/Southbound approaches of Buckner Lane should include one left turn lane, one through lane, and one shared through/right turn lane

Intersection of Buckner Road Extension and Road D
• Install all-way stop control
• Northbound/Southbound approaches of Road D to include one shared lane for all turning movements
• Eastbound/Westbound approaches of Buckner Rd Extension to include one shared through/left turn lane and one shared through/right turn lane

Intersection of Buckner Road Extension and Road E
• Install all-way stop control
• Northbound approach of Road E to include one shared through/left turn lane
• Southbound approach of Road E to include one shared through/right turn lane
• Eastbound approach of Buckner Rd Extension to include one left turn lane and one right turn lane
### PHASE 3

<table>
<thead>
<tr>
<th>DEVELOPMENT PROGRAM (1)</th>
<th>ROAD/INTERSECTION IMPROVEMENTS</th>
<th>WATER SYSTEM IMPROVEMENTS</th>
<th>SANITARY SEWER SYSTEM IMPROVEMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family = 273 du</td>
<td>I-65 and Buckner Road Interchange</td>
<td>Install water distribution network within remaining phases of development</td>
<td>Install sanitary sewer collection system within remaining phases of development</td>
</tr>
<tr>
<td>Cottage, Townhouse, Multifamily = 914 du</td>
<td>The Phase 3 development program assumes the new interchange at I-65 by the City of Spring Hill and others. The ROW required for the western side of the interchange will be dedicated by 2660 Buckner Lane development.</td>
<td></td>
<td>City sewerage treatment plant capacity to be upsized to accommodate overall long-term growth and development of the City of Spring Hill</td>
</tr>
<tr>
<td>Retail/Restaurant = 530,452 sf</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office = 3,902,250 sf</td>
<td>Buckner Road Extension Phase 3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hotel Rooms = 400</td>
<td>• Extend Phase 3 of Buckner Road east of to connect with new interchange at I-65</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Horizon Years</td>
<td>Intersection of Buckner Road Extension and Road C</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2028 - 2040</td>
<td>• Install all-way stop control</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Northbound/Southbound approaches of Road C to include one shared lane for all turning movements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Note: The Horizon Years are the period of time within which this Phase of the development is anticipated to occur. The actual year of construction of a specific item of work in each Phase shall be determined in conjunction with the approval of such development by the City.</td>
<td>• Eastbound/Westbound approaches of Buckner Road Extension to include one shared through/left turn lane and one shared through/right turn lane</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Prepare Updated Traffic Impact Study</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>The determination of the need for additional off-site road and intersection improvements as a part of this Phase 3 shall be established by an updated Traffic Impact Study which shall be prepared to re-evaluate street and intersection levels of service following construction of the Interstate Interchange. The updated Traffic Impact Study will determine if off-site road or intersection improvements in conjunction with ongoing City road and intersection improvements are needed based upon assigned traffic impacts associated with remaining phases of development for the 2660 Buckner Lane Project.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Footnote:** The development totals represented above are stand-alone totals by each individual phase.
ORDINANCE 17-05

AN ORDINANCE TO AMEND ORDINANCE NO. 86-47, THE SAME BEING THE ZONING ORDINANCE OF THE CITY OF SPRING HILL, BY REZONING PROPERTY BEING WILLIAMSON COUNTY TAX MAP 154, PARCEL 06203, FROM R-2, MEDIUM DENSITY RESIDENTIAL, TO PZD, PLANNED ZONING DISTRICT, AND PROPERTY BEING WILLIAMSON COUNTY TAX MAP 166, PARCEL 02300, FROM AG, AGRICULTURAL, TO PZD, PLANNED ZONING DISTRICT

WHEREAS, this rezoning was recommended by the Spring Hill Municipal Planning Commission and forwarded to the Board of Mayor and Aldermen on the 13th of February 2016; and

WHEREAS, the purpose of this Ordinance is to amend the City of Spring Hill Zoning Ordinance, the same being Ordinance No. 86-47, by rezoning the property herein described as Williamson County Tax Map 154, Parcel 06203 from R-2, Medium Density Residential, to PZD, Planned Zoning District, and property being Williamson County Tax Map 166, Parcel 02300, from AG, Agricultural, to PZD, Planned Zoning District; and

WHEREAS, all property to be rezoned herein is located within the corporate limits of the City of Spring Hill; and

WHEREAS, it is the City’s intention to establish a Special Assessment District that shall encompass Williamson County Tax Map 154, Parcel 0623 and Williamson County Tax Map 166, Parcel 02300 for the explicit purpose of the development and construction of public infrastructure in said District; and

WHEREAS, sidewalks shall be required on both sides of all arterial roads, including Buckner Lane. The Gateway Planned Zoning District Standards shall be revised to reflect the same; and

WHEREAS, that all Ordinances or parts of Ordinances in conflict herewith are hereby repealed.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF SPRING HILL, TENNESSEE, BOARD OF MAYOR AND ALDERMEN, to amend ordinance No. 86-47, the same being the zoning ordinance of the City of Spring Hill, by rezoning property being Williamson County Tax Map 154, Parcel 06203, from R-2, Medium Density Residential, to PZD, Planned Zoning District, and property being Williamson County Tax Map 166, Parcel 02300, from AG, Agricultural, to PZD, Planned Zoning District, the public welfare requiring it.

NOW, THEREFORE, BE IT FURTHER ORDAINED BY THE CITY OF SPRING HILL, TENNESSEE, BOARD OF MAYOR AND ALDERMEN, Williamson County Tax Map 154, Parcel 0623 and Williamson County Tax Map 166, Parcel 02300 shall adhere to all Development Approval Procedures, Concept Plan and Sub-district Boundaries, Permitted Uses, Yard, Bulk and Height Requirements, Sub-district Standards, Street Standards, Pedestrian and Open Space Standards, Access, Parking and Loading Area Standards, Landscaping Standards, Screening Standards, Lighting Standards and Sign Standards as written in the attached Exhibit A ‘Planned Zoning District Standards Book’.
NOW, THEREFORE, BE IT FURTHER ORDAINED BY THE CITY OF SPRING HILL, TENNESSEE, BOARD OF MAYOR AND ALDERMEN, Sub-district boundaries shall be created for the creation of Commercial Office, Residential/ Mixed Use 1, Residential/ Mixed Use 2, Residential, Residential 2, Commercial Retail, and Flex as further detailed in the collective attached Exhibit B “Sub-district Boundary Map”.

NOW, THEREFORE, BE IT FURTHER ORDAINED BY THE CITY OF SPRING HILL, TENNESSEE, BOARD OF MAYOR AND ALDERMEN, Williamson County Tax Map 154, Parcel 0623 and Williamson County Tax Map 166, Parcel 02300 shall adhere to the Phasing Plan outlined in the attached Exhibit C “Phasing Plan” and road and utility infrastructure improvements shall be required on or before the development and delivery of the improvements to be built in each phase on various portions of Williamson County Tax Map 154, Parcel 0623 and Williamson County Tax Map 166, Parcel 02300 as shown in Exhibit D “Infrastructure Improvements by Phase”.

Passed and adopted by the Board of Mayor and Aldermen of the City of Spring Hill, Tennessee, on this 15th day of May, 2017.

Rick Graham, Mayor

ATTEST:  

[Signature]  
April Goad, City Recorder

LEGAL FORM APPROVED:  

[Signature]  
Patrick M. Carter, City Attorney

Passed on First Reading: April 17, 2017
Passed on Second Reading: May 15, 2017
2660 Buckner Lane

Gateway Planned Zoning District Standards

Spring Hill, Tennessee
March 20, 2017, Revised May 18, 2017

Exhibit A
Approved Gateway PZD pages included for reference purposes.

Development Team
Southeast Venture, LLC | Founder
Littlejohn - A Division of S&ME | Planner Landscape Architect Civil Engineer Surveyor
RPM Transportation Consultants | Transportation Engineer

Prepared For | Prepared By |

Southeast Venture
REAL ESTATE • DESIGN • DEVELOPMENT

Littlejohn
A Division of S&ME

Pages that follow are from 2017 PD Approval
CONCEPT PLAN

The Concept Plan for 2660 Buckner Lane illustrates the vision for creating a mixed use community that brings together residential, commercial, office, institutional and recreational uses while promoting a healthy lifestyle and pedestrian-friendly environment. The Concept Plan supports the City's design principles to achieve a more compact urban form that allows for density while also balancing intensity within the Gateway District with the need to preserve green spaces and provide a design that is responsive to surrounding land use patterns.
**DISTRICT BOUNDARY MAP**

The Gateway Planned Zoning District ("Gateway District") consists of five distinct Subdistricts illustrated in Exhibit 3-1. The Gateway District also includes general development standards that will apply to individual Subdistricts or generally to all Subdistricts. The Subdistricts within the Gateway District are:

a. Gateway – Residential Subdistrict (G-R)
b. Gateway – Residential/Mixed Use Subdistrict (G-RMU)
c. Gateway – Commercial Retail (G-CR)
d. Gateway – Commercial Office (G-CO)
e. Gateway – Flex (G-F)
## Yard, Bulk and Height Requirements

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>Minimum Lot Area</th>
<th>Minimum Lot Width</th>
<th>Rear Yard</th>
<th>1-2 Story</th>
<th>3 or more stories</th>
<th>Arterial</th>
<th>Collector Boulevard</th>
<th>Local</th>
<th>Maximum Build-to</th>
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</thead>
<tbody>
<tr>
<td>Agricultural Use (All Subdistricts)</td>
<td>5 ac</td>
<td>100 ft</td>
<td>25 ft</td>
<td>10 ft</td>
<td>10 ft</td>
<td>50 ft</td>
<td>40 ft</td>
<td>30 ft</td>
<td></td>
</tr>
<tr>
<td>Gateway Residential (G-R)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-family detached dwelling (front loaded)</td>
<td>5,000 sf</td>
<td>50 ft</td>
<td>20 ft</td>
<td>5 ft</td>
<td>7.5 ft</td>
<td>20 ft</td>
<td>15 ft</td>
<td>10 ft</td>
<td>25 ft</td>
</tr>
<tr>
<td>Single-family attached dwelling (2 or less dwelling units, excludes multi-family)</td>
<td>3,000 sf</td>
<td>25 ft</td>
<td>20 ft</td>
<td>0 ft</td>
<td>15 ft</td>
<td>20 ft</td>
<td>15 ft</td>
<td>10 ft</td>
<td>25 ft</td>
</tr>
<tr>
<td>Single-family attached and detached dwelling w/ rear loaded garage (excluding multi-family)</td>
<td>4,400 sf - Single Family Attached</td>
<td>40 ft</td>
<td>25 ft</td>
<td>5 ft</td>
<td>15 ft</td>
<td>20 ft</td>
<td>15 ft</td>
<td>10 ft</td>
<td>25 ft</td>
</tr>
<tr>
<td>Gateway Residential/Mixed-Use (G-RMU)</td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<td></td>
<td></td>
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<tr>
<td>Single-family detached dwelling (front loaded)</td>
<td>5,000 sf</td>
<td>40 ft</td>
<td>25 ft</td>
<td>5 ft</td>
<td>5 ft</td>
<td>25 ft</td>
<td>20 ft</td>
<td>15 ft</td>
<td>25 ft</td>
</tr>
<tr>
<td>Single-family attached dwelling (excluding multi-family)</td>
<td>4,400 sf - Single Family Attached</td>
<td>25 ft</td>
<td>20 ft</td>
<td>5 ft</td>
<td>5 ft</td>
<td>25 ft</td>
<td>20 ft</td>
<td>15 ft</td>
<td>25 ft</td>
</tr>
<tr>
<td>Single-family attached and detached dwelling w/ rear loaded garage (excluding multi-family)</td>
<td>4,400 sf - Single Family Attached</td>
<td>25 ft</td>
<td>20 ft</td>
<td>5 ft</td>
<td>5 ft</td>
<td>20 ft</td>
<td>15 ft</td>
<td>10 ft</td>
<td>25 ft</td>
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<tr>
<td>Multi-family (Building)</td>
<td>1,750 sf</td>
<td>75 ft</td>
<td>25 ft</td>
<td>10 ft</td>
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<td>25 ft</td>
<td>20 ft</td>
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<tr>
<td>Worklive (including loft-style)</td>
<td>2,080 sf</td>
<td>20 ft</td>
<td>20 ft</td>
<td>0 ft</td>
<td>0 ft</td>
<td>0-20 ft</td>
<td>0-10 ft</td>
<td>0-10 ft</td>
<td>25 ft</td>
</tr>
<tr>
<td>Senior Housing or Independent Living</td>
<td></td>
<td>100 ft</td>
<td>20 ft for 1-story plus 5 ft for each additional story</td>
<td>5 ft</td>
<td>25 ft</td>
<td>35 ft</td>
<td>35 ft</td>
<td>30 ft</td>
<td>25 ft</td>
</tr>
<tr>
<td>Community Living Assisted Living/Retirement Home</td>
<td>1 acre</td>
<td>100 ft</td>
<td>10 ft</td>
<td>35 ft</td>
<td>35 ft</td>
<td>30 ft</td>
<td></td>
<td></td>
<td>25 ft</td>
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<tr>
<td>Residential (above ground floor commercial)</td>
<td>20 ft</td>
<td>0 ft</td>
<td>0 ft</td>
<td>0-20 ft</td>
<td>0-10 ft</td>
<td>0-10 ft</td>
<td></td>
<td></td>
<td>25 ft</td>
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<tr>
<td>Gateway - Commercial Retail (G-CR)</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Office Use</td>
<td>10 ft</td>
<td>35 ft</td>
<td>30 ft</td>
<td>25 ft</td>
<td>25 ft</td>
<td>50%</td>
<td>1.5</td>
<td>3 Stories</td>
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<tr>
<td>Convenience Store</td>
<td>10 ft</td>
<td>35 ft</td>
<td>30 ft</td>
<td>25 ft</td>
<td>25 ft</td>
<td>50%</td>
<td>50 ft</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Financial/Bank</td>
<td>20 ft for 1-story Plus 5 ft for each additional story</td>
<td>10 ft</td>
<td>35 ft</td>
<td>30 ft</td>
<td>25 ft</td>
<td>25 ft</td>
<td>50%</td>
<td>3 Stories</td>
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<tr>
<td>Personal Services</td>
<td>10 ft</td>
<td>35 ft</td>
<td>30 ft</td>
<td>25 ft</td>
<td>25 ft</td>
<td>50%</td>
<td>50 ft</td>
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<tr>
<td>Medical Office</td>
<td>10 ft</td>
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<td>25 ft</td>
<td>25 ft</td>
<td>50%</td>
<td>50 ft</td>
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<td></td>
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<tr>
<td>Theater</td>
<td>20 ft</td>
<td>35 ft</td>
<td>30 ft</td>
<td>25 ft</td>
<td>25 ft</td>
<td>50%</td>
<td>50 ft</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 5-1. Yard, Bulk and Height Requirements
Street Types

The Gateway District will provide a hierarchy of streets organized into a planned street network of interconnected streets providing multiple access points for enhanced accessibility and emergency access. The following street sections are provided to illustrate the various types of streets including arterials, collectors, boulevards, local streets and alleys/rear lanes permitted in the Gateway District and its subdistricts. The sections are provided to ensure consistent quality of street design throughout the Gateway District.

1. Arterial 'A' – Buckner Road Extension

2. Arterial 'B' – Buckner Lane Widening and Realignment

Table 7-1. Road Classifications
Being a tract of land lying in the 11th Civil District of Williamson County, Tennessee. Tract being a portion of Buckner Lane Partners, LP as recorded in Deed Book 5470, Page 204, Register’s Office of Williamson County, Tennessee (ROWC). Bounded on the north, south and west by the remainder of said Buckner Lane Partners, LP, and on the east by western Right of Way (ROW) of Interstate 65. Tract being more particularly described as follows:

POINT OF COMMENCEMENT lying on the intersection of the western ROW of said Interstate 65 and the southern ROW of Thompson Station Road East; thence with the western ROW of said Interstate 65, South 10°57'54" West 1100.29 feet to the true POINT OF BEGINNING; thence continuing with said ROW of Interstate 65, South 10°57'54" West 1495.94 feet to a point; thence South 11°07'09" West 377.25 feet to a point; thence with a curve to the left having a length of 1101.70 feet, a radius of 11756.58 feet, a central angle of 05°22'09", and having a chord bearing and distance of South 08°16'16" West 1101.29 feet to a point; thence South 05°34'11" West 774.00 feet to a point; thence North 85°21'16" West 30.00 feet to a point; thence South 05°33'36" West 547.76 feet to a point; thence South 84°26'25" East 30.00 feet to a point; thence South 05°33'12" West 2439.16 feet to a point; thence leaving said ROW with a new line, South 89°14'35" West 151.09 feet to a point; thence North 00°45'25" West 182.87 feet to a point; thence North 10°13'59" West 118.44 feet to a point; thence North 21°14'58" West 159.43 feet to a point; thence North 24°43'52" West 263.68 feet to a point; thence North 28°16'52" West 344.50 feet to a point; thence North 06°00'17" East 49.73 feet to a point; thence North 19°41'00" East 77.33 feet to a point; thence North 13°38'54" West 58.87 feet to a point; thence North 55°47'40" West 98.68 feet to a point; thence North 00°00'08" West 77.98 feet to a point; thence North 02°37'21" East 134.40 feet to a point; thence North 00°20'09" West 134.72 feet to a point; thence North 46°59'39" East 96.09 feet to a point; thence North 28°28'35" East 94.67 feet to a point; thence North 13°36'14" West 184.66 feet to a point; thence North 12°59'06" West 247.29 feet to a point; thence North 12°32'55" West 159.84 feet to a point; thence North 02°23'12" West 167.72 feet to a point; thence North 11°07'51" West 98.94 feet to a point; thence North 20°15'19" West 210.66 feet to a point; thence North 05°46'19" West 189.93 feet to a point; thence North 05°16'12" West 134.38 feet to a point; thence North 01°14'56" West 319.67 feet to a point; thence North 15°05'31" West 161.96 feet to a point; thence North 20°54'49" West 182.72 feet to a point; thence North 02°22'12" West 322.13 feet to a point; thence North 06°52'01" West 177.26 feet to a point; thence North 01°24'39" West 151.78 feet to a point; thence North 09°51'32" West 232.78 feet to a point; thence North 15°29'44" West 144.55 feet to a point; thence North 24°51'47" West 136.45 feet to a point; thence North 33°54'13" West 232.27 feet to a point; thence North 42°50'40" West 168.68 feet to a point; thence North 23°00'23" West 124.31 feet to a point; thence North 17°46'10" West 240.96 feet to a point; thence North 12°20'44" West 145.81 feet to a point; thence North 05°31'14" West 142.44 feet to a point; thence North 27°54'12" West 359.49 feet to a point; thence North 20°47'06" West 126.38 feet to a point; thence North 14°12'26" West 221.14 feet to a point; thence South 89°30'42" East 1009.18 feet to a point; thence South 82°59'09" East 612.48 feet to a point; thence South 84°04'39" East 1187.40 feet to the point of beginning.

Tract contains 9,123,808 square feet, or 209.45 acres.

Bearings based on Tennessee State Plane Coordinate System.
COMMERCIAL RETAIL ZONING DESCRIPTION

Being a tract of land lying in the 11th Civil District of Williamson County, Tennessee. Tract being a portion of Buckner Lane Partners, LP as recorded in Deed Book 5470, Page 204, Register’s Office of Williamson County, Tennessee (ROWC) and a portion of Lots 14-17 of the Final Plat of Section One of Twin Lakes Subdivision as recorded in Plat Book 12, Page 115, ROWC. Bounded on the north, east and south by the remainder of said Buckner Lane Partners, LP, on the south by the remainder of said Lots 14-17 and by Lot 1 of said Final Plat of Section One of Twin Lakes Subdivision, and on the west by the eastern Right of Way (ROW) of Buckner Lane. Tract being more particularly described as follows:

POINT OF BEGINNING lying on the eastern ROW of said Buckner Lane and being the southwest corner of the tract being described; thence with the eastern ROW of said Buckner Lane, North 07°42'54" East 1436.13 feet to a point; thence South 85°37'19" East 1460.70 feet to a point; thence South 88°36'13" East 147.31 feet to a point; thence South 66°03'21" East 141.48 feet to a point; thence South 42°27'39" East 170.26 feet to a point; thence South 19°39'56" East 448.69 feet to a point; thence South 00°08'29" East 52.50 feet to a point; thence North 89°51'31" East 589.76 feet to a point; thence with a curve to the left having a length of 369.65 feet, a radius of 3000.00 feet, a central angle of 07°03'35"; and having a chord bearing and distance of North 86°19'44" East 369.42 feet to a point; thence South 20°54'49" East 193.01 feet to a point; thence South 15°05'31" East 161.96 feet to a point; thence South 01°14'56" East 319.67 feet to a point; thence South 89°38'08" West 1101.50 feet to a point; thence South 00°23'56" East 40.67 feet to a point; thence with a curve to the left having a length of 180.71 feet, a radius of 1000.00 feet, a central angle of 10°21'14", and having a chord bearing and distance of South 05°19'06" East 180.46 feet to a point; thence North 89°59'59" West 1383.10 feet to a point; thence North 07°51'40" East 213.43 feet to a point; thence South 89°47'59" West 829.94 feet to the point of beginning.

Tract contains 3,712,412 square feet, or 85.23 acres.
Bearings based on Tennessee State Plane Coordinate System.
FLEX ZONING DESCRIPTION

Being a tract of land lying in the 11th Civil District of Williamson County, Tennessee. Tract being a portion of Buckner Lane Partners, LP as recorded in Deed Book 5470, Page 204, Register’s Office of Williamson County, Tennessee (ROWC) and a portion of Lot 14 of the Final Plat of Section One of Twin Lakes Subdivision as recorded in Plat Book 12, Page 115, ROWC. Bounded on the north, east, south and west by the remainder of said Buckner Lane Partners, LP and on the east by the remainder of said Lot 14. Tract being more particularly described as follows:

POINT OF COMMENCEMENT lying on the intersection of the western ROW of Interstate 65 and the southern ROW of Thompson Station Road East; thence South 09°05'16" West 7853.12 feet to the true POINT OF BEGINNING; thence South 89°14'35" West 1155.33 feet to a point; thence North 00°45'25" West 225.45 feet to a point; thence with a curve to the left having a length of 206.91 feet, a radius of 500.00 feet, a central angle of 23°42'37", and having a chord bearing and distance of North 12°36'43" West 205.44 feet to a point; thence North 24°28'02" West 383.11 feet to a point; thence with a curve to the right having a length of 569.60 feet, a radius of 1000.00 feet, a central angle of 32°38'08", and having a chord bearing and distance of North 08°08'58" West 561.93 feet to a point; thence North 08°10'06" East 570.30 feet to a point; thence with a curve to the left having a length of 734.24 feet, a radius of 1000.00 feet, a central angle of 42°04'09", and having a chord bearing and distance of North 12°51'58" West 717.86 feet to a point; thence North 33°54'03" West 378.18 feet to a point; thence with a curve to the right having a length of 408.50 feet, a radius of 1000.00 feet, a central angle of 23°24'20", and having a chord bearing and distance of North 22°11'53" West 405.67 feet to a point; thence with a curve to the right having a length of 180.71 feet, a radius of 1000.00 feet, a central angle of 10°21'14", and having a chord bearing and distance of North 05°19'06" West 180.46 feet to a point; thence North 00°23'56" West 40.67 feet to a point; thence North 89°38'08" East 1101.50 feet to a point; thence South 05°16'12" East 134.38 feet to a point; thence South 05°46'19" East 189.93 feet to a point; thence South 20°15'19" East 210.66 feet to a point; thence South 11°07'51" East 98.94 feet to a point; thence South 02°33'12" East 167.72 feet to a point; thence South 12°32'55" East 159.84 feet to a point; thence South 12°59'06" East 247.29 feet to a point; thence South 13°36'14" West 184.66 feet to a point; thence South 04°38'35" West 64.35 feet to a point; thence South 28°28'55" West 94.67 feet to a point; thence South 46°59'39" West 96.09 feet to a point; thence South 00°20'09" East 134.72 feet to a point; thence South 02°37'21" West 134.40 feet to a point; thence South 00°00'08" East 77.98 feet to a point; thence South 58°09'16" East 97.18 feet to a point; thence South 55°47'40" East 98.68 feet to a point; thence South 13°38'54" East 58.87 feet to a point; thence South 19°41'00" West 77.33 feet to a point; thence South 06°00'17" West 49.73 feet to a point; thence South 28°16'52" East 344.50 feet to a point; thence South 28°13'48" East 338.58 feet to a point; thence South 24°43'52" East 263.68 feet to a point; thence South 21°14'58" East 159.43 feet to a point; thence South 10°13'59" East 118.44 feet to a point; thence South 00°45'25" East 182.87 feet to the point of beginning.

Tract contains 3,436,295 square feet, or 78.89 acres.
Bearings based on Tennessee State Plane Coordinate System.
RESIDENTIAL ZONING DESCRIPTION

Being a tract of land lying in the 11th Civil District of Williamson County, Tennessee. Tract being a portion of Buckner Lane Partners, LP as recorded in Deed Book 5470, Page 204, Register’s Office of Williamson County, Tennessee (ROWC). Bounded on the north by the southern Right of Way (ROW) of Thompson Station Road East, on the east and south by the remainder of said Buckner Lane Partners, LP, and on the west by the eastern ROW of Buckner Lane. Tract being more particularly described as follows:

POINT OF BEGINNING lying on the intersection of the southern ROW of said Thompson Station Road East and the eastern ROW of said Buckner Lane; thence with the southern ROW of Thompson Station Road East, South 87°06'42" East 621.40 feet to a point; thence South 86°10'20" East 542.84 feet to a point; thence leaving said ROW with a new line, South 04°02'33" West 65.22 feet to a point; thence with a curve to the right having a length of 1042.00 feet, a radius of 1800.00 feet, a central angle of 33°10'04", and having a chord bearing and distance of South 20°37'35" West 1027.51 feet to a point; thence South 53°18'11" East 248.11 feet to a point; thence with a curve to the left having a length of 248.98 feet, a radius of 500.00 feet, a central angle of 28°31'53", and having a chord bearing and distance of South 67°34'08" East 246.42 feet to a point; thence South 08°09'56" West 129.84 feet to a point; thence with a curve to the left having a length of 247.73 feet, a radius of 500.00 feet, a central angle of 28°23'16", and having a chord bearing and distance of South 06°01'42" East 245.20 feet to a point; thence South 20°13'20" East 109.56 feet to a point; thence with a curve to the right having a length of 290.80 feet, a radius of 500.00 feet, a central angle of 33°19'24", and having a chord bearing and distance of South 03°33'38" East 286.72 feet to a point; thence South 13°06'04" West 708.97 feet to a point; thence South 06°52'47" West 684.18 feet to a point; thence with a curve to the right having a length of 365.55 feet, a radius of 250.00 feet, a central angle of 83°46'43", and having a chord bearing and distance of South 12°07'31" East 220.66 feet to a point; thence South 33°42'10" East 80.02 feet to a point; thence with a curve to the right having a length of 123.68 feet, a radius of 300.00 feet, a central angle of 23°37'13", and having a chord bearing and distance of South 21°53'33" East 122.80 feet to a point; thence North 85°37'19" West 852.96 feet to a point lying on the eastern ROW of said Buckner Lane; thence with said ROW, North 07°42'54" East 3256.92 feet to a point; thence North 11°24'07" East 44.74 feet to a point; thence with a curve to the right having a length of 92.44 feet, a radius of 65.00 feet, a central angle of 81°29'11", and having a chord bearing and distance of North 52°08'43" East 84.85 feet to the point of beginning.

Tract contains 3,830,376 square feet, or 87.93 acres.
Bearings based on Tennessee State Plane Coordinate System.
RESIDENTIAL/MIXED USE 1 ZONING DESCRIPTION

Being a tract of land lying in the 11th Civil District of Williamson County, Tennessee. Tract being a portion of Buckner Lane Partners, LP as recorded in Deed Book 5470, Page 204, Register’s Office of Williamson County, Tennessee (ROWC). Bounded on the north by the southern Right of Way (ROW) of Thompson Station Road East and by the Minor Subdivision of 2809 Thompson Station as recorded in Plat Book 13, Page 122, on the east by the western ROW of Interstate 65, on the south and west by the remainder of said Buckner Lane Partners, LP. Tract being more particularly described as follows:

POINT OF BEGINNING lying on the intersection of the western ROW of said Interstate 65 and the southern ROW of said Thompson Station Road East; thence with the western ROW of said Interstate 65, South 10°57'54" West 1100.29 feet to a point; thence leaving said ROW of Interstate 65 with a new line, North 84°04'39" West 1187.40 feet to a point; thence North 82°59'09" West 612.48 feet to a point; thence North 89°30'42" West 1009.18 feet to a point; thence South 14°12'26" East 221.14 feet to a point; thence South 20°47'06" East 126.38 feet to a point; thence South 27°54'12" East 359.49 feet to a point; thence South 05°31'14" East 142.44 feet to a point; thence South 12°20'44" East 145.81 feet to a point; thence South 17°46'10" East 240.96 feet to a point; thence South 23°00'23" East 124.31 feet to a point; thence South 42°50'40" East 168.68 feet to a point; thence South 33°54'13" East 232.27 feet to a point; thence South 24°51'47" East 136.45 feet to a point; thence South 15°29'44" East 144.55 feet to a point; thence South 09°51'32" East 232.78 feet to a point; thence South 01°24'39" East 151.78 feet to a point; thence South 06°52'01" East 177.26 feet to a point; thence South 02°22'12" East 322.13 feet to a point; thence North 20°54'49" West 10.29 feet to a point; thence with a curve to the right having a length of 369.65 feet, a radius of 3000.00 feet, a central angle of 07°03'35", and having a chord bearing and distance of South 86°19'44" West 369.42 feet to a point; thence South 89°51'31" West 589.76 feet to a point; thence North 00°08'29" West 52.50 feet to a point; thence North 19°39'56" West 448.69 feet to a point; thence North 42°27'39" West 170.26 feet to a point; thence North 66°03'21" West 141.48 feet to a point; thence North 88°36'13" West 147.31 feet to a point; thence North 85°37'19" West 607.74 feet to a point; thence with a curve to the left having a length of 123.68 feet, a radius of 300.00 feet, a central angle of 23°37'13", and having a chord bearing and distance of North 21°53'33" West 122.80 feet to a point; thence North 33°42'10" West 80.02 feet to a point; thence with a curve to the right having a length of 224.75 feet, a radius of 338.79 feet, a central angle of 38°00'36", and having a chord bearing and distance of North 12°07'31" West 220.66 feet to a point; thence North 06°52'47" East 684.18 feet to a point; thence South 83°07'13" East 708.97 feet to a point; thence with a curve to the left having a length of 365.55 feet, a radius of 250.00 feet, a central angle of 83°46'43", and having a chord bearing and distance of North 54°59'25" East 333.85 feet to a point; thence North 13°06'04" East 111.38 feet to a point; thence with a curve to the left having a length of 290.80 feet, a radius of 500.00 feet, a central angle of 33°19'24", and having a chord bearing and distance of North 03°33'38" West 286.72 feet to a point; thence North 20°13'20" West 109.56 feet to a point; thence with a curve to the right having a length of 247.73 feet, a radius of 500.00 feet, a central angle of 28°23'16", and having a chord bearing and distance of North 06°01'42" West 245.20 feet to a point; thence North 08°09'56" East 129.84 feet to a point; thence with a curve to the right having a length of 248.98 feet, a radius of 500.00 feet, a central angle of 28°31'53", and having a chord bearing and distance of North 67°34'08" West 246.42 feet to a point; thence North 53°18'11" West 248.11 feet to a point; thence with a curve to the left having a length of 1042.00 feet, a radius of 1800.00 feet, a central angle of 33°10'04", and having a chord bearing and distance of North 20°37'35" East 1027.51 feet to a point; thence North 04°02'33" East 65.22 feet to a point lying on the southern ROW of said Thompson Station Road East; thence with said ROW, South 86°10'20" East 61.50 feet to a point; thence South 86°39'25" East 426.77 feet to a point; thence South 85°53'08" East 628.78
feet to a point; thence South 83°25'53" East 518.91 feet to a point; thence South 82°09'52" East 1472.76 feet to a point; thence leaving said ROW of Thompson Station Road East with the common line of said Minor Subdivision of 2809 Thompson Station, South 03°06'11" West 364.54 feet to a point; thence South 83°06'19" East 148.72 feet to a point; thence North 00°02'16" West 340.93 feet to a point; thence with the ROW of said Thompson Station Road East, South 83°04'16" East 225.41 feet to the point of beginning.

Tract contains 7,411,010 square feet, or 170.13 acres.
Bearings based on Tennessee State Plane Coordinate System.
Being a tract of land lying in the 11th Civil District of Williamson County, Tennessee. Tract being a portion of Buckner Lane Partners, LP as recorded in Deed Book 5470, Page 204, Register's Office of Williamson County, Tennessee (ROWC) and a portion of Lots 14-17 and all of Lot 5 of the Final Plat of Section One of Twin Lakes Subdivision as recorded in Plat Book 12, Page 115, ROWC. Bound on the north by the remainder of said Lots 14-17, on the east by a portion of Lot 14 of the said Final Plat of Section One of Twin Lakes Subdivision, by the remainder of said Buckner Lane Partners, LP and by the western Right of Way (ROW) of Interstate 65, on the south by Future Wades Grove Development as recorded in Deed Book 3302, Page 525, ROWC, by Wades Grove, Section 12 as recorded in Plat Book P63, Page 6, ROWC, by Wades Grove, Section 14 as recorded in Plat Book P63, Page 116 ROWC, and by the northern ROW of Twin Lakes Drive, on the west by the Williamson County Board of Education as recorded in Deed Book 4595, Page 966 and Deed Book 4906, Page 204, ROWC, by the eastern ROW of Buckner Lane, by Lots 1, 3 & 4 of the said Twin Lakes Subdivision, Section One, and by Lot 2 of the Final Plat of Section One of Twin Lakes Subdivision as Revised on the Minor Revision, Lot No. 2 as recorded in Plat Book 27, Page 44. ROWC. Tract being more particularly described as follows:

POINT OF BEGINNING lying on the western ROW of said Interstate 65 and being the southeast corner of the tract being described; thence leaving said ROW with the common lines of said Wades Grove, Section 12 and said Wades Grove, Section 14 and said Future Wades Grove Development, South 89°49'51" West 1272.20 feet to a point; thence North 01°56'41" East 1694.64 feet to a point; thence North 89°13'52" West 846.09 feet to a point; thence North 08°15'08" East 2068.04 feet to a point; thence North 08°17'32" East 50.67 feet to a point; thence South 89°18'03" West 404.64 feet to a point; thence South 89°16'07" West 1960.54 feet to a point; thence with a curve to the right having a length of 27.96 feet, a radius of 175.00 feet, a central angle of 09°09'15", and having a chord bearing and distance of North 86°09'19" West 27.93 feet to a point; thence North 81°34'44" West 19.07 feet to a point; thence with a curve to the right having a length of 39.28 feet, a radius of 25.00 feet, a central angle of 90°00'54", and having a chord bearing and distance of North 36°34'44" West 35.36 feet to a point; thence North 08°25'28" East 268.03 feet to a point; thence North 89°48'18" East 815.00 feet to a point; thence North 07°51'40" East 1383.10 feet to a point; thence with a curve to the left having a length of 408.50 feet, a radius of 1000.00 feet, a central angle of 23°24'20", and having a chord bearing and distance of South 22°11'53" East 405.67 feet to a point; thence South 33°54'03" East 378.18 feet to a point; thence with a curve to the right having a length of 734.24 feet, a radius of 1000.00 feet, a central angle of 42°04'09", and having a chord bearing and distance of South 12°51'58" East 717.86 feet to a point; thence South 08°10'06" West 570.30 feet to a point; thence with a curve to the left having a length of 569.60 feet, a radius of 1000.00 feet, a central angle of 32°38'08", and having a chord bearing and distance of South 08°08'58" East 561.93 feet to a point; thence South 24°28'02" East 383.11 feet to a point; thence with a curve to the right having a length of 206.91 feet, a radius of 500.00 feet, a central angle of 23°42'37", and having a chord bearing and distance of South 12°36'43" East 205.44 feet to a point; thence South 00°45'25" East 225.45 feet to a point; thence North 89°14'35" East 1306.42 feet to a point; thence South 05°33'12" West 788.83 feet to a point; thence with a curve to the right having a length of 1006.98 feet, a radius of 11179.08 feet, a central angle of 05°09'40", and having a chord bearing and distance of South 08°06'07" West 1006.64 feet to a point; thence South 13°40'52" West 5.92 feet to the point of beginning.

Tract contains 6,266,173 square feet, or 143.85 acres.
Bearings based on Tennessee State Plane Coordinate System.
RESIDENTIAL 2 ZONING DESCRIPTION

Being a tract of land lying in the 11th Civil District of Williamson County, Tennessee. Tract being Lot 5 of the Final Plat of Section One of Twin Lakes Subdivision as recorded in Plat Book 12, Page 115, ROWC. Bounded on the north by Lot 4 of the said Final Plat of Section One of Twin Lakes Subdivision, on the east by Lot 17 of said Final Plat of Section One of Twin Lakes Subdivision, on the south by the northern Right of Way (ROW) of Twin Lakes Drive, and on the west by the eastern ROW of Buckner Lane. Tract being more particularly described as follows:

POINT OF BEGINNING lying on the intersection of the eastern ROW of said Buckner Lane and the northern ROW of said Twin Lakes Drive; thence with the eastern ROW of said Buckner Lane, North 08°25'28" East 268.03 feet to a point; thence leaving said ROW with the common line of said Lot 4, North 89°48'18" East 815.00 feet to a point; thence with the common line of said Lot 17, South 07°51'40" West 294.21 feet to a point; thence with the northern ROW of said Twin Lakes Drive, South 89°16'07" West 746.28 feet to a point; thence with a curve to the right having a length of 27.96 feet, a radius of 175.00 feet, a central angle of 09°09'15", and having a chord bearing and distance of North 86°09'19" West 27.93 feet to a point; thence North 81°34'44" West 19.07 feet to a point; thence with a curve to the right having a length of 39.28 feet, a radius of 25.00 feet, a central angle of 90°00'54", and having a chord bearing and distance of North 36°34'44" West 35.36 feet to the point of beginning.

Tract contains 240,568 square feet, or 5.52 acres.
Bearings based on Tennessee State Plane Coordinate System.
**Intersection of Buckner Road Extension and Road E**

**Intersection of Buckner Road Extension and Road D**

**Intersection of Buckner Lane and Spring Station Drive**

**Intersection of Buckner Lane and Twin Lakes Drive**

**Intersection of Buckner Lane and Buckner Road/Buckner Road Extension**

**Intersection of Buckner Lane and Westchester Lane/Residential Loop Road**

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**Install traffic signal control when traffic study indicates traffic signal warrants are met**

**Install traffic signal control with**

**Eastbound approach of Buckner Rd Extension to include one left turn lane and one right turn lane**

**Eastbound/Westbound approaches of Buckner Rd Extension to include one shared through/left turn lane**

**Northbound approach of Road E to include one shared through/left turn lane**

**Northbound/Southbound approaches of Road D to include one shared lane for all turning movements**

**Road should include one left turn lane,**

**Lane to provide access to Phase 1**

**Extend Buckner Road east of Buckner**

**Extend Westchester Lane to intersect**

**Bicycle treatments and pedestrian**

**Buckner Lane improvements to include**

**Realign Buckner Lane between**

**The southbound approach of Buckner Lane should include one left turn lane, two through lanes and one**

**The northbound approach of Buckner Lane should include one left turn lane, one through lane, and one**

**Travel lanes in each direction and left turn lanes at intersections where deemed appropriate)**

**Construct a second northbound through**

**Outside southbound through lane should**

**Provide eastbound right turn lane with**

**Provide westbound left turn lane**

**Bike lanes and sidewalks on both sides**

**Landscape median**

**Provide minimum two travel lanes in each**

**Phasing for northbound and southbound**

**Protected/permissive left turn signal**

**Construct northbound left turn lane on**

**Outside southbound through lane should**

**Widen Thompson Station Road East to**

**Phasing for Thompson Station Road East**

**Protected/permissive left turn signal**

---

**Land Uses and Development Program**

<table>
<thead>
<tr>
<th>Development Phase</th>
<th>Phase(s)</th>
<th>Single Family (H.s.)</th>
<th>Cottage, Townhouse, Multifamily (H.s.)</th>
<th>Retail/Restaurant (s.f.)</th>
<th>Office (s.f.)</th>
<th>Hotel (Rooms)</th>
<th>Horizon Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 1 (Scenario 1)</td>
<td>1</td>
<td>159</td>
<td></td>
<td>289,962</td>
<td></td>
<td></td>
<td>2021</td>
</tr>
<tr>
<td>Phase 2 (Scenario 2)</td>
<td>1-2</td>
<td>342</td>
<td>1,238</td>
<td>751,419</td>
<td></td>
<td></td>
<td>2026</td>
</tr>
<tr>
<td>Phases 3-5 (Scenario 3)</td>
<td>3-5</td>
<td>273</td>
<td>914</td>
<td>530,452</td>
<td>3,902,250</td>
<td>400</td>
<td>2037</td>
</tr>
<tr>
<td>FULL BUILDOUT</td>
<td></td>
<td>774</td>
<td>2,152</td>
<td>1,281,862</td>
<td>3,902,250</td>
<td>400</td>
<td>2037</td>
</tr>
</tbody>
</table>
EXHIBIT D
2660 BUCKNER LANE ROAD AND UTILITY IMPROVEMENTS BY PHASE

The following table and drawings outline the responsible party and show the road and utility improvements required to be constructed prior to the Development for Phases 1, 2 and 3 of the 2660 Buckner Lane property.

The legend below allocates the required infrastructure improvements to the Responsible Party.

**LEGEND**

- Infrastructure improvements highlighted in blue below shall be the shared responsibility of the 2660 Buckner Lane development and the City of Spring Hill. The apportionment of the obligation for the completion of these improvements shall be equitably assigned between the City and the 2660 Buckner Lane Development in accordance with the source of the relative demand serving as the proximate cause for the need of such improvement.

- Infrastructure improvements highlighted in green below shall be the responsibility of the 2660 Buckner Lane Development.

- Infrastructure improvements highlighted in yellow below shall be the responsibility of the City of Spring Hill.

<table>
<thead>
<tr>
<th>DEVELOPMENT PROGRAM (1)</th>
<th>ROAD/INTERSECTION IMPROVEMENTS</th>
<th>WATER SYSTEM IMPROVEMENTS</th>
<th>SANITARY SEWER SYSTEM IMPROVEMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PHASE 1</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single Family = 159 du</td>
<td>Buckner Lane</td>
<td>Connect to 10-inch water main near intersection of Buckner Lane and Buckner Road</td>
<td>Connect to 18-inch sewer main located on Buckner Lane south of Buckner Road</td>
</tr>
<tr>
<td>Retail/Restaurant/Grocery = 280,962 sf</td>
<td>• Realign Buckner Lane between Thompson Station Road and a point approximately 1200 LF south of Buckner Road</td>
<td>• Connect to 6-inch water main on Buckner Lane near Thompson Station Road</td>
<td>• Install sanitary sewer collection system within Phase 1 of development</td>
</tr>
<tr>
<td>Horizon Years</td>
<td></td>
<td>• Install sanitary sewer collection system within Phase 1 of development</td>
<td></td>
</tr>
<tr>
<td>2017-2021</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: The Horizon Years are the period of time within which this...
Phase of the development is anticipated to occur. The actual year of construction of a specific item of work in each Phase shall be determined in conjunction with the approval of such development by the City.

<table>
<thead>
<tr>
<th>Intersection of Buckner Lane and Thompson Station Rd East</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Widen Thompson Station Road East to provide westbound left turn lane</td>
</tr>
<tr>
<td>• Widen Thompson Station Road West to provide eastbound right turn lane with channelization to an added lane on Buckner Lane in southbound direction</td>
</tr>
<tr>
<td>• Install traffic signal control w/ permissive/protected left turn signal phasing for Thompson Station Road westbound</td>
</tr>
<tr>
<td>• Bicycle treatments and pedestrian facilities integrated within intersection design</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Intersection of Buckner Lane and Westchester Lane/Residential Loop</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Extend Westchester Lane to intersect with realigned Buckner Lane and reconstruct Westchester Lane approach to include separate eastbound left turn lane and shared through/right turn lane</td>
</tr>
<tr>
<td>• Align proposed new residential street with Westchester Lane to include westbound left turn lane and shared through/right turn lane at intersection</td>
</tr>
<tr>
<td>• Stop controls to be installed on Westchester Lane and new residential street</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Buckner Road Extension Phase 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Extend Buckner Road east of Buckner Lane to provide access to Phase 1 parcels and internal street network</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Intersection of Buckner Lane and Buckner Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Construct southbound left turn lane on Buckner Lane</td>
</tr>
<tr>
<td>• Outside southbound through lane should be signed and pavement marked as a right turn lane at this intersection</td>
</tr>
<tr>
<td>• Construct northbound left turn lane on Buckner Lane</td>
</tr>
<tr>
<td>• Construct a second northbound through lane on Buckner Lane</td>
</tr>
<tr>
<td>• The westbound approach of Buckner Road should include one left turn lane, one through lane and one right turn lane</td>
</tr>
</tbody>
</table>
### PHASE 2

#### DEVELOPMENT PROGRAM (1)

- Single Family = 342 du
- Cottage, Townhouse, Multifamily = 1,238 du
- Retail/Restaurant/Grocery = 470,448 sf

**Horizon Years 2021 – 2026**

Note: The Horizon Years are the period of time within which this Phase of the development is anticipated to occur. The actual year of construction of a specific item of work in each Phase shall be determined in conjunction with the approval of such development by the City.

#### ROAD/INTERSECTION IMPROVEMENTS

- **Buckner Lane**
  - Widen Buckner Lane from a point 1200 LF south of Buckner Road to Duplex Road per the City's Buckner Lane Study
- **Buckner Road**
  - Widen Buckner Road between Buckner Lane and Columbia Pike per the City's Buckner Road Study
- **Buckner Road Extension Phase 2**
  - Extend Buckner Road east of Buckner Lane to provide access to Phase 2 parcels and internal street network
- **Intersection of Buckner Lane and Westchester Lane/Residential Loop Road**
  - Install traffic signal control when traffic study indicates signal warrants are met
  - Eastbound approach of Westchester Lane and the westbound approach of Residential Loop Road should include one left turn lane and one shared through/right turn lane
  - The northbound approach of Buckner Lane should include one left turn lane, one through lane, and one shared through/right turn lane
  - The southbound approach of Buckner Lane should include one left turn lane, two through lanes and one right turn lane

#### WATER SYSTEM IMPROVEMENTS

- Install 1.5M gallon water storage tank (Water storage tank to be constructed by developer prior to development phases for Cottage, Townhouse, and Multifamily (1,238 du) and Retail/Restaurant (470,448 sf))

#### SANITARY SEWER SYSTEM IMPROVEMENTS

- Connect to 6-inch water main on Twin Lakes Drive
- Connect to 6-inch water main south of Spring Station Middle School (Rudder Drive)
- Install water distribution system within Phase 2 of development
- Extend 18-inch sewer main from south of development along Aenon Creek and Wade’s Grove Subdivision
- Install sanitary sewer collection system within Phase 2 of development
- Possible pump station(s) needed as development of Phase 2 continues
<table>
<thead>
<tr>
<th>Intersection of Buckner Lane and Buckner Road/Buckner Road Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td>• All approaches to intersection should include one left turn, two through lanes, and one right turn lane</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Intersection of Buckner Lane and Twin Lakes Drive</th>
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</thead>
<tbody>
<tr>
<td>• Install traffic signal control when traffic study indicates traffic signal warrants are met</td>
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</table>

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<tr>
<th>Intersection of Buckner Lane and Spring Station Drive</th>
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<td>• Install traffic signal control when traffic study indicates traffic signal warrants are met</td>
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</table>

<table>
<thead>
<tr>
<th>Intersection of Buckner Lane and Road C</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Eastbound/Westbound approaches of Road C should include one shared lane for all turning movements</td>
</tr>
<tr>
<td>• Northbound/Southbound approaches of Buckner Lane should include one left turn lane, one through lane, and one shared through/right turn lane</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Intersection of Buckner Road Extension and Road D</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Install all-way stop control</td>
</tr>
<tr>
<td>• Northbound/Southbound approaches of Road D to include one shared lane for all turning movements</td>
</tr>
<tr>
<td>• Eastbound/Westbound approaches of Buckner Rd Extension to include one shared through/left turn lane and one shared through/right turn lane</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Intersection of Buckner Road Extension and Road E</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Install all-way stop control</td>
</tr>
<tr>
<td>• Northbound approach of Road E to include one shared through/left turn lane</td>
</tr>
<tr>
<td>• Southbound approach of Road E to include one shared through/right turn lane</td>
</tr>
<tr>
<td>• Eastbound approach of Buckner Rd Extension to include one left turn lane and one right turn lane</td>
</tr>
</tbody>
</table>
### PHASE 3

<table>
<thead>
<tr>
<th>DEVELOPMENT PROGRAM (1)</th>
<th>ROAD/INTERSECTION IMPROVEMENTS</th>
<th>WATER SYSTEM IMPROVEMENTS</th>
<th>SANITARY SEWER SYSTEM IMPROVEMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family = 273 du</td>
<td>I-65 and Buckner Road Interchange</td>
<td>Install water distribution network within remaining phases of development</td>
<td>Install sanitary sewer collection system within remaining phases of development</td>
</tr>
<tr>
<td>Cottage, Townhouse, Multifamily = 914 du</td>
<td>The Phase 3 development program assumes the new interchange at I-65 by the City of Spring Hill and others.</td>
<td></td>
<td>City sewerage treatment plant capacity to be upsized to accommodate overall long-term growth and development of the City of Spring Hill</td>
</tr>
<tr>
<td>Retail/Restaurant = 530,452 sf</td>
<td>The ROW required for the western side of the interchange will be dedicated by 2660 Buckner Lane development.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office = 3,902,250 sf</td>
<td>Buckner Road Extension Phase 3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hotel Rooms = 400</td>
<td>• Extend Phase 3 of Buckner Road east of to connect with new interchange at I-65</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Horizon Years 2026 - 2037</td>
<td>Intersection of Buckner Road Extension and Road C</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Note: The Horizon Years are the period of time within which this Phase of the development is anticipated to occur. The actual year of construction of a specific item of work in each Phase shall be determined in conjunction with the approval of such development by the City.</td>
<td>• Install all-way stop control</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Northbound/Southbound approaches of Road C to include one shared lane for all turning movements</td>
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<tr>
<td></td>
<td>• Eastbound/Westbound approaches of Buckner Road Extension to include one shared through/left turn lane and one shared through/right turn lane</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Prepare Updated Traffic Impact Study</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>The determination of the need for additional off-site road and intersection improvements as a part of this Phase 3 shall be established by an updated Traffic Impact Study which shall be prepared to re-evaluate street and intersection levels of service following construction of the Interstate Interchange. The updated Traffic Impact Study will determine if off-site road or intersection improvements in conjunction with ongoing City road and intersection improvements are needed based upon assigned traffic impacts associated with remaining phases of development for the 2660 Buckner Lane Project.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Footnote:**

1) The development totals represented above are stand-alone totals by each individual phase.
PHASE 1

10" WATER
Intersection Improvements & Turn Lane/Widening

Arterial B
Arterial A
Collector E

15" SEWER

ROAD PHASING PLAN FOR BUCKNER LANE PROPERTY

PHASE 1