VIRTUAL MEETING

WORK SESSION

AGENDA

August 24, 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, August 24, 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 August 31, 2020 (both paper and electronic copies).

D. PUBLIC COMMENT (NON-AGENDA ITEMS)

E. BONDS

1. PC Resolution 20-67 Reduce Maintenance Bond Hampton Springs Ph 4 Sec B.
2. PC Resolution 20-68 Release Maintenance Bond Hardins Landing Ph 3A.
3. PC Resolution 20-69 Release Perf Bond and establish Maintenance Bond Copper Ridge Ph 3 Sec 1.
4. PC Resolution 20-70 Release Perf Bond and establish Maintenance Bond Copper Ridge Ph 3 Sec 2

F. OLD BUSINESS

1. STP 864-2020: Submitted by James & Debbie Whitlock for the Great White Express Car Wash. The property is located at 3003 Belshire Village Drive, zoned C-4 and contains approximately 1.37 acres. The applicant requests site plan approval for a 5,500-sf car wash. Requested by James & Debbie Whitlock.

G. NEW BUSINESS

1. PPL 856-2020: Submitted by Thomas & Hutton for the Dollar General subdivision. Property is located on the southeast corner of Port Royal and Rice Road, zoned C-4 and contains approximately 4.64 acres. The applicant requests preliminary plat approval to divide the subject parcel into two parcels and established required utility and access easements. Requested by Alan Maher.
2. **STP 857-2020**: Submitted by Thomas & Hutton for a proposed Dollar General on Port Royal Road. Property is located on the southeast corner of Port Royal and Rice Road, zoned C-4 and contains approximately 2.27 acres. The applicant requests site plan approval to construct a 9,100-sf Dollar General store. Requested by Alan Maher.

3. **RZN 868-2020**: Submitted by Gilbert and Jackie Ortega for the rezoning of property on Cleburne Road. The property is located on the western side of Cleburne Road at Parcel ID 060029 00213 and is approximately 500’ north of Spring Hill Middle School. The property is currently zoned C-1 and contains approximately 5.158 acres. The applicant is requesting to rezone the property to I-1. Requested by Gilbert and Jackie Ortega.

4. **RZN 869-2020**: Submitted by Williamson County Schools for the rezoning of a portion of 1724 Wilkes Lane. The property is currently zoned AG and contains approximately 98.038 acres. The applicant requests to rezone a 23-acre portion of the property to IC (Institutional Campus District) in order to construct a new elementary school. Requested by Williamson County Schools.

5. **SPM 871-2020**: Submitted by Crunk Engineering for Sanctuary Bluff (formerly Newport North). The property is located off of Thompsons Station Road E, zoned R-2 and R-6 and contains approximately 24.53 acres. The applicant requests a major modification to the previously approved site plan (STP 481-2018) to redesign the site layout, reduce the multi-family unit totals from 252 to 240, and re-align the New Port Royal Road extension. Requested by Adam Crunk.

**H. OTHER BUSINESS**

1. Resolution 20-71 to adopt Technical Memorandum and Map Exhibits for Amendments to the City of Spring Hill Major Thoroughfare Plan.

**I. ROUND TABLE**

**J. ADJOURN**
DATE: August 19, 2020

REQUEST: Reduce the maintenance bond for Hampton Springs Phase 4 Section B for water, sewer, storm water drainage and basins, streets and curbs

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

OVERVIEW:

- A maintenance bond was established for Phase 4 Section B in the amount of $167,425.00 in June 2018.
- Improvements have been constructed for the water lines, sewer lines, streets and curbs.
- The detention basins in Phase 4 Section B is currently built as sediment basins. Until the phase is 80% built out and the detention basin can be completed to Stage 3 of the erosion control plans, TDEC requires a bond be in place.
- Binder was installed in July 2019.

PC ACTION REQUESTED:

- Approve PC Resolution 20-67 to reduce the maintenance bond for Hampton Springs Phase 4 Section B
RESOLUTION 20-67 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO REDUCE THE MAINTENANCE BOND FOR
HAMPTON SPRINGS PHASE 4 SECTION B

WHEREAS, a Surety Letter of Credit 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 and storm water drainage and basins, streets and curbs, would be constructed as per the approved design and function properly; and

WHEREAS, to date, the improvements for sewer lines, water lines, streets and curbs have been constructed and have been functioning properly for a minimum period of twelve (12) months; and

WHEREAS, the storm water basins are in use as sediment basins and run off from the construction of houses and will not be eligible for completion until 80% of planned houses are built; and

WHEREAS, it is the recommendation of the City Engineer that the Maintenance Bond for Hampton Springs Phase 4 Section B in the amount of $167,425.00 be reduced to $50,227.00.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that reduction of the Maintenance Bond for Hampton Springs Phase 4 Section B to the amount of $50,227.00 is hereby approved.

Passed and adopted this 14th day of September, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 8/18/20

Half Moon Development, LLC
Hampton Springs
Phase 4 Section B

Development Name: Hampton Springs
Phase or Section of Construction: Phase 4 Section B
Public Improvements: Water, sewer, streets binder and curbs

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.

City of Spring Hill Utility Inspector (signature)
Chris Cramley

Printed name

Approved By:
City of Spring Hill Engineering Dept.

199 TOWN CENTER PARKWAY P.O. BOX 789 SPRING HILL, TN 37174
PHONE (931)486-2252 NASHVILLE LINE (615)248-6307 WILLIAMSON CO. (615)599-2614 FAX (931)486-0516
DATE: August 19, 2020

REQUEST: Release the maintenance bond for Hardins Landing Phase 3A for water, sewer, stormwater, streets and curbs

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

OVERVIEW:

- A maintenance bond was established for Hardins Landing Phase 3A in the amount of $208,547.00 in June 2019. Binder was installed July 2019.
- Punch list items are completed and a certificate of satisfaction has been signed.

PC ACTION REQUESTED:

- Approve PC Resolution 20-68 to release the maintenance bond for Hardins Landing Phase 3A
RESOLUTION 20-68 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR
HARDINS LANDING PHASE 3A

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 infrastructure, curbs and streets with asphalt base course, would be constructed as per the approved design and function properly; and

WHEREAS, to date, the improvements noted heretofore have been constructed and have been functioning properly for a minimum period of twelve (12) months; and

WHEREAS, it is the recommendation of the City Engineer that the Maintenance Bond for Hardins Landing Phase 3A in the amount of $208,547.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Maintenance Bond for Hardins Landing Phase 3A in the amount of $208,547.00 is hereby approved.

Passed and adopted this 14th day of September, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 8/18/20

Hardins Landing, LLC
Hardins Landing
Phase 3A

Development Name: Hardins Landing
Phase or Section of Construction: Phase 3A
Public Improvements: Water, sewer, stormwater, streets binder and curbs

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.

City of Spring Hill Utility Inspector (signature)
Chris Crowley

Approved By:
City of Spring Hill Engineering Dept.

199 TOWN CENTER PARKWAY   P.O. BOX 789   SPRING HILL, TN 37174
PHONE (931)486-2252  NASHVILLE LINE (615)248-6307  WILLIAMSON CO. (615)599-2614  FAX (931)486-0516
DATE: August 19, 2020

REQUEST: Release the performance bond and establish a maintenance bond for Copper Ridge Phase 3 Section 1 for sidewalks and final topping

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

OVERVIEW:

- A performance bond was established for Phase 3 Section 1 in the amount of $36,135.00 in November 2015. All improvements have been constructed.
- Roads were final topped in August 2020.

PC ACTION REQUESTED:

- Approve PC Resolution 20-69 to release the performance bond and establish a maintenance bond for Copper Ridge Phase 3 Section 1
RESOLUTION 20-69 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE EXISTING PERFORMANCE BOND AND
TO ESTABLISH AS A MAINTENANCE BOND FOR
COPPER RIDGE PHASE 3 SECTION 1

WHEREAS, a Performance Bond is in place guaranteeing the completion of certain improvements for Copper Ridge Phase 3 Section 1 in the amount of $36,135.00; and

WHEREAS, the following improvements are required pursuant to the Final Plat:

   Sidewalks and final topping to all streets with 1 ½ inches of hot mix asphalt; and

WHEREAS, to date, the improvements have been completed, final topping was placed in August 2020 and approved through inspections by the City and therefore a Maintenance Bond letter of credit is required; and

WHEREAS, a Maintenance Bond letter of credit is guaranteeing the workmanship and materials of certain improvements for Copper Ridge Phase 3 Section 1 and the repair of such should damage occur during covered period; and

WHEREAS, it is the recommendation of the City Engineer that the Letter of Credit in the amount of $36,135.00 be reduced to 30% according to Section IV 4.3 Spring Hill Subdivision Regulations, establishing a Maintenance Bond letter of credit in the amount of $10,840.00 for a minimum of twelve (12) months from date of final topping.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that the existing bond letter of credit be reduced to establish a Maintenance Bond letter of credit for Copper Ridge Phase 3 Section 1 in the amount of $10,840.00 is hereby approved.

Passed and adopted this 14th day of September, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 8/18/20

Copperstone Development Partners, LLC

Copper Ridge

Phase 3 Section 1

Development Name: Copper Ridge

Phase or Section of Construction: Phase 3 Section 1

Public Improvements: 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.

Chris Crumley
City of Spring Hill Utility Inspector (signature)

Printed name

Approved By:

Sarah Katherine Tony
City of Spring Hill Engineering Dept.

Printed name
DATE: August 19, 2020

REQUEST: Release the performance bond and establish a maintenance bond for Copper Ridge Phase 3 Section 2 for sidewalks, street lights, street signs and final topping

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

OVERVIEW:

- A performance bond was established for Phase 3 Section 2 in the amount of $34,595.00 in April 2016. All improvements have been constructed.
- Roads were final topped in August 2020.

PC ACTION REQUESTED:

- Approve PC Resolution 20-70 to release the performance bond and establish a maintenance bond for Copper Ridge Phase 3 Section 2
RESOLUTION 20-70 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE EXISTING PERFORMANCE BOND AND TO ESTABLISH AS A MAINTENANCE BOND FOR COPPER RIDGE PHASE 3 SECTION 2

WHEREAS, a Performance Bond is in place guaranteeing the completion of certain improvements for Copper Ridge Phase 3 Section 2 in the amount of $34,595.00; and

WHEREAS, the following improvements are required pursuant to the Final Plat:

Sidewalks, street lights, street signs and final topping to all streets with 1 1/2 inches of hot mix asphalt; and

WHEREAS, to date, the improvements have been completed, final topping was placed in August 2020 and approved through inspections by the City and therefore a Maintenance Bond letter of credit is required; and

WHEREAS, a Maintenance Bond letter of credit is guaranteeing the workmanship and materials of certain improvements for Copper Ridge Phase 3 Section 2 and the repair of such should damage occur during covered period; and

WHEREAS, it is the recommendation of the City Engineer that the Letter of Credit in the amount of $34,595.00 be reduced to 30% according to Section IV 4.3 Spring Hill Subdivision Regulations, establishing a Maintenance Bond letter of credit in the amount of $10,378.00 for a minimum of twelve (12) months from date of final topping.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that the existing bond letter of credit be reduced to establish a Maintenance Bond letter of credit for Copper Ridge Phase 3 Section 2 in the amount of $10,378.00 is hereby approved.

Passed and adopted this 14th day of September, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 8/18/20
Copperstone Development Partners, LLC
Copper Ridge
Phase 3 Section 2

Development Name: Copper Ridge
Phase or Section of Construction: Phase 3 Section 2
Public Improvements: 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.

City of Spring Hill Utility Inspector (signature)

Printed name

Approved By:

City of Spring Hill Engineering Dept.

Printed name
STP 864-2020: Submitted by James & Debbie Whitlock for the Great White Express Car Wash. The property is located at 3003 Belshire Village Drive, zoned C-4 and contains approximately 1.37 acres. The applicant requests site plan approval for a 5,500-sf car wash. Requested by James & Debbie Whitlock.

Background: The use of a car wash on the subject site (C-4 zoning district) is permitted by special use. The applicant submitted a special use application to the Board of Zoning Appeals and the request was approved by a 3-2 vote on June 16, 2020. Following that meeting, staff was contacted by an attorney seeking to appeal the Board's decision and who submitted an open records request. Staff subsequently discovered that the required newspaper public notice did not meet the minimum 15-day notice requirement. For that reason, the application was re-advertised to allow for consideration by the Board of Zoning Appeals at their regularly scheduled meeting of August 18, 2020, where the application was once again approved by a 3-2 vote.

The Planning Commission site plan application contains plans substantially consistent with the plans approved by the Board on August 18, 2020. The site plan application was originally submitted on July 6, 2020 and deferred from the July 27, 2020 meeting to permit the special use to be re-considered by the Board of Zoning Appeals.

Property Description and History: This property is located in the Belshire Village subdivision and is located approximately 330' west of the Belshire Way and Main Street intersection. The property is located at the southwest corner of Belshire Way and Belshire Village Drive. The applicant intends to construct a car wash facility similar to the new car wash at 1075 Crossings Circle (STP 661-2019).

The applicant received Board of Zoning Appeals approval (August 18, 2020) for application BZA 834-2020, to operate a car wash as a Special Use at the subject site with the following conditions:

1. An approved special use will expire one year from the date of approval according to the provisions of Article 13.3.G of the UDC. Site plan approval through the Spring Hill Planning Commission shall be required prior to expiration of this special use.
2. Development shall be reasonably consistent with the site plan submitted to the BOZA, subject to changes and conditions imposed by the Planning Commission.

Staff finds that the site plan submitted to the Planning Commission is consistent with the plan approved by the Board of Zoning Appeals. The plan from the Board of Zoning Appeals is included in the packet for reference.

Spring Hill Rising 2040: This property's future land use designation is "Community Commerce Area". Primary future land uses for this designation include professional and regional offices, eating places, large-scale retail, municipal services, community centers, automobile-related services, transportation hubs and large-scale entertainment. The Community Commerce Areas designation emphasizes uses that generate a high level of activity and staff finds the use of the site as a car wash is consistent with this intent. Street designs are primarily automobile oriented but accommodate all modes of transportation to promote safety for all users and has high pedestrian connectivity.
This proposed use is automobile-oriented and it is located in a commercial center with other automobile-oriented uses such as a home improvement store, bank and a drive through restaurant. In consideration of these factors, staff finds that the proposed use, a car wash, is consistent with the comprehensive plan. The approval of the special use by the Board of Zoning Appeals agrees with this position.

**Access:** The site is primarily accessed via a driveway on Belshire Village Drive, located near the southeast corner of the site. This driveway is off-set slightly from the adjacent Discount Tire driveway. However, since Belshire Village Drive dead ends into the parking lot of the adjacent office building, this off-set was not determined to be problematic. A secondary access point on Belshire Way is shared with the 6.8-acre property to the south and aligns with the driveway for Lowes. An easement already exists for this shared driveway.

Part of the review at the Board of Zoning Appeals meeting and during the staff review, focused on sight visibility at the intersection of Belshire Way and Belshire Village Drive, and the driveway across from Lowes. Islands in Belshire Way contain maturing vegetation that has grown enough to create a barrier to clear visibility. The applicant has provided Plan Sheet C5.0, Sight Distance Triangles, that shows the areas within which obstructions to visibility are not permitted (based on AASHTO standards). Article 9 of the UDC also requires a 30’ sight triangle at the intersection of two streets. Based on the AASHTO data, staff anticipates that significant pruning of vegetation in the islands on Belshire Way will be necessary. This will also benefit vehicles exiting Lowes.

In addition to the discussion regarding sight visibility the Board of Zoning Appeals asked whether a traffic impact study was required. According to the ITE trip generation manual trips are below the threshold used by staff to automatically request a TIS. However, if the Planning Commission decides it is essential to the review of the proposed site plan application it can be requested of the applicant. Staff has discussed this with the applicant and understand that Public Works has been discussing a TIS with the applicants traffic engineer.

**Streets and Sidewalks:** The site plan shows a new 5’ wide sidewalk along all street frontages. An additional 5’ sidewalk is provided through the site, connecting Belshire Way to Belshire Village Drive (near the proposed dog wash facility).

**Proposed Site and Building Design:** The applicant is proposing to construct an automated 145’ car wash tunnel with three on-site automobile stacking lanes at the entrance of the tunnel to queue vehicles. The applicant is also providing 15 self-serve vacuums with partially covered parking stalls to the west of the north-south oriented car wash tunnel. The site provides one handicap parking space and 11 regular parking spaces on the southern portion of the site and at the dog wash.

The building is designed with varying panel colors, a parapet, and flat roof sections with an opaque curved roof over the car wash tunnel. The applicant intends to use the same materials and color schemes as the original Great White Express Car Wash location in The Crossings. The main colors of the buildings are various shades of greys with blue accent trims. Material percentages have been provided for each elevation and comply with the building material requirements in the UDC.

A dog wash facility is planned near the rear exit on the site and is designed to use a hardiboard material on the façade. The applicant intends to use the same dark and light grey colors on the dog wash building as the car wash. A dark grey standing seam metal roof is proposed and consistent with the commercial design standards. The dumpster is to be fully enclosed with a latch-able gate to screen views of the dumpster. A detail for the dumpster walls and gates is needed.

The proposed site is situated at the corner of two streets and contains significant road frontage. The car wash bay also faces Belshire Way. A bike rack is required for all new commercial sites and is shown on the site near south west corner of the building. The bike rack is located off the sidewalk and does not restrict any pedestrian access. The bike rack will be powder coated and meets all the requirements found in Article 10.7.

**Parking and Traffic Circulation:** The applicant is proposing a circulation system around the entire perimeter of the carwash structure for passenger vehicles and small trucks. Parking is provided around the outer perimeter and within the site for...
employees and patrons. The main entrance drive provides for a dual entry drive configuration into the site with an additional exit lane egressing the site. To minimize conflicts with the bypass lane, a “No Entry” sign has been added at the north end of the parking lot. Shared access has been provided to the parcel south of the project to enhance connectivity.

**Landscaping and Buffering:** The landscape plan provides for landscape buffer yards abutting roadways and the perimeter of the site. Red Maple streets trees are provided along Belshire Way and Tulip Poplars are provided along Belshire Village Drive. Expansive gaps in the landscaping have been addressed. The applicant has provided rows of shrubs which run along the entire parking lot to the north and west of the site. Substantial plantings have been provided near the Belshire Way and Belshire Village Drive intersection and a blue spruce has been provided for additional buffering. These plantings need to be installed in a manner that does not restrict sight visibility.

A sanitary sewer line easement is shown near the main entrance to the site and larger street trees were not able to be installed. Rather than leave this area only sodded, the applicant has provided perennials and multiple rows of shrubs to run their entire length of the easement. One Crepe Myrtle has been installed per staff’s request. The applicant has provided sufficient parking lot and foundation landscaping. Additional plantings are needed along the southern property line in the 10’ perimeter landscape yard shown on the plan. Note #6 calls for all disturbed areas to be sodded and these areas are clearly identified on the landscape plan. All areas along road frontages will be sodded. The dumpster enclosure is buffered by a three-sided wall and landscaping.

**Utilities:** The Public Works Department has reviewed the proposed use and determined that both water and sewer are available to the site and are sufficient to serve the use.

**Summary:** The applicant met with staff to discuss the site plan on July 15, 2020 and August 12, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (August 31, 2020):

1. Additional plantings are needed along the southern property line in the 10’ perimeter landscape yard which is currently shown on the Landscape Plan (Sheet L1.1).
2. To address concerns regarding sight visibility at the driveway with Belshire Way and at the intersection of Belshire Way and Belshire Village Drive, the Public Works Department is working with the applicant to determine required trimming of existing vegetation in medians and needed improvements or alterations to these intersections.
3. Show removal of existing vegetation located in the departure triangles, add shrubbery to landscape plan that doesn’t affect line of sight.
4. Submit stop sign warrant analysis for the intersection of Belshire Village Drive and Belshire Way.
5. Superimpose the departure triangles on landscaping plan.
Dog Wash Bldg

Rear Elevation

- Metal roofing trim color-1 (Typ)
- HardiPlank Clapboards 6" to the Weather (Typ)

Left Elevation

- Standing seam metal roof color-1 (Typ)

Front Elevation

- Hard anodized alum entrance & windows (Typ)
- HardiPlank Corner Board Trim (Typ)

Colors:
- Color-1: Dark grey to match existing car wash
- Color-2: Light grey to match existing car wash
- Color-3: Blue to match trim on existing car wash

07/07/20

Dog Wash
SIGHT DISTANCE
Installation Instructions

100W / 150W  
300W  
500W

Value grid [fc]

False colors [fc]
BOZA SITE PLAN 8-18-20
PPL 856-2020: Submitted by Thomas & Hutton for the Dollar General subdivision. Property is located on the southeast corner of Port Royal and Rice Road, zoned C-4 and contains approximately 4.64 acres. The applicant requests preliminary plat approval to divide the subject parcel into two parcels and established required utility and access easements. Requested by Alan Maher.

Property Description and History: This property is located at the southeast corner of Port Royal Road and Rice Road and contains approximately 4.64 acres. The proposed lot split will subdivide the single parcel into two parcels. The northern parcel will contain 2.27 acres and is the proposed site for a Dollar General (STP 857-2020). The remaining adjacent site contains 2.37 acres and is currently undeveloped. These should be labeled Lot 1 and Lot 2 respectively. The site is adjacent to an approved townhome project (Villas at Port Royal) which is currently under construction.

Access: The primary access to the site is via a shared access drive on Rice Road. This access drive will be shared with the Villas at Port Royal development to the east. Cross access is provided in the form of a Public Utilities and Access Easement along the southwest and southeast corners of the northern lot. A public access easement is provided along the southern property line of the northern lot which provides pedestrian access to the site from the eastern townhouse development. The southern lot has an access easement that has been extended from the southwest corner of the site up to its northern property line.

Streets and Sidewalks: Rice Road is a public road with a variable amount of right-of-way (60'-70') and no additional right-of-way is proposed to be dedicated. Port Royal Road is an arterial road with an existing 41.25' of right-of-way. The applicant is proposing to dedicate an additional 6.25' of right-of-way to make the proposed right-of-way 47.5' from the centerline. A 12' wide multi-use trail is proposed along Port Royal Road and will tie into the existing sidewalk along Rice Road.

Bulk and Area Requirements: The proposed lots meet the minimum dimensional and area requirements of the C-4 district. There is an 87.5’ TVA Transmission Line Easement which runs primarily through undisturbed land. An additional 40’ wide Duck River Electric Easement is also and runs diagonally through center of the northern lot. The overheard powerline currently has its lowest wire at a height of 10.5’ above ground level and will be removed.

Summary: The applicant met with staff to discuss the preliminary plat on July 15, 2020 and August 12, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (August 31, 2020):

1. Label the width of all easements.
**Spring Hill Planning Commission Work Session**

TO: Spring Hill Planning Commission  
FROM: Steve Foote, AICP, Planning Director  
     Austin Page, Associate Planner  
MEETING: August 24, 2020  
SUBJECT: STP 857-2020 (Dollar General – Port Royal Road)

**STP 857-2020:** Submitted by Thomas & Hutton for a proposed Dollar General on Port Royal Road. Property is located on the southeast corner of Port Royal and Rice Road, zoned C-4 and contains approximately 2.27 acres. The applicant requests site plan approval to construct a 9,100-sf Dollar General store. Requested by Alan Maher.

**Request:** The applicant requests site plan approval to construct a 9,100-sf retail building. This request is submitted concurrent with a preliminary plat application (PPL 856-2020) which proposes to subdivide the current 4.64-acre property into two parcels. This request is being processed under the current Unified Development Code.

**Property Description and History:** This property is located at the southeast corner of Port Royal Road and Rice Road and contains approximately 4.64 acres. Following the subdivision of property, the property will be divided into two parcels. The northern parcel will contain 2.27 acres and is the subject site of this application. The remaining property contains 2.37 acres and is currently undeveloped. The site is adjacent to a previously approved townhome project (Villas at Port Royal) which is currently under construction.

**Bulk and area requirements:** The site complies with the area and bulk requirements of the C-4 zoning district.

**Access:** The primary access to the site is via a shared access drive on Rice Road. This access drive will be shared with the Villas at Port Royal development to the east. The driveway from Rice Road will be constructed by the townhome development providing access into the proposed Dollar General site. On-site circulation is shown as two-way through the parking areas. Cross access is provided on both sides of the site to the adjacent southern lot. Truck turning templates were provided for the city’s fire truck, refuse collection, and delivery vehicles. The Fire Marshal has reviewed the plans and there no known issues on the site regarding fire access and their ability to serve.

**Streets and Sidewalks:** Rice Road is a public road with a variable amount of right-of-way (60'-70') and no additional right-of-way is proposed to be dedicated or has been requested by the Public Works Department. Port Royal Road is an arterial road with an existing 41.25' of right-of-way. The applicant is proposing to dedicate an additional 6.25' of right-of-way to make the proposed right-of-way 47.5' from the centerline. A 12' wide multi-use trail is proposed along Port Royal Road and will tie into the existing sidewalk along Rice Road. The existing sidewalk width on Rice Road is not specified and will need to be identified on the site plan. An additional 5' wide sidewalk is shown along the entrance drive and will provide pedestrian access to the building from Rice Road. A 10' wide public access easement is shown along the southern property line and includes a 5' sidewalk. This proposed sidewalk will provide access to the building and the site from the neighboring townhome development to the east.

**Building and Site Design:** The building is positioned on the rear of the site because of two large easements that run along the front portion of the site. There is an 87.5’ TVA Transmission Line Easement which runs primarily through undisturbed land and a proposed stormwater detention pond. An additional 40’ wide Duck River Electric Easement runs primarily through the parking lot. The site is designed with a shared access drive off Rice Road. Cross access is provided along the southern property line to the east and west of the building. A public access easement is provided along the southern property line which provides pedestrian access to the site from the adjacent townhouse development.
The applicant has provided elevations which portray the primary building façade materials as brick veneer, stained split-face block and aluminum trim. No secondary building materials are being proposed. Material percentages for each façade have not been provided and need to be provided prior to the Planning Commission voting meeting. The dumpster enclosure is positioned on the south east corner of the building in the truck loading zone area. A detail for the dumpster enclosure has not been provided and will need to be submitted. The dumpster enclosure needs to be constructed of materials that match the primary building façade. A detail needs to be added to the detail sheet along with an elevation added to the elevation sheets.

PARKING AND LOADING: The site includes 33 parking spaces, which exceeds the minimum requirement of 19 spaces. The site includes two ADA spaces. The site plan shows typical 90-degree angle parking around the site and provides adequate amounts of maneuvering and drive-aisle space. Two-way drive aisles vary around the site and are shown as 24', 29' and 36' wide. The minimum drive aisle width is 25'.

Two bicycle parking racks are shown on the site and are located off the sidewalk and do not interfere with pedestrian access. Article 10.7.C.2 of the UDC states that Bike racks must have a PVC coating or powder coat finish, unless an alternative finish is approved by the Planning Commission. The applicant needs to add a bike rack detail to the details and specify the dimensions and finish.

LANDSCAPING AND BUFFERING: There is no existing vegetation on the property. The applicant is providing the required 15' landscape buffer along the eastern property line adjacent to the Villas at Port Royal. Rows of landscaping are provided around the parking lot and the front and rear foundations of the building. Parking lot islands are landscaped but the plant identified as “LISB” is not listed in the Plant Schedule and needs to be added. The applicant has expressed to staff that the proposed pond is a dry extended detention pond. There is no bioretention proposed for this project. Staff recommends the applicant provide additional landscaping around the pond to screen it from adjacent streets.

Port Royal is an arterial road and requires one street tree to be planted every 35'. Due to the TVA easement and overhead powerlines, canopy trees (mature height of +30’) are not permitted to be planted within 40' of the centerline of overhead power line right-of-way or easement. A recommended plant list is provided in the Appendix section of the UDC and lists permitted understory trees that are allowed to be planted no closer than 10’ from the centerline of overhead power line. These trees normally achieve a mature height of 15’ to 30’. The applicant needs to select a permitted understory tree species and add them to the landscape plan. Distances from the trees to the centerline of the overhead powerline should be clearly identified. The landscape plan needs to identify sodded areas. Staff recommends that all areas along road frontages be sodded.

Because of the odd nature of this site with TVA and other power lines crossing the north end of the site, landscape strips have followed the developed portion of the site. Rice Road is a local street and does not require landscaping. If the Planning Commission is so inclined, additional landscaping may be required in these areas per Article 11.7.A.

BICYCLE AND GREENWAY PLAN: The Bicycle and Greenway Plan calls for a bike lane on Port Royal Road. No information regarding the proposed bike lane has been provided. The applicant is providing a 12’ multi-use trail along Port Royal Road which will tie into the existing sidewalk on Rice Road.

SUMMARY: The applicant met with staff to discuss the site plan on July 15, 2020 and August 12, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (August 31, 2020):

1. On sheet C1.1 in the Site Data Table, the site acreage needs to be corrected from 4.64 to 2.27-acres.
2. Label the width of the existing sidewalk on Rice Road.
3. Article 10.7.C.2 of the UDC states that Bike racks must have a PVC coating or powder coat finish, unless an alternative finish is approved by the Planning Commission. The applicant needs to add a bike rack detail to the details and specify the dimensions and finish.
4. Material percentages for each façade have not been provided and need to be provided.
5. Add HVAC equipment outlines behind parapet walls to show proper screening.
6. A detail for the dumpster enclosure has not been provided and will need to be submitted. The dumpster enclosure needs to be enclosed on three sides with a gate, and should use materials that match the primary building façade. A detail needs to be added to the detail sheet along with an elevation added to the elevation sheets.

7. The Bicycle and Greenway Plan calls for a bike lane on Port Royal Road. No information regarding the proposed bike lane has been provided.

8. Parking lot islands are landscaped but LISB is not listed in the Plant Schedule and needs to be added or the plant material changed.

9. The applicant response states that plantings were provided around the detention pond, however, the landscape plan does not reflect this. Staff recommends the applicant provide additional landscaping around the pond.

10. Port Royal is an arterial road and requires one street tree to be planted every 35’. Due to the TVA easement and overhead powerlines, canopy trees (mature height of +30’) are not permitted to be planted within 40’ of the centerline of overhead power line right-of-way or easement. A recommended plant list is provided in the Appendix section of the UDC and lists permitted understory trees that are allowed to be planted no closer than 10’ from the centerline of overhead power line. The applicant needs to select a permitted understory tree species and add them to the landscape plan. Distances from the trees to the centerline of the overhead powerline should be clearly identified.

11. The landscape plan needs to identify sodded areas. Staff recommends that all areas along road frontages be sodded.

12. Show grading for walking trail, extend the limits of disturbance to include the trail grading.

13. Show post curb detail on site detail sheet.

14. Put ADA ramp at NW corner of property, bring the existing up to current ADA standards.

15. Water meters and backflow devices need to be relocated. The project engineer will need to meet with the Water Department prior to plans going to TDEC.

16. Widen drive aisle on the west side of the building to 25’.
RZN 868-2020: Submitted by Gilbert and Jackie Ortega for the rezoning of property on Cleburne Road. The property is located on the western side of Cleburne Road at Parcel ID 060029 00213 and is approximately 500’ north of Spring Hill Middle School. The property is currently zoned C-1 and contains approximately 5.158 acres. The applicant is requesting to rezone the property to I-1. Requested by Gilbert and Jackie Ortega.

Request: The applicant is requesting to rezone their entire 5.158-acre property from C-1, Neighborhood Commercial District to I-1, Light Industrial District.

Property Description and History: This property is located on the western side of Cleburne Road and contains approximately 5.158 acres. The property is currently zoned C-1 and is adjacent to I-1 properties on all 4 sides. Under the previous zoning ordinance, this property was zoned B-1. The subject site is approximately 480’ north of Spring Hill Middle School. The applicant has not provided a concept plan (not required) and has intentions of constructing a storage facility.

Spring Hill Rising: 2040: The future land use classification for this site is Industrial Area. According to the Comprehensive Plan, “Building development is variable to promote the specific needs of large-scale activities or businesses and accommodate large footprint distribution facilities. Appropriate landscaping and open space between buildings and adjacent land uses should be provided to help limit negative visual and noise impacts of activity within the surrounding area.” Primary future land uses include automobile-related services, light and heavy industrial uses, manufacturing, warehousing, storage, animal boarding, recycling, and municipal services.

Surrounding Property/Zoning: All adjacent properties to the site are zoned I-1. The property is approximately 170’ wide and exceeds the minimum lot width for the I-1 zoning district of 100’.

Access, Streets and Sidewalks: Vehicular access to the property is via Cleburne Road. If the rezoning is approved by the Board of Mayor and Alderman; access, streets and sidewalks will be addressed at time of site plan/development review. Cleburne is classified as a Collector Road and will require a minimum Right-of-Way of 75’ (37.5’ from centerline).

Building and Site Design: No concept plan has been submitted but the applicant has indicated that the purpose of this rezoning application is to allow storage units as a permitted use. Similar to above, building and site design will be reviewed at site plan submittal.

Zoning Map Amendments: Staff has placed public notification signs on the property and published notice as required by the Unified Development Code. The applicant will need to provide staff with copies of the mailed notices and proof of mailings in the form of an affidavit, no later than September 4, 2020. The mailed notification letters are to be sent to surrounding land owners within 500’. The UDC requires all notices to be mailed at least 10 days prior to the first scheduled action (September 14, 2020 Planning Commission).

Approval standards for zoning map amendments, as found in the Unified Development Code, Article 13, are below:

E. Approval Standards
The Board of Mayor and Aldermen decision on any zoning text or map amendment is a matter of legislative discretion that is not controlled by any particular standard. However, in making their recommendation and decision, the Planning Commission and the Board of Mayor and Aldermen must consider the following standards. The approval of amendments is based on a balancing of these standards.

1. Approval Standards for Map Amendments

   a. The consistency of the proposed amendment with the Comprehensive Plan and any adopted land use policies.
   b. The compatibility with the existing use and zoning of nearby property.
   c. The extent to which the proposed amendment creates nonconformities.
   d. The trend of development, if any, in the general area of the property in question.
   e. That there are no adverse impacts on public health, safety, and welfare.
   f. Whether adequate public facilities are available including, but not limited to, schools, parks, police and fire protection, roads, sanitary sewers, storm sewers, and water lines, or are reasonably capable of being provided prior to or concurrent with the development of the site, which would be permitted on the subject property if the amendment were adopted.

Staff's response to the approval standards are as follows:

   a. The proposed amendment is consistent with the comprehensive plan classification of Industrial Area which permits light industrial uses such as warehousing and storage. Taking the context of the neighborhood and adjacent uses into account, staff believes that the proposed rezoning is consistent with the overall goals of the comprehensive plan.
   b. The existing commercial zoning has been in place since at least 2007. A zoning map prepared by the TN Department of Economic and Community Development shows the site zoned AG during the 1980’s. The commercial zoning classification is not consistent and is not in harmony with the surrounding industrial uses. All adjacent properties are currently zoned I-1. The subject site is approximately 480’ north of Spring Hill Middle school, but the site is separated from the school by industrial zoning and an industrial use.
   c. Staff is not aware of any non-conformities that would be created by the proposed rezoning.
   d. The site is completely surrounded by I-1 zoning and the current classification of C-1 permits uses that do not follow the development trends of the area. A rezoning would allow the property to conform and follow the industrial development trends of the area.
   e. The Planning Department has not received any response from other departments and is not aware of a determination that the proposed rezoning of the property would have an adverse impact on the overall public health, safety or welfare in Spring Hill.
   f. Water is readily available to the site. However, capacity and flow are yet to be determined by engineering. Sewer is not readily available to the site, but will require an extension across adjacent property.

Impacts of this Rezoning on the City of Spring Hill: Staff shared the proposed rezoning request with other city departments and requested a description or quantitative information on how the proposed rezoning would impact service delivery, the budget and/or staffing. The following responses were received.

   • Police – Police Chief Don Brite stated that the rezoning or proposed storage units would not have an impact on the Police Department.
   • Water – Brad Dilling of Dempsey, Dilling & Associates has provided a Water Distribution Pressure Summary. The summary is attached to this report.

Findings: Staff has provided our response to the required findings listed above from Section 13.2.E of the UDC. The Planning Commission and Board of Mayor and Alderman will need to make a determination as to whether the request is
consistent with the six criteria listed above. A policy decision may be needed to determine whether water/sewer capacity and flow should be determined prior to rezoning or prior to site plan review.

Summary: Staff held a meeting to discuss the rezoning with the applicant on August 12, 2020. The applicant did not attend this meeting and the following items that need to be addressed prior to the submittal for Revision Deadline #2 (August 31, 2020):

1. A copy of the mailed notices and proof of mailings in the form of an affidavit must be provided to the Planning Department by September 4, 2020. The UDC requires all notices to be mailed at least 10 days prior to the first scheduled action (September 14, 2020 Planning Commission).
Water Distribution Pressure Summary

Project: Cleburne Road Storage  Map Parcel 029/002.13

Usage Summary: (TDEC) 1 connection (restroom) 2 gpm
                Fire flow 750 gpm (30 min psi required)

Tanks at 50%  Elev 883 (Southside)
Fed from: 8" line on Cleburne Ln

Results at site high point: Approx. 724 feet

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Static Pressures: 65 psi
Residual Pressures: 65 psi
Residual with Fireflow: 36 psi

Meets minimum pressure requirements.
RESOLUTION 20-66

OF THE PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RECOMMEND APPLICATION RZN 869-2020 (TAX MAP 153, PARCEL 11.00 – AG to IC) TO THE BOARD OF MAYOR AND ALDERMAN

WHEREAS, pursuant to TCA 13-4-103, authority is granted to the Municipal Planning Commission to make recommendations relating to the plan and development of the municipality to public officials; and

WHEREAS, the Planning Commission had a regular meeting on the 14th day of September, 2020 and heard public testimony and input regarding application RZN 869-2020; and

WHEREAS, the Planning Commission considered the materials submitted by the applicant and the reports written by City Staff;

NOW, THEREFORE BE IT RESOLVED, that the Spring Hill Planning Commission forwards the recommendation for application RZN 869-2020 to the Board of Mayor and Alderman as follows.

APPROVAL OF RZN 869-2020

Passed and adopted this 14th day of September, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
RZN 869-2020: Submitted by Williamson County Schools for the rezoning of a portion of 1724 Wilkes Lane. The property is currently zoned AG and contains approximately 98.038 acres. The applicant requests to rezone a 23-acre portion of the property to IC (Institutional Campus District) in order to construct a new elementary school. Requested by Williamson County Schools.

Request: The applicant is requesting to rezone a 23-acre portion of 1724 Wilkes Lane property from AG, Agricultural District to IC, Institutional Campus District. Williamson County Schools is also preparing a site plan application for submittal on September 8, 2020.

Property Description and History: This property is located along the northeast limits of the City and is approximately 1000’ west of Main street. The property is currently zoned AG and contains approximately 98.038 acres.

Surrounding Property/Zoning: The site is bordered by R-2 PUD (The Arbors at Autumn Ridge), R-1 (Shannon Glen) and C-4 to the south, R-2 PUD to the east (Tanyard Springs) and Thompsons Station property to the north and west. The CSX railroad runs along the western boundary of the property, but not the proposed school property.

Spring Hill Rising: 2040: The future land use classification for this site is Residential Neighborhood Area. According to the Comprehensive Plan, the development pattern of Residential Neighborhood Areas “varies from low to moderate density with clusters of similar one- and two-story residential dwellings in both conventional subdivision development and traditional neighborhood form. New Development should integrate different housing types of appropriate scale and context and increase the connections between neighborhoods and other areas.” The plan also states that, “While these areas are primarily residential, the Residential Neighborhood Area encourages a traditional neighborhood development that incorporates low-intensity nonresidential uses intended to serve the surrounding neighborhood on corners and along connecting corridors. Buildings are located close to the street and designed to the scale and form of the surrounding neighborhood.” Currently, there are several existing schools located within the city limits in a Residential Neighborhood Area.

Access, Streets and Sidewalks: The property fronts on and has vehicular access via Wilkes Lane and the entry drive aligns with Shane Drive to the south. The applicant has provided a Zoning Exhibit which includes a pedestrian connection and emergency access to any future residential. The Major Thoroughfare Plan calls for an extension of Campbell Station Parkway to run through this property and end at the Thompson’s Station jurisdiction line. Campbell Station Parkway is classified as a Collector Road and according to the map and City GIS, the proposed road alignment is on the eastern and western side of McCutcheon Creek, but appears to be located off the proposed school property. The Zoning Exhibit shows a number of roadway improvements that include; a right-turn lane into the site, left turn lane onto Shane Drive and a designated left-turn lane into the school site. Wilkes Lane is classified as a Collector Road and requires a minimum Right-of-Way of 75’ (37.5’ from centerline). Right-of-way dedication is required.

An application for a residential development is expected in the near future for the remainder of the site. The remaining acreage will need to be rezoned from AG prior to any future residential development.
Building and Site Design: A Zoning Exhibit has been provided showing the site layout for the proposed elementary school. The school is located centrally on the site and proposes to only have one entrance and exit driveway. This road is proposed to align with Shane Drive. McCutcheon Creek is shown along the proposed eastern property line. The expected enrollment of the school is approximately 850-900 students and Williamson County Schools expects an opening in the Fall of 2022. Similar to above, building and site design will be reviewed at site plan submittal.

Bicycle & Greenway Plan: The Bicycle & Greenway Plan calls for a proposed bike lane along Wilkes Lane. Typically, bike lanes are provided on both sides of the road. A greenway named the “Wilkes Lane Greenway” is shown along McCutcheon Creek along the eastern side of the proposed school property. The CSX Greenway ends at the railroad and Wilkes Lane. The bike lane and greenways will be discussed at time of site plan submittal.

Zoning Map Amendments: Staff has placed public notification signs on the property and published notice as required by the Unified Development Code. The applicant has mailed notification letters to surrounding land owners within 500’.

Approval standards for zoning map amendments, as found in the Unified Development Code, Article 13, are below:

**E. Approval Standards**

The Board of Mayor and Aldermen decision on any zoning text or map amendment is a matter of legislative discretion that is not controlled by any particular standard. However, in making their recommendation and decision, the Planning Commission and the Board of Mayor and Aldermen must consider the following standards. The approval of amendments is based on a balancing of these standards.

1. **Approval Standards for Map Amendments**
   
   a. The consistency of the proposed amendment with the Comprehensive Plan and any adopted land use policies.
   
   b. The compatibility with the existing use and zoning of nearby property.
   
   c. The extent to which the proposed amendment creates nonconformities.
   
   d. The trend of development, if any, in the general area of the property in question.
   
   e. That there are no adverse impacts on public health, safety, and welfare.
   
   f. Whether adequate public facilities are available including, but not limited to, schools, parks, police and fire protection, roads, sanitary sewers, storm sewers, and water lines, or are reasonably capable of being provided prior to or concurrent with the development of the site, which would be permitted on the subject property if the amendment were adopted.

Staff’s response to the approval standards are as follows:

a. The proposed amendment is consistent with the comprehensive plan classification of Residential Area. Taking the context of the neighborhood and adjacent uses into account, staff believes that the proposed rezoning is consistent with the overall goals of the comprehensive plan.

b. Under the previous zoning ordinance, the subject property was zoned AG and is currently zoned AG. All adjacent properties are residentially or commercially zoned. Rezoning for an elementary school is considered compatible with adjacent zoning and residential uses. A school in the new UDC is not permitted in the AG district.

c. Staff is not aware of any non-conformities that would be created by the proposed rezoning. The remainder of the site will be considered under separate application.

d. The site is primarily surrounded by residential uses and the current classification of AG permits uses that do not follow the development trends of the area. A public school, while not representing a ‘trend’ in the area, is consistent with and will serve the adjacent residential areas. Schools are typically found in residential neighborhoods and Williamson County Schools has identified the need for a school in this area.

e. The Williamson County School District is proposing to provide for various off-site improvements to Wilkes Lane and for pedestrian access. A use of this size within an existing residential neighborhood may generate some...
opposition. However, staff has not at this time, identified any adverse impacts on the overall public health, safety or welfare in Spring Hill.

f. Water and sewer service are available to the site.

Impacts of this Rezoning on the City of Spring Hill: Staff shared the proposed rezoning with city departments and requested a description or quantitative information on the department impact, including budget/staff. The following responses were received.

- **Police** – Police Chief Don Brite has concerns with the traffic impact on Wilkes Lane, especially the intersection onto Main Street. As for cost to the Police Department, for the school alone is minimal impact. Traffic issues will be the biggest concern.
- **Water** – Brad Dilling of Dempsey, Dilling & Associates has provided a Water Distribution Pressure Summary and the estimated daily water usage is 13,500 gallons. The summary is attached to this report.

Findings: Staff has provided our response to the required findings listed above from Section 13.2.E of the UDC. The Planning Commission and Board of Mayor and Alderman will need to make a determination as to whether the request is consistent with the six criteria listed above. A policy decision may be needed to determine whether water/sewer capacity and flow should be determined prior to rezoning or prior to site plan review.

Summary: Staff held a meeting to discuss the rezoning with the applicant on August 12, 2020. There are no items to be addressed prior to the submittal for Revision Deadline #2 (August 31, 2020).
ROADWAY IMPROVEMENTS
1. RIGHT TURN INTO SITE
2. LEFT TURN ON SHANE DR.

LEFT TURN INTO SITE
WILL MATCH TRAFFIC RECOMMENDATIONS

PEDESTRIAN CONNECTION
EMERGENCY ACCESS
TO RESIDENTIAL

LOCATION MAP
SITE

AREA TO REZONE 23 AC±

FROM AG TO IC
ZONED: AG

WOODS AREA
BUFFERS VARIED
TO 87'

PEDESTRIAN CONNECTION
TO WILKES LANE

40' BUFFER

WILKES LANE
Elementary School
Williamson County Schools

REVISION DATE
PLANNING COMMENTS 8-17

NOTES:

THIS DRAWING SHALL NOT BE REPRODUCED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT

SHUDDLESTON- STEELE
ENGINEERING INC
2115 W. BROAD STREET, MURFREESBORO, TN 37132
TELEPHONE: 615-4084, FAX: 615-2080

C1.0
Located on Tax Map 153, Portion of Parcel 11.00 Williamson County, Tennessee. Bound on the north, east and west by the remaining property of Barbara and Janet McKinley; on the south by Wilkes Lane.

Commencing at the intersection of Wilkes Lane and Shetland Drive; thence with the centerline of Wilkes Lane, N 77°44'17"W, 126 feet to the point of beginning; thence with the right-of-way of Wilkes Lane, N 78°01'10"W, 552.19 feet; thence, leaving Wilkes lane with a severance line of said property, N01°24'33"E, 655.65 feet, thence N12°15'46"E, 538.46 feet; thence S77°44'17"E, 1,054.10 feet; thence S26°50'03"W, 609.76 feet, thence S55°23'30"W, 94.25 feet; thence S29°24'12"W, 544.95 feet to the beginning, containing 23 acres, more or less.
AFFIDAVIT

Re: Rezoning for Williamson County Schools
1724 Wilkes Lane, Spring Hill, TN

On August 13th, 2020, Huddleston Steele Engineering, Inc. mailed notices to every property owner as required, notifying them of the requested rezoning. An example of the notice sent is attached herewith.

Huddleston Steele Engineering, Inc.

STATE OF TENNESSEE
COUNTY OF RUTHERFORD
Personally appeared before me, the undersigned, a Notary Public in and for the said County and State, the within named Enoch E. Jarrell, Jr., P.E. with whom I am personally acquainted, and who upon his oath acknowledges that he as such, being authorized to do so, executed this instrument for the purposes therein contained.

Witness My hand and official seal at Murfreesboro, Tennessee this 17th day of August, 2020.

My Commission Expires: 08-22-2022

Notary Public
August 14, 2020

Re: Proposed Rezoning —
Rezone from Agricultural (AG) to Institutional Campus (IC)

Dear Property Owner,

On behalf of Williamson County Schools, we are writing to you as required by the Spring Hill Unified Development Code. A portion of the property at 1724 Wilkes Lane, Tax Map 53, Parcel 11.00, in Williamson County, Spring Hill, Tennessee has an application pending to request a change in zoning from the AG Zoning District to the IC Zoning District. The zoning ordinance requires that a public notice be mailed to the owners of all property within five hundred (500) feet of the subject site. This notice is sent to comply with that requirement.

The application for rezoning will be considered by the Spring Hill Planning Commission during a work session on the 24th day of August 2020. The meeting will at 5:30 p.m. and due to Covid-19, the August meetings will be held electronically. The Planning Commission meeting is on the 14th day of September 2020 at 5:30 p.m. A decision on September meetings has not been made. If you want to send comments to the Planning Commission, please send comments to PCPublicComment@springhilltn.org.

After the Spring Hill Planning Commission has given due consideration of the application a recommendation will be forwarded to the Board of Mayor and Alderman for final consideration. The Board of Mayor and Alderman (BOMA) will hold its first work session on the 5th day of October, 2020 at 6:00 p.m. with the first reading of this ordinance scheduled for the 19th day of October, 2020 at 7:00 p.m. as well as a Public Hearing and Second and Final reading on the 16th day of November, 2020 of the ordinance taking place at 7:00 p.m.

To submit comments to the BOMA, please send an email to BOMAPublicComment@springhilltn.org

If you have questions regarding this application you can contact the Spring Hill Planning & Zoning Department at (931) 486-2252 ext. 232 or in person at 5000 Northfield Lane, Suite 520, Spring Hill, TN 37204.

Sincerely,

Huddleston Steele Engineering
Enoch E. Jarrell, Jr.

Cc: Mr. Eric Gardner, Assistant Director of Facilities and Construction
Project: 1724 Wilkes Lane – Wilkes Lane Elementary School

Usage Summary: (TDEC) 900 students @ 15 gal/day = 13,500 gallons

Over an 8 hr day = 28 gpm

Fire flow 750 gpm (30 min psi required)

Tanks at 50% Elev 974 (Northside)

Fed from: 10" line on Wilkes Ln

Results at site high point: Approx. 800 feet

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Static Pressures: 74 psi
Residual Pressures: 74 psi
Residual with Fireflow: 66 psi

Meets minimum pressure requirements.
RESOLUTION 20-65

OF THE PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RECOMMEND APPLICATION RZN 868-2020 (TAX
MAP 029, PARCEL 02.13 – C-1 to I-1) TO THE BOARD OF MAYOR AND
ALDERMAN

WHEREAS, pursuant to TCA 13-4-103, authority is granted to the Municipal Planning Commission to
make recommendations relating to the plan and development of the municipality to public officials; and

WHEREAS, the Planning Commission had a regular meeting on the 14th day of September, 2020 and heard
public testimony and input regarding application RZN 868-2020; and

WHEREAS, the Planning Commission considered the materials submitted by the applicant and the reports
written by City Staff;

NOW, THEREFORE BE IT RESOLVED, that the Spring Hill Planning Commission forwards the
recommendation for application RZN 868-2020 to the Board of Mayor and Alderman as follows.

APPROVAL OF RZN 868-2020

Passed and adopted this 14th day of September, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
TO: Spring Hill Planning Commission  
FROM: Steve Foote, AICP, Planning Director  
        Austin Page, Associate Planner  
MEETING: August 24, 2020  
SUBJECT: SPM 871-2020 (Sanctuary Bluff – Formerly Newport North)

SPM 871-2020: Submitted by Crunk Engineering for Sanctuary Bluff (formerly Newport North). The property is located off of Thompsons Station Road E, zoned R-2 and R-6 and contains approximately 24.53 acres. The applicant requests a major modification to the previously approved site plan (STP 481-2018) to redesign the site layout, reduce the multi-family unit totals from 252 to 240, and re-align the New Port Royal Road extension. Requested by Adam Crunk.

Summary of Changes since 2018: The most notable changes from the 2018 plan to the current submittal are listed below:
1. The number of units has decreased from 252 to 240.
2. The extension of New Port Royal Road has been realigned to the west of the multi-family site, with the north and south termini remaining at the same locations.
3. The amenity area has been redesigned, but remains to the west. An electronic crosswalk sign is proposed.
4. The playground is missing from the proposed plans.
5. A parking lot now abuts the single-family neighborhood to the south, rather than small scale residential buildings.
6. All buildings now contain 24 units. The prior plan included a mix of 12- and 24-unit buildings.
7. The dumpster enclosure was previously at the north end of the site and is now to the south in close proximity to the single-family neighborhood.

Property Description: This property is located along New Port Royal Road, south of Thompsons Station Road, at the north end of the City. The Planning Commission approved a sketch plan for this property in November, 2017 (SKP 424-2017) and a site plan (STP 481-2018) on April 9, 2018. The site plan approval included 252 units. The site plan was approved with the following conditions:

Planning Department:
1. Prior to the issuance of any permits, the landscape plan shall be revised to comply with City regulations. Landscaping shall be provided along the bottom and top of the retaining wall along the west property line. Revised plan is subject to staff approval.
2. Remove note on Sheet L1.0 saying that the retaining wall satisfies the landscape buffer requirement.
3. Site plan approval shall remain valid for a period of three (3) years, during which time all required permits shall be obtained.
4. Modification to the approved site plan may require Planning Commission approval.

Assistant City Manager:
1. The applicant shall submit a revised lighting plan demonstrating that the proposed wall fixtures will provide sufficient safe lighting in all portions of parking lots serving Buildings 7 through 15. In the event the applicant is not able to provide sufficient lighting utilizing wall fixtures, the applicant shall install pole-style lighting in the parking lots serving Buildings 7 through 15 in order to provide sufficient interior site lighting for parking areas.
2. The eastbound deceleration lane shall be lengthened from 50 feet to 75 feet.
3. Comment #3 on Phasing Plan (Sheet C5.1) shall be revised as follows: “A warrant analysis shall be conducted prior to the start of construction of the final phase of Newport North Multifamily or Newport Executive Condominiums, whichever develops last. In the event a traffic signal is warranted
at the intersection of Thompsons Station Road and New Port Royal Road, the City Engineer will determine an appropriate apportionment of the total cost for signal system installation based upon current traffic counts from which the applicant shall pay a proportionate share of the design and construction cost for the traffic signal and related improvements. In the event a traffic signal is warranted, the traffic signal should be installed prior to the issuance of a certificate of occupancy for any of the buildings located in the final phase of development in either Newport North Multifamily or Newport Executive Condominiums, whichever develops last."

Fire Marshal:

1. A standpipe shall be required for all buildings located beside the retaining wall that cannot provide a minimum separation from the building foundation to the face of the retaining wall of at least 20 feet for proper clearance and access.

Added Condition:

1. The applicant is to donate 75 feet of right of way from Thompson Station Road south to the entrance of the amenity center.

This application is being processed under the previous zoning ordinance. The remaining R-2 zoned land along Thompson’s Station Road has no plans to be developed at this time and will remain as is.

Access: The plan approved in 2018 provided an extension of New Port Royal Road that divided the residential development and residential buildings. The current plan provides for this extension in a manner that skirts around the left side of the development, maintaining all dwellings on the east side of the collector road. All access will be from New Port Royal Road via two curb cuts for the multifamily buildings and one for the amenity center at the northern portion of the site. The amenity center is on the west side of New Port Royal Road, as approved with the 2018 plan. This property maintains an access drive to the adjacent Spring Hill water tank. Fire truck and refuse collection templates have been provided and are sufficient.

Streets and Sidewalk: The applicant proposes 5’ wide sidewalks for internal circulation and along both sides of New Port Royal Road. Pedestrian sidewalks have been provided in between buildings 6 and 7, and 8 and 9. These sidewalks provide easier access between the parking lots and neighboring buildings. Staff recommends adding an additional pedestrian connection between buildings 2 and 3 to provide access to the sidewalk on New Port Royal Road. No sidewalk is shown on Thompson’s Station Road. New Port Royal Road has been realigned further west on the property and will still make the same connection into the Newport Crossing subdivision.

Thompson’s Station Road is a roadway that falls within the jurisdiction of both Thompson’s Station and Spring Hill. The subject property extends to the centerline of the road which also represents the Spring Hill jurisdiction line. The road is not shown on Spring Hill’s Major Thoroughfare Plan. The applicant does not propose R/W dedication or sidewalk installation on Thompsons Station Road. Improvements are show in the form of a right turn decel lane and a left turn lane. Right-of-way dedication for any future widening and a sidewalk should be considered.

Bulk and area requirements: The site complies with the requirements of the previous zoning ordinance.

Proposed Site and Building Design: The site design has changed with most notably the reconfiguration of New Port Royal Road and the position of the residential buildings. The new road alignment has reduced the access points to the development from 5 to 3. The previous plan proposed 3 building along the southern property line which have been removed and replaced with a parking lot. The 25’ landscape buffer is remaining. Existing vegetation is shown on the landscape plans along with the LOD (limits of disturbance). Trees that will be removed or damaged by the proposed LOD need to be clearly marked. Staff recommends that the LOD be adjusted to retain all Cedar, Elm and Oak trees.
Building elevations indicate three-story structures, all contain 24 units, primarily of brick and hardi-board, which are compliant with City design guidelines. All façade materials are primary building materials, but material percentages need to be provided. Roofing material is not labeled and should be Architectural Asphalt Shingles. Building elevations for the amenity building were not found, but need to be designed consistent with proposed multi-family buildings. Dumpster enclosures are compliant with the City’s design guidelines. Lighting appears to comply with code limitations.

Buildings #4 and #10 are significantly close to adjacent sidewalks, which does not promote privacy or quiet for the apartment units. Recommend that greater separation be provided.

**Parking and Loading:** The proposal includes sufficient parking, including visitor parking at a rate of one space for every eight units. Parking spaces are 9’x18’ and drive aisles are 26’ wide. Overall parking has been reduced from 539 spaces to 510 total spaces. All parking is internal to the site and no parking fronts on New Port Royal Road. Bicycle parking is sufficient and has been increased from 10 to 11 racks.

**Landscaping and Buffering:** Twenty-five-foot-wide landscaping buffers are required where the proposal abuts residential districts of lesser density. A landscape buffer has been provided along the southern property line. The applicant proposes to plant additional trees to supplement the existing tree buffer in this area. Street trees are provided along New Port Royal Road and internal trees are provided around the site and on parking lot islands. The heavily wooded areas along the northwest and eastern portions of the site are to remain as is. No land disturbance is to occur in these wooded areas. No landscaping is provided where the project abuts areas outside of the City limits.

A foundation planting concept has been provided for multi-family buildings. Landscaping for the amenity center is missing. The landscape plan needs to clearly identify what areas are to be sodded vs. seeded. Staff recommends that all areas along road frontages be sodded.

**Amenities:** A amenity building and pool with associated parking is proposed for the north end of the site. An electronic crossing light has been added to the site plan to provide safe accessibility to the amenity center. The application indicates a dog park and a centralized mail kiosk as additional amenities. The previous approval included a playground which has been removed as part of this major modification.

**Bicycle and Greenway Plan:** New Port Royal Road is identified as a bike lane location. The site plan indicates a 4’ wide striped bike lane on the east side of New Port Royal Road. The bike lane is required on both sides of the road.

**Summary:** The applicant met with staff to discuss the site plan major modifications on August 12, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (August 31, 2020):

1. Redesign of the site is a Major Amendment and subject to Planning Commission consideration and approval. The changes amount to a full redesign of the site.
2. Consideration should be given to dedicating right-of-way for Thompson’s Station Road at the arterial width and for a sidewalk.
3. Staff recommends that the dumpster location be relocated away from the single-family lots.
4. Existing vegetation along the south side of the property shall be preserved and protected during construction. The limits of disturbance shall not encroach into this area.
5. Provide a playground in close proximity to the apartment units (east side of New Port Royal Road) that is easily accessible to all units, and is at a minimum, consistent with the prior approved plan.
6. Provide landscaping for the amenity center and building.
7. Provide bike lane on both sides of New Port Royal Road.
8. Provide a minimum 5’ separation from sidewalks to buildings.
9. Staff recommends adding an additional sidewalk for pedestrian access between buildings 2 and 3 to provide a connection to the sidewalk on New Port Royal Road.
10. Identify vegetation along the south property line and propose a Limits of Disturbance line to preserve a sufficient vegetative buffer along this property line.
11. Add a note to the site plan that no land disturbance is to occur in the preserved wooded open space.
12. Identify seed or sod areas on the landscape plan. Staff recommends that all disturbed open space and street frontages be sodded.
13. The new name will need to be approved by Williamson County E-911.
14. Consider adding driver feedback signs or similar to the low point of New Port Royal Road.
15. Show TW and BW labels on the walls.
16. Show ROW Dedication of 47.5' from Centerline.
## Residential Unit Summary

<table>
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<th>Number of Units</th>
<th># of 2 Bedroom Units</th>
<th># of 3 Bedroom Units</th>
<th># of 1 Bedroom Units</th>
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</tbody>
</table>

**SITE DATA TABLE**

- **Total Site Area**: 100 acres
- **Property**: 100 acres
- **Zoning**: R-4
- **Proposed Uses**: Multi-family
- **Space Requirements**
  - **Parking**
    - **Residential**: 1 car space per unit
    - **Guest**: 1 car space per 2 units
  - **Building Height**: 30 feet

**Elevations**

- **Adjacent Road**: Street level
- **Swimming Pool**: Ground level
- **Land Use**: Multi-family
- **Drainage**: Site drain
- **Utilities**: Water, sewer, gas, electric

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**NEWPORT NORTH APPROVED SITE PLAN STP481-2018**

**4/9/2018**
LANDSCAPE 2/2
SITE LIGHTING 1/2

SITE LIGHTING NOTES:
1) WALL PACK UNITS TO BE LUMARK STOR CREEP FACING PLACED AT 23 FT. HEIGHT ON BUILDING.
2) FLOOD LIGHTS TO BE LUMARK FRY FACING UP AT 23 FT. HEIGHT.
REQUEST: Resolution 20-71 Resolution to Adopt Technical Memorandum and Map Exhibits for Amendments to City of Spring Hill Major Thoroughfare Plan

SUBMITTED BY: Chuck Downham, Assistant City Administrator

DATE: August 24, 2020

RE: Adoption of Amendments to the City of Spring Hill Major Thoroughfare Plan

ATTACHMENTS: Resolution 20-71; City of Spring Hill Major Thoroughfare Plan (March 2019), and Technical Memorandum with Map Exhibits

PURPOSE:
To approve Resolution 20-71 to adopt Technical Memorandum and recommended amendments to the City of Spring Hill Major Thoroughfare Plan (March 2019).

BACKGROUND:
The City of Spring Hill adopted the 2040 Major Thoroughfare Plan in May 2015. The plan was prepared by City staff and provided a comprehensive plan addressing long-term transportation system improvements including arterial and collector streets while also emphasizing connectivity throughout the community. The plan specifically identified arterial, collector and local street improvements necessary to support the continued growth and development of the community. The plan provides guidelines for street improvements including ROW dedication and the inclusion of bike and pedestrian facilities with various road segments. The plan recommended adoption of street standards that are now reflected in the Unified Development Code adopted by the City in 2018.

Since the adoption of the current Major Thoroughfare Plan by the City in 2015, the City has continued to experience significant growth and development. Typically, communities experiencing rapid growth are advised to update comprehensive plans including transportation elements every 3 to 5 years. In 2018, the City engaged Volkert, Inc. to prepare a Major Thoroughfare Plan for the City. The scope of work including both the preparation of an updated Major Thoroughfare Plan as well as performing a financial study on the traffic impact fee structure of the City. Adoption of the Major Thoroughfare Plan is within the responsibilities of the Planning Commission as prescribed in Tennessee Code Annotated.

The process of preparing the Major Thoroughfare Plan included opportunities for public input in the form of public meetings and posting comments to the City’s website that are contained in the
The consultant team also worked closely with City staff in the preparation of the Major Thoroughfare Plan.

On February 19, 2019, the Transportation Advisory Committee (TAC) approved Resolution 19-01, a resolution from the TAC to the Spring Hill Planning Commission recommending the adoption of the Major Thoroughfare Plan.

In accordance with Tennessee Code Annotated § 13-4-201 and 13-4-202, it is the function and duty of the Planning Commission to make and adopt a general plan for the physical development of the City. The Major Thoroughfare Plan is considered an element and component of the City's comprehensive plan. The City published in accordance with Tennessee Code Annotated § 13-4-202 (a) an advertisement for a public hearing held on March 25, 2019 prior to consideration of adoption of the Major Thoroughfare Plan. The Planning Commission approved Resolution 19-15 to adopt the Major Thoroughfare Plan (March 2019) that was an attachment to the Resolution.

UPDATE TO ADOPTED MAJOR THOROUGHFARE PLAN

Since adoption of the Major Thoroughfare Plan by the Planning Commission in March 2019 and subsequently by the Board of Mayor and Aldermen in April 2019, the City of Spring Hill has continued to grow and develop throughout the community including design and construction of several major arterial projects including the Buckner Road interchange project. As the Major Thoroughfare Plan is being administered by the City, plan refinements were identified over the past year since adoption that should be addressed. In addition, the City has received requests for the reclassification of street classifications. As a result, the City engaged Volkert, Inc. that assisted the City with the preparation of the currently adopted Major Thoroughfare Plan to assist the City with addressing the corrective refinements identified but also to address the reclassification requests received.

Volkert prepared a Technical Memorandum that outlines thirteen (13) separate refinements to the adopted Major Thoroughfare Plan that are recommended for consideration by the Planning Commission and Board of Mayor and Aldermen. The refinements range from simple map corrections to street reclassifications to realignments of arterial and collector streets in response to updated design plans for the Interchange project along with policy recommendations for access management policy adoption for Buckner Road extension as well as adoption of traffic impact study requirements and the development of an Integrated Traffic System (ITS) to improve remote management of traffic signal systems city-wide.

Staff has prepared Resolution 20-71 for consideration by the Planning Commission that includes as an exhibit the Technical Memorandum and corresponding map diagrams as an attachment that describes amendments to the Major Thoroughfare Plan (March 2019). A public meeting is required for adoption of amendments to the Major Thoroughfare Plan just as was the case when the current plan was initially adopted. A public meeting will be held on October 12, 2020 to accept public comments.

STAFF RECOMMENDATION:

Staff recommends the Planning Commission approve Resolution 20-71 to adopt the Technical Memorandum and corresponding map diagrams that describe amendments to the City of Spring Hill Major Thoroughfare Plan (March 2019).
RESOLUTION 20-71

A RESOLUTION OF SPRING HILL PLANNING COMMISSION TO ADOPT TECHNICAL MEMORANDUM AND AMENDMENTS TO THE CITY OF SPRING HILL MAJOR THOROUGHFARE PLAN

WHEREAS, the Transportation Advisory Committee (TAC) is a standing subcommittee of the Board of Mayor and Aldermen established to assist in the development of a strategic transportation plan and to recommend annual transportation improvements and priorities for Capital Improvement Plan (CIP) funding; and

WHEREAS, on August 17, 2020 the Transportation Advisory Committee approved Resolution 20-01, a Resolution of the Transportation Advisory Committee to recommend adoption of the Technical Memorandum describing Amendments to the City of Spring Hill Major Thoroughfare Plan by the Spring Hill Planning Commission; and

WHEREAS, pursuant to Tennessee Code Annotated § 13-4-201 and 13-4-202, it is the function and duty of the City of Spring Hill Planning Commission to make and adopt a general plan for the physical development of the municipality; and

WHEREAS, the City of Spring Hill Planning Commission has previously adopted the Major Thoroughfare Plan in 2011, 2015, and 2019 including subsequent amendments thereto; and

WHEREAS, the City of Spring Hill initiated an update to the current adopted Major Thoroughfare Plan in response to continued significant growth and development being experienced since its initial adoption by the Planning Commission by Resolution 19-15 in March 2019; and

WHEREAS, the City of Spring Hill engaged Volkert, Inc., the consultant that prepared the current Major Thoroughfare Plan, to assist with the preparation of an update to the current plan including the preparation of a Technical Memorandum describing specific amendments to the Major Thoroughfare Plan attached hereto to this Resolution; and

WHEREAS, the City of Spring Hill Planning Commission has, pursuant to Tennessee Code Annotated § 13-4-202 (a), advertised and held a public meeting on October 12, 2020 regarding the adoption of an amendment to the Major Thoroughfare Plan.

NOW, THEREFORE, BE IT RESOLVED, that the City of Spring Hill Planning Commission hereby adopts the Technical Memorandum and corresponding map exhibits attached hereto that specifically describes amendments to the Spring Hill Major Thoroughfare Plan (March 2019).

Passed and adopted by the City of Spring Hill Planning Commission on this 12th day of October, 2020.

Paul Downing, Chairman

Steve Foote, AICP, Secretary
August 5, 2020

Mr. Chuck Downham
Assistant City Administrator
City of Spring Hill
199 Town Center Parkway
Spring Hill, TN 37174

Re: Spring Hill MTP Amendments - Technical Memorandum

Dear Mr. Downham:

This memorandum provides an update and recommended response to recommended amendments for the Spring Hill Major Thoroughfare Plan. These recommended amendments have been tracked since adoption and will be presented for consideration and recommendation by the Transportation Advisory Committee to the Planning Commission and ultimately consideration and adoption by Resolution by the BOMA. The requested revisions and detailed recommendations are outlined below.

Major Thoroughfare Plan Amendments
1. Buckner Road Extension and Interchange – amend alignment on MTP to reflect current preliminary plan.
   - Recommendation: Add the current proposed alignment for Buckner Road Extension and Interchange to the GIS files as well as the Revised MTP Map (see attached updated map).

2. Buckner Road development area – evaluate classification of select road segments connecting with Buckner Road on east and west side of new interchange.
   - Recommendation: Based upon the revised development plan for 2660 Buckner Lane project presented to the City, add the location of the new collector roads to the GIS files as well as the Revised MTP Map (see attached updated map).

3. Southern Springs Boulevard from US 31 to Kedron Road – reclassification from Arterial to Collector (in response to recent petition received by the PC); also revise alignment to follow existing road and also to reposition extension toward US31 to align within the interior of the Maury County parcel.
   - Recommendation: Southern Springs Boulevard is a two-lane divided road with a landscaped median, multi-use path on the north side of the road, and sidewalk on the south side of the road. It currently begins at Kedron Road and terminates approximately a mile to the west. The current MTP classifies the road as an arterial on the functional classification map and as a collector in the project description (project 25). The road is proposed to serve as a connector between Kedron Road and US 31, two arterials. Southern Springs Boulevard is the primary ingress/egress route for the Southern Springs residential development, a 55+ Del Webb community and it currently serves this purpose. Should the project ultimately be constructed to US 31, the roadway will serve the additional purpose of providing connectivity between Kedron Road and US 31. Given the proximity of Saturn Parkway to the north (approximately 0.5 miles), which serves as a major roadway/interstate type facility, it is the recommendation that Southern Springs Boulevard be classified as a Collector road. Recommend changing classification from Arterial to Collector. Further recommend revising alignment to coincide...
with actual alignment and to revise GIS files as well as revise MTP Map (see attached updated draft map).

The reclassification from an arterial to collector would also provide the opportunity for traffic calming measures to be introduced and also provide more effective means to accommodate alternative vehicles that are in use within Southern Springs.

Reclassifying the roadway from an arterial to a collector will result in a reduction in the required right-of-way from 95-feet for an arterial to 75-feet for a collector. The current right-of-way for the completed portion of the roadway is 100-feet. Though it would require a smaller roadway footprint, 75 feet of right of way can accommodate a 4-lane roadway if it is determined at a future date that 4 lanes of travel are necessary to accommodate traffic. Further, as a result of changing the classification from an arterial to collector, future roadway improvements would not be eligible to utilize available funds from traffic impact fees as those fees may only be used on arterial streets. Therefore, any improvements would be funded by the City's general fund or other revenue sources.

An option that was suggested during initial deliberation by the Transportation Advisory Committee was to consider creating subclassifications for street types whereby in the case of a collector there would be two distinct subclassifications: Major Collector and Minor Collector. It is not advisable as an interim plan amendment to attempt to create a subclassification structure for collectors and/or arterials because to do so would most appropriately require evaluation of all streets within those respective classifications to confirm which subclassification each street segment would fall within which is beyond the scope of this amendment process. However, it would be appropriate to give such a subclassification approach more detailed consideration for feasibility when the City performs its next overall comprehensive update to the Major Thoroughfare Plan.

4. Denning Lane – reclassification from “Collector” to “Local” street.
   - Recommendation: Currently Denning Lane is designated as a collector road with a proposed improvement designated as a "Low" priority. The existing land use along the road is rural residential to rural/farmland. The land use plan calls for a combination of residential neighborhood areas to the east and innovation area/mixed use neighborhood area to the west. Given this information and the uncertainty of the properties to the west of the roadway, it is recommended that this road be downgraded to a local street until there is additional information provided as it relates to the areas planned for innovation and mixed use. At that time, consideration should be given to the possibility of upgrading the road for at least a portion to collector status. Recommend changing classification from Collector to Local Street.

Should the recommended reclassification from collector to local street be approved, it should be understood that this is further recognizing this area should and will remain in its current rural character and development pattern for the foreseeable future and proposed development along Denning Lane will be low density in character so as to preserve the rural character of the area and lower intensity traffic patterns resulting from such development. Conservation design should be promoted as an acceptable land use development methodology. In addition, it should be recognized that Denning Lane is currently substandard in width for even being classified as a local road and should be improved to the current local road standards using a rural cross-section that provides sufficient lane width and shoulders for the safety of motorists. Further recommend revising GIS files as well as revise MTP Map (see attached updated draft map).
5. Cleburne Road—extend Collector street designation further south toward Carters Creek Station Road.
   o Recommendation: Recommend extending Collector classification further south to Carters Creek Road and revise GIS and MTP Map (see attached updated draft map).

6. Extend Ray Williams Blvd (Collector) to connect to Miles Johnson/Kedron (current map does not connect).
   o Recommendation: Recommend extending Ray Williams Blvd to Miles Johnson/Kedron Parkway and revise GIS and MTP Map (see attached updated draft map).

7. Reevaluate Local Street Connections to include Cadence Drive and unnamed connection between Fitts and Nasdaq.
   o Recommendation: Recommend adding these local streets and revise GIS and MTP Map (see attached updated draft map).

8. Reclassify unnamed collector street located between Wilkes Lane and Traders Way to a local street.
   o Recommendation: Recommend reclassifying this unnamed collector street to a local street and revise GIS and MTP Map (see attached updated draft map).

9. Reevaluate unnamed local street connections in vicinity of Nasdaq and Fitts.
   o Recommendation: Recommend adding these local streets and revise GIS and MTP Map (see attached updated draft map).

10. Reevaluate N/S Connector to see if it can follow existing property lines.
    o Recommendation: Recommend aligning this N/S Connector to follow property lines where logical and feasible streets and revise GIS and MTP Map (see attached updated draft map).

11. Narrative for Buckner Road Extension/Interchange should reference preparation and adoption of access management policy for extension roads on either side of interchange.
    o Recommendation: Access management is the control of driveways and intersections to manage access to land development, while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed. Implementing an access management plan for the corridor that is based on the strategies and principles described in a new ordinance will encourage and help maintain smooth and safe traffic flow. Access management is critical for new roadways and highways to prevent poor access control and mobility and safety concerns. Designing roadways with properly managed access is always preferred over retrofitting roadways with poor access management.

Failure to manage access is associated with the following adverse social, economic, and environmental impacts:

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

Based on this information, recommend the development of a detailed access management plan for the Buckner Road extension from Buckner Lane to US 431/Lewisburg Pike. This plan should include, but not limited to, the following characteristics:

- Driveway spacing
- Driveway width
- Throat length of driveways and side streets
- Signal spacing
- Median cuts
- Raised island locations
- Internal/cross access
- Frontage roads

12. Policy recommendation in body of Major Thoroughfare Plan for formal adoption of Traffic Impact Study requirements that outlines parameters by which the City requires a Traffic Impact Study.

- Recommendation: Having a formal Traffic Impact Study policy is extremely beneficial for any municipality, especially one that is experiencing growth at a rate like Spring Hill. Local cities like Franklin, Columbia, and Nashville have Traffic Impact Study (TIS) requirement policies and procedures in place. The existing TIS Requirements (dated April 2018) for the City of Spring Hill have been reviewed. While these requirements do lay out some typical guidance and procedures, it leaves the preparation of a TIS open to interpretation. Our recommendation is to develop a strict set of guidelines and procedures that a developer/applicant must follow, including a scoping meeting, tiers of a TIS, methods and software for analysis. It is also recommended that each TIS is reviewed by a professional traffic engineer. Many peer cities, including Franklin and Columbia, use an on-call consultant to act as the City's traffic engineer to provide review of all traffic studies. Review fees are paid by the developer/applicant.

- Based on guidance from the City, it is recommended the MTP document address this and provide recommendations for a formal policy to be adopted and updates to the Site Plan application process/checklist.

13. Policy and capital improvement plan recommendation to synchronize and connect all City traffic signals together under an intelligent transportation system (ITS) system centrally located within the City of Spring Hill. This includes dedicated professional staff for operation and maintenance of City-wide signal system.

- Recommendation: Federal requirements now call for any agency that implements any kind of signal coordination or ITS program to eventually develop a citywide or regional architecture. To function effectively, the City must commit to providing proper maintenance and operation. Timing plans must be monitored and updated regularly. Whether maintenance and operations are monitored by in-house staff or by consultant, the agency should have the staff capability to understand the basic functions of the system and determine where and when changes and modifications are needed. Signal interconnection systems have varying degrees of benefit. While any coordination may reduce delay somewhat, it has to be weighed against the costs of installation, operation, and maintenance. If the corridor functions well without excessive queuing or delay, interconnection may not be cost effective.

- Based on guidance from the City, it is recommended the MTP document address this and provide recommendations for a more detailed review and study to determine if it is feasible for the City to begin the implementation of its own ITS system.
Conclusion

We will now await concurrence and agreement on the above recommendations. If there is concurrence, we will prepare suitable amendments to the MTP document reflecting the recommendations contained in this Technical Memorandum.

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

Sincerely,

Dyan C. Damron, PE, PTP
Traffic Engineering & Planning Manager
Volkert, Inc.
Figure 3.1
Major Thoroughfare Plan
Figure 3.2
Proposed Classification

Note: This map is for presentation use only and not to be used for construction purposes.
Figure 3.3 Local Connections

Legend
- Local Connections
- Road Projects
- Roads
- Spring Hill DRI Units
- Urban Growth Boundary

Note: This map is for presentation use only and not to be used for construction purposes.
RESOLUTION 20-01

A RESOLUTION OF TRANSPORTATION ADVISORY COMMITTEE TO RECOMMEND APPROVAL OF TECHNICAL MEMORANDUM FOR MAJOR THOROUGHFARE PLAN UPDATE BY THE SPRING HILL PLANNING COMMISSION

WHEREAS, the Transportation Advisory Committee (TAC) is a standing subcommittee of the Board of Mayor and Aldermen established to assist in the development of a strategic transportation plan and to recommend annual transportation improvements and priorities for Capital Improvement Plan (CIP) funding; and

WHEREAS, pursuant to Tennessee Code Annotated § 13-4-201 and 13-4-202, it is the function and duty of the City of Spring Hill Planning Commission to make and adopt a general plan for the physical development of the municipality; and

WHEREAS, the City of Spring Hill Planning Commission has previously adopted the Major Thoroughfare Plan in 2011, 2015, and most recently 2019 for the City of Spring Hill; and

WHEREAS, the City of Spring Hill initiated an update to the current adopted Major Thoroughfare Plan in response to continued significant growth and development being experienced since its initial adoption by the Planning Commission by Resolution 19-15 in March 2019; and

WHEREAS, the City of Spring Hill with the engagement of Volkert, Inc., a transportation planning consultant who prepared the 2019 Major Thoroughfare Plan, has prepared a Technical Memorandum containing detailed recommendations on amendments to the Major Thoroughfare Plan including policy recommendations along with corresponding map illustrations attached hereto to this Resolution; and

WHEREAS, the Transportation Advisory Committee reviewed the Technical Memorandum and provided input in the memorandum and corresponding map illustrations for adoption by the City of Spring Hill.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Advisory Committee hereby recommends the Spring Hill Planning Commission and Board of Mayor and Aldermen approve the Technical Memorandum attached hereto containing recommended amendments that will be incorporated fully into an amended Major Thoroughfare Plan upon adoption by the City of Spring Hill Planning Commission and Board of Mayor and Aldermen.

Passed and adopted by the Transportation Advisory Committee of the City of Spring Hill, Tennessee on this 20th day of August, 2019.

___________________________________
Dan Allen, Chairman

___________________________________
Terry Love, Vice Chairman
City of Spring Hill Public Notice

Notice is hereby given that the City of Spring Hill Planning Commission will hold a special called meeting prior to the regularly scheduled meeting of the Planning Commission on Monday, October 12, 2020, at 5:30 p.m. The public meeting will take place at City Hall, in the courtroom located at 199 Town Center Parkway, Spring Hill, TN 37174. The purpose of this meeting is to consider public comment and the approval of a Technical Memorandum and related amendments described therein to the adopted Major Thoroughfare Plan (March 2019). The public is encouraged to attend and participate. Additional information can be found at www.springhilltn.org or by contacting the Planning Department at (931) 486-2252 ext. 232.
Major Thoroughfare Plan 2019

Adopted by Board of Mayor and Aldermen Resolution 19-41 on 4/15/2019.

Legend
- County Line
- CLASS
  - INTERSTATE
  - ARTERIAL
  - COLLECTOR
  - LOCAL
  - BH_City_Limits
  - BH_USE

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The City is not responsible for any errors or omissions contained herein.
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The contents are subject to change without the knowledge of this document being notified.
For confirmation of the information within this document contact the City of Spring Hill Planning Department.
CITY OF SPRING HILL
MAJOR THOROUGHFARE PLAN

MARCH 2019
PREPARED BY VOLKERT, INC.
CHAPTER 1. EXISTING CONDITIONS

This chapter provides an overview of existing conditions within the City of Spring Hill study area. This information is the baseline data that enables City Staff, the Board of Mayor and Aldermen, the Planning Commission, City of Spring Hill Citizens, the development community, and other stakeholders to better understand the current function of the City’s transportation system and to plan for its future growth. Existing land use, population, employment, and congestion levels have all been evaluated to assess opportunities for improvement to the transportation system for Spring Hill residents. The current transportation network will be analyzed to decide which future improvements can be recommended by determining those areas in need of improvement, deficient traffic conditions, or other inadequacies.

STUDY AREA

The study area for this Major Thoroughfare Plan includes the City Limits of Spring Hill, Tennessee. The City of Spring Hill is located in the southern portion of Williamson County and the northern portion of Maury County. Spring Hill is approximately 13 miles south of downtown Franklin and 12 miles north of downtown Columbia. A Study Area Map is shown as Figure 1.1 below. Spring Hill has an incorporated area of 26.442 square miles inside the Spring Hill city limits. US Highway 31 (Columbia Pike/Main Street) is the primary north/south route within the City and State Route 396 (Saturn Parkway) is the primary east/west route into the city from I-65. The City also has a number of Arterial and Collector Streets, which are described in greater detail below, with the rest of the street network functioning as local access roads.
Population and Employment
This section highlights current population and employment data obtained from the U.S. Census Bureau, Nashville Area MPO, and the City of Spring Hill. The base year for all population and employment data utilized for this Major Thoroughfare Plan is 2010. The year 2010 is used in order to more closely correlate any transportation improvements with the Nashville Area Metropolitan Planning Organization’s Long Range Transportation Plan, which also utilizes 2010 as the base year for planning purposes. However, in any instance wherein more up-to-date data is available, it is incorporated into both the Existing Conditions and Future Conditions Analyses and Reports included in this Plan.

The data is configured by UGB, City, and Traffic Analysis Zone (TAZ). TAZs are geographic areas defined by roadways or other physical features and represent land uses and activity centers in each defined area, which help assess and predict existing and future traffic conditions and Levels of Service (LOS).

Population
Spring Hill, due to its location and high quality of life, has experienced rapid growth in the past couple of decades. The 2000 US Census certified a population of 7,715 persons within the City of Spring Hill and the 2010 US Census certified a population of 29,036 persons within the City of Spring Hill. The population of Spring Hill was last certified at 40,436 after a special census in 2018. From the 2000 US Census to the 2018 special census, the average yearly growth rate equates to nearly 25% per year. This equates to a growth of over 11,000 persons in only eight years, indicating that the growth of the Nashville Metropolitan Statistical Area (MSA) is impacting the City of Spring Hill.

The following information focuses on the 2010 Base Year information and is drawn from the U.S. Census Bureau. It is also depicted in Figure 1. Indicative of the youthful make-up of the Town, the 2010 Median Age was 31.9. The racial and ethnic make-up of the Town is reflective of Williamson County, with a majority of the population constituted by white persons (89.1%). Hispanics are the second highest racial category (5.6%), followed by African Americans (5.4%). In 2010, there were 9,861 households in Spring Hill, with 79.9% of those being Family Households. The
Average Family Size is 3.33 persons. The owner-occupied rate in the City is high at 82.3%. While the Homeowner Vacancy Rate is low at 3.3%. The Rental Vacancy rate is 11.7%.

As seen from the U.S. Census Bureau and Special Censuses, the City of Spring Hill has experienced substantial population growth from 2000 to 2017. The City’s population has quintupled from 2000 to 2017 as represented in the graph below. This level of growth puts additional strains on the City’s existing transportation network and presents many challenges as the City continues to experience growth pressures.

![Population Growth](image)

**Spring Hill Historic Population Growth 2000-2017**

**Level of Service**

The increasing population and employment within the City of Spring Hill has a significant impact on commuting patterns, travel mode choice, daily traffic volumes, and levels of service on area roadways. Level of service (LOS) is a term used to represent different traffic conditions and is defined by the Highway Capacity Manual (HCM) as a “quantitative stratification of a performance measure or measures that represent quality of service”. LOS is used to describe how well traffic operates on a roadway segment, and is based on the capacity of a roadway and the actual traffic volume for the roadway. LOS utilizes a letter grading system to indicate how well a roadway operates with letters ranging from “A” to “F” – “A” being excellent and “F” failing (see the image below). LOS C is generally acceptable for typical roadway function while some communities with larger traffic volumes consider LOS D satisfactory.
Following is a graphic depiction of the Level of Service Concept:

The Highway Capacity Manual generally describes each LOS as follows:

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Free flow</td>
</tr>
<tr>
<td>B</td>
<td>Reasonably free flow</td>
</tr>
<tr>
<td>C</td>
<td>Stable flow</td>
</tr>
<tr>
<td>D</td>
<td>Approaching unstable flow</td>
</tr>
<tr>
<td>E</td>
<td>Unstable flow</td>
</tr>
<tr>
<td>F</td>
<td>Forced or breakdown flow</td>
</tr>
</tbody>
</table>

Evaluating existing population, employment, and commuting characteristics of the Spring Hill area reveals information about the demand for transportation throughout the study area and establishes the basis for future traffic flow projections.
Land Use and Zoning
To determine the access and mobility needs of the City of Spring Hill, it is important to coordinate the City’s land use and transportation plan. Future roadway extensions, new alignments, and the location and design of major intersections influence future development patterns across the City. Land use and zoning should be taken into consideration to ensure the efficient use of infrastructure such as roads, bridges, and municipal services match the land use travel patterns.

Existing Zoning
Land use and growth patterns within the City of Spring Hill’s UGB have played an integral role in the demand for and development of Spring Hill’s transportation system. The Spring Hill RISING: 2040 Comprehensive Plan outlines future land uses with different character areas to provide general guidance for land use decisions to shape the development growth for the next twenty years. The Future Land Use Plan incorporated in the 2040 Comprehensive Plan provides guidance for how a property should develop to support the desired community character and development pattern. Figure 1.2 below is a map of the City’s Existing Zoning.
EXISTING TRANSPORTATION SYSTEM

An inventory of the roadways and other transportation facilities was conducted to determine the roadway’s classification, number of lanes and lane widths, roadway width, and pedestrian and bicycle facility availability of the existing study area. This information was incorporated into the Nashville area MPO’s travel demand model.

The existing transportation facilities in the Spring Hill study area are each classified according to the amount of access and mobility the roadway provides, or how it functions. The Federal Highway Administration (FHWA) categorizes streets and highways into different functional classifications according to the character of service the roadway is intended to provide. According to the FHWA agencies should assign functional classifications based on how the roadway is operating during the current year only. The functional classification of a roadway can change as land access and traffic movement increases or decreases.

The functional classification of existing facilities is significant because it specifies the desired amount of access control or locations where vehicles can enter or leave a roadway. When there is no access control, intersecting roads or driveways may connect to the main road at any point. Typically, local roads have no access control. With partial control of access, points of access to the main road are more limited. With full control of access, connections are only allowed at major crossroads, such as interchanges along an interstate. Full or partial control of access helps reduce traffic conflicts and allows traffic to move more freely.

The schematic below shows how various street classifications relate to each other in terms of movement and access. As land access increases, traffic movement decreases on the lower classified roadways and vice versa – as land access decreases, traffic movement increases along the higher classified roads.
The following is a brief description of the four primary functional classes of roadways within the study area.

**Interstates and Freeways**
Interstates and Freeways are the highest classification of roadways utilized for long-distance travel. Interstates and freeways are typically a divided highway of uninterrupted flow serving major traffic movements (high-speed, high volume) for exclusive use of traffic in each direction and full control of access. Interstates and freeways typically have two or more lanes in each direction. Interstate 65 and Saturn Parkway travel through the Spring Hill study area and function as interstates and freeways.

**Arterial**
A class of roads serving large traffic movements for moderate lengths of travel. Arterials emphasize a high level of mobility for through movement. While they may provide access to abutting land, their primary function is to serve traffic moving through the area; therefore arterials require a much higher level of access control than collectors or local streets. Columbia Pike, Buckner Road, Buckner Lane, Lewisburg Pike, Duplex Road, Kedron Road, and Reserve Boulevard are classified as Arterials within the study area.

**Collector**
As the name suggests, collector roadways have the primary purpose of collecting traffic from local roadways and distributing it to its destination or to an arterial roadway. Collectors offer a compromise between mobility and access. Collector streets include New Port Royal Road, Port Royal Road, Wilkes Lane, Campbell Station Parkway, Miles Johnson Parkway (note: this classification will change to arterial in the Recommended Plan section of this report), Wall Street, Commonwealth Drive, Town Center Boulevard, Ray Williams Drive, Mahlon Moore Road, Greens Mill Road, Rice Road, Denning Lane, and Derryberry Lane.

**Local**
Local streets are not considered major roadways, as their primary function is to provide direct access to land with little emphasis on the movement of through traffic so are, therefore, not classified. Any roadways not listed above as an Arterial or Collector is classified as a Local Street by this Plan.

Figure 1.3 shows the functionally classified roadways, updated by the City in March 2018, within the City of Spring Hill study area.
Current Annual Average Daily Traffic Volumes (AADT)
The current Annual Average Daily Traffic (AADT) volumes for roadways within the study area were gathered from annual counts conducted by TDOT. There are multiple TDOT count stations located within the Spring Hill Study Area as shown on the map below.
The table below includes the TDOT Traffic Count Stations within the City of Spring Hill study area with traffic ADT data from 2012 to 2016.

<table>
<thead>
<tr>
<th>Station #</th>
<th>Location</th>
<th>County</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>000006</td>
<td>SR 247 – W of Spring Hill</td>
<td>Maury</td>
<td>4,627</td>
<td>4,886</td>
<td>5,816</td>
<td>2,970</td>
<td>5,583</td>
</tr>
<tr>
<td>000007</td>
<td>SR 6 – SW of Spring Hill</td>
<td>Maury</td>
<td>18,797</td>
<td>19,490</td>
<td>20,074</td>
<td>20,410</td>
<td>20,664</td>
</tr>
<tr>
<td>000009</td>
<td>SR 6 – NE of Spring Hill</td>
<td>Maury</td>
<td>15,724</td>
<td>15,726</td>
<td>16,657</td>
<td>16,292</td>
<td>16,530</td>
</tr>
<tr>
<td>000010</td>
<td>SR 247 – E of Spring Hill</td>
<td>Maury</td>
<td>9,652</td>
<td>10,024</td>
<td>11,176</td>
<td>11,511</td>
<td>9,252</td>
</tr>
<tr>
<td>000090</td>
<td>Kedron Rd – SE of Spring Hill</td>
<td>Maury</td>
<td>7,495</td>
<td>7,705</td>
<td>8,515</td>
<td>8,263</td>
<td>9,843</td>
</tr>
<tr>
<td>000126</td>
<td>SR 247 – W of I-65</td>
<td>Williamson</td>
<td>6,652</td>
<td>6,338</td>
<td>6,503</td>
<td>6,703</td>
<td>8,486</td>
</tr>
<tr>
<td>000170</td>
<td>Kedron Rd – Near Williamson Co Line</td>
<td>Maury</td>
<td>5,000</td>
<td>5,192</td>
<td>5,700</td>
<td>6,027</td>
<td>7,018</td>
</tr>
<tr>
<td>000195</td>
<td>I-65 – S of Saturn Pkwy</td>
<td>Maury</td>
<td>26,450</td>
<td>30,977</td>
<td>31,499</td>
<td>35,246</td>
<td>39,674</td>
</tr>
<tr>
<td>000196</td>
<td>SR 396 – Near Spring Hill</td>
<td>Maury</td>
<td>23,554</td>
<td>25,083</td>
<td>25,832</td>
<td>24,940</td>
<td>25,571</td>
</tr>
<tr>
<td>000202</td>
<td>I-65 – S of SR 840</td>
<td>Williamson</td>
<td>55,810</td>
<td>56,593</td>
<td>57,205</td>
<td>57,777</td>
<td>58,354</td>
</tr>
<tr>
<td>000222</td>
<td>SR 396 – W of I-65</td>
<td>Maury</td>
<td>28,268</td>
<td>30,186</td>
<td>29,296</td>
<td>30,176</td>
<td>29,913</td>
</tr>
<tr>
<td>000223</td>
<td>SR 396 – Near Spring Hill</td>
<td>Maury</td>
<td>21,687</td>
<td>23,466</td>
<td>22,575</td>
<td>23,291</td>
<td>22,821</td>
</tr>
</tbody>
</table>

**Study Area TDOT Traffic Counts Stations from 2012 to 2016**

Local ADT Counts in the study area were provided by the City of Spring Hill with count dates ranging from 2016 to 2018. Relevant TDOT and City of Spring Hill AADT counts are shown in Figure 1.4.
Existing Transportation System Capacity
In order to determine the Existing LOS, TDOT and City of Spring Hill traffic volumes were analyzed according to HCM methods using the Highway Capacity Software. The existing Levels of Service for the TDOT and City counts are displayed in Figure 5. Figure 1.5 reveals that existing roadway conditions result in a range of LOS A to LOS E.

Port Royal Road
Travel Demand Model

For the purposes of transportation planning, a travel demand model (TDM) is used to provide existing and future traffic volumes for a given year (2015 and 2040 in this case). The TDM utilizes population and employment data as its primary data inputs. The TDM is a tool developed by the Nashville Area Metropolitan Planning Organization (MPO) to model traffic volumes for a 7-county region in Middle Tennessee. The MPO also provides functional classifications for the various municipalities within its region. The City of Spring Hill is within Maury and Williamson Counties and falls within the MPO region.

The base existing functional classifications provided by the MPO for the City of Spring Hill are displayed in Figure 1.6. These MPO functional classifications are according to the Federal functional classification system under MAP-21.
Existing Transportation Plans and Other City Growth Guidelines
To get a complete understanding of Spring Hills’s existing transportation system, it was necessary to review the City’s previous Major Thoroughfare Plans, GIS data, the Spring Hill RISING: 2040 Comprehensive Plan, current development regulations, and recently approved documents.

Access Management Plans have been developed for Highway 31 (Main Street/SR 6) and Port Royal Road which set forth goals and strategies for traffic management, operations, and safety.

The City of Spring Hill’s Unified Development Code (UDC) incorporates the Zoning Ordinance, Official Zoning Map, Subdivision Regulations, and Design Review Guidelines was adopted August 20, 2018. This provides guidelines and procedures for all new construction, reconstruction, and reconfiguration of public rights-of-way. The UDC promotes the orderly development of the City in accordance with the Spring Hill Rising 2040.

Traffic Impact Study Requirements were established by the City of Spring in April 2018 which states an applicant shall undertake a traffic impact study if a development will generate 100 new peak hour vehicle trips on the adjacent street. This is consistent with typical municipality standards.

All of these documents and information will be reflected in future conditions analysis and recommendations.

Existing Pedestrian Facilities and Bicycle Facilities
Existing pedestrian and bicycle facilities, such as sidewalks and paved trails, are currently limited throughout the City of Spring Hill. According to the 2015 Major Thoroughfare Plan, new developments are required to address and accommodate bicycle and pedestrian traffic. In October of 2015, the City adopted the Spring Hill Bicycle and Greenway Plan to provide recommendations and policies for future bike lanes, greenways, and multi-use pedestrian trails.
CONCLUSION
In order to prepare for future growth in the Spring Hill area, the condition of the existing transportation system has been analyzed to determine areas in need of improvement and assess potential impacts from features such as land use, population, employment, and the condition of transportation infrastructure. In the future conditions analysis, projected traffic volumes will be analyzed to complete the picture of the transportation systems’ needs. It is an in-depth understanding of the City’s current and existing conditions that a more complete view of the needed improvements to Spring Hill’s transportation network can be reached.
CHAPTER 2. FUTURE CONDITIONS

In order to identify the future transportation needs for the City of Spring Hill, it is necessary to analyze projected traffic volumes in comparison with the ability of the roadways to handle it. This analysis will not only indicate roads with potential congestion issues, it also helps identify corridors where additional facilities and connections could benefit the overall network. In order to accomplish this, 2040 traffic projections from the Nashville Area MPO travel demand model for the region are utilized.

Projected population and employment data for 2040 is based on the information detailed in the Existing Conditions Chapter, projections established by the MPO, and supplemented by the growth identified by the City’s future land use plan.

This information is utilized along with planned roadway improvements within the study area to provide the Existing plus Committed (E+C) transportation network. The E+C transportation network utilizes the projected population and employment data and roadway improvement projects that are currently funded for construction and assigns projected traffic volumes to the various roadways in the City. This process is explained in more detail later in this chapter. Roadway segments that are projected to be congested in 2040 (LOS D or worse) are identified and highlighted. These areas within the network will be in need of improvement. Specific improvements to address the area’s anticipated transportation deficiencies are discussed in the Recommendations chapter.
NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

The Nashville Area Metropolitan Planning Organization (MPO) is a regional transportation planning organization that serves 7 counties within the Middle Tennessee region, including Maury and Williamson Counties and the City of Spring Hill. The MPO is responsible for the distribution and supervision of federal and state funding for transportation projects in the Nashville region. The MPO maintains a Regional Transportation Plan (RTP), a 25-year multimodal transportation vision that helps guide the investment of public funds in transportation projects to manage congestion and increase regional mobility options. On February 17, 2016, the MPO executive board adopted the 2040 Regional Transportation Plan, also known as Middle Tennessee Connected. The plan serves as the gateway to federal transportation funds that are distributed through the U.S. DOT Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and represents the region’s top priorities for state funding. This Plan, and particularly the Recommendations chapter, will be key to ensuring that the City of Spring Hill’s priority projects are consistent with the goals and objectives of the MPO while identifying strategies to best prepare the City for anticipated growth.

The MPO also maintains a Transportation Improvement Program (TIP), which consists of projects for which funding has already been allocated. The current TIP identifies projects that are programmed for the years 2017 through 2020. Projects included in the TIP are typically the most immediate projects to be completed and can include vehicular and multimodal improvements.

There are currently four projects in the TIP for the City of Spring Hill.

- **TIP Project #2004-051: SR 247 (Duplex Road) Widening.** This project will widen Duplex Road from two to three lanes, improve vertical and horizontal alignment, add curb-and-gutter, add sidewalk on the south side of the project and a multi-use path on the north side of the project. The City has currently added temporary signals at four previously unsignalized intersections, which will become permanent signals as part of the widening project. This project is currently under construction with an expected completion date of 2020.
• TIP Project #2017-61-032: Saturn Parkway (SR 396) Extension. This project will include the extension of Saturn Parkway (SR 396) from its existing terminus to Beechcroft Road (SR 247). A portion of SR 247 will be improved, and a structure, built to accommodate a future 5-lane, will be built over the existing railroad crossing. SR 247 from the new extension to Cleburne Road will be widened to 3-lanes. The intersection at Cleburne Road and SR 247 will be improved by including turn lanes. Additional intersection improvements will be made at SR 247 and Town Center Parkway and Stephen P. Yokich Parkway at US 31. The typical section will vary from a 2-lane arterial extending from Saturn Parkway, to a 3-lane curb-and-gutter section as it ties into Beechcroft Road (SR-247). This project is planned to begin construction in late summer/fall 2018.

• TIP Project #2009-85-012: Express Bus Service from Williamson County. This project will include express bus service from Spring Hill, Franklin, and Brentwood to Nashville and return.

These improvement projects are shown on the map in Figure 2.1. These projects are the “committed” transportation improvements of the “Existing plus Committed” transportation network discussed later in this chapter.
Figure 2.1: MPO Transportation Improvement Plan
Spring Hill Major Thoroughfare Plan

- **Transit Operations**
  - TIP ID # 2009-85-012

- **New Road**
  - TIP ID # 2017-61-032

- **Road Widening**
  - TIP ID # 2004-051

- **Streetscaping**
  - TIP ID # 2016-212-224
**FUTURE GROWTH**

Spring Hill is a growing community within the rapidly expanding Middle Tennessee region. It is a community that faces the challenges of controlling the high demands for urban growth and depends heavily on the regional transportation system to move people efficiently and safely. The City is situated in both Williamson and Maury Counties and relatively close to Davidson County approximately 30 miles south of Nashville. The area is experiencing unprecedented growth and development.

Like many communities in the Middle Tennessee region, Spring Hill faces increasing development pressures that sometimes conflict with a strong desire to preserve, protect, and enhance its original small-town feel. The Major Thoroughfare Plan is a tool that aims to guide the community in managing its growth through the year 2040.

This growth presents tremendous opportunity for the City of Spring Hill to make informed decisions on future development and manage its increasing size. To determine future access and mobility needs of the City of Spring Hill, it is important to coordinate the City’s future land use and transportation plan. Future roadway extensions, new alignments, and the location and design of major intersections influence future development patterns across the City. Land use and zoning should be taken into consideration to ensure the efficient use of infrastructure such as roads, bridges, and municipal services match the land use travel patterns.

**Future Land Use**

Land use and growth patterns within the City of Spring Hill’s Urban Growth Boundary (UGB) have played an integral role in the demand for and development of Spring Hill’s transportation system. The Spring Hill RISING: 2040 Comprehensive Plan outlines future land uses with different character areas to provide general guidance for land use decisions to shape the development growth for the next twenty years. The Future Land Use Plan for the City of Spring Hill is shown in Figure 2.2.
Figure 2.2:
Future Land Use
Spring Hill Major Thoroughfare Plan
Future Population
A Special Census was conducted in 2018 and found that the official population of Spring Hill now stands at 40,436, a 10.7% increase from the 36,530 residents certified in 2016. Furthermore, a recent study conducted for the City’s water demand projects the population to double by 2040 with a projected population of 81,287. This level of growth puts additional strains on the City’s existing transportation network and presents many challenges as the City continues to experience growth pressures.
EXISTING PLUS COMMITTED (E+C) TRANSPORTATION NETWORK

The Existing plus Committed (E+C) transportation network for the year 2040 was generated using the MPO travel demand model as a basis. The travel demand model used the projected socio-economic data for the year 2040 to produce trip forecasts and estimate traffic conditions in the study area for the year 2040. The E+C network analysis is based on the completion of the committed projects listed on pages 2-3 of this document in addition to the existing roadway network. The network shown in Figure 3 does not include any projects reflected in the Long Range Plan or future road or transportation improvements, only projects that are under construction or have funding for construction. Future improvements that are planned for and/or needed (but not funded through the MPO) will be discussed in the Recommendations chapter.

The results of the E+C travel demand model analysis are presented in Figure 2.3, which shows the expected peak hour Level of Service (LOS) for the 2040 E+C network. As shown, traffic operations in the study area are expected to deteriorate through the planning horizon year of 2040, with traffic operations falling below acceptable levels on several segments of the area’s major roadways. Poor peak hour LOS (LOS D, E, and F shown in the orange and red colors) can be expected on segments of Main Street, Duplex Road, Beechcroft Road, Lewisburg Pike. Also, it should be noted that Thompson’s Station Road has a major impact on commuting traffic within Spring Hill and experiences poor peak hour LOS. The worsening traffic operations would indicate a potential need for capacity-adding projects in the future for these roads. Specific improvements to address these deficiencies are discussed in detail in the Recommendations chapter.
Table 1 shows the length of road miles by LOS for the 2010 network and the E+C 2040 network. As shown the number of road miles operating at or below LOS D will increase dramatically. For example, in 2015, the MPO indicates there are 0.12 road miles operating at LOS F, and only 13.08 miles operating at D or below. By 2040, however, there are 9.45 road miles operating at F and the amount of road miles operating a D or below grows to over 40 miles. These results show that traffic operations on the roadways within the study area are expected to begin to deteriorate unless additional roadway improvements are made.

Table 1. LOS Comparison 2015 and 2040 (in miles)

<table>
<thead>
<tr>
<th>LOS</th>
<th>Base Year 2015</th>
<th>E+C Year 2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>B</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>C</td>
<td>59.89</td>
<td>32.29</td>
</tr>
<tr>
<td>D</td>
<td>11.14</td>
<td>12.82</td>
</tr>
<tr>
<td>E</td>
<td>1.82</td>
<td>18.35</td>
</tr>
<tr>
<td>F</td>
<td>0.12</td>
<td>9.45</td>
</tr>
</tbody>
</table>
CONCLUSION
Thorough analysis of the 2040 Existing plus Committed (E+C) transportation network reveals the need for future transportation improvements in the Spring Hill study area. Projected population and employment data along with planned roadway improvements from the Nashville Area MPO’s Transportation Improvement Program make up the committed network and reveal future Levels of Service (LOS) on area roadways that are below an acceptable level. The increases in projected traffic are largely the result of a growing and vibrant community within the rapidly growing Nashville metropolitan region.

The Spring Hill Study Area in 2040 will experience significant roadway congestion according to the MPO model. The roadways that currently operate at LOS C will become increasingly congested and move to LOS D or worse. These increases are significant and result in increased pressures and demands on the roadway network in the Spring Hill study area. Specific improvements to address the area’s anticipated transportation deficiencies are discussed in the Recommendations chapter.
CHAPTER 3. RECOMMENDED PLAN

The City of Spring Hill is a member of the Nashville Area Metropolitan Planning Organization (MPO) – a regional transportation planning body made up of city and county governments within Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson Counties. The MPO is a federally mandated transportation planning organization that produces the region’s Long Range Transportation Plan (RTP). The RTP is a plan for all regionally significant transportation-related projects, including roadway and multimodal projects that should be implemented within a 20 to 30-year time frame. The plan is based on several factors, including projected population and employment growth, funding availability, and project necessity (e.g., traffic congestion).

In February 2016, the MPO’s 2040 RTP was adopted by the MPO Executive Board, which is made up of elected officials from the MPO member jurisdictions discussed in the previous paragraph. In an effort to get recognition and funding of transportation projects within the City of Spring Hill, recommended roadway improvements must be identified. The purpose of this Major Thoroughfare Plan is to establish and identify those improvements. Just as important, this plan is intended to assist the City of Spring Hill in establishing its priority projects for the roadway network in an effort to respond to and prepare for the continuing growth and development in the community.

The recommended roadway improvements were developed based on existing and projected traffic volumes, access to and from key origins and destinations, safety and circulation, and actual observed congestion. The improvements are ranked in three priority levels. High priority are ones that are existing needs and should be implemented as soon as funding becomes available. Medium priority are projects that are currently experiencing some congestion and/or need additional access and should be implemented once all high priority projects have been fulfilled. Low priority projects would be beneficial and provide improved circulation and traffic flow, but are not urgent based on congestion or existing access and connectivity.

Table 3.1 lists the transportation projects that are proposed as part of this Major Thoroughfare Plan. Figure 3.1 illustrates those projects within the City of Spring Hill. Each individual project is detailed in the following pages.
**TABLE 3.1 MTP PROJECT LIST**

<table>
<thead>
<tr>
<th>Project</th>
<th>Route</th>
<th>Start</th>
<th>End</th>
<th>Improvement</th>
<th>Length (miles)</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Buckner Lane</td>
<td>Duplex Road</td>
<td>Thompson’s Station Road</td>
<td>Widen from 2 lanes to 4/5 lanes and realign</td>
<td>2.72</td>
<td>High</td>
</tr>
<tr>
<td>2</td>
<td>Buckner Road</td>
<td>SR 6/US 31</td>
<td>Buckner Lane</td>
<td>Widen from 2 lanes to 4/5 lanes</td>
<td>1.91</td>
<td>Medium</td>
</tr>
<tr>
<td>3</td>
<td>Buckner Road Extension</td>
<td>Buckner Lane</td>
<td>SR 106/US 431/ Lewisburg Pike</td>
<td>Extend as 4-6 lane road</td>
<td>2.00</td>
<td>High</td>
</tr>
<tr>
<td>4</td>
<td>Crossings Boulevard</td>
<td>Crossings Boulevard</td>
<td>Crossings Circle South</td>
<td>Extend as 2 lane road with turn lanes</td>
<td>0.32</td>
<td>Medium</td>
</tr>
<tr>
<td>5</td>
<td>Crossings Circle South</td>
<td>Crossings Circle South</td>
<td>Kedron Road</td>
<td>Extend as 2 lane road with turn lanes</td>
<td>0.97</td>
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<tr>
<td>6</td>
<td>Denning Lane</td>
<td>SR 6/US 31</td>
<td>Kedron Road</td>
<td>Widen to provide standard 2 lanes &amp; correct alignment</td>
<td>2.80</td>
<td>Low</td>
</tr>
<tr>
<td>7</td>
<td>Duplex Road</td>
<td>I-65</td>
<td>SR 106/US 431/ Lewisburg Pike</td>
<td>Widen from 2 lanes to 3 lanes &amp; correct alignment</td>
<td>1.92</td>
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<td>8</td>
<td>Ferguson Road</td>
<td>Southern Terminus</td>
<td>Parkway Drive</td>
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<td>1.05</td>
<td>Low</td>
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<td>9</td>
<td>Greensmill Road</td>
<td>Kedron Road</td>
<td>SR 6/US 31</td>
<td>Widen to provide standard 2 lanes &amp; correct alignment</td>
<td>6.13</td>
<td>Low</td>
</tr>
<tr>
<td>10</td>
<td>Heritage Bypass</td>
<td>Heritage Campus</td>
<td>Campbell Station Parkway</td>
<td>Construct new 2 lane road</td>
<td>0.61</td>
<td>Medium</td>
</tr>
<tr>
<td>11</td>
<td>Jim Warren Road</td>
<td>Port Royal Road</td>
<td>Crafton Road</td>
<td>Widen to provide standard 2 lanes with turn lanes</td>
<td>1.74</td>
<td>Low</td>
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<tr>
<td>12</td>
<td>Jim Warren Road Extension</td>
<td>Crafton Road</td>
<td>SR 106/US 431/ Lewisburg Pike</td>
<td>Extend as 2 lane road</td>
<td>1.62</td>
<td>Low</td>
</tr>
<tr>
<td>13</td>
<td>Joe Peay Road</td>
<td>Rice Road</td>
<td>SR 106/US 431/ Lewisburg Pike</td>
<td>Extend as 2 lane road with turn lanes</td>
<td>3.03</td>
<td>Low</td>
</tr>
</tbody>
</table>
### Table 3.1 MTP Project List (Con’t)

<table>
<thead>
<tr>
<th>Project</th>
<th>Route</th>
<th>Start</th>
<th>End</th>
<th>Improvement</th>
<th>Length (miles)</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>Kedron Road</td>
<td>SR 6/US 31</td>
<td>Saturn Parkway</td>
<td>Widen from 2 lanes to 3 lanes</td>
<td>1.28</td>
<td>High</td>
</tr>
<tr>
<td>15</td>
<td>Kedron Road</td>
<td>Saturn Parkway</td>
<td>Port Royal Road</td>
<td>Widen from 2 lanes to 4 lanes with turn lanes</td>
<td>2.81</td>
<td>Medium</td>
</tr>
<tr>
<td>16</td>
<td>Kedron Road</td>
<td>Port Royal Road</td>
<td>SR 106/US 431/Lewisburg Pike</td>
<td>Widen from 2 lanes to 4 lanes &amp; construct interchange</td>
<td>4.70</td>
<td>Low</td>
</tr>
<tr>
<td>17</td>
<td>Kings Creek Connector</td>
<td>John Lunn Road</td>
<td>Kedron Road</td>
<td>Construct new 2 lane road</td>
<td>1.24</td>
<td>Low</td>
</tr>
<tr>
<td>18</td>
<td>N/S Connector</td>
<td>Buckner Road Extension</td>
<td>Kedron Road (E of I-65)</td>
<td>Construct new 4 lane road</td>
<td>6.95</td>
<td>Low</td>
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<tr>
<td>19</td>
<td>New Port Royal Road Extension</td>
<td>Northern Terminus</td>
<td>Thompson’s Station Road</td>
<td>Extend as 2 lane road</td>
<td>0.29</td>
<td>Medium</td>
</tr>
<tr>
<td>20</td>
<td>Petty Lane</td>
<td>Cleburne Road</td>
<td>SR 6/US 31</td>
<td>Construct new 2 lane road</td>
<td>1.37</td>
<td>Low</td>
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<tr>
<td>21</td>
<td>Port Royal Road</td>
<td>Duplex Road</td>
<td>Kedron Road</td>
<td>Widen from 2 lanes to 4 lanes</td>
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<td>22</td>
<td>Ray Williams Drive Extension</td>
<td>Station Hill Drive</td>
<td>Old Kedron Road</td>
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<td>23</td>
<td>Rice Road</td>
<td>Rice Road Terminus</td>
<td>Worthington Lane</td>
<td>New 2 lane road</td>
<td>1.60</td>
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<tr>
<td>24</td>
<td>Saturn Parkway Extension</td>
<td>I-65</td>
<td>SR 106/US 431/Lewisburg Pike</td>
<td>Extend as 4 lane parkway with turn lanes</td>
<td>1.80</td>
<td>Low</td>
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<tr>
<td>25</td>
<td>Southern Springs Connector</td>
<td>Port Royal Road</td>
<td>SR 6/US 31</td>
<td>Construct new 2 lane road, improve Royal Park/John Lunn Road</td>
<td>4.01</td>
<td>Medium</td>
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<tr>
<td>26</td>
<td>Spring Station Connector</td>
<td>Thompson's Station Road</td>
<td>Spring Station Drive</td>
<td>Construct new 2 lane road</td>
<td>1.60</td>
<td>Low</td>
</tr>
</tbody>
</table>
### Table 3.1 MTP Project List (Con’t)

<table>
<thead>
<tr>
<th>Project</th>
<th>Route</th>
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<th>End</th>
<th>Improvement</th>
<th>Length (miles)</th>
<th>Priority</th>
</tr>
</thead>
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<tr>
<td>27</td>
<td>Spring Station Drive Extension</td>
<td>Spring Station Drive</td>
<td>SR 106/US 431/ Lewisburg Pike</td>
<td>Extend as 2 lane road with turn lanes</td>
<td>1.76</td>
<td>Low</td>
</tr>
<tr>
<td>28</td>
<td>SR 247/ Beechcroft Road</td>
<td>Carters Creek Pike</td>
<td>Cleburne Road</td>
<td>Widen to provide standard 2 lanes with turn lanes</td>
<td>2.21</td>
<td>Medium</td>
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<tr>
<td>29</td>
<td>SR 6/US 31</td>
<td>Miles Johnson Parkway</td>
<td>Buckner Road</td>
<td>Widen from 2 lanes to 4/5 lanes</td>
<td>2.18</td>
<td>High</td>
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<tr>
<td>30</td>
<td>Sugar Ridge Road Extension</td>
<td>Sugar Ridge Road western terminus</td>
<td>Dr. Robinson Road</td>
<td>Extend as 2 lane road</td>
<td>2.01</td>
<td>Low</td>
</tr>
<tr>
<td>31</td>
<td>Town Center Parkway</td>
<td>Duplex Road</td>
<td>Wilkes Lane</td>
<td>Extend as 2 lane road</td>
<td>2.02</td>
<td>Low</td>
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<tr>
<td>32</td>
<td>Wall Street</td>
<td>Southern Terminus</td>
<td>Miles Johnson Parkway</td>
<td>Extend as 2 lane road</td>
<td>0.61</td>
<td>High</td>
</tr>
</tbody>
</table>
PROJECT 1: BUCKNER LANE

Project Location
Termini: From Duplex Road to Thompson’s Station Road
Length: 2.72 miles
Improvement: Widen from 2 lanes to 4 lanes with turn lanes as needed and realign
Functional Class: Arterial
Priority: High

Project Summary
This improved 4-lane arterial would provide a more efficient north-south route on the northeast side of the City. Buckner Lane parallels I-65 and provides access to numerous residential neighborhoods and Summit High School and Spring Station Middle School. This route is a major connector between Duplex Road and Thompson’s Station Road and will become more heavily traveled with the proposed I-65 interchange at Buckner Road. This improvement will include realigning to intersect Thompson’s Station Road. Without improvements, Buckner Lane is projected to operate at LOS F in 2040.
PROJECT 2: BUCKNER ROAD

Project Location
Termini: From SR 6/US 31/Main Street to Buckner Lane
Length: 1.91 miles
Improvement: Widen from 2 lanes to 4 lanes with turn lanes as needed
Functional Class: Arterial
Priority: Medium

Project Summary
This improved 4-lane arterial would provide a more efficient east-west route on the north side of the City. Buckner Road provides access to numerous residential neighborhoods on both sides of the roadway and will serve as the primary east-west route to access the proposed I-65 interchange. Without improvements, Buckner Road is projected to operate at LOS E in 2040.
PROJECT 3: BUCKNER ROAD EXTENSION AND I-65 INTERCHANGE

Project Location
Termini: From Buckner Lane to SR 106/US 431/Lewisburg Pike
Length: 2.00 miles
Improvement: New 4-lane roadway with 6 lanes at interchange
Functional Class: Arterial
Priority: High

Project Summary
This proposed 4-lane arterial would provide an east-west connection from Buckner Lane to a major state route east of I-65. This project would also provide a new interstate access to I-65 via Diverging Diamond Interchange. The roadway would run through Gateway Land Use. This new roadway would provide much improved access to and from major routes on each side of I-65 and provide travel time benefits into and out of Spring Hill.
PROJECT 4: CROSSINGS BOULEVARD

Project Location
Termini: From Crossings Boulevard to Crossings Circle South
Length: 0.32 miles
Improvement: New 2-lane roadway with turn lanes
Functional Class: Collector
Priority: Medium

Project Summary
This proposed 2-lane collector would provide a north connection between The Crossings shopping center and the proposed Crossings Circle South. It would provide a practical connection for traffic without having to utilize SR 6/US 31/Main Street or Saturn Parkway.
PROJECT 5: CROSSINGS CIRCLE SOUTH

Project Location
Termini: From Crossings Circle South to Kedron Road
Length: 0.97 miles
Improvement: New 2- and 4-lane roadway with turn lanes as needed
Functional Class: Collector
Priority: Medium

Project Summary
This proposed collector would provide an east-west connection between The Crossings shopping center and Kedron Road. This new road would run parallel to Saturn Parkway. It would provide a practical connection for traffic without having to utilize SR 6/US 31/Main Street or Saturn Parkway. This road would be 2 lanes between the existing terminus of Crossings Circle South and the proposed Crossings Boulevard and 4 lanes to Kedron Road.
**PROJECT 6: DENNING LANE**

**Project Location**
Termini: From SR 6/US 31/Main Street to Kedron Road
Length: 2.80 miles
Improvement: Widen to provide standard 2 lanes and correct alignment
Functional Class: Collector
Priority: Low

**Project Summary**
This improved 2-lane collector would provide improved east-west connection on the south side of the City. It would also correct the horizontal alignment and sight distance issues that currently exist. This roadway primarily provides access to residential properties and undeveloped land.
PROJECT 7: DUPLEX ROAD

Project Location
Termini: From I-65 to SR 106/US 431/Lewisburg Pike
Length: 1.92 miles
Improvement: Widen from 2 lanes to 3 lanes and correct alignment
Functional Class: Arterial
Priority: Medium

Project Summary
This improved 3-lane arterial would provide improved east-west connection on the east side of I-65. It would also correct the horizontal and vertical alignment and sight distance issues that currently exist. This roadway primarily provides access to residential properties and undeveloped land. This segment of Duplex Road is expected to operate at LOS D in 2040 without improvements.
PROJECT 8: FERGUSON ROAD

Project Location
Termini: From southern terminus to Parkway Drive
Length: 1.05 miles
Improvement: New 2-lane roadway
Functional Class: Collector
Priority: Low

Project Summary
This new 2-lane collector would provide improved connection between Duplex Road and Chapman’s Retreat Elementary School to Parkway Drive/Port Royal Road. This roadway would traverse mainly undeveloped land.
PROJECT 9: GREENSMILL ROAD

Project Location
Termini: From Kedron Road to SR 6/US 31
Length: 6.13 miles
Improvement: Widen to provide standard 2-lanes and correct alignment
Functional Class: Collector
Priority: Low

Project Summary
This improved 2-lane collector would provide improved east-west connection on the south side of the City. It would also correct the horizontal alignment and sight distance issues that currently exist. This roadway primarily provides access to residential properties and undeveloped land.
PROJECT 10: HERITAGE BYPASS

Project Location
Termini: From Heritage Campus to Campbell Station Parkway
Length: 0.61 miles
Improvement: New 2-lane roadway
Functional Class: Collector
Priority: Medium

Project Summary
This proposed 2-lane collector would provide an alternative north-south connection between the Heritage Schools campus and SR 6/US 31/Main Street. The roadway would run through mostly undeveloped land and connect to Wilkes Lane. This roadway would run along the west side of SR 6/US 31/Main Street.
PROJECT 11: JIM WARREN ROAD

Project Location
Termini: From Port Royal Road to Crafton Road
Length: 1.74 miles
Improvement: Widen to provide standard 2 lanes with turn lanes and correct alignment
Functional Class: Collector
Priority: Low

Project Summary
This widened 2-lane collector would provide improved east-west access on the east side of the City, including crossing I-65. It would also improve the narrow lanes that currently exist. This roadway provides access to multiple residential properties and undeveloped areas.
PROJECT 12: JIM WARREN ROAD EXTENSION

Project Location
Termini: From Crafton Road to SR 106/US 431/Lewisburg Pike
Length: 1.62 miles
Improvement: New 2-lane roadway
Functional Class: Collector
Priority: Low

Project Summary
This proposed 2-lane collector would provide an east-west connection through the rural area that lies between Crafton Road and SR 106/US 431/Lewisburg Pike. The roadway would run through mostly undeveloped properties. It would provide a logical connection from the City to a major highway.
PROJECT 13: JOE PEAY ROAD

Project Location
Termini: From Rice Road to SR 106/US 431/Lewisburg Pike
Length: 3.03 miles
Improvement: New 2-lane roadway with turn lanes
Functional Class: Collector
Priority: Low

Project Summary
This proposed 2-lane collector would provide an east-west connection from SR 106/US 431/Lewisburg Pike to near the proposed extension of Rice Road. This new road would provide an improved and alternative connection across I-65 on the southeast side of the City.
PROJECT 14: KEDRON ROAD

Project Location
Termini: From SR 6/US 31/Main Street to Saturn Parkway
Length: 1.28 miles
Improvement: Widen from 2 lanes to 3 lanes
Functional Class: Arterial
Priority: High

Project Summary
This improved 3-lane arterial would provide improved access to the high-demand connection between Saturn Parkway and SR 6/US 31/Main Street. This roadway provides access to several local routes and residential properties. This segment of Kedron Road is expected to operate at LOS E in 2040 without improvements.
PROJECT 15: KEDRON ROAD

Project Location
Termini: From Saturn Parkway to Port Royal Road
Length: 2.81 miles
Improvement: Widen from 2 lanes to 4 lanes with turn lanes
Functional Class: Arterial
Priority: Medium

Project Summary
This improved 4-lane arterial would provide a more efficient north-south route on the south side of the City. This roadway traverses residential property and undeveloped areas. However, this route is a major connector between Saturn Parkway and Port Royal Road. Without improvements, Kedron Road is projected to operate at LOS E in 2040.
PROJECT 16: KEDRON ROAD

Project Location
Termini: From Port Royal Road to SR 106/US 431/Lewisburg Pike
Length: 4.70 miles
Improvement: Widen from 2 lanes to 4 lanes and construct interchange
Functional Class: Arterial
Priority: Low

Project Summary
This improved 4-lane collector would provide a more efficient north-south route on the southeast side of the City. This roadway traverses primarily undeveloped areas. However, this route would include an interchange at I-65 and would be a major connector between Port Royal Road and SR 106/US 431/Lewisburg Pike. With the interchange, this roadway would run through future Gateway Land Use. Without improvements, a segment of Port Royal Road is projected to operate at LOS E in 2040.
**PROJECT 17: KINGS CREEK CONNECTOR**

**Project Location**
Termini: From John Lunn Road to Kedron Road  
Length: 1.24 miles  
Improvement: New 2-lane roadway  
Functional Class: Collector  
Priority: Low

**Project Summary**
This proposed 2-lane collector would provide a needed north-south connection through potential development between John Lunn Road and Kedron Road. The new road would traverse mainly undeveloped and residential properties.
PROJECT 18: N/S CONNECTOR

Project Location
Termini: From Buckner Road Extension to Kedron Road (E. of I-65)
Length: 6.95 miles
Improvement: New 4-lane roadway
Functional Class: Arterial
Priority: Low

Project Summary
This proposed 4-lane arterial would provide a needed north-south connection through the rural area on the east side of I-65. The roadway would run through a multitude of existing and future residential land uses. This new roadway would help with connectivity once the Buckner Road extension and I-65 interchange is complete.
PROJECT 19: NEW PORT ROYAL ROAD EXTENSION

Project Location
Termini: From Northern Terminus to Thompson’s Station Road
Length: 0.29 miles
Improvement: New 2-lane road
Functional Class: Collector
Priority: Medium

Project Summary
This proposed 2-lane collector would provide a practical connection between the residential area along New Port Royal Road and Thompson’s Station Road. The roadway would run through mostly undeveloped land. This roadway would provide an additional and alternative north-south route on the north side of the City.
CITY OF SPRING HILL: MAJOR THOROUGHFARE PLAN

PROJECT 20: PETTY LANE EXTENSION

Project Location
Termini: From Cleburne Road to SR 6/US 31/Main Street
Length: 1.37 miles
Improvement: New 2-lane road
Functional Class: Collector
Priority: Low

Project Summary
This proposed 2-lane collector would provide a practical connection between Cleburne Road, which provides access to Beechcroft Road, and SR 6/US 31/Main Street. This roadway would provide an additional and alternative east-west route on the west side of the City.
PROJECT 21: PORT ROYAL ROAD

Project Location
Termini: From Duplex Road to Kedron Road
Length: 4.06 miles
Improvement: Widen from 2 lanes to 4 lanes
Functional Class: Arterial
Priority: Medium

Project Summary
This improved 4-lane arterial would provide a more efficient north-south route on the southeast side of the City. This roadway traverses residential property and undeveloped areas south of Saturn Parkway and provides access to multiple commercial developments and residential properties north of Saturn Parkway. The improvement would also correct the horizontal alignment and sight distance issues that currently exist. This route is a major connector between Duplex Road and Kedron Road, and provides access to the new Port Royal Park. Without improvements, Port Royal Road is projected to operate at LOS F in 2040.
PROJECT 22: RAY WILLIAMS DRIVE EXTENSION

Project Location
Termini: From Station Hill Drive to Old Kedron Road
Length: 0.79 miles
Improvement: New 2-lane roadway
Functional Class: Collector
Priority: Low

Project Summary
This new 2-lane collector would provide access to potential development and a logical connection from existing residential development to Old Kedron Road/Kedron Road.
PROJECT 23: RICE ROAD

Project Location
Termini: From Terminus of Rice Road to Worthington Lane
Length: 1.60 miles
Improvement: New 2-lane roadway
Functional Class: Collector
Priority: Low

Project Summary
This new 2-lane collector would provide improved north-south access on the southeast side of the City. It would provide an alternative to traffic utilizing Port Royal Road. This roadway would traverse through mostly undeveloped property.
PROJECT 24: SATURN PARKWAY EXTENSION

Project Location
Termini: From I-65 to SR 106/US 431/Lewisburg Pike
Length: 1.80 miles
Improvement: New 4-lane parkway
Functional Class: Arterial
Priority: Low

Project Summary
This new arterial roadway would extend the existing Saturn Parkway to SR 106/US 431/Lewisburg Pike. This is a logical east-west connection that would only add to future east-west connections on the east side of I-65. This new roadway would traverse residential and undeveloped properties, as well as a couple of local roadways.
PROJECT 25: SOUTHERN SPRINGS CONNECTOR

Project Location
Termini: From Port Royal Road to SR 6/US 31/Main Street
Length: 4.01 miles
Improvement: New 2-lane road, and improve Royal Park/John Lunn Road
Functional Class: Collector
Priority: Medium

Project Summary
This proposed 2-lane collector would provide a practical east-west connection Port Royal Road and the new Southern Springs development. The roadway would run through mostly undeveloped land to connect residential neighborhoods. This roadway would provide an additional and alternative east-west route on the south side of the City.
**PROJECT 26: SPRING STATION CONNECTOR**

**Project Location**  
Termini: From Thompson’s Station Road to Spring Station Drive  
Length: 1.60 miles  
Improvement: New 2-lane roadway  
Functional Class: Collector  
Priority: Low

**Project Summary**  
This proposed 2-lane collector would provide an alternative north-south connection between Summit High School and Spring Station Middle School and Thompson’s Station Road. The roadway would run through mostly undeveloped land that is planned to be converted to a regional office and commercial development in the future. This roadway would run parallel to I-65 and would provide an additional and alternative north-south route on the northeast side of the City.
PROJECT 27: SPRING STATION DRIVE EXTENSION

Project Location
Termini: From Spring Station Drive to SR 106/US 431/Lewisburg Pike
Length: 1.76 miles
Improvement: New 2-lane roadway with turn lanes
Functional Class: Collector
Priority: Low

Project Summary
This proposed 2-lane collector would provide an east-west connection from Summit High School and Spring Station Middle School to SR 106/US 431/Lewisburg Pike. This new road would provide an improved and alternative connection across I-65 on the northeast side of the City.
PROJECT 28: SR 247/BEECHCROFT ROAD

Project Location
Termini: From Carters Creek Pike to Cleburne Road
Length: 2.21 miles
Improvement: Widen to provide standard 3 lanes
Functional Class: Arterial
Priority: Medium

Project Summary
This widened 3-lane arterial would provide improved east-west access on the west side of the City. It would also improve the narrow lanes that currently exist. This roadway provides access to multiple residential properties as well as access to I-840 via Carters Creek Pike. A portion of this segment of SR 247/Beechcroft Road is expected to operate at LOS E in 2040 without improvements.
PROJECT 29: SR 6/US 31/Main Street

Project Location
Termini: From Miles Johnson Parkway to Buckner Road
Length: 2.18 miles
Improvement: Widen from 2 lanes to 4 lanes with turn lanes as needed
Functional Class: Arterial
Priority: High

Project Summary
This improved 4-lane arterial would provide a more efficient north-south route on the north side of the City. This roadway traverses multiple commercial and business developments and provides access to numerous residential neighborhoods. Without improvements, SR 6/US 31/Main Street is projected to operate at LOS F in 2040.
PROJECT 30: SUGAR RIDGE ROAD EXTENSION

Project Location
Termini: From Sugar Ridge Road eastern terminus to Dr. Robinson Road
Length: 2.01 miles
Improvement: New 2-lane roadway
Functional Class: Collector
Priority: Low

Project Summary
This proposed 2-lane collector would provide an improved and alternative east-west connection on the northwest side of the City. This new road would traverse mainly undeveloped land and some residential properties. The new extension would intersect Dr. Robinson Road across from Lakeview Road.
PROJECT 31: TOWN CENTER PARKWAY EXTENSION

Project Location
Termini: From Duplex Road to Wilkes Lane
Length: 2.02 miles
Improvement: New 2-lane roadway
Functional Class: Collector
Priority: Low

Project Summary
This new 2-lane collector would provide an additional north-south connection between Town Center Parkway near Kedron Parkway to Wilkes Lane and the commercial development near Campbell Station Parkway. This new roadway would likely go through several existing local roads and would parallel the railroad.
PROJECT 32: WALL STREET

Project Location
Termini: From Southern Terminus to Miles Johnson Parkway
Length: 0.61 miles
Improvement: New 2-lane roadway
Functional Class: Collector
Priority: High

Project Summary
This proposed 2-lane collector would provide a practical link between the commercial development along Belshire Way to Miles Johnson Parkway. The roadway would run through mostly undeveloped land. This roadway would provide a logical north-south connection on the north side of the City.
FUTURE CLASSIFICATION MAP

As described in the Existing Conditions report, four primary functional classes of roadways are provided within the study area. Interstates and Freeways are the highest classification of roadways utilized for long-distance travel. Arterials are a class of roads serving large traffic movements for moderate lengths of travel. Collector roadways have the primary purpose of collecting traffic from local roadways and distributing it to its destination or to an arterial roadway.

Figure 3.2 illustrates existing and proposed Roadway Functional Classifications within the City of Spring Hill.

Local streets are not considered major thoroughfares, as their primary function is to provide direct access to land with little emphasis on the movement of through traffic so are, therefore, not classified. However, there are several local connections that are important to the connectivity and circulation for the City of Spring Hill. These connections are identified in Figure 3.3, which details these future local connections that are recommended as development occurs and funding becomes available.
APPENDIX. PUBLIC COMMENTS

SPRING HILL MTP COMMENTS FROM PUBLIC MEETING 10/30/18

- Increase speed limit from 31 East on Campbell Station Road until St. Hubbins. There are no residential driveway connections in this section.
- Buckner Road improvements. When made to 4/5 lanes instead of red lights along length of road propose multiple roundabouts. This will allow for one way travel, continuous flow and less backup. Should be clearly painted and signed for proper use.
- Request for speed limit change to 35 mph on Kedron Road from Saturn Pkway to 31
- Request to widen Mahlon Moore to 3 lanes with traffic lights at each end. Reduce speed limit on Greensmill at Mahlon Moore. Traffic light and turning lanes at Kedron and Whispering Woods. The safety of our children will be compromised when the Battle Creek School is complete, if we don’t complete these before the school opens. The surrounding roads are not meant to sustain 20+ school busses, twice a day.
- Project #4 Keep to 3/4 lanes max. We own a home on Buckner Road – 2801 Sutherland Drive – and our property will be affected.
- We love our home and don’t want to move but we are frightened by what might happen with project #4 (Buckner Road). We would like this to be no more than 3 lanes. We are frightened about not being treated fairly based on horror stories we hear about eminent domain.
- Turning south off of Saturn Pkwy and Port Royal is impossible. Please make a light or reconfigure the interchange.
- Strongly recommend having Beechcroft Road and Duplex Road join at 31 to eliminate one traffic light. Realizing 55 and up community have more accidents at intersections!
- Project 1 – Widening US 31 (Miles Johnson to Buckner)
  - Also need to include the road (US 31) from Miles Johnson to Duplex Road.
- My concern is someone from up here should note checking our foundation of our houses. A lot of dust and gravel getting on our court and trenches. And the dust is covering our houses.
- Improvements extension to Beechcroft from Tower Parkway to new conduct (?)
- Sidewalks on B/G Plan, Sidewalks near schools (near Spring Station School)
- Proj 17 – Mitchum Love to sewage easement given for sewage
SPRING HILL MTP COMMENTS VIA EMAIL AND ONLINE FORM

- I am unable to attend the Town Hall Planning meeting on Monday, October 29, however, I wanted to submit a definite concern and question for you. We live in Cobblestone Village, off of Jim Warren Road, off of Port Royal Rd. Since we moved here nearly 3 years ago, the traffic issues on Port Royal Rd. and the 396 interchange have continued to escalate. I don’t know if this a TDOT issue, exclusively, or if the City of Spring Hill has any say in the matter, but we desperately need full traffic lights and turn lanes on both the east and west on and off ramps! And the more people move here, the worse it is becoming. I have seen nothing to address this very concerning issue in any of the newspaper articles which have talked about the various infrastructure improvements scheduled to be done. My 15 year old daughter will be getting her learner’s permit soon and I am extremely concerned for her safety in driving through these intersections without the assistance of traffic signals. We cannot wait years for these traffic signals to be installed. These intersections are extremely hazardous.

Thank you very much for submitting my concerns and for answering my questions.

- I looked at the website and filled out the comment form. One thing I’m curious about, is how this plan takes into consideration the lack of walkability we have here in Spring Hill. Does this plan address any road projects that will include sidewalks and bike paths? I would hope that any road project we look at doing include sidewalks and bike paths, in hopes we can promote the idea of leaving the car at home and riding a bike (or walking).

- A lot of these projects should have been addressed years ago, prior to the population growth. I’d suggest we start raising some fees/taxes to start paying for these roads now. Also, you’re going to get varied priorities from citizens, mainly based on where they live and what roads they drive the most. Top priority needs to be the N/S pathways, including 31 and Buckner Ln (and even I65 once the interchange at Buckner Rd is put in). The sooner we can get these fixed the better. Also, I’d love to see Spring Hill become more of a walkable/bikeable community. Please keep this in mind.

- Top Three Priority Projects/Improvements: (1) Project #1 - Widen 31, (2) Project #3 - Widen Buckner Ln, (3) Project # 9 - Widen Port Royal from Saturn Parkway to Duplex, (4) Project #4/#5 - Widen and extend Buckner Rd from 31 to 431, (5) Project # 11 - widen Duplex from I65 to 431.

- Speaking for myself and my neighbors, we would like to see the roads improved in this order:
  1. highway 31 - but really from 840 to Saturn Parkway
  2. entrance/exits to the Crossings
  3. Port Royal Road
  4. Cleburne Road
  5. Buckner Road
6. Buckner Lane

- Thank you for conducting and participating in the public input meeting last night in Spring Hill.
- I am sending this note with an e-mail exchange (below) that I had with Alderman Fitterer out of frustration to show how .... "the wheels keep spinning and the vehicle is going nowhere" .... with respect to traffic issues in Spring Hill.
- Alderman Matt Fitterer conducted a survey to collect information from residents on what the project priorities should look like (sounds like the purpose of last night's meeting --- correct?).
- It appeared that the overwhelming conclusion of Mr. Fitterer's survey was that Highway 31 needed to be addressed. I estimated that about 85% of respondents to his survey ranked this as the #1 priority.
- I think your meeting last night shows the same result (correct?).

- I agree with the #1 project. Definitely a need to have Main Street fixed. But I believe the #9 project should be bumped up to #2. This area has gotten ridiculous. You can't even get in and out of Kroger in a timely manner. Takes 30 minutes to get out of the parking lot! This road needs to be a priority since it is a major road to the interstate. As is, it's a nightmare.

- Top Three Priority Projects/Improvements: #1 Main Street #2 Port Royal from Saturn to Duplex with the main focus being around Kroger.

- Lots of great projects that will improve our wonderful city. Thank you for including the community in your decisions!


- The one important piece of information is missing from the project list. When is the estimated start and completion date of each project.

- Top Three Priority Projects/Improvements: HI way 31. Any other project carries about the same weight of importance as any other. Hi-way 31 is top on my list.

- The main issues I find are in the north-south travel as there are not enough routes and the ones that exist are two-lane roads. These are long overdue considering the population growth. Had those been completed, I would like to see better access to shopping areas such as The Crossings - the traffic circle is a nightmare and could use striping as two lanes as well as instruction to residents on how a traffic circle works.

- Top Three Priority Projects/Improvements: Project 1 - Hwy 31 definitely needs to be widened. It would be great if it could go all the way up to the 840 (I realize that city limits are where this is plotted currently.) Project 3 - The north-south travel is currently dismal. Project 13 - Adding another major north-south connector is long overdue.
• My only comments are this, the projects that will accomplish the greatest traffic volume movement and flow efficiencies serves the greater good of 40,000 plus residents. These projects should come first. I don’t have a dog in this fight with regards to which project or projects I personally want. My comments are not subjective or emotionally driven. I simply want what has the biggest and most effective impact upon my community. Coordinating and securing funding, working with federal and state authorities for project scheduling, etc. is what our elected officials and City staff are paid to do. Help our City with a cogent and effective plan based upon analysis and statistics. Then implement the Greater Good projects first. Thank you for your time and talents.

• Thank you for your interest in our opinions. I have lived in Spring Hill for almost 30 years. It’s fast growth has been remarkable, but stressful for commuting. I have read the proposed projects and would like to give my opinion on a few of them.

(1)US-31 from Miles Johnson to Buckner Rd. As much as US-31 needs attention, I believe that if this project’s only intention is between these two roads, then it is a waste of money. It is pointless to widen it for such a small stretch. It needs to be widened from Kedron Rd to 840, in order to be an efficient project.

(9)Port Royal from Saturn Pkwy to Duplex. Planned to widen from two lanes to three. If we are really thinking about growth between now and 2040, then 3 lanes will not be enough. We need five lanes. If we are going to spend the money to fix the roads, then why not do it right the first time and not have to go back and redo it in 10-15 years. Port Royal is a commercial business road that leads to thousands of people’s homes. The businesses will do more business, if people aren’t scared of sitting in traffic. If it’s only widened to three lanes now, then when 5 lanes is needed, there may not be enough room to widen. Build it now, and more businesses will be attracted to this area.

(5)Buckner Rd Extension from Buckner Ln to Lewisburg Pk. When this project starts, I really hope that they have all the surrounding roads leading to it completed 100% first. Since this will become a main artery into the city, they need to widen the current Buckner Rd too. I also hope that they will widen I-65 to four or five lanes from 840 to Saturn Pkwy, either before or during it’s construction. Also, put a light at Buckner and Lewisburg Pk. Once this project starts, it will cause another migration to Spring Hill. There will be more development than ever before and if we don’t time it perfectly, it could be a huge disaster. This interchange is something the city really needs, but it needs to happen the right way.
Being a new mother, safety is my number one thought of driving. I am greatly concerned about the new schools that are currently being built on Mahlon Moore Rd. That road was not built to sustain the type of traffic that is received from school traffic, especially with big heavy busses. Those roads are dangerous and need to be widened. There also needs to be lights and turning lanes at each end of Mahlon Moore and Hummingbird Ln. There has been talk about this, but I noticed that it’s not on the project list. The school is scheduled to open in August 2019, and nothing has been done to the roads yet. My children are zoned for this school. If nothing is done to the roads, then I will not be sending them on the bus. I may also consider moving, if the road safety factor doesn’t prove well enough. I do believe that the (25) Kedron from Saturn Pkwy to Port Royal project will help with the flow of volume during peak hours, but Mahlon Moore will still need some work. Thank you again for listening. I hope it helps.

- The plan looks sound, however, there are several projects that need to be expedited.
- US31 Main Street Buckner Lane Buckner Road...especially with the pending Alexander Farms project Port Royal Road @ Saturn Parkway
- Comment in regards to project #6. If you’re going to consider widening this portion of Kedron Road from 2 to 3 lanes why not look at doing the same to Old Kedron Road and Miles Johnson Parkway. While project #6 will help move traffic, anyone going north on Main Street from Kedron Road will be stuck traffic and possible in a school zone depending on the time of day and year. Widening Old Kedron Road and Miles Johnson Parkway at the corner of Kedron Road and Old Kedron Road north over Duplex Road to the intersection of Main Street and Miles Johnson. This would help driver avoid the section of Main street between Kedron Road (northern part of project #6) and Miles Johnson Parkway (southern part of project #1), along with any traffic exiting Saturn Parkway heading north on Main Street. Project #25 & #26 would increase the amount of traffic heading north into town too. Drivers would be left with the same congested section of Main Street (between Kedron Road and Miles Johnson Parkway) that they have been use to.

- #1 #6 #21
- Project #3 Buckner Lane - Please ensure this project includes a traffic light at Buckner Rd and Buckner Lane (can we get a temporary sooner rather than later - I saw it on an earlier live stream of planned projects), as well as sidewalks along a widened Buckner Lane. We also hope this project includes making the intersection of Buckner Lane and Thompson's Station Road E permanent with left and right turn lanes. It would behoove the city to make a longer than usual right turn lane for traffic going from Buckner Lane to traveling eastbound on Thompson's Station Road E, or a physical barrier or split to keep people from cutting in later from the left turn lane into the right.
Until the I-65 extension at Buckner Road is complete and I-65 S widened to at least 3 lanes past 840, people will likely still use the Thompson's Station Rd E/Pantall/Critz/431 options. And those parents taking children to school at Bethesda (Cherry Grove is still zoned and either must go this way or take Duplex around). We imagine that the 2 North Bound Buckner Lane lanes will just split, and thus have a long turn lane for both west and east bound traffic. Again, an engineered split or barrier to keep people from cutting in late to make a right turn should be considered. Trust me, the cutting in last minute will happen at as less people make a left in the morning. Project #4 - Buckner Road - Please ensure that this section of Buckner Road (31 to Buckner Lane) is kept from becoming a commercial route (e.g. weight restrictions) and take measures for trucking companies to continue using their existing routes today. The assumption is that as traffic will be lessened on 31 with a new Buckner Rd extension, there's no need for the truckers to come down Buckner Rd with an 840 to 31 route still being efficient and easier access. Please shave down the hill at the crest of Cherry Grove. And this intersection - Bunbury Dr and Maple Circle - will absolutely need some redoing for alignment or signalization. It is already a pain to try to have one person making a left out of Cherry Grove and another making a left out of Newport so a center multi-lane is not going to solve that problem (regardless of the road widening; the road widening will exacerbate the problem further). Either realignment so a center lane can be option or a traffic light will be needed. I also hope that signalization will occur at New Port Royal and potentially Brixworth Dr. And this project will include sidewalks on both sides, or at least one side. It will be sad to see the trees go at Buckner Rd and Buckner Lane, but it has to happen. Project #5 - Buckner Road Extension - This new exit will be great. But will be useless in the evening commute if TDOT does not also widen I-65 southbound past 840 at the same time. I saw it was potentially going to start looking at that since the Federal Highway folks approved the Buckner Road exit and construction needing to start within 8 years of approval. Anyway, since I-65 S traffic backs up at 840 in the evenings, people will still likely use 840/431/Critz to get into Spring Hill. And I'm assuming that Thompson's Station has no plans to widen or change Thompson's Station Road E, Critz, or Pantall... And when scheduling construction on any of Project 1, 3 or 5, please minimize anything being simultaneous. I think 1 and 5 can be done at the same time, but not 1, 3, and/or 4. And definitely not 3 and 4 together (except for the intersection where they cross). And definitely not 1 and 3 together since that takes out any northbound routes for people. Project #9 - This may be too late to consider. But it would make sense to reduce the Buckner Lane/New Port Royal intersection down to a 3 way vs a 4 way. The thinking is to work with the two business properties so there is access to Daylight Donuts and those businesses through the business parking lot to its south. Having the additional need for the traffic signal to accommodate people coming out of
the Daylight Donuts parking lot, or go straight into it doesn't seem like the most efficient flow of traffic, and instead giving them access through the adjacent business parking lot and their entrance would benefit residents more. While Daylight Donuts may disagree, I actually don't go to their business for this reason - I don't want to sit at the light, nor make people wait for me. And I hope Volkert and other services the city contracts be knowledgeable in Agile or Lean project practices. It's so frustrating to see government stall on much needed projects and then when finally going forward, doing the project that was needed 10 years ago and is now outdated.

- **Priority 1** - Project #1 SR6/US31
- **Priority 2** - Project #3 Buckner Lane
- **Priority 3** - Project #5 Buckner Road Extension
- Other priorities, Project #8 - Hurt Road (this seems like it could be easy and quick relative to other projects and help keep more local neighborhood traffic off Buckner Lane) and Project #9 - Port Royal.

- We think that proposed plan is a one and realize that it may have change over the next 10 to 20 years with growth. All new developments should have an assessed up front impact fee for infrastructure. Top 5 projects recommended are #1, #6, #20, #21, and #9

- #1, #6, and #21

- Please find below, comments that I have prepared for consideration for the Spring Hill Major Thoroughfare Plan Update. I welcome an opportunity to discuss these comments further should you have any questions. It is my hope that my 12 years of past experience as City of Spring Hill Alderman, Planning Commissioner and 5 year member of the Transportation Advisory Committee would provide constructive insight into this important project.

My comments are focused more on what I hope the resulting Major Thoroughfare Plan will include.

1) The plan should be easily accessible and tell a clear story of where we are, projects that are needed, and a plan on how to achieve those goals. A bare minimum map with the title “Major Thoroughfare Plan” is not sufficient. Today, there are no less than 3 versions of the Major Thoroughfare Plan accessible on the City’s website, and the text of the 2016 2040 Major Thoroughfare Plan (that includes critical policy language and a catalog of future project segments) isn’t on the website (see attached).

Spring Hill MTP Link on the Transportation Advisory Website (2011 outdated version): 
http://www.springhilltn.org/DocumentCenter/View/148
Spring Hill MTP Link on website Search 1 (map dated 2014): 
http://www.springhilltn.org/documentcenter/view/1029
Spring Hill MTP Link on website Search 2 (map dated 2018): 
http://www.springhilltn.org/documentcenter/view/4451
2) The Proposed Projects graphic developed by Volkert for the public input segment appears to be very limited (26 projects) and removes major projects incorporated in the current MTP. How was this arrived at? There has been no discussions during public meetings how 26 projects made the cut, and many others were removed. Critical projects included in the current 2018 MTP, but now omitted include Saturn Parkway Extensions to 840 (North and West) and East of 65 to Lewisburg Pike, and interchange access to 65 at Kedron Rd. Projects in the current 2018 MTP appear to have been downgraded and decreased in capacity. Examples include: Jim Warren Rd, Crossings Circle South, Kedron Rd from Saturn Pwy to Main St, Port Royal from Commonwealth to Duplex, and a new Pantall Rd 2/3 Ln connector to Buckner Rd (previously in the 2660 Buckner Ln PZD identified as a 5 lane arterial – “Arterial C”).

3) Spring Hill Urban Growth Boundary in Williamson County East of Interstate 65 as represented on the Proposed Project Map does not exist. Source: Williamson County Comprehensive Plan, Land Use Element Map (Chapter 4, Page 42) [https://www.williamsoncounty-tn.gov/DocumentCenter/View/16149/Williamson_CountyC_TN_Plan_Adopted_Final_11-20-07](https://www.williamsoncounty-tn.gov/DocumentCenter/View/16149/Williamson_CountyC_TN_Plan_Adopted_Final_11-20-07)

4) Project prioritization must include a component of Traffic Demand Modeling data and a thorough vetting of a project, not just “what the public would like to see”. The new MTP should include as a policy that TDM will be considered when the BOMA prioritizes and develops a CIP. Additionally, Individual Project Description “sheets” for every future project should be developed to identify key components like a description of the project, the need for the project, impact of the project to the transportation network if completed, fiscal estimates and other considerations. This is a typical tool used in other communities to aid in making decisions about which projects should be included in a CIP. Prior to 2015, the Transportation Advisory Committee maintained these types of project description sheets (See attached example for the interchange at Buckner Rd). The City should consider taking the opportunity with this MTP update to bring this practice back. See the City of Franklin 2016 major thoroughfare plan (Connect Franklin, pages 109 to 220 for an example): [https://www.franklintn.gov/home/showdocument?id=24922](https://www.franklintn.gov/home/showdocument?id=24922)
5A) Separate Collector category into Major Collector and Minor Collector classifications, and consider separating Arterial category into Major and Minor Arterial classifications. Separating these categories further would add additional flexibility for the City and Developers, and promote consistency. For instance, an Access Management and Control policy can be made and adhered to for Major Arterial road segments, while Minor Arterials would have more flexibility. Another example is implementing a policy limiting driveway curb cuts on Major Collectors, while permitting them on Minor Collector segments.

5B) Add Major Collector projects to the development of Traffic Impact Fees Adding Major Collector category to the development of Traffic Impact Fees will require formation of “Zones” for the City, but it would greatly improve the ability of the City to complete these projects as development occurs as it would make construction of these roads eligible for Development Credits. Private entities build roads much more cheaply than the City, much more quickly, and there is a fundamental “fairness” accomplished when improvements necessitated by a specific development are completed by those that develop those projects.

6) Coordination of Major Thoroughfare Plan with the Town of Thompson’s Station, Columbia, Williamson County, Maury County and TDOT The MTP should include policy about how the City, through its Planning Commission, BOMA or Staff, will coordinate the MTP with Williamson County and Thompson’s Station specifically, and other entities more generally. Specifically, Project N-12 on the most recent Williamson County MTP Update is the Buckner Rd Extension to Lewisburg Pike. That plan has the roadway a 2/3 lane, while the Spring Hill MTP has it as a 4/5 lane. Also, Williamson County MTP includes project N-21, Town Center Parkway Extension to Buckner Ln, not in the Spring Hill MTP (it should be in the Spring Hill MTP, by the way).


7) New Policies to consider including in the Major Thoroughfare Plan
   • Formalize the role of the Transportation Advisory Committee (per Resolution 11-122, “to assist in the development of a strategic transportation plan and to recommend annual transportation improvements and priorities for Capital Improvement Plan (CIP) funding.”) What formal role has the TAC been in developing and recommending the annual CIP?
- Bike / Ped “payment in lieu of completion” policy. Improvements for Bike / Ped facilities need to be completed with development just as any roadway improvement or other infrastructure improvements are required to be. The “payment in lieu” of improvements system is being abused, and there is not a system in place to complete improvements once a payment has been made to the City. Just because a project may be difficult to complete should not absolve the responsibility to complete it.

- Access Management policy

- Formalize a policy on Cross Easements between parking lots (between private property)

- Formalize a policy on Interconnectivity between subdivisions

- Traffic Signalization equipment standard – black decorative posts, and standardization of signal loop detector (radar or video), including LED lit street name signs

- Street Lighting standard – High efficiency LED down-lighting, versus standard “cobra head” mount

- ROW Maintenance Agreement policy – maintenance of landscaping in right of way (i.e. center island landscaping and signage)

- It’s hard to tell via the map on Facebook. There has been a lot of growth and several key projects

- The top priority needs to be siding 31 all the way through Spring Hill. If it isn’t the top priority something is wrong

- Looks good

- Buckner Rd, Buckner Ln, Interchange

- US–31 should be everyone’s first priority. I am amazed that we would have a city of this size with such poor roads.

- Buckner Lane in the mornings at 7:00 is out of control! It takes me 45-60 minutes to get from one side of Buckner Lane to the other towards Thompson Station everyday. The other major problem is getting from Target to Kroger on Main Street. Please help us ASAP! Thank you.

- 1. Buckner Lane 2. Main Street 3. Buckner Road

- Taking neighborhood streets/backyards is not effective for traffic. It causes more traffic and dangerous situations (crossing streets, children playing in their yards, robberies) for the families living in these neighborhoods. Neighborhoods should not be main streets. Traffic has gotten worse on side roads and in neighborhoods with thru streets, as commuters are using these roads to avoid the two lane main streets that are already overcrowded. Spring Hill's Main Street has become horrible. The extended portion, where Main Street has 5 lanes has NO traffic. Faster exit to 65 off of Main Street would seem to make the most sense. While building more houses, neighborhoods,
townhomes, etc is inevitable and obviously brings more business to our city, at this time the citizens are already struggling with traffic. More homes=more people=more traffic. Correcting the main roads should be top priority.

- 1, 3, 2
- I agree with the draft.
- #1,#4,#24
- Glad to see a plan.
- 1,3,4
- Unless 31 is improved all the way to 840 that there won't be much hope for traffic on 31. Please keep in mind other traffic while the improvements are made. There are a number of cyclists in the area, with the increased volume of traffic and not many good solutions cyclists put themselves at risk in order to ride and impede traffic and anger drivers that are already annoyed by the congestion. Pedestrian traffic should be considered as well for an overall long term solution. Improvements are much needed. I would prioritize new route options before improvements to existing roadways, however. The impact to congestion of working on existing roadways will be much less if there are good alternates already provided.

- I don't discount the need for major improvements along main roadways, but also feel like small improvements can be made in advance of those large projects to give drivers options. Project #7 is at the top of my list for that reason. And I would add connecting Hatteras Drive to Mercer Lane (New Port Crossing and Cameron Farms) to that as well. Second on my list would be Project #5, but I would also add access to I-65 Third on my list would be the NS Connector, Project #13 as this would provide a lot of alternate routes, but its value would be greatly lessened if there wasn't access off the Buckner extension to I-65.

- First of all, thank you so much for all of your hard work on this plan. My three selections for priority are all based on the fact that they are all roads used by most people in Spring Hill, they often become parking lots with almost no movement. It would be great for all the other projects to happen as well, but obviously, we can't do everything at once. Fixing the problem of the primary arteries of our town should be the first priority.

- 1, 9, 3
- HIGHWAY 31 MUST BE FIRST. IT’S A SAFETY ISSUE!! If we had some kind of major emergency or evacuation order, Spring Hill residents would not be able to quickly leave. More important than even the horrific traffic is the safety of our citizens. Highway 31 MUST be first; it is the main road through our city, and as development has been allowed to occur along this route it has made life miserable for those of us who want to shop locally and simply run errands. Highway 31 MUST be the #1 priority.

- 1, 3, 4
• Connecting the neighborhoods will help traffic flow on alternative streets instead of funneling everyone on the same roads. I look forward to an alternative to traveling to Heritage Campus that will keep my vehicle off of highway 31 and non residents out of Tanyard Springs. I can't tell you the number of times I have almost had an accident because vehicles are traveling down the turn lane instead of waiting for the Trader Way left turn lane. (They start traveling down the turn lane anywhere from in front of Starbucks all the way to Trader's Way or go into the Starbucks shopping center and out Williford Court) Please ask Spring Hill Police Department to patrol this area more during morning hours. Unfortunately this still only leaves us with 2 alternatives for interstate travel for commuting to work. Of those 2 interstate exits we can only control the traffic improvements at Saturn parkway. Pressure on Thompson's Station to improve traffic flow in their area is a necessary step to keep Spring Hill traffic flowing. I see a direct correlation in easier traffic flow and better sales for local businesses. Because of traffic flow there are many times we will NOT shop/eat in Spring Hill because the traffic is to tedious to negotiate. I would love to keep my money local and support Spring Hill.

• #24 (Heritage Bypass), #1 (Hwy 31) , #3 (Buckner.) And New interstate exit!!!!

• All haste needs to be made on the HWY 31 and Interstate exit off of Buckner. Port Royal needs attention to. With Spring Hill as a major commuting town people need to be able to get to 65 quickly. Traffic in town is becoming a problem so much that people are giving that as a reason to move away to somewhere else. I also would like to see Spring Hill complete the road project for Battle Creek as originally planned. I've driven through the Whispering Woods and the neighborhood cannot take that capacity of cars on one road of it's own.

• HWY 31, I65 Exit, Port Royal Rd

• Priorities must be widening and expanding major thoroughfares through the city limits and connecting to Thompson’s Station, I-65, Main Street, and Saturn Parkway. Improvements must happen to the Port Royal Rd/Saturn Parkway interchange to include traffic signals and/or rerouting of on/offramps to avoid conflicting turns.

• #9, #1, #3

• Plan looks good. Concerned with the potential approved growth added to this plan over the next 21 years.

• Project 1, 3, & 5

• The purpose for this email is the opportunity to respond to the Spring Hill Major Thoroughfare Plan Public Comment period. Firstly, the Greater Good of the 40,000 plus residents must be the guiding factor in the plan. In that, the proactive and effective traffic management of existing and near term traffic increases must be facilitated. The phasing of
projects to accomplish these first two challenges must be tied into a final phase of regional mitigation that this City can affect. Of the projects listed by the City, it is the task and duty of BOMA and City staff, working with the consulting firm of Volkert, to assess, identify, plan and execute these projects in deliberate phased work.

This plan must be engineered in a manner to piecing a large and expensive puzzle together. The engineering of traffic volume mitigation through expansion of existing roads and creation of new roads is tantamount. Willfully and cogently selecting road projects that directly and proactively address traffic volume flow and management of existing issues must come first. Then tying in projects that continue to positively affect volume flow and redirect in addition to affecting flow increases must come next.

Volkert is a preeminent firm that can map out and engineer solutions to positively impact current and existing traffic flow issues as well as engineer second and third phase projects that work towards mitigation of as many near term and long term traffic volume flow and redirect issues as possible while working with the federal government and state of Tennessee for regional traffic management that the City of Spring Hill must cooperatively affect.

The BOMA board must focus energies on adopting policies, codes, procedures and fee structures that afford this municipality to proactively maintain order and balance to the entire process guiding the City forward while construction of these projects nears as well as during construction phases.

Furthermore, a critical part of this process for BOMA will be assessing the available land parcels within the City limits and how development will impact the roads. New Zoning for remaining land parcels must have a graduated fee metric that directly relates to how the development will impact the adjoining and connecting roads is critical. Higher Traffic Impact Fees for development that necessitates the reclassification of a road must bear the financial impact of that change. In this process, it will no longer be acceptable for the City to accept fees in lieu of work. Every development that has a higher Zone Traffic Impact Metric must make the corrective measures to the impacted roads. The private sector can affect this work more quickly and at a lesser expensive than the public sector.

A final note with regards to Traffic Impact Fees as well as Sewer and Water connection fees, Spring Hill is an asset. An asset of great value. We must stop giving away this asset value for pennies on the dollar. City of Spring Hill development fees must reflect the known and true recognized value of this City. In comparing the current $521 impact fee to the City of Franklin, it is clear for all to see we have greatly and grossly undervalued our own worth. It is time to address this issue and make a clear and resounding statement. BOMA must legally increase development fees significantly to aid in funding of current and future traffic management mitigation.
In summation, the Greater Good of the 40,000 plus residents of Spring Hill must be proactively served by any Major Thoroughfare plan. Engineering these projects in phased work to address existing issues, mitigate near term increase use issues and ultimately phasing in projects that create proactive and progressive traffic management for the City is wholly required. How this is done is in the hands of BOMA and its consultants. Thank you for your time and consideration

- First, I would like to thank the City officials and the current administration for everything you're doing to try to improve our traffic situation and plan for our future transportation needs. I believe that the widening of U.S. 31 to five lanes should remain a top priority, even if that means the City has to greatly share in the State's cost to construct it, and even if that means a significant property tax increase for us as residents to make it possible. I'm OK with that. Included in that, as far as priorities as I see them, and the need to pay for them with additional taxes, is the building of an I-65 interchange at Buckner; widening Buckner Road and Buckner Lane to five lanes each; widening Port Royal Road from Saturn Parkway to Kedron Road; widening Kedron Road from 31 to Saturn Parkway, in that order. And I’m fine with the remainder of the projects listed on the map. So, basically, I agree with the way the projects are currently listed on this map. Thank you all for the opportunity to comment on this important planning process!

- U.S. 31 widening through SH; I-65 interchange and related Buckner extension; and the widening of Buckner Road (which will be a necessity with the extension of Buckner Road for the interchange).

- It's about as good as it's going to get. Extending all the way to 840 is ideal but I understand the difficulties with how the land flows, there's so many other projects and trying to play catch up. I will hope this draft is also forecasting the growth during the time it will take to complete.

- 1. The first three listed on the draft are what they should be 2. Slow down the home developers so the road system can catch up 3. Slow down the home developers so the road system can catch up

- Hwy 31 widening is the first priority but since it is not within the State of Tennessee’s 3 year plan, can the City look at using Miles Johnson/old Kedron Rd with the connection to Kedron Rd then on to 31/Kedron Pkwy as an alternative to 31S? Possibly make that section of 31 the “historic” district by having a majority of the traffic bypass this section? I am not sure why the plan stops at Miles Johnson, maybe because of historic significance or environmental restriction, but this could be an alternative to alleviate some of the congestion on 31. As an interim to the Buckner Rd extension across Buckner lane, can the City look at a installing a traffic signal at this intersection? I believe many of the road suggestion on the proposal would help increase biking/walking, as long as they include sidewalks. A lot of families look for these when selecting a location to live and I believe that in
turn would be beneficial to the City and our local businesses. (Project #24, #9 & #4) Thank you for your continued dedication to improving Spring Hill’s roadways!

• See comments above
• You absolutely cannot redirect the traffic through a residential neighborhood. The neighborhoods were not meant to handle that kind of volume. That would be very dangerous to all of the houses involved to be that close to that volume of cut through traffic.
• Hwy 31 should be the top priority
• Good start to making improvements.
• 1) Add traffic light on Port Royal exit from 396 2) Add center and turning lanes at minimum (preferably 4 lanes) to every street to help move traffic 3) Build road infrastructure "before" adding new businesses such as Carothers Parkway in Franklin...traffic lights and additional turning lanes are added prior to completion of building construction
• Please provide the city updates on various road projects every quarter or so. This could be part of the transportation committee minutes that are published.
• Project 5 Project 9 Project 6
• Looks great, very excited about the new changes.
• Project 9, Project 9, Project 9
• From what I can tell, it's a good plan and most of the projects can't happen soon enough. As part of Project 9, I hope that left-turn lanes are added very soon at the stoplight in front of Daylight Donuts. This new stop light has actually worsened traffic since cars turning left cannot do so once the left-turn arrow is gone since the amount of oncoming traffic is so heavy. The left-turning vehicles just sit and wait which causes traffic behind them to back up.
• Project 1, Project 9, Project 3
• Hello, thank you for making this plan available. I live on Countess Ln. next to Port Royal. Outside of the major projects outlined, I wanted to voice a separate concern and that is the constant connection of side roads. Countess Ln. is not built to be a road you cut through. If it is connected to Port Royal via a light or a roundabout, people will use it to cut around the lights they hit on Port Royal to try and get to/from the highway faster. This would be very dangerous for our street, the families/children on our street, the cars that park on the side of the road, etc. There would be no way to stop people from cutting around, and Countess Ln. could easily become a parking lot of it's own during high traffic times of day from people trying to avoid traffic. With cars on the side of the road, Countess becomes basically a 1 lane street, but it's fine and we all wait for each other, wave each other through, because it's simply our own traffic, not through traffic. Please consider NOT connecting Countess to Port Royal and instead extending it to a cul de sac. While other roads are used to cut around things from time to time, ours wasn't built for
it, and given the layout of things, it'll be used all day, everyday, by people who want to avoid as much of Port Royal as possible. When it comes to Port Royal, I didn't put that in my project priority list because a 3 lane widening from 2 would do little for the actual congestion. I assume the 3 lanes is creating a turning lane. However most people are not turning across traffic to enter businesses. Most are turning right into the connecting roads and parking lots. The issue is how many people are trying to get through Port Royal over to Buckner or Duplex. A turning lane would not cut that down or it would be negligible. Because of all the traffic getting off the highway, Port Royal in front of Kroger can be just as bad as 31. For people on this side of town, Port Royal IS our 31... in terms of traffic issues. That is why an exit off 65 farther north is needed, so Saturn Parkway and Port Royal is not the only way for people who take the highway to enter the heart of town. The exit would relieve stress on Port Royal, and Buckner as well as a cut through from Port Royal to Duplex. Thanks for your time.

- 1, 5, 3