Based upon the ongoing COVID-19 pandemic and Executive Order #60 issued by Governor Lee, the Spring Hill Municipal Planning Commission has made the determination that conducting the meeting by electronic means is necessary to protect the public health, safety, and welfare of Tennesseans and the citizens of Spring Hill. Therefore, "I [Paul Downing] make a motion to conduct the meeting by electronic means based upon the determination that doing so is necessary to protect the public health, safety, and welfare of Tennesseans and citizens of Spring Hill in consideration of the COVID-19 pandemic."

The opportunity for public comment has been provided through email at PCPublicComment@springhilltn.org and links to this meeting. Emailed comments will be entered into the record for this meeting during the Public Comment.

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 October 5, 2020 (both paper and electronic copies).

D. PUBLIC COMMENT (NON-AGENDA ITEMS)

E. BONDS

1. PC Resolution 20-72 Release Perf Bond and establish Maintenance Bond Crooked Creek Sec 3 Ph 2.
2. PC Resolution 20-73 Release Perf Bond and establish Maintenance Bond Petra Commons Ph 1 Sec 1.
3. PC Resolution 20-74 Release Maintenance Bond Dartford Ph 1.
4. PC Resolution 20-75 Dedication of Road ROW and Public Improvements in Arbors at Autumn Ridge Ph 11.
5. PC Resolution 20-76 Release Maintenance Bond Arbors at Autumn Ridge Ph 11.
7. PC Resolution 20-78 Dedication of Road ROW and Public Improvements in Brixworth Ph 4 Sec 1.
8. PC Resolution 20-79 Release Performance Bond Brixworth Ph 4 Sec 1.
9. PC Resolution 20-80 Dedication of Road ROW and Public Improvements in Brixworth Ph 4 Sec 2.
10. PC Resolution 20-81 Release Performance Bond Brixworth Ph 4 Sec 2.
11. PC Resolution 20-82 Dedication of Road ROW and Public Improvements in Brixworth Ph 6A.
12. PC Resolution 20-83 Release Maintenance Bond Brixworth Ph 6A (Hurt Rd Rehabilitation).
13. PC Resolution 20-84 Release Performance Bond Brixworth Ph 6A (Hurt Rd Rehabilitation).
14. PC Resolution 20-85 Dedication of Road ROW and Public Improvements in Villas of Meadowbrook Ph 3 Sec 5.
15. PC Resolution 20-86 Release Maintenance Bond Villas of Meadowbrook Ph 3 Sec 5.
16. PC Resolution 20-87 Release Performance Bond Villas of Meadowbrook Ph 3 Sec 5.
17. PC Resolution 20-88 Dedication of Road ROW and Public Improvements in Woodland Trace Villas Ph 2.
18. PC Resolution 20-89 Release Performance Bond Woodland Trace Villas Ph 2.
20. PC Resolution 20-91 Establish Performance Bond for Brandon Woods Ph 1.
22. PC Resolution 20-93 Establish Performance Bond for Brandon Woods Ph 2.
23. PC Resolution 20-94 Establish Maintenance Bond for Harvest Point Ph 16 Sec 1C.
24. PC Resolution 20-95 Establish Performance Bond for Harvest Point Ph 16 Sec 1C.
27. PC Resolution 20-98 Establish Performance Bond for The Columns on Main.

F. OLD BUSINESS

1. **SPM 713-2020**: Submitted by Tim Neal for 1220 School Street. The property is zoned C-D-C and contains approximately 1.40 acres. The applicant is requesting site plan minor modification to allow gravel parking. Requested by Tim Neal.

2. **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.

G. NEW BUSINESS

1. **PDm 879-2020**: Submitted by Anderson, Delk, Epps & Associates for Cherry Grove Addition. Property is zoned R-2 PUD and contains approximately 144 acres. The applicant requests a PUD modification to remove the required amenity of a tennis court from the Master Development Plan for Cherry Grove Addition. Requested by Joe Epps.

2. **STP 880-2020**: Submitted by Huddleston Steele Engineering for Wilkes Lane Elementary School. The property contains approximately 23 acres, zoned AG and is being considered for rezoning to IC. The applicant requests site plan approval for a 120,051-sf elementary school. Requested by Williamson County Schools and Enoch Jarrell.

3. **FPL 881-2020**: Submitted by S&ME, Inc. for Harvest Point Phase 16, Section 1C. The property is zoned R-2, PUD and contains approximately 9.50’ acres. The applicant requests final plat approval for 34 townhome lots and the request is being processed under provisions of the approved PUD and the previous zoning code. Requested by Zac Davis.

4. **SPC 882-2020**: Submitted by Jay Fulmer for the Kings Creek Golf Course. The property is zoned R-2, PUD and contains approximately 159.32 acres. Applicant requests site concept plan review and comment for a new golf clubhouse and pavilion.
5. **FPL 883-2020**: Submitted by Crunk Engineering for the Villas at Port Royal Phase One. The property is zoned R-5 and Phase 1 contains approximately 6.93 acres. The applicant requests final plat approval for 42 townhome lots. Requested by Adam Crunk.

6. **SPM 884-2020**: Submitted by Crunk Engineering for Shadow Ridge. The property is currently zoned C-4 but was approved under the previous zoning of B-4, where multi-family condominiums were considered a permitted use. The applicant requests modification to the site plan (STP 468-2018) by removing conditions of approval that eliminated Phases 9 and 10 (144 units). The applicant also requests a one-year extension. This amendment is made under the previous Zoning Ordinance. Requested by Adam Crunk.

7. **PDC 885-2020**: Submitted by WES Engineers and Surveyors for Parkview Commons. The applicant requests Planned Development Concept Plan review and comment for 76 single-family lots. The applicant proposes to rezone the property from AG to Planned Development process with the underlying zoning district of R-5. The property contains approximately 13.94 acres. Requested by Gerald Vick.

8. **FPL 886-2020**: Submitted by Wilson & Associates for Southern Springs Phase 7. The property is currently zoned C-4 and contains 56.55 acres. The site was previously zoned C-4 and is vested under the former Zoning Ordinance. The applicant requests final plat approval for 124 single-family lots. Requested by Joey Wilson.

9. **STP 887-2020**: Submitted by Agracel for the Faurecia Expansion. The property is located at 3555 Cleburne Road, zoned I-1 and contains approximately 19.92 acres. The applicant requests site plan approval for a 122,640-sf expansion. This request is being processed under the previous Zoning Ordinance. Requested by Daniel Webb.

10. **PPL 888-2020**: Submitted by Civil Site Design Group for Beechcroft Subdivision, Phase 1. The property is located at the northwest corner of Beechcroft and Dr. Robertson Road, zoned C-2 and contains approximately 37.15 acres (Phase 1 16.90 acres). The property was approved under a previous zoning ordinance and was zoned B-1, where single-family residential was a permitted use. The applicant requests preliminary plat approval for 52 single-family lots. Requested by Tyler Gray.

11. **PDP 889-2020**: Submitted by Kimley-Horn for Spring Hill Town Crossing. The property is currently zoned I-1, contains approximately 50.6 acres and is located at the southeast corner of Port Royal Road and Saturn Parkway. The applicant requests Planned Development Preliminary Plan approval for a mixed-use development with a C-4 based zoning. Requested by Josh Rowland of Kimley-Horn.

12. **FPL 890-2020**: Submitted by Arnold Consulting Engineering Services, Inc. for the northwest corner of Wilkes Lane and Main Street. The properties are zoned C-4 and contain approximately 3.25 acres. The applicant requests final plat approval to dedicate right-of-way along Main Street and Wilkes Lane. Requested by Brandon Hester.

13. **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. Presented by Chuck Downham, Assistant City Administrator, City of Spring Hill.

**H. OTHER BUSINESS**

**I. ROUND TABLE**

**J. ADJOURN**
DATE: September 28, 2020

REQUEST: Release the performance bond and establish a maintenance bond for Crooked Creek Section 3 Phase 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 Section 3 Phase 2 in the amount of $76,378.00 in February 2020. All improvements have been constructed.
- Roads were final topped in September 2020.

PC ACTION REQUESTED:

- Approve PC Resolution 20-72 to release the performance bond and establish a maintenance bond for Crooked Creek Section 3 Phase 2
RESOLUTION 20-72 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
CROOKED CREEK SECTION 3 PHASE 2

WHEREAS, a Performance Bond is in place guaranteeing the completion of certain improvements for Crooked Creek Section 3 Phase 2 in the amount of $76,378.00; and

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

Sidewalks, street signs, street lights, stormwater surface maintenance 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 September 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 Crooked Creek Section 3 Phase 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 $76,378.00 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 $22,913.00 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 Crooked Creek Section 3 Phase 2 in the amount of $22,913.00 is hereby approved.

Passed and adopted this 12th day of October, 2020.

_________________________________________________________________

Paul Downing, Chairman

_________________________________________________________________

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 9/22/20

A-1 Home Builders, Inc.
Crooked Creek
Section 3 Phase 2

Development Name: Crooked Creek
Phase or Section of Construction: Section 3 Phase 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
DATE: September 28, 2020

REQUEST: Release the performance bond and establish a maintenance bond for Petra Commons Phase 1 Section 1 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 1 Section 1 in the amount of $252,779.00 in April 2017. All improvements have been constructed.
- Roads were final topped in September 2020.

PC ACTION REQUESTED:

- Approve PC Resolution 20-73 to release the performance bond and establish a maintenance bond for Petra Commons Phase 1 Section 1.
RESOLUTION 20-73 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
PETRA COMMONS PHASE 1 SECTION 1

WHEREAS, a Performance Bond is in place guaranteeing the completion of certain improvements for Petra Commons Phase 1 Section 1 in the amount of $252,779.00; and

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

Sidewalks, street signs, street lights 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 September 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 Petra Commons Phase 1 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 $252,779.00 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 $75,833.00 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 Petra Commons Phase 1 Section 1 in the amount of $75,833.00 is hereby approved.

Passed and adopted this 12th day of October, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 9/24/20

Petra Commons, LLC

Petra Commons

Phase 1 Section 1

Development Name: Petra Commons

Phase or Section of Construction: Phase 1 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.

City of Spring Hill Utility Inspector (signature)

Printed name

Approved By:

City of Spring Hill Engineering Dept.

Printed name
DATE: September 28, 2020

REQUEST: Release the maintenance bond for Dartford Phase 1 for stormwater

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

OVERVIEW:

- A maintenance bond is in place for Phase 1 in the amount of $99,000 for the storm water detention pond.
- The detention pond also serves Phase 2.
- The bonds are in place for Phase 2 which includes an amount for the detention pond in Phase 1.

PC ACTION REQUESTED:

- Approve PC Resolution 20-74 to release the maintenance bond for Dartford Phase 1
RESOLUTION 20-74 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR
DARTFORD PHASE 1

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, storm water infrastructure and basins, would be constructed as per the approved design and function properly; and

WHEREAS, the storm water detention pond located in Phase 1 also serves Phase 2, for which bonds are in place to cover the detention pond; and

WHEREAS, it is the recommendation of the City Engineer that the Maintenance Bond for Dartford Phase 1 in the amount of $99,000.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Maintenance Bond for Dartford Phase 1 in the amount of $99,000.00 is hereby approved.

Passed and adopted this 12th day of October, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
DATE: September 28, 2020

REQUEST:
Recommend acceptance and dedication of road rights-of-way and public improvements for The Arbors at Autumn Ridge Phase 11

Release the maintenance bond for The Arbors at Autumn Ridge Phase 11

Release the performance bond for The Arbors at Autumn Ridge Phase 11

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

OVERVIEW:

- A maintenance bond is in place in the amount of $57,240.00.
- A performance bond is in place in the amount of $31,640.00.
- Binder was put on road in August 2017; roads were final topped in May 2018.
- All improvements have been completed and a certificate of satisfaction has been signed by staff.

PC ACTION REQUESTED:

- Approve PC Resolution 20-75 to recommend acceptance and dedication of road rights-of-way and public improvements for The Arbors at Autumn Ridge Phase 11
- Approve PC Resolution 20-76 to release the maintenance bond for The Arbors at Autumn Ridge Phase 11
- Approve PC Resolution 20-77 to release the performance bond for The Arbors at Autumn Ridge Phase 11
RESOLUTION 20-75 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION RECOMMENDING ACCEPTANCE AND DEDICATION OF ROAD RIGHTS-OF-WAY AND PUBLIC IMPROVEMENTS SHOWN ON THE EXISTING PLAT FOR
THE ARBORS AT AUTUMN RIDGE PHASE 11

WHEREAS, developer Don R. Cameron III has a recorded Final Plat for The Arbors at Autumn Ridge Phase 11 in Williamson County Plat Book P68, Page 22; and

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

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

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

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

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

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that dedication and acceptance of Road Rights-of-Way and Public Improvements within The Arbors at Autumn Ridge Phase 11 as shown on the recorded plats is hereby recommended to the Board of Mayor and Aldermen.

Passed and adopted this 12th day of October, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
RESOLUTION 20-76 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR
THE ARBORS AT AUTUMN RIDGE PHASE 11

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 The Arbors at Autumn Ridge Phase 11 in the amount of $57,240.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Maintenance Bond for The Arbors at Autumn Ridge Phase 11 in the amount of $57,240.00 is hereby approved.

Passed and adopted this 12th day of October, 2020.

________________________________________
Paul Downing, Chairman

________________________________________
Steve Foote, Secretary
RESOLUTION 20-77 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE PERFORMANCE BOND FOR
THE ARBORS AT AUTUMN RIDGE PHASE 11

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

WHEREAS, the existing Letter of Credit, considered a “performance surety” based on current subdivision regulations, guaranteed that the following improvements, which may include but not be limited to, sidewalks, street lights, street signs and final topping, would be constructed as per the approved design and function properly; and

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

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

WHEREAS, it is the recommendation of the City Engineer that the Performance Bond for The Arbors at Autumn Ridge Phase 11 in the amount of $31,640.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Performance Bond for The Arbors at Autumn Ridge Phase 11 in the amount of $31,640.00 is hereby approved.

Passed and adopted this 12th day of October, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 01/22/20

Donnie Cameron

The Arbors at Autumn Ridge

Phase 11

Development Name: The Arbors at Autumn Ridge
Phase or Section of Construction: Phase 11
Public Improvements: Water, sewer, storm water drainage and basins, streets, curbs, sidewalks, street signs, street lights, final topping

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

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

City of Spring Hill Utility Inspector (signature)

Michael W. Stephens
Printed name

Approved By:

Sarah Katherine Totty
Printed name

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:         September 28, 2020

REQUEST:     Recommend acceptance and dedication of road rights-of-way and public
             improvements for Brixworth Phase 4 Section 1
             Release the maintenance bond for Brixworth Phase 4 Section 1

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

OVERVIEW:

- A maintenance bond is in place for Phase 4 Section 1 in the amount of $33,945.00.
- Roads were final topped in September 2019.
- Developer is working on punch list items. If work is not completed by the PC voting
  session on 10/12/20, Resolution 20-78 and Resolution 20-79 will be pulled from the
  agenda for consideration to release.

PC ACTION REQUESTED:

- Approve PC Resolution 20-78 to recommend acceptance and dedication of road rights-
  of-way and public improvements for Brixworth Phase 4 Section 1
- Approve PC Resolution 20-79 to release the maintenance bond for Brixworth Phase 4
  Section 1
RESOLUTION 20-78 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION RECOMMENDING ACCEPTANCE AND DEDICATION OF ROAD
RIGHTS-OF-WAY AND PUBLIC IMPROVEMENTS SHOWN ON THE EXISTING
PLAT FOR
BRIXWORTH PHASE 4 SECTION 1

WHEREAS, developer Smart Living, LLC has a recorded Final Plat for Brixworth Phase 4 Section 1 in Williamson County Plat Book P65, Page 150; and

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

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

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

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

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

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that dedication and acceptance of Road Rights-of-Way and Public Improvements within Brixworth Phase 4 Section 1 as shown on the recorded plats is hereby recommended to the Board of Mayor and Aldermen.

Passed and adopted this 12th day of October, 2020.

__________________________________________
Paul Downing, Chairman

__________________________________________
Steve Foote, Secretary
RESOLUTION 20-79 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR
BRIXWORTH PHASE 4 SECTION 1

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, sidewalks, street signs, street lights and final topping, would be constructed as per the approved design and function properly; and

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

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

WHEREAS, it is the recommendation of the City Engineer that the Maintenance Bond for Brixworth Phase 4 Section 1 in the amount of $33,945.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Maintenance Bond for Brixworth Phase 4 Section 1 in the amount of $33,945.00 is hereby approved.

Passed and adopted this 12th day of October, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
DATE: September 28, 2020

REQUEST: Recommend acceptance and dedication of road rights-of-way and public improvements for Brixworth Phase 4 Section 2

Release the maintenance bond for Brixworth Phase 4 Section 2

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

OVERVIEW:

- A maintenance bond is in place for Phase 4 Section 2 in the amount of $39,501.00.
- Roads were final topped in September 2019.
- A certificate of satisfaction has been signed by City staff.

PC ACTION REQUESTED:

- Approve PC Resolution 20-80 to recommend acceptance and dedication of road rights-of-way and public improvements for Brixworth Phase 4 Section 2
- Approve PC Resolution 20-81 to release the maintenance bond for Brixworth Phase 4 Section 2
RESOLUTION 20-80 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION RECOMMENDING ACCEPTANCE AND DEDICATION OF ROAD RIGHTS-OF-WAY AND PUBLIC IMPROVEMENTS SHOWN ON THE EXISTING PLAT FOR
BRIXWORTH PHASE 4 SECTION 2

WHEREAS, developer Smart Living, LLC has a recorded Final Plat for Brixworth Phase 4 Section 2 in Williamson County Plat Book P68, Page 138; and

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

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

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

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

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

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that dedication and acceptance of Road Rights-of-Way and Public Improvements within Brixworth Phase 4 Section 2 as shown on the recorded plats is hereby recommended to the Board of Mayor and Aldermen.

Passed and adopted this 12th day of October, 2020.

________________________________________
Paul Downing, Chairman

________________________________________
Steve Foote, Secretary
RESOLUTION 20-81 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR
BRIXWORTH PHASE 4 SECTION 2

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, sidewalks, street signs, street lights and final topping, would be constructed as per the approved design and function properly; and

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

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

WHEREAS, it is the recommendation of the City Engineer that the Maintenance Bond for Brixworth Phase 4 Section 2 in the amount of $39,501.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Maintenance Bond for Brixworth Phase 4 Section 2 in the amount of $39,501.00 is hereby approved.

Passed and adopted this 12th day of October, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 9/22/20

Smart Living, LLC
Brixworth
Phase 4 Section 2

Development Name: Brixworth
Phase or Section of Construction: Phase 4 Section 2
Public Improvements: Water, sewer, storm water drainage and basins, streets, curbs, sidewalks, street signs, street lights, final topping

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

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

City of Spring Hill Utility Inspector (signature)

Printed name

Approved By:

City of Spring Hill Engineering Dept.

Printed name
DATE: September 28, 2020

REQUEST: Recommend acceptance and dedication of road rights-of-way and public improvements for Brixworth Phase 6A (Hurt Road Rehabilitation)

Release the maintenance bond for Brixworth Phase 6A (Hurt Road Rehabilitation)

Release the performance bond for Brixworth Phase 6A (Hurt Road Rehabilitation)

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

OVERVIEW:

- A maintenance bond is in place for water, stormwater and asphalt binder course in the amount of $21,242.00.
- A performance bond is in place for sidewalks and final topping in the amount of $92,082.00.
- The road was final topped in June 2019. All improvements have been completed.

PC ACTION REQUESTED:

- Approve PC Resolution 20-82 to recommend acceptance and dedication of road rights-of-way and public improvements for Brixworth Phase 6A (Hurt Road Rehabilitation)
- Approve PC Resolution 20-83 to release the maintenance bond for Brixworth Phase 6A (Hurt Road Rehabilitation)
- Approve PC Resolution 20-84 to release the maintenance bond for Brixworth Phase 6A (Hurt Road Rehabilitation)
RESOLUTION 20-82 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION RECOMMENDING ACCEPTANCE AND DEDICATION OF ROAD
RIGHTS-OF-WAY AND PUBLIC IMPROVEMENTS SHOWN ON THE EXISTING
PLAT FOR
BRIXWORTH PHASE 6A (HURT ROAD REHABILITATION)

WHEREAS, developer Smart Living, LLC has a recorded Final Plat for Brixworth Phase 6A (Hurt Road Rehabilitation) in Williamson County Plat Book P70, Page 68; and

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

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

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

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

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that dedication and acceptance of Road Rights-of-Way and Public Improvements within Brixworth Phase 6A (Hurt Road Rehabilitation) as shown on the recorded plat is hereby recommended to the Board of Mayor and Aldermen.

Passed and adopted this 12th day of October, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
RESOLUTION 20-83 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR
BRIXWORTH PHASE 6A (HURT ROAD REHABILITATION)

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

WHEREAS, it is the recommendation of the City Engineer that the Maintenance Bond for Brixworth Phase 6A (Hurt Road Rehabilitation) in the amount of $21,242.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Maintenance Bond for Brixworth Phase 6A (Hurt Road Rehabilitation) in the amount of $21,242.00 is hereby approved.

Passed and adopted this 12th day of October, 2020.

______________________________
Paul Downing, Chairman

______________________________
Steve Foote, Secretary
RESOLUTION 20-84 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE PERFORMANCE BOND FOR
BRIXWORTH PHASE 6A (HURT ROAD REHABILITATION)

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

WHEREAS, the existing Letter of Credit, considered a “performance surety” based on current subdivision regulations, guaranteed that the following improvements, which may include but not be limited to, sidewalks and streets with asphalt final topping, 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, release of said performance bond shall be contingent upon the Board of Mayor and Alderman approving a resolution for acceptance and dedication of road rights-of-way and public improvements for said development; and

WHEREAS, it is the recommendation of the City Engineer that the Performance Bond for Brixworth Phase 6A (Hurt Road Rehabilitation) in the amount of $92,082.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Performance Bond for Brixworth Phase 6A (Hurt Road Rehabilitation) in the amount of $92,082.00 is hereby approved.

Passed and adopted this 12th day of October, 2020.

____________________________________
Paul Downing, Chairman

____________________________________
Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 9/22/2020

Smart Living, LLC

Brixworth

Phase 6A (Hurt Road Rehabilitation)

Development Name: Brixworth

Phase or Section of Construction: Phase 6A

Public Improvements: Water, storm water drainage and basins, streets, sidewalks, 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)

Jeff Foster

Printed name

Approved By:

Thomas S. Wolf, P.E.

City of Spring Hill Engineering Dept.

Printed name
DATE: September 28, 2020

REQUEST: Recommend acceptance and dedication of road rights-of-way and public improvements for Villas of Meadowbrook Phase 3 Section 5

Release the maintenance bond for Villas of Meadowbrook Phase 3 Section 5

Release the performance bond for Villas of Meadowbrook Phase 3 Section 5

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

OVERVIEW:

- A maintenance bond is in place in the amount of $80,033.00.
- A performance bond is in place in the amount of $4,158.00.
- All improvements have been completed and a certificate of satisfaction has been signed by staff.

PC ACTION REQUESTED:

- Approve PC Resolution 20-85 to recommend acceptance and dedication of road rights-of-way and public improvements for Villas of Meadowbrook Phase 3 Section 5
- Approve PC Resolution 20-86 to release the maintenance bond for Villas of Meadowbrook Phase 3 Section 5
- Approve PC Resolution 20-87 to release the performance bond for Villas of Meadowbrook Phase 3 Section 5
RESOLUTION 20-85 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION RECOMMENDING ACCEPTANCE AND DEDICATION OF ROAD RIGHTS-OF-WAY AND PUBLIC IMPROVEMENTS SHOWN ON THE EXISTING PLAT FOR
VILLAS OF MEADOWBROOK PHASE 3 SECTION 5

WHEREAS, developer Cornerstone Land Company has a recorded Final Plat for Villas of Meadowbrook Phase 3 Section 5 in Maury County Plat Book P21, Page 297; and

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

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

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

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

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

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that dedication and acceptance of Road Rights-of-Way and Public Improvements within Villas of Meadowbrook Phase 3 Section 5 as shown on the recorded plats is hereby recommended to the Board of Mayor and Aldermen.

Passed and adopted this 12th day of October, 2020.

_________________________________________
Paul Downing, Chairman

_________________________________________
Steve Foote, Secretary
RESOLUTION 20-86 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR
VILLAS OF MEADOWBROOK PHASE 3 SECTION 5

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, and storm water infrastructure, 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 Villas of Meadowbrook Phase 3 Section 5 in the amount of $80,033.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Maintenance Bond for Villas of Meadowbrook Phase 3 Section 5 in the amount of $80,033.00 is hereby approved.

Passed and adopted this 12th day of October, 2020.

__________________________________________
Paul Downing, Chairman

__________________________________________
Steve Foote, Secretary
RESOLUTION 20-87 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE PERFORMANCE BOND FOR
VILLAS AT MEADOWBROOK PHASE 3 SECTION 5

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

WHEREAS, the existing Letter of Credit, considered a “performance surety” based on current subdivision regulations, guaranteed that the following improvements, which may include but not be limited to, street lights and street signs, 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, release of said performance bond shall be contingent upon the Board of Mayor and Alderman approving a resolution for acceptance and dedication of road rights-of-way and public improvements for said development; and

WHEREAS, it is the recommendation of the City Engineer that the Performance Bond for Villas at Meadowbrook Phase 3 Section 5 in the amount of $4,158.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Performance Bond for Villas at Meadowbrook Phase 3 Section 5 in the amount of $4,158.00 is hereby approved.

Passed and adopted this 12th day of October, 2020.

______________________________
Paul Downing, Chairman

______________________________
Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 11/22/20

Cornerstone Land Company

Villas of Meadowbrook

Phase 3 Section 5

Development Name: Cornerstone Land Company
Phase or Section of Construction: Phase 3 Section 5

Public Improvements: Water, sewer, storm water drainage and basins, street signs, street lights

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.

Michael W. Stephens
City of Spring Hill Utility Inspector (signature)
Printed name

Approved By:

City of Spring Hill Engineering Dept.

Printed name

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: September 28, 2020

REQUEST: Recommend acceptance and dedication of road rights-of-way and public improvements for Woodland Trace Villas Phase 2

Release the performance bond for Woodland Trace Villas Phase 2

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

OVERVIEW:

- A performance bond is in place in the amount of $9,240.00.
- All improvements have been completed and a certificate of satisfaction has been signed by staff.

PC ACTION REQUESTED:

- Approve PC Resolution 20-88 to recommend acceptance and dedication of road rights-of-way and public improvements for Woodland Trace Villas Phase 2
- Approve PC Resolution 20-89 to release the performance bond for Woodland Trace Villas Phase 2
RESOLUTION 20-88 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION RECOMMENDING ACCEPTANCE AND DEDICATION OF ROAD RIGHTS-OF-WAY AND PUBLIC IMPROVEMENTS SHOWN ON THE EXISTING PLAT FOR WOODLAND TRACE VILLAS PHASE 2

WHEREAS, developer Cornerstone Land Company has a recorded Final Plat for Woodland Trace Villas Phase 2 in Maury County Plat Book P20, Page 137 and P21, Page 12; and

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

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

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

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

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

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that dedication and acceptance of Road Rights-of-Way and Public Improvements within Woodland Trace Villas Phase 2 as shown on the recorded plats is hereby recommended to the Board of Mayor and Aldermen.

Passed and adopted this 12th day of October, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
RESOLUTION 20-89 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE PERFORMANCE BOND FOR
WOODLAND TRACE VILLAS PHASE 2

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

WHEREAS, the existing Letter of Credit, considered a “performance surety” based on current subdivision regulations, guaranteed that the following improvements, which may include but not be limited to, street lights and street signs, 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, release of said performance bond shall be contingent upon the Board of Mayor and Alderman approving a resolution for acceptance and dedication of road rights-of-way and public improvements for said development; and

WHEREAS, it is the recommendation of the City Engineer that the Performance Bond for Woodland Trace Villas Phase 2 in the amount of $9,240.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Performance Bond for Woodland Trace Villas Phase 2 in the amount of $9,240.00 is hereby approved.

Passed and adopted this 12th day of October, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 01/22/20

Ole South Properties, Inc.

Woodland Trace Villas

Phase 2

Development Name: Woodland Trace Villas

Phase or Section of Construction: Phase 2

Public Improvements: Water, sewer, storm water drainage and basins, street signs and street lights

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
CERTIFICATE OF APPROVAL FOR RECORDED

I hereby certify that the description and plat herein have been recorded with the Clerk of the County of Maury and the County Recorder of Maury County, Tennessee, and that said plat is a true and accurate representation of the parcel described herein. This plat has been recorded in the Office of the County Recorder of Maury County, Tennessee.

[Signature]
Charlotte County, Tennessee
Chairman

CERTIFICATE OF APPROVAL OF PUBLIC WAYS FOR BOUNDARY PURPOSES

I hereby certify that the following public roads, streets, and easements are shown as a true and accurate representation of the legal description and that these roads, streets, and easements are shown in accordance with the requirements of the Maury County Planning Commission and the School District of Maury County. This plat is a true and accurate representation of the parcel described herein.

[Signature]
[Name]

CERTIFICATE OF APPROVAL OF WATERSYSTEM

I hereby certify that the proposed development and plat described herein are in accordance with the requirements of the Maury County Planning Commission and the School District of Maury County. This plat is a true and accurate representation of the parcel described herein.

[Signature]
[Name]

CERTIFICATE OF APPROVAL OF COMMON AREAS DEDICATION

I hereby certify that the following common areas are shown as a true and accurate representation of the requirements of the Maury County Planning Commission and the School District of Maury County. This plat is a true and accurate representation of the parcel described herein.

[Signature]
[Name]

CERTIFICATE OF APPROVAL OF UTILITIES SYSTEM

I hereby certify that the proposed utilities system is shown as a true and accurate representation of the requirements of the Maury County Planning Commission and the School District of Maury County. This plat is a true and accurate representation of the parcel described herein.

[Signature]
[Name]
DATE: September 28, 2020

REQUEST: Establish a maintenance bond and a performance bond for Brandon Woods Phase 1

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

OVERVIEW:

- Final plat was approved on the July 2020 Planning Commission meeting agenda.
- Developer has submitted application and corresponding documentation to establish bonds.

PC ACTION REQUESTED:

- Approve PC Resolution 20-90 to establish a maintenance bond for Brandon Woods Phase 1
- Approve PC Resolution 20-91 to establish a performance bond for Brandon Woods Phase 1
RESOLUTION 20-90 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A MAINTENANCE BOND FOR
BRANDON WOODS PHASE 1

WHEREAS, a Maintenance Bond is required to be established for this development prior to recording of a Final Plat; and

WHEREAS, the Maintenance Bond is guaranteeing the workmanship and materials of certain improvements existing on 34 lots, and the repair of such should damage occur during covered period; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
Water, Sewer, Storm Water Infrastructure, Street Binder and Curbs, and

WHEREAS, to date, the improvements have been completed, but not accepted by the City and, therefore, a Maintenance Bond is required; and

WHEREAS, it is the recommendation of the City Engineer that a Maintenance Bond be established for a minimum of twelve (12) months, in the amount of $148,247.00; and

WHEREAS, it is anticipated that the date of completion for the above referenced public improvements will be within the time prescribed for the bond and it is required that an automatic renewal clause, to the benefit of the City of Spring Hill, be included within the bond in case such improvements are not completed in a timely manner.

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Maintenance Bond for Brandon Woods Phase 1 in the amount of $148,247.00.

Passed and adopted this 12th day of October, 2020.

__________________________________________
Paul Downing, Chairman

__________________________________________
Steve Foote, Secretary
Utility Information Sheet

**Development**: BRANDON WOODS

**Phase**: 1  **Section**: N/A  **# of lots**: 34

**Cost to install Utility’s (Maintenance Bond)**

<table>
<thead>
<tr>
<th>Utility</th>
<th>Cost</th>
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<tr>
<td>Sewer line</td>
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<td>Water line</td>
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<td>Storm Water</td>
<td>$101,516.00</td>
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<td>(Infrastructure)</td>
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<tr>
<td>Curbing</td>
<td>$34,600.00</td>
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<tr>
<td>Binder</td>
<td>$71,200.00</td>
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**TOTAL**: $494,158.00

30% of TOTAL: $148,247.00

**BOND AMOUNT**: $148,247.00
RESOLUTION 20-91 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A PERFORMANCE BOND FOR
BRANDON WOODS PHASE 1

WHEREAS, a Performance Bond is required to be established for this development prior to recording of a Final Plat; and

WHEREAS, the Performance Bond is guaranteeing the construction of certain improvements on 34 lots; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
Sidewalks, Street Lights, Street Signs, Stormwater Surface Maintenance and Final topping to all streets with 1 ½ inches of hot mix asphalt; and

WHEREAS, to date, the improvements have not been completed and/or accepted by the City and, therefore, a Performance Bond is required; and

WHEREAS, it is the recommendation of the City Engineer that a Performance Bond be established in the amount of $212,465.00; and

WHEREAS, it is anticipated that the date of completion for the above referenced public improvements will be within the time prescribed for the bond and it is required that an automatic renewal clause, to the benefit of the City of Spring Hill, be included within the bond in case such improvements are not completed in a timely manner; and

WHEREAS, upon completion of the public improvements listed above, the Developer will be required to file a “maintenance” bond guaranteeing performance of the public improvements for a minimum of an additional one year period with the Planning Commission before the dedication and acceptance of such public improvements by the Board of Mayor and Aldermen.

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Performance Bond for Brandon Woods Phase 1 in the amount of $212,465.00.

Passed and adopted this 12th day of October, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
Utility Information Sheet

Development ___BRANDON WOODS____

Phase_1__ Section_N/A__ #of lots_34__

Cost to install Utility’s (Performance Bond)

Signage________$600.00________________________________________

Street Lights___$7,500.00_______________________________________

Storm Water Surface maintenance____$106,000.00______________
(to include drainage area, ditches, retention and/detention ponds, open spaces)
** 30% of storm water infrastructure cost on Maintenance bond sheet

Sidewalks (feet)___3156 LF_____________________________________

Sidewalks (cost)____$31,450.00________________________________

Road linear feet___1553 LF_____________________________________

Road width_______24’; 26’; 30’_________________________________

Final Asphalt Topping cost____$47,600.00_______________________

TOTAL - $193,150.00

+ 10% OF TOTAL - $19,315.00

BOND AMOUNT - $212,465.00
Application for Surety

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<td>Project Name:</td>
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<td>Phase:</td>
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<td>Section:</td>
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<tr>
<td>Number of Lots Approved:</td>
<td>34</td>
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<td>Number of Lots Remaining:</td>
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<td>Surety Type:</td>
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<td>Performance</td>
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<td>Restoration</td>
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<td>Performance Bond</td>
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<td>Insurance Bond</td>
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<td></td>
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<td>Surety Amount:</td>
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<td>Expiration Date:</td>
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<tr>
<td>Automatic Renewal Clause included with Surety: Yes / No</td>
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<tr>
<td>Purpose of Surety:</td>
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<table>
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<tr>
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</thead>
<tbody>
<tr>
<td>Name of Financial Institution:</td>
<td>Platte River Insurance Co</td>
</tr>
<tr>
<td>Contact Person:</td>
<td>Beck Cuthran</td>
</tr>
<tr>
<td>Email:</td>
<td><a href="mailto:becky.cuthran@mlinks.com">becky.cuthran@mlinks.com</a></td>
</tr>
<tr>
<td>Address:</td>
<td>100 Aspen Commons</td>
</tr>
<tr>
<td>City, State, Zip:</td>
<td>Middleboro, WI 53562</td>
</tr>
<tr>
<td>Phone Number:</td>
<td>(615) 899-4248</td>
</tr>
<tr>
<td>Fax Number:</td>
<td>(615) 988-6433</td>
</tr>
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<table>
<thead>
<tr>
<th>Contact Information</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Name of Owner/Developer or Representative:</td>
<td>Jason Beaver</td>
</tr>
<tr>
<td>Address:</td>
<td>3102 Robert Ave Dr, Suite 300</td>
</tr>
<tr>
<td>City, State, Zip:</td>
<td>Murfreesboro, TN 37129</td>
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<tr>
<td>Phone Number:</td>
<td>(615) 699-2814</td>
</tr>
<tr>
<td>Fax Number:</td>
<td>(___)</td>
</tr>
</tbody>
</table>

Action Request

I (we) request that the following action be taken:

- [ ] Establish New Surety
- [ ] Request Final Inspection and Release of Surety
- [ ] Request Reduction of Surety Amount
- [ ] Request extension of surety for (1) year
- [ ] Request Maintenance Bond

(Please provide proof of difficulty below)

Explanation for Proof of Difficulty:

Applicant Signature: [Signature]
Date: 8/25/20

City Staff Signature: [Signature]
Date: [___]
DATE: September 28, 2020

REQUEST: Establish a maintenance bond and a performance bond for Brandon Woods Phase 2

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

OVERVIEW:

- Final plat was approved on the July 2020 Planning Commission meeting agenda.
- Developer has submitted application and corresponding documentation to establish bonds.

PC ACTION REQUESTED:

- Approve PC Resolution 20-92 to establish a maintenance bond for Brandon Woods Phase 2
- Approve PC Resolution 20-93 to establish a performance bond for Brandon Woods Phase 2
RESOLUTION 20-92 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A MAINTENANCE BOND FOR
BRANDON WOODS PHASE 2

WHEREAS, a Maintenance Bond is required to be established for this development prior to recording of a Final Plat; and

WHEREAS, the Maintenance Bond is guaranteeing the workmanship and materials of certain improvements existing on 31 lots, and the repair of such should damage occur during covered period; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
   Water, Sewer, Storm Water Infrastructure, Street Binder and Curbs, and

WHEREAS, to date, the improvements have been completed, but not accepted by the City and, therefore, a Maintenance Bond is required; and

WHEREAS, it is the recommendation of the City Engineer that a Maintenance Bond be established for a minimum of twelve (12) months, in the amount of $135,721.00; and

WHEREAS, it is anticipated that the date of completion for the above referenced public improvements will be within the time prescribed for the bond and it is required that an automatic renewal clause, to the benefit of the City of Spring Hill, be included within the bond in case such improvements are not completed in a timely manner.

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Maintenance Bond for Brandon Woods Phase 2 in the amount of $135,721.00.

Passed and adopted this 12th day of October, 2020.

__________________________________________
Paul Downing, Chairman

__________________________________________
Steve Foote, Secretary
Utility Information Sheet

**Development**: BRANDON WOODS

**Phase**: 2  
**Section**: N/A  
**# of lots**: 31

**Cost to install Utility’s (Maintenance Bond)**

<table>
<thead>
<tr>
<th>Utility</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sewer line</td>
<td>$145,461.00</td>
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<td>Water line</td>
<td>$116,071.00</td>
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<tr>
<td>Storm Water</td>
<td>$92,558.00</td>
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<td>(Infrastructure)</td>
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<tr>
<td>Curbing</td>
<td>$31,547.00</td>
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<td>Binder</td>
<td>$66,769.00</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$452,406.00</strong></td>
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</tbody>
</table>

**30% OF TOTAL - $135,721.00**

**BOND AMOUNT - $135,721.00**
RESOLUTION 20-93 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A PERFORMANCE BOND FOR
BRANDON WOODS PHASE 2

WHEREAS, a Performance Bond is required to be established for this development prior to recording of a Final Plat; and

WHEREAS, the Performance Bond is guaranteeing the construction of certain improvements on 31 lots; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
   Sidewalks, Street Lights, Street Signs, Stormwater Surface Maintenance
   and Final topping to all streets with 1 1/2 inches of hot mix asphalt; and

WHEREAS, to date, the improvements have not been completed and/or accepted by the City and, therefore, a Performance Bond is required; and

WHEREAS, it is the recommendation of the City Engineer that a Performance Bond be established in the amount of $173,438.00; and

WHEREAS, it is anticipated that the date of completion for the above referenced public improvements will be within the time prescribed for the bond and it is required that an automatic renewal clause, to the benefit of the City of Spring Hill, be included within the bond in case such improvements are not completed in a timely manner; and

WHEREAS, upon completion of the public improvements listed above, the Developer will be required to file a “maintenance” bond guaranteeing performance of the public improvements for a minimum of an additional one year period with the Planning Commission before the dedication and acceptance of such public improvements by the Board of Mayor and Aldermen.

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Performance Bond for Brandon Woods Phase 2 in the amount of $173,438.00.

Passed and adopted this 12th day of October, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
Utility Information Sheet

Development___BRANDON WOODS_____  
Phase__2__  Section__N/A__  #of lots__31__

Cost to install Utility’s (Performance Bond)

Signage_______$500.00______________________________
Street Lights___$6,000.00_____________________________
Storm Water Surface maintenance____$95,800.00________
(to include drainage area, ditches, retention and/detention ponds, open spaces)
** 30% of storm water infrastructure cost on Maintenance bond sheet

Sidewalks (feet)____2406 LF__________________________
Sidewalks (cost)____$23,976.00________________________
Road linear feet____986 LF___________________________
Road width_______24’; 30’___________________________
Final Asphalt Topping cost_____$31,395.00______________

TOTAL - $157,671.00
+ 10% OF TOTAL - $15,767.00

BOND AMOUNT - $173,438.00
# Application for Surety

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<td><strong>Surety Amount:</strong></td>
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<td><strong>Purpose of Surety:</strong></td>
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<tr>
<td><strong>Name of Financial Institution:</strong></td>
<td>Platte River Insurance Co.</td>
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<td><strong>Surety #:</strong></td>
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<tr>
<td><strong>Contact Person:</strong></td>
<td>Becky Cartee</td>
</tr>
<tr>
<td><strong>Email:</strong></td>
<td><a href="mailto:becky.cartee@m1b1ins.com">becky.cartee@m1b1ins.com</a></td>
</tr>
<tr>
<td><strong>Address:</strong></td>
<td>1400 Arbor Commons</td>
</tr>
<tr>
<td><strong>City, State, Zip:</strong></td>
<td>Middleton, WI 53562</td>
</tr>
<tr>
<td><strong>Phone Number:</strong></td>
<td>(608) 844-4248</td>
</tr>
<tr>
<td><strong>Fax Number:</strong></td>
<td>(608) 898-6433</td>
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<tr>
<td><strong>Name of Owner/Developer or Representative:</strong></td>
<td>Jason Beavers</td>
</tr>
<tr>
<td><strong>Address:</strong></td>
<td>243 Robert Rose Dr.</td>
</tr>
<tr>
<td><strong>City, State, Zip:</strong></td>
<td>Murfreesboro, TN 37129</td>
</tr>
<tr>
<td><strong>Phone Number:</strong></td>
<td>(615) 582-3814</td>
</tr>
<tr>
<td><strong>Fax Number:</strong></td>
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# Action Request

I (we) request that the following action be taken:

- ✓ Establish New Surety
-  Request Final Inspection and Release of Surety
-  Request Reduction of Surety Amount
-  Request Extension of Surety for (1) year
-  Request Maintenance Bond

(Please provide proof of difficulty below)

**Explanation for Proof of Difficulty:**

---

**Applicant Signature**  
[Signature]  
**Date**  
9/05/20

**City Staff Signature**  
[Signature]  
**Date**  
[Date]
DATE: September 28, 2020

REQUEST: Establish a maintenance bond and a performance bond for Harvest Point Phase 16 Section 1C

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

OVERVIEW:

- Final plat is on the October 2020 Planning Commission meeting agenda for approval.
- Developer has submitted application and corresponding documentation to establish bonds.

PC ACTION REQUESTED:

- Approve PC Resolution 20-94 to establish a maintenance bond for Harvest Point Phase 16 Section 1C
- Approve PC Resolution 20-95 to establish a performance bond for Harvest Point Phase 16 Section 1C
RESOLUTION 20-94 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A MAINTENANCE BOND FOR
HARVEST POINT PHASE 16 SECTION 1C

WHEREAS, a Maintenance Bond is required to be established for this development prior to recording of a Final Plat; and

WHEREAS, the Maintenance Bond is guaranteeing the workmanship and materials of certain improvements existing on 34 lots, and the repair of such should damage occur during covered period; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
Water, Sewer, Storm Water Infrastructure, Street Binder and Curbs, and

WHEREAS, to date, the improvements have been completed, but not accepted by the City and, therefore, a Maintenance Bond is required; and

WHEREAS, it is the recommendation of the City Engineer that a Maintenance Bond be established for a minimum of twelve (12) months, in the amount of $143,118.00; and

WHEREAS, it is anticipated that the date of completion for the above referenced public improvements will be within the time prescribed for the bond and it is required that an automatic renewal clause, to the benefit of the City of Spring Hill, be included within the bond in case such improvements are not completed in a timely manner.

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Maintenance Bond for Harvest Point Phase 16 Section 1C in the amount of $143,118.00.

Passed and adopted this 12th day of October, 2020.

________________________________________
Paul Downing, Chairman

________________________________________
Steve Foote, Secretary
Utility Information Sheet

Development_____ HARVEST POINT_____

Phase__16__  Section__1C__  #of lots__34__

Cost to install Utility’s (Maintenance Bond)

Sewer line_____ $157,820.00_______________

Water line_____ $136,049.00_______________

Storm Water__ $125,800.00_______________
(Infrastructure)

Curbing_______ $19,108.00_______________

Binder_______ $38,284.00_______________

TOTAL - $477,061.00

30% OF TOTAL - $143,118.00

BOND AMOUNT - $143,118.00
RESOLUTION 20-95 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A PERFORMANCE BOND FOR
HARVEST POINT PHASE 16 SECTION 1C

WHEREAS, a Performance Bond is required to be established for this development prior to recording of a Final Plat; and

WHEREAS, the Performance Bond is guaranteeing the construction of certain improvements on 34 lots; and

WHEREAS, the following improvements are required pursuant to the Final Plat: Sidewalks, Street Lights, Street Signs, Stormwater Surface Maintenance and Final topping to all streets with 1 ½ inches of hot mix asphalt; and

WHEREAS, to date, the improvements have not been completed and/or accepted by the City and, therefore, a Performance Bond is required; and

WHEREAS, it is the recommendation of the City Engineer that a Performance Bond be established in the amount of $110,914.00; and

WHEREAS, it is anticipated that the date of completion for the above referenced public improvements will be within the time prescribed for the bond and it is required that an automatic renewal clause, to the benefit of the City of Spring Hill, be included within the bond in case such improvements are not completed in a timely manner; and

WHEREAS, upon completion of the public improvements listed above, the Developer will be required to file a “maintenance” bond guaranteeing performance of the public improvements for a minimum of an additional one year period with the Planning Commission before the dedication and acceptance of such public improvements by the Board of Mayor and Aldermen.

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Performance Bond for Harvest Point Phase 16 Section 1C in the amount of $110,914.00.

Passed and adopted this 12th day of October, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
Utility Information Sheet

Development ___ HARVEST POINT _____

Phase__16__  Section__1C__  #of lots__34__

Cost to install Utility’s (Performance Bond)

Signage_______ $2,000.00

Street Lights___ $10,500.00

Storm Water Surface maintenance____ $37,740.00
(to include drainage area, ditches, retention and/detention ponds, open spaces)

** 30% of storm water infrastructure cost on Maintenance bond sheet

Sidewalks (feet)____ 1350 LF

Sidewalks (cost)____ $23,845.00

Road linear feet___ 628 LF

Road width______ 24’

Final Asphalt Topping cost____ $26,746.00

TOTAL - $100,831.00

+ 10% OF TOTAL - $10,083.00

BOND AMOUNT - $110,914.00
### Application for Surety

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Purpose of Surety:

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<tr>
<td>Contact Person:</td>
<td>Kristen Burkett</td>
<td>Email:</td>
</tr>
<tr>
<td>Address:</td>
<td>800 S. Gay Street</td>
<td></td>
</tr>
<tr>
<td>City, State, Zip:</td>
<td>Knoxville, TN 37929</td>
<td></td>
</tr>
<tr>
<td>Phone Number:</td>
<td>(865) 971-2572</td>
<td>Fax Number:</td>
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<tr>
<th>Contact Information</th>
<th>Name of Owner/Developer or Representative:</th>
<th>Development Manager: Josh Thacker</th>
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<tbody>
<tr>
<td>Address:</td>
<td>393 Maple Street Suite 100</td>
<td></td>
</tr>
<tr>
<td>City, State, Zip:</td>
<td>Gallatin, TN 37066</td>
<td></td>
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<tr>
<td>Phone Number:</td>
<td>(615) 451-5029</td>
<td>Fax Number:</td>
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### Action Request

I (we) request that the following action be taken:

- X Establish New Surety
- _____ Request Final Inspection and Release of Surety
- _____ Request Reduction of Surety Amount
- _____ Request extension of surety for (1) year
- _____ Request Maintenance Bond

(Please provide proof of difficulty below)

**Explanation for Proof of Difficulty:**

________________________________________

**Josh Thacker**

9/9/2020

Applicant Signature  Date  City Staff Signature  Date
DATE: September 28, 2020

REQUEST: Establish a maintenance bond and a performance bond for Southern Springs Phase 7

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

OVERVIEW:

- Final plat is on the October 2020 Planning Commission meeting agenda for approval.
- Developer has submitted application and corresponding documentation to establish bonds.

PC ACTION REQUESTED:

- Approve PC Resolution 20-96 to establish a maintenance bond for Southern Springs Phase 7
- Approve PC Resolution 20-97 to establish a performance bond for Southern Springs Phase 7
RESOLUTION 20-96 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A MAINTENANCE BOND FOR
SOUTHERN SPRINGS PHASE 7

WHEREAS, a Maintenance Bond is required to be established for this development prior to recording of a Final Plat; and

WHEREAS, the Maintenance Bond is guaranteeing the workmanship and materials of certain improvements existing on 124 lots, and the repair of such should damage occur during covered period; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
Water, Sewer, Storm Water Infrastructure, Street Binder and Curbs, and

WHEREAS, to date, the improvements have been completed, but not accepted by the City and, therefore, a Maintenance Bond is required; and

WHEREAS, it is the recommendation of the City Engineer that a Maintenance Bond be established for a minimum of twelve (12) months, in the amount of $1,212,477.00; and

WHEREAS, it is anticipated that the date of completion for the above referenced public improvements will be within the time prescribed for the bond and it is required that an automatic renewal clause, to the benefit of the City of Spring Hill, be included within the bond in case such improvements are not completed in a timely manner.

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Maintenance Bond for Southern Springs Phase 7 in the amount of $1,212,477.00.

Passed and adopted this 12th day of October, 2020.

Paul Downing, Chairman

________________________________________
Steve Foote, Secretary
Utility Information Sheet

Development ____ SOUTHERN SPRINGS ____

Phase ___ 7 ___ Section ___ N/A ___ # of lots ___ 124 ___

Cost to install Utility’s (Maintenance Bond)

Sewer line ___ $1,475,733.00 ______________________

Water line ___ $742,960.00 ______________________

Storm Water ___ $1,479,419.00 ____________________
(Infrastructure)

Curbing ______ $93,918.00 ______________________

Binder _______ $249,561.00 ______________________

TOTAL - $4,041,591.00

30% OF TOTAL - $1,212,477.00

BOND AMOUNT - $1,212,477.00
RESOLUTION 20-97 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A PERFORMANCE BOND FOR
SOUTHERN SPRINGS PHASE 7

WHEREAS, a Performance Bond is required to be established for this development prior to recording of a Final Plat; and

WHEREAS, the Performance Bond is guaranteeing the construction of certain improvements on 124 lots; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
   Sidewalks, Street Lights, Street Signs, Stormwater Surface Maintenance and Final topping to all streets with 1 1/2 inches of hot mix asphalt; and

WHEREAS, to date, the improvements have not been completed and/or accepted by the City and, therefore, a Performance Bond is required; and

WHEREAS, it is the recommendation of the City Engineer that a Performance Bond be established in the amount of $894,954.00; and

WHEREAS, it is anticipated that the date of completion for the above referenced public improvements will be within the time prescribed for the bond and it is required that an automatic renewal clause, to the benefit of the City of Spring Hill, be included within the bond in case such improvements are not completed in a timely manner; and

WHEREAS, upon completion of the public improvements listed above, the Developer will be required to file a “maintenance” bond guaranteeing performance of the public improvements for a minimum of an additional one year period with the Planning Commission before the dedication and acceptance of such public improvements by the Board of Mayor and Aldermen.

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Performance Bond for Southern Springs Phase 7 in the amount of $894,954.00.

Passed and adopted this 12th day of October, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
Utility Information Sheet

Development___SOUTHERN SPRINGS_____

Phase__7__  Section__N/A__  #of lots__124__

Cost to install Utility’s (Performance Bond)

Signage________$25,000.00________________________________________

Street Lights___$34,442.00________________________________________

Storm Water Surface maintenance____$443,825.00____________________
(to include drainage area, ditches, retention and/detention ponds, open spaces)
** 30% of storm water infrastructure cost on Maintenance bond sheet

Sidewalks (feet)___3000 LF________________________________________

Sidewalks (cost)____$106,600.00____________________________________

Road linear feet____7685 LF________________________________________

Road width_______22’____________________________________________

Final Asphalt Topping cost_____$203,728.00__________________________

TOTAL - $813,595.00

+ 10% OF TOTAL - $81,359.00

BOND AMOUNT - $894,954.00
## Application for Surety

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### Financial Information

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<td><strong>Surety #:</strong></td>
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</tr>
<tr>
<td><strong>Contact Person:</strong></td>
<td>Annie Bailes</td>
</tr>
<tr>
<td><strong>Email:</strong></td>
<td><a href="mailto:Annie.Bailes@PulteGroup.com">Annie.Bailes@PulteGroup.com</a></td>
</tr>
<tr>
<td><strong>Address:</strong></td>
<td>370 Mallory Station Rd, #500</td>
</tr>
<tr>
<td><strong>City, State, Zip:</strong></td>
<td>Franklin, TN 37067</td>
</tr>
<tr>
<td><strong>Phone Number:</strong></td>
<td>(615) 435-0076</td>
</tr>
<tr>
<td><strong>Fax Number:</strong></td>
<td>(____) _______</td>
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### Contact Information

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<tr>
<td><strong>Name of Owner/Developer or Representative:</strong></td>
<td>Dave Cumming</td>
</tr>
<tr>
<td><strong>Address:</strong></td>
<td>370 Mallory Station Rd, #500</td>
</tr>
<tr>
<td><strong>City, State, Zip:</strong></td>
<td>Franklin, TN 37067</td>
</tr>
<tr>
<td><strong>Phone Number:</strong></td>
<td>(224) 402-5607</td>
</tr>
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<td><strong>Fax Number:</strong></td>
<td>(____) _______</td>
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### Action Request

I (we) request that the following action be taken:

- [X] Establish New Surety
- _____ Request Final Inspection and Release of Surety
- _____ Request Reduction of Surety Amount
- _____ Request extension of surety for (1) year
- _____ Request Maintenance Bond

(Please provide proof of difficulty below)

**Explanation for Proof of Difficulty:**

________________________________________

**9/18/2020**

Applicant Signature Date

City Staff Signature Date

---

**Dave Cumming**

9/18/2020
DATE: September 28, 2020

REQUEST: Establish a performance bond for The Columns on Main

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

OVERVIEW:

- Road work and closure of Kedron Road for the road work was approved by BOMA Resolution 20-118.
- Developer has submitted application and corresponding documentation to establish bonds.

PC ACTION REQUESTED:

- Approve PC Resolution 20-98 to establish a performance bond for The Columns on Main
RESOLUTION 20-98 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A PERFORMANCE BOND FOR
THE COLUMNS ON MAIN

WHEREAS, a Performance Bond is required to be established for this development to guarantee the construction of certain improvements on Kedron Road; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
   Sidewalks, Stormwater Infrastructure and Final topping to the turn lane
   with 2 inches of hot mix asphalt; and

WHEREAS, to date, the improvements have not been completed and/or accepted by the City and, therefore, a Performance Bond is required; and

WHEREAS, it is the recommendation of the City Engineer that a Performance Bond be established in the amount of $195,024.00; and

WHEREAS, it is anticipated that the date of completion for the above referenced public improvements will be within the time prescribed for the bond and it is required that an automatic renewal clause, to the benefit of the City of Spring Hill, be included within the bond in case such improvements are not completed in a timely manner; and

WHEREAS, upon completion of the public improvements listed above, the Developer will be required to file a “maintenance” bond guaranteeing performance of the public improvements for a minimum of an additional one year period with the Planning Commission before the dedication and acceptance of such public improvements by the Board of Mayor and Aldermen.

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Performance Bond for The Columns on Main in the amount of $195,024.00.

Passed and adopted this 12th day of October, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
Utility Information Sheet

Development ___ THE COLUMNS ON MAIN ______

Phase __ KEDRON ROAD WORK __ Section __ N/A __ # of lots __ N/A __

Cost to install Utility’s (Performance Bond)

Storm Water Infrastructure ___ $38,999.31 ___________________

Sidewalks (cost) ___________ $9,188.00 ___________________

Final Asphalt Topping cost _____ $129,107.88 ________________

TOTAL - $177,295.00

+ 10% OF TOTAL - $17,729.00

BOND AMOUNT - $195,024.00
Application for Surety

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<td><strong>Phase:</strong></td>
<td>Kedron Road Work</td>
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<tr>
<td><strong>Contact Person:</strong></td>
<td>Laura Farmer</td>
</tr>
<tr>
<td><strong>Address:</strong></td>
<td>210 S Royal Oaks Blvd</td>
</tr>
<tr>
<td><strong>City, State, Zip:</strong></td>
<td>Franklin, TN, 37064</td>
</tr>
<tr>
<td><strong>Phone Number:</strong></td>
<td>(404) 897-9052</td>
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<tr>
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<td>Jenny Halkos</td>
</tr>
<tr>
<td><strong>Address:</strong></td>
<td>2100 Powers Ferry Rd</td>
</tr>
<tr>
<td><strong>City, State, Zip:</strong></td>
<td>Atlanta, Ga., 30339</td>
</tr>
<tr>
<td><strong>Phone Number:</strong></td>
<td>(770) 289-1568</td>
</tr>
<tr>
<td><strong>Fax Number:</strong></td>
<td>(___)</td>
</tr>
</tbody>
</table>

**Action Request**

I (we) request that the following action be taken:

- [X] Establish New Surety
- [ ] Request Final Inspection and Release of Surety
- [ ] Request Reduction of Surety Amount
- [ ] Request extension of surety for (1) year
- [ ] Request Maintenance Bond

(Please provide proof of difficulty below)

**Explanation for Proof of Difficulty:**

---

**Applicant Signature:** [Signature]  
**Date:** 9/9/2020  
**City Staff Signature:** [Signature]  
**Date:** [Date]
RESOLUTION 20-118

A RESOLUTION AUTHORIZING FULL ROAD CLOSURE ON KEDRON ROAD FOR CONSTRUCTION OF A WESTBOUND LEFT TURN LANE AT THE ENTRANCE TO COLUMNS ON MAIN

WHEREAS, the City of Spring Hill has approved construction plans to provide for the widening of Kedron Road at the entrance to Columns on Main to install a westbound left turn lane; and

WHEREAS, ECI contacted City staff requesting a partial closure of Kedron Road utilizing flagmen in the immediate vicinity of the entrance to Columns on Main in order to construct the required westbound left turn lane and associated improvements along Kedron Road; and

WHEREAS, while ECI is prepared to implement a full or partial closure in order to complete the required public infrastructure improvements on Kedron Road, upon conferring with City departments including emergency services the preferred approach from City staff is consideration for a full closure with a provision for local-only and emergency access between the hours of 9:00 AM to 3:00 PM, Monday through Saturday, for five (5) weeks beginning on the date of commencement of construction; and

WHEREAS, Kedron Road shall be open to all through traffic from Monday through Saturday, inclusive, between the hours of 3:00 PM and 9:00 AM and all day on Sunday; and

WHEREAS, the request from ECI includes a preliminary full road closure plan attached hereto to be implemented during the five (5) week full street closure period that provides local-only access and emergency access during road closure periods; and

WHEREAS, the full road closure plan is the preferred plan for City departments including emergency services to eliminate potential traffic backups onto Main Street and to provide a safe work zone and the most expedient time period for completion of the required public improvements on Kedron Road; and

WHEREAS, an updated traffic control and erosion control plans shall be prepared and submitted for approval by the City Engineer prior to beginning construction; and

WHEREAS, ECI shall provide to the City of Spring Hill a performance bond or other acceptable form of financial surety in a sufficient amount for the construction of the westbound turn lane on Kedron Road.

NOW, THEREFORE BE IT RESOLVED, that the City of Spring Hill Board of Mayor and Aldermen:

1. Authorizes the full road closure of Kedron Road as illustrated on the attached preliminary full road closure plan to allow for the construction of a westbound left turn lane into the Columns on Main to begin within twenty (28) days following approval of updated traffic control and erosion control plans by the City Engineer.
and provision of required performance bond or other form of acceptable financial surety and to then proceed to complete said public infrastructure improvements within five (5) weeks from date of commencement.

2. ECI shall submit an updated traffic control plan that includes provisions for local-only and emergency access during closure and erosion control plan to the City Engineer for approval prior to commencement of work.

3. ECI shall provide to the City of Spring Hill a performance bond or other acceptable form of financial surety for the construction of the westbound turn lane and associated improvements on Kedron Road in a sufficient valuation as confirmed by the City Engineer. The performance bond shall be maintained by ECI until such time as the construction of the westbound turn lane and associated improvements on Kedron Road have been satisfactorily completed as determined by the City Engineer.

4. Once the Performance Bond or other acceptable form of financial surety has been received and accepted by the City, the Building Inspector is authorized by the Board of Mayor and Aldermen to issue a Certificate of Occupancy for two (2) of the three (3) remaining residential condominium buildings, one (1) detached garage, one (1) pool, and/or one (1) trash compactor (“remaining buildings and/or facilities”) following inspection and a determination made by the Building Inspector that said remaining building and/or facility conform with applicable City standards provided, however, that one (1) Certificate of Occupancy shall be withheld from issuance by the Building Inspector until such time as the construction of the westbound turn lane and associated improvements on Kedron Road have been satisfactorily completed as determined by the City Engineer after which time the Building Inspector may issue a Certificate of Occupancy for the one remaining residential condominium building.

Passed and Adopted by the Board of Mayor and Aldermen of the City of Spring Hill, Tennessee on the 17th day of August.

[Signature]
Rick Graham, Mayor

ATTEST:

[Signature]
April Goad, City Recorder

LEGAL FORM APPROVED:

[Signature]
P. Carter, City Attorney

Resolution 20-118
Page 2 of 2
SPm 713-2019: Submitted by Tim Neal for 1220 School Street. The property is zoned C-D-C and contains approximately 1.40 acres. The applicant is requesting site plan minor modification to allow the continued use of a gravel parking lot. This request was first presented to the Planning Commission on June 24, 2019. Represented by Cammie Neal.

Request: The applicant/property owner is requesting approval to continue parking in areas generally used for parking in the past, which is adjacent to and backs into School Street.

History and Property Description: This property is located at the southeast corner of Duplex and School Street. The property contains approximately 1.40 acres and contains a number of different uses that occupy space within the former school building. Parking along school street is gravel and is accessed by driving over the sidewalk. Aerial photography indicates that this has been the practice since at least 2006. Recent changes that impacted this site and parking were associated with the TDOT/Spring Hill widening project for Duplex Road.

Building & Site Design: The building was originally built towards the end of the 19th century and was converted to a public high school in the 1920’s. The building was purchased and converted into rentable spaces by Mr. Neal in the mid 1990’s. Since then, parking has been allowed in the rear of the building and in the front on School Street. As shown in aerial photos, the front parking area is gravel and previously contained several mature trees (which were recently removed). In the fall of 2018, as a part of the road project, TDOT constructed new sidewalks and curbing along a portion of Duplex Road and School Street which changed how parking is accessible and utilized on this site.

The new sidewalks were not designed for the weight of vehicular traffic and have been cracked in areas. In addition, mountable curbing was replaced with 6” vertical curbs which resulted in the property owner adding gravel to facilitate crossing the curb and sidewalk for parking purposes. The design of the TDOT/Spring Hill project improvements, along School Street, did not take into account the past parking practice on the site and do not facilitate its continued use. The gravel placed in the right-of-way has also caused drainage issues for the contractor and TDOT. The removal of two mature trees has made room for additional parking spaces.

Analysis: The existing parking along School Street prior to the Duplex Road widening project, was not an identified nonconforming illegal parking lot, but presumed to be grandfathered under prior ordinances. The TDOT purchase of right-of-way and temporary easements from the Neal’s made possible the new improvements, which as mentioned above, are not conducive to the continued use of the parking area. The City’s Unified Development Code in Article 10 prohibits driveways (curb cuts) within 25’ of an intersection. School Street is a local street and other more restrictive regulations are not applicable.

Since last appearing before the Planning Commission in 2019 the applicant has solicited the assistance of Anderson, Delk, & Epps to prepare a site plan for consideration. This plan proposes to remove existing stretches of sidewalk and curbing and to replace it with reinforced concrete sidewalk and a valley type or roll curb. The parking spaces appear to be in the approximate location of parking that existing prior to the Duplex Road project and start 25’ from Duplex Road. The first three spaces are identified as ‘compact’ spaces.

Based on the totality of the circumstances for this application; including, but not limited to: the prior existing parking lot, removed mature trees, the acquisition of right-of-way and other easements by TDOT, and the construction of new right-
of-way improvements as part of the Duplex Road project; if the Planning Commission is supportive of Mr. Neal's requested site plan, staff suggests consideration of the following as conditions of approval.

1. All rock parking will be removed and replaced with concrete. Any other rock areas along School Street within this stretch of road will be removed and landscaped. Parking spaces will receive wheel stops as shown. Parking within turf areas is not permitted.

2. A landscape plan for the planter beds at the foundation of the building, the large planter, and the corner of the site will be prepared for Planning Commission consideration. Foundation landscaping is primarily to include shrubbery and not plants requiring annual planting. The existing large planter is to be landscaped with a minimum of one tree and shrubbery. The corner is to be landscaped with a minimum of one tree and shrubbery. Change the terminology of “flower bed” to “planter bed”.

3. The sidewalk wrapping around the SEC of Duplex Road and School Street will be removed. The sidewalk exiting the doors of the building may tie into the Duplex Road sidewalk. This area, the existing concrete at the corner of the building, and the surrounding area may not be used for the parking of any vehicles. All vehicle parking will be in the spaces designated on School Street or in other approved surfaces on the property.

4. The applicant will replace existing sidewalks and curbing along School Street in the areas shown with reinforced concrete. The property owner will be responsible for removing and replacing broken concrete.

5. Parking may not infringe upon the public sidewalk.

6. All rock shall be removed from School Street.

Public Comments: Staff has received no public comment via the PCPublicComment@springhilltn.org email address.

Summary: Since last discussed on June 24, 2019 the Duplex Road widening project has been completed. The parking lot along School Street has been generally considered to be grandfathered under prior zoning regulations. Except for the TDOT/Spring Hill road project the site would be utilized for parking as it has been for over 15 years.

If the Planning Commission supports the proposed site plan, staff recommends that the applicant prepare a landscape plan for submittal to staff by October 5, 2020 for consideration at the voting meeting. It is further recommended that the six comments above be incorporated into the plans or as conditions of approval.
PROPOSED PARKING LAYOUT

1" = 20'

EXISTING CONDITIONS AND PROPOSED CONSTRUCTION

1" = 20'

NOTES:

1. SITE BLOCKED BY PROPERTY 203-17, BLOCK C. PARCEL 6. RALEIGH COUNTY, TN
2. RATING: 1992 STATE HIGHWAY
3. INFORMATION: ASLTIED, JESS & ASSOCIATES, INC.
4. DATE: 07-30-20
5. JOB NO.: 10-11
6. SHEET 1 OF 1

EXISTING CONDITIONS AND PROPOSED CONSTRUCTION

1" = 20'

NOTES:

1. SITE BLOCKED BY PROPERTY 203-17, BLOCK C. PARCEL 6. RALEIGH COUNTY, TN
2. RATING: 1992 STATE HIGHWAY
3. INFORMATION: ASLTIED, JESS & ASSOCIATES, INC.
4. DATE: 07-30-20
5. JOB NO.: 10-11
6. SHEET 1 OF 1
BEGIN PROJECT (CONST.)
STA. 10+17.25 & S.R. 247
**6" CONCRETE COMBINED CURB AND GUTTER**

<table>
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<th>Type</th>
<th>Total Width (W)</th>
<th>Width of Gutter (Wg)</th>
<th>Vertical Drop (T)</th>
<th>Vertical Depth of Gutter at Flow Line</th>
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<td>18 1/2&quot;</td>
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*Vertical depth (T) must always exceed six (6) inches.*

**LOWERED CONCRETE CURB AND GUTTER**

**LEGEND**

- **D** = Vertical depth of gutter (based on pavement design)
- **T** = Vertical drop in gutter from front edge to face of curb
- **V** = Vertical depth of gutter at flow line
- **W** = Total width of combined curb and gutter
- **mg** = Width of gutter

**QUANTITIES FOR COMBINED CURB AND GUTTER**

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<th>Height of Curb</th>
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**GENERAL NOTES**

1. For specifications see "Standards for Road and Bridge Construction" of the Tennessee Department of Transportation, Section 502 - Concrete Curbs and Gutters.
2. The vertical drop in the concrete curbs for all degrees of curvature shall conform to the contours of the curves and no curb sections will be permitted.
3. Concrete expansion joint material is to be 10" in thickness at all locations. All materials to be purchased and installed in accordance with Section 800 - Joint Materials of the Standard Specifications.
4. Expansion joints are to be placed as follows:
   1. At tangent points of circular curbs.
   2. Between curbs and multigutter sections.
   3. At gravel places where stresses may develop.
   4. At points where the adjacent pavement is concrete.
   5. The maximum spacing is to be 10 ft.
   6. Between concrete curbs, gutters and gutters and concretecurbs, it is not required when curbs or curbs and gutters are adjacent to asphalt.
5. Construction joints are to be spaced at 10 ft. The spacing of 10 ft may be reduced for closables but not less than 4 ft.
6. Edges of joints shall be finished on 1/4" match.
7. All cost of joints shall be included in the unit price and for concrete curbs and concrete curbs and gutters.
8. The last specified for concrete curb, concrete gutter and gutter only, concrete pavement will include any circular section required to be built conforming to sections shown on this sheet.
9. Payment will be as follows:
   - Item No. 704-41, Concrete Curb: $2 per yd.
   - Item No. 704-51, Concrete Gutter: $2 per yd.
   - The width of the asphalt pavement adjacent to concrete curbs and gutters only, concrete pavement will be flush with the top of the gutter.

**QUANTITIES FOR DETACHED CURB**

<table>
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<th>Height of Curb</th>
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</table>

**VERIFIED: 05-15-2018 RPVC-10**

**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

**VERTICAL CONCRETE CURBS AND GUTTERS**

**NOT TO SCALE**
During negotiations for acquisitions needed for the widening project, the building’s owner ("tract owner") was presented with an appraisal that included a map showing what was being requested. The tract owner agreed to all items and was paid for the fee-simple acquisition and the (2) temporary easements.
Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
       Austin Page, Associate Planner
MEETING: September 14, 2020
SUBJECT: RZN 868-2020 (Ortega Property Cleburne Road – C-1 to I-1)

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.

Update: At the September 14, 2020 Planning Commission voting meeting, the applicant had not provided Staff with the documents necessary (example of mailed notice, list of property owners to whom they were mailed, and affidavit) to confirm that notices to property owners within 500 feet were mailed as required in the UDC. Due to this deficiency, Staff recommended deferral to the next Planning Commission Work Session of September 28, 2020 and subsequent voting meeting on October 12, 2020. On September 14, 2020, the Planning Commission voted to defer this application. The motion passed and this item was deferred to the next Planning Commission Work Session meeting.

At this time, no new materials have been submitted. Item #1 below has not been addressed:

1. The UDC requires all notices to be mailed at least 10 days prior to the first scheduled action (October 12, 2020 Planning Commission). The applicant has not provided Staff with the documents necessary (example of mailed notice, list of property owners to whom they were mailed, and affidavit) to confirm that notices to property owners within 500 feet were mailed as required in the UDC. Due to this deficiency, Staff recommends deferral to the next regular work session of October 26, 2020 and subsequent voting meeting.

2. As requested, Table 8-1: Use Matrix, is attached for review.

3. A Water Distribution Pressure Summary is provided from Dempsey Dilling and Associates (attached).

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.

Utilities: Water Service is available to the subject property and is served by an 8” water line along Cleburne Road. The site is located within the City’s Southside pressure zone. Modeling results of Spring Hill’s water system show that with tanks at 50% capacity (elevation 883), the site (at elevation 724) will see static pressures in the range of 65 psi. The site can also meet Spring Hill’s minimum requirement of 750 gpm fire flow while maintaining 30 psi. With takes at 50%, the current maximum flow available to maintain 30 psi is 825 gpm. All water service to the site meets the minimum pressure requirements.

Sewer is not readily available to this property. The City’s Utility Connection and Use Ordinance 86-42 Article V Paragraph (e) states:

“For purposes of this chapter, water or sewer service (respectively) is “not available” if the building or structure to be served on the property is located more than 100 feet from an existing water or sewer line that reasonably could serve such property. In addition, no property owner shall be required to connect to the public water or sewer system if he must first purchase an easement in which to install water or sewer lines.”

Therefore, the owner has the right to petition Maury County for a septic system permit. While a septic system may be an alternative for a low intensity use such as a storage facility, the requested re-zone to 1-1 Classification has the potential for a vast array of much more intensive permitted uses. This will likely require the extension of public sewer from its current location to this property. This extension and any easements required shall be the sole responsibility of the owner and not the City, and reviewed at the 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 shall 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 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). Staff has not received any letters or proof of mailings and therefore, this requirement has not been met.

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 solicited input from other departments regarding adverse impacts on public health, safety, and welfare. Staff is not aware of adverse impacts that would be generated by this rezoning. General department responses are listed below.

f. Water is readily available to the site. A Water Distribution Pressure Summary is attached for review and shows that water can be provided to the site for uses that may be anticipated with I-1 zoning. However, this is an estimate and final calculations are not possible until a specific use and plan are submitted. 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 and other permitted uses in the I-1 district 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.

- **Codes** – Permitted uses should not significantly impact the Building & Codes Department.

- **Fire** – Permitted uses should not significantly impact the Fire Department.

- **Police** – The proposed rezoning or any of the permitted uses would have no significant impact on the Police Department.

- **Sewer** – Sewer service is currently “not available” as defined in the City Code. Future development of the subject property may require the extension of public sewer service to serve the site depending upon the intended use of the property. While a septic tank may be an alternative in the case of the least intensive use such as a storage facility, the potential array of more intensive permitted uses as allowed in the I-1 zoning classification will likely result in a requirement to extend public sewer service to the subject property. Any extension of public sanitary service from its current location to the subject property will be at the expense of the property owner and not the City.

- **Water** – Dempsey, Dilling & Associates has provided a Water Distribution Pressure Summary showing acceptable water service to the site. 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.

Public Comments: Staff has received no public comment via the PCPublicComment@springhilltn.org email address.

Summary: Staff held a meeting to discuss the rezoning with the applicant on August 12, 2020. The applicant did not attend this meeting or the Planning Commission voting meeting. The following items need to be addressed:

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 October 2, 2020.
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
Project: Cleburne Road Storage  Map Parcel 029/002.13

Summary:
Water Service is available to the subject property and is served by an 8" water line along Cleburne Road. The site is located within the City's Southside Pressure Zone. Modeling Results of Spring Hill's water system show that with tanks at 50% capacity (elevation 883), the site (at elevation 724) will see static pressures in the range of 65 psi. The site can also meet Spring Hill's minimum requirement of 750 gpm fire flow while maintaining 30 psi. With tanks at 50%, the current maximum flow available to maintain 30 psi is 825 gpm.

Model inputs:
- Fire flow 750 gpm (30 min psi required)
- Tanks at 50%
- Fed from: 8" line on Cleburne Rd
- Site elevation: Approx. 724 feet (high elevation at site)

Results:
- Static Pressures available at the site: 65 psi
- Residual pressure with 750 gpm Fire flow: 36 psi
- Maximum Flow available @ 30 psi: 825 gpm

Meets minimum pressure requirements.

*Results are based on the assumptions listed above, any variation would require additional analysis to be performed during a site plan application process.*
## Article 8. Uses

### Alternative Correction Facilities
- Indoor Amusement Facility
- Outdoor Amusement Facility
- Animal Care Facility – Large Animal
- Animal Care Facility – Small Animal
- Animal Kennel/Breeder
- Art Gallery
- Arts Studio
- Bar
- Bed and Breakfast
- Body Modification Establishment
- Broadcasting Facility TV/Radio - With Antennas
- Broadcasting Facility TV/Radio - No Antennas
- Campground
- Car Wash
- Cemetery
- Children’s Home
- Community Center
- Community Garden
- Conservation Area
- Contractor’s Yard
- Country Club
- Cultural Facility
- Day Care Center
- Domestic Violence Shelter
- Drive-Through Facility
- Drug/Alcohol Treatment Facility, Residential
- Dwelling - Above the Ground Floor

### Table 8-1: Use Matrix

| Principal Use                                      | R-A | R-B | R-C | R-D | R-E | R-F | R-G | R-H | R-I | R-J | R-K | R-L | R-M | C-1 | C-2 | C-3 | C-4 | C-5 | C-6 | C-7 | C-8 | C-9 | C-10 | I-1 | I-2 | I-3 | I-4 | I-5 | I-6 | I-7 | I-8 | I-9 | I-10 | USE STANDARD |
|---------------------------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Agriculture                                       | P   | P   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Alternative Correction Facility                  |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | S   |
| Amusement Facility - Indoor                       |     |     |     |     |     |     |     | P   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Amusement Facility - Outdoor                      |     |     |     |     |     |     |     | P   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Animal Care Facility – Large Animal               | S   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | S   |
| Animal Care Facility – Small Animal               |     | P   | P   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Animal Kennel/Breeder                             | S   | S   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Art Gallery                                       |     | P   | P   | P   | P   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Arts Studio                                       |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Bar                                              |     | S   | S   | S   | S   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Bed and Breakfast                                 |     | P   | P   | P   | P   | P   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Body Modification Establishment                   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Broadcasting Facility TV/Radio - With Antennas    |     |     |     |     |     |     |     | P   | P   | P   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Campground                                        |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Car Wash                                         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Cemetery                                         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Children's Home                                  |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Community Center                                 |     | P   | P   | P   | P   | P   | P   |     |     |     |     |     |     |     |     |     |     | P   | P   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Community Garden                                 |     | P   | P   | P   | P   | P   | P   |     |     |     |     |     |     |     |     |     | P   | P   | P   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Conservation Area                                |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Contractor's Yard                                |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Country Club                                     |     | S   | S   | S   | S   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Day Care Center                                  |     | P   | P   | P   | P   | P   | P   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Domestic Violence Shelter                        |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Drive-Through Facility                           |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Drug/Alcohol Treatment Facility, Residential     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |

*City of Spring Hill*

*August 20, 2018*

Unified Development Code

Principal and Temporary Uses: Use Matrix
### Article 8. Uses

#### Table 8-1: Use Matrix

| Principal Use | R-A | R-B | R-C | R-D | R-E | R-F | R-G | R-H | C-1 | C-2 | C-3 | C-4 | C-5 | C-6 | C-7 | I-1 | I-2 | I-3 | I-4 | I-5 | I-6 | I-7 | I-8 | I-9 | I-10 | I-11 | I-12 | IC | AG | PR | NA | Use Standard |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Dwelling - Accessory Dwelling Unit: 900sf or Less in GFA | P   | P   | P   | P   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |     |     |
| Dwelling - Accessory Dwelling Unit: 901sf or More in GFA | S   | S   | S   | S   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Dwelling - Manufactured Home | P   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Dwelling - Multi-Family | P   | P   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Dwelling - Townhouse A | P   | P   | P   | P   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Dwelling - Single-Family | P   | P   | P   | P   | P   | P   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Dwelling - Three-Family A | P   | P   | P   | P   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Dwelling - Two-Family | P   | P   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Educational Facility - Primary or Secondary |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Educational Facility - University or College |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Educational Facility - Vocational |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Financial Institution A |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Financial Institution, Alternative |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Food Bank |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Food Pantry |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |

| Principal Use | R-A | R-B | R-C | R-D | R-E | R-F | R-G | R-H | C-1 | C-2 | C-3 | C-4 | C-5 | C-6 | C-7 | I-1 | I-2 | I-3 | I-4 | I-5 | I-6 | I-7 | I-8 | I-9 | I-10 | I-11 | I-12 | IC | AG | PR | NA | Use Standard |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Funeral Home |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Gas Station |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Golf Course/Driving Range |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Government Office/Facility |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Greenhouse/Nursery - Retail A |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Group Home |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Halfway House |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Healthcare Facility/Institution |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Heavy Retail, Rental, and Service |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Homeless Shelter |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Hotel |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Industrial - General |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Industrial - Light A |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Industrial Design A |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Live Entertainment - Secondary Use |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |

City of Spring Hill
August 20, 2018

Unified Development Code
Principal and Temporary Uses: Use Matrix
## Article 8. Uses

### Table 8-1: Use Matrix

<table>
<thead>
<tr>
<th>Principal Use</th>
<th>P = Permitted Use</th>
<th>S = Special Use</th>
<th>T = Temporary Use</th>
<th>Blank = Use not allowed in the district</th>
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<tbody>
<tr>
<td>Live Performance Venue</td>
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<tr>
<td>Lodge/Meeting Hall</td>
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<td>Manufactured Home Park</td>
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<td>Parking Lot (Principal Use)</td>
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### Principal and Temporary Uses: Use Matrix

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City of Spring Hill
August 20, 2018

Unified Development Code
Principal and Temporary Uses: Use Matrix
### Article 8. Uses

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(Ord. 19-09, 4/15/19; Ord. 19-20, 9/16/19)  
^ Revised

City of Spring Hill  
August 20, 2018  
Unified Development Code  
Principal and Temporary Uses: Use Matrix
Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
        Austin Page, Associate Planner
MEETING: September 28, 2020
SUBJECT: PDm 879-2020 (Amendment to Cherry Grove Addition Master Plan)

PDm 879-2020: Submitted by Anderson, Delk, Epps & Associates for Cherry Grove Addition. Property is zoned R-2 PUD and contains approximately 144 acres. The applicant requests a PUD modification to remove the required amenity of a tennis court from the Master Development Plan for Cherry Grove Addition. Requested by Joe Epps.

Property Description and History: This property is located on Buckner Lane and zoned R-2, PUD. Property to the east is either located in Williamson County or part of the Buckner Lane Planned Zoning District. Properties to the north, south, and west are zoned for single family residential uses.

The applicant recently processed a preliminary plat for Cherry Grove Addition, Phase 3. This is the last remaining undeveloped area within the PUD. During the review of this item it was noted that the Master Development Plan for Cherry Grove Addition, which was approved in 2002 (attached), included a note specifying the required open space amenities. A tennis court was listed and has not been constructed. Other amenities have been constructed. During the discussion of this subject with the Planning Commission, staff suggested that if the Planning Commission was agreeable to removing the requirement for a tennis court that the PUD could be amended to accomplish this. Article X, planned unit development, provides a process for amending the PUD that would permit the list of original amenities to be amended by Planning Commission action. The review of this request is made under the provisions contained in the former zoning ordinance and subdivision regulations.

Discussion: Section 2.11(2.4) of Article X of the former zoning ordinance addresses changes in the “use of common open space” (see below). The Planning Commission has authority to approve these changes.

2.11(2.4) Changes in the use of common open space may be authorized by an amendment to the final development plan provided that no amendment approved hereunder may act to abrogate or annul any covenant which provides for the use, operation, or continuance of the common open space.

The proposed change effectively modifies Note #6 on the Sketch Plan and Master Development Plan for Cherry Grove Addition by removing the reference to “Tennis Court”. Members of the Planning Commission during the review of the Cherry Grove Addition, Phase 3 preliminary plat expressed a desire to have the applicant obtain a letter from the Cherry Grove HOA stating that they supported the removal of the tennis court requirement. The applicant indicated that no contact was made with the HOA to secure this letter.

Public Comments: Staff has received no public comment via the PCPublicComment@springhilltn.org email address.

Summary: The applicant met with staff to discuss the amendment to the Master Plan on September 16, 2020. During that meeting the applicant stated that no contact was initiated with the Cherry Grove HOA to request their support for this revision. The item below should be addressed prior to the submittal for Revision Deadline #2 (October 5, 2020):

1. Provide a revised Master Development Plan, Exhibit B, with an updated Note #6, and new revision date.
September 4, 2020

Mr. Steve Foote, Planning Director
City of Spring Hill
5000 Northfield Lane, Building 500
Spring Hill, TN 37174

Re: Cherry Grove Addition Master Plan
Request to Revise the Master Plan by Removing the Items Regarding the Requirement of a Tennis Court

Dear Mr. Foote,

At the Spring Hill Planning Commission Meeting on July 13, 2020, the Planning Commission asked us to submit the above referenced request. The Developer has indicated that he has met the Amenities Area requirement of the Master Plan when he built the Clubhouse and swimming pool (See Exhibit A). At that time, he was not required to build a tennis court in the area indicated as the “Amenities Area” on the Approved Master Plan. Note Number Six on the Approved Master Development Plan indicates that all amenities are to be developed within the “Amenities Area” as shown on the Plan. “All other Open Space will be passive” (See Exhibit B).

Anderson, Delk, Epps and Associates, Inc. did not prepare a Site Plan for the development of the Amenities Area; however, we did provide a “Partial Topographic Survey” of the area to the Developer on October 5, 2005 (See Exhibit C). The Amenities Area was recorded in the “Section Two of Phase One Cherry Grove Addition” Final Plat on January 18, 2006 (See Exhibit D).
Staff has indicated that they have “identified two locations that could accommodate a tennis court: the current Open Space Amenities Area or a small undeveloped area off of Wallaby Drive”. However, these areas cannot be used for a tennis court due to recorded easements, topographic conditions, etc. (See Exhibits A, C, D, E, and F).

The Developer believes that previous Administrations and Staff relieved the requirement of the construction of a tennis court during the course of development of Cherry Grove Addition. He feels this is evident due to the fact that they issued building permits for the Clubhouse and swimming pool during the construction of the Amenities Area while not requiring a tennis court to be included at that time. The lack of a tennis court has never come up in any subsequent approvals until the current Reapproval of Phase Three, which is the last seven lots of the development.

The following Exhibits have been included for reference:

A) Williamson County Aerial Photograph overlaid on the “Section Two of Phase One Cherry Grove Addition” Recorded Final Plat.
   (Dated September 2, 2020)

B) Sketch Plan and Master Development Plan – Cherry Grove Addition
   (Dated November 13, 2002)

C) Partial Topographic Survey – Don R. Cameron III Property
   (Dated October 5, 2005)

D) Section Two of Phase One Cherry Grove Addition Recorded Final Plat
   (Dated November 22, 2005 and Recorded January 18, 2006)

E) Construction Grading and Drainage Plan – Cherry Grove Addition Phase 1
   (Dated May 9, 2003)

F) Phase Six, Section Two Cherry Grove Addition Recorded Final Plat
   (Dated February 5, 2016 and Recorded August 22, 2017)
The Developer hereby requests the current Staff and Planning Commission to make any necessary reapprovals to relieve the requirement of any tennis court within the Cherry Grove Addition development.

Thank You,

Joe Epps, P.E.

Enclosures

CC: Donnie Cameron
Cherry Grove Addition

Williamson County Aerial Photograph overlaid on the Section Two of Phase One Cherry Grove Addition Recorded Final Plat

09/02/20; Scale: 1" = 50'

PREPARED BY:
618 Grossmere Park Drive, Suite 4
Nashville, Tennessee 37211
(615) 331-0809
02-15
Partial Topographic Survey
Don R. Cameron III Property
Stewart Campbell Points
Spring Hill, Tennessee
(Proposed Amenities Area, Addition to Cherry Grove)

Prepared For:
Don R. Cameron III
Date: October 5, 2005

Anderson, Deib, Rye & Associates Inc.
2433 sparing Park Drive, Suite 4
Spring Hill, Tennessee 37174
(615) 455-6000
Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
Austin Page, Associate Planner
MEETING: September 28, 2020
SUBJECT: STP 880-2020 (Wilkes Lane Elementary School)

STP 880-2020: Submitted by Huddleston Steele Engineering for Wilkes Lane Elementary School. The property contains approximately 23 acres, zoned AG and is being considered for rezoning to IC. The applicant requests site plan approval for a 120,051-sf elementary school. Requested by Williamson County Schools and Enoch Jarrell.

Request: The applicant requests site plan approval to construct a 120,051-sf elementary school on a 23-acre portion of 1724 Wilkes Lane. The expected enrollment of the school is approximately 850-900 students and Williamson County Schools expects an opening in the Fall of 2022. This application is being processed under the current Unified Development Code.

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. An application to rezone the property from AG to IC (RZN 869-2020) received no recommendation from the Planning Commission on September 14, 2020. The rezoning will be on the agendas for the October (5th and 19th) and November (2nd and 16th) meetings of the Board of Mayor and Alderman.

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 within the Residential Neighborhood Area designation.

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 does not abut the proposed school property.

Bulk and Area Requirements: The proposal meets the bulk and area requirements of the IC district; including but not limited to; lot width, size, setbacks, etc.

Access: The property fronts on and has vehicular access via Wilkes Lane and the entry drive aligns with Shane Drive to the south. The proposal includes a pedestrian connection and emergency access to adjacent future development. The Major Thoroughfare Plan calls for an extension of Campbell Station Parkway to run through this property and terminate 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 is located off the proposed school property. Staff has discussed the connection with the City of Thompson’s Station and reviewed their Major Thoroughfare Plan. The Thompson’s Station Major Thoroughfare Plan does not at this time include a route that directly connects to the city’s extension of Campbell Station Parkway and connect it to Trader’s Way.
The site plan submittal 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. Normal school zone signs and markings will be installed on Wilkes Lane.

**Streets and Sidewalks:** The only road entry to the school is shown as 36’ wide and provides a designated left and right turn lane for exiting the site. Internal drives and parking lot drive aisles are shown as 24’ wide. In parking lot areas with 90° spaces, two-way drive aisles are required to be 25’ and will need to be increased by one foot. A crosswalk is proposed at the eastern intersection of Wilkes Lane and Shane Drive and connects into a 6’ wide sidewalk to provide pedestrian connection to the school. Other internal sidewalks on site are shown as 5’, 8’ and 10’ wide.

**Building and Site Design:** 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. Parking is provided on the south, east and north sides of the school. 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. Consideration for the building and site design will be reviewed with the site plan submittal.

Elevations and a colored rendering have been provided. Primary façade materials include brick, stone, EIFS and glass. Material percentages have been provided for each elevation. In the IC district, EIFS is prohibited as a primary surface finish but may be used as decorative or detail elements for up to 20% of the façade. The proposed elevations meet this requirement with the exception of the east elevation where EIFS accounts for 20.8% of the façade. The Planning Commission can approve this overage or request that the amount of EIFS be reduced. The roof is proposed to be primarily shingled but also contains a couple of areas where a standing seam metal roof is proposed. The applicant will need to clarify what type of shingled roofing is proposed. Elevations or details of the dumpster enclosure have not been provided but a note on the site plan indicates that the dumpster enclosure will use the same materials as the school building.

A lighting plan has been submitted and is showing 0.00-foot candles at the proposed property lines.

**Parking and Loading:** The site includes 179 spaces and 8 ADA spaces for a total of 185 parking spaces. The site also includes 9 parking spaces for buses. The site includes 4 parking areas. A bus parking and visitor lot are provided south of the school. The visit lot accounts for 32 of the parking spaces. Staff parking lots are located east and north of the school and account for the remaining 153 parking spaces. All regular vehicle parking is shown at 90°, while the bus spaces are angled for better maneuverability. One ribbon bike rack is provided for bicycle parking but the coating has not been specified. Bike racks must be PVC or powder coated. For non-residential uses, one bike rack is required per 20 automobile parking spaces. A total of 9 bike racks are required.

**Utilities:** Water Service is available to the subject property and is served by a 10” water line along Wilkes Lane. The site is located within the City’s Northside Pressure Zone. Modeling Results of Spring Hill’s water system show that with tanks at 50% capacity (elevation 974’), the site (at elevation 800’) will see static pressures in the range of 74 psi. The site can also meet Spring Hill’s minimum requirement of 750 gpm fire flow while maintaining 30 psi. With tanks at 50%, the current maximum flow available to maintain 30 psi is 2,225 gpm. The Water Department will meet with the project engineer on the final needed changes prior to the plans obtaining TDEC approval. The Water Distribution Summary is attached to this report.

Sewer Service is available to the subject property and is served by an 8” gravity sewer line along Shetland Lane and conveyed to the 10” McCutcheon Creek Trunk Line. This trunk line transitions to an 18” line at Main Street. Results of the immediate receiving pipe and downstream critical pipe are presented on the attached Sewer Collection Summary. The proposed site discharge is 13,500 gallons per day (900 students @ 15 gal/day) and a 28 gpm average (over an 8-hour day).

**Landscaping and Buffering:** The applicant is providing a row of tree buffering along the rear (northern) property line. Street trees are provided along Wilkes Lane and meet the street tree requirement for a Collector Road of one per 35’.

STP 880-2020 (Wilkes Lane Elementary) ws
additional 15 Red Maple trees are shown along the eastern side of the entry drive and the parking lot. Trees are provided throughout the site and on parking lot landscape islands. Parking lot islands require a minimum of one shade tree and 60% of the island area must be covered. This 60% coverage can include shrubs, live groundcover, perennials or ornamental grasses. The landscape plan will need to be updated to reflect these requirements. Foundation plantings have been added along the front building. Due to safety concerns based on Homeland Security recommendations for schools, no other substantial foundation plantings are proposed on the buildings. The landscaping is consistent with the recent site plan approval for the Tennessee Children’s Home property. The applicant has proposed groups of tree plantings at or around the building entrances. The landscape plan shows a plant type named “CM” but is not referenced in the Plant Schedule. The applicant will need to update the Plant Schedule to include all plant types shown on the plan.

Bicycle & Greenway Plan: The Bicycle & Greenway Plan calls for a proposed bike lane along Wilkes Lane. 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 greenways are off-site and will addressed with future applications. Staff recently discussed the possibility of whether a multi-use trail on Wilkes Lane would be a more appropriate facility than bike lanes. A decision is needed to advise the applicant on how to proceed. The applicant has added a 12’ wide trail to the north side of Wilkes Lane.

Traffic Study: A traffic study has been submitted and City staff has reviewed the study dated September 2020 and concurs with the conclusions and recommendations noted below:

- Provide school flashing warning beacons on Wilkes Lane and Shane Drive.
  - Install flashing warning beacon for eastbound Wilkes Lane approximately 75 feet west of the centerline of Shane Drive in advance of the school driveway access.
  - Install flashing warning beacon for westbound Wilkes Lane approximately 75 feet east of the centerline of Shane Drive in advance of the school driveway access.
  - Install flashing warning beacon for northbound Shane Drive.
- Widen Wilkes Lane at the intersection of Shane Drive and the proposed School Access Driveway.
  - Widen Wilkes Lane to provide an eastbound left turn lane at Shane Drive/School Access Driveway with 150 feet of vehicular storage.
  - Provide separate left turn lane on the School Driveway Access with a storage length of 150 feet.
  - Widen Wilkes Lane to provide a westbound left turn lane at Shane Drive/School Access Driveway with 50 feet of vehicular storage.
- Install crosswalk markings at the School Access Driveway for students crossing Wilkes Lane to and from Shane Drive.
- Provide school patrol to coordinate AM and PM school peak traffic operations.
- Upon opening of the new school, it is recommended that the City of Spring Hill monitor the signalized intersection of Columbia Pike and Wilkes Lane, as minor timing adjustments may be needed to accommodate changes in traffic flow created by school traffic.

Installation of the first three items noted above shall be completed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and other applicable standards.

All costs associated with timing sequence evaluation(s) at the intersection of Main Street and Wilkes Lane shall be paid for by the Williamson County School System. The estimated cost for completing said evaluation(s) is approximately $3,000.00.

Public Comments: Staff has received no public comment via the PCPublicComment@springhilltn.org email address.

Summary: The applicant met with staff to discuss the major modification on September 16, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (October 5, 2020):
1. EIFS on the east façade exceeds the 20% maximum requirements. The Planning Commission will need to approve this overage or request that the amount of EIFS be reduced.

2. The applicant is showing a 12' greenway path on the north side of Wilkes Lane. If the Planning Commission agrees that this is a better facility than the planned bike lanes for the road, the applicant may proceed as planned.

3. The applicant will need to clarify what type of shingled roofing is proposed.

4. Provide staff with an elevation of the dumpster enclosure and a detail needs to be added to the details sheet.

5. One bike rack is required per 20 parking spaces, as referenced in Article 10.4 of the UDC.

6. Update the bike rack detail with the type of coating. PVC or powder coat is permitted.

7. City plans call for bike lanes along Wilkes Lane. Provide improvements for a bike lane or multi-use trail as directed by the Planning Commission.

8. The plant type “CM” needs to be added to the Plant Schedule on Sheet L1.0.

9. Parking lot islands do not meet the 60% coverage requirement. This 60% coverage can include shrubs, live groundcover, perennials or ornamental grasses. The landscape plan will need be updated to reflect these requirements, unless waived by the Planning Commission.

10. Sewer installation through Wilkes Lane, a collector road, will require jack and bore. A request for open cut may be presented to the City Engineer for consideration.

11. Coordinate the proposed locations of the flashing warning beacons on both eastbound and westbound Wilkes Lane between the “Conclusions and Recommendations” section of the Traffic Impact Study and Figure 8.

12. Sanitary sewers and water mains to be public utilities. Dedicated right-of-way and/or easements will be required.

13. The Water Department will meet with the project engineer on the final needed changes prior to the plans obtaining TDEC approval.
Water Distribution Pressure Summary 8-20-2020

Project: 1724 Wilkes Lane – Wilkes Lane Elementary School

Summary:
Water Service is available to the subject property and is served by a 10” water line along Wilkes Lane. The site is located within the City's Northside Pressure Zone. Modeling Results of Spring Hill's water system show that with tanks at 50% capacity (elevation 974), the site (at elevation 800) will see static pressures in the range of 74 psi. The site can also meet Spring Hill's minimum requirement of 750 gpm fire flow while maintaining 30 psi. With tanks at 50%, the current maximum flow available to maintain 30 psi is 2,225 gpm.

Model inputs:

Demands: 28 gpm 900 students @ 15 gal/day = 13,500 gallons (8 hour day)
Fire flow 750 gpm (30 min psi required)
Tanks at 50% Elevation 974 feet (Northside)
Fed from: 10” line on Wilkes Ln
Site elevation: Approx. 800 feet (high elevation at site)

Results:
Static Pressures available at the site: 74 psi
Residual pressure with 750 gpm Fire flow: 66 psi
Maximum Flow available @ 30 psi: 2,225 gpm

Meets minimum pressure requirements.

Results are based on the assumptions listed above, any variation would require additional analysis to be performed during a site plan application process
Project: 1724 Wilkes Lane - Wilkes Lane Elementary School

Summary:

Sewer Service is available to the subject property and is served by an 8" gravity sewer line along Shetland Lane and conveyed to the 10" McCutcheon Creek Trunk Line. This trunk line transitions to an 18" line at Main Street. Results of the immediate receiving pipe and downstream critical pipe are presented below.

Proposed Discharge Summary:

- **Used as average**: 900 students @ 8 gal/day = 7,200 gallons
  - Over an 8 hour day = 15 gpm (source applicant)
- **Used as peak**: 900 students @ 15 gal/day = 13,500 gallons
  - Over an 8 hour day = 28 gpm (source TDEC)

Receiving Pipe: 3989

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<th>Capacity of 8&quot; Line at Receiving location:</th>
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<th>Average</th>
<th>Peak</th>
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Critical Pipe: MCN-069 (segment at Miles Johnson Parkway) one segment upstream of 18" line

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Further analysis is continued on page 2

Special notes:

Since the peaking factor was calculated, an I/I program has been instituted in this basin and more recent data (over an extended period of time) is currently being collected by OHM Engineers in this pipe section. The goal of a successful I/I program is to reduce the wet weather peaking factor.
Further Analysis:

The critical pipe shown has a lower slope than the adjacent pipe therefore the pipe capacity (gpm) is slightly lower than adjacent pipes. Downstream of this pipe the system immediately transitions to an 18" line. For comparison, the pipes adjacent to the critical pipe (MCN-069) are shown below:

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<td>Percent Full Peak Wet Weather conditions*</td>
<td>27.9%</td>
<td>28.7%</td>
<td>29.3%</td>
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Model notes:

1. In general, conditions in adjacent pipes may hinder or help the flows, if adjacent pipes are close to capacity it may slow the flow. In this case the adjacent pipes have adequate capacity.
2. The results presented is a static snapshot of the pipe collection system. It is meant to represent the upper limits of what the individual pipe segments might encounter. Peaks are not meant to represent a sustained flow condition.
3. The existing condition as shown includes subdivisions/developments which have been approved but not yet built out.

Recommendations:

1. The Receiving pipe has adequate capacity.
2. The Critical downstream pipe has adequate capacity. While analysis shows this segment may reach 83% during peak wet weather conditions the free capacity of the adjacent pipes and size (18") of the downstream connection should allow any peak events to adequately be routed along this section without surcharge.

*Peak Factor as measured by Meter 12 on 18" Upper McCutcheon Creek Trunk Line (Aug 2018) 2.65
Results are based on the assumptions listed above, any variation would require additional analysis to be performed during a site plan application process.
(2B) Provide separate 150' SB left turn lane for school driveway

(2A) Widen Wilkes Lane to provide 150' EB left turn lane

(1A) Install school warning signs and flashing school zone beacons for EB Wilkes Lane

(4) Provide school patrol to coordinate peak traffic flow

(3) Install crosswalk at school driveway for Wilkes Lane

(2C) Widen Wilkes Lane to provide a 50' WB left turn lane

(1C) Install school warning signs and flashing school zone beacons for WB Wilkes Lane

(1B) Install school warning signs and flashing school zone beacons for NB Shane Drive

(5) Adjust timings for signal at Hwy 31 & Wilkes Lane upon opening of school
FPL 881-2020: Submitted by S&ME, Inc. for Harvest Point Phase 16, Section 1C. The property is zoned R-2, PUD and contains approximately 9.50’ acres. The applicant requests final plat approval for 34 townhome lots and the request is being processed under provisions of the approved PUD and the previous zoning code. Requested by Zac Davis.

Property Description and History: The subject site is adjacent to the secondary access from Cleburne Road and is located at the southern end of Harvest Point. The southern and western boundaries of the property are external to the PUD and abut recently annexed land. The adjacent Hardison property has been annexed, but is currently zoned Agricultural. The development of this property is expected to provide the secondary access to Phase 16, Section 2.

In August of 2016, the Board of Mayor and Aldermen approved a request to rezone the parent tract, containing more than 473 acres, from R-2 to Planned Unit Development (PUD 199-2016) in order to allow for a mixed-use development of single-family homes, townhomes, and a live-work village with nonresidential uses. A final development plan for a portion of the overall PUD (PUD 254-2016) was approved in October, 2016. A site plan application (STP 627-2018) was submitted for townhomes on Phase 16 in December of 2018 and was approved by Planning Commission on February 11, 2019 with the following conditions:

1. Incorporate the new ADA ramp with truncated domes detail on construction plans (one ramp per corner).
2. Number of units in Section 1 does not exceed the threshold requiring two (2) access points to the development. Section 2 will exceed the threshold and provisions need to be made for a second access at site plan submittal.
3. Label the diameter of the temporary cul-de-sacs.
4. A detailed technical review of the construction plans is in process in advance of forwarding same to TDEC for their review and approval.
5. Site plan approval shall remain valid for a period of three (3) years, during which time all required permits shall be obtained. Modification to the approved site plan may require Planning Commission approval.

Planning Commission approved a final plat (FPL 723-2019) for Phase 16, Section 1A on August 12, 2019 and a final plat (FPL 792-2020) on February 20, 2020.

Access: Primary access is from recently improved Cleburne Road via Carraway Lane. All interior roads in Phase 16 are private.

Streets and Sidewalk: Sidewalks are provided on the public street east of Phase 16. Internal streets, identified as June Wilde Ridge and Cloverleaf Way will be private and show 5’ sidewalks on both sides of the roadway. The temporary cul-de-sac located at the end of June Wilde Ridge shall be removed when Phase 2 is developed. The diameter of the cul-de-sac is shown as 96’, which is the required minimum. Street names have been approved by the Maury County Emergency Management Office.

Bulk and Area Requirements: The applicant’s proposal complies the Bulk & Area requirements of the PUD. Lots comply with zoning regulations and are consistent with the approved site plan. Select end lots have been widened to allow for a riser room.
Building & Site Design: The details of the buildings are not impacted by the final plat. The requirements of STP 627-2018 will apply.

Open Space & Amenities: On-site open space is consistent with the approved site plan and consists of an 8’ wide gravel trail. In Open Space Area 6, there is a transformer shown on top of the proposed trail. This conflict needs to be resolved. Two open space areas are provided. USPS centralized mailboxes are shown on the plat. No other amenities are shown internal to the site. Rather, the site depends on open space amenities generally provided within Harvest Point. A trail connection is proposed to provide pedestrian access from Phase 16 to the main amenity center.

Each lot will meet or exceed the requirement for 750 sq. ft. of secluded open space within the rear yard. Selectively placed fence panels or landscape screens will be required to enhance privacy for patios and meet the secluded requirement.

Landscaping & Buffering: Landscaping will be installed as shown on the approved site plan for Phase 16.

Bicycle & Greenway Plan: The Plan is not impacted by this development proposal. Internal gravel trails are provided per the Harvest Point PUD.

Public Comments: Staff has received no public comment via the PCPublicComment@springhilltn.org email address.

Summary: The applicant met with staff to discuss the final plat on September 16, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (October 5, 2020):

1. A transformer is shown in the middle of the trail in Open Space 6. This conflict needs to be resolved.
2. Modify Note No. 14 to include; Each lot will provide a rear patio and selectively placed fence panels or landscape screens shall be installed to enhance privacy for patios and meet the secluded requirement.
3. Provide management plan, prepared by the project engineer, for all common open space (including any detention/retention pond) to be submitted and reviewed by the City Engineer prior to approval of final plat.
4. Revise Note No. 13 to include a reference to an “access easement” to include the 6-foot walking trail.
SPC 882-2020: Submitted by Jay Fulmer for the Kings Creek Golf Course. The property is zoned R-2, PUD and contains approximately 159.32 acres. Applicant requests site concept plan review and comment for a new golf clubhouse and pavilion.

Request: The applicant’s request for a site concept plan proposes to demolish the existing golf clubhouse and construct a new 5,280 square foot clubhouse with outdoor seating. The application also proposes an adjacent patio area, a 2,930 square foot pavilion and the addition of 5 parking spaces.

Property Description and History: The Kings Creek Golf Course is located at 3901 Kedron Road and is zoned R-2 PUD. The golf course was included as part of the Kings Creek PUD but has no affiliations with the subdivision. The new owners of the golf course intend to construct a new clubhouse, pavilion and patio area. Site plan review will be the process for the clubhouse and pavilion.

Access: Access to the property is via a singular driveway on Kedron Road.

Building and Site Design: The site is designed with a large parking lot abutting Kedron Road. The clubhouse is positioned north of the parking lot and is proposed to be replaced with a larger structure. The concept plan also proposed the addition of a patio area and pavilion to the west of the clubhouse. Five parking spaces have been added to provide better ADA accessibility to the clubhouse and to the site. A golf bag drop off area has been provided just south of the patio area and will not be used for any parking, strictly a drop-off area. No bicycle parking has been provided and will be required at site plan submittal. Details and specifications regarding bike racks can be reviewed in Article 10.7 of the UDC.

The applicant has provided elevations of the proposed clubhouse and pavilion. Proposed exterior materials for the clubhouse are stone and wood siding, with metal trim. The elevations show a unique architectural design and propose no roof mounted HVAC or mechanical equipment. All mechanical equipment will be located at ground level and will be properly screened using the same materials as the clubhouse. The pavilion is approximately 2,930 square feet and also proposes stone and wood siding as primary exterior materials. A standing seam metal roof is proposed. A dumpster detail and elevation have not been provided and will be required at site plan submittal. The dumpster enclosure should match the proposed structures façades. A complete review of the building and site design will take place at site plan submittal.

Parking: Parking calculations will be based on the requirements in Table 10-2 of the UDC. A golf course requires 4 spacers per 18 holes and/or 4 per tee of driving range. Parking calculations for the clubhouse and associated uses are not required if ancillary to the golf course. The parking calculations will need to be updated and added to the concept plan, as the plan currently shows the incorrect parking requirements. The site currently provides 110 parking spaces. The applicant is proposing an additional 5 spaces to increase the total parking to 115 parking spaces.

Landscaping and Buffering: The site currently has trees in the parking lot islands and some minor foundation plantings around the clubhouse. A landscape plan has not been provided with the concept submittal but the applicant has expressed to staff they intend to add foundation plantings to the proposed structures and add street trees along parking lot frontage on Kedron Road. A landscape plan and existing conditions plan will be required at site plan submittal.
Bicycle and Greenway Plan: The City’s Bicycle and Greenway plan identifies routes that impact the subject golf course. A multi-use trail parallels Kedron Road while two greenways run through portions of the course. Due to nature of this request, primarily to replace and upgrade the clubhouse, staff has not recommended that these improvements be performed. If the Planning Commission believes that the trails are applicable to the modification the work session should include a discussion on the applicability of these improvements and define the degree to which improvements are needed.

Public Comments: Staff has received no public comment via the PCPublicComment@springhilltn.org email address.

Summary: This is non-voting item and is only reviewed by the Planning Commission to generate comments. The applicant met with staff to discuss the site concept plan on September 16, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (October 5, 2020):

1. Provide staff with a plan of the existing conditions and proposed demolition.
2. Please refer to Article 11 of the Unified Development Code. Staff recommends that landscaping be provided (with the site plan) for all areas around the Kedron Road frontage and building area.
3. Staff recommends planting street trees along the Kedron Road Frontage. Kedron is an Arterial road and requires one tree per 35’. Landscape plan will be required at site plan submittal.
4. Correct the parking requirements.
5. Label the existing fence on the concept plan.
6. Clarify if there are any new outdoor lights are proposed.
7. Note #1 should be a purpose note.
8. A dumpster detail and elevations will be required at site plan submittal.
elevation keynotes

zone 4 - building envelope requirements fenestration

general elevation notes

planning commission note

hvac screening

percentage of exterior materials

material legend
FPL 883-2020: Submitted by Crunk Engineering for the Villas at Port Royal Phase One. The property is zoned R-5 and Phase 1 contains approximately 6.93 acres. The applicant requests final plat approval for 42 townhome lots. Requested by Adam Crunk.

Property Description and History: This property is located south and east of the intersection of Port Royal and Rice Road. It is currently under construction for the approved Villas at Port Royal townhome development. Infrastructure construction plans were approved at the time of site plan approval. The subject final plat will create the townhome lots. The overall development contains 83 lots and approximately 11.86 acres. Phase One contains 42 lots and encompasses approximately 6.93 acres. The additional 41 townhome lots and approximately 4.93 acres will be developed in Phase Two. This property has the following history:

- RZN 321-2017. A request to rezone this property was previously submitted in 2017. Although recommended for approval by the Planning Commission, the Board of Mayor and Aldermen denied the rezoning request in May, 2017.

- NCP 355-2017. Following the denial of the rezoning request, the applicant decided to pursue a plan that could be accomplished under the current zoning on the site. Planning Commission approved a neighborhood concept plan for a 60-unit townhome development on July 17, 2017.

- STP 396-2017. A site plan request was approved by the Planning Commission for a 56-unit townhome development on September 11, 2017.

- RZN 686-2019. The BOMA approved a rezoning request for Lot 3 of Shree Radhe Krishna subdivision on August 19, 2019. This action rezoned the subject site from C-2 to R-5. This rezoning also voided STP 396-2017, a 56-unit townhome development.

- NCP 736-2019. On September 9, 2019 the Planning Commission approved the neighborhood concept plan for this development and a subdivision (FPL 735-2019) of the two lots to conform with the commercial and residential development plans. The neighborhood concept plan was for 83 townhome units and was approved with the following conditions:
  1. Label the overall length of townhome lots on the typical layout.
  2. A neighborhood meeting will be required prior to site plan submittal.
  3. A minimum of 15’ shall be provided between sides of buildings.

- STP 772-2019. A site plan request was approved by the Planning Commission for 83 townhome units on November 12, 2019. Approval was subject to the following conditions:
  1. Provide written documentation of the USPS approval of the centralized mail delivery.
  2. Exposed side and rear foundations shall be treated with brick/stone as is proposed on the front elevations. Roofing is to be architectural asphalt shingles.
3. Easements for the entrance from Rice Road and the pedestrian access to the commercial lot to the west will be recorded on the plat re-subdividing Lot 3.

4. The road names on the submitted plan are not on the reserved list. Road names need to be approved by Maury County E-911 prior to final plat approval.

5. Approval of this site plan shall be valid for a period of three (3) years from the date of Planning Commission approval. Modification to the approved site plan may require Planning Commission Approval.

Condition #3 references the plat that was submitted for Dollar General. That plat was approved, but the site plan denied by the Planning Commission. The applicant will need to provide proof that legal access to the townhome site across Lot 3 exists or secure such access.

**Bulk and Area Requirements:** Townhome lots shall comply with the requirements of the R-5 district. The site has been amended to provide for the minimum separation of 15' between buildings. All driveways will be a minimum of 20 feet in length between the back of sidewalk and garage doors. Based on staff’s review of the information provided, this proposal is compliant with the minimum bulk and area requirements of the R-5 district, including a minimum 22’ lot width and minimum size of 2,500 sq. ft. and is consistent with the approved site plan for this project.

**Access:** Phase One of the development is accessed via Rice Road and has shared access with the undeveloped commercial lot to the west. This drive will serve as the main entrance to the site until Phase Two is developed. The overall development proposes two additional access points onto Lincoln Road.

**Streets and Sidewalks:** Rice Road east of the subject site is classified as a collector street. Across this property and extending to Port Royal Road it is a local road. The Major Thoroughfare Plan is being updated and a proposed change is to reclassify this section to a collector status. Lincoln Road is classified as a local street. Sidewalks are proposed on Rice Road. The applicant is proposing a right-of-way dedication of 7.5' along Rice Road. No additional dedication is needed along Lincoln Road as 60' Right-of-way is existing. Internal streets within the townhome development are proposed to be public and include 5' sidewalks on both sides. Internal street width is 50’. Recent approved townhome projects have typically contained private streets. Access to Rice Road is provided across the adjacent commercial lot. In addition to the internal sidewalk system, a pedestrian access to the commercial property is provided. The provision and continuation of these access points is addressed on the preliminary plat for Dollar General (Lot 3). This preliminary plat was approved by the Planning Commission on September 14, 2020.

**Parking:** Parking for guests and owners was addressed at site plan review.

**Building & Site Design:** Building elevations and materials were addressed at site plan review and will comply with that approval.

**Landscaping and Buffering:** Site, foundation and perimeter landscaping and tree preservation was addressed at site plan review. A 25' perimeter yard is required per Article 8.3K and should be noted on the plat.

**Open Space & Amenities:** Phase One contains six open space areas. Open space #5 is centrally located and contains the approved USPS mail boxes. Open space amenities were approved with the site plan review.

**Bicycle & Greenway Plan:** The site is not impacted by the Bike and Greenway Plan.

**Public Comments:** Staff has received no public comment via the PCPublicComment@springhilttn.org email address.

**Summary:** The applicant met with staff to discuss the final plat on September 16, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (October 5, 2020):

1. In the Site Area Table, include breakdown for Phase 1 and 2 acreage like was done with dwelling units in the Lot Breakdown.
2. Label the 25’ Perimeter Yard on the plat.
3. Insert in Note No. 13; amenities and mailboxes.
4. Show that legal access to the townhome site across Lot 3 exists or secure such access.
5. The applicant shall confirm that legal access to the townhome site across Lot 3 exists or secure such access.
6. Provide management plan, prepared by the project engineer, for all common open space (including any detention/retention pond) to be submitted and reviewed by the City Engineer prior to approval of final plat.
SPM 884-2020: Submitted by Crunk Engineering for Shadow Ridge. The property is currently zoned C-4 but was approved under the previous zoning of B-4, where multi-family condominiums were considered a permitted use. The applicant requests modification to the site plan (STP 468-2018) by removing conditions of approval that eliminated Phases 9 and 10 (144 units). The applicant also requests a one-year extension. This amendment is made under the previous Zoning Ordinance. Requested by Adam Crunk

Property Description and History: This property is located north of Reserve Boulevard, between Old Kedron Road and Station Hill Drive. The current zoning is C-4 which only allows dwellings above the ground floor. Density is approximately 10.2 units per acre. The proposal reserves land around the Vanguard/Reserve and Station Hill/Reserve intersections for future commercial uses.

The Planning Commission approved a sketch plan for the project on January 8, 2018. Planning Commission approved a site plan application (STP 468-2018) on March 12, 2018, including a condition removing Phases 9 and 10 (144 units) from the development.

Request: The applicant is requesting a major modification of the site plan to remove the prior condition of approval that eliminated Phases 9 and 10 of Shadow Ridge and adds 144 multi-family units to the plan. The applicant also requests a one-year extension of the approval that is set to expire in March of 2021. With the exception of the Phasing Plan, the site plan proposal is the same as the March 12, 2018 request. This application is being processed under the previous Zoning Ordinance.

Access: Access to the site has not changed. All access will be via Station Hill Drive, Vanguard Avenue, Ray Williams Drive and Old Kedron Road. A traffic study was requested and the original study as part of the 2018 approval has been submitted. That study was based on the inclusion of the 144 units in Phases 9 and 10. Internal drive aisles are 24' wide and turning templates do not indicate any conflicts for a typical fire truck nor do they indicate conflicts for garbage collection trucks when accessing the dumpsters located throughout the site.

Building & Site Design: Design of the site and buildings has not changed. The design incorporates 768 units in 39 buildings over an 88.6-acre site. There are two building types, a 12-unit structure and a 24-unit structure. Elevations indicate structures of primarily brick and hardiboard with vinyl shake for the 12- and 24-unit buildings. Materials, colors and design are compliant with former City regulations. The pool buildings are brick and, also, compliant with City regulations. Building height does not exceed 45'. Dumpster enclosures are compliant with City regulations.

Amenities are located throughout the site and the main amenities, two pools and associated buildings, are located to provide ease of access for the majority of the development. The photometric plan from 2018 indicated minimal light encroachment on surrounding properties, except the vacant, commercially zoned parcels at the southeastern corner of the project. Each cluster of buildings will have a dumpster and mail kiosk.

Streets and Sidewalk: Design of streets and sidewalks has not changed. The applicant proposes sidewalks for internal circulation on the both sides of all streets and parking areas. Connections are provided to points outside the development. Sidewalk exists on Reserve Boulevard but no sidewalk is proposed along the project’s frontage along Old Kedron Road.
Amenities are integrated within the development via sidewalk connections. Right-of-way is sufficient along Reserve Boulevard and the applicant proposed to dedicate appropriate collector R/W along the project frontage on Old Kedron Road. Vanguard Avenue is shown through to the north of the site, as shown in the Major Thoroughfare Plan.

Parking: Parking has not changed and remains the same as the 2018 approval. The proposal includes sufficient parking (1,763 proposed, 1,632 required). Seventy-three spaces are handicap accessible and there is an abundance of bicycle parking provided (41). Parking spaces are 9’x18’.

Open Space and Amenities: Open Space and amenities have not changed with this new proposal. A clubhouse, two pools, several dog parks, courtyards and community gardens are proposed for the development.

Landscaping and Buffering: The site is surrounded by commercially zoned property; landscape buffers are not required. Per prior requests from staff and the Planning Commission, additional landscaping has been provided for the building foundations and around detention areas. As with the prior requests, several areas are lacking appropriate landscape materials. Parking lot landscape islands do not currently include shrubs. Minimal landscaping is proposed around pool and amenity areas. Additional shrubbery is recommended. Entrance roads on L1.4 propose no landscaping along entrances into the project (Ray Williams Drive). Parking lots along Vanguard Avenue are not screened per the zoning ordinance. Proposed landscaping has not changed and will be the same as the 2018 approval.

Bicycle and Greenway Plan: This application has a prior site plan approval from March 2018. The proposed Miles Johnson Parkway Multi-Use Trail was addressed in that application and is proposed to be constructed with Phase 7 of this development. The trail will be 10’ in width.

Phasing: An updated Phasing Plan has been submitted. The 2018 site plan included 10 phases, while the new proposal includes only 8 phases. What was previously Phases 9 and 10 are now a part of Phase 1 and the overall phasing moves east to west. The completion of the road connections will now happen in the final Phase 8.

Traffic Study: The conclusions and recommendations below are noted in the Traffic Impact Study dated February 2018:

1. The total projected traffic volumes at the intersection of Kedron Road and Reserve Boulevard will likely warrant the installation of a traffic signal in conjunction with the construction of the proposed project. The pace of development within the project site specifically and in Spring Hill generally will affect when the traffic signal warrants will be satisfied at this location. However, it is likely that the warrants will be satisfied before the first 50% of apartments are completed. The existing laneage at this intersection is appropriate to accommodate the total projected traffic volumes at this location. If a traffic signal is constructed at the intersection of Kedron Road and Reserve Boulevard, a protected-plus-permitted left turn signal phase should be provided for southbound motorists, and a right turn overlap signal phase should be provided for westbound motorists.

2. The existing traffic volumes at the intersection of Kedron Road and Old Kedron Road currently warrant the installation of a traffic signal at this intersection. Therefore, the City of Spring Hill should pursue the planning and design of a traffic signal at this location even if the proposed project is not constructed. Ideally, any improvement of this intersection would also include the construction of dedicated turn lanes as well. However, an existing creek travels underneath both the southbound and westbound approaches to this intersection, and so there are likely physical and logistical challenges to widening either of these approaches. With this in mind, the City of Spring Hill should pursue design alternatives for the intersection of Kedron Road and Old Kedron Road, even if the proposed project is not constructed. It is important to note that, even without dedicated turn lanes at this intersection, a traffic signal installation with the existing laneage and two-phase operations would significantly reduce the vehicle delays and vehicle queues on Old Kedron Road.
3. A southbound left turn lane should be constructed on Old Kedron Road at Ray Williams Drive. This turn lane should include at least 100 feet of storage and should be designed and constructed according to AASHTO standards. Also, this turn lane should be provided when Ray Williams Drive is extended to Old Kedron Road.

4. Although no improvement project is currently planned for the Old Kedron Road corridor, adequate right-of-way should be reserved along the frontage of the project site in order to accommodate an improvement to current City standards, should one be planned in the future.

Summary: If the Planning Commission is inclined to approve the requested changes, deleting Condition #4 from the 2018 Planning Commission approval, allowing the 144 dwelling units to be included in the development, and approving the requested one-year time extension, all conditions, except #4, of the 2018 approval should be retained. The former conditions of approval are attached to this report.

Public Comments: Staff has received no public comment via the PCPublicComment@springhilltn.org email address.

Summary: The applicant met with staff to discuss the major modification on September 16, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (October 5, 2020):

1. Please provide water and sewer usage flow data in GPD based on number of units. Show data for previously approved site plan compared to new proposed site plan adding the additional 144 units.
2. Retain all former conditions of approval from STP 468-2018, except #4.
3. Along the frontage of the project site, adequate right-of-way should be reserved in order to accommodate future construction of a westbound left turn lane at each of the proposed driveways. Although it is not expected that these turn lanes will be needed, adequate right-of-way will ensure the ability to provide these turn lanes in the future if eastbound and westbound traffic volumes on Ray Williams Drive increase beyond the volumes projected for the purposes of this study.
4. Each of the project driveways should be constructed to include one entering lane and one exiting lane at the intersections with Ray Williams Drive and Vanguard Avenue.
5. Vanguard Avenue should be constructed to include separate southbound left and right turn lanes at Reserve Boulevard. Each of these turn lanes should include at least 75 feet of storage and should be designed and constructed according to AASHTO standards.
6. As commercial development is proposed for construction within the project site, the City of Spring Hill should require updated traffic counts and capacity analyses in order to identify the likely impacts of the specific land uses and building sizes proposed.
   • Based upon the Major Thoroughfare Plan, Reserve Boulevard carries an “Arterial” street classification and requires a right-of-way width of 95 feet, 47.5 feet on either side of the centerline; an additional dedication of 12.5 feet is required.
Approved Site Layout 2018
As approved without Phase 9, 10.
NOTE:
TRAFFIC SIGNAL AT INTERSECTION OF RESERVE BLVD AND KEDRON ROAD, AS OUTLINED IN THE TRAFFIC STUDY FOR THIS DEVELOPMENT, WILL NEED TO BE INSTALLED PRIOR TO 50% BUIDOUT OF MULTIFAMILY DEVELOPMENT.

Approved Phasing Plan 2018
NOTE:
TRAFFIC SIGNAL AT INTERSECTION OF RESERVE BLVD AND KEDRON ROAD, AS OUTLINED IN THE TRAFFIC STUDY FOR THIS DEVELOPMENT, WILL NEED TO BE INSTALLED PRIOR TO 50% BUILTOUT OF MULTIFAMILY DEVELOPMENT.
Water Distribution Pressure Summary

Project: Shadow Ridge

Summary:

Water Service is available to the subject property and is served by a 12” water line along Old Kedron Road and 12” on Ray Williams Drive. The site is located within the City’s Southside Pressure Zone. Modeling Results of Spring Hill’s water system show that with Tanks at 50% capacity (elevation 883), the site (at elevation 778) will see static pressures in the range of 45 psi. The site can also meet Spring Hill’s minimum requirement to flow a 750 gpm fire flow while maintaining 30 psi. With tanks at 50%, the current maximum flow available to maintain 30 psi is 2,000 gpm.

Model inputs:

Demand Summary: 268,800 gpd (Provided by Applicant)
   Estimated 190 gpm average
   Fire flow 750 gpm (30 min psi required)

Tanks at 50%
   Elevation 883 feet (Southside)
Fed from: 12” line on Old Kedron Road and 12” Ray Williams Dr
Site elevation: Approx. 778 feet (high ground elevation at site)

Results:

Static Pressures available at the site: 45 psi
Residual pressure with 750 gpm Fire flow: 42 psi
Maximum Flow available @ 30 psi: 2,000 gpm

Meets minimum pressure requirements.

Results are based on the assumptions listed above, any variation would require additional analysis to be performed during a site plan application process.
Project: Shadow Ridge

Summary:

Sewer Service is available to the subject property and is served by an 18" gravity sewer line along Old Kedron Road. Results of the immediate receiving pipe and downstream critical pipe are presented below.

Proposed Discharge Summary: 268,800 gpd average usage (provided by Applicant)
approximately 190 gpm using peak of 2.0 x

Receiving Pipe: MCN-43
Capacity of 18" Trunk Line at Receiving location: 4076 gpm
Percent Full Dry Weather conditions
Percent Full Peak Wet Weather conditions* 35.7% 40.7% 45.4%

Downstream Pipe: MCN-27 (Located under Saturn Pky) 8917 gpm
Capacity of 30" Trunk Line at Downstream location: Typical of downstream section
Percent Full Dry Weather conditions
Percent Full Peak Wet Weather conditions* 30.2% 32.5% 34.6%

Model notes:

1. The results presented is a static snapshot of the pipe collection system. It is meant to represent the upper limits of what the individual pipe segments might encounter. Peaks are not meant to represent a sustained flow condition.
2. The existing condition as shown includes subdivisions/developments which have been approved but not yet built out. (includes proposed Wilkes Ln Elementary)

Recommendations:

1. The Receiving pipe has adequate capacity.
2. The Critical downstream pipe has adequate capacity.

*Peak WWFactor as measured by Meter 12 on McCutcheon Creek Trunk Line (Aug 2018) 2.66

Results are based on the assumptions listed above, any variation would require additional analysis to be performed during a site plan application process.
2. Sketch plan approval shall remain valid for a period of one (1) year during which time a site plan application shall be submitted to the Planning Department.

3. A traffic impact study shall be submitted by the applicant, at the time of site plan submittal, that addresses the combined traffic impact of the Newport Executive Condo project along with Newport North (252 residential units) to identify potential traffic impacts and mitigation measures relative to intersections and traffic flow along the street systems serving these projects. The applicant shall prepare required plans and shall complete all required street, pedestrian, and intersection improvements identified in the traffic impact study for the Newport Executive Condo project.

Assistant City Manager:
1. Upon site plan submittal, a traffic impact study shall be submitted by the applicant that addresses the combined traffic impact of the Newport Executive Condo project along with Newport North (252 residential units) to identify potential traffic impacts and mitigation measures relative to intersections and traffic flow along the street systems serving these projects. The applicant shall prepare required plans and shall complete all required street, pedestrian, and intersection improvements identified in the traffic impact study for the Newport Executive Condo project.

Alderman Fitterer made a motion to approve SKP 467-2018 with staff comments. Motion seconded by Commissioner Hepp. Motion passed 7/0.

2. STP 468-2018: Submitted by Crunk Engineering for Shadow Ridge. The property is zoned B-4, Central Business District, and contains approximately 88.6 acres. The applicant requests site plan approval for 768 multi-family units.

Summary: The majority of the concerns raised by staff and the Planning Commission have been addressed.

Items remaining to be addressed prior to the issuance of any permits:

Planning Department:
1. The Plant List table “size” shall be amended to indicate “Minimum size at planting.” All dirt areas to be covered with mulch, pine straw, or other appropriate ground cover.
2. Shrubs are to be included in parking lot landscape islands. Additional landscaping (primarily shrubs) is to be planted around pool and amenity areas. Entrance roads on L1.4 will be landscaped at the times those roads are improved. Additional parking lot landscape screening (Vanguard Avenue) is required per the zoning ordinance.

Assistant City Administrator
The applicant has submitted a phasing plan for consideration by the City as a means for managing the design and construction of public improvements necessary to facilitate the efficient development of the project through full build-out. The total development program is 768 dwelling units which based upon the phasing plan the buildout of 50 percent of the dwelling units would take place during the construction of Phase 5. The following table summarizes the dwelling units proposed for construction within each of the ten phases depicted on the phasing plan.
2. Adjust turning movement template with vehicle inside of lanes not crossing center line or on the sidewalks.

Conditions
1. All staff comments, found in the summary section of this report (above), shall be addressed prior to the issuance of any permits.
2. Site plan approval shall remain valid for a period of three (3) years, during which time all required permits shall be obtained.
3. Modification to the approved site plan may require Planning Commission approval.
4. Phase 9 and 10 be eliminated.

Alderman Fitterer made a motion to approve STP 468-2018 with conditions 1-3 listed above and modifying administrator comment (1) to read as follows: The dedication of ROW and construction of Vanguard Avenue north of the intersection with Ray Williams Drive shall be completed with the development of Phase 8 provided; however, that in the event the property located to the north of Shadow Ridge develops prior to the completion of Phase 8, where access to Vanguard Avenue is required, that the applicant may be required, by the Planning Commission, during the development of Phases 1, 2, 3, 4, 5, 6, 7 to complete ROW dedication and construction of Vanguard Avenue to facilitate access to Ray Williams Drive and Reserve Boulevard. Alderman Fitterer, further, requested to strike the Dempsey, Dilling and Associates comment and add condition #4 above removing phases 9 and 10. Motion seconded by Commissioner Golias. Motion passed 7/0.


Alderman Fitterer made a motion to favorably recommend RZN 464-2018 to the Board of Mayor and Alderman finding that R-4 is consistent with the comprehensive plan but also recommended to the Board of Mayor and Alderman they pursue R-2 PUD zoning options and pursue limiting density in R-4 as conditions of approval. Motion seconded by Commissioner Koss. Motion passed 7/0.

4. NCP 465-2018: Submitted by Gamble Design Collaborative for Beechcroft Subdivision. The property is zoned B-1, Office and Limited Retail Commercial, and contains approximately 40 acres. The applicant requests a neighborhood concept plan for 126 single family residential lots.

Conditions:
Planning Department:
1. The applicant shall correct the right-of-way dedication for Beechcroft Road (47.5', from centerline, not 37.5') at preliminary plat submittal.
2. Prior to preliminary plat submittal, the applicant shall realign the multi-purpose trail, in the southwestern corner of the development, to place it further from lot 1.
3. Approval of the neighborhood concept plan shall be valid for a period of three (3) years during which time a preliminary plat application must be submitted for Planning Commission review and approval.
4. Modifications to the approved neighborhood concept plan may require Planning Commission approval prior to submittal of a preliminary plat application.

Assistant City Manager:
The following conditions are recommended for consideration by the Planning Commission:
Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
       Austin Page, Associate Planner
MEETING: September 28, 2020
SUBJECT: PDC 885-2020 (Parkview Commons)

PDC 885-2020: Submitted by WES Engineers and Surveyors for Parkview Commons. The applicant requests Planned Development Concept Plan review and comment for 76 single-family lots. The applicant proposes to rezone the property from AG to Planned Development process with the underlying zoning district of R-5. The property contains approximately 13.94 acres. Requested by Gerald Vick.

Property Description and History: The subject site contains three properties and is located northwest of the Port Royal and Tom Lunn Road intersection. All properties are currently zoned AG and contain a total of approximately 13.94 acres. A rezoning application was previously submitted (RZN 768-2019) for this site and intended a rezoning to R-7 in order to construct 105 townhomes. The application was never presented to the Planning Commission. The developer converted the townhome project to a single-family product and is now requesting approval through Planned Development process.

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

3. Concept Plan

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

a. The concept plan will be presented at a public meeting and no notice is required. At minimum, the concept plan must consist of the following:
   i. A map (or maps) in general form containing the proposed land uses, the natural features of the development site, the character and approximate location of all roadways and access drives proposed, the location of all adjacent public streets, public utilities, and schematic drawings showing the size, character, and disposition of buildings on the site.
   ii. A written statement containing a general explanation of the planned development, including a statement of the present ownership of all the land within said development and the expected schedule of construction.
   iii. A summary of the comments heard at the neighborhood meeting, if applicable.

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

Analysis: The concept plan consists of 76 single-family lots. This concept plan proposes a base zoning of R-5 and proposes a reduction of the minimum lot size and lot widths requirements for this zoning district. The UDC requires a minimum lot size of 6,000 sf and a minimum lot width of 50’. The concept plan proposes a minimum lot size of 4,484 sf and a minimum lot width of 38’. The concept plan shows a density of 5.45 dwelling units per acre. All names for the development and roads will need to reserved and approved through Maury County E-911.
Spring Hill Rising: 2040: The future land use classification for this site is Mixed-Use Neighborhood Area. An excerpt from this classification is provided below.

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

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

**Bulk and Area:** This site is currently zoned AG but is proposed to be rezoned to PD with the base zoning of R-5. Development will be subject to all R-5 use, zoning, bulk and area requirements except as explicitly modified by the PD Master Plan. The applicant will need to submit a document with a description of the proposed PD. At this time, the applicant is requesting waivers to the minimum lot size and lot widths requirements of the R-5 zoning district. The concept plan has been designed to create multiple areas of open space and amenities.

**Access:** The site is accessed via Port Royal Road and Tom Lunn Road. The plan also calls for two future connections located at the northeast area of the site to an adjacent rural property.

**Fire Access:** The entrance road and access to all parts of the development must be approved by the Fire Marshal. Currently, the concept plan proposes two access roads, as well as two turnarounds at the end of Hannah Drive and Miles Way.

**Streets and Sidewalk:** The concept plan proposes all internal roads and alleys to be public. Three roads in the development will have 50’ right-of-way and two alleys are proposed with 20’ of right-of-way. Additional 5’ sidewalks have been added and are now shown on both sides of the roads with the exception of the east side of Overlook Drive (alley). The design of the streets and sidewalks will be reviewed at time of Planned Development Preliminary application. An emphasis on walkability and connectivity for pedestrians will be provided. The applicant is proposed 17.5’ of right-of-way dedication along Port Royal Road and 12.5’ of right-of-way dedication along Tom Lunn Road.

**Building & Site Design:** Lots fronting on Port Royal and Tom Lunn Road will have homes oriented to these roads. These lots will be rear loaded and accessed via the alleys. The concept plan calls for a total of 76 single-family units with a minimum lot size of 4,484 sf. The applicant has submitted concept elevations of three dwellings. These pictures do not identify building materials, but serve more as illustrative examples of the proposed products. Additional information regarding external building materials will be provided at Preliminary PD, with full elevations provided with the final master development plan.

**Landscaping & Buffering:** No landscape plan has been submitted as part of this concept plan submittal. Landscaping of the site will be addressed at the Preliminary PD application phase. Existing vegetation will need to be inventoried and preserved where possible. This information will be required at the Preliminary PD submittal.

**Open Space & Amenities:** The northwest portion of the site proposes an amenity area that includes a pool and mail kiosk. Additional open space areas are provided throughout the site. The purpose for these open space areas, including any amenities, such as paths and gazebos, should be noted. The widths of all paths/sidewalks need to be noted. Additional sidewalks, trails and their widths will need to be provided. This can all be accomplished at Preliminary PD.
**Bicycle & Greenway Plan:** According to the Spring Hill Bicycle and Greenway Plan, bike lanes are planned for both Port Royal Road and Tom Lunn Road. Based on recent city positions and decisions made that impact these roadways, neither road is recommended for bike lanes. Sidewalks should be considered for Port Royal Road.

**Traffic Impact Study:** City policy requires a traffic impact study for single family development proposals exceeding 93 dwelling units. At 76 units this proposal is under that threshold.

**Tom Lunn Road Widening Project:** The City is moving forward with construction of a widening project for Tom Lunn Road that will improve safety and accessibility for existing and future development along Tom Lunn Road. Funding for the widening project is being provided in part through public-private partnerships between the City and various developers along the Tom Lunn Road corridor whereby developers paid Adequate Facilities Tax in advance of development to provide front-end funding to be utilized by the City for the widening project. The developers entered into a Development Agreement with the City that outlined the financial considerations for the payment of the Adequate Facilities Tax in advance and the responsibility of the City to utilize those funds for the construction of the widening project. In return for advancing the payment of required Adequate Facilities Tax, developers are provided a corresponding credit of the tax paid for each residential dwelling where the tax had been paid in advance by the developer. The City would be interested in exploring a similar approach for this project with the applicant whereby if the development plan is approved by the City that consideration is given by the applicant to pay the required Adequate Facilities Tax for each of the approved residential lots in advance so those funds can be utilized in a timely manner by the City to offset the cost of constructing the widening project that will be getting underway in 2021. A Development Agreement will be recommended to properly memorialize financial considerations along with the responsibility of the City to utilize the payment of the Adequate Facilities Tax in advance for the widening of Tom Lunn Road.

**Public Comments:** Staff has received no public comment via the PCPublicComment@springhilltn.org email address.

**Summary:** The applicant met with staff to discuss the concept plan on September 16, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (October 5, 2020):

1. Alleys should be designated as private and owned by the homeowner’s association.
2. A tree survey and preservation plan will be required at Preliminary PD.
3. A full open space and amenity plan will be required at Preliminary PD.
4. Developer shall install the sidewalk and bike lane required on Port Royal Road or provide a fee in lieu upon PC approval.
5. Detention access is needed at the southeastern corner of the property.
6. Looks like 3 primary streets and alleys, the alleys will require names to be approved and reserved like the streets with Maury County as about 50% of the lots will be addressed on them.
7. Please provide water and sewer usage flow data in Gal. per Day.
September 21, 2020

RE: Consistency Letter

City of Spring Hill
Planning & Zoning Department
199 Town Center Parkway
Spring Hill, TN 37174

The developer is proposing a R-5 Planned Development with exceptions on the property to develop a single-family townhome development. The existing property is vacant land located at the intersection of Port Royal Road and Tom Lunn Road within the City of Spring Hill. The property is better known as Map 47 Parcels 11.02, 11.06 and 11.09.

The property is within the Spring Hill Urban Growth Boundary as per Spring Hill as shown on the Major Thoroughfare Plan. The developer has asked for annexation of the property into the City of Spring Hill.

The Spring Hill Rising 2040 Future Land Use Plan has the property listed as Mixed-Use Neighborhood Areas, which are primarily residential but include low to moderate intensity balanced mixture of retail and office uses. This is a transitional area which offers a mixture of housing types and residential densities. Design principles for site design is to provide vehicular access by alleys and driveways and moderate to high lot coverage with a complete connected street network that accommodates the needs of automobiles but promotes pedestrian and cyclists. This area also includes neighborhood parks.

The Spring Hill Bicycle and Greenway Plan has an area to the south of the site shown as Park and Open Space (Port Royal Park) as well as a proposed bike lane along Port Royal Road and Tom Lunn Road within the vicinity of the site. This bike trail would directly connect to the proposed greenway south of the site.

The Major Thoroughfare Plan 2019 designates Port Royal Road as an Arterial Road and Tom Lunn Road as a collector Road. The Unified Development Code (Table 16-6 Minimum Right of Way Component Widths require that an arterial road have a 95' Right of Way width and a collector road to have a 75' Right of Way width.

This Concept Plan was designed to meet the criteria of the Unified Development Code, Spring Hill Rising 2040 Future Land Use Plan, the Spring Hill Bicycle and Greenway Plan and the Major Thoroughfare Plan 2019 by providing the following:

1. The concept plan provides a residential development in keeping with the Spring Hill Rising 2040 Future Land Use Plan by providing access by alleys and a connected street network that accommodates pedestrians. The plan also includes common areas to be used as neighborhood parks.
2. The concept plan shows right of way dedication of 17.50 feet on Port Royal Road and 12.50 feet on Tom Lunn Road to meet the Major Thoroughfare Plan for the properties portion of the Right of Way widths.
3. Right of Way dedication provides the width to provide bike lanes as per the Spring Hill Bicycle and Greenway Plan. Bike lanes are not shown at this time since no roadway improvements are being proposed at this time.

Sincerely,
WES Engineers & Surveyors

Gerald W. Vick, PE
Principal
Water Distribution Pressure Summary

Project: Parkview Commons

Summary:

Water Service is available to the subject property and is served by a 12" water line along Port Royal Road. The site is located within the City’s Southside Pressure Zone. Modeling Results of Spring Hill's water system show that with Tanks at 50% capacity (elevation 883), the site (at elevation 730) will see static pressures in the range of 65 psi. The site can also meet Spring Hill’s minimum requirement to flow a 750 gpm fire flow while maintaining 30 psi.

Model inputs:

Demand Summary:
- 11,400 gpd average (Provided by Applicant)
- 28,500 gpd peak (Provided by Applicant)
- Fire flow 750 gpm (30 min psi required)

Tanks at 50%
- Elevation 883 feet (Southside)

Fed from:
- 12" line on Port Royal Road and 8" on Tom Lunn Road

Site elevation:
- Approx. 730 feet (high ground elevation at site)

Results:

Static Pressures available at the site: 65 psi
Residual pressure with 750 gpm Fire flow: 63 psi

Meets minimum pressure requirements.

Results are based on the assumptions listed above, any variation would require additional analysis to be performed during a site plan application process.
Sewer Collection Summary 9-24-2020

Project: Parkview Commons

Summary:
Sewer Service is available to the subject property and is served by a 36" gravity sewer line (Rutherford Creek Trunk Line) along Tom Lunn Rd. Results of the immediate receiving pipe and downstream critical pipe are presented below.

Proposed Discharge Summary: 11,400 gpd average (provided by Applicant) approximately 10.5 gpm
28,500 gpd peak (provided by Applicant) approximately 26.4 gpm

Receiving Pipe: RUC-24
Capacity of 36" Trunk Line at Receiving location: 7514 gpm
Percent Full Dry Weather conditions: 5.6% 5.8% 6.0%
Percent Full Peak Wet Weather conditions*: 7.1% 7.4% 7.6%

Critical Pipe: RUC-01
Capacity of 36" Trunk Line at Downstream location: 7485 gpm
Percent Full Dry Weather conditions: 7.6% 7.8% 8.0%
Percent Full Peak Wet Weather conditions*: 9.1% 9.3% 9.5%

Model notes:
1. The results presented is a static snapshot of the pipe collection system. It is meant to represent the upper limits of what the individual pipe segments might encounter. Peaks are not meant to represent a sustained flow condition.
2. The existing condition as shown includes subdivisions/developments which have been approved but not yet built out.

Recommendations:
1. The Receiving pipe has adequate capacity.
2. The Critical downstream pipe has adequate capacity.

*Peak WWFactor as measured by Meter 4 on Rutherford Creek Trunk Line (Aug 2018) 2.09

Results are based on the assumptions listed above, any variation would require additional analysis to be performed during a site plan application process.
Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
       Austin Page Associate Planner
MEETING: September 28, 2020
SUBJECT: FPL 886-2020 (Southern Springs Phase 7)

FPL 886-2020: Submitted by Wilson & Associates for Southern Springs Phase 7. The property is currently zoned C-4 and contains 56.55 acres. The site was previously zoned B-4 and is vested under the former Zoning Ordinance. The applicant requests final plat approval for 124 single-family lots. Requested by Joey Wilson.

Property Description and History: This property is located southwest of the intersection of Kedron Road and Saturn Parkway. Phase 7 is in the northern most portion of the overall site and abuts Saturn Parkway. In August of 2015, the Planning Commission approved a sketch plat for the Southern Springs neighborhood for 602 single-family residential lots and associated infrastructure and improvements. The Neighborhood Concept Plan (NCP 489-2018) for this property was processed under the old zoning code and was approved on April 9, 2018. On March 11, 2019, Planning Commission approved a preliminary plat for Phases 7 and 8 of Southern Springs. The approval included the following conditions:

1. The applicant shall preserve portions of the existing tree line located on the perimeter of the property in an effort to protect the existing tree line and better buffer the development.
2. A detailed technical review of the construction plans is in process in advance of forwarding same to TDEC for their review and approval.
3. Incorporate on preliminary plat and construction plans and construct new ADA ramp(s) with truncated domes in accordance with new detail (one ramp per corner).
4. Preliminary plat approval shall remain valid for a period of three (3) years, during which time the applicant/developer shall obtain all necessary permits, complete all applicable improvements, and submit final plat applications for review and approval.
5. Modifications to the preliminary plat may require Planning Commission approval prior to submittal of a final plat application.
6. Final plat for this property shall not be acted upon by the Planning Commission until a Phase 1 right-of-way plat has been recorded.

Bulk and Area Requirements: The proposed lots are compliant with the bulk and area criteria of the Neighborhood Concept Plan and the allowances of the B-4 zoning district.

Access: The main access point to Phase 7 will be via Humphreys Glen in Phase 3. A fire access road is shown on the plat as an 80’ easement and provides emergency access to the site from Kedron Road. This property is zoned commercial and will provide future access when developed.

Streets and Sidewalks: Streets and sidewalk layouts are typical to the rest of the Southern Springs development. Sidewalks are included on both sides of all streets and all streets are public with 50’ of R/W. Street connections and sidewalk connections will be provided to adjacent future commercial development on Kedron Road. During preliminary plat, Phase 7 was revised to allow for two points of access to satisfy emergency access requirements.

Landscape Buffer and Screening Fence: All landscaping per the neighborhood concept plan and preliminary plat will be installed. The applicant is proposing to install a raised earthen berm of varying height along the outer perimeter of the development facing Saturn Parkway. In prior phases of Southern Springs, the applicant installed an extensive earthen berm along with landscape measures that were later supplemented further with the installation of a wooden screening fence that included stone columns constructed on approximate 300-foot centers along with off-setting the fence for visual...
interest given its length. The applicant is proposing similar landscape and screening fence treatments with those approved for earlier phases fronting along Saturn Parkway. The applicant is planning to preserve portions of the existing tree line located along the perimeter.

**Amenities & open Space:** This phase of Southern Springs provides eleven open space areas. The open spaces area varies in shapes and sizes. A dog park and mail kiosk are provided in Open Space 2 in the southeast portion of the site. This area also provides 8 parking spaces. A 12’ wide easement named the Rippavilla Greenway is provided in open space 3 along the southern portion of the site and will connect into Phase 8. The width of the trail is not identified on the plan but the applicant intends on constructing an 8’ wide asphalt trail inside of the 12’ easement. This is consistent with the approved preliminary plat and construction plans. This phase will have access to all amenities in the Southern Springs Development including the pool, clubhouse and tennis courts.

**Bicycle and Greenway Plan:** A portion of the Rippavilla Greenway is located within Phase 7 and 8 and will be constructed with these phases. The applicant is encouraged to talk to Parks & Recreation regarding various design and signage/marking characteristics of the trail.

**Public Comments:** Staff has received no public comment via the **PCPublicComment@springhilltn.org** email address.

**Summary:** The applicant met with staff to discuss the final plat on September 16, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (October 5, 2020):

1. Notes #13 and #17 contain conflicting information. The City will not be responsible for maintain lights in the development and should be the responsibility of the HOA, as in other phases.
2. Note #6 needs to be modified to reference the current zoning of C-4 and that the project is vested under the former B-4 district.
3. The SH Bicycle and Greenway Plan shows that a portion of the Rippavilla Greenway is to be constructed on the south end of this section. All pertinent plan documents should reflect this nomenclature.
4. Show a 12-foot wide access easement encompassing the 8-foot wide walking trail to include bearings and distances in Phase 7 and 8. The applicant is encouraged to talk to Parks & Recreation regarding various design and signage/marking characteristics of the trail.
5. Provide management plan for all common open space (includes any detention/retention pond) to be submitted and reviewed by engineering department before approval of final plat. – See UDC 15.5D.
6. Show a 20’ easement for offsite sewer line across neighboring property, crossing Kedron Rd. to tie-in to City’s system.
Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
Austin Page, Associate Planner
MEETING: September 28, 2020
SUBJECT: STP 887-2020 (Faurecia Expansion)

STP 887-2020: Submitted by Agracel for the Faurecia Expansion. The property is located at 3555 Cleburne Road, zoned I-1 and contains approximately 19.92 acres. The applicant requests site plan approval for a 122,640-sf expansion. This request is being processed under the previous Zoning Ordinance. Requested by Daniel Webb.

Property Description & History: This proposed project is located on the west side of Cleburne Road. The surrounding zoning is I-1.

A sketch plan (SKP 520-2018) for the subject property was approved by the Planning Commission on June 11, 2018. Planning Commission approved a site plan (STP 532-2018) on July 13, 2018 and an amendment to the site plan to allow a new driveway on Cleburne Road on January 14, 2019.

Bulk and Area Requirements: The proposed facility expansion is consistent with the previously approved site plan and requirements of the previous zoning ordinance. STP 532-2018 identified a future building expansion that is consistent with the current proposal.

Access, Streets and Sidewalk: Two curb cuts are existing off of Cleburne Road, which provide access to the existing facility. Cleburne road is classified as a Collector Street in the City’s Major Thoroughfare Plan. Off-site improvements and right-of-way dedication have been provided. The applicant is proposing a third curb cut as part of the expansion of the manufacturing facility. This third entrance is located at the southern end of the site and is approximately 227.87’ from an existing entrance to the north. The proposed driveway would be used solely by trucks exiting the site. The middle driveway serves as automobile access for employees and visitors. The proposed driveway was not included in STP 532-2018 and was not granted prior approval. City regulations for driveway separation are contained in the Subdivision Regulations (Old Code and UDC) and therefore are not applicable to this request. The City Engineer has reviewed the request and the recommendation of the applications design professional. Based on his review, Table 16-3 of the Unified Development Code indicates that the minimum spacing based upon site distance (2011 AASHTO Policy on Geometric Design) is 275 feet for a speed limit of 35 MPH on collector and arterial streets. Due to physical constraints, the proposed separation distance between the existing car traffic entrance/exit and the proposed truck traffic only exit, centerline to centerline is approximately 253 feet. The Traffic Impact Assessment evaluated this separation distance and came to the conclusion that, based upon low volumes of truck traffic at the proposed exit, safety issues are not anticipated. Construction of the truck traffic exit will eliminate cross connections between trucks and cars and will improve safety.

Traffic Impact Study: With the proposed expansion of the site, the applicant has provided staff with an updated traffic study. Conclusions and recommendations from the Traffic Impact Assessment prepared for the subject expansion indicates that no turn/deceleration lanes are warranted based upon the turn lane analysis.

Parking and Loading: The expansion includes the addition of 75 parking spaces to serve the new area and meets code for required spaces and landscaping. Existing parking on site will remain as is and proposes no changes.

Building Design: The applicant has provided updated building elevations for the proposed manufacturing facility. The front and side elevations include tilt up concrete panels, smooth and split face block as the primary finish materials. The
rear of the building proposed metal wall panels and is the primary loading area. The proposed facility expansion will use the same façade materials and colors approved for the existing facility.

Landscaping and Buffering: All proposed landscape is a continuation and will mimic the existing site. The expansion includes a 15' wide parking area buffers along Cleburne, as required by the zoning ordinance. Foundation plantings are also included and match the existing building. Parking lot islands will be landscaped with a tree, shrubs and grass. A row of landscaping in the form of trees and shrubs is provided on the south side of the parking lot, adjacent to the new proposed entry drive.

Bicycle and Greenway Plan: A 10' wide multi-use trail is existing along the Cleburne Road frontage. However, the width of this trail has not been identified on the updated site plan for this expansion. No additional improvements are required.

Public Comments: Staff has received no public comment via the PCPublicComment@springhilltn.org email address.

Summary: The applicant met with staff to discuss the site plan on September 16, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (October 5, 2020):

1. The approval of PUD 199-2016 (Harvest Point) on July 11, 2016 included a condition of approval that reads: “B. Intersection of Beechcroft Road and Cleburne Road – to be completed by 70% buildout. A traffic signal should be installed at the intersection of Beechcroft Road and Cleburne Road. This traffic signal should be designed and constructed to include a protected-plus-permitted signal phase for westbound motorists and a right turn overlap signal phase for northbound motorists.”

STP 887-2020 (Faurecia Expansion) ws
PROPOSED PARKING EXPANSION

PRELIMINARY NOT FOR CONSTRUCTION

PLANT SCHEDULE

NOTICE

LANDSCAPE PLAN 3

Scale 1:200

CSDG
Planning | Engineering | Landscape Architecture

NOTICE

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Elevations
EXTERIOR PERSPECTIVE
TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
        Austin Page, Associate Planner
MEETING: September 28, 2020
SUBJECT: PPL 888-2020 (Beechcroft subdivision)

PPL 888-2020: Submitted by Civil Site Design Group for Beechcroft Subdivision, Phase 1. The property is located at the northwest corner of Beechcroft and Dr. Robertson Road, zoned C-2 and contains approximately 37.15 acres (Phase 1 16.90 acres). The property was approved under a previous zoning ordinance and was zoned B-1, where single-family residential was a permitted use. The applicant requests preliminary plat approval for 52 single-family lots. Requested by Tyler Gray.

Property History and Description: This property is located on the northwest corner of the intersection of Beechcroft Road and Dr. Robertson Road. The property is currently zoned C-2. The site received Neighborhood Concept Plan approval in 2018 under the prior B-1 zoning, which allowed residential uses per the provisions of R-4 district. The Tennessee Children’s Home currently owns the property and received site plan approval to build its new facility just north of this site. The applicant has already subdivided the 40 acres required for this subdivision. The neighborhood concept plan (NCP 465-2018) was approved by the Planning Commission on March 12, 2018. Approval was subject to the following conditions:

Planning Department:
1. The applicant shall correct the right-of-way dedication for Beechcroft Road (47.5', from centerline, not 37.5') at preliminary plat submittal.
2. Prior to preliminary plat submittal, the applicant shall realign the multi-purpose trail, in the southwestern corner of the development, to place it further from lot 1.
3. Approval of the neighborhood concept plan shall be valid for a period of three (3) years during which time a preliminary plat application must be submitted for Planning Commission review and approval.
4. Modifications to the approved neighborhood concept plan may require Planning Commission approval prior to submittal of a preliminary plat application.

Assistant City Manager:
The following conditions are recommended for consideration by the Planning Commission:

1. The applicant shall construct proposed access roads with one inbound lane and one outbound lane operating under a stop condition according to applicable MUTCD, AASHTO, TDOT and City of Spring Hill standards. The outbound land shall be a shared lane for left and right-turn movements.
2. The applicant shall construct a right-turn lane along the westbound approach of Beechcroft Road to the proposed intersection of Beechcroft Road and the main entrance. The right turn lane shall provide sufficient length of storage based on design speed for Beechcroft Road along with corresponding taper lengths in accordance with TDOT and City of Spring Hill standards.

Should the Planning Commission conclude the developer has a proportionate responsibility to share in the cost to improve the intersection of Beechcroft Road and Dr. Robertson Road, the Planning Commission may consider the following condition:

3. The applicant shall revise the traffic impact analysis submitted to determine the proportionate share of traffic impact resulting from the development of the proposed residential development at the intersection of Beechcroft Road and Dr. Robertson Road. Based upon the determined proportionate amount, the applicant shall provide a payment in lieu of improvement an equivalent proportionate amount toward the overall cost for intersection improvements and signalization.
City Engineer:
1. Make entrance into Beechcroft 22 feet as well. Making 2 lanes into subdivision and 2 lanes exiting subdivision (with a left and right turn lane).
2. Use a 5% instead of 2% for calculations of traffic on Beechcroft Road. Due to the future development of the surrounding area.
3. Provide a contribution for future signal upgrades on Doc Robertson and Beechcroft.
4. Consider removing LOT 50 to account for staking cars leaving the subdivision, should not have cars sitting in front of driveway.

Bulk and Area Requirements: Lots included on the preliminary plat for Phase 1 are consistent with and reflect the approved neighborhood concept plan. Single-family lots meet the minimum size of 6,000 sq. ft. and setback dimensions match the information shown on the approved concept plan. The Site Date Table needs to be updated to reflect the minimum lot size and width applicable to this project. The zoning should address: “The site received NCP approval under the former B-1 zoning district and is being reviewed under those regulations. Current zoning is C-2.”

Access: Phase 1 will have two access points to Beechcroft Road and the future phase will include a stub out to the north which will include an emergency access gate to the new Tennessee Children's Home. A stub out to the west is also proposed with this phase.

Streets and Sidewalk: All internal, proposed streets are local with 50’ ROW. Five-foot-wide sidewalks are shown on both sides of all internal streets except the southern side of the southernmost street. The applicant will need to reserve road names with Maury County E-911. The multi-use trail has been widened from 8’ to 12’ and is proposed along the north side of Beechcroft Road. A trail link through the open space island at the western entrance is needed and should be ADA compatible. The applicant has provided a sidewalk connection from the cul-de-sac in Phase 3 to the proposed multi-use trail. The trail has been extended to Dr. Robertson Road. The note associated with this improvement references construction and a fee in lieu. This needs to be clarified and if a fee in lieu is proposed, approval from the Planning Commission received.

Beechcroft Road and Dr. Robertson Road are both classified as arterial streets in the City's thoroughfare plan. Right-of-way dedication is shown correctly for both roads at 47.5’ from the centerline. An updated traffic study has been submitted and is being reviewed by the Public Works Department.

Traffic Study: An updated traffic study has been submitted. Recommendations from the Traffic Impact Study dated February 2018 are as follows:

- Proposed site accesses to be constructed with one (1) inbound lane and one (1) outbound lane 20 feet wide operating under a stop condition according to MUTCD, AASHTO, TDOT and City of Spring Hill Standards. Outbound lane will be a shared lane for left and right-turn movements.
- Site access 1 does not warrant a right-turn lane along Beechcroft Road. However, to alleviate traffic volumes along Beechcroft Road, developer is proposing to construct a right-turn lane along the westbound approach of Beechcroft Road to the proposed intersection of Beechcroft Road and site access 1, providing 50 feet of storage and taper lengths in accordance with MUTCD, AASHTO, TDOT and City of Spring Hill Standards.

Landscaping and Buffering: A landscape plan should be provided for all open space areas shown on the plat. Street trees are not proposed. Landscaping is proposed along streets in the center of the main entrance boulevard, and in the amenity areas. A 25’ wide landscape buffer, and fence, is provided along the north property line and a 25’ wide landscape buffer is provided along the western property line. The corner buffer (in the northwest corner of the site) appears to be missing. Per the neighborhood concept plan staff report, further fence and landscape details were to be provided at preliminary plat submittal. No plans or details have been submitted to staff. The applicant will need to submit an updated landscape plan for Phase 1 of the development.
Utilities: A letter has been provided by Maury County Utility Board and their consultant regarding a permanent water source for the development. This involves substantial infrastructure improvements being made. In the interim, the applicant is seeking a temporary solution that involves tying into an existing Maury County water line. Public Works staff and consulting engineer has been working with the applicant to confirm that the water line has capacity to provide the required fire and domestic flow to all elevations for this site.

The Memorandum provided by the applicant shows results of flows at fire hydrants in the area of the development along Beechcroft Road and Doc Robertson. It specifically states that “pressures stated are at the point of connection to and does not include losses that may occur due to metering, backflow prevention, changes in elevation, or multistory construction.” A further evaluation should be performed to evaluate fire flows and pressures within the developments utilizing proposed site elevations and line sizes within the Children’s Home Property and the proposed Beechcroft Subdivision.

The Aug 11 memo states that Maury County Water Systems will be making some adjustments as outlined in option 1 as a temporary measure to meet fire flow demands. Staff has concerns that fire flows cannot be met at the higher elevations within the property utilizing Spring Hill’s system. The only analysis presented is at a fire hydrant located along Beechcroft Road at elevation 689 feet. The applicant will need to provide modeling results for the long-term solution (MEWS 16” line) to ensure the fire flows can be met within both the Children’s Home and proposed Beechcroft subdivision taking into account the changes in site elevation. The January 2020 analysis letter only states the static pressures at the point of connection.

Open Space and Amenities: This phase contains multiple open space areas and a 12’ wide multi-use trail along Beechcroft Road. Centralized mailboxes are provided in Open Space F. Two (2) parallel on-street parking spaces are provided on the adjacent street. Dimensions of these parallel spaces are not shown and will need to be added to the preliminary plat. The overall development includes a centrally located open space (open space F) in Phase 2 that will provide a playground area as the proposed amenities. The underlying zoning district does not require any amenities.

Bicycle & Greenway Plan: The plan calls for a multi-use trail along Beechcroft Road. The applicant is proposing a 12’ wide trail, which has been widened from 8’ on the concept plan.

Historic Commission: The parent parcel, from which the land for this subdivision was subdivided, is across the street (Dr. Robertson) from a Spring Hill historic site (McMeen House). The subject development site is not within 300’ (as required by the zoning ordinance for Historic Commission review); however, an application was sent to the Historic Commission, regardless, and was reviewed on March 1, 2018. The Historic Commission had no objections to the proposed development.

Public Comments: Staff has received no public comment via the PCPublicComment@springhilltn.org email address.

Summary: The applicant met with staff to discuss the preliminary plat on September 16, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (October 5, 2020):

1. The proposed plan relies upon a temporary connection to an existing Maury County water line. The applicant shall address and demonstrate adequate fire and domestic water flow and stated in this report and prior to Planning Commission consideration of this application.
2. The zoning should address: “The site received NCP approval under the former B-1 zoning district and is being reviewed under those regulations. Current zoning is C-2.”
3. A trail link through the open space island at the western entrance is needed and should be ADA compatible.
4. The corner buffer (in the northwest corner of the site) appears to be missing.
5. The applicant will need to reserve road names with Maury County E-911.
6. The Site Date Table needs to be updated to reflect the minimum lot size and width.
7. Submit an updated landscape plan for Phase 1.
8. Label setbacks on the plat for corner and unusual lots, and periodically within each block.
9. Dimensions of the parallel parking spaces (near the centralized mailboxes) need to be added to the preliminary plat. Parallel spaces should be no smaller than 9’x22’.
10. Provide a minimum 50-ft storage beyond the taper for the westbound deceleration lane as provided in the TIS.
11. Provide updated TIS providing the proportionate share of traffic impact with the surrounding developments for intersection improvements to Dr Robertson Road and Beechcroft Road.
12. Developer shall install walking trail extending east from Road A to Dr Robertson as required or provide a fee in lieu upon PC approval.
13. MCWS will be serving water/fire protection this site due to it being within their utility district.
14. MCWS must show how their existing system can provide and meet the City’s fire flow demand throughout the entire site and must be confirmed through DDA/Thomas & Hutton. The city is still waiting on a response from the applicant regarding a memo provided by DDA/Thomas & Hutton.
15. Revise the Traffic Impact Study to providing the proportionate share of traffic impact resulting from the development of the proposed residential development at the intersection of Beechcroft Road and Dr. Robertson Road. Based upon the determined proportionate amount, the applicant shall provide a payment in lieu of improvement an equivalent proportionate amount toward the overall cost for intersection improvements and signalization.
16. Applicant shall install walking trail extending east from Road A to Dr Robertson Road as required or provide a fee-in-lieu-of upon Planning Commission approval.
Exhibit #3

Hydrant Flow Test Report

Test Date 6/3/2020  Test Time 10:15 AM

Location
Windsong Drive

Tested by
Cory Borum, P.E., Hethcoat & Davis, Inc.

Notes
Witnessed by:
Todd Shultz - MCWS
Michael Brewer - MCWS
*H2O Source - Theta Tank Only

Flow & Read Hydrant (1-Hydrant Test)
96 psi static pressure
30 psi residual pressure
704 ft hydrant elevation

Flow Hydrant(s)

<table>
<thead>
<tr>
<th>Outlet</th>
<th>Elev</th>
<th>Size</th>
<th>C</th>
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<td>2-in.</td>
<td>1.38</td>
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</tbody>
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Flow Graph

Created with the free hydrant flow test program from www.igneusinc.com
August 11, 2020

Mr. TC Norman, Water Distribution Manager
tcnorman@springhilltn.org
Mr. Tony Wallace, Fire Marshal
twallace40@springhilltn.com
Town of Spring Hill
Via email

REF: Fire Flow and Water Service
Tennessee Children’s Home (TCH) and Beechcroft Subdivision (BCS)

Mr. Norman and Wallace:

In order to serve the new campus for the Tennessee Children’s Home (TCH) and the referenced Beechcroft Subdivision (BCS), this letter outlines how Maury Co. Water System (MCWS) will provide adequate fire flow and domestic water to the referenced projects. The current agenda is that these projects will continue to move forward with the city approved plans of the new TCH campus and the development of the BCS (126 lots proposed for development of a portion of the TCH property). Both the TCH and BCS are executing documents, paying fees and preparing plans to build improvements on their site. Each is also participating in the cost for improvements along Beechcroft Road that will be part of the MCWS.

In accordance with their availability letter and executed agreements, TCH has paid fees totaling $238,516.00 towards the cost for the Phase 1 Design for approximately 13,500 feet of a new 16 inch waterline along Beechcroft Rd. The new line will enable MCWS to provide fire flow of 750 gpm at 30 psi minimum to both sites. (See attached memos Hethcoat & Davis, dated 1/13/2020 and 1/14/2020).

Also, Maury County Water will be making minor adjustments to our system as outlined in Option 1 (see attached memo and calculations by Hethcoat & Davis, dated 7/16/2020) to provide temporary fire flow while the larger 16 inch waterline is being bid and installed.

TCH and the subdivision developer have committed to pay additional fees that will be applied to the Beechcroft Water Service Area to facilitate construction of the new waterline.

This letter is to verify that Fire Flow of 750 gpm at 30 psi minimum and domestic water flow is adequately provided for this site by MCWS.

Sincerely,

Todd Shultz
Maury County Water Superintendent

Cc: via email
Jim Harrison, CSDG Project Engineer
Brian King, TCH
Alton Hethcoat, Hethcoat and Davis (Maury County Water Engineer)
Cory Borum, Hethcoat and Davis
Chuck Downham, Assistant City Administrator Spring Hill
Jerome Dempsey, Dempsey, Dilling and Assoc
Brad Dilling, Dempsey, Dilling and Assoc.
Tom Wolf, City Engineer Spring Hill

MCWS is an equal opportunity provider and employer
MEMORANDUM

From: Alton Hethcoat, P.E.
To: Todd Shultz, MCWS Superintendent; Cory Borum P.E., H&D

Re: Beechcroft Road – Fire Flow Tests Summary

The Maury County Water System (MCWS) is in the process of improving a connection to the Columbia Water System (CPWS) and designing a new 16” water transmission line along Beechcroft Road. When completed, the new transmission line will provide sufficient capacity and residual pressure to meet (or exceed) the Fire Protection Requirements of the City of Spring Hill. We anticipate that the implementation of the new line will be completed on or before September, 2021. In the interim, we have evaluated a methodology to provide temporary fire protection services to the proposed site for the Tennessee Children’s Home and the proposed Beechcroft Subdivision at the intersection of Beechcroft Road and Doc Robertson Road. It is also VERY IMPORTANT to note that, due to the significant differential in hydraulic service elevation between MCWS’s Theta Service Area (higher) and the connection to the Spring Hill system at Patriot Drive (lower), the ONLY TIME WATER WOULD BE USED FROM THE SPRING HILL SYSTEM WOULD BE DURING A FIRE FLOW EVENT. Otherwise, all flow for domestic or irrigation demand would be via service through MCWS’s Theta Service Area.

On June 3, 2020, Hethcoat & Davis performed three (3) separate fire-flow tests near Beechcroft Road and Dr. Robertson Road. The purpose of these tests was to provide current flow and pressure data to assist in a hydraulic evaluation related to temporary fire-flow provisions in the immediate area. Utilizing the fire-flow data in conjunction with hydraulic modeling, we were able to make a determination regarding temporary fire-flow provisions for the proposed TN Children’s Home and Beechcroft Subdivision.

Exhibit 1 is a location map that displays the location of the proposed developments, shows existing water lines and sizes, and summarizes the results of each fire-flow test conducted.

Fire Flow Test #1
- Simulation – MCWS Water Source = Spring Hill
- 90 psi static pressure
- 60 psi residual pressure
- 773 gpm actual flow
- 1,120 gpm predicted flow at 30 psi residual
- Refer to Exhibit 2 for detail report

Fire Flow Test #2
- Simulation – MCWS Water Source = MCWS Theta Zone Only
- 96 psi static pressure
- 30 psi residual pressure
- 521 gpm actual flow
- Refer to Exhibit 3 for detail report
**Fire Flow Test #3**
- Simulation – MCWS Water Source = Spring Hill + MCWS Theta Zone
- 96 psi static pressure
- 40 psi residual pressure
- 571 gpm actual flow
- 625 gpm predicted flow at 30 psi residual
- Refer to Exhibit 4 for detail report

**Summary of Findings**
Please note that this recommendation is only temporary. Upon completion of the new Beechcroft Road Water Transmission Line, MCWS will disconnect from their current Patriot Drive connection to the Spring Hill water system and begin utilizing CPWS as their sole water source.

The existing water system, via the MCWS connection to the Spring Hill system at Patriot Drive, is capable of providing domestic water service to the proposed developments and temporary fire-flow capabilities. There are two options available to MCWS that will allow temporary provisions for fire-flow that meet the requirements of the City of Spring Hill. Both options require minor improvements to the distribution system.

**Option #1**
- Utilize the active 4" master water meter at Patriot Drive for supplying 100% of the current demand in the Beechcroft Road service area.
- Connect the existing MCWS 4" and 8" parallel water lines at the intersection of Beechcroft Road and Patriot Drive.

**Option #2**
- Re-establish the in-active 2" master water metered connection to CPWS at the intersection of Beechcroft Road and Dr. Robertson Road for supplying a portion of the current demand in the Beechcroft Road service area.
- Replace the existing 2" master water at the intersection of Beechcroft Road and Dr. Robertson Road with a 4" master meter in order to facilitate fire-flow.
- Continue purchasing water through the existing active 4" master water meter at Patriot Drive for supplying a portion of the current demand in the Beechcroft Road service area.

It should be noted that neither option is feasible for long term continued supply of fire-flow due to anticipated future growth in the service area. Please call if you have questions or require additional information.

Sincerely,

Alton Hethcoat, P.E.
President, Hethcoat & Davis, Inc.
Determine if TN Children's Home and Beechcroft Subd. can temporarily be supplied with adequate fire protection that complies with City of Spring Hill requirements (750 GPM @ 30 PSI). If feasible, site construction could begin when ready and this would allow MCWS adequate time to construct a new 16" water line along Beechcroft Rd. that will ultimately provide domestic and fire service to both sites.

### Data Collection

In addition to utilizing the MCWS Hydraulic Model to evaluate the stated objective, three (3) fire-flow tests were also conducted so current flow data could be incorporated into the analysis.

**A. Fire-Flow Test #1 Simulation**
- MCWS Water Source = Spring Hill
- 96 psi static pressure
- 40 psi residual pressure
- 521 gpm actual flow
- 625 gpm predicted at 30 psi residual pressure

**B. Fire-Flow Test #2 Simulation**
- MCWS Water Source = MCWS Theta Zone Only
- 96 psi static pressure
- 30 psi residual pressure
- 521 gpm actual flow
- See Exhibit 3

**C. Fire-Flow Test #3 Simulation**
- MCWS Water Source = Spring Hill + MCWS Theta Zone
- 96 psi static pressure
- 40 psi residual pressure
- 521 gpm actual flow
- 625 gpm predicted at 30 psi residual pressure

### Results

- **A. Fire-Flow Test #1**
  - 90 psi static pressure
  - 60 psi residual pressure
  - 773 gpm actual flow
  - 1,132 gpm predicted at 30 psi residual pressure
  - See Exhibit 2

- **B. Fire-Flow Test #2**
  - 96 psi static pressure
  - 30 psi residual pressure
  - 521 gpm actual flow
  - See Exhibit 3

- **C. Fire-Flow Test #3**
  - 96 psi static pressure
  - 40 psi residual pressure
  - 521 gpm actual flow
  - 625 gpm predicted at 30 psi residual pressure
  - See Exhibit 4

**Legend**

- **Diameter**
  - Legend
  - 200 ft
  - 400 ft
  - 800 ft
  - 1600 ft
  - 2400 ft
  - 3200 ft
  - 4000 ft
  - 5000 ft
  - Water line
  - Fire hydrant
  - Active - MCWS/Spring Hill 12" Water Line (per the City)
  - Proposed TN Children's Home
  - Proposed Beechcroft Subdivision
  - Parallel 4" and 8" water lines are not connected at this location
  - Flow from Spring Hill if Being Served by City of Spring Hill
  - Known Parallel Connection Between MCWS Existing 4" and 8" water lines
  - Inactive - MCWS/Spring Hill 12" Master Meter Connection
  - Spring Hill Fire Hydrant
  - Spring Hill Existing 12" Water Line (per the City)
Hydrant Flow Test Report

Test Date 6/3/2020  Test Time 9:15 AM

Location
Spring Hill Hydrant
at intersection of
Beechcroft Rd. and
Dr. Robertson Rd.

Tested by
Cory Borum, P.E., Hethcoat & Davis, Inc.

Notes
Witnessed by:
Todd Shultz - MCWS
Michael Brewer - MCWS
T.C. Norman - City of Spring Hill
*H2O Source - Spring Hill

Flow & Read Hydrant (1-Hydrant Test)
90 psi static pressure
60 psi residual pressure
689 ft hydrant elevation

Flow Hydrant(s)

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Flow Graph

1222.0 gpm at 20 psi

Created with the free hydrant flow test program from www.igneusinc.com
Hydrant Flow Test Report

Test Date 6/3/2020
Test Time 10:15 AM

Location
Windsong Drive

Tested by
Cory Borum, P.E., Hethcoat & Davis, Inc.

Notes
Witnessed by:
Todd Shultz - MCWS
Michael Brewer - MCWS
*H2O Source - Theta Tank Only

Flow & Read Hydrant (1-Hydrant Test)
96 psi static pressure
30 psi residual pressure
704 ft hydrant elevation

Flow Hydrant(s)

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Flow Graph

562.3 gpm at 20 psi

Created with the free hydrant flow test program from www.igneusinc.com
Hydrant Flow Test Report

Test Date 6/3/2020  Test Time 10:30 AM

Location
Windsong Drive

Tested by
Cory Borum, P.E., Hethcoat & Davis, Inc.

Notes
Witnessed by:
Todd Shultz - MCWS
Michael Brewer - MCWS
*H2O Source - Spring Hill + MCWS Theta

Flow & Read Hydrant (1-Hydrant Test)
96 psi static pressure
40 psi residual pressure
704 ft hydrant elevation

Flow Hydrant(s)

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Flow Graph

673.5 gpm at 20 psi

Created with the free hydrant flow test program from www.igneusinc.com
PDP 889-2020: Submitted by Kimley-Horn for Spring Hill Town Crossing. The property is currently zoned I-1, contains approximately 50.6 acres and is located at the southeast corner of Port Royal Road and Saturn Parkway. The applicant requests Planned Development Preliminary Plan approval for a mixed-use development with a C-4 based zoning. Requested by Josh Rowland of Kimley-Horn.

Property Description and History: The subject site is currently zoned I-1 and is located on the eastern side of Port Royal Road, directly to the south of Saturn Parkway. While the property has frontage on Port Royal Road and Old Port Royal Road, there is no existing roadway connecting the two ends of the property or providing internal access. The concept plan proposes the construction of a new arterial road named Jim Warren Parkway, which connects Port Royal Road and Jim Warren Road, along the southern edge of the property. A planned development concept plan (PDC 821-2020) was reviewed by the Planning Commission at the April 27, 2020 Work Session and May 11, 2020 Regular Meeting. The concept plan proposed a C-G base zoning which has since been changed to C-4.

Planned Developments: Planned Developments (PD) are intended to encourage and allow more creative and flexible development of land than is possible under district zoning regulations and should only be applied to further those applications that provide enhanced amenities or design features to the City. The underlying zoning district dimensional, design, and use regulations apply to a PD unless specifically modified through the approval process.

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

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

While the use is not completely aligned with the primary emphasis of “medical, technology, and research” mentioned above, the applicant is proposing a mixed-use development that aligns with several design and use considerations of the property's future land use designation. Uses include lodging, restaurants, and possible medical/professional offices of a small scale. Housing is also contemplated in the Innovation Area. The site design includes extensive pedestrian paths and open space.
The 2040 Plan has allocated a large number of acres to Innovation Area. This use classification parallels a significant portion of Saturn Parkway and extends east of I-65. The recently considered land use map revisions from the Planning Commission recommend classifying Northfield and land owned by the Industrial Development Board of Maury County to Innovation Area. The location of this property at a major intersection of Saturn Parkway and Port Royal Road makes it attractive for a mixed-use project. Commercial in this area will reduce the number of cross Saturn Parkway trips for residents living south of the freeway and reduce congestion on Port Royal Road.

**Analysis:** The preliminary plan has some slight changes from the previous concept plan and proposes the following mix of uses:

- 48,500 square feet of grocery space
- 4,500 square feet of gas station/convenient store with 20 gas pumps
- 5,000 square feet of standalone restaurant space
- 4,500 square feet of drive-thru restaurant space
- 12,500 square feet of retail space
- 11,000 sf of office and retail space
- 334 multi-family apartments at 18 du/ac
- 120-room hotel

This development anticipates a build-out period projected around mid-2023.

Staff believes the commercial/residential mix to be a reasonable request for the subject property and location. All of the requested uses are currently permitted in the C-4 district, with the exception of multi-family dwellings. Drive-throughs are considered a special use in the C-4 zoning district and are requested to be allowed by right for Lot 3. A car wash was previously proposed, but is not presently noted on the plans. This request is to allow all uses specifically identified on Sheet C2-00 in the lot table by right as part of this development. More information on this is provided below.

**Streets and Sidewalk:** Although off-site improvements are still being discussed, the project proposes to make improvements to Port Royal Road and to construct a new arterial street, named Jim Warren Parkway. The road will run from Port Royal Road to Old Port Royal Road South. The proposed road is just over a half mile in length and proposes a three-lane cross-section with bike lanes.

Internal sidewalks are provided throughout the site but no dimensions are provided. The four driveways that connect to the future arterial road, Jim Warren Parkway, are shown as 25’ wide and include two lanes (one in and one out). A “Main Street” is provided dual entry and exit lanes separated by a median.

**Access:** The site abuts Port Royal Road and Old Port Royal Road South. The concept plan shows the site having four access points off of Jim Warren Road and one off of Old Port Royal. The applicant has explained to staff that the delivery trucks will enter the site through the middle access road via Jim Warren Parkway and exit the site to the west. Old Port Royal Road South is not intended for commercial vehicles.

**Uses, Bulk Area Regulations:** This site is currently zoned I-1 but will be subject to the C-4 District’s use, zoning, and bulk and area requirements, except as explicitly modified by the approved PD Master Plan. The applicant has provided a page of development standards for the site which outlines what, if any, UDC requirements the Planned Development will be requesting relief or a waiver from. These modifications and waivers are generally outlined in the table on Sheet C2-00. Staff requests that a list of all modifications and relaxations from the C-4 District be prepared and submitted with the next submittal. This should include area and dimensional requirements, parking, signs, uses, etc.

**PD Requested Uses:** The following uses are labeled as “special use” or “not permitted” or “permitted” according to the C-4 District. All uses are requested to be “permitted uses” for the associated Lots as part of this PD application.
• Drive-through facility. Special use.
• Multifamily Dwelling. Not permitted.
• Gas Station. Permitted. Car wash. No longer requested.
• Hotel. Permitted.
• Public Park. Not permitted. Open space is permitted within a development.
• Retail Liquor Store. Permitted.
• Office, Grocery, Retail. Permitted uses.

**Minimum Lot Area:** All lots are proposed to be one (1) acre minimum. The minimum size for lots in the C-4 district is 10,000 sq. ft.

**Maximum Impervious Surface:** The maximum impervious surface is 80% for the C-4 District. The applicant requests the maximum be 85% on Lots 1-4 and 90% for the hotel site, Lot 5. The area to the east and south of the developed area contains significant open space and possible park land dedications with trails.

**Off-Street Vehicle Parking Requests:** The site appears to propose parking in conformance with the UDC for all uses/lots with the exception of Lot 5, the hotel site. The PD requests approval to provide 1.5 parking spaces rather than 2.0 spaces per room.

**Signage:** In response to the Planning Commission’s comments at Concept review, the applicant has eliminated the prior request for additional signage, including one along Saturn Parkway. The only request the applicant is currently making regarding signage is to allow one sign permitted at an entrance to the project from Jim Warren Parkway to be relocated to the Port Royal Road/Jim Warren Parkway intersection. If the Planning Commission is agreeable to this request, staff suggests that an area be defined for the location, including setbacks from the Port Royal Road and Jim Warren Parkway right-of-way. Landscaping will be required at the base. Otherwise, signage will comply with the Unified Development Code.

**Building & Site Design:** The site is designed with all of the development on the north side of the proposed arterial street. A convenience store and gas pumps are located on the far western end of the site. As you move to the east, the development includes two restaurant out parcels and a large parking lot for the strip commercial and grocery store areas. The center of the site contains all of the retail and office space with a central boulevard acting as the main entrance to the site. Directly to the east of the boulevard sits the hotel and the four multi-family related buildings and their associated parking. The eastern side of the site contains a dog park, playground, park space and a 12’ greenway trail. The southeastern corner of the site shows open space and contains existing trees that are to be preserved. The area south of the new arterial street is for possible future park dedication and contains a trail network.

The Vision Book provides allowable materials for each type of use including retail, hotel and multi-family buildings. Primary building materials include masonry (min. 30%), stone, fiber cement board, engineered wood products and metal panels. Staff recommends that metal panels be limited to a maximum of 20% of the façade. More details on building architecture and façade materials will be provided with future site plan applications.

**Phasing:** The applicant has provided a Phasing Plan inside of the Spring Hill Town Crossing Vision Book. The Phasing Plan portrays four phases. Phase 1 includes Lot 1 (Gas Station & Convenience Store), as well the majority of the Jim Warren Parkway. The applicant is proposing the construction of Jim Warren Parkway in 2 phases. Phase 2 includes Lots 2 through 4, which includes all of the commercial uses; i.e. restaurants, grocery, retail and office space, and the reminder of Jim Warren Parkway. Phase 3 includes the multi-family site, as well as the public open space and amenities. The final phase 4 includes the hotel, as well as additional parking. Staff has requested a phasing plan for infrastructure improvements. They have indicated the following general development timeline in their application.
"Spring Hill Town Crossing is anticipated to start development in mid-2021, beginning with development of the commercial parcels. Development of the multifamily project will begin after the commercial development is underway and infrastructure is extended to the rear of the property. The project requires that mass grading and utility improvements for the overall development occur in the first phase as the various parcels share drainage and utility infrastructure. The new public roadway and bridge will be completed prior to opening the grocery, retail and restaurant uses. The project is anticipated to take 2-3 years for full build out."

Open Space & Amenities: The applicant is proposing future park land dedications on the eastern and south portion of the site. A greenway trail (12') is shown on the eastern side of the site along Aenon Creek and continuing along the north side of the new arterial street, as well as a park, playground and a plaza/seating area. A 6’ soft surface nature trail is shown on the south side of the arterial street and include a number of interpretive exhibits along the trail. This trail is within the floodplain and follows the natural area. Amenities shown for the multi-family site include a dog park, pool and pool house.

Landscaping & Buffering: The preliminary plan shows trees along the arterial street, interior drives, parking lot islands and scattered throughout the development. Existing trees and vegetation are proposed to be preserved along the eastern and southern portions of the site. These are called out on the site layout and need to be clearly labeled on the landscape plan. Little vegetation is existing along Saturn Parkway.

A 10’ landscape strip is shown along Saturn Parkway, Port Royal, the western side of the multi-family building adjacent to the hotel and around the restaurant sites on Lot 2. A 15’ parking lot perimeter landscape yard has been provided south of the central parking lot along Jim Warren Parkway and just north of the proposed detention area on the multi-family site. Foundation plantings have only been provided along the south façade of the multi-family buildings near the arterial road. Details for each buffer or landscape yard have been provided. More detailed site plans including, but not limited to; foundation plantings, island plantings and perimeter yards will be reviewed at individual site plan submittals.

The landscaping on the site will follow the requirements of Article 11 of the UDC. The applicant is also proposing to follow the street frontage landscape requirement below along Saturn Parkway.

- **PD Standard** – perimeter landscape yard requirements for parking lots shall be applied to rear loading and service areas to provide additional screening with the following standards: 10’ minimum, one (1) shrub every 3’. One (1) canopy tree every 30’ or one (1) ornamental tree every 15’.

Bicycle & Greenway Plan: According to the Spring Hill Bicycle and Greenway Plan, the site is responsible for a section of the Summit Greenway (labeled Saturn Greenway on GIS) at the eastern border of the property and a trailhead sign. The multi-use trail shown on the preliminary plan satisfies this requirement. Trailhead markers have been provided.

A bike lane is to be constructed along Jim Warren Parkway (shown) and Port Royal Road. Multi-use trails previously shown along Aenon Creek have been removed. The applicant has discussed trail locations and designs with the Parks and Recreation Department. A multi-use trail was requested in front of the commercial development along the north side of the new arterial street and through the park area on the east end of the site along Aenon Creek. Trail areas south of Jim Warren Road and east of Aenon Creek were removed pending a determination on the use of the area.

Parking: The applicant’s requested parking factors are listed above. Some of this deviate from the requirements of the City’s Unified Development Code. As part of the planned development, the applicant is requesting changes to the parking requirements for multi-family and hotel uses. This information is presented above. Bicycle parking is required and will need to be added to the overall site layout and parking requirements.

Adequacy of Utilities: The Public Works Department has requested information regarding the proposed plan so that modeling can be performed and a determination can be made as to the impact of the proposed Planned Development.

Water Service is available to the subject property and is served by an 18” water line along Port Royal Road. The site is located within the City’s Southside Pressure Zone. Modeling Results of Spring Hill's
water system shows that with Tanks at 50% capacity (elevation 883), the site (at elevation 690) will see static pressures in the range of 83 psi. The site can also meet Spring Hill’s minimum requirement to flow a 750 gpm fire flow while maintaining 30 psi. The Summary is attached to the report.

Traffic Impact Study: The applicant met with City staff to discuss potential traffic impacts associated with the development project. A traffic impact study has been provided and addresses internal vehicular and pedestrian circulation, as well as external impacts upon the surrounding street network. Recommendations from the Traffic Impact Analysis dated September 2020 are as follows:

- Realign Jim Warren Road to intersect Port royal Road approximately 1,200 feet north of its current location, just north of the Aenon Creek bridge.
- Install a traffic signal with protected-southbound left-turn phasing and westbound right-turn overlap phasing.
- Develop and implement coordinated traffic signal timings along Port Royal Road for four (4) traffic signals; reserve Boulevard/North Old Port Royal Road, Saturn Parkway Westbound Ramps, Saturn Parkway Eastbound Ramps and the proposed Jim Warren Road realignment.
- Construct a southbound left-turn lane along Port Royal Road with storage extending approximately 400 feet north to the intersection of Port Royal Road at Saturn Parkway Eastbound Ramps.
- Construct a northbound shared through and right-turn lane along Port Royal Road with 150 feet of storage.
- Construct an additional northbound receiving lane along the northern intersection leg. 
- Construct Jim Warren Road with three (3) lanes for vehicular traffic – one (1) westbound left-turn lane, one (1) west bound right-turn lane and one eastbound receiving lane with the westbound left-turn lane extending into the development site as a two-way left-turn lane.

Public Benefit: Page 3 of the Vision Book addresses the public benefits associated with this development. In addition to those benefits, staff has identified the following additional benefits: extension of the Greenway west to Port Royal Road, construction of bike lanes on the new arterial road, and acquiring property to connect the new road to the existing Jim Warren Road.

Public Comments: Staff has received no public comment via the PCPublicComment@springhilltn.org email address.

Summary: The applicant met with staff to discuss the preliminary plan on September 16, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (October 5, 2020):

1. The applicant shall submit a bulleted list of all requests being made with this Planned Development application. If this is not provided at the time of Revision Deadline #2 the request will be deferred to the October work session.
2. The PD Lot Table calls for 72,250-sf of grocery, retail and office space. The plan only shows 72,000-sf. Please make sure the plan and its labels are consistent with the totals in the PD Lot Data Table.
3. Show the existing and proposed 100-year floodplain line, floodway lines, and stream buffers on Sheet C2-00 (site plan).
4. All tree preservation areas will be protected during construction.
5. Provide a road and utility infrastructure phasing plan.
6. Bicycle parking will be required on site. Please refer to Article 10.7 for all the details and specifications.
7. Address all recommendations of the traffic impact study.
8. I recommend access around lot #4 for fire apparatus. All buildings of 4 stories will require a standpipe system to be installed in addition to the fire sprinkler system.
9. Hatch 30-ft by 30-ft sight triangles on all street intersections shown on the landscaping plan to ensure no obstruction to vision between a height of 3.5 feet and 8 feet.
10. Any modifications proposed to the existing floodway/flood plain shall require Tennessee Department of Environment and Conservation review, approval and permitting with copies of all documentation being provided to the City of Spring Hill.
SPRING HILL TOWN CROSSING

VISION BOOK for a MIXED USE DEVELOPMENT

DEVELOPER
STEADFAST COMPANIES
18100 VoK Karman AVE, SUITE 500
PARKLAND, FL 33066
PHONE: 949-432-3400
CONTACT: CHASE ENERTY

PLANS PREPARED BY
Kimley-Horn and Associates
214 Commodore Drive, Nashville, TN 37204
Phone: 615-564-2701 | www.kmly-hn.com

Spring Hill Town Crossing - PD Preliminary Plan Application, City of Spring Hill, TN

September 21, 2020
Introduction

Spring Hill Town Crossing is envisioned as a mixed-use community where residents can live, work and play, by providing dining and retail establishments, a hotel, and a multi-family community, all oriented around picturesque urban and natural park settings. Careful planning integrates the various uses along “main street” and natural park settings to activate each area of the project and provide a diverse pedestrian experience.

Project Vision

The vision for the development is to create a place that serves all residents of Spring Hill, Tennessee; a new address for residents seeking to live in an active town center environment, a new place to shop for groceries and goods for residents in the neighborhood, a destination for dining and an evening out for the community at large, a new place to stay for people visiting the area, and a new park and open space amenities that provides a multi-use green way trail and a nature trail with learning opportunities for local schools and clubs. As more fully described in this vision book, Spring Hill Town Crossing seeks to provide a diverse and integrated mixed-use development that serves, enhances and benefits the Spring Hill community.
Character & Lifestyle

Residents and patrons will enjoy a diverse offering of activities and services including shopping, restaurant and residential establishments situated along a main street urban park with architecture and pedestrian spaces designed with cohesive styles and materials. For those seeking more adventure, you can venture to the fringes of the project and enjoy the greenway trail and park, or the nature learning trail, both situated along the preserved banks of Aenon Creek.

Regional Community

The development will be a destination that serves both nearby residents and the regional community by providing a grocery store anchor, standalone restaurants, hotel, convenience store with gas, and public park areas and trails. Many attributes of this 50-acre site are especially desirable as they relate to the uses proposed for the project, including:

- Frontage along a major thoroughfare for visibility of commercial and hospitality uses
- Easy access in and out of the project for commercial patrons and residents
- Easy access to employment opportunities along the I-65 for residents of the development

The addition of this project in Spring Hill will also establish a gateway from Saturn Parkway to future development opportunities in the southeast areas of the Spring Hill Rising 2040 comprehensive plan map.
Public Benefits

In addition to the creation of a lifestyle destination offering shopping, restaurants, and residences, the project also provides many public benefits to the community of Spring Hill. This PD zoning application for the Spring Hill Town Crossing development addresses the following public benefits described in the U.D.C. ordinance:

1. The provision of community amenities: plazas, malls, gardens, and pedestrian facilities along the mixed use main street area.

2. The provision of public infrastructure: 5+ acres of land dedication for the full 95' wide arterial right-of-way of the new Jim Warren Parkway alignment and construction of the first half-section of roadway and bridge crossing of Aenon Creek. This addition will serve as a gateway and "paves the way" for future development in the southeast areas of Spring Hill.

3. Preservation of environmental features: 9+ acres of public open space land dedication along Aenon Creek to preserve native habitat and vegetation in buffer areas.

4. New open space amenities: construction of a nature interpretive learning trail on the land dedicated for public open space, and the construction of a portion of the Summit Greenway multi-use trail and linear park.

5. Reduction of Impervious Surface; the PD requests higher ISR percentages for specific parcels than are normally allowed (80%) in the C-4 zoning category, however with the 9+ acres of open space dedication and other park areas and water quality ponds planned for the project, the overall ISR for the project will be greatly reduced (<70%).
Location & Zoning

The project site is located in the south east quadrant of the intersection with Saturn Parkway and Port Royal Road. The undeveloped 50-acre property is bordered on the north by Saturn Parkway, on the west by Port Royal Road, on the south by Aenon Creek, on the east by Old Port Royal Road S. and Jim Warren Road.

LAND USE & ENTITLEMENTS

The property is currently zoned Industrial (I-1) in the City of Spring Hill, TN. This new development requires rezoning the property to a commercial zoning category with a Planned Development overlay to accommodate the proposed mix of uses. The development proposal is aligned with the goals of the Spring Hill Rising 2040 Comprehensive Plan as follows:

- Establishes a Mixed-Use Activity Center
- Provides transportation opportunities for future development
- Takes advantage of Saturn Parkway/I-65 visibility
- Creates walkable streets in commercial and mixed-use areas
- Provides connections to future green ways and trail heads
Existing Site Conditions

The 59-acre property is bordered on the north by Saturn Parkway, on the west by Port Royal Road, on the south by Aenon Creek, on the east by Old Port Royal Road S. and Jim Warren Road and is currently undeveloped. The site has mapped FEMA floodway and a associated TDEC buffer areas.
Spring Hill Town Crossing is anticipated to start development in mid 2021, beginning with development of the commercial parcels. Development of the multifamily project will begin after the commercial development is underway and infrastructure is extended to the rear of the property. The project requires that mass grading and utility improvements for the overall development occur in the first phase as the various parcels share drainage and utility infrastructure. The new public roadway and bridge will be completed prior to opening the grocery, retail and restaurant uses. The project is anticipated to take 2-3 years for full build out.
Standalone Retail Parcels

The development parcels, located near the intersection of Port Royal Road and the proposed Jim Warren Parkway, offer standalone restaurants and a convenience store with a gas station. These parcels will include freestanding buildings that will front the public streets and offer architectural diversity in detailing and signage to distinguish each individual use and occupant.

Allowable Materials:

1. Masonry (front facades along streets to be 30% masonry minimum)
   - brick
   - cultured or natural stone
   - calcium silicate block
2. Fiber cement board
3. Engineered wood products
4. Metal Panels
Main Street Retail

The main development parcel, located at the heart of the project, is anchored by a 48,000 sf grocery store and offers inline retail, office and restaurant space oriented along a pedestrian main street setting. Buildings will be predominantly one-story, but may also be up to two-stories to accommodate roof top dining and office space above the street level. Architectural styles and materials will create a consistent character for the area.

Allowable Materials:

a. Masonry (front facades along the main street elevations to be 30% masonry minimum)
   - brick
   - cultured or natural stone
   - calcium cement block
b. Fiber cement board
c. Engineered wood products
d. Metal Panels
The hotel development parcel, also located at the heart of the project, is situated along the main street corridor with the building entry and check-in parking oriented on the urban park and pedestrian setting. The architectural massing requirements allow for a 5 to 6 story building.

Allowable Materials:

a. Masonry (ground floor front facades along the main street elevations to be 30% masonry minimum)
   - brick
   - cultured or natural stone
   - calcium silicate block

b. Fiber cement board

c. Engineered wood products

d. Metal Panels

e. Glass
Multifamily

The multifamily parcel, also located along the main street corridor and extending to the back of the site, provides a high quality rental community in a desirable location set between the vibrant town center and the natural open space along Aenon Creek. Buildings will be three and four-story, to accommodate studio, one, and two bedroom units. Architectural styles and materials will be consistent with the character of the main street area.

Allowable Materials:

a. Masonry (front facades along the main street elevations to be 30% masonry minimum)
   - brick
   - cultured or natural stone
   - calcium silicate block
b. Fiber cement board
c. Engineered wood products
d. Metal Panels
Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
       Austin Page, Associate Planner
MEETING: September 28, 2020
SUBJECT: FPL 890-2020 (Main Street and Wilkes Lane right-of-way Dedication)

FPL 890-2020: Submitted by Arnold Consulting Engineering Services, Inc. for the northwest corner of Wilkes Lane and Main Street. The properties are zoned C-4 and contain approximately 3.25 acres. The applicant requests final plat approval to dedicate right-of-way along Main Street and Wilkes Lane. Requested by Brandon Hester.

Property Description and History: This property is located at the northwest corner of Main Street and Wilkes Lane intersection.

The site received site plan (STP 385-2017) approval by the Planning Commission on August 14, 2017. All conditions of approval have been addressed with the exception of additional right-of-way dedication along Main Street and Wilkes Lane. The site has since been constructed and has been fully operation for a number of years.

Discussion: Main Street is designated as an arterial and requires a minimum of 47.5 feet of right-of-way from centerline. Wilkes lane, a collector, requires 37.5 from centerline. The applicant proposes 14.56’ of right-of-way dedication along Wilkes Lane and 15’ along Main Street. The site currently has a 5’ wide sidewalk along Wilkes Lane. No sidewalks are provided along Main Street.

Public Comments: Staff has received no public comment via the PCPublicComment@springhilltn.org email address.

Summary: The applicant met with staff to discuss the final plat on September 16, 2020. The following item should be addressed prior to the Revision Deadline #2 (October 5, 2020).

1. Identify the existing right-of-way, amount of right-of-way to be dedicated, and the resulting total right-of-way on the plat.
GENERAL NOTES

1. THE PURPOSE OF THIS PLAT IS TO DEPICT THE PORTIONS OF LOT 2 OF THE CHERRY HILL HOMOS. SUBDIVISION SUBDIVISION PREVIOUSLY RECORDED BY A RESIDENTIAL PLAT BOOK 20 PAGE 15 IN THE Recorder's Office of Williamson County, State of Tennessee. The survey is done in Conformance with the current rules of Tennessee State Board of Surveying and Mapping. The surveyors have devoted all their endeavors to the best of their knowledge and belief, to do the work in a proper and professional manner. All property corners are surveyed by a competent surveyor as required by law. The surveyors have taken all necessary precautions to locate the property corners and to the best of their knowledge and belief, all other property corners are shown herein. The surveys and data contained herein are based on the surveys and data shown on the survey plat, and are subject to errors and omissions.

2. GENERAL NOTES

3. THE PROPERTY INFORMATION CONTAINED HEREIN MAY OR MAY NOT BE UPHELD BY A COURT OF LAW. THE RIGHTS OF THE SURVEYOR DO NOT SUBJECT PROPERTY TO A SURVEY AS PREVIOUSLY RECORDED IN Plat Book 33, Page 90.

4. THE PURPOSE OF THIS PLAT IS TO DEPICT THE PORTIONS OF LOT 2 OF THE CHERRY HILL HOMOS. SUBDIVISION SUBDIVISION PREVIOUSLY RECORDED BY A RESIDENTIAL PLAT BOOK 20 PAGE 15 IN THE Recorder's Office of Williamson County, State of Tennessee. The survey is done in Conformance with the current rules of Tennessee State Board of Surveying and Mapping. The surveyors have devoted all their endeavors to the best of their knowledge and belief, to do the work in a proper and professional manner. All property corners are surveyed by a competent surveyor as required by law. The surveyors have taken all necessary precautions to locate the property corners and to the best of their knowledge and belief, all other property corners are shown herein. The surveys and data contained herein are based on the surveys and data shown on the survey plat, and are subject to errors and omissions.


6. THE PROPERTY SHOWN HEREIN IS NOT SUBJECT TO A SURVEY AS PREVIOUSLY RECORDED IN Plat Book 33, Page 90.

7. THE LOCALITY OF ALL UTILITIES SHOWN HEREBIN ARE BASED ON THE FIELD LOCATION OF PRIMARY STORM AND SANITARY SEWER LINES AND ARE ADJUSTED IN Accordance WITH THE REQUIREMENTS OF THE APPROPRIATE PUBLIC UTILITIES. THE SURVEYORS ARE NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THE LOCATION OF THE UTILITIES.

8. THE LOCALITY OF ALL UTILITIES SHOWN HEREBIN ARE BASED ON THE FIELD LOCATION OF PRIMARY STORM AND SANITARY SEWER LINES AND ARE ADJUSTED IN Accordance WITH THE REQUIREMENTS OF THE APPROPRIATE PUBLIC UTILITIES. THE SURVEYORS ARE NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THE LOCATION OF THE UTILITIES.

9. ALL PROPRIETARY DATA AND OTHER INFORMATION SET WTHIN "YELLOW PLANTS" IS ESTIMATE.

10. A CERTIFICATE OF OWNERSHIP & DEED SERIES CERTAIN THAT THE SURVEY PLAT MAP WAS APPROVED BY THE CHERRY HILL HOMOS. SUBDIVISION AMENDED COMMISSION AS A FINAL SUBDIVISION PLAT SUBJECT TO THE REQUIREMENTS OF THE CHERRY HILL HOMOS. SUBDIVISION AMENDED COMMISSION AND IS IN ACCORDANCE WITH THE MUNICIPAL AND STATE REQUIREMENTS. A COPY OF THE CERTIFICATE OF OWNERSHIP & DEED SERIES IS ON FILE WITH THE CHERRY HILL HOMOS. SUBDIVISION AMENDED COMMISSION AND IS AVAILABLE FOR PUBLIC VIEWING.

11. THE PURPOSE OF THIS PLAT IS TO DEPICT THE PORTIONS OF LOT 2 OF THE CHERRY HILL HOMOS. SUBDIVISION SUBDIVISION PREVIOUSLY RECORDED BY A RESIDENTIAL PLAT BOOK 20 PAGE 15 IN THE Recorder's Office of Williamson County, State of Tennessee. The survey is done in Conformance with the current rules of Tennessee State Board of Surveying and Mapping. The surveyors have devoted all their endeavors to the best of their knowledge and belief, to do the work in a proper and professional manner. All property corners are surveyed by a competent surveyor as required by law. The surveyors have taken all necessary precautions to locate the property corners and to the best of their knowledge and belief, all other property corners are shown herein. The surveys and data contained herein are based on the surveys and data shown on the survey plat, and are subject to errors and omissions.

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13. THE PURPOSE OF THIS PLAT IS TO DEPICT THE PORTIONS OF LOT 2 OF THE CHERRY HILL HOMOS. SUBDIVISION SUBDIVISION PREVIOUSLY RECORDED BY A RESIDENTIAL PLAT BOOK 20 PAGE 15 IN THE Recorder's Office of Williamson County, State of Tennessee. The survey is done in Conformance with the current rules of Tennessee State Board of Surveying and Mapping. The surveyors have devoted all their endeavors to the best of their knowledge and belief, to do the work in a proper and professional manner. All property corners are surveyed by a competent surveyor as required by law. The surveyors have taken all necessary precautions to locate the property corners and to the best of their knowledge and belief, all other property corners are shown herein. The surveys and data contained herein are based on the surveys and data shown on the survey plat, and are subject to errors and omissions.
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: September 28, 2020

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 draft Major Thoroughfare Plan. 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 fifteen (15) 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). Staff further recommends that the Planning Commission provide a favorable recommendation to the Board of Mayor and Aldermen for the adoption of the Technical Memorandum that fully sets forth amendments to the City of Spring Hill Major Thoroughfare Plan.
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 a Technical Memorandum and referenced amendments to the Major Thoroughfare Plan.

NOW, THEREFORE, BE IT RESOLVED, that the City of Spring Hill Planning Commission hereby:

1. Adopts the Technical Memorandum and corresponding map exhibits attached hereto that specifically describes amendments to the Spring Hill Major Thoroughfare Plan (March 2019).

2. Recommends favorably to the Board of Mayor and Aldermen the adoption of the Technical Memorandum and corresponding map exhibits that specifically describe 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
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 contained 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, 2020.

___________________________________
Dan Allen, Chairman

___________________________________
Terry Love, Vice Chairman
September 18, 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 US 31 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.
   o 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.
   - 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).
   - 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.
   - 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.
   - 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.
   - 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.
    - 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.
    - 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
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.
   o Recommendation: Recommend extending Collector classification further east to US 31/Main Street and revise GIS and MTP Map (see attached updated draft map).

15. Rice Road – extend Collector street designation further west to Port Royal Road. Collector designation currently terminates at Beverly Road.
   o Recommendation: Recommend extending Collector classification further west to Port Royal Road and revise GIS and MTP Map (see attached updated draft map).

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.
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.


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.
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

- New Road
  TIP ID # 2017-61-032

- Road Widening
  TIP ID # 2004-051

- Transit Operations
  TIP ID # 2009-85-012

- 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.
Legend

Roads

2015 Comprehensive Plan

Future Land Use

- City Neighborhood Areas
- Community Commerce Areas
- Mixed Use Neighborhood Areas
- Downtown/City Center
- Gateway Areas

Industrial Areas
Innovation Areas
Natural Areas
Residential Neighborhood Areas
Rural Neighborhood Areas

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>
<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>
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<tr>
<td>D</td>
<td>11.14</td>
<td>12.82</td>
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<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>
<td>Medium</td>
</tr>
<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>
<td>Medium</td>
</tr>
<tr>
<td>8</td>
<td>Ferguson Road</td>
<td>Southern Terminus</td>
<td>Parkway Drive</td>
<td>Construct new 2 lane road</td>
<td>1.05</td>
<td>Low</td>
</tr>
<tr>
<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>
</tr>
<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>
<tr>
<td>Project</td>
<td>Route</td>
<td>Start</td>
<td>End</td>
<td>Improvement</td>
<td>Length (miles)</td>
<td>Priority</td>
</tr>
<tr>
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<td>----------------------------</td>
<td>--------------------------------------------------------------</td>
<td>----------------</td>
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</tr>
<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>
</tr>
<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>
</tr>
<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>
<td>4.06</td>
<td>Medium</td>
</tr>
<tr>
<td>22</td>
<td>Ray Williams Drive Extension</td>
<td>Station Hill Drive</td>
<td>Old Kedron Road</td>
<td>New 2 lane road</td>
<td>0.79</td>
<td>Low</td>
</tr>
<tr>
<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>
<td>Low</td>
</tr>
<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>
</tr>
<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>
</tr>
<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 (Cont’d)

<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>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>
</tr>
<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>
</tr>
<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>
</tr>
<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 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.
**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 Pkwy 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
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
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!

Top Three Priority Projects/Improvements: 1. Project #1 2. Project #3 3. Project #4

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 over-due 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 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

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
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.
• 1, 4, 3, 5
• 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 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