

ORDINANCE 20-09

AN ORDINANCE TO AMEND ORDINANCE NO. 17-05 WHICH CREATED AND ADOPTED THE PLANNED ZONING DISTRICT KNOWN AS 2660 BUCKNER LANE, BY AMENDING ORDINANCE NO. 86-47, THE SAME BEING THE ZONING ORDINANCE OF THE CITY OF SPRING HILL, SAID PROPERTY BEING WILLIAMSON COUNTY TAX MAP 166, PARCEL 02300 AND TAX MAP 154, PARCEL 06203

WHEREAS, this amendment was recommended by the Spring Hill Municipal Planning Commission and forwarded to the Board of Mayor and Aldermen on the 11th of May 2020; and

WHEREAS, the purpose of this Ordinance is to amend the 2660 Buckner Lane Planned Zoning District (PZD), by revising certain exhibits and plans associated with this PZD. Amendments include revisions to reflect the proposed I-65 interchange at Buckner Road and city road widening projects for Buckner Lane and Buckner Road.; and

WHEREAS, other amendments include the shifting of land uses between phases of the development, while maintaining the land use allowances approved in 2017 for the PZD; and

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

WHEREAS, that all Ordinances or parts of Ordinances in conflict herewith are hereby repealed.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF SPRING HILL, TENNESSEE, BOARD OF MAYOR AND ALDERMEN WHILE IN REGULAR SESSION ON July 20, 2020, as follows:

SECTION 1. The 2660 Buckner Lane PZD is hereby amended by replacing and readopting the following exhibits as attached hereto:

- Exhibit A. Gateway Planned Zoning District Standards, dated May 20, 2020
- Exhibit B. Subdistrict Boundary Map with Legal Descriptions, dated May 20, 2020
- Exhibit C. Gateway PZD Phasing Plan, dated May 20, 2020
- Exhibit D. Road and Infrastructure Improvements by Phase, dated May 29, 2020, with maps dated April 20, 2020

SECTION 2. The 2660 Buckner Lane PZD is further amended by adopting a new Exhibit E as follows and attached hereto:

- Exhibit E. Land Use Comparison 2017 and 2020, dated May 20, 2020

SECTION 3. No other changes intentionally or otherwise are authorized to the 2660 Buckner Lane PZD.

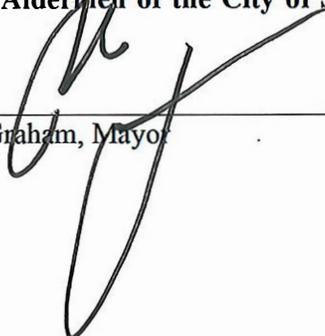
BE IT FURTHER ORDAINED

In case of conflict between this ordinance or any part hereof, and the whole part of any existing ordinance of the City, the conflicting ordinance is repealed to the extent of the conflict but no further. If any section, clause, or provision or portion of this ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, such holding shall not affect any other section, clause, or provision or portion of this ordinance.

This ordinance shall take effect on the earliest date allowed by law.

Passed and adopted by the Board of Mayor and Aldermen of the City of Spring Hill, Tennessee, on this 17th day of August, 2020.

PASSED:

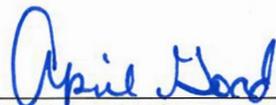


Rick Graham, Mayor

Passed on First Reading: June 15, 2020

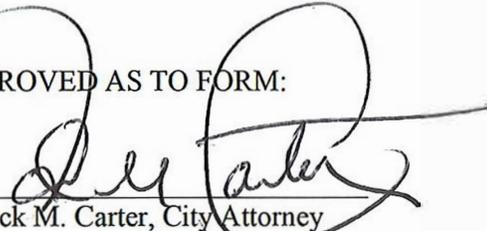
Passed on Second Reading: August 17, 2020

ATTEST:

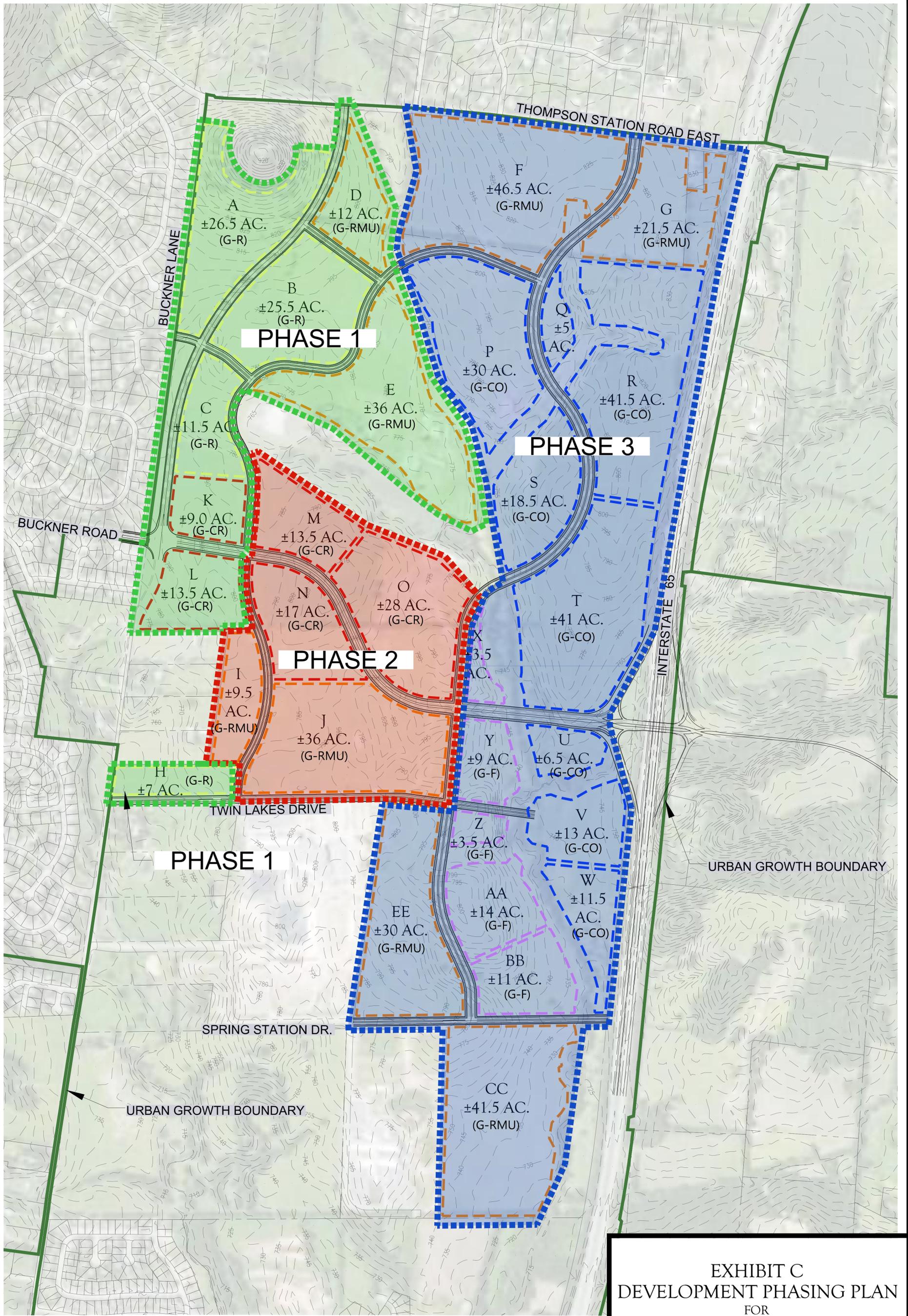


April Goad, City Recorder

APPROVED AS TO FORM:



Patrick M. Carter, City Attorney



| Development Phase | Phase(s) | Land Uses and Development Program | | | | | Horizon Year |
|----------------------|----------|-----------------------------------|---------------------------------|---------------------------|------------------|---------------|--------------|
| | | Single Family (d.u.) | Cottage, Townhouse, Multifamily | Retail/ Restaurant (s.f.) | Office (s.f.) | Hotel (Rooms) | |
| Phase 1 | 1 | 259 | 638 | 230,000 | | | 2023 |
| Phase 2 | 2 | 242 | 600 | 521,410 | | | 2027 |
| Phase 3 | 3 | 273 | 914 | 530,452 | 3,902,250 | 400 | 2040 |
| FULL BUILDOUT | | 774 | 2,152 | 1,281,862 | 3,902,250 | 400 | 2040 |

- LAND USES**
- ▬ SINGLE FAMILY RESIDENTIAL
 - ▬ MIXED USE HOUSING/ MULTIFAMILY
 - ▬ COMMERCIAL OFFICE
 - ▬ COMMERCIAL RETAIL
 - ▬ FUTURE FLEX DEVELOPMENT BASED ON MARKET CONDITIONS

EXHIBIT C
DEVELOPMENT PHASING PLAN
 FOR
BUCKNER LANE PROPERTY
 August 26, 2020

GRAPHIC SCALE

**2660 Buckner Lane - EXHIBIT E Land Use and Development Program 2017/2020
Comparison**

Phasing and Absorption - as Adopted 05/2017

| Development Phase | Phase(s) | Land Uses and Development Program | | | | | Horizon Year |
|----------------------|----------|-----------------------------------|---------------------------------|---------------------------|------------------|---------------|--------------|
| | | Single Family (d.u.) | Cottage, Townhouse, Multifamily | Retail/ Restaurant (s.f.) | Office (s.f.) | Hotel (Rooms) | |
| Phase 1 | 1 | 159 | | 280,962 | | | 2021 |
| Phase 2 | 1-2 | 342 | 1,238 | 470,448 | | | 2026 |
| Phases 3-5 | 3 | 273 | 914 | 530,452 | 3,902,250 | 400 | 2037 |
| FULL BUILDOUT | | 774 | 2,152 | 1,281,862 | 3,902,250 | 400 | 2037 |

Phasing and Absorption - Per BOMA Condition of Approval 8/17/2020

| Development Phase | Phase(s) | Land Uses and Development Program | | | | | Horizon Year |
|----------------------|----------|-----------------------------------|---------------------------------|---------------------------|------------------|---------------|--------------|
| | | Single Family (d.u.) | Cottage, Townhouse, Multifamily | Retail/ Restaurant (s.f.) | Office (s.f.) | Hotel (Rooms) | |
| Phase 1 | 1 | 259 | 638 | 230,000 | | | 2023 |
| Phase 2 | 2 | 242 | 600 | 521,410 | | | 2027 |
| Phase 3 | 3 | 273 | 914 | 530,452 | 3,902,250 | 400 | 2040 |
| FULL BUILDOUT | | 774 | 2,152 | 1,281,862 | 3,902,250 | 400 | 2040 |

MEMORANDUM



DATE: August 3, 2020
TO: Board of Mayor and Aldermen (BOMA)
FROM: Steve Foote, AICP, Planning Director
SUBJECT: RZN 823-2020 (2660 Buckner Lane) Alexander Farms
Ordinance No. 20-09, PZD Amendment
Tax Map 167, Parcel 4.17 and Tax Map 154, Parcel 06203

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

Update: During the BOMA voting meeting of July 20, 2020 this request was deferred to allow the applicant an opportunity to address the comments and concerns of the BOMA regarding the Trip Generation Comparison Memo (dated April 6, 2020) and the methodology used to calculate expected trip generation. Staff received a revised Trip Generation Comparison memo dated July 28, 2020 and forwarded it to the City Engineer and our Engineering Consultant for review and comment. They reported that: *the trip generation report was updated using the latest 10th edition and according to the report and the new numbers provided vehicle trips are decreased for Phase 1. Although, vehicle trips are reduced, the roadway recommendations (pages 5 & 6) have not changed or been diminished.*

The updated July 28, 2020 memo from KCI Technologies and a memo dated July 28, 2020 from Wood Caldwell of Southeast Venture are both attached for Board of Mayor and Alderman review. Prior memos are both retained for comparison purposes.

Request: The applicant requests a major modification to the previously approved Planned Zoning District (PZD) from 2017. The PZD provisions were contained in the former zoning ordinance and this amendment follows the process laid out in those regulations. The purpose of the PZD as stated is: *to permit and encourage comprehensively planned zoning and developments that cannot be achieved through the current base zoning districts of this Zoning Ordinance and whose purpose is redevelopment, economic development, cultural enrichment, or to provide a single-purpose or mixed-use planned development and to permit the concurrent processing of zoning and development.*

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

process involves the Planning Commission making a recommendation to the BOMA, and the changes being adopted by ordinance. A summary of the proposed modifications are as follows:

- A. **Exhibit A, Gateway PZD Standards Booklet**, Dated May 20, 2020, has been amended at the following pages to reflect the new alignment of the Buckner Road/I-65 interchange.
 1. Concept Plan, Page 17. Revised to show new road alignments and a new connection to Thompsons Station Road. Acreage totals for each land use and an overall total have been added. An additional 12' multi-use trail note has been added for the upper left Aeon Creek extension.
 2. Subdistrict Map, Page 19. Revised to show new road alignments and new connection to Thompsons Station Road.
 3. Yard, Bulk and Height Requirements, Page 22. Revised to reduce the minimum lot width for detached homes from 40' to 35' in the G-R and G-RMU areas. The request applies to single family detached homes with rear loaded garages in the Gateway Residential and Mixed-Use zones. The stated purpose is to increase open space and flexibility in lot/product size. The change will not increase density or number of units.
 4. Street Standards, Street Types, Page 31. Cross Sections for Arterial 'A' – Buckner Road Extension and Arterial 'B' – Buckner Lane Widening and Realignment. Both of these visuals are being modified to be consistent with the city's planned design for these roads. Bike lanes have been removed and replaced with a multi-use trail on one side of the road and a standard sidewalk on the other side. A note has been added stating that street design will follow the city's design for these road construction projects.

- B. **Exhibit B, Subdistricts**. Exhibit B has been revised and resubmitted to match uses depicted on page 19 of Exhibit A. Legal descriptions have been revised to reflect the new boundaries.

- C. **Exhibit C, Phasing Plan**. The Phasing Plan has been revised to show current road alignments and connections, as well as, showing revised phase boundaries. Additional residential density is being placed in Phase 1 from Phase 2. Retail is being reduced in Phase 1 and increased in Phase 2. All changes are transfers from one phase to another and do not increase the number of total number of single family or multi-family dwelling units within the PZD, or increase the GFA for non-residential uses. The applicant has inserted a table on Exhibit C that identifies proposed land use and phasing allocations.

- D. **Exhibit D, 2660 Buckner Lane Road and Utility Improvements by Phase, dated 5/20/20**. The Applicant has amended Exhibit D to reflect the changes in distribution of land uses between Phase 1 and Phase 2. This exhibit has been reviewed by Public Works staff who determined that the changes will not adversely impact the development as proposed. Language changes have been made to ensure that adequate utilities and roads are in place to serve development phases.

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

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

Planning Commission Recommendation: The Planning Commission voted 5-0, with one abstention, to recommend approval of the proposed changes on May 11, 2020.

An abbreviated explanation and description of the proposal is offered below.

Proposed Modifications to Phasing and Density: (See Exhibit E)

1. Approved 2017: Phasing/Development Program Density

Phase 1: 159 Single family lots, 0 Multi-family, 280,962 s.f. of Retail/Rest/Grocery.

Phase 2: 342 Single Family lots, 1238 multifamily/Cottage/Townhouse units, 470,448 s.f. of retail/restaurant/grocery.

Phase 3: no changes.

2. Proposed Modification 2020: Phasing/Development Program Density

Phase 1: increase single family lots to 259 lots (100 lots from Phase 2), reduce

Retail/Restaurant/Grocery to 100,000 s.f. by shifting 180,962 sq. ft. to Phase 2, and add 638 multifamily units (from Phase 2)

Phase 2: reduce single family lots by 100 (shifted to Phase 1) to be 242 lots, reduce multifamily units by 638 (shifted to Phase 1) leaving 600 units, increase Retail s.f. by 180,962 s.f. (shifted from Phase 1) to be 651,410 s.f.

Phase 3: No proposed Changes

It is worth noting that only 259 of the single-family dwellings are proposed in Phase 1 and the G-R district. The other single-family dwellings will be in the mixed use, G-RMU district, which may be in Phase 2 or 3.

Exhibit D, Road and Utility Improvements has been evaluated against the proposed shift in land uses to ensure that improvements will be available to serve development. Changes have been incorporated to provide the required level of service needed. No additional off-site utility improvements are proposed at this time.

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

Analysis: The property contains approximately 784 acres and is a mixed-used development. Single-family residential accounts for 70.5 acres, mixed-use/multi-family housing accounts for 233 acres, commercial office space accounts for 167 acres, commercial retail space accounts for 81 acres, future flex development

bases on market conditions accounts for 41 acres and community greenspace accounts for 110 acres. The remaining acreage accounts for roadways. Single-family housing is concentrated towards to the northwest and southwest portions of the site, but will also appear in other subdistricts. The commercial space is along the eastern portion of the site along I-65. Retail uses are focused on the extension of Buckner Road. Greenspace is provided all throughout the site and acts as a buffer between subdistricts. The layout of these uses is substantially consistent with the 2017 plan.

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

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

Utilities: Utility service was covered by the original PZD approval, in Exhibit D. Utility and road improvements are listed in this exhibit as is the party responsible for the construction.

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

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

1. Phase I
 - a. Single-Family Residential (259 units)
 - b. Mixed-Use/Multi-Family Housing (638 units)
 - c. Retail/Restaurant (100,00 s.f.)

2. Phase II
 - a. Single-Family Residential (242 units)
 - b. Mixed-Use/Multi-Family Housing (242 units)
 - c. Retail/Restaurant (651,410 sf)

3. Phase III
 - a. Single-Family Residential (273 units)
 - b. Mixed-Use/Multi-Family Housing (914 units)
 - c. Retail/Restaurant (530,452 sf)
 - d. Office (3,902,250 sf)
 - e. Hotel (400 rooms)

Bulk and Area: This is a planned zoning district (PZD) approved under the old zoning ordinance. There is no base zoning district associated with this plan. All bulk and area regulations are as assigned in the Yard, Bulk, and Height requirements in Exhibit A. The only change proposed from the 2017 approval is

in the G-R and G-RMU districts, where the minimum lot width for single-family detached dwellings with rear loaded garages is proposed to be reduced from 40' to 35'. This change does not increase the number of dwelling units approved in 2017.

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

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

Landscaping & Buffering: Landscape buffers are not impacted by the proposed revisions and remain as shown in 2017. Future applications for subdivision or site plan approval will examine the preservation of existing vegetation and landscaping. No changes are proposed.

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

Recommendation: Staff forwards the recommendation of the Planning Commission (5-0-1 vote, Resolution 20-32) to the Board of Mayor and Alderman for approval of PDM 823-2020 (Ordinance No. 20-09) an amendment to the PZD for Alexander Farms (2660 Buckner Lane). The adoption of Ordinance 20-09 replaces Exhibits A, B, C, and D adopted in 2017 and adds a new Exhibit E to the PZD.

All exhibits are attached to Ordinance 20-09.

July 28, 2020

To: The Spring Hill Board of Mayor and Alderman

From: Wood Caldwell, Principal, Southeast Venture
Don Alexander, Project Manager, Southeast Venture

RE: 2660 Buckner Lane Property
Ordinance 20-09, to Amend Ordinance 17-05

Thank you for the opportunity to address issues raised at the BOMA meeting on 20 July 2020. First, we apologize for the discrepancy in the traffic memorandum, and look forward to providing an updated memo thoroughly addressing your concerns.

We would also like to provide background to help clarify some of the other concerns brought up throughout the discourse of this zoning amendment application.

One important update to the overall development since it was first entitled in 2017, is that the Alexander family made the thoughtful decision to be the Developer. Southeast Venture is offering support and experience as the development manager, but ultimately the ones developing this property are the Alexanders. The family deeply desires to create a mutually beneficial partnership with the City of Spring Hill. Furthermore, the Alexanders are excited to develop the commercial component of this community and are committed to developing the *right kind* of commercial spaces. *This property, as the Gateway to Spring Hill, will change the way Tennesseans think about Spring Hill.*

The Alexander family made a significant financial investment and spent many months deriving a developmental vision. They partnered with one of Nashville's top graphic design firms to collaborate on naming and branding the development, along with one of the best architecture firms in Tennessee to develop quality-focused design standards that will hold all future builders (residential, retail, and office) accountable.

THE VISION for this development is to be the most desired place to live and work in Middle Tennessee. It will celebrate the rural heritage of Spring Hill, but also embrace new technologies and best practices. Locals will enjoy an inspired and walkable district with amenities that complement the tranquility of the lake and greenway.

When the property was first entitled in 2017, there were still many unknowns surrounding the development. Foremost, the timing, construction, and funding of the proposed interchange with I-65 had yet to be identified. At that time, the Alexander family had not made the decision to be the Developer, overseeing the transition of their farm into a premier Gateway community. They only knew there was (and is) an enormous amount of potential in this Planned Zoning District.

Over the last 3 years, the vision has materialized, and we are on the precipice of a monumental undertaking. The commitment from Spring Hill, TDOT, and the FHWA to fund and build both the interchange and Buckner Road left a key piece of infrastructure for the Alexander family to build – the realignment of Buckner Lane from Buckner Road to Thompson's Station Road.

This amendment, in addition to addressing the internal roadway layout, allows more flexibility to adapt to market forces currently requiring a focus on residential building earlier in the development than originally proposed. The reallocation of entitlements will generate the funding, and thus infrastructure, needed to support concurrent development throughout the property. The dedication to develop commercial retail and office space has not changed, and with this amendment's approval the Alexander family will be positioned to more expeditiously build the infrastructure required to support the nearly 5.2 million square feet of commercial development.

THE VISION

This community will change the way Tennesseans think about Spring Hill. It will have a “soul” and greatly increase the desirability to live and work in Middle Tennessee. We’ll celebrate the rural heritage of Williamson County and Spring Hill, but also embrace new technologies and best practices -- allowing for future evolution. This live, work, play development will be a destination for those who don’t live here. Those who do, will enjoy an inspired and walkable district with amenities that compliment the tranquility of the lake and greenway.

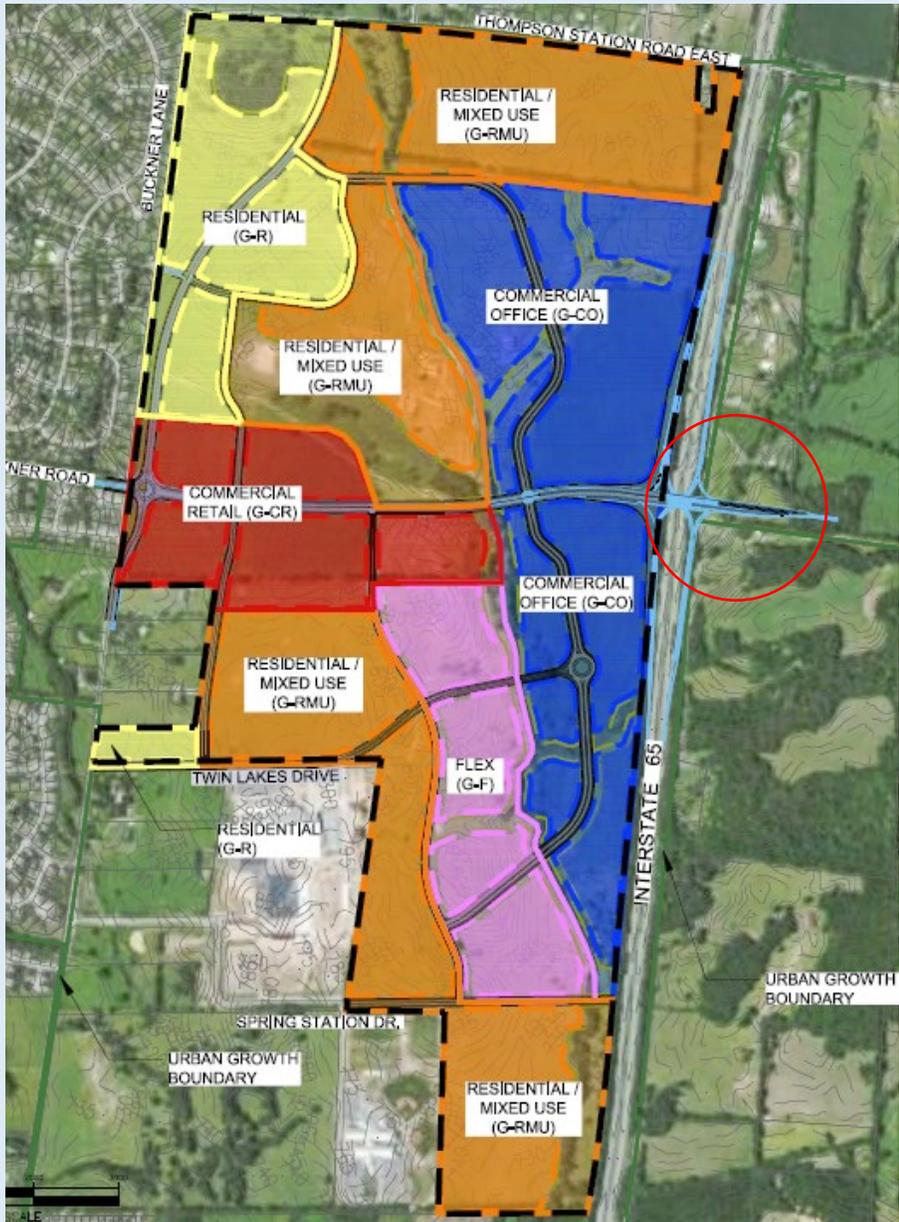


The Community Must:

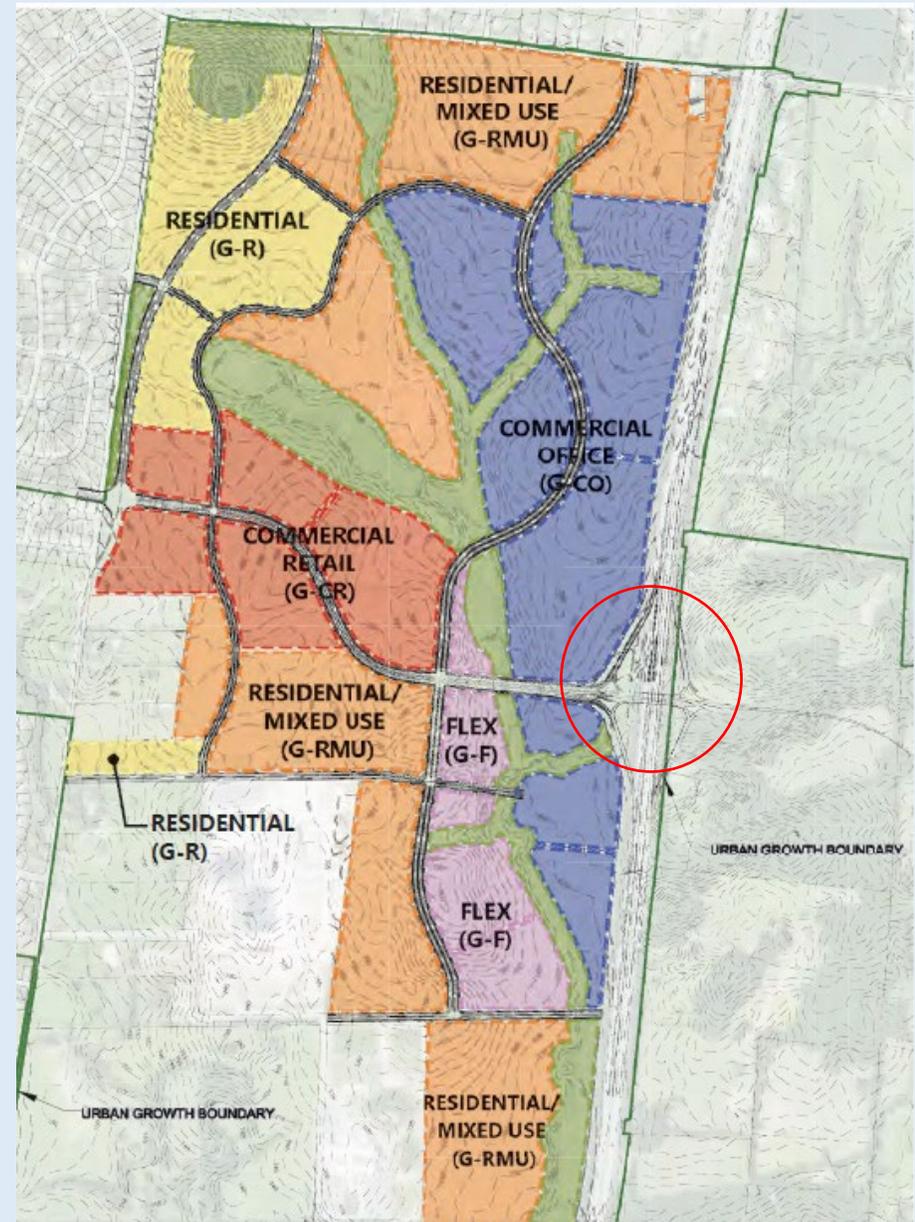
- HAVE A “SOUL”
- HAVE A **PUBLIC REALM** THAT COMPLIMENTS THE DEVELOPMENT
- CELEBRATE THE **RURAL HERITAGE** OF THE SPRING HILL COMMUNITY
- EMBRACE NEW **TECHNOLOGIES AND BEST PRACTICES** WHILE ALLOWING FOR FUTURE **EVOLUTION**
- BE **CONNECTED** – TRAILS, TECHNOLOGY, SOCIAL, SCHOOLS, NATURE & CULTURE
- BE “**THE PLACE**” TO LIVE IN SPRING HILL



Originally Approved PZD - 2017



Requested Amendment to PZD - 2020



MEMORANDUM

To: Wood Caldwell, Southeast Venture

From: Beth Ostrowski, P.E. – KCI Technologies, Inc.
Tyler Fosnes, P.E. – KCI Technologies, Inc.

Re: **Alexander Property – Trip Generation Comparison**

Date: July 28, 2020

This memo serves as an update to the April 6, 2020 memo KCI previously prepared for this project. The purpose of this current memo is to provide additional trip generation comparisons for the project. Specifically, analyses were conducted to compare trip generation differences between the Ninth Edition and Tenth Edition of ITE’s *Trip Generation*. In addition, this memo provides clarification on the internal and pass-by trip reductions that were used in the trip generation analysis of the two development scenarios considered.

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

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

TABLE 1: LAND USE COMPARISON

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

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

MEMORANDUM

Date: July 28, 2020

Re: Alexander Property – Trip Generation Comparison

The results of the trip generation calculations from the December 2016 TIS are presented below in Table 2A. It should be noted that the trip generation calculations from the 2016 TIS were based on ITE's *Trip Generation*, Ninth Edition. A new edition (the Tenth Edition) of *Trip Generation* has been published since the 2016 calculations were prepared. Therefore, trip generation calculations were also completed using ITE's *Trip Generation*, Tenth Edition, and the results are presented in Table 2B.

Data presented in the ITE publication, *Trip Generation Handbook*, show that developments containing multiple land uses will commonly have internal trips. For the December 2016 TIS, a process was used to estimate the number of internal trips that can be expected between land uses based on methodology presented in NCHRP Report 684, "Enhancing Internal Trip Capture Estimation for Mixed-Use Developments." The methodology contained in the NCHRP Report expands on ITE's methodology, including additional land uses and supporting data. The total internal trip reduction process used in the December 2016 TIS resulted in an estimated 14.3% internal capture rate for the AM peak hour and a 24% internal capture rate for the PM peak hour. A 15% internal capture rate was conservatively assumed for the daily traffic generated by the site. These internal capture rates are defined as the "*Internal Reduction*" in the tables below.

The traffic volumes entering and exiting new retail sites are usually either captured ("pass-by") trips from the adjacent street or diverted trips from streets serving other destinations. This traffic will be on the roadway system and will be passing by the site even if the proposed development is not constructed. Data presented in the *Trip Generation Handbook* indicate average pass-by percentages for typical weekday peak periods based on the size and type of various land uses. ITE indicates the average pass-by percentage for retail land uses is approximately 34% and the average pass-by percentage for restaurant lands uses is approximately 43%. Conservatively, 25% of the traffic generated by the proposed retail and restaurant land uses was assumed to be pass-by traffic for Phase 1 in the December 2016 TIS. It should be noted that pass-by reductions were only applied to the daily and PM peak hour traffic volumes. The percentages of pass-by traffic generated by the development are defined as the "*Pass-By Reduction*" in the tables below.

It should also be noted that the internal and pass-by reductions described above were utilized in developing the original trip generation in the December 2016 TIS. While the internal and pass-by reductions were not specifically identified in the trip generation tables included in the December 2016 TIS, documentation of the reductions being applied to the trip generation calculations was presented in the appendix of the study.

MEMORANDUM

Date: July 28, 2020

Re: Alexander Property – Trip Generation Comparison

TABLE 2A: ORIGINAL TRIP GENERATION (ITE TRIP GENERATION, 9TH EDITION)

| LAND USE | SIZE | DAILY TRAFFIC | GENERATED TRAFFIC | | | |
|-------------------------------------|--------------|---------------|-------------------|------|------------|------|
| | | | AM PEAK | | PM PEAK | |
| | | | Enter | Exit | Enter | Exit |
| Retail (LUC 820) | 252,866 s.f. | 12,411 | 171 | 104 | 535 | 580 |
| Restaurant (LUC 932) | 28,096 s.f. | 3,572 | 167 | 137 | 166 | 111 |
| Residential Single-Family (LUC 210) | 159 d.u.. | 1,609 | 30 | 91 | 91 | 53 |
| <i>Subtotal</i> | -- | 17,592 | 368 | 332 | 792 | 744 |
| <i>Internal Reduction</i> | -- | -2,639 | -50 | -50 | -184 | -184 |
| <i>Pass-By Reduction</i> | -- | -3,396 | 0 | 0 | -144 | -136 |
| <i>Reduced Subtotal</i> | -- | 11,557 | 318 | 282 | 464 | 424 |
| NEW TRIPS | -- | 11,557 | 600 | | 888 | |

Source: *Trip Generation*, Ninth Edition

TABLE 2B: ORIGINAL TRIP GENERATION (ITE TRIP GENERATION, 10TH EDITION)

| LAND USE | SIZE | DAILY TRAFFIC | GENERATED TRAFFIC | | | |
|-------------------------------------|--------------|---------------|-------------------|------|------------|------|
| | | | AM PEAK | | PM PEAK | |
| | | | Enter | Exit | Enter | Exit |
| Retail (LUC 820) | 252,866 s.f. | 9,546 | 148 | 90 | 518 | 562 |
| Restaurant (LUC 932) | 28,096 s.f. | 3,152 | 153 | 126 | 170 | 104 |
| Residential Single-Family (LUC 210) | 159 d.u.. | 1,593 | 30 | 89 | 100 | 59 |
| <i>Subtotal</i> | -- | 14,291 | 331 | 305 | 788 | 725 |
| <i>Internal Reduction</i> | -- | -2,144 | -45 | -45 | -182 | -182 |
| <i>Pass-By Reduction</i> | -- | -2,698 | 0 | 0 | -131 | -127 |
| <i>Reduced Subtotal</i> | -- | 9,449 | 286 | 260 | 475 | 416 |
| NEW TRIPS | -- | 9,449 | 546 | | 891 | |

Source: *Trip Generation*, Tenth Edition

Trip generation was then calculated based on the revised land uses in the updated site plan. Factors from ITE's *Trip Generation*, Ninth and Tenth Editions, were utilized for the analyses of the revised land uses.

Mirroring analysis presented in the TIS from December 2016, a process was used to estimate the number of internal trips that can be expected between land uses based on methodology presented in NCHRP Report 684, "Enhancing Internal Trip Capture Estimation for Mixed-Use Developments." The total internal trip reduction process for the proposed land uses in the revised site plan resulted in an estimated 8.6% internal capture rate for the AM peak hour and a 24.8% internal capture rate for the PM peak hour. A 15% internal reduction was conservatively assumed for the daily traffic generated by the site. It should be noted that this internal capture rate is consistent with the internal capture rate for daily traffic volumes used in the December 2016 TIS.

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Furthermore, the same pass-by reduction used in the December 2016 TIS was also used for the trip generation calculations associated with the revised site plan. The calculations for trip generation are included as an attachment.

The results of the revised trip generation calculations based on factors of ITE's *Trip Generation*, Ninth Edition and Tenth Edition are shown in Tables 3A and 3B, respectively.

TABLE 3A: REVISED TRIP GENERATION (ITE TRIP GENERATION, 9TH EDITION)

| LAND USE | SIZE | DAILY TRAFFIC | GENERATED TRAFFIC | | | |
|-------------------------------------|-------------|---------------|-------------------|------|------------|------|
| | | | AM PEAK | | PM PEAK | |
| | | | Enter | Exit | Enter | Exit |
| Retail (LUC 820) | 90,000 s.f. | 6,342 | 91 | 55 | 268 | 290 |
| Restaurant (LUC 932) | 10,000 s.f. | 1,272 | 59 | 49 | 59 | 40 |
| Residential Single-Family (LUC 210) | 259 d.u. | 2,521 | 48 | 143 | 156 | 91 |
| Multi-Family Housing (LUC 221) | 638 d.u. | 3,990 | 63 | 253 | 240 | 129 |
| <i>Subtotal</i> | -- | 14,125 | 261 | 500 | 723 | 550 |
| <i>Internal Reduction</i> | -- | -2,119 | -33 | -33 | -158 | -158 |
| <i>Pass-By Reduction</i> | | -1,618 | 0 | 0 | -62 | -62 |
| <i>Reduced Subtotal</i> | -- | 10,388 | 228 | 467 | 503 | 330 |
| NEW TRIPS | -- | 10,388 | 695 | | 833 | |

Source: *Trip Generation*, Ninth Edition**TABLE 3B: REVISED TRIP GENERATION (ITE TRIP GENERATION, 10TH EDITION)**

| LAND USE | SIZE | DAILY TRAFFIC | GENERATED TRAFFIC | | | |
|-------------------------------------|-------------|---------------|-------------------|------|------------|------|
| | | | AM PEAK | | PM PEAK | |
| | | | Enter | Exit | Enter | Exit |
| Retail (LUC 820) | 90,000 s.f. | 3,398 | 53 | 32 | 241 | 262 |
| Restaurant (LUC 932) | 10,000 s.f. | 1,122 | 54 | 45 | 61 | 37 |
| Residential Single-Family (LUC 210) | 259 d.u. | 2,496 | 47 | 142 | 159 | 94 |
| Multi-Family Housing (LUC 221) | 638 d.u. | 3,471 | 60 | 170 | 171 | 110 |
| <i>Subtotal</i> | -- | 10,487 | 214 | 389 | 632 | 503 |
| <i>Internal Reduction</i> | -- | -1,573 | -26 | -26 | -141 | -141 |
| <i>Pass-By Reduction</i> | -- | -961 | 0 | 0 | -57 | -56 |
| <i>Reduced Subtotal</i> | -- | 7,953 | 188 | 363 | 434 | 306 |
| NEW TRIPS | -- | 7,953 | 551 | | 740 | |

Source: *Trip Generation*, Tenth Edition

As shown, based on factors from ITE's *Trip Generation*, Ninth Edition, the daily traffic generated by Phase 1 of the proposed development is expected to decrease by approximately 1,169 trips due to

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the site plan revisions. Furthermore, the AM peak hour traffic volumes are expected to increase by 95 trips, and the PM peak hour traffic volumes are expected to decrease by 55 trips.

Based on factors from ITE's *Trip Generation*, Tenth Edition, the daily traffic generated by Phase 1 of the proposed development is expected to decrease by approximately 1,496 trips due to the site plan revisions. Furthermore, the AM peak hour traffic volumes are expected to increase by 5 trips, and the PM peak hour traffic volumes are expected to decrease by 151 trips.

The decreases in the daily and PM peak hour traffic volumes can be attributed to the change from heavy retail/restaurant square footages to more residential land uses. This is due to the fact that a retail/restaurant development typically generates significantly more trips than a residential development of the same square footage. For example, a 3,500 square foot single-family home will generate a relatively small number of trips during a given day because only one family will be entering and exiting the residence. In contrast, a 3,500 square foot retail or restaurant space can be expected to generate much more traffic because of the high customer demand that is typical during a given day.

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

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

Buckner Lane

- Realign Buckner Lane between Thompson's Station Road East and Buckner Road. A major goal of this realignment is to improve the existing sight distance restriction along Buckner Lane south of Thompson's Station Road East, which is currently restricted due to vertical curvature. The design of Buckner Lane should consider realigning the street to the east of the hilltop at the northwest corner of the property, so that adequate sight distance can be provided.
- Widen Buckner Lane between Thompson's Station Road East and Buckner Road to provide a minimum of two travel lanes in each direction with a center two-way left-turn lane or landscaped median to accommodate left turn lanes where needed.
- The Buckner Lane improvements should include bike lanes and sidewalks on both sides.

Intersection of Buckner Lane and Thompson's Station Road East

- Widen Thompson's Station Road East in order to provide a westbound left turn lane.

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- Widen Thompson's Station Road East in order to provide an eastbound right turn lane with channelization to an added lane on Buckner Lane in the southbound direction.
- Install traffic signal control with permissive/protected left turn signal phasing for Thompson's Station Road East.
- Bicycle treatments and pedestrian facilities should be considered in the design of the intersection geometry and traffic signal.

Intersection of Buckner Lane and Westchester Lane/Residential Loop

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

Intersection of Buckner Lane and Buckner Road

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

In summary, based on the trip generation analyses, the recommendations for Phase 1 of the development included in the December 2016 TIS remain applicable for the updated site plan. Based on the most current edition of *Trip Generation*, the AM peak hour traffic volumes are expected to increase slightly (5 trips) due the revisions in the site plan, while the daily and PM peak hour traffic volumes are both expected to decrease (1,496 daily trips and 151 PM peak hour trips). Therefore, no further recommendations are necessary for Phase 1 of the proposed Alexander Property development.

TOTAL TRIP GENERATION

| ITE CODE | LAND USE | # UNITS | UNIT TYPE | ADT | AM | | | PM | | |
|--------------|-------------------------------------|---------|-----------|--------------|------------|------------|------------|------------|------------|-------------|
| | | | | | Enter | Exit | Total | Enter | Exit | Total |
| 820 | Shopping Center | 252.866 | k.s.f. | 9546 | 148 | 90 | 238 | 518 | 562 | 1080 |
| 932 | High-Turnover (Sit-Down) Restaurant | 28.096 | k.s.f. | 3152 | 153 | 126 | 279 | 170 | 104 | 274 |
| 210 | Single-Family Detached Housing | 159 | units | 1593 | 30 | 89 | 118 | 100 | 59 | 159 |
| TOTAL | | | | 14291 | 331 | 305 | 635 | 788 | 725 | 1513 |

TRIP GENERATION

Shopping Center

820 ITE Land Code

252.866 k.s.f.

Average Daily Traffic:

$$T = 37.75 * (X)$$

$$T = 37.75 * (252.866)$$

$$T = 9546$$

A.M. Peak Hour:

$$T = 0.94 * (X)$$

$$T = 0.94 * (252.866)$$

$$T = 238$$

Enter = 148 62%

Exit = 90 38%

P.M. Peak Hour:

$$\ln(T) = (0.74 * \ln(X) + 2.89)$$

$$\ln(T) = (0.74 * \ln(252.866) + 2.89)$$

$$T = 1080$$

Enter = 518 48%

Exit = 562 52%

TRIP GENERATION

High-Turnover (Sit-Down) Restaurant

932 ITE Land Code

28.096 k.s.f.

Average Daily Traffic:

$$T = 112.18 * (X)$$

$$T = 112.18 * (28.096)$$

| |
|------------|
| $T = 3152$ |
|------------|

A.M. Peak Hour:

$$T = 9.94 * (X)$$

$$T = 9.94 * (28.096)$$

| |
|-----------|
| $T = 279$ |
|-----------|

Enter = 153 55%

Exit = 126 45%

P.M. Peak Hour:

$$T = 9.77 * (X)$$

$$T = 9.77 * (28.096)$$

| |
|-----------|
| $T = 274$ |
|-----------|

Enter = 170 62%

Exit = 104 38%

TRIP GENERATION

Single-Family Detached Housing

210 ITE Land Code

159 units

Average Daily Traffic:

$$\ln(T) = (0.92 * \ln(X) + 2.71)$$

$$\ln(T) = (0.92 * \ln(159) + 2.71)$$

$$T = 1593$$

A.M. Peak Hour:

$$T = 0.71 * (X) + 4.80$$

$$T = 0.71 * (159) + 4.80$$

$$T = 118$$

Enter = 30 25%

Exit = 89 75%

P.M. Peak Hour:

$$\ln(T) = (0.96 * \ln(X) + 0.2)$$

$$\ln(T) = (0.96 * \ln(159) + 0.2)$$

$$T = 159$$

Enter = 100 63%

Exit = 59 37%

TRIP GENERATION

Apartment – 638 Units

Use ITE Land Use Code 220 and associated trip generation rates for 24-hour total trips and peak hour trips.

Average Daily Traffic – Use the Fitted Curve Equation for Average Daily Traffic on a Weekday

$$T = 6.06(X) + 123.56$$

$$T = 6.06(638) + 123.56 \quad \text{----}$$

$$T = 3,990$$

A.M. Peak Hour - Use the Fitted Curve Equation for the AM Peak Hour of the Adjacent Street Traffic (one hour between 7:00 AM and 9:00 AM) on a Weekday

$$T = 0.49(X) + 3.73$$

$$T = 0.49(638) + 3.73$$

$$T = 316$$

$$\text{Enter} = 0.20 (316) = 63$$

$$\text{Exit} = 0.80 (316) = 253$$

P.M. Peak Hour - Use the Fitted Curve Equation for the PM Peak Hour of the Adjacent Street Traffic (one hour between 4:00 PM and 6:00 PM) on a Weekday

$$T = 0.55(X) + 17.65$$

$$T = 0.55(638) + 17.65$$

$$T = 369$$

$$\text{Enter} = 0.65 (369) = 240$$

$$\text{Exit} = 0.35 (369) = 129$$

TRIP GENERATION

Shopping Center – 90,000 square feet

Use ITE Lane Use Code 820 and associated trip generation rates for 24-hour total trips and peak hour trips.

Average Daily Traffic

$$\ln(T) = 0.65 \ln(X) + 5.83$$

$$\ln(T) = 0.65 \ln(90) + 5.83$$

$$T = 6,342$$

A.M. Peak Hour - Use fitted curve equation for the AM Peak Hour of the Adjacent Street (between 7:00 AM and 9:00 AM)

$$\ln(T) = 0.61 \ln(X) + 2.24$$

$$\ln(T) = 0.61 \ln(90) + 2.24$$

$$T = 146$$

$$\text{Enter} = 0.62(146) = 91$$

$$\text{Exit} = 0.38(146) = 55$$

P.M. Peak Hour – Use fitted curve equation for the PM Peak Hour of the Adjacent Street (between 4:00 PM and 6:00 PM)

$$\ln(T) = 0.67 \ln(X) + 3.31$$

$$\ln(T) = 0.67 \ln(90) + 3.31$$

$$T = 558$$

$$\text{Enter} = 0.48(558) = 268$$

$$\text{Exit} = 0.52(558) = 290$$

TRIP GENERATION

Single-Family Detached Housing – 259 units

Use ITE Land Use Code 210 and associated trip generation rates for 24-hour total trips and peak hour trips.

Average Daily Traffic

$$\ln(T) = 0.92 \ln(X) + 2.72$$

$$\ln(T) = 0.92 \ln(259) + 2.72$$

$$T = 2,521$$

A.M. Peak Hour - Use the fitted curve equation for the AM Peak Hour of the Adjacent Street (between 7:00 AM and 9:00 AM)

$$T = 0.70 (X) + 9.74$$

$$T = 0.70 (259) + 9.74$$

$$T = 191$$

$$\text{Enter} = 0.25(191) = 48$$

$$\text{Exit} = 0.75(191) = 143$$

P.M. Peak Hour - Use the fitted curve equation for the PM Peak Hour of the Adjacent Street (between 4:00 PM and 6:00 PM)

$$\ln(T) = 0.90 \ln(X) + 0.51$$

$$\ln(T) = 0.90 \ln(259) + 0.51$$

$$T = 247$$

$$\text{Enter} = 0.63(247) = 156$$

$$\text{Exit} = 0.37(247) = 91$$

TRIP GENERATION

High Turnover (Sit-Down) Restaurant – 10,000 square feet

Use ITE Land Use Code 932 and associated trip generation rates for 24-hour total trips and peak hour trips. Internal reductions were for the High Turnover (Sit-Down) Restaurant land use were calculated and are presented in the attached spreadsheet.

Average Daily Traffic - Use the Average Rate for Average Daily Traffic on a Weekday

$$T = 127.15 (X)$$

$$T = 127.15 (10)$$

$$T = 1,272$$

A.M. Peak Hour - Use the Average Rate for AM Peak Hour of the Adjacent Street (between 7:00 AM and 9:00 AM)

$$T = 10.81 (X)$$

$$T = 10.81 (10)$$

$$T = 108$$

$$\text{Enter} = 0.55 (108) = 59$$

$$\text{Exit} = 0.45 (108) = 49$$

P.M. Peak Hour - Use the Average Rate for PM Peak Hour of the Adjacent Street (between 4:00 PM and 6:00 PM)

$$T = 9.85 (X)$$

$$T = 9.85 (10)$$

$$T = 99$$

$$\text{Enter} = 0.60 (99) = 59$$

$$\text{Exit} = 0.40 (99) = 40$$

TOTAL TRIP GENERATION

| ITE CODE | LAND USE | # UNITS | UNIT TYPE | ADT | AM | | | PM | | |
|--------------|-------------------------------------|---------|-----------|--------------|------------|------------|------------|------------|------------|-------------|
| | | | | | Enter | Exit | Total | Enter | Exit | Total |
| 210 | Single-Family Detached Housing | 259 | units | 2496 | 47 | 142 | 189 | 159 | 94 | 253 |
| 221 | Multi-Family Housing (Mid-Rise) | 638 | units | 3471 | 60 | 170 | 230 | 171 | 110 | 281 |
| 820 | Shopping Center | 90 | k.s.f. | 3398 | 53 | 32 | 85 | 241 | 262 | 503 |
| 932 | High-Turnover (Sit-Down) Restaurant | 10 | k.s.f. | 1122 | 54 | 45 | 99 | 61 | 37 | 98 |
| TOTAL | | | | 10487 | 214 | 389 | 603 | 632 | 503 | 1135 |

TRIP GENERATION

Single-Family Detached Housing

210 ITE Land Code

259 units

Average Daily Traffic:

$$\ln(T) = (0.92 * \ln(X) + 2.71)$$

$$\ln(T) = (0.92 * \ln(259) + 2.71)$$

$$T = 2496$$

A.M. Peak Hour:

$$T = 0.71 * (X) + 4.80$$

$$T = 0.71 * (259) + 4.80$$

$$T = 189$$

Enter = 47 25%

Exit = 142 75%

P.M. Peak Hour:

$$\ln(T) = (0.96 * \ln(X) + 0.2)$$

$$\ln(T) = (0.96 * \ln(259) + 0.2)$$

$$T = 253$$

Enter = 159 63%

Exit = 94 37%

TRIP GENERATION

Multi-Family Housing (Mid-Rise)

221 ITE Land Code

638 units

Average Daily Traffic:

$$T = 5.44 * (X)$$

$$T = 5.44 * (638)$$

| |
|------------|
| $T = 3471$ |
|------------|

A.M. Peak Hour:

$$T = 0.36 * (X)$$

$$T = 0.36 * (638)$$

| |
|-----------|
| $T = 230$ |
|-----------|

Enter = 60 26%

Exit = 170 74%

P.M. Peak Hour:

$$T = 0.44 * (X)$$

$$T = 0.44 * (638)$$

| |
|-----------|
| $T = 281$ |
|-----------|

Enter = 171 61%

Exit = 110 39%

TRIP GENERATION

Shopping Center

820 ITE Land Code

90 k.s.f.

Average Daily Traffic:

$$T = 37.75 * (X)$$

$$T = 37.75 * (90)$$

$$T = 3398$$

A.M. Peak Hour:

$$T = 0.94 * (X)$$

$$T = 0.94 * (90)$$

$$T = 85$$

Enter = 53 62%

Exit = 32 38%

P.M. Peak Hour:

$$\ln(T) = (0.74 * \ln(X) + 2.89)$$

$$\ln(T) = (0.74 * \ln(90) + 2.89)$$

$$T = 503$$

Enter = 241 48%

Exit = 262 52%

TRIP GENERATION

High-Turnover (Sit-Down) Restaurant

932 ITE Land Code

10 k.s.f.

Average Daily Traffic:

$$T = 112.18 * (X)$$

$$T = 112.18 * (10)$$

$$T = 1122$$

A.M. Peak Hour:

$$T = 9.94 * (X)$$

$$T = 9.94 * (10)$$

$$T = 99$$

Enter = 54 55%

Exit = 45 45%

P.M. Peak Hour:

$$T = 9.77 * (X)$$

$$T = 9.77 * (10)$$

$$T = 98$$

Enter = 61 62%

Exit = 37 38%

| NCHRP 684 Internal Trip Capture Estimator - AM Peak Hour | | | |
|----------------------------------------------------------|---|---------------|------------------------|
| Project Name: | 0 | Organization: | KCI Technologies, Inc. |
| Project Number: | 0 | Performed By: | 0 |
| Project Location: | 0 | Date: | 1/0/1900 |
| Count Year: | 0 | Checked By: | 0 |
| Design Year: | 0 | Date: | 1/0/1900 |

Table 1-A: Base Vehicle-Trip Generation Estimates

| Land Use: | Development Data | | Estimated Vehicle Trips | | |
|----------------------|------------------|-----------|-------------------------|----------|---------|
| | Units | Unit Type | Total | Entering | Exiting |
| Office | 0 | ksf | 0 | 0 | 0 |
| Retail | 90 | ksf | 85 | 53 | 32 |
| Restaurant | 10 | ksf | 99 | 54 | 45 |
| Cinema/Entertainment | 0 | seats | 0 | 0 | 0 |
| Residential | 897 | units | 419 | 107 | 312 |
| Hotel | 0 | rooms | 0 | 0 | 0 |
| Industrial | 0 | ksf | 0 | 0 | 0 |
| Institutional | 0 | ksf | 0 | 0 | 0 |
| Medical | 0 | beds/ksf | 0 | 0 | 0 |
| TOTAL | | | 603 | 214 | 389 |

Table 2-A: Mode Split and Vehicle Occupancy Estimates

| Land Use | Entering Trips | | | Exiting Trips | | |
|----------------------|----------------|-----------|-----------------|---------------|-----------|-----------------|
| | Veh. Occ. | % Transit | % Non-Motorized | Veh. Occ. | % Transit | % Non-Motorized |
| Office | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Retail | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Restaurant | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Cinema/Entertainment | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Residential | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Hotel | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Industrial | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Institutional | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Medical | 1.00 | 0% | 0% | 1.00 | 0% | 0% |

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

| Origin (From) | Destination (To) | | | | | |
|----------------------|------------------|--------|------------|----------------------|-------------|-------|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | 0 | 500 | 500 | 500 | 500 | 500 |
| Retail | 500 | 0 | 500 | 500 | 500 | 500 |
| Restaurant | 500 | 500 | 0 | 500 | 500 | 500 |
| Cinema/Entertainment | 500 | 500 | 500 | 0 | 500 | 500 |
| Residential | 500 | 500 | 500 | 500 | 0 | 500 |
| Hotel | 500 | 500 | 500 | 500 | 500 | 0 |

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

| Origin (From) | Destination (To) | | | | | |
|----------------------|------------------|--------|------------|----------------------|-------------|-------|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 0 | 0 | 0 | 0 | 0 |
| Retail | 0 | | 4 | 0 | 2 | 0 |
| Restaurant | 0 | 4 | | 0 | 2 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 3 | 11 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

Table 5-A: Computations Summary

| | Total | Entering | Exiting |
|-------------------------------------|-------------|--------------|-------------|
| All Person-Trips | 603 | 214 | 389 |
| Internal Trips | 52 | 26 | 26 |
| Internal Capture Percentage | 8.6% | 12.1% | 6.7% |
| External Vehicle-Trips ³ | 551 | 188 | 363 |
| External Transit-Trips ⁴ | 0 | 0 | 0 |
| External Non-motorized Trips | 0 | 0 | 0 |

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

| Land Use | Entering Trips | Exiting Trips |
|----------------------|----------------|---------------|
| Office | #DIV/0! | #DIV/0! |
| Retail | 13.2% | 18.8% |
| Restaurant | 27.8% | 13.3% |
| Cinema/Entertainment | #DIV/0! | #DIV/0! |
| Residential | 3.7% | 4.5% |
| Hotel | #DIV/0! | #DIV/0! |

1 Land Use Codes (LUCs) from Trip Generation Informational Report, ITE.

2 Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimate

3 Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

4 Person-trips

| NCHRP 684 Internal Trip Capture Estimator - PM Peak Hour | | | |
|----------------------------------------------------------|---|---------------|------------------------|
| Project Name: | 0 | Organization: | KCI Technologies, Inc. |
| Project Number: | 0 | Performed By: | 0 |
| Project Location: | 0 | Date: | 1/0/1900 |
| Count Year: | 0 | Checked By: | 0 |
| Design Year: | 0 | Date: | 1/0/1900 |

Table 1-P: Base Vehicle-Trip Generation Estimates

| Land Use: | Development Data | | Estimated Vehicle Trips | | |
|----------------------|------------------|-----------|-------------------------|----------|---------|
| | Units | Unit Type | Total | Entering | Exiting |
| Office | 0 | ksf | 0 | 0 | 0 |
| Retail | 90 | ksf | 503 | 241 | 262 |
| Restaurant | 10 | ksf | 98 | 61 | 37 |
| Cinema/Entertainment | 0 | seats | 0 | 0 | 0 |
| Residential | 897 | du | 534 | 330 | 204 |
| Hotel | 0 | rooms | 0 | 0 | 0 |
| Industrial | 0 | ksf | 0 | 0 | 0 |
| Institutional | 0 | ksf | 0 | 0 | 0 |
| Medical | 0 | beds/ksf | 0 | 0 | 0 |
| TOTAL | | | 1135 | 632 | 503 |

Table 2-P: Mode Split and Vehicle Occupancy Estimates

| Land Use | Entering Trips | | | Exiting Trips | | |
|----------------------|----------------|-----------|-----------------|---------------|-----------|-----------------|
| | Veh. Occ. | % Transit | % Non-Motorized | Veh. Occ. | % Transit | % Non-Motorized |
| Office | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Retail | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Restaurant | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Cinema/Entertainment | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Residential | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Hotel | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Industrial | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Institutional | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Medical | 1.00 | 0% | 0% | 1.00 | 0% | 0% |

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

| Origin (From) | Destination (To) | | | | | |
|----------------------|------------------|--------|------------|----------------------|-------------|-------|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | 0 | 500 | 500 | 500 | 500 | 500 |
| Retail | 500 | 0 | 500 | 500 | 500 | 500 |
| Restaurant | 500 | 500 | 0 | 500 | 500 | 500 |
| Cinema/Entertainment | 500 | 500 | 500 | 0 | 500 | 500 |
| Residential | 500 | 500 | 500 | 500 | 0 | 500 |
| Hotel | 500 | 500 | 500 | 500 | 500 | 0 |

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

| Origin (From) | Destination (To) | | | | | |
|----------------------|------------------|--------|------------|----------------------|-------------|-------|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 0 | 0 | 0 | 0 | 0 |
| Retail | 0 | | 18 | 0 | 68 | 0 |
| Restaurant | 0 | 15 | | 0 | 7 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 24 | 9 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

Table 5-A: Computations Summary

| | Total | Entering | Exiting |
|-------------------------------------|--------------|--------------|--------------|
| All Person-Trips | 1135 | 632 | 503 |
| Internal Trips | 282 | 141 | 141 |
| Internal Capture Percentage | 24.8% | 22.3% | 28.0% |
| External Vehicle-Trips ³ | 853 | 491 | 362 |
| External Transit-Trips ⁴ | 0 | 0 | 0 |
| External Non-motorized Trips | 0 | 0 | 0 |

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

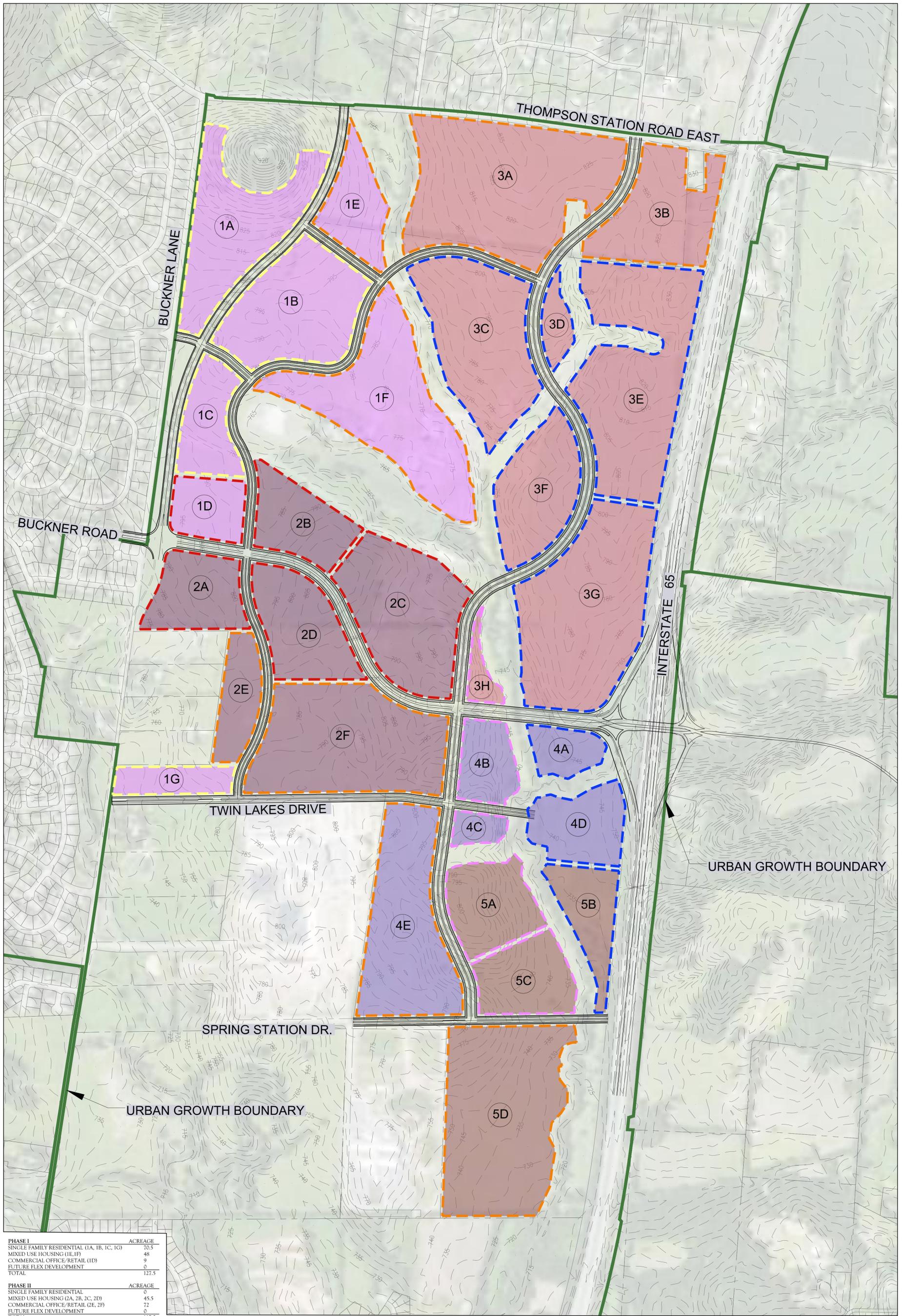
| Land Use | Entering Trips | Exiting Trips |
|----------------------|----------------|---------------|
| Office | #DIV/0! | #DIV/0! |
| Retail | 16.2% | 32.8% |
| Restaurant | 44.3% | 59.5% |
| Cinema/Entertainment | #DIV/0! | #DIV/0! |
| Residential | 22.7% | 16.2% |
| Hotel | #DIV/0! | #DIV/0! |

1 Land Use Codes (LUCs) from Trip Generation Informational Report, ITE.

2 Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimate

3 Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

4 Person-trips



| PHASE | ACREAGE |
|--------------------------------------------------------|--------------|
| PHASE I | |
| SINGLE FAMILY RESIDENTIAL (1A, 1B, 1C, 1G) | 70.5 |
| MIXED USE HOUSING (1E, 1F) | 48 |
| COMMERCIAL OFFICE/RETAIL (1D) | 9 |
| FUTURE FLEX DEVELOPMENT | 0 |
| TOTAL | 127.5 |
| PHASE II | |
| SINGLE FAMILY RESIDENTIAL (2A, 2B, 2C, 2D, 2E, 2F) | 0 |
| MIXED USE HOUSING (2A, 2B, 2C, 2D) | 45.5 |
| COMMERCIAL OFFICE/RETAIL (2E, 2F) | 72 |
| FUTURE FLEX DEVELOPMENT (3H) | 0 |
| TOTAL | 117.5 |
| PHASE III | |
| SINGLE FAMILY RESIDENTIAL (3A, 3B, 3C, 3D, 3E, 3F, 3G) | 0 |
| MIXED USE HOUSING (3A, 3B) | 68 |
| COMMERCIAL OFFICE/RETAIL (3C, 3D, 3E, 3F, 3G) | 136 |
| FUTURE FLEX DEVELOPMENT (3H) | 3.5 |
| TOTAL | 207.5 |
| PHASE IV | |
| SINGLE FAMILY RESIDENTIAL (4A, 4B, 4C, 4D, 4E) | 0 |
| MIXED USE HOUSING (4E) | 30 |
| COMMERCIAL OFFICE/RETAIL (4A, 4B) | 19.5 |
| FUTURE FLEX DEVELOPMENT (4C, 4D) | 12.5 |
| TOTAL | 62 |
| PHASE V | |
| SINGLE FAMILY RESIDENTIAL (5A, 5B, 5C, 5D) | 0 |
| MIXED USE HOUSING (5B) | 41.5 |
| COMMERCIAL OFFICE/RETAIL (5B) | 11.5 |
| FUTURE FLEX DEVELOPMENT (5A, 5C) | 25 |
| TOTAL | 78 |

LAND USES

- SINGLE FAMILY RESIDENTIAL
- MIXED USE HOUSING/MULTIFAMILY
- COMMERCIAL OFFICE
- COMMERCIAL RETAIL
- FUTURE FLEX DEVELOPMENT BASED ON MARKET CONDITIONS
- POTENTIAL FUTURE CONNECTIONS

PHASING

- I
- II
- III
- IV
- V

APRIL 1, 2020

0 100 200 300 400 800 1200
GRAPHIC SCALE

C:\Projects\2014\20140769\dwg\Exhibits\CAD\20140769_Master Plan_2020_Realignment & Amendment_1.dwg - Phasing Plan Mar 27, 2020 - 2:58pm ogilim

June 8, 2020

To: The Spring Hill Board of Mayor and Alderman
From: Wood Caldwell, Principal, Southeast Venture
RE: 2660 Buckner Lane Property
Ordinance 20-09, to Amend Ordinance 17-05

Thank you for this opportunity to address concerns raised during the BOMA work session on the evening of June 1, 2020. It is an honor to be part of the project that will soon become the cornerstone of economic development for the City of Spring Hill. This project has been carefully planned, in large part with the assistance of the Spring Hill Planning and Engineering departments. It has taken several years to get to this point, but design is underway on the infrastructure necessary to serve this development as well as the surrounding community. Currently, construction is scheduled to begin as early as fall of this year. I hope the following items address any remaining concerns, but if not, we welcome the opportunity to continue the conversation. Either the development team at Southeast Venture or our consultants at S&ME, are available to answer any questions, or provide you with any additional information regarding this project.

- The ordinance (20-09), amending ordinance (17-05) for this property, does *not* change the overall entitlement for the development. **The allowable density will remain the same as previously approved:** the same number of single-family residences; the same number of multi-family residences; the same square footages of retail, commercial, and office space.
- This amendment is needed to address the new proposed location of the I-65 interchange, now substantially south of the originally proposed location. **That shift has prompted the need to redesign the internal roadway network, including the arterial and collector roadways, which resulted in a modified Master Plan.**
- Along with the revised Master Plan, we are requesting to construct additional residential units (both single-family and multi-family) as part of Phase 1. **These additional units were originally shown to be constructed as part of Phase 2.**
- The traffic consultant (KCI) that executed the original Traffic Impact Study in 2016 was retained to analyze the effect of shifting additional residential construction from Phase 2 into Phase 1 and shifting a portion of the commercial development from Phase 1 into Phase 2. **KCI concluded that this shift results in approximately 50 less vehicle trips per day for the proposed Phase 1 development.**
- We are asking to shift a portion of the commercial development originally planned for Phase 1 into Phase 2. Based on KCI's study, **this will decrease the daily traffic count in Phase 1.**

- The following table summarizes the proposed phasing differences.

2660 Buckner Lane - EXHIBIT E Land Use and Development Program 2017/2020 Comparison

Phasing and Absorption - as Adopted 05/2017

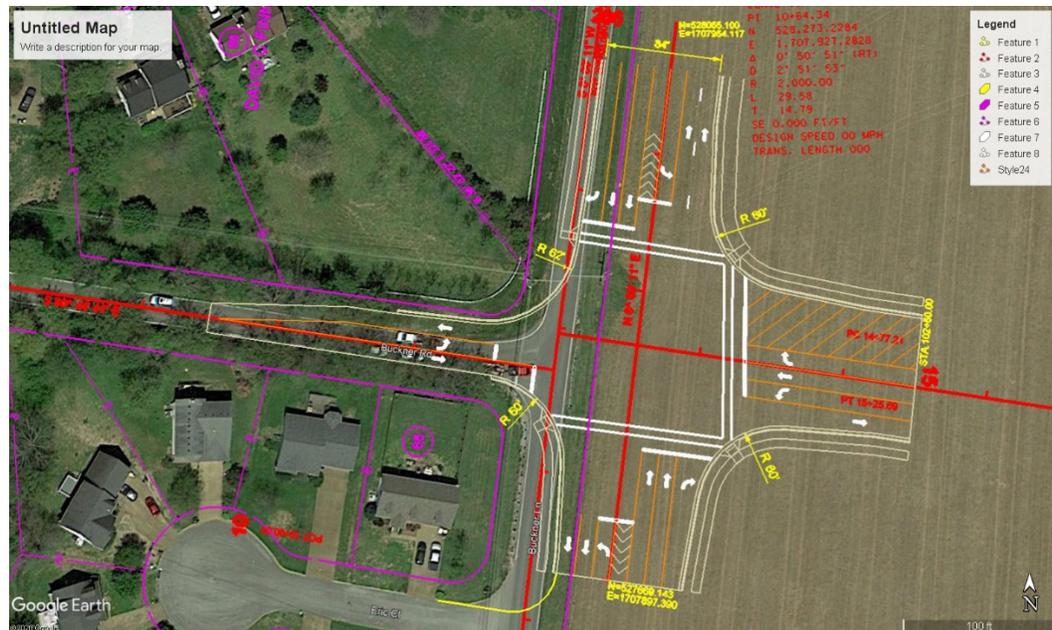
| Development Phase | Phase(s) | Land Uses and Development Program | | | | | Horizon Year |
|----------------------|----------|-----------------------------------|---------------------------------|---------------------------|------------------|---------------|--------------|
| | | Single Family (d.u.) | Cottage, Townhouse, Multifamily | Retail/ Restaurant (s.f.) | Office (s.f.) | Hotel (Rooms) | |
| Phase 1 | 1 | 159 | | 280,962 | | | 2021 |
| Phase 2 | 1-2 | 342 | 1,238 | 470,448 | | | 2026 |
| Phases 3-5 | 3 | 273 | 914 | 530,452 | 3,902,250 | 400 | 2037 |
| FULL BUILDOUT | | 774 | 2,152 | 1,281,862 | 3,902,250 | 400 | 2037 |

Phasing and Absorption - as Proposed with Modification Request 05/2020

| Development Phase | Phase(s) | Land Uses and Development Program | | | | | Horizon Year |
|----------------------|----------|-----------------------------------|---------------------------------|---------------------------|------------------|---------------|--------------|
| | | Single Family (d.u.) | Cottage, Townhouse, Multifamily | Retail/ Restaurant (s.f.) | Office (s.f.) | Hotel (Rooms) | |
| Phase 1 | 1 | 259 | 638 | 100,000 | | | 2023 |
| Phase 2 | 2 | 242 | 600 | 651,410 | | | 2027 |
| Phase 3 | 3 | 273 | 914 | 530,452 | 3,902,250 | 400 | 2040 |
| FULL BUILDOUT | | 774 | 2,152 | 1,281,862 | 3,902,250 | 400 | 2040 |

*** NOTE: Final Buildout quantities shall remain as adopted. Proposed modifications are highlighted for Modification Request 05/2020**

- Additionally, **we anticipate a build-out timeline for Phase 1 that concludes after the opening of the interchange with I-65.** Based on our understanding of the interchange project, when the interchange with Buckner Road opens, we will still be building out Phase 1 and in the preliminary stages of developing Phase 2.
- We are committed to the resounding success of this development, demonstrated by our complete cooperation with the City and highlighted with the below investments:
 - Designing and building the realigned and widened Buckner Lane from the intersection with Buckner Road, to a new intersection with Thompson's Station Road, including the signalization for that new intersection. Our responsibility also includes the improvements to the Buckner Road/Buckner Lane intersection, as shown in this exhibit:



- We remain committed to constructing a 1.5-million-gallon water storage tank on our property for the City of Spring Hill. The construction of the new water storage tank will occur prior to the occupation of any Phase 2 construction.
- We remain committed to extending the sanitary sewer trunk line(s) from the south, into this development. Those trunk lines could be further extended to serve other areas in the future.
- **Occupancy of any of the property designated for office use is restricted until the new interchange is operational.** However, once the interchange opens, we anticipate a high interest for office space and corporate relocations. This development is beautifully situated to augment the new interchange as the gateway to Spring Hill.



- As a reminder, the **Gateway zoning for this development incorporates a Special Assessment District** which will result in a significant source of revenue for the City of Spring Hill.

Once again, thank you for the opportunity to address some of the concerns during the BOMA Work Session. We know the City of Spring Hill will be proud of this project. In summary:

- **This ordinance will not result in any additional development rights for this property. The overall potential density remains the same.**
- **The resulting traffic generated from the proposed Phase 1 decreases by approximately 50 trips per day.**
- **We are heavily investing in the future of this development and the future of Spring Hill. This development embodies the ideals of Spring Hill Rising 2040.**

MEMORANDUM

To: Wood Caldwell, Southeast Venture

From: Beth Ostrowski, P.E. – KCI Technologies, Inc.
Tyler Fosnes, P.E. – KCI Technologies, Inc.

Re: Alexander Property – Trip Generation Comparison 2660 Buckner Lane

Date: April 6, 2020

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

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

TABLE 1: LAND USE COMPARISON

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

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

The results of the trip generation calculations from the December 2016 TIS are presented below in Table 2.

MEMORANDUM

Date: April 6, 2020

Re: Alexander Property – Trip Generation Comparison

TABLE 2: ORIGINAL TRIP GENERATION

| LAND USE | SIZE | DAILY TRAFFIC | GENERATED TRAFFIC | | | |
|-------------------------------------|--------------|---------------|-------------------|------------|------------|------------|
| | | | AM PEAK | | PM PEAK | |
| | | | Enter | Exit | Enter | Exit |
| Retail (LUC 820) | 252,866 s.f. | 7,912 | 156 | 89 | 350 | 367 |
| Restaurant (LUC 932) | 28,096 s.f. | 2,277 | 135 | 121 | 80 | 37 |
| Residential Single-Family (LUC 210) | 159 d.u.. | 1,368 | 27 | 72 | 34 | 20 |
| <i>SUBTOTAL</i> | -- | <i>11,557</i> | <i>318</i> | <i>282</i> | <i>464</i> | <i>424</i> |
| NEW TRIPS | -- | 11,557 | 600 | | 888 | |

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

Source: *Trip Generation*, Ninth Edition

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

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

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

The results of the revised trip generation calculations are shown in Table 3.

MEMORANDUM

Date: April 6, 2020

Re: Alexander Property – Trip Generation Comparison

TABLE 3: REVISED TRIP GENERATION

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

Source: *Trip Generation*, Tenth Edition

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

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

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

Buckner Lane

- Realign Buckner Lane between Thompson’s Station Road East and Buckner Road. A major goal of this realignment is to improve the existing sight distance restriction along Buckner Lane south of Thompson’s Station Road East, which is currently restricted due to vertical curvature. The design of Buckner Lane should consider realigning the street to the east of the hilltop at the northwest corner of the property, so that adequate sight distance can be provided.
- Widen Buckner Lane between Thompson’s Station Road East and Buckner Road to provide a minimum of two travel lanes in each direction with a center two-way left-turn lane or landscaped median to accommodate left turn lanes where needed.
- The Buckner Lane improvements should include bike lanes and sidewalks on both sides.

MEMORANDUM

Date: April 6, 2020

Re: Alexander Property – Trip Generation Comparison

Intersection of Buckner Lane and Thompson's Station Road East

- Widen Thompson's Station Road East in order to provide a westbound left turn lane.
- Widen Thompson's Station Road East in order to provide an eastbound right turn lane with channelization to an added lane on Buckner Lane in the southbound direction.
- Install traffic signal control with permissive/protected left turn signal phasing for Thompson's Station Road East.
- Bicycle treatments and pedestrian facilities should be considered in the design of the intersection geometry and traffic signal.

Intersection of Buckner Lane and Westchester Lane/Residential Loop

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

Intersection of Buckner Lane and Buckner Road

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

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

TOTAL TRIP GENERATION

| ITE CODE | LAND USE | # UNITS | UNIT TYPE | ADT | AM | | | PM | | |
|--------------|-------------------------------------|---------|-----------|--------------|------------|------------|------------|------------|------------|-------------|
| | | | | | Enter | Exit | Total | Enter | Exit | Total |
| 210 | Single-Family Detached Housing | 259 | units | 2496 | 47 | 142 | 189 | 159 | 94 | 253 |
| 221 | Multi-Family Housing (Mid-Rise) | 638 | units | 3471 | 60 | 170 | 230 | 171 | 110 | 281 |
| 820 | Shopping Center | 90 | k.s.f. | 3398 | 53 | 32 | 85 | 241 | 262 | 503 |
| 932 | High-Turnover (Sit-Down) Restaurant | 10 | k.s.f. | 1122 | 54 | 45 | 99 | 61 | 37 | 98 |
| TOTAL | | | | 10487 | 214 | 389 | 603 | 632 | 503 | 1135 |

TRIP GENERATION

Single-Family Detached Housing

210 ITE Land Code

259 units

Average Daily Traffic:

$$\ln(T) = (0.92 * \ln(X) + 2.71)$$

$$\ln(T) = (0.92 * \ln(259) + 2.71)$$

$$T = 2496$$

A.M. Peak Hour:

$$T = 0.71 * (X) + 4.80$$

$$T = 0.71 * (259) + 4.80$$

$$T = 189$$

Enter = 47 25%

Exit = 142 75%

P.M. Peak Hour:

$$\ln(T) = (0.96 * \ln(X) + 0.2)$$

$$\ln(T) = (0.96 * \ln(259) + 0.2)$$

$$T = 253$$

Enter = 159 63%

Exit = 94 37%

TRIP GENERATION

Multi-Family Housing (Mid-Rise)

221 ITE Land Code

638 units

Average Daily Traffic:

$$T = 5.44 * (X)$$

$$T = 5.44 * (638)$$

| |
|------------|
| $T = 3471$ |
|------------|

A.M. Peak Hour:

$$T = 0.36 * (X)$$

$$T = 0.36 * (638)$$

| |
|-----------|
| $T = 230$ |
|-----------|

Enter = 60 26%

Exit = 170 74%

P.M. Peak Hour:

$$T = 0.44 * (X)$$

$$T = 0.44 * (638)$$

| |
|-----------|
| $T = 281$ |
|-----------|

Enter = 171 61%

Exit = 110 39%

TRIP GENERATION

Shopping Center

820 ITE Land Code

90 k.s.f.

Average Daily Traffic:

$$T = 37.75 * (X)$$

$$T = 37.75 * (90)$$

$$T = 3398$$

A.M. Peak Hour:

$$T = 0.94 * (X)$$

$$T = 0.94 * (90)$$

$$T = 85$$

Enter = 53 62%

Exit = 32 38%

P.M. Peak Hour:

$$\ln(T) = (0.74 * \ln(X) + 2.89)$$

$$\ln(T) = (0.74 * \ln(90) + 2.89)$$

$$T = 503$$

Enter = 241 48%

Exit = 262 52%

TRIP GENERATION

High-Turnover (Sit-Down) Restaurant

932 ITE Land Code

10 k.s.f.

Average Daily Traffic:

$$T = 112.18 * (X)$$

$$T = 112.18 * (10)$$

$$T = 1122$$

A.M. Peak Hour:

$$T = 9.94 * (X)$$

$$T = 9.94 * (10)$$

$$T = 99$$

Enter = 54 55%

Exit = 45 45%

P.M. Peak Hour:

$$T = 9.77 * (X)$$

$$T = 9.77 * (10)$$

$$T = 98$$

Enter = 61 62%

Exit = 37 38%

| NCHRP 684 Internal Trip Capture Estimator - AM Peak Hour | | | |
|----------------------------------------------------------|---|---------------|------------------------|
| Project Name: | 0 | Organization: | KCI Technologies, Inc. |
| Project Number: | 0 | Performed By: | 0 |
| Project Location: | 0 | Date: | 1/0/1900 |
| Count Year: | 0 | Checked By: | 0 |
| Design Year: | 0 | Date: | 1/0/1900 |

Table 1-A: Base Vehicle-Trip Generation Estimates

| Land Use: | Development Data | | Estimated Vehicle Trips | | |
|----------------------|------------------|-----------|-------------------------|----------|---------|
| | Units | Unit Type | Total | Entering | Exiting |
| Office | 0 | ksf | 0 | 0 | 0 |
| Retail | 90 | ksf | 85 | 53 | 32 |
| Restaurant | 10 | ksf | 99 | 54 | 45 |
| Cinema/Entertainment | 0 | seats | 0 | 0 | 0 |
| Residential | 897 | units | 419 | 107 | 312 |
| Hotel | 0 | rooms | 0 | 0 | 0 |
| Industrial | 0 | ksf | 0 | 0 | 0 |
| Institutional | 0 | ksf | 0 | 0 | 0 |
| Medical | 0 | beds/ksf | 0 | 0 | 0 |
| TOTAL | | | 603 | 214 | 389 |

Table 2-A: Mode Split and Vehicle Occupancy Estimates

| Land Use | Entering Trips | | | Exiting Trips | | |
|----------------------|----------------|-----------|-----------------|---------------|-----------|-----------------|
| | Veh. Occ. | % Transit | % Non-Motorized | Veh. Occ. | % Transit | % Non-Motorized |
| Office | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Retail | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Restaurant | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Cinema/Entertainment | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Residential | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Hotel | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Industrial | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Institutional | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Medical | 1.00 | 0% | 0% | 1.00 | 0% | 0% |

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

| Origin (From) | Destination (To) | | | | | |
|----------------------|------------------|--------|------------|----------------------|-------------|-------|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | 0 | 500 | 500 | 500 | 500 | 500 |
| Retail | 500 | 0 | 500 | 500 | 500 | 500 |
| Restaurant | 500 | 500 | 0 | 500 | 500 | 500 |
| Cinema/Entertainment | 500 | 500 | 500 | 0 | 500 | 500 |
| Residential | 500 | 500 | 500 | 500 | 0 | 500 |
| Hotel | 500 | 500 | 500 | 500 | 500 | 0 |

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

| Origin (From) | Destination (To) | | | | | |
|----------------------|------------------|--------|------------|----------------------|-------------|-------|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 0 | 0 | 0 | 0 | 0 |
| Retail | 0 | | 4 | 0 | 2 | 0 |
| Restaurant | 0 | 4 | | 0 | 2 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 3 | 11 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

Table 5-A: Computations Summary

| | Total | Entering | Exiting |
|-------------------------------------|-------------|--------------|-------------|
| All Person-Trips | 603 | 214 | 389 |
| Internal Trips | 52 | 26 | 26 |
| Internal Capture Percentage | 8.6% | 12.1% | 6.7% |
| External Vehicle-Trips ³ | 551 | 188 | 363 |
| External Transit-Trips ⁴ | 0 | 0 | 0 |
| External Non-motorized Trips | 0 | 0 | 0 |

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

| Land Use | Entering Trips | Exiting Trips |
|----------------------|----------------|---------------|
| Office | #DIV/0! | #DIV/0! |
| Retail | 13.2% | 18.8% |
| Restaurant | 27.8% | 13.3% |
| Cinema/Entertainment | #DIV/0! | #DIV/0! |
| Residential | 3.7% | 4.5% |
| Hotel | #DIV/0! | #DIV/0! |

1 Land Use Codes (LUCs) from Trip Generation Informational Report, ITE.

2 Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimate

3 Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

4 Person-trips

| NCHRP 684 Internal Trip Capture Estimator - PM Peak Hour | | | |
|----------------------------------------------------------|---|---------------|------------------------|
| Project Name: | 0 | Organization: | KCI Technologies, Inc. |
| Project Number: | 0 | Performed By: | 0 |
| Project Location: | 0 | Date: | 1/0/1900 |
| Count Year: | 0 | Checked By: | 0 |
| Design Year: | 0 | Date: | 1/0/1900 |

Table 1-P: Base Vehicle-Trip Generation Estimates

| Land Use: | Development Data | | Estimated Vehicle Trips | | |
|----------------------|------------------|-----------|-------------------------|----------|---------|
| | Units | Unit Type | Total | Entering | Exiting |
| Office | 0 | ksf | 0 | 0 | 0 |
| Retail | 90 | ksf | 503 | 241 | 262 |
| Restaurant | 10 | ksf | 98 | 61 | 37 |
| Cinema/Entertainment | 0 | seats | 0 | 0 | 0 |
| Residential | 897 | du | 534 | 330 | 204 |
| Hotel | 0 | rooms | 0 | 0 | 0 |
| Industrial | 0 | ksf | 0 | 0 | 0 |
| Institutional | 0 | ksf | 0 | 0 | 0 |
| Medical | 0 | beds/ksf | 0 | 0 | 0 |
| TOTAL | | | 1135 | 632 | 503 |

Table 2-P: Mode Split and Vehicle Occupancy Estimates

| Land Use | Entering Trips | | | Exiting Trips | | |
|----------------------|----------------|-----------|-----------------|---------------|-----------|-----------------|
| | Veh. Occ. | % Transit | % Non-Motorized | Veh. Occ. | % Transit | % Non-Motorized |
| Office | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Retail | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Restaurant | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Cinema/Entertainment | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Residential | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Hotel | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Industrial | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Institutional | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Medical | 1.00 | 0% | 0% | 1.00 | 0% | 0% |

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

| Origin (From) | Destination (To) | | | | | |
|----------------------|------------------|--------|------------|----------------------|-------------|-------|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | 0 | 500 | 500 | 500 | 500 | 500 |
| Retail | 500 | 0 | 500 | 500 | 500 | 500 |
| Restaurant | 500 | 500 | 0 | 500 | 500 | 500 |
| Cinema/Entertainment | 500 | 500 | 500 | 0 | 500 | 500 |
| Residential | 500 | 500 | 500 | 500 | 0 | 500 |
| Hotel | 500 | 500 | 500 | 500 | 500 | 0 |

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

| Origin (From) | Destination (To) | | | | | |
|----------------------|------------------|--------|------------|----------------------|-------------|-------|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 0 | 0 | 0 | 0 | 0 |
| Retail | 0 | | 18 | 0 | 68 | 0 |
| Restaurant | 0 | 15 | | 0 | 7 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 24 | 9 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

Table 5-A: Computations Summary

| | Total | Entering | Exiting |
|-------------------------------------|--------------|--------------|--------------|
| All Person-Trips | 1135 | 632 | 503 |
| Internal Trips | 282 | 141 | 141 |
| Internal Capture Percentage | 24.8% | 22.3% | 28.0% |
| External Vehicle-Trips ³ | 853 | 491 | 362 |
| External Transit-Trips ⁴ | 0 | 0 | 0 |
| External Non-motorized Trips | 0 | 0 | 0 |

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

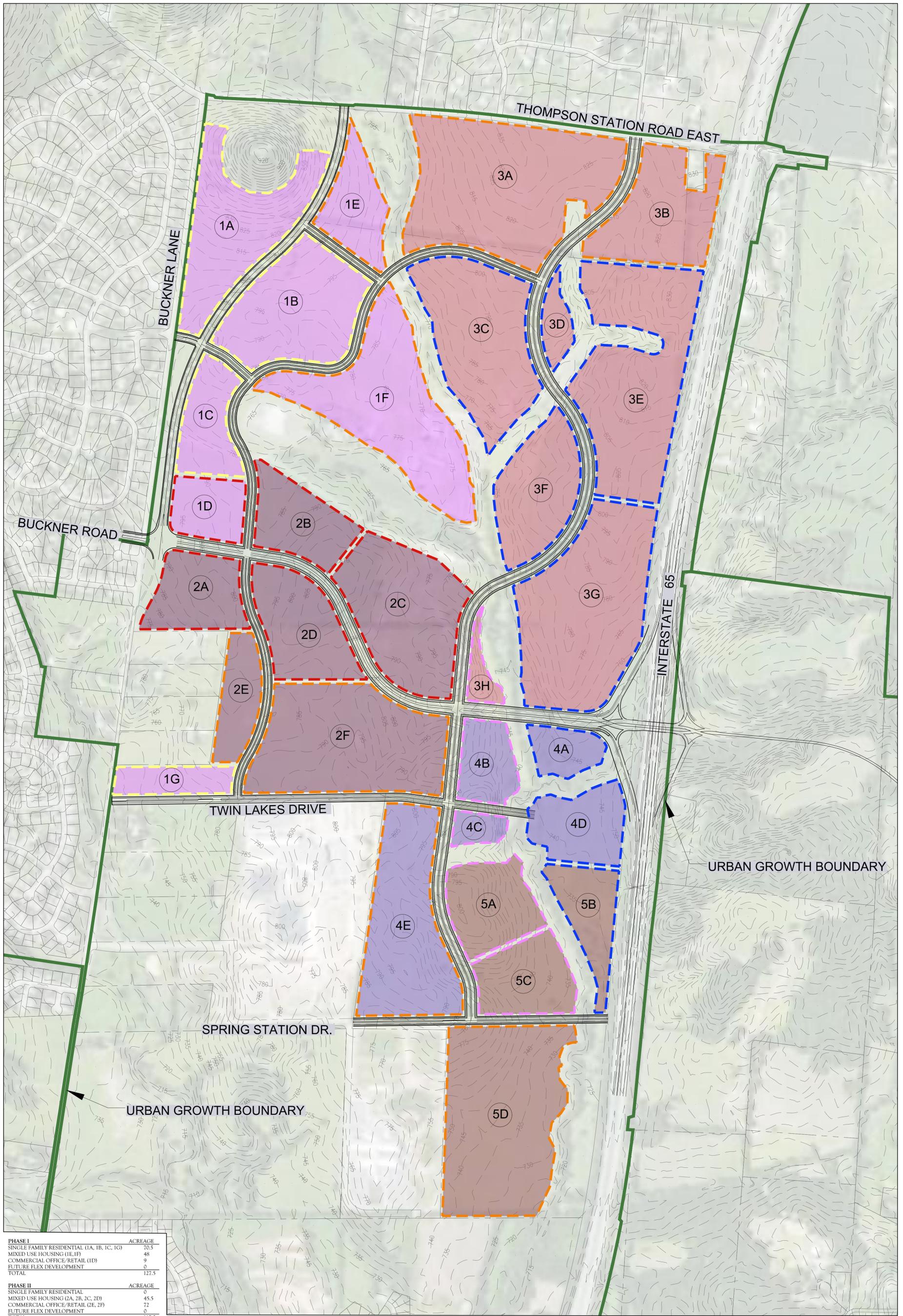
| Land Use | Entering Trips | Exiting Trips |
|----------------------|----------------|---------------|
| Office | #DIV/0! | #DIV/0! |
| Retail | 16.2% | 32.8% |
| Restaurant | 44.3% | 59.5% |
| Cinema/Entertainment | #DIV/0! | #DIV/0! |
| Residential | 22.7% | 16.2% |
| Hotel | #DIV/0! | #DIV/0! |

1 Land Use Codes (LUCs) from Trip Generation Informational Report, ITE.

2 Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimate

3 Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

4 Person-trips



| PHASE | ACREAGE |
|--------------------------------------------------------|--------------|
| PHASE I | |
| SINGLE FAMILY RESIDENTIAL (1A, 1B, 1C, 1G) | 70.5 |
| MIXED USE HOUSING (1E, 1F) | 48 |
| COMMERCIAL OFFICE/RETAIL (1D) | 9 |
| FUTURE FLEX DEVELOPMENT | 0 |
| TOTAL | 127.5 |
| PHASE II | |
| SINGLE FAMILY RESIDENTIAL (2A, 2B, 2C, 2D, 2E, 2F) | 0 |
| MIXED USE HOUSING (2A, 2B, 2C, 2D) | 45.5 |
| COMMERCIAL OFFICE/RETAIL (2E, 2F) | 72 |
| FUTURE FLEX DEVELOPMENT (3H) | 0 |
| TOTAL | 117.5 |
| PHASE III | |
| SINGLE FAMILY RESIDENTIAL (3A, 3B, 3C, 3D, 3E, 3F, 3G) | 0 |
| MIXED USE HOUSING (3A, 3B) | 68 |
| COMMERCIAL OFFICE/RETAIL (3C, 3D, 3E, 3F, 3G) | 136 |
| FUTURE FLEX DEVELOPMENT (3H) | 3.5 |
| TOTAL | 207.5 |
| PHASE IV | |
| SINGLE FAMILY RESIDENTIAL (4A, 4B, 4C, 4D, 4E) | 0 |
| MIXED USE HOUSING (4E) | 30 |
| COMMERCIAL OFFICE/RETAIL (4A, 4B) | 19.5 |
| FUTURE FLEX DEVELOPMENT (4C, 4D) | 12.5 |
| TOTAL | 62 |
| PHASE V | |
| SINGLE FAMILY RESIDENTIAL (5A, 5B, 5C, 5D) | 0 |
| MIXED USE HOUSING (5B) | 41.5 |
| COMMERCIAL OFFICE/RETAIL (5B) | 11.5 |
| FUTURE FLEX DEVELOPMENT (5A, 5C) | 25 |
| TOTAL | 78 |

LAND USES

- SINGLE FAMILY RESIDENTIAL
- MIXED USE HOUSING/MULTIFAMILY
- COMMERCIAL OFFICE
- COMMERCIAL RETAIL
- FUTURE FLEX DEVELOPMENT BASED ON MARKET CONDITIONS
- POTENTIAL FUTURE CONNECTIONS

PHASING

- I
- II
- III
- IV
- V

APRIL 1, 2020

0 100 200 300 400 800 1200
GRAPHIC SCALE

C:\Projects\2014\20140769\dwg\Exhibits\CAD\20140769_Master Plan_2020_Realignment & Amendment_1.dwg - Phasing Plan Mar 27, 2020 - 2:58pm ogilim

ORDINANCE 20-09

AN ORDINANCE TO AMEND ORDINANCE NO. 17-05 WHICH CREATED AND ADOPTED THE PLANNED ZONING DISTRICT KNOWN AS 2660 BUCKNER LANE, BY AMENDING ORDINANCE NO. 86-47, THE SAME BEING THE ZONING ORDINANCE OF THE CITY OF SPRING HILL, SAID PROPERTY BEING WILLIAMSON COUNTY TAX MAP 166, PARCEL 02300 AND TAX MAP 154, PARCEL 06203

WHEREAS, this amendment was recommended by the Spring Hill Municipal Planning Commission and forwarded to the Board of Mayor and Aldermen on the 11th of May 2020; and

WHEREAS, the purpose of this Ordinance is to amend the 2660 Buckner Lane Planned Zoning District (PZD), by revising certain exhibits and plans associated with this PZD. Amendments include revisions to reflect the proposed I-65 interchange at Buckner Road and city road widening projects for Buckner Lane and Buckner Road.; and

WHEREAS, other amendments include the shifting of land uses between phases of the development, while maintaining the land use allowances approved in 2017 for the PZD; and

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

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

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF SPRING HILL, TENNESSEE, BOARD OF MAYOR AND ALDERMEN WHILE IN REGULAR SESSION ON July 20, 2020, as follows:

SECTION 1. The 2660 Buckner Lane PZD is hereby amended by replacing and readopting the following exhibits as attached hereto:

- Exhibit A. Gateway Planned Zoning District Standards, dated May 20, 2020
- Exhibit B. Subdistrict Boundary Map with Legal Descriptions, dated May 20, 2020
- Exhibit C. Gateway PZD Phasing Plan, dated May 20, 2020
- Exhibit D. Road and Infrastructure Improvements by Phase, dated May 29, 2020, with maps dated April 20, 2020

SECTION 2. The 2660 Buckner Lane PZD is further amended by adopting a new Exhibit E as follows and attached hereto:

- Exhibit E. Land Use Comparison 2017 and 2020, dated May 20, 2020

SECTION 3. No other changes intentionally or otherwise are authorized to the 2660 Buckner Lane PZD.

BE IT FURTHER ORDAINED

In case of conflict between this ordinance or any part hereof, and the whole part of any existing ordinance of the City, the conflicting ordinance is repealed to the extent of the conflict but no further. If any section, clause, or provision or portion of this ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, such holding shall not affect any other section, clause, or provision or portion of this ordinance.

This ordinance shall take effect on the earliest date allowed by law.

Passed and adopted by the Board of Mayor and Aldermen of the City of Spring Hill, Tennessee, on this 20th day of July, 2020.

PASSED:

Rick Graham, Mayor

Passed on First Reading: _____

Passed on Second Reading: _____

ATTEST:

April Goad, City Recorder

APPROVED AS TO FORM:

Patrick M. Carter, City Attorney

2660 Buckner Lane

Gateway Planned Zoning District Standards

Spring Hill, Tennessee

March 20, 2017, Approved May 18, 2017

Revision Submittal April 6, 2020, Resubmitted May 20, 2020

Exhibit A

Development Team

Southeast Venture, LLC | *Founder*

S&ME, INC. | *Planner Landscape Architect Civil Engineer Surveyor*

KCI Technologies | *Transportation Engineer*

Prepared For |



Southeast Venture
REAL ESTATE · DESIGN · DEVELOPMENT

Prepared By |





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Founder

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615-833-8716

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Brandon Lambert
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Nashville, TN 37203
615-370-8410

Kayla Ferguson | PE
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Nashville, TN 37203
615-370-8410



| | |
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VISION

The vision for the project is to develop a mixed use community that brings together residential, commercial, office, institutional and recreational uses into a healthy and pedestrian friendly environment where people can live, work, shop and play. Key elements of the vision include the following:

- Create a walkable, live, work, shop and play community
- Be an inviting 'front door' for Spring Hill from the Interstate
- Become a Class A employment center for Spring Hill
- Add neighborhood and regional scale retail options
- Provide varied housing choices in a design controlled environment
- Preserve and enhance natural site features
- Be a part of the regional traffic solution

PURPOSE

The purpose and intent of the Gateway Planned Zoning District (PZD) is to permit and encourage the development of a compatible mix of residential, commercial, office, and institutional uses immediately adjacent for a parcel located prominently along the Interstate 65 growth corridor serving the City of Spring Hill, Tennessee. The Gateway PZD is intended to maintain a walkable, pedestrian scale, business-focused mixed-use gateway into the City of Spring Hill. The goal of the Gateway PZD is to encourage the location of businesses that can serve as an employment center for the City of Spring Hill and the surrounding region while providing for the orderly development of property in relation to surrounding land uses. The Gateway PZD provides a comprehensive zoning standard for the orderly development of the district and corresponding subdistricts that includes permitted uses, yard and bulk standards, subdistrict standards, and development standards that address open space, parking, landscaping, screening, lighting and signage.

APPLICABILITY

The Gateway Planned Zoning District (PZD) shall apply to the entire parcel along with corresponding subdistricts provided in the PZD. Any parcel located within the Gateway PZD is subject to these requirements. Any developments located within the geographic limits of the Gateway PZD shall conform to the requirements set forth in the Gateway PZD. The use of land and buildings or structures, and the construction, reconstruction, alteration, expansion or relocation of buildings or structures on a lot or site within the geographic limits of the Gateway PZD shall conform to the development standards set forth in the Gateway PZD and corresponding subdistrict.

General Provisions

SPRING HILL RISING 2040 – GATEWAY AREAS

The Spring Hill Rising 2040 Plan adopted by the City of Spring Hill in November 2015 identifies Gateway Areas that will contain the highest intensity development in the community providing an employment center containing a variety of corporate offices while also providing a mix of high density single family and multifamily residential, retail and entertainment uses in a pedestrian-oriented setting that encourage urban style living.

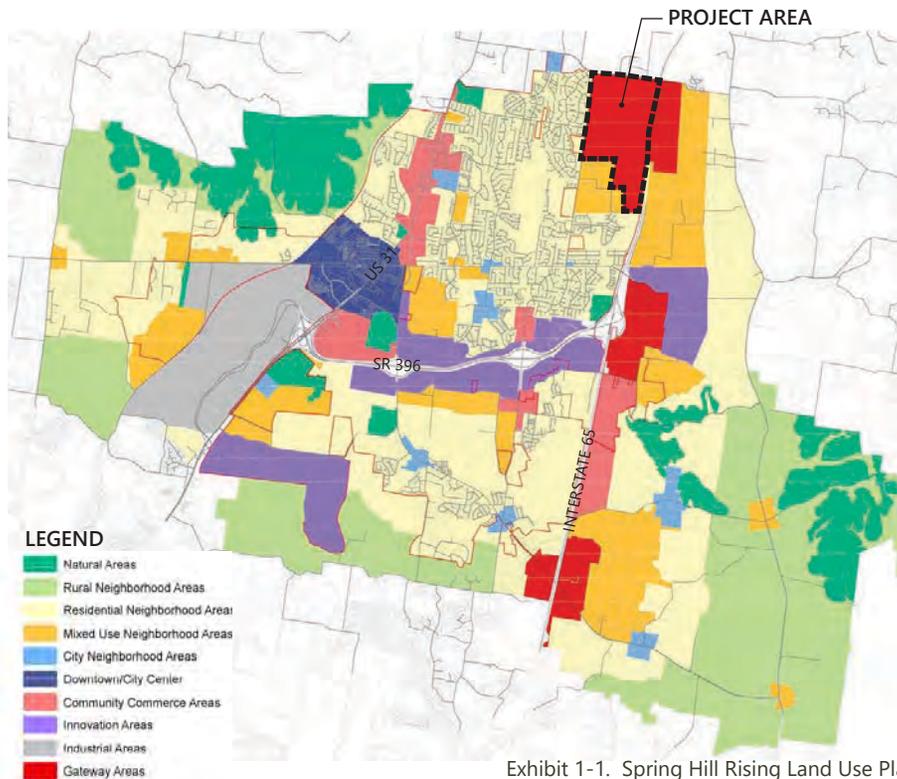


Exhibit 1-1. Spring Hill Rising Land Use Plan

DESIGN PRINCIPLES FOR THE GATEWAY AREAS

The Spring Hill Rising 2040 Plan provides the following Design Principles for Gateway Areas:

Site Design

- Vehicular access provided by an internal, complete and connected street network
- Shallow setbacks to achieve a compact urban environment

Density/Intensity

- High density and intensity
- Five to 10 story buildings

Green Space

- Formal landscaping within built areas
- Alternative storm water techniques incorporated into landscaping
- Moderately dense street trees and planting strips
- Greenway

Transportation

- Highly connected and complete street network
- Balances all transportation needs including vehicles, public transit, bicycles, and pedestrians

Infrastructure

- Municipal water and sewer services

PURPOSE

The purpose and intent of this section is to provide a means for amending the gateway planned zoning district map and subdistrict maps or the text of the gateway planned zoning district.

INITIATION

An application to amend the gateway planned zoning district map or subdistrict maps or the text of the gateway planned zoning district may be initiated by city of spring hill board of mayor and alderman or planning commission, or a person may submit an application that has the authority to submit an application using an application form provided by the city of spring hill.

PROCEDURES

The following procedures shall be followed for an application to amend the gateway planned zoning district map or subdistrict map or text of the gateway planned zoning district.

PRE-APPLICATION MEETING

The applicant shall meet with the planning director for a pre-application meeting to informally discuss the proposed zoning map or text amendment, prior to filing the formal application. the application should provide general information concerning the amendment and the purpose for the proposed amendment.

APPLICATION SUBMITTAL

The applicant shall submit a completed application including supporting documentation using a form provided by the city of spring hill. city staff shall review the application and supporting documentation to confirm completeness for formal consideration by the city.

STAFF REVIEW

The planning director or designated staff shall review the application for the zoning map or text amendment and shall prepare a detailed report and recommendation to the planning commission for their consideration.

PUBLIC NOTICE

The following public notice requirements shall be followed for a zoning map amendment or text amendment within the gateway planned zoning district or subdistricts.

1. A zoning map amendment shall provide the following public notices:
 - a. A notice shall be published in a newspaper of general circulation a minimum of fifteen (15) days but not more than thirty (30) days prior to the public hearing scheduled for the work session of the planning commission that identifies the location of the property (including a map illustration), applicant information, proposed change in zoning classification, and date, time and place of the public hearing for the planning commission and the board of mayor and aldermen.
 - b. A letter notification mailed by the applicant certified mail at least ten (10) days prior to the work session of the planning commission to affected property owner(s) located within 500 feet of the property proposed for a zoning map amendment that identifies the location of the property (including a map illustration), applicant information, the proposed change in zoning classification, and date, time and place of the public hearing for the planning commission and the board of mayor and aldermen.

General Provisions - Amendments

- c. A notification sign shall be placed by the city of spring hill a minimum of seven (7) days in advance of the work session of the planning commission on the property proposed for an amendment to the zoning map that includes the proposed change in zoning classification, and date, time and place of the public hearing for the planning commission and the board of mayor and aldermen.
- 2. A zoning text amendment shall provide the following public notice:
 - a. A notice shall be published in a newspaper of general circulation a minimum of fifteen (15) days but not more than thirty (30) days prior to the public hearing scheduled for the work session of the planning commission that described in general terms the proposed text amendment, justification for the proposed text amendment, and date, time and place of the public hearing for the planning commission and the board of mayor and aldermen.
- 3. The following diagram illustrates generally the public notice requirements for a zoning map amendment or text amendment for the gateway planned zoning district.

| Amendment Type | Notice Type | | |
|----------------|-------------|--------|------|
| | Newspaper | Mailed | Sign |
| Zoning | X | X | X |
| Text | X | | |

PLANNING COMMISSION RECOMMENDATION

The planning commission shall review and make a recommendation to the board of mayor and aldermen on all proposed zoning map and text amendments for the gateway planned zoning district. The planning commission shall conduct a public hearing for all zoning map and text amendments to the gateway planned zoning district. The planning commission shall provide a recommendation to the board of mayor and aldermen for approval, approval with modifications, or denial of the application.

BOARD OF MAYOR AND ALDERMEN

The board of mayor and aldermen shall hold a public hearing on the application for zoning map or text amendment. After the close of the public hearing, the board of mayor and aldermen shall consider the application, relevant support materials, staff report, the planning commission’s recommendation, and comments given by the public. The board of mayor and aldermen shall approve, approve with modifications, or deny the application. The board of mayor and alderman may also remand the application back to the planning commission for further consideration.

ZONING MAP AMENDMENT APPROVAL CRITERIA

The amendment should promote public health, safety, and general welfare, as well as efficient and orderly development. In determining whether to approve or deny an application for an amendment to the zoning map of the gateway planned zoning district or a subdistrict located within the gateway planned zoning district, the following criteria shall be considered:

- 1. The zoning map amendment is consistent with the spring hill rising 2040 comprehensive plan and future comprehensive plans prepared by the city of spring hill;

2. Essential facilities or public infrastructure are available or can be made available in sufficient capacity to serve the land area and uses allowed by the proposed zoning map designation.
3. The zoning map amendment is compatible with the present zoning and conforming uses of the gateway planned zoning district and subdistricts and surrounding property and the character of the gateway planned zoning district.

SEVERABILITY

If any portion of the Gateway Planned Zoning District is held to be invalid, unconstitutional, or unenforceable by a court of competent jurisdiction, such determination shall not affect the validity of the remaining portions of the Gateway Planned Zoning District.

ZONING TEXT AMENDMENT APPROVAL CRITERIA

The amendment should promote public health, safety, and general welfare, as well as efficient and orderly development. In determining whether to approve, approve with conditions, or deny an application for a text amendment to the text of the gateway planned zoning district, the following criteria shall be considered:

1. The text amendment is consistent with the spring hill rising comprehensive plan and future comprehensive plans prepared by the city of spring hill;
2. The text amendment is compatible with the present zoning and conforming uses of the gateway planned zoning district and subdistricts and surrounding area and the character of development within the gateway planned zoning district.

CONFLICT BETWEEN GATEWAY PZD AND ZONING ORDINANCE

In the event there is a conflict between the Gateway PZD and the Zoning Ordinance for the City of Spring Hill, the provisions of the Gateway PZD shall take precedence over those of conflicting standards contained in the Zoning Ordinance for the City of Spring Hill, as amended. Nothing in the Gateway PZD shall be deemed to repeal or amend any provision in the Zoning Ordinance for the City of Spring Hill.



PURPOSE

The intent of this Section is to establish procedures and standards for the review and approval of site development plans that are compliant with land uses permitted by right or as a Use Permitted on Appeal by the Board of Zoning Appeals within the Gateway Planned Zoning District.

APPLICABILITY

This Section shall be applicable to any residential, commercial, office or other non-residential development project regardless of size of parcel including new construction, expansions, or renovations. No building permit or development approvals shall be granted unless all requirements are met in accordance with the Site Development Plan approval.

SITE DEVELOPMENT PLAN SUBMITTAL REQUIREMENTS

The following standards shall apply for the submittal of a site development plan.

1. A Site Development Plan shall be required for both new construction and development and for changes or additions to existing site development plans.
2. A completed Site Development Plan application shall be filed with the City of Spring Hill.
3. The Site Development Plan application fee shall be paid at the time of application submittal as required by the City of Spring Hill.
4. A site development plan drawn to scale no smaller than fifty (50) feet to one (1) inch prepared and sealed by a licensed registrant covering the entire site proposed for development. The site development plan should include the following plan documentation:
 - a. Existing conditions and development of adjacent surrounding property

- b. Name of the propose development
- c. Name(s) of owner (or owner representative) and contact information
- d. Survey data including boundaries of parcel(s) being developed
- e. Acreage of total site
- f. Acreage of streets, easements and other land uses
- g. Zoning classification (including Gateway subdistrict classification)
- h. Existing streets, driveway, and easements within and adjacent the site
- i. Proposed lot lines, lot and block numbers, and approximate dimensions
- j. Vicinity map
- k. Typical cross-sections of proposed grading, roadways, paving and sidewalks
- l. Topographic data map drawn at same scale as site plan
- m. Utilities and services (water, sanitary sewer, electric, natural gas, telecom, etc.)
- n. Lighting plan
- o. Grading and drainage plan
- p. Storm water management plan
- q. Parking and Loading Facilities (if applicable)
- r. Access control, streets and sidewalks
- s. Tree protection plan (if applicable)
- t. Landscape and Hardscape plans
- u. Phasing plan (if applicable)
- v. Building elevations

Development Approval Procedures

SITE DEVELOPMENT PLAN REVIEW AND APPROVAL PROCESS

The following Site Development Plan review and approval process shall be followed for all development projects located within the Gateway PZD.

1. Pre-Application Meeting
 - a. The applicant shall meet with City staff including the Planning Director to discuss the Site Development Plan and supporting documentation along with site development requirements.
2. Site Development Plan Application
 - a. The applicant shall file a completed application to the Planning Director or designee along with sufficient copies of the Site Development Plan and supporting documentation including payment of required site development plan review fees and other fees as required by the City of Spring Hill.
 - b. The applicant shall submit a copy of the Site Development Plan and supporting documentation to the appropriate designated representative of the Property Owners Association.
3. Staff Review
 - a. City staff shall perform a review of the Site Development Plan and supporting documentation.
 - b. Staff will hold a Staff Review meeting following submittal of the completed application and supporting documentation during which time City staff shall provide input and comments to the applicant on revisions and refinements that need to be addressed by the applicant and their design professionals in advance of presentation of the plan documentation to the Planning Commission for its scheduled work session.
 - c. The applicant shall provide requested revisions with the required revisions deadline.
4. Planning Commission – Work Session

- a. The Planning Commission shall review the Site Development Plan and supporting documentation during a scheduled Work Session.
 - b. The applicant will be provided with an opportunity to make a brief presentation of the Site Development Plan and supporting documentation.
 - c. The Planning Commission will provide comments and input to the applicant on design considerations for the Site Development Plan and supporting documentation that should be addressed prior to formal consideration by the Planning Commission.
 - d. The Planning Commission may allow public input during the Work Session from affected property owners.
 - e. The applicant shall address comments and requested revisions identified by the Planning Commission during the Work Session, if applicable, including submitting a revised Site Development Plan and supporting documentation within the required time period provided by the Planning Commission.
5. Planning Commission – Approval of Site Development Plan
 - a. Upon submittal of a revised Site Development Plan and supporting documentation by the applicant, the Planning Commission will review and approve, approve with conditions, or disapprove the application for Site Development Plan approval.
 - b. Conditions of approval will be documented in the minutes of the Planning Commission.

MINOR CHANGES TO APPROVED SITE DEVELOPMENT PLAN

1. Minor changes to the approved Site Development Plan may be approved by the Planning Director or designee upon certification in writing to the Planning Commission that the proposed revision

does not alter the basic design nor any specified conditions of the Site Development Plan as agreed upon by the Planning Commission.

2. The Planning Director or designee shall condition the following to constitute a minor change in an approved Site Development Plan:
 - a. Reduction of the size or height of any building or sign.
 - b. Required open space is to be increased.
 - c. An increase in the gross floor area of the structure(s) not exceeding 5%.
 - d. An increase in the approved floor area ratio not exceeding 3%.
 - e. Movement of buildings and/or signs by no more than ten (10) feet provided that such movement does not cause a violation of the Gateway PZD or a condition attached to the Site Development Plan approval by the Planning Commission.
 - f. Landscaping or hardscape materials approved in the site development plan that are replaced by similar landscaping or hardscaping materials to an equal or greater extent.
 - g. Rearrangement of a parking area that does not affect the number of required parking spaces or alter access locations or design.
 - h. Changes required by other authorities having jurisdiction that do not cause a violation of the Gateway PZD or a condition attached to the Site Development Plan approval by the Planning Commission.
3. Should the Planning Director or designee determine that the requested modification to the approved site development plan is not minor, a revised site development plan shall be submitted and reviewed for approval by the Planning Commission. The revised site development plan shall follow all requirements of this Section including payment of plan review fees.

PRELIMINARY AND FINAL SUBDIVISION PLATS

1. The Subdivision Regulations adopted by the City of Spring Hill Planning Commission dated April 8, 2013, as amended, shall apply to all subdivisions and developed sites located within the Gateway Planned Zoning District and corresponding Subdistricts.
2. No land located within the Gateway PZD shall be subdivided until the subdivider submits a plat as required by the Subdivision Regulations and subsequently obtains approval of the plan by the Planning Commission and records the approved plat with the county register.
3. Land shall not be subdivided until proper provisions have been made for roadways, drainage, water, sanitary sewer, other public utilities, and for other required public improvements and services. The existing and proposed public improvements shall generally conform to and be properly related to the development plan.
4. Major subdivisions as defined in the Subdivision Regulations, shall require the following steps of approval:
 - a. Pre-Application Conference – Attend Pre-Application Conference with City Staff
 - b. Preliminary Plat – Prepared in accordance with Subdivision Regulations for approval by Planning Commission
 - c. Approval from other Regulating Authorities (where required)
 - d. Construction Plans – Prepared in accordance with Subdivision Regulations for approval by Planning Commission
 - e. Final Plat – Prepared in accordance with Subdivision Regulations for approval by Planning Commission



CONCEPT PLAN

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

-  a. Gateway – Residential Subdistrict (70.5 A.C.)
-  b. Gateway – Residential/Mixed Use Subdistrict (233 A.C.)
-  c. Gateway – Commercial Retail (81 A.C.)
-  d. Gateway – Commercial Office (167 A.C.)
-  e. Gateway – Flex (41 A.C.)
-  f. Gateway - Community Greenspace (+/- 110 A.C.)
-  g. Gateway - Potential Future Connection

Total Development Acreage (excluding proposed right-of-way corridors): +/- 702.5*

(*Refer to legal descriptions for subdistrict boundaries, included as an attachment to this exhibit. Subdistrict boundaries include proposed right of ways and community green spaces within the described tracts. Approximate acreage listed for each parcel/land use type does not include proposed road right of ways between development parcels. Total project area is approximately 784 acres, inclusive of proposed internal road right ways.)

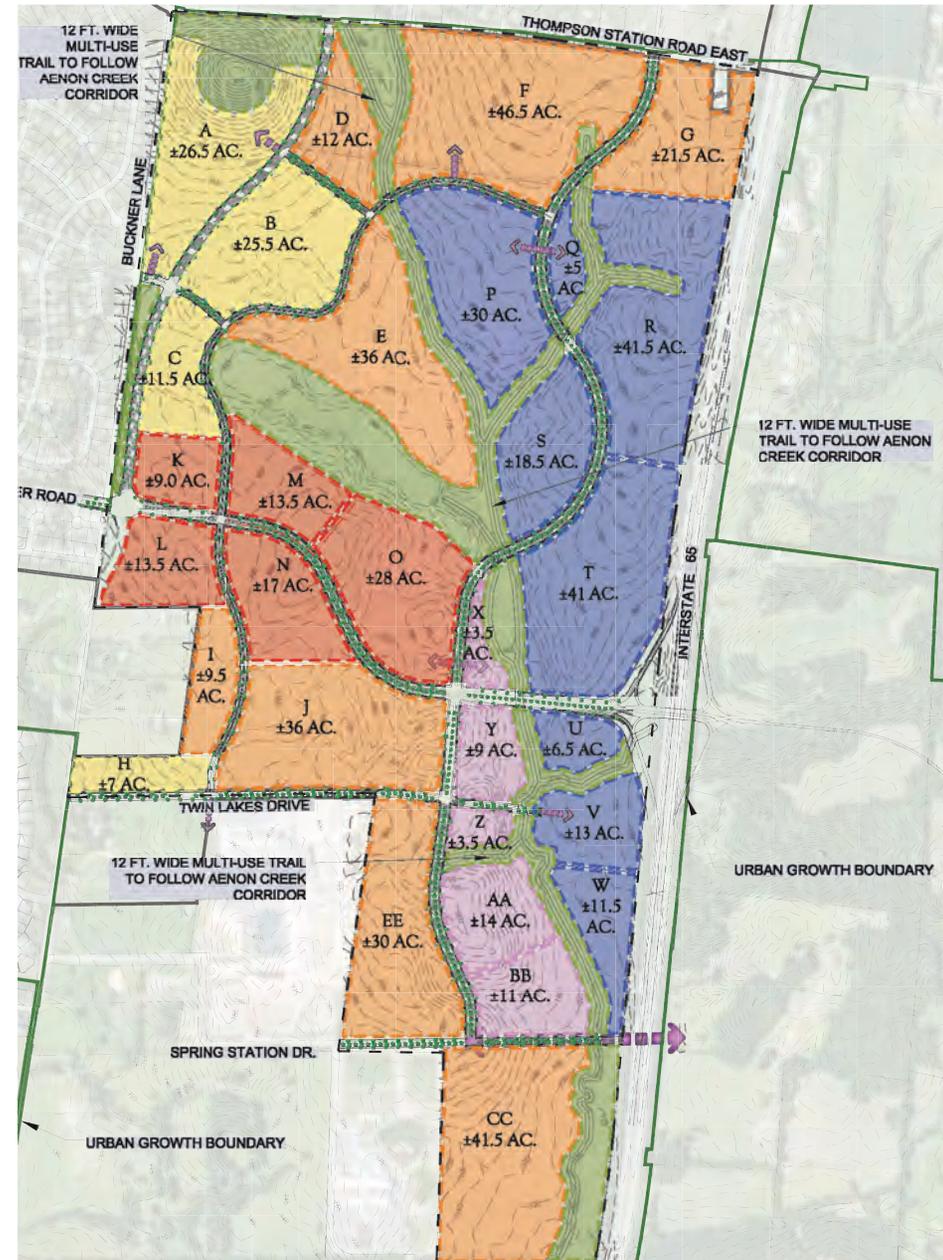


Exhibit 3-1. Concept Plan



DISTRICT BOUNDARY MAP

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

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

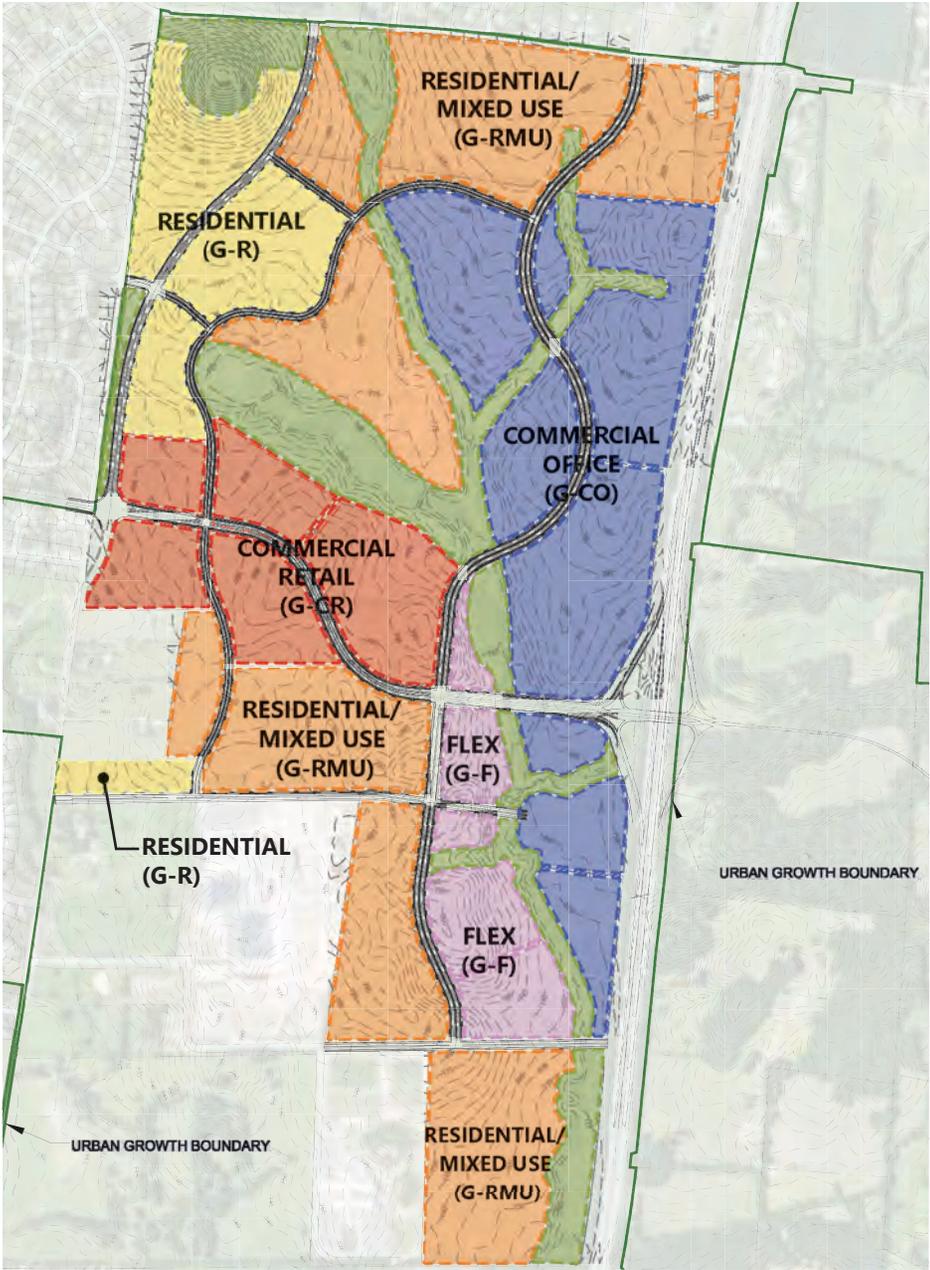


Exhibit 3-2. Gateway Planned Zoning District Subdistrict Map

BRICKS

Peter's Sushi & Thai

CHILE BURRITO

912D

OPEN

911D

OPEN

FISH



PERMITTED USES

Permitted land uses for each Subdistrict located within the Gateway District are provided in [Table 4-1](#). The land uses are organized by general categories and by Subdistricts located within the Gateway District. Uses permitted on appeal are referenced in [Table 4-1](#). Uses permitted on appeal require review and approval by the Board of Zoning Appeals as a permitted special exception.

| Summary Table of Land Uses | | | | | |
|-------------------------------------------------------------------------|------------------------|---------------------------------|-----------------------------|-----------------------------|-----------------------|
| P = Permitted S = Use Permitted on Appeal LW = Use Allowed w/ Live Work | | | | | |
| Land Uses | Development Categories | | | | |
| | Gateway - Residential | Gateway - Residential/Mixed Use | Gateway - Commercial Retail | Gateway - Commercial Office | Gateway - Future Flex |
| Agricultural | | | | | |
| Agricultural Activities | P | P | P | P | P |
| Residential | | | | | |
| Single-family detached dwelling | P | P | | | S |
| Single-family attached dwelling (2 or less dwellings) | P | P | | | S |
| Townhouses (3 to 8 dwelling units) | | P | | | S |
| Condominiums | | P | | | S |
| Triplex dwellings | | P | | | S |
| Quadruplex dwellings | | P | | | S |
| Zero-lot line dwellings | P | P | | | S |
| Multifamily | | P | | | P |
| Accessory Dwellings | P | P | | | S |
| Work/Live (including loft-style) | | P | P | S | S |
| Senior Housing or Independent Living | S | P | | | S |
| Community Living/Assisted Living/Retirement Home | | P | | | S |
| Residential above ground floor commercial | | | P | P | S |
| Home Occupation | P | P | P | P | P |
| Commercial | | | | | |
| Retail uses | | | P | P | P |
| Convenience Commercial | | | P | P | |
| Business Service | | LW | P | P | P |
| Financial Institutions | | | P | P | P |
| ATM | | | P | P | P |
| Leasing/Sales Office | | LW | P | P | P |
| Indoor Theater | | | P | | |
| Ground floor commercial below Residential | | P | P | S | S |
| Home Improvement Sales | | | P | | |
| Day Care | | P | P | S | S |
| Hair Salon | | | P | S | S |
| Personal Care Services | | LW | P | S | S |
| Dry Cleaning | | | P | S | S |
| Food Services | | LW | P | P | P |
| Grocery store/meat or produce market | | | P | | |
| Restaurant/café (including drive-thru) | | | P | P | S |
| Restaurant/café (excluding drive-thru) | | | P | P | S |
| Coffee Shop | | LW | P | P | P |

| Summary Table of Land Uses | | | | | |
|-------------------------------------------------------------------------|------------------------|---------------------------------|-----------------------------|-----------------------------|-----------------------|
| P = Permitted S = Use Permitted on Appeal LW = Use Allowed w/ Live Work | | | | | |
| Land Uses | Development Categories | | | | |
| | Gateway - Residential | Gateway - Residential/Mixed Use | Gateway - Commercial Retail | Gateway - Commercial Office | Gateway - Future Flex |
| Commercial | | | | | |
| Liquor Sales | | | P | S | |
| Neighborhood bar/pub | | | P | S | |
| Micro-brewery or micro-distillery | | | S | | |
| Performing Arts Studios | | LW | P | S | |
| Professional Offices | | LW | P | P | P |
| Pharmacy | | | P | P | S |
| General Office | | LW | P | P | P |
| Hospital or FSED | | | | P | P |
| Nursing/Convalescent Home | | | S | P | P |
| Hospice | | LW | S | S | S |
| Medical Office or Clinics | | | S | S | S |
| Hotel | | | P | P | S |
| Work/Live (including loft-style) | | P | P | S | S |
| Veterinarian Services (except outdoor kennel) | | | P | S | S |
| Wholesale Sales | | LW | P | S | |
| Public/Institutional | | | | | |
| Place of Worship | | P | S | S | S |
| Schools and education facilities | | P | S | S | S |
| Business School | | | S | P | P |
| College or University | | | S | P | P |
| Vocational School | | | S | P | P |
| Parks & Recreation Facilities | P | P | P | P | S |
| Open Space Uses | P | P | P | P | P |
| Trails and Greenways | P | P | P | P | P |
| Civic Institutions | | S | P | P | P |
| Public Buildings and Uses (including fire hall) | P | P | P | P | P |
| Transit Facilities including Stops | | P | P | P | P |
| Other | | | | | |
| Accessory Structure (Non-dwelling) | P | P | P | P | P |
| Utilities including substation and water tank | P | P | P | P | P |
| Telecommunication Towers/Antennas | | | S | S | S |
| Outdoor Storage | | | P | | |
| Parking Structure (Primary Use) | | | P | P | P |
| | | | | | |
| | | | | | |
| | | | | | |

Table 4-1. Permitted Uses

Yard, Bulk and Height Requirements

| Land Uses | Minimum Lot Area | Minimum Lot Width | Rear Yard | Minimum Side Yard | | Minimum Front Yard | | | Maximum Build-to | Minimum Buffer Yard Requirement (see Section XV, 1. for additional requirements) | Max. Building Area (% of total land area) (1) | Floor Area Ratio (FAR) (3) | Maximum Height (excludes basement) | Other | |
|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------|------------------------------------|-------------------------------------------------------|----------------------------------|------------------------------------------------------------|--------------------|----------------------------|-----------|-----------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|-----------------------------------------------|----------------------------|------------------------------------|-----------------------------------------------------------|--|
| | | | | 1-2 Story | 3 or more stories | Arterial | Collector or Boulevard (2) | Local (2) | | | | | | | |
| Agricultural Uses (All Subdistricts) | | | | | | | | | | | | | | | |
| Agricultural Use | 5 ac | 100 ft | 25 ft | 10 ft | 15 ft | 50 ft | 40 ft | 30 ft | | | | | | | |
| Gateway Residential (G-R) | | | | | | | | | | | | | | | |
| Single-family detached dwelling (front loaded) | 5,000 sf | 35 ft | 20 ft | 5 ft | 7.5 ft | 20 ft | 15 ft | 10 ft | | 25 ft | | | 3 Stories | | |
| Single-family attached dwelling (2 or less dwelling units; excludes multifamily) | 3,000 sf | 25 ft | 20 ft | 0 ft | 0 ft | 20 ft | 15 ft | 10 ft | | 25 ft | | | 3 Stories | | |
| Single-family attached and detached dwelling w/ rear-loaded garage (excluding multifamily) | 4,400 sf - Single Family Detached; 3,000 sf - Single Family Attached | Detached - 35 ft; Attached - 25 ft | 20 ft (see Max. Build-to) | Detached - 5 ft; Attached - 0 ft | 5 ft | 20 ft | 15 ft | 10 ft | Front yard - 10 ft; Rear yard may be reduced to 5-10 ft; Corner lot - 10 ft each street front | 25 ft | | | 3 Stories | | |
| Gateway Residential/Mixed-Use (G-RMU) | | | | | | | | | | | | | | | |
| Single-family detached dwelling (front loaded) | 5,000 sf | 40 ft | 25 ft | 5 ft | 5 ft | 25 ft | 20 ft | 15 ft | | 25 ft | | | 3 Stories | | |
| Single-family attached dwelling (excluding multifamily) | 4,400 sf - Single Family Detached; 2,400 sf - Single Family Attached | 20 ft | 20 ft | 5 ft | 5 ft | 25 ft | 20 ft | 15 ft | | 25 ft | | | 3 Stories | | |
| Single-family attached and detached dwelling w/ rear-loaded garage (excluding multifamily) | 4,400 sf - Single Family Detached; 2,400 sf - Single Family Attached | Detached - 35 ft; Attached - 25 ft | 20 ft (see Max. Build-to) | Detached - 5 ft; Attached - 0 ft | 5 ft | 20 ft | 15 ft | 10 ft | Front yard - 10 ft; Rear yard may be reduced to 5-10 ft; Corner lot - 10 ft each street front | 25 ft | | | 3 Stories | | |
| Multifamily (building) | 1,750 sf | 75 ft | 25 ft | 10 ft | 15 ft | 25 ft | 25 ft | 20 ft | | 25 ft | 50% | | 5 Stories | | |
| Work/Live (including loft-style) | 2,000 sf | 20 ft | 20 ft | 0 ft | 0 ft | 0-20 ft | 0-10 ft | 0-10 ft | Front yard (Arterial) - 0-20 ft; Front yard (Collector or Local) - 0-10 ft | 25 ft | | | 3 Stories | 50% of gross floor area shall be used for work activities | |
| Senior Housing or Independent Living | 1 acre | 100 ft | 20 ft for 1-story plus 5 ft for each additional story | 10 ft | | 35 ft | 35 ft | 30 ft | | 25 ft | 50% | | 3 Stories | | |
| Community Living/Assisted Living/Retirement Home | 1 acre | 100 ft | | 10 ft | | 35 ft | 35 ft | 30 ft | | 25 ft | 50% | | 3 Stories | | |
| Residential (above ground floor commercial) | | | 20 ft | 0 ft | 0 ft | 0-20 ft | 0-10 ft | 0-10 ft | Front yard (Arterial) - 0-20 ft; Front yard (Collector or Local) - 0-10 ft | 25 ft | | | 5 Stories | | |
| Gateway - Commercial Retail (G-CR) | | | | | | | | | | | | | | | |
| Office Use | | | 20 ft for 1-story plus 5 ft for each additional story | 10 ft | 10 feet plus 5 ft for each additional story over 3 stories | 35 ft | 30 ft | 25 ft | | 25 ft | 50% | 1.5 | 3 Stories | | |
| Convenience Store | | | | 10 ft | | 35 ft | 30 ft | 25 ft | | 25 ft | 50% | | | 50 ft | |
| Financial/Bank | | | | 10 ft | | 35 ft | 30 ft | 25 ft | | 25 ft | 50% | 1.5 | | 3 Stories | |
| Personal Services | | | | 10 ft | | 35 ft | 30 ft | 25 ft | | 25 ft | 50% | | | 50 ft | |
| Medical Office | | | | 10 ft | | 35 ft | 30 ft | 25 ft | | 25 ft | 50% | 1.5 | | 3 Stories | |
| Theater | | | | 20 ft | | 35 ft | 30 ft | 25 ft | | 25 ft | 50% | | | 50 ft | |

Table 5-1. Yard, Bulk and Height Requirements

Yard, Bulk and Height Requirements

| Land Uses | Minimum Lot Area | Minimum Lot Width | Rear Yard | Minimum Side Yard | | Minimum Front Yard | | | Maximum Build-to | Minimum Buffer Yard Requirement (see Section XV, 1. for additional requirements) | Max. Building Area (% of total land area) (1) | Floor Area Ratio (FAR) (3) | Maximum Height (excludes basement) | Other | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|-------------------|-------------------------------------------------------|-------------------|------------------------------------------------------------|---------------------------|----------------------------|-----------|------------------|----------------------------------------------------------------------------------|-----------------------------------------------|----------------------------|------------------------------------|-----------|--|
| | | | | 1-2 Story | 3 or more stories | Arterial | Collector or Boulevard (2) | Local (2) | | | | | | | |
| Gateway - Commercial Retail (G-CR) | | | | | | | | | | | | | | | |
| Retail and/or Commercial Use | | | 20 ft for 1-story plus 5 ft for each additional story | 10 ft | 10 feet plus 5 ft for each additional story over 3 stories | 35 ft | 30 ft | 25 ft | | 25 ft | 50% | | 50 ft | | |
| Food Services (includes Grocery) | | | | 10 ft | | 35 ft | 30 ft | 25 ft | | 25 ft | 50% | 0.5 | | 50 ft | |
| Restaurant | | | | 10 ft | | 35 ft | 30 ft | 25 ft | | 25 ft | 50% | | | 50 ft | |
| Restaurant - Drive-In/Drive-Through | | | | 10 ft | | 35 ft | 30 ft | 25 ft | | 25 ft | 50% | | | 50 ft | |
| Hotel | | | | 10 ft | | 35 ft | 30 ft | 25 ft | | 25 ft | 50% | 1.5 | | 5 Stories | |
| Day Care | | | 10 ft | 35 ft | 30 ft | 25 ft | | 25 ft | 50% | | | 50 ft | | | |
| Gateway - Commercial Office (G-CO) | | | | | | | | | | | | | | | |
| Office Use | | | 20 ft for 1-story plus 5 ft for each additional story | 10 ft | 10 feet plus 5 ft for each additional story over 3 stories | 35 ft | 30 ft | 25 ft | | 25 ft | 50% | 3.0 | 10 Stories | | |
| Financial/Bank | | | | 10 ft | | 35 ft | 30 ft | 25 ft | | 25 ft | 50% | 2.0 | | 6 Stories | |
| Medical Office | | | | 10 ft | | 35 ft | 30 ft | 25 ft | | 25 ft | 50% | 2.0 | | 6 Stories | |
| Retail and/or Commercial Use | | | | 10 ft | | 35 ft | 30 ft | 25 ft | | 25 ft | 50% | 0.5 | | 50 ft | |
| Hotel | | | | 10 ft | | 35 ft | 30 ft | 25 ft | | 25 ft | 50% | 2.0 | | 7 Stories | |
| Food Services | | | | 10 ft | | 35 ft | 30 ft | 25 ft | | 25 ft | 50% | 0.5 | | 50 ft | |
| Restaurant | | | | 10 ft | | 35 ft | 30 ft | 25 ft | | 25 ft | 50% | | | 50 ft | |
| Hospital | | | 10 ft | 35 ft | 30 ft | 25 ft | | 25 ft | 50% | 3.0 | | 10 Stories | | | |
| Public/Institutional Uses (as permitted in each Subdistrict) | | | | | | | | | | | | | | | |
| Place of Worship | | | 20 ft for 1-story plus 5 ft for each additional story | 10 ft | 10 feet plus 5 ft for each additional story over 3 stories | 35 ft | 35 ft | 30 ft | | 25 ft | 50% | | 50 ft | | |
| Schools and education facilities (including elementary, secondary, vocational, trade and colleges and universities) | | | | 10 ft | | 35 ft | 35 ft | 30 ft | | 25 ft | 50% | 0.5 | | 50 ft | |
| Public Buildings and Uses (including fire hall) | | | | 10 ft | | 35 ft | 35 ft | 30 ft | | 25 ft | 50% | 0.5 | | 50 ft | |
| All other Civil and Institutional Uses | | | | 10 ft | | 35 ft | 35 ft | 30 ft | | 25 ft | 50% | 0.5 | | 50 ft | |
| Other (as permitted in each Subdistrict) | | | | | | | | | | | | | | | |
| Accessory Structure | | | 5 ft | 5 ft | | | | | | 25 ft | | | 20 ft | | |
| Utilities including substation and water tank | | | 50 ft | 50 ft | | 50 ft | 50 ft | 40 ft | | | | | | | |
| Telecommunication Towers/Antennas | | | 50 ft | 50 ft | 50 ft | 50 ft | 50 ft | 50 ft | | 25 ft | | | 100 ft | | |
| Outdoor Storage | | | 50 ft | 50 ft | | Not allowed in front yard | | | | 25 ft | | | 20 ft | | |
| Parking Structure (on and off-site) | | | 20 ft for 2-story plus 5 ft for each additional story | 10 ft | 10 feet plus 5 ft for each additional story over 3 stories | 35 ft | 35 ft | 30 ft | | 25 ft | | | 4 Stories | | |
| Notes: | | | | | | | | | | | | | | | |
| 1. Maximum building area inclusive of heated space only; not inclusive of parking structures. | | | | | | | | | | | | | | | |
| 2. Application of a traditional neighborhood development with Main Street style building placement within the C-CR, C-CO, and C-F Subdistricts, the front setback may be reduced to a minimum build-to setback ranging from 0' to 20'. | | | | | | | | | | | | | | | |
| 3. Within the G-CO Subdistrict parking structures shall count toward meeting allowable building area defined by FAR. | | | | | | | | | | | | | | | |

Table 5-1. Yard, Bulk and Height Requirements (con't)



GATEWAY – RESIDENTIAL SUBDISTRICT (G-R)

1. Intent

The Gateway Residential Subdistrict (G-R) will accommodate a range of residential uses including single-family detached.

2. Permitted Uses and Uses Permitted on Appeal

Land uses permitted in the Gateway – Residential Subdistrict (G-R) are as provided in [Table 4-1](#). Uses permitted on appeal are as provided in [Table 4-1](#). Uses permitted on appeal require review and approval by the Board of Zoning Appeals as a permitted special exception.

3. Yard, Bulk and Height

Yard, bulk and height requirements are as provided in [Table 5-1](#).

4. Accessory Structures

- a. With the exception of permitted signage, accessory structures shall not be constructed in any required front or side yard.
- b. Accessory structures shall be located at least five (5) feet from rear and side lot line and from any building on the same parcel.

5. Development Standards

- a. Residential neighborhoods should be designed to be responsive to topography and natural features to guide the location and orientation of streets, lots and open spaces.
- b. Residential lots located within the Residential Subdistrict directly adjoining the residential neighborhoods to the west of the Gateway District shall be of equal or larger average lot size to the existing residential lots.
- c. Common open spaces and amenities should be incorporated into the layout and design of streets within residential neighborhoods. Amenities should be conveniently located to serve the entire neighborhood.

- d. Residential neighborhoods should provide a variety of housing types and densities to meet the housing needs of the community.
- e. Homes shall be articulated to break down the scale and provide diversity in style and massing along the street edge.
- f. To avoid monolithic appearance, facades for all single family detached homes shall have varying but complementary roof lines.
- g. Each façade section shall vary in architectural styles, materials, and color from the adjacent lot for visual interest and diversity. Facades shall have a consistent architectural theme unifying the building types selected for each neighborhood.
- h. Foundations should be raised a minimum of 14 inches in height measured at finished grade to enhance visual appearance.
- i. Corner residences should be designed with common architectural elements, materials and colors, and detailing on each façade facing a public street. Porches and other architectural elements are encouraged on each façade facing a public street.
- j. Porches are encouraged throughout neighborhoods to create opportunities for interaction along streetscapes.
- k. The front porch may encroach into the front yard setback a maximum of two feet.
- l. Roof materials shall be of architectural style shingles, metal, or other materials approved by Property Owners Association (POA).
- m. Lots with front facing garages shall have the garage front recessed a minimum of three feet behind the main building façade.
- n. Fencing shall be permitted in front, side and rear yards. Ornamental metal, masonry, stone, wood or combinations of these materials shall be acceptable. Fences installed in

Subdistrict Standards

a front yard shall be a maximum height measured from the finished grade of 36 inches and the style and materials shall complement the architectural character of the residence. Fences installed along front property line shall include the planting of shrubbery to further enhance the design character of the fencing.

GATEWAY – RESIDENTIAL/MIXED USE (G-RMU)

1. Intent

The Gateway Residential Subdistrict (G-R) will accommodate a range of residential uses including single-family detached and attached, multifamily, and live-work.

2. Uses Permitted and Uses Permitted on Appeal

Land uses permitted in the Gateway – Residential/Mixed Use Subdistrict (G-RMU) are as provided in [Table 4-1](#). Uses permitted on appeal are as provided in [Table 4-1](#). Uses permitted on appeal require review and approval by the Board of Zoning Appeals as a permitted special exception.

3. Yard, Bulk and Height

Yard, bulk and height requirements are as provided in [Table 5-1](#).

4. Accessory Structures

- a. With the exception of permitted signage, accessory structures shall not be constructed in any required front or side yard.
- b. Accessory structures shall be located at least five (5) feet from rear and side lot line and from any building on the same parcel.

5. Development Standards

- a. Single-family attached and multifamily neighborhoods should be transit-supportive including the provision for transit stops

in close proximity to neighborhood entrances.

- b. Buildings within single-family attached and multifamily neighborhoods should be clustered to define open spaces and activity areas.
- c. Pedestrian connectivity shall be provided between residences, parking areas, open spaces and amenities. Lighting shall be provided in parking areas.
- d. Useable active and passive open space and community amenities shall be incorporated into the neighborhood design to enhance livability.
- e. Building architecture should be designed with architectural elements, materials and colors, and detailing complementary to the primary façade.
- f. Where porches are provided, the minimum depth of the porch shall be six feet.
- g. Accessory structures including detached carports and garages, carriage units, amenity buildings, mail kiosks, etc. shall be design with architectural elements, materials and colors, and detailing that complements the primary buildings in the neighborhood.
- h. A primary building entrance shall be oriented toward the higher street classification adjoining the site or to an internal formal open space.

GATEWAY – COMMERCIAL RETAIL SUBDISTRICT (G-CR)

1. Intent

The Gateway Commercial Retail Subdistrict (G-CR) will accommodate a variety of commercial retail uses offering a wide array of products and services.

2. Uses Permitted and Uses Permitted on Appeal

Land uses permitted in the Gateway –Commercial Retail Subdistrict (G-CR) are as provided in [Table 4-1](#). Uses permitted on appeal are as provided in [Table 4-1](#). Uses permitted on appeal require review and approval by the Board of Zoning Appeals as a permitted special exception.

3. Yard, Bulk and Height

Yard, bulk and height requirements are as provided in [Table 5-1](#).

4. Accessory Structures

- a. With the exception of permitted signage, accessory structures shall not be constructed in any required front or side yard.
- b. Accessory structures shall be located at least five (5) feet from rear and side lot line and from any building on the same parcel.

5. Development Standards

- a. Buildings should be oriented toward streets and conveniently accessible to streets and pedestrian circulation systems.
- b. Buildings shall be designed to provide a variety of architectural elements, offsets and recesses, changes in materials and colors, varying roof lines, and other design elements to create visual interest. Each side of a building visible from a public street or gathering place should be designed with multi-sided attention to materials and architectural character.
- c. Building entrances shall be distinct from the building façade and clearly visible from parking areas, streets and public spaces. Sidewalks and courtyards leading to building entrances are encouraged.
- d. A unifying palette of non-reflective, natural materials and colors should be used on all sides of buildings.

- e. Restaurants and cafés located in the Commercial Retail Subdistrict are encouraged to provide outdoor seating areas to enhance the pedestrian experience.
- f. A primary building entrance shall be oriented toward the higher street classification adjoining the site or to an internal formal open space.

GATEWAY – COMMERCIAL OFFICE SUBDISTRICT (G-CO)

1. Intent

The Gateway Commercial Office Subdistrict (G-CO) will accommodate a variety of office and supporting uses offering a wide array of services and products.

2. Uses Permitted and Uses Permitted on Appeal

Land uses permitted in the Gateway – Commercial Office Subdistrict (G-CO) are as provided in [Table 4-1](#). Uses permitted on appeal are as provided in [Table 4-1](#). Uses permitted on appeal require review and approval by the Board of Zoning Appeals as a permitted special exception.

3. Yard, Bulk and Height

Yard, bulk and height requirements are as provided in [Table 5-1](#).

4. Accessory Structures

- a. With the exception of permitted signage, accessory structures shall not be constructed in any required front or side yard.
- b. Accessory structures shall be located at least five (5) feet from rear and side lot line and from any building on the same parcel.

5. Development Standards

- a. Buildings should be oriented toward streets and conveniently accessible to streets and pedestrian circulation systems.

Subdistrict Standards

- b. Buildings shall be designed to provide a variety of architectural elements, offsets and recesses, changes in materials and colors, varying roof lines, and other design elements to create visual interest. Each side of a building visible from a public street or gathering place should be designed with multi-sided attention to materials and architectural character.
- c. Building entrances shall be distinct from the building façade and clearly visible from parking areas, streets and public spaces. Sidewalks and courtyards leading to building entrances are encouraged.
- d. A unifying palette of non-reflective, natural materials and colors should be used on all sides of buildings.
- e. A primary building entrance shall be oriented toward the higher street classification adjoining the site or to an internal formal open space.

GATEWAY – FLEX SUBDISTRICT (G-F)

1. Intent

The Gateway Flex Subdistrict (G-F) is located within the interior of the Gateway District and is intended to allow various commercial retail and offices uses permitted in the Gateway Commercial – Retail and Gateway Commercial – Office Subdistricts while also providing a suitable transition in land uses that includes the flexibility to include a limited mix of residential uses depending upon future market demand. The resulting land use pattern in the Flex Subdistrict will be compatible and complementary with surrounding residential, commercial and office subdistricts and land uses located within the Gateway District.

2. Uses Permitted and Uses Permitted on Appeal

Land uses permitted in the Gateway – Flex Subdistrict (G-F) are as

provided in [Table 4-1](#). Uses permitted on appeal are as provided in [Table 4-1](#). Uses permitted on appeal require review and approval by the Board of Zoning Appeals as a permitted special exception.

3. Yard, Bulk and Height

Yard, bulk and height requirements are as provided in [Table 5-1](#).

4. Accessory Structures

- a. With the exception of permitted signage, accessory structures shall not be constructed in any required front or side yard.
- b. Accessory structures shall be located at least five (5) feet from rear and side lot line and from any building on the same parcel.

5. Development Standards

- a. Uses permitted in the Gateway Residential, Gateway Residential/Mixed-Use, Gateway Commercial-Retail, and Gateway Commercial-Office Subdistricts are allowed as provided in [Table 4-1](#).
- b. Permitted residential land uses including single family detached and attached, multifamily and live-work (as permitted in [Table 4-1](#)) shall not exceed 50 percent of the total land area of the Gateway Flex Subdistrict.
- c. Higher density residential and commercial-retail and commercial-office land uses shall incorporate design elements that soften transitions in scale and massing to protect light and privacy adjacent lower density residences.
- d. Buffer yards shall be provided along property lines where residential uses abut permitted non-residential land uses. Multifamily land uses shall incorporate buffer yards along property lines abutting single-family attached and detached residential uses and non-residential land uses.
- e. Single-family attached and detached residential land uses including live-work (excluding multifamily) shall not exceed

3 stories in building height. Multifamily residential shall not exceed 5 stories.

- f. Commercial-retail and commercial-office sites adjacent to residential property or subdistricts shall adhere to the following design considerations:
 - 1) Buildings closest to adjacent residential property shall be compatible in height and scale as a transition to non-residential uses.
 - 2) Commercial-retail uses with high activity areas such as a drive-through shall locate such features so as to minimize impacts to adjacent or nearby residential property.
 - 3) Loading and service areas including refuse container enclosures are located away from, or design and oriented to minimize impacts to, adjacent residential property.
- g. Commercial-Retail and Commercial-Office buildings shall incorporate well designed facades on all sides of the building that are adjacent to residential property and shall conform to development standards provided in Section 8.5 and Section 9.5.
- h. A primary building entrance shall be oriented toward the higher street classification adjoining the site or to an internal formal open space.



STREET TYPES

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

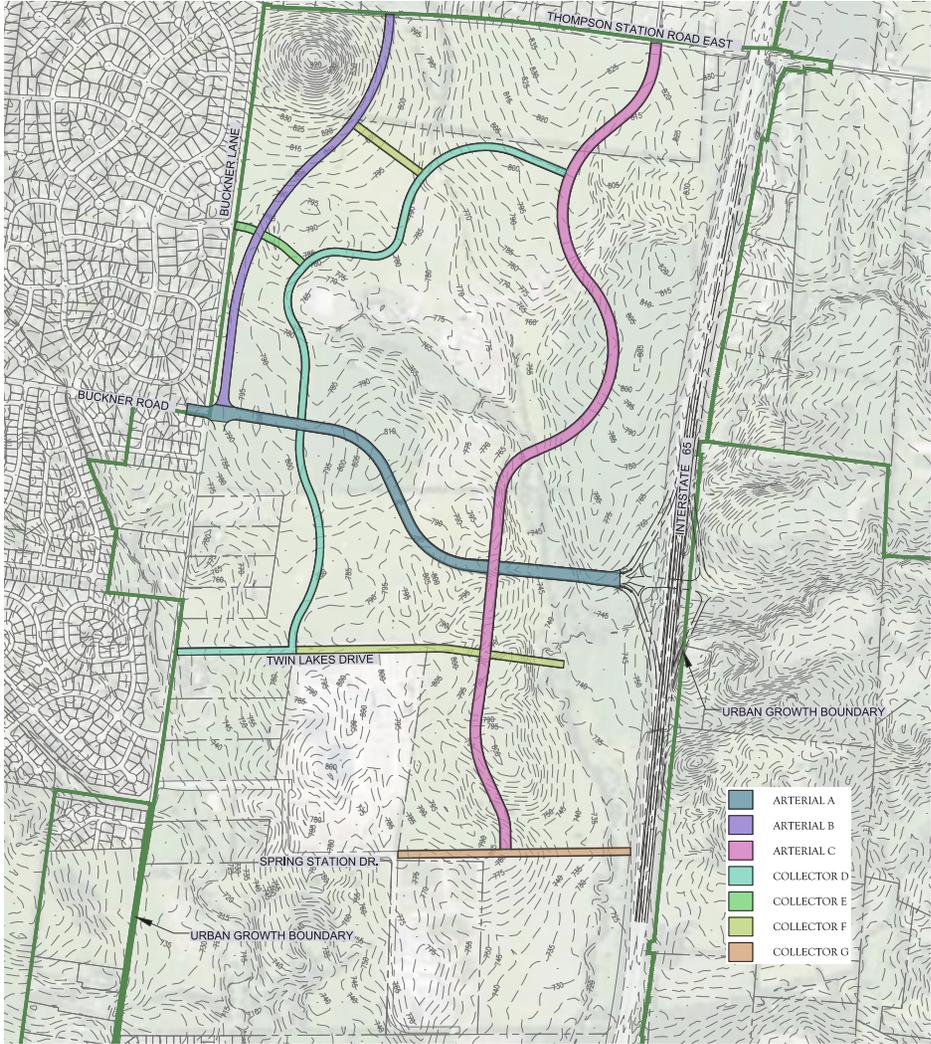
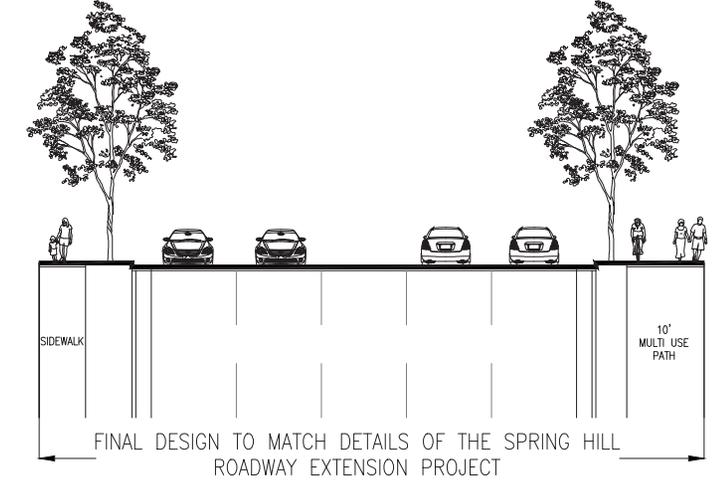
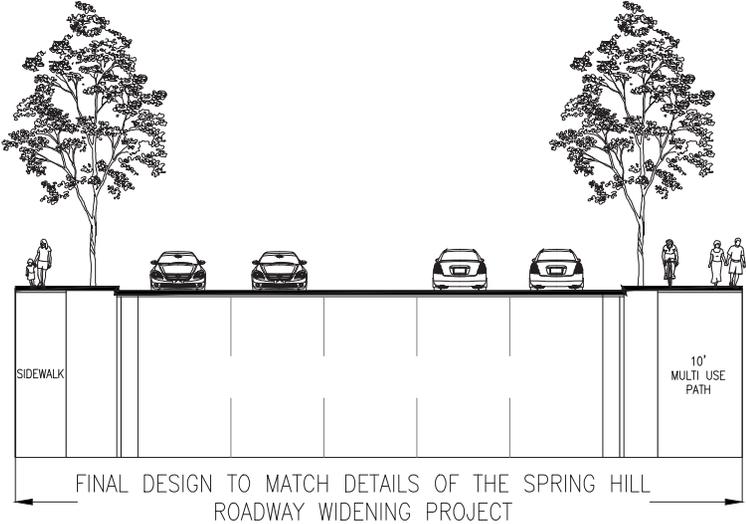


Table 7-1. Road Classifications

1. Arterial 'A' – Buckner Road Extension

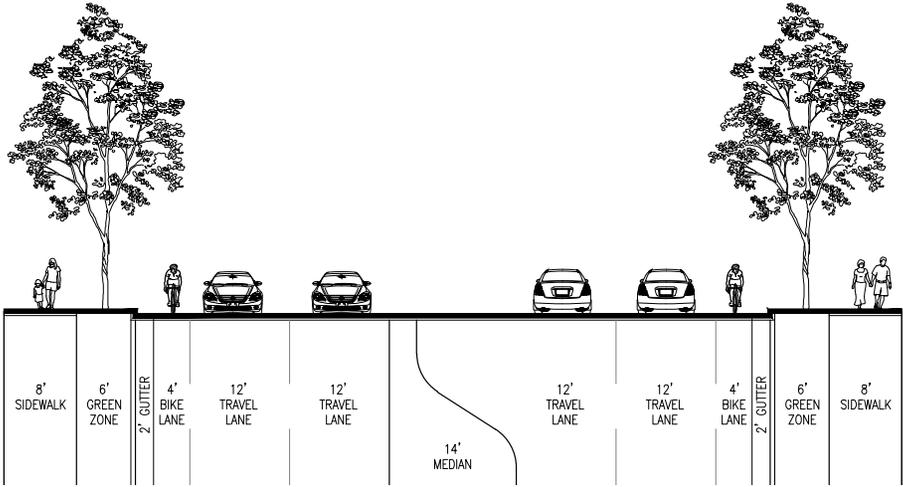


2. Arterial 'B' – Buckner Lane Widening

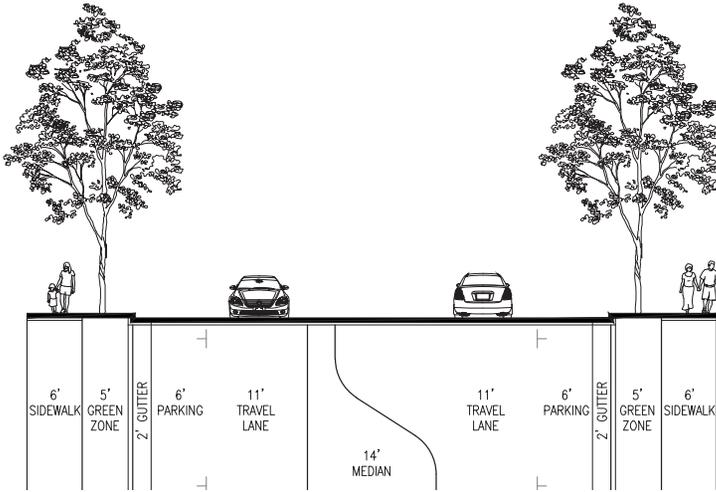


Street Standards

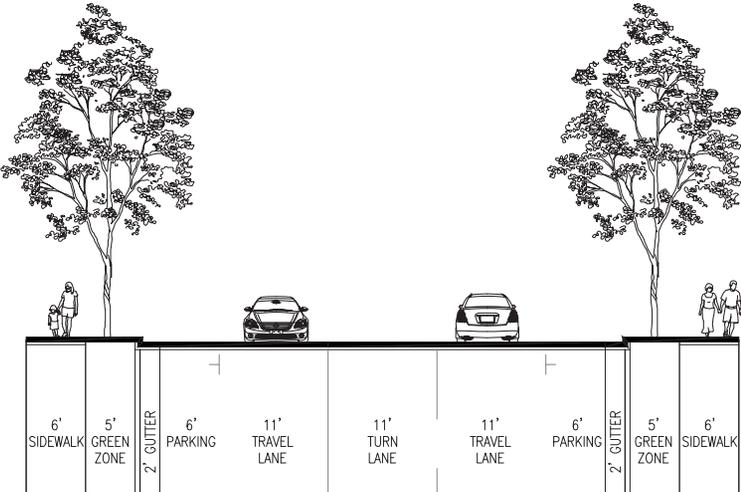
3. Arterial 'C' – Five Lane with Median and Pocket Turn Lanes



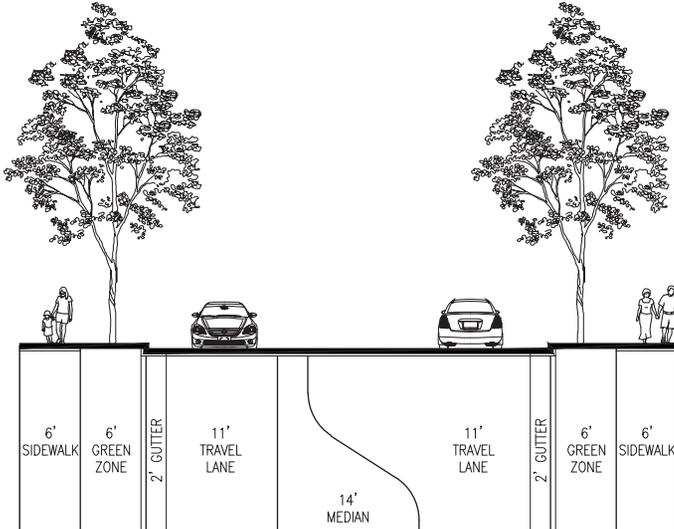
5. Residential Collector 'E' – 3-Lane Median Divided with Pocket Left Turns



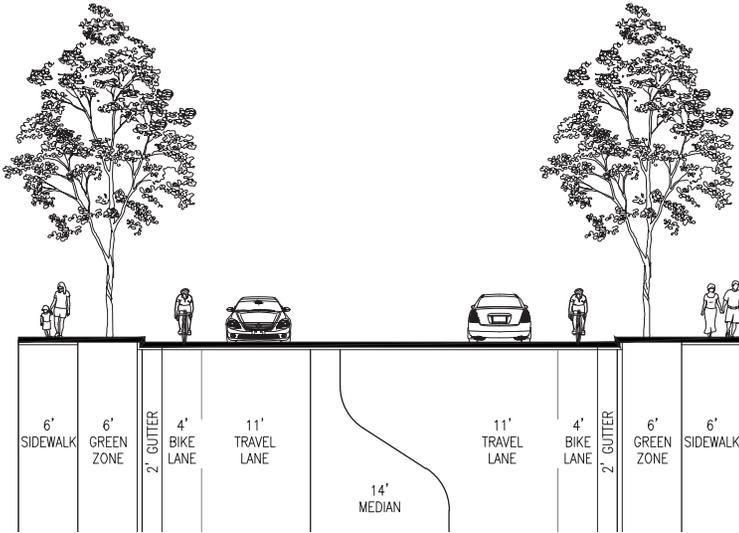
4. Major Collector 'D' – 3-Lane with On-Street Parking



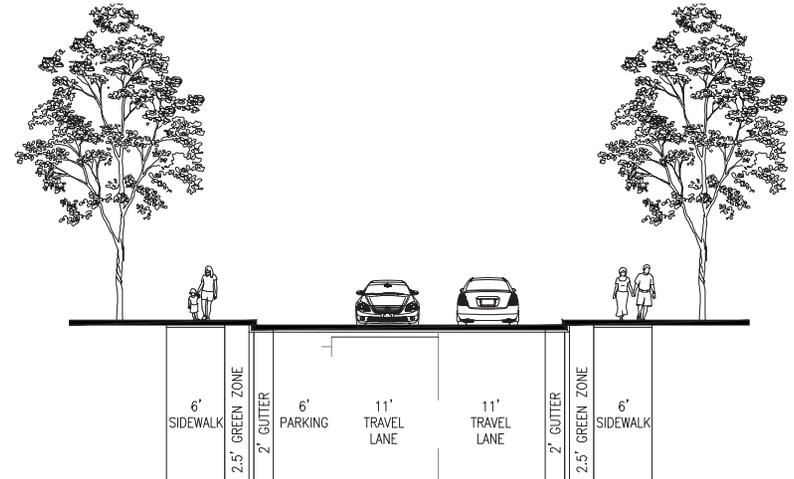
6. Minor Collector 'F' – 3-Lane with Median & Pocket Left Turns



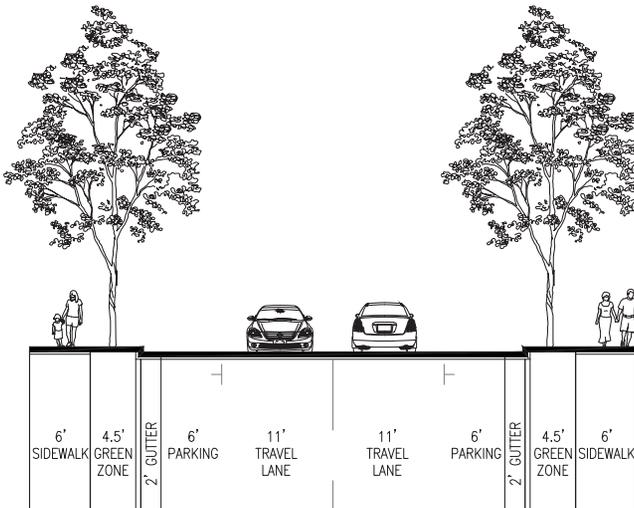
7. Major Collector 'G' – 3-Lane with Median & Pocket Left Turns



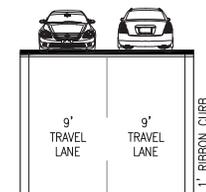
9. Local Street 'I' – 2 Lanes with On-Street Parking on One Side of Street



8. Local Street 'H' – 2 Lanes with On-Street Parking on Both Sides of Streets



10. Alley/Rear Lane 'A' – 2 Lanes





Edward J.

GENERAL STREET STANDARDS

1. Streets should be designed to provide connectivity with surrounding street system and street circulation system within the Gateway District.
2. Streets should be designed to provide safe and convenient access for vehicles, cyclists, and pedestrians within the Gateway District and surrounding community.
3. Streets shall include the installation of sidewalks on both sides of the street unless otherwise illustrated in typical street sections. Sidewalks shall be a minimum of 5 feet in width unless otherwise illustrated in typical street sections contained in Section 7, Street Standards.
4. Pedestrian crossings shall be provided at street intersections.
5. Bicycle lanes a minimum of four feet in width shall be installed along arterial streets, with the exception of the Buckner Lane realignment/widening. Bicycle lanes may be installed along collector streets.
6. All streets within the Gateway District should be constructed with curb and gutter unless otherwise illustrated in typical street sections.
7. Traffic calming measures shall be considered in street design to limit excessive traffic speeds through proper street layout including minimum street widths, short block lengths, raised medians, on-street parking, and other calming measures based upon street classification.
8. Roundabouts shall be permitted to manage traffic turn movements and provide traffic calming.
9. Raised or flush medians shall be allowed on arterial and collector streets. Median breaks shall be allowed where sufficient street geometrics are present.
10. On-street parking shall be allowed on local and collector streets as illustrated in typical street sections in Section 7-1. On-street parking may be parallel or angled parking as illustrated in typical sections and may include bulb-outs.
11. Street landscaping shall be permitted provided landscape materials do not obstruct vehicle sight distance in accordance with AASHTO standards.
12. Transit stops including associated shelters and pull-off lanes shall be permitted along streets located within the Gateway District.
13. Street furnishings including benches, bicycle racks, trash receptacles, etc., shall be permitted along all types of streets within a street furnishing zone located four feet behind back of curb.



Mountain High

PEDESTRIAN CIRCULATION

1. Pedestrian circulation shall be incorporated into design to enhance pedestrian movement and connectivity.
2. Pedestrian walkways shall be provided between parking areas, buildings and gathering places.
3. Benches, seat walls, trash receptacles, and other pedestrian amenities located along sidewalks shall not be placed in a manner to interfere with or obstruct pedestrian movement.

SIDEWALKS

1. Streets shall include the installation of sidewalks on both sides of the street unless otherwise illustrated in typical street sections.
2. Sidewalks shall be a minimum of five feet in width unless otherwise illustrated in typical street sections.
3. Widened sidewalks are encouraged along ground floor retail areas, courtyards and plazas, and outdoor cafes.
4. Pedestrian crossings shall be provided at street intersections.

WALKWAYS

1. Walkways shall be permitted that are either natural or improved surfaces and should be designed to accommodate multiple uses including pedestrian and cyclists. Improved surfaces may include asphalt, concrete or stone dust.
2. Walkways will connect with sidewalks to link neighborhoods with commercial office and retail areas and amenities located throughout the Gateway District.
3. Walkways should be designed to follow natural contours where practical with passing space or rest areas provided along steeper slopes.

4. Wayfinding, informational and interpretive signs shall be allowed along walkways.
5. Walkways shall be a minimum of five feet in width to allow for passing and walking two abreast. Multiuse walkways should be a minimum of eight feet in width.
6. Walkways that cross streets should intersect at 90 degrees and should include signage and/or markings on the walkway warning pedestrians of street crossing.
7. Walkways are encouraged to conveniently connect residential, commercial, office and institutional and recreational uses together along with connection to public transit.

SPRING HILL BICYCLE AND GREENWAY PLAN

The Gateway District will meet and ensure compliance with all requirements set forth in the Spring Hill Bicycle and Greenway Plan. As the extension of Buckner Road and specific parcel development occur, required improvements will be implemented as required by the Spring Hill Bicycle and Greenway Plan.

COMMON OPEN SPACE

Common open space is land area or water dedicated or reserved for the use and enjoyment of all owners and occupants of the Gateway District and its Subdistricts. The creation of common open space provides a variety of benefits including preserving green space and sensitive habitats, enhances property values, creating a stronger sense of community, linking the community together, providing gathering places, providing for a variety of passive and active recreational opportunities, and promoting a healthy lifestyle. The following standards shall apply to common open space:

1. Common open spaces shall contain amenities and other recreational uses beneficial to promoting a healthy lifestyle.

zoës KITCHEN



Common open space may include passive recreational uses, active recreational uses, community gardens, and natural areas.

2. Common open space shall be conveniently located and accessible for land uses permitted within the Gateway District.
3. Street furniture including benches, planters, trash receptacles, etc. shall be incorporated into open spaces and other natural features and walkways.
4. The minimum open space requirement for the Gateway District shall be 20 percent measured in aggregate over the entire Gateway District. Individual phases of development may have less than 20 percent open space provided the overall open space for the entire Gateway District is 20 percent of the total land area.
5. Common open spaces may include improved and unimproved land such as bodies of water, streams and buffers, slopes in excess of 15 percent, and environmentally sensitive areas.
6. Formal open space located internal to parcels shall be designed to provide a mix of active and passive activity areas including features such as specialty hardscape, seating, plazas, entertainment venues, etc. A maximum of 50 percent of designated formal open spaces may contain plantings.
7. Stormwater facilities and drainageways designed as an amenity shall count toward open space requirements.
8. Courtyards, rooftop gardens, plazas and other similar gathering places shall count toward common open space requirements.

OWNERSHIP AND MAINTENANCE OF COMMON OPEN SPACE

1. Common open space shall either be conveyed to a public entity which will agree to maintain the common open space and any related improvements or be conveyed to a Property Owners Association (POA) for maintenance of the common open space.

2. An organization for the ownership and maintenance of any common open space shall be established and shall not be dissolved or shall it dispose of any common open space without first offering to dedicate such property to the City subject to the City accepting responsibility for ownership and maintenance of such property.

TRANSIT-SUPPORTIVE DESIGN

1. Transit-supportive design shall be provided to support the mix of land uses permitted in the Gateway District.
2. Sidewalks, walkways and pathways shall be provided to encourage pedestrian circulation and connectivity.
3. Bicycle parking and storage facilities are encouraged in commercial, office and mixed-use areas.
4. Parking areas and private parking structures may be utilized for ride-share and park-and-ride services.
5. Transit facilities including transit stops and shelters shall be permitted to support transit services.
6. Bus pullouts shall be allowed on all street types except Arterial streets. Bus pullouts should not be installed at mid-block locations.




Harris Teeter
Food Market And Pharmacy

Pharmacy

Access, Parking and Loading Area Standards

ACCESS

1. Curb cuts for entrances and service drives onto public streets shall not be located within 50 feet from the curb line of an intersecting street measured from the nearest point of the driveway.
2. Driveways shall not be constructed within the radius return of a street intersection.
3. Driveway width for non-residential land uses shall be a minimum of 12 feet and a maximum of 30 feet and a driveway or curb cut for non-residential land uses shall not be closer than 10 feet to any property line or closer than 40 feet to another curb cut or access drive on the same side of the street.
4. No more than two curb cuts shall be permitted for any property with frontage of 300 feet or less on any one street.
5. No driveway to an arterial shall be allowed within 125 feet of an intersecting road. On collector and local streets, no driveway shall be allowed within 30 feet of an intersecting road.
6. Left turn storage lanes and deceleration lanes shall be allowed on arterial streets.
7. Shared access easements shall be allowed along arterial, collector and local streets.

PARKING

1. Parking requirements for land uses located within each Subdistrict shall be as provided in [Table 9-1, Minimum Parking Requirements](#).
2. On-street parking shall be permitted on local and collector streets designed with sufficient width and may include angled or parallel parking spaces.
3. On-street parking spaces shall generally be a width of eight feet measured from face of curb and a length of twenty-two feet. On-street parking spaces may also be provided for motorcycles utilizing smaller space dimensions.

| Use Type | Minimum number of spaces/1,000 sf. | Additional Requirements |
|---------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| Agricultural Uses | | |
| Agricultural Use | --- | 2 spaces/dwelling unit |
| Residential Uses | | |
| Single-family detached dwelling | --- | 2 spaces/dwelling unit |
| Single-family attached dwelling (excluding multifamily) | --- | 2 spaces/dwelling unit |
| Multifamily | --- | 0-1 BR: 1.5 spaces; 2BR: 2.5 spaces; 3+ BR: 3 spaces |
| Work/Live (including loft-style) | --- | 0-1 BR: 1.5 spaces; 2BR: 2.5 spaces; 3+ BR: 3 spaces |
| Senior Housing or Independent Living | --- | 1 space/housing unit |
| Community Living/Assisted Living/Retirement Home | --- | 1 space/housing unit |
| Residential above ground floor commercial | --- | 0-1 BR: 1.5 spaces; 2BR: 2.5 spaces; 3+ BR: 3 spaces |
| Office and Commercial Uses | | |
| Office Use | 3.3 | |
| Convenience Store | 4 | |
| Financial/Bank | 3.3 | 5 queue spaces for each service lane |
| Personal Services | 2.5 | |
| Medical Office | 4 | |
| Theater | 4 | 1 space/4 seats |
| Retail and/or Commercial Use | 4 spaces for structures up to 250,000 sf; 3.0 spaces for structure 250,000 sf or more | |
| Food Services (includes Grocery) | 5 spaces | 0.75 spaces/employee on largest shift |
| Restaurant (excluding outdoor dining area) | 10 spaces | 0.75 spaces/employee on largest shift |
| Restaurant - Drive-In/Drive-Through | 7 spaces; if no dining area provided 1 space per 300 sf of building area | 8 queue spaces for each service lane; Stacking lanes should be located to side or rear of building |
| Hotel | --- | 1 space/guest room; 0.75 spaces/employee on largest shift; 0.2 spaces/person of max. occupant load in assembly areas |
| Hospital | --- | 3 spaces/bed |
| Day Care | 2 | 1 space/employee; 5 stacking/standing spaces |
| Public/Institutional Uses | | |
| Place of Worship | --- | 1 space/ 5 seats |
| Schools and education facilities (including elementary, secondary, vocational, trade and colleges and universities) | --- | 1 space/5 seats, or 2 spaces/3 employees, or 1 space per 1,000 sf of gross floor area, whichever is greater |
| Public Buildings and Uses (including fire hall) | 2 | Additional parking may be required to accommodate shift changes |
| All other Civil and Institutional Uses | --- | 1 space/3 persons rated capacity |

Table 9-1. Minimum Parking Requirements

Access, Parking and Loading Area Standards

4. Off-street parking spaces shall generally be a width of nine feet measured from face of curb and a length of eighteen feet.
5. Angled on-street parking shall utilize either a 45 degree or 60 degree orientation.
6. Required off-street parking shall be located on the same parcel with the primary use or structure unless otherwise permitted.
7. Off-street parking areas serving non-residential uses may be located in front yard provided the parking area is directly accessible to the main entrance of the tenant and is screened along the frontage facing the public street with a screening wall, berm, and/or landscaping materials.
8. Off-street parking areas serving multifamily residential shall be located in the rear or side yard and shall not be located in the front yard facing a public street.
9. Off-street parking shall be designed to minimize direct views of parked vehicles from the street right-of-way.
10. Off-street parking shall be designed with a hierarchy of circulation that includes interconnected drives and direct access to parking spaces.
11. Off-street parking areas should avoid large, unbroken expanses of pavement by dividing parking into small paved areas separated by landscaping, access drives, or structures.
12. Off-street parking areas shall be surfaced with asphalt, concrete, brick, or stone pavers installed and maintained to dispose of all surface water accumulation.
13. Off-street parking should be arranged for convenient and safe access of pedestrians and vehicles. Parking shall be designed to provide a continuous circulation pattern.
14. Parking garage structures shall meet all area, height, bulk and setback requirements for a permitted principal building in the Subdistrict in which the facility will be located.
15. Off-street parking areas shall not be used for the purpose of displaying equipment, material or supplies or for the sale, repair or dismantling of vehicles.
16. Off-street parking requirements may be reduced up to a total combined maximum of 25% by utilizing on-street parking, transit-friendly design, and/or shared parking based on the following criteria:
 - a. Off-street parking requirements may be reduced by one space for each on-street parking space provided (1:1 ratio) up to a maximum reduction of 25% of the total required off-street parking requirement with the provision on-street parking located along streets directly adjoining the property. On-street parking that does not directly abut the property shall not count toward the reduction in off-street parking requirements.
 - b. Off-street parking requirements may be reduced up to a maximum of 25% with the provision of transit supportive design to include elements such as installation of bicycle racks, preferred carpool parking spaces, and/or transit stops within ¼ mile of property to promote transit and alternative forms of transportation to reduce vehicle traffic.
 - c. Where two or more adjacent non-residential uses have distinct and different peak parking usage periods, off-street parking requirements may be reduced up to a maximum of 25% with the provision of shared parking. Shared parking spaces shall be located within 1,250 feet of the primary entrance of all uses served and should not be separated from the use they serve by an arterial or collector street.
 - d. A parking study shall be submitted when requesting a reduction in off-street parking requirements utilizing on-street parking, transit supportive design, and/or shared parking in order to quantify the appropriate reduction in required off-street parking.

BICYCLE FACILITIES

1. Adequate short and long-term bicycle parking facilities shall be provided in the Commercial-Retail (G-CR), Commercial-Office (G-CO) and Flex Subdistricts for non-residential uses. Multifamily, live-work, and residential above ground floor retail residential uses shall have adequate bicycle parking facilities for residents.
2. Short-term bicycle parking is encouraged for uses permitted in the Commercial-Retail (G-CR), Commercial-Office (G-CO) and Flex Subdistricts for non-residential uses, especially for shoppers, customers, messengers and other visitors to the site. Short-term bicycle parking facilities may include a single or tandem rack or other device to enable one or more bicycles to be secured. Short-term bicycle parking facilities when provided should be located conveniently to the entrance of the building such facilities serve.
3. Developments with surface or structured parking areas with 50 or more automobile parking spaces shall provide long-term bicycle parking facilities for employees, residents, and commuters, which shall comply with the following standards:



- a. Bicycle parking spaces shall be conveniently located, but in no case shall such facilities be located farther than 100 linear feet from the primary building entrance.
- b. One bicycle parking space shall be provided for every 20 off-street parking spaces
- c. The bicycle parking facility shall include a rack or other device to enable bicycles to be secured.

LOADING AREAS

1. Loading areas or similar spaces including loading docks, service entrances, and maintenance areas shall be shielded from view from adjacent public streets, pedestrian corridors and open spaces using screening measures in accordance with [Section 11, Screening Standards](#).





GENERAL LANDSCAPING

1. Existing trees to be preserved shall be protected during construction.
2. Plant materials used for erosion and sediment control and steep slopes should achieve 100 percent soil coverage within two years of installation.
3. Street Trees.
 - a. Street trees shall be planted along public streets a minimum of one shade tree planted along the frontage length at an average of 50-foot intervals. Spacing may vary slightly based upon residential types and to avoid conflicts with driveways, lighting, and street furnishings.
4. All shade tree species shall be classified as a large shade tree by industry standards. The minimum size at planting shall be 2 1/2-inch caliper and shall meet American Nursery Standards, current edition.

PARKING AREA LANDSCAPING STANDARDS

1. Off-street parking should be screened by landscaping or buildings.
2. Parking areas adjoining a public street shall be screened to a height of three feet by walls, berms, landscaping or a combination of these. If landscaping is used, the planting bed shall be a minimum of 6 feet wide and shall contain shade tree plantings at 40 foot intervals along the perimeter street.
3. Native plant materials are encouraged.
4. Plantings shall be evergreen for year-round screening and reach a minimum height of 24-inches at maturity.
5. Landscaping in parking areas shall be irrigated.
6. If berms are used, the berm shall be constructed a minimum of three feet tall with undulations for visual interest including openings for pedestrian pathways.

IRRIGATION

1. Irrigation shall be provided to ensure longevity and health of planting areas.
2. Irrigation systems and all irrigated landscape areas shall be automatically controlled.
3. Irrigation systems may include a combination of spray systems, drip systems, and other suitable systems based upon the irrigation needs of specific plant materials.
4. Irrigation systems shall be installed below ground with spray heads located flush with ground surface.
5. Irrigation backflow preventers shall be screened or concealed.

MAINTENANCE

1. Trees and landscape materials should be watered deeply to promote deep rooting and should be fertilized as recommended by horticultural practices for the species.
2. Trees and shrubbery should be pruned in accordance with recommended trimming standards for the species to maintain intended shapes and sizes and to ensure the health and safety of the public.
3. Dead plant materials shall be replaced with comparable plant materials.





BUFFER STANDARDS

1. Commercial, office, and multifamily residential parcels adjoining single family attached and detached residential neighborhoods shall provide landscaped buffers a minimum of 25 feet in width along common property lines consisting of a variety of evergreen and deciduous trees, shrubbery, and other landscape treatments to provide a visual screen between land uses.
2. The buffer yard should normally run parallel to the property. However, design variations, especially when used to incorporate natural vegetation and terrain features, shall be considered. The depth of the buffer yard may vary slightly along a property line provided that:
 - a. The total land area of the buffer yard is equal to or greater than the total land area required if the buffer yard ran parallel to the property line; and
 - b. Additional supplemental screening measures such as berms, walls and/or additional landscaping are provided where appropriate to ensure proper screening.
3. Berms, screening walls or fences may be utilized within buffer areas to further complement landscape buffers.
4. The use of earthen berms within a buffer yard may be incorporated into the design of the buffer yard provided disturbance to existing vegetation can be minimized.

GENERAL SCREENING

1. Mechanical Systems
 - a. Roof-mounted equipment including HVAC, exhaust fans, plumbing penetrations, solar equipment, telecommunication equipment, mechanical systems, and ventilation vents, shall not be visible from public streets. The use of parapet walls around the entire perimeter of flat roofs may be used to properly screen roof-mounted mechanical equipment from

public view.

- b. Ground-mounted equipment including HVAC and other building systems located on the outside of the building at ground level shall not be visible from public streets or public spaces.
 - c. For ground-mounted equipment, screening consisting of screening wall around the perimeter of the equipment with sufficient access for maintenance shall be provided.
 - d. Screening should include both a screening wall and landscaping around the perimeter of the wall.
2. Service and Loading Areas
 - a. Service and loading areas should be oriented toward the rear of buildings out of public view. Where service areas are in public view, proper screening measures that include a combination of a screening wall and landscaping shall be provided.
 - b. Refuse collection areas shall be screened with a screening wall a minimum of eight (8) feet in height (taller if a larger refuse container is utilized) with lockable gates.
3. Screening Walls
 - a. Screening walls should be designed with materials that complement the primary building and include landscaping to further enhance appearance.





GENERAL STANDARDS

1. Streetscapes

- a. Street lights shall be placed along the street for all street types except alleys/rear lanes.
- b. Street lights shall be spaced in accordance with the City of Spring Hill lighting design requirements with adjustments in location as needed in consideration of property line placement and landscaping.
- c. Street lights may be placed in medians where the median is of sufficient width to maintain a minimum distance of three feet or more from back of curb to the face of the light fixture pole.
- d. Street light fixtures shall be designed or shielded to prevent glare upon adjoining property and residential areas.
- e. Street light fixture locations shall be designed to avoid conflicts with landscape materials including trees.
- f. Street lights shall be sufficient to provide lighting along streets and sidewalks including street intersections and pedestrian crossings.



2. Parking Areas

- a. Light fixtures shall be provided within all parking areas.
- b. Light fixtures shall be recessed and directed downward or shielded to minimize glare to adjacent residential properties.
- c. Lighting shall be designed to provide adequate safety and uniform lighting throughout the entire parking area.

3. Other Public Spaces

- a. Pedestrian-scale lighting should be utilized in public spaces to encourage pedestrian activity throughout the community.
- b. Lighting in public spaces should define pedestrian spaces.
- c. Pedestrian-scale lighting should be placed at consistent intervals.
- d. Lighting shall be designed to minimize light spill onto adjacent residential areas.





PHILANTHROPY
FASHION

PHILANTHROPY
FASHION COMPASSION

GENERAL STANDARDS

The purpose of these signage standards is to establish specific sign standards that ensures signs are design for the purpose of identifying a business or location in an attractive and functional manner. The following general standards shall apply to signage in the Gateway District:

1. A sign plan shall be submitted with the Site Development Plan for each phase of development that details the size and location, materials and illumination of each sign.
2. All permanent, on premise signage shall be constructed of rigid, durable, low-maintenance, weather-resistant material such as wood, MDO plywood, hard plastic, aluminum, steel, glass, Plexiglas, fiberglass or other approved composite material.
3. Appropriate materials for sign background or supports included brick, natural stone, wood, EIFS used in combination with brick or stone, and metal panels when used with brick or stone. Prohibited materials for sign backgrounds or supports include exposed metal poles, smooth-face concrete block, and metal panels or plastic when used without brick or natural stone accents.
4. On premises, permanent signage should not be constructed of non-rigid materials including, but not limited to, vinyl, fabric, canvas, or corrugated plastic with the exception of approved permitted canopies, awnings and porticoes.
5. Signs shall be constructed in accordance with applicable provisions of the National Electric Code including providing a minimum horizontal and vertical clearance from electrical lines.
6. The height of freestanding signs shall be measured from the average finished grade at the base of the sign to the highest element of the sign.
7. Sign area shall include the total area of the sign including background, frame, ornamentation and copy area.
8. Signs shall not be located so as not to obscure the view of

pedestrians or vehicular traffic as defined by AASHTO standards.

9. Signs, together with their supporting structure, shall be maintained in good, safe repair and shall be maintained in quality condition, including periodic application of paint or other weatherproofing materials to prevent rust or decay.
10. Private development signage shall not be placed on public property or within a public right-of-way.

PERMITTED SIGNS

Permitted Signs allowed within the Gateway District and Subdistricts shall be as provided in [Table 13-1](#). The following signs shall be permitted in the various subdistricts located within the Gateway District.

| Table of Permitted Signs by Subdistrict | | | | | |
|-----------------------------------------|-----------------------|----------------------------------|-----------------------------|-----------------------------|-----------------------|
| Permitted Sign Type | Subdistricts | | | | |
| | Gateway - Residential | Gateway - Residential/ Mixed Use | Gateway - Commercial Retail | Gateway - Commercial Office | Gateway - Future Flex |
| Wall Sign | | P | P | P | P |
| Awning Sign | | P | P | P | P |
| Canopy Sign | | P | P | P | P |
| Projecting Sign | | P | P | P | P |
| Hanging Sign | | P | P | P | P |
| Window Sign | | P | P | P | P |
| Monument Sign | P | P | P | P | P |
| Monument Sign (Multiple Tenant) | | | P | P | P |
| Skyline Sign | | | | P | P |
| Entry Sign | P | P | P | P | P |
| Menu Board Sign | | | P | P | P |
| Sandwich Board Sign | | P | P | P | P |
| Temporary Sign | P | P | P | P | P |

Table 13-1. Permitted Signs by Subdistrict

Sign Standards

1. Wall Sign

A wall sign is a building sign that is attached parallel to the building façade. A wall sign may be painted on the building façade. The following standards shall apply:

- a. Wall signs shall complement architectural elements and details.
- b. A wall sign cannot project more than 14 inches from the building façade on which it is installed.
- c. Should the wall sign have an exposed raceway, the raceway shall be finished to match the building façade.
- d. For multiple tenants located on a ground floor, one (1) wall sign shall be permitted for each tenant with an exterior entrance.
- e. For a property facing more than one public street, one (1) wall sign shall be permitted for each façade facing a public street not to exceed a maximum of two (2) wall signs per property. Wall signs shall not be permitted on any façade where a



Skyline Sign has been installed on the same building façade.

- f. A wall sign shall have a maximum sign area of 1.5 square feet of sign area per 1 linear foot of building façade or 36 square feet, whichever is greater.
- g. Wall signs may be internally or externally illuminated. External illumination shall be directed upon the sign area.

2. Awning Sign

A sign displayed on an awning or canopy face that is attached to the front façade of a building. The following standards shall apply:

- a. One awning sign shall be permitted per awning and shall be placed on the valance portion of the awning only.
- b. Buildings with frontage upon two or more public streets may have a one awning sign per awning for each street not to exceed a total of two awning signs for the entire building or tenant space.
- c. Maximum sign area for awning sign shall be 25 percent of the awning face.
- d. Awning signs shall not extend more than 10 feet from the building façade face.
- e. Awnings signs shall not be internally or externally illuminated.

3. Canopy Sign

A sign that is attached to a rigid structure that may be attached to a building façade and may be supported by columns, posts or braces extending to the ground. The following standards shall apply:

- a. One canopy sign per building façade face.
- b. The canopy sign shall be placed on the valance portion of the canopy only.
- c. The canopy sign shall not exceed 25 percent of the canopy

face.

- d. The canopy sign shall not project above or below the canopy or roofline.
- e. No more than one canopy sign shall be allowed for any leasable tenant space.
- f. Canopy signs shall not be internally or externally illuminated.

4. Projecting Sign

A sign attached to a building and extending in whole or part more than eighteen inches beyond the façade of the building. The following standards shall apply:

- a. The projecting sign shall not be located lower than eight feet above ground level.
- b. Maximum sign area shall be six square feet per face with an aggregate of twelve square feet for both sides of sign.
- c. Projecting sign shall only be located above the ground level of the building.



- d. The projecting sign shall not project more than four feet from the building façade on which it is affixed.
- e. The projecting sign shall be mounted perpendicular to the building façade on which it is affixed.
- f. No more than one projecting sign shall be allowed for any leasable tenant space.
- g. Projecting signs shall not be internally or externally illuminated.

5. Hanging Sign

A sign suspended from and located entirely beneath a covered porch, portico, covered walkway or awning. The following standards shall apply:

- a. One hanging sign is permitted per building façade face per tenant.
- b. Maximum sign area shall be four square feet with an aggregate of eight square feet.
- c. Minimum ground clearance shall be eight feet and shall not extend more than four feet from the building façade face.
- d. Hanging signs shall not be mounted above the roofline.
- e. Hanging signs shall not be internally or externally illuminated.

6. Window Sign

A sign located fully within the interior of a building and mounted within 2 feet of the inside of a window or grouping of windows or door. The following standards shall apply:

- a. A window sign shall not exceed 30 percent of the aggregate window and door area.
- b. Window signs shall only be permitted on the ground floor of a building.
- c. Window signs may be painted on the interior of the window or constructed of vinyl, paper, cloth or other similar material.

Sign Standards

- d. Signs containing hours of operation or names of professionals shall not exceed six square feet and shall not be calculated as part of total allowable window sign area.
- e. Visible exposed neon and LED signs are not allowable window signs.

7. Monument Sign

A ground-mounted sign that is attached along its entire perimeter to a continuous pedestal constructed of brick and/or stone and located on the same parcel. The following standards shall apply:

- a. A monument sign must be set back a minimum of 10 feet from the front property line.
- b. Each property facing a public street is permitted one (1) monument sign per street. Where a property has more than two separate street frontages, only two (2) monument signs shall be permitted with no more than one (1) monument sign per street.
- c. The maximum height of a monument sign facing an arterial street is 10 feet. The maximum height of a monument sign facing a collector, boulevard or local street is 5 feet. Maximum height shall be measured from the average finished grade of the pedestal supporting the sign.
- d. The maximum sign area per sign face for a monument sign facing an arterial street is 64 square feet. The maximum sign area per sign face for a monument sign facing a collector, boulevard or local street is 48 square feet.
- e. The base of the sign shall be a minimum of two feet in height.
- f. The base shall be fully landscaped.
- g. Monument signs may be internally or externally illuminated.
- h. Businesses selling motor fuel to the public may have one permanently mounted fuel price sign located within the permitted monument sign. The sign area for the fuel sign shall

not exceed 24 square feet per sign face and shall be combined with the maximum allowable sign area for a monument sign based upon the street classification of street upon which the monument sign is located. Only one fuel price sign shall be permitted on a property regardless of the number of street frontages.



8. Monument Sign (Multi-tenant non-residential uses)

A ground-mounted sign serving multiple tenants that is attached along its entire perimeter to a continuous pedestal constructed of brick and/or stone and located on the same parcel. The following standards shall apply:

- a. A multi-tenant monument sign shall be permitted for a property containing five (5) or more tenants located in a single building or multiple buildings on the same property. The sign must be located on the same property that each tenant occupies.
- b. The sign shall be designed to complement the architecture and materials of the primary building(s) located on the property.

- c. The monument sign shall be set back a minimum of 15 feet from the front property line.
- d. One multitenant monument sign shall be permitted for a parcel containing multiple tenants.
- e. The maximum height of the monument sign facing an arterial street is 12 feet. The maximum height of a monument sign facing a collector, boulevard or local street is 10 feet. Maximum height shall be measured from the average finished grade of the pedestal supporting the sign.
- f. The maximum sign area per sign face for a monument sign facing an arterial street is 96 square feet. The maximum sign area per sign face for a monument sign facing a collector, boulevard or local street is 64 square feet.
- g. The base of the sign shall be a minimum of two feet in height.
- h. Monument signs for multiple tenants may be internally or externally illuminated. External illumination shall be directed solely upon the sign area.

9. Skyline Sign

A building sign attached parallel to the façade of a building and located on the upper band of a building. The following standards shall apply:

- a. A building sign attached flat to or mounted away from the building façade. The skyline sign may be parallel to the building façade and shall be located in the upper band of a building
- b. A skyline sign is only allowed on a building greater than 75 feet in height.
- c. The maximum area of a skyline sign is 400 square feet.
- d. The maximum height of a skyline sign is 14 feet.
- e. The maximum width of a skyline sign is 30 percent of the façade length.

- f. No portion of the skyline sign shall extend above the roof line or above the parapet wall of a building with a flat roof.
- g. No more than one skyline sign per façade facing a public street is allowed.
- h. No wall signs are permitted on façade utilized for skyline sign.
- i. Raceways are not permitted on skyline signs.
- j. A skyline sign may be internally illuminated.



10. Entry Sign

An illuminated or non-illuminated entry sign that is either free-standing or placed on the face of an entrance wall to a development. The following standards shall apply:

- a. Free-standing entry signs shall be located within a common open space or a private lot with an easement dedicated to a property owners association for access and maintenance of the sign.

Sign Standards

- b. One entry sign shall be allowed if located within a median of a primary entrance if within a common open space and not within the public right-of-way.
- c. Only one entry sign shall be allowed on each side of a primary entrance.
- d. An entry sign may be incorporated into the design of an entry wall located on either side of an entryway.
- e. Maximum sign area for an entry sign shall be 32 square feet per side with a total of 64 square feet aggregate for both sides for a sign placed in a median.
- f. Maximum height shall be six feet measured from average finished grade at base of sign.
- g. The base of the entry sign shall be landscaped.
- h. Entry signs may be externally illuminated provided the light source is shielded from adjacent buildings and streets. External illumination shall be directed solely upon the sign area.

11. Menu Board Sign

A permanently mounted sign used in conjunction with a restaurant providing drive-through services. The following standards shall apply:

- a. Menu boards shall be permitted for restaurants providing drive-through services.
- b. One menu board sign is permitted per restaurant and may be free-standing or wall-mounted.
- c. Menu boards shall not be located within the required front yard of a property.
- d. Maximum sign area for a menu board sign shall be 24 square feet.

- e. Maximum height of six feet measured from average finished grade at base of sign.
- f. Menu board signs may be internally illuminated.

12. Sandwich Board Sign

A portable sign that is self-supporting on the ground with two flat faces constructed of durable materials. The following standards shall apply:

- a. Sandwich board signs shall be constructed of quality and durable wood or metal. Grained plywood shall not be an acceptable materials.
- b. Edges shall be covered with molding.
- c. Sandwich boards shall not utilize changeable copy.
- d. Erasable slate chalk boards shall be permitted.



13. Temporary Sign

Temporary signs are not permanently anchored to the ground or affixed to a structure and are not considered a portable sign. The following standards shall apply:

- a. Maximum sign area for a temporary sign shall be 32 square feet per side with a total of 64 square feet aggregate for both sides.
- b. Maximum height of six feet measured from average finished grade at base of sign.
- c. Minimum set back of fifteen feet unless otherwise regulated. The temporary sign shall not obstruct pedestrian or vehicular visibility.
- d. No more than one temporary sign shall be allowed per parcel.

PROHIBITED SIGNS

Prohibited signs in the Gateway District shall include airborne signs, animated signs, balloons, banners, billboards, blade banners, electronic display screen signs (except a menu board sign), electronic message center signs, feather flags flashing signs, inflatable signs, off premise signs, portable signs, private signs on utility poles, pennants, portable signs, roof signs, rotating signs, snipe or hand-tacked signs, streamers, stringers, vehicle or trailer signs, and wind signs. Signs shall not be located in a public right-of-way. Search lights, beacons, or similar devices are prohibited. Signs emitting audible sound, odor or visible matter such as smoke or steam shall be prohibited.

SIGNS EXCLUDED FROM REGULATION

Excluded signs as referenced in the Zoning Ordinance of Spring Hill as amended shall be excluded in the Gateway District with the exception of those signs specifically permitted in the Gateway District.

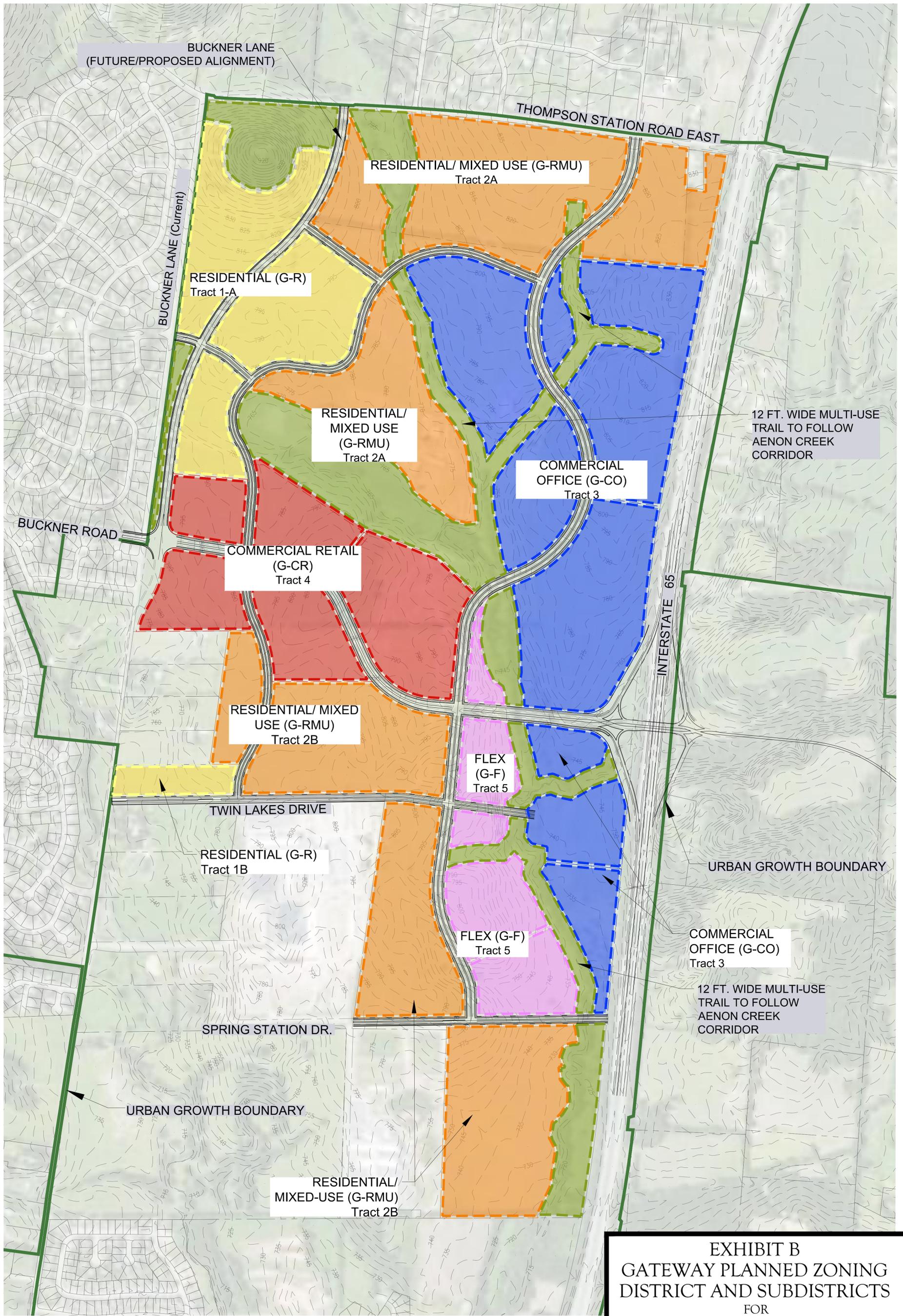
SIGN ILLUMINATION

1. External illumination shall be permitted provided the illumination is a white, steady, stationary light of reasonable intensity that does not move or change color and is directed solely at the sign.
2. The external light source shall be shielded from adjacent properties, streets and sidewalks and shall not be of sufficient brightness to cause glare or other nuisances to adjacent properties.
3. Internal illumination shall be permitted provided the internal illumination provides white, steady, stationary lighting through translucent materials that does not move or change colors.
4. Channel letters may be internally lit or back-lit.
5. No sign shall contain or be illuminated by flashing or intermittent lights.
6. Visible transformers are prohibited.
7. Interior or exterior illumination shall not be of such intensity as to cause glare or impair vision for pedestrians or vehicular traffic.
8. Neon, rope lighting or bare light bulbs in any form on a sign or the exterior of a building or any other structure is prohibited.



Southeast Venture
REAL ESTATE • DESIGN • DEVELOPMENT





BUCKNER LANE
(FUTURE/PROPOSED ALIGNMENT)

THOMPSON STATION ROAD EAST

RESIDENTIAL/ MIXED USE (G-RMU)
Tract 2A

RESIDENTIAL (G-R)
Tract 1-A

RESIDENTIAL/
MIXED USE
(G-RMU)
Tract 2A

COMMERCIAL
OFFICE (G-CO)
Tract 3

12 FT. WIDE MULTI-USE
TRAIL TO FOLLOW
AENON CREEK
CORRIDOR

BUCKNER ROAD

COMMERCIAL RETAIL
(G-CR)
Tract 4

INTERSTATE 65

RESIDENTIAL/ MIXED
USE (G-RMU)
Tract 2B

FLEX
(G-F)
Tract 5

URBAN GROWTH BOUNDARY

TWIN LAKES DRIVE

RESIDENTIAL (G-R)
Tract 1B

COMMERCIAL
OFFICE (G-CO)
Tract 3

12 FT. WIDE MULTI-USE
TRAIL TO FOLLOW
AENON CREEK
CORRIDOR

SPRING STATION DR.

FLEX (G-F)
Tract 5

URBAN GROWTH BOUNDARY

RESIDENTIAL/
MIXED-USE (G-RMU)
Tract 2B

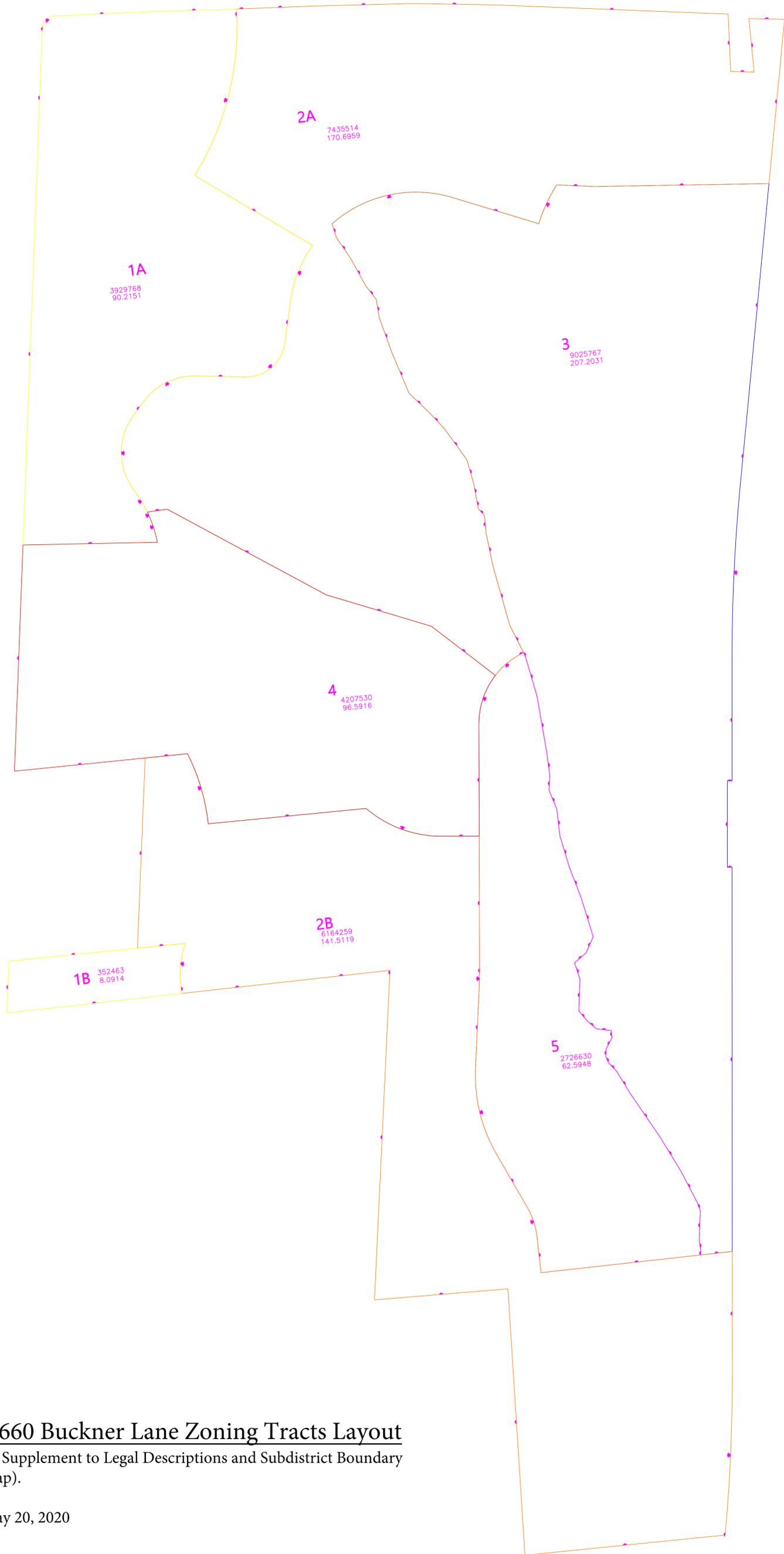
- RESIDENTIAL (G-R)
- COMMERCIAL RETAIL (G-CR)
- RESIDENTIAL/MIXED-USE (G-RMU)
- FUTURE FLEX DEVELOPMENT BASED ON MARKET CONDITIONS (G-F)
- COMMERCIAL OFFICE (G-CO)
- COMMUNITY GREENSPACE

EXHIBIT B
GATEWAY PLANNED ZONING
DISTRICT AND SUBDISTRICTS
 FOR
BUCKNER LANE PROPERTY

May 20, 2020



REFER TO LEGAL DESCRIPTIONS FOR SUBDISTRICT BOUNDARIES, INCLUDED AS AN ATTACHMENT TO THIS EXHIBIT. SUBDISTRICT BOUNDARIES INCLUDE PROPOSED RIGHT OF WAYS AND COMMUNITY GREEN SPACES WITHIN THE DESCRIBED TRACTS. REFER TO EXHIBIT A AND EXHIBIT C FOR APPROXIMATE ACREAGE OF INDIVIDUAL DEVELOPMENT PARCELS.



2660 Buckner Lane Zoning Tracts Layout

(A Supplement to Legal Descriptions and Subdistrict Boundary Map).

May 20, 2020

Residential (G-R) Tract 1A Description

Being a tract of land lying in the 11th council district of Williamson County, Tennessee.

POINT OF COMMENCEMENT being a found concrete monument lying on the Southwest Right-of-Way (ROW) intersection of interstate 65 and Thomson's Station Road East; thence, along the Southern ROW of said Thomson's Station Road East with the following: N 83°04'16" W 225.41' to a found 1/2" iron rod; thence N 83°06'19" W 130.00' to a found concrete monument; thence N 03°06'52" E 25.36' to a point; thence N 82°09'52" W 1472.76' to a point; thence N 83°25'53" W 518.91' to a point; thence N 85°53'08" W 628.78' to a point; thence N 86°39'25" W 426.77' to a point; thence N 86°10'20" W 61.50' to a point lying on the said Southern ROW of Thomson's Station Road East at its intersection with the centerline of a proposed road, said point being the true and actual Point of Beginning.

thence, along said centerline of a proposed road, S 04°02'33" W 65.22' to a point;

thence with a curve to the right having an arc length of 1042.16', a radius of 1802.29', a central angle of 33°07'50" and having a chord bearing and distance of S 20°37'46" W, 1027.70' to a point lying on the centerline intersection of proposed roads;

thence along the centerline of a proposed road S 53°38'23" E 866.59' to a point lying on the centerline intersection of proposed roads;

thence along said centerline with the following: with a curve to the left having an arc length of 386.65', a radius of 800.00', a central angle of 27°41'31" and having a chord bearing and distance of S 26°56'50" W, 382.90' to a point;

thence S 13°06'04" W 263.73' to a point;

thence with a curve to the right having an arc length of 365.55', a radius of 250.00', a central angle of 83°46'43" and having a chord bearing and distance of S 54°59'25" W, 333.85' to a point;

thence N 83°07'13" W 308.97' to a point;

thence with a curve to the left having an arc length of 385.46', a radius of 400.00', a central angle of 55°12'48" and having a chord bearing and distance of S 69°16'23" W, 370.72' to a point;

thence S 41°39'59" W 106.58' to a point;

thence with a curve to the left having an arc length of 510.95', a radius of 400.00', a central angle of 73°11'15" and having a chord bearing and distance of S 05°04'21" W, 476.91' to a point;

thence with a reverse curve to the right having an arc length of 363.00', a radius of 800.00', a central angle of 25°59'53" and having a chord bearing and distance of S 18°31'20" E, 359.90' to a point lying on the centerline of a proposed road;

thence, leaving said centerline of a proposed road, N 85°35'56" W 850.02' to a point lying on the Eastern ROW of Bucker Lane;

thence, along said Eastern ROW of Buckner Lane with the following: N 07°42'54" E 2425.87' to a point;

thence N 07°42'54" E a distance of 830.47' to a point;

thence N 11°24'07" E 44.74' to a point lying on the Southeast ROW intersection of said Buckner Lane and said Thomson's Station Road East;

thence along said Southern ROW of Thomson's Station Road East with the following: with a curve to the right having an arc length of 92.44', a radius of 65.00', a central angle of 81°29'11" and having a chord bearing and distance of N 52°08'43" E, 84.85' to a point;

thence S 87°06'42" E 621.40' to a point;

thence S 86°10'20" E 542.84' to the point of beginning;

Tract having an area of 3,929,768 square feet or 90.215 acres.

Bearings based on Tennessee State Plane Coordinate System

Residential (G-R) Zoning Tract 1B Description

Being a tract of land lying in the 11th council district of Williamson County, Tennessee.

Point of beginning being a found 5/8" iron rod, lying on the Eastern ROW of Buckner Lane, being the Southwest corner of lot 4 of final plat of section 1 of Twin Lakes subdivision as recorded in Plat Book 12, Page 115, and being the northwest corner of the tract herein described;

thence, leaving the ROW of said Buckner Lane, N 89°48'18" E 815.00' to a point;

thence N 89°42'27" E 303.25' to a point lying on the centerline of a proposed road;

thence, along the centerline of said proposed road with the following: with a curve to the left having an arc length of 263.43', a radius of 600.00', a central angle of 25°09'22" and having a chord bearing and distance of S 11°49'14" W, 261.32' to a point;

thence S 00°45'27" E a distance of 58.39' to a point lying on the centerline intersection of a proposed road and Twin Lakes Drive;

thence, along the centerline of said Twin Lakes Drive, S 89°09'16" W 1113.92' to a point lying on the centerline of said Twin Lakes Drive and its intersection with the Eastern ROW of Buckner Lane;

thence, along the Eastern ROW of Buckner Lane, N 08°25'28" E 329.84' to the point of beginning;

Tract having an area of 352,463 square feet or 8.091 acres.

Bearings based on Tennessee State Plane Coordinate System

Residential/Mixed Use (G-RMU) Zoning Tract 2A Description

Being a tract of land lying in the 11th council district of Williamson County, Tennessee.

Point of Beginning being a found concrete monument lying on the Southwest Right-of-Way (ROW) intersection of interstate 65 and Thomson's Station Road East;

Thence, along the Western ROW of interstate 65, S 10°57'54" W 1047.01' to a point;

Thence, leaving the ROW of interstate 65, N 85°23'20" W 1103.34' to a point;

thence N 82°02'36" W 238.63' to a point lying on the centerline of a proposed road;

thence, along the centerline of said proposed road, with a curve to the left having an arc length of 271.87', a radius of 1000.00', a central angle of 15°34'37" and having a chord bearing and distance of S 30°20'55" W, 271.03' to a point lying on the centerline intersection of proposed roads;

thence, along the centerline of said proposed road with the following: N 67°26'23" W 568.01' to a point;

thence with a curve to the left having an arc length of 816.85', a radius of 800.00', a central angle of 58°30'10" and having a chord bearing and distance of S 83°18'32" W, 781.83' to a point;

thence, leaving the centerline of said proposed road with the following: S 11°40'05" E 89.02' to a point

thence S 28°34'38" E 163.47' to a point;

thence S 23°17'02" E 202.25' to a point;

thence S 32°01'36" E 105.18' to a point;

thence S 03°38'15" E 117.92' to a point;

thence S 14°15'42" E 241.52' to a point;

thence S 17°19'53" E 274.98' to a point;

thence S 40°54'19" E 164.68' to a point;

thence S 37°41'43" E 146.13' to a point;

thence S 30°14'45" E 247.31' to a point;

thence S 10°28'32" E 156.48' to a point;

thence S 04°24'04" E 94.45' to a point;

thence S 05°57'13" E 69.92' to a point;

thence S 36°18'27" E 57.67' to a point;

thence S 00°38'20" W 110.58' to a point;

thence S 06°05'01" E 213.86' to a point;

thence S 10°13'40" E 393.39' to a point;

thence S 21°07'30" E 190.96' to a point lying on the centerline of a proposed road;

thence, along said centerline of a proposed road with the following: S 66°03'58" W 31.77' to a point;

thence, with a curve to the left having an arc length of 199.36', a radius of 500.00', a central angle of 22°50'41" and having a chord bearing and distance of S 54°38'38" W, 198.04' to a point;

thence, leaving said centerline of a proposed road, N 46°46'43" W 510.65' to a point;

thence N 67°44'03" W 692.56' to a point;

thence N 56°03'15" W 1143.91' to a point;

thence S 87°43'21" W 126.99' to a point lying on the centerline of a proposed road;

thence, along said centerline of a proposed road with the following: with a curve to the left having an arc length of 160.46', a radius of 800.00', a central angle of 11°29'32" and having a chord bearing and distance of N 25°46'31" W, 160.19' to a point;

thence with a reverse curve to the right having an arc length of 510.95', a radius of 400.00', a central angle of 73°11'15" and having a chord bearing and distance of N 05°04'21" E, 476.91' to a point;

thence N 41°39'59" E 106.58' to a point lying on the centerline intersection of proposed roads;

thence, continuing along said centerline of a proposed road with the following: with a curve to the right having an arc length of 385.46', a radius of 400.00', a central angle of 55°12'48" and having a chord bearing and distance of N 69°16'23" E, 370.72' to a point;

thence S 83°07'13" E 308.97' to a point;

thence with a curve to the left having an arc length of 365.55', a radius of 250.00', a central angle of 83°46'43" and having a chord bearing and distance of N 54°59'25" E, 333.85' to a point;

thence N 13°06'04" E 263.73' to a point;

thence with a curve to the right having an arc length of 386.65', a radius of 800.00', a central angle of 27°41'31" and having a chord bearing and distance of N 26°56'50" E, 382.90' to a point lying on the centerline intersection of proposed roads;

thence, along the centerline of a proposed road, N 53°38'23" W 866.59' to a point lying on the centerline intersection of proposed roads;

thence, along said centerline of a proposed road with the following: with a curve to the left having an arc length of 1042.16', a radius of 1802.29', a central angle of 33°07'50" and having a chord bearing and distance of N 20°37'46" E, 1027.70' to a point;

thence N 04°02'33" E 65.22' to a point lying on said centerline of a proposed road and its intersection with the Southern ROW of Thomson's Station Road East;

thence, along said Southern ROW of Thomson's Station Road East with the following: S 86°10'20" E 61.50' to a point;

thence S 86°39'25" E 426.77' to a point;

thence S 85°53'08" E 628.78' to a point;

thence S 83°25'53" E 518.91' to a point;

thence S 82°09'52" E 1472.76' to a point;

thence, leaving said Southern ROW of Thomson's Station Road East, S 03°06'11" W 364.54' to a point;

thence S 83°06'19" E 148.72' to a point;

thence N 00°02'16" W 340.93' to a point lying on the Southern ROW of Thomson's Station Road East;

thence, along said Southern ROW of Thomson's Station Road East, S 83°04'16" E 225.41' to the point of beginning,

Tract having an area of 7,435,514 square feet or 170.696 acres.

Bearings based on Tennessee State Plane Coordinate System

Residential/Mixed Use (G-RMU) Zoning Tract 2B Description

Being a tract of land lying in the 11th council district of Williamson County, Tennessee.

POINT OF COMMENCEMENT being a found concrete monument lying on the Southwest Right-of-Way (ROW) intersection of interstate 65 and Thomson's Station Road East; thence, along the Western ROW of said interstate 65 with the following: S 10°57'54" W 2596.23' to a point; thence S 11°07'09" W 377.25' to a found concrete monument; thence with a curve to the left having an arc length of 1101.70', a radius of 11756.58', a central angle of 5°22'09" and having a chord bearing and distance of S 08°16'16" W, 1101.29' to a point; thence S 05°34'11" W 774.00' to a found concrete monument; thence N 85°21'16" W 30.00' to a point; thence S 05°33'36" W 547.76' to a found concrete monument; thence S 84°26'25" E 30.00' to a found iron rod with cap; thence S 05°33'12" W 2439.16' to a point lying on the Western ROW of said interstate 65, said point being the true and actual Point of Beginning;

thence, along the Western ROW of said interstate 65 with the following: S 05°33'12" W 788.83' to a found concrete monument;

thence with a curve to the right having an arc length of 1006.98', a radius of 11179.08', a central angle of 5°09'40" and having a chord bearing and distance of S 08°06'07" W, 1006.64' to a found concrete monument;

thence S 13°40'52" W 5.92' to a found 1/2" iron rod;

thence, leaving the Western ROW of said interstate 65, and with the line of Wades Grove Subdivision, S 89°49'51" W 1272.20' to a found iron rod with cap;

thence, leaving the line of said Wades Grove Subdivision, and with the line of Williamson County Board of Education with the following: N 01°56'41" E 1694.64' to a point;

thence N 89°13'52" W 846.09' to a point;

thence, N 08°15'08" E 2068.04' to a found 1/2" iron rod lying on the Southern ROW terminus of Twin Lakes Drive;

thence N 08°17'32" E 26.32' to a point lying on the centerline terminus of said Twin Lakes Drive;

thence, along the centerline of said Twin Lakes Drive, S 89°14'33" W 620.37' to a point;

thence S 89°14'33" W 704.28' to a point lying on the centerline intersection of Twin Lakes Drive and a proposed road;

thence, along the centerline of said proposed road with the following, N 00°45'27" W 58.39' to a point;

thence with a curve to the right having an arc length of 263.43', a radius of 600.00', a central angle of 25°09'22" and having a chord bearing and distance of N 11°49'14" E, 261.32' to a point;

thence, leaving the centerline of said proposed road, S 89°42'27" W 303.25' to a found 1/2" iron rod lying at the Southeastern corner of lot 4 of Twin Lakes Subdivision;

thence, with the boundary of said Twin Lakes Subdivision, N 07°51'40" E 1208.67' to a point lying at the Northeastern corner of lot 1 of said Twin Lakes Subdivision;

thence, leaving the boundary of said Twin Lakes Subdivision, N 89°47'59" E 269.19' to a point lying on the centerline of a proposed road;

thence, along the centerline of said proposed road, with a curve to the right having an arc length of 466.29', a radius of 1293.58', a central angle of 20°39'11" and having a chord bearing and distance of S 10°49'29" E, 463.77' to a point;

thence, leaving the centerline of said proposed road, N 90°00'00" E 1002.57' to a point lying on the centerline of a proposed road;

thence, along the centerline of said proposed road with the following: with a curve to the left having an arc length of 527.96', a radius of 730.37', a central angle of 41°25'02" and having a chord bearing and distance of S 64°28'33" E, 516.54' to a point;

thence S 84°37'42" E 229.84' to a point lying on the centerline intersection of proposed roads;

thence, along the centerline of said proposed road, S 05°25'26" W 851.34' to a point lying on the centerline intersection of proposed roads;

thence, along the centerline of said proposed road with the following: S 05°25'26" W 5.71' to a point;

thence with a curve to the right having an arc length of 95.80', a radius of 2000.00', a central angle of 2°44'40" and having a chord bearing and distance of S 06°47'46" W, 95.79' to a point;

thence S 08°10'06" W 522.39' to a point;

thence with a curve to the left having an arc length of 569.60', a radius of 1000.00', a central angle of 32°38'08" and having a chord bearing and distance of S 08°08'58" E, 561.93' to a point;

thence S 24°25'51" E 383.66' to a point;

thence with a curve to the right having an arc length of 206.91', a radius of 500.00', a central angle of 23°42'37" and having a chord bearing and distance of S 12°36'43" E, 205.44' to a point;

thence S 00°45'25" E 224.84' to a point lying on the centerline intersection of proposed roads;

thence, along the centerline of said proposed road, N 89°14'35" E 1216.08' to the point of beginning,

Tract having an area of 6,164,259 square feet or 141.512 acres

Bearings based on Tennessee State Plane Coordinate System

Commercial Office (G-CO) Zoning Tract 3 Description

Being a tract of land lying in the 11th council district of Williamson County, Tennessee.

POINT OF COMMENCEMENT being a found concrete monument lying on the Southwest Right-of-Way (ROW) intersection of interstate 65 and Thomson's Station Road East; thence, along the Western ROW of said interstate 65, S 10°57'54" W a distance of 1047.01' to a point; said point being the true and actual Point of Beginning.

thence, along the Western ROW of said interstate 65 with the following: S 10°57'54" W 1549.21' to a point;

thence S 11°07'09" W 377.25' to a found concrete monument;

thence with a curve to the left having an arc length of 1101.70', a radius of 11756.58', a central angle of 5°22'09" and having a chord bearing and distance of S 08°16'16" W, 1101.29' to a point;

thence S 05°34'11" W 774.00' to a found concrete monument;

thence N 85°21'16" W 30.00' to a point;

thence S 05°33'36" W 547.76' to a found concrete monument;

thence S 84°26'25" E 30.00' to a found iron rod with cap;

thence S 05°33'12" W 2439.16' to a point lying on the Western ROW of said interstate 65 and its intersection with the centerline of a proposed road;

thence, Leaving the Western ROW of interstate 65 and along the centerline of said proposed road, S 89°14'35" W 199.86' to a point;

thence, leaving the centerline of said proposed road and with the following: N 06°42'59" E 22.28' to a point;

thence N 02°43'39" W 75.61' to a point;

thence N 08°00'53" E 183.35' to a point;

thence N 15°31'47" W 65.17' to a point;

thence N 21°59'29" W 221.67' to a point;

thence N 25°51'48" W 256.47' to a point;

thence N 28°42'41" W 312.00' to a point;

thence N 26°04'17" W 181.14' to a point;

thence N 38°40'58" W 69.48' to a point;

thence N 19°11'42" W 44.03' to a point;

thence N 08°08'07" E 51.14' to a point;

thence N 33°42'43" E 78.24' to a point;

thence N 00°00'00" W 47.01' to a point;

thence N 77°50'15" W 94.40' to a point;

thence N 43°14'06" W 81.89' to a point;

thence N 34°18'11" W 77.29' to a point;

thence N 07°26'30" E 201.95' to a point;

thence N 12°12'31" W 109.45' to a point;

thence N 54°53'15" E 95.50' to a point;

thence N 29°13'09" E 112.63' to a point;

thence N 11°34'11" W 259.70' to a point;

thence N 15°37'24" W 204.14' to a point;

thence N 11°08'09" W 210.02' to a point;

thence N 00°58'16" W 170.61' to a point;

thence N 16°50'06" W 129.89' to a point;

thence N 09°08'25" E 87.79' to a point;

thence N 01°26'00" W 145.47' to a point;

thence N 04°13'45" W 370.39' to a point;

thence N 10°42'02" W 264.54' to a point;

thence N 21°07'30" W 27.08' to a point lying on the centerline of a proposed road;

thence, leaving the centerline of said proposed road and with the following: N 21°07'30" W 190.96' to a point;

thence N 10°13'40" W 393.39' to a point;

thence N 06°05'01" W 213.86' to a point;

thence N 00°38'20" E 110.58' to a point;

thence N 36°18'27" W 57.67' to a point;

thence N 05°57'13" W 69.92' to a point;

thence N 04°24'04" W 94.45' to a point;

thence N 10°28'32" W 156.48' to a point;

thence N 30°14'45" W 247.31' to a point;

thence N 37°41'43" W 146.13' to a point;

thence N 40°54'19" W 164.68' to a point;

thence N 17°19'53" W 274.98' to a point;

thence N 14°15'42" W 241.52' to a point;

thence N 03°38'15" W 117.92' to a point;

thence N 32°01'36" W 105.18' to a point;

thence N 23°17'02" W 202.25' to a point;

thence N 28°34'38" W 163.47' to a point;

thence N 11°40'05" W 89.02' to a point lying on the centerline of a proposed road;

thence, along the centerline of said proposed road with the following: with a curve to the right having an arc length of 816.85', a radius of 800.00', a central angle of 58°30'10" and having a chord bearing and distance of N 83°18'32" E, 781.83' to a point;

thence S 67°26'23" E 568.01' to a point lying on the centerline intersection of proposed roads;

thence, along the centerline of said proposed road, with a curve to the right having an arc length of 271.87', a radius of 1000.00', a central angle of 15°34'37" and having a chord bearing and distance of N 30°20'55" E, 271.03' to a point;

thence, leaving the centerline of said proposed road, S 82°02'36" E a distance of 238.63' to a point;

thence S 85°23'20" E 1103.34' to the point of beginning,

Tract having an area of 9,025,767 square feet or 207.203 acres.

Bearings based on Tennessee State Plane Coordinates

Commercial Retail (G-CR) Zoning Tract 4 Description

Being a tract of land lying in the 11th council district of Williamson County, Tennessee.

POINT OF COMMENCEMENT being a found concrete monument lying on the Southwest Right-of-Way (ROW) intersection of interstate 65 and Thomson's Station Road East; thence, along the Southern ROW of said Thomson's Station Road East with the following: N 83°04'16" W 225.41' to a found 1/2" iron rod; thence N 83°06'19" W 130.00' to a found concrete monument; thence N 03°06'52" E 25.36' to a point; thence N 82°09'52" W 1472.76' to a point; thence N 83°25'53" W 518.91' to a point; thence N 85°53'08" W 628.78' to a point; thence N 86°39'25" W 426.77' to a point; thence N 86°10'20" W 604.34' to a point; thence N 87°06'42" W 621.40' to a point; thence with a curve to the left having an arc length of 92.44', a radius of 65.00', a central angle of 81°29'11" and having a chord bearing and distance of S 52°08'43" W, 84.85' to a point lying on the Eastern ROW of Buckner Lane; thence, along the Eastern ROW of said Buckner Lane with the following: S 11°24'07" W 44.74' to a point; thence S 07°42'54" W 830.47' to a point; thence S 07°42'54" W 2425.85' to a point lying on the Eastern ROW of Buckner Lane, said point being the true and actual Point of Beginning.

thence, leaving the Eastern ROW of said Buckner Lane, S 85°35'56" E 850.02' to a point lying on the centerline of a proposed road;

Thence, along the centerline of said proposed road, with a curve to the left having an arc length of 202.54', a radius of 800.00', a central angle of 14°30'21" and having a chord bearing and distance of N 12°46'34" W, 202.00' to a point;

Thence, leaving the centerline of said proposed road and with the following: N 87°43'21" E 126.99' to a point;

thence S 56°03'15" E 1143.91' to a point;

thence S 67°44'03" E 692.56' to a point;

thence S 46°46'43" E 510.65' to a point lying on the centerline of a proposed road;

thence, along the centerline of said proposed road with the following: with a curve to the left having an arc length of 329.85', a radius of 500.00', a central angle of 37°47'51" and having a chord bearing and distance of S 24°19'21" W, 323.90' to a point;

thence S 05°25'26" W 713.45' to a point lying on the centerline intersection of proposed roads;

thence, along the centerline of said proposed road with the following: N 84°37'42" W a distance of 229.84' to a point;

thence with a curve to the right having an arc length of 527.96', a radius of 730.37', a central angle of 41°25'02" and having a chord bearing and distance of N 64°28'33" W, 516.54' to a point;

thence, leaving the centerline of said proposed road, N 90°00'00" W 1002.57' to a point lying on the centerline of a proposed road;

thence, along the centerline of said proposed road, with a curve to the left with an arc length of 466.29', a radius of 1293.58', a central angle of 20°39'11" and having a chord bearing and distance of N 10°49'29" W, 463.77' to a point;

thence, leaving the centerline of said proposed road, S 89°47'59" W 269.19' to a point lying on the Northeastern corner of lot 1 of Twin Lakes Subdivision;

thence, along the boundary of Twin Lakes Subdivision, S 89°47'59" W 829.94' to a point lying on the Eastern ROW of Buckner Lane;

thence, along the Eastern ROW of said Buckner Lane, N 07°42'54" E 1436.72' to the Point of Beginning,

Tract having an area of 4,207,530 square feet or 96.592 acres.

Bearings based on Tennessee State Plane Coordinate System

Future Flex Development Based on Market Conditions (G-F) Zoning Tract 5 Description

Being a tract of land lying in the 11th council district of Williamson County, Tennessee.

POINT OF COMMENCEMENT being a found concrete monument lying on the Southwest Right-of-Way (ROW) intersection of interstate 65 and Thomson's Station Road East; thence, along the Western ROW of said interstate 65 with the following: S 10°57'54" W 2596.23' to a point; thence S 11°07'09" W 377.25' to a found concrete monument; thence with a curve to the left having an arc length of 1101.70', a radius of 11756.58', a central angle of 5°22'09" and having a chord bearing and distance of S 08°16'16" W, 1101.29' to a point; thence S 05°34'11" W 774.00' to a found concrete monument; thence N 85°21'16" W 30.00' to a point; thence S 05°33'36" W 547.76' to a found concrete monument; thence S 84°26'25" E 30.00' to a found iron rod with cap; thence S 05°33'12" W 2439.16' to a point lying on the Western ROW of said interstate 65 and the centerline terminus of a proposed road; thence, leaving the ROW of interstate 65 and along the centerline of said proposed road, S 89°14'35" W 199.86' to a point, said point being the true and actual Point of Beginning;

thence, along the centerline of said proposed road, S 89°14'35" W 1016.23' to a point lying on the centerline intersection of proposed roads;

thence, along the centerline of said proposed road with the following: N 00°45'25" W 224.84' to a point;

thence with a curve to the left having an arc length of 206.91', a radius of 500.00', a central angle of 23°42'37" and having a chord bearing and distance of N 12°36'43" W, 205.44' to a point;

thence N 24°25'51" W 383.66' to a point;

thence with a curve to the right having an arc length of 569.60', a radius of 1000.00', a central angle of 32°38'08" and having a chord bearing and distance of N 08°08'58" W, 561.93' to a point;

thence N 08°10'06" E 522.39' to a point;

thence with a curve to the left having an arc length of 95.80', a radius of 2000.00', a central angle of 2°44'40" and having a chord bearing and distance of N 06°47'46" E, 95.79' to a point;

thence N 05°25'26" E 5.71' to a point lying on the centerline intersection of proposed roads;

thence, continuing along the centerline of said proposed road, N 05°25'26" E 851.34' to a point lying on the centerline intersection of proposed roads;

thence, continuing along the centerline of said proposed road with the following: N 05°25'26" E 713.45' to a point;

thence with a curve to the right having an arc length of 329.85', a radius of 500.00', a central angle of 37°47'51" and having a chord bearing and distance of N 24°19'21" E, 323.90' to a point;

thence with a compound curve to the right having an arc length of 199.36', a radius of 500.00', a central angle of 22°50'41" and having a chord bearing and distance of N 54°38'38" E, 198.04' to a point;

thence N 66°03'58" E 31.77' to a point;

thence, leaving the centerline of said proposed road and with the following: S 21°07'30" E 27.08' to a point;

thence S 10°42'02" E 264.54' to a point;

thence S 04°13'45" E 370.39' to a point;

thence S 01°26'00" E 145.47' to a point;

thence S 09°08'25" W 87.79' to a point;

thence S 16°50'06" E 129.89' to a point;

thence S 00°58'16" E 170.61' to a point lying on the centerline of a propose road;

thence, leaving the centerline of said proposed road and with the following: S 11°08'09" E 210.02' to a point;

thence S 15°37'24" E 204.14' to a point;

thence S 11°34'11" E 259.70' to a point;

thence S 29°13'09" W 112.63' to a point;

thence S 54°53'15" W 95.50' to a point;

thence S 12°12'31" E 109.45' to a point;

thence S 07°26'30" W 201.95' to a point;

thence S 34°18'11" E 77.29' to a point;

thence S 43°14'06" E 81.89' to a point;

thence S 77°50'15" E 94.40' to a point;

thence S 00°00'00" E 47.01' to a point;

thence S 33°42'43" W 78.24' to a point;

thence S 08°08'07" W 51.14' to a point;

thence S 19°11'42" E 44.03' to a point;

thence S 38°40'58" E 69.48' to a point;

thence S 26°04'17" E 181.14' to a point;

thence S 28°42'41" E 312.00' to a point;

thence S 25°51'48" E 256.47' to a point;

thence S 21°59'29" E 221.67' to a point;

thence S 15°31'47" E 65.17' to a point;

thence S 08°00'53" W 183.35' to a point;

thence S 02°43'39" E 75.61' to a point;

thence S 06°42'59" W 22.28' the Point of Beginning,

Tract having an area of 2,726,630 square feet or 62.595 acres.

Bearings based on Tennessee State Coordinate System

EXHIBIT D – Updated 5/29/2020
BUCKNER LANE AND UTILITY IMPROVEMENTS BY PHASE

The following table and drawings document the responsible party and show the roadway and utility improvements required to be constructed prior to the Development for Phases 1, 2 and 3-5 of the 2660 Buckner Lane property.

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

LEGEND



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



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



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

| DEVELOPMENT PROGRAM (1) | ROAD/ INTERSECTION IMPROVEMENTS | WATER SYSTEM IMPROVEMENTS | SANITARY SEWER SYSTEM IMPROVEMENTS |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PHASE 1 | | | |
| Single Family = 259 du Cottage, Townhouse, Multifamily = 638 du Retail/Restaurant/Grocery = 100,000 sf Horizon Years 2020- 2023 | <u>Buckner Lane</u> <ul style="list-style-type: none"> • Realign Buckner Lane between Thompson Station Road and a point approximately 150 LF south of Buckner Road. • Widen Buckner Lane between Thompson Station Road and a point approximately 150 LF south of Buckner Road to provide minimum two travel lanes in each direction with center turn lane or landscaped median with turn lanes. At the intersection with Buckner Road, provide a roadway cross-section that is adequate for 7 travel lanes, north to a point to safely transition to the 5-lane cross-section detailed above. • Construct Buckner Road to a point approximately 250-feet east of Buckner Lane. | <ul style="list-style-type: none"> • Connect to 10-inch water main near intersection of Buckner Lane and Buckner Road • Connect to 6-inch water main on Buckner Lane near Thompson Station Road • Install water distribution network within | <ul style="list-style-type: none"> • Connect to 18-inch sewer main located on Buckner Lane south of Buckner Road • Install sanitary sewer collection system within Phase 1 of development • Developer to install, own, |

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

- Construct Buckner Road to a point approximately 250-feet west of Buckner Lane. This section of roadway shall include an east-bound left-turn lane and one travel lane each way.
- Buckner Lane improvements are not to include bike lanes.
- Buckner Lane improvements will have 6' sidewalk on west (Southbound) side and 10' multi-use trail along east (Northbound) side of roadway.
- Construct Buckner Road, from a point approximately 250-feet east of Buckner Lane, east to I-65.
- Construct/widen Buckner Lane from a point approximately 150' South of Buckner Road to a point approximately 600' South of Buckner Road, corresponding with corner of 2660 Buckner Lane project property per the City's Buckner Lane widening project.
- Construct I-65 Interchange, in conjunction with Buckner Road construction.
- Widen Buckner Lane from a point approximately 600 LF south of Buckner Road corresponding with corner of 2660 Buckner Lane project property to Duplex Road, per the City's Buckner Lane widening project.

Intersection of Buckner Lane and Thompson Station Rd East

- Widen Thompson Station Road to provide westbound left turn lane
- Widen Thompson Station Road to provide eastbound right turn lane with channelization to an added lane on Buckner Lane in southbound direction
- Install traffic signal control w/ permissive/protected left turn signal phasing for Thompson Station Road westbound
- Pedestrian facilities integrated within intersection design

Intersection of Buckner Lane and Westchester Lane/Residential Loop

- Extend Westchester Lane to intersect with realigned Buckner Lane and reconstruct Westchester Lane approach to include separate eastbound left turn lane and shared through/right turn lane
- Align proposed new residential street with Westchester Lane to include westbound left turn lane and shared through/right turn lane at intersection
- Stop controls to be installed on Westchester Lane and new residential street

Intersection of Buckner Lane and Buckner Road

- The exhibit below documents the extend of the responsibility of 2660 Buckner Lane Development.

Phase 1 of development

and maintain a Temporary on-site lift station for sanitary sewer to serve the residential parcels in Phase 1, until gravity sewer is connected to the development and access is provided for all residents. Temporary lift station to be de-commissioned once gravity sanitary sewer main is extended along Aenon Creek (See Phase 2 improvements.)

PHASE 2

| DEVELOPMENT PROGRAM (1) | ROAD/INTERSECTION IMPROVEMENTS | WATER SYSTEM IMPROVEMENTS | SANITARY SEWER SYSTEM IMPROVEMENTS |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Single Family = 242 du</p> <p>Cottage, Townhouse, Multifamily = 600 du</p> <p>Retail/Restaurant/Grocery = 651,410 Sf</p> <p>Horizon Years 2023 – 2028</p> <p>Note: The Horizon Years are the period of time within which this Phase of the development is anticipated to occur. The actual year of construction of a specific item of work in each Phase shall be determined in conjunction with the approval of such development by the City.</p> | <p><u>Buckner Road</u></p> <ul style="list-style-type: none"> Widen Buckner Road between Buckner Lane and Columbia Pike per the City's Buckner Road Study | <ul style="list-style-type: none"> Install 1.5M gallon water storage tank (Water storage tank to be constructed by developer and be operational prior to the issuance of a certificate of occupancy for any use in Phase 2, including: Single Family, Cottage, Townhouse, Multifamily, and Retail/Restaurant) | |
| | <p><u>Intersection of Buckner Lane and Westchester Lane/Residential Loop Road</u></p> <ul style="list-style-type: none"> Install traffic signal control when traffic study indicates signal warrants are met Eastbound approach of Westchester Lane and the westbound approach of Residential Loop Road should include one left turn lane and one shared through/right turn lane The northbound approach of Buckner Lane should include one left turn lane, one through lane, and one shared through/right turn lane The southbound approach of Buckner Lane should include one left turn lane, two through lanes and one right turn lane <p><u>Intersection of Buckner Lane and Twin Lakes Drive</u></p> <ul style="list-style-type: none"> Install traffic signal control when traffic study indicates traffic signal warrants are met | <ul style="list-style-type: none"> Connect to 6-inch water main on Twin Lakes Drive Connect to 8-inch water main south of Spring Station Middle School (Rudder Drive) Install water distribution system within Phase 2 of development | <ul style="list-style-type: none"> Extend 18-inch sewer main from south of development along Aenon Creek and Wade's Grove Subdivision Install sanitary sewer collection system within Phase 2 of development |

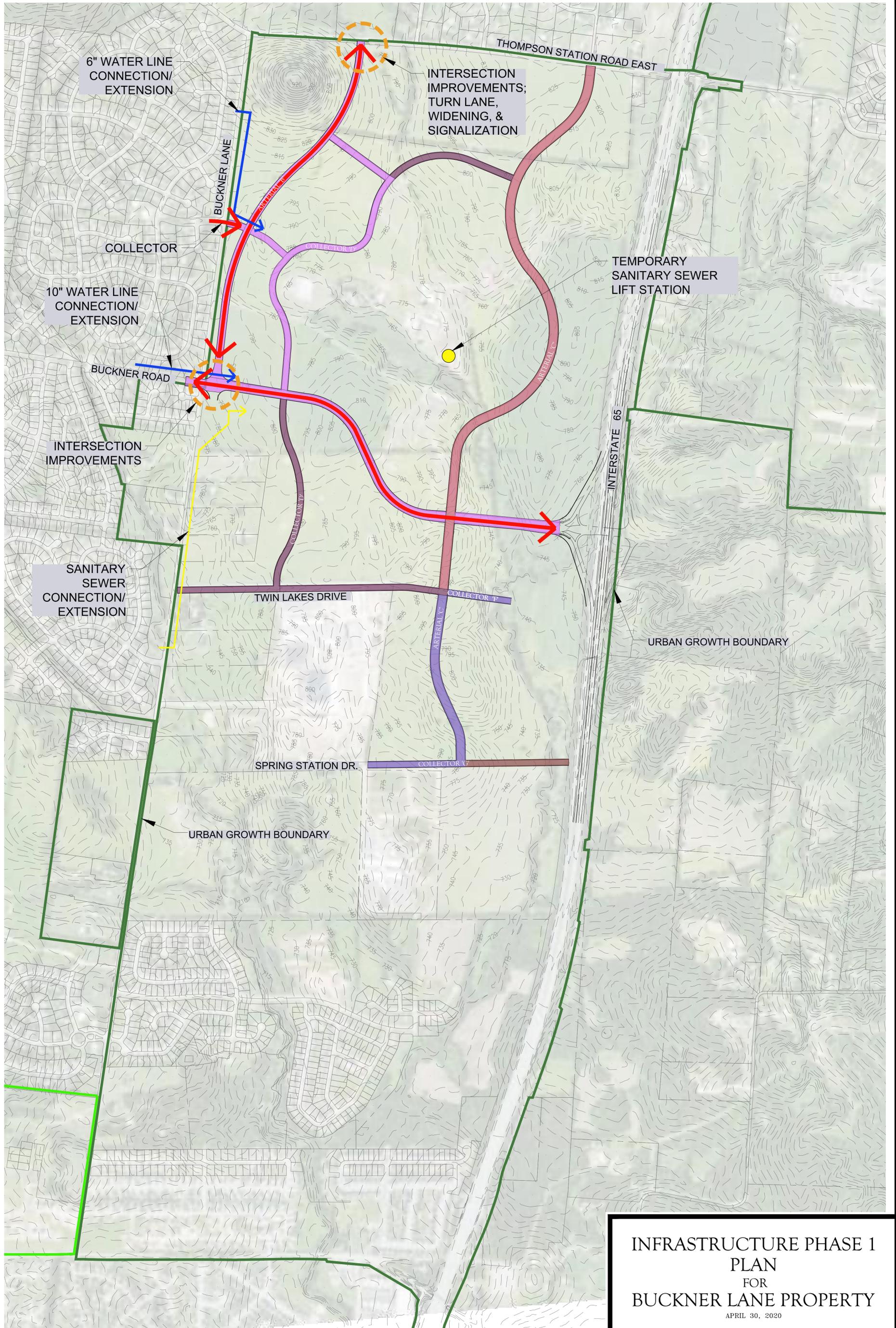
| | | | |
|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------------------------------|
| | <p><u>Intersection of Buckner Lane and Spring Station Drive</u></p> <ul style="list-style-type: none"> • Install traffic signal control when traffic study indicates traffic signal warrants are met <p><u>Intersection of Buckner Lane and Road C</u></p> <ul style="list-style-type: none"> • Eastbound/Westbound approaches of Road C should include one shared lane for all turning movements • Northbound/Southbound approaches of Buckner Lane should include one left turn lane, one through lane, and one shared through/right turn lane <p><u>Intersection of Buckner Road Extension and Road D</u></p> <ul style="list-style-type: none"> • Install all-way stop control • Northbound/Southbound approaches of Road D to include one shared lane for all turning movements • Eastbound/Westbound approaches of Buckner Rd Extension to include one shared through/left turn lane and one shared through/right turn lane <p><u>Intersection of Buckner Road Extension and Road E</u></p> <ul style="list-style-type: none"> • Install all-way stop control • Northbound approach of Road E to include one shared through/left turn lane • Southbound approach of Road E to include one shared through/right turn lane • Eastbound approach of Buckner Rd Extension to include one left turn lane and one right turn lane | | <ul style="list-style-type: none"> • Possible pump station(s) needed as development of Phase 2 continues |
|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------------------------------|

PHASES 3-5

| DEVELOPMENT PROGRAM (1) | ROAD/INTERSECTION IMPROVEMENTS | WATER SYSTEM IMPROVEMENTS | SANITARY SEWER SYSTEM IMPROVEMENTS |
|--------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| Single Family = 273 du Cottage, Townhouse, Multifamily = 914 du | <p><u>Intersection of Buckner Road Extension and Road C</u></p> <ul style="list-style-type: none"> • Install all-way stop control • Northbound/Southbound approaches of Road C to include one shared lane for all turning movements | Install water distribution network within remaining phases of development | Install sanitary sewer collection system within remaining phases of development |

| | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Retail/Restaurant = 530,452 sf</p> <p>Office = 3,902,250 sf</p> <p>Hotel Rooms = 400</p> <p>Horizon Years 2028 - 2040</p> <p>Note: The Horizon Years are the period of time within which this Phase of the development is anticipated to occur. The actual year of construction of a specific item of work in each Phase shall be determined in conjunction with the approval of such development by the City.</p> | <ul style="list-style-type: none"> • Eastbound/Westbound approaches of Buckner Road Extension to include one shared through/left turn lane and one shared through/right turn lane <p><u>Prepare Updated Traffic Impact Study</u></p> <p>The determination of the need for additional off-site road and intersection improvements as a part of this Phase 3 shall be established by an updated Traffic Impact Study which shall be prepared to re-evaluate street and intersection levels of service following construction of the Interstate Interchange. The updated Traffic Impact Study will determine if off-site road or intersection improvements in conjunction with ongoing City road and intersection improvements are needed based upon assigned traffic impacts associated with remaining phases of development for the 2660 Buckner Lane Project.</p> | | <p>City sewerage treatment plant capacity to be upsized to accommodate overall long-term growth and development of the City of Spring Hill</p> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|------------------------------------------------------------------------------------------------------------------------------------------------|

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



INFRASTRUCTURE PHASE 1
 PLAN
 FOR
 BUCKNER LANE PROPERTY
 APRIL 30, 2020

ROAD PHASING

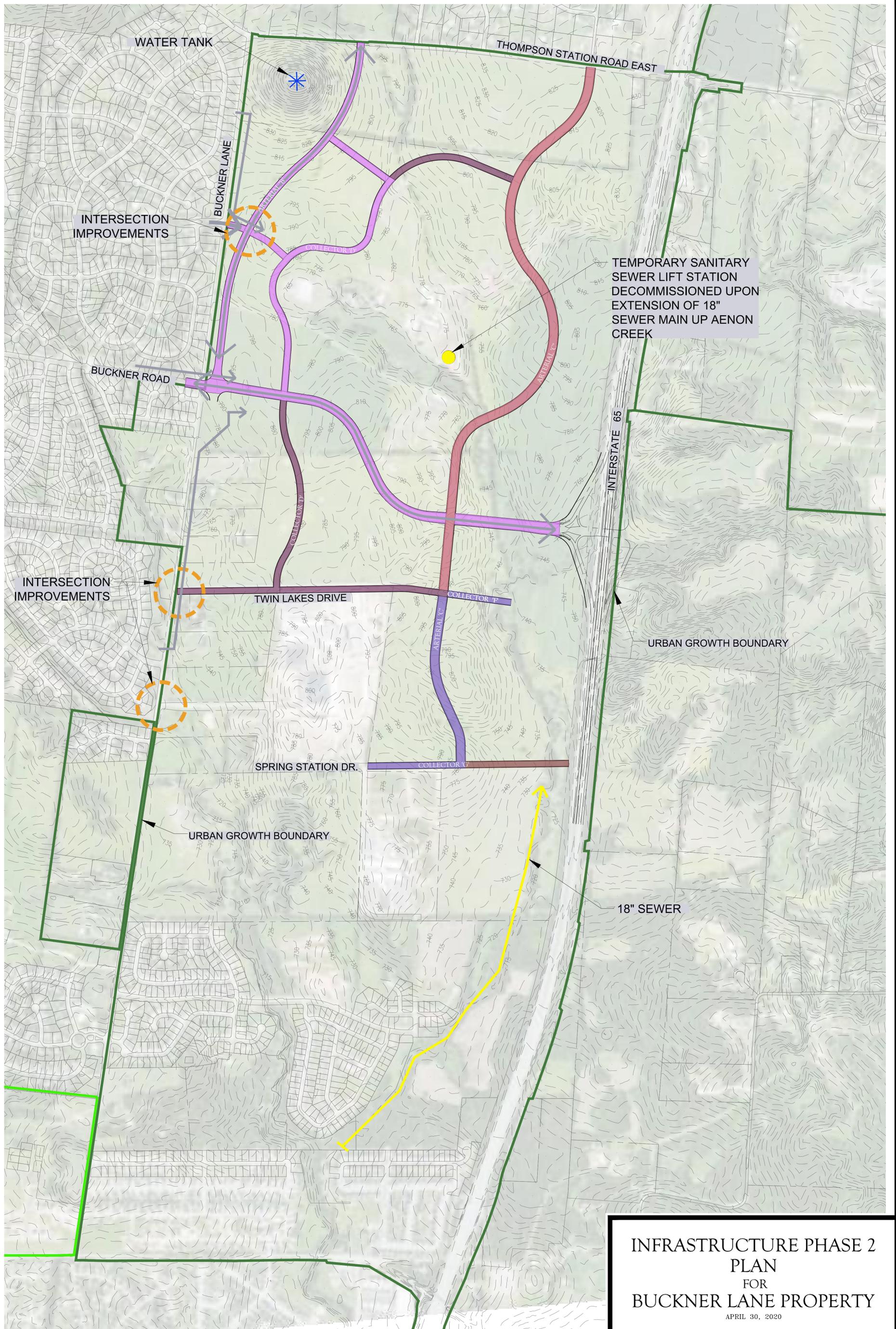
- I
- II
- III
- IV
- V

PHASE I IMPROVEMENTS

- ROADS
- WATER
- SEWER
- INTERSECTION IMPROVEMENTS



SoutheastVenture
 REAL ESTATE • DESIGN • DEVELOPMENT



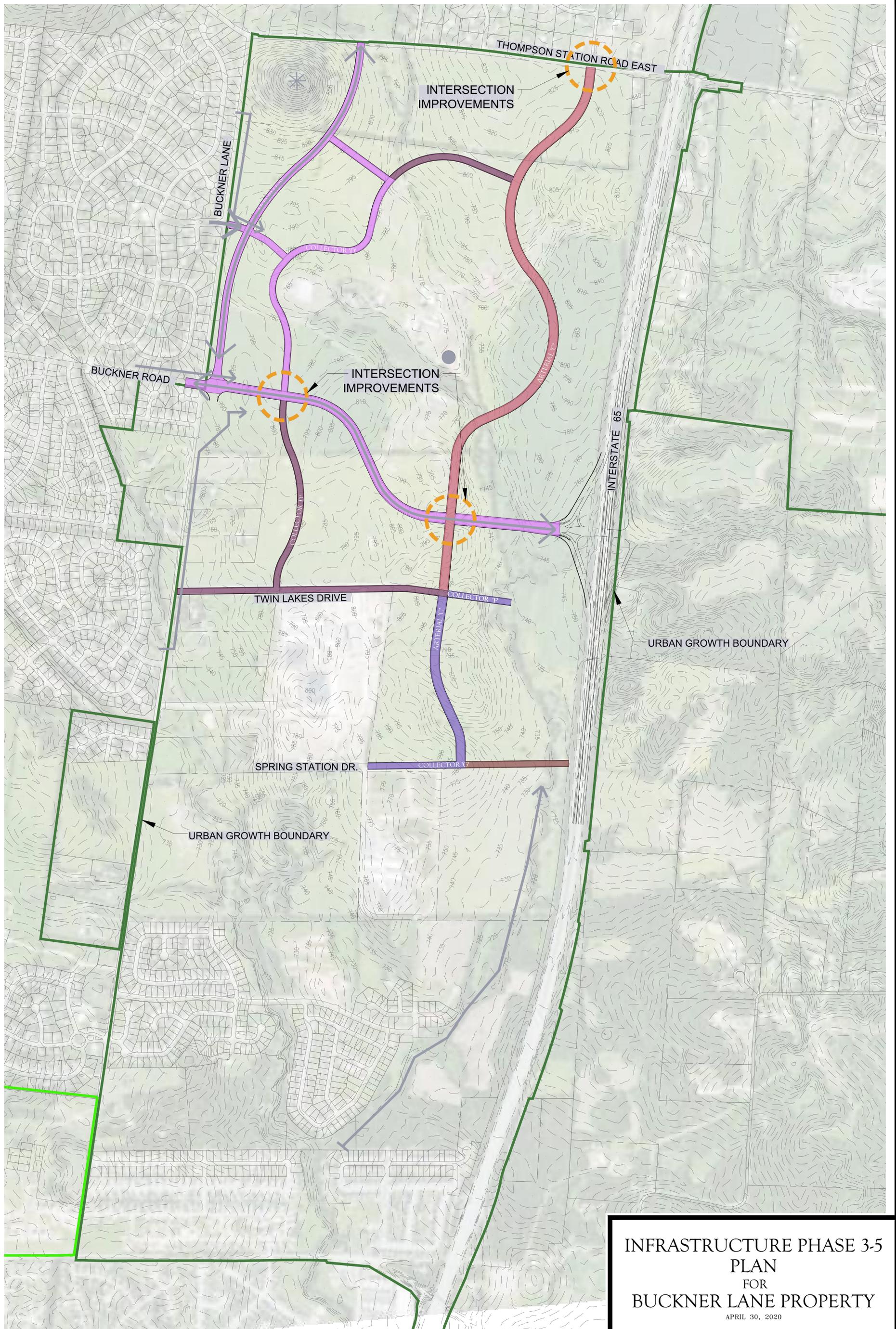
TEMPORARY SANITARY SEWER LIFT STATION DECOMMISSIONED UPON EXTENSION OF 18" SEWER MAIN UP AENON CREEK

INFRASTRUCTURE PHASE 2 PLAN FOR BUCKNER LANE PROPERTY

APRIL 30, 2020

| | | | |
|---------------------|----|-----------------------------|---------------------------|
| ROAD PHASING | | PHASE I IMPROVEMENTS | |
| I | II | ROADS | IMPROVEMENTS FROM PHASE I |
| III | IV | WATER | |
| V | | SEWER | |
| | | INTERSECTION IMPROVEMENTS | |





INFRASTRUCTURE PHASE 3-5
 PLAN
 FOR
 BUCKNER LANE PROPERTY
 APRIL 30, 2020

| | | | |
|----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
| ROAD PHASING | | PHASE 1 IMPROVEMENTS | |
|  I |  II |  ROADS |  IMPROVEMENTS FROM PHASE 1 & 2 |
|  III |  IV |  WATER | |
|  V | |  SEWER | |
| | |  INTERSECTION IMPROVEMENTS | |



**2660 Buckner Lane - EXHIBIT E Land Use and Development Program 2017/2020
Comparison**

Phasing and Absorption - as Adopted 05/2017

| Development Phase | Phase(s) | Land Uses and Development Program | | | | | Horizon Year |
|----------------------|----------|-----------------------------------|---------------------------------|---------------------------|------------------|---------------|--------------|
| | | Single Family (d.u.) | Cottage, Townhouse, Multifamily | Retail/ Restaurant (s.f.) | Office (s.f.) | Hotel (Rooms) | |
| Phase 1 | 1 | 159 | | 280,962 | | | 2021 |
| Phase 2 | 1-2 | 342 | 1,238 | 470,448 | | | 2026 |
| Phases 3-5 | 3 | 273 | 914 | 530,452 | 3,902,250 | 400 | 2037 |
| FULL BUILDOUT | | 774 | 2,152 | 1,281,862 | 3,902,250 | 400 | 2037 |

Phasing and Absorption - as Proposed with Modification Request 04/2020

| Development Phase | Phase(s) | Land Uses and Development Program | | | | | Horizon Year |
|----------------------|----------|-----------------------------------|---------------------------------|---------------------------|------------------|---------------|--------------|
| | | Single Family (d.u.) | Cottage, Townhouse, Multifamily | Retail/ Restaurant (s.f.) | Office (s.f.) | Hotel (Rooms) | |
| Phase 1 | 1 | 259 | 638 | 100,000 | | | 2023 |
| Phase 2 | 2 | 242 | 600 | 651,410 | | | 2027 |
| Phase 3 | 3 | 273 | 914 | 530,452 | 3,902,250 | 400 | 2040 |
| FULL BUILDOUT | | 774 | 2,152 | 1,281,862 | 3,902,250 | 400 | 2040 |

*** NOTE: Final Buildout quantities shall remain as adopted.**

**RESOLUTION 20-32
OF THE PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE**

**A RESOLUTION TO RECOMMEND APPROVAL OF APPLICATION
PDM 823-2020 (2660 Buckner Lane – Alexander Farms) 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 11th day of May, 2020 and heard public testimony and input regarding application PDM 823-2020; 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 a recommendation of approval for application PDM 823-2020 to the Board of Mayor and Alderman, subject to the following conditions:

1. Exhibit A, Concept Plan, Page 17. Show acreage for each of the use areas, including open space, and an overall total. Repeat the trail note for the upper left reach of Aenon Creek.
2. Exhibit A, Streets, modify page 31 by applying the graphic used in Arterial B to Arterial A. Add note that final design will comply with the city's street design projects for these streets.
3. Exhibit B, Subdistrict Boundaries. Revise title to read: "Exhibit B, Gateway Planned Zoning District and Subdistricts for Buckner Lane Property." Revise the date to either the May 4 submittal date or the current date. Provide legal descriptions for each use category. The labeled use areas on the exhibit should match the names on the legal descriptions.
4. Exhibit C, Phasing Plan needs to have the subdistrict acronyms (G-R, G-RMU, etc.) added for each development site. The Plan needs to be labeled "Exhibit C, Phasing Plan."
5. Exhibit D, Buckner Lane and Utility Improvements by Phase. Revise the developer item (tan) as follows:
 - a. On page 2, change: *Widen Buckner Lane from a point 150 LF south of Buckner Road to Duplex Road per the City's Buckner Lane Study to Widen Buckner Lane from a point approximately 600 LF south of Buckner Road corresponding with corner of 2660 Buckner Lane project property to Duplex Road per the City's Buckner Lane widening project.*
6. Exhibit D, insert the following as a blue item, shared responsibility:
 - a. *Widen Buckner Lane from a point approximately 150 LF South of Buckner Road to a point approximately 600 LF south of Buckner Road corresponding with corner of 2660 Buckner Lane project property per the City's Buckner Lane widening project*".
7. Exhibit D. Add a note to the temporary lift station as follows: *Developer to own and maintain the temporary on-site lift station until gravity sewer is connected to the development and access is provided for all residents.*
8. Exhibit D. Revise Phase 2 Water System Improvement note in line 1 to read as follows: Install 1.5M gallon water storage tank (Water storage tank to be constructed by developer and operational prior to the issuance of a certificate of occupancy for any use in Phase 2, including; Single Family, Cottage, Townhouse, Multifamily, and Retail/Restaurant).
9. Adopt a new Exhibit E, Land Use and Development Program 2017-2020 Comparison.

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

Paul Downing, Chairman

Steve Foote, Secretary