

RESOLUTION 20-161

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

WHEREAS, the City of Spring Hill initiated an update to the current adopted Major Thoroughfare Plan in response to continued significant growth and development being experienced since its initial adoption by the Board of Mayor and Aldermen in March 2019; and

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

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

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

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

WHEREAS, on October 12, 2020 the City of Spring Hill Planning Commission unanimously approved Resolution 20-71 to adopt the Technical Memorandum and referenced amendments to the City of Spring Hill Major Thoroughfare Plan and a favorable recommendation for the Board of Mayor and Aldermen to adopt the Technical Memorandum and referenced amendments to the Major Thoroughfare Plan.

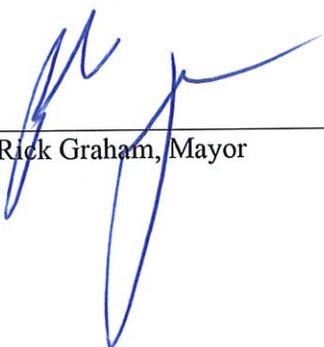
WHEREAS, the Board of Mayor and Aldermen has previously adopted the Major Thoroughfare Plan in 2011, 2015, and 2019 including subsequent amendments thereto; and

WHEREAS, the Board of Mayor and Aldermen has, pursuant to Tennessee Code Annotated § 13-4-202 (a), advertised and held a public meeting on December 21, 2020 regarding the adoption of the Technical Memorandum containing recommended amendments to the Major Thoroughfare Plan.

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

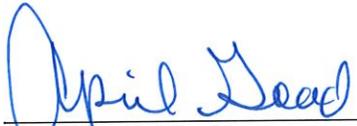
1. Adopt the Technical Memorandum and corresponding map exhibits attached hereto that specifically describes amendments to the Spring Hill Major Thoroughfare Plan (March 2019).
2. The City of Spring Hill Major Thoroughfare Plan (March 2019) shall be revised to reflect the recommended amendments contained in the Technical Memorandum attached hereto.

Passed and adopted by the Board of Mayor and Aldermen of the City of Spring Hill,
Tennessee on this 21st day of December, 2020.



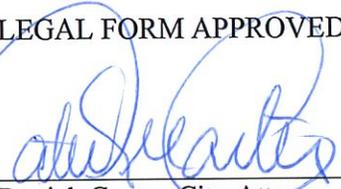
Rick Graham, Mayor

ATTEST:



April Goad, City Recorder

LEGAL FORM APPROVED:



Patrick Carter, City Attorney

December 31, 2020

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

Re: Spring Hill MTP Amendments - Technical Memorandum

Dear Mr. Downham:

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

Major Thoroughfare Plan Amendments

1. Buckner Road Extension and Interchange – amend alignment on MTP to reflect current preliminary plan.
 - o Recommendation: Add the current proposed alignment for Buckner Road Extension and Interchange to the GIS files as well as the Revised MTP Map (see attached updated map).
2. Buckner Road development area – evaluate classification of select road segments connecting with Buckner Road on east and west side of new interchange.
 - o Recommendation: Based upon the revised development plan for 2660 Buckner Lane project presented to the City, add the location of the new collector roads to the GIS files as well as the Revised MTP Map (see attached updated map).
3. Denning Lane – reclassification from “Collector” to “Local” street.
 - o Recommendation: Currently Denning Lane is designated as a collector road with a proposed improvement designated as a "Low" priority. The existing land use along the road is rural residential to rural/farmland. The land use plan calls for a combination of residential neighborhood areas to the east and innovation area/mixed use neighborhood area to the west. Given this information and the uncertainty of the properties to the west of the roadway, it is recommended that this road be downgraded to a local street until there is additional information provided as it relates to the areas planned for innovation and mixed use. At that time, consideration should be given to the possibility of upgrading the road for at least a portion to collector status. Recommend changing classification from Collector to Local Street.

Should the recommended reclassification from collector to local street be approved, it should be understood that this is further recognizing this area should and will remain in its current rural character and development pattern for the foreseeable future and proposed development along Denning Lane will be low density in character so as to preserve the rural character of the area and lower intensity traffic patterns resulting from such development. Conservation design should be

promoted as an acceptable land use development methodology. In addition, it should be recognized that Denning Lane is currently substandard in width for even being classified as a local road and should be improved to the current local road standards using a rural cross-section that provides sufficient lane width and shoulders for the safety of motorists. Further recommend revising GIS files as well as revise MTP Map (see attached updated draft map).

4. Cleburne Road – extend Collector street designation further south toward Carters Creek Station Road.
 - Recommendation: Recommend extending Collector classification further south to Carters Creek Road and revise GIS and MTP Map (see attached updated draft map).
5. Extend Ray Williams Blvd (Collector) to connect to Miles Johnson/Kedron (current map does not connect).
 - Recommendation: Recommend extending Ray Williams Blvd to Miles Johnson/Kedron Parkway and revise GIS and MTP Map (see attached updated draft map).
6. Reevaluate Local Street Connections to include Cadence Drive and unnamed connection between Fitts and Nasdaq.
 - Recommendation: Recommend adding these local streets and revise GIS and MTP Map (see attached updated draft map).
7. Reevaluate unnamed local street connections in vicinity of Nasdaq and Fitts.
 - Recommendation: Recommend adding these local streets Recommend adding these local streets and revise GIS and MTP Map (see attached updated draft map).
8. Reevaluate N/S Connector to see if it can follow existing property lines.
 - Recommendation: Recommend aligning this N/S Connector to follow property lines where logical and feasible streets and revise GIS and MTP Map (see attached updated draft map).
9. Narrative for Buckner Road Extension/Interchange should reference preparation and adoption of access management policy for extension roads on either side of interchange.
 - Recommendation: Access management is the control of driveways and intersections to manage access to land development, while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed. Implementing an access management plan for the corridor that is based on the strategies and principles described in a new ordinance will encourage and help maintain smooth and safe traffic flow. Access management is critical for new roadways and highways to prevent poor access control and mobility and safety concerns. Designing roadways with properly managed access is always preferred over retrofitting roadways with poor access management.

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

- An increase in vehicular crashes
- More collisions involving pedestrians and cyclists
- Accelerated reduction in roadway efficiency
- Unsightly commercial strip development
- Degradation of scenic landscapes
- More cut-through traffic in residential areas due to overburdened arterials
- Homes and businesses adversely impacted by a continuous cycle of widening roads

- Increased commute times, fuel consumption, and vehicular emissions as numerous driveways and traffic signals intensify congestion and delays along major roads

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

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

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

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

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

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

12. Belshire Way – extend Collector street designation further east to US 31/Main Street. Collector designation currently terminates at Belshire Village Drive.
 - o Recommendation: Recommend extending Collector classification further east to US 31/Main Street and revise GIS and MTP Map (see attached updated draft map).

13. Rice Road – extend Collector street designation further west to Port Royal Road. Collector designation currently terminates at Beverly Road.
 - o Recommendation: Recommend extending Collector classification further west to Port Royal Road and revise GIS and MTP Map (see attached updated draft map).

Conclusion

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

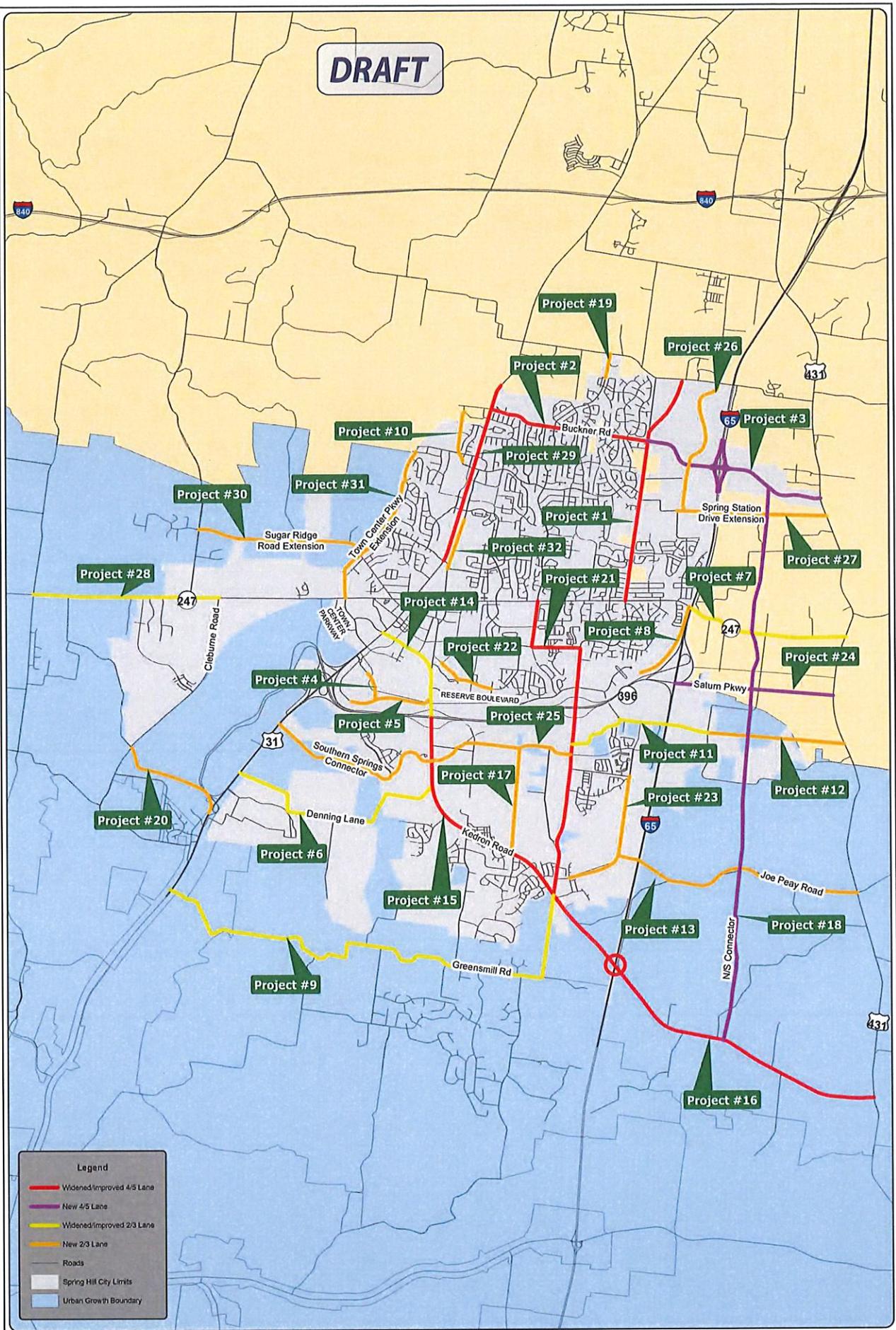
Should you have any questions or need additional information, please contact me.

Sincerely,



Dyan C. Damron, PE, PTP
Traffic Engineering & Planning Manager
Volkert, Inc.

DRAFT

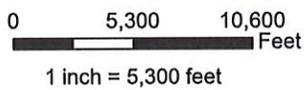


Legend

- Widened/Improved 4/5 Lane
- New 4/5 Lane
- Widened/Improved 2/3 Lane
- New 2/3 Lane
- Roads
- Spring Hill City Limits
- Urban Growth Boundary



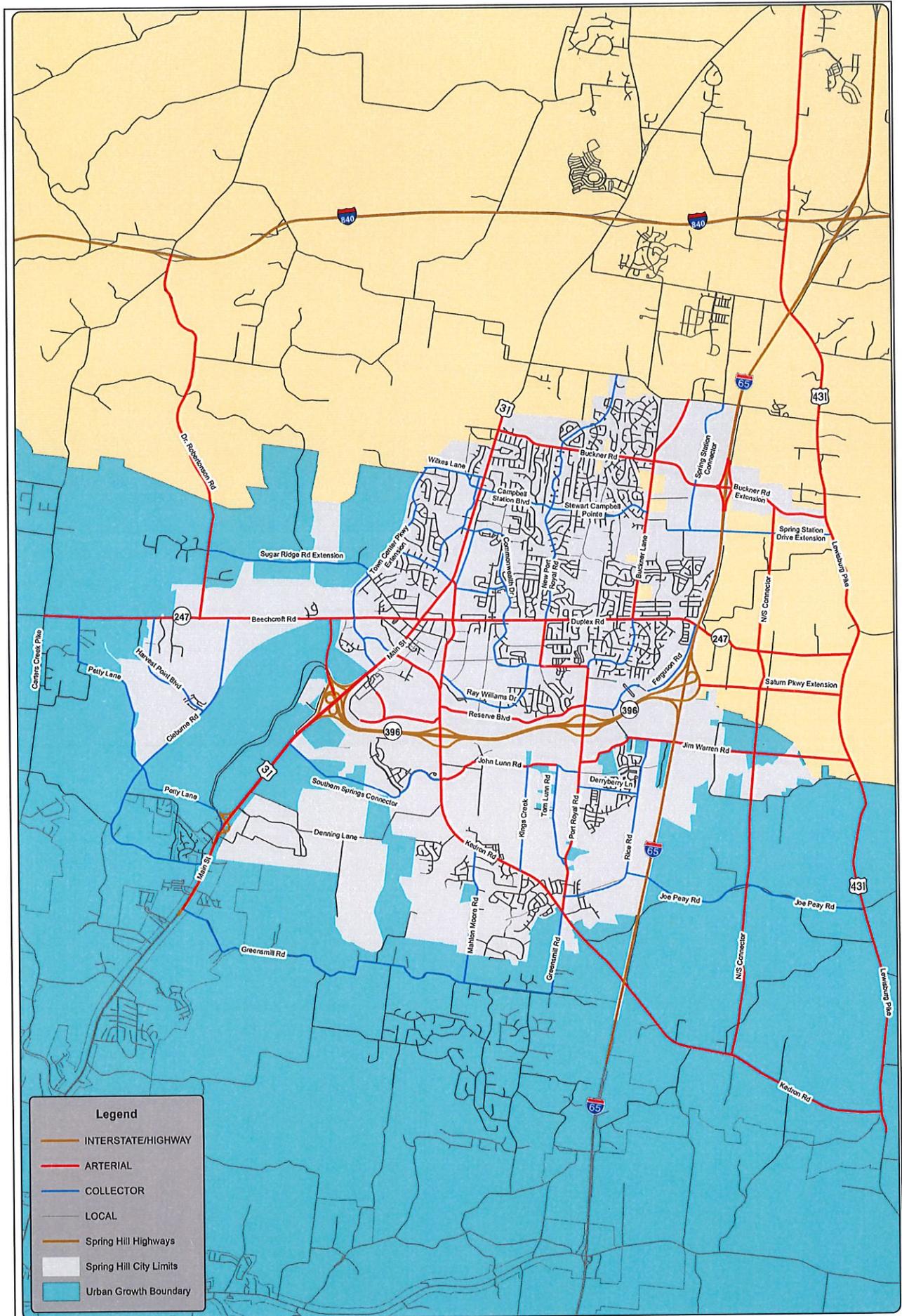
VOLKERT



**Figure 3.1
Major Thoroughfare Plan**

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

Path: F:\Projects\1072100_17 Spring Hill MTP Revision\GIS\Map Documents\Figure 3.1 Nashville MPO 2040 PM Levels of Service.mxd

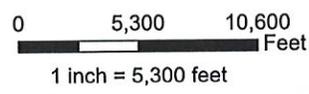


Legend

- INTERSTATE/HIGHWAY
- ARTERIAL
- COLLECTOR
- LOCAL
- Spring Hill Highways
- Spring Hill City Limits
- Urban Growth Boundary



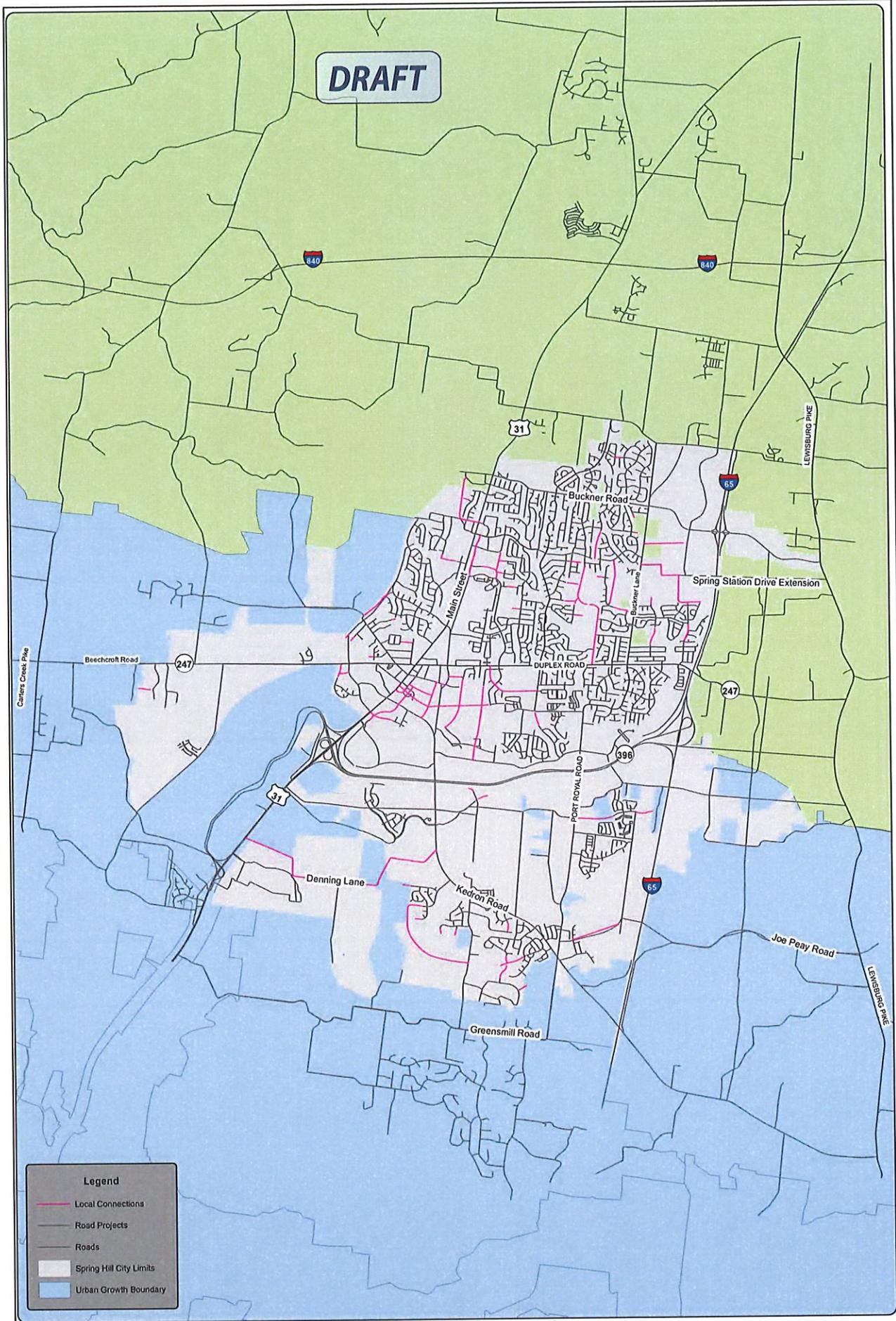
VOLKERT



**Figure 3.2
Proposed Classification**

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

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Legend

- Local Connections
- Road Projects
- Roads
- Spring Hill City Limits
- Urban Growth Boundary



VOLKERT

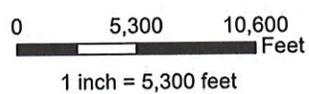


Figure 3.3
Local Connections

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September 18, 2020

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

Re: Spring Hill MTP Amendments - Technical Memorandum

Dear Mr. Downham:

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

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 - o Recommendation: Add the current proposed alignment for Buckner Road Extension and Interchange to the GIS files as well as the Revised MTP Map (see attached updated map).
2. Buckner Road development area – evaluate classification of select road segments connecting with Buckner Road on east and west side of new interchange.
 - o Recommendation: Based upon the revised development plan for 2660 Buckner Lane project presented to the City, add the location of the new collector roads to the GIS files as well as the Revised MTP Map (see attached updated map).
3. Southern Springs Boulevard from US 31 to Kedron Road – reclassification from Arterial to Collector (in response to recent petition received by the PC); also revise alignment to follow existing road and also to reposition extension toward US31 to align within the interior of the Maury County parcel.
 - o Recommendation: Southern Springs Boulevard is a two-lane divided road with a landscaped median, multi-use path on the north side of the road, and sidewalk on the south side of the road. It currently begins at Kedron Road and terminates approximately a mile to the west. The current MTP classifies the road as an arterial on the functional classification map and as a collector in the project description (project 25). The road is proposed to serve as a connector between Kedron Road and US 31, two arterials. Southern Springs Boulevard is the primary ingress/egress route for the Southern Springs residential development, a 55+ Del Webb community and it currently serves this purpose. Should the project ultimately be constructed to US 31, the roadway will serve the additional purpose of providing connectivity between Kedron Road and US 31. Given the proximity of Saturn Parkway to the north (approximately 0.5 miles), which serves as a major roadway/interstate type facility, it is the recommendation that Southern Springs Boulevard be classified as a Collector road. Recommend changing classification from Arterial to Collector. Further recommend revising alignment to coincide

with actual alignment and to revise GIS files as well as revise MTP Map (see attached updated draft map).

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

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

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

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

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 - Recommendation: Recommend adding these local streets and revise GIS and MTP Map (see attached updated draft map).
- ~~8. Reclassify unnamed collector street located between Wilkes Lane and Traders Way to a local street.~~
 - ~~○ Recommendation: Recommend reclassifying this unnamed collector street to a local street and revise GIS and MTP Map (see attached updated draft map).~~
9. Reevaluate unnamed local street connections in vicinity of Nasdaq and Fitts.
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Based on this information, recommend the development of a detailed access management plan for the Buckner Road extension from Buckner Lane to US 431/Lewisburg Pike. This plan should include, but not limited to, the following characteristics:

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Conclusion

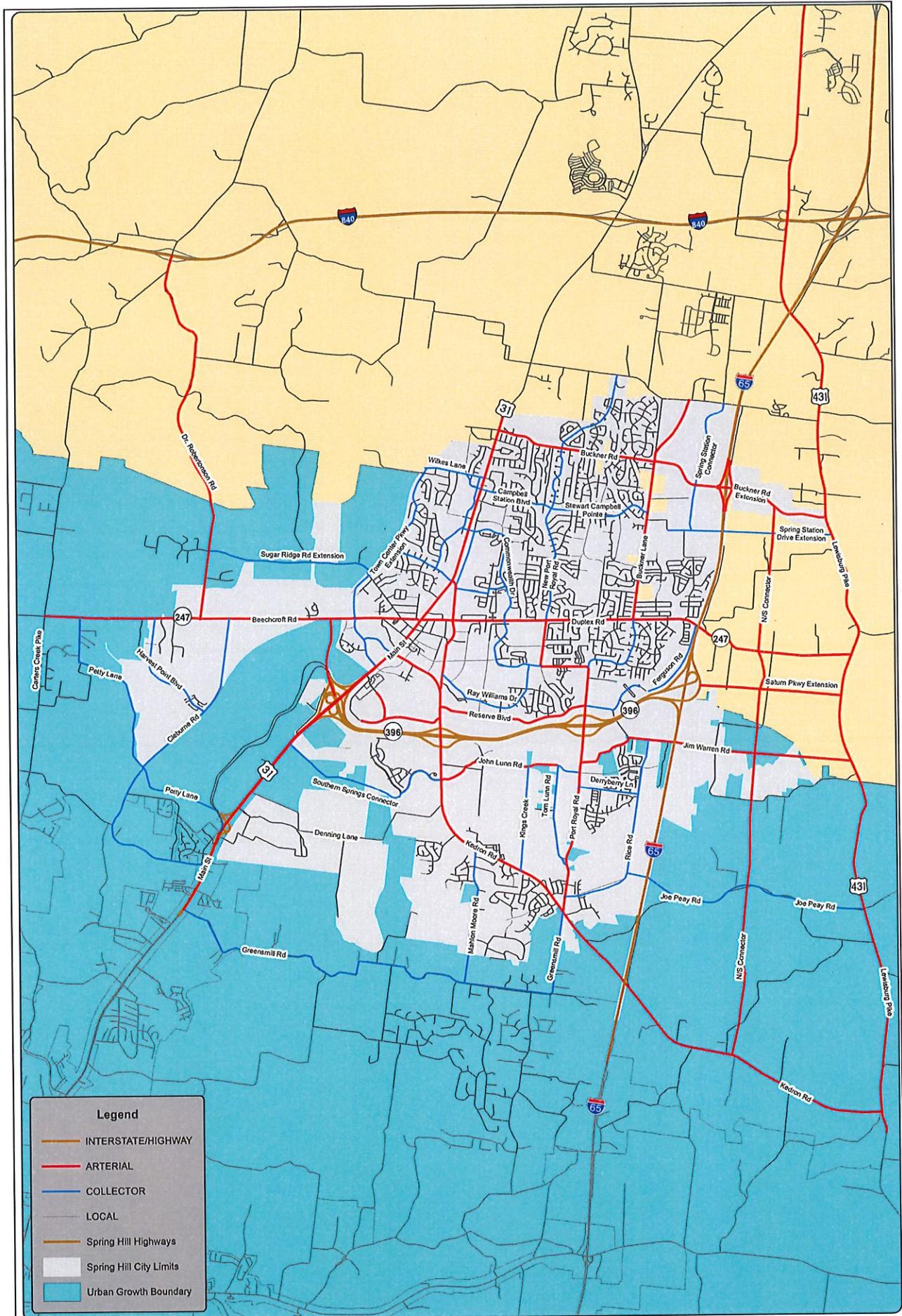
We will now await concurrence and agreement on the above recommendations. If there is concurrence, we will prepare suitable amendments to the MTP document reflecting the recommendations contained in this Technical Memorandum.

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

Sincerely,



Dyan C. Damron, PE, PTP
Traffic Engineering & Planning Manager
Volkert, Inc.



Legend

- INTERSTATE/HIGHWAY
- ARTERIAL
- COLLECTOR
- LOCAL
- Spring Hill Highways
- Spring Hill City Limits
- Urban Growth Boundary



VOLKERT

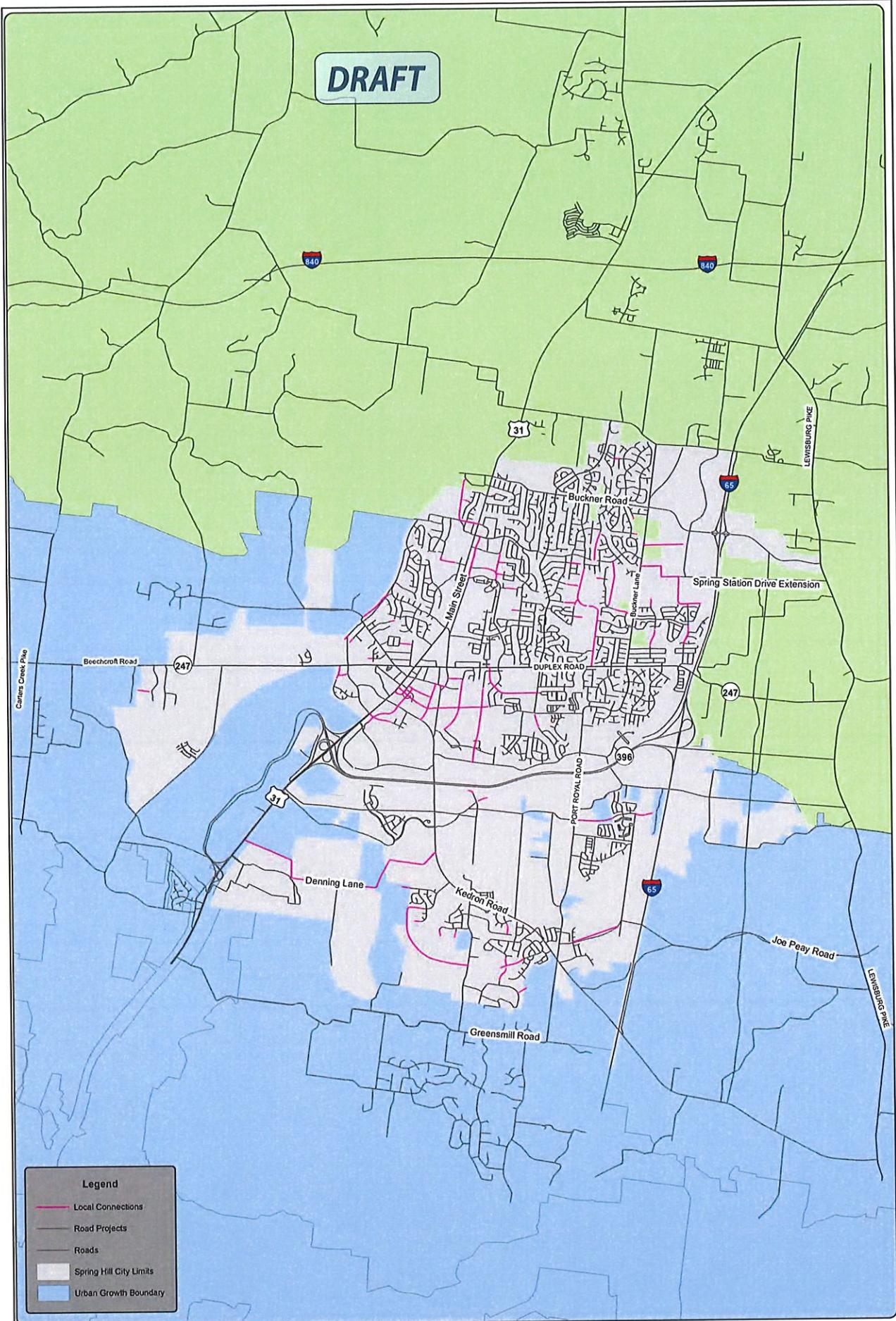
0 5,300 10,600 Feet
1 inch = 5,300 feet



**Figure 3.2
Proposed Classification**

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

DRAFT



Legend

- Local Connections
- Road Projects
- Roads
- Spring Hill City Limits
- Urban Growth Boundary



VOLKERT

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**Figure 3.3
Local Connections**

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



REQUEST: Resolution 20-161 Resolution to Adopt Technical Memorandum and Map Exhibits for Amendments to City of Spring Hill Major Thoroughfare Plan

SUBMITTED BY: Chuck Downham, Assistant City Administrator

DATE: December 21, 2020

ATTACHMENTS: Resolution 20-161; City of Spring Hill Major Thoroughfare Plan (March 2019), and Technical Memorandum with Map Exhibits

PURPOSE:

To approve Resolution 20-161 to adopt Technical Memorandum and recommended amendments to the City of Spring Hill Major Thoroughfare Plan (March 2019).

BACKGROUND:

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

In April 2019 the Board of Mayor and Aldermen adopted by Resolution the current City of Spring Hill Major Thoroughfare Plan. The plan identifies recommended arterial, collector, and local street improvements to address the growing transportation needs of the community over the planning horizon. Arterial road improvements were prioritized (low-medium-high) to assist decision-makers with project and financial prioritization.

Since the adoption of the current Major Thoroughfare Plan in 2019, the City has continued to experience significant growth and development. Typically, communities experiencing rapid growth are advised to update comprehensive plans including transportation elements every 3 to 5 years. However, following adoption of the plan in 2019 City staff identified minor refinements that needed to be addressed along with transportation policy initiatives needed. City staff also received requests from residents in both Southern Springs as well as residents residing along Denning Lane regarding reclassification of Southern Springs Parkway from an arterial to collector street and Denning Lane from a collector to local street, respectively. In order to amend the adopted Major Thoroughfare Plan, both the Planning Commission and Board of Mayor and Aldermen must take action upon the recommended amendments.

Preparation of Technical Memorandum – Recommended Amendments

The City engaged Volkert, Inc. that assisted the City with the preparation of the currently adopted Major Thoroughfare Plan to assist the City with addressing the corrective refinements identified as well as the requests for reclassification of select streets. Volkert was also requested to address specific policy issues that include the development of specific access control measures for the Buckner Road Interchange Project, development of policies and guidelines for traffic impact studies, and guidance on the City moving toward a more centralized and integrated traffic signal management system. The Scope of Work was approved by the Board as part of the engagement of Volkert.

Volkert prepared a Technical Memorandum (attached to Resolution) that outlines fifteen (15) separate refinements to the adopted Major Thoroughfare Plan that are recommended for consideration by the Board of Mayor and Aldermen. The refinements range from simple map corrections to street reclassifications to realignments of arterial and collector streets in response to updated design plans for the Interchange project. The Technical Memorandum also contains policy recommendations for access management policy adoption for Buckner Road extension as well as adoption of traffic impact study requirements and the development of an Integrated Traffic System (ITS) to improve remote management of traffic signal systems city-wide.

Staff has prepared Resolution 20-161 for consideration by the Board of Mayor and Aldermen that includes as an exhibit the Technical Memorandum and corresponding map diagrams as an attachment that describes amendments to the previously adopted Major Thoroughfare Plan (March 2019). A public meeting is required for adoption of amendments to the Major Thoroughfare Plan similar to the process undertaken when the plan was initially adopted by the Board. A public meeting will be held on December 21, 2020 to accept public comments.

Transportation Advisory Committee and Planning Commission

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

The City of Spring Hill Planning Commission has, pursuant to Tennessee Code Annotated § 13-4-202 (a), advertised and held a public meeting on October 12, 2020 regarding the adoption of a Technical Memorandum and referenced amendments to the Major Thoroughfare Plan. On October 12, 2020 the City of Spring Hill Planning Commission unanimously approved Resolution 20-71 to adopt the Technical Memorandum and referenced amendments to the City of Spring Hill Major Thoroughfare Plan and a favorable recommendation for the Board of Mayor and Aldermen to adopt the Technical Memorandum and referenced amendments to the Major Thoroughfare Plan.

Board of Mayor and Alderman – Work Session

During the November 2020 Work Session members of the Board discussed Item #8 within the Technical Memorandum and whether the reclassification of the unnamed collector street segment should be reclassified from a “collector” to a “local” street. Upon further consideration of this item, City staff acknowledges this street segment is an important street connection for the City of Spring Hill and the Town of Thompsons Station and that it should remain classified as a “collector” street in order to preserve its place and hierarchy in the Major Thoroughfare Plan as a collector street. Therefore, City staff concurs with the Board that Item #8 should be deleted in its entirety from the Technical Memorandum. A revised version of the Technical Memorandum has been prepared that utilizes strike through for Item #8 that may be utilized by the Board as the exhibit for approval of Resolution 20-161.

STAFF RECOMMENDATION:

Staff recommends the Board of Mayor and Aldermen approve Resolution 20-161 to adopt the Technical Memorandum and corresponding map diagrams that describe amendments to the City of Spring Hill Major Thoroughfare Plan (March 2019). Upon adoption of Resolution 20-161 containing the Technical Memorandum and recommended amendments, City staff will instruct Volkert to complete their remaining work to prepare the amended Major Thoroughfare Plan and corresponding map exhibits reflecting the approved recommended amendments.

RESOLUTION 20-01

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

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

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

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

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

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

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

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

Passed and adopted by the Transportation Advisory Committee of the City of Spring Hill, Tennessee on this 20th day of August, 2020.

Dan Allen, Chairman

Terry Love, Vice Chairman

RESOLUTION 20-71

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

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

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the City of Spring Hill Planning Commission hereby:

1. Adopts the Technical Memorandum and corresponding map exhibits attached hereto that specifically describes amendments to the Spring Hill Major Thoroughfare Plan (March 2019).
2. Recommends favorably to the Board of Mayor and Aldermen the adoption of the Technical Memorandum and corresponding map exhibits that specifically describe amendments to the Spring Hill Major Thoroughfare Plan (March 2019)

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

Paul Downing, Chairman

Steve Foote, AICP, Secretary



Order Confirmation for Ad #: 0004454019

Customer: CITY OF SPRING HILL
Address: 199 TOWN CENTER PKWY
 SPRING HILL TN 37174 USA
Acct. #: NAS-523828
Phone: 9314862252
 April Goad <agoad@springhilltn.or
 CITY OF SPRING HILL
Ordered By: april goad

OrderStart Date: 11/11/2020

Order End Date: 11/11/2020

<u>Tear Sheets</u>	<u>Affidavits</u>	<u>Blind Box</u>	<u>Promo Type</u>	<u>Materials</u>	<u>Special Pricing</u>	<u>Size</u>
0	1					1 X 27.00

<u>Net Amount</u>	<u>Tax Amount</u>	<u>Total Amount</u>	<u>Payment Amount</u>	<u>Amount Due</u>
\$53.35	\$0.00	\$53.35	\$0.00	\$53.35

Ad Order Notes:

Sales Rep: jgrecco

Order Taker: jgrecco

Order Created 11/04/2020

INVOICE TEXT: 0004454019CITYOFSPRINGHILLPUBLICNOTICEISHEREBYGIVENTHATTHECITYOFSPRINGHILLBOARDC

Product	# Ins	Start Date	End Date
NAS-Tennessean.com	1	11/11/2020	11/11/2020
NAS-Williamson	1	11/11/2020	11/11/2020

* ALL TRANSACTIONS CONSIDERED PAID IN FULL UPON CLEARANCE OF FINANCIAL INSTITUTION

Text of Ad: 11/04/2020
 0004454019
City of Spring Hill
Public Notice
 Notice is hereby given that the City of Spring Hill Board of Mayor and Aldermen will hold a public hearing on Monday, December 21, 2020, at 7:00 p.m. The public hearing will take place at City Hall, in the courtroom located at 199 Town Center Parkway, Spring Hill, TN 37174. The purpose of this meeting is to consider public comment and the adoption of a Technical Memorandum containing recommended amendments to the Spring Hill Major Thoroughfare Plan. The public is encouraged to attend and participate. Additional information can be found at www.springhilltn.org.