MEMORANDUM

ROBERTSON COUNTY PLANNING AND ZONING
527 SOUTH BROWN STREET, SPRINGFIELD, TN 37172
TEL. (615) 384-3666

TO: Planning Commission Members
FROM: Planning Staff
DATE: February 19, 2026

The Robertson County Planning Commission will hold its monthly meeting on **Thursday February 26, 2026, at 7:00 P. M.** on the 2nd Floor, Judicial Complex, Robertson County Office Building. Assistant Director, Hunter Mantooth, is available to answer questions at (615) 384-3666 or hmantooth@robcotn.org.

AGENDA

1. Roll Call
2. Comments from Citizens: Persons wishing to speak for or against any item must sign the log sheet prior to the meeting.
3. **Announcements:** Rezonings from this agenda will be heard at the next County Commission meeting on March 16, 2026.
4. **Approval of Minutes:** Approval of Minutes of January 22, 2026, meeting.
5. **Old Business:** None
6. **New Business:**
   A. **Robertson County Planning and Zoning: Resolution 2026-01:** Resolution to Amend the Robertson County Subdivision Regulations about on-site Sewage Disposal System Easements, and the Repeal of any Resolution or Part of a Resolution in Conflict Herewith.
   B. **ACS Homebuilders on behalf of Donna Saad:** Rezone Request for 2.96 surveyed acres of the 6.65 acres of property located at 3509 Pinson School Rd., Springfield. Tax Map 093, Part of Parcel 200.00 from AG-2 to R-40 (3rd Voting District). Represented by Todd Bollinger, Todd Bollinger & Associates.

C. **ACS Homebuilders on behalf of Donna Saad**: Rezone Request for 3.69 surveyed acres of the 6.65 acres of property located at 3509 Pinson School Rd., Springfield. Tax Map 093, Part of Parcel 200.00 from AG-2 to RP-80 (3rd Voting District). Represented by Todd Bollinger, Todd Bollinger & Associates.

D. **Eric Hall**: Rezone Request for 57.03 surveyed acres of property located on Kinneys School Road, Springfield. Tax Map 068, Parcel 134 from AG-2 to RP-80 (11th Voting District). Represented by Todd Bollinger, Todd Bollinger & Associates.

E. **Cheryl Pentecost:** Rezone Request for 5.15 surveyed acres of property located at 3770 Baggett Road. Springfield. Tax Map 082 Parcel 139.00 from AG-2 to RP-80 (8th Voting District). Represented by Steve Artz, Steven E Artz & Associates, Inc.

F. **Theilia Raines:** Rezone Request for .83 acres of property located at 5319 Highway 161, Springfield. Tax Map 044, Part of Parcel 015.00 from C-1 to AG-2 (8th Voting District). Represented by Steve Artz, Steven E Artz & Associates, Inc.

G. **Reyes Construction:** Final Plat approval for Northwind Estates, Section II located on Highway 41 N, Cedar Hill. Tax Map 055, Parcel 070.00 (7th Voting District). Represented by Steve Artz, Steven E Artz & Associates, Inc.

7. Reports from Staff:

   A. Approval of Training Hours
   B. Flag Lots – proposed resolution
   C. Design Standards

8. Adjourn

New Business: A

RESOLUTION NO. 2026-01

A RESOLUTION TO AMEND THE ROBERTSON COUNTY SUBDIVISION REGULATIONS ABOUT ON-SITE SEWAGE DISPOSAL SYSTEM EASEMENTS, AND THE REPEAL OF ANY RESOLUTION OR PART OF A RESOLUTION IN CONFLICT HEREWITH.

Whereas, requiring on-site sewage disposal system (SSDS) easements and disposal fields to be located on the same property they serve is necessary to protect public health, ensure enforceable development standards, and prevent long-term land-use conflicts, and

Whereas, keeping SSDS components on the same parcel eliminates uncertainty over access rights, maintenance responsibilities, and legal authority, and

Whereas, by requiring disposal fields and reserve areas to be located on the lot they serve, property owners have a direct and lasting incentive to protect these areas from incompatible uses, and

Whereas a clear, uniform rule requiring SSDS components to be located on the same parcel simplifies review, improves consistency, and reduces staff and the Planning Commission's exposure to legal challenges, and

Whereas this amendment ensures each lot stands on its own and avoids placing long-term infrastructure burdens on adjacent properties, and

Whereas, this Amendment reinforces responsible development patterns and supports long-term public health protection.

NOW, THEREFORE, MAY IT BE RESOLVED BY THE ROBERTSON COUNTY PLANNING COMMISSION THAT THE SUBDIVISION REGULATIONS OF THE COUNTY BE AMENDED SO THAT ARTICLE IV, *REQUIREMENTS FOR IMPROVEMENTS, RESERVATIONS, AND DESIGNS,* READS:

4-107.5 On-Site Sewage Disposal System Easements.

A. Purpose and Intent. The purpose of this section is to ensure the long-term functionality, accessibility, maintenance, and regulatory compliance with on-site sewage disposal systems (SSDS) by requiring that all primary and replacement disposal fields be located on the same parcel they serve. This requirement is intended to prevent conflicts in ownership, access, enforcement, and future development.

B. Applicability. This section shall apply to all new subdivisions, resubdivisions, site plans, and building permits that utilize an on-site sewage disposal system, including, but not limited to, septic tanks, primary disposal fields, and designated replacement areas.

C. Location Requirement

1. All SSDS components, including the primary disposal field and any required replacement or reserve disposal field, shall be located entirely on the same lot or parcel served by the system.
2. SSDS easements or disposal fields located on an adjacent lot, parent tract, remainder parcel, or any other separately owned property shall not be permitted.

D. Easement Documentation

1. An SSDS easement shall be required for all primary and replacement disposal fields.
2. All SSDS easements shall:
    - Be located entirely within the boundaries of the lot served;
    - Be clearly shown and labeled on the recorded plat or approved site plan;
    - Prohibit structures, grading, paving, or other improvements that could impair the function of the disposal field; and
    - Remain in effect for the life of the disposal system.

E. Prohibited Configurations

The following configurations are expressly prohibited:

1. Cross-lot or cross-parcel SSDS easements;
2. SSDS easements on remainder tracts intended for future development;
3. Shared or common disposal fields serving multiple lots unless expressly authorized by state law and approved by the County; and
4. Any arrangement that relies on private agreements to allow SSDS components on property other than the lot served.

F. Compliance with State Requirements. All SSDS installations shall comply with applicable requirements of the State of Tennessee. Approval of an SSDS by the County shall not occur unless this section is satisfied, regardless of any private easement or agreement.

G. Nonconformities

1. This section shall apply to all new applications submitted after the effective date of this amendment.

2. Existing, legally established SSDS configurations approved prior to the effective date shall be considered legal nonconforming and may remain unless expanded, relocated, or modified.

H. Enforcement. Failure to comply with this section shall be grounds for denial of:

1. Subdivision plat approval;
2. Site plan approval; and/or
3. Building permit issuance.

Further, the Planning Staff is hereby permitted to make non-substantive changes to the Subdivision Regulations pertaining to the numerical ordering of the Articles contained therein.

This Amendment shall go into effect immediately after passage, the public welfare requiring it.

Approved:

_____

Cheryl Elliott
Planning Commission Chairman

ATTEST:

_____

Charles E Federman
Planning Commission Secretary

New Business: B

ROBERTSON COUNTY DEVELOPMENT OFFICE
ROBERTSON COUNTY OFFICE BUILDING
527 SOUTH BROWN STREET, SPRINGFIELD, TENNESSEE 37172
615-384-3666

Application for Rezoning

Applicant Information:

Name: ACS Home builders (Cam Suggs)
Mailing Address: 2410 Plumnelly LN Greenbrier, TN 37073
Email: ACSHomebuilder2015@Gmail.com
Telephone Number: 615-533-1244

Applicant's Representative Information:

Name: Todd Bollinger
Name of Firm: Todd Bollinger & Assoc.
Mailing Address: 1199 Fisher Dr Greenbrier, TN 37073
Email: Todd RLS@Bellsouth.net
Telephone Number: 615-218-0169

Property Information:

Owner (if not applicant provide letter giving applicate permission): Donna Saad
Physical Address: (9002 Phoenix Ct Lavergne, TN 37086) ATB 3509 Pinson School Rd Springfield
Tax Map and Parcel Number: ~~220~~ Map 93 P/o Pcl 200.00
Current Zoning Designation: AG-2
Requested Zoning Designation: R-40

Will this property be subdivided (or combined) in some way within the next year? (Yes) No

Purpose of rezoning request:

To Subdivide

SUBMITTAL REVIEW PROCEDURE:

1. Deliver one (1) copy of this application & any supporting materials to the Development Office before or by the final due date (Please see attached schedule- the "Corrections Due" does not apply to this type of application)
2. Provide copy of deed to prove ownership.
3. Provide aerial photograph of the property from TN Property Viewer
4. Provide Legal description **AND** Survey of the areas to be rezoned including map and parcel number
5. Provide water letter from utility company stating location and size of current water line, adequate pressure for domestic use and if/where fire hydrants are required
6. Pay the review fee.
7. Email a .PDF of the application & supporting materials to hmantooth@robcotn.org
8. Attend the Planning Commission meeting. Be ready to present and answer questions. Failure to appear at the Planning Commission meeting may result in the denial of the application.

Owner of Record Signature & DATE

Applicant's Signature & DATE

Hunter Mantooth

From: ANTHONY BOLLINGER <toddrls@bellsouth.net>
Sent: Friday, February 6, 2026 8:40 AM
To: Hunter Mantooth
Subject: [EXTERNAL]Fw: Subject: 3509 Pinson School Rd, Springfield, TN (Rezoning)

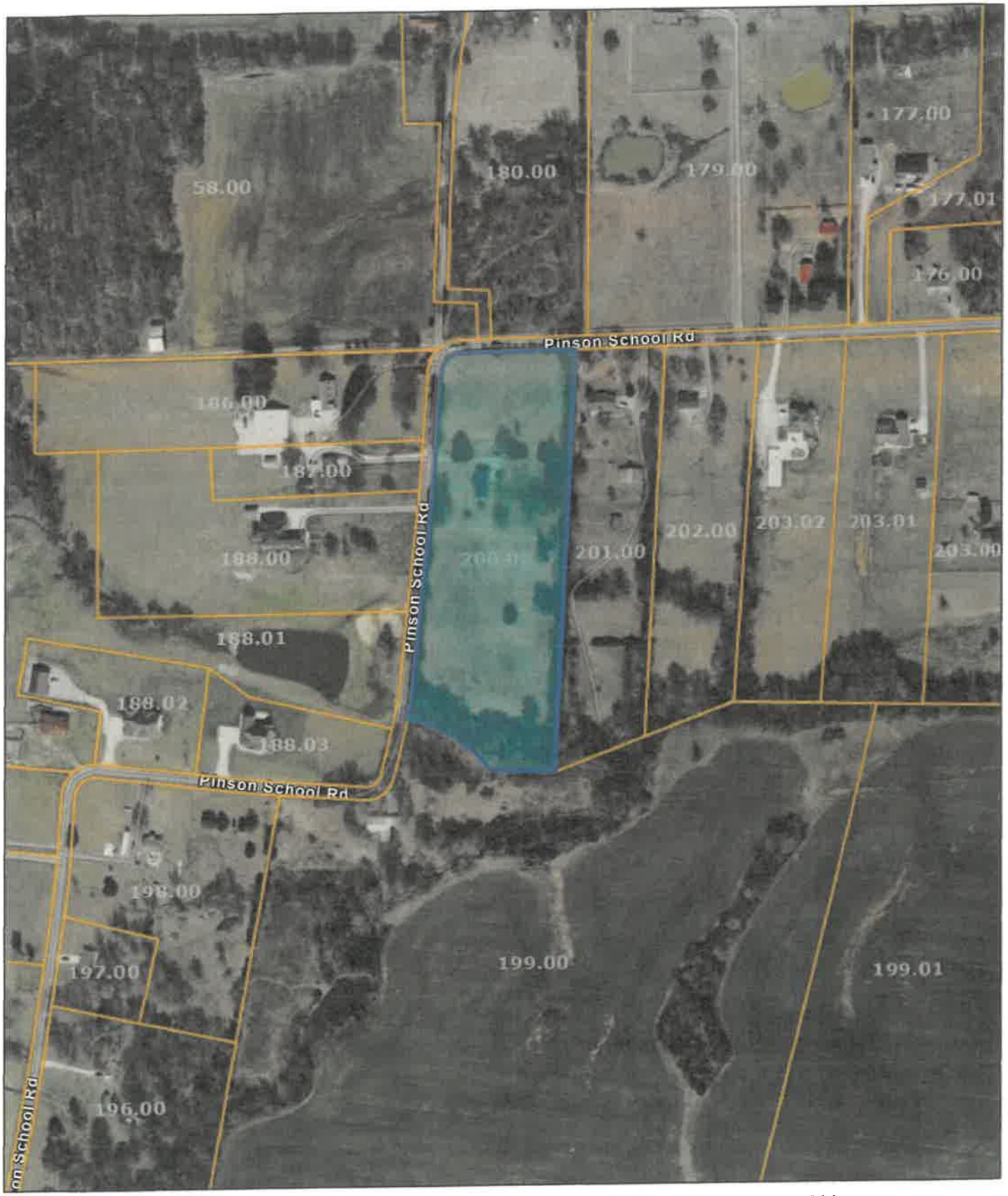
----- Forwarded Message -----
From: DJ S <donnasaad0403@gmail.com>
To: toddrls@bellsouth.net <toddrls@bellsouth.net>
Cc: Rebecca Richards - EXIT Realty Garden Gate Team <becky@sellwithbecky.com>; DJ S <donnasaad0403@gmail.com>
Sent: Friday, February 6, 2026 at 08:37:53 AM CST
Subject: Subject: 3509 Pinson School Rd, Springfield, TN (Rezoning)

To Whom it May Concern:

I, Donna J. Saad, give my permission for:
Anthony Camdon Suggs, to speak on my behalf regarding the
Rezoning of my property at 3509 Pinson School Rd., Springfield, TN 37172.

Signed,
Donna J. Saad
02/06/2026

Robertson County - Parcel: 093 200.00



Date: January 22, 2026

County: ROBERTSON
Owner: SAAD DONNA J
Address: PINSON SCHOOL RD 3509
Parcel ID: 093 200.00
Deeded Acreage: 0
Calculated Acreage: 6.7

1:4,514

0 0.03 0.06 0.12 mi

0 0.05 0.1 0.2 km

State of Tennessee, Comptroller of the Treasury, Division of Property Assessments (DPA), Esri Community Maps Contributors, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

The property lines are compiled from information maintained by your local

PLAT CONTAINS 3.69 ACRES

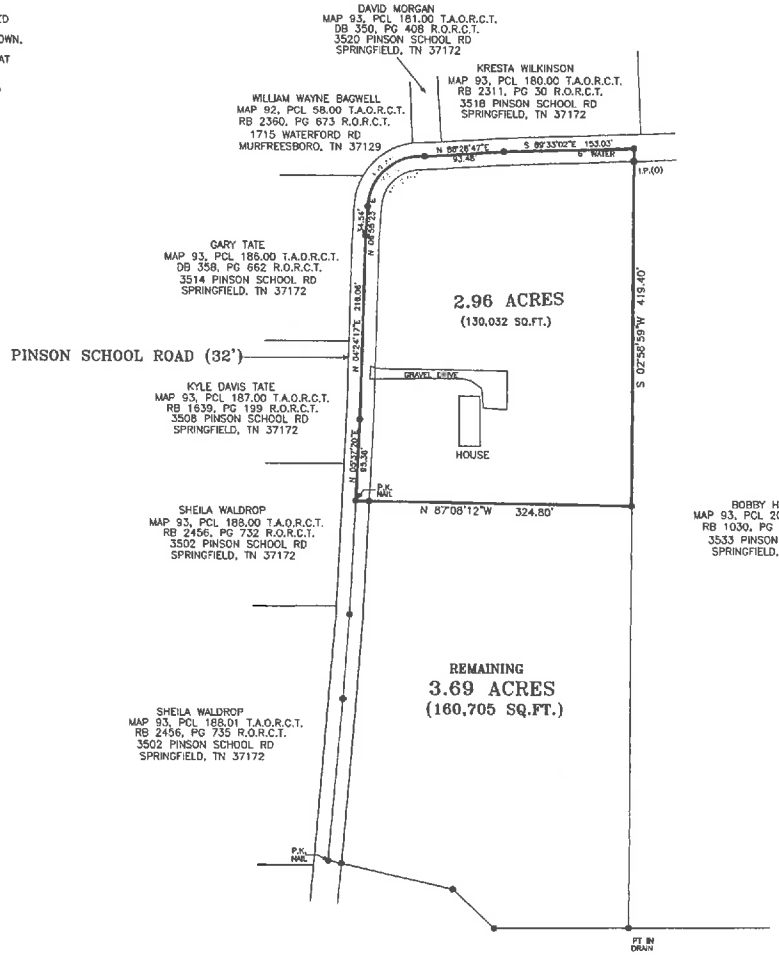
NOTE:
THIS SURVEY WAS PREPARED FROM CURRENT DEEDS OF RECORD AND DOES NOT REPRESENT A TITLE SEARCH OR A GUARANTEE OF TITLE. THIS SURVEY IS SUBJECT TO ANY STATE OF FACTS A CURRENT AND ACCURATE TITLE SEARCH MAY OR WILL REVEAL.

NOTE:
THIS SURVEYOR HAS NOT PHYSICALLY LOCATED ANY UTILITIES. UTILITIES, IF SHOWN HEREON, ARE AS PER INFORMATION FURNISHED BY THE ASSOCIATED UTILITY AUTHORITY AND ARE APPROXIMATE. THIS SURVEYOR MAKES NO GUARANTEE THAT THE UTILITIES, IF SHOWN, COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UTILITIES, IF SHOWN, HEREON ARE IN THE EXACT LOCATION INDICATED. THEREFORE, THE SIZE, TYPE, AVAILABILITY AND ACTUAL LOCATION OF ANY AND ALL UTILITIES SHOULD BE VERIFIED PRIOR TO MAKING ANY DECISION RELATIVE TO THIS PROPERTY.

IN TENNESSEE IT IS A REQUIREMENT OF THE "UNDERGROUND UTILITY DAMAGE PREVENT ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION OF ANY TYPE MUST NOTIFY ALL KNOWN UTILITY OWNER(S), NO LESS THAN (3) NOR MORE THAN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY HAZARD OR CONFLICT. TENNESSEE ONE CALL "811".

NOTE:
ALL BEARINGS ARE REFERENCED TO TN STATE PLANE (NAD 83).





ZONED AG2
REQUESTING R-40

PROPERTY REFERENCE
DONNA J.SAAD
MAP 93, PCL 200.00 T.A.O.R.C.T.
RB 2006, PG 380 R.O.R.C.T.

DEVELOPER
ACS HOMEBUILDERS
2410 PLUMNELLY LN
GREENBRIER, TN 37073
615/593-1244

SCALE 1"= 100'
0 100 200 300

ANTHONY T. BOLLINGER, R.L.S.
119 FISHER DRIVE
GREENBRIER, TENNESSEE 37073
615/218-0169

REZONING PLAT FOR
ACS HOMEBUILDERS
DONNA J. SAAD PROPERTY

SCALE	DRAWN BY	APPROVED	DATE
1" = 100'	A.T.B.	A.T.B.	01/21/26

10TH CIVIL DISRICT

ROBERTSON COUNTY
TENNESSEE

DRAWING NO.
ACSPSR

Property Description

2.96 Acres

Being a tract of land in the 10th Civil District of Robertson County Tennessee, and a portion of that property conveyed to Donna J. Saad in RB 2006, PG 380 R.O.R.C.T., more accurately described according to a survey by Anthony T. Bollinger R.L.S. TN LIC. NO. 2095 dated 01/21/26 as follows:

Beginning at a point on the centerline of Pinson School Road, marked by an existing iron pin in the southerly margin, said pin being the northwest corner of Bobby Holland in RB 1030, PG 610 R.O.R.C.T.; Thence now leaving said centerline and passing the northwest corner of said Bobby Holland S 02°58'59" W, 419.40' to a set iron pin; thence now leaving said Holland with a new line N 87°08'12" W, 324.80' to a pk nail in the centerline of said Pinson School Road; thence with said centerline for the next six calls: N 05°37'20" E, 95.96' ; thence N 04°24'17" E, 216.06'; thence N 06°55'23" E, 34.54'; thence with a curve to the right, having a radius of 63.52', delta 90°00'00", and a length of 99.77'; thence N 88°28'47" E, 93.48'; thence S 89°33'02" E, 153.03' to the point of beginning containing 2.96 acres.

WHITE HOUSE UTILITY DISTRICT
P.O.BOX608, 2315HIGHWAY 31-W—WHITEHOUSE, TENNESSEE 37188
TELEPHONE (615) 672-4110 — FAX (615) 672-8098

January 29, 2026

Mr. Todd Bollinger
1199 Fisher Dr
Greenbrier, TN 37073

RE: Water Availability for 3509 Pinson School Rd
Robertson County, Tax Map 093 Parcel 200.00
Springfield, TN

Dear Mr. Bollinger,

This letter will confirm White House Utility District can provide three additional domestic water services for the property mentioned above as long as each tract fronts Pinson School Rd or has an easement dedicated for the water service line to lie within. We understand you intend to alter the existing parcel such that four residential tracts will result. There is currently one water tap associated with the property.

WHUD's existing six-inch water main located on the south and east side of Pinson School Rd can provide domestic water flow for this project. No fire sprinkler flows, fire hydrant flows, commercial flows, or irrigation flows have been requested.

A water facilities fee of $467 per new tract will need to be paid to WHUD before we will release a signed plat or before we will sell a water tap, whichever comes first. Standard water tap fees will be due at the time service is requested. WHUD's tap fee schedule is available on our web site at www.whud.org. The current tap fee for a ¾" residential tap is $2,000 with a $50 account setup fee applied to the first bill, but that is subject to change over time.

Please note that all fees, rates, and conditions noted in this letter are current as of the date of this letter and are subject to change over time. WHUD will hold the conditions stated above for a 90-day period past the date of this letter. You may request an extension of fee status in writing prior to expiration of the 90-day period. WHUD will review the request and either deny or grant the request in writing.

Please contact our Engineering Department at 615-672-4110 ext. 262 if you have any questions.

Sincerely,

Pat Harrell, PE
District Engineer

Traffic Assessment

Map 93 Parcel 200 Rezone
Robertson County, TN

Prepared For:
ACS Home Builders

Prepared by:
Houston Smith, PE
TTL, Inc
2971 International Blvd., Suite C
Clarksville, TN 37040



TTL

January 2026

RECEIVED
JAN 22 2026
BY: Hmanfield

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2.1 TRIP GENERATION 3
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1.0 GENERAL SITE DESCRIPTION

The purpose of this Traffic Assessment is to assess the feasibility of a property currently zoned AG-2 for an RP-80 zoning classification in Robertson County, Tennessee.

The site is a 6.6-acre tract located south and east of Pinson School Road, west of the Bobby W Holland property, and north of the Reyes Construction LLC property in Robertson County, Tennessee. Around the property, there are agricultural fields and single-family homesteads in the vicinity of the property. The proposed development will include single family homes with 2 acres per lot. All proposed lots will access Pinson School Road. A site exhibit is shown in Figure 1 and Appendix A.



Figure 1: Site Exhibit

2.0 ITE TRIP GENERATION

2.1 TRIP GENERATION

A trip generation process was used to estimate the amount of traffic expected to be generated by the proposed development. Anticipated trips from the proposed development were projected using the ITE's *Trip Generation*, 11th Edition. The ITE trip-generated calculations for the site are provided in Appendix B of this report. For planning purposes, the development is assumed to include the following residential amounts as described in Table 1.

Proposed Residential Potential				
Tract ID	Area (sq ft)	Area (ac)	Minimum Lot Size (ac)	Max Total Housing
093 200.00	293257	6.7	2	3
			Total **Proposed** Units	2

Table 1. Proposed Residential Potential

As described, the maximum density for this development is 3 units. Once residential unit already exists on the property therefore the maximum increase is 2 units.

Trip distribution for each land use can be seen in section 2.1.1 the appropriate Land Use Code from the ITE's *Trip Generation*, 11th Edition.

2.1.1 Single-Family Detached Housing

The anticipated trips from the Single-Family Detached Housing were calculated using the Land Use: 210 (*Single-Family Detached Housing*). The description of this land use per ITE is as follows: "A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision." Anticipated trips for daily, AM, and PM peak hour can be seen in the table below:

Single Family Detached Housing (ITE Land Use Code 210)								
Prop Units (Units):		2						
On a Weekday			A.M. Peak Hour of Adjacent Street			P.M. Peak Hour of Adjacent Street		
Average Rate Per Unit		9.43	Average Rate Per Unit		0.70	Average Rate Per Unit		0.94
Trip Ends	50% Enter	50% Exit	Trip Ends	25% Enter	75% Exit	Trip Ends	63% Enter	37% Exit
22	11	11	2	0	1	2	1	1

Table 2. ITE Trip Generation for Single-Family Detached Housing

2.2 Total Trips Generated

Table 3 presents the daily, AM, and PM peak hour trip generation for the ITE-generated land uses as shown below:

Daily	AM Peak		PM Peak	
	Enter	Exit	Enter	Exit
22	0	1	1	1

Table 3. ITE Generated Traffic Count Totals for Development

The generated traffic numbers were based on maximum density for the lot for the purpose of this assessment. Exhibits from ITE are provided in Appendix B supporting the trip generation totals shown above.

3.0 ROADWAY CONDITIONS AND ACCESS POTENTIAL

The potential access points to the property are on Pinson School Road.

Pinson School Road extends generally north to south with major intersections at Worsham Springs Road and Highway 76 E. The road is developed with a mix of residential and rural development along the corridor. The section that spans our site is mostly a mixture of residential and rural development. The road near the project site is a 2-lane, undivided asphalt road with 9-foot lanes. The posted speed limit is assumed to be 30 mph in the vicinity of the site. An aerial image of the lane configuration near our site can be seen in Figure 2 at the end of this section:



Figure 2. Pinson School Road Aerial

3.1 LANE CAPACITY ANALYSIS

For this site, the lane capacity analyses were performed on Pinson School Road since that road will have access points to the proposed development. The traffic numbers used for the analysis came from ITE-generated numbers of the property for the AM and PM peak hours in addition to the existing traffic counts on Bethlehem Road for the current year 2026 using a growth projection from the year 2024 of the latest study performed by TDOT. The reason the traffic counts on Bethlehem Road were chosen for the lane capacity analysis numbers was due to the fact no TDOT traffic counts existed on Pinson School Road. To account, a comparable road was chosen to reasonably analyze the Pinson School Road roadway. From that, the TDOT traffic counts on Bethlehem Road were used to model the lane capacity analysis for Pinson School Road. The program

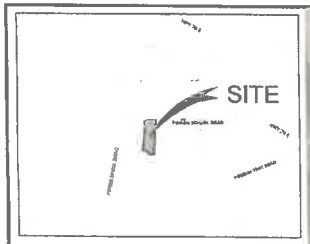
used for the lane capacity analysis was HCS 7, which utilizes lane capacity calculations based on the Highway Capacity Manual. In the analysis, Pinson School Road was modeled with the AM and PM peak hour traffic ITE-generated numbers for the lane segment analysis based on current road conditions. In addition, data from the TCDS portal provided from TDOT was utilized in the analysis of the report, specifically focusing on the thru movements on Bethlehem Road for the AM and PM peak hours respectively. A growth factor of 1.67% was utilized as based on the report, and the projected timeline was assumed to be 5 years into the future from 2026 since the site is expected to be built in a 5-year timeframe. The end year analyzed for the lane segment capacity analysis was 2031 while maintaining the same growth factor of 1.67%. Since TDOT did not provide adequate directional counts for northbound and southbound directions during the AM and PM peak hours on Bethlehem Road at Location ID 74000120 from the TCDS portal, the end year volume was halved for each thru direction as an assumption to provide directional traffic volumes. Additionally, the AM and PM peak hour volumes were assumed to be 10% of the directional traffic volumes to be more conservative. From the analysis, it was determined that the road operated at a level of service E for both AM and PM conditions. Lane capacity results are presented in Appendix B.

4.0 CONCLUSIONS

Based on the analysis in this report, the surrounding road network can adequately handle the additional traffic from a development based on the proposed rezone request.

Appendix A

Site Exhibit



VICINITY MAP
(NOT TO SCALE)



0 50 100 150
SCALE: 1" = 50'

NORTH BASED ON
TENNESSEE STATE PLANE COORDINATES
N.A.D. 83
GRID NORTH
VERTICAL DATUM: N.A.V.D. 88

LEGEND

- EXISTING BOUNDARY LINE
- EXISTING PROPERTY LINE
- EXISTING ROADWAY CENTERLINE
- EXISTING CONTOUR INTERVAL
- EXISTING CONTOUR INDEX

ISSUED FOR: ☐ PERMITTING ☐ BID PURPOSES ☐ CONSTRUCTION

TTL
2971 International Blvd., Ste. C | Clarksville, TN 37040
931.647.6959 | www.ttlusa.com

3509 PINSON SCHOOL ROAD PROPERTY EXHIBIT

DONNA J SAAD
3509 PINSON SCHOOL ROAD, SPRINGFIELD
ROBERTSON COUNTY, TENNESSEE

PRELIMINARY
(NOT FOR CONSTRUCTION, RECORDING PURPOSES OR IMPLEMENTATION)

Sheet Title
SITE EXHIBIT

No.	Date	Revision Description

Drawn By: EJS
Checked By: WPS
Date: Dec 23, 2024
Proj. No.: 24-23-000158
File Name: 3509 Pinson School Road.dwg

Sheet No.
SE 1.00

C:\USERS\EJS\APPDATA\LOCAL\TEMP\ACPUBLISH_6172\3509 PINSON SCHOOL ROAD.DWG

Appendix B

ITE Generated and Lane Capacity Calculations

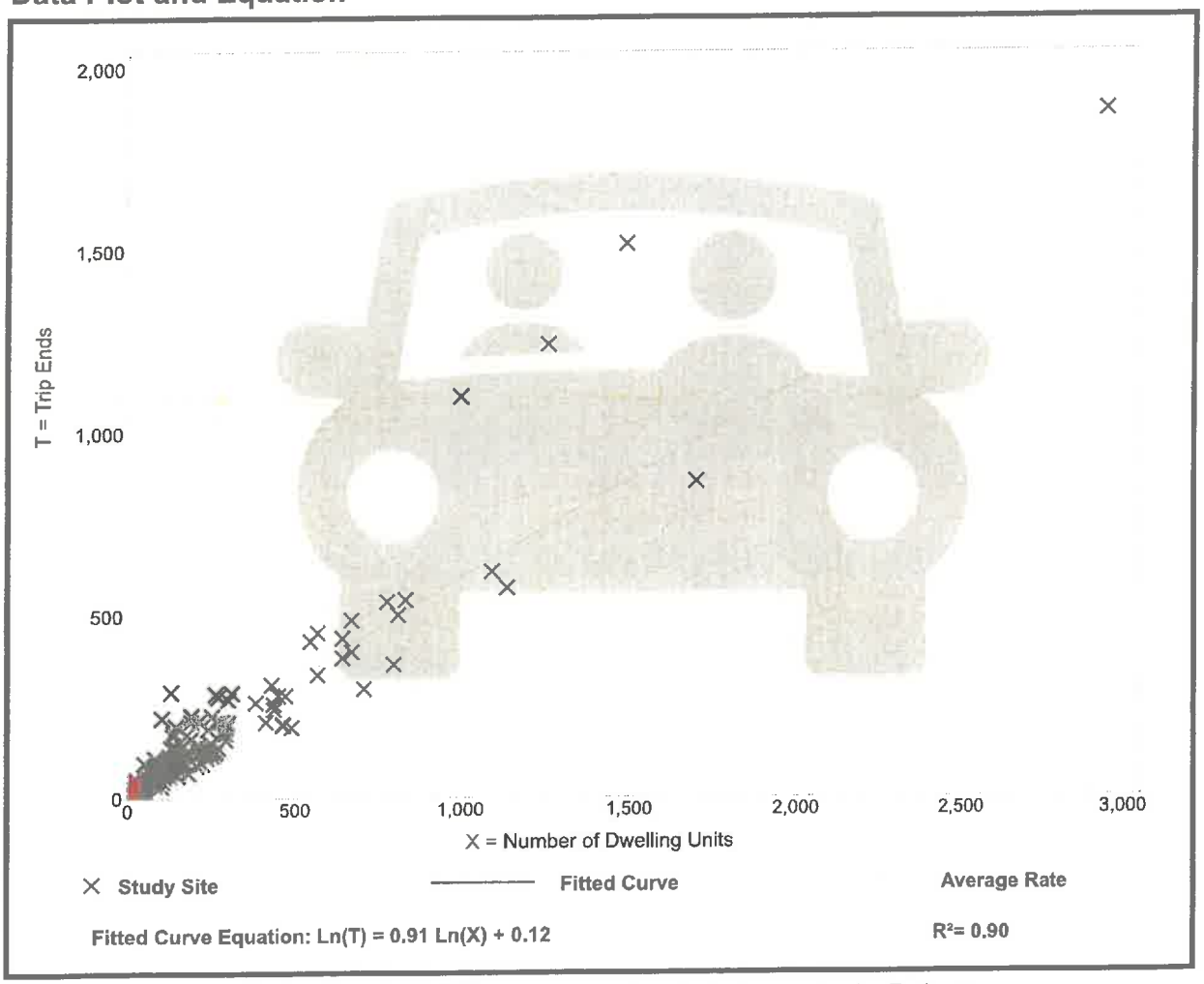
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



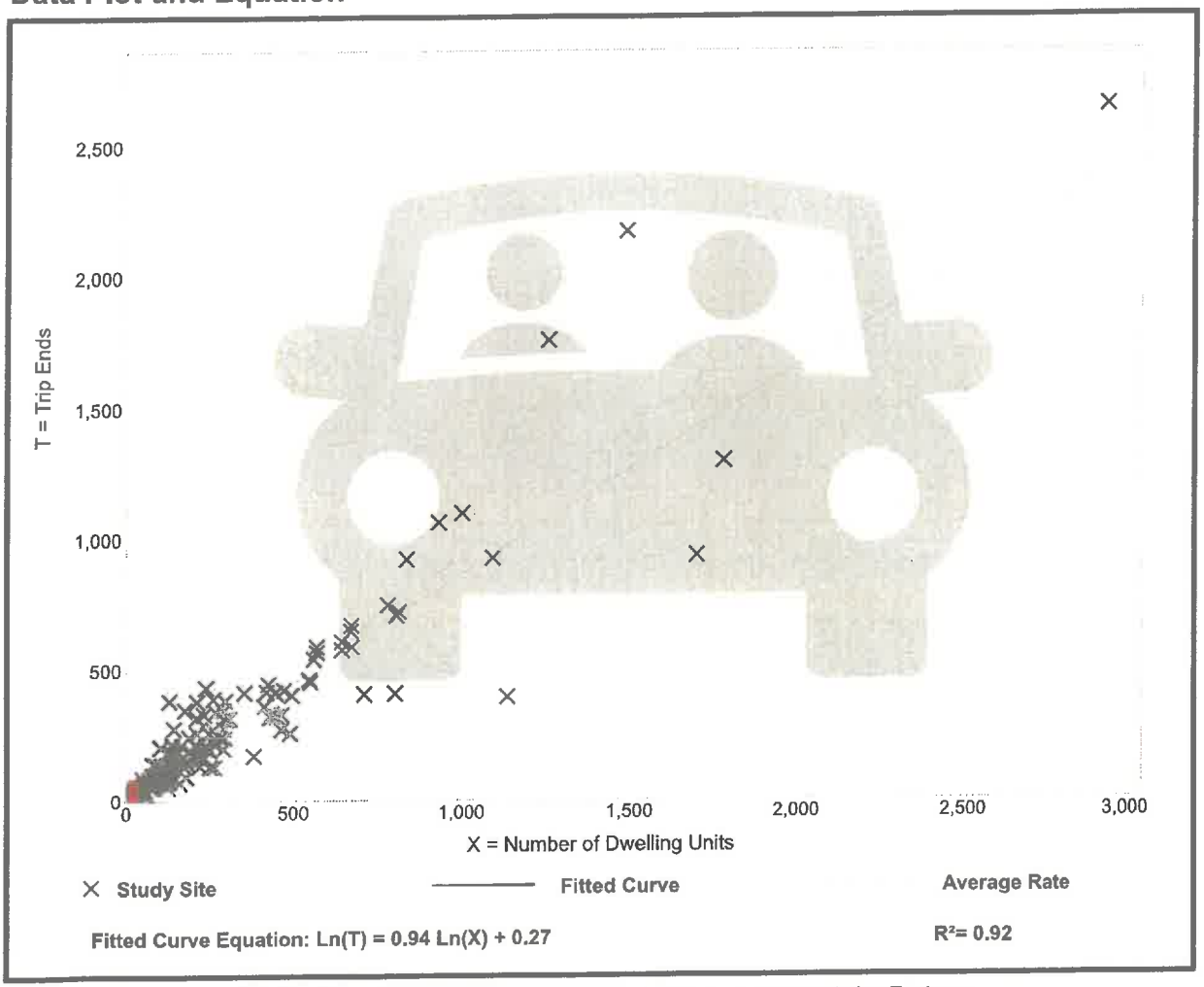
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Single-Family Detached Housing
(210)

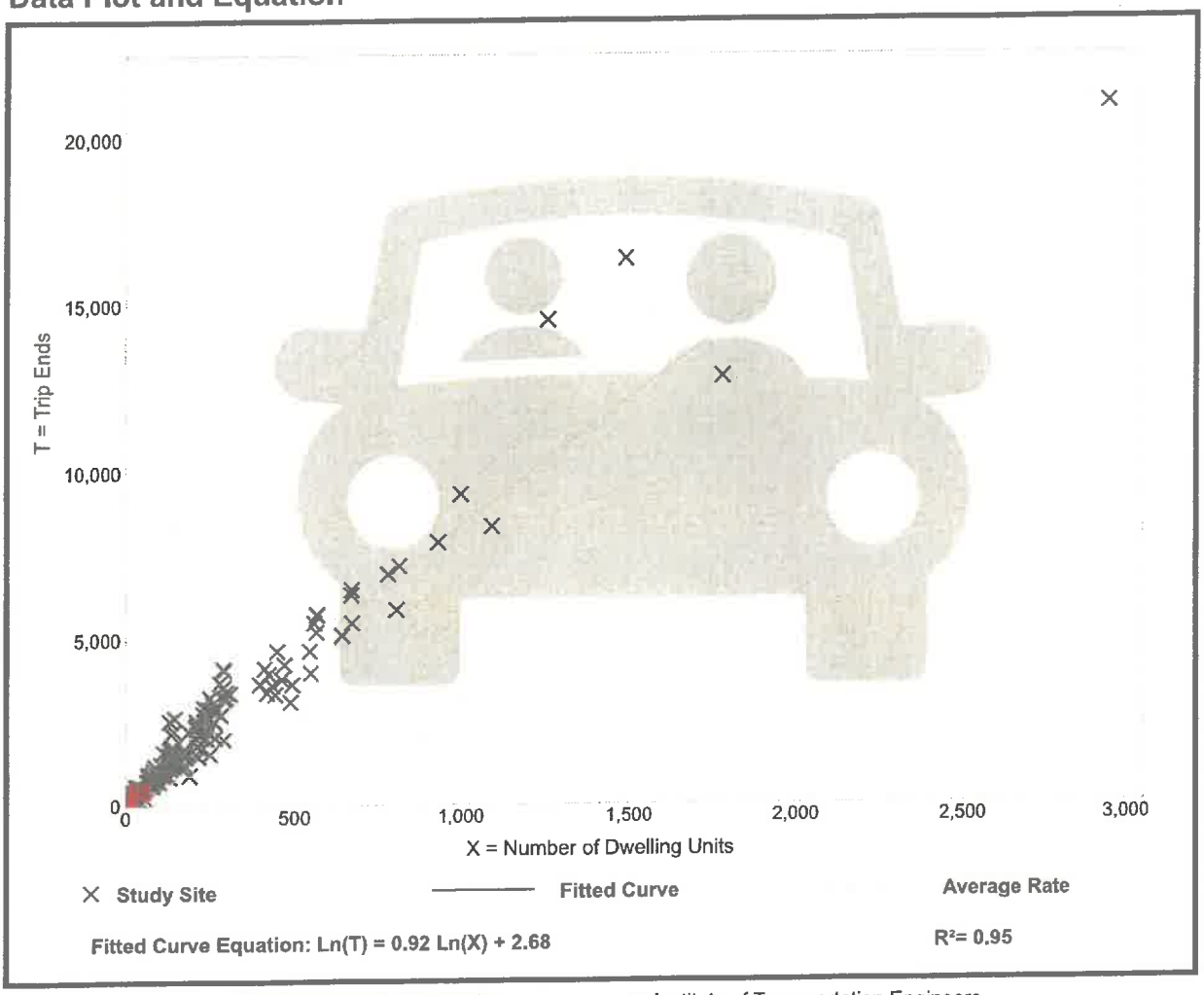
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



HCS7: Two-Lane Highways Release 7.3

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	Houston Smith
Agency/Co.	TTL, Inc
Date Performed	1/21/2026
Analysis Time Period	AM PEAK HOUR
Highway	Pinson School Road
From/To	Pinson School Road
Jurisdiction	Robertson County
Analysis Year	2026
Description	3509 Pinson School Road

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	0.0	ft	% Trucks and buses	3	%
Lane width	9.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	26	/mi

Analysis direction volume, Vd 70 veh/h
Opposing direction volume, Vo 71 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	2.0*		2.0*	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor, (note-5) fHV	0.971		0.971	
Grade adj. factor, (note-1) fg	0.67		0.67	
Directional flow rate, (note-2) vi	117	pc/h	119	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed, (note-3) S FM	-	mi/h
Observed total demand, (note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, (note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width, (note-3) fLS	6.4	mi/h
Adj. for access point density, (note-3) fA	6.5	mi/h
Free-flow speed, FFSd	32.1	mi/h
Adjustment for no-passing zones, fnp	2.7	mi/h
Average travel speed, ATSd	27.6	mi/h
Percent Free Flow Speed, PFFS	85.9	%

Percent Time-Spent-Following

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.974		0.974	
Grade adjustment factor, (note-1) fg	0.73		0.73	
Directional flow rate, (note-2) vi	107	pc/h	109	pc/h
Base percent time-spent-following, (note-4) BPTSFd	12.4	%		
Adjustment for no-passing zones, fnp	53.7			
Percent time-spent-following, PTSFd	39.0	%		

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	19	veh-mi
Peak-hour vehicle-miles of travel, VMT60	70	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1685	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1685	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	27.6	mi/h
Percent time-spent-following, PTSFd (from above)	39.0	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	76.1
Effective width of outside lane, We	14.85
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	4.16
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	Houston Smith
Agency/Co.	TTL, Inc
Date Performed	1/21/2026
Analysis Time Period	PM PEAK HOUR
Highway	Pinson School Road
From/To	Pinson School Road
Jurisdiction	Robertson County
Analysis Year	2026
Description	3509 Pinson School Road

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	0.0	ft	% Trucks and buses	3	%
Lane width	9.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	26	/mi

Analysis direction volume, Vd 71 veh/h
Opposing direction volume, Vo 71 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	2.0*		2.0*	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor, (note-5) fHV	0.971		0.971	
Grade adj. factor, (note-1) fg	0.67		0.67	
Directional flow rate, (note-2) vi	119	pc/h	119	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed, (note-3) S FM	-	mi/h
Observed total demand, (note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, (note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width, (note-3) fLS	6.4	mi/h
Adj. for access point density, (note-3) fA	6.5	mi/h
Free-flow speed, FFSd	32.1	mi/h
Adjustment for no-passing zones, fnp	2.7	mi/h
Average travel speed, ATSd	27.5	mi/h
Percent Free Flow Speed, PFFS	85.8	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.974		0.974	
Grade adjustment factor,(note-1) fg	0.73		0.73	
Directional flow rate,(note-2) vi	109	pc/h	109	pc/h
Base percent time-spent-following,(note-4) BPTSFd	12.6	%		
Adjustment for no-passing zones, fnp	53.8			
Percent time-spent-following, PTSFd	39.5	%		

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	19	veh-mi
Peak-hour vehicle-miles of travel, VMT60	71	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1685	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1685	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	27.5	mi/h
Percent time-spent-following, PTSFd (from above)	39.5	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	77.2
Effective width of outside lane, We	14.81
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	4.17
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

February 18, 2026
N-S Project No. 20550.001.001

Ms. Hunter Mantooth
Assistant Director
Robertson County Planning and Zoning
527 S Brown St.
Springfield, TN 37172

Subject: Review of Traffic Assessment Report
Pinson School Road TA

Dear Hunter:

Please accept this correspondence as documentation of our review of the referenced Traffic Assessment (TA) prepared by TTL, Inc. on behalf of ACS Home Builders. This summary provides technical input to assist Robertson County staff in evaluating the proposed development and its potential transportation impacts.

At the County's request, we reviewed the Traffic Assessment prepared for the proposed Map 93, Parcel 200 rezoning (Pinson School Road TA), located in the southeastern portion of Robertson County. The review evaluated the study's methodology, assumptions, operational analysis, and conclusions to determine consistency with accepted traffic engineering practice, applicable local requirements, and relevant state guidance. The study established the existing conditions (2026) and full buildout conditions (2031) along Pinson School Road within the vicinity of the project site.

The proposed project consists of two (2) single-family residential homes on an existing 6.6-acre tract along Pinson School Road. The parcel is currently zoned AG-2 (Agricultural/Residential District) and is proposed to be rezoned to RP-80 (Rural Preservation District). This review does not evaluate zoning policy or land use considerations; it acknowledges the zoning reclassification as documented in the TA.

The review confirmed that a limited Traffic Assessment (TA) is appropriate based on the review criteria outlined in the Robertson County TIS & TIA Requirements document. The proposed site exceeds the minimum lot size threshold of five (5) acres, thereby meeting the criteria for preparation of a Traffic Assessment. However, the development does not meet the thresholds that would require a full Traffic Impact Study (TIS) to be performed.

Review Remarks and Recommendations

We offer the following comments and recommendations for consideration by Robertson County officials. These remarks are provided as independent technical input based on engineering judgment and professional experience.

NEEL-SCHAFFER
engineers | planners | surveyors | environmental scientists | landscape architects
P: 615.217.0500 | F: 615.383.9984
201 East Main Street, Suite 325
Murfreesboro, TN 37130
www.neel-schaffer.com

Traffic Data Collection
The review noted that the TA did not reference vehicular traffic counts collected along Pinson School Road, the project corridor, within the study limits. Instead, the study relied on data from TDOT Count Station No. 74000120 located on Bethlehem Road to represent existing traffic volumes. While it is standard practice to reference nearby historic count stations to establish a background traffic growth rate, it is not standard practice to substitute raw traffic volumes from a different roadway segment. Traffic volumes on Bethlehem Road may not necessarily reflect existing traffic conditions on Pinson School Road. Although both roadways are located within a rural setting, differences in access to nearby amenities, roadway connectivity and local travel patterns may result in different traffic demands.

Therefore, review concludes that updated bi-directional traffic counts should be collected along Pinson School Road within the study area as part of a revised Traffic Assessment. These counts will ensure that existing and forecasted conditions are based on corridor-specific data.

Traffic Forecast Growth Rate
The review notes that the basis for the 1.67% growth assumption is not clearly documented in the Traffic Assessment. The report should provide details about the determination of this value.

Additionally, the TA should distinguish between growth rate and growth factor, as these terms are not interchangeable.

- A growth rate is expressed as a percentage (e.g., 1.67% per year) and is typically derived from historic traffic count data, such as TDOT permanent count stations. It represents the estimated year-over-year increase in traffic volumes and is applied annually when forecasting future traffic conditions.

- A growth factor is a cumulative adjustment multiplier applied over a defined time period to reflect total anticipated traffic change. It is not expressed as an annual percentage.

Based on the review of the calculations presented in the TA, the 1.67% value appears to function as an annual growth rate, not a growth factor as labeled in the report. The terminology in the study should be confirmed to ensure technical clarity.

Traffic Operations Methodology
The TA performed the two-lane highway Level of Service (LOS) analysis using the Highway Capacity Manual (HCM), 6th Edition, with Release Version 7.3 of Highway Capacity Software (HCS7). Since publication of the 6th Edition, the HCM 7th Edition has been released, along with updated software (HCS2026, Release Version 8.5). This review takes exception to the use of the 6th Edition methodology, as differences between the 6th and 7th Editions may produce notable variations in calculated performance measures and LOS outcomes. While the low amount of traffic associated with this development is not expected to impact overall roadway performance, the analysis should reflect current industry standards.

It is recommended that the revised study utilize the HCM 7th Edition and corresponding updated software. Future traffic studies shall reference the most current edition of the Highway Capacity Manual.

Trip Generation Reference
The TA utilized the *ITE Trip Generation Manual, 11th Edition*. It is noted that the 12th Edition has recently been released. Given the minimal trip generation associated with this two-lot residential development, review finds no reason for the study to update the trip generation assessment to the 12th edition for purposes of this report. However, future traffic studies shall reference the most current edition of the ITE Trip Generation Manual.

Driveway Sight Distance
The review recommends that project designers evaluate and verify minimum driveway sight distance requirements for residential access along Pinson School Road. Based on aerial imagery and the proposed site layout, there is potential concern regarding available line-of-sight due to existing roadway geometry, horizontal curvature, vertical grades, and vegetation.

Driveway locations should be positioned to maximize available departure sight distance and meet minimum requirements. Sight distance determinations shall reference TDOT design guidelines where projects are on state routes and the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets* (The Green Book) for design criteria and technical guidance.

Summary of Review Recommendations
In summary, the review recommends that Robertson County officials consider a revised Traffic Assessment. The following items should be incorporated into the revised Traffic Assessment to ensure consistency with County requirements and accepted traffic engineering practice:

1. The outline and content of the Traffic Assessment shall conform to the structure and guidance provided in the County's TIS & TA Requirements document. At a minimum, the report should include sections addressing:
    - General Site Description
    - Trip Generation
    - Existing Roadway Conditions and Access Potential
    - Traffic Operations Analysis
    - Conclusions and Recommendations

2. The assessment shall follow standard traffic engineering methodologies for conducting Level of Service (LOS) analyses under the following scenarios:

    - **Existing Conditions:** Includes current traffic volumes based on collected field data, along with existing roadway geometry, traffic control, and intersection configurations.

- **Background Conditions:** Includes forecasted traffic volumes at the horizon date under existing roadway and intersection conditions, excluding traffic generated by the proposed development. This scenario evaluates how the study area is expected to operate without the project.

- **Full Buildout Conditions:** Includes total projected traffic volumes (background growth and site-generated traffic). This scenario shall also account for any proposed access locations, driveway configurations, or roadway/intersection modifications associated with the development. Operational results should be evaluated against the County's acceptable Level of Service thresholds to determine whether improvements are necessary to maintain adequate and safe performance.

3. Collect and analyze updated bi-directional traffic counts along Pinson School Road within the study limits.

4. Document the derivation of the 1.67% annual growth rate, correct the terminology from "growth factor" to "growth rate," and present the supporting data source used to validate and justify its application.

5. Update future horizon year traffic conditions based on revised traffic counts.

6. Re-evaluate two-lane highway Level of Service traffic capacity analysis using the HCM 7th Edition and HCS2026. The updated results shall be compared to the level-of-service thresholds and tolerances outlined in the County's TIS & TIA Requirements document to determine whether roadway improvements are necessary to maintain or achieve acceptable operational performance.

7. Determination and verification of minimum driveway departure sight distance in accordance with AASHTO Green Book criteria prior to final driveway placement.

8. The Traffic Assessment (TA) should be updated if the project proposal changes in the future

Thank you for allowing us the opportunity to assist the County with this review. We are happy to answer any questions or provide clarification as needed. Please contact us if additional information is needed.

Sincerely,
NEEL-SCHAFFER, INC.

Jacob Carson

Jacob Carson, P.E., PTOE, RSP1
Engineer I

Robertson County Planning and Zoning
Agenda Review Sheet
Amanda Harrington, AICP, Planning Advisor
Planning Commission Meeting
Februaru 26, 2026

Applicant: ACS Homebuilders on behalf of Donna Saad
Surveyor: Todd Bollinger

Request: Rezone **2.96 surveyed *acres***
of the 6.65 acres
Tax Map 093, Part of Parcel 200.00
from AG-2 to R-40



Figure 1: Tax Map 093, Parcel 200 is highlighted

Property Information:
- Tax Map 093, Part of Parcel 200.00
- 3509 Pinson School Rd., Springfield
- Total lot acreage: 6.65 surveyed acres (289,674 sq. ft.)
- **Rezone Request: 2.96 surveyed acres. (128,937.60 sq. ft.)**

Project Narrative:
R-40 Minimum Requirements
Minimum Lot Size: 40,000 sq. ft.
Front: 50'
Side: 20'
Rear: 30'
Min. Lot Width @ Front Bldg. Setback Line: 150'
Min Road Frontage: 50'
Maximum Height: 35'
Max Bldg. Coverage: 40%.

Zoning: The applicant intends to rezone 2.96 surveyed acres of the 6.65 surveyed acres to divide the property. The property is bordered by AG-2 zones and a few RP-80 lots. Several nearby lots are non-conforming and would now be zoned RP-80 and R-40 according to current standards. The applicant's proposal to rezone to R-40 seems to be dimensionally appropriate. Please see Exhibit 1 for excerpts from the Robertson County zoning map and the Robertson County Growth Map.

Comprehensive Plan: The Saad property is divided between two designations in the Comprehensive Plan: Rural and Suburban. The purpose of the Rural Character Area is to ensure the continued existence of agrarian and rural land uses that define the County's heritage and landscape. These areas are meant to preserve agricultural activity, open space, and low-density development patterns. While agriculture remains the main focus, Rural areas near cities, towns, or villages may gradually shift toward rural residential uses, as long as development stays low density and is compatible with

surrounding agricultural operations. Most of the County will remain designated as Rural throughout the planning horizon of this land use plan, demonstrating a commitment to long-term farmland preservation and responsible growth management. Suitable uses within Rural areas include agriculture, forestry, open space conservation, farmsteads and homesteads linked to agricultural activity, and agriculture-related service businesses. Limited low-density residential development may occur when it supports, rather than conflicts with, the area's rural and agrarian character.

The purpose of the Sub-Urban Character Area is to act as a transition zone between Rural areas and more developed urban zones. These regions primarily feature low-density residential areas and compatible support services, with intensity gradually increasing toward General Urban zones and decreasing toward Rural zones. This transition helps manage growth while remaining compatible with both rural landscapes and urban infrastructure. Sub-Urban zones often serve as buffers between farmland and higher-density development. Common uses include low-density or estate residential development, limited neighborhood support services, and compatible agricultural or equestrian activities. Development here should preserve a semi-rural character while allowing gradual residential expansion that aligns with existing infrastructure and land-use patterns.

Review of Traffic Assessment: Neel-Schaffer and Associates performed a review of the Traffic Assessment performed by the applicants as required by the Robertson County Zoning Resolution for this rezoning (February 18, 2026, N-S Project No. 20550.001.001). That report was submitted under separate cover and is only briefly summarized here. Several deficiencies were identified in Neel-Schaffer's review, including but not limited to a lack of basic information required, such as a general site description, trip generation, existing roadway conditions, access potential, traffic operations analysis, and conclusions and recommendations. In summary, Neel-Schaffer writes: ...[the] review recommends that Robertson County officials consider a revised Traffic Assessment. The following items should be incorporated into the revised Traffic Assessment to ensure consistency with County requirements and accepted traffic engineering practice..."

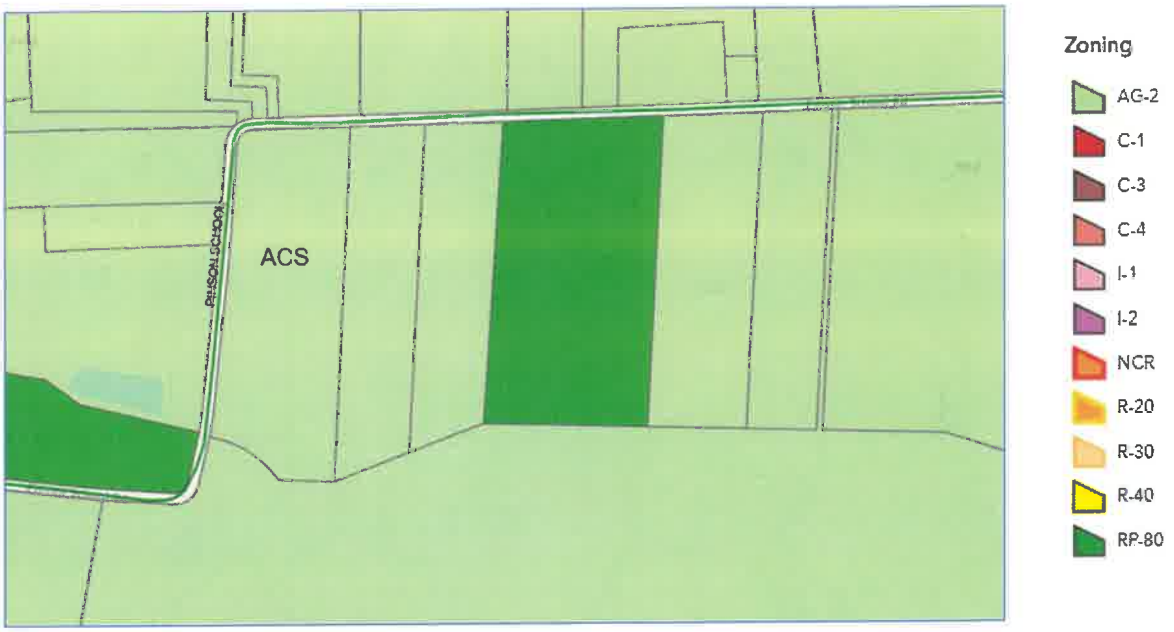
Recommendation: Staff respectfully recommends either a negative recommendation to the County Commission for the rezoning of the subject parcel to RP-80, finding that the required application is incomplete, or recommends a deferral to give the applicant time to re-commission a Traffic Assessment that meets the minimum requirements of the Robertson County Zoning Resolution.

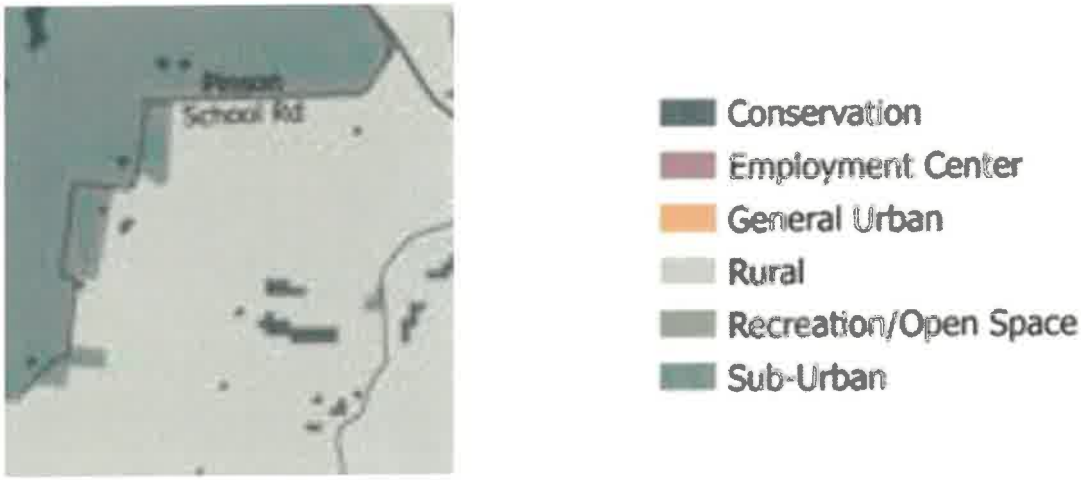
**** END COMMENTS ****

ACS Homebuilders on behalf of Donna Saad Rezoning Request
For Tax Map 093, Part of Parcel 200.00, from AG-2 to R-40

Exhibit 1

Austin Peay University Zoning Map





New Business: C

ROBERTSON COUNTY DEVELOPMENT OFFICE
ROBERTSON COUNTY OFFICE BUILDING
527 SOUTH BROWN STREET, SPRINGFIELD, TENNESSEE 37172
615-384-3666

Application for Rezoning

Applicant Information:

Name: ACS Homebuilders (Cam Suggs)
Mailing Address: 2410 Plumnelly LN Greenbrier, TN 37073
Email: ACSHomebuilders2015@Gmail.com
Telephone Number: 615-533-1244

Applicant's Representative Information:

Name: Todd Ballinger
Name of Firm: Todd Ballinger & Assoc.
Mailing Address: 1199 Fisher Dr Greenbrier TN 37073
Email: ToddRis@Bellsouth.net
Telephone Number: 615-218-0169

Property Information:

Owner (if not applicant provide letter giving applicate permission): Donna Saad
Physical Address: (9002 PHOENIX CT LaVergne, TN 37086) ATB 3509 Pinson School Rd Springfield
Tax Map and Parcel Number: 93 1200.00
Current Zoning Designation: AG2
Requested Zoning Designation: RP-80

Will this property be subdivided (or combined) in some way within the next year? (Yes) No

Purpose of rezoning request:

To Subdivide

SUBMITTAL REVIEW PROCEDURE:

1. Deliver one (1) copy of this application & any supporting materials to the Development Office before or by the final due date (Please see attached schedule- the "Corrections Due" does not apply to this type of application)
2. Provide copy of deed to prove ownership.
3. Provide aerial photograph of the property from TN Property Viewer
4. Provide Legal description **AND** Survey of the areas to be rezoned including map and parcel number
5. Provide water letter from utility company stating location and size of current water line, adequate pressure for domestic use and if/where fire hydrants are required
6. Pay the review fee.
7. Email a .PDF of the application & supporting materials to hmantooth@robcotn.org
8. Attend the Planning Commission meeting. Be ready to present and answer questions. Failure to appear at the Planning Commission meeting may result in the denial of the application.

Owner of Record Signature & DATE

Applicant's Signature & DATE

Hunter Mantooth

From: ANTHONY BOLLINGER <toddrls@bellsouth.net>
Sent: Friday, February 6, 2026 8:40 AM
To: Hunter Mantooth
Subject: [EXTERNAL]Fw: Subject: 3509 Pinson School Rd, Springfield, TN (Rezoning)

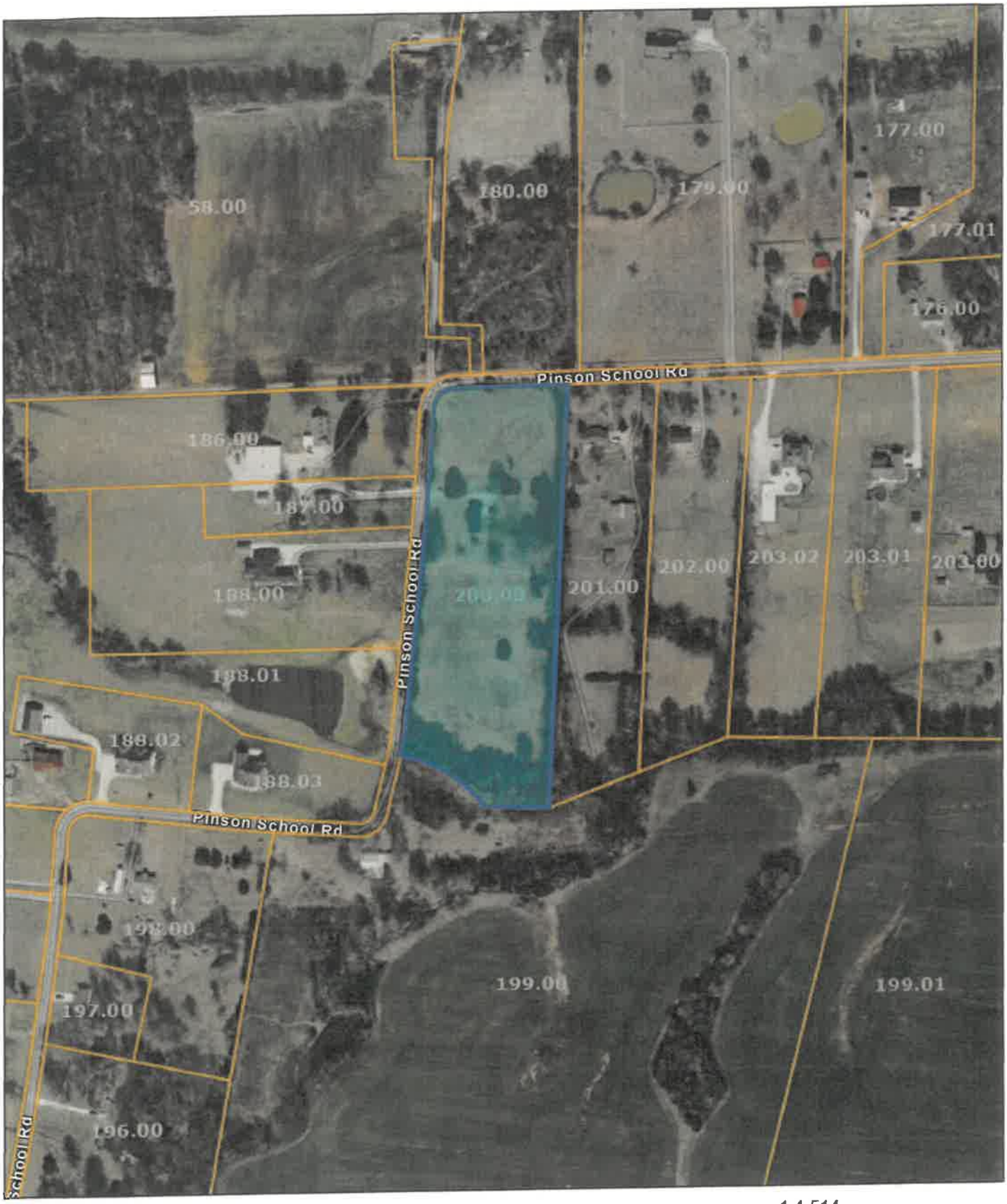
----- Forwarded Message -----
From: DJ S <donnasaad0403@gmail.com>
To: toddrls@bellsouth.net <toddrls@bellsouth.net>
Cc: Rebecca Richards - EXIT Realty Garden Gate Team <becky@sellwithbecky.com>; DJ S <donnasaad0403@gmail.com>
Sent: Friday, February 6, 2026 at 08:37:53 AM CST
Subject: Subject: 3509 Pinson School Rd, Springfield, TN (Rezoning)

To Whom it May Concern:

I, Donna J. Saad, give my permission for:
Anthony Camdon Suggs, to speak on my behalf regarding the
Rezoning of my property at 3509 Pinson School Rd., Springfield, TN 37172.

Signed,
Donna J. Saad
02/06/2026

Robertson County - Parcel: 093 200.00



Date: January 22, 2026

County: ROBERTSON
Owner: SAAD DONNA J
Address: PINSON SCHOOL RD 3509
Parcel ID: 093 200.00
Deeded Acreage: 0
Calculated Acreage: 6.7

1:4,514

0 0.03 0.06 0.12 mi

0 0.05 0.1 0.2 km

State of Tennessee, Comptroller of the Treasury, Division of Property Assessments (DPA), Esri Community Maps Contributors, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

The property lines are compiled from information maintained by your local

Property Description

3.69 Acres

Being a tract of land in the 10th Civil District of Robertson County Tennessee, and a portion of that property conveyed to Donna J. Saad in RB 2006, PG 380 R.O.R.C.T., more accurately described according to a survey by Anthony T. Bollinger R.L.S. TN LIC. NO. 2095 dated 01/21/26 as follows:

Beginning at a point on the center of Pinson School Road, marked by an existing iron pin in the easterly margin, said pin being the northwest corner of Reyes Construction, INC in RB 2183, PG 423 R.O.R.C.T. and being the most southwest corner of herein described tract; Thence now leaving said Reyes Construction with the said centerline for the next 3 calls: N 07°52'18"E 190.85 feet to a point; Thence N 07°03'02"E 100.57 feet to a point; Thene N 05°37'20"E 134.89 feet to a P.K. nail in the centerline of Pinson School Road marked by iron pin in the easterly margin and being the most northwest corner of herein described tract; Thence now leaving said centerline with new line S 87°08'12"E 324.80 feet to a set iron pin in the westerly line of Bobby Holland RB 1030, PG 610 R.O.R.C.T.; Thence with said Holland S 02°58'59"W 499.82 feet to a point in the center of a drain, said point being a common corner to previously stated Reyes Construction; Thence now leaving said Holland generally with the drain and said Reyes Construction for the next 3 calls: N 88°22'16"W 158.38 feet to a point; Thence N 43°49'09"W 67.35 feet to a point; Thence N 74°53'51"W 150.33 feet to the point of beginning containing 3.69 acres.

PLAT CONTAINS 3.69 ACRES

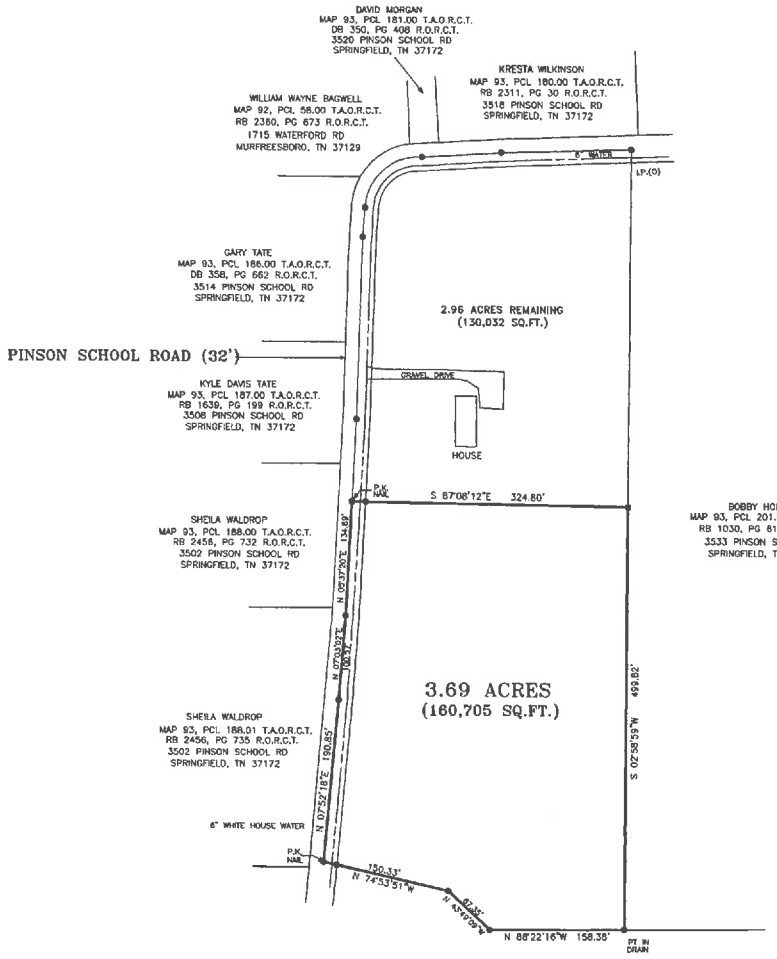
NOTE:
THIS SURVEY WAS PREPARED FROM CURRENT DEEDS OF RECORD AND DOES NOT REPRESENT A TITLE SEARCH OR A GUARANTEE OF TITLE. THIS SURVEY IS SUBJECT TO ANY STATE OF FACTS A CURRENT AND ACCURATE TITLE SEARCH MAY OR WILL REVEAL.

NOTE:
THIS SURVEYOR HAS NOT PHYSICALLY LOCATED ANY UTILITIES. UTILITIES, IF SHOWN HEREON, ARE AS PER INFORMATION FURNISHED BY THE ASSOCIATED UTILITY AUTHORITY AND ARE APPROXIMATE. THIS SURVEYOR MAKES NO GUARANTEE THAT THE UTILITIES, IF SHOWN, COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UTILITIES, IF SHOWN, HEREON ARE IN THE EXACT LOCATION INDICATED. THEREFORE, THE SIZE, TYPE, AVAILABILITY AND ACTUAL LOCATION OF ANY AND ALL UTILITIES SHOULD BE VERIFIED PRIOR TO MAKING ANY DECISION RELATIVE TO THIS PROPERTY.

IN TENNESSEE IT IS A REQUIREMENT OF THE "UNDERGROUND UTILITY DAMAGE PREVENT ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION OF ANY TYPE MUST NOTIFY ALL KNOWN UTILITY OWNER(S), NO LESS THAN (3) NOR MORE THAN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY HAZARD OR CONFLICT. TENNESSEE ONE CALL "811".

NOTE:
ALL BEARINGS ARE REFERENCED TO TN STATE PLANE (NAD 83).





ZONED AG2
REQUESTING RP-80

PROPERTY REFERENCE
DONNA J.SAAD
MAP 93, PCL 200.00 T.A.O.R.C.T.
RB 2006, PG 380 R.O.R.C.T.

DEVELOPER
ACS HOMEBUILDERS
2410 PLUMNELLY LN
GREENBRIER, TN 37073
615/533-1244

SCALE 1"= 100'

0 100 200 300

ANTHONY T. BOLLINGER, R.L.S.
119 FISHER DRIVE
GREENBRIER, TENNESSEE 37073
615/218-0169

REZONING PLAT FOR
ACS HOMEBUILDERS
DONNA J. SAAD PROPERTY

SCALE	DRAWN BY	APPROVED	DATE
1" = 100'	A.T.B.	A.T.B.	01/21/26

10TH CIVIL DISRICT

ROBERTSON COUNTY
TENNESSEE

DRAWING NO.
ACSPSR

WHITE HOUSE UTILITY DISTRICT
P.O. BOX 608, 2315 HIGHWAY 31-W — WHITE HOUSE, TENNESSEE 37188
TELEPHONE (615) 672-4110 — FAX (615) 672-8098

January 29, 2026

Mr. Todd Bollinger
1199 Fisher Dr
Greenbrier, TN 37073

RE: Water Availability for 3509 Pinson School Rd
Robertson County, Tax Map 093 Parcel 200.00
Springfield, TN

Dear Mr. Bollinger,

This letter will confirm White House Utility District can provide three additional domestic water services for the property mentioned above as long as each tract fronts Pinson School Rd or has an easement dedicated for the water service line to lie within. We understand you intend to alter the existing parcel such that four residential tracts will result. There is currently one water tap associated with the property.

WHUD's existing six-inch water main located on the south and east side of Pinson School Rd can provide domestic water flow for this project. No fire sprinkler flows, fire hydrant flows, commercial flows, or irrigation flows have been requested.

A water facilities fee of $467 per new tract will need to be paid to WHUD before we will release a signed plat or before we will sell a water tap, whichever comes first. Standard water tap fees will be due at the time service is requested. WHUD's tap fee schedule is available on our web site at www.whud.org. The current tap fee for a ¾" residential tap is $2,000 with a $50 account setup fee applied to the first bill, but that is subject to change over time.

Please note that all fees, rates, and conditions noted in this letter are current as of the date of this letter and are subject to change over time. WHUD will hold the conditions stated above for a 90-day period past the date of this letter. You may request an extension of fee status in writing prior to expiration of the 90-day period. WHUD will review the request and either deny or grant the request in writing.

Please contact our Engineering Department at 615-672-4110 ext. 262 if you have any questions.

Sincerely,

Pat Harrell, PE
District Engineer

Traffic Assessment

Map 93 Parcel 200 Rezone
Robertson County, TN

Prepared For:
ACS Home Builders

Prepared by:
Houston Smith, PE
TTL, Inc
2971 International Blvd., Suite C
Clarksville, TN 37040



TTL

January 2026

RECEIVED
JAN 2 2 2026
BY:

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TABLE 3. ITE GENERATED TRAFFIC COUNT TOTALS FOR DEVELOPMENT 4

1.0 GENERAL SITE DESCRIPTION

The purpose of this Traffic Assessment is to assess the feasibility of a property currently zoned AG-2 for an RP-80 zoning classification in Robertson County, Tennessee.

The site is a 6.6-acre tract located south and east of Pinson School Road, west of the Bobby W Holland property, and north of the Reyes Construction LLC property in Robertson County, Tennessee. Around the property, there are agricultural fields and single-family homesteads in the vicinity of the property. The proposed development will include single family homes with 2 acres per lot. All proposed lots will access Pinson School Road. A site exhibit is shown in Figure 1 and Appendix A.



Figure 1: Site Exhibit

2.0 ITE TRIP GENERATION

2.1 TRIP GENERATION

A trip generation process was used to estimate the amount of traffic expected to be generated by the proposed development. Anticipated trips from the proposed development were projected using the ITE's *Trip Generation*, 11th Edition. The ITE trip-generated calculations for the site are provided in Appendix B of this report. For planning purposes, the development is assumed to include the following residential amounts as described in Table 1.

Proposed Residential Potential				
Tract ID	Area (sq ft)	Area (ac)	Minimum Lot Size (ac)	Max Total Housing
093 200.00	293257	6.7	2	3
			Total **Proposed** Units	2

Table 1. Proposed Residential Potential

As described, the maximum density for this development is 3 units. Once residential unit already exists on the property therefore the maximum increase is 2 units.

Trip distribution for each land use can be seen in section 2.1.1 the appropriate Land Use Code from the ITE's *Trip Generation*, 11th Edition.

2.1.1 Single-Family Detached Housing

The anticipated trips from the Single-Family Detached Housing were calculated using the Land Use: 210 (*Single-Family Detached Housing*). The description of this land use per ITE is as follows: "A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision." Anticipated trips for daily, AM, and PM peak hour can be seen in the table below:

Single Family Detached Housing (ITE Land Use Code 210)								
Prop Units (Units):		2						
On a Weekday			A.M. Peak Hour of Adjacent Street			P.M. Peak Hour of Adjacent Street		
Average Rate Per Unit		9.43	Average Rate Per Unit		0.70	Average Rate Per Unit		0.94
Trip Ends	50% Enter	50% Exit	Trip Ends	25% Enter	75% Exit	Trip Ends	63% Enter	37% Exit
22	11	11	2	0	1	2	1	1

Table 2. ITE Trip Generation for Single-Family Detached Housing

2.2 Total Trips Generated

Table 3 presents the daily, AM, and PM peak hour trip generation for the ITE-generated land uses as shown below:

Daily	AM Peak		PM Peak	
	Enter	Exit	Enter	Exit
22	0	1	1	1

Table 3. ITE Generated Traffic Count Totals for Development

The generated traffic numbers were based on maximum density for the lot for the purpose of this assessment. Exhibits from ITE are provided in Appendix B supporting the trip generation totals shown above.

3.0 ROADWAY CONDITIONS AND ACCESS POTENTIAL

The potential access points to the property are on Pinson School Road.

Pinson School Road extends generally north to south with major intersections at Worsham Springs Road and Highway 76 E. The road is developed with a mix of residential and rural development along the corridor. The section that spans our site is mostly a mixture of residential and rural development. The road near the project site is a 2-lane, undivided asphalt road with 9-foot lanes. The posted speed limit is assumed to be 30 mph in the vicinity of the site. An aerial image of the lane configuration near our site can be seen in Figure 2 at the end of this section:



Figure 2. Pinson School Road Aerial

3.1 LANE CAPACITY ANALYSIS

For this site, the lane capacity analyses were performed on Pinson School Road since that road will have access points to the proposed development. The traffic numbers used for the analysis came from ITE-generated numbers of the property for the AM and PM peak hours in addition to the existing traffic counts on Bethlehem Road for the current year 2026 using a growth projection from the year 2024 of the latest study performed by TDOT. The reason the traffic counts on Bethlehem Road were chosen for the lane capacity analysis numbers was due to the fact no TDOT traffic counts existed on Pinson School Road. To account, a comparable road was chosen to reasonably analyze the Pinson School Road roadway. From that, the TDOT traffic counts on Bethlehem Road were used to model the lane capacity analysis for Pinson School Road. The program

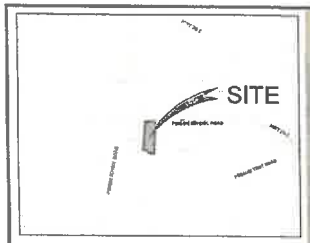
used for the lane capacity analysis was HCS 7, which utilizes lane capacity calculations based on the Highway Capacity Manual. In the analysis, Pinson School Road was modeled with the AM and PM peak hour traffic ITE-generated numbers for the lane segment analysis based on current road conditions. In addition, data from the TCDS portal provided from TDOT was utilized in the analysis of the report, specifically focusing on the thru movements on Bethlehem Road for the AM and PM peak hours respectively. A growth factor of 1.67% was utilized as based on the report, and the projected timeline was assumed to be 5 years into the future from 2026 since the site is expected to be built in a 5-year timeframe. The end year analyzed for the lane segment capacity analysis was 2031 while maintaining the same growth factor of 1.67%. Since TDOT did not provide adequate directional counts for northbound and southbound directions during the AM and PM peak hours on Bethlehem Road at Location ID 74000120 from the TCDS portal, the end year volume was halved for each thru direction as an assumption to provide directional traffic volumes. Additionally, the AM and PM peak hour volumes were assumed to be 10% of the directional traffic volumes to be more conservative. From the analysis, it was determined that the road operated at a level of service E for both AM and PM conditions. Lane capacity results are presented in Appendix B.

4.0 CONCLUSIONS

Based on the analysis in this report, the surrounding road network can adequately handle the additional traffic from a development based on the proposed rezone request.

Appendix A

Site Exhibit



VICINITY MAP
(NOT TO SCALE)



0 50 100 150
SCALE: 1" = 50'

NORTH BASED ON
TENNESSEE STATE PLANE COORDINATES
N.A.D. 83
GRID NORTH
VERTICAL DATUM: N.A.V.D. 88

LEGEND

- EXISTING BOUNDARY LINE
- EXISTING PROPERTY LINE
- EXISTING ROADWAY CENTERLINE
- EXISTING CONTOUR INTERVAL
- 546 EXISTING CONTOUR INDEX

ISSUED FOR: ☐ PERMITTING ☐ BID PURPOSES ☐ CONSTRUCTION

TTL
2971 Interstate Blvd., Ste. C | Clarksville, TN 37040
931.647.6999 | www.ttlusa.com

3509 PINSON SCHOOL ROAD PROPERTY EXHIBIT

DONNA J SAAD
3509 PINSON SCHOOL ROAD, SPRINGFIELD
ROBERTSON COUNTY, TENNESSEE

PRELIMINARY
(NOT FOR CONSTRUCTION, RECORDING PURPOSES OR IMPLEMENTATION)

Sheet Title
SITE EXHIBIT

No.	Date	Revision Description

Drawn By: ES | Checked By: MRS
Date: January 21, 2026 | Proj. No.: 25-423-00188
File Name: 3509 Pinson School Road.mxd

Sheet No.
SE 1.00

C:\USERS\ERICE.SAAD\ONEDRIVE - TTL, INC\PROJECTS\2025\3509 PINSON SCHOOL ROAD 25423\MXD\3509 PINSON SCHOOL ROAD.MXD

Appendix B

ITE Generated and Lane Capacity Calculations

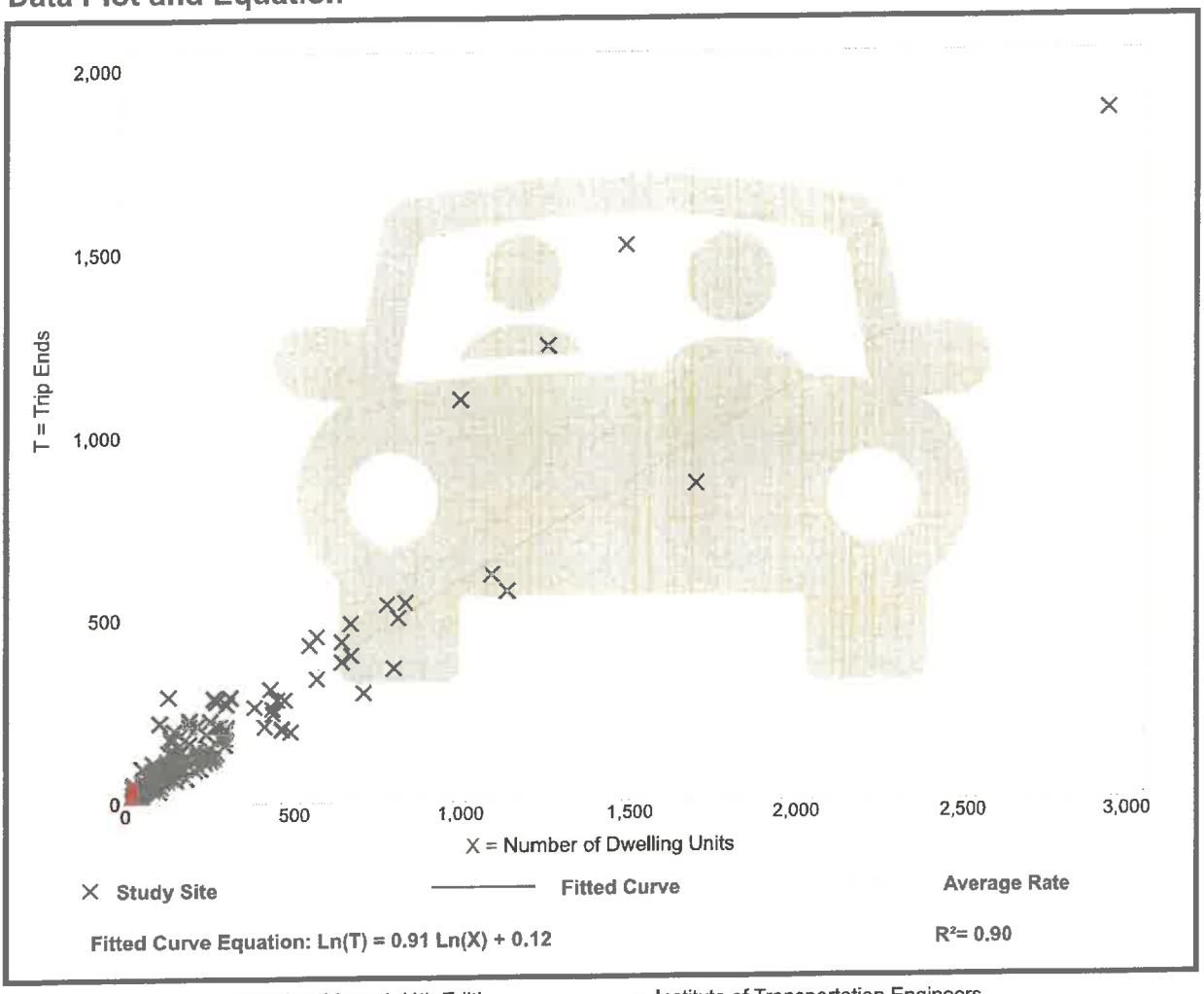
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



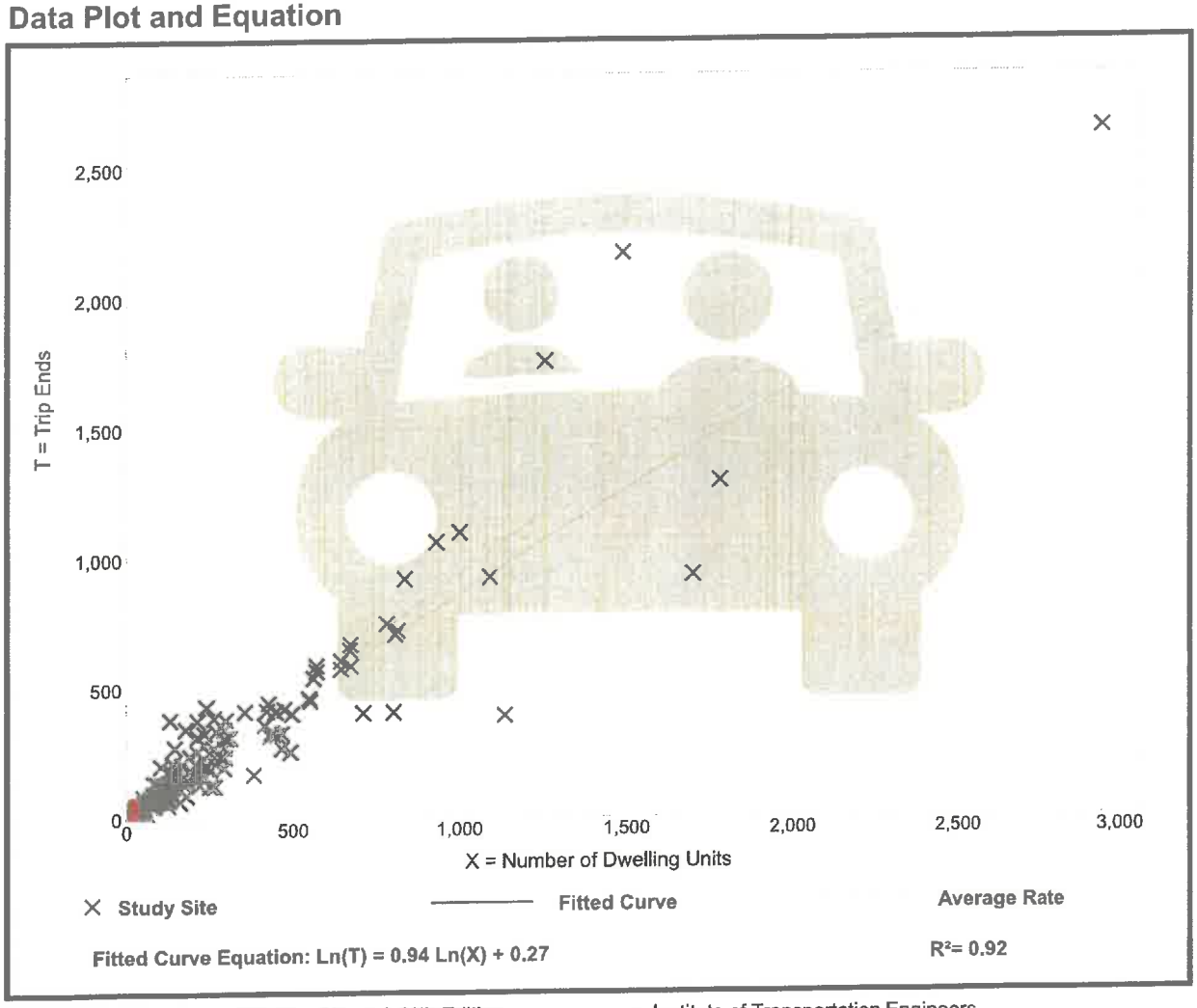
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Single-Family Detached Housing
(210)

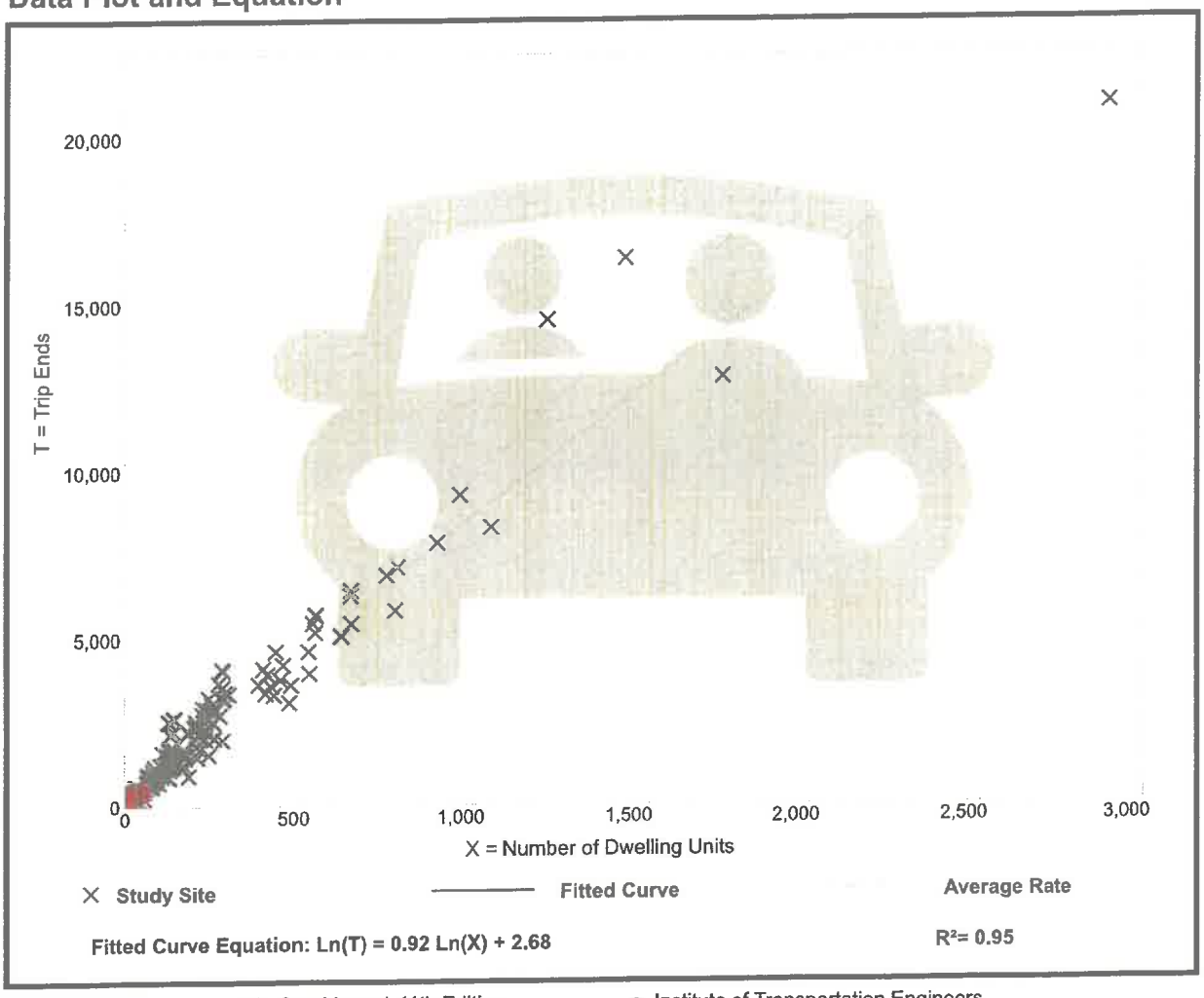
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	Houston Smith
Agency/Co.	TTL, Inc
Date Performed	1/21/2026
Analysis Time Period	AM PEAK HOUR
Highway	Pinson School Road
From/To	Pinson School Road
Jurisdiction	Robertson County
Analysis Year	2026
Description	3509 Pinson School Road

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	0.0	ft	% Trucks and buses	3	%
Lane width	9.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	26	/mi

Analysis direction volume, Vd 70 veh/h
Opposing direction volume, Vo 71 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	2.0*		2.0*	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor, (note-5) fHV	0.971		0.971	
Grade adj. factor, (note-1) fg	0.67		0.67	
Directional flow rate, (note-2) vi	117	pc/h	119	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed, (note-3) S FM	-	mi/h
Observed total demand, (note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, (note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width, (note-3) fLS	6.4	mi/h
Adj. for access point density, (note-3) fA	6.5	mi/h
Free-flow speed, FFSd	32.1	mi/h
Adjustment for no-passing zones, fnp	2.7	mi/h
Average travel speed, ATSd	27.6	mi/h
Percent Free Flow Speed, PFFS	85.9	%

Percent Time-Spent-Following

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.974		0.974	
Grade adjustment factor, (note-1) fg	0.73		0.73	
Directional flow rate, (note-2) vi	107	pc/h	109	pc/h
Base percent time-spent-following, (note-4) BPTSFd	12.4	%		
Adjustment for no-passing zones, fnp	53.7			
Percent time-spent-following, PTSFd	39.0	%		

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	19	veh-mi
Peak-hour vehicle-miles of travel, VMT60	70	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1685	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1685	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	27.6	mi/h
Percent time-spent-following, PTSFd (from above)	39.0	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	76.1
Effective width of outside lane, We	14.85
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	4.16
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	Houston Smith
Agency/Co.	TTL, Inc
Date Performed	1/21/2026
Analysis Time Period	PM PEAK HOUR
Highway	Pinson School Road
From/To	Pinson School Road
Jurisdiction	Robertson County
Analysis Year	2026
Description	3509 Pinson School Road

Input Data

Highway class	Class 1		Peak hour factor, PHF	0.92	
Shoulder width	0.0	ft	% Trucks and buses	3	%
Lane width	9.0	ft	% Trucks crawling	0.0	%
Segment length	1.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Rolling		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	26	/mi

Analysis direction volume, Vd 71 veh/h
Opposing direction volume, Vo 71 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	2.0*		2.0*	
PCE for RVs, ER	1.1		1.1	
Heavy-vehicle adj. factor, (note-5) fHV	0.971		0.971	
Grade adj. factor, (note-1) fg	0.67		0.67	
Directional flow rate, (note-2) vi	119	pc/h	119	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM	-	mi/h
Observed total demand, (note-3) V	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width, (note-3) fLS	6.4	mi/h
Adj. for access point density, (note-3) fA	6.5	mi/h
Free-flow speed, FFSd	32.1	mi/h
Adjustment for no-passing zones, fnp	2.7	mi/h
Average travel speed, ATSd	27.5	mi/h
Percent Free Flow Speed, PFFS	85.8	%

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.974		0.974	
Grade adjustment factor,(note-1) fg	0.73		0.73	
Directional flow rate,(note-2) vi	109	pc/h	109	pc/h
Base percent time-spent-following,(note-4) BPTSFd	12.6	%		
Adjustment for no-passing zones, fnp	53.8			
Percent time-spent-following, PTSFd	39.5	%		

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	19	veh-mi
Peak-hour vehicle-miles of travel, VMT60	71	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1685	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1685	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	1.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	27.5	mi/h
Percent time-spent-following, PTSFd (from above)	39.5	
Level of service, LOSd (from above)	E	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	45
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	77.2
Effective width of outside lane, We	14.81
Effective speed factor, St	4.42
Bicycle LOS Score, BLOS	4.17
Bicycle LOS	D

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

February 18, 2026
N-S Project No. 20550.001.001

Ms. Hunter Mantooth
Assistant Director
Robertson County Planning and Zoning
527 S Brown St.
Springfield, TN 37172

Subject: Review of Traffic Assessment Report
Pinson School Road TA

Dear Hunter:

Please accept this correspondence as documentation of our review of the referenced Traffic Assessment (TA) prepared by TTL, Inc. on behalf of ACS Home Builders. This summary provides technical input to assist Robertson County staff in evaluating the proposed development and its potential transportation impacts.

At the County's request, we reviewed the Traffic Assessment prepared for the proposed Map 93, Parcel 200 rezoning (Pinson School Road TA), located in the southeastern portion of Robertson County. The review evaluated the study's methodology, assumptions, operational analysis, and conclusions to determine consistency with accepted traffic engineering practice, applicable local requirements, and relevant state guidance. The study established the existing conditions (2026) and full buildout conditions (2031) along Pinson School Road within the vicinity of the project site.

The proposed project consists of two (2) single-family residential homes on an existing 6.6-acre tract along Pinson School Road. The parcel is currently zoned AG-2 (Agricultural/Residential District) and is proposed to be rezoned to RP-80 (Rural Preservation District). This review does not evaluate zoning policy or land use considerations; it acknowledges the zoning reclassification as documented in the TA.

The review confirmed that a limited Traffic Assessment (TA) is appropriate based on the review criteria outlined in the Robertson County TIS & TIA Requirements document. The proposed site exceeds the minimum lot size threshold of five (5) acres, thereby meeting the criteria for preparation of a Traffic Assessment. However, the development does not meet the thresholds that would require a full Traffic Impact Study (TIS) to be performed.

Review Remarks and Recommendations

We offer the following comments and recommendations for consideration by Robertson County officials. These remarks are provided as independent technical input based on engineering judgment and professional experience.

NEEL-SCHAFFER
engineers | planners | surveyors | environmental scientists | landscape architects
P: 615.217.0500 | F: 615.383.9984
201 East Main Street, Suite 325
Murfreesboro, TN 37130
www.neel-schaffer.com

Traffic Data Collection
The review noted that the TA did not reference vehicular traffic counts collected along Pinson School Road, the project corridor, within the study limits. Instead, the study relied on data from TDOT Count Station No. 74000120 located on Bethlehem Road to represent existing traffic volumes. While it is standard practice to reference nearby historic count stations to establish a background traffic growth rate, it is not standard practice to substitute raw traffic volumes from a different roadway segment. Traffic volumes on Bethlehem Road may not necessarily reflect existing traffic conditions on Pinson School Road. Although both roadways are located within a rural setting, differences in access to nearby amenities, roadway connectivity and local travel patterns may result in different traffic demands.

Therefore, review concludes that updated bi-directional traffic counts should be collected along Pinson School Road within the study area as part of a revised Traffic Assessment. These counts will ensure that existing and forecasted conditions are based on corridor-specific data.

Traffic Forecast Growth Rate
The review notes that the basis for the 1.67% growth assumption is not clearly documented in the Traffic Assessment. The report should provide details about the determination of this value.

Additionally, the TA should distinguish between growth rate and growth factor, as these terms are not interchangeable.

- A growth rate is expressed as a percentage (e.g., 1.67% per year) and is typically derived from historic traffic count data, such as TDOT permanent count stations. It represents the estimated year-over-year increase in traffic volumes and is applied annually when forecasting future traffic conditions.

- A growth factor is a cumulative adjustment multiplier applied over a defined time period to reflect total anticipated traffic change. It is not expressed as an annual percentage.

Based on the review of the calculations presented in the TA, the 1.67% value appears to function as an annual growth rate, not a growth factor as labeled in the report. The terminology in the study should be confirmed to ensure technical clarity.

Traffic Operations Methodology
The TA performed the two-lane highway Level of Service (LOS) analysis using the Highway Capacity Manual (HCM), 6th Edition, with Release Version 7.3 of Highway Capacity Software (HCS7). Since publication of the 6th Edition, the HCM 7th Edition has been released, along with updated software (HCS2026, Release Version 8.5). This review takes exception to the use of the 6th Edition methodology, as differences between the 6th and 7th Editions may produce notable variations in calculated performance measures and LOS outcomes. While the low amount of traffic associated with this development is not expected to impact overall roadway performance, the analysis should reflect current industry standards.

It is recommended that the revised study utilize the HCM 7th Edition and corresponding updated software. Future traffic studies shall reference the most current edition of the Highway Capacity Manual.

Trip Generation Reference
The TA utilized the *ITE Trip Generation Manual, 11th Edition*. It is noted that the 12th Edition has recently been released. Given the minimal trip generation associated with this two-lot residential development, review finds no reason for the study to update the trip generation assessment to the 12th edition for purposes of this report. However, future traffic studies shall reference the most current edition of the ITE Trip Generation Manual.

Driveway Sight Distance
The review recommends that project designers evaluate and verify minimum driveway sight distance requirements for residential access along Pinson School Road. Based on aerial imagery and the proposed site layout, there is potential concern regarding available line-of-sight due to existing roadway geometry, horizontal curvature, vertical grades, and vegetation.

Driveway locations should be positioned to maximize available departure sight distance and meet minimum requirements. Sight distance determinations shall reference TDOT design guidelines where projects are on state routes and the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets* (The Green Book) for design criteria and technical guidance.

Summary of Review Recommendations
In summary, the review recommends that Robertson County officials consider a revised Traffic Assessment. The following items should be incorporated into the revised Traffic Assessment to ensure consistency with County requirements and accepted traffic engineering practice:

1. The outline and content of the Traffic Assessment shall conform to the structure and guidance provided in the County's TIS & TA Requirements document. At a minimum, the report should include sections addressing:
    - General Site Description
    - Trip Generation
    - Existing Roadway Conditions and Access Potential
    - Traffic Operations Analysis
    - Conclusions and Recommendations

2. The assessment shall follow standard traffic engineering methodologies for conducting Level of Service (LOS) analyses under the following scenarios:

    - **Existing Conditions:** Includes current traffic volumes based on collected field data, along with existing roadway geometry, traffic control, and intersection configurations.

- **Background Conditions:** Includes forecasted traffic volumes at the horizon date under existing roadway and intersection conditions, excluding traffic generated by the proposed development. This scenario evaluates how the study area is expected to operate without the project.

- **Full Buildout Conditions:** Includes total projected traffic volumes (background growth and site-generated traffic). This scenario shall also account for any proposed access locations, driveway configurations, or roadway/intersection modifications associated with the development. Operational results should be evaluated against the County's acceptable Level of Service thresholds to determine whether improvements are necessary to maintain adequate and safe performance.

3. Collect and analyze updated bi-directional traffic counts along Pinson School Road within the study limits.

4. Document the derivation of the 1.67% annual growth rate, correct the terminology from "growth factor" to "growth rate," and present the supporting data source used to validate and justify its application.

5. Update future horizon year traffic conditions based on revised traffic counts.

6. Re-evaluate two-lane highway Level of Service traffic capacity analysis using the HCM 7th Edition and HCS2026. The updated results shall be compared to the level-of-service thresholds and tolerances outlined in the County's TIS & TIA Requirements document to determine whether roadway improvements are necessary to maintain or achieve acceptable operational performance.

7. Determination and verification of minimum driveway departure sight distance in accordance with AASHTO Green Book criteria prior to final driveway placement.

8. The Traffic Assessment (TA) should be updated if the project proposal changes in the future

Thank you for allowing us the opportunity to assist the County with this review. We are happy to answer any questions or provide clarification as needed. Please contact us if additional information is needed.

Sincerely,
NEEL-SCHAFFER, INC.

Jacob Carson

Jacob Carson, P.E., PTOE, RSP1
Engineer I

Robertson County Planning and Zoning
Agenda Review Sheet
Amanda Harrington, AICP, Planning Advisor
Planning Commission Meeting
February 26, 2026

Applicant: ACS (Suggs) Homebuilders on behalf of Donna Saad
Surveyor: Todd Bollinger

Request: Rezone **3.69 surveyed *acres***
of the 6.65 acres
Tax Map 093, Part of Parcel 200.00
from AG-2 to RP-80



Figure 1: Tax Map 093, Parcel 200 in its entirety is highlighted

Property Information:
- Tax Map 093, Part of Parcel 200.00
- 3509 Pinson School Rd., Springfield
- Total lot acreage: 6.65 surveyed acres (289,674 sq. ft.)
- **Rezone Request: 3.69 surveyed acres. (160,736.40 sq. ft.)**

Project Narrative:
RP-80 Minimum Requirements
Minimum Lot Size: 80,000 sq. ft.
Front: 60'
Side: 25'
Rear: 35'
Min. Lot Width @ Front Bldg. Setback Line: 150'
Min Road Frontage: 50'
Maximum Height: 35'
Max Bldg. Coverage: 30%.

Zoning: The applicant seeks to rezone 3.69 surveyed acres of the 6.65 surveyed acres to divide the property. The property is surrounded by AG-2 and a few RP-80 lots. Several nearby lots are non-conforming and would now be zoned RP-80 and R-40 according to current standards. The applicant's request to rezone RP-80 seems appropriately sized. Please see Exhibit 1 for excerpts from the Robertson County zoning map and the 2040 Robertson County Growth Plan.

Conformance to the Growth Plan: The Saad property is divided between the Rural and Suburban zones in the 2040 Growth Plan. The purpose of the Rural Character Area is to maintain the presence of agricultural and rural land uses that define the County's heritage and landscape. These areas aim to preserve farming, open space, and low-intensity development patterns. While agriculture remains the main focus, Rural areas near cities, towns, or villages may gradually shift toward rural residential uses, as long as development stays low-density and is compatible with surrounding agricultural

operations. Most of the County will stay designated as Rural throughout the planning horizon of this land use plan, demonstrating a commitment to long-term farmland preservation and responsible growth management. Suitable uses within Rural areas include agriculture, forestry, open space conservation, farmsteads and homesteads related to agricultural activity, and agriculture-related service businesses. Limited low-density residential development may take place where it supports, and does not conflict with, the area's ongoing rural and farming character.

The purpose of the Sub-Urban Character Area is to act as a transitional zone between Rural areas and more densely populated urban development. These zones usually feature low-density residential buildings and compatible supporting uses, with intensity gradually rising toward General Urban areas and decreasing toward Rural zones. This transition helps manage growth while maintaining compatibility with both rural landscapes and urban infrastructure. Suburban areas typically serve as buffers between farmland and higher-density development. Common uses include low-density or estate residential development, limited neighborhood support services, and compatible agricultural or equestrian activities. Development in these zones should maintain a semi-rural atmosphere while permitting gradual residential growth, consistent with existing infrastructure and surrounding land use.

Review of Traffic Assessment: Neel-Schaffer and Associates performed a review of the Traffic Assessment performed by the applicants as required by the Robertson County Zoning Resolution for this rezoning (February 18, 2026, N-S Project No. 20550.001.001). That report was submitted under separate cover and is only briefly summarized here. Several deficiencies were identified in Neel-Schaffer's review, including but not limited to a lack of basic information required, such as a general site description, trip generation, existing roadway conditions, access potential, traffic operations analysis, and conclusions and recommendations. In summary, Neel-Schaffer writes: *...[the] review recommends that Robertson County officials consider a revised Traffic Assessment. The following items should be incorporated into the revised Traffic Assessment to ensure consistency with County requirements and accepted traffic engineering practice..."*

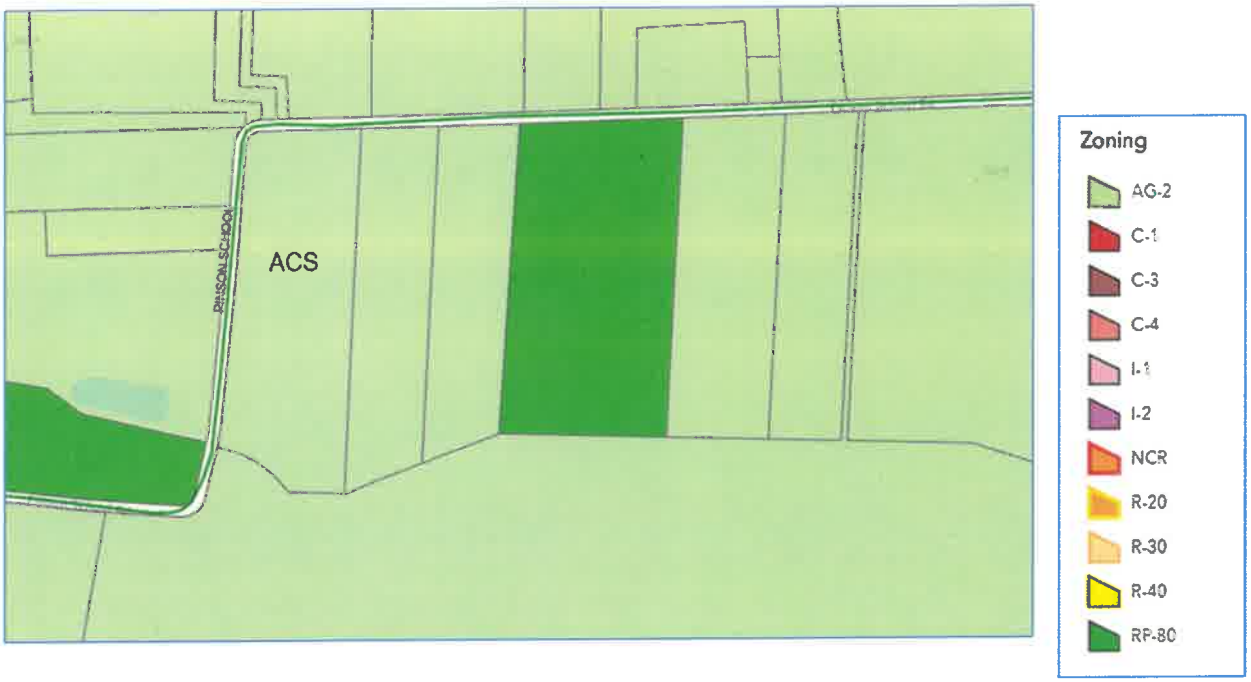
Recommendation: Staff respectfully recommends either a negative recommendation to the County Commission for the rezoning of the subject parcel to RP-80, finding that the required application is incomplete, or recommends a deferral to give the applicant time to re-commission a Traffic Assessment that meets the minimum requirements of the Robertson County Zoning Resolution.

**** END COMMENTS ****

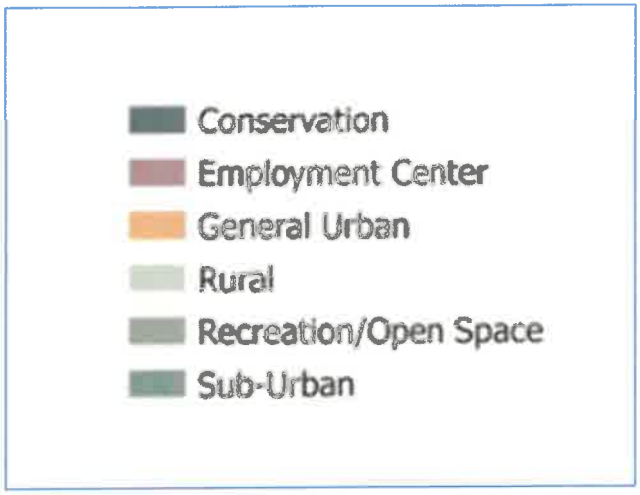
ACS Homebuilders on behalf of Donna Saad Rezoning Request
For Tax Map 093, Part of Parcel 200.00, from AG-2 to RP-80

Exhibit 1

Austin Peay University Zoning Map







New Business: D

ROBERTSON COUNTY DEVELOPMENT OFFICE
ROBERTSON COUNTY OFFICE BUILDING
527 SOUTH BROWN STREET, SPRINGFIELD, TENNESSEE 37172
615-384-3666

Application for Rezoning

** PLEASE READ CAREFULLY BEFORE SUBMITTING APPLICATION **

Applicant Information:

Name: Eric Hall
Mailing Address: 2330 Industrial Ct Greenbrier TN 37073
Email Address: eric@thehallcompanyllc.com
Phone Number: 615-566-9343

Applicant's Representative Information:

Name: Todd Bollinger
Name of Firm: Todd Bollinger & Assoc.
Mailing Address: 1199 Fisher Dr, Greenbrier TN 37073
Email: ToddLLS@Bellsouth.net
Telephone Number: 615-218-0169

Property Information:

Owner (if not applicant provide letter giving applicate permission): _____
Physical Address: Kinneys School RD
Tax Map and Parcel Number: map 68, Pcl 134
Current Zoning Designation: Agz
Requested Zoning Designation: RP-80

Will this property be subdivided (or combined) in some way within the next year? (Yes) No

Purpose of rezoning request:

To Subdivide

SUBMITTAL REVIEW PROCEDURE:

1. Deliver one (1) copy of this application & any supporting materials to the Development Office before or by the final due date (Please see attached schedule- the "Corrections Due" does not apply to this type of application)
2. Provide copy of deed to prove ownership.
3. Provide aerial photograph of the property from TN Property Viewer
4. Provide Legal description **AND** Survey of the areas to be rezoned including map and parcel number.
5. Provide water letter from utility company stating location and size of current water line, adequate pressure for domestic use and if/where fire hydrants are required.
6. Provide Traffic Assessment or Traffic Study if required.
7. Pay the review fee.
8. Email a .PDF of the application & supporting materials to
9. Attend the Planning Commission meeting. Be ready to present and answer questions. Failure to appear at the Planning Commission meeting may result in the denial of the application.

E. Hee 12-15-25

Owner of Record Signature & DATE

E. Hee 12-15-25

Applicant's Signature & DATE

Robertson County - Parcel: 068 134.00



Date: December 15, 2025

County: ROBERTSON
Owner: ET PHONE HOME
Address: KINNEYS SCHOOL RD
Parcel ID: 068 134.00
Deeded Acreage: 0
Calculated Acreage: 58.6
Vexcel Imagery Date: 2023

1:4,514

0 0.03 0.06 0.12 mi

0 0.05 0.1 0.2 km

State of Tennessee, Comptroller of the Treasury, Division of Property Assessments (DPA), Esri Community Maps Contributors, Commonwealth of Kentucky, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

The property lines are compiled from information maintained by your local county Assessor's office but are not conclusive evidence of property ownership in any court of law.

PLAT CONTAINS 57.03 ACRES

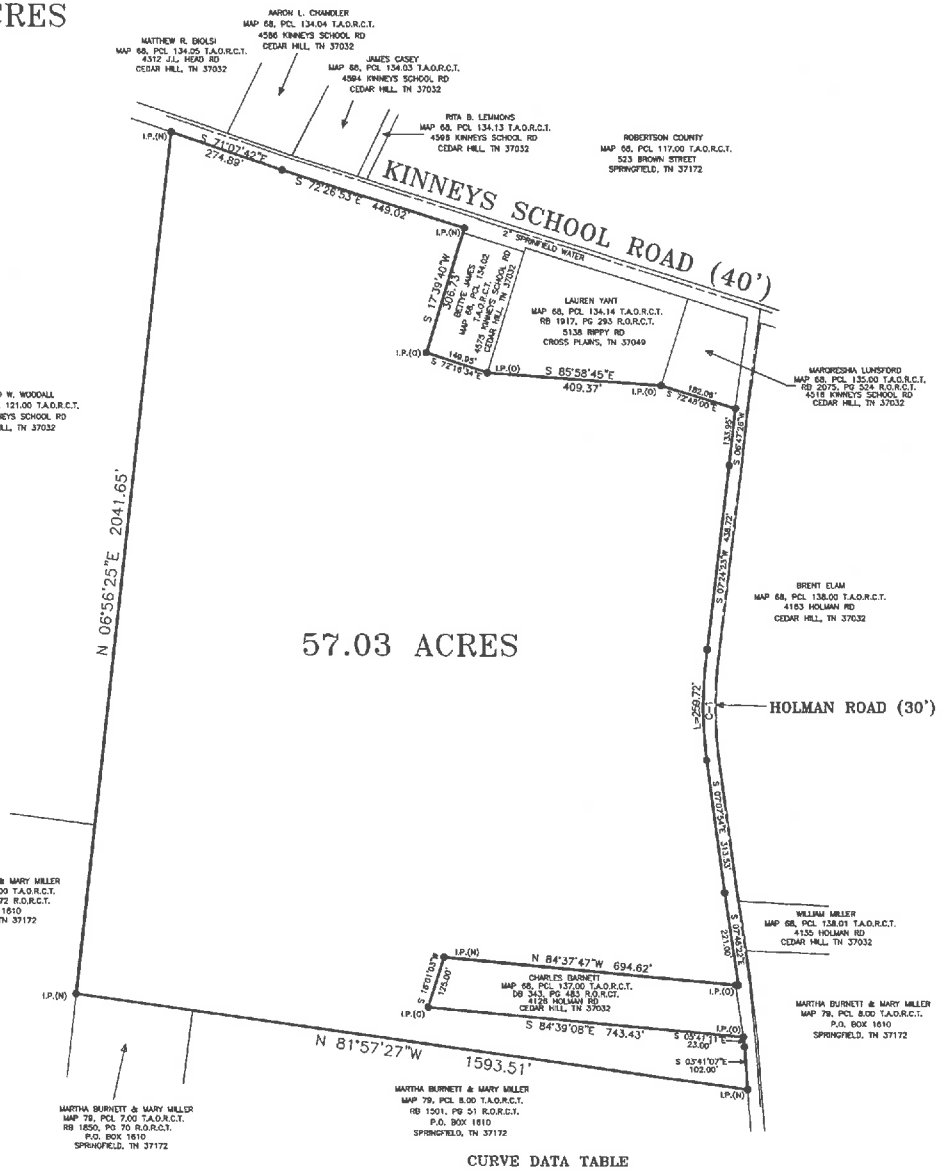
NOTE:
THIS SURVEY WAS PREPARED FROM CURRENT DEEDS OF RECORD AND DOES NOT REPRESENT A TITLE SEARCH OR A GUARANTEE OF TITLE. THIS SURVEY IS SUBJECT TO ANY STATE OF FACTS A CURRENT AND ACCURATE TITLE SEARCH MAY OR WILL REVEAL.

NOTE:
THIS SURVEYOR HAS NOT PHYSICALLY LOCATED ANY UTILITIES. UTILITIES, IF SHOWN HEREON, ARE AS PER INFORMATION FURNISHED BY THE ASSOCIATED UTILITY AUTHORITY AND ARE APPROXIMATE. THIS SURVEYOR MAKES NO GUARANTEE THAT THE UTILITIES, IF SHOWN, COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UTILITIES, IF SHOWN, HEREON ARE IN THE EXACT LOCATION INDICATED. THEREFORE, THE SIZE, TYPE, AVAILABILITY AND ACTUAL LOCATION OF ANY AND ALL UTILITIES SHOULD BE VERIFIED PRIOR TO MAKING ANY DECISION RELATIVE TO THIS PROPERTY.

IN TENNESSEE IT IS A REQUIREMENT OF THE "UNDERGROUND UTILITY DAMAGE PREVENT ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION OF ANY TYPE MUST NOTIFY ALL KNOWN UTILITY OWNER(S), NO LESS THAN (3) NOR MORE THAN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY HAZARD OR CONFLICT. TENNESSEE ONE CALL "811".

NOTE:
THE PROPERTY SHOWN HEREON IS NOT IN A CURRENT F.I.R.M. OR F.E.M.A. FLOOD HAZARD AREA, ACCORDING TO INFORMATION AVAILABLE TO ME AT THIS DATE. SEE PANEL NO. 47147C 021BC DATED 04/16/08 FOR DETAILED INFORMATION.





ZONED AG2
REQUESTING RP-80

PROPERTY REFERENCE
ET PHONE HOME
MAP 68, PCL 134.00 T.A.O.R.C.T.
RB 2411, PG 459 R.O.R.C.T.

CURVE DATA TABLE

CURVE	RADIUS	TANGENT	LENGTH	DELTA	CHORD	CH.BEARING
C-1	956.79'	130.66'	259.72'	15°33'10"	258.92'	S 00°54'21"W

1"= 200'
0 200 400 600

ANTHONY T. BOLLINGER, R.L.S.
119 FISHER DRIVE
GREENBRIER, TENNESSEE 37073
615/218-0169

REZONING PLAT FOR
MAP 68, PCL 134.00 T.A.O.R.C.T.
KINNEYS SCHOOL ROAD

SCALE	DRAWN BY	APPROVED	DATE
1" = 100'	A.T.B.	A.T.B.	12/14/25

9TH CIVIL DISTRICT
ROBERTSON COUNTY
TENNESSEE
DRAWING NO. EHOKSRD

Property Description

Kinneys School Road

57.03 Acres

Being a tract of land in the 9th Civil District of Robertson County Tennessee, and a portion of that property conveyed to ET PHONE HOME RB 2411, PG 459 R.O.R.C.T., and more accurately described according to a survey by Anthony T. Bollinger R.L.S. TN LIC. No. 2095 dated 12/14/25 as follows:

Beginning at an Iron Pin Set in the Southerly Margin of Kinneys School Road being a common corner to Howard W. Woodall RB 1921 PG 498 R.O.R.C.T. ,and the Northwest Corner of herein described tract; Thence leaving Woodall with the Southerly Margin of Kinneys Road for the next two calls: Thence S 71°07'42"E 274.89' to a point; Thence S 72°26'53"E 449.02' to a set Iron Pin; Thence leaving Margin passing through Betty James RB 1899 PG 150 R.O.R.C.T. Northwest Corner S17°39'40"W 306.73' to an Existing Iron Pin; Thence continuing with James S72°16'34"E 149.95' to an Existing Iron Pin being a common corner to Lauren Yant RB 1917 PG 293 R.O.R.C.T.; Thence Leaving James with said Yant S85°58'45"E 409.37' to an Existing Iron Pin being a common corner to Marqreshia Lunsford RB 2075 PG 524 R.O.R.C.T.; Thence leaving Yant with Lunsford S72°48'00"E 182.06' to an Iron Pin set in the Westerly Margin of Holman Road being 15' from the center; Thence with margin for the next 5 calls: Thence S06°47'26"W 133.95' to a point; Thence S07°24'23"W 438.72' to a point; Thence with a curve to the left having a radius of 956.79' and a Chord Bearing and Chord of S00°54'21"W 258.92' to a point; Thence S07°07'54"E 313.53' to a point; Thence S07°46'22"E 221.00' to an Iron Pin Set; Thence Leaving Holman Road passing through Charles Barnett DB 343 PG 483 R.O.R.C.T. Northeast corner N84°37'47"W 694.62' to Barnetts Northwest corner being an Iron Pin Set; Thence continuing with Barnett for the next two calls: Thence S18°01'03"W 125.00' to an Existing Iron Pin; Thence

S84°39'08"E 743.43' to an Iron Pin set in the Margin of Holman Road passing through Barnetts Southeast corner; Thence with Margin of Holman Road for the next two calls: S05°41'11"E 23.00' to a point; Thence S03°41'07"E 102.00' to an Iron Pin Set being a common corner to Martha Burnett and Mary Miller RB 1501 PG 51 R.O.R.C.T. ; Thence leaving Margin with Burnett and Miller N81°57'27"W 1593.51' to an Iron Pin Set Being a common corner to Martha Burnett and Mary Miller RB 1850 PG 72 R.O.R.C.T; Thence with Burnett and Miller and also continuing with previously said Woodall N06°56'25"E 2041.65' to the point of beginning containing 57.03 acres.

CITY OF SPRINGFIELD
Water/Wastewater Department

924 Central Avenue • Springfield, Tennessee 37172 • (615) 382-1600 • FAX (615) 384-6951
www.springfieldtn.gov

January 5, 2026

TO WHO IT MAY CONCERN:

There has been a letter of water availability requested by Mr. Eric Hall for twenty-nine (29) water services on property located at Kinney's School Rd. in Robertson County. The property is located on Tax Map 068 Parcel 134. This letter will serve as notice that there is an existing 2" water main adjacent to this property. However, there must be an off-site infrastructure improvement made to provide services for these proposed lots. The line will need to be upgraded to an 8" water main line. Once this work has been performed and accepted by the City of Springfield's Water and Wastewater Department, Service can be provided for both domestic and fire protection. This letter of availability will be valid till May 1, 2026. If there has been no activity until May 1,2026, the property will need to be re-evaluated for service.

If you need further information or have questions, please contact me at 615-382-1600.

Thank you,

David L. Brewer

David L. Brewer, P.E.
City Engineer
Springfield Water and Wastewater Department

RECEIVED
JAN 07 2026
BY: .....

Traffic Study

Map 68 Parcel 134 Rezone
Robertson County, TN

Prepared For:
Eric Hall

Prepared by:
Houston Smith, PE
TTL, Inc
2971 International Blvd., Suite
Clarksville, TN 37040



TTL

December 2025

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1.0 GENERAL SITE DESCRIPTION

The purpose of this Traffic Study is to assess the feasibility of a property currently zoned AG-2 for an RP-80 zoning classification in Robertson County, Tennessee.

The site is a 56-acre tract located south of Kinney's School Road, west of Holman Road, and north of Kinney's Road in Robertson County, Tennessee. Around the property, there are agricultural fields and single-family homesteads in the vicinity of the property. The proposed development will include single family homes with 2 acres per lot. Likely access points may be located on Kinney's School Road and Holman Road. A more detailed subdivision plan will be provided at a later time. A site exhibit is shown in Figure 1 and Appendix A.



Figure 1: Site Exhibit

2.0 ITE TRIP GENERATION

2.1 TRIP GENERATION

A trip generation process was used to estimate the amount of traffic expected to be generated by the proposed development. Anticipated trips from the proposed development were projected using the ITE's *Trip Generation*, 11th Edition. The ITE trip-generated calculations for the site are provided in Appendix B of this report. For planning purposes, the development is assumed to include the following residential amounts as described in Table 1.

Proposed Residential Potential				
Tract ID	Area (sq ft)	Area (ac)	Minimum Lot Size (ac)	Max Total Housing Units
068 00134.00	2431184.54	55.8	2	28
			Total Units	28

Table 1. Proposed Residential Potential

Trip distribution for each land use can be seen in section 2.1.1 the appropriate Land Use Code from the ITE's *Trip Generation*, 11th Edition.

2.1.1 Single-Family Detached Housing

The anticipated trips from the Single-Family Detached Housing were calculated using the Land Use: 210 (*Single-Family Detached Housing*). The description of this land use per ITE is as follows: "A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision." Anticipated trips for daily, AM, and PM peak hour can be seen in the table below:

Single Family Detached Housing (ITE Land Use Code 210)								
Prop Units (Units):		28						
On a Weekday			A.M. Peak Hour of Adjacent Street			P.M. Peak Hour of Adjacent Street		
Average Rate Per Unit		9.43	Average Rate Per Unit		0.70	Average Rate Per Unit		0.94
Trip Ends	50% Enter	50% Exit	Trip Ends	25% Enter	75% Exit	Trip Ends	63% Enter	37% Exit
263	132	132	20	5	15	26	17	10

Table 2. ITE Trip Generation for Single-Family Detached Housing

2.2 Total Trips Generated

Table 3 presents the daily, AM, and PM peak hour trip generation for the ITE-generated land uses as shown below:

Daily	AM Peak		PM Peak	
	Enter	Exit	Enter	Exit
263	5	15	17	10

Table 3. ITE Generated Traffic Count Totals for Development

The generated traffic numbers were based on maximum density for the lot for the purpose of this study. This was done to give a worst-case scenario as a conservative assumption. Actual traffic numbers will likely be lower than what the report identifies because of site constraints, roadway networks, and other site requirements that can lower the amount of lots built on the property.

3.0 ROADWAY CONDITIONS AND ACCESS POTENTIAL

Likely access point potential to the property include Kinney's School Road, Holman Road, and Kinney's Road.

Kinney's School Road extends generally east to west with major intersections at West Ridge Road and Airport Road. The road is developed with a mix of residential and rural development along the corridor. The section that spans our site is mostly a mixture of residential and rural development. The road near the project site is a 2-lane, undivided asphalt road with 9-foot lanes. The posted speed limit is 40 mph in the vicinity of the site.

Holman Road extends generally north to south connecting Kinney's School Road and Kinney's Road. No trucks are allowed on this road as per signage at the two ends of the corridor. The road is a 2-lane, undivided tar & chip road. This road has very little traffic and is used for an access to four existing homes. The posted speed limit was assumed to be 30 mph within the vicinity of the project site.

The **intersection of Kinney's School Road and Holman Road** is a 3-way intersection that is controlled by a stop sign on Holman Road. The intersection is relatively flat in all directions. An aerial image of the intersection lane configuration can be seen in Figure 2 at the end of this section:



Figure 2. Kinney's School Road/ Holman Road Intersection Aerial

3.1 LANE CAPACITY ANALYSIS

For this site, the lane capacity analyses were performed on Kinney's School Road since that road is likely to have an access point to the proposed development. The traffic numbers used for the analysis came from ITE-generated numbers of the property for the AM and PM peak hours. These numbers were later used to model the lane capacity

analysis. The program used for the lane capacity analysis was HCS 7, which utilizes lane capacity calculations based on the Highway Capacity Manual. In the analysis, Kinney's School Road was modeled with the AM and PM peak hour traffic ITE-generated numbers for the lane segment analysis based on current road conditions. From the analysis, it was determined that the road operated at a level of service A for both AM and PM conditions. Lane capacity results are presented in Appendix B.

4.0 CONCLUSIONS

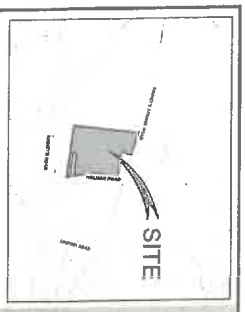
Based on the analysis in this report, the surrounding road network can adequately handle the additional traffic from a development based on the proposed rezone request.

Appendix A

Site Exhibit

C:\TTL\PROJECTS_SAP\GROUP\MEDPHE - TTL\USI\MAP 68 PARCEL 134.DWG
PLOTTED: 12/4/2025 1:16 PM

VICINITY MAP
(NOT TO SCALE)





LEGEND

BOUNDARY LINE
PROPERTY LINE

0 100 200 300
SCALE: 1" = 100'

NORTH BASED ON
TENNESSEE STATE PLANE COORDINATES
N.A.D. 83
GRID NORTH
VERTICAL DATUM: N.A.V.D. 88

Sheet No.	SE 1.00
Sheet Title	SITE EXHIBIT

No.	Date	Revision Description

Drawn By: GS	Checked By: HRS
Date: December 8, 2025	Proj. No.: 25-12-00000 Hall
File Name: Map 68 Parcel 134.dwg	

PRELIMINARY
(NOT FOR CONSTRUCTION, PERMITTING PURPOSES OR IMPLEMENTATION)

MAP 68 PARCEL 134 PROPERTY EXHIBIT

THE HALL COMPANY LLC

KINNEY'S SCHOOL ROAD
ROBERTSON COUNTY, TENNESSEE

TTL
2971 International Blvd., Ste. C | Clarksville, TN 37040
931.647.5959 | www.ttlusa.com

Appendix B

ITE Generated and Lane Capacity Calculations

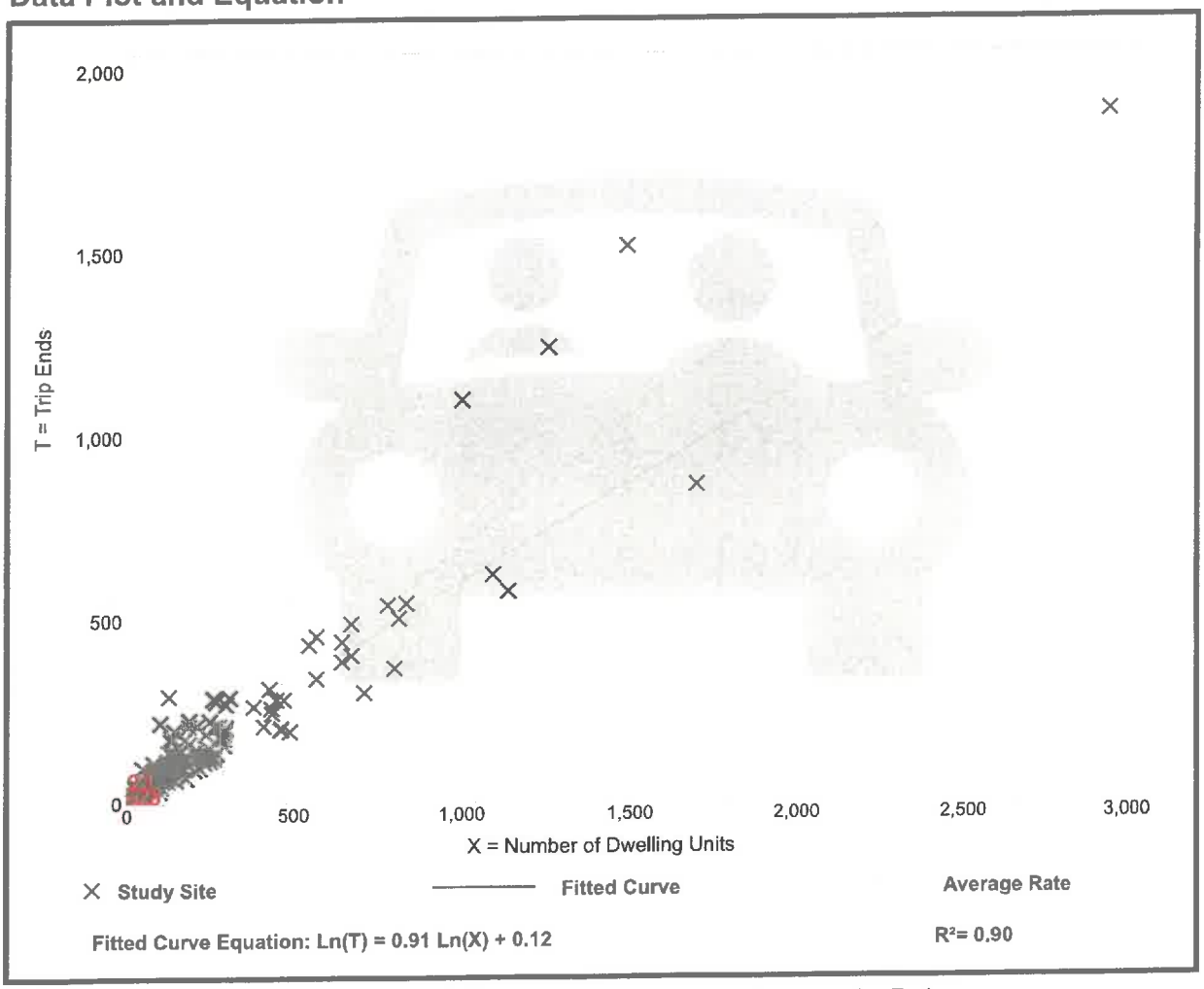
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



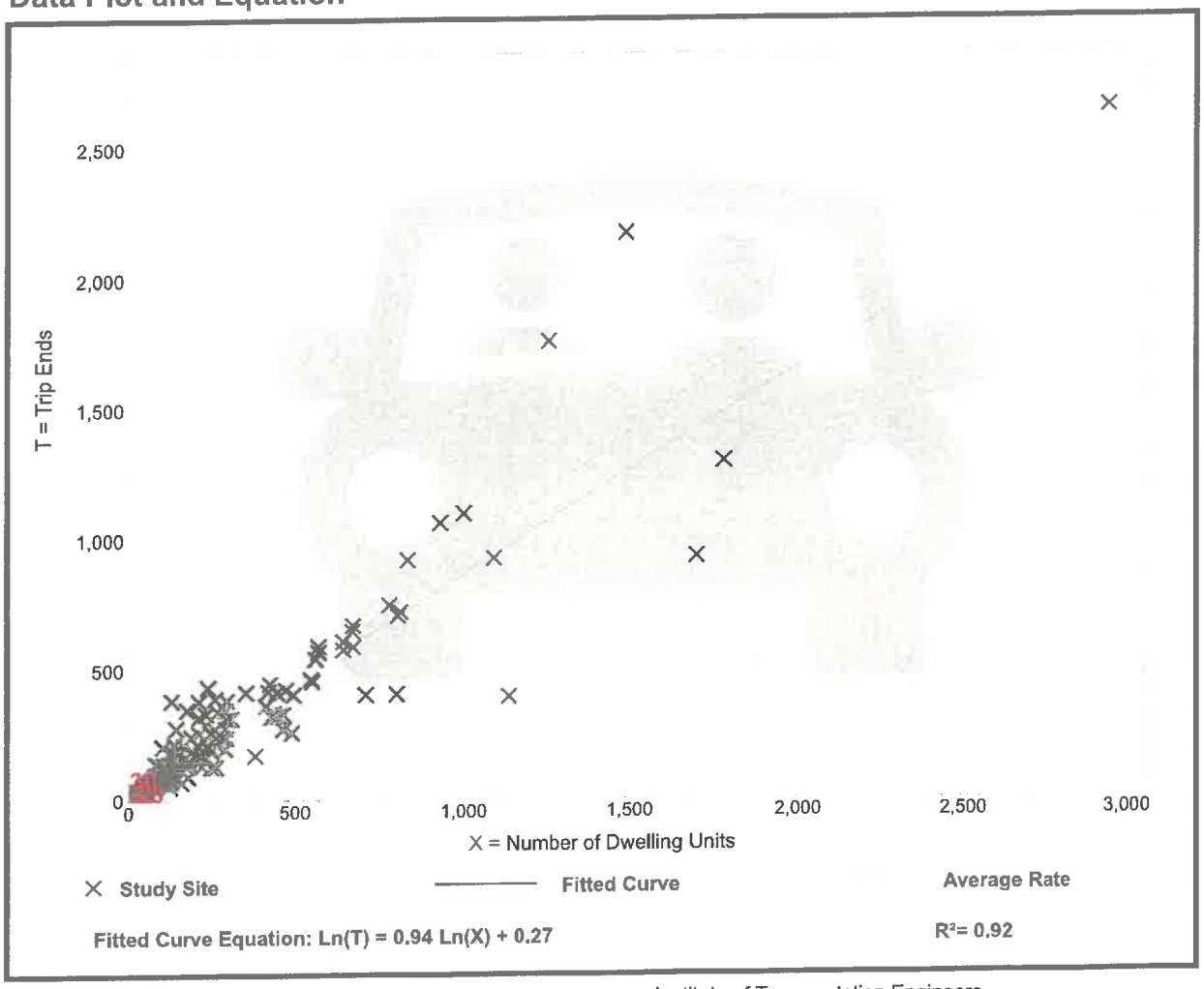
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Single-Family Detached Housing
(210)

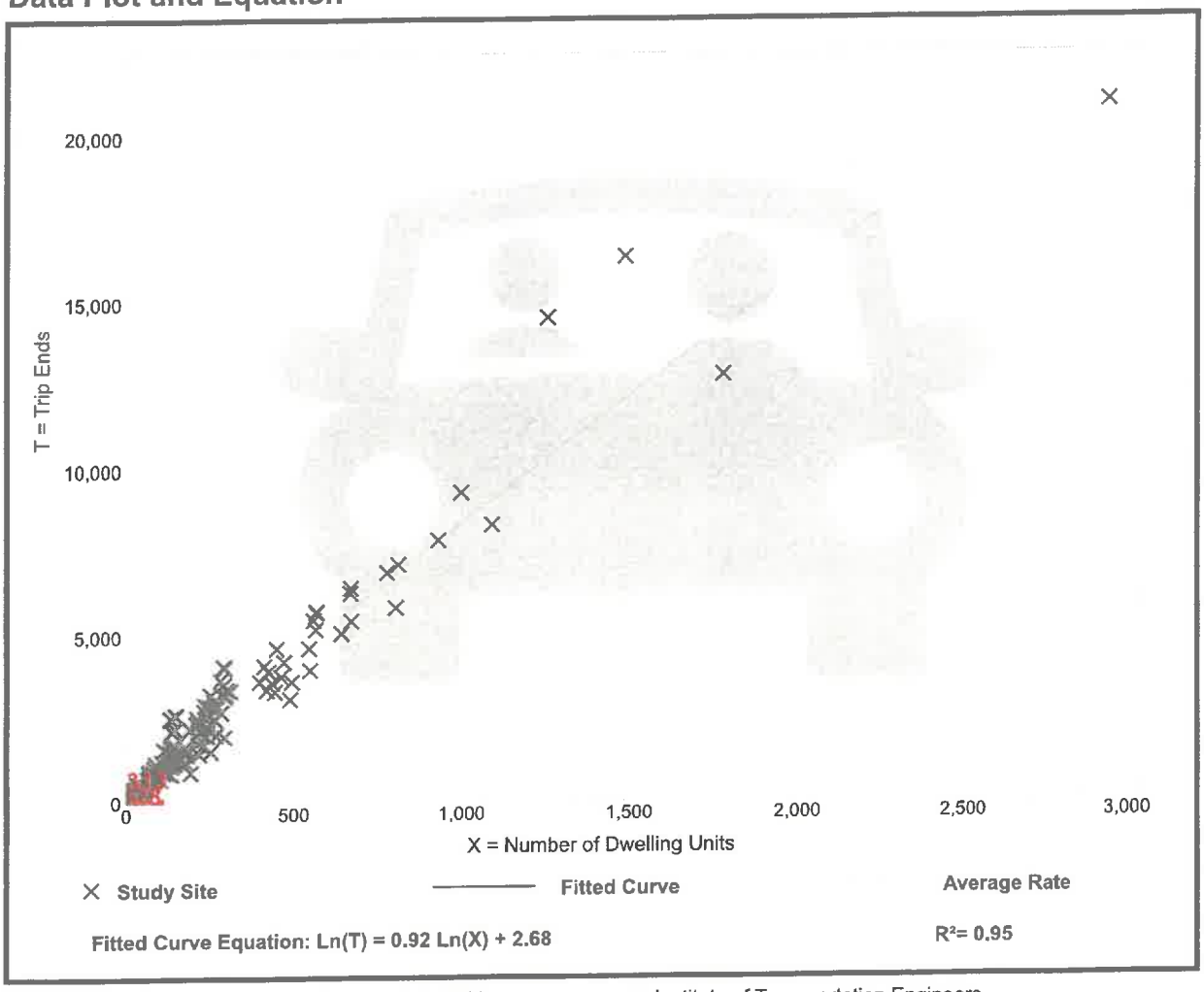
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	Houston Smith
Agency/Co.	TTL, Inc
Date Performed	12-08-25
Analysis Time Period	AM Peak Hour
Highway	Kinney's School Road
From/To	Kinney's School / Holman
Jurisdiction	Roberston County
Analysis Year	2025
Description	Map 68 Parcel 134

Input Data

Highway class	Class 2		Peak hour factor, PHF	0.92	
Shoulder width	0.0	ft	% Trucks and buses	3	%
Lane width	9.0	ft	% Trucks crawling	0.0	%
Segment length	2.8	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	13	/mi

Analysis direction volume, Vd 21 veh/h
Opposing direction volume, Vo 7 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	2.0*		2.0*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor, (note-5) fHV	0.971		0.971	
Grade adj. factor, (note-1) fg	1.00		1.00	
Directional flow rate, (note-2) vi	24	pc/h	8	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed, (note-3) S FM	40	mi/h
Observed total demand, (note-3) V	0	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, (note-3) BFFS	-	mi/h
Adj. for lane and shoulder width, (note-3) fLS	-	mi/h
Adj. for access point density, (note-3) fA	-	mi/h
Free-flow speed, FFSd	40.0	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	37.4	mi/h
Percent Free Flow Speed, PFFS	93.4	%

Percent Time-Spent-Following

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	2.0*		2.0*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.971		0.971	
Grade adjustment factor, (note-1) fg	1.00		1.00	
Directional flow rate, (note-2) vi	24	pc/h	8	pc/h
Base percent time-spent-following, (note-4) BPTSFd	3.0	%		
Adjustment for no-passing zones, fnp	48.5			
Percent time-spent-following, PTSFd	39.4	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	16	veh-mi
Peak-hour vehicle-miles of travel, VMT60	59	veh-mi
Peak 15-min total travel time, TT15	0.4	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.8	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	37.4	mi/h
Percent time-spent-following, PTSFd (from above)	39.4	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	0
Percent of segment with occupied on-highway parking	3
Pavement rating, P	22.8
Flow rate in outside lane, vOL	17.06
Effective width of outside lane, We	3.39
Effective speed factor, St	2.85
Bicycle LOS Score, BLOS	C
Bicycle LOS	

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	Houston Smith
Agency/Co.	TTL, Inc
Date Performed	12-08-25
Analysis Time Period	PM Peak Hour
Highway	Kinney's School Road
From/To	Kinney's School / Holman
Jurisdiction	Roberston County
Analysis Year	2025
Description	Map 68 Parcel 134

Input Data

Highway class	Class 2		Peak hour factor, PHF	0.92	
Shoulder width	0.0	ft	% Trucks and buses	3	%
Lane width	9.0	ft	% Trucks crawling	0.0	%
Segment length	2.8	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	13	/mi

Analysis direction volume, Vd 14 veh/h
Opposing direction volume, Vo 23 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	2.0*		2.0*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor, (note-5) fHV	0.971		0.971	
Grade adj. factor, (note-1) fg	1.00		1.00	
Directional flow rate, (note-2) vi	16	pc/h	26	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed, (note-3) S FM	40	mi/h
Observed total demand, (note-3) V	0	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, (note-3) BFFS	-	mi/h
Adj. for lane and shoulder width, (note-3) fLS	-	mi/h
Adj. for access point density, (note-3) fA	-	mi/h
Free-flow speed, FFSd	40.0	mi/h
Adjustment for no-passing zones, fnp	2.4	mi/h
Average travel speed, ATSd	37.3	mi/h
Percent Free Flow Speed, PFFS	93.2	%

Percent Time-Spent-Following

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	2.0*		2.0*	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.971		0.971	
Grade adjustment factor, (note-1) fg	1.00		1.00	
Directional flow rate, (note-2) vi	16	pc/h	26	pc/h
Base percent time-spent-following, (note-4) BPTSFd	2.1	%		
Adjustment for no-passing zones, fnp	52.5			
Percent time-spent-following, PTSFd	22.1	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	11	veh-mi
Peak-hour vehicle-miles of travel, VMT60	39	veh-mi
Peak 15-min total travel time, TT15	0.3	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

Passing Lane Analysis

Total length of analysis segment, Lt	2.8	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSd (from above)	37.3	mi/h
Percent time-spent-following, PTSFd (from above)	22.1	
Level of service, LOSd (from above)	A	

Average Travel Speed with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSpl	-	
Percent free flow speed including passing lane, PFFSpl	0.0	%

Percent Time-Spent-Following with Passing Lane

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

Level of Service and Other Performance Measures with Passing Lane

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	-	veh-h

Bicycle Level of Service

Posted speed limit, Sp	30
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	15.2
Effective width of outside lane, We	17.37
Effective speed factor, St	3.39
Bicycle LOS Score, BLOS	2.57
Bicycle LOS	C

Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

* These items have been entered or edited to override calculated value

February 18, 2026
N-S Project No. 20550.001.002

Ms. Hunter Mantooth
Assistant Director
Robertson County Planning and Zoning
527 S Brown St.
Springfield, TN 37172

Subject: Review of Traffic Assessment Report
Kinneys School Road TA

Dear Hunter:

Please accept this correspondence as documentation of our review of the referenced Traffic Assessment (TA) prepared by TTL, Inc. on behalf of Eric Hall. This summary provides technical input to assist Robertson County staff in evaluating the proposed development and its potential transportation impacts.

At the County's request, we reviewed the Traffic Assessment prepared for the proposed Map 68, Parcel 134 rezoning request (Kinneys School Road TA), located in the northwestern portion of Robertson County. The review evaluated the study's methodology, assumptions, operational analysis, and conclusions to determine consistency with accepted traffic engineering practice, applicable local requirements, and relevant state guidance.

The project consists of a proposed 56-acre residential subdivision with a density of approximately two (2) acres per lot, totaling 28 single-family residential units. The parcel is currently zoned AG-2 (Agricultural/Residential District) and is proposed to be rezoned to RP-80 (Rural Preservation District). This review does not evaluate zoning policy or land use considerations; it acknowledges the zoning reclassification only as documented in the TA.

Remarks and Recommendations

We offer the following comments and recommendations for consideration by Robertson County officials. These remarks are provided as independent technical input based on engineering judgment and professional experience.

Overall Scope of Project Analysis and Reporting

Based on the scale of development and projected trip generation, this project may warrant preparation of a full Traffic Impact Study (TIS) in accordance with the County's adopted thresholds. Final determination should be confirmed by County staff pursuant to the Robertson County TIS & TIA Requirements document.

- The proposed development is projected to generate approximately **263 daily trip ends** based on the *ITE Trip Generation Manual*, 11th Edition (LUC 210 – Single Family Detached Housing). This exceeds the County's trip expectancy threshold of 150 or more

P: 615.217.0500 | F: 615.383.9984
201 East Main Street, Suite 325
Murfreesboro, TN 37130
www.neel-schaffer.com

NEEL-SCHAFFER
engineers | planners | surveyors | environmental scientists | landscape architects

daily trips for requiring a full Traffic Impact Study. It is further noted that trip generation estimates under the recently released 12th Edition of the ITE Trip Generation Manual may also meet or exceed the County's threshold.

- In addition to daily trip volume, consideration should be given to the number of residential lots proposed (28 units) and the subdivision of the existing parcel into more than two (2) lots, which may warrant further study requirements under the County's policy.

Traffic Data Collection & Forecast Growth Rate
The assessment does not clearly identify the source of existing traffic volumes used in the operational analysis. The report shall document:

- Whether field counts were collected, including count dates and peak periods
- Any use of TDOT count station data
- Methodology for forecasting background growth
- Identifying existing and future analysis years

Traffic Operations Methodology
Study analysis was limited to evaluating the two-lane highway segment between Kinneys School Road and Holman Road and did not provide a detailed intersection capacity analysis at the existing two-way stop-controlled intersection. A complete TIS should include:

- Intersection Level of Service (LOS) analysis of the Kinney School Road / Holman Road intersection
- Capacity and delay analysis for each proposed subdivision access point to the external roadway network
- Two-lane highway segment analysis for Kinneys School Road and Holman Road independently
- For a complete traffic assessment of the study area, review recommends that the evaluation include the Holman Road at Kinney's Road intersection.

This review takes exception to the use of the Highway Capacity Manual (HCM) 6th Edition methodology, as differences between the 6th and 7th Editions may produce notable variations in calculated performance measures and LOS outcomes. Likewise, future traffic studies shall reference the most current edition of the Highway Capacity Manual.

Trip Generation Reference
TA utilized the *ITE Trip Generation Manual*, 11th Edition. It is noted that the 12th Edition has recently been released. The revised Traffic Assessment shall update the trip generation analysis to reflect the *ITE Trip Generation Manual*, 12th Edition. All future traffic studies shall reference the most current edition of the ITE Trip Generation Manual.

Driveway Sight Distance
The review recommends that project designers evaluate and verify minimum driveway sight distance requirements for potential subdivision access driveways on Kinney's School Road and Holman Road. Based on aerial imagery and the proposed site layout, there is potential concern regarding available line-of-sight due to existing roadway geometry, horizontal curvature, vertical grades, and vegetation.

Subdivision access driveway locations should be positioned to maximize available departure sight distance and meet minimum requirements. Sight distance determinations shall reference the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets* (The Green Book) for design criteria and technical guidance.

Summary of Review Recommendations
In summary, review recommends that Robertson County officials consider requiring a revised evaluation of the study area and an expanded study scope that reflects the level of analysis consistent with a full Traffic Impact Study (TIS), as defined by the Robertson County TIS & TIA Requirements document. The revised report should incorporate the following items to ensure consistency with County requirements and accepted traffic engineering practice:

1. At a minimum, the report should include sections addressing:
    - Project Description
    - Existing Roadway Conditions
    - Baseline Traffic Counts
    - Trip Generation
    - Traffic Operations Analysis
    - Access Potential
    - Conclusions and Recommendations

2. The assessment shall follow standard traffic engineering methodologies for conducting Level of Service (LOS) analyses under the following scenarios:

    - **Existing Conditions:** Includes current traffic volumes based on collected field data, along with existing roadway geometry, traffic control, and intersection configurations.

    - **Background Conditions:** Includes forecasted traffic volumes at the horizon date under existing roadway and intersection conditions, excluding traffic generated by the proposed development. This scenario evaluates how the study area is expected to operate without the project.

    - **Full Buildout Conditions:** Includes total projected traffic volumes (background growth and site-generated traffic). This scenario shall also account for any proposed access locations, driveway configurations, or roadway/intersection modifications

associated with the development. Operational results should be evaluated against the County's acceptable Level of Service thresholds to determine whether improvements are necessary to maintain adequate and safe performance.

3. Collect and analyze intersection turning-movement counts at the following intersections:
   - Kinneys School Road at Holman Road
   - Kinneys Road at Holman Road

4. Update of future horizon year traffic conditions based on collected traffic counts.

5. The revised study shall utilize the current Highway Capacity Manual (HCM 7th Edition) methodology using the most recent edition and associated software. Results should be compared against level-of-service tolerances established in the Robertson County TIS & TIA Requirements document to determine whether mitigation measures are warranted.

6. Determination and verification of minimum driveway departure sight distance in accordance with AASHTO Green Book criteria prior to final driveway placement.

7. The study report should be updated if the project proposal changes in the future.

Thank you for allowing us the opportunity to assist the County with this review. We are happy to answer any questions or provide clarification as needed. Please contact us if additional information is needed.

Sincerely,
NEEL-SCHAFFER, INC.

Jacob Carson

Jacob Carson, P.E., PTOE, RSP1
Engineer I

Robertson County Planning and Zoning
Agenda Review Sheet
Amanda Harrington, AICP, Planning Advisor
Planning Commission Meeting
February 26, 2026

Applicant: Eric Hall
Surveyor: Todd Bollinger

Request: Rezone **57.03 surveyed *acres***
Tax Map 068, Parcel 134.00
from AG-2 to RP-80



Figure 1: TN Property Viewer: Tax Map 068, Parcel134.00 In its entirety is highlighted

Property Information:

- Tax Map 068, Parcel 134.00
- Kinneys School Rd., Springfield
- Total lot acreage: 57.03 surveyed acres (2,484,226.80 sq. ft.)
- **Rezone Request: 57.03 surveyed acres (2,484,226.80 sq. ft.)**

Project Narrative:
RP-80 Minimum Requirements
Minimum Lot Size: 80,000 sq. ft.
Front: 60'
Side: 25'
Rear: 35'
Min. Lot Width @ Front Bldg. Setback Line: 150'
Min Road Frontage: 50'
Maximum Height: 35'
Max Bldg. Coverage: 30%.

Discussion & Observations:
The applicant intends to rezone 57.03 surveyed acres to enable property division. The property is surrounded by various zones, with some lots non-conforming and currently zoned R-40 and R-30, respectively, according to current standards. The rezoning request to RP-80 seems dimensionally suitable. Refer to Exhibit 1 for excerpts from the Robertson County zoning map and the 2040 Growth Plan.

Growth Plan Compatibility: The Growth Plan requires this area to remain Rural. The purpose of the Rural character area in the County is to ensure the continuation of agrarian and rural type uses. As rural areas are closer to cities and villages, the focus shifts from primarily agrarian to predominantly rural residential. Location of Rural Preservation Areas: Most of the County will remain designated as Rural during this land use plan's planning horizon. Uses in Rural Areas: agrarian and rural uses,

including open space, agriculture, homesteads related to agricultural activities, and agricultural service businesses, are encouraged within this category.

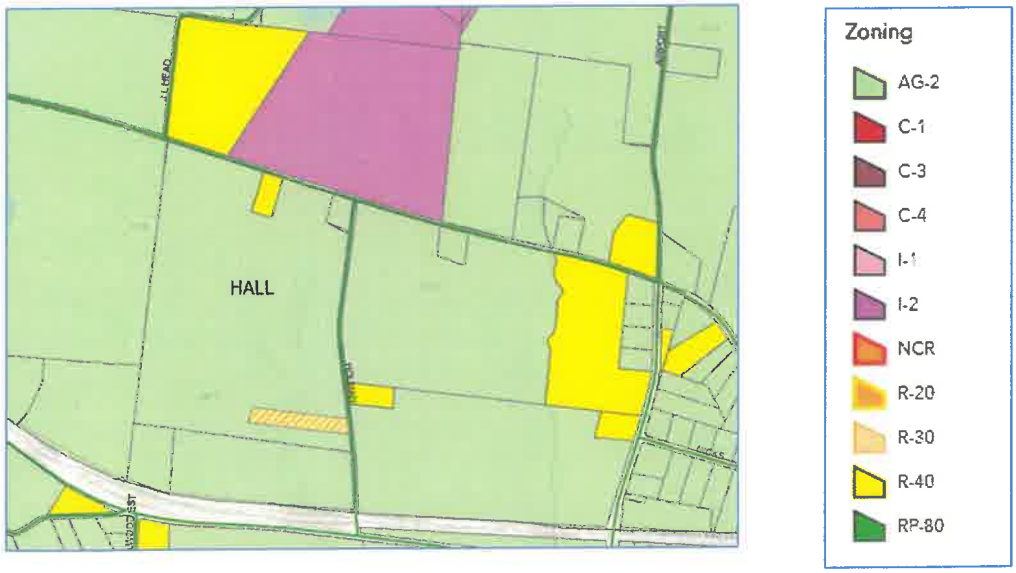
Review of Traffic Assessment Report: Neel-Schaffer and Associates provided a review of the Traffic Assessment Report for the Kinneys School Road under separate cover (February 18, 2026, N-S Project No. 20550.001.002). Their report identified several deficiencies in the applicant's Traffic Assessment, including basic information such as a project description, existing roadway conditions, baseline traffic counts, trip generation, traffic operations analysis, access potential, conclusions and recommendations. From the Neel Schaffer report: *"In summary, [the] review recommends that Robertson County officials consider requiring a revised evaluation of the study area and an expanded study scope that reflects the level of analysis consistent with a full Traffic Impact Study (TIS), as defined by the Robertson County TIS & TIA Requirements document. The revised report should incorporate the following items to ensure consistency with County requirements and accepted traffic engineering practice..."*

Recommendation: Staff respectfully suggests either postponing the application to give the applicant more time to complete the traffic analysis according to Robertson County standards or issuing a negative recommendation to the County Commission for the rezoning of this property due to incomplete application information.

**** END COMMENTS ****

Exhibit 1

Austin Peay University Zoning Map



Eric Hall Rezoning Request
For Tax Map 068, Parcel 134.00, from AG-2 to RP-80



New Business: E

ROBERTSON COUNTY DEVELOPMENT OFFICE
ROBERTSON COUNTY OFFICE BUILDING
527 SOUTH BROWN STREET, SPRINGFIELD, TENNESSEE 37172
615-384-3666

Application for Rezoning

** PLEASE READ CAREFULLY BEFORE SUBMITTING APPLICATION **

ANY REZONING REQUIRING A TRAFFIC IMPACT ASSESSMENT OR A TRAFFIC IMPACT STUDY, AT THE DISCRETION OF THE DEPARTMENT DIRECTOR WILL BE CONSIDERED INCOMPLETE AND WILL NOT BE PLACED ON ANY PLANNING COMMISSION AGENDA UNTIL SUCH TIME AS THE STUDY IS SUBMITTED WITH THE APPLICATION.

Applicant Information:

Name: Cheryl Pentecost
Mailing Address: 3770 Baggett Rd. Springfield, TN 37172
Email Address:
Phone Number:

Applicant's Representative Information:

Name: Steve Artz, RLS
Name of Firm: Steven E Artz & Assoc. INC
Mailing Address: P.O. Box 923 Springfield, TN 37172
Email:
Telephone Number:

Property Information:

Owner (if not applicant provide letter giving applicate permission): Johnny & Cheryl Pentecost
Physical Address: 3770 Baggett Rd. Springfield, TN 37172
Tax Map and Parcel Number: 088 - 139.00
Current Zoning Designation: "AG-2"
Requested Zoning Designation: "RP80"

Will this property be subdivided (or combined) in some way within the next year? *Yes* *No*

Purpose of rezoning request:

To be able to create a 2-lot subdivision

SUBMITTAL REVIEW PROCEDURE:

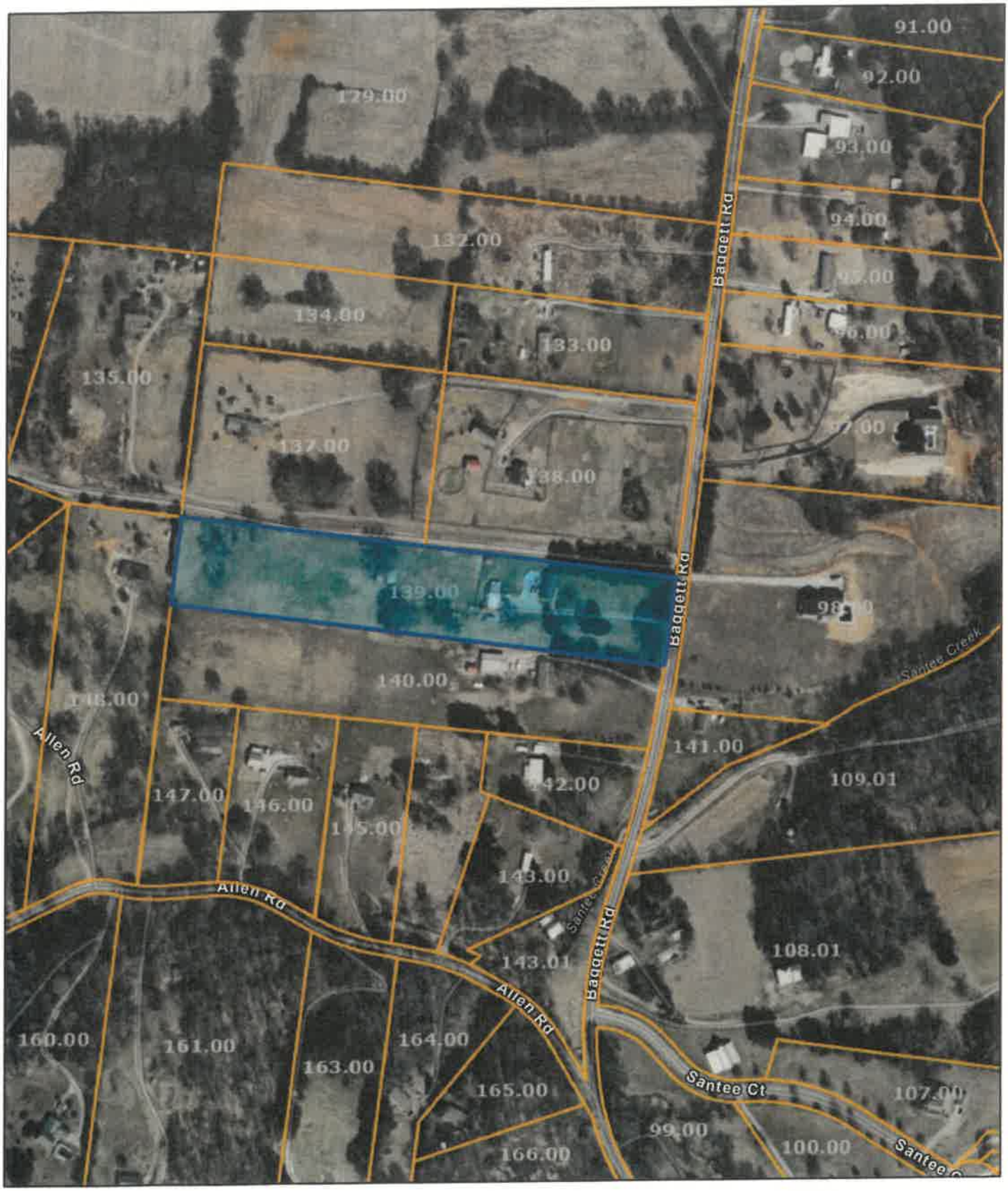
1. Deliver one (1) copy of this application & any supporting materials to the Development Office before or by the final due date (Please see attached schedule- the "Corrections Due" does not apply to this type of application)
2. Provide copy of deed to prove ownership.
3. Provide aerial photograph of the property from TN Property Viewer
4. Provide Legal description **AND** Survey of the areas to be rezoned including map and parcel number.
5. Provide water letter from utility company stating location and size of current water line, adequate pressure for domestic use and if/where fire hydrants are required.
6. Provide Traffic Assessment or Traffic Study if required.
7. Pay the review fee.
8. Email a .PDF of the application & supporting materials to hmantooth@robcotn.org
9. Attend the Planning Commission meeting. Be ready to present and answer questions. Failure to appear at the Planning Commission meeting may result in the denial of the application.

Crorye Penkcost 11/13/26

Owner of Record Signature & DATE

Applicant's Signature & DATE

Robertson County - Parcel: 082 139.00



Date: January 12, 2026

County: ROBERTSON
Owner: PENTECOST JOHNNY NEAL JR ETUX CHERYL DENISE
Address: BAGGETT RD 3770
Parcel ID: 082 139.00
Deeded Acreage: 5.17
Calculated Acreage: 0

1:4,514

0 0.03 0.06 0.12 mi

0 0.05 0.1 0.2 km

State of Tennessee, Comptroller of the Treasury, Division of Property Assessments (DPA), Esri Community Maps Contributors, Commonwealth of Kentucky, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

The property lines are compiled from information maintained by your local

Curve Table						
Curve	Delta Angle	Radius	Tangent	Arc Length	Chord Bearing	Chord Length
C1	1°19'41"	3852.65	44.42	88.83	S 08°25'47" W	88.83

Line Table		
Line	Bearing	Distance
L1	S 07°45'57" W	111.31

Bearing Basis Note:
Bearings shown hereon are based on the Tennessee State Plane Coordinate System of 1983. Two (2) control points were established using a Carlson BRx7 Dual Frequency Receiver on December 6, 2026. The grid coordinates of the control points were derived using the TDOT Real-Time Kinematic Network, Virtual Reference Station, (VRS) Northing: 790150.27, Easting: 1705415.46 - Referenced to NAD83 (2011) (EPOCH 2010), GEOID 12B.

TSPCS Grid North (NAD83)

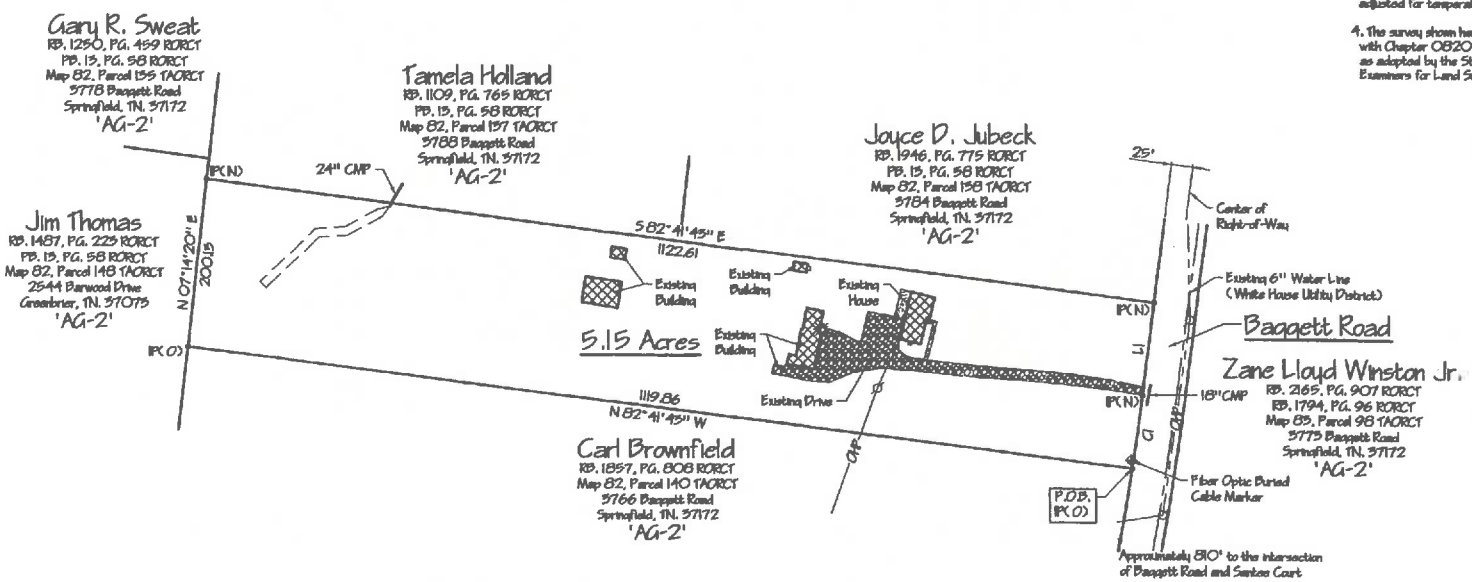
Surveying The Past, Present and Future

100 50 0 100 200

Scale In Feet
1"=100'

Surveyor's Notes:

1. No Title Report was furnished to this surveyor therefore the survey shown hereon is subject to any and all findings an accurate Title Report may reveal.
2. This survey was made using the latest recorded deeds and physical evidence found in the field.
3. All distances shown hereon are based on a field run survey using EDM equipment and have been adjusted for temperature.
4. The survey shown hereon was made in accordance with Chapter 0820-3-.07, Standards of Practice as adopted by the State of Tennessee Board of Examiners for Land Surveyors.



Legend
P.O.B. Point of Beginning
IP(O) Iron Pin (Old)
IP(N) Iron Pin (New)
Power Pole
Light Pole
—OHP— Overhead Power Line
L1 Refer to Line Table Shown Hereon for Data
C1 Refer to Curve Table Shown Hereon for Data
CMP Corrugated Metal Pipe

Cad File No. 250528SCA
Coord. File No. 250528CA

CALL BEFORE YOU DIG
811 CALL 811 NATIONWIDE
Know what's below. Call before you dig.

Present Zoning Classification - 'AG-2'
Proposed Zoning Classification - 'RP80'

I hereby certify that this General Property Survey is a Category III Survey and the Ratio of Precision of the Unadjusted Survey is 1:5000+ and that this survey meets the current Tennessee Minimum Standards of Practice.

STEVEN E. ARTZ 1478 TENNESSEE NO. 1708

Property Address:
3770 Baggett Road
Springfield, TN. 37172

Deed Reference:
Record Book 612, Page 21 RORCT
Map 82, Parcel 139 TAORCT

Revisions			
Number	Date	By	Comment

Drawn By: SEA
Checked By: CD
Proj. No: 250528
Date: 1/9/26

Rezoning Request For
Johnny Neal Pentecost Jr.
10th Civil District
Robertson County, Tennessee

Steven E. Artz and Associates, Inc.
Land Surveyors
P.O. Box 925 Springfield, TN. 37172
email: artz.steve@gmail.com
(615) 382-0418

RZ1
Sheet Number

Steven E. Artz and Associates, Inc.

Surveyor's Description
January 9, 2026

The following paragraph describes a tract of land in the 10th Civil District of Robertson County, Tennessee, said tract being that property which was conveyed to Johnny Neal Pentecost, Jr., et ux, by Lori C. Baldwin, in a deed of record which is recorded in Record Book 612, Page 21, Register's Office for Robertson County, Tennessee, (RORCT).

Beginning at an iron pin (old) in the westerly margin of Baggett Road, the northeast corner of a tract of land which belongs to Carl Brownfield, having a deed reference in Record Book 1857, Page 808, RORCT, the southeast corner of this tract and continuing, as follows:
N 82°41'43" W, 1119.86 feet to an iron pin (old), the northwest corner of said tract of land which belongs to Carl Browfield, in the easterly boundary of a tract of land which belongs to Jim Thomas, having deed references in record Book 1487, Page 223 and Plat Book 13, Page 58, RORCT;
thence, N 07°14'20" E, 200.13 feet to an iron pin (new), in the easterly boundary of said tract of land which belongs to Jim Thomas, the southwest corner of a tract of land which belongs to Tamela Holland, having deed references in record Book 1109, Page 765 and Plat Book 13, page 58, RORCT;
thence, S 82°41'43" E, passing a common corner of said tract of land which belongs to Tamela Holland and a tract of land which belongs to Joyce D. Jubeck, having deed references in record Book 1946, Page 775 and Plat Book 13, Page 58, RORCT, and continuing on in all, 1122.61 feet to an iron pin (new), in the westerly margin of Baggett Road, the southeast corner of said tract of land which belongs to Joyce D. Jubeck;
thence with the westerly margin of said road, as follows:
S 07°43'57" W, 111.31 feet to an iron pin (new);
thence with a curve to the right, having a radius of 3832.63 feet, an arc distance of 88.83 feet, and a chord bearing and distance of S 08°23'47" W, 88.83 feet, to the point of beginning, containing **5.15 acres,** as surveyed by Steven E. Artz, Tennessee License No. 1708, d/b/a, Steven E. Artz and Associates, Inc., 4800 Highway 431 North, Springfield, Tennessee, 37172, dated January 9, 2026.

The above described tract of land may be found on Tax Map 82, Parcel 139, in the Tax Assessor's Office for Robertson County, Tennessee.

File: Steve\250328L

Land Surveyors-Tennessee and Kentucky
Phone: (615) 382-0481 **Fax: (615) 382-0262**
4800 Highway 431 North **Springfield, Tennessee 37172**

WHITE HOUSE UTILITY DISTRICT
P.O. BOX 608, 3303 HIGHWAY 31-W—WHITE HOUSE, TENNESSEE 37188
TELEPHONE (615) 672-4110 — FAX (615) 672-8098

November 17, 2025

Ms. Cheryl Pentecost
3770 Baggett Rd
Springfield, TN 37172

RE: Water Availability for 3770 Baggett Rd
Robertson County, Tax Map 082 Parcel 139.00
Springfield, TN

Dear Ms. Pentecost,

This letter will confirm White House Utility District can provide one additional domestic water service for the property mentioned above as long as each tract fronts Baggett Rd or has an easement dedicated for the water service line to lie within. We understand you intend to alter the existing parcel such that two residential tracts will result. There is currently one water tap associated with the property.

WHUD's existing six-inch water main located on the east side of Baggett Rd can provide domestic water flow for this project. No fire sprinkler flows, fire hydrant flows, commercial flows, or irrigation flows have been requested.

A water facilities fee of $467 per new lot will need to be paid to WHUD before we will release a signed plat or before we will sell a water tap, whichever comes first. Standard water tap fees will be due at the time service is requested. WHUD's tap fee schedule is available on our web site at www.whud.org. The current tap fee for a ¾" residential tap is $2,000 with a $50 account setup fee applied to the first bill, but that is subject to change over time.

Please note that all fees, rates, and conditions noted in this letter are current as of the date of this letter and are subject to change over time. WHUD will hold the conditions stated above for a 90-day period past the date of this letter. You may request an extension of fee status in writing prior to expiration of the 90-day period. WHUD will review the request and either deny or grant the request in writing.

Please contact our Engineering Department at 615-672-4110 ext. 262 if you have any questions.

Sincerely,

Pat Harrell, PE
District Engineer

Robertson County Planning and Zoning
Agenda Review Sheet
Amanda Harrington, AICP, Planning Advisor
Planning Commission Meeting
February 26, 2026

Applicant: Cheryl Pentecost
Surveyor: Steve Artz

Request: Rezone **5.15 surveyed *acres***
Tax Map 082, Parcel 139.00
from AG-2 to RP-80



Figure 1: TN Property Viewer: Tax Map 082, Parcel139.00
In its entirety is highlighted

Property Information:

- Tax Map 082, Parcel 139.00
- 3770 Baggett Rd., Springfield
- Total lot acreage: 5.15 surveyed acres (224,334 sq. ft.)
- **Rezone Request: 5.15 surveyed acres. (224,334 sq. ft.)**

Project Narrative:
RP-80 Minimum Requirements
Minimum Lot Size: 80,000 sq. ft.
Front: 60'
Side: 25'
Rear: 35'
Min. Lot Width @ Front Bldg. Setback Line: 150'
Min Road Frontage: 50'
Maximum Height: 35'
Max Bldg. Coverage: 30%.

Discussion & Observations:
The applicant aims to rezone 5.15 surveyed acres to enable property division. The property is surrounded by the AG-2 zone. Some of the lots are nonconforming and would now be zoned RP-80 or R-40 under current standards. The applicant's request to rezone to RP-80 appears dimensionally suitable. Please see Exhibit 1 for excerpts from the Robertson County Zoning Map and the 2024 Growth Plan.

Growth Plan Correlation: The Robertson County 2040 Growth Plan calls for this area to remain rural. The purpose of the Rural character area in the County shall be to ensure the continuation of agrarian and rural-type uses. The closer rural areas are to cities and villages, the area's focus shifts from mostly agrarian to mostly rural residential. Location of Rural Preservation Areas: The majority of the County shall remain designated as Rural during the planning horizon of this land use plan.

Uses in Rural Areas: Agrarian and rural-type uses, including open space, agriculture, homesteads associated with agricultural uses, and agricultural service businesses, are encouraged within this category.

Recommendation: Approval. RP80 is in line with the Rural designation of the Growth Plan, and the parcel meets the bulk regulatory requirements of the RP 80 designation.

**** END COMMENTS ****

Exhibit 1

Austin Peay University Zoning Map





New Business: F

ROBERTSON COUNTY DEVELOPMENT OFFICE
ROBERTSON COUNTY OFFICE BUILDING
527 SOUTH BROWN STREET, SPRINGFIELD, TENNESSEE 37172
615-384-3666

Application for Rezoning

Applicant Information:

Name: Theilia Raines
Mailing Address: 5319 Highway #161, TN, 37172
Email: N/A
Telephone Number:

Applicant's Representative Information:

Name: Steve Artz
Name of Firm: Steven E. Artz and Associates, Inc.
Mailing Address: 4800 Hwy. 431 N Springfield, TN. 37172
Email:
Telephone Number:

Property Information:

Owner (if not applicant provide letter giving applicate permission): Theilia Raines
Physical Address: 5319 Highway #161, TN, 37172
Tax Map and Parcel Number: Map 44 Part of Parcel 15
Acreage: 0.83 Acres
Current Zoning Designation: C1
Requested Zoning Designation: AG-2

Will this property be subdivided (or combined) in some way within the next year? *Yes* *No*

Purpose of rezoning request:

The purpose of this rezoning request is to revert the mixed zoning of Parcel 15 to AG-2 only.

SUBMITTAL REVIEW PROCEDURE:

1. Deliver one (1) copy of this application & any supporting materials to the Development
2. Office before or by the final due date (Please see attached schedule- the "Corrections Due" does not apply to this type of application)
3. Provide copy of deed to prove ownership.
4. Provide aerial photograph of the property from TN Property Viewer
5. Provide Legal description **AND** Survey of the areas to be rezoned including map and parcel number
6. Provide water letter from utility company stating location and size of current water line, adequate pressure for domestic use and if/where fire hydrants are required
7. Pay the review fee.
8. Email a .PDF of the application & supporting materials to hmantooth@robcotn.org
9. Attend the Planning Commission meeting. Be ready to present and answer questions. Failure to appear at the Planning Commission meeting may result in the denial of the application.

Sheila Taylor Rainer Jan. 9, 2026
Owner of Record Signature & DATE

1.8.26
Applicant's Signature & DATE

Robertson County - Parcel: 044 015.00



Date: January 5, 2026

* SUBJECT PROPERTY

1:9,028

0 0.05 0.1 0.2 mi

0 0.07 0.15 0.3 km

County: ROBERTSON
Owner: RAINES HUBERT R ETUX RAINES THEILIA
Address: HWY 161 5319
Parcel ID: 044 015.00
Deeded Acreage: 7.59
Calculated Acreage: 0

State of Tennessee, Comptroller of the Treasury, Division of Property Assessments (DPA), Esri Community Maps Contributors, Commonwealth of Kentucky, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

The property lines are compiled from information maintained by your local

Steven E. Artz
and Associates, Inc.
Land Surveyors
P.O. Box 923 Springfield, TN. 37172
email: artz.steve@gmail.com (615) 382-0481

Rezoning Request For
Thellia T. Raines

4th Civil District
Robertson County, Tennessee
5319 Highway #161
Springfield, TN. 37172

Surveyor's Notes:
1. No Title Report was furnished to this surveyor at the time of this survey, therefore, the survey shown hereon is subject to any and all findings an accurate Title Report may reveal.
2. This survey was made using the latest recorded deeds and physical evidence found in the field.
3. The survey shown hereon was made in accordance with Chapter 0820-3-.07, Standards of Practice as adopted by the State of Tennessee Board of Examiners for Land Surveyors.

CALL BEFORE YOU DIG
811 CALL 811 NATIONWIDE
Know what's below. Call before you dig.
IT IS THE CONTRACTORS RESPONSIBILITY TO CONTACT UTILITY COMPANIES PRIOR TO ANY CONSTRUCTION. THE LOCATION OF UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATE AND POSSIBLY INCOMPLETE, THEREFORE DERIVATION TO THE LOCATION OF ALL UNDERGROUND UTILITIES IS WITHHELD.

CAD File No. 250247SCA
Coord File No. 250247CA
No. 250247
Date 12/31/25
By SEA

100 50 0 100 200
SCALE IN FEET
1"=100'

TSPCS Grid North (NAD83)

Surveying The Past, Present and Future

Approximately 330' to the intersection of TN. Hwy. #161 and Taylor Road

Existing Fire Hydrant

P.O.C. IPC(O)

Hubert Ralph Raines
RB. 1379, PG. 482 RORCT
Map 44, Parcel 14 TAORCT
5319 Hwy. #161
Springfield, TN. 37172
'AG-2'

Victoria Meadows
RB. 21, PG. 123 RORCT
(Lots 1 thru 3)
'R40'

Thellia Jane Taylor Raines
RB. 2044, PG. 435 RORCT
Map 44, Parcel 16 TAORCT
5319 Hwy. #161
Springfield, TN. 37172
'AG-2'

Thellia T. Raines
DB. 199, PG. 502 RORCT
Map 44, Parcel 15 TAORCT
5319 Hwy. #161
Springfield, TN. 37172
'AG-2'

Existing House
Existing Drive
Existing Building
N 85°13'04" E 215.62
P.O.B.
N 82°13'49" E 325.76
S 82°13'49" W 543.01
0.83 Acres
S07°09'25"E 190.20
N 04°55'31" W 46.90
S 07°15'55" E 85.61
24' R/W
60' R/W

Harvey Walter Combs
RB. 277, PG. 572 RORCT
Map 44, Parcel 16.01 TAORCT
P.O. Box 1201
Springfield, TN. 37172
'AG-2'

Thellia T. Raines
DB. 199, PG. 502 RORCT
Map 44, Parcel 15 TAORCT
5319 Hwy. #161
Springfield, TN. 37172
'AG-2'

SSDS Easement DB. 277, Page 770 RORCT and Previously Soil Mapped Area

Present Zoning Classification-'CI'
Proposed Zoning Classification-'AG-2'

Tennessee Highway #161

Legend
P.O.C. Point of Commencement
P.O.B. Point of Beginning
IPC(O) Iron Pin (Old)
o Meander Point
Power Pole
—OHP— Overhead Power Line
—UGP— Underground Power Line
—W— Water Line
L1 Refer to Line Table Shown Hereon for Data
C1 Refer to Curve Table Shown Hereon for Data

Bearing Basis Note:
Bearings shown hereon are based on the Tennessee State Plane Coordinate System of 1983. Two (2) control points were established using a Carlson BRx7O Dual Frequency Receiver on October 3, 2025. The grid coordinates of the control points were derived using the TDOT Real-Time Kinematic Network, Virtual Reference Station, (VRS) Northing: 790150.27, Easting: 1705413.46 - Referenced to NAD83 (2011) (EPOCH 2010), GEOID 12B.

Deed Reference:
Deed Book 199, Page 502 RORCT
Map 44, Part of Parcel 15 TAORCT

Thellia T. Raines
Owner
5319 Highway #161
Springfield, TN. 37172
(615) 308-0172

Line Table

Line	Bearing	Distance
L1	N 04°55'31" W	46.90
L2	S 07°15'55" E	85.61

Curve Table

Curve	Delta Angle	Radius	Tangent	Arc Length	Chord Bearing	Chord Length
C1	0°13'22"	20845.00	40.54	81.09	S 07°13'06" E	81.09
C2	0°08'15"	20845.00	25.00	50.00	N 07°25'55" W	50.00

STEVEN E. ARTZ REGISTERED LAND SURVEYOR TENNESSEE NO. 1708

I hereby certify that this General Property Survey is a Category I Survey and the Ratio of Precision of the Unadjusted Survey is 1:10000+ and that this survey meets the current Tennessee Minimum Standards of Practice.

Steven E. Artz and Associates, Inc.

Surveyor's Description
December 31, 2025

The following paragraph describes a tract of land in the 4th Civil District of Robertson County, Tennessee, said tract being a portion of that property which was conveyed to Theilia T. Raines, et vir, by Carl T. Raines, et ux, in a deed of record which is recorded in Deed Book 199, Page 502, Register's Office for Robertson County, Tennessee, RORCT.

Beginning at a point in the easterly boundary of Tennessee Highway #161, said point being located from an iron pin (old), in said highway, the southwest corner of a tract of land which belongs to Hubert Ralph Raines, having a deed reference in Record Book 1379, Page 782, RORCT,
S 07°06'25" E, 179.20 feet;
thence, S 07°13'06" E, 81.09 feet, **to the point of beginning,** the northwest corner of this tract and continuing, as follows:
N 82°13'49" E, 325.76 feet;
thence, N 04°53'31" W, 46.90 feet;
thence, N 85°13'04" E, 215.62 feet to a point in the westerly boundary of a tract of land which belongs to Harvey Walter Coombs, having a deed reference in Record Book 2177, Page 572, RORCT;
thence, S 07°15'55" E, 85.61 feet to a point in the westerly boundary of said tract of land which belongs to Harvey Walter Coombs;
thence with a new line, S 82°13'49" W, 543.01 feet to a point in the easterly margin of Tennessee Highway #161;
thence with a curve to the left, having a radius of 20845.00 feet, an arc distance of 50.00 feet, and a chord bearing and distance of N 07°23'55" W, 50.00 feet, to the point of beginning, containing **0.83 acres,** as surveyed by Steven E. Artz, Tennessee License No. 1708, d/b/a, Steven E. Artz and Associates, Inc., 4800 Highway 431 North, Springfield, Tennessee, 37172, dated December 31, 2025.

The above described tract of land may be found on Tax Map 44, part of Parcel 15, in the Tax Assessor's Office for Robertson County, Tennessee.

File: Steve\250247L

Land Surveyors-Tennessee and Kentucky
Phone: (615) 382-0481 **Fax: (615) 382-0262**
4800 Highway 431 North **Springfield, Tennessee 37172**

Robertson County Planning and Zoning
Agenda Review Sheet
Amanda Harrington, AICP, Planning Advisor
Planning Commission Meeting
February 26, 2026

Applicant: Theilia Raines
Surveyor: Steve Artz

Request: Rezone **.83 surveyed *acres***
Tax Map 044, Part of Parcel 015.00
from C-1 to AG-2



Figure 1: TN Property Viewer: Tax Map 044, Part of Parcel 015.00 In its entirety is highlighted

Property Information:

- Tax Map 044, Part of Parcel 015.00
- 5319 Hwy 161, Springfield
- Total lot acreage: 7.59 acres (330,620.40 sq. ft.)
- **Rezone Request: .83 surveyed acres. (36,154.80 sq. ft.)**

Project Narrative:
AG-2 Minimum Requirements
Minimum Lot Size: 130,000 sq. ft.
Front: 75'
Side: 30'
Rear: 40'
Min. Lot Width @ Front Bldg. Setback Line: 175'
Min Road Frontage: 50'
Maximum Height: 35'
Max Bldg. Coverage: 25%.

Discussion & Observations:
The applicant wishes to rezone .83 surveyed acres to make the split-zoned parcel conforming. The subject property is surrounded by AG-2 and R-40 zones. The applicant's request to rezone to AG-2 appears dimensionally appropriate. Please see Exhibit 1 for excerpts from the Robertson County zoning map and the Robertson County Growth Plan.

Robertson County Growth Plan: Rural. The purpose of the Rural character area in the County is to ensure the ongoing use of agricultural and rural activities. As rural areas approach cities and towns, the focus shifts from primarily agricultural to primarily rural residential. Location of Rural Preservation Areas. Most of the County will remain designated as Rural throughout this land use plan's planning period. Uses in Rural Areas: Agrarian and rural activities ranging from open space to agriculture, homesteads associated with agricultural activities, and agriculture service businesses are encouraged within this category.

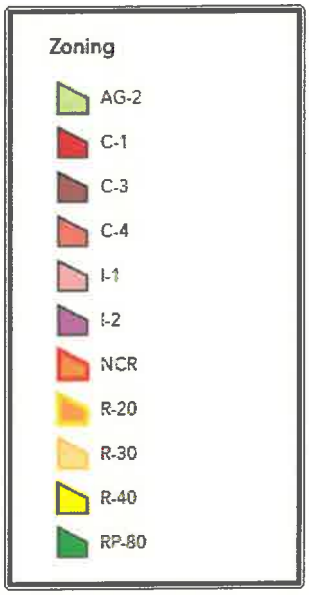
Recommendation: Approve. The request is consistent with the Growth plan and appears to be dimensionally appropriate.

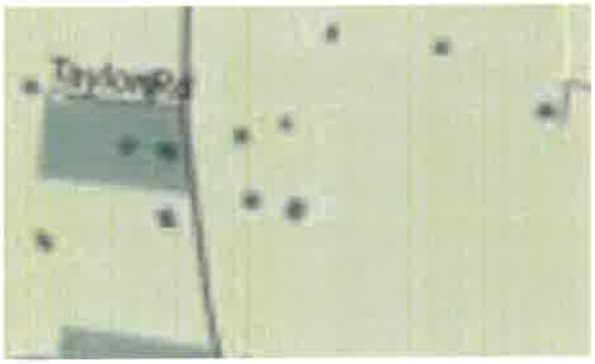
**** END COMMENTS ****

Exhibit 1

Austin Peay University









New Business: G

Staff Comments
February 2026
Amanda Harrington, Planning Advisor

Request: Final Plat Approval for Northwinds Estates, Section Two
Property: Tax Map 055, Parcel 070.00
Address: Highway 41N
Zoning: R-20 Cluster

The purpose of this plat is to create 40 independent lots of record for single-family development. The plat was reviewed using the Final Plat Checklist found in the Robertson County Subdivision Regulations, Article 5, Section 5-104.2, Final Plat Features.

That review did not need any corrections.

The final plat substantially conforms to the preliminary plat approved by the Robertson County Planning Commission in June 2024.

Staff recommends approving the Final plat.



** END COMMENTS **

Hunter Mantooth

From: Traye Fann
Sent: Wednesday, November 5, 2025 2:49 PM
To: Hunter Mantooth; Amanda Harrington
Cc: Pam Groves
Subject: RE: Final Plat of Northwind Estates Section 2, Hwy 41N, Cedar Hill

Rick Mayo and I have no additional comments. Everything has already been addressed.

From: Hunter Mantooth <hmantooth@robcotn.org>
Sent: Wednesday, November 5, 2025 10:23 AM
To: Traye Fann <tfann@robcotn.org>; Amanda Harrington <rcsplanners@gmail.com>
Cc: Pam Groves <pgroves@robcotn.org>; Hunter Mantooth <hmantooth@robcotn.org>
Subject: Final Plat of Northwind Estates Section 2, Hwy 41N, Cedar Hill

Traye and Amanda,

This is one that was denied last month. They have reapplied and this is set to go to PC on December 18th. Corrections are due by December 4th. Please give enough time for corrections to be made and resubmitted. Send comments back to Pam and me.

Hunter Mantooth
Assistant Director
Robertson County Planning and Zoning
hmantooth@robcotn.org
Phone: 615-384-3666
527 S Brown St.
Springfield, TN 37172
https://www.robertsoncountytn.gov

ROBERTSON COUNTY DEVELOPMENT OFFICE
ROBERTSON COUNTY OFFICE BUILDING,
527 SOUTH BROWN STREET, SPRINGFIELD, TENNESSEE 37172
(615- 384-3666

Application for Plat Approval

Type of Plat (Please Circle One): *Sketch Plat* *Preliminary Plat* *Final Plat*

Property Information:

1. Current Zoning of Property: R20
2. Physical Address of Property: 0 Hwy 41 N. Cedar Hill TN
3. Tax Map & Parcel Number: MAP 55 PARCEL 70
4. Size of Property (square feet or acres): 22.90 AC

5. Owner of Record Information
   Name: Reyes Construction
   Mailing Address (No P.O. Boxes, please): 2520 Memorial Blvd Springfield
   Email: dreyes@realtracs.com
   Telephone Number: 615 474 6728 615 8875932

6. Owner's Representative Information (Surveyor, Self, Engineer, etc.)
   Name: Charlie Dean / Steven Artz
   Name of Firm: Dean Design Group / Artz & Associates
   Mailing Address (No P.O. Boxes, please):
   Email: charly@deandesigngroupllc.com
   Telephone Number: 615-300-6316 / 615-

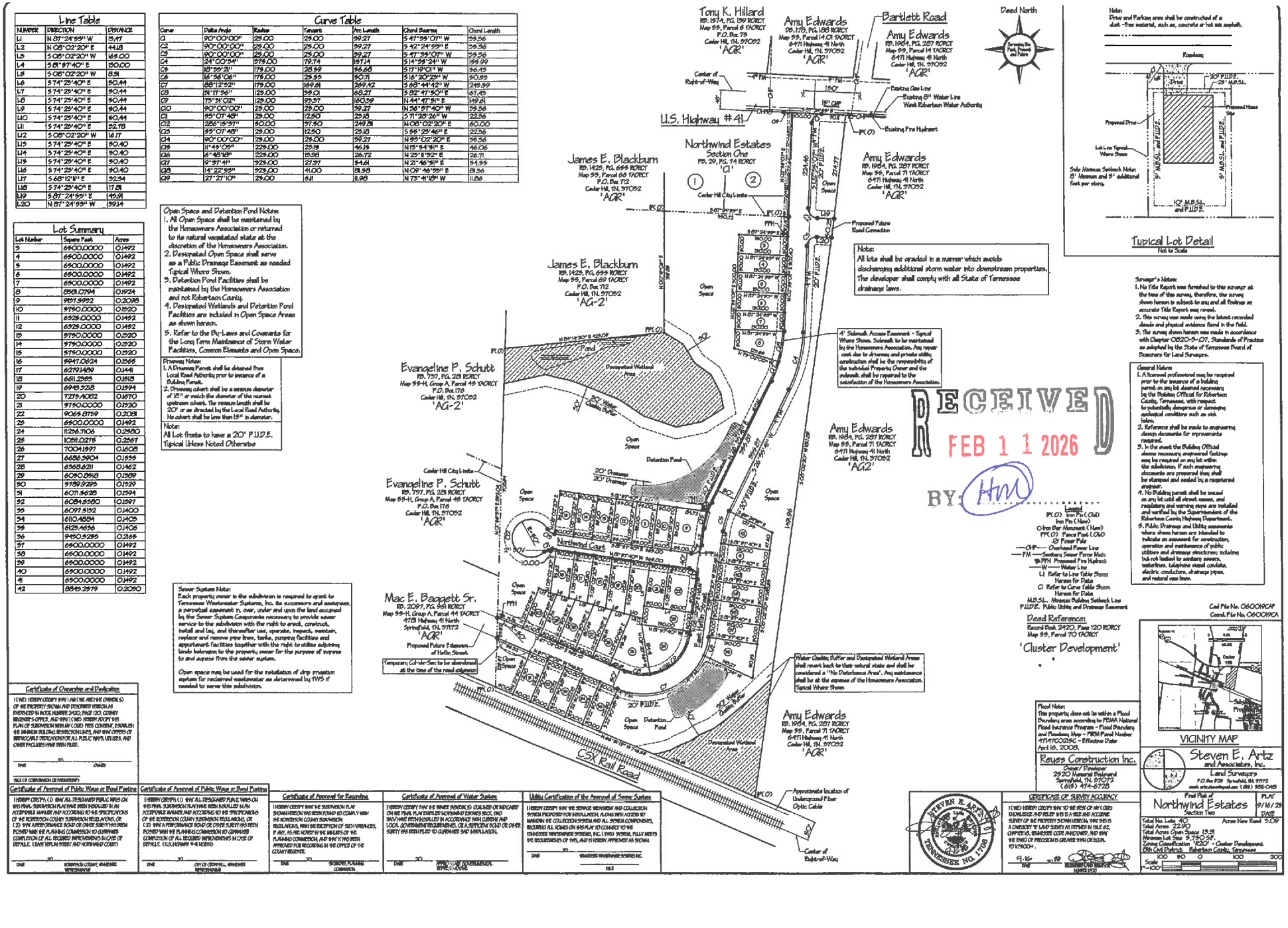
7. Purpose of Plat:
   FINAL PLAT

SUBMITTAL REVIEW PROCEDURE:

1. Submit 1 hard copy (no smaller than 17" x 22") of the plat, this completed application, and fee payment to the Robertson County Planning & Zoning Department. **Please ensure the application is signed.** ***Attach proof of ownership of property (copy of deed is typical). Pay the review fee.***
2. Email a .PDF of the submitted plat to **hmantooth@robcotn.org** (Hunter Mantooth).
3. Application and plat will be reviewed, and corrective comments provided, by date listed on calendar (see attached).
4. Submit corrections by date listed on Planning Commission Submittal & Meeting Calendar
5. **FINAL SUBMITTAL:** Deliver three (3) folded hard copies of the corrected plat, no smaller than 17" x 22", and any supporting documentation to the Development Office before or by the final due date.
6. Email a .PDF of the corrected plat to **hmantooth@robcotn.org**
7. Attend the Planning Commission meeting. Be ready to present and answer questions. **Failure to appear at the Planning Commission meeting may result in the denial of the application.**

Dianne Reyes 11-4-25
Owner's Signature & DATE

Owner's Representative Signature & DATE



Line Table

NUMBER	DIRECTION	DISTANCE
L1	N 87°24'59" W	13.47
L2	N 08°02'20" E	44.18
L3	S 08°02'20" W	169.00
L4	S 81°57'40" E	150.00
L5	S 08°02'20" W	8.51
L6	S 74°25'40" E	50.44
L7	S 74°25'40" E	50.44
L8	S 74°25'40" E	50.44
L9	S 74°25'40" E	50.44
L10	S 74°25'40" E	50.44
L11	S 74°25'40" E	52.78
L12	S 08°02'20" W	16.17
L13	S 74°25'40" E	50.40
L14	S 74°25'40" E	50.40
L15	S 74°25'40" E	50.40
L16	S 74°25'40" E	50.40
L17	S 68°12'11" E	52.34
L18	S 74°25'40" E	17.78
L19	S 87°24'59" E	45.91
L20	N 87°24'59" W	59.14

Curve Table

Curve	Delta Angle	Radius	Tangent	Arc Length	Chord Bearing	Chord Length
C1	90°00'00"	25.00	25.00	39.27	S 47°59'01" W	35.36
C2	90°00'00"	25.00	25.00	39.27	S 42°24'59" E	35.36
C3	90°00'00"	25.00	25.00	39.27	S 47°59'01" W	35.36
C4	24°00'54"	375.00	79.74	157.14	S 14°59'24" W	155.99
C5	15°59'21"	175.00	24.99	56.68	S 17°19'01" W	56.45
C6	16°36'06"	178.00	25.35	90.71	S 16°20'29" W	90.39
C7	68°12'52"	179.00	169.61	269.42	S 68°44'42" W	245.39
C8	91°17'56"	125.00	99.01	68.27	S 82°47'50" E	67.45
C9	75°31'02"	125.00	95.37	160.39	N 44°47'51" E	149.61
C10	90°00'00"	25.00	25.00	39.27	N 36°57'40" W	35.36
C11	69°07'49"	25.00	12.50	25.15	S 71°28'26" W	23.36
C12	226°15'51"	60.00	37.80	249.28	N 08°02'20" E	60.00
C13	69°07'49"	25.00	12.50	25.15	S 56°29'46" E	23.36
C14	90°00'00"	25.00	25.00	39.27	N 53°02'20" E	35.36
C15	11°45'09"	225.00	23.18	46.16	N 15°54'51" E	46.06
C16	6°48'58"	225.00	13.38	26.72	N 25°18'52" E	26.71
C17	6°37'41"	525.00	27.37	54.61	N 21°46'51" E	54.55
C18	14°22'59"	525.00	41.00	131.98	N 09°46'59" E	131.66
C19	27°27'10"	25.00	6.11	11.98	N 73°41'59" W	11.86

Lot Summary

Lot Number	Square Feet	Acres
3	6500.0000	0.1492
4	6500.0000	0.1492
5	6500.0000	0.1492
6	6500.0000	0.1492
7	6500.0000	0.1492
8	8368.0794	0.1924
9	9017.9892	0.2098
10	9790.0000	0.1520
11	6529.0000	0.1492
12	6529.0000	0.1492
13	9750.0000	0.1520
14	9750.0000	0.1520
15	9750.0000	0.1520
16	9947.0624	0.2565
17	6279.1459	0.1441
18	6611.2565	0.1515
19	6945.3283	0.1594
20	7279.4082	0.1670
21	9750.0000	0.1520
22	9069.8759	0.2081
23	6500.0000	0.1492
24	11256.7106	0.2583
25	10311.0276	0.2367
26	7004.1997	0.1608
27	6836.3904	0.1569
28	6668.8231	0.1462
29	6090.2848	0.1369
30	5789.9295	0.1329
31	6071.5628	0.1394
32	6084.6580	0.1397
33	6097.5152	0.1400
34	6113.4884	0.1403
35	6129.4636	0.1406
36	9450.5295	0.2169
37	6500.0000	0.1492
38	6500.0000	0.1492
39	6500.0000	0.1492
40	6500.0000	0.1492
41	6500.0000	0.1492
42	8845.2979	0.2030

Open Space and Detention Pond Notes:
1. All Open Space shall be maintained by the Homeowners Association or returned to its natural vegetated state at the discretion of the Homeowners Association.
2. Designated Open Space shall serve as a Public Drainage Easement as needed Typical Where Shown.
3. Detention Pond Facilities shall be maintained by the Homeowners Association and not Robertson County.
4. Designated Wetlands and Detention Pond Facilities are included in Open Space Areas as shown hereon.
5. Refer to the By-Laws and Covenants for the Long Term Maintenance of Storm Water Facilities, Common Elements and Open Space.

Driveway Notes:
1. A Driveway Permit shall be obtained from Local Road Authority prior to issuance of a Building Permit.
2. Driveway culvert shall be a minimum diameter of 15" or match the diameter of the nearest upstream culvert. The minimum length shall be 20' or as directed by the Local Road Authority. No culvert shall be less than 15" in diameter.

Note: All Lot fronts to have a 20' P.U.D.E. Typical Unless Noted Otherwise

Sewer System Note: Each property owner in the subdivision is required to grant to Tennessee Wastewater Systems, Inc. its successors and assignees, a perpetual easement in, over, under and upon the land occupied by the Sewer System Components necessary to provide sewer service to the subdivision with the right to erect, construct, install and lay, and thereafter use, operate, inspect, maintain, replace and remove pipe lines, tanks, pumping facilities and appurtenant facilities together with the right to utilize adjoining lands belonging to the property owner for the purpose of ingress to and egress from the sewer system.

Open space may be used for the installation of drip irrigation system for reclaimed wastewater as determined by TWS if needed to serve this subdivision.

Surveyor's Notes:
1. No Title Report was furnished to the surveyor at the time of this survey, therefore, the survey shown hereon is subject to any and all findings an accurate Title Report may reveal.
2. This survey was made using the latest recorded deeds and physical evidence found in the field.
3. The survey shown hereon was made in accordance with Chapter 0820-3-.07, Standards of Practice as adopted by the State of Tennessee Board of Examiners for Land Surveyors.

General Notes:
1. A licensed professional may be required prior to the issuance of a building permit on any lot deemed necessary by the Building Official for Robertson County, Tennessee, with respect to potentially dangerous or damaging geological conditions such as sink holes.
2. Reference shall be made to engineering design documents for improvements required.
3. In the event the Building Official deems necessary engineered footings may be required on any lot within the subdivision. If such engineering documents are prepared they shall be stamped and sealed by a registered engineer.
4. No Building permit shall be issued on any lot until all street names, and regulatory and warning signs are installed and verified by the Superintendent of the Robertson County Highway Department.
5. Public Drainage and Utility easements where shown are intended to indicate an easement for construction, operation and maintenance of public utilities and drainage structures; including but not limited to sanitary sewers, waterlines, telephone signal conduits, electric conductors, drainage pipes, and natural gas lines.

RECEIVED
FEB 11 2026
BY: HM

Certificate of Ownership and Dedication

I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE OWNER(S) OF THE PROPERTY SHOWN AND DESCRIBED HEREON AS EVIDENCED IN BOOK NUMBER 2420, PAGE 120, COUNTY REGISTER'S OFFICE, AND THAT I (WE) HEREBY ADOPT THIS PLAN OF SUBDIVISION WITH MY (OUR) FREE CONSENT, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINES, AND DEDICATE OPENSPACE AREAS AND OTHER OPTIONS OF IRREVOCABLE DEDICATION FOR ALL PUBLIC WAYS, UTILITIES, AND OTHER FACILITIES HAVE BEEN FILED.

DATE _____ OWNER _____

(ALL OF OWNERSHIP IF FRACTIONAL)

Certificate of Approval of Public Ways or Bond Posting

I HEREBY CERTIFY (1) THAT ALL DESIGNATED PUBLIC WAYS ON THIS FINAL SUBDIVISION PLAT HAVE BEEN INSTALLED IN AN ACCEPTABLE MANNER AND ACCORDING TO THE SPECIFICATIONS OF THE ROBERTSON COUNTY SUBDIVISION REGULATIONS, OR (2) THAT A PERFORMANCE BOND OR OTHER SURETY HAS BEEN POSTED WITH THE PLANNING COMMISSION TO GUARANTEE COMPLETION OF ALL REQUIRED IMPROVEMENTS IN CASE OF DEFAULT. (EAST TAYLOR STREET AND NORTHWIND COURT)

DATE _____ 20__ ROBERTSON COUNTY, TENNESSEE REPRESENTATIVE

Certificate of Approval of Public Ways or Bond Posting

I HEREBY CERTIFY (1) THAT ALL DESIGNATED PUBLIC WAYS ON THIS FINAL SUBDIVISION PLAT HAVE BEEN INSTALLED IN AN ACCEPTABLE MANNER AND ACCORDING TO THE SPECIFICATIONS OF THE ROBERTSON COUNTY SUBDIVISION REGULATIONS, OR (2) THAT A PERFORMANCE BOND OR OTHER SURETY HAS BEEN POSTED WITH THE PLANNING COMMISSION TO GUARANTEE COMPLETION OF ALL REQUIRED IMPROVEMENTS IN CASE OF DEFAULT. (U.S. HIGHWAY 41 NORTH)

DATE _____ 20__ CITY OF SPRINGFIELD, TENNESSEE REPRESENTATIVE

Certificate of Approval for Recording

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE ROBERTSON COUNTY SUBDIVISION REGULATIONS, WITH THE EXCEPTION OF SUCH VARIANCES, IF ANY, AS ARE NOTED IN THE MINUTES OF THE PLANNING COMMISSION, AND THAT IT HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE COUNTY REGISTER.

DATE _____ 20__ SECRETARY, PLANNING COMMISSION

Certificate of Approval of Water System

I HEREBY CERTIFY THAT THE WATER SYSTEMS IS OUTLINED OR INDICATED ON THE FINAL PLAN ENTITLED NORTHWIND ESTATES SEC. TWO HAS/HAVE BEEN INSTALLED IN ACCORDANCE WITH CURRENT AND LOCAL ACHIEVEMENT REQUIREMENTS, OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

DATE _____ 20__ TITLE OF GOVERNMENTAL REPRESENTATIVE

Utility Certification of the Approval of Sewer System

I HEREBY CERTIFY THAT THE SEWAGE TREATMENT AND COLLECTION SYSTEM PROPOSED FOR INSTALLATION, ALONG WITH ACCESS TO MAINTAIN THE COLLECTION SYSTEM AND ALL SYSTEM COMPONENTS, REQUIRING ALL HOMES ON THIS PLAN TO CONNECT TO THE TENNESSEE WASTEWATER SYSTEMS, INC. (TWS) SYSTEM, FULLY MEETS THE REQUIREMENTS OF TWS, AND IS HEREBY APPROVED AS SHOWN.

DATE _____ 20__ TENNESSEE WASTEWATER SYSTEMS INC. TITLE

STEVEN E. ARTZ TENNESSEE NO. 2027

CERTIFICATE OF SURVEY ACCURACY

I (WE) HEREBY CERTIFY THAT TO THE BEST OF MY (OUR) KNOWLEDGE AND BELIEF THIS IS A TRUE AND ACCURATE SURVEY OF THE PROPERTY SHOWN HEREON, THAT THIS IS A CATEGORY 'A' LAND SURVEY AS DEFINED IN TITLE 62, CHAPTER 18, TENNESSEE CODE ANNOTATED, AND THAT THE RATIO OF PRECISION IS GREATER THAN OR EQUAL TO 1/10,000'.

DATE 9-16-25 20__ REGISTERED AND SEALED LAND SURVEYOR

Reports From Staff

RESOLUTION NO. _____

A RESOLUTION AMENDING THE ROBERTSON COUNTY SUBDIVISION REGULATIONS TO REGULATE THE CREATION OF FLAG LOTS IN ROBERTSON COUNTY.

WHEREAS, the Robertson County Regional Planning Commission is vested with the authority to regulate the subdivision of land pursuant to Tennessee Code Annotated §13-3-401 et seq.; and

WHEREAS, the existing subdivision regulations and zoning resolution allow the creation of flag lots under certain conditions; and

WHEREAS, flag lots—characterized by a narrow strip of land ("flagpole" or "stem") providing access to a buildable interior parcel ("flag")—can lead to inefficient land use patterns, emergency access challenges, and potential conflicts with neighborhood character and development standards; and

WHEREAS, the Planning Commission finds that carefully managing the future creation of flag lots will promote more orderly development, improve access for emergency services, reduce driveway and utility conflicts, and enhance the overall quality and function of residential neighborhoods in Robertson County; and

WHEREAS, the Planning Commission desires to amend the Robertson County Subdivision Regulations, and if necessary, the Zoning Resolution, to manage the creation of flag lots in all zoning districts;

NOW, THEREFORE, BE IT RESOLVED BY THE ROBERTSON COUNTY REGIONAL PLANNING COMMISSION AS FOLLOWS:

SECTION 1. RECOMMENDATION TO AMEND SUBDIVISION REGULATIONS

The Planning Commission hereby recommends the following language be added to Article IV (Requirement For Improvements, Reservations, and Design) of the Robertson County Subdivision Regulations:

> **Section 4-102.9 – Flag Lots.** Generally, the Robertson County Regional Planning Commission finds that Flag Lots tend to be characteristic of "Scattered or Premature" development and fall within its statutory authority to regulate. The Commission also determines that Flag Lots often cause confusion regarding emergency access, hinder efficient school bus, mail, and public utility services, and lead to conflicts among

property owners. Therefore, the Planning Commission establishes the following requirements for Flag Lots within its Planning Region.

a) Flag lots proposed for approval shall demonstrate compliance with the requirements contained in this section and in these regulations generally.
b) The Planning Commission's policy is not to consider variances or requests for exceptions to these requirements, unless the applicant disputes the staff's interpretation of the regulations. In such cases, the Planning Commission will make a final decision on whether to support or overturn the staff's interpretation.

1. **Additional Requirements for Flag Lots.** All proposed flag lots shall demonstrate compliance with each of the following additional requirements:

a) In subdivisions containing five lots or more, Flag Lots shall not compose more than 20 percent of lots; subdivisions of fewer than 5 lots shall contain no more than 1 one Flag Lot.
b) Minor Subdivisions as defined herein containing a Flag Lot may be approved utilizing the same process as established for other Minor Subdivisions, provided that all requirements for Flag Lots are met.
c) All Flag Lots shall have a minimum of 50 feet of physical road frontage along a public road. In no case shall an easement satisfy this requirement. In no case shall widths be reduced to less than 50 feet.
d) Flag Stems for proposed Flag Lots shall not be longer than 500 feet.
    1. Flag Stems shall be measured from the edge of the public right of way to the beginning of the front Building Setback Line.
    2. Such Building Setback Line is defined as the point at which the lot in question meets minimum lot width requirements for its applicable zoning district.
e) Only one intervening lot or tract shall be permitted between the Flag Lot and the public road that provides access.
f) Flag Stems shall not change directions more than once; angles for Flag Stems shall not exceed 90 degrees.
g) Flag Lots shall provide adequate, safe, and reasonable access to the building site, as determined by the Planning Commission. To this end, Flag Stems:
    1. Shall not contain any portion of ponds, buildings, or other obstructions except vegetative cover to be removed during construction.
    2. Shall not cross flowing or intermittent streams, ravines, or other topographic features without installing a culvert or bridge that will ensure emergency access during the 25-year storm event.

3. Any necessary culverts or bridges must be designed and sized by a licensed engineer and installed at the applicant's expense.

h) Additional buffering requirements may be required for subdivisions containing Flag Lots to minimize the visual impact of adjacent rear yards to front yards. These requirements may include plantings, construction of opaque fencing, preservation of existing trees and other vegetative cover, and increased setback requirements, which may be required to be depicted on the plat.

Article VI, Definitions:

Lot, Flag: A lot not meeting minimum lot frontage requirements and where access to a public or private street is provided by means of a long, narrow driveway or easement between abutting lots.

SECTION 3. EFFECTIVE DATE

This resolution shall become effective upon its adoption by the Planning Commission and the official approval of the recommended amendments by the Robertson County Board of Commissioners, as required for the public welfare.

Adopted this [___] day of March 2026.

Chairperson: _____

Secretary: _____