

ITEM 38

B MILLER RECYCLING, LOCATED ON 16.56 ACRES AT 1979 CARTERS CREEK PIKE IN THE 9TH VOTING DISTRICT (5-2024-011).

Area	16.56 acres
Zoning	Municipal Growth Area-1 (MGA-1)
Water	HB&TS Utility District
Sewer	Individual On-Site Septic
Development Option	Legal Non-Conforming Industrial Use
Chapter 1101 Status	City of Franklin Urban Growth Boundary (UGB)
Map and Parcel	091---04100

File Number (1-2024-011)

At this time, the applicant is requesting deferral to the February 2025 Planning Commission meeting in order to allow the applicant more time to address Staff comments. Staff concurs with this request.

ITEM 39

NON-RESIDENTIAL SITE PLAN FOR ARRINGTON RESERVE ON 131.49 ACRES LOCATED OFF PATTON ROAD IN THE 5TH VOTING DISTRICT.

Attachment	39-1	Site Plan
	39-2	Aerial Photograph
	39-3	Review Letter from County's Traffic Consultant
	39-4	Letter of Intent

Area	131.49 acres
Zoning	Rural Development-1 (RD-1) and Rural Development-5 (RD-5)
Water	Milcrofton Utility District
Sewer	Cox Ladd Treatment and Disposal System
Development Option	Farm Winery
Chapter 1101 Status	Rural
Map and Parcel	114---03800

File Number (5-2024-014)

The applicant is requesting approval of a Farm Winery. The property in question is zoned Rural Development-1 (RD-1) and Rural Development-5 (RD-5), and a Farm Winery is a permitted use within both districts. The property is located on Patton Road, approximately 3/10 of a mile east of Cox Road and 1.3 miles west of Horton Highway.

According to the Letter of Intent, the applicant proposes to construct a 3-story, 9,900 square foot building that will house a creamery and cidery (See Attachment 39-4). An orchard will be located on the property, and fruits harvested will be utilized in the creamery and cidery process. The proposed building will also house an event space for the creamery and cidery, as well as host a limited number of special events. There can be no more than 250 attendees at these special events. An overflow parking area located near the southeastern border of the property provides additional parking for these special events. Access is provided by two (2) drives from Patton Road, and the Williamson County Highway Department has approved the locations of both drives.

Properties surrounding the parcel in question range in size from 3.6 acres to over 100 acres and are used primarily for residential and agricultural purposes with Arrington Vineyards located across the street and to the South. An expansion to the Cox Ladd Treatment and Disposal System has been approved and will serve the use.

Natural Resource Protection standards have been met, including the establishment of the required Waterway Natural Area (WNA) for Nelson Creek.

Water to the site is served by Milcrofton Utility District. Wastewater will be handled via the Cox Ladd Wastewater Treatment and Disposal System, and no additional drip dispersal areas or storage ponds are needed for this use. The County's Wastewater Consultant has reviewed the proposed use and has recommended approval from a wastewater standpoint. A Landscaping Plan utilizing a combination of existing and proposed vegetation has been reviewed and approved by Staff.

A Traffic Impact Analysis was performed by the applicant and reviewed by the County's Traffic Consultant (See Attachment 39-3). The County's traffic consultant has recommended approval from a traffic standpoint contingent upon the following:

- 1.) Construct the proposed Site Access with one (1) inbound lane and one (1) outbound lane operating under stop condition according to Williamson County, TDOT, AASHTO and MUTCD standards;
- 2.) All radii for the proposed Site Access be designed to accommodate the largest turning requirements for either a garbage truck (SU-30) or a fire truck according to Williamson County, TDOT, AASHTO and MUTCD standards; and
- 3.) Ensure departure sight distance triangles for all driveways, internal intersections, and Site Access intersections are designed to be clear of all sight obstructions as specified by AASHTO. Design of the internal roadway system be completed according to Williamson County, TDOT, AASHTO and MUTCD standards.

The Site Plan is in order and Staff recommends approval with the following conditions:

- 1) Construct the proposed Site Access with one (1) inbound lane and one (1) outbound lane operating under stop condition according to Williamson County, TDOT, AASHTO and MUTCD standards;
- 2) All radii for the proposed Site Access be designed to accommodate the largest turning requirements for either a garbage truck (SU-30) or a fire truck according to Williamson County, TDOT, AASHTO and MUTCD standards;
- 3) Ensure departure sight distance triangles for all driveways, internal intersections, and Site Access intersections are designed to be clear of all sight obstructions as specified by AASHTO. Design of the internal roadway system be completed according to Williamson County, TDOT, AASHTO and MUTCD standards;
- 4) Per the recommendation of the County's Wastewater Consultant, establishment of a performance bond for the wastewater collection system in the amount of \$75,000;
- 5) Establishment of a Performance Bond for Water Improvements in favor of Milcrofton Utility District in the amount of \$73,400;

- 6) Prior to the submission of Building Permit applications, the posting of a Performance Bond for landscaping improvements in the amount of \$71,350;
- 7) Submittal to and approval by the County Engineer for the stormwater calculations and the grading and drainage plan prior to issuance of a Land Disturbance Permit;
- 8) Execution of a Performance Agreements for the above-referenced sureties;
- 9) Execution of a Stormwater Maintenance Agreement and submission of an Operation and Maintenance Plan for stormwater improvements; and
- 10) All signage must be approved per Ordinance requirements.

ARRINGTON RESERVE

SITE PLAN

6216 PATTON ROAD
WILLIAMSON COUNTY, TENNESSEE
MAP 114, PARCEL 38.00

ENGINEER: T-SQUARE SURVEYING
111 SOUTHEAST PARKWAY COURT
FRANKLIN, TN 37064
(615) 678-8212

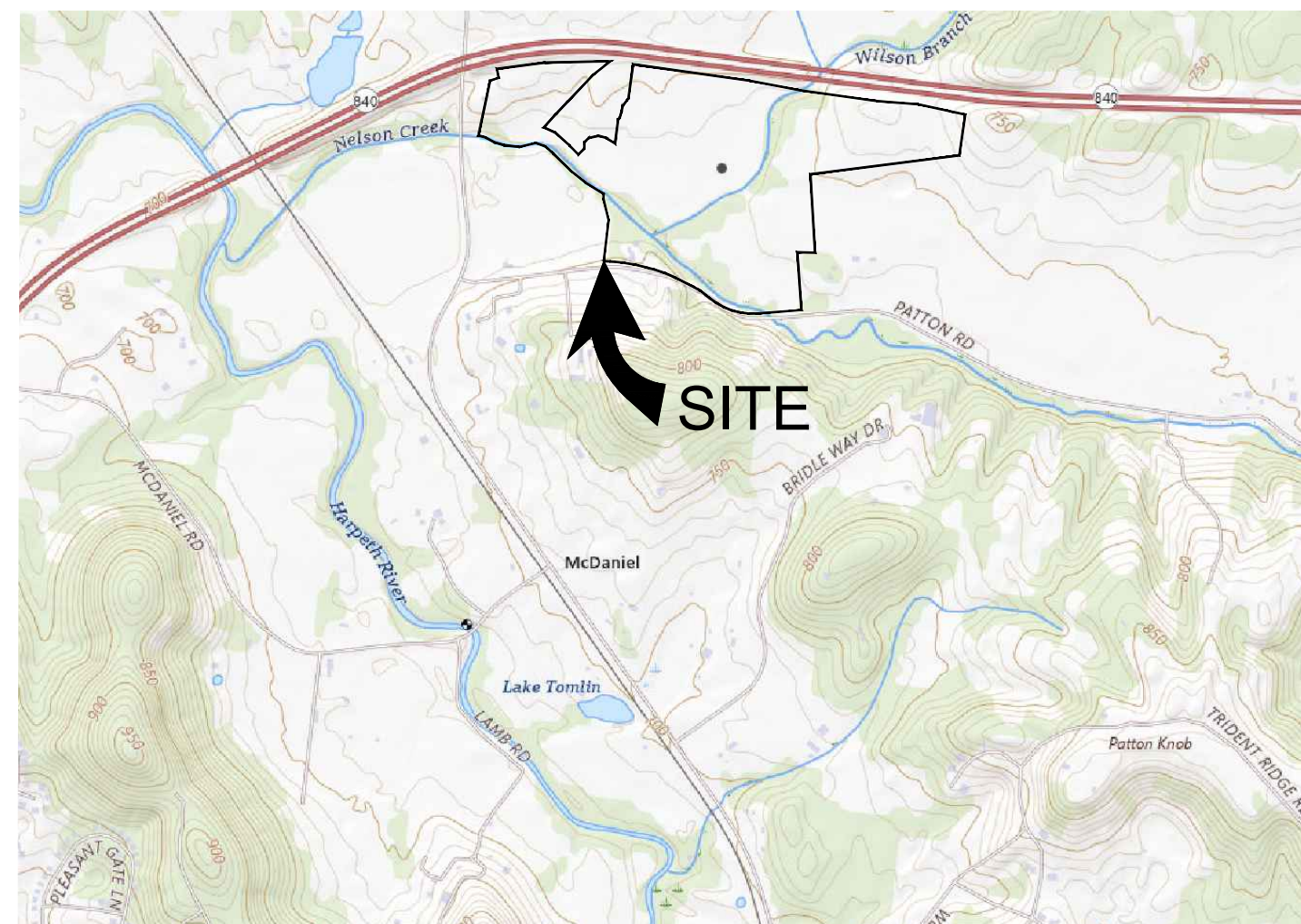
SURVEYOR: T-SQUARE SURVEYING
111 SOUTHEAST PARKWAY COURT
FRANKLIN, TN 37064
(615) 678-8212

LANDSCAPE ARCHITECT: T-SQUARE ENGINEERING
CURTIS STEWART, P.L.A., A.S.L.A.
111 SOUTHEAST PARKWAY COURT
FRANKLIN, TN 37064
(615) 678-8212

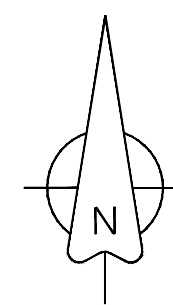
WATER: MILCROFTON UTILITY DISTRICT
6333 ARNO ROAD
FRANKLIN, TN 37064
(615) 794-5947

SANITARY: ADENUS WASTEWATER SOLUTIONS
849 AVIATION PKWY
SMYRNA, TN 37167
(888) 423-3687

ELECTRIC: MIDDLE TENNESSEE ELECTRIC
2156 EDWARD CURD LANE
FRANKLIN, TN 37067
(877) 777-9020



VICINITY MAP
N.T.S.



SHEET SCHEDULE

- C-0.0 COVER SHEET
- C-1.0 EXISTING CONDITIONS
- C-2.0 OVERALL SITE PLAN
- C-2.1 DETAILED SITE PLAN
- C-2.2 DETAILED SITE PLAN
- C-2.3 SITE DETAILS
- C-2.4 RESOURCE PROTECTION PLAN
- C-2.5 RESOURCE PROTECTION PLAN
- C-3.0 INITIAL EROSION CONTROL PLAN
- C-3.1 INITIAL EROSION CONTROL PLAN
- C-3.2 TEMPORARY EROSION CONTROL PLAN
- C-3.3 TEMPORARY EROSION CONTROL PLAN
- C-3.4 FINAL EROSION CONTROL PLAN
- C-3.5 FINAL EROSION CONTROL PLAN
- C-3.6 EROSION CONTROL DETAILS
- C-3.7 EROSION CONTROL DETAILS
- C-5.0 GRADING PLAN
- C-5.1 DRAINAGE PLAN
- C-7.0 UTILITY PLAN
- C-7.1 OVERALL UTILITY PLAN
- L-8.0 LANDSCAPE PLAN

FLOOD NOTE
A PORTION OF THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE AE" AS EVIDENCED ON FEMA
PANEL # 47187C0380F OF WILLIAMSON COUNTY, TN, DATED 09/29/2006. THE REMAINDER OF THIS THIS
PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # 47187C0380F
AND 47187C0380F OF WILLIAMSON COUNTY, TN, DATED 09/29/2006.

OWNER OF RECORD
TRISHUL LLC 224 HOLT LANE TULLAHOMA, TN 37388 MAP 114, PARCEL 38.00 DEED BOOK 6953, PAGE 362
APPLICANT
T-SQUARE ENGINEERING 111 SOUTHEAST PARKWAY CT FRANKLIN, TN 37064 615.678.8212



PROJECT
21-1202

SHEET
C-0.0



REVISIONS

DATE

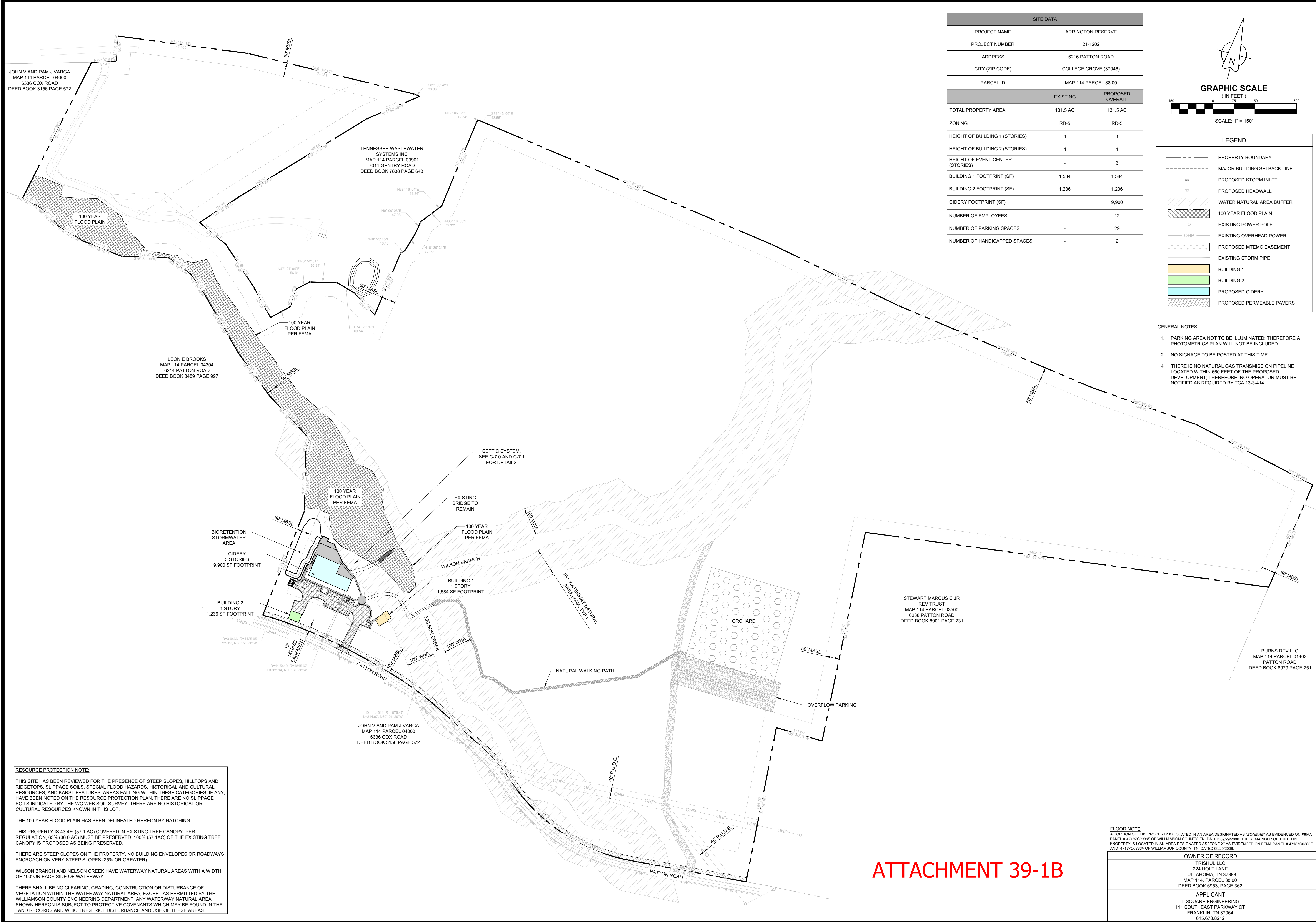
NO.

DATE:
12/03/2024
SCALE:
AS SHOWN
DRAWN BY:
T-SQUARE
REVIEWER:
LTS

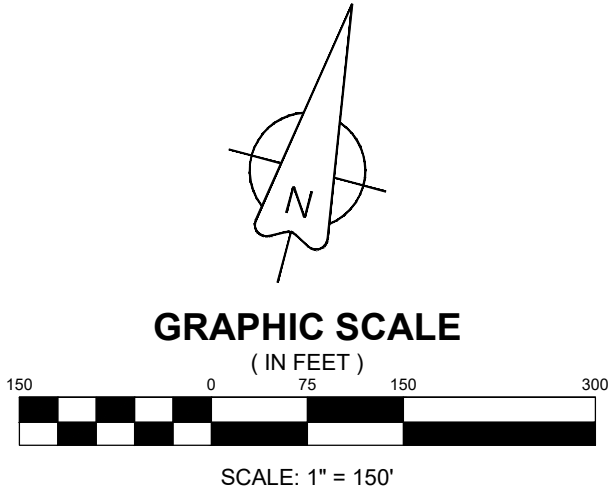
COVER SHEET

MAP 114, PARCEL 38.00
WILLIAMSON COUNTY, TENNESSEE

ARRINGTON RESERVE



SITE DATA		
PROJECT NAME	ARRINGTON RESERVE	
PROJECT NUMBER	21-1202	
ADDRESS	6216 PATTON ROAD	
CITY (ZIP CODE)	COLLEGE GROVE (37046)	
PARCEL ID	MAP 114 PARCEL 38.00	
	EXISTING	PROPOSED OVERALL
TOTAL PROPERTY AREA	131.5 AC	131.5 AC
ZONING	RD-5	RD-5
HEIGHT OF BUILDING 1 (STORIES)	1	1
HEIGHT OF BUILDING 2 (STORIES)	1	1
HEIGHT OF EVENT CENTER (STORIES)	-	3
BUILDING 1 FOOTPRINT (SF)	1,584	1,584
BUILDING 2 FOOTPRINT (SF)	1,236	1,236
CIDERY FOOTPRINT (SF)	-	9,900
NUMBER OF EMPLOYEES	-	12
NUMBER OF PARKING SPACES	-	29
NUMBER OF HANDICAPPED SPACES	-	2



LEGEND	
	PROPERTY BOUNDARY
	MAJOR BUILDING SETBACK LINE
	PROPOSED STORM INLET
	PROPOSED HEADWALL
	WATER NATURAL AREA BUFFER
	100 YEAR FLOOD PLAIN
	EXISTING POWER POLE
	EXISTING OVERHEAD POWER
	PROPOSED MTEMC EASEMENT
	EXISTING STORM PIPE
	BUILDING 1
	BUILDING 2
	PROPOSED CIDERY
	PROPOSED PERMEABLE PAVERS

- GENERAL NOTES:
1. PARKING AREA NOT TO BE ILLUMINATED; THEREFORE A PHOTOMETRICS PLAN WILL NOT BE INCLUDED.
 2. NO SIGNAGE TO BE POSTED AT THIS TIME.
 3. THERE IS NO NATURAL GAS TRANSMISSION PIPELINE LOCATED WITHIN 660 FEET OF THE PROPOSED DEVELOPMENT; THEREFORE, NO OPERATOR MUST BE NOTIFIED AS REQUIRED BY TCA 13-3-414.

RESOURCE PROTECTION NOTE:

THIS SITE HAS BEEN REVIEWED FOR THE PRESENCE OF STEEP SLOPES, HILLTOPS AND RIDGETOPS, SLIPPAGE SOILS, SPECIAL FLOOD HAZARDS, HISTORICAL AND CULTURAL RESOURCES, AND KARST FEATURES. AREAS FALLING WITHIN THESE CATEGORIES, IF ANY, HAVE BEEN NOTED ON THE RESOURCE PROTECTION PLAN. THERE ARE NO SLIPPAGE SOILS INDICATED BY THE WC WEB SOIL SURVEY. THERE ARE NO HISTORICAL OR CULTURAL RESOURCES KNOWN IN THIS LOT.

THE 100 YEAR FLOOD PLAIN HAS BEEN DELINEATED HEREON BY HATCHING.

THIS PROPERTY IS 43.4% (57.1 AC) COVERED IN EXISTING TREE CANOPY. PER REGULATION, 63% (36.0 AC) MUST BE PRESERVED. 100% (57.1AC) OF THE EXISTING TREE CANOPY IS PROPOSED AS BEING PRESERVED.

THERE ARE STEEP SLOPES ON THE PROPERTY. NO BUILDING ENVELOPES OR ROADWAYS ENCROACH ON VERY STEEP SLOPES (25% OR GREATER).

WILSON BRANCH AND NELSON CREEK HAVE WATERWAY NATURAL AREAS WITH A WIDTH OF 100' ON EACH SIDE OF WATERWAY.

THERE SHALL BE NO CLEARING, GRADING, CONSTRUCTION OR DISTURBANCE OF VEGETATION WITHIN THE WATERWAY NATURAL AREA, EXCEPT AS PERMITTED BY THE WILLIAMSON COUNTY ENGINEERING DEPARTMENT. ANY WATERWAY NATURAL AREA SHOWN HEREON IS SUBJECT TO PROTECTIVE COVENANTS WHICH MAY BE FOUND IN THE LAND RECORDS AND WHICH RESTRICT DISTURBANCE AND USE OF THESE AREAS.

ATTACHMENT 39-1B

FLOOD NOTE	
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OWNER OF RECORD	
TRISHUL LLC 224 HOLT LANE TULLAHOMA, TN 37388 MAP 114, PARCEL 38.00 DEED BOOK 6953, PAGE 362	
APPLICANT	
T-SQUARE ENGINEERING 111 SOUTHEAST PARKWAY CT FRANKLIN, TN 37064 615.678.8212	



OVERALL SITE PLAN

MAP 114, PARCEL 38.00

WILLIAMSON COUNTY, TENNESSEE

DATE: 12/03/2024

SCALE: AS SHOWN

DRAWN BY: T-SQUARE

REVIEWER: LTS

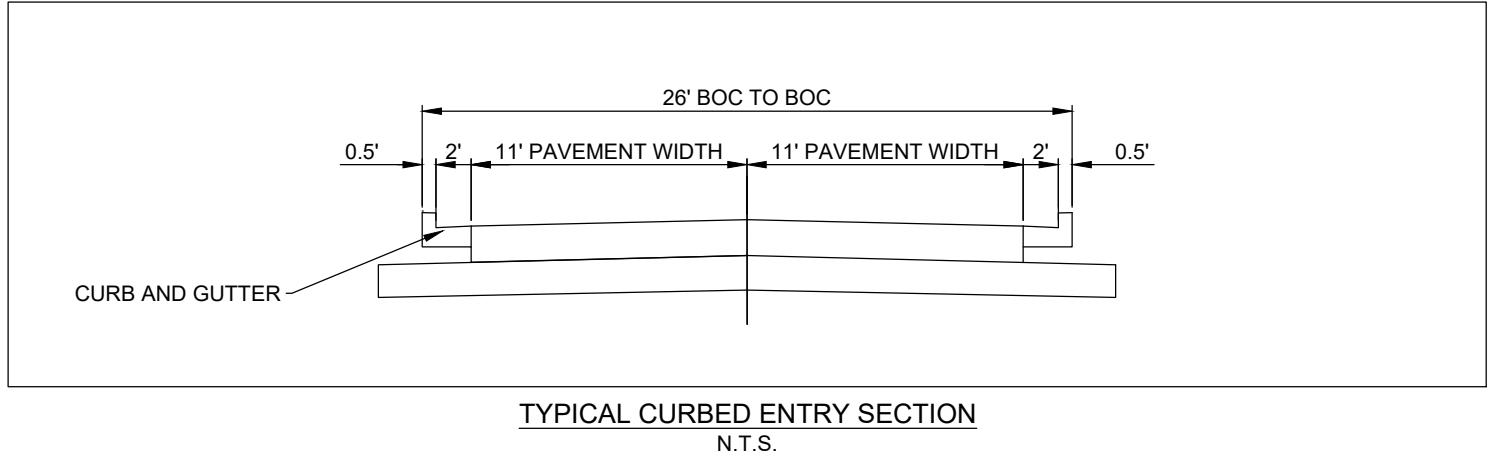
PROJECT

21-1202

SHEET

C-2.0

ARRINGTON RESERVE



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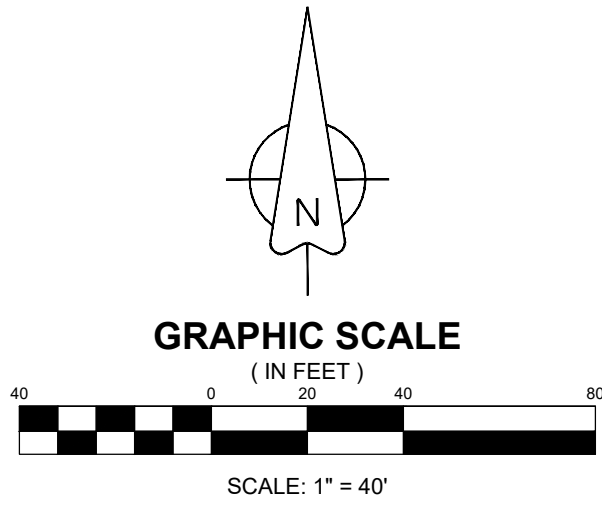
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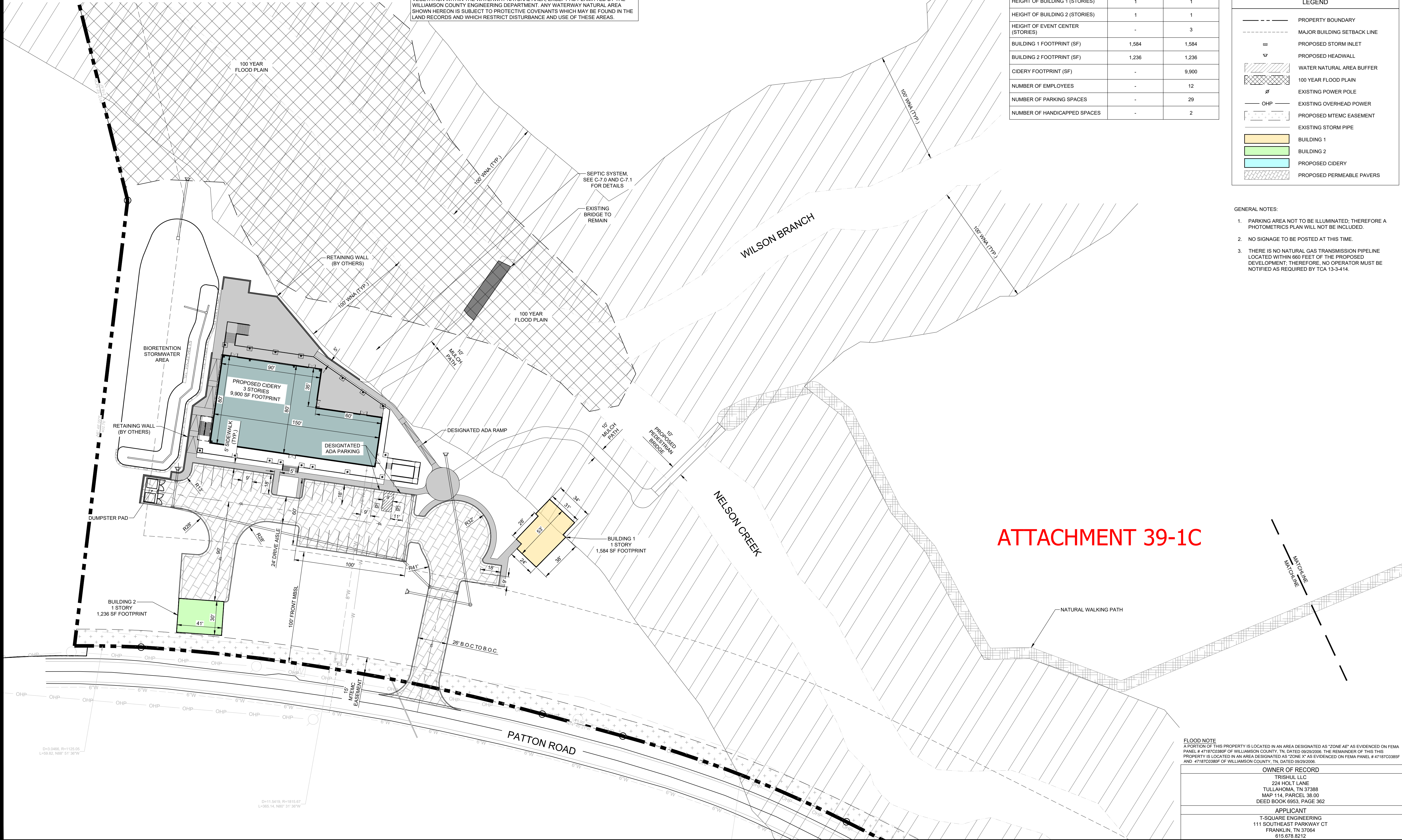
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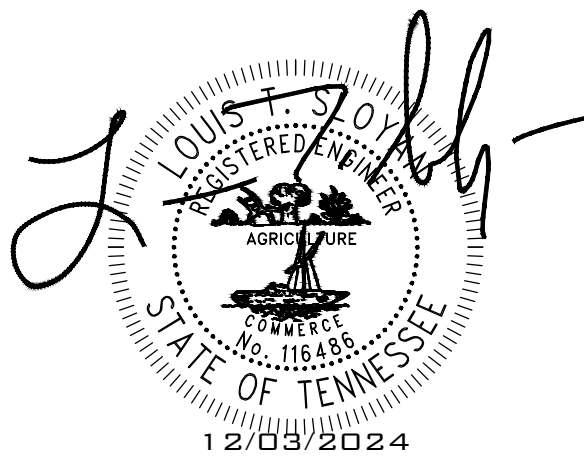
LEGEND	
---	PROPERTY BOUNDARY
----	MAJOR BUILDING SETBACK LINE
≡	PROPOSED STORM INLET
▽	PROPOSED HEADWALL
▨	WATER NATURAL AREA BUFFER
▩	100 YEAR FLOOD PLAIN
⊘	EXISTING POWER POLE
—OHP—	EXISTING OVERHEAD POWER
----	PROPOSED MTEMC EASEMENT
----	EXISTING STORM PIPE
■	BUILDING 1
■	BUILDING 2
■	PROPOSED CIDERY
▨	PROPOSED PERMEABLE PAVERS

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OWNER OF RECORD	
TRISHUL LLC 224 HOLT LANE TULLAHOMA, TN 37388 MAP 114, PARCEL 38.00 DEED BOOK 6953, PAGE 362	
APPLICANT	
T-SQUARE ENGINEERING 111 SOUTHEAST PARKWAY CT FRANKLIN, TN 37064 615.678.8212	

DETAILED SITE PLAN
MAP 114, PARCEL 38.00
WILLIAMSON COUNTY, TENNESSEE



PROJECT
21-1202

SHEET
C-2.1



RESOURCE PROTECTION NOTE:
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ATTACHMENT 39-1D

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OWNER OF RECORD TRISHUL LLC 224 HOLT LANE TULLAHOMA, TN 37388 MAP 114, PARCEL 38.00 DEED BOOK 6953, PAGE 362	
APPLICANT T-SQUARE ENGINEERING 111 SOUTHEAST PARKWAY CT FRANKLIN, TN 37064 615.678.8212	

REVISIONS		DATE		NO.		DATE		NO.	
		DATE		NO.		DATE		NO.	
DATE:		12/03/2024		SCALE:		AS SHOWN		DRAWN BY:	
T-SQUARE		REVIEWER:		LTS		PROJECT		SHEET	
21-1202		C-2.2		PROJECT		21-1202		SHEET	
C-2.2		PROJECT		21-1202		SHEET		C-2.2	

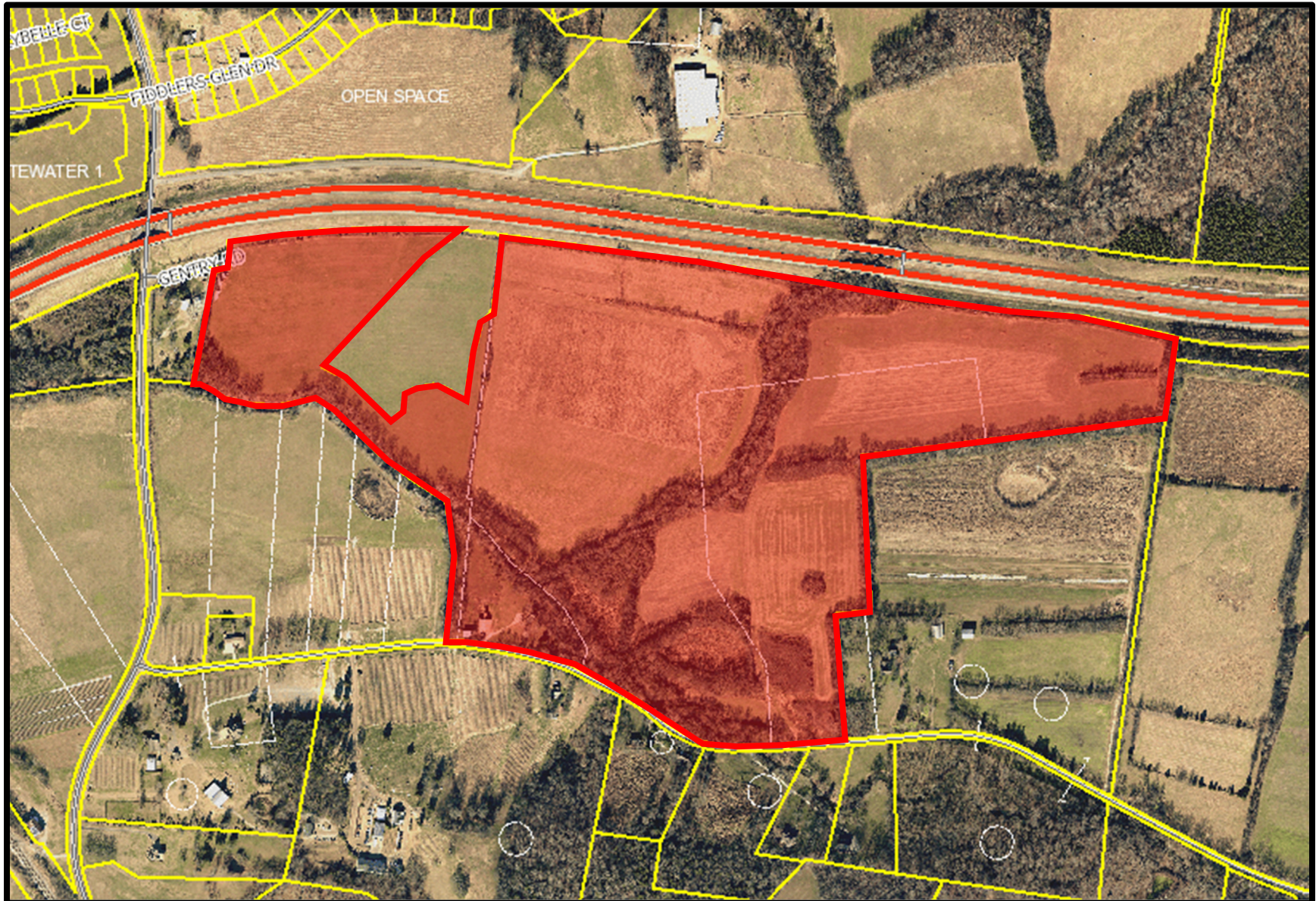
LOUISIANA
REGISTERED PROFESSIONAL ENGINEER
AGRICULTURE
NO. 11648
STATE OF TENNESSEE
12/03/2024

PROJECT
21-1202

SHEET
C-2.2

ARRINGTON RESERVE

ATTACHMENT 39-2





MEMORANDUM

To: Aaron Holmes, Williamson County Planning Department
From: Kayla Ferguson, P.E., AICP; Burch Transportation, LLC
Date: 11/14/2024
Subject: Arrington Reserve TIA Review

This memorandum provides the findings of the independent review of the Arrington Reserve TIA submitted to Williamson County Planning on 11/12/2024 with a future site plan submittal. The review focused on the following three items: consistency with assumptions discussed in the traffic study scoping and included in the executed MOUA, review of the traffic operational analyses, and evaluation of recommended infrastructure improvements. Based on this review, we identify any necessary modifications to the traffic study and/or the recommendations that ensure consistency with the County's Traffic Study Guidelines and mitigate impacts of the proposed project.

General Project Information and Traffic Study Scope

The Arrington Reserve development proposal includes a new commercial development located on Patton Road in the Arrington community in Williamson County. More specifically, the proposed development will include a 9,700-sf gelato creamery and cidery on site. Based on the proposed land use and trip generation of the development, a Traffic Impact Analysis (TIA) was required. A traffic study scoping call was first conducted with the applicant's traffic study preparer in July 2023, then again in September 2023, and again in October 2024. The outcome of the final scoping meeting was an agreed upon set of assumptions and study parameters for the traffic study. Table 1 identifies key traffic study elements and an evaluation of their consistency with the agreed upon scope. As noted, the traffic study submitted accurately reflects the current development plan and the scope as agreed upon in the MOUA.

In addition to the assumptions in Table 1, it should also be noted that the Arrington Reserve development plans to utilize the site for 2-3 events annually. During these events, a secondary driveway on Patton Road would be utilized to provide access to extra parking capacity. Because these events would be infrequent, not the primary use of the site, and outside of traditional peak hours, traffic analysis was not required for these events. However, recommendations are made regarding traffic control and signage for those events, which are detailed at the conclusion of this memo.

Table 1: Review of Traffic Study Scope Elements

Project Characteristic	Documented in Traffic Study	Consistent with MOUA?
Proposed Land Use and Density	9,700 sf cidery/creamery	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Trip Generation	AM: 7 total / 6 enter / 1 exit PM: 95 total / 56 enter / 39 exit	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Buildout and Background Growth	Buildout Horizon: 2025 Annual Growth Rate: 3.0% Site Specific Growth: Troubador, Meadowside, College Grove Athletic Facility, Burns Property	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Study Area	Segments: • Patton Rd Intersections: • Patton Rd & Horton Hwy • Patton Rd & Cox Rd • Patton Rd & New Site Access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Traffic Operational Analyses

The operational analyses for the intersections and roadway segments within the study area were based on methods from *Highway Capacity Manual*. The following bullets highlight a review of the analysis as documented in the TIA:

- Data to support the traffic analyses was collected from 6:00 AM – 6:00 PM on a weekday in October 2023 when local schools were in session. Per allowances in the County’s guidelines and as discussed in the scoping meeting, these counts were used to establish baseline traffic conditions in the study area.
- Based on the data collected, critical turning movements at the two existing unsignalized study intersections currently operate at LOS C or better during both peak hours.
- Under background conditions in 2025, minor street delays on the unsignalized approach of Patton Road at Horton Highway are expected to increase during both peak hours. This is primarily a result of the additional through volume on Horton Highway generated by other approved developments that will make it more difficult for drivers to find acceptable gaps to turn onto the major arterial. More specifically, the eastbound left turn movement on Patton Road is expected to operate at LOS F in both peak hours in 2025 without the proposed Arrington Reserve project.
- The background capacity analysis at existing study intersections accounts for multiple turn lane improvements that are conditioned with the Troubador development.
- Approximately 75% of the traffic volumes generated by the proposed Arrington Reserve project are expected to be oriented to the east on Horton Highway with the remaining 25% oriented to the west on Cox Road.

- With the addition of the proposed project, delays are projected to increase most significantly in the PM peak hour for the eastbound left turn movement from Patton Road onto Horton Highway. More specifically, the eastbound left turn on Patton Road is projected to see an additional 123 seconds of delay in the PM peak hour. The Arrington Reserve project is projected to add 27 vehicles to this movement in the PM peak hour. The 95th percentile queue lengths for the eastbound left turn are projected to block the storage for the eastbound right turn lane; however, this is expected to occur in background conditions as well.
- Capacity analyses were also conducted for the segment of Patton Road adjacent to the project site. Based on the TIA assumptions, Patton Road is expected to remain operating at LOS A after the proposed Arrington Reserve project is complete.
- Following an analysis of the Patton Road cross section and comparison to AASHTO design guidelines, the TIA concludes that the roadway meets current standards for a low-volume arterial and therefore does not necessitate any improvement.
- Based on the presented traffic volumes and the methodologies in *NCHRP Report 457 – Evaluating Intersection Improvements: An Engineering Study Guide*, a southbound right turn lane is warranted on Horton Highway at the intersection with Patton Road under existing, background and subsequent projected conditions. The Arrington Reserve development is projected to add approximately 39 vehicles to this movement. Other approved background developments are projected to add 43 vehicles to this movement. However, because this is a free-flowing movement, no vehicular delays are reported and it likely operates at acceptable levels of service as defined in the County’s guidelines.
- A turn lane warrant analysis was also conducted for the Project Access on Patton Road. Based on the projected 2025 volumes, no turn lanes are warranted and a single-lane approach is sufficient for the Project Access.

Based on the review of traffic study, it appears that the operational analyses are based on reasonably correct peak hour volumes, intersection laneage, and traffic control.

Recommended Infrastructure Improvements

Based on the operational analysis and other site considerations, the following improvements are recommended in the TIA. For each set of improvements, a response is noted below.

- **Improvements at Patton Road and Project Access**
 - Construct the proposed Site Access along Patton Road with one (1) inbound lane and one (1) outbound lane operating under a stop condition for Patton Road according to MUTCD, AASHTO, TDOT, and Williamson County standards.
 - All radii for the proposed access shall be designed to accommodate the largest turning requirements of either an SU-30 truck (garbage) or an emergency vehicle

(fire apparatus) that will service the development according to MUTCD, AASHTO, TDOT, and Williamson County standards.

- Ensure the departure sight distance triangles for all driveways, internal intersections, and site access intersections are designed to be clear of all sight obstructions (including grade) as specified by AASHTO. The design of proposed internal roadway system should be completed according to the MUTCD, AASHTO, TDOT, and Williamson County standards.

Review Evaluation: These recommended improvements are consistent with the analysis presented and expectations. The TIA notes that vegetation along Patton Road within the departure sight triangles will need to be removed to ensure adequate intersection sight distance is available.

- **General Recommendations**

- During special events, traffic control officers will need to be located along Patton Road at both site access locations and additional temporary signage may need to be installed along Patton Road during events as determined by Williamson County Highway Department.
- Any vehicles utilized for shuttle purposes during events will need to be approved by the Williamson County Highway Department

Review Evaluation: These recommendations are consistent with the analysis presented and expectations.

The TIA notes a number of other capacity improvements that are either conditioned with other approved developments or that are warranted in existing conditions and therefore should not be the responsibility of the Arrington Reserve development.

It should be noted that in scoping calls, the applicant expressed the hope that patrons of Arrington Vineyard, located on the south side of Patton Road across from the proposed Arrington Reserve site, would also patron the cidery/gelato creamery. Based on limited parking available in this area for both attractions, the vertical curvature of Patton Road and the lack of sidewalk infrastructure, it was recommended that the applicant consider how visitors might access Arrington Vineyards by crossing Patton Road on foot; however, the TIA does not address this likely situation even though traffic on Patton Road is projected to increase significantly with other developments.

Conclusion – Study Acceptance

The Arrington Reserve TIA submitted October 2024 includes all of the typically required traffic study components and identifies reasonable and beneficial infrastructure improvements to be made as a result of the proposed development. At this time, we recommend that the current



traffic study be accepted by the County. While not a condition of approval, we would recommend that the applicant work with Arrington Vineyards and the County Highway Department to explore a safe pedestrian access across Patton Road.

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

Sincerely,

A handwritten signature in black ink that reads 'Kayla Ferguson'. The signature is written in a cursive, flowing style.

Kayla Ferguson, PE, AICP
Burch Transportation, LLC

ATTACHMENT 39-4



Letter Of Intent – Arrington Reserve – 6216 Patton Road
October 25, 2024
Revised 02 December 2024

Mr. Aaron Holmes, Planning Director
Williamson County Planning Department
1320 West Main Street
Franklin, TN 37064

RE: Letter of Intent – Proposed Development of Arrington Reserve in Arrington, TN (6216 Patton Road)

Mr. Holmes,

This Letter of Intent describes the vision and use for the property listed above. The 131-acre property is located at 6216 Patton Rd, Arrington, TN, approximately 1,600 LF east of the intersection of Cox Road and Patton Road and directly across the street from Arrington Vineyards. Reference additional Civil Engineering drawings for project location and aerial of project site.

The project site consists of gently rolling open fields bisected by Nelson Creek and Wilson Creek. Typical riparian vegetation (native and non-native invasive species) exists along the banks of both creeks. A small log cabin, old barn and metal storage building currently exist on site. The existing log cabin (Building 1) will remain as a residential occupancy, with no plans from the owner to change the use. The existing metal building (Building 2) will remain and be used for support services during and after construction. The existing barn will be demolished with the materials repurposed on site.

The project concept will be developed almost exclusively adjacent to Patton Road with an temporary overflow parking area and seasonal agricultural sales (pumpkin patch, Christmas tree sales, etc) / orchard expansion across Nelson Creek. This area will be accessed via an existing gravel access point at Patton Rd. No vehicular bridge will be required for access. The development near Patton Road includes a three-story building with an 9,900 SF footprint, housing an agricultural focused creamery / cidery education and retail space on the first floor/basement level, event space on the main floor/second floor, and an event space and owner's suite on the second floor/upper floor. Each of the event spaces will be tied to the farm cidery / winery per Williamson County zoning ordinance. A limited number of events (maximum of 180 attendees) will be associated with and hosted by the farm cidery / winery annually. We understand if events are expected to have >250 attendees, those will require special permits and approval from Williamson County. Food preparation will occur within the commercial kitchen, focusing on utilizing the fruits, herbs, and vegetables grown onsite for healthy-food centric small canapes, hors d'oeuvres, pizzas, etc.

There will also be an outdoor patio for entertaining small events and socializing. Creamery-parking only will be located near Patton Road and temporary overflow event parking located across Nelson Creek, accessed via an existing access point to the east off Patton Road. Pedestrian access to the proposed project from this parking area will be via a pedestrian walkway and newly constructed pedestrian bridges across Wilson Creek and Nelson Creek. Fruit orchards will be incorporated into the site, providing "Farm-To-Table" fruits for the creamery / cidery / event spaces. Reference attached Architectural and Civil Engineering drawings for additional design information regarding for the proposed building and site design.



Wastewater generated by the creamery / cidery / event spaces will be discharged to an existing wastewater treatment system plant located northwest of the project site on the adjacent parcel. Reference Civil Engineering drawings for conceptual design of wastewater discharge and availability letters for additional information.

The cidery / creamery will have approximately 12 employees on the site at any one time throughout the day. Expected number of customers throughout the day would be approximately 200-300 throughout any given day. Operating hours are estimated as Tuesday through Sunday from 8am-9pm.

I appreciate your attention to this project, and I hope this information is helpful. Please contact me should you have any questions or comments.

Please contact me if you have any questions. We look forward to working with you.

Regards,

A handwritten signature in black ink, appearing to read 'Aaron Brown', followed by a long horizontal line.

Aaron Brown, AIA
Principal | 342 Architects, PLLC
931.596.0342 | abrown@342architects.com