Municipal-Regional Planning Commission

Meeting Agenda

Atoka Town Hall
334 Atoka-Munford Avenue

Thursday, June 24, 2021
5:00 p.m.

Prior to the start of the meeting, a Public Hearing on the Resolution for the Subdivision Regulation Amendments will take place

I. Call to Order & Establishment of a Quorum

II. Approval of the Minutes
- A. Regular Commission Meeting – May 13, 2021

III. Reports
- A. Code Enforcement Monthly Activity Report

IV. Old Business
- A. Consideration of Amendments to the Atoka Subdivision Regulations-Shelly Johnstone, AICP
- B. Report on Site and Design Review- Tri Star Nutrition
- C. Consideration of PFMT Holdings, Resolutions for Infrastructure Acceptance on Subdivisions:
  - i. Mclaughlin Williamsburg Estates
  - ii. Williamsburg Mclaughlin Estates
  - iii. Sterling Ridge Phase IV, V, VI

V. New Business- Shelly Johnstone, AICP
- A. Consideration of APC Rentals Minor Subdivision Final Plat
- B. Consideration of APC Rentals Site and Design Review
- C. Consideration of Maple Woods Village Phase I, Major Subdivision Preliminary Plat

VI. Miscellaneous Items from the Planning Commission

VII. Citizen Concerns.

VIII. Adjourn

Municipal-Regional Planning Commission

Public Hearing -Minutes

Atoka Town Hall
334 Atoka-Munford Avenue

Thursday May 13, 2021
6:15pm

The Atoka Municipal/Reginal Planning Commission held a Public Hearing regarding amendments to the Atoka Municipal Subdivision Regulations.

Chair Shopher opened the Public Hearing at 6:15pm. He acknowledged there was no quorum for the Public Hearing and closed the Public Hearing at 6:17pm.

Meeting - Minutes

The **Atoka Municipal/Regional Planning Commission** met with the following members present:

Keith Moore (6:50pm)
John Harber
Michael Smith
Stephen Shopher
Jonathan Fortenberry (6:35pm)

Absent: Brett Giannini
Vicki Shipley

Also attending:

Shelly Johnstone, AICP, Town Planner
Amanda Faurbo, Assistant to the Town Administrator
Wayne Bouler, Munford Development
Ben Ledsinger, Town Engineer
*Attached Sign In sheet
Rex Wallace, Director
Marc Woerner, Town Administrator
Kasey Culbreath, Town Attorney

Planning Commission Meeting was called to order at 6:35 pm.

Chair Shopher established a quorum. Then advised that he would like to move Deer Ridge II Acceptance Discussion up on the agenda. He requested a twenty (20) minute recess to take an opportunity to go on site and look at subdivision so the Commission could make an informed decision on it. Commissioner Harber stated that there was no need in recessing based on a letter. No motion was made to recess.

OLD BUSINESS

1. Consideration of Amendments to the Atoka Subdivision Regulations –There was no quorum for the public hearing, so the discussion was moved to the June Planning Commission Meeting.

   Previous Minutes April 15, 2021 –Commissioner Harber made a motion to approve the April 15, 2021, minutes. Commissioner Smith seconded. All Approved. Motion Carried.

REPORTS

Code Enforcement Monthly Activity Report – Rex Wallace, Director reviewed as presented.

NEW BUSINESS –

1. **Consideration of Tri-Star Nutrition's request for placement of a mobile food truck on a lot in Atoka**- Shelly, AICP, Town planner presented. She advised the business had taken care of all the concerns that the commission had addressed in a previous meeting. One of the concerns for the Town was the sale's tax. Shelly stated that through the tax identification process, the business would identify the lot location and address for the Town to receive the sale's tax. Mindy Ledford and Jennifer Turnage answered questions from the commission. Commissioner Fortenberry made a motion for Ms. Shelly to move forward with in house staff to work with Tri-Star Nutrition for the design review. Commissioner Smith seconded. All Approved. Motion Carried.
2. **Deer Ridge Acceptance Discussion**- Marc Woerner, Town Administrator advised that we could get into a discussion about the acceptance of Deer ridge II. He stated that he and the developer have conducted two conversations regarding the issues at hand. He proceeded to read an email from Ben Ledsinger, SSR with the outline of the development. Mr. Woerner added the status to date. Mr. Bouler gave some viable history on why the Town started paving the final layer of asphalt. Commissioner Moore made a motion that the Commission recommends approval to the Mayor and Board of Alderman the subdivision be approved and accepted contingent upon the base layer areas that have been identified be addressed and fixed to town staff's liking. Commissioner Smith seconded. All approved. Motion carried.
3. **MISCELLANEOUS ITEMS FOR THE PLANNING COMMISSION** – Shelly, AICP Town planner advised the commission that the Town attorney and herself will be meeting with another municipality to discuss surety instruments.

   Commissioner Harber addressed the commission and stated that he would like to talk about Shepard's Ridge. This board already approved the preliminary plat for Shepard's Ridge. This is all about Wayne tonight. He told me that after he had the subdivision engineered and paid them lots of money to have it engineered, our engineers came back and asked him to change a standard road to a minor collector road. That change is not an easy change, but it is going to dramatically change ethe plan significantly in terms of sewer, water, drainage, lots. He asked Mr Wayne if he would like to speak. Mr Wayne stated to Marc that he appreciates that Marc is taking the bull by the horns and acknowledged that the developers are not easy to deal with. He stated that he has a preliminary plat approval with no minor collector but now we are asking for a minor collector. He stated he is not willing to do that. Harber asked exactly what the regulations say about minor collector roads. Ben elaborated on the details. If it has the potential to serve 200 residents a minor collector is required. Mr Woerner advised the commission that there is a waiver provision in the subdivision regulations. Commissioner Harber advised that since the lots are way off the 200 marks, he did not see a reason for a waiver. Chair Shopher stated that in a meeting in the previous year it was stated that the long-term goal is to connect all the subdivision together from 206 to Tracy in an open meeting. Commissioner Harber asked what the board can do tonight so that Mr Bouler can move forward. Ben advised that it is his job to point out the requirements in the subdivision regulations, and it is the commissions job to decide whether or not they have to follow them. Commissioner Moore and Commissioner Smith stated that they are for a waiver from Mr. Bouler to ask to deviate from the regulations. Commissioner Harber advised that the final doesn't come back to the commission. Mr Woerner verified that the final does in fact back before the commission. Mr. Woerner walked the commission through the process for development: Preliminary review, Construction and Final plat. Harber stated that this board could make a motion that this phase of the development be exempt from the regulations. Mr Woerner advised that the Shepard's Ridge plat is not on the agenda.

   Chair Shopher asked the commission their opinion on June's meeting date and time. Consensus was June 24, 2021 @ 5:00pm for Public Hearing and 5:15pm for the regular meeting.

CITIZEN CONCERNS–

ADJOURNMENT

Commissioner Smith made a motion to adjourn. Commissioner Shopher seconded. All approved.

Meeting adjourned at 8:04pm.

_____ _____

Stephen Shopher, Chair Vicki Shipley, Secretary

Code Enforcement Monthly Report
Fiscal Year 2021

PERMIT INFORMATION	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	TOTAL
Building Permit - Commercial					1		1						**2**
Building Permit - Industrial													**0**
Building Permit - Residential - Addition	1			2			2				2		**7**
Building Permit - Residential - New Build	14	11	13	6	6	10	12	3	12	32	5		**124**
Building Permit - Residential - Upstairs Finish			1		3	2	1	2		2			**11**
Misc Permit - Detached Garage		1											**1**
Misc Permit - Fence					1				1	2			**4**
Misc Permit - Fireworks Stand				1	1	1							**3**
Misc Permit - Pool Permit	5	1	12	1		1		1		1	1		**23**
Misc Permit - Sign Permit	1		1	1	1						1		**5**
Misc Permit - Storage Shed	3	4	2	4	7	2			1	3			**26**
TOTAL PERMIT INFORMATION	**24**	**17**	**29**	**15**	**20**	**16**	**16**	**6**	**14**	**40**	**9**	**0**	**206**
CERTIFICATE OF OCCUPANCY	**JUL**	**AUG**	**SEPT**	**OCT**	**NOV**	**DEC**	**JAN**	**FEB**	**MAR**	**APR**	**MAY**	**JUNE**	**TOTAL**
Certificate of Occupancy - Commercial								1					**1**
Certificate of Occupancy - Industrial													**0**
Certificate of Occupancy - Residential	7	4	17	7	2	7	4	5	15	7	13		**88**
TOTAL CERTIFICATE OF OCCUPANCIES	**7**	**4**	**17**	**7**	**2**	**7**	**4**	**6**	**15**	**7**	**13**	**0**	**89**
BUILDING INSPECTIONS	**JUL**	**AUG**	**SEPT**	**OCT**	**NOV**	**DEC**	**JAN**	**FEB**	**MAR**	**APR**	**MAY**	**JUNE**	**TOTAL**
Form Board / Set Back Inspection	11	3	15	9	3	4		4	3	6	4		**62**
Footing Inspection													**0**
Plumbing Inspection		3	11	16	7	12	9	1	5	27	23		**114**
Sheeting Inspection	7	5	12	10	9	9	11	3	4	6	27		**103**
Brick Ties Inspection	7	6	12	7	6	10	10	5	5	5	10		**83**
Framing Inspection	8	5	10	8	6	21	16	8	13	11	5		**111**
Insulation Inspection	7	2	10	4	6	10	12	12	11	10	3		**87**
TOTAL BUILDLING INSPECTIONS	**40**	**24**	**70**	**54**	**37**	**66**	**58**	**33**	**41**	**65**	**72**	**0**	**560**
CODE ENFORCEMENT ACTIONS	**JUL**	**AUG**	**SEPT**	**OCT**	**NOV**	**DEC**	**JAN**	**FEB**	**MAR**	**APR**	**MAY**	**JUNE**	**TOTAL**
Municipal Court Citations													**0**
Property Maintenance Complaints - Closed	37	39	17	21	24	12	16	13	21	34	15		**249**
Property Maintenance Complaints - Received	56	91	47	36	20	13	21	15	33	46	35		**413**
TOTAL CODE ENFORCEMENT ACTIONS	**93**	**130**	**64**	**57**	**44**	**25**	**37**	**28**	**54**	**80**	**50**	**0**	**662**
PERMIT FEES	**JUL**	**AUG**	**SEPT**	**OCT**	**NOV**	**DEC**	**JAN**	**FEB**	**MAR**	**APR**	**MAY**	**JUNE**	**TOTAL**
Collected Fees	$8,355	$6,758	$9,035	$4,520	$4,334	$5,680	$6,698	$1,790	$6,169	$15,058	$2,525		**$70,922**
TOTAL PERMIT FEES	**$8,355**	**$6,758**	**$9,035**	**$4,520**	**$4,334**	**$5,680**	**$6,698**	**$1,790**	**$6,169**	**$15,058**	**$2,525**	**$0**	**$70,922**

COMMENTS

RE INSPECTION TOTALS 15 COLLECTED 375.00

RESOLUTION _____

A RESOLUTION TO AMEND THE ATOKA MUNICIPAL SUBDIVISION REGULATIONS

WHEREAS, pursuant to Tennessee Code Annotated Sections 13-4-303 and 13-3-403 subdivision regulations have been adopted for the Town of Atoka and the designated Atoka Planning Region: and,

WHEREAS, the Atoka Municipal-Regional Planning Commission has seen fit to amend the Subdivision Regulations; and,

WHEREAS, pursuant to Tennessee Code Annotated a public hearing was held before this body on Thursday, the 13th day of May, 2021 pursuant to a notice published in a newspaper of general circulation at least 15 days in advance of the hearing;

NOW, THEREFORE, BE IT RESOLVED BY THE ATOKA MUNICIPAL-REGIONAL PLANNING COMMISSION OF THE TOWN OF ATOKA, TENNESSEE:

1. **Article 1. Section G. Conformance to applicable Rules and Regulations:**
   Omit: "Planning Commission"
   Add: "Town of Atoka"

   6. The standards and regulations adopted by all other boards, commissions, and agencies of the Town of Atoka, where applicable.
2. **Article 2. Section A. General. 3. D. Required Submission:**
   Add: "public utilities director" to the staff subdivision review team.

   (1) The subdivision review staff should include, at a minimum, the town engineer, and the town planning staff. Other department officials or town officials that should be involved in the review of major subdivisions are the building inspector, the public utilities director, the fire chief and the police chief.
3. **Article 2. Section B. Preliminary Plat. 2.Plat Content. c., E.2 and Article 3. Section C. Plat Content. 1.**

   Add: "Common Open Space" to lots that need to be identified on the Preliminary Plat, and Final Plat submissions.
4. **Article 2. Section C. Construction Plans.**

   Add the following:
   6. Performance Agreement Required

   a. Procedure After the Preliminary Plat or Final Plat is approved by the Planning Commission, and the construction drawings have been determined to be substantially correct and substantially complete, the developer and

owner, if applicable, must enter into a development agreement with the Town of Atoka.

(1) A draft performance agreement shall be prepared by the Town of Atoka. The draft agreement shall reference the design incorporated within the proposed subdivision infrastructure construction plans, landscape plans, or other plans for improvements to proposed common areas (e.g. entry features, cluster mailbox areas, detention pond areas, parks, etc.) which have been reviewed by the Town staff (and the Planning Commission if so required) and shall be sufficient in form to assure the proposed construction methods and materials meet or exceed minimum standards established by the Town.

(2) The performance agreement shall reference approved construction drawings and plans, and work may begin following the utility coordination and pre-construction meetings. The performance agreement may also include provisions relevant to any required private improvements given consideration as part of the approval of the subdivision and/or common open space, including such surety as may be required to guarantee such improvements are installed accordingly.

(3) The performance agreement shall outline improvements that are the responsibility of the developer and those that are deferred to the builder to complete (sidewalks, lot trees, street trees, landscaping, entry features, landscaping, lights, signage, etc.). Builders will be required to complete the improvements before building permits are issued or guarantee the improvements by posting a surety with the Town. Certificates of Occupancy will not be issued until said improvements are completed, inspected, and approved by the Town of Atoka.

7. **<u>Infrastructure Coordination Meeting Requirement</u>**

a. Before utilities are planned for installation, a utility coordination meeting of all utility providers, the Public Works Director, and the Town Engineer, shall be held. This is to ensure that utility installation is coordinated, in keeping with the technical specifications of the utility companies and the Town.

b. Prior to installation of utilities, a pre-construction conference shall be held at the development site. Representatives of the utility companies and the Town of Atoka (at a minimum the Public Works Director) shall be present at the conference.

5. **Article 2. Section E. Final Plat.2. Plat Content. h. (1),**
Add the following:

"and/or any other applicable utility responsible for the maintenance of that utility."

6. **Article 4. A. Lot Layout**

Omit the following language:

"In general, all lots in a subdivision shall have about the same area."

7. **Article 4. Section C. 5. Design Criteria**

Add the following:

Design Criteria - An interconnected street system is necessary to protect the public health, safety, and welfare and to ensure that streets will function in an interdependent manner, to provide adequate access for emergency and service vehicles, to connect neighborhoods, to promote walking and biking, to reduce miles of travel that result in lower air emissions and wear on the roadway, and to provide continuous and comprehensible traffic routes.

e.

f. Each development shall incorporate and continue all collector or local streets stubbed to the boundaries of previously approved but unbuilt development or existing development.

g. To ensure future street connections where a proposed development abuts unplatted land or a future development phase of the same development, street stubs shall be provided to provide access to all abutting properties or to logically extend the street system into the surrounding area. All street stubs over 500' in length shall be provided with temporary turn-around or cul-de-sacs, and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land.

h. Permanent dead-end streets (those that are not intended to connect with future streets on abutting land) are not permitted. However, an applicant may apply for, and the Planning Commission may grant, a waiver of this prohibition if, in the opinion of the Planning Commission, it is in the public interest and the developer has adequately addressed the need for the permanent dead-end street. Any development with a Preliminary Plat approved prior to the adoption of this section is not subject to the provisions of this section.

(1) Developer requesting permission to provide a permanent dead-end street (including a cul-de-sac) should provide the Planning Commission with evidence that it is required based upon the following planning goals:

- Preservation and/or enhancement of vistas, scenic or historic environs, vegetation and trees, and topographical features on the subject parcel or abutting parcels.
- Prevention or reduction of environmental impacts, including impacts to wetlands.
- Where a permanent dead-end street is permitted, a cul-de- sac turnabout shall be provided at the end in accordance with the design standards of these regulations. For greater convenience to traffic and more effective police and fire protection, permanent dead-end roads and streets shall, in general shall be limited in length to 500 feet.

- Permitted permanent dead-end streets shall have a pedestrian connection from the end of the cul-de-sac to another street if feasible.

8. Article 4. Section C. 6. Topography and Arrangement. e.

Omit the following language:

"the use of curvilinear, cul-de-sac, or "U" shaped streets shall be encouraged where such use would result in a more desirable layout".

9. Article 4. C. 9. Street Construction and Width

Omit the following:

"All subdivisions of three (3) or more, including the parent tract in Residential Districts, shall require the subdivider/developer to improve the existing road adjoining said developments."

"When a subdivision is on only one side of an existing street, the side of the street abutting the subdivision shall be improved"

Add the following:

"The subdivider/developer shall improve the adjoining roadway the entire length of the development or pay an "in lieu" fee to the Town for future road improvements. The Town Engineer shall determine the improvements to be made or the "in lieu" fee."

10. Article 4 C. 9. d. Pavement Base Course.

Arterials and Collector Streets:

Omit the following:

"After preparation of the subgrade, the roadbed shall be surfaced with 11 inches of Mineral Aggregate Base (Limestone) or 8 inches Aggregate Cement Base compacted to minimum 95% Standard Proctor and conforming to the Technical Specifications of the Town of Atoka."

Add the following:

" After preparations of the subgrade, the roadbed shall be surfaced with the following: Surface = 1.25" of PG64-22 "D" Binder = 2" of PG64-22 "B-M2" Binder = 3" of PG64-22 "A"
Base = 8" of 303-02, Mineral Aggregate, Type B Base"

Other Public Streets:

Omit the following:

"After preparation of the subgrade, the roadbed shall be surfaced with 8 inches of Mineral Aggregate Base (Limestone) or 6 inches Aggregate Cement Base Class A Aggregate, Grading D as defined for a Type A Base over the pavement compacted to a minimum of 95% Standard Proctor and conforming to the Technical Specifications of the Town of Atoka."

Add the following:

"After preparation of the subgrade, the roadbed shall be surfaced with the following:
Surface = 1.25" of PG64-22 "D" Binder = 2" of PG64-22 "B-M2"
Base = 12" of 303-02, Mineral Aggregate, Type B Base"

11. Article 4. C. 10. d. Number of Access Points

Omit the following:

"d. Number of Access Points: Residential developments with more than 50 lots or dwelling units shall have at least two separate points of public road access. Developments with more than 200 lots or dwelling units shall have at least three points of public access."

Add the following:

"d. Number of Access Points -. The Town Engineer shall make the determination that proposed external points of access are of a sufficient design, location and number to enable safe and convenient servicing by police, fire and other emergency vehicles into the proposed development, and to enable adequate traffic flow to and from the development."

12. Article 4 C. 21.b. Dead-end Roads and Streets

Omit: "1,200" (in general shall be limited in length to 1,200 feet.)
Add: "500" (in general shall be limited in length to 500 feet.)

13. Article 4. D. Storm Drainage

Add the following:

"The Town of Atoka shall specify rainfall data (based on NOAA Atlas 14 precipitation data). All drainage structures to be maintained by the Town shall be reinforced concrete pipe, and detention pond outlet structures designed in accordance with these regulations."

14. Article 4. F. 1. Water Supply System

Add the following:

"g. No water lines smaller than 6" are to be installed and no valves are to be installed in a roadway. Valves are to be installed at each intersection to isolate sections of main (water and sewer), a 12-gauge tracer wire is to be installed with all nonmetallic pipe laid (water and sewer), a 12-gauge tracer wire is to be brought up outside valve boxes and looped over into the box, and water valves are to be installed on all fire hydrants. Mueller water valves are to be used on all new water main installations."

15. Article 4. F. 3. b. Public Wastewater System

Add the following:

"(9) E-one stainless steel check valves are to be installed on all sewer services (Part Number NB0184PXX). Only pumps approved by the Town of Atoka are to be used in installations that require pumps. Only concrete tanks are to be installed at houses."

16. Article 4. J. Sidewalks and Handicap Ramps

Omit the following:

"Effective August 18, 2011,"
"shall have .25 inch per foot slope towards the adjacent street"
"a. Single family residential 4 feet wide"

Add the following to 1. Sidewalks:

"adjoining all lots including Common Open Space lots"
"shall adhere to the Tennessee Department of Transportation's sidewalk slope requirements."
"a. Single family residential 5 feet wide"

17. Article 6 B. 2. Enforcement of Surety Instrument, F. Inspection of Improvements

Omit: "may"
Add: "shall"

18. Atoka Municipal Subdivision Regulations:

Omit the following where applicable:
"Tipton County Health Department"
Add the following where applicable:
"Tennessee Department of Environment and Conservation"
(for any reference to approval of an individual subsurface wastes disposal system or water system.)

SECTION 2 BE IT FURTHER RESOLVED, that this Resolution shall become effective immediately upon its passage, **THE PUBLIC WELFARE REQUIRING IT**.

Date: _____

_____
Chairman, Atoka Municipal-
Regional Planning Commission

_____
Secretary, Atoka Municipal-
Regional Planning Commission

2021
Exhibit

RESOLUTION NO. _____

A RESOLUTION APPROVING AND ACCEPTING THE STREETS IN THE MCLAUGHLIN WILLIAMSBURG SUBDIVISION IN THE TOWN OF ATOKA AS ROADS FOR PUBLIC MAINTENANCE.

WHEREAS, PFMT Holdings. has constructed various streets in rights-of-way dedicated and recorded to the Town of Atoka; and

WHEREAS, Article 6 of the Atoka Municipal Subdivision Regulations require that the Board of Mayor and Aldermen act in the form of a resolution to accept infrastructure constructed by a developer and dedicated to the Town for public use; and

WHEREAS, the Town of Atoka Municipal/Regional Planning Commission recommended acceptance of Mclaughlin Williamsburg infrastructure.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN OF THE TOWN OF ATOKA, TENNESSEE as follows:

SECTION 1. The Board of Mayor and Aldermen of the Town of Atoka, Tennessee approves and accepts the currently constructed portions of Beverly Drive in the Mclaughlin Williamsburg Subdivision for public maintenance and releases PFMT Holdings for all future responsibility related to said roadways.

SECTION 2. This Resolution takes effect immediately upon conditions being met and approved as outlined in Section 1, the public welfare requiring it.

PASSED by the Board of Mayor and Aldermen of the Town of Atoka, Tennessee this __ day of __2021.

_____

ATTEST: Mayor

_____

Town Recorder

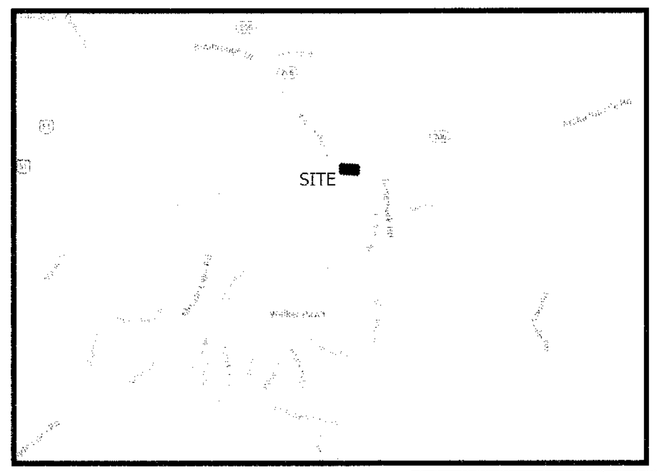
H-1040 McLaughlin-Williamsburg Est. Filed for Record May 4th 2016

SURVEY DATUM:

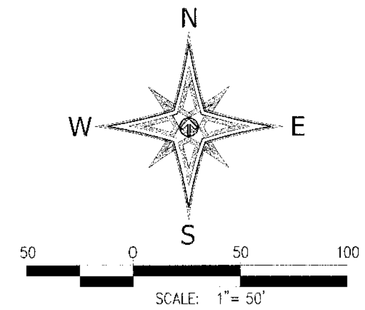
1. THE HORIZONTAL DATUM IS BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD1983)
2. THE VERTICAL DATUM IS BASED ON THE NAVD88 VERTICAL DATUM

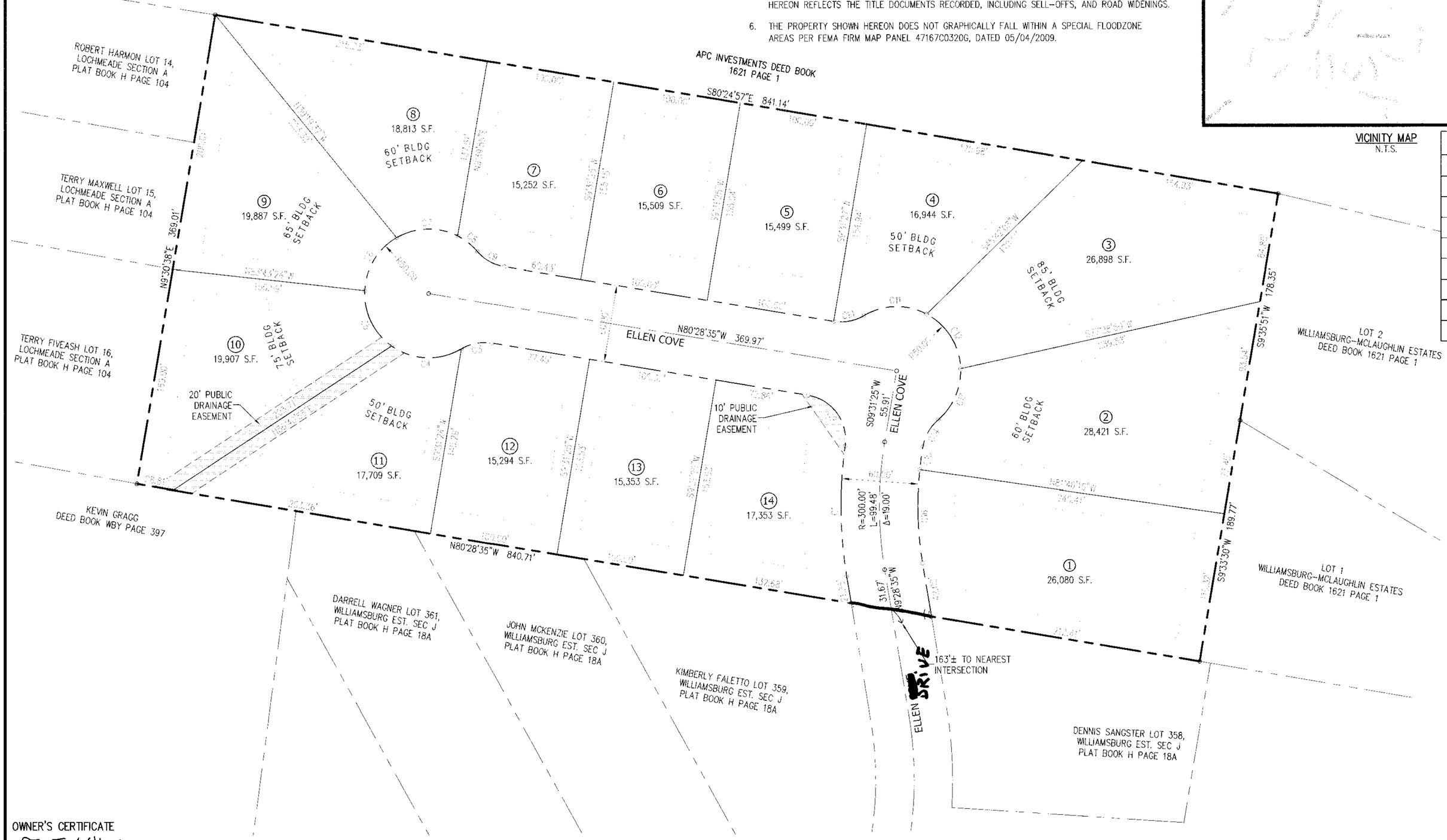
SURVEY NOTES:

1. SURVEY BASED UPON THE RECORD DEEDS OF THE SUBJECT TRACT AS WELL AS THE RECORD DEEDS OF THE ADJACENT TRACTS.
2. THE BEARINGS OF THE SURVEY SHOWN HEREON ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (GPS) AND NAD 83 DATUM.
3. THE SURVEY SHOWN HEREON IS CERTIFIED TO THE ASSIGNEES SHOWN HEREON FOR THE USE OF THE PROPERTY CONVEYANCE BETWEEN PARTIES AND NO OTHER USE IS CERTIFIED OR AUTHORIZED.
4. THIS FIRM MAKES NO GUARANTEE AS TO THE TITLE OF THE PROPERTY SHOWN HEREON.
5. THE SURVEY SHOWN HEREON IS BOUNDARY RETRACEMENT SURVEY AND THE PROPERTY SHOWN HEREON REFLECTS THE TITLE DOCUMENTS RECORDED, INCLUDING SELL-OFFS, AND ROAD WIDENINGS.
6. THE PROPERTY SHOWN HEREON DOES NOT GRAPHICALLY FALL WITHIN A SPECIAL FLOODZONE AREAS PER FEMA FIRM MAP PANEL 47167C0320G, DATED 05/04/2009.



VICINITY MAP
N.T.S.





CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	TANGENT
C1	101.21'	330.00'	17°34'22"	51.01'
C2	54.11'	35.00'	88°34'22"	34.14'
C3	24.51'	35.00'	40°07'09"	12.78'
C4	57.53'	50.00'	65°55'46"	32.43'
C5	50.00'	50.00'	57°17'45"	27.32'
C6	50.00'	50.00'	57°17'45"	27.32'
C7	49.64'	50.00'	56°53'15"	27.08'
C8	19.92'	50.00'	22°49'48"	10.10'

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	TANGENT
C9	24.51'	35.00'	40°07'09"	12.78'
C10	24.51'	35.00'	40°07'09"	12.78'
C11	51.08'	50.00'	58°31'58"	28.02'
C12	52.51'	50.00'	60°10'28"	28.97'
C13	44.97'	50.00'	51°31'42"	24.13'
C14	24.34'	35.00'	39°50'17"	12.68'
C15	18.04'	270.00'	3°49'44"	9.03'
C16	72.80'	270.00'	15°26'56"	36.62'

GENERAL NOTES:

1. THERE IS A 10' DRAINAGE, SLOPE & UTILITY EASEMENT ALONG THE FRONT OF ALL LOTS IN THIS SUBDIVISION UNLESS OTHERWISE NOTED.
2. ALL COMMON AREAS INCLUDING MEDIAN TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
3. ALL STORMWATER RETENTION AREAS (RETENTION PONDS) WITHIN COMMON AREAS ARE PRIVATE AND ARE TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION. ANY ALTERATIONS TO THE RETENTION PONDS SHALL BE APPROVED BY THE TOWN OF ATOKA.
4. A MINIMUM OF 24-HOURS PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE CITY OF ATOKA CODE ENFORCEMENT OFFICE AT (901) 837-5308.
5. ALL NEWLY CUT OR FILLED AREAS LACKING ADEQUATE VEGETATION, SHALL BE SEEDED, MULCHED, FERTILIZED AND/OR SODDED AS REQUIRED TO EFFECTIVELY CONTROL SOIL EROSION. WITHIN 14 CALENDAR DAYS AFTER CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. ALL SLOPES 3:1 OR STEEPER SHALL BE SODDED.
6. THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE APPROXIMATE AND NOT NECESSARILY ALL OF SAME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE UTILITY COMPANIES WHICH MAINTAIN A UTILITY LINE WITHIN THE BOUNDARIES OF THE PROJECT. THE CONTRACTOR SHALL ALSO ASSUME FULL RESPONSIBILITY FOR DAMAGE TO ANY UTILITIES ENCOUNTERED WITHIN CONSTRUCTION PERIMETERS, WHETHER SHOWN ON THE CONSTRUCTION PLANS OR NOT, DURING THE WORK ON THE PROJECT. FOR SITE LOCATION OF EXISTING UTILITIES INVOLVING MLG&W, SOUTH CENTRAL BELL, AND/OR TEXAS GAS COMPANY, CALL 1-800-351-1111. FOR SEWER LOCATIONS CALL 901-529-8025.
7. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES.
8. ALL FILL SOILS SHALL BE COMPACTED TO A MINIMUM OF 95% OF STANDARD PROCTOR DENSITY (ASTM D-698) WITHIN 3% OF OPTIMUM MOISTURE CONTENT IN LIFTS NOT TO EXCEED SIX (6) INCHES OF COMPACTED THICKNESS.
9. ALL CONSTRUCTION MATERIALS AND PROCEDURES SHALL MEET OR EXCEED THE REQUIREMENTS OF THE CITY OF ATOKA STANDARD CONSTRUCTION SPECIFICATIONS.
10. PROPERTY LINES SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. GRADING, CLEARING AND THE ERECTION OR REMOVAL OF FENCES ALONG PROPERTY LINES SHALL BE FULLY COORDINATED WITH ADJACENT PROPERTY OWNERS.
11. VERIFY SITE CONDITIONS PRIOR TO CONSTRUCTION. NOTIFY THE CITY OF ATOKA INSPECTION OFFICE ENGINEER OF ANY VARIATIONS PRIOR TO COMMENCEMENT OF WORK.
12. ALL GRADING WORK SHALL BE PERFORMED IN SUCH A MANNER THAT ADJACENT PROPERTIES ARE NOT DAMAGED OR ADVERSELY AFFECTED.
13. LOT DRAINAGE: FINISH GRADE SHALL BE SLOPED AWAY FROM THE FOUNDATIONS FOR DRAINAGE. THE FINISH GRADE MUST BEGIN AT LEAST 12 INCHES BELOW THE TOP OF THE FOUNDATION WALL OR THE GRADE OF THE CONCRETE SLAB AT THE INTERIOR IN THE CASE OF AN INTEGRAL SLAB AND FOUNDATION. THE MINIMUM GRADE AWAY FROM THE FOUNDATION SHALL BE TWO PERCENT (2%) IN ALL DIRECTIONS. THE DRIVEWAY SHALL BE SLOPED DOWN AT TWO PERCENT (2%) FOR AT LEAST EIGHT FEET FROM THE STRUCTURE.
14. FINISH FLOOR ELEVATION SHOULD BE A MINIMUM OF 24 INCHES ABOVE THE TOP OF CURB ELEVATION.
15. LEDFORD ENGINEERING AND PLANNING, LLC IS NOT RESPONSIBLE FOR THE CONSTRUCTION PRACTICES OF THE CONTRACTOR. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR CONSTRUCTION MEANS AND METHODS AND SHALL COMPLY WITH ALL APPLICABLE HEALTH AND SAFETY RULES BE IT LOCAL, STATE OR FEDERAL FOR EACH AREA OF CONSTRUCTION.
16. TRENCHES 5 FEET DEEP OR GREATER REQUIRE A PROTECTIVE SYSTEM. TRENCHES 20 FEET DEEP OR GREATER REQUIRE THAT THE PROTECTIVE SYSTEM BE DESIGNED BY A REGISTERED PROFESSIONAL STRUCTURAL ENGINEER.
17. ALL STREETS ARE TO BE PROOF ROLLED AND TO ENSURE ANY YIELDING SOILS ARE IDENTIFIED. YIELDING SOILS SHALL BE CUT AND BACKFILLED PRIOR TO PAVING.

OWNER'S CERTIFICATE

I, PFMT Holdings THE UNDERSIGNED OWNER OF THE PROPERTY SHOWN HEREON, HEREBY ADOPT THIS AS MY PLAN OF SUBDIVISION AND DEDICATE THE STREETS, EASEMENTS, RIGHTS-OF-WAY, RIGHTS OF ACCESS AS SHOWN AND ALL UTILITIES TO THE TOWN OF ATOKA FOREVER, AND HEREBY CERTIFY THAT I AM THE OWNER IN FEE SIMPLE, DULY AUTHORIZED SO TO ACT, AND THAT SAID PROPERTY IS UNENCUMBERED BY ANY TAXES THAT HAVE BECOME DUE AND PAYABLE.

SIGNATURE OF OWNER

STATE OF TENNESSEE, COUNTY OF TIPTON

BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE STATE AND COUNTY AFORESAID, DULY COMMISSIONED AND QUALIFIED, PERSONALLY APPEARED PAUL FRAZIER, WITH WHOM I AM PERSONALLY ACQUAINTED AND WHO, UPON OATH, ACKNOWLEDGE HIMSELF TO BE OWNER OF THE MCLAUGHLIN-WILLIAMSBURG ESTATES SUBDIVISION AND HE AS SUCH OWNER, EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSE THEREIN CONTAINED BY SIGNING HIS NAME AS OWNER.

IN WITNESS WHEREOF, I HEREUNTO SET OUT MY HAND AND AFFIX MY SEAL THIS 29 DAY OF APRIL, 2016.

NOTARY PUBLIC

MY COMMISSION EXPIRES: 12-18-2019

AMANDA M CLAPPONI STATE OF TENNESSEE NOTARY PUBLIC COUNTY OF TIPTON Expires 12-18-2019

SURETY INSTRUMENT IN LIEU OF COMPLETED IMPROVEMENTS

A BOND OR SURETY INSTRUMENT IN THE AMOUNT OF $30000.00 REQUIRED PRIOR TO PLANNING COMMISSION FINAL APPROVAL, FOR ROAD CONSTRUCTION CERTIFICATE RECEIVED ON 4-27-16 FOR THE FINAL PLAT.

5-3-16

CERTIFICATE OF RECEIPT OF APPROVED WATER SYSTEM PLANS

I, David Lovett DO HEREBY CERTIFY THAT A SET OF CONSTRUCTION PLANS REGARDING THE WATER SUPPLY AND/ OR SANITARY SEWERS FOR THIS SUBDIVISION BEARING THE SEAL OF THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION WHICH INDICATES SAID PLANS MEET THE DEPARTMENT'S REQUIREMENTS, HAVE BEEN RECEIVED.

4-29-16
DATE

PUBLIC WORKS SUPERVISOR

PLANNING COMMISSION CERTIFICATE OF APPROVAL OF THE FINAL PLAT

I, Noel Smith-Hunt DO HEREBY CERTIFY THAT THE ATOKA MUNICIPAL/REGIONAL PLANNING COMMISSION HAS APPROVED THIS FINAL PLAT OF SUBDIVISION FOR RECORDING.

5-3-16
DATE

SECRETARY
ATOKA MUNICIPAL/PLANNING COMMISSION

CERTIFICATE OF ADEQUACY OF STORM DRAINAGE

I, KEVIN D. LEDFORD, A PROFESSIONAL CIVIL ENGINEER, DO HEREBY CERTIFY THAT I AM A REGISTERED PROFESSIONAL CIVIL ENGINEER, AND THAT I HAVE DESIGNED ALL STORM WATER DRAINAGE FOR THIS SUBDIVISION IN ACCORDANCE WITH THE ATOKA MUNICIPAL SUBDIVISION REGULATIONS TO ASSURE THAT IN MY PROFESSIONAL OPINION NEITHER SAID SUBDIVISION OR THE ADJOINING PROPERTIES WILL BE DAMAGED.

IN WITNESS WHERE OF, I, KEVIN D. LEDFORD, THE SAID PROFESSIONAL CIVIL ENGINEER, HEREUNTO SET OUT MY HAND AND AFFIX MY SEAL THIS 28 DAY OF APRIL, 2016.

PROFESSIONAL CIVIL ENGINEER
STATE OF TENNESSEE
CERTIFICATE NO. 101945

KEVIN D. LEDFORD REGISTERED ENGINEER No. 101945 STATE OF TENNESSEE

CERTIFICATE OF APPROVAL OF STREETS

I HEREBY CERTIFY; (1) THAT THE STREETS HAVE BEEN INSTALLED IN AN ACCEPTABLE MANNER AND ACCORDING TO SPECIFICATIONS, OR (2) THAT A SECURITY BOND IN THE AMOUNT OF $_____ HAS BEEN POSTED WITH THE PLANNING COMMISSION TO ASSURE COMPLETION OF ALL REQUIRED IMPROVEMENTS FOR THIS SUBDIVISION, IN CASE OF DEFAULT.

4-29-16
DATE

TOWN OR COUNTY ENGINEER OR OTHER APPROVING AGENT

CERTIFICATE OF APPROVAL FOR SUBDIVISION AND STREET NAMES

I, Renee Downing DO HEREBY CERTIFY THAT I HAVE REVIEWED THE PROPOSED SUBDIVISION AND CERTIFY THAT THE NAME OF THE SUBDIVISION AND/OR NAME(S) OF THE STREET(S) WITHIN THIS PROPOSED SUBDIVISION DO NOT CONFLICT WITH OTHER SUBDIVISIONS AND STREET NAMES FOR EMERGENCY SERVICE PURPOSES.

5-4-16
DATE

DIRECTOR OF 911 ADDRESSING

CERTIFICATE OF SURVEY

I, JEREMY LOUDENBECK, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR, AND THAT I HAVE SURVEYED THE LANDS, EMBRACED WITHIN THE PLAT OR MAP DESIGNATED AS STERLING RIDGE SUBDIVISION, PHASE III A SUBDIVISION ALL LYING WITHIN THE CORPORATE LIMITS OF THE TOWN OF ATOKA, TENNESSEE; SAID PLAT OR MAP IS A TRUE AND CORRECT PLAT OR MAP OF THE LANDS EMBRACED THEREIN, SHOWING THE SUBDIVISION THEREOF IN ACCORDANCE WITH THE SUBDIVISION REGULATIONS OF THE TOWN OF ATOKA, TENNESSEE. I FURTHER CERTIFY THAT THE SURVEY OF THE LANDS EMBRACED WITHIN SAID PLAT OR MAP HAS BEEN CORRECTLY MONUMENTED IN ACCORDANCE WITH THE SUBDIVISION REGULATIONS OF THE TOWN OF ATOKA, TENNESSEE.

IN WITNESS WHEREOF, I, THE SAID LAND SURVEYOR, HEREUNTO SET OUT BY HAND AND AFFIX MY SEAL THIS 28 DAY OF APRIL, 2016.

JEREMY LOUDENBECK REGISTERED LAND SURVEYOR AGRICULTURE COMMERCE NO. 2195 STATE OF TENNESSEE

CERTIFICATE OF APPROVAL OF WATER, SEWER AND DRAINAGE SYSTEM

I, David Lovett, DO HEREBY CERTIFY THAT I HAVE REVIEWED THE WATER, SEWER AND DRAINAGE SYSTEMS PLANS FOR THIS SUBDIVISION AND CERTIFY THAT THEY MEET THE REQUIREMENTS OF THE MUNICIPAL SUBDIVISION REGULATIONS AND TECHNICAL SPECIFICATIONS OF THE TOWN OF ATOKA AND ARE HEREBY APPROVED.

4-29-16
DATE

PUBLIC WORKS SUPERVISOR

AMANDA M CLAPPONI STATE OF TENNESSEE NOTARY PUBLIC COUNTY OF TIPTON Expires 12-18-2019

Claudia M. Peeler, Register
Tipton County Tennessee
Rec #: 140198 Instrument #: 194509
Rec d: 15.00 Recorded
State: 0.00 5/4/2016 at 4:00 PM
Clerk: 0.00 in Plat Cabinet
Other: 2.00 H
Total: 17.00 Pgs 1040-1040

MIN. LOT SIZE – 10,000 SQ.FT.
MIN. LOT WIDTH – 100 FT.
MIN. FRONT YARD – 30 FT.
MIN. SIDE YARD – 15 FT.
MIN. REAR YARD – 20 FT.

CONSULT THE ATOKA MUNICIPAL ZONING ORDINANCE FOR FURTHER RESTRICTIONS WHICH MAY APPLY.

FINAL PLAT

MCLAUGHLIN-WILLIAMSBURG ESTATES SUBDIVISION

ATOKA, TENNESSEE

TOTAL LOTS: 14

DATE: 4/28/16

AREA: 7.11 ACRES

ZONED: R-1
SCALE: 1" = 50'

OWNER/DEVELOPER:
PFMT HOLDINGS LLC
5909 SHELBY OAKS DRIVE, SUITE 212
MEMPHIS, TENNESSEE 38133

Ledford Engineering · Planning · Architecture
5567 Commander Drive, Ste. 105
Arlington, Tennessee 38002
(o) 901.867.5220
(f) 901.867.5331
E-Mail: kledford@ledfordep.com

LEP JOB: 1341-00

SHEET 1 OF 1

C:_Projects\1341-00\CDs\134100F01.dwg

2021

Exhibit

RESOLUTION NO. _____

A RESOLUTION APPROVING AND ACCEPTING THE STREETS IN THE WILLIAMSBURG MCLAUGHLIN SUBDIVISION IN THE TOWN OF ATOKA AS ROADS FOR PUBLIC MAINTENANCE.

WHEREAS, PFMT Holdings. has constructed various streets in rights-of-way dedicated and recorded to the Town of Atoka; and

WHEREAS, Article 6 of the Atoka Municipal Subdivision Regulations require that the Board of Mayor and Aldermen act in the form of a resolution to accept infrastructure constructed by a developer and dedicated to the Town for public use; and

WHEREAS, the Town of Atoka Municipal/Regional Planning Commission recommended acceptance of Mclaughlin Williamsburg infrastructure.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN OF THE TOWN OF ATOKA, TENNESSEE as follows:

SECTION 1. The Board of Mayor and Aldermen of the Town of Atoka, Tennessee approves and accepts the currently constructed portions of Ellen Drive in the Williamsburg Mclaughlin Subdivision for public maintenance and releases PFMT Holdings for all future responsibility related to said roadways.

SECTION 2. This Resolution takes effect immediately upon conditions being met and approved as outlined in Section 1, the public welfare requiring it.

PASSED by the Board of Mayor and Aldermen of the Town of Atoka, Tennessee this __ day of __2021.

_____

ATTEST: Mayor

_____

Town Recorder

H-960 Williamsburg McLaughlin Estates Subd File for Record April 1, 2015

CERTIFICATE OF APPROVAL OF WATER, SEWER AND DRAINAGE SYSTEMS PLANS

I, Daniel Coufft, do hereby certify that I have reviewed the water, sewer and drainage systems plans for this subdivision and certify that they meet the requirements of the Municipal Subdivision Regulations and Technical Specifications of the City of Atoka and are hereby approved.

3-31-15
Date

Dale
Public Works Supervisor

CERTIFICATE OF ADEQUACY OF STORM DRAINAGE

I, DONALD R. COLE, do hereby certify that I am a registered Professional Civil Engineer, and that I have designed all storm water drainage for this subdivision in accordance with the Atoka Municipal Subdivision Regulations to assure that in my professional opinion neither said subdivision or the adjoining properties will be damaged.

In witness where of, I, DONALD R. COLE, the said Professional Civil Engineer, hereunto set out my hand and affix my seal this 26th day of March 20 15.

Professional Civil Engineer
State of Tennessee
Certificate No. 20031

3/26/15

CERTIFICATE OF RECEIPT OF APPROVED WATER SYSTEM PLANS

I, Daniel Coufft, do hereby certify that a set of construction plans regarding the water supply and/or sanitary sewers for this subdivision bearing the seal of the Tennessee Department of Environment and Conservation which indicates said plans meet the Department's requirements, have been received.

3-31-15
Date

Dale
Public Works Supervisor

CERTIFICATE OF APPROVAL OF STREETS AND UTILITIES

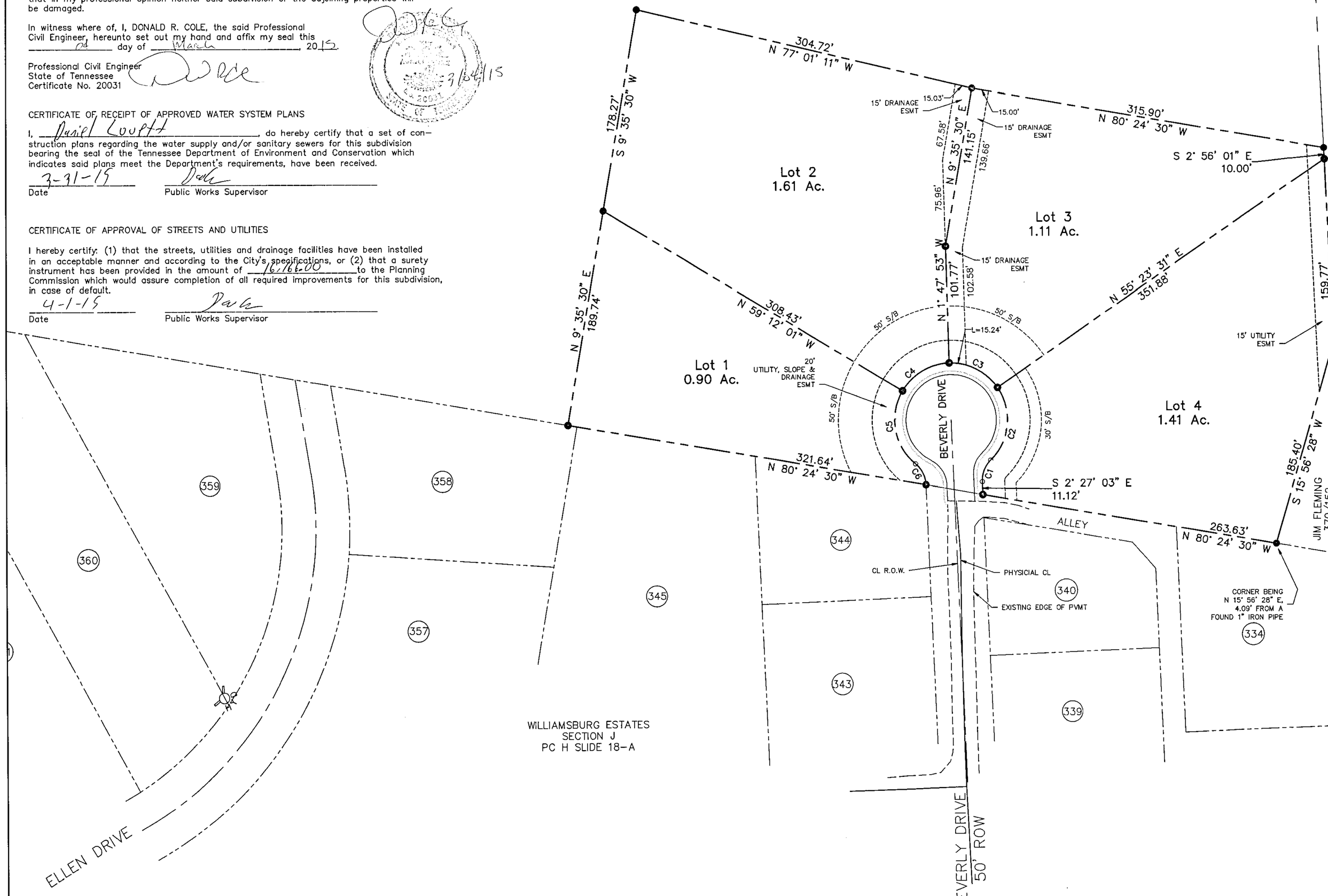
I hereby certify: (1) that the streets, utilities and drainage facilities have been installed in an acceptable manner and according to the City's specifications, or (2) that a surety instrument has been provided in the amount of 16,166.00 to the Planning Commission which would assure completion of all required improvements for this subdivision, in case of default.

4-1-15
Date

Dale
Public Works Supervisor

Claudia M. Peeler, Register
Tipton County Tennessee
Rec #: 132774 Instrument #: 184475
Rec'd: 15.00 Recorded
State: 0.00 4/1/2015 at 12:50 PM
ClerK: 0.00 in Plat Cabinet
Other: 2.00 H
Total: 17.00 Pgs 960-960

APC INVESTMENTS, LLC
DEED BOOK 1362 PAGE 51
FUTURE DEVELOPMENT



SCALE: 1" = 50'

CURVE TABLE						
CURVE NO.	RADIUS	ARC LENGTH	DELTA ANGLE	TANGENT	CHORD BEARING	CHORD LENGTH
C1	25.00'	20.92'	047° 56' 12"	11.11'	N 21° 31' 04" E	20.31'
C2	50.00'	69.89'	080° 05' 37"	42.02'	N 5° 26' 21" E	64.34'
C3	50.00'	49.89'	057° 10' 29"	27.25'	N 63° 11' 41" W	47.85'
C4	50.00'	50.09'	057° 24' 09"	27.38'	S 59° 31' 00" W	48.02'
C5	50.00'	71.29'	081° 41' 26"	43.23'	S 10° 01' 48" E	65.40'
C6	25.00'	21.15'	048° 29' 00"	11.26'	S 26° 38' 01" E	20.53'

CERTIFICATE OF OWNERSHIP AND DEDICATION

We hereby certify that we are the owners of the property shown and described hereon and that we hereby adopt this plan of subdivision with our free consent establish the minimum buildings restriction lines and dedicate all streets, alleys, walks, parks and other open spaces to public or private use as noted.

03-31-2015
Date

Allan Rose
(Owner)

Date

(Owner)

NOTARY CERTIFICATE

STATE OF TENNESSEE

County of Tipton

Before me, the undersigned, a Notary Public in and for said state and county, duly commissioned and qualified, personally appeared

Allan Rose, Member of APC Investments, LLC with whom I am personally acquainted and who upon their oath acknowledged themselves to be member of or authorized signer for APC Investments, LLC, the within named bargainers and that they executed the foregoing instrument for the purpose therein contained.

In witness, whereof, I have hereunto set my hand and affixed my notarial seal this 31 day of March 20 15.

Notary Public Tamara T. London

My Commission Expires: 2/13/19
(Note: Notary seal must be affixed to plat.)

TAMARA T. LONDON
STATE OF TENNESSEE NOTARY PUBLIC
COUNTY OF TIPTON

CERTIFICATE OF ACCURACY

I hereby certify that the plan shown and described hereon is a true and correct survey to the accuracy required by the Planning Commission and that the monuments have been placed as shown hereon to the specifications of the Subdivision Regulations.

3/04/15
Date

Registered Land Survey
License Number #1563

DONALD R. COLE
REGISTERED LAND SURVEYOR
TENNESSEE NO. 1563
3/04/15

CERTIFICATE OF APPROVAL FOR RECORDING

I hereby certify that the subdivision plat shown hereon has been found to comply with the subdivision regulations and that it has been approved for recording in the office of the County Register.

4/1/15
Date

Secretary, Planning Commission

OWNER & DEVELOPER:

APC INVESTMENTS, LLC
DEED BOOK 1362 PAGE 51

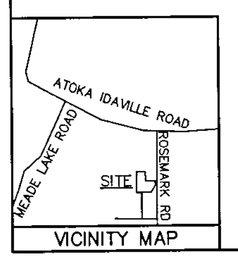
TAX MAP 111 PARCEL 101.00

ZONED: R-1

4 LOTS SUBDIVIDED

5.23 ACRES SUBDIVIDED

FOR
ALLAN ROSE



VICINITY MAP

NOTE:

PRIMARY UNDERGROUND ELECTRIC NOT REQUIRED.

CURBS & GUTTERS AND SIDEWALKS NOT REQUIRED.

MINIMUM DRIVEWAY CULVERT SIZE IS 15" CMP

UPDATED: 03/04/2015
UPDATED: 02/04/2014

I HEREBY CERTIFY THAT THIS IS A CATEGORY I SURVEY AND THE RATIO OF PRECISION OF THE UNADJUSTED SURVEY IS GREATER THAN 1: 10000 AS SHOWN HEREON.

SUBJECT PROPERTY IS NOT LOCATED IN A FLOOD HAZARD AREA AND IS NOT SUBJECT TO FLOODING AS PER FLOOD LINES ESTABLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY WITH A FLOOD INSURANCE RATE MAP NO. 47167C0320 F DATED MAY 04, 2009

7 TH CIVIL DISTRICT OF TIPTON COUNTY, TENNESSEE

NORTH AS INDICATED ON THIS PLAT IS RELATIVE TO RECORD BEARING BEING THE EAST PROPERTY LINE OF LOCHMEADE S/D

DRAWING FILE: 6525.6525SP.DWG

ADDRESS: BEVERLY DRIVE ATOKA, TENNESSEE

FINAL PLAN

DONALD R. COLE & ASSOCIATES, INC.
P.O. BOX 496 – 10862 HIGHWAY 51 SOUTH SUITE 7
ATOKA, TENNESSEE 38004 • 901/837-0200
ENGINEERING • LAND SURVEYING

WILLIAMSBURG – McLAUGHLIN ESTATES

SCALE: 1" = 50' | DATE: 12/01/2012 | JOB NO. 6157 | SHEET 2 OF 12 SHEETS

2021

Exhibit

RESOLUTION NO. _____

A RESOLUTION APPROVING AND ACCEPTING THE STREETS IN THE STERLING RIDGE IV,V, AND VI(4,5,6) SUBDIVISION IN THE TOWN OF ATOKA AS ROADS FOR PUBLIC MAINTENANCE.

WHEREAS, PFMT Holdings. has constructed various streets in rights-of-way dedicated and recorded to the Town of Atoka; and

WHEREAS, Article 6 of the Atoka Municipal Subdivision Regulations require that the Board of Mayor and Aldermen act in the form of a resolution to accept infrastructure constructed by a developer and dedicated to the Town for public use; and

WHEREAS, the Town of Atoka Municipal/Regional Planning Commission recommended acceptance of Sterling Ridge IV,V,VI (4,5,6) infrastructure.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN OF THE TOWN OF ATOKA, TENNESSEE as follows:

SECTION 1. The Board of Mayor and Aldermen of the Town of Atoka, Tennessee approves and accepts the currently constructed portions of Ridge Top Lane, Eureka Trail and Switchback Lane in the Sterling Ridge IV (4) Subdivision for public maintenance and releases PFMT Holdings for all future responsibility related to said roadways.

SECTION 2. The Board of Mayor and Aldermen of the Town of Atoka, Tennessee approves and accepts the currently constructed portions of Switchback Lane and Minors Cove in the Sterling Ridge V (5) Subdivision for public maintenance and releases PFMT Holdings for all future responsibility related to said roadways.

SECTION 3. The Board of Mayor and Aldermen of the Town of Atoka, Tennessee approves and accepts the currently constructed portions of Nugget Lane in the Sterling Ridge VI (6) Subdivision for public maintenance and releases PFMT Holdings for all future responsibility related to said roadways.

SECTION 4. This Resolution takes effect immediately upon conditions being met and approved as outlined in Section 1, the public welfare requiring it.

PASSED by the Board of Mayor and Aldermen of the Town of Atoka, Tennessee this __ day of __2021.

_____

Mayor

ATTEST:

_____

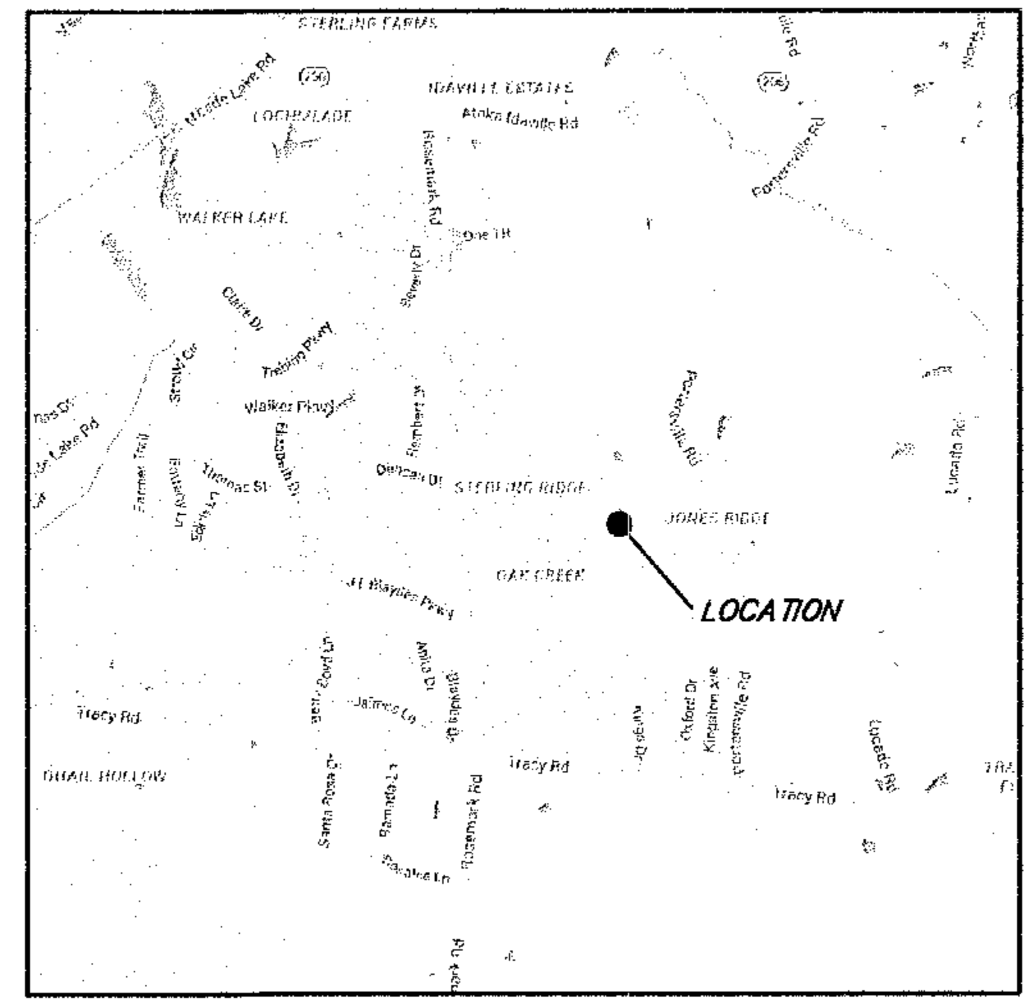
Town Recorder

H-1071 1of2 Sterling Ridge Subd Phase IV File for Record Nov 10, 2016

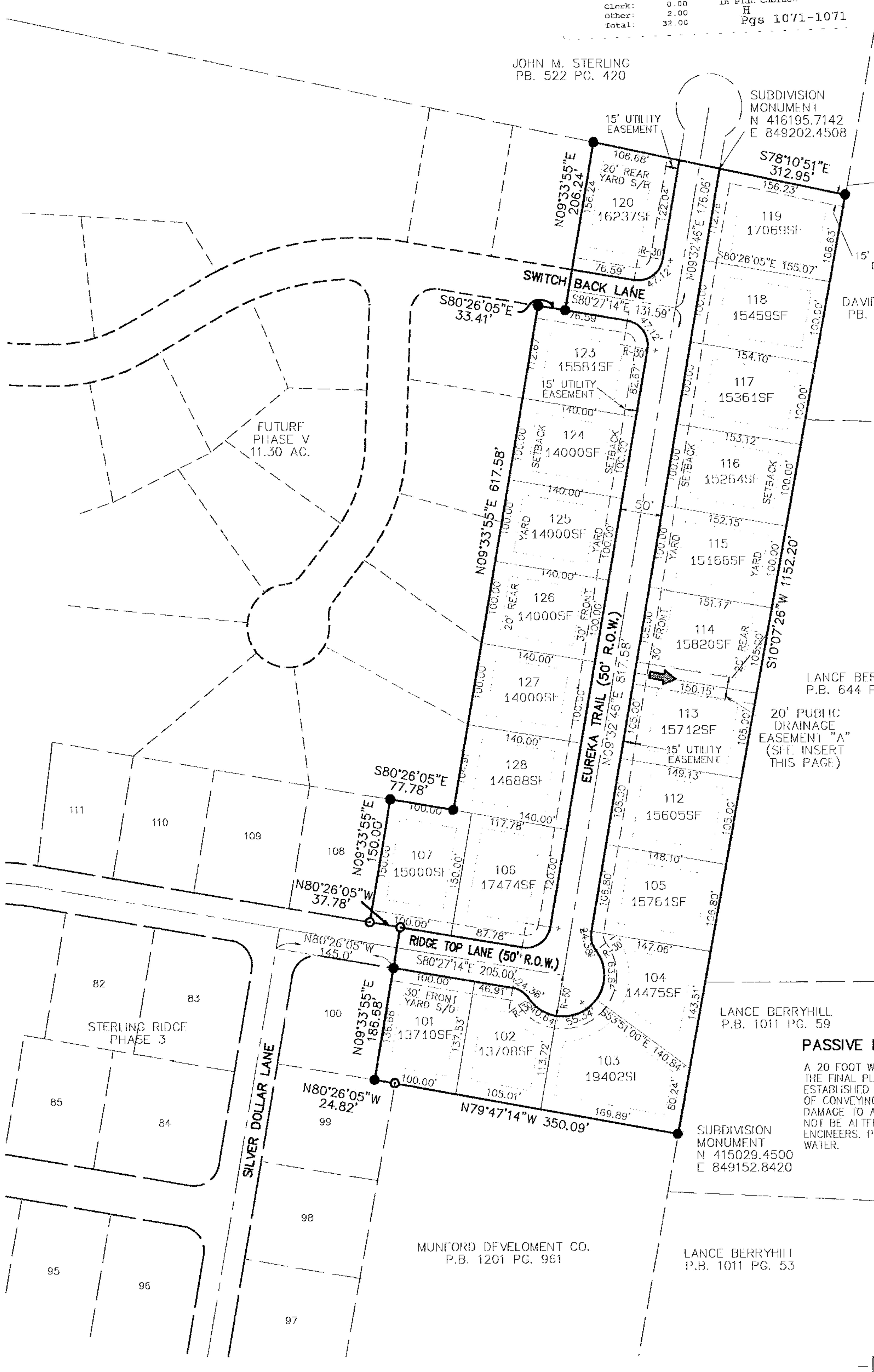
Claudia M. Poelor, Register
Tipton County Tennessee
Rec #: 143808 Instrument #: 139596
Rec'd: 30.00 Recorded
State: 0.00 11/10/2016 at 2:01 PM
Clerk: 0.00 in Plat Cabinet
Other: 2.00 H
Total: 32.00 Pgs 1071-1071

MIN. LOT SIZE	– 10,000 S.F.
MIN. LOT WIDTH	– 100 FT.
MIN. FRONT YARD SETBACK	– 30 FT.
MIN. SIDE YARD SETBACK	– 15 FT.
MIN. REAR YARD SETBACK	20 FT.

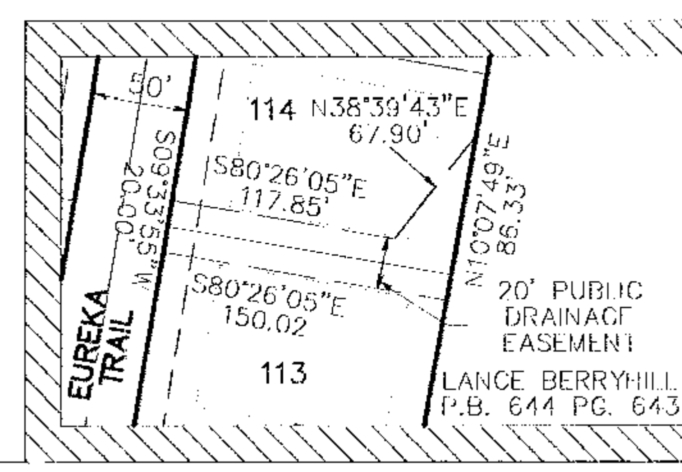
PFMT HOLDINGS LLC:
PARCEL Id 128 026.00
INST: 190063
BK. 1669, PG. 536–539



VICINITY MAP
NOT TO SCALE



JOHN M. STERLING
PB. 522 PG. 420
15' UTILITY EASEMENT
SUBDIVISION MONUMENT
N 416195.7142
E 849202.4508
S78°10'51"E
312.95'
N09°33'55"E
206.24'
15' WIDE UTILITY EASEMENT
SWITCH BACK LANE
S80°26'05"E
33.41'
DAVID M. WILLIAMS
PB. 741 PG. 556
FUTURE PHASE V
11.30 AC.
N09°33'55"E 617.58'
EUREKA TRAIL (50' R.O.W.)
N09°32'45"E 617.58'
S10°07'26"W 1152.20'
LANCE BERRYHILL
P.B. 644 PG. 643
20' PUBLIC DRAINAGE EASEMENT "A" (SEE INSERT THIS PAGE)
S80°26'05"E
77.78'
N09°33'55"E
150.00'
N80°26'05"W
37.78'
RIDGE TOP LANE (50' R.O.W.)
N09°33'55"E
186.68'
N80°26'05"W
24.82'
N79°47'14"W 350.09'
SUBDIVISION MONUMENT
N 415029.4500
E 849152.8420
LANCE BERRYHILL
P.B. 1011 PG. 59
SILVER DOLLAR LANE
STERLING RIDGE PHASE 3
MUNFORD DEVELOMENT CO.
P.B. 1201 PG. 961
LANCE BERRYHILL
P.B. 1011 PG. 53
120 16237SF
119 17069SF
118 15459SF
117 15361SF
116 15264SF
115 15166SF
114 15820SF
113 15712SF
112 15605SF
105 15761SF
104 14475SF
103 19402SF
102 13708SF
101 13710SF
106 17474SF
107 15000SF
128 14688SF
127 14000SF
126 14000SF
125 14000SF
124 14000SF
123 15581SF



DRAINAGE EASEMENT "A"
SCALE 1"=100'

PASSIVE PATH NOTE:

A 20 FOOT WIDE STRIP BETWEEN LOTS 113 & 114 AS SHOWN ON THE FINAL PLAT AND THE GRADING & DRAINAGE PLAN SHALL BE ESTABLISHED AND LABELED AS A PASSIVE PATH FOR THE PURPOSE OF CONVEYING THE 100 YEAR STORM RUNOFF WITHOUT CAUSING DAMAGE TO ANY STRUCTURES. THE GRADING IN THIS AREA SHALL NOT BE ALTERED WITHOUT APPROVAL FROM CITY AND/OR COUNTY ENGINEERS. PRIVACY FENCES MUST NOT BLOCK THE FLOW OF WATER.

DENOTES PASSIVE PATH

GENERAL NOTES

1. ALL COMMON AREAS INCLUDING MEDIAN TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATIONS

2. ALL STORMWATER RETENTION AREA (RETENTION PONDS) WITHIN COMMON AREAS IS PRIVATE ANDIS TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION. ANY ALTERATIONS TO THE RETENTION PONDS SHALL BE APPROVED BY THE TOWN OF ATOKA.

3. A MINIMUM OF 24-HOURS PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE TOWN OF ATOKA CODE ENFORCEMENT OFFICE AT 901.837.5308.

4. ALL NEWLY CUT OR FILLED AREAS LACKING ADEQUATE VEGETATION, SHALL BE SEEDED, MULCHED, FERTILIZED AND/OR SODDED AS REQUIRED TO EFFECTIVELY CONTROL SOIL EROSION.

5. THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE APPROXIMATE AND NOT NECESSARILY ALL OF THE SAME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE UTILITY COMPANIES WHICH MAINTAIN A UTILITY LINE WITHIN THE BOUNDARIES OF THE PROJECT. THE CONTRACTOR SHALL ALSO ASSUME FULL RESPONSIBILITY FOR DAMAGE TO ANY UTILITIES ENCOUNTERED WITHIN CONSTRUCTION PERIMETERS, WHETHER SHOWN ON THE CONSTRUCTION PLANS OR NOT, DURING THE WORK ON THE PROJECT. FOR SITE LOCATION OF EXISTING UTILITIES INVOLVING MLG&W, SOUTH CENTRAL BELL, AND/OR TEXAS GAS COMPANY, CALL 1800.351.1111. FOR SEWER LOCATIONS CALL 901.529.8025.

6. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES.

7. ALL FILL SOILS SHALL BE COMPACTED TO A MINIMUM OF 95% OF STANDARD PROCTOR DENSITY (ASTM D-698) WITHIN 3% OF OPTIMUM MOISTURE CONTENT IN LIFTS NOT TO EXCEED SIX (6) INCHES OF COMPACTED THICKNESS.

8. ALL CONSTRUCTION MATERIAL AND PROCEDURES SHALL MEET OR EXCEED THE REQUIREMENTS OF THE TOWN OF ATOKA STANDARD CONSTRUCTION SPECIFICATION.

9. PROPERTY LINES SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. GRADING, CLEARING AND THE ERECTION OR REMOVAL OF FENCES ALONG PROPERTY LINES SHALL BE FULLY COORDINATED WITH ADJACENT PROPERTY OWNERS.

10. VERIFY SITE CONDITIONS PRIOR TO CONSTRUCTION. NOTIFY THE TOWN OF ATOKA INSPECTION OFFICE ENGINEER OF ANY VARIATIONS PRIOR TO COMMENCEMENT OF WORK.

11. ALL GRADING WORK SHALL BE PERFORMED IN SUCH A MANNER THAT ADJACENT PROPERTIES ARE NOT DAMAGED OR ADVERSELY AFFECTED.

12. LOT DRAINAGE: FINISH GRADE SHALL BE SLOPED AWAY FROM THE FOUNDATIONS FOR DRAINAGE. THE FINISH GRADE MUST BEGIN AT LEAST 12 INCHES BELOW THE TOP OF THE FOUNDATION WALL OR THE GRADE OF THE CONCRETE SLAB AT THE INTERIOR IN THE CASE OF AN INTEGRAL SLAB AND FOUNDATION. THE MINIMUM GRADE AWAY FROM THE FOUNDATION SHALL BE TWO PERCENT (2%) IN ALL DIRECTIONS. THE DRIVEWAY SHALL BE SLOPED DOWN AT TWO PERCENT (2%) FOR AT LEAST EIGHT FEET FROM THE STRUCTURE.

13. FINISH FLOOR ELEVATION SHOULD BE A MINIMUM OF 24 INCHES ABOVE THE TOP OF CURB ELEVATION.

14. W. H. PORTER CONSULTANTS, PLLC IS NOT RESPONSIBLE FOR THE CONSTRUCTION PRACTICES OF THE CONTRACTOR. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR CONSTRUCTION MEANS AND METHODS AND SHALL COMPLY WITH ALL APPLICABLE HEALTH AND SAFETY RULES OF LOCAL, STATE, OR FEDERAL FOR EACH AREA OF CONSTRUCTION.

15. TRENCHES 5 FEET DEEP OR GREATER REQUIRE A PROTECTIVE SYSTEM. TRENCHES 20 FEET DEEP OR GREATER REQUIRE THAT THE PROTECTIVE SYSTEM BE DESIGNED BY A REGISTERED PROFESSIONAL STRUCTURAL ENGINEER.

16. ALL STREETS ARE TO BE PROOF ROLLED AND TO ENSURE ANY YIELDING SOILS ARE IDENTIFIED. YIELDING SOILS SHALL BE CUT AND BACKFILLED PRIOR TO PAVING.

17. THE UTILITY EASEMENT(S) SHOWN ON THIS PLAT IS (ARE) FOR THE SOLE BENEFIT OF POPLAR GROVE UTILITY DISTRICT, RITTER COMMUNICATION, SOUTHWEST ELECTRIC COOPERATIVE AND THE TOWN OF ATOKA. NO PERSON MAY ERECT ANY STRUCTURE WITHIN THE EASEMENT(S), ENCROACH UPON THE EASEMENT(S) OR OBSTRUCT ACCESS TO THE EASEMENT(S) IN ANY WAY WITHOUT THE WRITTEN PERMISSION OF EACH OF THESE UTILITIES.

18. PROPERTY OWNERS WILL NOT CHANGE OR PERMIT A CHANGE BY EXCAVATION OR FILLING TO THE GRADE OR GROUND LEVEL OF ANY UTILITY EASEMENT SHOWN ON THE FINAL PLAT AS SUCH GRADE OR GROUND LEVEL EXISTS ON THE DATE THE FINAL PLAT IS APPROVED. IF ANY CHANGE IS MADE TO THE EXISTING GRADE OF A UTILITY EASEMENT ON ANY LOT, THE PROPERTY OWNER IS RESPONSIBLE FOR RESTORING THE GRADE TO ITS ORIGINAL CONDITION AT THE PROPERTY OWNER'S EXPENSE. IF THE PROPERTY OWNER FAILS TO TIMELY RESTORE ANY CHANGE OF THE GRADE WITHIN A UTILITY EASEMENT ON HIS LOT, ANY UTILITY WITH FACILITIES LOCATED IN THE UTILITY EASEMENT HAS THE RIGHT TO RESTORE THE GRADE TO ITS ORIGINAL CONDITION AS IT DEEMS NECESSARY, INCLUDING THE RELOCATION OF ITS UTILITY FACILITIES. THE PROPERTY OWNER MUST REIMBURSE THE UTILITY FOR THE COSTS IT INCURS TO RESTORE THE GRADE TO ITS ORIGINAL CONDITION, AND THE UTILITY MAY TERMINATE UTILITY SERVICE TO THE PROPERTY OWNER'S LOT UNTIL THESE COSTS ARE REIMBURSED.

GRAPHIC SCALE 1"=100'
0 100 200 300

FINAL PLAT

STERLING RIDGE SUBDIVISION
PHASE IV
ATOKA, TENNESSEE

THIS PROPERTY IS NOT LOCATED IN THE 100-YEAR FLOOD PLAIN
F.I.R.M. COMMUNITY No. 470419 0320 G & MAY 4, 2009

DEVELOPER: PFMT HOLDINGS LLC

ENGINEER: W. H. PORTER CONSULTANTS, PLLC
6055 PRIMACY PKWY, SUITE 115
MEMPHIS, TENNESSEE 38119
(901) 363 9453

SCALE: 1" = 100'   DATE: SEPTEMBER 13, 2016
22 LOTS   ACREAGE: 9.326 AC (406255 S.F.)
ZONED: R-1

SCOPE OF CERTIFICATION

THE CERTIFICATION OF THE FINAL PLAT BY W. H. PORTER CONSULTANTS, PLLC REFERS ONLY TO THE PLAT ITSELF, NOT THE FINAL CONSTRUCTION PROJECT AS A WHOLE.

W. H. PORTER CONSULTANTS, PLLC PERFORMED NO CONTRACT ADMINISTRATION FOR THIS DEVELOPMENT, AND MAKES NO GUARANTEE, WARRANTY OR CERTIFICATION CONCERNING THE SUITABILITY OF ANY EARTHWORK FILL OR FOUNDATION CONDITION, OR THE SUITABILITY OF ANY LOT IN THIS SUBDIVISION FOR ANY CONSTRUCTION.

S:\T20\Sterling Ridge Subd\STERLING RIDGE.pro LAYER LIST: FINAL PLAT Thu Nov 10 09:34:26 2016

H-1071 292

OWNER'S CERTIFICATE

WE, PFMT HOLDINGS, LLC, THE UNDERSIGNED OWNER OF THE PROPERTY SHOWN HEREON, HEREBY ADOPT THIS AS MY PLAN OF SUBDIVISION AND DEDICATE THE STREETS, EASEMENTS, RIGHT-OF-WAYS, RIGHTS OF ACCESS AS SHOWN AND ALL UTILITIES TO THE TOWN OF ATOKA FOREVER, AND HEREBY CERTIFY THAT I AM THE OWNER IN FEE SIMPLE, DULY AUTHORIZED SO TO ACT, AND THAT SAID PROPERTY IS UNENCUMBERED BY ANY TAXES THAT HAVE BECOME DUE AND PAYABLE.

BY: _____ 10/4/16
(NAME OF DEVELOPER) DATE

NOTARY'S CERTIFICATE

STATE OF TENNESSEE
COUNTY OF TIPTON

BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE STATE AND COUNTY AFORESAID, DULY COMMISSIONED AND QUALIFIED, PERSONALLY APPEARED PAUL D. FANZER, WITH WHOM I AM PERSONALLY ACQUAINTED AND WHO, UPON OATH, ACKNOWLEDGE HIMSELF TO BE OWNER OF THE STERLING RIDGE SUBDIVISION, PH IV SUBDIVISION, AND HE AS SUCH OWNER, EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSE THEREIN CONTAINED BY SIGNING HIS NAME AS OWNER.

IN WITNESS WHEREOF, I HEREUNTO SET OUT MY HAND AND AFFIX MY SEAL THIS 4th DAY OF October, 20 16.

NOTARY PUBLIC: _____

MY COMMISSION EXPIRES: 7-25-18

MORTGAGEE CERTIFICATE

WE, THE UNDERSIGNED, _____, MORTGAGEE OF THE PROPERTY SHOWN HEREON, HEREBY ADOPT THIS PLAT AS OUR PLAN OF SUBDIVISION AND DEDICATE THE STREETS, RIGHT-OF-WAYS, UTILITIES, EASEMENTS, AND RIGHTS OF ACCESS AS SHOWN TO THE TOWN OF ATOKA FOREVER AND HEREBY CERTIFY THAT WE ARE THE MORTGAGEE DULY AUTHORIZED SO TO ACT AND THAT SAID PROPERTY IS UNENCUMBERED BY ANY TAXES WHICH HAVE BECOME DUE AND PAYABLE.

BY: _____ _____
MORTGAGEE DATE

NOTARY'S CERTIFICATE

STATE OF TENNESSEE
COUNTY OF TIPTON

BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE STATE AND COUNTY AFORESAID, DULY COMMISSIONED AND QUALIFIED, PERSONALLY APPEARED _____, OF _____ SUBDIVISION, AND HE AS SUCH REPRESENTATIVE EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSE THEREIN CONTAINED BY SIGNING HIS NAME AS REPRESENTATIVE OF THE MORTGAGEE.

IN WITNESS WHEREOF, I HEREUNTO SET OUT MY HAND AND AFFIX MY SEAL THIS _____ DAY OF _____, 20 _____.

NOTARY PUBLIC: _____

MY COMMISSION EXPIRES: _____

MORTGAGEE CERTIFICATE

WE, THE UNDERSIGNED, _____, MORTGAGEE OF THE PROPERTY SHOWN HEREON, HEREBY ADOPT THIS PLAT AS OUR PLAN OF SUBDIVISION AND DEDICATE THE STREETS, RIGHT-OF-WAYS, UTILITIES, EASEMENTS, AND RIGHTS OF ACCESS AS SHOWN TO THE TOWN OF ATOKA FOREVER AND HEREBY CERTIFY THAT WE ARE THE MORTGAGEE DULY AUTHORIZED SO TO ACT AND THAT SAID PROPERTY IS UNENCUMBERED BY ANY TAXES WHICH HAVE BECOME DUE AND PAYABLE.

BY: _____ _____
MORTGAGEE DATE

CERTIFICATE OF ADEQUACY OF STORM DRAINAGE

I, HENRY L. PORTER, DO HEREBY CERTIFY THAT I AM A REGISTERED PROFESSIONAL CIVIL ENGINEER, AND THAT I HAVE DESIGNED ALL STORM WATER DRAINAGE FOR THIS SUBDIVISION IN ACCORDANCE WITH THE ATOKA MUNICIPAL SUBDIVISION REGULATIONS TO ASSURE THAT IN MY PROFESSIONAL OPINION NEITHER SAID SUBDIVISION OR THE ADJOINING PROPERTIES WILL BE DAMAGED.

IN WITNESS WHERE OF, I, HENRY L. PORTER, THE SAID PROFESSIONAL CIVIL ENGINEER, HEREUNTO SET OUT MY HAND AND AFFIX MY SEAL THIS 4th DAY OF October, 20 16.

BY: _____
HENRY LAWRENCE PORTER, CIVIL ENGINEER
TENNESSEE CERTIFICATE No. 113405
DATE 10/4/16
(SEAL)

SURVEYOR'S CERTIFICATE

I, WILLIAM D. PORTER, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR, AND THAT I HAVE SURVEYED THE LANDS, EMBRACED WITHIN THE PLAT OR MAP DESIGNATED AS THE STERLING RIDGE PHASE 4 SUBDIVISION, A SUBDIVISION LYING WITHIN THE TOWN OF ATOKA, TENNESSEE; SAID PLAT OR MAP IS A TRUE AND CORRECT PLAT OR MAP OF THE LANDS EMBRACED THEREIN, SHOWING THE SUBDIVISION THEREOF IN ACCORDANCE WITH THE MUNICIPAL SUBDIVISION REGULATIONS OF ATOKA, TENNESSEE; I FURTHER CERTIFY THAT THE SURVEY OF THE LANDS EMBRACED WITHIN SAID PLAT OR MAP HAVE BEEN CORRECTLY MONUMENTED IN ACCORDANCE WITH THE MUNICIPAL SUBDIVISION REGULATIONS OF ATOKA, TENNESSEE.

IN WITNESS WHERE OF, I, WILLIAM D. PORTER, THE SAID REGISTERED LAND SURVEYOR, HEREUNTO SET OUT MY HAND AND AFFIX MY SEAL THIS 4th DAY OF October, 20 16.

BY: _____
WILLIAM D. PORTER, R.L.S.
TENNESSEE CERTIFICATE No. 1864
DATE 10/4/16

ENGINEER'S CERTIFICATE

IT IS HEREBY CERTIFIED THAT THIS PLAT IS TRUE AND CORRECT, IS IN CONFORMANCE WITH THE DESIGN REQUIREMENTS OF THE ZONING ORDINANCE, THE SUBDIVISION REGULATIONS AND THE SPECIFIC CONDITIONS IMPOSED ON THIS DEVELOPMENT, AND TAKES INTO ACCOUNT ALL APPLICABLE FEDERAL, STATE AND LOCAL BUILDING LAWS AND REGULATIONS.

BY: _____
HENRY L. PORTER, CIVIL ENGINEER
TENNESSEE CERTIFICATE No. 113405
DATE 10/4/16

CERTIFICATE OF RECEIPT OF APPROVED WATER SYSTEM PLANS

I, D. Braden, DO HEREBY CERTIFY THAT A SET OF CONSTRUCTION PLANS REGARDING THE WATER SUPPLY FOR THIS SUBDIVISION BEARING THE SEAL OF THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION WHICH INDICATES SAID PLANS MEET THE DEPARTMENT'S REQUIREMENTS, HAVE BEEN RECEIVED.

11/08/16
DATE

_____
PUBLIC WORKS SUPERVISOR
POPLAR GROVE UTILITY DISTRICT

CERTIFICATE OF APPROVAL OF WATER SYSTEM AND NATURAL GAS

I HEREBY CERTIFY: (1) THAT UTILITIES HAVE BEEN INSTALLED IN AN ACCEPTABLE MANNER AND ACCORDING TO SPECIFICATIONS, OR (2) THAT A SECURITY BOND IN THE AMOUNT OF $_____ HAS BEEN POSTED WITH THE PLANNING COMMISSION TO ASSURE COMPLETION OF ALL REQUIRED IMPROVEMENTS FOR THIS SUBDIVISION, IN CASE OF DEFAULT.

A VARIANCE TO THE STANDARD SPECIFICATIONS HAS BEEN GRANTED FOR THE CONSTRUCTION OF A WATERLINE TO A DEPTH NO LESS THAN THIRTY (36) INCHES FROM FINISHED GRADE, AS MEASURE TO THE TOP OF PIPE.

11/08/16
DATE

_____
PUBLIC WORKS SUPERVISOR
POPLAR GROVE UTILITY DISTRICT

CERTIFICATE OF APPROVAL OF SEWER AND DRAINAGE SYSTEMS PLANS

I, Daniel Lovett, DO HEREBY CERTIFY THAT I HAVE REVIEWED THE SEWER AND DRAINAGE SYSTEMS PLANS FOR THIS SUBDIVISION AND CERTIFY THAT THEY MEET THE REQUIREMENTS OF THE MUNICIPAL SUBDIVISION REGULATIONS AND TECHNICAL SPECIFICATIONS OF THE TOWN OF ATOKA AND ARE HEREBY APPROVED.

11-4-16
DATE

_____
PUBLIC WORKS SUPERVISOR

CERTIFICATE OF APPROVAL OF STREETS

I HEREBY CERTIFY: (1) THAT THE STREETS HAVE BEEN INSTALLED IN AN ACCEPTABLE MANNER AND ACCORDING TO SPECIFICATIONS, OR (2) THAT A SECURITY BOND IN THE AMOUNT OF $40,650 HAS BEEN POSTED WITH THE PLANNING COMMISSION TO ASSURE COMPLETION OF ALL REQUIRED IMPROVEMENTS FOR THIS SUBDIVISION, IN CASE OF DEFAULT.

11-4-16
DATE

_____
TOWN OR COUNTY ROAD ENGINEER
OR OTHER APPROVING AGENT

CERTIFICATE OF APPROVAL OF UTILITIES

I HEREBY CERTIFY: (1) THAT UTILITIES HAVE BEEN INSTALLED IN AN ACCEPTABLE MANNER AND ACCORDING TO SPECIFICATIONS, OR (2) THAT A SECURITY BOND IN THE AMOUNT OF $10,650 HAS BEEN POSTED WITH THE PLANNING COMMISSION TO ASSURE COMPLETION OF ALL REQUIRED IMPROVEMENTS FOR THIS SUBDIVISION, IN CASE OF DEFAULT.

11-4-16
DATE

_____
PLANNING COMMISSION ATOKA, TENNESSEE

CERTIFICATE OF APPROVAL FOR SUBDIVISION AND STREET NAMES

I, _____, DO HEREBY CERTIFY THAT I HAVE REVIEWED THE PROPOSED SUBDIVISION AND CERTIFY THAT THE NAME OF THE SUBDIVISION AND/OR NAME (S) OF THE STREET (S) WITHIN THIS PROPOSED SUBDIVISION DO NOT CONFLICT WITH OTHER SUBDIVISIONS AND STREET NAMES FOR EMERGENCY SERVICE PURPOSES.

11-9-2016
DATE

_____
DIRECTOR OF 911 ADDRESSING

PLANNING COMMISSION CERTIFICATE OF APPROVAL OF THE FINAL PLAT

I, Noel Smith-Howe, DO HEREBY CERTIFY THAT THE ATOKA MUNICIPAL/REGIONAL PLANNING COMMISSION HAS APPROVED THIS FINAL PLAT OR SUBDIVISION FOR RECORDING.

11-4-16
DATE

_____
SECRETARY
ATOKA MUNICIPAL/PLANNING COMMISSION

FINAL PLAT

STERLING RIDGE SUBDIVISION
PHASE IV

ATOKA, TENNESSEE

THIS PROPERTY IS NOT LOCATED IN THE 100-YEAR FLOOD PLAIN
F.I.R.M. COMMUNITY No. 470419 0320 G & MAY 4, 2009

DEVELOPER: PFMT HOLDINGS LLC

ENGINEER: W. H. PORTER CONSULTANTS, PLLC
6055 PRIMACY PKWY, SUITE 115
MEMPHIS, TENNESSEE 38119
(901) 363-9453

SCALE: 1" = 100' DATE: SEPTEMBER 13, 2016
22 LOTS ACREAGE: 9.326 AC (406255 S.F.)
ZONED: R-1

H-1120 - Sterling Ridge Subd. Phase 5, Filed for Record September 28, 2017

CONCRETE MONUMENT
N 416353.3924
E 848448.9468

JOHN M. STERLING
P.B. 522, PG. 420

CONCRETE MONUMENT
N 2799.4664
E 11206.7355

N78°12'00"W 613.11'

N24°10'01"E 263.15'

N09°32'46"E 206.24'

S80°27'14"E 33.41'

N01°51'44"E 127.93'

N02°10'15"W 146.27'

N08°48'40"W 77.21'

S76°37'40"W 71.40'

S06°50'26"W 278.16'

S80°27'14"E 495.44'

NUGGET LANE

SWITCH BACK LANE

MINERS COVE

20' PUBLIC DRAINAGE EASEMENT "D"

20' PUBLIC DRAINAGE EASEMENT "C"

20' PUBLIC DRAINAGE EASEMENT "B"

20' PUBLIC DRAINAGE EASEMENT "A"

15' UTILITY EASEMENT

TEMPORARY TURN-AROUND EASEMENT

EXIST. 20' PUBLIC DRAIN EASEMENT

C.O.S. AREA RESERVED FOR DETENTION

FUTURE PHASE VI 8.94 AC

STERLING RIDGE PHASE IV

STERLING RIDGE PHASE III

158 159 160 161 162 163 122 121 139 140 129 130 142 143 144 145 146 147 138 137 136 135 134 133 132

17158SF 15534SF 14488SF 15633SF 16774SF 15869SF 15130SF 15433SF 16517SF 19247SF 17505SF 17449SF 28641SF 30776SF 29018SF 27744SF 17147SF 19936SF

VICINITY MAP
NOT TO SCALE

MIN LOT SIZE	–	10,000 SQ FT
MIN LOT WIDTH	–	100 FT
MIN SIDE YARD	–	15 FT
MIN FRONT YARD	–	30 FT*
MIN REAR YARD	–	20 FT

*EXCEPT LOTS: 133 – 60' SETBACK
134 – 60' SETBACK
135 – 80' SETBACK
136 – 70' SETBACK

Claudia M. Peeler, Register
Tipton County Tennessee
Rec #: 149513 Instrument #: 207786
Rec d: 45.00 Recorded
State: 0.00 9/28/2017 at 11:10 AM
Clerk: 0.00 in Plat Cabinet
Other: 2.00 H
Total: 47.00 Pgs 1120-1120

OWNER AND DEVELOPER

PFMT HOLDING, LLC
DEED BOOK 1669 PAGE 536
TAX MAP 129 PARCEL 26

LINE	DELTA	RADIUS	ARC	TANGENT	CHORD	CHORD BEARING
C1	32°27'40"	200.00'	113.3'	58.22'	111.80'	N75°37'55"E
C2	37°39'46"	350.00'	230.07'	119.36'	225.95'	N78°13'58"E
C3	2°30'04"	350.00'	15.28'	7.64'	15.28'	S87°47'07"E
C4	35°52'54"	200.00'	125.25'	64.76'	123.21'	N19°38'21"E
C5	18°32'11"	175.00'	56.62'	28.56'	56.37'	N82°35'39"E
C6	13°55'28"	175.00'	42.53'	21.37'	42.43'	S66°27'49"W
C7	3°42'52"	375.00'	24.31'	12.16'	24.31'	N61°15'31"E
C8	36°26'58"	375.00'	238.56'	123.47'	234.56'	N81°20'26"E
C9	13°12'24"	225.00'	51.86'	26.05'	51.75'	N85°15'32"E
C10	19°15'15"	225.00'	75.61'	38.17'	75.26'	N69°07'43"E
C11	7°36'07"	325.00'	43.12'	21.59'	43.09'	N63°12'08"E
C12	20°21'57"	325.00'	115.52'	58.38'	114.9'	N77°11'10"E
C13	94°19'46"	30.00'	49.39'	32.36'	44.00'	S45°27'59"E
C14	32°16'02"	175.00'	98.55'	50.62'	97.26'	S17°49'55"W
C15	5°36'52"	175.00'	11.04'	5.52'	11.04'	S35°46'22"W
C16	46°34'03"	30.00'	24.38'	12.91'	23.72'	S60°51'49"W
C17	29°30'55"	50.00'	25.76'	13.17'	25.47'	S69°23'24"W
C18	49°18'57"	50.00'	43.04'	22.95'	41.72'	S29°58'27"W
C19	45°04'29"	50.00'	39.34'	20.75'	38.33'	S17°13'16"E
C20	57°49'40"	50.00'	50.46'	27.62'	48.35'	S68°40'27"E
C21	53°46'36"	50.00'	46.93'	25.35'	45.23'	N55°31'31"E
C22	37°37'27"	50.00'	32.83'	17.03'	32.25'	N09°49'29"E
C23	46°34'03"	30.00'	24.38'	12.91'	23.72'	N14°17'47"E
C24	21°44'12"	225.00'	85.36'	43.20'	84.85'	N26°42'42"E
C25	14°08'42"	225.00'	55.55'	27.92'	55.41'	N08°46'15"E
C26	97°52'01"	30.00'	51.24'	34.43'	45.24'	N50°37'54"E

GRAPHIC SCALE 1"=50'

50 0 50 100 150

FINAL PLAT

STERLING RIDGE
PHASE 5

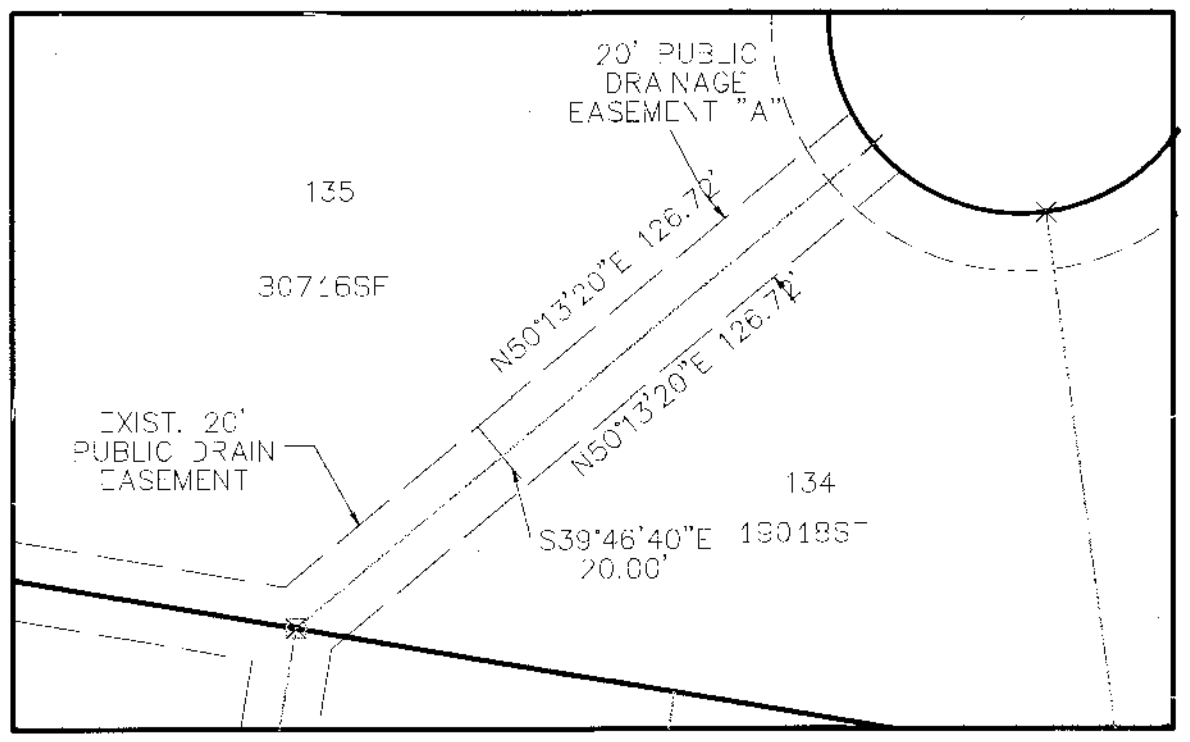
ATOKA, TIPTON, TN

THIS PROPERTY IS NOT LOCATED IN THE 100-YEAR FLOOD PLAIN
F.I.R.M. COMMUNITY No. 470419 0320C, MAY 4, 2009

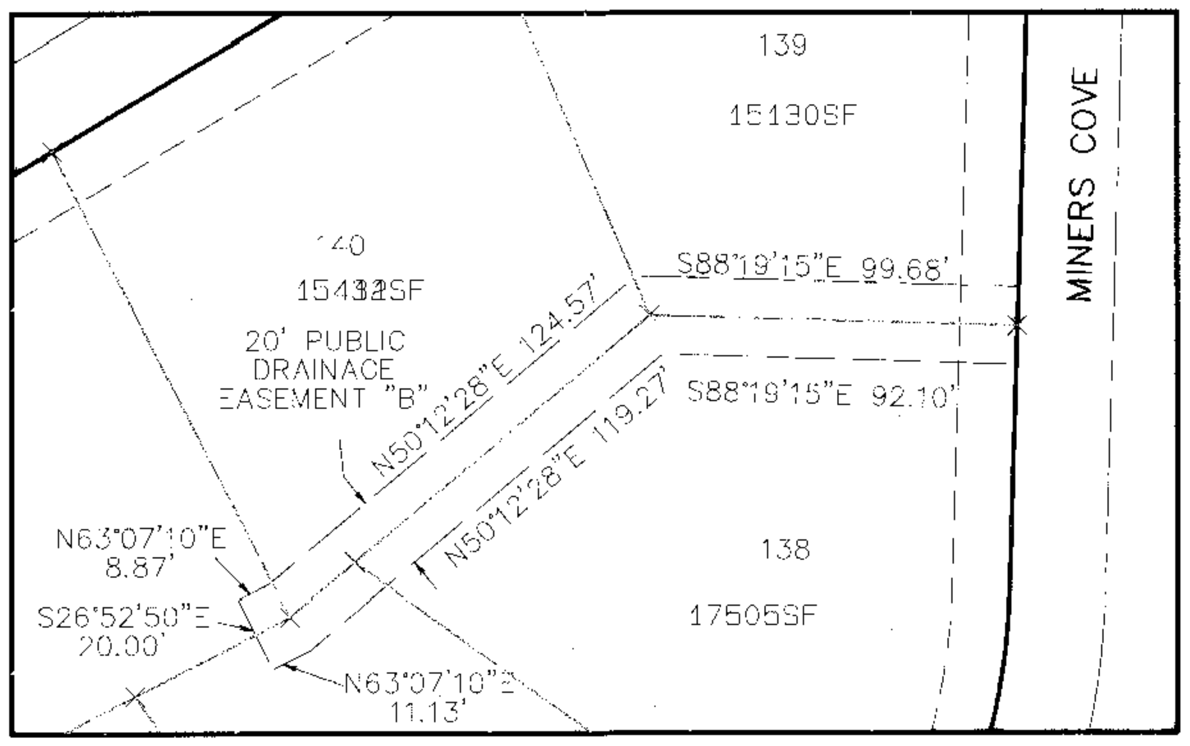
DEVELOPER: PFMT, LLC

ENGINEER: W. H. PORTER CONSULTANTS, PLLC
4821 AMERICAN WAY, SUITE 100
MEMPHIS, TENNESSEE 38118
(901) 383-9453

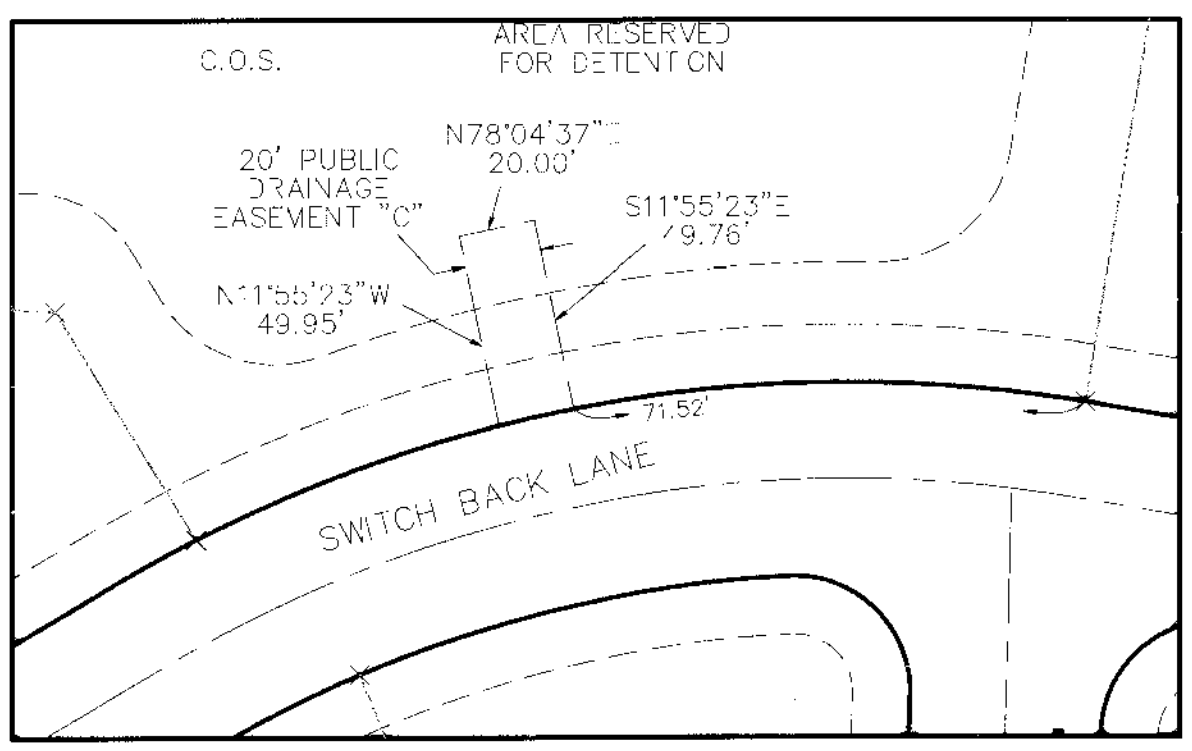
SCALE: 1" = 50' DATE: JUNE 1, 2016
18 LOTS 1 COS 11.30 ACRES (492275 S.F.)
ZONED: R-1



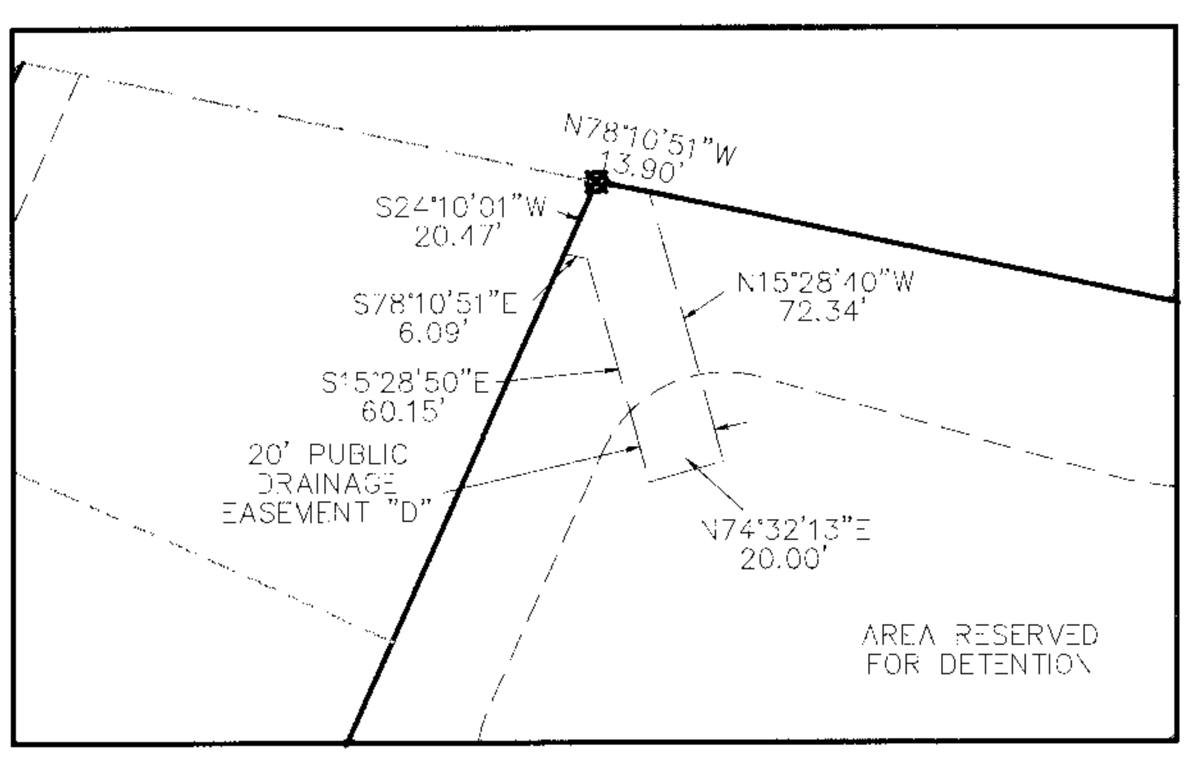
PUBLIC DRAINAGE EASEMENT "A"
SCALE 1"=50'



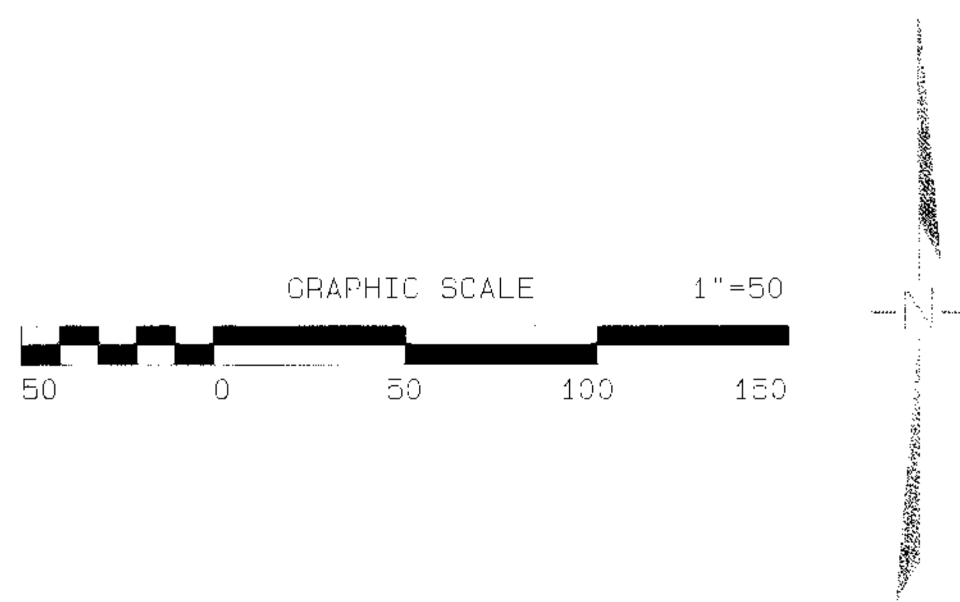
PUBLIC DRAINAGE EASEMENT "B"
SCALE 1"=50'



PUBLIC DRAINAGE EASEMENT "C"
SCALE 1"=50'



PUBLIC DRAINAGE EASEMENT "D"
SCALE 1"=50'



LOT DRAINAGE:

FINISH GRADE SHALL BE SLOPED AWAY FROM THE FOUNDATION FOR DRAINAGE. THE FINISH GRADE MUST BEGIN AT LEAST 10 INCHES BELOW THE TOP OF THE FOUNDATION WALL OR THE GRADE OF THE CONCRETE SLAB AT THE INTERIOR IN THE CASE OF AN INTEGRAL SLAB AND FOUNDATION. THE MINIMUM GRADE AWAY FROM THE FOUNDATION SHALL BE AT LEAST TWO PERCENT IN ALL DIRECTIONS AWAY FROM THE FOUNDATION WALL. THE DRIVEWAY SHALL BE SLOPE DOWN AT TWO PERCENT FOR AT LEAST EIGHT FEET FROM THE STRUCTURE.

NOTES:

THERE IS A 5' UTILITY EASEMENT ALONG THE REAR AND SIDE LOT LINES OF ALL LOTS, EXCEPT WHERE THERE IS A DRAINAGE OR SANITARY SEWER EASEMENT.

THIS PLAT SHOWS EASEMENTS AS RECORDED PER DATE SHOWN. ADDITIONAL EASEMENTS MAY BE RECORDED AT A LATER DATE AND NOT BE SHOWN ON THIS PLAT.

NO TREES, SHRUBS, PERMANENT STRUCTURES OR OTHER UTILITIES (EXCEPT FOR CROSSINGS) WILL BE ALLOWED WITHIN PUBLIC SANITARY SEWER EASEMENT OR PUBLIC DRAINAGE EASEMENT.

W. H. PORTER & CO., INC. MAKES NO GUARANTEE, WARRANTY OR CERTIFICATION CONCERNING THE SUITABILITY OF ANY EARTHWORK FILL OR FOUNDATION CONDITION OR SUITABILITY OF ANY LOT IN THIS SUBDIVISION FOR FOUNDATION CONSTRUCTION FOR ANY STRUCTURE PROPOSED HEREIN.

SCOPE OF CERTIFICATION

THE CERTIFICATION OF THE FINAL PLAT BY W. H. PORTER CONSULTANTS, PLLC REFERS ONLY TO THE PLAT ITSELF, NOT THE FINAL CONSTRUCTION PROJECT AS A WHOLE.

W. H. PORTER CONSULTANTS, PLLC PERFORMED NO CONTRACT ADMINISTRATION FOR THIS DEVELOPMENT, AND MAKES NO GUARANTEE, WARRANTY OR CERTIFICATION CONCERNING THE SUITABILITY OF ANY EARTHWORK FILL OR FOUNDATION CONDITION, OR THE SUITABILITY OF ANY LOT IN THIS SUBDIVISION FOR ANY CONSTRUCTION.

GENERAL NOTES

1. THERE IS A 10' DRAINAGE, SLOPE & UTILITY EASEMENT ALONG THE FRONT OF ALL LOTS IN THIS SUBDIVISION UNLESS OTHERWISE NOTED.

2. ALL COMMON AREAS INCLUDING MEDIAN TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATIONS

3. ALL STORMWATER RETENTION AREA (RETENTION PONDS) WITHIN COMMON AREAS IS PRIVATE AND IS TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION. ANY ALTERATIONS TO THE RETENTION PONDS SHALL BE APPROVED BY THE TOWN OF ATOKA.

4. A MINIMUM OF 24-HOURS PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE TOWN OF ATOKA CODE ENFORCEMENT OFFICE AT 901.837.5308.

5. ALL NEWLY CUT OR FILLED AREAS LACKING ADEQUATE VEGETATION, SHALL BE SEEDED, MULCHED, FERTILIZED AND/OR SODDED AS REQUIRED TO EFFECTIVELY CONTROL SOIL EROSION.

6. THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE APPROXIMATE AND NOT NECESSARILY ALL OF THE SAME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE UTILITY COMPANIES WHICH MAINTAIN A UTILITY LINE WITHIN THE BOUNDARIES OF THE PROJECT. THE CONTRACTOR SHALL ALSO ASSUME FULL RESPONSIBILITY FOR DAMAGE TO ANY UTILITIES ENCOUNTERED WITHIN CONSTRUCTION PERIMETERS, WHETHER SHOWN ON THE CONSTRUCTION PLANS OR NOT, DURING THE WORK ON THE PROJECT. FOR SITE LOCATION OF EXISTING UTILITIES INVOLVING MLG&W, SOUTH CENTRAL BELL, AND/OR TEXAS GAS COMPANY, CALL 1800.351.1111. FOR SEWER LOCATIONS CALL 901.529.8025.

7. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES.

8. ALL FILL SOILS SHALL BE COMPACTED TO A MINIMUM OF 95% OF STANDARD PROCTOR DENSITY (ASTM D-698) WITHIN 3% OF OPTIMUM MOISTURE CONTENT IN LIFTS NOT TO EXCEED SIX (6) INCHES OF COMPACTED THICKNESS.

9. ALL CONSTRUCTION MATERIAL AND PROCEDURES SHALL MEET OR EXCEED THE REQUIREMENTS OF THE TOWN OF ATOKA STANDARD CONSTRUCTION SPECIFICATION.

10. PROPERTY LINES SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. GRADING, CLEARING AND THE ERECTION OR REMOVAL OF FENCES ALONG PROPERTY LINES SHALL BE FULLY COORDINATED WITH ADJACENT PROPERTY OWNERS.

11. VERIFY SITE CONDITIONS PRIOR TO CONSTRUCTION. NOTIFY THE TOWN OF ATOKA INSPECTION OFFICE ENGINEER OF ANY VARIATIONS PRIOR TO COMMENCEMENT OF WORK.

12. ALL GRADING WORK SHALL BE PERFORMED IN SUCH A MANNER THAT ADJACENT PROPERTIES ARE NOT DAMAGED OR ADVERSELY AFFECTED.

13. LOT DRAINAGE: FINISH GRADE SHALL BE SLOPED AWAY FROM THE FOUNDATIONS FOR DRAINAGE. THE FINISH GRADE MUST BEGIN AT LEAST 12 INCHES BELOW THE TOP OF THE FOUNDATION WALL OR THE GRADE OF THE CONCRETE SLAB AT THE INTERIOR IN THE CASE OF AN INTEGRAL SLAB AND FOUNDATION. THE MINIMUM GRADE AWAY FROM THE FOUNDATION SHALL BE TWO PERCENT (2%) IN ALL DIRECTIONS. THE DRIVEWAY SHALL BE SLOPED DOWN AT TWO PERCENT (2%) FOR AT LEAST EIGHT FEET FROM THE STRUCTURE.

14. FINISH FLOOR ELEVATION SHOULD BE A MINIMUM OF 24 INCHES ABOVE THE TOP OF CURB ELEVATION.

15. W. H. PORTER CONSULTANTS, PLLC IS NOT RESPONSIBLE FOR THE CONSTRUCTION PRACTICES OF THE CONTRACTOR. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR CONSTRUCTION MEANS AND METHODS AND SHALL COMPLY WITH ALL APPLICABLE HEALTH AND SAFETY RULES BE IT LOCAL, STATE, OR FEDERAL FOR EACH AREA OF CONSTRUCTION.

16. TRENCHES 5 FEET DEEP OR GREATER REQUIRE A PROTECTIVE SYSTEM. TRENCHES 20 FEET DEEP OR GREATER REQUIRE THAT THE PROTECTIVE SYSTEM BE DESIGNED BY A REGISTERED PROFESSIONAL STRUCTURAL ENGINEER.

17. ALL STREETS ARE TO BE PROOF ROLLED AND TO ENSURE ANY YIELDING SOILS ARE IDENTIFIED. YIELDING SOILS SHALL BE CUT AND BACKFILLED PRIOR TO PAVING.

18. THE UTILITY EASEMENT(S) SHOWN ON THIS PLAT IS (ARE) FOR THE SOLE BENEFIT OF POPLAR GROVE UTILITY DISTRICT, RITTER COMMUNICATION, SOUTHWEST ELECTRIC COOPERATIVE AND THE TOWN OF ATOKA. NO PERSON MAY ERECT ANY STRUCTURE WITHIN THE EASEMENT(S), ENCROACH UPON THE EASEMENT(S) OR OBSTRUCT ACCESS TO THE EASEMENT(S) IN ANY WAY WITHOUT THE WRITTEN PERMISSION OF EACH OF THESE UTILITIES.

FINAL PLAT

STERLING RIDGE

PHASE 5

ATOKA, TIPTON, TN

THIS PROPERTY IS NOT LOCATED IN THE 100-YEAR FLOOD PLAIN
F.I.R.M. COMMUNITY No. 470419 0320G, MAY 4, 2009

DEVELOPER: PFMT, LLC

ENGINEER: W. H. PORTER CONSULTANTS, PLLC
4821 AMERICAN WAY, SUITE 100
MEMPHIS, TENNESSEE 38118
(901) 363-9453

SCALE: 1" = 50' DATE: JUNE 1, 2016
18 LOTS 1 COS 11.30 ACRES (492275 S.F.)
ZONED: R-1

OWNER'S CERTIFICATE

WE PFMT HOLDINGS, LLC THE UNDERSIGNED OWNER OF THE PROPERTY SHOWN HEREON, HEREBY ADOPT THIS AS MY PLAN OF SUBDIVISION AND DEDICATE THE STREETS, EASEMENTS, RIGHT-OF-WAYS, RIGHTS OF ACCESS AS SHOWN AND ALL UTILITIES TO THE TOWN OF ATOKA FOREVER, AND HEREBY CERTIFY THAT I AM THE OWNER IN FEE SIMPLE, DULY AUTHORIZED SO TO ACT, AND THAT SAID PROPERTY IS UNENCUMBERED BY ANY TAXES THAT HAVE BECOME DUE AND PAYABLE.

BY: _____ 9/21/17
(NAME OF DEVELOPER) DATE

NOTARY'S CERTIFICATE

STATE OF TENNESSEE
COUNTY OF TIPTON

BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE STATE AND COUNTY AFORESAID, DULY COMMISSIONED AND QUALIFIED, PERSONALLY APPEARED MICHELLE HERRING WITH WHOM I AM PERSONALLY ACQUAINTED AND WHO, UPON OATH, ACKNOWLEDGED HIMSELF TO BE OWNER OF THE PFMT HOLDINGS, LLC SUBDIVISION, AND HE AS SUCH OWNER, EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSE THEREIN CONTAINED BY SIGNING HIS NAME AS OWNER.

IN WITNESS WHEREOF, I HEREUNTO SET OUT MY HAND AND AFFIX MY SEAL THIS 21st DAY OF September 20 17

NOTARY PUBLIC: _____

MY COMMISSION EXPIRES: 3/22/20

MORTGAGEE CERTIFICATE

WE, THE UNDERSIGNED, First Citizens National Bank MORTGAGEE OF THE PROPERTY SHOWN HEREON, HEREBY ADOPT THIS PLAT AS OUR PLAN OF SUBDIVISION AND DEDICATE THE STREETS, RIGHT-OF-WAYS, UTILITIES, EASEMENTS, AND RIGHTS OF ACCESS AS SHOWN TO THE TOWN OF ATOKA FOREVER AND HEREBY CERTIFY THAT WE ARE THE MORTGAGEE DULY AUTHORIZED SO TO ACT AND THAT SAID PROPERTY IS UNENCUMBERED BY ANY TAXES WHICH HAVE BECOME DUE AND PAYABLE.

BY: _____ Southwest Regional President 9/21/17
MORTGAGEE DATE

NOTARY'S CERTIFICATE

STATE OF TENNESSEE
COUNTY OF TIPTON

BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE STATE AND COUNTY AFORESAID, DULY COMMISSIONED AND QUALIFIED, PERSONALLY APPEARED JOHN F SMITH OF FCNB SUBDIVISION AND HE AS SUCH REPRESENTATIVE EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSE THEREIN CONTAINED BY SIGNING HIS NAME AS REPRESENTATIVE OF THE MORTGAGEE.

IN WITNESS WHEREOF, I HEREUNTO SET OUT MY HAND AND AFFIX MY SEAL THIS 21st DAY OF September 20 17

NOTARY PUBLIC: _____

MY COMMISSION EXPIRES: 3/22/20

CERTIFICATE OF ADEQUACY OF STORM DRAINAGE

I, Henry L Porter, DO HEREBY CERTIFY THAT I AM A REGISTERED PROFESSIONAL CIVIL ENGINEER, AND THAT I HAVE DESIGNED ALL STORM WATER DRAINAGE FOR THIS SUBDIVISION IN ACCORDANCE WITH THE ATOKA MUNICIPAL SUBDIVISION REGULATIONS TO ASSURE THAT IN MY PROFESSIONAL OPINION NEITHER SAID SUBDIVISION OR THE ADJOINING PROPERTIES WILL BE DAMAGED.

IN WITNESS WHERE OF, I, Henry L Porter, THE SAID PROFESSIONAL CIVIL ENGINEER, HEREUNTO SET OUT MY HAND AND AFFIX MY SEAL THIS twenty First DAY OF September 20 17

BY: _____ 9/21/17
CIVIL ENGINEER DATE
TENNESSEE CERTIFICATE No. 113405 (SEAL)

SURVEYOR'S CERTIFICATE

I, William D Porter, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR, AND THAT I HAVE SURVEYED THE LANDS, EMBRACED WITHIN THE PLAT OR MAP DESIGNATED AS THE Sterling Ridge SUBDIVISION, A SUBDIVISION LYING WITHIN THE TOWN OF ATOKA, TENNESSEE; SAID PLAT OR MAP IS A TRUE AND CORRECT PLAT OR MAP OF THE LANDS EMBRACED THEREIN, SHOWING THE SUBDIVISION THEREOF IN ACCORDANCE WITH THE MUNICIPAL SUBDIVISION REGULATIONS OF ATOKA, TENNESSEE; I FURTHER CERTIFY THAT THE SURVEY OF THE LANDS EMBRACED WITHIN SAID PLAT OR MAP HAVE BEEN CORRECTLY MONUMENTED IN ACCORDANCE WITH THE MUNICIPAL SUBDIVISION REGULATIONS OF ATOKA, TENNESSEE.

IN WITNESS WHERE OF, I, William D Porter, THE SAID REGISTERED LAND SURVEYOR, HEREUNTO SET OUT MY HAND AND AFFIX MY SEAL THIS twenty First DAY OF September 20 17

BY: _____ 9/21/17
WILLIAM D. PORTER, R.L.S. DATE
TENNESSEE CERTIFICATE No. 2004

WILLIAM D. PORTER — REGISTERED LAND SURVEYOR — XV — AGRICULTURE — COMMERCE — No. 2004 — STATE OF TENNESSEE

ENGINEER'S CERTIFICATE

IT IS HEREBY CERTIFIED THAT THIS PLAT IS TRUE AND CORRECT, IS IN CONFORMANCE WITH THE DESIGN REQUIREMENTS OF THE ZONING ORDINANCE, THE SUBDIVISION REGULATIONS AND THE SPECIFIC CONDITIONS IMPOSED ON THIS DEVELOPMENT, AND TAKES INTO ACCOUNT ALL APPLICABLE FEDERAL, STATE AND LOCAL BUILDING LAWS AND REGULATIONS.

BY: _____ 9/21/17
CIVIL ENGINEER DATE
TENNESSEE CERTIFICATE No. 113405 (SEAL)

HENRY L. PORTER — REGISTERED ENGINEER — AGRICULTURE — No. 113405 — STATE OF TENNESSEE

CERTIFICATE OF APPROVAL OF WATER, SEWER AND DRAINAGE SYSTEMS PLANS

I, Daniel Leath, DO HEREBY CERTIFY THAT I HAVE REVIEWED THE WATER, SEWER AND DRAINAGE SYSTEMS PLANS FOR THIS SUBDIVISION AND CERTIFY THAT THEY MEET THE REQUIREMENTS OF THE MUNICIPAL SUBDIVISION REGULATIONS AND TECHNICAL SPECIFICATIONS OF THE TOWN OF ATOKA AND ARE HEREBY APPROVED.

9-22-17 DATE _____ PUBLIC WORKS SUPERVISOR

CERTIFICATE OF RECEIPT OF APPROVED WATER SYSTEM PLANS

I, Daniel Leath, DO HEREBY CERTIFY THAT A SET OF CONSTRUCTION PLANS REGARDING THE WATER SUPPLY AND/OR SANITARY SEWERS FOR THIS SUBDIVISION BEARING THE SEAL OF THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION WHICH INDICATES SAID PLANS MEET THE DEPARTMENT'S REQUIREMENTS, HAVE BEEN RECEIVED.

9-22-17 DATE _____ PUBLIC WORKS SUPERVISOR

CERTIFICATE OF APPROVAL OF STREETS

I HEREBY CERTIFY: (1) THAT THE STREETS HAVE BEEN INSTALLED IN AN ACCEPTABLE MANNER AND ACCORDING TO SPECIFICATIONS, OR (2) THAT A SECURITY BOND IN THE AMOUNT OF $ 7,882.00 HAS BEEN POSTED WITH THE PLANNING COMMISSION TO ASSURE COMPLETION OF ALL REQUIRED IMPROVEMENTS FOR THIS SUBDIVISION, IN CASE OF DEFAULT.

9-22-17 DATE _____ TOWN OR COUNTY ROAD ENGINEER OR OTHER APPROVING AGENT

CERTIFICATE OF APPROVAL OF UTILITIES

I HEREBY CERTIFY: (1) THAT UTILITIES HAVE BEEN INSTALLED IN AN ACCEPTABLE MANNER AND ACCORDING TO SPECIFICATIONS, OR (2) THAT A SECURITY BOND IN THE AMOUNT OF $_____ HAS BEEN POSTED WITH THE PLANNING COMMISSION TO ASSURE COMPLETION OF ALL REQUIRED IMPROVEMENTS FOR THIS SUBDIVISION, IN CASE OF DEFAULT.

9/21/17 DATE _____ PLANNING COMMISSION ATOKA, TENNESSEE

CERTIFICATE OF APPROVAL FOR SUBDIVISION AND STREET NAMES

I, Renee Downing, DO HEREBY CERTIFY THAT I HAVE REVIEWED THE PROPOSED SUBDIVISION AND CERTIFY THAT THE NAME OF THE SUBDIVISION AND/OR NAME (S) OF THE STREET (S) WITHIN THIS PROPOSED SUBDIVISION DO NOT CONFLICT WITH OTHER SUBDIVISIONS AND STREET NAMES FOR EMERGENCY SERVICE PURPOSES.

9-28-17 DATE _____ DIRECTOR OF 911 ADDRESSING

PLANNING COMMISSION CERTIFICATE OF APPROVAL OF THE FINAL PLAT

I, Lance Sargent, DO HEREBY CERTIFY THAT THE ATOKA MUNICIPAL/REGIONAL PLANNING COMMISSION HAS APPROVED THIS FINAL PLAT OR SUBDIVISION FOR RECORDING.

9/21/17 DATE _____ SECRETARY, ATOKA MUNICIPAL/PLANNING COMMISSION

FINAL PLAT

STERLING RIDGE

PHASE 5

ATOKA, TIPTON, TN

THIS PROPERTY IS NOT LOCATED IN THE 100-YEAR FLOOD PLAIN
F.I.R.M. COMMUNITY No. 470419 0320G, MAY 4, 2009

DEVELOPER: PFMT, LLC

ENGINEER: W. H. PORTER CONSULTANTS, PLLC
4621 AMERICAN WAY, SUITE 100
MEMPHIS, TENNESSEE 38118
(901) 363-9453

SCALE: 1" = 50' DATE: JUNE 1, 2016
18 LOTS 1 COS 11.30 ACRES (492275 S.F.)
ZONED: R 1

SHEET 3 OF 3

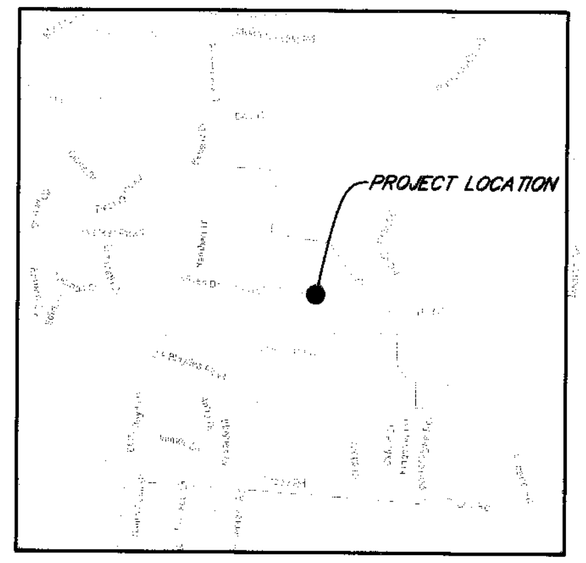
S:\TOC\Sterling Ridge Sub\STERLING RIDGE PHASE 5\PROJECT FINAL PLAT Thu Sep 21 11:43:56 2017

H- 1121 Sterling Ridge Subd Phase VI File for Record Sept 28, 2017

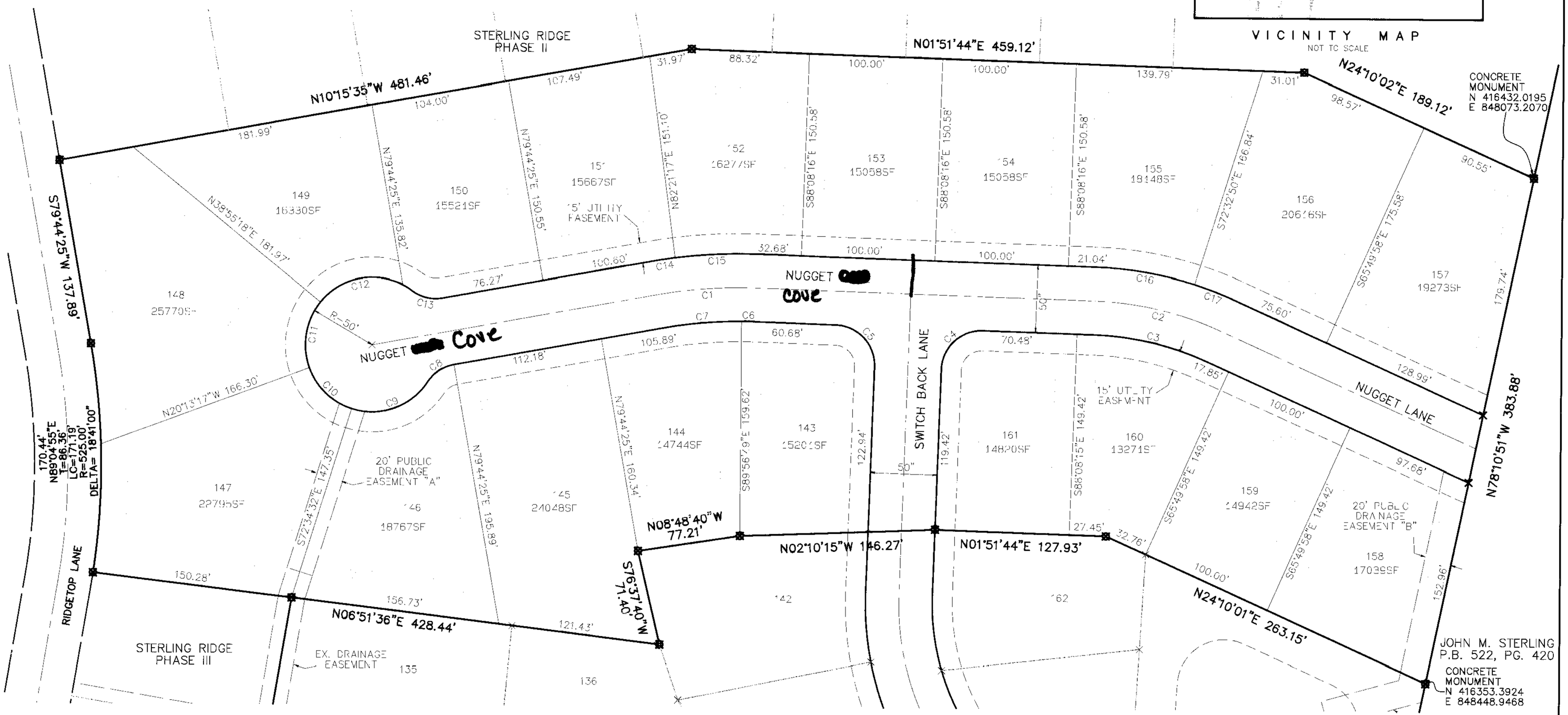
LINE	DELTA	RADIUS	ARC	TANGENT	CHORD	CHORD BEARING
C1	12°07'20"	350.00'	74.05'	37.16'	73.91'	N04°11'56"W
C2	22°18'17"	250.00'	97.32'	49.29'	96.71'	N13°00'53"E
C3	22°18'19"	225.00'	87.59'	44.36'	87.04'	S13°00'52"W
C4	90°00'00"	30.00'	47.12'	30.00'	42.43'	S43°08'16"E
C5	90°00'00"	30.00'	47.12'	30.00'	42.43'	S46°51'44"W
C6	1°48'33"	325.00'	10.26'	5.13'	10.26'	S00°57'28"W
C7	10°18'47"	325.00'	58.50'	29.33'	58.42'	S05°06'12"E
C8	46°34'03"	30.00'	24.38'	12.97'	23.72'	S33°32'36"E
C9	74°15'06"	50.00'	64.80'	37.85'	60.36'	S19°42'05"E
C10	52°21'15"	50.00'	45.69'	24.58'	44.11'	S43°36'06"W
C11	59°08'35"	50.00'	51.61'	28.37'	49.35'	N80°38'59"W
C12	78°12'25"	50.00'	68.25'	40.64'	63.07'	N11°58'29"W
C13	46°34'03"	30.00'	24.38'	12.97'	23.72'	N13°01'26"E
C14	2°36'53"	375.00'	17.11'	8.56'	17.11'	N08°57'09"W
C15	9°30'27"	375.00'	62.23'	31.18'	62.15'	N02°53'29"W
C16	15°35'27"	275.00'	74.83'	37.65'	74.60'	N09°39'27"E
C17	6°42'52"	275.00'	32.23'	16.13'	32.21'	N20°48'36"E

MIN LOT SIZE – 10,000 SQ FT
MIN LOT WIDTH – 100 FT
MIN SIDE YARD – 15 FT
MIN FRONT YARD – 30 FT
MIN REAR YARD – 20 FT

*EXCEPT LOTS: 147 – 60' SETBACK
148 – 50' SETBACK
149 – 40' SETBACK



VICINITY MAP
NOT TO SCALE



LOT DRAINAGE:

FINISH GRADE SHALL BE SLOPED AWAY FROM THE FOUNDATION FOR DRAINAGE. THE FINISH GRADE MUST BEGIN AT LEAST 12 INCHES BELOW THE TOP OF THE FOUNDATION WALL OR THE GRADE OF THE CONCRETE SLAB AT THE INTERIOR IN THE CASE OF AN INTEGRAL SLAB AND FOUNDATION. THE MINIMUM GRADE AWAY FROM THE FOUNDATION SHALL BE AT LEAST TWO PERCENT IN ALL DIRECTIONS AWAY FROM THE FOUNDATION WALL. THE DRIVEWAY SHALL BE SLOPE DOWN AT TWO PERCENT FOR AT LEAST EIGHT FEET FROM THE STRUCTURE.

NOTES:

THERE IS A 5' UTILITY EASEMENT ALONG THE REAR AND SIDE LOT LINES OF ALL LOTS, EXCEPT WHERE THERE IS A DRAINAGE OR SANITARY SEWER EASEMENT.

THIS PLAT SHOWS EASEMENTS AS RECORDED PER DATE SHOWN. ADDITIONAL EASEMENTS MAY BE RECORDED AT A LATER DATE AND NOT BE SHOWN ON THIS PLAT.

NO TREES, SHRUBS, PERMANENT STRUCTURES OR OTHER UTILITIES (EXCEPT FOR CROSSINGS) WILL BE ALLOWED WITHIN PUBLIC SANITARY SEWER EASEMENT OR PUBLIC DRAINAGE EASEMENT.

W. H. PORTER & CO., INC. MAKES NO GUARANTEE, WARRANTY OR CERTIFICATION CONCERNING THE SUITABILITY OF ANY EARTHWORK FILL OR FOUNDATION CONDITION OR SUITABILITY OF ANY LOT IN THIS SUBDIVISION FOR FOUNDATION CONSTRUCTION FOR ANY STRUCTURE PROPOSED HEREIN.

GRAPHIC SCALE 1"=50'
50 0 50 100 150

SCOPE OF CERTIFICATION

THE CERTIFICATION OF THE FINAL PLAT BY W. H. PORTER CONSULTANTS, PLLC REFERS ONLY TO THE PLAT ITSELF, NOT THE FINAL CONSTRUCTION PROJECT AS A WHOLE.

W. H. PORTER CONSULTANTS, PLLC PERFORMED NO CONTRACT ADMINISTRATION FOR THIS DEVELOPMENT, AND MAKES NO GUARANTEE, WARRANTY OR CERTIFICATION CONCERNING THE SUITABILITY OF ANY EARTH WORK FILL OR FOUNDATION CONDITION, OR THE SUITABILITY OF ANY LOT IN THIS SUBDIVISION FOR ANY CONSTRUCTION.

OWNER AND DEVELOPER

PFMT HOLDING, LLC
DEED BOOK 1669 PAGE 536
TAX MAP 129 PARCEL 26

Claudia M. Peeler, Register
Tipton County Tennessee
Rec #: 149514 Instrument #: 207787
Rec'd: 45.00 Recorded
State: 0.00 9/28/2017 at 1:11 PM
Clerk: 0.00 in Plat Cabinet
Other: 2.00 H
Total: 47.00 Pgs 1121-1121

FINAL PLAT

STERLING RIDGE
PHASE VI

ATOKA, TIPTON, TN

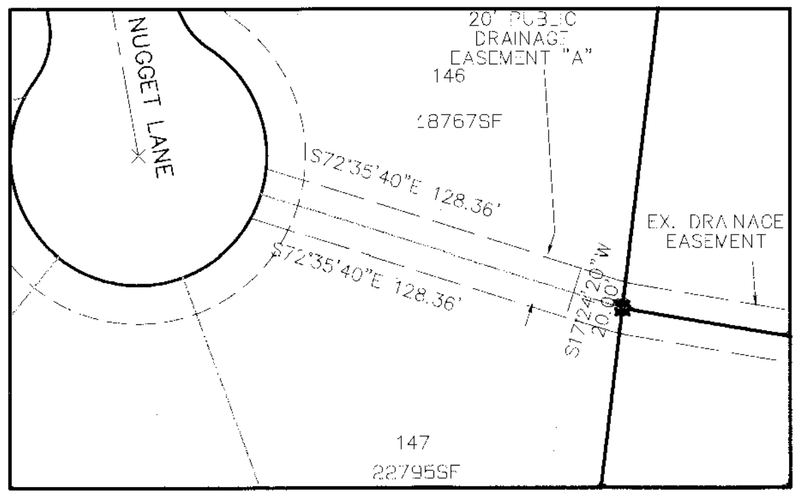
THIS PROPERTY IS NOT LOCATED IN THE 100-YEAR FLOOD PLAIN F.I.R.M. COMMUNITY No. 470419 0320G, MAY 4, 2009

DEVELOPER: PFMT, LLC

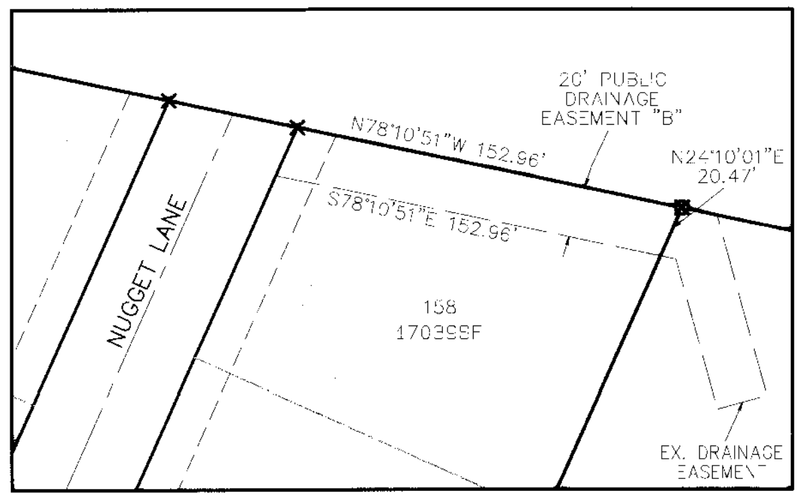
ENGINEER: W. H. PORTER CONSULTANTS, PLLC
4821 AVERICAN WAY, SUITE 100
MEMPHIS, TENNESSEE 38118
(901) 363-9453

SCALE: 1" = 50' DATE: JUNE 1, 2016
19 LOTS 8.94 ACRES (389461 S.F.)
ZONED: R-1

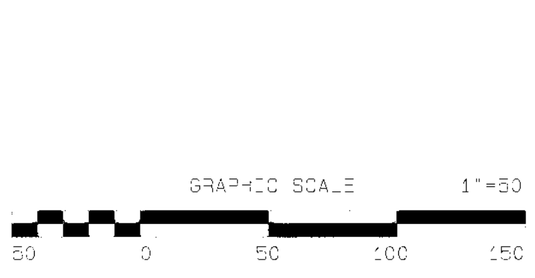
1121



PUBLIC DRAINAGE EASEMENT "A"
SCALE 1"=50'



PUBLIC DRAINAGE EASEMENT "B"
SCALE 1"=50'



GENERAL NOTES

1. THERE IS A 10' DRAINAGE, SLOPE & UTILITY EASEMENT ALONG THE FRONT OF ALL LOTS IN THIS SUBDIVISION UNLESS OTHERWISE NOTED.

2. ALL COMMON AREAS INCLUDING MEDIAN TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATIONS

3. ALL STORMWATER RETENTION AREA (RETENTION PONDS) WITHIN COMMON AREAS IS PRIVATE AND IS TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION. ANY ALTERATIONS TO THE RETENTION PONDS SHALL BE APPROVED BY THE TOWN OF ATOKA.

4. A MINIMUM OF 24-HOURS PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE TOWN OF ATOKA CODE ENFORCEMENT OFFICE AT 901.837.5308.

5. ALL NEWLY CUT OR FILLED AREAS LACKING ADEQUATE VEGETATION, SHALL BE SEEDED, MULCHED, FERTILIZED AND/OR SODDED AS REQUIRED TO EFFECTIVELY CONTROL SOIL EROSION.

6. THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE APPROXIMATE AND NOT NECESSARILY ALL OF THE SAME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE UTILITY COMPANIES WHICH MAINTAIN A UTILITY LINE WITHIN THE BOUNDARIES OF THE PROJECT. THE CONTRACTOR SHALL ALSO ASSUME FULL RESPONSIBILITY FOR DAMAGE TO ANY UTILITIES ENCOUNTERED WITHIN CONSTRUCTION PERIMETERS, WHETHER SHOWN ON THE CONSTRUCTION PLANS OR NOT, DURING THE WORK ON THE PROJECT. FOR SITE LOCATION OF EXISTING UTILITIES INVOLVING MLG&W, SOUTH CENTRAL BELL, AND/OR TEXAS GAS COMPANY, CALL 1800.351.1111. FOR SEWER LOCATIONS CALL 901.529.8025.

7. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES.

8. ALL FILL SOILS SHALL BE COMPACTED TO A MINIMUM OF 95% OF STANDARD PROCTOR DENSITY (ASTM D-698) WITHIN 3% OF OPTIMUM MOISTURE CONTENT IN LIFTS NOT TO EXCEED SIX (6) INCHES OF COMPACTED THICKNESS.

9. ALL CONSTRUCTION MATERIAL AND PROCEDURES SHALL MEET OR EXCEED THE REQUIREMENTS OF THE TOWN OF ATOKA STANDARD CONSTRUCTION SPECIFICATION.

10. PROPERTY LINES SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. GRADING, CLEARING AND THE ERECTION OR REMOVAL OF FENCES ALONG PROPERTY LINES SHALL BE FULLY COORDINATED WITH ADJACENT PROPERTY OWNERS.

11. VERIFY SITE CONDITIONS PRIOR TO CONSTRUCTION. NOTIFY THE TOWN OF ATOKA INSPECTION OFFICE ENGINEER OF ANY VARIATIONS PRIOR TO COMMENCEMENT OF WORK.

12. ALL GRADING WORK SHALL BE PERFORMED IN SUCH A MANNER THAT ADJACENT PROPERTIES ARE NOT DAMAGED OR ADVERSELY AFFECTED.

13. LOT DRAINAGE: FINISH GRADE SHALL BE SLOPED AWAY FROM THE FOUNDATIONS FOR DRAINAGE. THE FINISH GRADE MUST BEGIN AT LEAST 12 INCHES BELOW THE TOP OF THE FOUNDATION WALL OR THE GRADE OF THE CONCRETE SLAB AT THE INTERIOR IN THE CASE OF AN INTEGRAL SLAB AND FOUNDATION. THE MINIMUM GRADE AWAY FROM THE FOUNDATION SHALL BE TWO PERCENT (2%) IN ALL DIRECTIONS. THE DRIVEWAY SHALL BE SLOPED DOWN AT TWO PERCENT (2%) FOR AT LEAST EIGHT FEET FROM THE STRUCTURE.

14. FINISH FLOOR ELEVATION SHOULD BE A MINIMUM OF 24 INCHES ABOVE THE TOP OF CURB ELEVATION.

15. W. H. PORTER CONSULTANTS, PLLC IS NOT RESPONSIBLE FOR THE CONSTRUCTION PRACTICES OF THE CONTRACTOR. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR CONSTRUCTION MEANS AND METHODS AND SHALL COMPLY WITH ALL APPLICABLE HEALTH AND SAFETY RULES BY LOCAL, STATE, OR FEDERAL FOR EACH AREA OF CONSTRUCTION.

16. TRENCHES 5 FEET DEEP OR GREATER REQUIRE A PROTECTIVE SYSTEM. TRENCHES 20 FEET DEEP OR GREATER REQUIRE THAT THE PROTECTIVE SYSTEM BE DESIGNED BY A REGISTERED PROFESSIONAL STRUCTURAL ENGINEER.

17. ALL STREETS ARE TO BE PROOF ROLLED AND TO ENSURE ANY YIELDING SOILS ARE IDENTIFIED. YIELDING SOILS SHALL BE CUT AND BACKFILLED PRIOR TO PAVING.

18. THE UTILITY EASEMENT(S) SHOWN ON THIS PLAT IS (ARE) FOR THE SOLE BENEFIT OF POPLAR GROVE UTILITY DISTRICT, RITTER COMMUNICATION, SOUTHWEST ELECTRIC COOPERATIVE AND THE TOWN OF ATOKA. NO PERSON MAY ERECT ANY STRUCTURE WITHIN THE EASEMENT(S), ENCROACH UPON THE EASEMENT(S) OR OBSTRUCT ACCESS TO THE EASEMENT(S) IN ANY WAY WITHOUT THE WRITTEN PERMISSION OF EACH OF THESE UTILITIES.

FINAL PLAT

STERLING RIDGE
PHASE VI

ATOKA, TIPTON, TN

THIS PROPERTY IS NOT LOCATED IN THE 100-YEAR FLOOD PLAIN
F.I.R.M. COMMUNITY No. 470419 0320C, MAY 4, 2009

DEVELOPER: PFMT, LLC

ENGINEER: W. H. PORTER CONSULTANTS, PLLC
4821 AMERICAN WAY, SUITE 100
MEMPHIS, TENNESSEE 38118
(901) 363-9455

SCALE: 1" = 50' DATE: JUNE 1, 2016
19 LOTS 8.94 ACRES (389461 S.F.)
ZONED: R-1

OWNER'S CERTIFICATE

WE, PFMT HOLDINGS, LLC THE UNDERSIGNED OWNER OF THE PROPERTY SHOWN HEREON, HEREBY ADOPT THIS AS MY PLAN OF SUBDIVISION AND DEDICATE THE STREETS, EASEMENTS, RIGHT-OF-WAYS, RIGHTS OF ACCESS AS SHOWN AND ALL UTILITIES TO THE TOWN OF ATOKA FOREVER, AND HEREBY CERTIFY THAT I AM THE OWNER IN FEE SIMPLE, DULY AUTHORIZED SO TO ACT, AND THAT SAID PROPERTY IS UNENCUMBERED BY ANY TAXES THAT HAVE BECOME DUE AND PAYABLE.

BY: _____ 9/21/17
(NAME OF DEVELOPER) DATE

NOTARY'S CERTIFICATE

STATE OF TENNESSEE
COUNTY OF TIPTON

BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE STATE AND COUNTY AFORESAID, DULY COMMISSIONED AND QUALIFIED, PERSONALLY APPEARED Michelle Terhune WITH WHOM I AM PERSONALLY ACQUAINTED AND WHO, UPON OATH, ACKNOWLEDGE HIMSELF TO BE OWNER OF THE PFMT HOLDINGS, LLC SUBDIVISION, AND HE AS SUCH OWNER, EXECUTED THE FORFGOING INSTRUMENT FOR THE PURPOSE THEREIN CONTAINED BY SIGNING HIS NAME AS OWNER.

IN WITNESS WHEREOF, I HERUNTO SET OUT MY HAND AND AFFIX MY SEAL THIS 21st DAY OF September 20 17

NOTARY PUBLIC: Nicole Wright

MY COMMISSION EXPIRES: 3/22/20

MORTGAGEE CERTIFICATE

WE, THE UNDERSIGNED First Citizens National Bank, MORTGAGEE OF THE PROPERTY SHOWN HEREON, HEREBY ADOPT THIS PLAT AS OUR PLAN OF SUBDIVISION AND DEDICATE THE STREETS, RIGHT-OF-WAYS, UTILITIES, EASEMENTS, AND RIGHTS OF ACCESS AS SHOWN TO THE TOWN OF ATOKA FOREVER AND HEREBY CERTIFY THAT WE ARE THE MORTGAGEE DULY AUTHORIZED SO TO ACT AND THAT SAID PROPERTY IS UNENCUMBERED BY ANY TAXES WHICH HAVE BECOME DUE AND PAYABLE.

BY: _____ 9/21/17
MORTGAGEE DATE

NOTARY'S CERTIFICATE

STATE OF TENNESSEE
COUNTY OF TIPTON

BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE STATE AND COUNTY AFORESAID, DULY COMMISSIONED AND QUALIFIED, PERSONALLY APPEARED John F Smith OF FCNB SUBDIVISION, AND HE AS SUCH REPRESENTATIVE EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSE THEREIN CONTAINED BY SIGNING HIS NAME AS REPRESENTATIVE OF THE MORTGAGEE.

IN WITNESS WHEREOF, I HEREUNTO SET OUT MY HAND AND AFFIX MY SEAL THIS 21st DAY OF September 20 17

NOTARY PUBLIC: Nicole Wright

MY COMMISSION EXPIRES: 3/22/20

CERTIFICATE OF ADEQUACY OF STORM DRAINAGE

I, Henry L Porter, DO HEREBY CERTIFY THAT I AM A REGISTERED PROFESSIONAL CIVIL ENGINEER, AND THAT I HAVE DESIGNED ALL STORM WATER DRAINAGE FOR THIS SUBDIVISION IN ACCORDANCE WITH THE ATOKA MUNICIPAL SUBDIVISION REGULATIONS TO ASSURE THAT IN MY PROFESSIONAL OPINION NEITHER SAID SUBDIVISION OR THE ADJOINING PROPERTIES WILL BE DAMAGED.

IN WITNESS WHERE OF, I, Henry L Porter, THE SAID PROFESSIONAL CIVIL ENGINEER, HEREUNTO SET OUT MY HAND AND AFFIX MY SEAL THIS twenty-first DAY OF September 20 17

BY: _____ 9/21/17
CIVIL ENGINEER DATE
TENNESSEE CERTIFICATE No. 113403 (SEAL)

SURVEYOR'S CERTIFICATE

I, William D Porter, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR, AND THAT I HAVE SURVEYED THE LANDS, EMBRACED WITHIN THE PLAT OR MAP DESIGNATED AS THE Sterling Ridge SUBDIVISION, A SUBDIVISION LYING WITHIN THE TOWN OF ATOKA, TENNESSEE; SAID PLAT OR MAP IS A TRUE AND CORRECT PLAT OR MAP OF THE LANDS EMBRACED THEREIN, SHOWING THE SUBDIVISION THEREOF IN ACCORDANCE WITH THE MUNICIPAL SUBDIVISION REGULATIONS OF ATOKA, TENNESSEE; I FURTHER CERTIFY THAT THE SURVEY OF THE LANDS EMBRACED WITHIN SAID PLAT OR MAP HAVE BEEN CORRECTLY MONUMENTED IN ACCORDANCE WITH THE MUNICIPAL SUBDIVISION REGULATIONS OF ATOKA, TENNESSEE.

IN WITNESS WHERE OF, I, William D Porter, THE SAID REGISTERED LAND SURVEYOR, HEREUNTO SET OUT MY HAND AND AFFIX MY SEAL THIS twenty-first DAY OF September 20 17

BY: _____ 9/21/17
WILLIAM D. PORTER, R.L.S. DATE
TENNESSEE CERTIFICATE No. 1884 (SEAL)

WILLIAM D. PORTER — REGISTERED LAND SURVEYOR — AGRICULTURE — No. 1884 — STATE OF TENNESSEE

ENGINEER'S CERTIFICATE

IT IS HEREBY CERTIFIED THAT THIS PLAT IS TRUE AND CORRECT, IS IN CONFORMANCE WITH THE DESING REQUIRMENTS OF THE ZONING ORDINANCE, THE SUBDIVISION REGULATIONS AND THE SPECIFIC CONDITIONS IMPOSED ON THIS DEVELOPMENT, AND TAKES INTO ACCOUNT ALL APPLICABLE FEDERAL, STATE, AND LOCAL BUILDING LAWS AND REGULATIONS.

BY: _____ 9/21/17
CIVIL ENGINEER DATE
TENNESSEE CERTIFICATE No. 113403 (SEAL)

HENRY L. PORTER — REGISTERED ENGINEER — AGRICULTURE — No. 113403 — STATE OF TENNESSEE

CERTIFICATE OF APPROVAL OF WATER, SEWER AND DRAINAGE SYSTEMS PLANS

I, David Lovett, DO HEREBY CERTIFY THAT I HAVE REVIEWED THE WATER, SEWER AND DRAINAGE SYSTEMS PLANS FOR THIS SUBDIVISION AND CERTIFY THAT THEY MEET THE REQUIREMENTS OF THE MUNICIPAL SUBDIVISION RLGULATIONS AND TECHNICAL SPECIFICATIONS OF THE TOWN OF ATOKA AND ARE HEREBY APPROVED.

9-22-17
DATE

PUBLIC WORKS SUPERVISOR

CERTIFICATE OF RECEIPT OF APPROVED WATER SYSTEM PLANS

I, David Lovett, DO HEREBY CERTIFY THAT A SET OF CONSTRUCTION PLANS REGARDING THE WATER SUPPLY AND/OR SANITARY SEWERS FOR THIS SUBDIVISION BEARING THE SEAL OF THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION WHICH INDICATLS SAID PLANS MEET THE DEPARTMENT'S REQUIREMENTS, HAVE BEEN RECEIVED.

9-22-17
DATE

PUBLIC WORKS SUPERVISOR

CERTIFICATE OF APPROVAL OF STREETS

I HEREBY CERTIFY: (1) THAT THE STREETS HAVE BEEN INSTALLED IN AN ACCEPTABLE MANNER AND ACCORDING TO SPECIFICATIONS, OR (2) THAT A SECURITY BOND IN THE AMOUNT OF $ 9,837.00 HAS BEEN POSTED WITH THE PLANNING COMMISSION TO ASSURE COMPLETION OF ALL REQUIRED IMPROVEMENTS FOR THIS SUBDIVISION, IN CASE OF DEFAULT.

9-22-17
DATE

TOWN OR COUNTY ROAD ENGINEER OR OTHER APPROVING AGENT

CERTIFICATE OF APPROVAL OF UTILITIES

I HEREBY CERTIFY: (1) THAT UTILITIES HAVE BEEN INSTALLED IN AN ACCEPTABLE MANNER AND ACCORDING TO SPECIFICATIONS, OR (2) THAT A SECURITY BOND IN THE AMOUNT OF $_____ HAS BEEN POSTED WITH THE PLANNING COMMISSION TO ASSURE COMPLETION OF ALL REQUIRED IMPROVEMENTS FOR THIS SUBDIVISION, IN CASE OF DEFAULT.

9/21/17
DATE

PLANNING COMMISSION ATOKA, TENNESSEE

CERTIFICATE OF APPROVAL FOR SUBDIVISION AND STREET NAMES

I, Renee Norsworthy, DO HEREBY CERTIFY THAT I HAVE REVIEWED THE PROPOSED SUBDIVISION AND CERTIFY THAT THE NAME OF THE SUBDIVISION AND/OR NAME (S) OF THE STREET (S) WITHIN THIS PROPOSLD SUBDIVISION DO NOT CONFLICT WITH OTHER SUBDIVISIONS AND STREET NAMES FOR EMERGENCY SERVICE PURPOSES.

9-38-2017
DATE

DIRECTOR OF 911 ADDRESSING

PLANNING COMMISSION CERTIFICATE OF APPROVAL OF THE FINAL PLAT

I, Lance Seagraves, DO HEREBY CERTIFY THAT THE ATOKA MUNICIPAL/REGIONAL PLANNING COMMISSION HAS APPROVED THIS FINAL PLAT OR SUBDIVISION FOR RECORDING.

9/21/17
DATE

SECRETARY, ATOKA MUNICIPAL/PLANNING COMMISSION

FINAL PLAT

STERLING RIDGE
PHASE VI

ATOKA, TIPTON, TN

THIS PROPERTY IS NOT LOCATED IN THE 100-YEAR FLOOD PLAIN
F.I.R.M. COMMUNITY No. 470419 0320G, MAY 4, 2009

DEVELOPER: PFMT, LLC

ENGINEER: W. H. PORTER CONSULTANTS, PLLC
4821 AMERICAN WAY, SUITE 100
MEMPHIS, TENNESSEE 38118
(901) 363-9453

SCALE: 1" = 50' DATE: JUNE 1, 2016
19 LOTS 8.94 ACRES (389461 S.F.)
ZONED: R 1

Johnstone & Associates
Michele Johnstone, AICP
3469 Countrywood Road
Belden, MS 38826
662.419.0161
Sjohnstone73@icloud.com

MEMORANDUM
TO: Atoka Planning Commission
RE: APC Rentals Re-Subdivision Plat Staff Report
FROM: Shelly Johnstone, AICP
DATE: June 17, 2021

Regulating Language

Minor Subdivision Plat Approval
Whenever a proposed subdivision containing less than 5 lots fronting on an existing public way; not involving any new or improved public way, the extension of public facilities or the creation of any public improvements, and not in conflict with any provision of the adopted general plan, major road plan, zoning ordinance, or these regulations, this procedure for review and approval of the subdivision may apply.

Whenever a parcel of land is subdivided more than once every two years into a total of three (3) lots or more, the Planning Commission shall require the subdivision to comply with the
vi

1. *The subdivider/developer may, if he desires, submit only a Final Plat in securing plat approval, provided that the plat submitted complies with all the requirements of the Final Plat. However, if any corrections or modifications are needed, the Planning Commission shall disapprove the plat and require it to be re-submitted for approval.*
2. *The procedure for review and approval of a minor subdivision and its documentation shall consist of 1 step. This step is the submission and action on a Final Plat. The preparation of a Final Plat is mandatory for all minor subdivision proposals. The Final Plat provides information relative to the calls and bearings for lot lines and has all necessary certificates of approval from various town and county offices to ensure protection of future owners of the property. The Final Plat, once approved by the Planning Commission and signed by the secretary, becomes the instrument to be recorded by the office of the County Registrar, subsequently allowing for the sale of the lots.*
3. *The Final Plat is the culmination of the land subdivision process. When approved and duly recorded as provided by law, the Final Plat becomes a permanent public record of the survey of the lots or parcels, rights-of-way, easements and public lands, and the restrictive covenants as may be applicable to the lots or parcels within the boundary of the subdivision. As such, it serves as a vital instrument in the sale and transfer of real estate, in the dedication of rights-of-way easements, and public lands, and in future land survey of the properties contained in or adjoining the subdivision.*

4. *Whenever subdivision meets the criteria described below, the Secretary of the Atoka Municipal-Regional Planning Commission may approve a subdivided plat without the Procedure for Minor Subdivision Approval*

    a. The divided tract involves no more than two (2) lots;
    approval of the planning commission.
    b. The planning staff of the planning commission certifies that the subdivision meets all the regulations adopted by the planning commission, and;
    c. No request for variance from the adopted regulations of the planning commission has been made.
    d. Re-subdivision involving no more than 2(two) lots or establishing new or additional utility easements. viii

NON-RESIDENTIAL SUBDIVISIONS

1. *General - If a proposed subdivision includes land which is zoned for a commercial or industrial purpose, the layout of the subdivision with respect to such land shall make such provisions as the Planning Commission may require. A nonresidential subdivision also shall be subject to all the requirements of site plan approval as set forth in the Atoka Municipal Zoning Ordinance. Site plan approval may proceed simultaneously at the discretion of the Planning Commission. A nonresidential subdivision shall be subject to all the requirements of these regulations, as well as such additional standards set forth by the Planning Commission, and shall conform to the Land Development Plan, major road plan, and zoning ordinance.*
2. *Standards - In addition to the principles and standards in the regulations, which are appropriate to the planning of all subdivisions, the subdivider/developer shall demonstrate to the satisfaction of the Planning Commission that the public way, parcel, and block pattern proposed is specifically adapted to the uses anticipated and takes into account other uses in the vicinity. The following principles and standards shall be observed:*
    a. *Proposed industrial parcels shall be suitable in areas and dimensions to the types of nonresidential development anticipated.*
    b. *Public way rights-of-way and pavements shall be adequate to accommodate the type and volume of traffic anticipated.*
    c. *Special requirements may be imposed by the governing body with respect to any public way, curb, gutter, and sidewalk design and construction specifications.*
    d. *Special requirements may be imposed by the governing body with respect to the installation of public utilities, including water, sewer, and stormwater drainage.*
    e. *Every effort shall be made to protect adjacent residential areas from potential nuisance from the proposed nonresidential subdivision, including the provision of extra depth in parcels backing on existing or potential residential development and provisions for permanently landscaped buffer strips, when necessary.*
    f. *Roads and streets carrying nonresidential traffic, especially trucks, normally shall not be extended to the boundaries of adjacent existing or potential residential areas.*

Subdivisions in all commercial or industrial districts shall require the subdivider/developer to improve the existing road adjoining said development.

1. Fire Protection - Fire hydrants shall be required for all subdivisions, minor or major. They shall be located no more than 500 feet apart and shall be within 250 feet of any residential, commercial, or industrial lot. However, the Planning Commission may require closer spacing where physical conditions or types of structures warrant it.

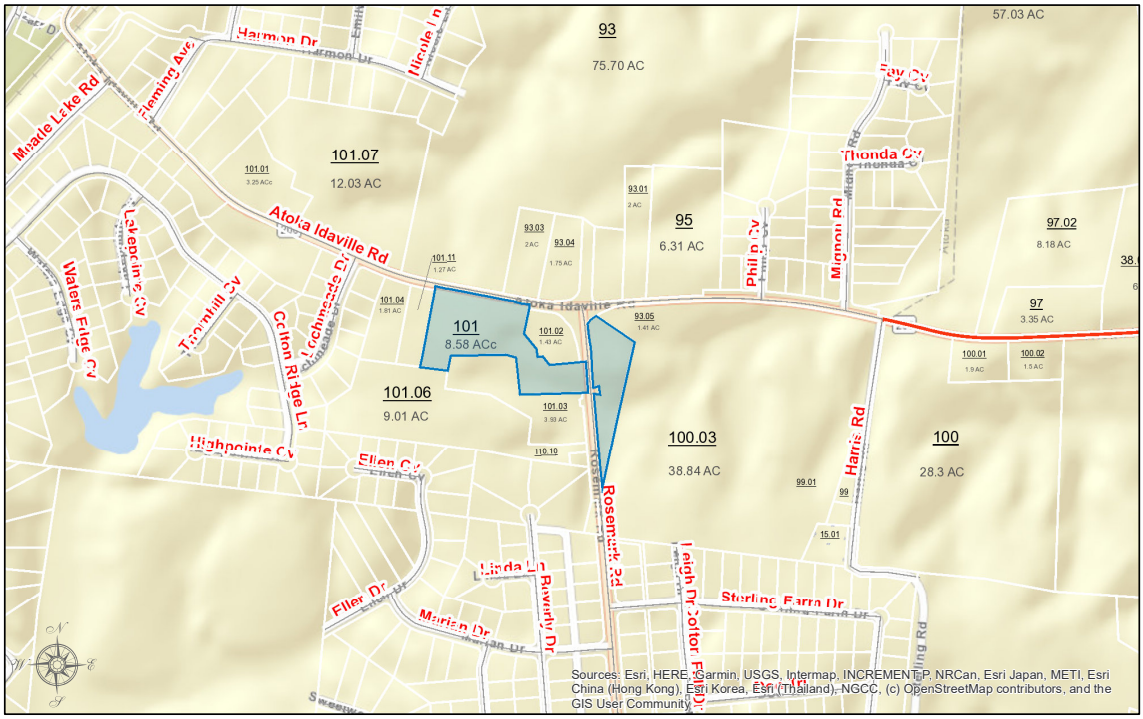
General Information
This plat revision consists of a minor line change between two existing lots of record and a re-subdivision of Lot 3, McLaughlin Commercial Center. Lot line revisions in the APC Rentals and Loch Meade HOA lots of record are being handled by quit claims.

Public Improvements
The owner of APC Rentals lot is planning to construct an RV Storage facility on the lot. As per the Zoning Ordinance in the Town of Atoka, the applicant my bring a subdivision request and site plan at the same time (for an actual project). The proposed improvements to Highway 206 (Atoka-Idaville Road) and erosion control/drainage improvements will be handled in the Site and Design Review phase.

Site and Design Review
The Site and Design Review Plan for the RV Storage facility and grounds are noted in an additional Staff Report and is a separate item on the June, 2021 Planning Commission Meeting agenda.

Attachment:
McLaughlin Commercial Center, Lot 3 Re-subdivision

APC Rentals

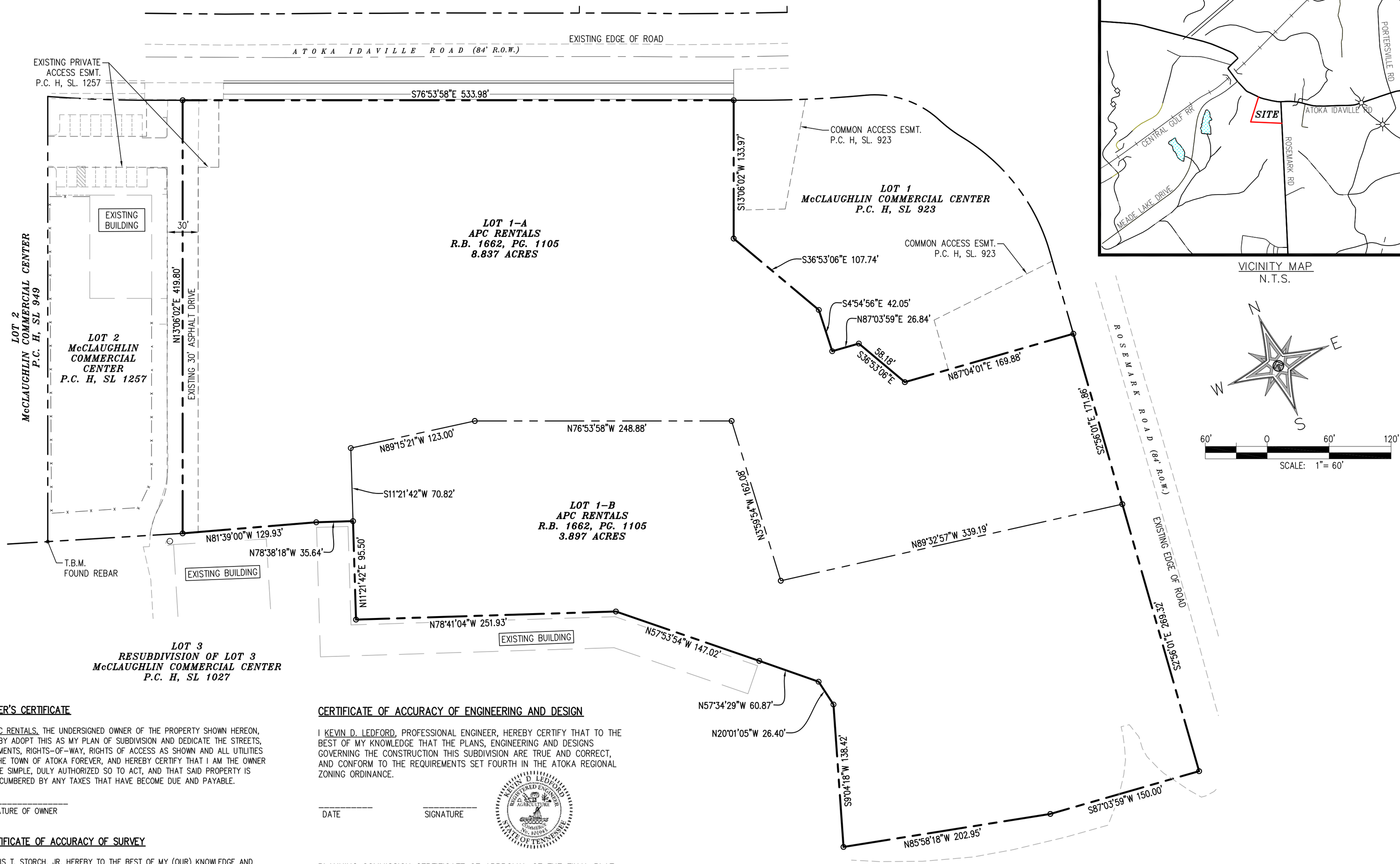


TIPTON COUNTY, TENNESSEE

DISCLAIMER: THIS MAP IS FOR PROPERTY TAX ASSESSMENT PURPOSES ONLY. IT WAS CONSTRUCTED FROM PROPERTY INFORMATION RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS AND IS NOT CONCLUSIVE AS TO LOCATION OF PROPERTY OR LEGAL OWNERSHIP.

MAP DATE: May 7, 2021

0 750 1,500
Feet



VICINITY MAP
N.T.S.

60' 0 60' 120'

SCALE: 1"= 60'

OWNER'S CERTIFICATE

I, APC RENTALS, THE UNDERSIGNED OWNER OF THE PROPERTY SHOWN HEREON, HEREBY ADOPT THIS AS MY PLAN OF SUBDIVISION AND DEDICATE THE STREETS, EASEMENTS, RIGHTS-OF-WAY, RIGHTS OF ACCESS AS SHOWN AND ALL UTILITIES TO THE TOWN OF ATOKA FOREVER, AND HEREBY CERTIFY THAT I AM THE OWNER IN FEE SIMPLE, DULY AUTHORIZED SO TO ACT, AND THAT SAID PROPERTY IS UNENCUMBERED BY ANY TAXES THAT HAVE BECOME DUE AND PAYABLE.

_____
SIGNATURE OF OWNER

CERTIFICATE OF ACCURACY OF SURVEY

I REGIS T. STORCH, JR. HEREBY TO THE BEST OF MY (OUR) KNOWLEDGE AND BELIEF THAT THIS IS A TRUE AND ACCURATE SURVEY OF THE PROPERTY SHOWN HEREON; THAT THIS IS A CLASS 1 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. I (WE) FURTHER CERTIFY THAT THE SURVEY OF THE LANDS EMBRACED WITHIN SAID PLAT HAVE BEEN CORRECTLY MONUMENTED IN ACCORDANCE WITH THE REGULATIONS OF THE TOWN OF ATOKA, TENNESSEE.

_____ _____
DATE REGISTERED SURVEYOR

CERTIFICATE OF APPROVAL OF UTILITIES

I HEREBY CERTIFY: (1) THAT UTILITIES HAVE BEEN INSTALLED IN AN ACCEPTABLE MANNER AND ACCORDING TO SPECIFICATIONS, OR (2) THAT A SECURITY BOND IN THE AMOUNT OF $_____ HAS BEEN POSTED WITH THE PLANNING COMMISSION TO ASSURE COMPLETION OF ALL REQUIRED IMPROVEMENTS FOR THIS SUBDIVISION, IN CASE OF DEFAULT.

_____ _____
DATE TOWN OR COUNTY ROAD ENGINEER OR OTHER APPROVING AGENT

CERTIFICATE OF ACCURACY OF ENGINEERING AND DESIGN

I KEVIN D. LEDFORD, PROFESSIONAL ENGINEER, HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE THAT THE PLANS, ENGINEERING AND DESIGNS GOVERNING THE CONSTRUCTION THIS SUBDIVISION ARE TRUE AND CORRECT, AND CONFORM TO THE REQUIREMENTS SET FOURTH IN THE ATOKA REGIONAL ZONING ORDINANCE.

_____ _____
DATE SIGNATURE

KEVIN D LEDFORD REGISTERED ENGINEER DEPARTMENT OF AGRICULTURE COMMERCE & INSPECTION STATE OF TENNESSEE

PLANNING COMMISSION CERTIFICATE OF APPROVAL OF THE FINAL PLAT

I, _____, DO HEREBY CERTIFY THAT THE ATOKA MUNICIPAL/REGIONAL PLANNING COMMISSION HAS APPROVED THIS FINAL PLAT OF SUBDIVISION FOR RECORDING.

_____ _____
DATE SECRETARY, ATOKA MUNICIPAL/REGIONAL PLANNING COMMISSION

STATE OF TENNESSEE, COUNTY OF TIPTON

BEFORE ME, THE UNDERSIGNED A NOTARY PUBLIC IN AND FOR THE STATE AND COUNTY AFORESAID, DULY COMMISSIONED AND QUALIFIED PERSONALLY APPEARED _____, WITH WHOM I AM PERSONALLY ACQUAINTED AND WHO, UPON OATH ACKNOWLEDGED HIMSELF TO BE THE OWNER OF APC RENTALS AND HE AS SUCH OWNER EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSE THEREIN CONTAINED BY SIGNING HIS NAME AS OWNER.

IN WITNESS WHEREOF, I HEREUNTO SET OUT BY HAND AND AFFIX MY SEAL THIS_____ DAY OF MARCH , 2021.

_____
(NOTARY PUBLIC)

MY COMMISSION EXPIRES: _____

TOTAL LOTS: 2
LOT 1-A: 8.837 AC.
LOT 1-B:3.897 AC.
ZONED: G-C
SCALE: 1"=60'
SHEET 1 OF 1

FINAL PLAT
RV STORAGE FACILITY

ATOKA, TENNESSEE

DATE: 4/15/2021

OWNER/DEVELOPER:
APC RENTALS
4701 MUELLER BRASS ROAD
COVINGTON, TN 38019

LEPA JOB: 1315-05

Ledford
Engineering • Planning • Architecture
5567 Commander Drive, Suite 105, Arlington, TN 38002
phone: 901.867.5220 fax: 901.867.5331

Z:\1315\-05\CONSTRUCTION DRAWINGS\F-1 FINAL PLAT.dwg

Johnstone & Associates
Michele Johnstone, AICP
3469 Countrywood Road
Belden, MS 38826
662.419.0161
Sjohnstone73@icloud.com

MEMORANDUM
TO: Atoka Planning Commission
RE: APC Site and Design Review Staff Report
FROM: Shelly Johnstone, AICP
DATE: June 16, 2021

Regulating Language
Atoka Zoning Ordinance

3.15.1.2 *The review and approval of a site plan for any Permitted Use by the Atoka Municipal / Regional Planning Commission is required by this ordinance. The Planning Commission may require such changes in the presented site plan as may be necessary to minimize the impact of the requested use upon the town. This power of review may include, but not be limited to, setbacks, screening, lighting, parking location, layouts, access and general landscaping requirements. This power of review shall not include the authority to specify or alter the architectural style of proposed or existing buildings.*

3.15.2 Design Standards for Multi-Family, General Commercial, Neighborhood Commercial xvii and Industrial Districts xviii, xix *Such standards is (are) needed to encourage and protect the investment of individual property owners when their property is redeveloped and improved. Accordingly, any new building or redevelopment of an existing property in the district shall be designed and constructed to be architecturally compatible in materials, scale and massing. Such standards are not intended to create a monolithic architectural appearance in these districts, but to encourage creative and attractive building elements and finishes.*

3.15.2.2 *Pattern book/Guidelines - In order to create a better understanding of design and site planning expectations for these districts, the Mayor and Board of Alderman may additionally adopt by resolution a set of design standards or pattern book that provides guidelines for new construction including architectural style, height, landscaping and open space as well as common elements for the district such as street lighting, sidewalks, street furniture, etc. Such guidelines shall be subject to review and recommendations by the planning commission prior to adoption. In addition, the City Administrator or his designee shall review the proposal with the affected property owners at a public meeting and the legislative body shall conduct a public hearing to receive formal comment prior to adoption of such guidelines.*

3.15.2.3 *Applicable standards - Within the above parameters, the following design standards shall apply in the development and redevelopment of property in the R-3, GC, NC and M districts:*

Height - All buildings that are attached or adjacent within a block should be similar in height to the greatest extent feasible. The planning commission may require the upper stories of a building that will be taller than the average building height on a block to be recessed further back from the front build-to line. The above height limitations and restrictions do not prohibit the use of an architectural feature such as a tower, cupola, etc., located above the roof line, provided the feature is in character with the architecture of the building and area; the total height of the building and feature does not exceed thirty-five (35) feet (plus mechanical/elevator penthouse); and the feature is not designed or used for placement of elevated wall signs.

Scale/massing - Individual buildings should use human-scaled / pedestrian oriented architectural features. Individual buildings should clearly articulate the first story and primary entrances, with display windows encouraged for retail stores. The ground floor should be clearly delineated from the upper stories and the upper floors from the top of the front façade roof line. Large blank walls in pedestrian areas greater than 35 feet in length and large monolithic box-like structures should be avoided. Larger buildings should be designed to divide the mass of the facility to create a visual impression of a series of smaller buildings or sections. Windows, doors, shutters, columns, masonry detailing, and variations in the front roof line, building wall recesses and variations in colors and materials should be used to break up the mass of a single building.

Exterior materials and details - <u>High quality materials which are durable and attractive should be used on all buildings.</u>

All publicly visible sides of the building should have a minimum of 75 percent of the exterior façades (excluding windows, trim and doors) covered in brick, cast stone, cultured stone, or an alternative masonry material acceptable to the planning commission. Split faced block may be used in the true service areas in combination with the above materials if it is integrally colored, not stained or painted. Concrete panels, prefabricated metal panels, fluted concrete cinder block, cementitious sheathing materials and similar imitation masonry materials, and stucco finishes should be avoided as the main exterior material.

In R-3 Districts, all multi-family buildings shall have a minimum of 75% of the exterior façades (excluding windows, trim and doors) covered in brick, cast stone, cultured stone, or an alternative masonry material acceptable to the planning commission.

In GC, NC and M Districts, all publicly visible sides of the building shall have a minimum of 75% of the exterior façades (excluding windows, trim and doors) covered in brick, cast stone, cultured stone, or an alternative masonry material acceptable to the planning commission.

Window/door openings - Each floor facing a public street or park should have windows covering at least 15 percent of the wall area. Buildings should have clearly defined and highly visible customer entrances, which should be recessed or framed by a sheltering element such as an overhang, arcade, portico or other roof form. Individual framed windows should be provided instead of continuous horizontal "ribbon or band" type windows. Reflective glass, glass curtain walls and other continuous, floor-to-ceiling windows should also be avoided on all floors. Windows shall have a minimum sill height of 18 inches off of finished floor. The patterns of

window openings and details of bays should be used to create a sense of scale and add visual interest to building facades. Wall openings should not span vertically more than one story.

Awnings - The design of awnings, including the selection of material and color, should complement the architectural style and character of the building. Large buildings with multiple storefronts should have compatible, though not necessarily identical, awnings. Signage may be allowed on awnings so long as it meets design and signage standards of Article 3 of this ordinance and is approved by the planning commission. Signage on awnings shall count toward the total number of signs as well as the maximum sign area allowed under Article 3 of this ordinance. Striping may be allowed on awnings, provided there are no more than two colors, which should be in keeping with the overall character of the district. Awnings may not be back lit. Awnings should be made of fabric and may project up to three feet into the public right-of-way with the bottom of the canopy at least nine feet above the sidewalk.

Roofs - To harmonize with residential structures, it is recommended that whenever possible, R-3, G-C, N-C and M Districts structures should have roofs that are visible from the street. Service station canopies (both attached and detached) should also have pitched roofs. Roofs should project enough beyond the façade to cast a shadow. Roofs should be dark earth tone in color. Mechanical equipment should be concealed within the volume of the roof or enclosed within penthouse structures. In extreme cases where this is not possible, the projecting mechanical elements should be located so that they are not visible from public streets.

Lighting – Height and Light Levels
Pole and building mounted light fixtures shall meet the following height restrictions for maximum mounting height:
Within 50 feet of a residential property or residential district – 14 feet
50 –170 feet from residential property – 20 feet 170 feet or more from residential property – 25 feet
Light fixtures shall in no case be higher than 25 feet or shall not be higher than the majority of the building structure.

Perimeter Lighting Requirements:
Lighting levels shall be based on maintained lamp lumens. Maintenance values shall be identified on the lighting calculations submitted for approval.
For lighting levels adjacent to commercial property, the lighting shall not exceed one (1) foot-candle of illumination at the property line, and shall not exceed one-half (1/2) foot-candles 10 feet beyond the property line.
For lighting levels adjacent to residential property, the lighting shall not exceed one-quarter (0.25) foot-candle of illumination at the property line and shall not exceed one-tenth (0.1) foot-candle 10 feet beyond the property line.

Lighting Plan Requirements
A Site Lighting Plan that is prepared by a licensed lighting design professional shall be submitted for all buildings 5,000 square feet or larger. The site lighting plan shall include at least the following:

Prohibitions
Recreational Facilities: No outdoor recreational facility, public or private, shall be illuminated by nonconforming means after 11:00 PM except to conclude any recreational or sporting event or other activity conducted at the facility in progress prior to 11:00 PM.

Mercury Vapor: The installation of mercury vapor fixtures is prohibited.

Exemptions
The DRC may grant an exemption to the requirements of these standards only upon a written finding that there are conditions warranting the exemption.

- *Nonconforming Fixtures. Outdoor lighting fixtures installed prior to the effective date of this Standard are exempt from the provisions of these standards, provided, however, that no change in use in lighting, replacement, and structural alteration of outdoor lighting fixtures shall be made unless it thereafter conforms to the provisions of this Standard.*

- *Temporary fair, carnival or civic uses*

Landscaping *- The landscape of the City mirrors the predominant landscape of the surrounding region, with informal groupings of plants amidst green lawns. Landscape design should complement this image.*

Materials
Wherever possible, healthy existing trees should be retained, as they are an amenity requiring many years to replace. Grading and construction should avoid disturbance of such trees.
To provide a consistent effect in residential areas, the preferred street trees are 2 inch - 2 1/2 inch caliper oak, planted on average 50 foot on center.

To provide a more immediate effect in commercial areas and offset the larger scale structures, the preferred street trees are 3 inch - 3 1/2 inch caliper oak, planted no further apart than 50 feet on center.

Evergreen species are desirable for screening views, such as views into parking or service areas. As an extension of the surrounding natural landscape, plant species should be native or well adapted to the region.

Recommended shade tree species include: Willow Oak, Pin Oak, Scarlet Oak, Bald Cypress, Tulip Tree, Honey Locust and Red Maple.

Recommended shrub species at 24 inches-36 inches height include: Wax Leaf Ligustrum, Pfitzer Juniper, Mugho Pine, Dwarf Japanese Holy, Dwarf Chinese Holly, Variegated Privet, Manhattan Euonymous and Florida Jasmine.

Recommended screening plants include: Magnolia - Brackens Brown and Little Gem, Savannah Holly and Foster Holly.

Recommended screening shrub species include: Wax Leaf Ligustrum, Pfitzer Juniper, Mugho Pine, Dwarf Japanese Holly.

Dwarf Chinese Holly, Variegated Privet, Manhattan Euonymous and Florida Jasmine
On site areas adjacent to streets, lawn areas must be established or be sodded prior to occupancy of the project.

Maintenance and Irrigation
All plantings must be maintained by the respective property owners.

Planting plans approved by the Commission must be maintained as originally designed. Any diseased, dying or dead plants should be treated or removed by the property owner. Appropriate, durable plants should be installed.

Irrigation systems must be provided to ensure robust planting areas (including within parking islands and medians, if applicable).

To prevent accidents, irrigation systems must be installed below ground, with spray heads flush with the ground surface.

Irrigation systems must have a reduced pressure backflow prevention (R.P.B.P.) device approved by the water operator in charge.

Site and Design Review - APC Rentals

Use: Use of the property (outside storage of Recreational Vehicles), although not specifically noted in the list of uses in the General Commercial Zone, is interpreted to be permitted because the district also allows for the sale of vehicles and marine craft, which are traditionally stored and showcased outside of a traditional building.

Minor Plat
The plat was considered as a re-subdivision minor plat because there are minor lot line adjustments (quit claim) and a change to Lot 3 of McLaughlin Commercial Center (change in an existing subdivision).

Design Elements Under Review

Height – the height of the RV canopy meets the zoning requirements.

Pedestrian scale/massing – Developers are adding a required 5' sidewalk in front of the facility. The length of the front brick wall will be broken up with landscaping.

Exterior materials and details – the RV Storage facility canopies will be constructed of metal and screened along Atoka-Idaville Road and the east side of the facility, and a smaller portion along the west side of the facility, with an 8' high brick wall. The east side has more of a public view at this time. The 8' brick wall will not totally screen the stored recreational vehicles, as the

space will be 16' tall. However, Lorapetulums can grow to a height of fifteen feet which will eventually fill in the remainder of the canopy and RV view. The staff has requested that the remainder of the fencing be black wrought iron or black aluminum. The developer has requested a powder-coated black chain link fencing due to the lower cost. The canopy will be a low reflective neutral tone metal material (but not white), so as not to reflect light unnecessarily.

Staff has requested that the developer use real brick as opposed to CMU (Concrete Masonry Unit), but if the Planning Commission approves brick size CMU, then the red color must be integral and not painted, and installed in a running bond.

The dumping station and restroom facilities are to be faced in brick.

Window/door openings – N/A

Landscaping
The portion of the facility facing Atoka-Idaville Road will be planted with a grass strip, Lorapetalum shrubs, and Chinese Maple trees. Lorapetalum can grow to 10-15 feet which will mostly screen the RV storage area in the future. The developer will sod the remainder of the lot and mulch the landscape beds with brown or black mulch.

Lighting
A lighting plan has been submitted that meets the requirements of the Atoka Design Standards. Pole lights are to be a "full cut off" fixture and canopy lights must be flush and fully shielded; no more than 400 watts. There is an existing monument sign structure. The developer has been informed that the sign must have exterior illumination, but shielded in a way as to not interfere with traffic or nearby residential areas.

Infrastructure and Utilities

The developer is improving Highway 206 (Atoka-Idaville Road) to TDOT specifications and posting a bond for the work with the agency. See attached permit approval letter. In addition the developer is required to show that the existing detention pond can hold the proposed levels of storm water from a predominantly impervious surface. (To be provided at the meeting).

Electric utilities are overhead on Highway 206 and underground for the rest of the development per the Town's subdivision regulations.

Water is provided and Poplar Grove Utility District and sewer by the Town of Atoka.

Two existing fire hydrants are to be relocated and meet the Town's standards for location of fire hydrants.

Safety
The Town of Atoka Fire Department has approved the aisle widths, turning radii, and ability of pavement to withstand heavy emergency vehicles. They, and the police department, will have an emergency access code for entry in the event of an emergency.

Note: More information may be presented at the meeting

Attachment:

TDOT Tentative Permit letter – Highway 206/APC Rentals
Site and Design Review Plans

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
REGION 4 TRAFFIC AND INCIDENT MANAGEMENT DIVISION
300 BENCHMARK PLACE
JACKSON, TENNESSEE 38301
(731) 935-0182

CLAY BRIGHT
COMMISSIONER

BILL LEE
GOVERNOR

June 10, 2021

APC Rentals
4701 Mueller Brass Road
Covington, TN 38019

RE: Entrance Permit IV-84-206(R)2.85

Dear Sir,

Enclosed is a Tentative Highway Entrance Permit and drawing to be issued by the State of Tennessee to APC Rentals for access to State Route 206 in Tipton County. Drawing Number: IV-84-206(R)2.85. ***Please sign the permit and drawing where stamped in red and return to me at the above address.***

It will be necessary, as explained in the tenth paragraph of the Permit, ***that you or your contractor secure general liability insurance and furnish a certificate of said insurance to this office***. The said insurance will need to remain in full force and effect until the work is approved by the Department of Transportation. ***If Certificate of Insurance is furnished by the contractor, he must sign the Highway Entrance Permit.***

It will also be necessary that you furnish this office with ***a copy of the deed to the property.***

To guarantee satisfactory performance of the terms and conditions of the permit, ***it will also be necessary that you submit a Surety Bond in the minimum amount of $7,500.00***. The surety must remain in effect until the work is satisfactorily completed.

When the permit has been fully executed one approved copy of the permit and drawing will be returned to you.

Sincerely,

Derek Ryan
Transportation Project Specialist

Johnstone & Associates
Michele Johnstone, AICP
3469 Countrywood Road
Belden, MS 38826
662.419.0161
Sjohnstone73@icloud.com

MEMORANDUM

TO: Atoka Municipal/Regional Planning Commission
FROM: Michele Johnstone, AICP
DATE: June 17, 2021
RE: Maple Woods Village, Section C Subdivision Plat Request

Regulating Language for Major Subdivision Preliminary Plat Approval

A. GENERAL

1. *Any owner of land lying within the area of the jurisdiction of the Planning Commission wishing to divide such land into 2 or more lots, sites or divisions for the purpose of, either immediate or future, sale or building shall make application to the Planning Commission by submitting the required plats along with any required application fees. Such plats shall conform to the minimum standards for subdivision design as set forth in Article 4 of these regulations and such additional site peculiar criteria as deemed necessary by the Planning Commission or the town technical staff.*
2. *The subdivider/developer shall consult early and informally with the Planning Commission and its technical staff for advice and assistance before the preparation of the Preliminary Plat, and its formal application for approval. This will ensure familiarization with these regulations, the major road plan and other official plans or public improvements which might affect the area. Such informal review should prevent unnecessary and costly revisions.*
3. *The procedure for review and approval of subdivisions and its documentation consists of 2 separate steps. The first step is the submission and action on a Preliminary Plat. The Preliminary Plat provides all necessary information for the Planning Commission to determine if the proposed development adheres to the adopted standards and regulations. The second step is the submission and action on a Final Plat. The Final Plat provides information relative to the calls and bearings for lot lines and has all necessary certificates of approval from various town and county offices to ensure protection of future owners of the property. The Final Plat, once approved by the Planning Commission and signed by the secretary, becomes the instrument to be recorded by the office of the County Registrar, subsequently allowing for the sale of the lots.*
    A. *Previously Approved Plats - Upon adoption of these subdivision regulations, any portion and/or section of an approved Preliminary Plat not having gained Final Plat approval shall be considered as an approved Preliminary Plat in accordance with these regulations. Subsequently, any future plats relating to an approved*

Preliminary Plat shall adhere to the Final Plat requirements of these regulations and any subsequent amendments to these regulations.

B. *Official Submission Dates and Deadlines - All plats and plans of subdivisions shall be submitted to Town Hall no less than 30 days prior to the regularly scheduled Planning Commission meeting. Any plat or plan submitted less than 30 days prior to the regularly scheduled Planning Commission meeting shall not be considered until the subsequent meeting. The official submission date of a plat shall be the date of the meeting in which the plat appears on the agenda in which action is requested. The statutory period required for formal approval or disapproval shall not begin to run until that date.*

C. *Official Submission of Revisions to Plat - A plat that is re-submitted to the Planning Commission to be on the agenda of a subsequent Planning Commission meeting shall indicate on the revised plat how revisions requested by the Planning Commission or staff have been resolved. The re-submitted plat and accompanying letter shall be submitted to Town Hall no less than 30 days prior to the regular Planning Commission meeting.*

D. *Required Submission - Prior to commencing any street improvements, substantial grading, installation of utilities or any horizontal construction, the subdivider/developer shall submit a set of plans to obtain the approval of the indicated agencies as follows:*

   (1) Submission of a Preliminary Plat to the subdivision review staff and the Planning Commission in accordance with Section B. of this Article. The subdivision review staff should include, at a minimum, the town engineer, and the town planning staff. Other department officials or town officials that should be involved in the review of major subdivisions are the building inspector, the public utilities director, the fire chief and the police chief. No construction of any structures shall commence nor shall any building permits be issued until the Planning Commission has approved the Final Plat

   (2) A cost estimate of all improvements and drainage plans prepared by a licensed agent (engineer or contractor) of the owner. The estimate shall be submitted to the Town Engineer for approval.

   (3) A Final Plat in accordance with Section D. of this Article.

E. *Application Fees - The schedule of required subdivision application and review fees is located in the Appendix of the Atoka Municipal-Regional Subdivision Regulations.*

B. PRELIMINARY PLAT

The Preliminary Plat is the initial formal plat for a proposed subdivision and shall include the full area of the proposed subdivision. The purpose of the Preliminary Plat is to insure the proposed subdivision conforms to these regulations, the zoning ordinance, the major road plan and other related regulations. The subdivider/developer should consult early with the planning staff and review the municipal major road plan, subdivision regulations and the zoning ordinance prior to submitting a Preliminary Plat for approval.

1. Plat Submission - After consultation with the Planning Commission and/or the planning staff, but not less than 30 days prior to the Planning Commission meeting

at which the Preliminary Plat shall be considered, the subdivider/developer shall submit 8 copies of the plat, an electronic version as required by the Town, together with all applicable fees, to Town Hall.

2. Plat Content - The Preliminary Plat shall adhere to the minimum design standards as set forth in Article 4; shall be prepared by a Professional Civil Engineer or a Land Surveyor licensed in the state of Tennessee; shall be drawn to a scale of not less than 1 inch = 100 feet and shall contain the following information even when a subdivision is to be developed in phases or sections;

a.Scale, date of preparation, north arrow, vicinity map, acreage, zoning classification and number of lots;

b. Subdivision name; name and address of the subdivider/developer and/or developers and the name of the individual responsible for the preparation of the plat;

c. Lot lines, dimensions of lot lines, lot numbers including Common Open Space, building setback lines, and the lot area in square feet;

d. Boundary lines from deed records and surveys;

e. Adjoining subdivisions by name and section, and the names of owners and acreage of all abutting tracts;

f. Name, location, and rights-of-ways of all existing and proposed streets and alleys; The approximate distance and bearing at the right-of-way from a corner of the subdivided property to the nearest public cross road, including the name of the road, and rounded to the nearest foot

g. All existing buildings, primary and accessory on or within 300 feet on any adjacent properties;

h. Location and type of all existing and proposed utilities (i.e. water, sewer, electric and gas);

i. Proposed method of sewage disposal;

j. 100-year floodplain, floodway boundaries and elevations of each;

k. Major environmental features, including groupings or stands of trees;

l. All existing and proposed public and private easements including their location, purpose and width, and the instrument number for any existing easements;

m. Existing and proposed contour data showing contour intervals of 5 feet or less; elevation shall reference a bench mark on or near the subjects property;

n. Sites reserved for parks, playgrounds, open spaces, schools or other public uses, together with the purpose, and conditions or limitations of such reservations;

o. Where divisions of the property into phases or sections is contemplated, the proposed boundaries of such sections shall be shown and labeled, and the sequence of development listed alphabetically or numerically;

p. A drainage plan which shall include, but not be limited to, an analysis of the drainage area, a storm water routing plan showing maximum quantities of flow and maximum rates of flow before and after development. A map of the drainage area in which the subdivision is located shall be included with the drainage plan and shall include the drainage structures leading to and from the

subdivision with their sizes. The scale of the map shall be drawn to scale no less than 1 inch equals 200 feet.

q. Where the re-subdivision of a lot in a previously recorded subdivision is proposed, the title of the proposed subdivision must indicate and identify the lot number and subdivision name from the previous subdivision;

r. The location of existing storm sewers and sanitary sewers or the distance to the nearest available structure if within 750 feet;

s. Request for variances from the subdivision regulations, along with justification of proposed variances, shall be submitted in writing with the application for Preliminary Plat approval; and,

t. Certification by Tipton County 911 stating that there is not duplication in the name of the subdivision or the name of the street.

3. *Plat Review*

a. Subdivision Review Staff - The subdivision review staff shall recommend to the Planning Commission the approval, approval with conditions or disapproval of the application and shall include all department/agency comments received.

b. Planning Commission - Within 60 days after submission of the Preliminary Plat, the Planning Commission shall review the plat and indicate its approval, disapproval, or approval subject to modifications. If a plat is disapproved, reasons for such disapproval shall be stated in writing. If approved, subject to modifications, the nature of the required modifications shall be indicated. The Planning Commission may, prior to the close of the public meeting, hold the matter under advisement or defers a decision until the next regular meeting. Substantial changes made to the plat after review by the subdivision review staff shall be cause for the Planning Commission to defer a decision pending review of a revised plat. [i]

c. Revised Plat - If changes or modifications are required by the Planning Commission, the subdivider/developer shall submit a revised Preliminary Plat which clearly depicts the required changes no less than 30 days prior to the Planning Commission meeting at which it is to be considered.

d. Failure To Take Action - Failure of the Planning Commission to act on the Preliminary Plat within 60 days shall be deemed approval of this plat, provided, however, that the applicant, with the Commission's approval, may waive this requirement and consent to the extension of such period. [ii]

4. *Plat Approval*

a. Action upon Approval - Upon approval of the Preliminary Plat by the Planning Commission, the subdivider/developer shall present 8 copies of the approved Preliminary Plat for signing by the Planning Commission secretary. The subdivider/developer shall then provide the signed copies to the town recorder or his/her designated representative for filing in Town hall.

b. Effect of Approval - The approval of the Preliminary Plat by the Planning Commission shall not constitute acceptance of the Final Plat and shall not be indicated on the Preliminary Plat.

c. Expiration of Approval and Renewal - The approval of the Preliminary Plat shall lapse unless a Final Plat, based thereon, is submitted within 3 years from the date of such approval unless an extension of time is applied for and granted by the

Planning Commission, based on TCA 13-4-310. Failure of the subdivider/developer to act within the specified time or denial of a time extension shall require new application for Preliminary Plat approval including the application fee.

Situation

Munford Development received approval from the Town for a rezoning from R-1 (Low Density Residential) to R-2 (Medium Density Residential) for approximately 79 acres near Maple Drive. The developer is requesting approval for Phase I of a multi-phase master subdivision plan.

Transportation Access

The Subdivision Review Team reviewed the plat. The Fire Department approved street widths and number of access points for Phase I (2 points of access). Although the Commission is not reviewing the master plan, it is worth noting that the developer is providing stub outs to the east and south. We are appreciative of the developer providing insight into the future phases; it helps in future planning. In this phase the developer is presenting 63 lots for development, which requires two points of access to a public road. Access is provided via Westerfield and Donnybrook to Maple Drive.

The stub out to the east (more likely to be developed in the near future) could lead to a connection to Maple Drive. The stub out to the south would lead to a connection to Meade Lake Road, although it could be much later before this connection happens. The connections do not exactly mirror the potential connections noted on the Major Road, but they are close.

Amenities

The developer is planning walking trails in the Master Plan, and intends to leave some tree stands in the Common Area where the wet detention pond is located.

Drainage Plan

Although the proposed wet detention pond is noted on the Master Plan to be geographically in Phase 2, it is noted on the plat that it will be constructed in Phase 1.

It is also noted on the plat that the detention area will be the responsibility of the Homeowner's Association.

Flood Plain

A portion of the master development is in the 100-year flood plain, but none of Phase I is located in the flood plain.

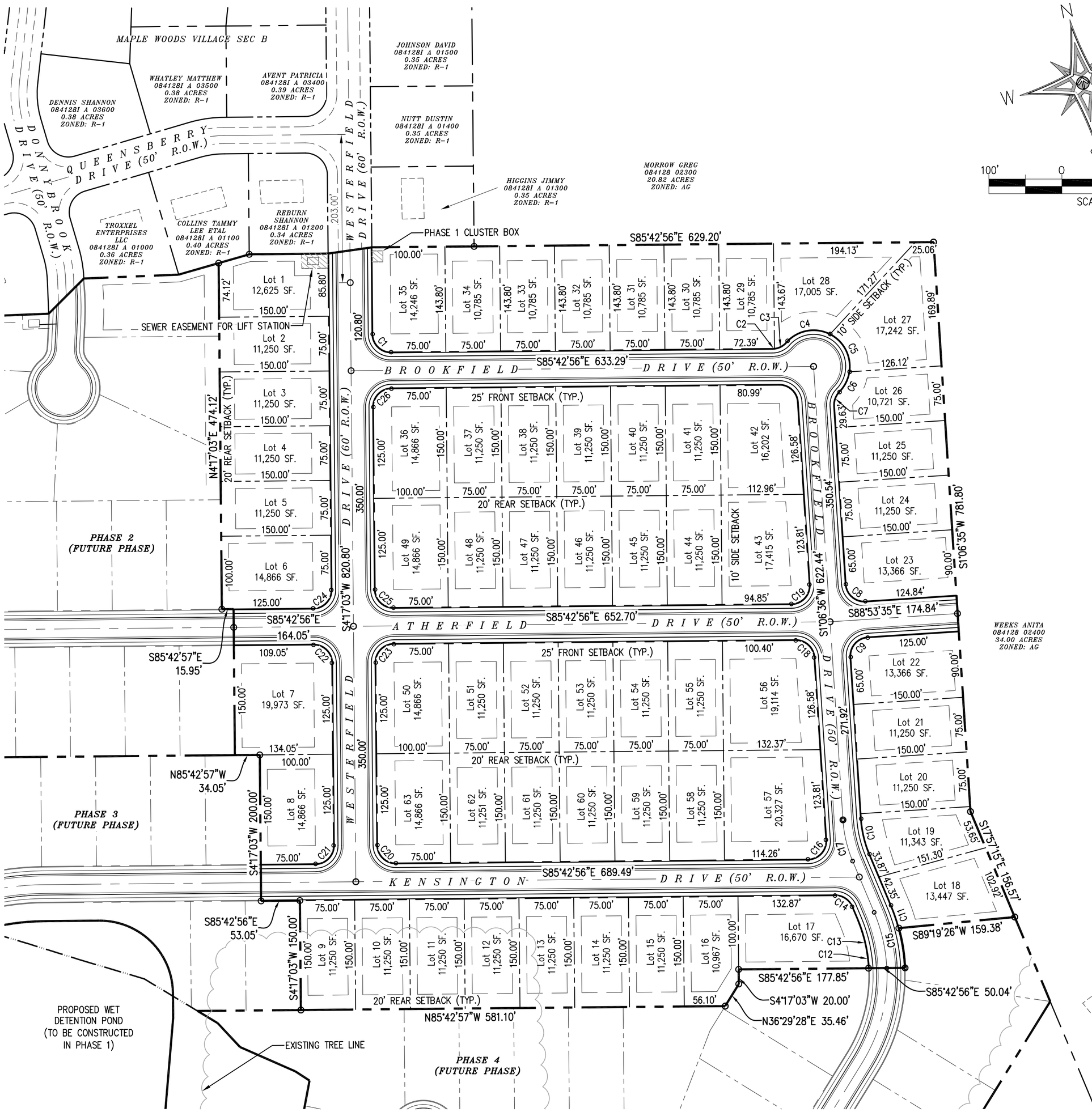
Lot Size

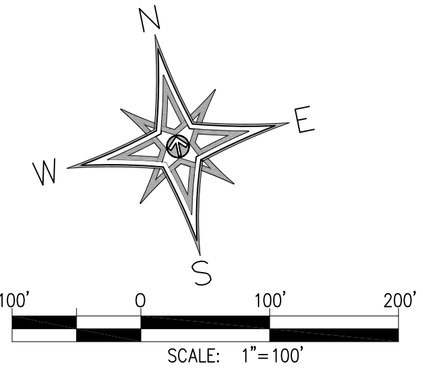
Although the R-2 zoning permits a minimum lot size as low as 8,000 square feet the lots indicated on the Preliminary Plat Phase 1 are over 10,000 square feet, the minimum for the R-1zone. As was mentioned in the rezoning application, the developers requested R-2 zoning so that they could have a 75’ lot width at the building line as opposed to 100’ which is required in the R-1 zone.

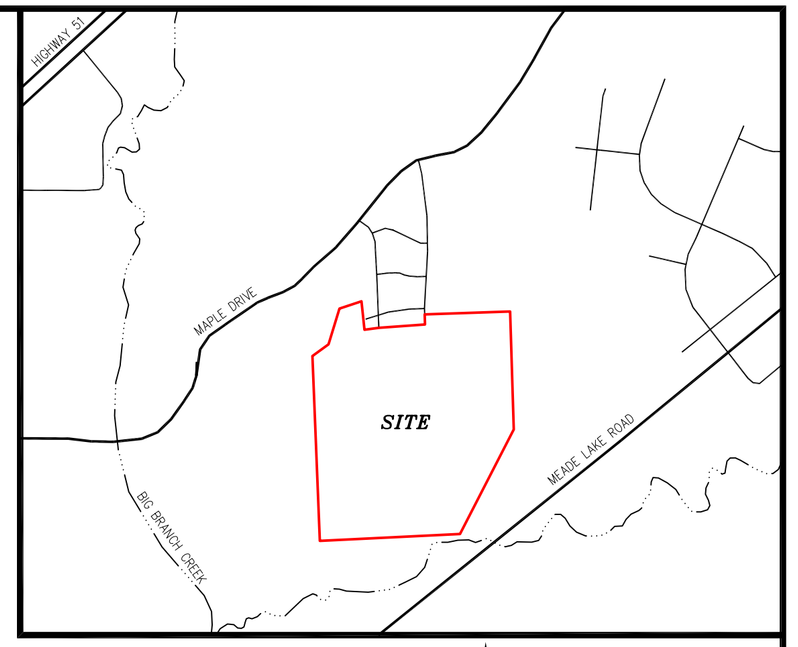
Name

This development is by name an extension of the existing Maple Woods Village, Sections A and B., so there should not be confusion for 911 authorities.

Attachments
Phase I Maple Woods Village, Section C
Master Plan Maple Woods Village, Section C
Atoka Master Road Plan map







VICINITY MAP
N.T.S.

SITE LEGEND

- EXISTING PROPERTY LINE
- EXISTING R.O.W. LINE
- PROPOSED R.O.W. LINE
- PROPOSED LOT LINE
- PROPOSED 6-30 CURB & GUTTER
- EXISTING TREE LINE

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	CHORD
C1	39.27'	25.00'	90.00'	N40°42'56"W
C2	2.62'	25.00'	5.99'	N88°42'46"W
C3	18.41'	25.00'	42.20'	S67°11'32"W
C4	63.32'	50.00'	72.56'	S85°44'56"W
C5	62.17'	50.00'	71.24'	N22°21'10"W
C6	31.45'	50.00'	36.03'	N31°16'58"E
C7	21.03'	25.00'	48.19'	N25°12'17"E
C8	39.27'	25.00'	90.00'	N43°53'24"W
C9	39.27'	25.00'	90.00'	S46°06'36"W
C10	49.91'	150.00'	19.06'	S8°25'20"E
C11	88.30'	250.00'	20.24'	S7°50'08"E
C12	20.10'	200.00'	5.76'	N1°05'47"W
C13	48.80'	200.00'	13.98'	N10°57'53"W
C14	29.57'	25.00'	67.76'	N51°50'06"W
C15	78.60'	225.00'	20.01'	S7°56'49"E
C16	40.66'	25.00'	93.17'	S47°41'50"W
C17	58.23'	175.00'	19.06'	S8°25'20"E
C18	37.88'	25.00'	86.83'	S42°18'10"E
C19	40.66'	25.00'	93.17'	S47°41'50"W
C20	39.27'	25.00'	90.00'	N40°42'56"W
C21	39.27'	25.00'	90.00'	N49°17'04"E
C22	39.27'	25.00'	90.00'	N40°42'56"W
C23	39.27'	25.00'	90.00'	N49°17'04"E
C24	39.27'	25.00'	90.00'	N49°17'04"E
C25	39.27'	25.00'	90.00'	N40°42'56"W
C26	39.27'	25.00'	90.00'	N49°17'04"E

Parcel Table	
Parcel #	Area (S.F.)
1	12,625
2	11,250
3	11,250
4	11,250
5	11,250
6	14,866
7	19,973
8	14,866
9	11,250
10	11,250
11	11,250
12	11,250

Parcel Table	
Parcel #	Area (S.F.)
13	11,250
14	11,250
15	11,250
16	10,967
17	16,670
18	13,447
19	11,343
20	11,250
21	11,250
22	13,366
23	13,366
24	11,250

Parcel Table	
Parcel #	Area (S.F.)
25	11,250
26	10,721
27	17,242
28	17,005
29	10,785
30	10,785
31	10,785
32	10,785
33	10,785
34	10,785
35	14,246
36	14,866

Parcel Table	
Parcel #	Area (S.F.)
37	11,250
38	11,250
39	11,250
40	11,250
41	11,250
42	16,202
43	17,415
44	11,250
45	11,250
46	11,250
47	11,250
48	11,250

Parcel Table	
Parcel #	Area (S.F.)
49	14,866
50	14,866
51	11,250
52	11,250
53	11,250
54	11,250
55	11,250
56	19,114
57	20,327
58	11,250
59	11,250
60	11,250

Parcel Table	
Parcel #	Area (S.F.)
61	11,250
62	11,251
63	14,866

A PORTION OF THIS PROPERTY IS LOCATED IN A SPECIAL FLOOD HAZARD ZONE PER FEMA MAP 47167C0320G WITH AN EFFECTIVE DATE OF 05/04/2009.

MIN. LOT SIZE	- 8,000 SQ.FT.
MIN. LOT WIDTH	- 75 FT.
MIN. FRONT YARD	- 25 FT.
MIN. SIDE YARD	- 10 FT.
MIN. REAR YARD	- 20 FT.

CONSULT ATOKA MUNICIPAL ZONING ORDINANCE AND SUBDIVISION REGULATIONS FOR FURTHER RESTRICTIONS WHICH MAY APPLY.

PRELIMINARY PLAT
MAPLE WOODS VILLAGE SEC C
PHASE 1

ATOKA, TENNESSEE

DATE: 6/16/21

OWNER/DEVELOPER:
MUNFORD DEVELOPMENT COMPANY
382 ATOKA McCLAUGHLIN DR. A.
ATOKA, TN 38004
PH: 901-837-3145

TAX MAP: 127 & 128
PARCEL ID: 061.00 & 023.01

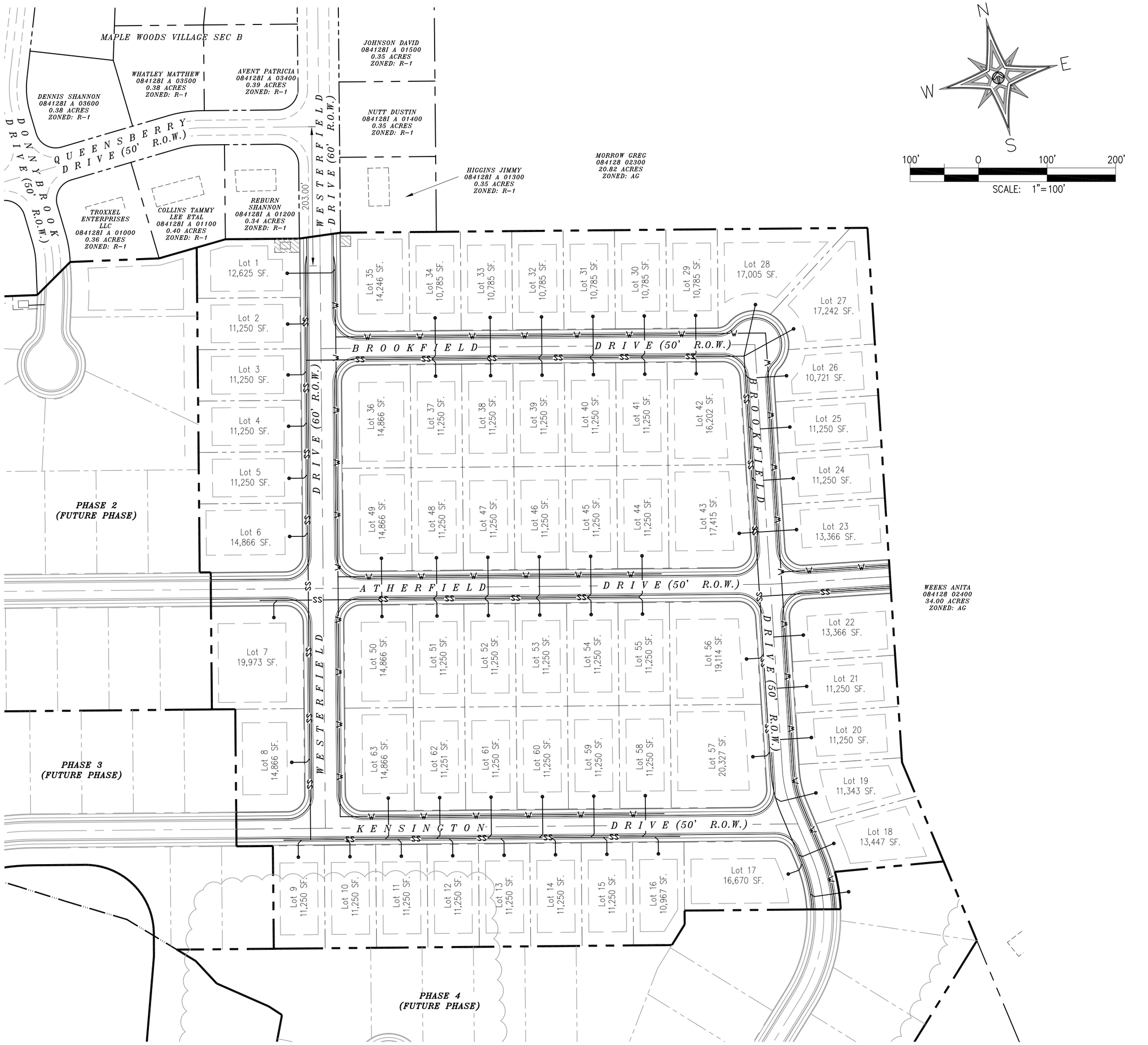
LEPA JOB: 1150-04

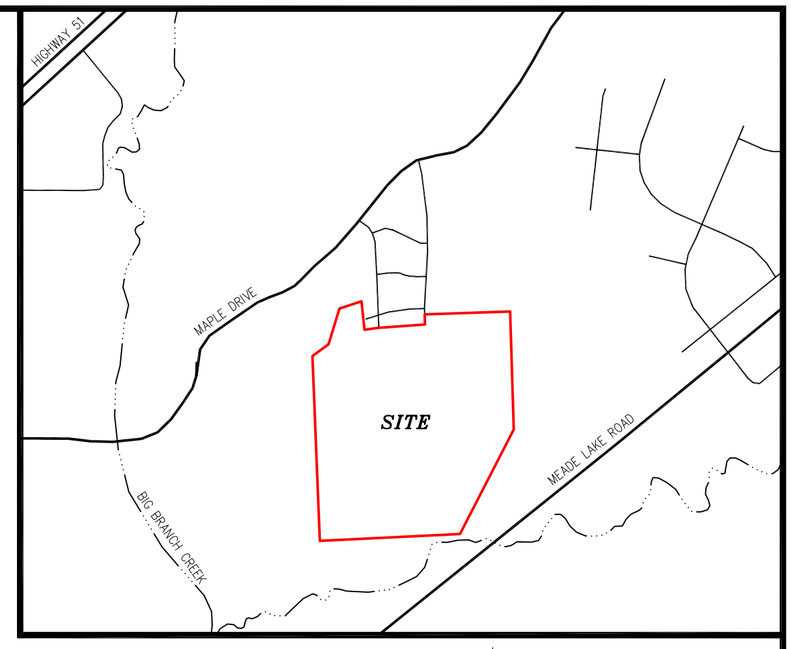
AREA: 22.35 ACRES
TOTAL LOTS: 63
DATE: JUNE 16, 2021

ZONED: R-2
SCALE: 1"=100'
SHEET 1 OF 4

Ledford
Engineering • Planning • Architecture
5567 Commander Drive, Suite 105, Arlington, TN 38002
phone: 901.867.5220 fax: 901.867.5331

Z:\1150\-04 Maple Village\CONSTRUCTION DRAWINGS\F-1 PRELIMINARY PLAT - PHASE 1.dwg





VICINITY MAP
N.T.S.

SITE LEGEND

- EXISTING PROPERTY LINE
- EXISTING R.O.W. LINE
- PROPOSED R.O.W. LINE
- PROPOSED LOT LINE
- PROPOSED 6-30 CURB & GUTTER
- PROPOSED SEWER
- PROPOSED WATER
- EXISTING TREE LINE

A PORTION OF THIS PROPERTY IS LOCATED IN A SPECIAL FLOOD HAZARD ZONE PER FEMA MAP 47167C0320G WITH AN EFFECTIVE DATE OF 05/04/2009.

MIN. LOT SIZE	- 8,000 SQ.FT.
MIN. LOT WIDTH	- 75 FT.
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CONSULT ATOKA MUNICIPAL ZONING ORDINANCE AND SUBDIVISION REGULATIONS FOR FURTHER RESTRICTIONS WHICH MAY APPLY.

PRELIMINARY PLAT
MAPLE WOODS VILLAGE SEC C
PHASE 1

ATOKA, TENNESSEE

AREA: 22.35 ACRES
TOTAL LOTS: 63
DATE: JUNE 16, 2021

ZONED: R-2
SCALE: 1"=100'
SHEET 2 OF 4

WATER NOTES:

1. ALL WATER MAINS TO BE CLASS 200 PVC.
2. ALL FITTINGS TO BE MECHANICAL JOINT FITTINGS.
3. DEVELOPER RESPONSIBLE FOR WATER SERVICE LINES (¾" COPPER) AND METER BOX.
4. ALL CONSTRUCTION TO MEET OR EXCEED TOWN OF ATOKA STANDARD SPECIFICATIONS.
5. ALL MAIN LINE VALVES TO BE IN PAVEMENT AREA OF STREETS.
6. SEE FIRE HYDRANT DETAIL FOR LOCATION OF FIRE HYDRANTS ON LOTS.
7. PLACE VALVE AT BACK OF CURB WITH CONCRETE COLLAR AS INDICATED.

SEWER NOTES:

1. PUMP SYSTEM SHALL BE WH101 EONE SYSTEMS AND SEWER LINES ARE FOR A 3" SEWER PRESSURE SYSTEM.
2. SEWER TAPS TO BE LOCATED NEAR CENTER OF EACH LOT OR AS REQUIRED FOR DRIVE WAY CONNECTIONS.
3. ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE CITY OF ATOKA STANDARD SPECIFICATIONS.
4. ALL SEWER LINES TO BE PVC, CLASS 200.
5. MINIMUM DEPTH OF THREE (3) FEET ON PRESSURE LINES AND FORCE MAINS.
6. ALL LINES TO BE TESTED AT 120 PSI.
7. ALL SERVICES LINES TO BE 1¼" PVC. SCHEDULE 40.
8. INSTALL SEWER LINES WITH 12 GAGE INSOLATED COPPER WIRE FOR TONING.
9. ALL CHECK VALVES MUST BE FLAPPER CHECK VALVES.

DATE: 6/16/21

OWNER/DEVELOPER:
MUNFORD DEVELOPMENT COMPANY
382 ATOKA McCLAUGHLIN DR. A.
ATOKA, TN 38004
PH: 901-837-3145

TAX MAP: 127 & 128
PARCEL ID: 061.00 & 023.01

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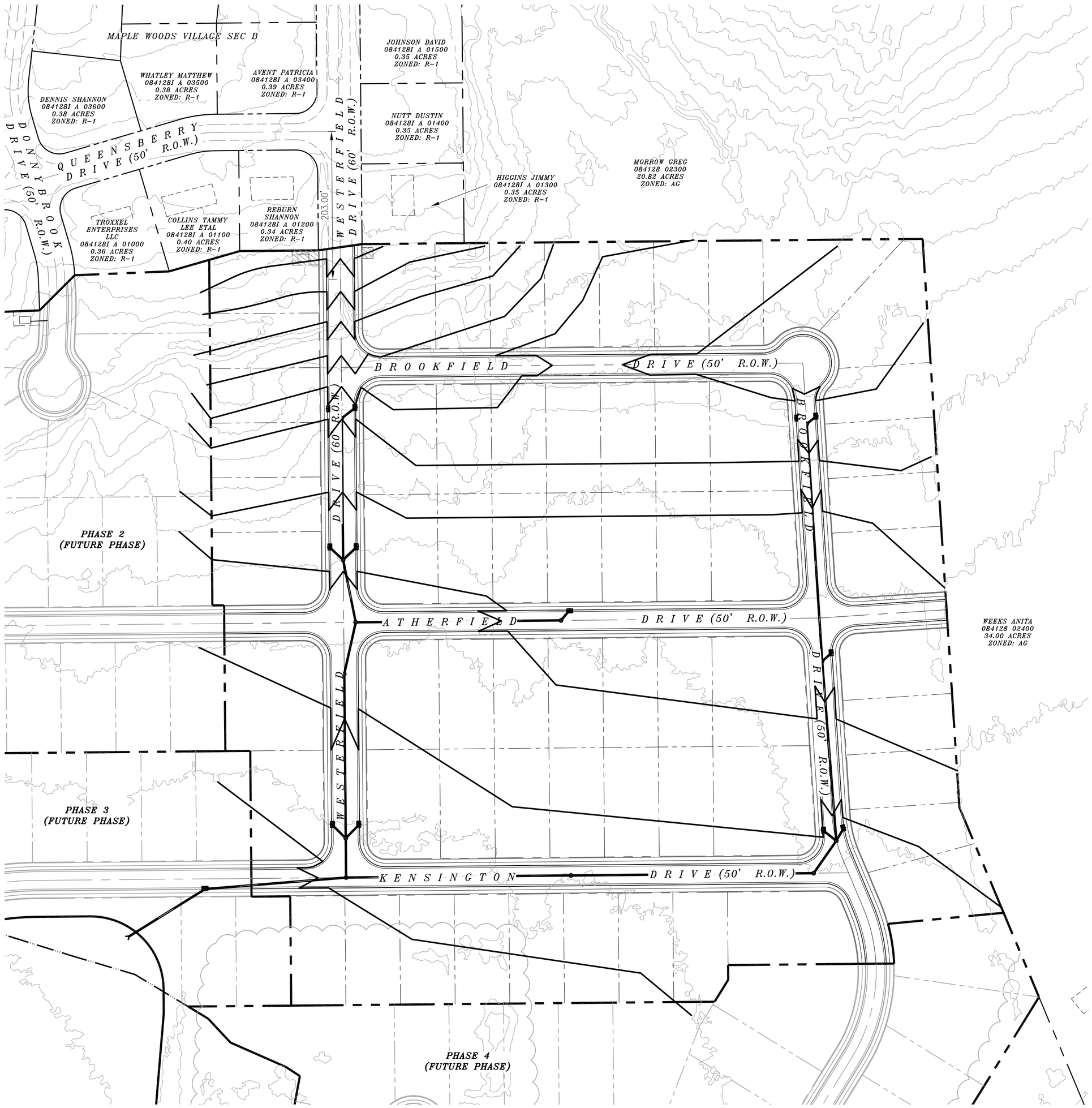

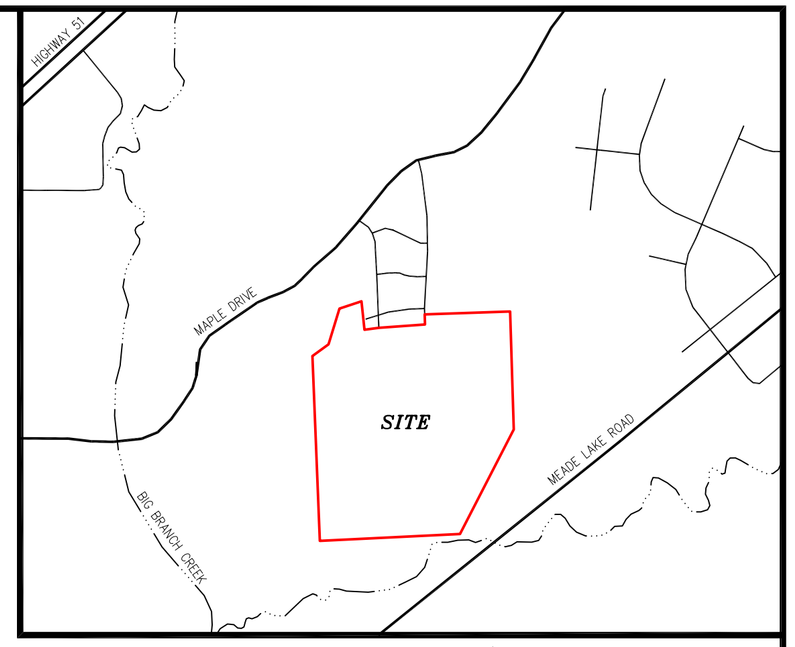

VICINITY MAP
N.T.S.

SITE LEGEND

- EXISTING PROPERTY LINE
- EXISTING R.O.W. LINE
- PROPOSED R.O.W. LINE
- PROPOSED LOT LINE
- PROPOSED 6-30 CURB & GUTTER
- PROPOSED CONTOUR
- EXISTING CONTOUR
- EXISTING TREE LINE

A PORTION OF THIS PROPERTY IS LOCATED IN A SPECIAL FLOOD HAZARD ZONE PER FEMA MAP 47167C0320G WITH AN EFFECTIVE DATE OF 05/04/2009.

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CONSULT ATOKA MUNICIPAL ZONING ORDINANCE AND SUBDIVISION REGULATIONS FOR FURTHER RESTRICTIONS WHICH MAY APPLY.

PRELIMINARY PLAT
MAPLE WOODS VILLAGE SEC C
PHASE 1

ATOKA, TENNESSEE

N
W E
S

100' 0 100' 200'
SCALE: 1"=100'

DATE: 6/16/21

OWNER/DEVELOPER:
MUNFORD DEVELOPMENT COMPANY
382 ATOKA McCLAUGHLIN DR. A.
ATOKA, TN 38004
PH: 901-837-3145

TAX MAP: 127 & 128
PARCEL ID: 061.00 & 023.01

LEPA JOB: 1150-04

AREA: 22.35 ACRES
TOTAL LOTS: 63
DATE: JUNE 16, 2021

ZONED: R-2
SCALE: 1"=100'
SHEET 3 OF 4

Ledford
Engineering • Planning • Architecture
5567 Commander Drive, Suite 105, Arlington, TN 38002
phone: 901.867.5220 fax: 901.867.5331

Z:\1150\-04 Maple Village\CONSTRUCTION DRAWINGS\F-1 PRELIMINARY PLAT - PHASE 1.dwg

OWNER'S CERTIFICATE

I, OAKCREEK DEVELOPMENT LLC. THE UNDERSIGNED OWNER OF THE PROPERTY SHOWN HEREON, HEREBY ADOPT THIS AS MY PLAN OF SUBDIVISION AND DEDICATE THE STREETS, EASEMENTS, RIGHTS-OF-WAY, RIGHTS OF ACCESS AS SHOWN AND ALL UTILITIES TO THE TOWN OF ATOKA FOREVER, AND HEREBY CERTIFY THAT I AM THE OWNER IN FEE SIMPLE, DULY AUTHORIZED SO TO ACT, AND THAT SAID PROPERTY IS UNENCUMBERED BY ANY TAXES THAT HAVE BECOME DUE AND PAYABLE.

_____
SIGNATURE OF OWNER

CERTIFICATE OF ACCURACY OF SURVEY

I ROBERT LANCE LANIER HEREBY TO THE BEST OF MY (OUR) KNOWLEDGE AND BELIEF THAT THIS IS A TRUE AND ACCURATE SURVEY OF THE PROPERTY SHOWN HEREON; THAT THIS IS A CLASS 1 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. I (WE) FURTHER CERTIFY THAT THE SURVEY OF THE LANDS EMBRACED WITHIN SAID PLAT HAVE BEEN CORRECTLY MONUMENTED IN ACCORDANCE WITH THE SUBDIVISION REGULATIONS OF THE TOWN OF ARLINGTON, TENNESSEE.

_____
DATE REGISTERED SURVEYOR

CERTIFICATE FOR ADEQUACY OF STORM DRAINAGE

I KEVIN D. LEDFORD , DO HEREBY CERTIFY THAT I AM A REGISTERED PROFESSIONAL CIVIL ENGINEER, AND THAT I HAVE DESIGNED ALL STORM WATER DRAINAGE FOR THIS SUBDIVISION IN ACCORDANCE WITH THE ATOKA MUNICIPAL SUBDIVISION REGULATIONS TO ASSURE THAT IN MY PROFESSIONAL OPINION NEITHER SAID SUBDIVISION OR THE ADJOINING PROPERTIES WILL BE DAMAGED.

IN WITNESS WHEREOF, I, THE SAID KEVIN D. LEDFORD, PROFESSIONAL CIVIL ENGINEER, HEREUNTO SET OUT BY HAND AND AFFIX MY SEAL THIS_____ DAY OF_____, 2021.

_____
KEVIN D. LEDFORD
PROFESSIONAL CIVIL ENGINEER
STATE OF TENNESSEE
CERTIFICATE NO. 101945

CERTIFICATE OF ACCURACY OF ENGINEERING AND DESIGN

I KEVIN D. LEDFORD, PROFESSIONAL ENGINEER, HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE THAT THE PLANS, ENGINEERING AND DESIGNS GOVERNING THE CONSTRUCTION THIS SUBDIVISION ARE TRUE AND CORRECT, AND CONFORM TO THE REQUIREMENTS SET FOURTH IN THE ATOKA REGIONAL ZONING ORDINANCE.

_____ _____
DATE SIGNATURE

CERTIFICATE OF APPROVAL OF UTILITIES

I HEREBY CERTIFY: (1) THAT UTILITIES HAVE BEEN INSTALLED IN AN ACCEPTABLE MANNER AND ACCORDING TO SPECIFICATIONS, OR (2) THAT A SECURITY BOND IN THE AMOUNT OF $_____ HAS BEEN POSTED WITH THE PLANNING COMMISSION TO ASSURE COMPLETION OF ALL REQUIRED IMPROVEMENTS FOR THIS SUBDIVISION, IN CASE OF DEFAULT.

_____ _____
DATE TOWN OR COUNTY ROAD ENGINEER OR OTHER APPROVING AGENT

CERTIFICATE OF APPROVAL OF STREETS

I HEREBY CERTIFY; (1) THAT THE STREETS HAVE BEEN INSTALLED IN AN ACCEPTABLE MANNER AND ACCORDING TO SPECIFICATIONS, OR (2) THAT A SECURITY BOND IN THE AMOUNT OF $ HAS BEEN POSTED WITH THE PLANNING COMMISSION TO ASSURE COMPLETION OF ALL REQUIRED IMPROVEMENTS FOR THIS SUBDIVISION, IN CASE OF DEFAULT.

_____ _____
DATE TOWN ENGINEER OR COUNTY ROAD ENGINEER OR OTHER APPROVING AGENT

CERTIFICATE OF APPROVAL FOR SUBDIVISION AND STREET NAMES

I,_____ , DO HEREBY CERTIFY THAT I HAVE REVIEWED THE PROPOSED SUBDIVISION AND CERTIFY THAT THE NAME OF THE SUBDIVISION AND/OR NAME(S) OF THE STREET(S) WITHIN THIS PROPOSED SUBDIVISION DO NOT CONFLICT WITH OTHER SUBDIVISIONS AND STREET NAMES FOR EMERGENCY SERVICE PURPOSES.

_____ _____
DATE DIRECTOR OF 911 ADDRESSING

SURETY INSTRUMENT IN LIEU OF COMPLETED IMPROVEMENTS

A BOND SURETY INSTRUMENT IN THE AMOUNT OF $_____ REQUIRED PRIOR TO PLANNING COMMISSION FINAL APPROVAL, FOR ROAD CONSTRUCTION CERTIFICATE RECEIVED ON _____ FOR THE FINAL PLAT.

_____ _____
DATE SIGNATURE

STATE OF TENNESSEE, COUNTY OF TIPTON

BEFORE ME, THE UNDERSIGNED A NOTARY PUBLIC IN AND FOR THE STATE AND COUNTY AFORESAID, DULY COMMISSIONED AND QUALIFIED PERSONALLY APPEARED _____, WITH WHOM I AM PERSONALLY ACQUAINTED AND WHO, UPON OATH ACKNOWLEDGED HIMSELF TO BE THE OWNER OF MAPLE WOODS VILLAGE, PHASE 1 AND HE AS SUCH OWNER EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSE THEREIN CONTAINED BY SIGNING HIS NAME AS OWNER.

IN WITNESS WHEREOF, I HEREUNTO SET OUT BY HAND AND AFFIX MY SEAL THIS_____ DAY OF _____ , 2021.

_____
(NOTARY PUBLIC)

MY COMMISSION EXPIRES: _____

CERTIFICATE OF APPROVAL OF WATER, SEWER AND DRAINAGE SYSTEM

I,_____ , DO HEREBY CERTIFY THAT I HAVE REVIEWED THE WATER, SEWER, AND DRAINAGE SYSTEMS PLANS FOR THIS SUBDIVISION AND CERTIFY THAT THEY MEET THE REQUIREMENTS OF THE MUNICIPAL SUBDIVISION REGULATIONS AND TECHNICAL SPECIFICATIONS OF THE TOWN OF ATOKA AND ARE HEREBY APPROVED.

_____ _____
DATE PUBLIC WORKS SUPERVISOR

PLANNING COMMISSION CERTIFICATE OF APPROVAL OF THE FINAL PLAT

I, _____, DO HEREBY CERTIFY THAT THE ATOKA MUNICIPAL/REGIONAL PLANNING COMMISSION HAS APPROVED THIS FINAL PLAT OF SUBDIVISION FOR RECORDING.

_____ _____
DATE SECRETARY, ATOKA MUNICIPAL/REGIONAL PLANNING COMMISSION

GENERAL NOTES AND CONDITIONS

1. THERE IS A 15' UTILITY EASEMENT ALONG THE FRONT OF ALL LOTS IN THIS SUBDIVISION UNLESS NOTED OTHERWISE.
2. A MINIMUM OF 24-HOURS PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE TOWN OF ATOKA CODE ENFORCEMENT OFFICE AT 901-837-5308.
3. ALL NEWLY CUT OR FILLED AREAS LACKING ADEQUATE VEGETATION, SHALL BE SEEDED, MULCHED, FERTILIZED AND/OR SODDED AS REQUIRED TO EFFECTIVELY CONTROL SOIL EROSION.
4. THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE APPROXIMATE AND NOT NECESSARILY ALL OF THE SAME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE UTILITY COMPANIES WHICH MAINTAIN A UTILITY LINE WITHIN THE BOUNDARIES OF THE PROJECT. THE CONTRACTOR SHALL ALSO ASSUME FULL RESPONSIBILITY FOR DAMAGE TO ANY UTILITIES ENCOUNTERED WITHIN CONSTRUCTION PERIMETERS, WHETHER SHOWN ON THE CONSTRUCTION PLANS OR NOT, DURING WORK ON THE PROJECT. FOR SITE LOCATION OF EXISTING UTILITIES INVOLVING ATOKA WATER, POPLAR GROVE UTILITY, RITTER, AND/OR SOUTHWEST ELECTRIC, CALL 1-800-351-1111. FOR SEWER LOCATIONS CALL 901-837-5300.
5. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES.
6. ALL FILL SOILS SHALL BE COMPACTED TO A MINIMUM OF 95% OF STANDARD PROCTOR DENSITY (ASTM D-698) WITHIN 3% OF OPTIMUM MOISTURE CONTENT IN LIFTS NOT TO EXCEED SIX (6) INCHES OF COMPACTED THICKNESS.
7. ALL CONSTRUCTION MATERIAL AND PROCEDURES SHALL MEET OR EXCEED THE REQUIREMENTS OF THE TOWN OF ATOKA STANDARD CONSTRUCTION SPECIFICATIONS.
8. PROPERTY LINES SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. GRADING, CLEARING AND THE ERECTION OR REMOVAL OF FENCES ALONG PROPERTY LINES SHALL BE FULLY CORRDINATED WITH ADJACENT PROPERTY OWNERS.
9. ALL STORMWATER DETENTION AREAS (DETENTION PONDS) WITHIN THE COMMON AREAS ARE PRIVATE AND ARE TO BE MAINTAINED BY THE HOME OWNER'S ASSOCIATION. ANY REQUIRED STRUCTURAL REPAIRS TO THE STORMWATER DETENTION AND MAINTENANCE OF THE CLUSTER BOXES SHALL BE THE RESPONSIBILITY OF THE HOA. ANY ALTERATIONS TO THE DETENTION PONDS MUST HAVE PRIOR APPROVAL BY THE TOWN OF ATOKA.
10. FINISH FLOOR ELEVATION SHOULD BE A MINIMUM OF 24" ABOVE THE TOP OF CURB ELEVATION.
11. STREET LIGHTING AND TRANSFORMER LOCATION SHALL BE COORDINATED BY THE DEVELOPER WITH SOUTHWEST TENNESSEE ELECTRIC CORPORATION.
12. CURB CUT LOCATIONS SHALL BE DETERMINED BY BUILDING AT THE TIME OF CONSTRUCTION. BUILDER SHALL SUBMIT A PLOT PLAN TO TOWN OF ATOKA FOR PERMITTING.
13. THE BUILDER SHALL ADHERE TO TREE PLANTING REQUIREMENTS AS SET FORTH IN THE ATOKA MUNICIPAL SUBDIVISION REGULATIONS UNDER ARTICLE IV SECTION L.3.
14. PROPOSED DETENTION POND TO BE CONSTRUCTED IN PHASE 1.

A PORTION OF THIS PROPERTY IS LOCATED IN A SPECIAL FLOOD HAZARD ZONE PER FEMA MAP 47167C0320G WITH AN EFFECTIVE DATE OF 05/04/2009.

MIN. LOT SIZE	- 8,000 SQ.FT.
MIN. LOT WIDTH	- 75 FT.
MIN. FRONT YARD	- 25 FT.
MIN. SIDE YARD	- 10 FT.
MIN. REAR YARD	- 20 FT.

CONSULT ATOKA MUNICIPAL ZONING ORDINANCE AND SUBDIVISION REGULATIONS FOR FURTHER RESTRICTIONS WHICH MAY APPLY.

PRELIMINARY PLAT
MAPLE WOODS VILLAGE SEC C
PHASE 1
ATOKA, TENNESSEE

DATE: 6/16/21

OWNER/DEVELOPER:
MUNFORD DEVELOPMENT COMPANY
382 ATOKA McCLAUGHLIN DR. A.
ATOKA, TN 38004
PH: 901-837-3145

TAX MAP: 127 & 128
PARCEL ID: 061.00 & 023.01

LEPA JOB: 1150-04

AREA: 22.35 ACRES
TOTAL LOTS: 63
DATE: JUNE 16, 2021

ZONED: R-2
SCALE: 1"=100'
SHEET 4 OF 4

Ledford
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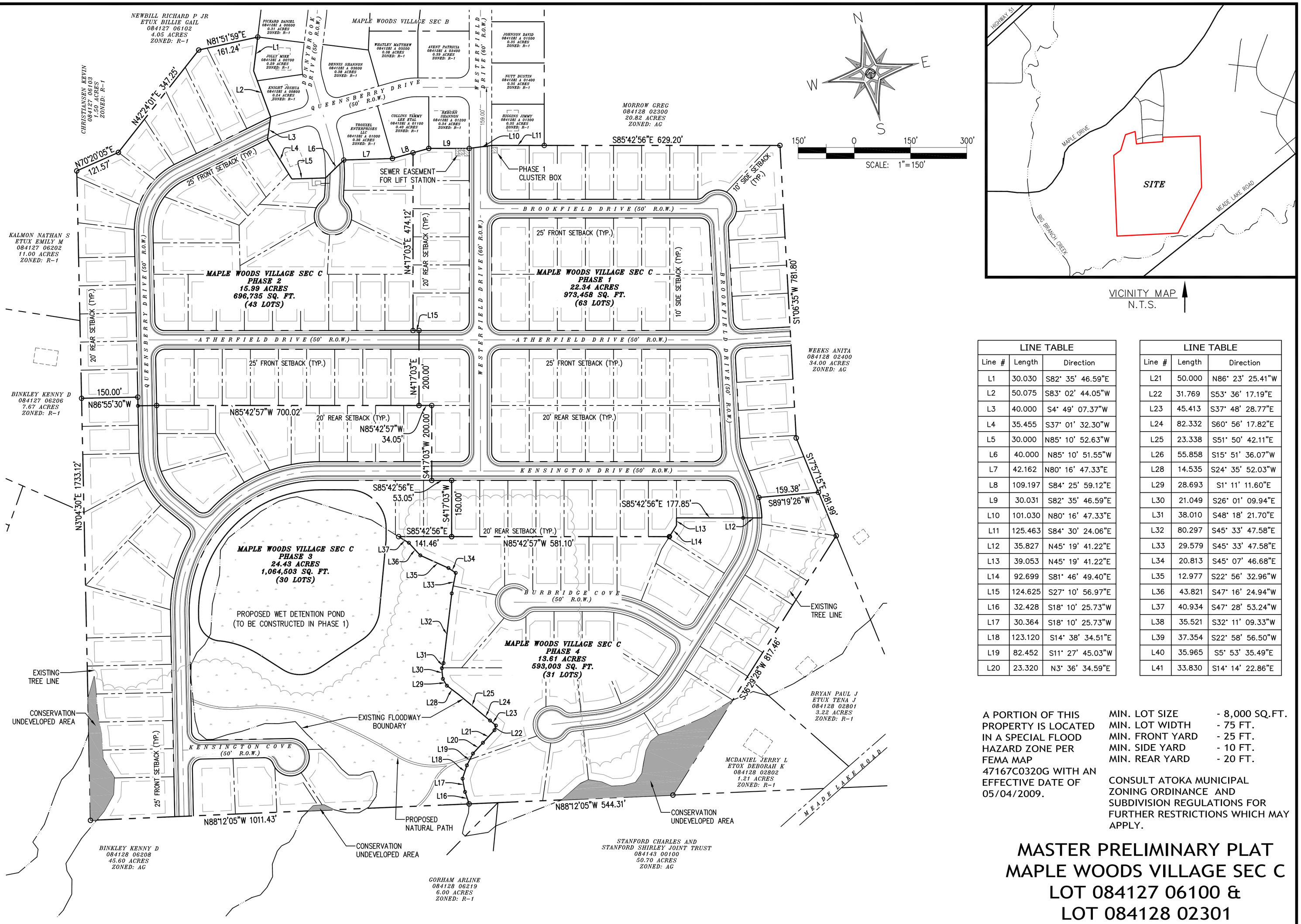
phone: 901.867.5220 fax: 901.867.5331

Z:\1150\-04 Maple Village\CONSTRUCTION DRAWINGS\F-1 PRELIMINARY PLAT - PHASE 1.dwg



VICINITY MAP
N.T.S.

LINE TABLE		
Line #	Length	Direction
L1	30.030	S82° 35' 46.59"E
L2	50.075	S83° 02' 44.05"W
L3	40.000	S4° 49' 07.37"W
L4	35.455	S37° 01' 32.30"W
L5	30.000	N85° 10' 52.63"W
L6	40.000	N85° 10' 51.55"W
L7	42.162	N80° 16' 47.33"E
L8	109.197	S84° 25' 59.12"E
L9	30.031	S82° 35' 46.59"E
L10	101.030	N80° 16' 47.33"E
L11	125.463	S84° 30' 24.06"E
L12	35.827	N45° 19' 41.22"E
L13	39.053	N45° 19' 41.22"E
L14	92.699	S81° 46' 49.40"E
L15	124.625	S27° 10' 56.97"E
L16	32.428	S18° 10' 25.73"W
L17	30.364	S18° 10' 25.73"W
L18	123.120	S14° 38' 34.51"E
L19	82.452	S11° 27' 45.03"W
L20	23.320	N3° 36' 34.59"E

LINE TABLE		
Line #	Length	Direction
L21	50.000	N86° 23' 25.41"W
L22	31.769	S53° 36' 17.19"E
L23	45.413	S37° 48' 28.77"E
L24	82.332	S60° 56' 17.82"E
L25	23.338	S51° 50' 42.11"E
L26	55.858	S15° 51' 36.07"W
L28	14.535	S24° 35' 52.03"W
L29	28.693	S1° 11' 11.60"E
L30	21.049	S26° 01' 09.94"E
L31	38.010	S48° 18' 21.70"E
L32	80.297	S45° 33' 47.58"E
L33	29.579	S45° 33' 47.58"E
L34	20.813	S45° 07' 46.68"E
L35	12.977	S22° 56' 32.96"W
L36	43.821	S47° 16' 24.94"W
L37	40.934	S47° 28' 53.24"W
L38	35.521	S32° 11' 09.33"W
L39	37.354	S22° 58' 56.50"W
L40	35.965	S5° 53' 35.49"E
L41	33.830	S14° 14' 22.86"E

A PORTION OF THIS PROPERTY IS LOCATED IN A SPECIAL FLOOD HAZARD ZONE PER FEMA MAP 47167C0320G WITH AN EFFECTIVE DATE OF 05/04/2009.

MIN. LOT SIZE	- 8,000 SQ.FT.
MIN. LOT WIDTH	- 75 FT.
MIN. FRONT YARD	- 25 FT.
MIN. SIDE YARD	- 10 FT.
MIN. REAR YARD	- 20 FT.

CONSULT ATOKA MUNICIPAL ZONING ORDINANCE AND SUBDIVISION REGULATIONS FOR FURTHER RESTRICTIONS WHICH MAY APPLY.

SITE LEGEND

- EXISTING PROPERTY LINE
- EXISTING R.O.W. LINE
- PROPOSED R.O.W. LINE
- PROPOSED LOT LINE
- PROPOSED 6-30 CURB & GUTTER
- EXISTING TREE LINE

MASTER PRELIMINARY PLAT
MAPLE WOODS VILLAGE SEC C
LOT 084127 06100 &
LOT 084128 02301

ATOKA, TENNESSEE

DATE: 6/16/21

OWNER/DEVELOPER:
MUNFORD DEVELOPMENT COMPANY
382 ATOKA McCLAUGHLIN DR. A.
ATOKA, TN 38004
PH: 901-837-3145

TAX MAP: 127 & 128
PARCEL ID: 061.00 & 023.01

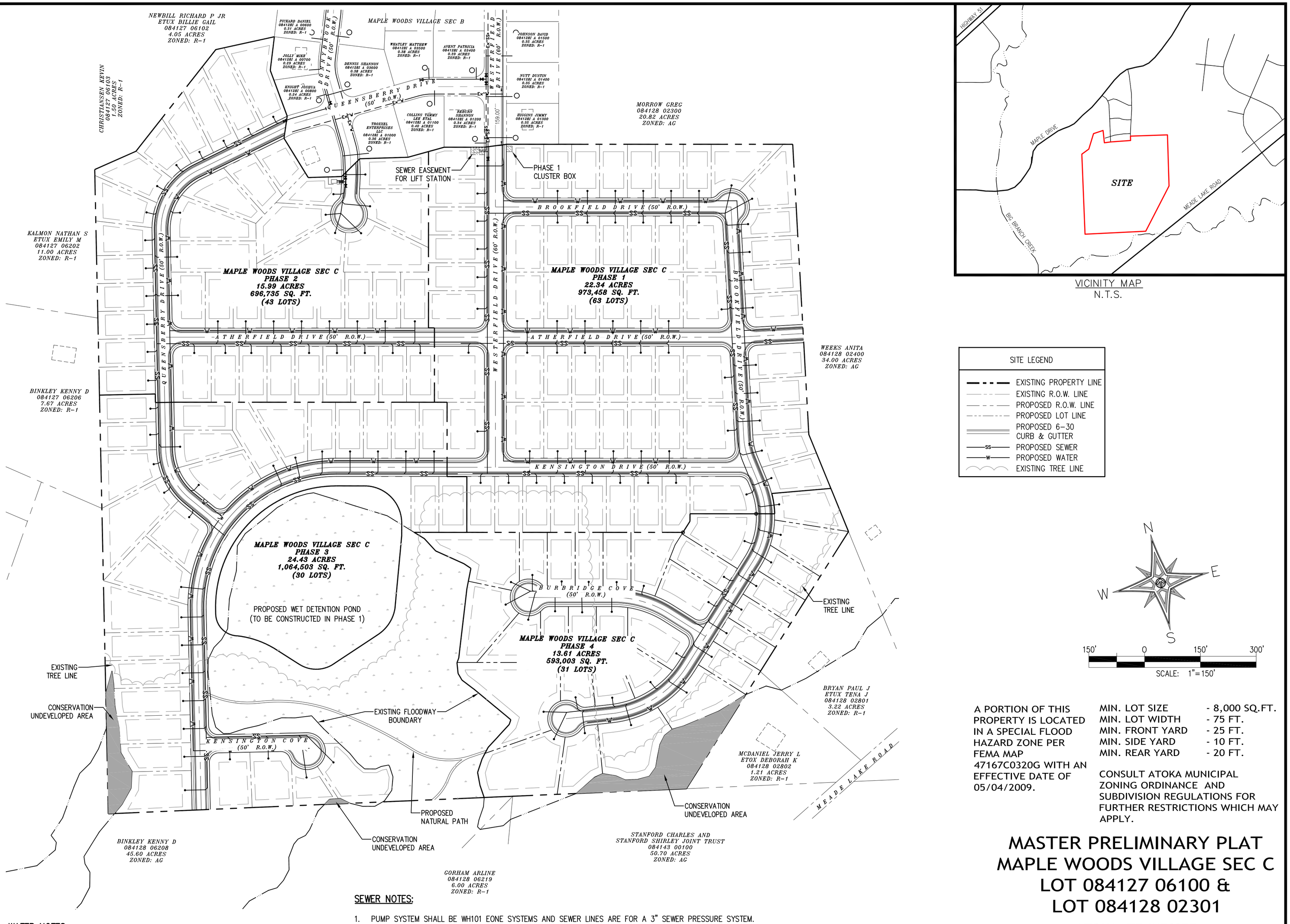
LEPA JOB: 1150-04

AREA: 79.68 ACRES
TOTAL LOTS: 167
DATE: JUNE 16, 2021

ZONED: R-2
SCALE: 1"=150'
SHEET 1 OF 3

Ledford
Engineering • Planning • Architecture
5567 Commander Drive, Suite 105, Arlington, TN 38002
phone: 901.867.5220 fax: 901.867.5331

Z:\1150\-04 Maple Village\CONSTRUCTION DRAWINGS\MASTER PRELIMINARY PLAT.dwg



VICINITY MAP
N.T.S.

SITE LEGEND

- EXISTING PROPERTY LINE
- EXISTING R.O.W. LINE
- PROPOSED R.O.W. LINE
- PROPOSED LOT LINE
- PROPOSED 6-30 CURB & GUTTER
- SS — PROPOSED SEWER
- W — PROPOSED WATER
- EXISTING TREE LINE

A PORTION OF THIS PROPERTY IS LOCATED IN A SPECIAL FLOOD HAZARD ZONE PER FEMA MAP 47167C0320G WITH AN EFFECTIVE DATE OF 05/04/2009.

MIN. LOT SIZE	- 8,000 SQ.FT.
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CONSULT ATOKA MUNICIPAL ZONING ORDINANCE AND SUBDIVISION REGULATIONS FOR FURTHER RESTRICTIONS WHICH MAY APPLY.

WATER NOTES:

1. ALL WATER MAINS TO BE CLASS 200 PVC.
2. ALL FITTINGS TO BE MECHANICAL JOINT FITTINGS.
3. DEVELOPER RESPONSIBLE FOR WATER SERVICE LINES (¾" COPPER) AND METER BOX.
4. ALL CONSTRUCTION TO MEET OR EXCEED TOWN OF ATOKA STANDARD SPECIFICATIONS.
5. ALL MAIN LINE VALVES TO BE IN PAVEMENT AREA OF STREETS.
6. SEE FIRE HYDRANT DETAIL FOR LOCATION OF FIRE HYDRANTS ON LOTS.
7. PLACE VALVE AT BACK OF CURB WITH CONCRETE COLLAR AS INDICATED.

SEWER NOTES:

1. PUMP SYSTEM SHALL BE WH101 EONE SYSTEMS AND SEWER LINES ARE FOR A 3" SEWER PRESSURE SYSTEM.
2. SEWER TAPS TO BE LOCATED NEAR CENTER OF EACH LOT OR AS REQUIRED FOR DRIVE WAY CONNECTIONS.
3. ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE CITY OF ATOKA STANDARD SPECIFICATIONS.
4. ALL SEWER LINES TO BE PVC, CLASS 200.
5. MINIMUM DEPTH OF THREE (5) FEET ON PRESSURE LINES AND FORCE MAINS.
6. ALL LINES TO BE TESTED AT 120 PSI.
7. ALL SERVICES LINES TO BE 1¼" PVC. SCHEDULE 40.
8. INSTALL SEWER LINES WITH 12 GAGE INSOLATED COPPER WIRE FOR TONING.
9. ALL CHECK VALVES MUST BE FLAPPER CHECK VALVES.

MASTER PRELIMINARY PLAT
MAPLE WOODS VILLAGE SEC C
LOT 084127 06100 &
LOT 084128 02301

ATOKA, TENNESSEE

DATE: 6/16/21

OWNER/DEVELOPER:
MUNFORD DEVELOPMENT COMPANY
382 ATOKA McCLAUGHLIN DR. A.
ATOKA, TN 38004
PH: 901-837-3145

TAX MAP: 127 & 128
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LEPA JOB: 1150-04

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SHEET 2 OF 3

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Z:\1150\-04 Maple Village\CONSTRUCTION DRAWINGS\MASTER PRELIMINARY PLAT.dwg

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_____
SIGNATURE OF OWNER

CERTIFICATE OF ACCURACY OF SURVEY

I ROBERT LANCE LANIER HEREBY TO THE BEST OF MY (OUR) KNOWLEDGE AND BELIEF THAT THIS IS A TRUE AND ACCURATE SURVEY OF THE PROPERTY SHOWN HEREON; THAT THIS IS A CLASS 1 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. I (WE) FURTHER CERTIFY THAT THE SURVEY OF THE LANDS EMBRACED WITHIN SAID PLAT HAVE BEEN CORRECTLY MONUMENTED IN ACCORDANCE WITH THE SUBDIVISION REGULATIONS OF THE TOWN OF ARLINGTON, TENNESSEE.

_____
DATE REGISTERED SURVEYOR

CERTIFICATE FOR ADEQUACY OF STORM DRAINAGE

I KEVIN D. LEDFORD , DO HEREBY CERTIFY THAT I AM A REGISTERED PROFESSIONAL CIVIL ENGINEER, AND THAT I HAVE DESIGNED ALL STORM WATER DRAINAGE FOR THIS SUBDIVISION IN ACCORDANCE WITH THE ATOKA MUNICIPAL SUBDIVISION REGULATIONS TO ASSURE THAT IN MY PROFESSIONAL OPINION NEITHER SAID SUBDIVISION OR THE ADJOINING PROPERTIES WILL BE DAMAGED.

IN WITNESS WHEREOF, I, THE SAID KEVIN D. LEDFORD, PROFESSIONAL CIVIL ENGINEER, HEREUNTO SET OUT BY HAND AND AFFIX MY SEAL THIS_____ DAY OF_____, 2021.

_____
KEVIN D. LEDFORD
PROFESSIONAL CIVIL ENGINEER
STATE OF TENNESSEE
CERTIFICATE NO. 101945

CERTIFICATE OF ACCURACY OF ENGINEERING AND DESIGN

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_____ _____
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_____ _____
DATE TOWN OR COUNTY ROAD ENGINEER OR OTHER APPROVING AGENT

CERTIFICATE OF APPROVAL OF STREETS

I HEREBY CERTIFY; (1) THAT THE STREETS HAVE BEEN INSTALLED IN AN ACCEPTABLE MANNER AND ACCORDING TO SPECIFICATIONS, OR (2) THAT A SECURITY BOND IN THE AMOUNT OF $ HAS BEEN POSTED WITH THE PLANNING COMMISSION TO ASSURE COMPLETION OF ALL REQUIRED IMPROVEMENTS FOR THIS SUBDIVISION, IN CASE OF DEFAULT.

_____ _____
DATE TOWN ENGINEER OR COUNTY ROAD ENGINEER OR OTHER APPROVING AGENT

CERTIFICATE OF APPROVAL FOR SUBDIVISION AND STREET NAMES

I,_____ , DO HEREBY CERTIFY THAT I HAVE REVIEWED THE PROPOSED SUBDIVISION AND CERTIFY THAT THE NAME OF THE SUBDIVISION AND/OR NAME(S) OF THE STREET(S) WITHIN THIS PROPOSED SUBDIVISION DO NOT CONFLICT WITH OTHER SUBDIVISIONS AND STREET NAMES FOR EMERGENCY SERVICE PURPOSES.

_____ _____
DATE DIRECTOR OF 911 ADDRESSING

SURETY INSTRUMENT IN LIEU OF COMPLETED IMPROVEMENTS

A BOND SURETY INSTRUMENT IN THE AMOUNT OF $_____ REQUIRED PRIOR TO PLANNING COMMISSION FINAL APPROVAL, FOR ROAD CONSTRUCTION CERTIFICATE RECEIVED ON _____ FOR THE FINAL PLAT.

_____ _____
DATE SIGNATURE

STATE OF TENNESSEE, COUNTY OF TIPTON

BEFORE ME, THE UNDERSIGNED A NOTARY PUBLIC IN AND FOR THE STATE AND COUNTY AFORESAID, DULY COMMISSIONED AND QUALIFIED PERSONALLY APPEARED _____, WITH WHOM I AM PERSONALLY ACQUAINTED AND WHO, UPON OATH ACKNOWLEDGED HIMSELF TO BE THE OWNER OF MAPLE WOODS VILLAGE, PHASE 1 AND HE AS SUCH OWNER EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSE THEREIN CONTAINED BY SIGNING HIS NAME AS OWNER.

IN WITNESS WHEREOF, I HEREUNTO SET OUT BY HAND AND AFFIX MY SEAL THIS_____ DAY OF _____ , 2021.

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(NOTARY PUBLIC)

MY COMMISSION EXPIRES: _____

CERTIFICATE OF APPROVAL OF WATER, SEWER AND DRAINAGE SYSTEM

I,_____ , DO HEREBY CERTIFY THAT I HAVE REVIEWED THE WATER, SEWER, AND DRAINAGE SYSTEMS PLANS FOR THIS SUBDIVISION AND CERTIFY THAT THEY MEET THE REQUIREMENTS OF THE MUNICIPAL SUBDIVISION REGULATIONS AND TECHNICAL SPECIFICATIONS OF THE TOWN OF ATOKA AND ARE HEREBY APPROVED.

_____ _____
DATE PUBLIC WORKS SUPERVISOR

PLANNING COMMISSION CERTIFICATE OF APPROVAL OF THE FINAL PLAT

I, _____, DO HEREBY CERTIFY THAT THE ATOKA MUNICIPAL/REGIONAL PLANNING COMMISSION HAS APPROVED THIS FINAL PLAT OF SUBDIVISION FOR RECORDING.

_____ _____
DATE SECRETARY, ATOKA MUNICIPAL/REGIONAL PLANNING COMMISSION

GENERAL NOTES AND CONDITIONS

1. THERE IS A 15' UTILITY EASEMENT ALONG THE FRONT OF ALL LOTS IN THIS SUBDIVISION UNLESS NOTED OTHERWISE.
2. A MINIMUM OF 24-HOURS PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE TOWN OF ATOKA CODE ENFORCEMENT OFFICE AT 901-837-5308.
3. ALL NEWLY CUT OR FILLED AREAS LACKING ADEQUATE VEGETATION, SHALL BE SEEDED, MULCHED, FERTILIZED AND/OR SODDED AS REQUIRED TO EFFECTIVELY CONTROL SOIL EROSION.
4. THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE APPROXIMATE AND NOT NECESSARILY ALL OF THE SAME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE UTILITY COMPANIES WHICH MAINTAIN A UTILITY LINE WITHIN THE BOUNDARIES OF THE PROJECT. THE CONTRACTOR SHALL ALSO ASSUME FULL RESPONSIBILITY FOR DAMAGE TO ANY UTILITIES ENCOUNTERED WITHIN CONSTRUCTION PERIMETERS, WHETHER SHOWN ON THE CONSTRUCTION PLANS OR NOT, DURING WORK ON THE PROJECT. FOR SITE LOCATION OF EXISTING UTILITIES INVOLVING ATOKA WATER, POPLAR GROVE UTILITY, RITTER, AND/OR SOUTHWEST ELECTRIC, CALL 1-800-351-1111. FOR SEWER LOCATIONS CALL 901-837-5300.
5. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES.
6. ALL FILL SOILS SHALL BE COMPACTED TO A MINIMUM OF 95% OF STANDARD PROCTOR DENSITY (ASTM D-698) WITHIN 3% OF OPTIMUM MOISTURE CONTENT IN LIFTS NOT TO EXCEED SIX (6) INCHES OF COMPACTED THICKNESS.
7. ALL CONSTRUCTION MATERIAL AND PROCEDURES SHALL MEET OR EXCEED THE REQUIREMENTS OF THE TOWN OF ATOKA STANDARD CONSTRUCTION SPECIFICATIONS.
8. PROPERTY LINES SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. GRADING, CLEARING AND THE ERECTION OR REMOVAL OF FENCES ALONG PROPERTY LINES SHALL BE FULLY CORRDINATED WITH ADJACENT PROPERTY OWNERS.
9. ALL STORMWATER DETENTION AREAS (DETENTION PONDS) WITHIN THE COMMON AREAS ARE PRIVATE AND ARE TO BE MAINTAINED BY THE HOME OWNER'S ASSOCIATION. ANY REQUIRED STRUCTURAL REPAIRS TO THE STORMWATER DETENTION AND MAINTENANCE OF THE CLUSTER BOXES SHALL BE THE RESPONSIBILITY OF THE HOA. ANY ALTERATIONS TO THE DETENTION PONDS MUST HAVE PRIOR APPROVAL BY THE TOWN OF ATOKA.
10. FINISH FLOOR ELEVATION SHOULD BE A MINIMUM OF 24" ABOVE THE TOP OF CURB ELEVATION.
11. STREET LIGHTING AND TRANSFORMER LOCATION SHALL BE COORDINATED BY THE DEVELOPER WITH SOUTHWEST TENNESSEE ELECTRIC CORPORATION.
12. CURB CUT LOCATIONS SHALL BE DETERMINED BY BUILDING AT THE TIME OF CONSTRUCTION. BUILDER SHALL SUBMIT A PLOT PLAN TO TOWN OF ATOKA FOR PERMITTING.
13. THE BUILDER SHALL ADHERE TO TREE PLANTING REQUIREMENTS AS SET FORTH IN THE ATOKA MUNICIPAL SUBDIVISION REGULATIONS UNDER ARTICLE IV SECTION L.3.
14. PROPOSED DETENTION POND TO BE CONSTRUCTED IN PHASE 1.

A PORTION OF THIS PROPERTY IS LOCATED IN A SPECIAL FLOOD HAZARD ZONE PER FEMA MAP 47167C0320G WITH AN EFFECTIVE DATE OF 05/04/2009.

MIN. LOT SIZE	- 8,000 SQ.FT.
MIN. LOT WIDTH	- 75 FT.
MIN. FRONT YARD	- 25 FT.
MIN. SIDE YARD	- 10 FT.
MIN. REAR YARD	- 20 FT.

CONSULT ATOKA MUNICIPAL ZONING ORDINANCE AND SUBDIVISION REGULATIONS FOR FURTHER RESTRICTIONS WHICH MAY APPLY.

MASTER PRELIMINARY PLAT
MAPLE WOODS VILLAGE SEC C
LOT 084127 06100 &
LOT 084128 02301

ATOKA, TENNESSEE

DATE: 6/16/21

OWNER/DEVELOPER:
MUNFORD DEVELOPMENT COMPANY
382 ATOKA McCLAUGHLIN DR. A.
ATOKA, TN 38004
PH: 901-837-3145

TAX MAP: 127 & 128
PARCEL ID: 061.00 & 023.01

LEPA JOB: 1150-04

AREA: 79.68 ACRES
TOTAL LOTS: 167
DATE: JUNE 16, 2021

ZONED: R-2
SCALE: 1"=150'
SHEET 3 OF 3

Ledford
Engineering • Planning • Architecture
5567 Commander Drive, Suite 105, Arlington, TN 38002
phone: 901.867.5220 fax: 901.867.5331

Z:\1150\-04 Maple Village\CONSTRUCTION DRAWINGS\MASTER PRELIMINARY PLAT.dwg

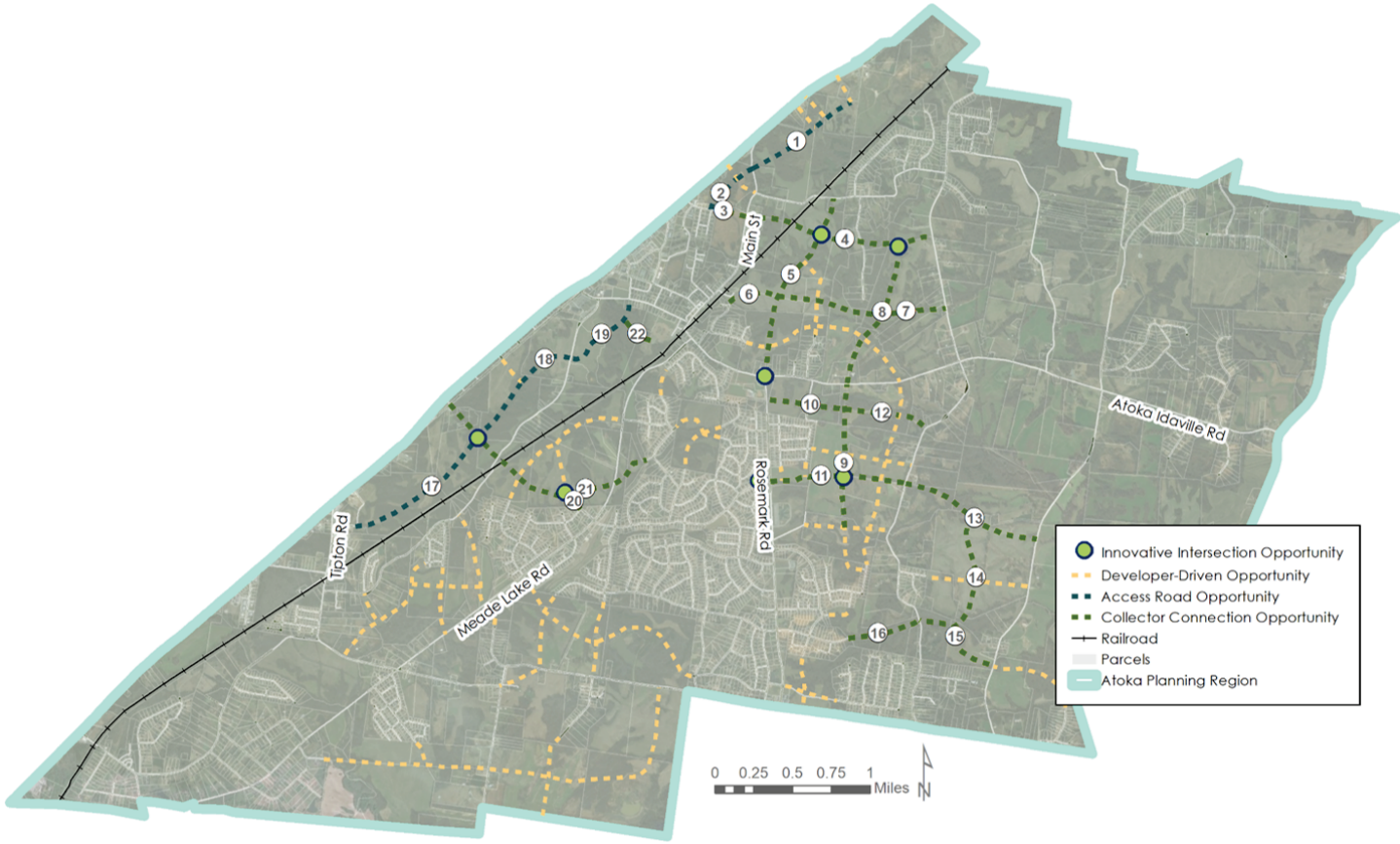
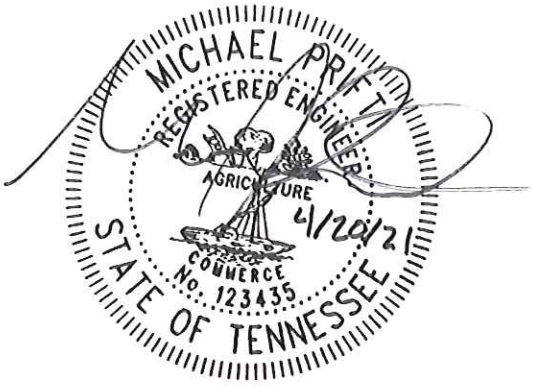


Figure 13 Illustrative Roadway Connection Opportunities

Traffic Impact Analysis

Maple Drive – Residential Subdivision

Atoka, TN



April 20, 2021

Kimley»Horn

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1.0 EXECUTIVE SUMMARY

Ledford Engineering Planning & Architecture is assisting with the development of a piece of property south of Maple Drive in Atoka, TN. The property is currently undeveloped and is bound by an existing residential subdivision to the north and undeveloped property to the south, east, and west. This development is proposed to consist of 168 single-family houses and is expected to be fully constructed by the end of 2023. The subject development is proposed to connect to the existing Maple Woods Village subdivision south of Maple Drive, with proposed roads connecting to Donnybrook Drive and Westerfield Drive. For the purposes of this study, it was assumed that the proposed development will be constructed in a single phase. The purpose of this study is to determine the potential traffic impacts of this proposed development on the adjacent roadways and intersections and identify potential solutions to mitigate those impacts. The Existing (2021), No-Build (2023) and Build (2023) traffic conditions were evaluated as part of this traffic study.

Based on the results of the analyses, it was determined that the proposed development will not have impacts on the surrounding road network and study intersections. The study intersections consisted of Maple Drive at Donnybrook Drive and Maple Drive at Westerfield Drive. All movements and approaches at these intersections are expected to operate at LOS A in the No-Build and Build conditions in the AM and PM peak hours. The Florida Department of Transportation *2012 FDOT Quality/Level of Service Tables* provides guidance for determining the Level of Service of road segments based on various criteria. As outlined in Table 2 of the Florida Department of Transportation *2012 FDOT Quality/Level of Service Tables* for Transitioning Areas and Areas Over 5,000 Not In Urbanized Areas*,* Maple Drive is considered a Class II roadway with a posted speed limit of 35 MPH or lower. The threshold for LOS C for two-lane undivided Class II state signalized arterials is an AADT of 6,500 vehicles. Maple Drive is a non-state signalized roadway, which reduces the AADT threshold of 6,500 vehicles by 10% to an AADT threshold of 5,850 vehicles. The AADT on Maple Drive in 2019 was approximately 728 vehicles, indicating that Maple Drive currently operates at the minimum LOS C outlined in Table 2 of the *FDOT Quality/Level of Service Tables.* With the addition of the development traffic and potential background traffic growth, the future estimated AADT in 2023 is 2,200 vehicles. Maple Drive will continue to operate at LOS C or better with or without the proposed development. No recommendations are made for this development.

2.0 INTRODUCTION

Ledford Engineering Planning & Architecture is assisting with the development of a piece of property located south of Maple Drive in Atoka, TN. The property is currently undeveloped and is bound by an existing residential subdivision to the north and undeveloped property to the south, east, and west. This development is proposed to consist of 168 single-family houses and is expected to be fully constructed by the end of 2023. The subject development is proposed to connect to the existing Maple Woods Village subdivision south of Maple Drive, with proposed connecting to Donnybrook Drive and Westerfield Drive. For the purposes of this study, it was assumed that the proposed development will be constructed in a single phase. The purpose of this study is to determine the potential traffic impacts of this proposed development on the adjacent roadways and intersections and identify potential solutions to mitigate those impacts. The Existing (2021), No-Build (2023) and Build (2023) traffic conditions were evaluated as part of this traffic study.

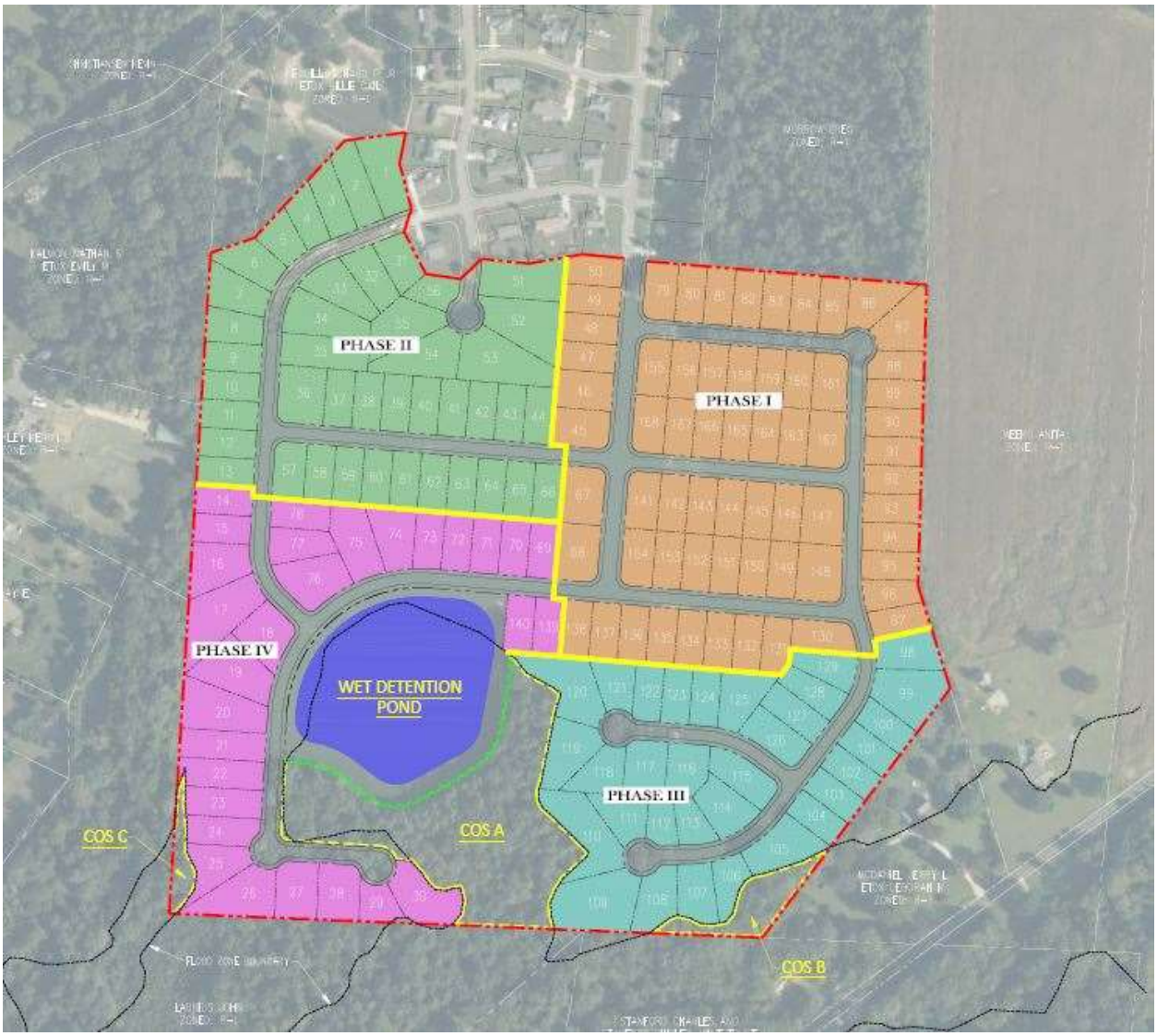
2.1 Project Location

The proposed development is located south of the existing Maple Woods Village subdivision located along Maple Drive in Atoka, TN. The project location is shown on the vicinity map in Error! Reference source not found.. A preliminary site plan is shown in **Figure 2**.

The development is proposed to provide access to Maple Drive at the existing full-access Donnybrook Drive and Westerfield Drive locations.

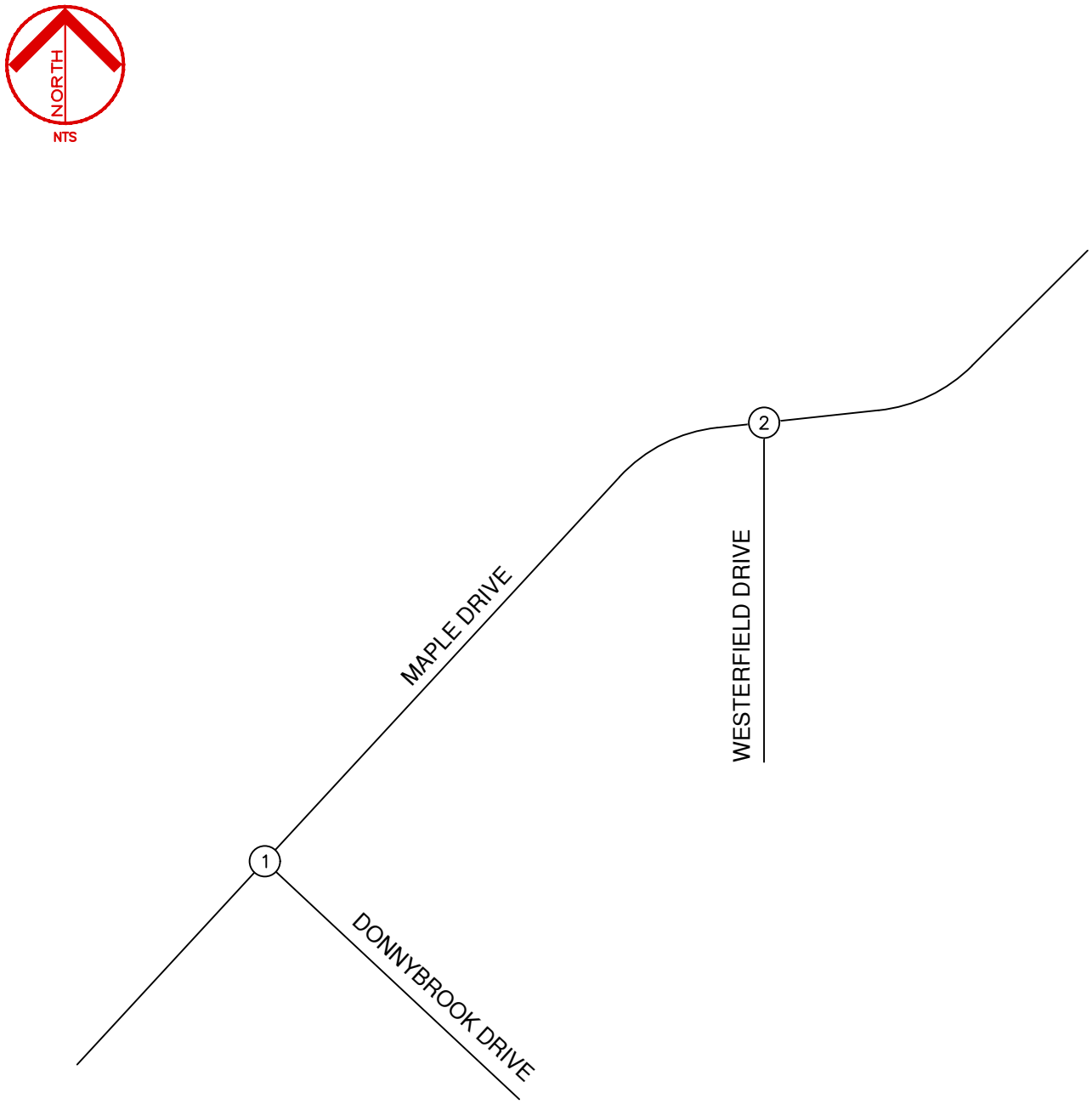
Figure 1: Vicinity Map

Figure 2: Preliminary Site Plan



The following intersections were evaluated as part of this traffic study and are shown in **Figure 3**.

1. Maple Drive at Donnybrook Drive
2. Maple Drive at Westerfield Drive



STUDY INTERSECTIONS

1. Donnybrook Drive at Maple Drive
2. Westerfield Drive at Maple Drive

LEGEND:

(1) Study Area Key Intersection

FIGURE 3
MAPLE DRIVE
RESIDENTIAL SUBDIVISION
STUDY AREA

2.2 Data Collection and Study Methodology

Traffic counts were conducted at the study intersections in April 2021 during the AM and PM peak hours as a part of this project. These traffic counts are provided in **Appendix A**.

Historic traffic counts conducted over the last 10 years were obtained from the Tennessee Department of Transportation (TDOT). A trend line analysis of these counts indicates that traffic in this area has grown at a rate of 1.31% per year over the last 10 years and declined at a rate of -1.06% over the past five years. Based on this information, a conservative background growth rate of 1.50% per year was used to account for traffic growth in this area from 2021 to the project build year of 2023. A higher growth rate was used for this study to account for the significant portion of undeveloped land in the surrounding area. A copy of these calculations can be found in **Appendix A.**

The methodology used for this study is consistent with the Institute of Transportation Engineers (ITE) recommendations for conducting a traffic impact analysis. The number of trips expected to be generated by the development were determined using the ITE *Trip Generation Manual, 10th Edition*. The distribution of trips generated from the proposed development was estimated based on existing traffic patterns, the proposed development, and existing land use of the surrounding area. Based on the expected trip distribution, the project trips were assigned to the adjacent roadway and intersections. Capacity analyses of the study intersections were conducted for the existing conditions and for the proposed development. To determine the traffic volumes for the proposed development, the site traffic was added to the background traffic for the appropriate analysis years, as described above. All capacity analyses were conducted in accordance with the methods and procedures outlined in the most current version of the Transportation Research Board *Highway Capacity Manual*.

2.3 Intersection Capacity Analysis

Intersection capacity is defined as the maximum number of vehicles that can pass through an intersection within a fixed time duration. Level of Service (LOS) is used to describe the operating characteristics of an intersection or roadway under various traffic conditions. LOS is a qualitative measure based on the average delay per vehicle. The Highway Capacity Manual defines six levels of services, LOS A through LOS F, with A representing the shortest average delays and F representing the longest average delays. **Table 1** shows the LOS delay thresholds published in the Highway Capacity Manual for signalized and unsignalized intersections with corresponding definitions that are used as guidelines when determining the LOS.

Table 1: LOS Control Delay Thresholds

LOS	Signalized Intersections – Control Delay Per Vehicle [sec/veh]	Unsignalized Intersections – Average Control Delay [sec/veh]	Relative Delay
A	≤ 10	≤ 10	Short Delays
	Free-flow traffic operations at average travel speeds. Vehicles completely unimpeded in ability to maneuver. Minimal delay at signalized intersections.		
B	> 10 – 20	> 10 – 15	
	Reasonably unimpeded traffic operations at average travel speeds. Vehicle maneuverability slightly restricted. Low traffic delays.		
C	> 20 – 35	> 15 – 25	
	Stable traffic operations. Lane changes becoming more restricted. Travel speeds reduced to half of average free flow travel speeds. Longer intersection delays.		
D	>35 – 55	> 25 – 35	Moderate Delays
	Small increases in traffic flow can cause increased delays. Delays likely attributable to increased traffic, reduced signal progression and adverse timing.		
E	>55 – 80	> 35 – 50	
	Significant delays. Travel speeds reduced to one third of average free flow travel speed.		
F	> 80	> 50	Long Delays
	Extremely low speeds. Intersection congestion. Long delays. Extensive traffic queues at intersections.		

Source: Highway Capacity Manual, Transportation Research Board, Washington, D.C., 2010

3.0 EXISTING CONDITIONS

An analysis of the existing conditions for the subject intersections and existing roadway characteristics was conducted to provide a basis of comparison to the future traffic scenarios. Maple Drive is a two-lane road with a 30 MPH speed limit. Donnybrook Drive and Westerfield Drive are two-lane roads with a 30 MPH speed limit that provide full access to Maple Drive from the existing Maple Woods Village Subdivision. The existing lane configuration and traffic control for each study intersection is shown in **Figure 4**.

Peak hours of traffic flow were determined from the traffic counts collected in April 2021. The existing AM and PM peak hour traffic volumes for the subject intersections are summarized in **Figure 5**.

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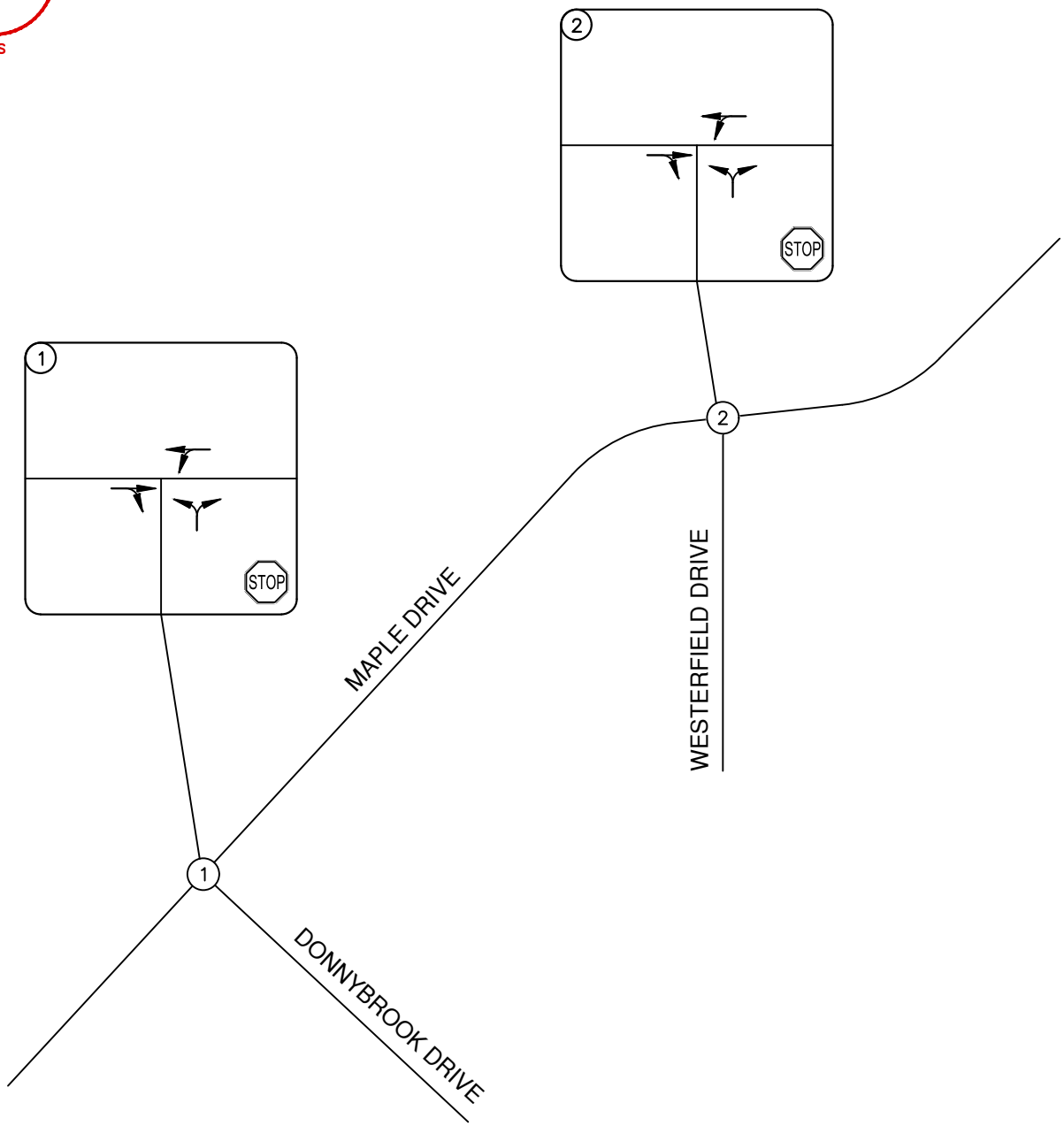

FIGURE 4
MAPLE DRIVE
RESIDENTIAL SUBDIVISION
2021 EXISTING LANE
CONFIGURATION AND CONTROL

LEGEND:

(1) Study Area Key Intersection

STOP Stop Controlled Approach

Kimley»Horn

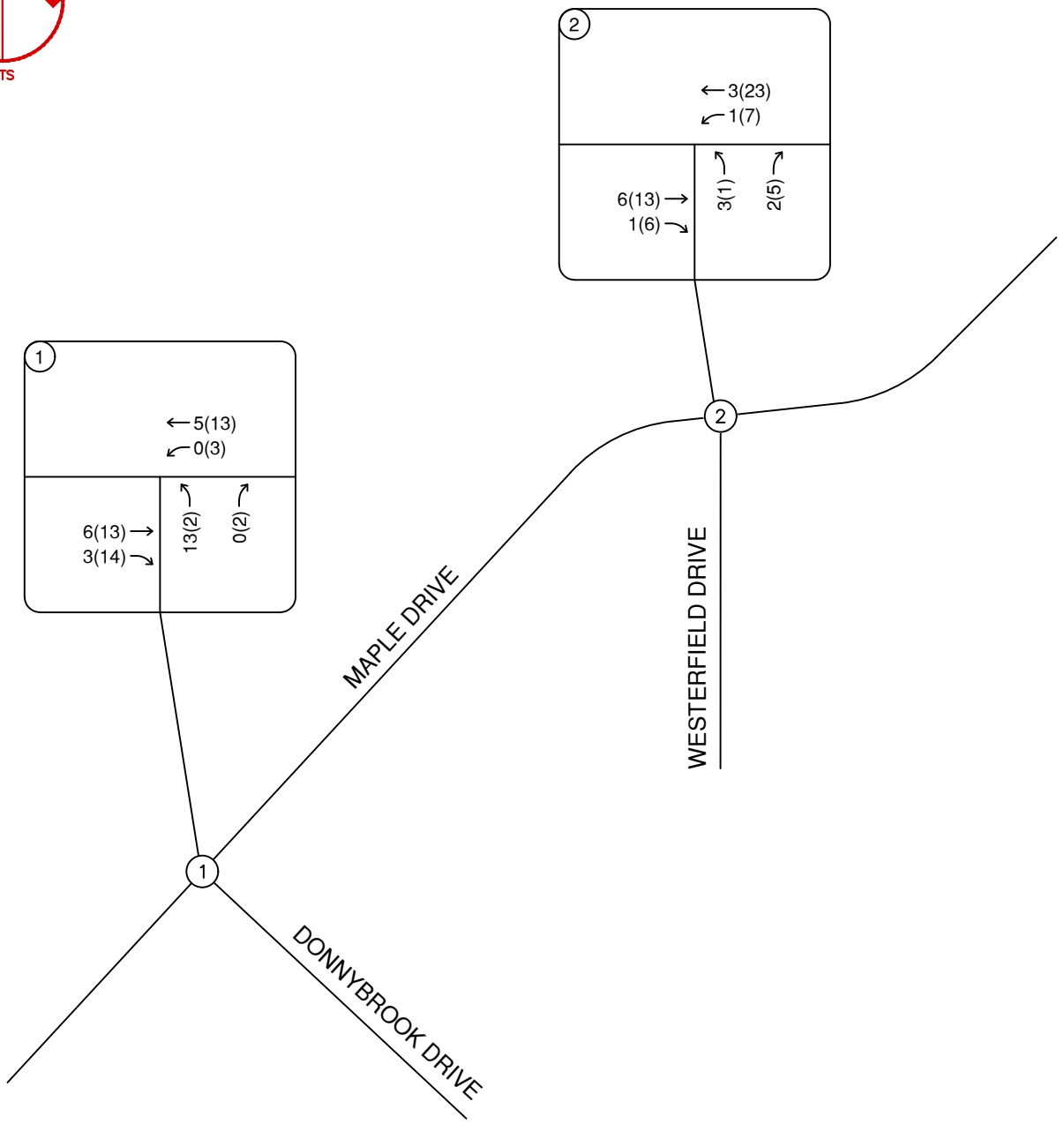

FIGURE 5
MAPLE DRIVE
RESIDENTIAL SUBDIVISION
2021 EXISTING PEAK HOUR
TRAFFIC VOLUMES

LEGEND:

(1)	Study Area Key Intersection
←XX(XX)	AM(PM) Peak Hour Traffic Volumes

4.0 FUTURE CONDITIONS

This section describes the process used to determine the future background traffic volumes, the projected number of new trips the proposed site will generate, and how this new site traffic is projected to use the roadway network.

4.1 Background Traffic

This proposed development is expected to be constructed by the end of 2023. Background traffic volumes for this future year was obtained by increasing the existing 2021 traffic volumes by an amount that represents potential growth of traffic in the study area, based upon historic growth trends. As previously stated, a growth rate of 1.5% per year was used for this study. These projected background traffic volumes are provided in **Figure 6**.

4.2 Project Traffic

Project traffic is the number of vehicle trips expected to be generated by the proposed development. These traffic volumes were estimated and then assigned to the road network for the "Build" condition.

Trip Generation

The Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* was used to determine the number of trips expected to be generated by the proposed development. Trips for the AM and PM peak hours were determined using the average rates as provided in the ITE Manual for the AM and PM peak hour of Adjacent Street Traffic. The average rates for vehicle trip generation per dwelling unit are 9.44, 0.74, and 0.99 for Daily, AM, and PM peak hour trips, respectively. For this land use, the intensity matches the data points provided in the ITE Trip Generation Manual for the average rate better than the fitted curve equation. A summary of the land use and intensity planned for this development is shown in **Table 2**.

Table 2: Trip Generation Summary Table

Trip Generation Table										
ITE Code	Land Use Type	Intensity		Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				Total	Total	In	Out	Total	In	Out
210	Single-Family Detached Housing	168	D.U.	1,586	124	31	93	166	105	61
Total Project Trips				**1,586**	**124**	**31**	**93**	**166**	**105**	**61**

This development is proposed to consist of multiple single-family detached residential units with no other land uses. Therefore, pass-by trip reductions and internal capture reductions are not applicable.

Trip Distribution and Assignment

The distribution of trips going to and from the proposed development was estimated based on existing traffic counts, development of the surrounding area, and the location of businesses, schools, and places of work in the area. As shown in **Figure 7**, it was estimated that 90% of the traffic generated by this development would be oriented to the west on Maple Drive and 10% from the east on Maple Drive during the AM peak hour. During the PM peak hour, 65% of the traffic generated by this development is expected to be oriented to the west on Maple Drive and 35% from the east on Maple Drive.

Based on the distribution of trips, traffic generated by the site was assigned to the roadway network and added to the background traffic to obtain the total 2023 "Build" traffic. The site traffic distribution percentages and assigned peak hour volumes for the proposed site are shown in **Figure 7**. Total peak hour traffic volumes (background plus site traffic) for the full build-out are shown in **Figure 8**. A copy of the intersection volume spreadsheets detailing the total volume calculations can be found in **Appendix B.**

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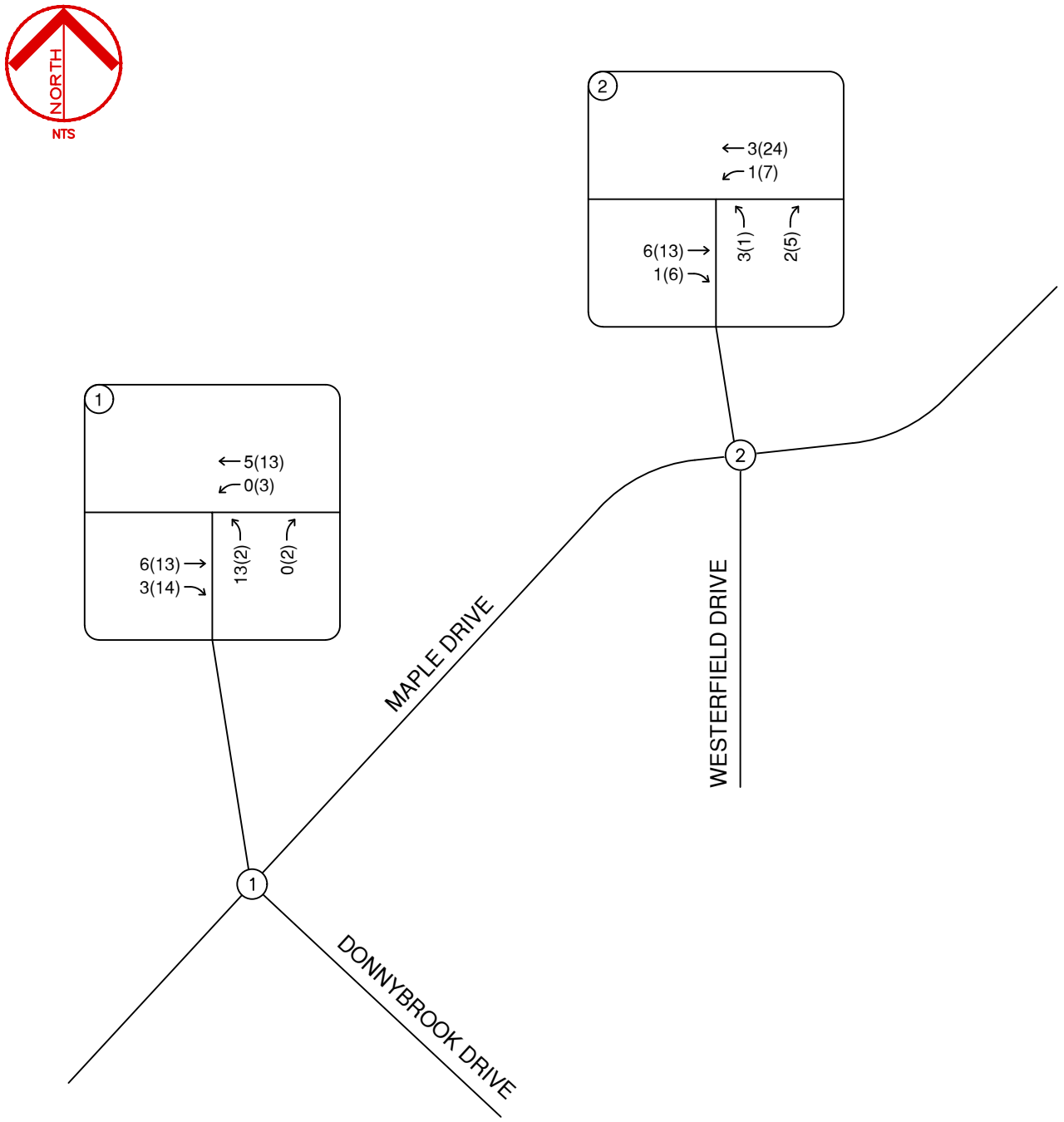

FIGURE 6
MAPLE DRIVE
RESIDENTIAL SUBDIVISION
2023 NO-BUILD PEAK HOUR
TRAFFIC VOLUMES

LEGEND:

(1)	Study Area Key Intersection
←XX(XX)	AM(PM) Peak Hour Traffic Volumes

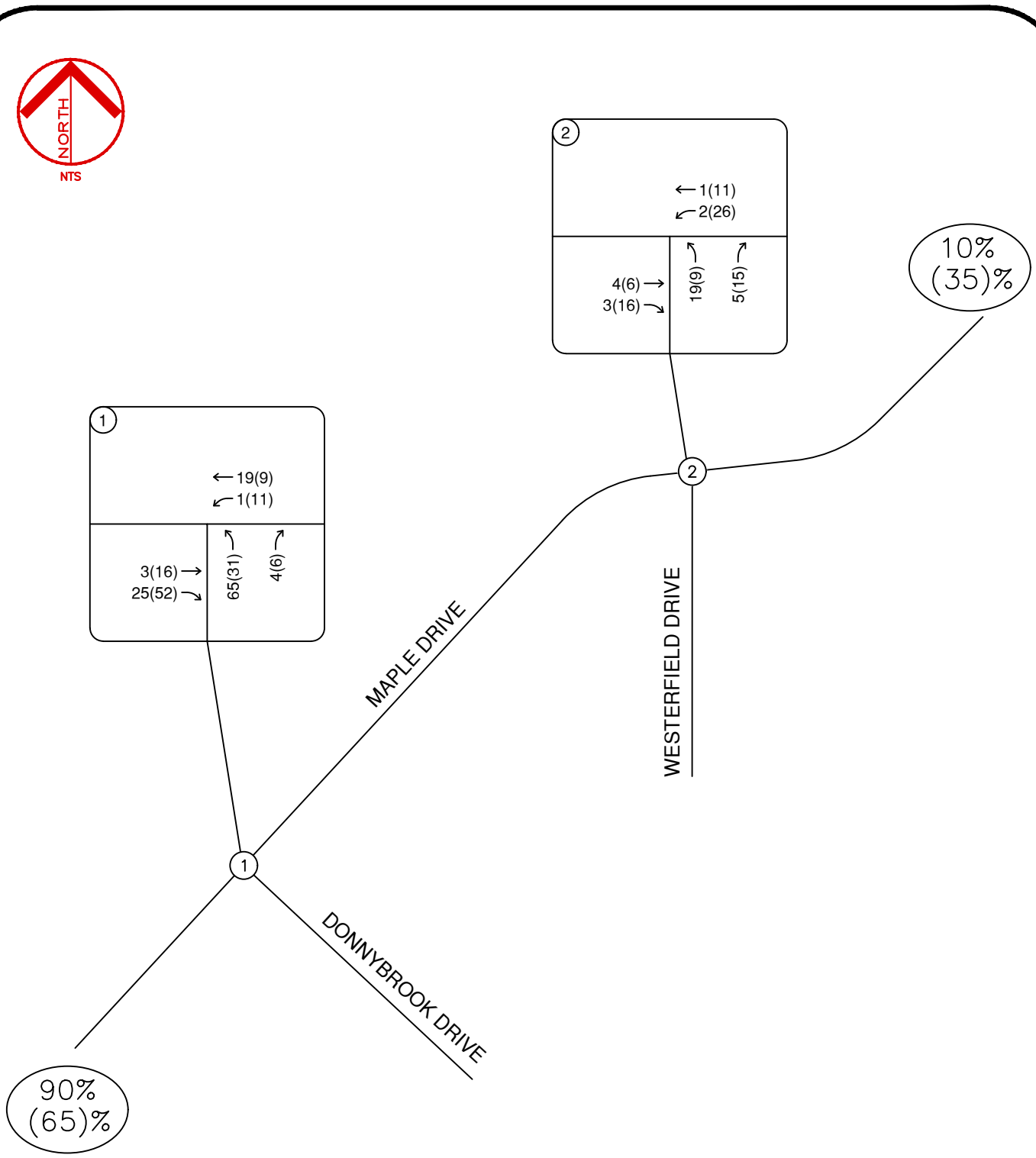

FIGURE 7
MAPLE DRIVE
RESIDENTIAL SUBDIVISION
SITE TRAFFIC DISTRIBUTION
AND ASSIGNMENT

LEGEND:

(1) Study Area Key Intersection

←XX(XX) AM(PM) Peak Hour Traffic Volumes

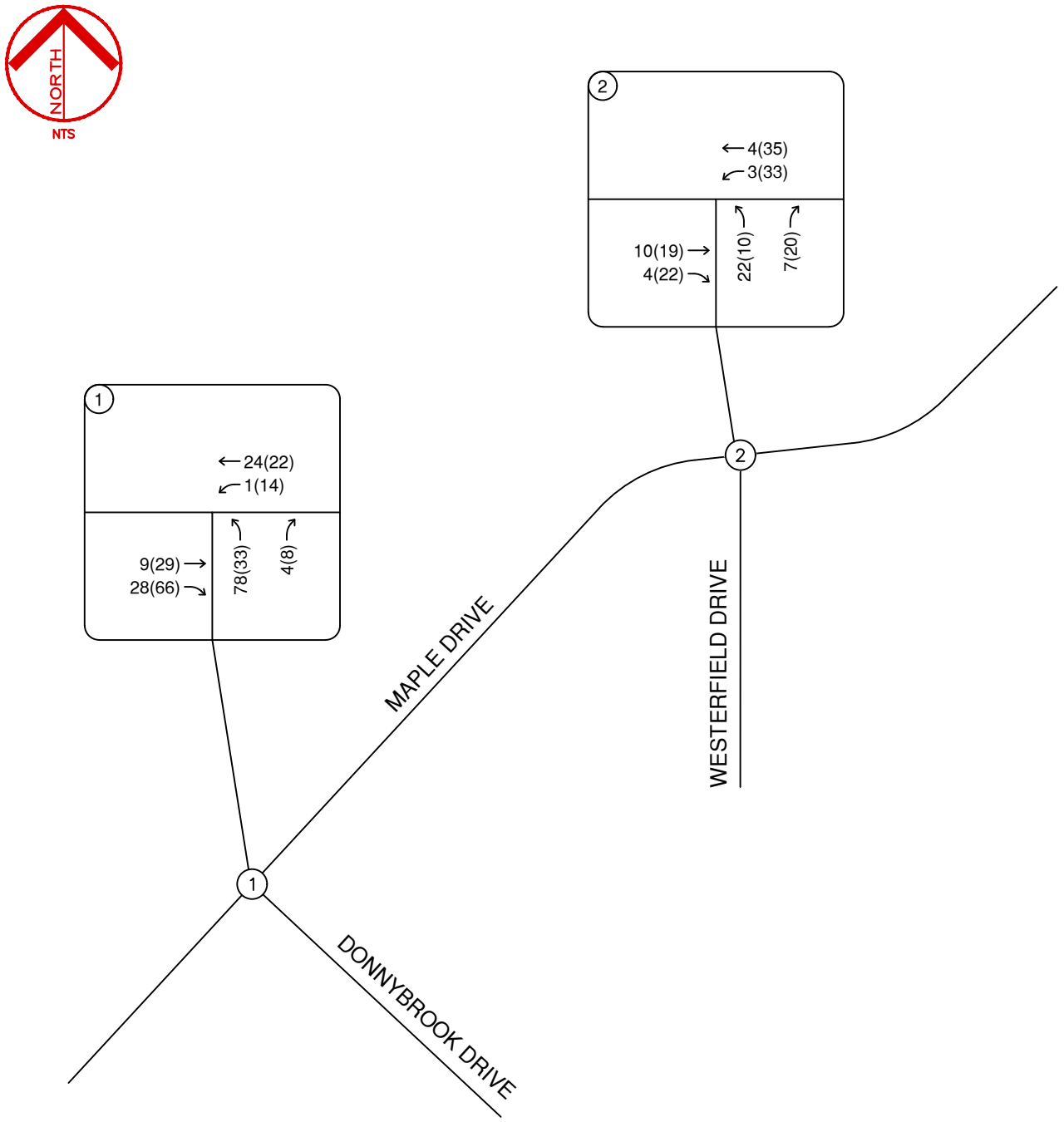

FIGURE 8
MAPLE DRIVE
RESIDENTIAL SUBDIVISION
2023 BUILD PEAK HOUR
TRAFFIC VOLUMES

LEGEND:

(1)	Study Area Key Intersection
←XX(XX)	AM(PM) Peak Hour Traffic Volumes

5.0 LEVEL OF SERVICE ANALYSIS

The traffic volumes for the existing and future conditions were analyzed using the Highway Capacity Manual methodologies to determine the average vehicle delay and LOS for the AM and PM peak hours. The following scenarios were analyzed and are described below:

- Existing (2021)
- No-Build (2023)
- Build (2023)

Existing (2021)

The existing AM and PM peak hour conditions were analyzed to establish the existing conditions as the baseline to be used for comparison using the traffic counts conducted as previously described.

No-Build and Build (2023)

The developer expects the site to be fully built out and occupied by the end of 2023. The 2023 No-Build and Build conditions were analyzed to determine how the full build-out conditions will impact the surrounding road network. The No-Build condition consists of an analysis of the existing roadway and traffic control conditions with the expected background growth in traffic between 2021 and the end of 2023, with no development on this site. The Build condition consists of an analysis of the 2023 background traffic plus the project traffic expected to be generated by the development. The impact of the development can be determined by comparing the results of these two conditions.

The results of the analyses for these three conditions for each study intersection are described below and provided in the tables in **Appendix C**. Copies of the capacity analysis reports for each scenario can be found in **Appendix D**. **Table 3** provides a summary of the expected overall intersection delay and LOS for each intersection and analysis scenario in the AM and PM peak hours

5.1 Intersection Analyses

All movements discussed in the following sections were identified as being impacted by the addition of traffic generated by the proposed development in the Build condition. Movements meeting one of the following criteria were defined as being impacted by development traffic:

1. The movement is expected to operate at LOS C or better in the No-Build condition and is expected to operate at LOS D or worse in the Build condition, or
2. The movement is expected to operate at LOS D or worse in the No-Build condition and the addition of the development traffic in the Build condition is expected to cause the LOS for the movement to become worse, or
3. The movement is expected to operate at LOS F in the No-Build condition and is expected to continue to operate at LOS F with the addition of the development traffic in the Build condition but with a higher delay in the Build condition than in the No-Build condition.

For two-way stop-controlled intersections, overall intersection delays and Level of Service are reported as the highest minor street approach values. Individual intersection movements that are expected to operate at LOS C or better in the Build condition were determined to be operating at an acceptable LOS and are not discussed in this section.

Maple Drive at Donnybrook Drive

Maple Drive at Donnybrook Drive is an unsignalized intersection. This intersection provides full access to Maple Drive from the Maple Woods Village subdivision and consists of one southbound entrance lane and one northbound exit lane. As a part of this project, Donnybrook Drive is proposed to extend into the proposed development and provide full access for site traffic to Maple Drive. All movements and approaches are expected to operate at LOS A in the AM and PM peak hours for the No-Build and Build conditions. Therefore, no additional improvements are needed for this intersection.

Maple Drive at Westerfield Drive

Maple Drive at Westerfield Drive is an unsignalized intersection. This intersection provides full access to Maple Drive from the Maple Woods Village subdivision and consists of one southbound entrance lane and one northbound exit lane. As a part of this project, Westerfield Drive is proposed to extend into the proposed development and provide full access for site traffic to Maple Drive. All movements and approaches are expected to operate at LOS A in the AM and PM peak hours for the No-Build and Build conditions. Therefore, no additional improvements are needed for this intersection.

A summary table of the overall intersection delay and LOS for each intersection and analysis scenario is provided in **Table 3**.

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Table 3: Peak Hour Overall Delay and LOS Summary Table by Intersection

AM Peak Hour		Donnybrook Drive at Maple Drive	Westerfield Drive at Maple Drive
Existing (2021)			
	Delay	8.7	8.6
	LOS	(A)	(A)
No-Build (2023)			
	Delay	8.7	8.6
	LOS	(A)	(A)
Build (2023)			
	Delay	9.6	8.9
	LOS	(A)	(A)
PM Peak Hour		Donnybrook Drive at Maple Drive	Westerfield Drive at Maple Drive
Existing (2021)			
	Delay	8.7	8.6
	LOS	(A)	(A)
No-Build (2023)			
	Delay	8.7	8.6
	LOS	(A)	(A)
Build (2023)			
	Delay	9.8	9.2
	LOS	(A)	(A)

* Highest minor street approach delay is displayed for unsignalized intersections.

6.0 RECOMMENDATIONS

Based on the analysis described in **Section 5** and the results shown in **Table 3**, all movements and approaches at the study intersections are expected to operate at LOS A in the No-Build and Build conditions in the AM and PM peak hours. The Florida Department of Transportation *2012 FDOT Quality/Level of Service Tables* provides guidance for determining the Level of Service of road segments based on various criteria. As outlined in Table 2 of the Florida Department of Transportation *2012 FDOT Quality/Level of Service Tables* for Transitioning Areas and Areas Over 5,000 Not In Urbanized Areas*,* Maple Drive is considered a Class II roadway with a posted speed limit of 35 MPH or lower. The threshold for LOS C for two-lane undivided Class II state signalized arterials is an AADT of 6,500 vehicles. Maple Drive is a non-state signalized roadway, which reduces the AADT threshold of 6,500 vehicles by 10% to an AADT threshold of 5,850 vehicles. The AADT on Maple Drive in 2019 was approximately 728 vehicles, indicating that Maple Drive currently operates at the minimum LOS C outlined in Table 2 of the *FDOT Quality/Level of Service Tables.* With the addition of the development traffic and potential background traffic growth, the future estimated AADT in 2023 is 2,200 vehicles. Maple Drive will continue to operate at LOS C or better with or without the proposed development. No recommendations are made for this development.

Appendix Table of Contents

Appendix A

Existing Traffic Counts

TDOT Average Annual Daily Traffic

Traffic Growth Rate Calculations

Appendix B

Intersection Volume Spreadsheets

Appendix C

LOS and Delay Analysis Tables

Appendix D

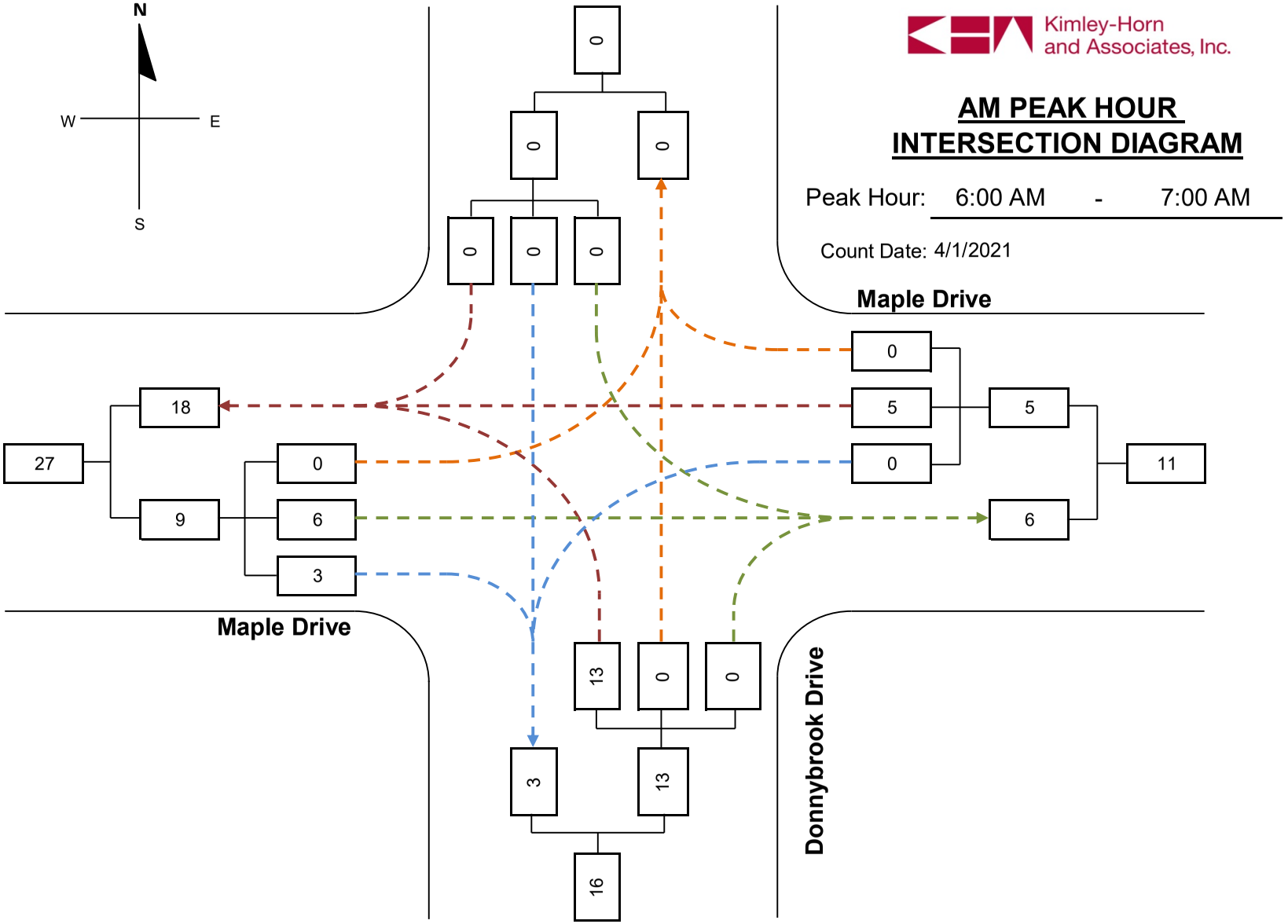
Synchro Reports

Appendix A

Existing Traffic Counts

TDOT Historic Average Annual Daily Traffic

Traffic Growth Rate Calculations



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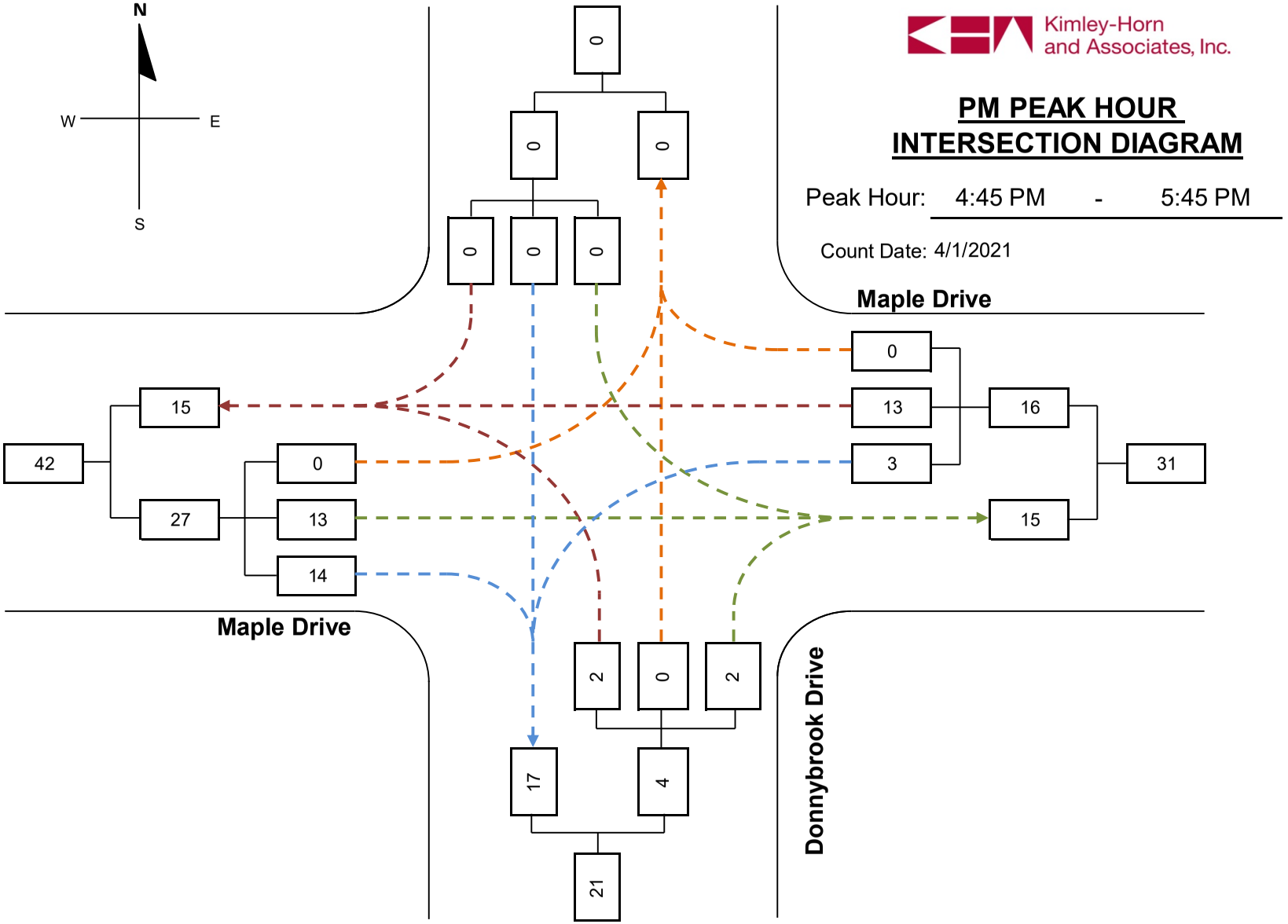
AM PEAK HOUR INTERSECTION DIAGRAM

Peak Hour: 6:00 AM - 7:00 AM

Count Date: 4/1/2021

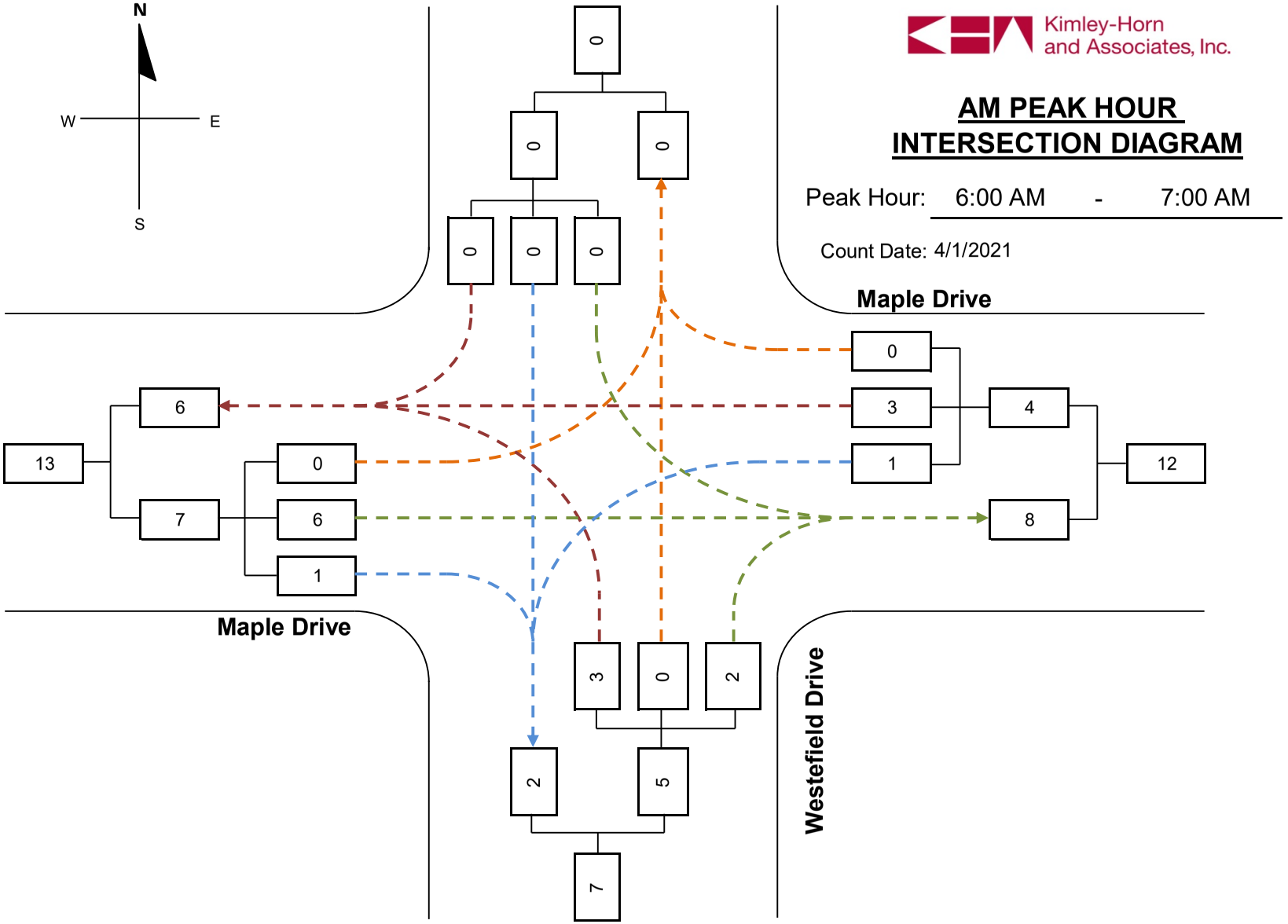


Kimley-Horn and Associates, Inc.

PM PEAK HOUR INTERSECTION DIAGRAM

Peak Hour: 4:45 PM - 5:45 PM

Count Date: 4/1/2021

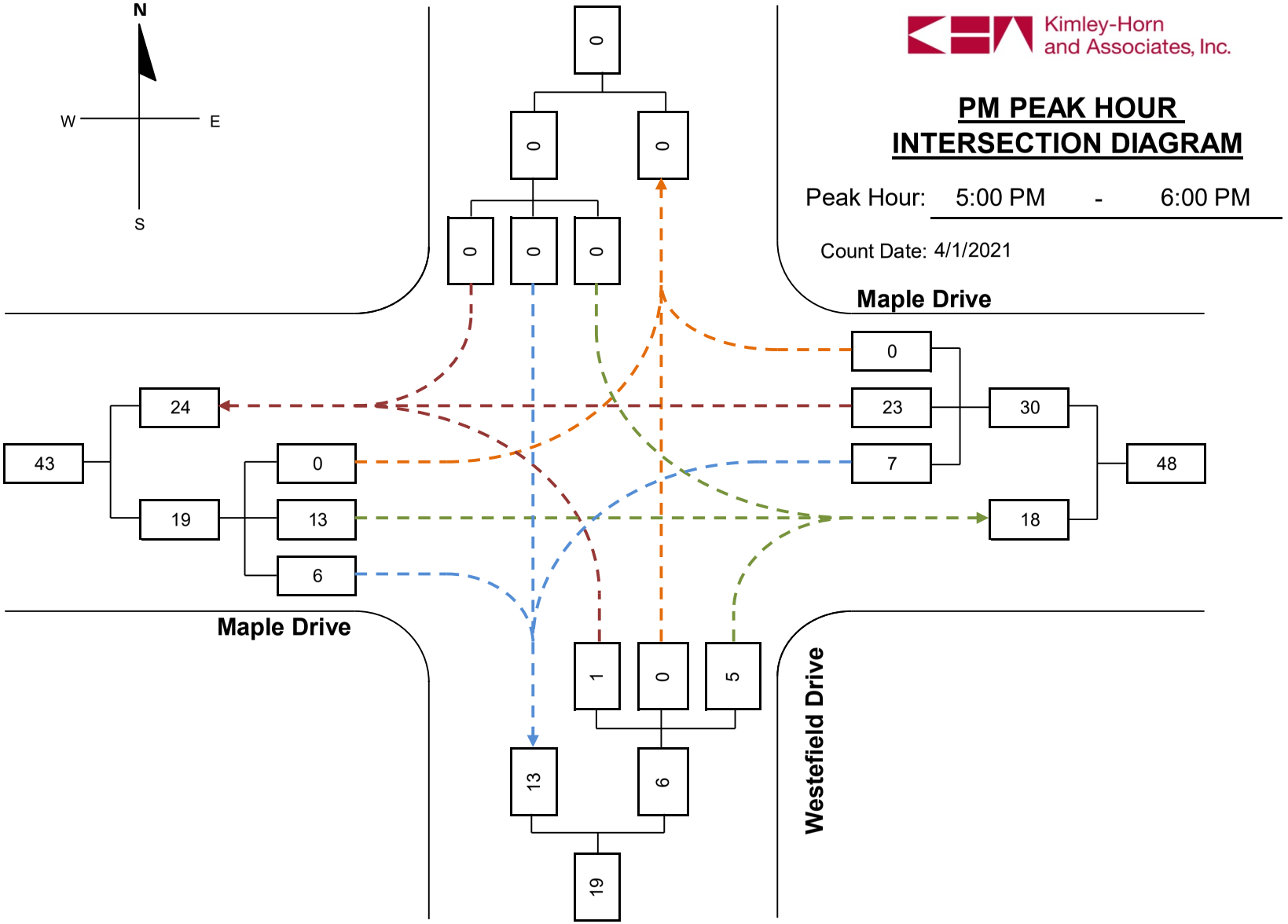


Kimley-Horn and Associates, Inc.

AM PEAK HOUR INTERSECTION DIAGRAM

Peak Hour: 6:00 AM - 7:00 AM

Count Date: 4/1/2021



Kimley-Horn and Associates, Inc.

PM PEAK HOUR INTERSECTION DIAGRAM

Peak Hour: 5:00 PM - 6:00 PM

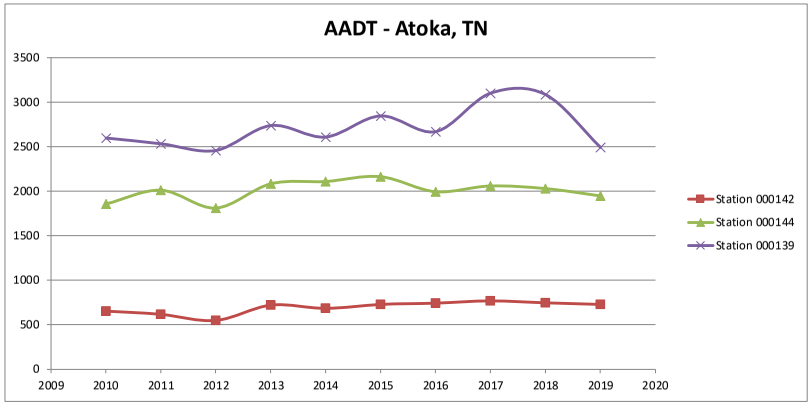
Count Date: 4/1/2021

TDOT Historic Traffic Count Data

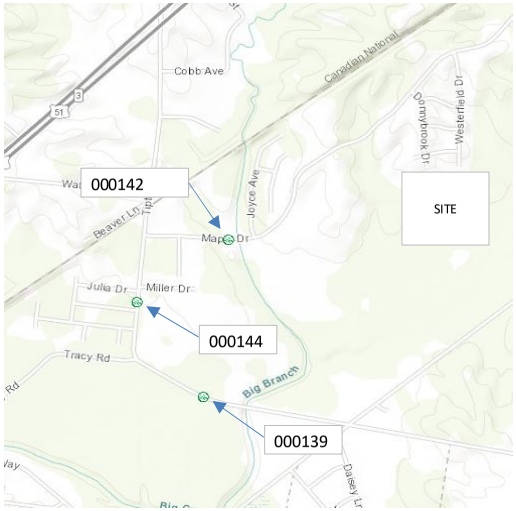
Station	000142
Route	5447
Location	Maple Drive Between Joyce Avenue and Tipton Road
County	Tipton
2019	728
2018	746
2017	767
2016	743
2015	729
2014	684
2013	720
2012	548
2011	618
2010	653

Station	000144
Route	5448
Location	Tipton Road Between Julia Drive and Melissa Avenue
County	Tipton
2019	1948
2018	2030
2017	2059
2016	1995
2015	2164
2014	2110
2013	2084
2012	1811
2011	2011
2010	1857

Station	000139
Route	5446
Location	Tracy Road Between Tipton Road and Meade Lake Road
County	Tipton
2019	2493
2018	3085
2017	3100
2016	2671
2015	2847
2014	2610
2013	2737
2012	2459
2011	2534
2010	2599



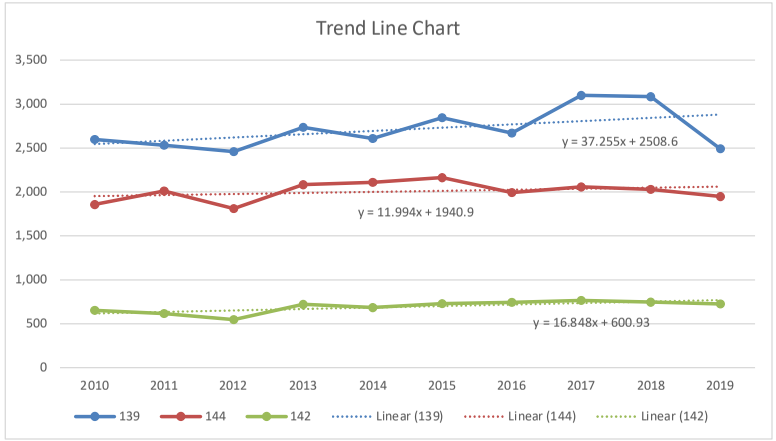
Count Location Map



AADT Summary and Trend Line Calculations

Current Year	2021
Year 5	2026
Year 10	2031

	Year										Linear Rate		Trend Line Growth		Exponential Rate	
Station ID	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	10 Year Growth	5 Year Growth	10 Year Growth	5 Year Growth	10 Year Growth	5 Year Growth
000142	653	618	548	720	684	729	743	767	746	728	1.15%	-0.03%	2.10%	0.01%	1.09%	-0.03%
000144	1,857	2,011	1,811	2,084	2,110	2,164	1,995	2,059	2,030	1,948	0.49%	-2.00%	0.58%	-2.11%	0.48%	-2.08%
000139	2,599	2,534	2,459	2,737	2,610	2,847	2,671	3,100	3,085	2,493	-0.41%	-2.49%	1.26%	-1.08%	-0.42%	-2.62%
Total	5,109	5,163	4,818	5,541	5,404	5,740	5,409	5,926	5,861	5,169	0.12%	-1.99%	1.13%	-1.29%	0.12%	-2.07%
											0.34%	-1.63%	1.31%	-1.06%	0.39%	-1.58%



Appendix B

Intersection Volume Spreadsheets

VOLUME DEVELOPMENT SHEET

Maple Drive at Donnybrook Drive
AM PEAK HOUR
6:00 AM to 7:00 AM

Description	Donnybrook Drive Northbound			Southbound			Maple Drive Eastbound			Maple Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	13		0					6	3	0	5	
PHF	0.65	0.65	0.65	0.00	0.00	0.00	0.75	0.75	0.75	0.42	0.42	0.42
Annual Growth Rate	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%
2023 No-Build Traffic	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**3**	**0**	**5**	**0**
2023 Project Traffic												
Site Traffic Distribution (Entering)								10.0%	80.0%	5.0%		
Site Traffic Assignment (Entering)								3	25	1		
Site Traffic Distribution (Exiting)	70.0%		5.0%								20.0%	
Site Traffic Assignment (Exiting)	65		4								19	
Final Project Trips	65		4					3	25	1	19	
2023 Build Traffic	**78**	**0**	**4**	**0**	**0**	**0**	**0**	**9**	**28**	**1**	**24**	**0**

PM PEAK HOUR
4:45 PM to 5:45 PM

Description	Donnybrook Drive Northbound			Southbound			Maple Drive Eastbound			Maple Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	2		2					13	14	3	13	
PHF	0.50	0.50	0.50	0.00	0.00	0.00	0.61	0.61	0.61	0.67	0.67	0.67
Annual Growth Rate	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%
2023 No-Build Traffic	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**13**	**14**	**3**	**13**	**0**
2023 Project Traffic												
Site Traffic Distribution (Entering)								15.0%	50.0%	10.0%		
Site Traffic Assignment (Entering)								16	52	11		
Site Traffic Distribution (Exiting)	50.0%		10.0%								15.0%	
Site Traffic Assignment (Exiting)	31		6								9	
Final Project Trips	31		6					16	52	11	9	
2023 Build Traffic	**33**	**0**	**8**	**0**	**0**	**0**	**0**	**29**	**66**	**14**	**22**	**0**

Kimley»Horn

VOLUME DEVELOPMENT SHEET

Maple Drive at Westerfield Drive
AM PEAK HOUR
6:00 AM to 7:00 AM

Description	Westerfield Drive Northbound			Southbound			Maple Drive Eastbound			Maple Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	3		2					6	1	1	3	
PHF	0.42	0.42	0.42	0.00	0.00	0.00	0.58	0.58	0.58	0.50	0.50	0.50
Annual Growth Rate	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%
2023 No-Build Traffic	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**6**	**1**	**1**	**3**	**0**
2023 Project Traffic												
Site Traffic Distribution (Entering)									10.0%	5.0%	5.0%	
Site Traffic Assignment (Entering)									3	2	1	
Site Traffic Distribution (Exiting)	20.0%		5.0%					5.0%				
Site Traffic Assignment (Exiting)	19		5					4				
Final Project Trips	19		5					4	3	2	1	
2023 Build Traffic	**22**	**0**	**7**	**0**	**0**	**0**	**0**	**10**	**4**	**3**	**4**	**0**

PM PEAK HOUR
5:00 PM to 6:00 PM

Description	Westerfield Drive Northbound			Southbound			Maple Drive Eastbound			Maple Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	1		5					13	6	7	23	
PHF	0.50	0.50	0.50	0.00	0.00	0.00	0.59	0.59	0.59	0.63	0.63	0.63
Annual Growth Rate	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%
2023 No-Build Traffic	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**13**	**6**	**7**	**24**	**0**
2023 Project Traffic												
Site Traffic Distribution (Entering)									15.0%	25.0%	10.0%	
Site Traffic Assignment (Entering)									16	26	11	
Site Traffic Distribution (Exiting)	15.0%		25.0%					10.0%				
Site Traffic Assignment (Exiting)	9		15					6				
Final Project Trips	9		15					6	16	26	11	
2023 Build Traffic	**10**	**0**	**20**	**0**	**0**	**0**	**0**	**19**	**22**	**33**	**35**	**0**

Kimley»Horn

Appendix C

LOS and Delay Analysis Tables

Donnybrook Drive at Maple Drive

		AM Peak Hour																
		Eastbound				Westbound				Northbound				Southbound				Overall Intersection
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	
Existing (2021)																		
	Delay	-	0.0	0.0	0.0	0.0	0.0	-	0.0	8.7	-	8.7	8.7	-	-	-	-	-
	LOS	-	(A)	(A)	(A)	(A)	(A)	-	(A)	(A)	-	(A)	(A)	-	-	-	-	-
No-Build (2023)																		
	Delay	-	0.0	0.0	0.0	0.0	0.0	-	0.0	8.7	-	8.7	8.7	-	-	-	-	-
	LOS	-	(A)	(A)	(A)	(A)	(A)	-	(A)	(A)	-	(A)	(A)	-	-	-	-	-
Build (2023)																		
	Delay	-	0.0	0.0	0.0	7.3	0.0	-	0.3	9.6	-	9.6	9.6	-	-	-	-	-
	LOS	-	(A)	(A)	(A)	(A)	(A)	-	(A)	(A)	-	(A)	(A)	-	-	-	-	-

		PM Peak Hour																
		Eastbound				Westbound				Northbound				Southbound				Overall Intersection
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	
Existing (2021)																		
	Delay	-	0.0	0.0	0.0	7.3	0.0	-	1.4	8.7	-	8.7	8.7	-	-	-	-	-
	LOS	-	(A)	(A)	(A)	(A)	(A)	-	(A)	(A)	-	(A)	(A)	-	-	-	-	-
No-Build (2023)																		
	Delay	-	0.0	0.0	0.0	7.3	0.0	-	1.4	8.7	-	8.7	8.7	-	-	-	-	-
	LOS	-	(A)	(A)	(A)	(A)	(A)	-	(A)	(A)	-	(A)	(A)	-	-	-	-	-
Build (2023)																		
	Delay	-	0.0	0.0	0.0	7.6	0.0	-	2.9	9.8	-	9.8	9.8	-	-	-	-	-
	LOS	-	(A)	(A)	(A)	(A)	(A)	-	(A)	(A)	-	(A)	(A)	-	-	-	-	-

Westerfield Drive at Maple Drive

		AM Peak Hour																
		Eastbound				Westbound				Northbound				Southbound				Overall Intersection
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	
Existing (2021)																		
	Delay	-	0.0	0.0	0.0	7.2	0.0	-	1.8	8.6	-	8.6	8.6	-	-	-	-	-
	LOS	-	(A)	(A)	(A)	(A)	(A)	-	(A)	(A)	-	(A)	(A)	-	-	-	-	-
No-Build (2023)																		
	Delay	-	0.0	0.0	0.0	7.2	0.0	-	1.8	8.6	-	8.6	8.6	-	-	-	-	-
	LOS	-	(A)	(A)	(A)	(A)	(A)	-	(A)	(A)	-	(A)	(A)	-	-	-	-	-
Build (2023)																		
	Delay	-	0.0	0.0	0.0	7.3	0.0	-	3.1	8.9	-	8.9	8.9	-	-	-	-	-
	LOS	-	(A)	(A)	(A)	(A)	(A)	-	(A)	(A)	-	(A)	(A)	-	-	-	-	-

		PM Peak Hour																
		Eastbound				Westbound				Northbound				Southbound				Overall Intersection
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	
Existing (2021)																		
	Delay	-	0.0	0.0	0.0	7.3	0.0	-	1.7	8.6	-	8.6	8.6	-	-	-	-	-
	LOS	-	(A)	(A)	(A)	(A)	(A)	-	(A)	(A)	-	(A)	(A)	-	-	-	-	-
No-Build (2023)																		
	Delay	-	0.0	0.0	0.0	7.3	0.0	-	1.6	8.6	-	8.6	8.6	-	-	-	-	-
	LOS	-	(A)	(A)	(A)	(A)	(A)	-	(A)	(A)	-	(A)	(A)	-	-	-	-	-
Build (2023)																		
	Delay	-	0.0	0.0	0.0	7.4	0.0	-	3.6	9.2	-	9.2	9.2	-	-	-	-	-
	LOS	-	(A)	(A)	(A)	(A)	(A)	-	(A)	(A)	-	(A)	(A)	-	-	-	-	-

Appendix D

Synchro Reports

Existing (2021)

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	3	0	5	13	0
Future Vol, veh/h	6	3	0	5	13	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	42	42	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	4	0	12	20	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	12	0	22	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	12	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1607	-	995	1071
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	1011	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1607	-	995	1071
Mov Cap-2 Maneuver	-	-	-	-	995	-
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	1011	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	995	-	-	1607	-
HCM Lane V/C Ratio	0.02	-	-	-	-
HCM Control Delay (s)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	13	14	3	13	2	2
Future Vol, veh/h	13	14	3	13	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	61	61	67	67	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	23	4	19	4	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	44	0	60	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	27	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1564	-	947	1041
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	996	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1564	-	944	1041
Mov Cap-2 Maneuver	-	-	-	-	944	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	993	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	990	-	-	1564	-
HCM Lane V/C Ratio	0.008	-	-	0.003	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	1	1	3	3	2
Future Vol, veh/h	6	1	1	3	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	58	58	50	50	42	42
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	2	2	6	7	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	12	0	21	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	10	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1607	-	996	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1013	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1607	-	995	1070
Mov Cap-2 Maneuver	-	-	-	-	995	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1012	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1024	-	-	1607	-
HCM Lane V/C Ratio	0.012	-	-	0.001	-
HCM Control Delay (s)	8.6	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	13	6	7	23	1	5
Future Vol, veh/h	13	6	7	23	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	59	59	63	63	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	10	11	37	2	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	32	0	86	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	59	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1580	-	915	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	964	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1580	-	909	1048
Mov Cap-2 Maneuver	-	-	-	-	909	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	957	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1022	-	-	1580	-
HCM Lane V/C Ratio	0.012	-	-	0.007	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

No-Build (2023)

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	3	0	5	13	0
Future Vol, veh/h	6	3	0	5	13	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	42	42	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	4	0	12	20	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	12	0	22	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	12	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1607	-	995	1071
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	1011	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1607	-	995	1071
Mov Cap-2 Maneuver	-	-	-	-	995	-
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	1011	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	995	-	-	1607	-
HCM Lane V/C Ratio	0.02	-	-	-	-
HCM Control Delay (s)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	13	14	3	13	2	2
Future Vol, veh/h	13	14	3	13	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	61	61	67	67	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	23	4	19	4	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	44	0	60	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	27	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1564	-	947	1041
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	996	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1564	-	944	1041
Mov Cap-2 Maneuver	-	-	-	-	944	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	993	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	990	-	-	1564	-
HCM Lane V/C Ratio	0.008	-	-	0.003	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	1	1	3	3	2
Future Vol, veh/h	6	1	1	3	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	58	58	50	50	42	42
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	2	2	6	7	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	12	0	21	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	10	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1607	-	996	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1013	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1607	-	995	1070
Mov Cap-2 Maneuver	-	-	-	-	995	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1012	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1024	-	-	1607	-
HCM Lane V/C Ratio	0.012	-	-	0.001	-
HCM Control Delay (s)	8.6	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	13	6	7	24	1	5
Future Vol, veh/h	13	6	7	24	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	59	59	63	63	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	10	11	38	2	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	32	0	87	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1580	-	914	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1580	-	908	1048
Mov Cap-2 Maneuver	-	-	-	-	908	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	956	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1022	-	-	1580	-
HCM Lane V/C Ratio	0.012	-	-	0.007	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Build (2023)

Intersection	
Int Delay, s/veh	5.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	28	1	24	78	4
Future Vol, veh/h	9	28	1	24	78	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	42	42	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	37	2	57	120	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	49	0	92	31
Stage 1	-	-	-	-	31	-
Stage 2	-	-	-	-	61	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1558	-	908	1043
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	962	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1558	-	907	1043
Mov Cap-2 Maneuver	-	-	-	-	907	-
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	961	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	913	-	-	1558	-
HCM Lane V/C Ratio	0.138	-	-	0.002	-
HCM Control Delay (s)	9.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	29	66	14	22	33	8
Future Vol, veh/h	29	66	14	22	33	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	61	61	67	67	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	108	21	33	66	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	156	0	177	102
Stage 1	-	-	-	-	102	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1424	-	813	953
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1424	-	801	953
Mov Cap-2 Maneuver	-	-	-	-	801	-
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	934	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	827	-	-	1424	-
HCM Lane V/C Ratio	0.099	-	-	0.015	-
HCM Control Delay (s)	9.8	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	4	3	4	22	7
Future Vol, veh/h	10	4	3	4	22	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	58	58	50	50	42	42
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	7	6	8	52	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	24	0	41	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	20	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1591	-	970	1056
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	1003	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1591	-	966	1056
Mov Cap-2 Maneuver	-	-	-	-	966	-
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	999	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	986	-	-	1591	-
HCM Lane V/C Ratio	0.07	-	-	0.004	-
HCM Control Delay (s)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	22	33	35	10	20
Future Vol, veh/h	19	22	33	35	10	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	59	59	63	63	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	37	52	56	20	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	69	0	211	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	160	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1532	-	777	1017
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	869	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1532	-	750	1017
Mov Cap-2 Maneuver	-	-	-	-	750	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	839	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	909	-	-	1532	-
HCM Lane V/C Ratio	0.066	-	-	0.034	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-