

AMENDED AND RESTATED
JOINT DEVELOPMENT AGREEMENT
BETWEEN THE CITY OF SPRING HILL, TN
AND GV SPRING HILL, LLC

THIS AMENDED AND RESTATED JOINT DEVELOPMENT AGREEMENT (this “Agreement”), is entered into this the ____ day of _____, 2025, by and between GV Spring Hill, LLC (hereinafter the “Developer”), a Delaware limited liability company, with an address C/O Greenlaw Partners, 2211 Michelson Drive, Suite 200, Irvine, CA, and the CITY OF SPRING HILL, TENNESSEE (hereinafter the “City”), a municipal corporation organized and existing under the laws of the State of Tennessee.

WITNESSETH:

WHEREAS, the Developer is the owner of real property situated in Spring Hill, Maury County and Williamson County, State of Tennessee, generally proximate to and southeasterly of the interchange of Saturn Parkway and Interstate-65; and

WHEREAS, the City’s Board of Mayor and Aldermen approved Developer’s Preliminary Development Plan project (hereafter the “Business Park” or “PDP”) through Ordinance 22-26, PDP 1323-2022 on or about January 3, 2023, which approval includes development permissions for approximately 5,700,000 square feet (SF) of industrial, logistics, and warehousing space, and such other uses as are consistent with the PDP approval; and

WHEREAS, the Business Park development project is anticipated to generate 5,000 jobs (construction and long term) and new revenue streams through business attraction and economic development for not only the City, but Maury and Williamson Counties, as well as other municipalities located therein; and

WHEREAS, buildout of the Business Park development project is expected to lead to significant future infrastructure improvements to the region including on-ramp and off-ramp connections between Saturn Parkway, Interstate-65, and Duplex Road, a future possible commuter airport not yet approved, together with wet and dry utilities and supporting roadway infrastructure providing access to the Business Park and existing local roads; and

WHEREAS, the Developer and the City anticipate that the Business Park development project infrastructure will be financed, in part, through various public investment sources including, but not limited to, funds and programs available from the Federal Government, Federal Highway Administration, State of Tennessee, and Tennessee Department of Transportation; and

WHEREAS, prior to the date of this Agreement the City approved Developer’s proposal to phase its implementation of certain off-site infrastructure improvements for the PDP (which Phasing Plan is attached hereto as Exhibit “A” and incorporated herein by this reference) which

work includes, but is not limited to, Developer's proposed realignment of the layout of Jim Warren Road easterly of Interstate-65 (which Interstate Highway is west of its existing layout); and

WHEREAS, the City and the Developer also mutually agreed upon descriptions of their respective scopes of work and the incremental phased nature and timing of construction of those improvements, as more particularly described in Exhibits "B-1 through B-4", inclusive, attached to this Agreement and incorporated herein by this reference; and

WHEREAS, the Developer and the City have agreed to work collaboratively and cooperatively to develop and gain approval of an Economic Impact Plan and Tax Increment Financing (TIF) incentive in the maximum permissible amount and term to be incorporated with other sources of funding utilized by Developer and the applicable governmental entities to finance construction of the Improvements; and

WHEREAS, prior to the date of this Agreement the City approved the Industrial Collector cross-section design for the realigned sections of Jim Warren Road east of Interstate-65 to be utilized within the Business Park (approved cross-section being more particularly shown in Exhibit "C" attached hereto and incorporated herein by this reference) and agreed to promote and recommend to the appropriate City officials, bodies, boards, agencies or commissions the resolution, adoption, and / or approval of amendments to its Unified Development Code and Master Thoroughfare Plan for use and implementation of the Industrial Collector standard defined in this Agreement; and

WHEREAS, the Developer and the City have agreed to work collaboratively and cooperatively to identify, secure, and prioritize public (non-private) funding sources to substantially fund, replace, improve, and widen the Jim Warren Road bridge over Interstate-65 to a fifty-six foot (56') layout consistent with the cross-section more particularly shown in Exhibit "D" attached hereto and incorporated herein by this reference, for purposes of enhancing traveler safety, capacity, and connectivity; and

WHEREAS, the Developer and the City have agreed to work collaboratively and cooperatively to identify, secure, and prioritize public (non-private) funding sources, or an additional tax increment financing (TIF) incentive, the purpose of which is to fund construction to relocate and improve the Jim Warren Road bridge over Rutherford Creek (for which a flood study will be performed by the Developer) per agreed upon exhibits attached hereto and incorporated herein by this reference; and

WHEREAS, the City intends to prioritize City funding sources allocable to the construction and realignment of the existing Jim Warren Road beginning at Port Royal Road east to just past the Old Port Royal Road intersection (where the Steadfast Development will also be connecting their bridge and roadway along their development, as generally shown in Exhibit "A"), and agrees to promote and recommend to the appropriate City officials, bodies, boards, agencies or commissions the resolution, adoption, and / or approval of such act; and

WHEREAS, the City intends to amend the Master Thoroughfare Plan for Jim Warren Road from Port Royal Road east to Interstate-65 reducing the five (5)-lane arterial standard to a

three (3)-lane collector standard due to the change in land use from three thousand (3,000) residential homes to the approximately 5,700,000 square feet of multiple-use manufacturing, logistics, and warehouse development (non-residential) approved within the PDP east of Interstate-65, intending that future frontage improvements will be the responsibility of the adjacent property owners at time of their development or by the City as a capital improvement project; and

WHEREAS, the City and the Developer intend that the Developer will not be responsible for curb, gutter, sidewalk or trails west of I-65 along Jim Warren Road, and curb, gutter, sidewalk or trails will not be required within the Business Park east of I-65 if the proposed principal use (or combination thereof) of land within the Business Park is permitted in the I-2 General Industrial Zoning District, excepting, however, the following uses (i) Micro-Brewery / Distillery / Winery, (ii) Office, (iii) Restaurant, (iv) Retail Goods Establishment; (v) Educational Facility; (vi) Lodge / Meeting Hall; and (vii) such other uses as are permitted in the Developer's PDP but not otherwise permitted as a principal I-2 zoning district use; and

WHEREAS, the Developer and the City have agreed to work collaboratively with Maury County for design and implementation of water infrastructure to serve the project area until such time that the City of Springhill and Maury County identify the long-term service provider of water for the Business Park, and the City agrees to promote and recommend to the appropriate City officials, bodies, boards, agencies or commissions the resolution, adoption, and / or approval of the necessary acts to effectuate its agreements with the Developer concerning water infrastructure and service; and

WHEREAS, the Developer and the City have agreed that the City will provide sewer service for the Business Park and the developer will design and construct the sewer infrastructure to City standards with the general layout along the Rutherford Creek flood basin extending the infrastructure from west of Interstate-65 east into the Business Park (as more particularly shown in the sketch attached hereto as Exhibit "E" and incorporated herein by this reference); and

WHEREAS, taken collectively, the work depicted and described in Exhibit A, B-1, B-2, B-3, and B-4, C, D and E shall be hereinafter referred to as the "Improvements"; and

WHEREAS, Developer and the City have agreed to work collaboratively and cooperatively to gain all necessary entitlements, permits, approvals, will-serve letters and licenses from all authorities having jurisdiction for wet and dry utility extensions and connection rights, and to acquire easements, rights, and privileges required to implement the Infrastructure projects contemplated in this Agreement through, without implied limitation, use of eminent domain (to condemn land should a willing buyer and seller agreement of land for public purposes not be achieved through reasonable efforts by Developer at a fair market value in accordance with prevailing TDOT standards, currently up to an excess of \$10,000 or Ten (10%) percent, whichever is lesser); and

WHEREAS, the City has agreed to assist Developer's completion, not to exceed a period of fifteen (15) years from the date of this Agreement, of all grant funding applications and all existing and novel opportunities to capture and reinvest assessments and other municipal charges

from future users of the infrastructure Improvements including, but not limited to, revenue raised from private and public water and sewer connections; and

WHEREAS, Developer and City will strive to Substantially Complete said Improvements on or before June 30, 2033, and said infrastructure improvements will be incrementally phased in accordance with needs and nexus to each phase of use or construction within the Business Park consistent with the Phasing Plan and Scope of Work descriptions attached to this Agreement; and

WHEREAS, City intends to grant to Developer, from time to time, certain easements over and across certain portions of the project area to build, construct, access, operate, repair and maintain the Improvements (the “Easement(s)”) and shall promote and recommend to the appropriate City officials, bodies, boards, agencies or commissions the resolution, adoption, grant and / or approval of the Easements. Each Easement will be memorialized in an Easement Agreement, the form and substance of which will be attached as an Exhibit to this Agreement; and

WHEREAS, the Developer and the City previously entered into a Joint Development Agreement approved by the Board of Mayor and Alderman of the City of Spring Hill, Tennessee on the 20th day of June, 2023, as City of Spring Hill Resolution 23-115; and

WHEREAS, the City has received from the Developer and, subject to the conditions herein contained, has accepted the findings and conclusions of a certain Traffic Impact Study – Planned Development Roadway Infrastructure Assessment Commerce Center Dev. (Project Suitcase) Spring Hill, Tennessee prepared by Skipper Consulting, Inc. dated March 2025 and revised (Rev. 2) May 2025 (hereinafter referred to as, the “TIS”) as the basis for certain traffic improvements to be made both on and off-site from the Business Park; and

WHEREAS, the City and the Developer hereby incorporate the TIS (defined infra) and its summary, findings, conclusions, and analyses into this Agreement by reference; and

WHEREAS, the Developer and the City have mutually proposed to amend and restate the entirety of the Joint Development Agreement as set forth herein;

NOW, THEREFORE, in consideration of the mutual covenants and assurances set forth herein, the Developer and City do hereby agree as follows:

1. Recitals

The foregoing Recitals are incorporated into this Agreement and are made a part hereof for purposes of construction and interpretation of the agreements reached between the City and the Developer. This Agreement is intended to, and shall, wholly supersede the Development Agreement originally entered into by and between the Developer and the City of Spring Hill dated June 20, 2023 and approved as City of Spring Hill Resolution 23-115.

2. Scope of Work

All Improvements, when substantially completed, shall meet City, State, and Federal roadway standards, as applicable, or such lesser standard if agreed upon in this Agreement or in any future waiver or design exceptions are granted by the appropriate authority. The Developer and the City acknowledge that completion of the Improvements is for their mutual benefit, and shall therefor jointly develop thorough and complete scopes of each component of the infrastructure Improvement work to be completed which shall include, but not be limited to, division of tasks to accomplish all methods of land acquisition, development, construction, management and delivery of capital projects, federal/state/county/local funding, inspections and approval of any additional private and public (non-private) funding sources. The City and the Developer agree insofar as there is any conflict in the description, responsible party, cost allocation, or timing of the required Improvements as are contained in Exhibits B-1 through B-2 inclusive, and Exhibits B-3 and B-4, inclusive, then the descriptions contained in Exhibits B-3 and B-4 shall control to the full extent of such conflict.

3. City Responsibilities

The City agrees to cooperatively work with the Developer on permitting and entitlements, providing access and construction easements, utility extensions and future special assessment districts for water/sewer infrastructure funding and connection rights, and additionally, to assist Developer to identify funding sources and mechanisms such as TIF/SAD and/or PILOT Agreements for necessary land acquisitions and for construction of the Improvements. In addition, the City agrees:

- A. to prioritize grant application and federal/state funding sources to the design and construction of the Jim Warren Road Bridge over Interstate-65, including use and payment of funds which may be available or awarded through the Bridge Investment Program exclusively for replacement of the Jim Warren Road bridge over I-65, including, but not limited to, the design, permitting, construction and inspection for the bridge structure and appropriate transitions on either side.
- B. to maintain Jim Warren Road (west of the Interstate-65 Bridge) as a two (2)-lane collector roadway until the Business Park is improved in excess of a cumulative 5,000,000 square feet of total vertical development. Jim Warren Road ultimate configuration will be a three (3) lane collector road. All curb, gutter, sidewalk, trail, path, and other public infrastructure amenities will be the responsibility of adjacent landowners developing their property on an as-developed basis. The City shall be responsible for amendment of roadway classifications within its Master Thoroughfare Plan and within the Business Park to create an industrial collector standard.
- C. to provide, at the Developer's request, written "will-serve" utility letters, so-called, indicating available capacity for wastewater disposal and treatment services for developable parcels within the Business Park, and to the extent possible, to use best efforts to obtain the maximum permissible amount of funds from all available sources including, but without implied limitation, the Infrastructure Investment and Jobs Act (the "Infrastructure Bill") becoming Public Law No: 117-58 on or about November 15,

2021, and to support and implement both tax improvement financing (TIF) and special assessment districts for infrastructure financing programs for the Developer's projects.

- D. to collaboratively coordinate entitlement, design, and construction plans and drawings, and all permitting for public infrastructure and on-site building permits.
- E. to perform all customary and required health, sanitation, life safety, and building code (e.g., fire, mechanical, plumbing, electrical / wiring, energy, each as applicable, and specifically excluding geotechnical and structural inspections which shall be the Developer's obligation and expense) inspections for buildings and other improvements constructed in the Business Park, but only to the extent ordinarily performed by the City of Spring Hill Building Codes and Inspection Department, or as may now or hereafter be required by adopted versions of the international building code or comparable local laws.
- F. subject to Section 4H below, to assist the takings, easements, and acquisitions of private property for public use rights of way and utility easements, after a comprehensive good faith effort has been made by the developer.
- G. to collaboratively coordinate any public bidding process required as a result of governmental funding sources.
- H. to collaborate with the Developer's agents, contractors, and employees, along with all state, local, and regional economic development organizations now or hereafter existing including, but without implied limitation, the Maury Alliance and the Spring Hill Chamber of Commerce, to attract and recruit businesses to the Business Park that increases jobs and enhances revenue for the local municipality.
- I. to facilitate business attraction/economic development through streamlined parcel site plan reviews and building permits.
- J. to prohibit referral of proposals, requests, and applications to the City's Industrial Development Board (IDB) for developments within the Business Park (as now defined or as hereinafter modified) which may serve to adversely affect, impair, or otherwise undermine any material agreement made between the City and the Developer in this Agreement, or which may limit (by any factor, whether or not de minimis) the tax revenue theoretically capable of generation within the Business Park and the TIF Economic Development Plan Area, including but not limited to any Payment In Lieu of Taxes (i.e., PILOT). For the avoidance of any doubt, this paragraph shall not prohibit or limit in any manner the City's interaction or negotiations with any party whose activity does not diminish, limit, or otherwise impact the tax revenues capable of generation within the Business Park and the TIF Economic Development Plan Area.
- K. that the City is authorized to enter into this Agreement.
- L. that this Agreement will bind future City Boards of Mayors and Alderman to the terms and obligations specified in this Agreement to the extent legally permissible.

- M. that the City shall defend, in good faith, the enforceability of this Agreement and the rights of the City and Developer hereunder.
- N. The City and the Developer agree that the Project herein described is a multi-phased planned development which was approved by the City's Board of Mayor and Aldermen on January 3, 2023 as Ordinance 22-26. Accordingly, the Developer's development rights as described in PDP 1323-2022 are vested pursuant to Article 13.1E of the City's Unified Development Code (UDC) and T.C.A. 13-4-310 for the maximum permitted period provided by law and the development standards prevailing in on January 3, 2022 shall be in effect for the full duration of the time that Developer's Project remains vested. Nothing in this Agreement however shall be construed to relieve the Developer from satisfying any conditions or from taking any one or more of the acts necessary to maintain vested property rights as are required by law.
- O. That during the first six (6) calendar years following the Effective Date of this Agreement, permit fees will be limited to and consistent with the schedule of fees published by the City as of January 1, 2025. The City and the Developer however agree that this limitation will not limit Developer's (or its permitted successors' or assigns') obligation to pay prevailing Roadway Impact Fees and Adequate Facilities Taxes, insofar as they are applicable and in force and effect. Following the first six (6) calendar years from the Effective Date the amount of any permit fee (or similar) applicable to the buildings constructed within the Business Park may increase only by the same percentage change increase (if any) between the percentage rate of inflation as published in the then current month's average Consumer Price Index for All Urban Consumers: All Items Less Food and Energy in U.S. City Average (as prepared by the U.S. Bureau of Labor Statistics) and the average percentage rate of inflation as published by the same index for the same month in the immediately preceding year. In any event, however, the applicable fees shall never be greater than the current schedule of fees in force at the time of application (if lesser). After a period of 10 years, permit fees will no longer be limited, and permit applications shall be subject to the most recently adopted fee schedule.
- P. That so long as the Improvements, or applicable portions thereof, are Substantially Complete within the meaning of this Agreement, the City agrees that it will not deny, withhold, or condition Developer's applications for building permits, occupancy certificates, and all related health, safety, or performance inspections. The Developer's requests to release security, discharge bonds, or recover collateral given to ensure completion of the Improvements shall be determined in accordance with the Unified Development Code (UDC) as amended through the date of this Agreement. If, however, the Unified Development Code is inconsistent with the agreements reached herein, then this Agreement shall control. Developer shall be permitted application for and receipt of, and the City shall issue, temporary occupancy certificates for the use and occupation of buildings constructed within the Business Park so long as adequate fire and life safety protections, and emergency services are available.

- Q. Except as set forth in Section 4F below, to rely on the terms of this Agreement to identify infrastructure needs and timing without the requirement of additional traffic impact studies or analyses for each developable parcel in the Business Park.
- R. to permit, construct, and pay for, at its sole cost, expense, and effort the traffic improvements described in the TIS as are more fully detailed in Exhibit B-3 annexed hereto and incorporated herein by this reference.

4. Developer Responsibilities

The Developer will be responsible for:

- A. Coordination and management of contractor and construction efforts for the implementation of the Improvements that are not required to go out for public bidding process due to funding source.
- B. Collaboration with the City and all state, local, and regional economic development organizations now or hereafter existing including, but without implied limitation, the Maury Alliance and the Spring Hill Chamber of Commerce to attract and recruit businesses to the Business Park that increase jobs and enhance revenue for the local municipality.
- C. bidding and execution of contracts with design consultants (civil, structural, landscape, architectural, etc.) for Improvements within the public right-of-way. Unless preselection is prohibited by applicable federal, state, or local law, Developer intends to hire Goodwyn, Mills, Cawood (GMC) & others to complete the applicable design elements of the Improvements.
- D. Execution of environmental studies and assessments for Business Park development and improvement including (without implied limitation) through Federal Emergency Management Association (FEMA).
- E. Payment and management of consultants and attorneys to produce Economic Impact Plans and Tax Increment Financing incentive proposals (related to Public Infrastructure & Roadways) and Special Assessment Districts (related to Sewer/Water infrastructure Improvement recapture) to assist with financing public infrastructure to develop land and attract and recruit businesses to the Business Park.
- F. Preparation and submission of one or more site specific traffic impact studies for developments within the flex area and airport area, but only if the Developer, or any of its permitted successors or assigns, propose to use or develop any individual parcel within such areas for purposes other than those that are consistent with the "Industrial Park" classification, as that term is understood and utilized by the current generation manual published by the Institute of Transportation Engineers (ITE). If required, the Developer (or its permitted successors or assigns) shall submit such study, or studies, together with related application materials consistent with the protocol for an

application to approve a planned development final time (i.e., site plan), and to incorporate the recommendations of these studies into the subject site plan. Background conditions studied in any individual traffic impact study will nevertheless be limited to six (6) years of reasonable historic background growth.

- G. Managing the performance of infrastructure improvements, entitlement process with the City, and design plan approval process with the City, County(ies), and State of Tennessee, as applicable.
- H. Developer agrees to dedicate or acquire necessary land for right-of-way provided, however, if Developer after use of commercially reasonable efforts is unable to acquire the necessary title from any private party(ies) for monetary amounts commensurate with the reasonable appraised land value (being the fair market value in accordance with prevailing TDOT standards, including up to an excess of \$10,000 or Ten (10%) percent, whichever is lesser), and for the purposes for which such land will be utilized (i.e., to be incorporated within the layout of publicly travelled roads and improved for all purposes in which roadways may be used or improved in the County or City in which the land is located), then the City shall acquire title to land areas within which critical infrastructure (e.g., arterial and collector roads intended for public use within and outside of the Business Parking, together with bridges, bridge approaches, shoulders, slope maintenance areas, drainage areas, etc., but shall in no event be required to acquire private homes or businesses) is approved to be located by eminent domain, condemnation, or other public process. Alternatively, the Developer may make one or more written requests to the City, from time to time, for acquisition of land for uses not considered to be a critical need consistent with this paragraph. In either event, Developer agrees to reimburse the City for its payment of land damages attributed both to the components of land incorporated into any right-of-way and any remnant parcel to extent the City's acquisition renders the remnant parcel(s) undevelopable, whether such sums are adjudicated or determined by settlement or consent between the City and the landowner. In addition to the Developer's payment of land damages as aforesaid, Developer agrees to reimburse the City for all fees, costs, and expenses associated with or resulting from the City's acquisitions made in accordance with this paragraph including, but not limited to, reasonable attorneys' fees, costs, and expenses not to exceed thirty-five thousand (\$35,000.00) dollars per acquisition. For purposes of this paragraph, Developer may demonstrate its commercial reasonability through efforts which include, but are not limited to, obtaining an appraisal of the land and / or property to be condemned from an independent licensed appraiser approved by the City staff, submission of an offer to the record owner accompanied by not more than three (3) certified letters sent at least seven (7) days apart attempting delivery at the owner's last known address and, if unsuccessful, attempting notice by publication in a newspaper or general circulation, and such other efforts as are consistent with the Uniform Relocation Assistance and Real Property Acquisition Policies Act codified at 42 U.S.C. §§ 4601 et seq. and T.C.A §§13-11-101 et seq., or as otherwise deemed commercially reasonable by the City's staff.

- I. As part of the Improvements, to fund the master plan, design, and construction of water and sewer infrastructure within the public right-of-way or create public utility easements for the entirety of the Business Park, and collaborate with the City to use best efforts to obtain the maximum permissible amount of funds from all available sources including (but without implied limitation) the Infrastructure Investment and Jobs Act (the "Infrastructure Bill") becoming Public Law No: 117-58 on or about November 15, 2021, and to support and implement both tax improvement financing (TIF) and district improvement financing (DIF) programs for the Developer's projects.
- J. In connection with the City Responsibilities described in Section 3.B., Developer will provide to the City the results of core samples to identify structural integrity of existing roadway to identify ways, if necessary to improve Traffic Index structural section. The City reserves the right to be present during the extraction of core samples.
- K. The Developer will construct and dedicate all public improvements in accordance with the City of Spring Hill current requirements and standards (or superseding state, county, or federal standards, as applicable) including establishment of performance and maintenance bonds.
- L. Except as hereinafter provided, the Developer agrees that unless with the prior written consent of the City the Developer until November 18, 2034, will reserve, and will not sell or transfer to a third-party unaffiliated with the current controlling principals of the Developer any right, title, or interest in or to any portion of the land that is a portion of land now owned by the Developer (the "Airport Land"), calculated to contain approximately 289 acres in total (the "Airport Land"), being the land areas shaded in red on the plan attached to this Agreement as Exhibit G and incorporated herein by this reference. Notwithstanding the foregoing to the contrary, the Developer and the City agree that Developer may, without the requirement of City's consent or prior approval of any kind or nature, and without additional condition, limitation, or restriction: (i) sell, pledge (as security or otherwise), encumber, bargain, grant, mortgage, hypothecate, or otherwise transfer the Airport Land if such sale or transfer is related to or in connection with the sale, merger, recapitalizations, restructuring, reorganization, or any debt or equity financing of all or substantially all of the Developers assets, liabilities, or equity interests; or (ii) sell or otherwise transfer, for any reason and for any purpose, the Airport Land after a period of ten (10) years from the date the City's Board of Mayor and Alderman approves Developer's Tax Increment Financing (TIF) Economic Impact Plan; or (iii) sell, pledge (as security or otherwise), encumber, bargain, grant, mortgage, hypothecate, or otherwise transfer the Airport Land to one or more private, public, or quasi-public entities or agencies organized for the principal purpose (non-exclusively and in addition to other consistent principal, accessory, and incidental permitted land uses or activities) of developing, constructing, owning, or operating the Airport Land as an airport.
- M. Within five (5)-years of the date of this Agreement, the Developer agrees to donate to the City not less than 5-Acres of contiguous, vacant, ungraded, uncleared land, in a location of Developer's choosing so long as such land is within the project (being land

now or hereafter acquired) to be utilized solely for permitted municipal uses which may include an airport rescue or emergency response facility (the “ERF Land”) servicing the Developer’s project in addition to the greater community.

- N. To permit, construct, and pay for, at its sole cost, expense, and effort, the traffic improvements described in the TIS as are more fully detailed in Exhibit B-4 annexed hereto and incorporated herein by this reference. In addition the Developer agrees to pay for and on behalf of the City the ‘local match’ sum required to obtain Federal and State funding to include but not limited to a TDOT safety grant, or the equivalent to the local match if no grant funding is awarded, to improve Duplex Road as contemplated at the beginning of Phase 3 in the TIS. While the exact cost cannot be confirmed with specific on the date of this Agreement, the City and the Developer expect that the local match portion to be in the range of 20% of the total project cost. Developer shall in no event, however, be responsible for a payment in excess of \$1,500,000 toward the local match. Prior to the issuance of certificate of occupancy for any building in Phase 3, Developer shall have paid the local match contribution to the City as set forth in this Paragraph 4N.

The parties expressly agree that Developer’s responsibilities arising under this Agreement including, but not limited to, those enumerated in this Section 4 above shall be subject to City’s performance of its responsibilities arising under this Agreement, and shall be further subject to the grant of certain resolutions and ordinances effectuating and approving the Improvements as are outside of the City’s executory authority, including, but without implied limitation, that the parties expressly acknowledge and agree that certain of Developer’s obligations and responsibilities under this Agreement are contingent on successfully obtaining prior financing from certain funding sources as the same are described in this Agreement, such that, if such financing is not obtained, Developer shall be relieved of its obligation to perform the portion of the Improvements for which such financing was sought. By way of example, and without limitation, if Developer and City are unable to obtain public (non-private) funding sources which are adequate to fully fund the portion of the Improvements described in Exhibit "D" attached hereto, then Developer shall not be obligated to perform such work and shall not be in breach of this Agreement for the failure to perform such work. For the avoidance of any doubt, this paragraph shall not relieve the Developer, or any successors or assigns of the Developer, from observing and complying with the conditions of the Planned Development approval issued for its Project.

5. Agents for City and Developer

The agent of the City for the purposes of this Agreement is the City Administrator of Spring Hill, Tennessee. The agents for the Developer (GV Spring Hill, LLC) are Greenlaw Partners and The Richmond Company, Inc., including (but without limitation) their respective designees identified in writing from time to time with privilege of substitution, whom at the time of execution of this Agreement are, Joseph Mahoney, of Greenlaw Partners and Philip Pastan of The Richmond Company, Inc.

6. Term

This Agreement shall commence on the Commencement Date and shall expire twelve (12) months after the Improvements are Substantially Complete, unless this Agreement is terminated, modified, or extended pursuant to the provisions of this Agreement or the mutual consent of the parties hereto. The parties may negotiate to extend the Term for additional periods of a length to be determined by the parties.

7. Termination of Agreement.

Upon the expiration of the Term or upon any other termination of this Agreement, this Agreement shall be deemed terminated and of no further effect.

Notwithstanding any other provisions of this Agreement to the contrary, Developer retains the right to terminate this Agreement upon 30 days' written notice to the City in the event Developer reasonably determines that either (i) the construction of the Improvements has become economically infeasible due to changes in market conditions, increased costs, or burdens imposed, consistent with this Agreement, by the City or any other governmental entity as conditions subsequent to execution of this Agreement or pursuant to this Agreement, or (ii) Developer is unable to obtain financing from funding sources as the same are described in this Agreement, and such failure, in Developer's sole but commercially reasonable discretion, would materially and adversely impact Developer's ability to Substantially Complete the Improvements. Upon the termination of this Agreement, neither party shall have any further rights or obligations to each other except with respect to any obligation to have been performed prior to such termination or with respect to any default in the performance of the provisions of this Agreement which has occurred prior to such termination or with respect to any obligations which are specifically set forth herein as surviving the termination of this Agreement.

8. Default, Remedies

8.1 Failure by any party to perform any material term or provision of this Agreement required to be performed by such party shall constitute an event of default (an "Event of Default"). For purposes of this Agreement, a party claiming another party is in default shall be referred to as the "Complaining Party", and the party alleged to be in default shall be referred to as the "Party in Default."

8.2 In the event that a Complaining Party desires to assert that an Event of Default has occurred hereunder, the Complaining Party shall give written notice of default to the Party in Default, specifying in reasonable detail the default complained of by the Complaining Party. Delay in giving such notice shall not constitute a waiver of any default. In the event of any Event of Default (whether or not material), the Party in Default shall use reasonable efforts to cure, correct or remedy the Event of Default claimed. Any failures or delays by a Complaining Party in asserting any of its rights and remedies as to any default shall not operate as a waiver of any default or of any such rights or remedies. Delays by a Complaining Party in asserting any of its rights and remedies shall not deprive the Complaining Party of its right to institute and maintain any actions or proceedings which it may deem necessary to protect, assert, or enforce any such rights or remedies. If an Event of Default occurs, prior to the Complaining Party exercising any remedies pursuant to the further provisions of this Section 8.2, the Complaining Party shall give the Party

in Default written notice of such default and an opportunity to cure the default within the applicable time period set forth herein.

8.3 If the default is reasonably capable of being cured within 30 days, the Party in Default shall have such period to effect a cure prior to exercise of remedies by the Complaining Party. If the nature of the alleged default is such that it cannot practicably be cured within such 30 day period, the Party in Default shall have such additional time as is reasonably necessary to cure such Event of Default, provided that: (i) the cure is commenced within such 30 day period; (ii) the cure is diligently prosecuted to completion at all times thereafter; and (iii) at the earliest reasonably practicable date (in no event later than 30 days after the Party in Default's receipt of the notice of default), the Party in Default provides written notice to the Complaining Party that the cure cannot practicably be completed within such 30 day period. Subject to the foregoing, if the Party in Default fails to cure a material Event of Default in accordance with the foregoing, the Complaining Party, at its option, may terminate this Agreement, and/or institute legal proceedings pursuant to this Agreement. In the event that the Party in Default fails to cure a non-material Event of Default within the applicable cure period, the Complaining Party shall have all of its rights and remedies with respect thereto as may be available at law or in equity, subject to the express limitations on remedies set forth in this Agreement; provided that this Agreement shall not be terminated in respect to a non-material Event of Default.

8.4 Subject to notice of default and opportunity to cure under Section 8.3, and subject further to the limitation on remedies set forth in Section 8.5, in addition to any other rights or remedies, any party to this Agreement may institute legal action to cure, correct or remedy any default of the other party, to enforce any covenants or agreements herein to be performed by the other party, to enjoin any threatened or attempted violation hereof, or to obtain any other remedies consistent with this Agreement.

8.5 The parties agree that the City shall have limited remedies for monetary damages (in an amount not to exceed the aggregate amount of permit or similar fees for which Developer is responsible in connection with the Improvements) and specific performance as specifically provided for in this Section 8.5. The City shall not have any right to compel specific performance with respect to the construction of the Improvements, or any obligation herein to do so. Further, the City shall have no right to monetary damages as a result of Developer's failure to construct, operate, lease, or derive revenue from the Improvements. In no event shall the City be entitled to consequential damages or punitive damages for any breach of this Agreement. This Section 8.5 shall not be construed to relieve Developer from compliance with Section 4J above concerning establishment of appropriate bonds.

9. Further Assurances

The Parties each hereby agree to execute and deliver all of the agreements and documents required to be executed and delivered by them in this Agreement and the instruments attached hereto, and to execute and deliver such additional instruments and documents and to take such additional actions as may be reasonably required from time to time in order to effectuate the transactions contemplated by this Agreement and the instruments attached hereto.

Notwithstanding the generality of the foregoing, the City and the Developer recognize that the Improvements have been designed in conjunction with the required off-site improvements for the Spring Hill Towne Crossing Development, more particularly defined in a set of Construction Plans prepared for the aforementioned project and entitled, "Spring Hill Towne Crossing" project, dated September 5, 2021 and revised June 10, 2022. The City agrees and hereby provides its assurances that Developer shall under no circumstances have any responsibility or liability to pay or contribute to the cost and effort of the infrastructure improvements or other mitigation offered or required of the proponent of the Spring Hill Towne Crossing Development Project, as presently designed or in the future modified.

In addition, the City hereby commits to support Developer's application or petition for each and every State and Federal funding program for which Developer's project may qualify including, but not limited to, the Infrastructure Bill and all funding programs made available through the Tennessee Department of Transportation such as the State Industrial Access Program. The City also commits to support Developer with County approval of Tax Increment Financing or Special Assessment Districts to fund Improvements such as public rights-of-way roadway, sewer, water or dry utility improvements.

10. Notices and Communication

All notices or other communications hereunder shall be deemed sufficiently given and shall be deemed given when delivered by hand delivery or mailed by first class, postage prepaid, registered or certified mail and addressed as follows:

Office of City Administrator of Spring Hill, Tennessee.
ATTN: City Administrator
199 Town Center Parkway
Spring Hill, TN 37174

With a copy to:

Patrick Carter, City Attorney
809 South Main Street
Columbia, TN 38401

The mailing address of the Developer for the purposes of notification requirements of this Agreement shall be:

GV Spring Hill, LLC
C/O Greenlaw Partners
Attn: Joseph Mahoney/Matt Nestlerode
2211 Michelson Drive, Suite 200
Irvine, CA 92612

With a copy to:

The Richmond Company, Inc.
Attn: Philip Pastan, President
23 Concord Street
Wilmington, MA 01887

11. Non-Waiver

None of the terms, covenants, or conditions of this Agreement shall be deemed waived by any act of either Party unless same is specified in writing executed by all Parties hereto. No waiver or indulgence given or construed to have been given on any one or more occasions shall constitute a similar waiver or indulgence on any future occasion.

12. Liability

The City shall have no liability except as specifically provided in this Agreement.

13. Indemnification

Developer agrees to indemnify, and hold the City harmless from and against any losses, damages, liabilities, claims, actions, judgments, settlements, expenses of whatever kind including but not limited to reasonable attorney fees and court costs incurred in enforcing its rights to indemnification pursuant to this Agreement arising or resulting from any material breach of this Agreement by the Developer and/or its agents and/or its affiliates.

To the extent legally permissible, the City agrees to indemnify, and hold the Developer harmless from and against any losses, damages, liabilities, claims, actions, judgments, settlements, expenses of whatever kind including but not limited to reasonable attorneys' fees and court costs incurred in enforcing its rights to indemnification pursuant to this Agreement arising or resulting from any material breach of this Agreement by the City and / or its agents and / or its affiliates.

14. Governing Law

This Agreement shall be construed under and enforced pursuant to the laws of the State of Tennessee.

15. Venue and Jurisdiction

Exclusive venue and jurisdiction for any litigation brought pursuant to or with regard to this Agreement shall be in the Circuit Court for Maury County, Tennessee.

16. Severance

Should any provision of this Agreement be declared invalid, illegal, or unenforceable by a court of competent jurisdiction, the invalidity, illegality, or unenforceability shall not affect the remaining provisions of this Agreement, which shall remain in full force and effect.

17. Captions

Captions of the sections of this Agreement are for convenience and reference only and shall in no way be held to explain, modify, amplify, or aid in the interpretations, construction, or meaning of the provisions of this Agreement.

18. Assignment

Developer shall have the right to sell, transfer, convey, mortgage, encumber or assign this Agreement in whole or in part to any person, partnership, joint venture, firm, trust corporation or other entity at any time during the Term with the City's prior written consent, which consent shall not be unreasonably withheld, conditioned, or delayed subject, however, to the remainder of this Section 18. The Developer shall deliver to the City its request for any such sale, transfer, or assignment with not less than sixty (60) days advance written notice. If the City fails to affirmatively grant or to withhold its consent within such sixty (60) day period, then the City shall be deemed and construed to have granted its consent to the assignment as specified in the Developer's written request, provided, however, that the proposed assignment does not otherwise violate the provisions set forth in subclauses (i) through (iii), inclusive, below for which no constructive approval shall apply. Any such permitted assignment shall be evidenced by a written assignment and assumption of the rights, duties, and obligations of Developer arising under or from this Agreement countersigned by the Board of Mayor and Aldermen. Developer agrees that City's withholding of consent to Developer's proposed assignment of this Agreement shall not be unreasonable in the event of (i) assignment to any person or entity on a list of banned developers maintained by the City (if such list exists), (ii) the City reasonably determines that the assignee does not have the financial ability to perform the Developer's obligations as arise under this Agreement; or (iii) if the person or entity has been subject to a verdict of guilt for fraud or fraudulent activities within the past ten (10) years. If the City shall hereinafter create or maintain a list or inventory of banned developers, so called, then the City agrees to deliver a written memorandum identifying the banned developers to the Developer upon its written request therefor. For the avoidance of doubt, however, none of the following shall constitute an assignment for purposes of this paragraph: (a) the sale of minority non-controlling interests in the Developer, or any recapitalization or restructuring of the equity or ownership interest in the Developer which does not result in a change in control; and (b) any conditional or collateral assignment of this Agreement given for purposes of raising bank or other institutional financing. Any assignment made contrary to the provisions of this Section 18 shall be void ab initio.

19. Modification, Amendment or Extension

Subject to any notice and hearing requirements imposed by law, this Agreement may be modified, amended and/or extended from time to time by mutual written consent of the City and Developer.

20. Statement of Compliance

Within 30 days following any written request, in accordance with the notice provisions of this Agreement, which either party may make from time to time, the other party shall execute and deliver to the requesting party a statement certifying that: (a) this Agreement is unmodified and in

full force and effect or, in effect, as modified, and stating the date and nature of such modifications; (b) that there are no current uncured defaults under this Agreement or specifying the dates and nature of any such uncured defaults; and (c) any other information relating to this Agreement or the performance thereof reasonably requested by the requesting party. The failure to deliver such statement within such time shall be conclusive upon the party which fails to deliver such statement that this Agreement is in full force and effect without modification except as may be represented by the requesting party and that there are no uncured defaults in the performance of the requesting party. Said statement(s) shall be in a form reasonably satisfactory to the City, Developer and to any purchaser, lender, title company, governmental agency, or other person reasonably requesting such statement(s) in connection with the sale, use, development, construction, financing or marketing of the Improvements or the Property. The City and Developer, for their own respective uses, shall also be entitled to obtain a statement of compliance at any reasonable time.

21. Binding Effect

This Agreement shall be binding upon each of the parties hereto, their successors, heirs and assigns and that there are no understandings or agreements between them except as contained in this Agreement.

22. Entire Agreement

This writing constitutes the entire agreement between the Parties and supersedes all previous agreements, if any. No Party to this Agreement makes any representation to the other Party, except as expressly set forth in this Agreement. This Agreement is intended to, and shall, wholly supersede the Development Agreement originally entered into by and between the Developer and the City of Spring Hill dated June 20, 2023 and approved as City of Spring Hill Resolution 23-115.

23. Attorney's Fees

In the event either party becomes involved in legal proceedings against the other to enforce such party's respective rights or interests under this Agreement, the prevailing party shall be entitled to receive from the non-prevailing party all costs and expenses of suit, including actual attorneys' fees. Any judgment or order entered in any final judgment shall contain a specific provision providing for the recovery of all costs and expenses of suit, including actual attorneys' fees incurred in enforcing, perfecting and executing such judgment. For the purposes of this paragraph, such costs shall include, without limitation, in-house or outside attorneys' fees, costs and expenses incurred in the following: (a) post-judgment motions; (b) contempt proceedings; (c) garnishment, levy, and debtor and third party examination; (d) discovery; and (e) bankruptcy litigation.

24. Execution

This Agreement may be executed in one or more identical counterparts, each of which shall be deemed to be an original for all purposes, and all of which taken together shall constitute a

single instrument. The Parties agree that electronic signatures shall be and constitute original signatures for all purposes.

25. Certain Definitions

"Substantially Complete" or **"Substantially Completed"** or any variations thereof as used in this Agreement shall mean the Improvements have been completed (except for reasonable punch list items and other minor items which can be fully completed without material interference with the use of the Improvements), free and clear of all liens.

"Force Majeure" means acts of God (such as tornado, flood, hurricane, etc.), fires and other casualties; embargos; sabotage; terrorism; or any similar types of events; delays in construction caused by weather events; or an unforeseen shortage in materials or labor; strike, lockout, material or labor restriction by any governmental authority, civil riot, and any other cause not reasonably within the control of such party and which by the exercise of due diligence such party is unable, wholly or in part, to prevent or overcome including, without limitation, matters related to the coronavirus disease or another viral disease of comparable impact (any such disease **"COVID-19"**) and any COVID-19 related declared state of emergency or public health emergency, pandemic, government mandated quarantine or travel bans, government mandated closures, disruption, breakdown, delayed production or interruption for any period of time of transportation, the use of equipment, labor or materials including, without limitation, the closing of government buildings, airports, harbors, railroads or pipelines or other infrastructure

***[REMAINDER OF THIS PAGE LEFT INTENTIONALLY BLANK.
SIGNATURE PAGE(S) AND EXHIBITS FOLLOW.]***

Approved by the City of Spring Hill Board of Mayor and Alderman on _____, 2025.

SO AGREED by the undersigned parties as of the date first given.

GV SPRING HILL, LLC

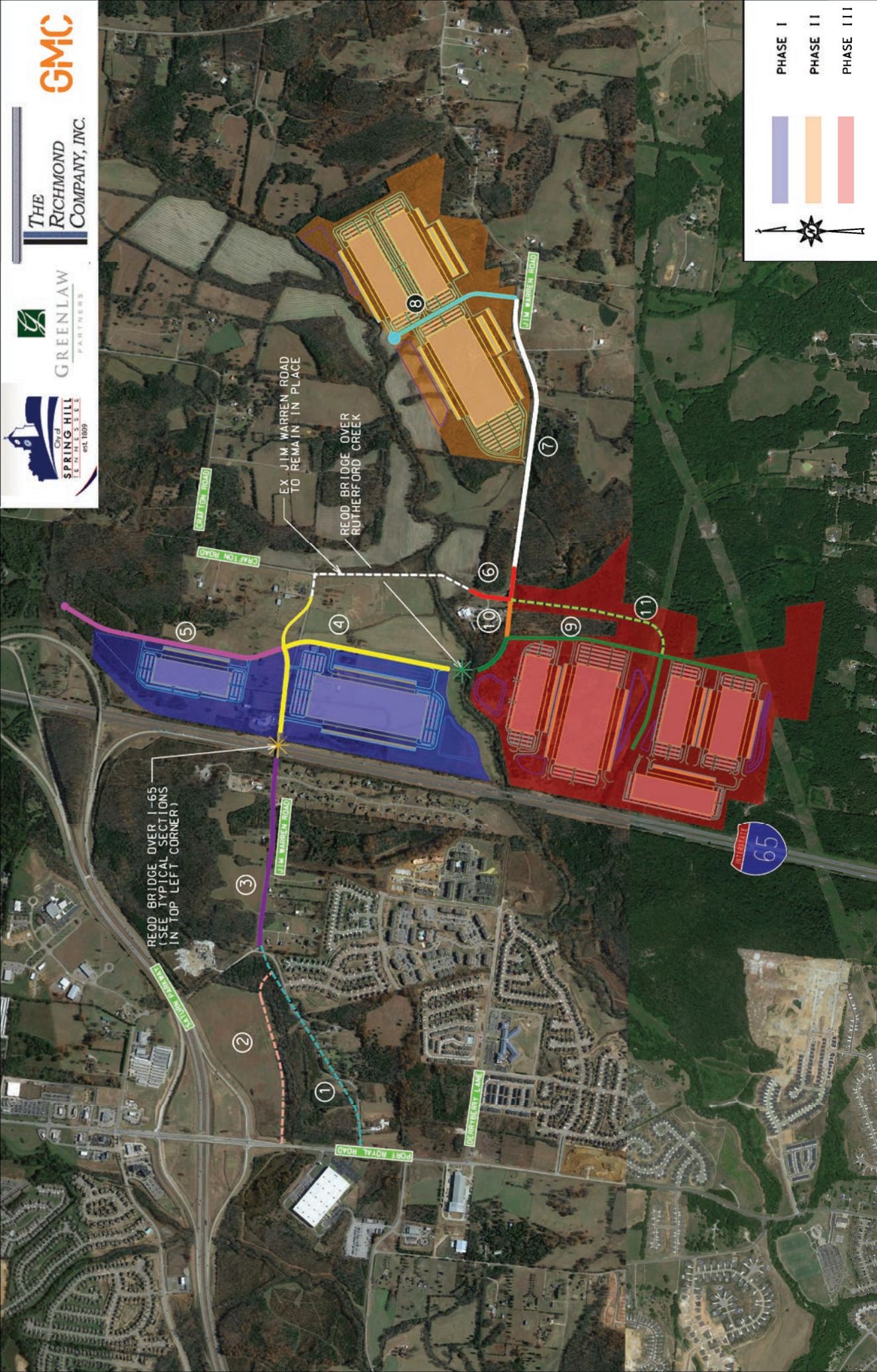
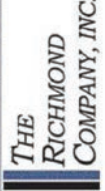
CITY OF SPRING HILL, TENNESSEE

By: _____

DRAFT

EXHIBIT "A"
Phasing Plan

DRAFT



REED BRIDGE OVER I-65
(USE TYPICAL SECTIONS
IN TOP LEFT CORNER)

EX JIM WARREN ROAD
TO REMAIN IN PLACE

REED BRIDGE OVER
RUTHERFORD CREEK

PHASE I
PHASE II
PHASE III



EXHIBIT "B-1"
Scope of Work Descriptions

DRAFT

Project Suite Case: Incremental Phasing of Infrastructure and Improvements with Timing/Trigger for Implementation and Responsible Party

LAND DEVELOPMENT PHASE	MAP ID	Color on Map	Description	Timing/Trigger for Implementation	Responsible Party
Jim Warren	1	The Dashed Teal Blue Existing Jim Warren east of Port Royal	The existing alignment of the Jim Warren Rd from Port Royal east to where I-65 connects is curvilinear. Approval and design are in progress. Complete by Q4-2028 is going to be realigned and straightened by the City. Also needed is a new traffic signal at Port Royal & Jim Warren Rd paid for by Developer.		City / Developer
Steadfast Development	2	The Dashed Peach New Access Roadway to Steadfast Development east of Port Royal	I-65 Pkwy to Steadfast from Port Royal east (along southern edge of Steadfast Development) is currently under construction along with a bridge over waterway at east end to T into the near realigned and straightened Jim Warren Road. There's an existing southbound left turn lane which can support 1.5 million SF	Under construction, to be completed Q4 2024	Steadfast

Project Suite Case: Generally southeast of I-65/Saturn Parkway interchange along Jim Warren and Rutherford Creek

PHASE 1 (Blue Highlighted Land Development Area)	Greenlaw/Richmond Development
<p>Yellow Star - Bridge across I-65</p> <p>* 1. DELETED.</p> <p>2. The existing bridge over I-65 is sufficient for up to 5.0 million SF of development including Parcel A. Widening of the bridge to 56' total (first expanding to the north, then demolishing existing bridge and replacing it to the south) will allow up to 5.0 million SF of development. The bridge will be 56' wide so it can initially accommodate three 12' travel lanes and two 10' shoulders with the structural cross-section able to accommodate striping four 12' wide travel lanes with two 4' shoulders when deemed necessary.</p> <p>3. DELETED.</p> <p>4. DELETED.</p> <p>5. Developer will acquire/dedicate the ROW for the bridge and transitions with City help if needed.</p>	<p>2. Bridge to be constructed to 56' wide prior to 5 million SF</p> <p>4. DELETED.</p> <p>5. Easement dedication/ acquisition in process and to be completed prior to start of construction of bridge.</p> <p>City/Developer</p>
<p>The Purple (West of I-65) Jim Warren</p> <p>1. For the first 5.0 million SF we will keep as existing two lane County road.</p> <p>2. Developer will do some sampling for structural integrity.</p> <p>3. To resolve structural integrity, if necessary Developer will need to understand will City allow for an overlay and/or will the grind existing/mix concrete in for new subbase and overlay as a technique that the city would allow.</p> <p>4. For above 5.0 million SF, either the interchange improvements and access to Duplex (Pink extended to Duplex) to I-65/Saturn Parkway is imminent or Developer will widen the Purple to a three lane collector.</p> <p>5. No curb, gutter, sidewalk or trail will be installed along this roadway by Developer. All these frontage improvements will be completed by adjacent properties as the third party developer to or by the City when they deem them necessary.</p> <p>6. City amending Major Thoroughfare Plan and Trails Master Plan as necessary to change from 5 lane arterial to 3 lane collector.</p>	<p>1. Utilizing existing 2 lane County roadway for the first 5.0 million SF.</p> <p>2. Do Core Sampling as part of Bridge over I-65 Design</p> <p>3. Resolve Structural Integrity at 3.0 million SF of occupied space.</p> <p>4. As Developer approaches 5.0 million SF, assess the probability or certainty of I-65 interchange improvements to relieve capacity on Jim Warren west of I-65 to determine if widening Jim Warren is necessary.</p> <p>5. Frontage improvements west of I-65 are responsibility of adjacent land owners when that land develops or a City Capital Project.</p> <p>6. Completed by Q1 2025</p> <p>City/Developer</p>
<p>The Yellow (East of I-65 around Parcel A - Flint Development)</p> <p>1. Utilize the three lane industrial collector standard (under text amendment with city 75-90 day approval process work with PW Director/City Engineer) and build it to the point where road splits north and south where it converts to a two lane collector standard.</p>	<p>1. Developer initiating text amendment for the Industrial Collector standard. Construction to occur with development of Parcel A (land southeast of I-65/Jim Warren bridge)</p> <p>Developer</p>
<p>The Pink (Access Road north of Parcel A and Jim Warren)</p> <p>1. When land develops north of Jim Warren (northeast of I-65/Jim Warren Bridge). Utilize the two lane industrial collector standard and cul-de-sac at north end of parcel. This adjacent property may develop later or after the start of Phase 2 and 3 below depending on market and interchange funding.</p>	<p>1. Construction to occur with development of land northeast of I-65/Jim Warren bridge</p> <p>Developer</p>
<p>The Red (Turn to go East from old Jim Warren alignment after crossing over Rutherford Creek)</p> <p>1. Square up and start forming the future stop controlled intersection.</p>	<p>1. As development of Phase 2 Parcel 14 reaches 100+ acres and if improvements to Phase 3 have not begun (Green Star Bridge over Rutherford Creek, #9 and #10) then this turn is to be designed to square up and form future intersection or hopefully by the first 100 acres of development for Phase 2. Developer can assist to realign Jim Warren through Parcel 9 with a new bridge over Rutherford Creek (Green Star, #9, #10) and have this intersection become a three leg intersection with the old alignment having stop control.</p> <p>Developer</p>

PHASE 2 (Yellow Highlighted Land Development Area/Parcel 14)

PHASE 2 (Yellow Highlighted Land Development Area/Parcel 14)	Greenlaw/Richmond Development
<p>The Red (Turn to go East from old Jim Warren alignment after crossing over Rutherford Creek)</p> <p>1. Square up and start forming the future stop controlled intersection.</p>	<p>1. As development of Phase 2 Parcel 14 reaches 100+ acres and if improvements to Phase 3 have not begun (Green Star Bridge over Rutherford Creek, #9 and #10) then this turn is to be designed to square up and form future intersection or hopefully by the first 100 acres of development for Phase 2. Developer can assist to realign Jim Warren through Parcel 9 with a new bridge over Rutherford Creek (Green Star, #9, #10) and have this intersection become a three leg intersection with the old alignment having stop control.</p> <p>Developer</p>

EXHIBIT "B-2"
Scope of Work Descriptions

DRAFT

<p>1. Developer will do core sampling for structural integrity. Developer is not responsible for existing deferred maintenance. It is Developer's understanding that the City is resolving structural integrity issues present today.</p> <p>2. To resolve structural integrity, if necessary Developer will need to understand if City will allow for an overlay and/or will the grind existing/mix concrete in for new subbase and overlay. Minor structural patches 10'x10' in up to ten location along segment maybe necessary in interim.</p> <p>3. Developer will construct two lane industrial collector standard roadway. Sewer and water are anticipated to be within Rutherford Creek flood plain and not roadway ROW.</p> <p>4. Developer can identify and dedicate ROW for Jim Warren to become an industrial collector on land that is Developer owned. Any land that Developer does not own the city will utilize eminent domain to acquire ROW after a comprehensive full faith effort by the Developer. Dedicating ROW does not mean construct.</p>	<p>1. Once the first 100 acres of Phase 2 are developed.</p> <p>2. Before Phase 2 construction occupancy begins, minor structural patches 10' x 10' in up to ten locations along segment maybe necessary. Structural integrity needs to be determined prior to impact. After first 100 acres of is occupied, work with City to enhance structural integrity.</p> <p>3. Prior to last building occupancy of Phase 2.</p> <p>4. When Developer records a map for Phase 2 and prior to occupancy of last building.</p>
<p>7</p> <p>The White (out to Parcel 14)</p>	<p>Developer</p>
<p>8</p> <p>The Sky Blue (Parcel 14)</p>	<p>Developer</p>

<p>Phase 3 (Red Highlighted Land Development Area/South of Rutherford Creek)</p> <p>Greenlaw/Richmond Development</p>	
<p>* Green Star - Bridge across Rutherford Creek</p>	<p>Developer</p> <p>1. Construct bridge as development occurs for Phase 3 or when City acquires #10 Parcel 9 ROW to realign Jim Warren Road.</p>
<p>9</p> <p>The Forrest Green (Phase 3 Red land development phase)</p>	<p>Developer</p> <p>1. Construct as land develops in Phase 3 or as necessary to connect to Phase 2. City acquires through eminent domain under direction of Developer #10 Parcel 9 for public ROW to realign Jim Warren Road. Developer responsible for design.</p>
<p>10</p> <p>The Orange (ROW across Parcel 9 connecting Forrest Green to Red Hair Pin turn intersection)</p>	<p>City/Developer</p> <p>1. City and Developer to mutually agree on timing of when this ROW is needed and identify schedule to complete acquisition and construction. City to utilize eminent domain if necessary. Developer to fund acquisition of ROW and construction.</p>
<p>11</p> <p>The Lime Green (N-S roadway East Side of Parcel 9)</p>	<p>Developer</p> <p>1. This roadway is not necessary as long as Green Star Bridge over Rutherford Creek #9 and #10 are completed. This is a back up plan to provide access to Phase 2 and/or 3 depending on timing of development and need to realign Jim Warren Road.</p>

<p>Saturn Parkway/I-65 Interchange Connection (via Duplex Road)</p>	<p>City/Developer</p> <p>1. The Developer created a concept design plan to build fly over bridges and off ramps for the existing I-65/Saturn Parkway interchange to connect to Duplex Road.</p> <p>2. The Developer and City need the interchange improvements to provide access to I-65 for existing residents off Duplex Road to relieve Port Royal/Saturn Parkway interchange and additional Project Suite Case business park economic development investment for new businesses and jobs.</p>
<p>Funding Sewer and Water Infrastructure</p>	<p>City/Developer</p> <p>1-2025</p>
<p>Funding Roadway Infrastructure</p>	<p>City/Developer</p> <p>1. 2024</p>
<p>Design Speed of Roadways within Business Park</p>	<p>City/Developer</p> <p>1. Date TBD - dependent on design plans completion by Developer</p>

**EXHIBIT “B-3”
TIS – City’s Scope of Work**

Phase 2:

- i. City to install a traffic signal at Port Royal Road at Jim Warren Road (funded by Developer).**

Beginning Phase 3:

- i. City to improve Jim Warren Road from Port Royal Road to the Interstate 65 bridge. The improved roadway will be designed to accommodate truck traffic associated with the Spring Hill Commer Center development project. The eastern limit of the City’s responsibility will be the end of the Interstate-65 Bridge approach work to be completed by the Developer related to the Bridge Replacement work.**
- ii. City to sponsor, or use best efforts to cause Williamson County to sponsor, and complete safety improvement project on the Duplex Road Corridor principally for purposes of providing adequate road shoulders meeting TDOT design standards for an arterial state route with a posted speed limit of 45 miles-per-hour and average daily trips exceeding 2,000.**

Note: References to Phase 1, Phase 2, and Phase 3 shall mean and refer to the tables contained on page 20 of the TIS collectively entitled, “Table 3 – Spring Hill Commerce Center (Project Suitcase) TRIPS GENERATED”.

**EXHIBIT “B-4”
TIS – Developer’s Scope of Work**

Phase 1:

- i. Developer to improve Jim Warren Road to the east of Interstate-65, extending to the new N/S Road, prior to the issuance to any certificate of occupancy for any buildings in Phase 1.**
- ii. North / South leg of Crafton Road connecting Jim Warren Road and North Lee Road to be restricted to one-way travel (southbound travel only permitted).**

Phase 2:

- i. I-65 Bridge Replacement Project shall be completed prior to issuance of any certificate of occupancy for any buildings in Phase 2.**
- ii. Developer to Improve Jim Warren Road segments serving Phase 2 development site locations.**
- iii. Developer to fund installation of a traffic signal at Port Royal Road and Jim Warren Road prior to the issuance of any certificate of occupancy for any buildings in Phase 2**

Beginning Phase 3:

- i. Developer to install traffic signal at Jim Warren Road at N/S Road.**

Near completion of Phase 3 (at the point of exceeding 5,000,000 sq. ft.):

- i. Developer to extend the northern leg of the N/S Road to Duplex Road. The intersection and geometric design shall include appropriate turn lanes to facilitate ingress and egress to Duplex Road from the northbound and eastbound approaches to the new intersection. The extended section of the N/S Road to Duplex Road will be designed to accommodate truck traffic associated with the Spring Hill Commerce Center development project. These improvements will be required to meet all TDOT and City of Spring Hill standards and specifications and may require signalization. Prior to the issuance of certificate of occupancy for any building in Phase 3, Developer shall make the payment required by Section 4N of the Agreement.**

Note: References to Phase 1, Phase 2, and Phase 3 shall mean and refer to the tables contained on page 20 of the TIS collectively entitled, “Table 3 – Spring Hill Commerce Center (Project Suitcase) TRIPS GENERATED”.

EXHIBIT "C"
Cross-Section of Industrial Collector Standard

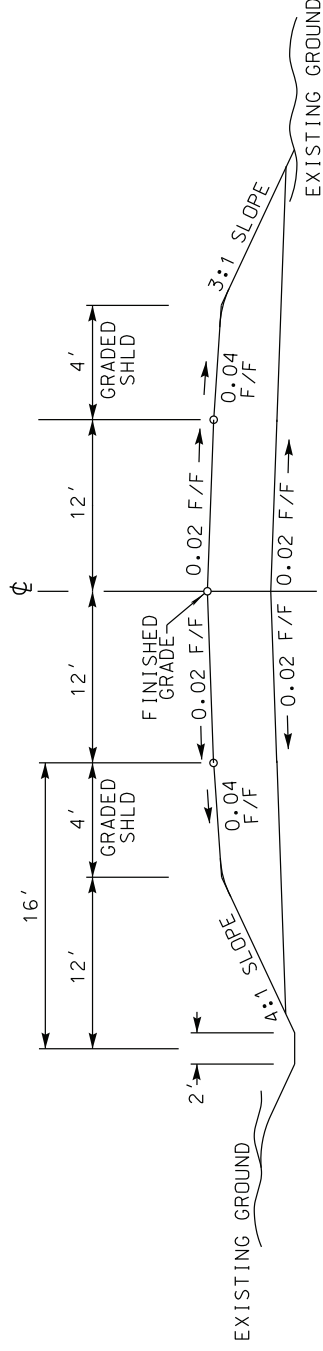
DRAFT



GREENLAW
PARTNERS

THE RICHMOND
COMPANY, INC.

GMC



TYPICAL SECTION TO BE USED FOR:
JIM WARREN ROAD

EXHIBIT "D"
Cross Section of Bridge over I-65

DRAFT



GREENLAW
PARTNERS

THE
RICHMOND
COMPANY, INC.

GMC

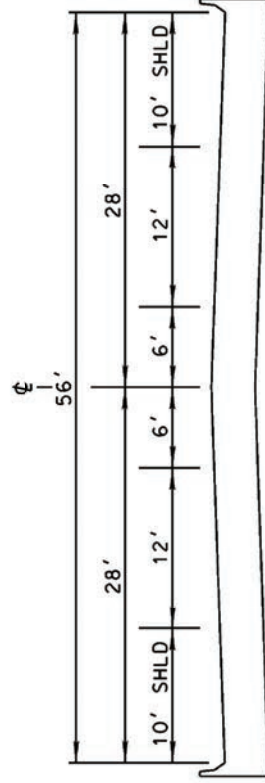
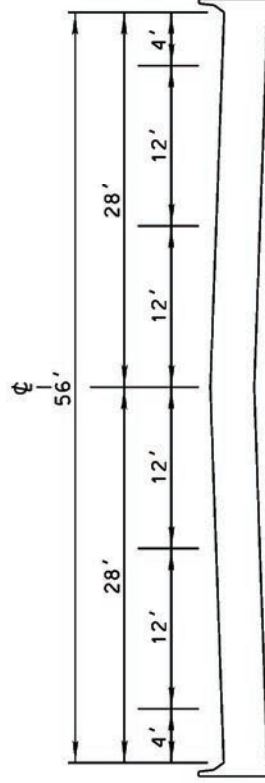
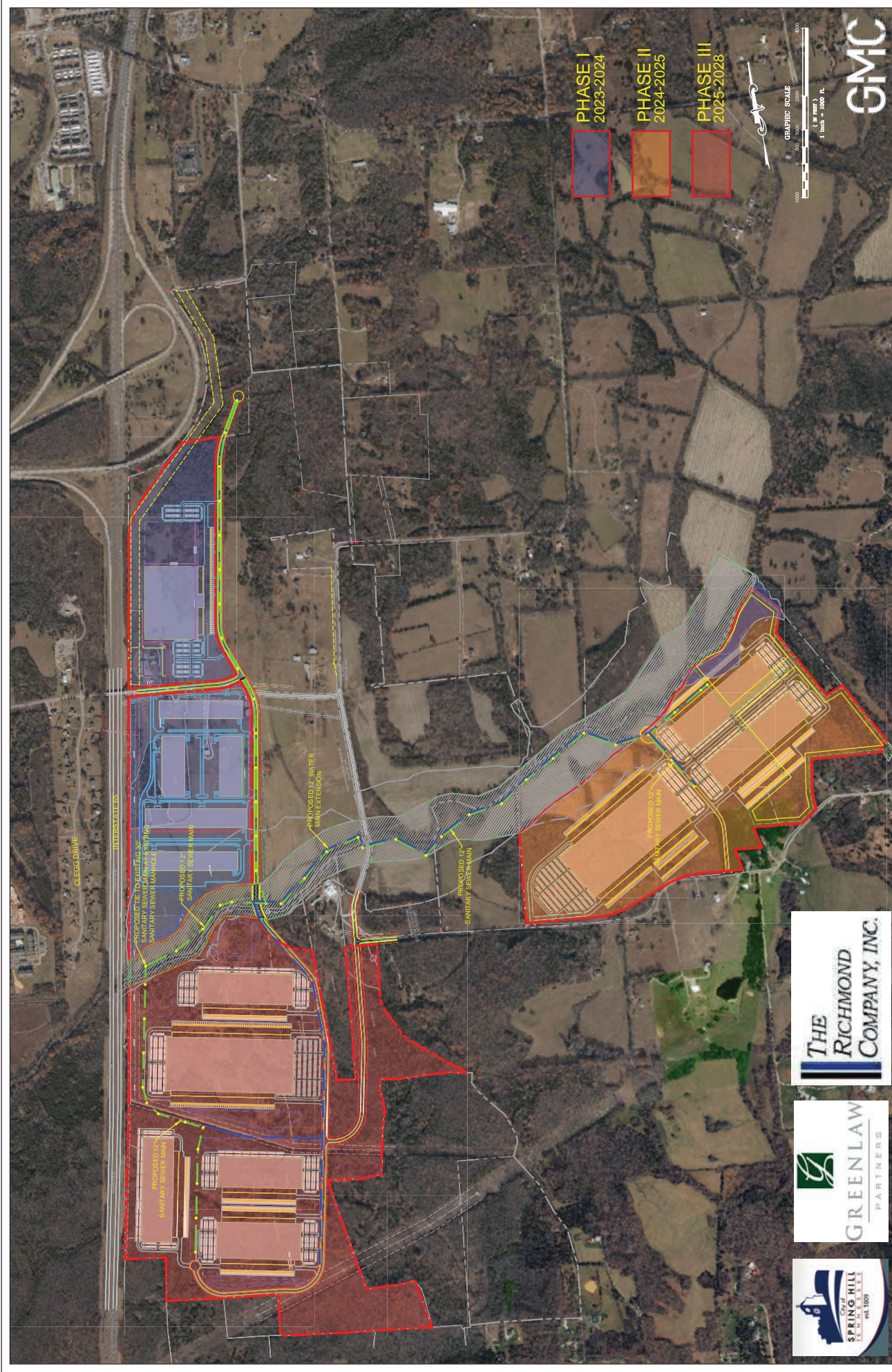


EXHIBIT "E"
Sketch Plan of Sewer Line in Rutherford Creek Flood Basin

DRAFT



- PHASE I**
 2023-2024
- PHASE II**
 2024-2025
- PHASE III**
 2025-2028



GMC

THE RICHMOND COMPANY, INC.

GREENLAW PARTNERS

City of SPRING HILL
 est. 1897

EXHIBIT "F"
Schedule of Applicable Permit Fees

DRAFT

APPENDIX A COMPREHENSIVE FEES AND PENALTIES

TITLE

3.	Municipal Court
5.	Municipal Finance and Taxation
7.	Fire Protection and Fireworks
8.	Alcoholic Beverages
9.	Business, Peddlers, Solicitors, and the like
12.	Building, Utility Codes, and the like
13.	Property Maintenance Regulations
14.	Zoning and Land Use Control
15.	Motor Vehicles, Traffic, and parking
16.	Streets, Sidewalks, and the like
17.	Refuse and Trash Disposal
18.	Water and Sewers
20.	Miscellaneous

TITLE 3. MUNICIPAL COURT

Court Costs (City)	\$75.00
State Litigation Tax	Per State Statute
City Court Violations (Max)	\$500.00 except:
A. All Traffic Offenses	\$50.00
B. Property and Health Code offenses judged by the city's Codes Inspectors to be in compliance prior to commencement of Court proceedings.	\$50.00
A violation of the separate offense of failure to appear:	\$50.00, + Court costs and litigation taxes + \$35 fee for the administrative costs.
Contempt	\$50.00 + \$35 fee for the administrative costs.
Appeal Bond:	\$250.00

TITLE 5. MUNICIPAL FINANCE AND TAXATION

Credit/Debit Card Not Honored	\$25.00
Business License	Per T.C.A.
Beer Tax	Per Tennessee Code Annotated

Roadway Impact Fee

<i>Land Use Type</i>	<i>Unit</i>	<i>Fee per Unit</i>
Single-Family Detached	Dwelling	\$3,601.00
Multi Family	Dwelling	\$2,792.00
Mobile Home Park	Pad	\$1,907.00
Senior Adult Housing, Detached	Dwelling	\$1,623.00
Senior Adult Housing, Attached	Dwelling	\$1,410.00
Golf Course	Hole	\$1,034.00
Hotel/Motel	Room	\$2,234.00
Retail/Commercial/ Shopping Center	1,000 sf	\$5,615.00
Restaurant, Standard	1,000 sf	\$10,771.00
Restaurant, Drive- Through	1,000 sf	\$23,897.00
Gas Station w/Convenience Mkt.	1,000 sf	\$9,271.00
Office/Institutional	1,000 sf	\$4,251.00
Elementary/Secondary School	1,000 sf	\$1,320.00
Community College	1,000 sf	\$2,973.00
Day Care Center	1,000 sf	\$3,539.00
Hospital	1,000 sf	\$3,289.00
Nursing Home	1,000 sf	\$2,006.00
Place of Worship	1,000 sf	\$2,127.00
Industrial	1,000 sf	\$1,594.00
Warehouse	1,000 sf	\$823.00
Mini-warehouse	1,000 sf	\$711.00
Title 5, Chapter 5, Section 517 of the Spring Hill Municipal Code provides for an automatic annual adjustment for Roadway Impact Fees based on the Engineering News Record Construction Cost index.		

Adequate Facilities	
Building Permit (New Residential)	\$1.00 per gross square foot
Building Permit: (New Non-Residential)	\$2.00 per gross square foot

TITLE 7. FIRE PROTECTION AND FIREWORKS

Fire Service Fee	\$100.00
Burn Permit	\$50.00
Firework Violation	\$50.00
Citations	\$50.00 per deficiency
Alarm Fines	\$50.00 (After 3 rd false alarm)
Underground/Above Ground Fuel Storage Tanks Inspection	\$500.00
Fire code re-inspection fees	\$100.00

Fireworks Retail Permit (Summer)	\$2,500.00
Fireworks Retail Permit (Winter)	\$1,000.00
Deposit per each Firework sales location	\$500.00

Plan Review Fire Marshal's Office	
Fee Schedule in lieu of TCA 68-120-101(b)(5)(A); Only buildings listed in Rule 0780-02-03-02 SFMO	

Plan Review Fees	
Commercial building Plan Review (\$0.00 to \$1,000,000.00)	\$2.50 per thousand dollars or fraction thereof (\$250.00 minimum).
Commercial building Plan Review (\$1,000,000.01 or more)	\$2,500.00 for the first \$1,000,000.00 plus \$2.00 for each additional thousand dollars or fraction thereof (no maximum).
Valuation Conflict	In cases where proposed construction valuation conflicts with the International Building Code (IBC) Square Foot Construction Costs, the IBC cost will be used to determine applicable fees unless a signed construction contract is presented for actual construction valuation.

Automatic Sprinkler Systems Plan Review	
(Required Inspections: (1) Underground with kickers; (2) Pressure Test; (3) Flush Test)	
1-20 Heads	\$140.00
21-100 Heads	\$170.00
101-200 Heads	\$200.00
201-300 Heads	\$240.00
Over 300 Heads	\$280.00 base + \$2.00 per head
Duplex and above Multi-Family Dwellings	\$45.00 per unit
Fire Sprinkler Riser	\$75.00 per riser

Fire Lines (Hydrants)	
Fire Line	\$350.00 (per subdivision or system - per phase if a phased development)
(Required Inspections: (1) Underground with kickers; (2) Pressure Test; (3) Flush Test)	

Automatic Sprinkler Systems	
(Required Inspections: (1) Underground with kickers; (2) Pressure Test; (3) Flush Test)	
1-20 Heads	\$140.00
21-100 Heads	\$170.00
101-200 Heads	\$200.00
201-300 Heads	\$240.00
Over 300 Heads	\$280.00 base + \$2.00 per head

Duplex and above Multi-Family Dwellings	\$45.00 per unit
Fire Sprinkler Riser	\$75.00 per riser

Other Fire Suppression Systems	
Standpipe	\$50.00
Engineered systems using carbon dioxide, halon, wet and dry chemicals	\$100.00
Kitchen Hood Systems (suppression only)	\$75.00
Fire Alarm System Plan Review	\$200.00 per system
Fire Pumphouse and Tank Review	\$200.00 per site
Fire Pump Assembly and System Review	\$200.00 per site

Fire Alarm and Detection Systems	
Non-flammable medical gas system	\$100.00 per system
Fire Alarm re-test	\$105 for each re-test due to failed tests
Fire Alarm – Malfunction – per offense	\$50.00 first; \$75.00 second; \$100 third & subsequent responses.

Other Operational Fire Inspections and Permits	
Aviation Facilities	\$75.00
Blasting Permits	\$75.00 per permit (valid for 30 days)
Carnivals & Fairs	\$75.00 per visit
Explosives	\$50.00
Firework Site Inspection (public/private events)	\$50.00
Firework Retail Permit Fee (includes site inspection)	\$50.00
Fumigation & thermal insecticidal fogging	\$50.00
Hazardous Materials	\$75.00
Open Burning Permit / Air Curtain Destructors	\$100.00 per permit (valid for 30 days)
Pyrotechnic special event materials/permit	\$75.00
Pyrotechnic special event on site stand-by (Staffing)	Employee hourly rate
Fire apparatus standby	Current FEMA Rate Schedule
Temporary membrane structures/tents	\$50.00

Annual Life Safety Inspections

Assembly (A-1, A-2, A-3, A-4, A-5) – Business – Mercantile - Storage	
Up to 2,500 sq. ft.	\$40.00
2,501 – 10,000 sq. ft.	\$50.00
10,001 – 50,000 sq. ft.	\$75.00
10,001 – 100,000 sq. ft.	\$100.00
100,001 – 150,000 sq. ft.	\$150.00
150,001 – 200,000 sq. ft.	\$200.00
Over 200,000 sq. ft.	\$250.00

Factory/Industrial Facility – Hazardous Materials Facility – Institutional Facility (Nursing Home, Hospital, Mental Health Facilities, Assisted Living)	
Up to 2,500 sq. ft.	\$75.00
2,501 – 10,000 sq. ft.	\$100.00
10,001 – 50,000 sq. ft.	\$175.00
10,001 – 100,000 sq. ft.	\$200.00
100,001 – 150,000 sq. ft.	\$250.00
150,001 – 200,000 sq. ft.	\$300.00
Over 200,000 sq. ft.	\$400.00

Mid-Rise / High Rise Facilities (over 4 stories)	
Up to 2,500 sq. ft.	\$75.00
2,501 – 10,000 sq. ft.	\$100.00
10,001 – 50,000 sq. ft.	\$175.00
10,001 – 100,000 sq. ft.	\$200.00
100,001 – 150,000 sq. ft.	\$250.00
150,001 – 200,000 sq. ft.	\$300.00
Over 200,000 sq. ft.	\$400.00

Residential	
Group Home	\$50.00
Day Care (within a residence)	\$50.00
Apartments, Hotels, Dormitories	\$75.00
1-10 Units	\$50.00
11-20 Units	\$75.00
21-40 Units	\$100.00
41-100 Units	\$150.00
101-200 Units	\$200.00
201-300 Units	\$250.00
301-400 Units	\$300.00
401-500 Units	\$350.00
Over 500 Units	\$400.00

TITLE 8. ALCOHOLIC BEVERAGES

Application fee—Beer permit	\$250.00
Privilege Tax (Per 8-230)	\$100.00

TITLE 9. BUSINESS, PEDDLERS, SOLICITORS, AND THE LIKE

Application: Temporary and Transient Vendors or Peddlers	\$10.00
Deposit in lieu of bond	\$100.00 + \$10.00 per day operating within the City.

Hotel Motel Occupancy Privilege Tax	4% of the consideration charged by the operator.
Privilege tax levied; use.	Per Tennessee Code Annotated 4%
Interest and penalty for late payment.	12% per annum, plus a penalty of 1% for each month or fraction thereof such taxes are delinquent.

TITLE 12. BUILDING, UTILITY CODES, AND THE LIKE

Building Permit Fee	Total Valuation*
\$1,000.00 or less	\$15.00 fee for each inspection shall be charged. Minimum charge of \$50.00
\$1,001 to 50,000	\$15.00 fee for the first \$1,000 plus \$5.00 for each additional \$1,000 or fraction thereof, to and including \$50,000. Minimum charge of \$50.00
\$50,001 to \$100,000	\$260.00 for the first \$50,001 plus \$4.00 for each additional \$1,000 or fraction thereof, to and including \$100,000.
\$100,001 to 500,000	\$460.00 fee for the first \$100,001. plus \$3.00 for each additional \$1,000 or fraction thereof, to and including \$500,000
\$500,001 and up	\$1,660 for the first \$500,001 plus \$2.00 for each additional \$1,000 or fraction thereof

*Valuation shall be determined by the most current published "Building Valuation Data" (without the regional modifier) as published by the International Code Council on their website: www.iccsafe.org

Plan Review Fee

A Plan Review Fee shall be charged for all construction is adopted as follows: On Non-Residential Construction the Plan Review Fee shall be equal to ½ (one-half) the Building Permit Fee.

Temporary Certificate of Occupancy

Residential Temporary Certificate of Occupancy	\$50 valid for 30 days, can be re-issued a maximum of 2 times per property at the discretion of the Building Official
Non-Residential Temporary Certificate of Occupancy	\$500.00 or 3% of the total building permit cost, whichever is greater, and is valid for 30 days, can be re-issued a maximum of 2 times per property at the discretion of the Building Official

Plumbing Permit Fees (Residential and Non- Residential)	
Plumbing Permit Base Fee	\$75.00
Additional Fixture	\$9.25 each
Irrigation Water Line Connection	\$35.00
Mechanical Permit Fees	
Residential Mechanical Permit Base Fee	\$75.00
Additional Fixture	\$10.00 each
Water Heater	\$20.00 (Per unit for Multi-Family)
Non-Residential Base Fee	\$75.00 for the first \$1,000, plus \$8.00 for each additional \$1,000, or fraction thereof (Based on Variation of Installation)
Swimming Pool Permit Fee	
Above ground residential	\$50.00
All other pools	To be calculated using the formula for building permits.
Electrical Fees	
Minimum Fee	\$75.00
Rough-in	\$40.00
For additional outlets over 10, each	\$0.50
For the installation of 10 or less such outlets, each	\$5.70
Motors and Generators:	
One horsepower or less, each	\$2.00
Over 1 and including 10 horsepower, each	\$7.55
Over 10 horsepower, each	\$13.25
Motor – Generator Sets, each	\$19.00
Electric Ranges	
Residential, each	\$19.00
Commercial, each	\$22.75
Water Heaters:	
Residential, each	\$15.00
Commercial, each	\$19.00
Electrical Heat and Electrically Heated appliances, other than ranges and water heaters	
Over 1 kw and including 5kw, each	\$ 19.00
Over 5kw and including 10 kw, each	\$ 25.00

Over 10kw, each	\$ 30.00
HVAC, each handling unit	\$ 40.00
Electrical Dryers	
Residential, each	\$ 9.50
Commercial, each	\$13.50
Electrical Signs	
Electrical Signs (excluding service), each	\$19.00
Lunch Wagons, bookmobiles, medical service vehicle, and similar structures on wheels, for lighting only	\$19.00
Service, new installation, increasing size, or relocation per meter	\$11.50
Installation of any wiring, device, apparatus, appliance, or equipment not specifically covered herein, such as, but not limited to disconnects, 220-volt receptacles, each	\$7.55
Distribution, lighting, or switch panels	
Up to, and including 200 amperes, each	\$ 9.50
201 to 400 amperes, each	\$19.00
401 to 800 amperes, each	\$28.50
801 to 1600 amperes, each	\$47.50
1601 to 3000 amperes, each	\$75.50
3001 to 6000 amperes, each	\$142.00
Each additional 100 amperes, or fraction thereof:	\$2.85
Temporary Poles Service Releases:	
0 to 200 amperes	\$40.00
201 to 400 amperes	\$50.00
401 to 600 amperes	\$60.00
601 to 1,000 amperes	\$100.00
Over 1,000 amperes	\$350.00
Low Voltage	
For Lighting Circuits or any other circuit where the outlets are intended to be install for low-voltage devices or lamp-holding devices or receptacles for the attachment of small portable electrical devices and appliances; 130 volts or less:	
Residential, per inspection	\$50.00

Commercial, per inspection	\$100.00
Miscellaneous Fees	
Emergency Re-connection of Service, each	\$100.00
Consultation Fee	\$100.00
Photovoltaic (PV) System (Solar Panels)	To be calculated using the formula for building permits.
Electrical Vehicle (EV) Charging Station (Per Port)	\$25.00
Occupancy Final	
Residential, per inspection	\$50.00
Commercial, per inspection	\$100.00
Including permit for the installation of any electrical system or part thereof, including, but not limited to the installation of both new electrical systems, and additions, alterations, and repairs to existing electrical systems, the installation of electrical fixtures, equipment, devices, and appurtenances thereto, temporary services, etc.	

TITLE 13. PROPERTY MAINTENANCE REGULATIONS

Property Maintenance Code Violation	\$50.00 per offense
Slum Clearance for Boarding/Rooming Houses Clearance Permit	\$50.00 per offense
Alarm System Fees	
Fees	
Registration and Renewal	\$25.00
Appeal fees per request	\$25.00
Fines	
Registration late charge	\$25.00
Alarm fines late charge (All fees and fines late)	\$25.00
Reinstatement Fee	\$100.00
Police department related alarm fines	
Burglar False Alarm (First 3 false alarms are not fined for Registered Alarm Users)	Registered Alarm 4th Offense - \$50.00 5th Offense - \$75.00 6th Offense - \$100.00 7th Offense - Suspension
Burglar False Alarm (First false alarm: letter sent to alarm user to register alarm within 20 days)	Non-Registered Alarm 2nd Offense - \$125.00 3rd Offense - \$175.00 4th Offense - \$225.00 5th Offense - Suspension

Robbery False Alarm	1st Offense - \$100.00 2nd Offense or more \$200.00
Panic False Alarm	1st Offense - \$100.00 2nd Offense or more \$200.00
Operating Suspended Alarm System	1st Offense - \$200.00 2nd Offense or more \$300.00
Fire department related alarm fines	
Fire-Related False Alarm (First 3 false alarms are not fined for Registered Alarm Users)	Registered Alarm 4th Offense - \$50.00 5th Offense - \$75.00 6th Offense or more \$100.00
Fire-Related False Alarm	Non-Registered Alarm 2nd Offense - \$125.00 3rd Offense - \$175.00 4th Offense or more - \$225.00

TITLE 14. ZONING AND LAND USE CONTROL

Site Concept Plan	\$350.00
Site Plan Residential*	\$1,000.00 + \$0.01/GFA +\$0.01/sq. ft. impervious surface
Site Plan Nonresidential* (up to 1.0 acre)	\$600.00 + \$0.01/ sq. ft. impervious surface
Site Plan Nonresidential* (more than 1.0 acre)	\$600.00 + \$.01/sq./ft GFA + \$0.01/ sq. ft. impervious surface
Site Plan Minor Modification	\$250.00
Site Plan Major Modification	\$350.00 + \$0.01 sq. ft. GFA
Extension	\$1,000.00
Neighborhood Concept Plan (Req. for lots 25+)	\$500.00
Preliminary Plat*	\$1,000.00 + \$50/lot up to 10 lots + \$25/lot thereafter
Final Plat	\$500.00 + \$10/DU
Final Plat Minor Subdivision Review	\$500.00
Final Plat Administrative Review (Lot Split)	\$500.00
Minor Modification	\$300.00
Major Modification	\$500.00
Extension	\$1,000.00
Planned Development Concept Plan	\$2,000.00
Planned Development Preliminary Plan*	
- Residential/Nonresidential/Mixed Use	\$3,000.00
Planned Development Final Plan	
- Residential/Non residential/Mixed Use	See above site plan and subdivision fees
Planned Development Amendment	\$1,000.00

Extension	\$1,000.00
* Professional consultant review fees charged in addition to application fees noted above.	
---- Nonresidential = Above fee +\$.03 per sq/ft of gross floor area	
---- Residential = Above fee + \$20/dwelling unit	
Pre-application Conference	30 minutes free; \$500 above 30 minutes
Annexation	\$500.00 - two acres or less
	\$2,500.00 -more than two acres
Rezone (Zoning Map Amendment)	\$1,000.00
Temporary Use Permit	\$200.00
Cell Tower	\$1,000.00
Small Cell and DAS	\$500.00 each
	<i>Each Applicant 'one-time' fee \$200.00</i>
Special Use	\$1,000.00
Variance (per request for relief)	\$250 residential; \$400 nonresidential
Appeal	\$1,000.00
Zoning Letter	\$100.00
Easement/Right-of-way Abandonment	\$500.00
Easement by Separate Instrument	\$350.00
Public Notice	Actual Cost for labor, materials, fees (\$500 deposit due at application)
Map printing	Actual Cost for labor and materials
Document print/copy fee	Actual Cost for labor and materials

Development Fees (08/05/2024)	
PLAN REVIEW	FEE
Plans Review - Commercial	\$175.00 + \$100.00 per acre
Plans Review - Commercial - Revision/Resubmittal	\$200.00 per review after 2nd resubmittal
Plans Review - Residential	\$175.00 + \$20.00 per Lot
Plans Review - Residential - Revision/Resubmittal	\$200.00 per review after 2nd resubmittal
Plans Review - Infrastructure Only	\$175.00 per review
Plans Review - Infrastructure Only	\$50.00 per subsequent review
Field Changes	\$1,000.00
GRADING PERMIT APPLICATION	
	1/2 acre or less \$150.00
	1/2 to 1 acre \$250.00
	1 to 4.99 acres \$600.00
	5 to 19.99 acres \$850.00

	20 to 49.99 acres	\$1,250.00
	50 to 149.99 acres	\$4,000.00
	150 acres	\$4,000.00 base
		+\$100 each acre
INSPECTION		
Water/Sewer/Stormwater Infrastructure (pipes and ditches)		\$1.00 per LF
Detention Pond		\$100 per pond
Bioretention Pond/SCM Measures		\$100 per pond
Roadway Infrastructure (roads and sidewalks)		\$0.50 per LF
Commercial Sidewalks		\$1.00 per LF
Surety Reduction		\$150.00 per inspection; 1 free per year
Water Line Testing		\$100.00
Re-inspection		*can be charged at inspection rate for sites needing excessive re-inspections
RIGHT-OF-WAY EXCAVATION		
ROW Application		\$150.00
DRIVEWAY PERMIT		
Driveway Application - Commercial		\$150.00
Driveway Application - Residential		\$100.00
Driveway Application - Residential Extension		\$50.00
RE-INSPECTION		
Storm Pipe		\$1.00 per LF
Detention Pond		\$50.00 per pond
Bioretention Pond		\$50.00 per pond
Ditch		\$1.00 per LF
Proof Roll		\$0.50 per LF
Sidewalk		\$1.00 per LF
FLOOD STUDY SUBMITTAL		
Floodplain Development Permit		\$150.00
Flood Study Submittal		\$100.00
Planning and Engineering Services On-Call Fee Schedule		
Application	Review Fee	Deposit
Site Plan (Residential)	Hourly*	\$ 2,000.00
Site Plan (Non-residential)	Hourly*	\$ 2,000.00
Site Plan (Administrative)	Hourly*	\$ 500.00
Site Plan (Minor Modification)	Hourly*	\$ 500.00

Site Plan (Major Modification)	Hourly*	\$ 1,500.00
Preliminary Plat	Hourly*	\$ 3,000.00
Planned Development Preliminary	Hourly*	\$ 3,000.00
Planned Development Final	Hourly*	\$ 3,000.00
Planned Development Major Modification	Hourly*	\$ 2,000.00
No-Rise	Hourly*	\$ 2,000.00
CLOMR	Hourly*	\$ 2,000.00
LOMR	Hourly*	\$ 1,000.00
Downstream Assessment	Hourly*	\$ 1,000.00
Pre-Application Conference	Hourly* (not to exceed 1 hr)	
In-Person Comment Resolution Meeting	Hourly* (not to exceed 1 hr)	
* Professional consultant review fees are charged at a rate of Engineering Review Fee \$200/hr. Planning Review Fee \$200/hr.		

TITLE 15. MOTOR VEHICLES, TRAFFIC AND PARKING

Vehicle to be covered	\$50.00
Impounded Vehicles Charge	\$5.00 and a storage cost of \$1.00 per day shall also be charged.

TITLE 16. STREETS, SIDEWALKS, AND THE LIKE

Excavation and Cut Fee	\$25.00 for each excavation and tunnel project
Special Events Permit Review Fee	\$20.00 + applicable beer and alcohol fees

TITLE 17. REFUSE AND TRASH DISPOSAL

Trash Collection Fee	
Trash	\$10.86 / per month
Recycling	\$4.66/ per month
City Services	\$7.74/ per month
Bulk Waste Pickup	\$25.00 per collection

TITLE 18. WATER AND SEWERS

Water System Development Charges (July 1, 2024)

Average Investment/ERU		\$ 1,554.00
Meter Size	Multiplier	System Development Charge
5/8" M25	1.00	\$ 1,554.00
3/4" M25	1.20	\$ 1,864.80
1" M170	1.60	\$ 2,486.40
1.5" M120	2.40	\$ 3,729.60
2" Turbo Series	3.20	\$ 4,972.80
2" Compound	3.20	\$ 4,972.80
3" Turbo Series	4.80	\$ 7,459.20
3" Compound	4.80	\$ 7,459.20
4" Turbo Series	6.40	\$ 9,945.60
4" Compound	6.40	\$ 9,945.60
6" Turbo Series	9.60	\$ 14,918.40
6" Compound	9.60	\$ 14,918.40
8" Combo	12.80	\$ 19,891.20
10" Turbo Series	16.00	\$ 24,864.00
12" Turbo Series	19.20	\$ 29,836.80

Irrigation System Connection	Same as above based upon meter type and size
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Tapping Fee	Same as above plus \$25.00 Backflow Permit
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Note: For any development proposing to use a master meter to serve a private system, the water and sewer system development charges shall be assessed based on the number of units proposed and charged the average investment per equivalent residential unit amount noted in this section.

Meter Fees	
Water Meter Fees	The cost of water meters shall be billed at the cost of the meters plus a 10% administration fee. This is in addition to any other associated fees.

Water Rates			
Base Charge		Volume Charge	
Category	Base Charge	Use Type	Volume Charge per 1,000 gal
Water Inside	\$ 12.25	Residential	
Water Outside	\$ 23.09	Tier 1 (0-4 Kgal)	\$ 4.13
1 inch	\$ 54.04	Tier 2 (4-10 Kgal)	\$ 5.16
1-1/4" or 1-1/2"	\$ 72.00	Tier 3 (10+ Kgal)	\$ 6.19
2 inch	\$ 89.98	Non-Residential	\$ 4.61
3 inch	\$ 115.13	Irrigation	\$ 6.19
8 inch	\$ 808.73		
33 Minimums	\$ 607.91		

* Water Base Charges Apply to Irrigation Meters as well. Multi-Unit Rate same as inside c

Sewer Rates	
Minimum (base) Charge	\$15.09
Per Thousand Gallons	\$5.65

Sewer System Development Charges			
Average Investment/ERU		\$2,115	
Meter Size	Multiplier		Sewer Connection Fee
5/8"	1.00	\$2,115	4-inch Tap (Residential - Single- Family, Duplex, Townhome) = \$1,375; Multifamily = \$750/dwelling unit; 6-inch Tap (Residential or Commercial) = \$1,625; 8- inch Tap (Residential or Commercial) = \$2,000; 10- inch or larger = To be determined by City Engineer
3/4"	1.20	\$2,538	
1"	1.60	\$3,384	
1.5"	2.40	\$5,076	
2"	3.20	\$6,768	
3"	4.80	\$10,152	
4"	6.40	\$13,536	
6"	9.60	\$20,304	
8"	12.80	\$27,072	
10"	16.00	\$33,840	
12"	19.20	\$40,608	

Notes: (*) - Connection Charges as reflected in Title 18, Chapter 1, Sections 18-108 and 18-109 of Spring Hill Code of Ordinances; See also Resolution 02-17 (Reserve Fee increase from \$0.28 to \$0.35 times water tap fee)
 - For any development proposing to use a master meter to serve a private system, the water and sewer system development charges shall be assessed based on the number of units proposed and charged the average investment per equivalent residential unit amount noted in this section.

WATER CAPACITY ANALYSIS FEE SCHEDULE	
TYPE OF APPLICATION	WATER CAPACITY ANALYSIS FEE
Annexation	Cost plus 10%
Zoning Map Amendment	Cost plus 10%
Subdivision - Conceptual or Preliminary Plat	Cost plus 10%
Planned Development - Conceptual or Preliminary Development Plan	Cost plus 10%
Site Plan	Cost plus 10%

SEWER CAPACITY ANALYSIS FEE SCHEDULE	
TYPE OF APPLICATION	SEWER CAPACITY ANALYSIS FEE
Annexation	Cost plus 10%
Zoning Map Amendment	Cost plus 10%
Subdivision - Conceptual or Preliminary Plat	Cost plus 10%
Planned Development - Conceptual or Preliminary Development Plan	Cost plus 10%
Planned Development - Conceptual or Preliminary Development Plan	Cost plus 10%
Site Plan	Cost plus 10%

Storm	
Residential	\$6.75 per ERU
Commercial	\$6.50per ERU

Inspection and Testing Fees	
Initial Inspection Fee	\$75.00
Re-inspection of backflow	\$150.00
Additional Re-inspection	\$500.00

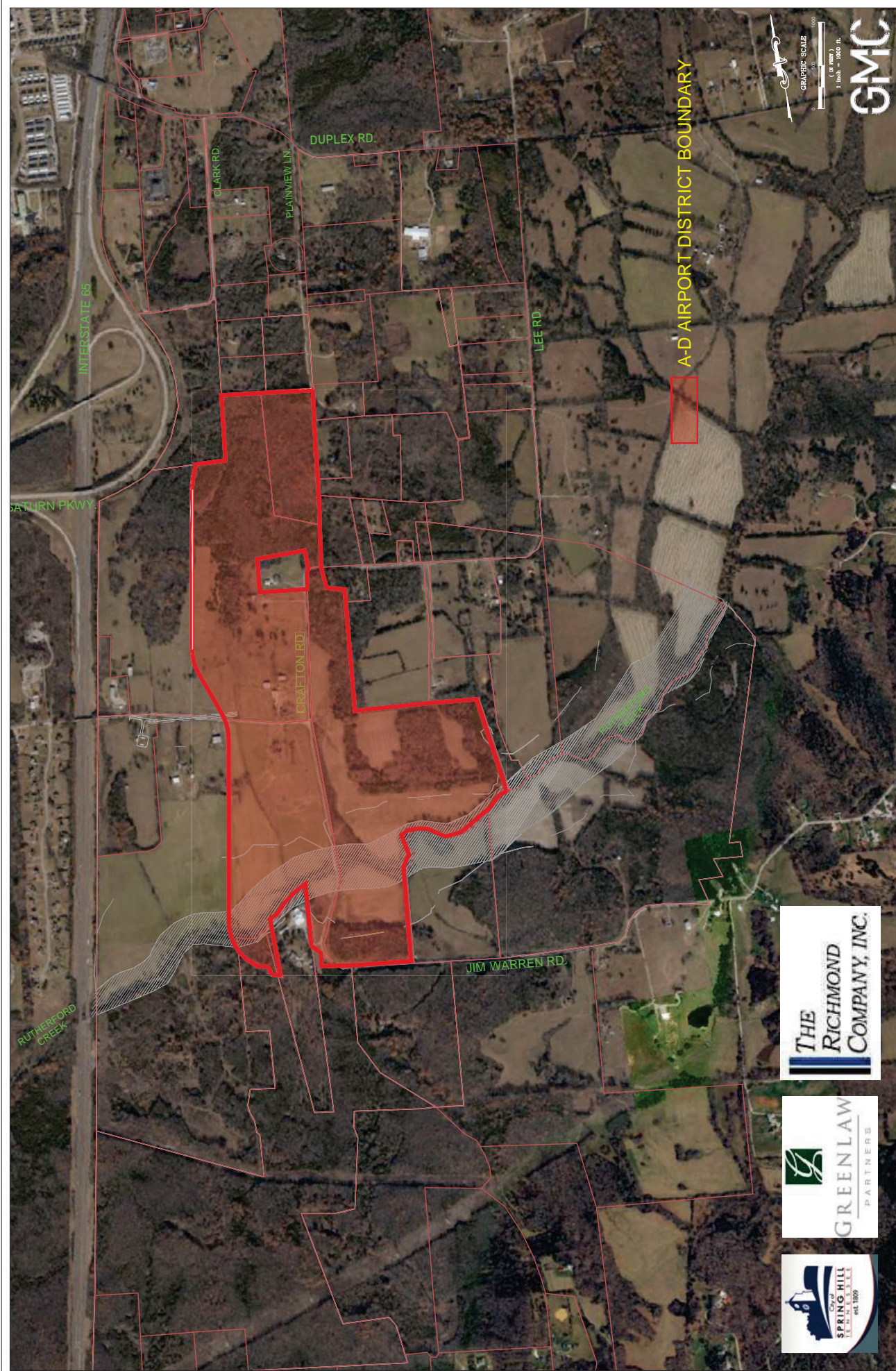
TITLE 20. MISCELLANEOUS

Rate charges for parks building and City Hall facilities	
Public service organizations	no charge
Parks building and City Hall community room	\$35.00 per day for city residents, \$50.00 per day for others

City Hall courtroom	\$75.00 per day
City Hall conference room	\$25.00 per day
City Hall offices	\$25.00 per day

EXHIBIT "G"
Land Reservation Exhibit

DRAFT



A-D AIRPORT DISTRICT BOUNDARY

GRAPHIC SCALE
 0 10 20 30 40 50 60 70 80 90 100
 (IN FEET)
 1 inch = 1000 ft

THE RICHMOND COMPANY, INC.

GREENLAW PARTNERS

SPRING HILL REAL ESTATE
 EST. 1889