

ORDINANCE 16-12

AN ORDINANCE TO AMEND ORDINANCE NO. 86-47, THE SAME BEING THE ZONING ORDINANCE OF THE CITY OF SPRING HILL, BY REZONING PROPERTY BEING TAX MAP 029, PARCEL 001.00 FROM AG, AGRICULTURAL, AND R-2, MEDIUM DENSITY RESIDENTIAL, TO R-2 PLANNED UNIT DEVELOPMENT

WHEREAS, the City of Spring Hill Zoning Ordinance, the same being Ordinance No. 86-47, and the zoning maps therein adopted, should be amended by rezoning the property herein described as Maury County Tax Map 029, Parcel 001.00 from AG, Agricultural, and R-2, Medium Density Residential, to R-2 Planned Unit Development; and

WHEREAS, said property to be rezoned is located within the corporate limits of the City of Spring Hill; and

WHEREAS, this Ordinance was recommended by the Spring Hill Municipal Planning Commission on July 11, 2016, with notice of said hearing being given fifteen (15) days or more before said approval; and

WHEREAS, all Ordinances or parts of Ordinances in conflict herewith are hereby repealed.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF SPRING HILL, TENNESSEE, BOARD OF MAYOR AND ALDERMEN, that the Zoning Ordinance 86-47 and the zoning maps therein adopted be, and the same are hereby amended by rezoning the property herein-described as Maury County Tax Map 029, Parcel 001.00 from AG, Agricultural, and R-2, Medium Density Residential, to R-2 Planned Unit Development, which amendment shall take effect from and after its adoption, the public welfare requiring it, subject to the following conditions:

1. In addition to the street improvements internal to the project boundary, Beechcroft Road and Cleburne Road shall be improved in accordance with the recommendations of the traffic impact study as follows –

A. Intersection of Beechcroft Road and Cleburne Road – to be completed by 20% buildout

- 1) A westbound left turn lane with 100 feet of storage on Beechcroft Road.
- 2) An eastbound right turn lane with 125 feet of storage on Beechcroft Road.
- 3) A northbound left turn lane with 100 feet of storage on Cleburne Road
- 4) A northbound right turn lane with 250 of storage on Cleburne Road.

Each of these turn lanes should be 11 feet wide and should be designed and constructed according to AASHTO standards.

B. Intersection of Beechcroft Road and Cleburne Road – to be completed by 70% buildout

A traffic signal should be installed at the intersection of Beechcroft Road and Cleburne Road. This traffic signal should be designed and constructed to include a protected-plus-permitted signal phase for westbound motorists and a right turn overlap signal phase for northbound motorists.

C. Intersection of Beechcroft Road and the Project Access –

- 1) A westbound left turn lane with 100 feet of storage on Beechcroft Road.
- 2) An eastbound right turn lane with 125 feet of storage on Beechcroft Road.
- 3) A northbound left turn lane with 50 feet of storage on the project access.
- 4) A northbound right turn lane with 100 of storage on the project access.

Each of these turn lanes should be 11 feet wide and should be designed and constructed according to AASHTO standards.

D. Intersection of Cleburne Road and the Northern Project Access

- 1) A northbound left turn lane with 75 feet of storage on Cleburne Road.
- 2) A southbound right turn lane with 125 feet of storage on Cleburne Road.
- 3) An eastbound left turn lane with 100 feet of storage on the project access.
- 4) An eastbound right turn lane with 50 of storage on the project access.

Each of these turn lanes should be 11 feet wide and should be designed and constructed according to AASHTO standards.

E. Intersection of Cleburne Road and the Southern Project Access

- 1) A southbound right turn lane with 125 feet of storage on Cleburne Road.
- 2) An eastbound left turn lane with 100 feet of storage on the project access.
- 3) An eastbound right turn lane with 50 of storage on the project access.

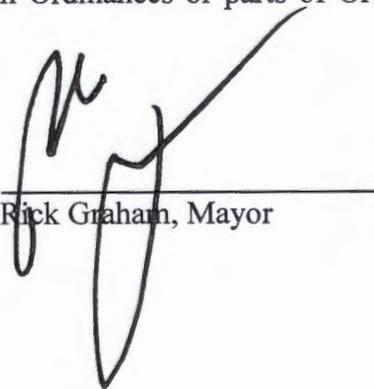
Each of these turn lanes should be 11 feet wide and should be designed and constructed according to AASHTO standards.

F. Off-site improvements to Beechcroft Road, in accordance with the traffic impact study, shall be evaluated at 50% buildout of the project.

G. Off-site improvements to Cleburne Road, in accordance with the traffic impact study, shall be evaluated at 50% buildout of the project.

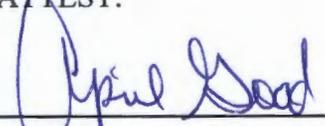
2. All requirements outlined in the "pattern book" shall apply. Zoning and subdivision regulation relief not specifically identified in the pattern book shall require BOMA approval.
3. All properties within the project shall be access by the lower street classification or by alley, where applicable
4. All trails shall be constructed at the time of infrastructure installation required for each phase. Trails shall be constructed to the standards outlined in the City's Bicycle and Greenway Plan. Unless dedicated to the City, all trails shall be located within a public access easement and shall be maintained by the HOA.
5. In accordance with the City's Provisions Governing Planned Unit Development, all open space shall be maintained by the HOA.
6. The applicant shall be required to submit detailed landscape plans for all required landscape buffer areas.
7. All required landscape buffer area shall be planted to the minimum standards of the City's zoning ordinance, shall be irrigated, and shall be maintained by the HOA.
8. Pursuant to Section 2 of the Provisions Governing Planned Unit Developments, the setbacks for Lots 852-871, 898-905, 908, 909, and 930-948 shall adhere to those of the adjacent R-1 zoning district.
9. Approval of this preliminary development plan shall remain valid for a period of three (3) years, during which time a final development plan shall be submitted for Planning Commission review and approval.
10. Modification to the approved preliminary development plan may require Planning Commission and/or Board of Mayor and Aldermen approval prior to the submittal of a final development

BE IT FURTHER ORDAINED, that all Ordinances or parts of Ordinances in conflict herewith are hereby repealed.



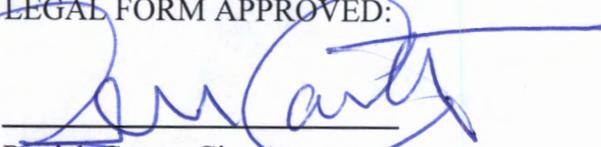
Rick Graham, Mayor

ATTEST:



April Goad, City Recorder

LEGAL FORM APPROVED:



Patrick Carter, City Attorney

Passed on First Reading: July 18, 2016

Passed on Second Reading: August 15, 2016

SUBJECT: ORD 16-12 (The Villages at Harvest Point)

DATE: July 18, 2016

ATTENTION: Board of Mayor and Aldermen (BOMA)

DEPARTMENT HEAD: Dara Sanders, Planning Director



STAFF MEMORANDUM

Property description and history: This undeveloped property is located southwest of the intersection of Beechcroft Road and Cleburne Road with frontage onto both streets. The surrounding properties include Spring Hill Middle School, undeveloped industrially zoned property, and primarily low- to medium-density residential.

Carters Creek and Walden Branch traverse along the western boundary and center of the property, respectively. As indicated in the "Pattern Book" submitted by the applicant, there are significantly steep slopes throughout the property, and there is an existing cemetery at the eastern portion of the property.

Request: The applicant requests rezoning approval for a Planned Unit Development to include 961 single-family residential lots, 232 multi-family dwelling units, live/work units, and associated open space and amenities.

Modifications to the request: Several elements of the proposed Planned Unit development have changed since last presented to the BOMA in response to citizen concerns expressed at various public meetings and in accordance with the City's provisions for planned unit developments:

- The proposed single-family homes in the northern portion of the project boundary have been changed to larger lots with greater building setbacks in order to increase compatibility with the existing neighborhoods (Jamestown and Williamsburg).
- An exhibit has been submitted to show the proposed street improvements and the State street improvements in the vicinity to better communicate the various efforts to improve the overall street network in the area.
- Additional information has been submitted to identify the specific the nonresidential uses that would be permitted in the "live-work village".
- An updated preliminary development plan has been provided indicating the boundaries of the live-work village.
- Parking information related to off-site and on-street parking that would meet the parking requirements for all nonresidential uses. The impact of this information is that on-site parking in the live-work village is not required for nonresidential uses. *The applicant is not requesting relief from the number of parking spaces required, only for the location in which they are required.*
- Bulk, area, and height requirements for the live-work village.

On July 11th, the Planning Commission forwarded the request to the BOMA with a recommendation for approval subject to conditions with the following findings:

- The proposed property could be developed for a similar number of dwelling units under the current zoning designations of AG and R-2, though staff has not evaluated the impact of the cemetery, stream and associated buffer, or the floodplain that encumbers the property.
- The application of a Planned Unit Development (PUD) for this property benefits the property owner in mitigating the impact of these encumbrances and promotes a mixture of housing types to create neighborhood that meets the needs of all stages of life. The PUD also benefits the Planning Commission and Board of Mayor and Aldermen

City of Spring Hill, Tenn.

greater flexibility to negotiate features that will increase compatibility with the surrounding area and amenities above those required by the base zoning, such as trails, preservation of natural and sensitive features of the lane, and other community amenities.

- This project embodies the majority of the key recommendations and considerations of Spring Hill Rising 2040 and is consistent with the City's planning policies and principles. It represents a quality traditional neighborhood design, will offer quality housing options in an area of job and industry growth, will result in needed improvements to streets in the surrounding area, and will work toward achieving a complete and connected transportation network in a currently disconnected area.
- The future land use designation of the property is "Mixed Use Neighborhood Area", which are primarily residential but include low to moderate intensity balanced mixture of retail and office uses based on traditional, compact small town form, offering Spring Hill the ability to live, shop, work, and play in their own neighborhood. These areas offer a mixture of housing types and residential densities ranging from small lot single-family detached dwellings to urban residential structures within walking distance of the goods and services required for daily living.
- The City's Goal "We will grow smarter" aims at promoting Smart Growth Principles and tradition neighborhood design that promotes walkability, connectivity, housing choice, public open space, and local opportunities for goods and services throughout our City.

With the current and anticipated future rapid job growth in the surrounding area, the Planning Commission finds that neighborhood development in this area would work to achieve traditional neighborhood design close to local job and economic growth.

- The City's Goal "We will create a balanced transportation network" aims to achieve efficient, multi-modal transportation options that increase mobility and access to jobs and services, reduce travel times and congestion, and are fiscally sustainable.

Based on the proposal, the Planning Commission finds that the project will result in needed improvements to existing streets in the surrounding area and will work toward achieving a complete and connected transportation network in a currently disconnected area.

- The City's Goal "We will promote a variety of quality housing options" aims at making it possible for all who work in the community to live in the community. This goal recommends promoting housing diversity in new development areas by planning for a variety of housing types, styles, and price points as development occurs in greenfield areas.

The Planning Commission finds that the proposal works directly in concert with this goal. The proposal is to create a new neighborhood, not just a new development, that will provide a needed diversity of homes for our growing community so that current families and new families can choose to live in a place that meets their specific needs.

PRELIMINARY MASTER PLAN FOR PLANNED UNIT DEVELOPMENT
AND RE-ZONING FOR
THE VILLAGES AT HARVEST POINT

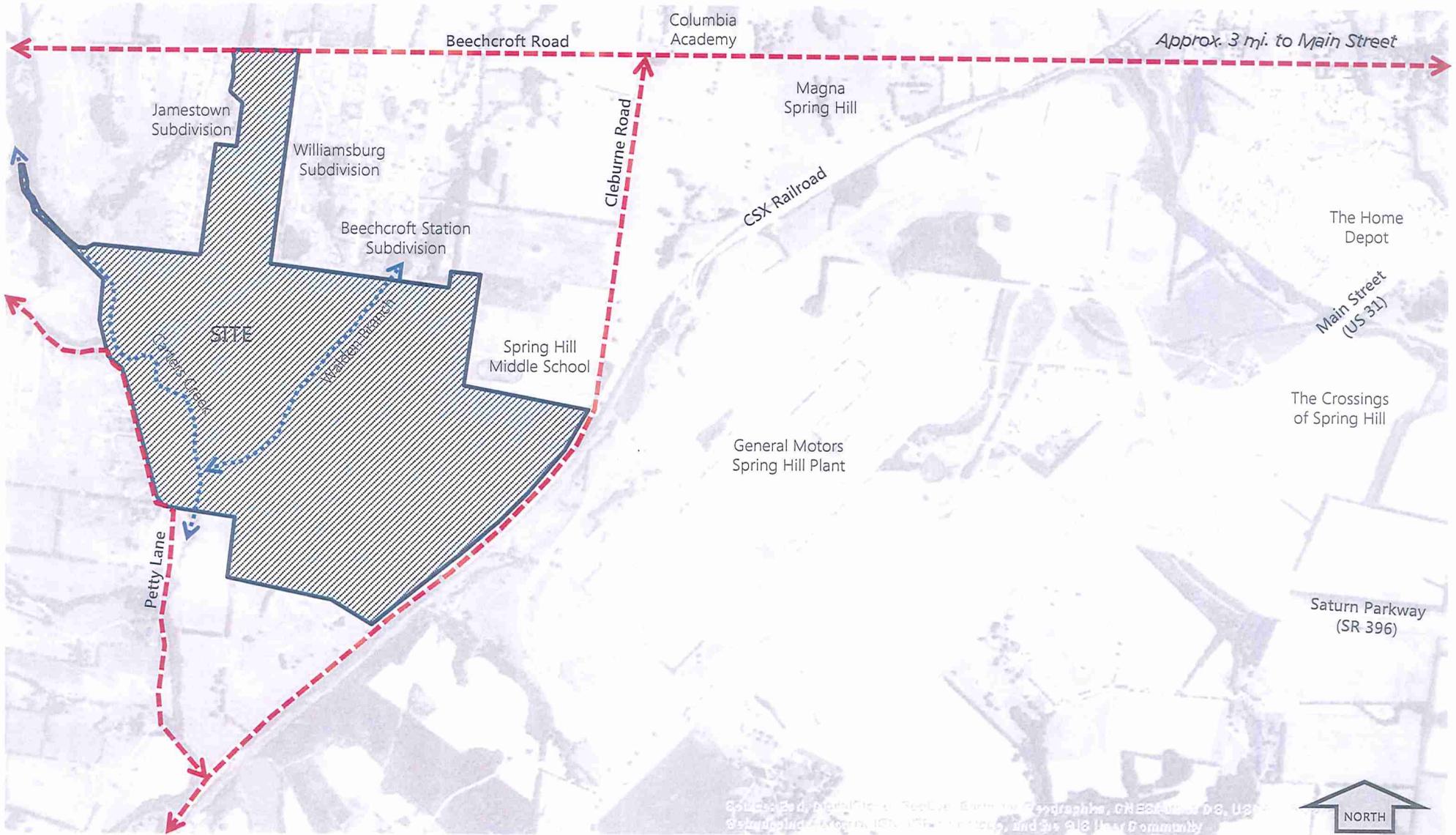
July 5th, 2016

BOMA Work Session

CHAPTER *2*
INVESTMENTS

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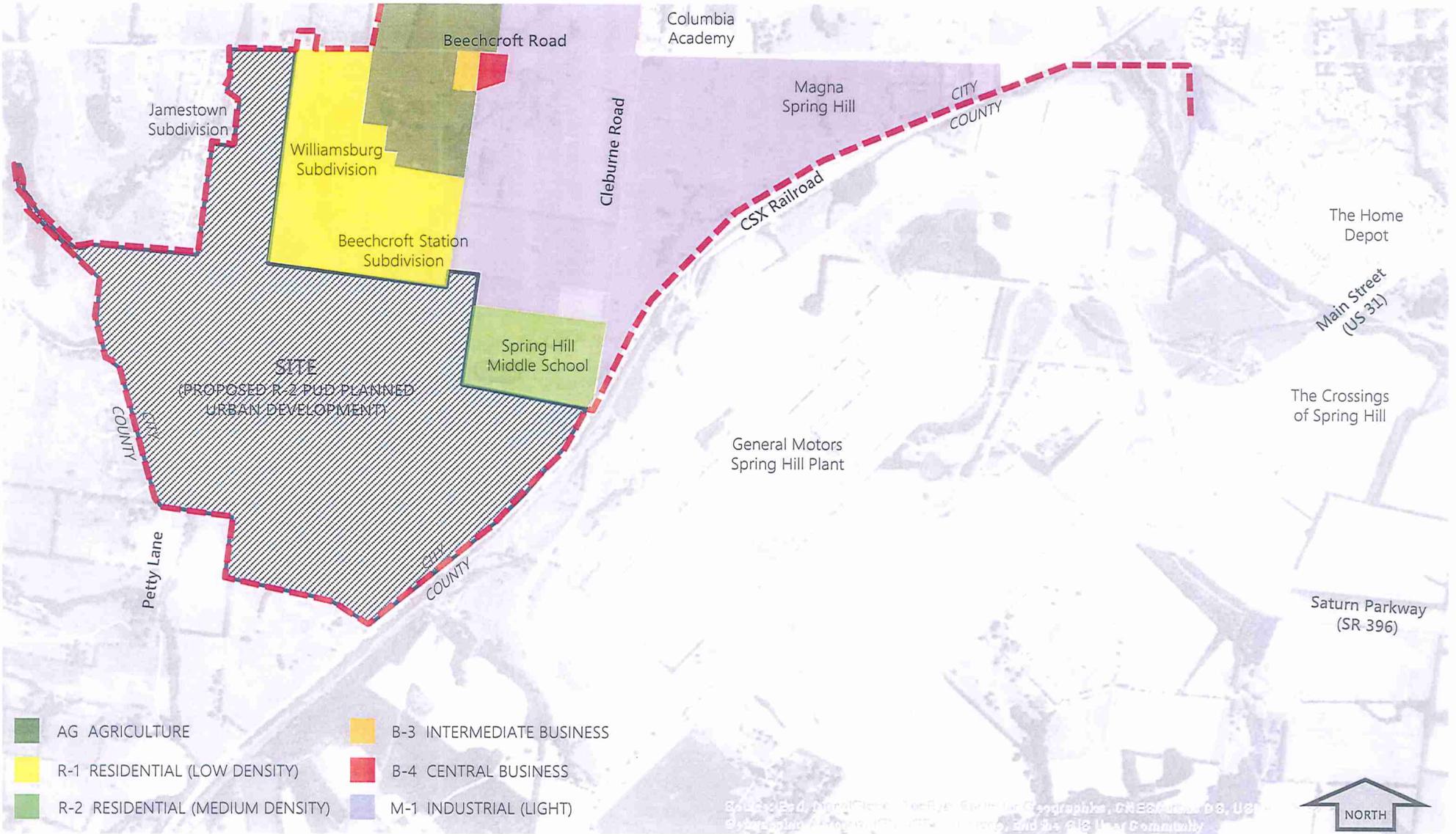
REGIONAL MAP



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, AeroGRID, IGN, and the GIS User Community

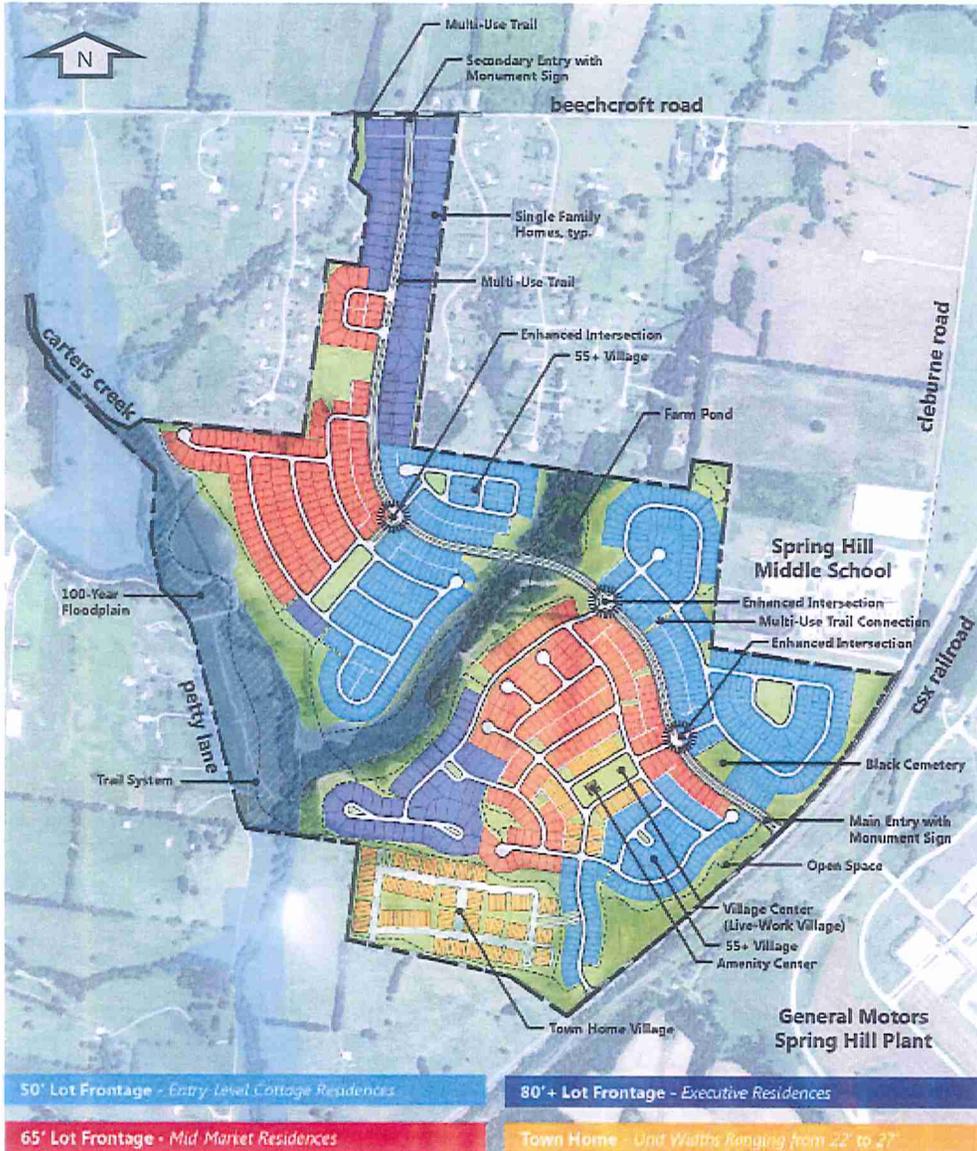
THE VILLAGES AT HARVEST POINT

REGIONAL MAP - ZONING



THE VILLAGES AT HARVEST POINT

MASTER PLAN



SITE DEVELOPMENT DATA

- LIVE-WORK VILLAGE:
 - 25,000 SF (GROUND FLOOR - RETAIL/OFFICE)
 - ALLOWABLE USES:
 - ATM
 - PERSONAL CARE SERVICES
 - BUSINESS SERVICE
 - PERSONAL INSTRUCTION
 - COMMUNITY EDUCATION
 - RESTAURANT
 - GENERAL OFFICE
 - RETAIL
 - LEASING/SALES OFFICE
 - MEDICAL OFFICE (UNDER 5,000 SF SUITES)
- SINGLE FAMILY RESIDENTIAL:
 - PROPOSED ACREAGE.....208.14 AC
 - 50' (AVG.) LOT FRONTAGE.....544 LOTS
 - 65' (AVG.) LOT FRONTAGE.....318 LOTS
 - 80' (AVG.) LOT FRONTAGE.....102 LOTS
- MULTI FAMILY/TOWN HOME RESIDENTIAL:
 - PROPOSED ACREAGE.....15.96 AC
 - PROPOSED LOTS.....234 LOTS
- OPEN SPACE:
 - PROPOSED ACREAGE (TOTAL).....171.90 AC (36.3%)
 - STEEP SLOPES.....27.0 AC
 - STORMWATER.....13.3 AC
 - FLOODPLAIN/FLOODWAY.....52.7 AC
- SITE TOTALS:
 - SINGLE FAMILY RESIDENTIAL.....964 LOTS
 - MULTI FAMILY/TOWN HOME RESIDENTIAL.....234 LOTS
 - OVERALL DENSITY.....3.78 DU/AC

THE VILLAGES AT HARVEST POINT

LIVE WORK VILLAGE



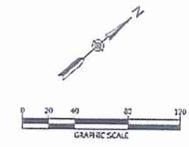
LEGEND

- WETLAND
- FLOODWAY
- 100 YEAR FLOODPLAIN
- LOT NUMBER (CIRCLE/FANGLI)
- LOT NUMBER (OPEN SPACE)
- TOWNHOME GROUP NUMBER
- EASEMENT/CONVEYANCE
- PROPOSED WALKING TRAILS
- PROPOSED ROADWAY RIGHT-OF-WAY
- EXISTING TOP OF STREAM BANK
- PROPOSED STORM DRAINAGE EASEMENT

- NOTES**
1. ON-STREET PARALLEL PARKING SPACES TO BE CALLED TOWARD REQUIRED PARKING FOR LIVE-WORK DEVELOPMENT.
 2. IN LIVE-WORK DEVELOPMENT, PARKING SHALL BE LOCATED ON BOTH SIDES OF THE STREET TO MEET DEMANDS OF NON-RESIDENTIAL TRAFFIC.
 3. TOTAL LAND AREA FOR AN IN-TOWN-WORK DEVELOPMENT SHALL BE 125,000 SQ. FT. MINIMUM ALLOWED CORNER DEVELOPMENT BY THE LIVE-WORK DEVELOPMENT SHALL BE 25,000 SQ. FT.
 4. ALL LIVE-WORK DEVELOPMENT SHALL BE SUBJECT TO 2015 - 2020 USE ONLY.
 5. HEIGHT RESTRICTIONS SHALL BE SIMILAR TO THOSE LISTED BY THE 2015 (HIGHWAY) SHOPPING DISTRICT SECTION OF THE SPRING HILL ZONING ORDINANCE WITH THE ADDITION OF THE FOLLOWING:
 - BUSINESS SERVICE
 - ACCEPTING CAR SERVICES AND ETC.
 - COMPLETION EDUCATION
 - HEMPAL OFFICE
 - ARCHITECTURAL ENGINEERING, BUSINESS AND ETC.
 - FREIGHT/MAIL OFFICE
 - KNOWLEDGE PROFESSION
 - PERSONAL CARE SERVICES
 - SOCIAL SERVICE CENTER, MESSAGE FORWARDING, COUNSELING AND ETC.
 - PERSONAL INSTRUCTION
 - YOGA, WEIGHTLIFT STUDIO, MUSICIANS STUDIO AND ETC.
 - RESTAURANT
 - FAST CASUAL, FULL SERVICE AND TAKE-OUT (NO DRIVE-THRU PERMITTED)
 - RETAIL
 6. ALL ON-STREET PARKING FOR THE LIVE-WORK DEVELOPMENT SHALL HAVE A MINIMUM 10' WIDE LANDSCAPE SCREEN BUFFER.
 7. AMENITY CENTER IS SHOWN FOR REFERENCE ONLY. EXACT SIZE, LOCATION AND DESIGN SHALL BE DESIGNED AND APPROVED AT A LATER DATE.
 8. CONFORMANCE OF ALL LIVE-WORK DEVELOPMENT WITH THE SPRING HILL ZONING ORDINANCE SHALL BE ENFORCED AND ENFORCED VIA THE HOMEOWNERS ASSOCIATION (HOA).
 9. ON-STREET PARKING SHALL BE USED TO COUNT TOWARD THE PARKING REQUIREMENT FOR EACH HOUSING UNIT (H.U.).
 10. NO ON-SITE PARKING SHALL BE REQUIRED FOR THE NON-RESIDENTIAL USES WITHIN THE LIVE-WORK AREA.
 11. RESTAURANTS WITHIN THE LIVE-WORK AREA SHALL BE ALLOWED TO SERVE ALCOHOL BEVERAGES IF THE APPROPRIATE LICENSES ARE OBTAINED.
 12. THE MAXIMUM HEIGHT FOR BUILDINGS SHALL BE 30 FEET IN ACCORDANCE WITH THE REQUIREMENTS OF THE 2015 REGULATIONS.

PARKING PROVIDED
(LIVE-WORK DEVELOPMENT)

TYPE	STALLS
ON-STREET	97 STALLS
ON-STREET PARKING LOT (A)	15 STALLS
OFF-STREET PARKING LOT (B)	19 STALLS
TOTAL	131 STALLS



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CHAPTER 2
INVESTMENTS, LLC
4414 PENTACON DRIVE
NASHVILLE, TN
615-384-3777

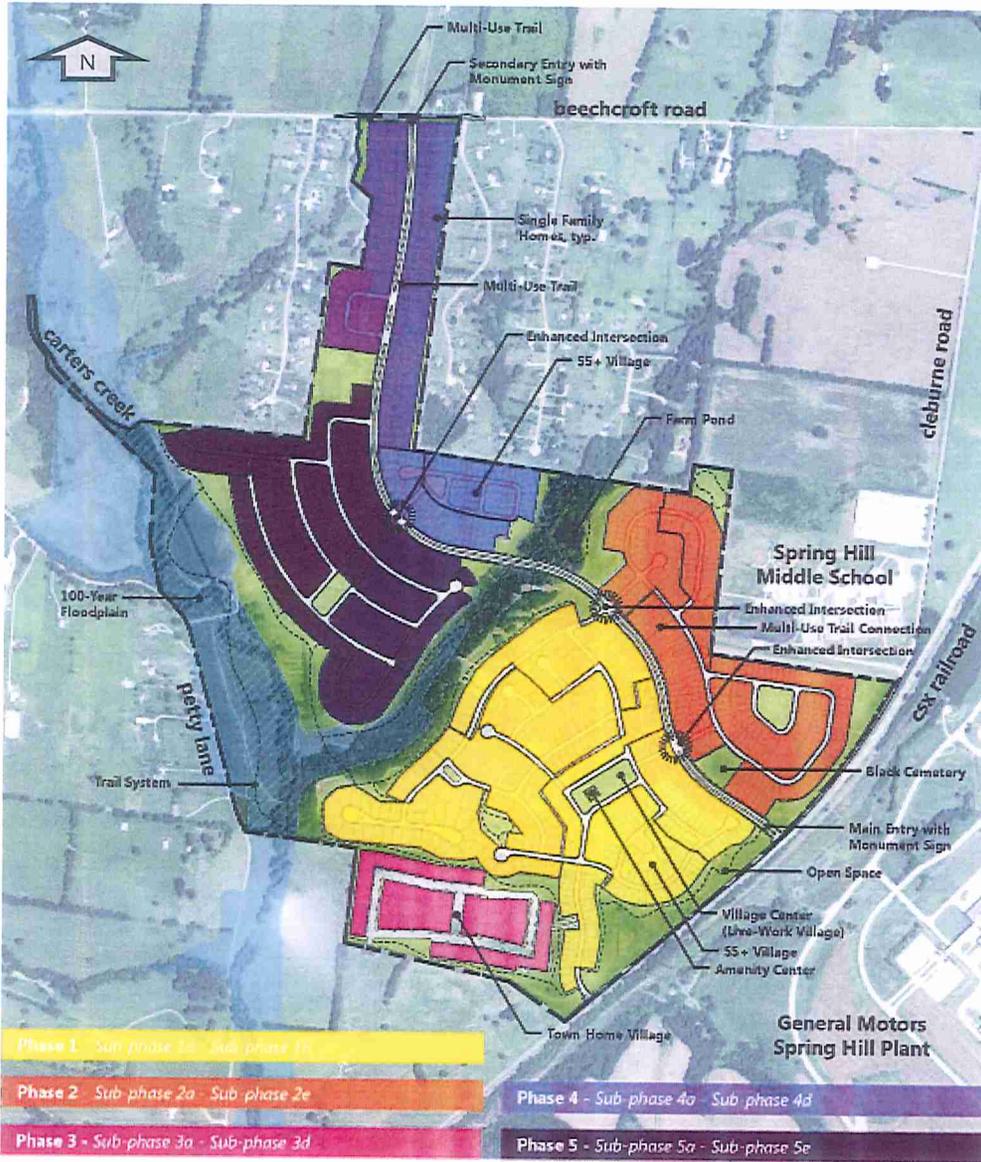
THE VILLAGES AT HARVEST POINT
SPRING HILL, TENNESSEE



NO.	DATE	DESCRIPTION	BY	CHK	APP
1		REVISION			
2		OFFICE CORRECTIONS			
3		FIELD CORRECTIONS			

PROJECT NUMBER: 20151207
DRAWING NUMBER: C2.3
DRAWING NAME: DETAILED SITE LAYOUT (LIVE-WORK DEVELOPMENT)

PHASING



DEVELOPMENT PHASING

- **PHASE I:**
 - SINGLE FAMILY RESIDENTIAL.....318 LOTS
 - MULTI FAMILY/TOWN HOME RESIDENTIAL.....62 LOTS
 - LIVE-WORK.....25,000 SF

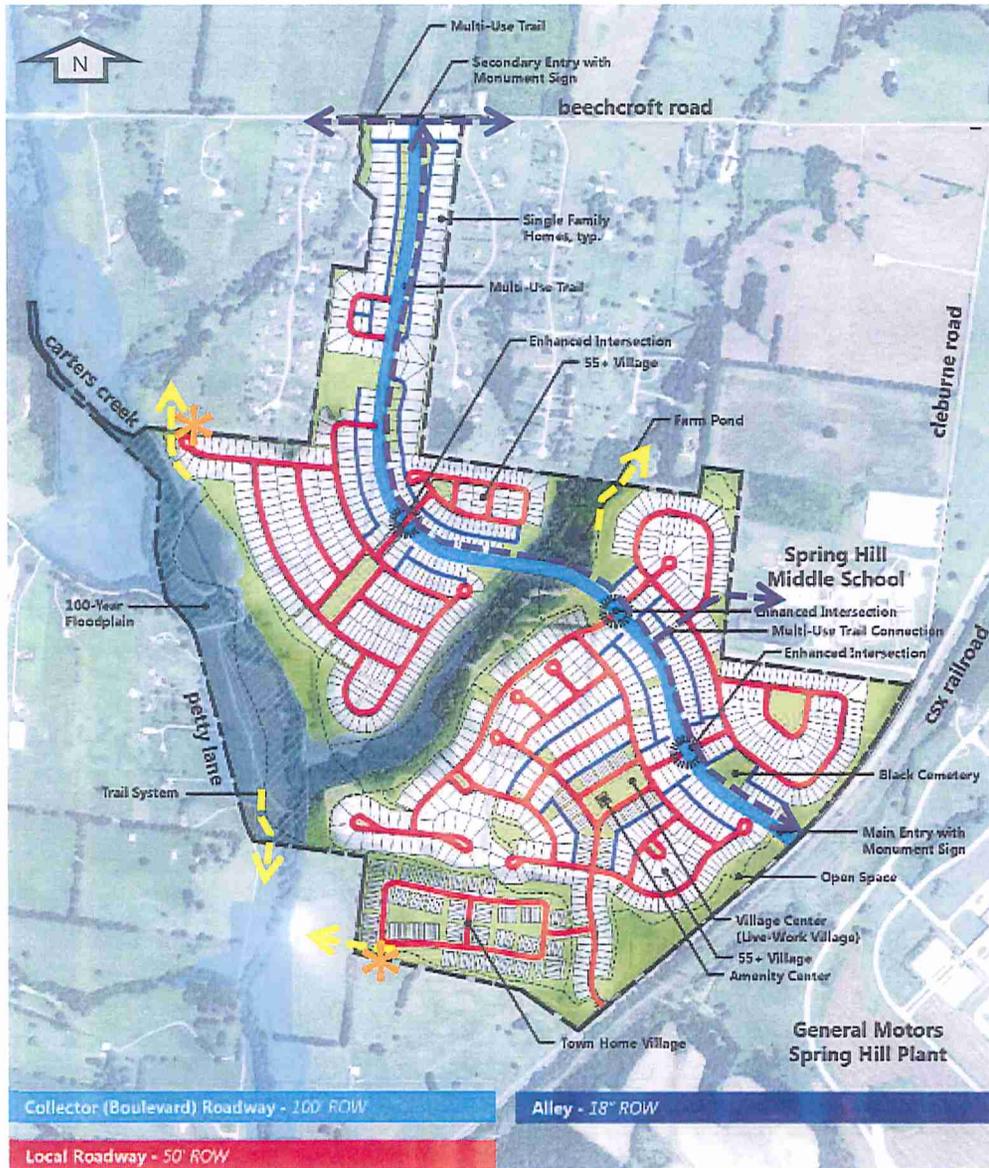
- **PHASE 2:**
 - SINGLE FAMILY RESIDENTIAL.....239 LOTS
 - MULTI FAMILY/TOWN HOME RESIDENTIAL.....0 LOTS
 - COMMERCIAL/RETAIL.....0 SF

- **PHASE 3:**
 - SINGLE FAMILY RESIDENTIAL.....0 LOTS
 - MULTI FAMILY/TOWN HOME RESIDENTIAL.....172 LOTS
 - COMMERCIAL/RETAIL.....0 SF

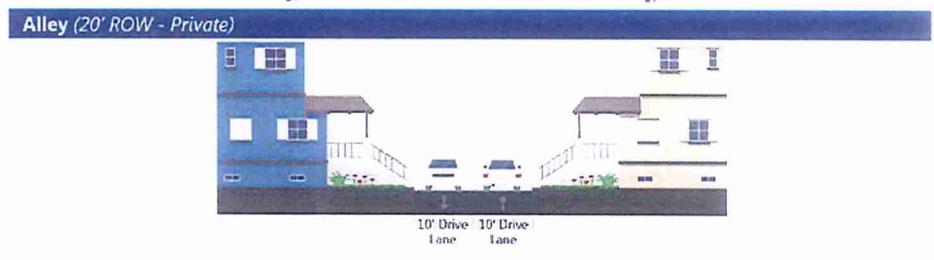
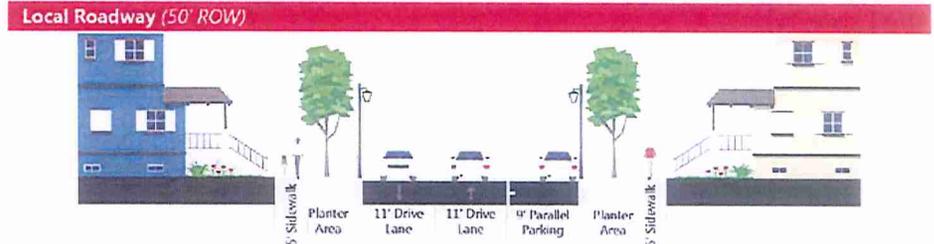
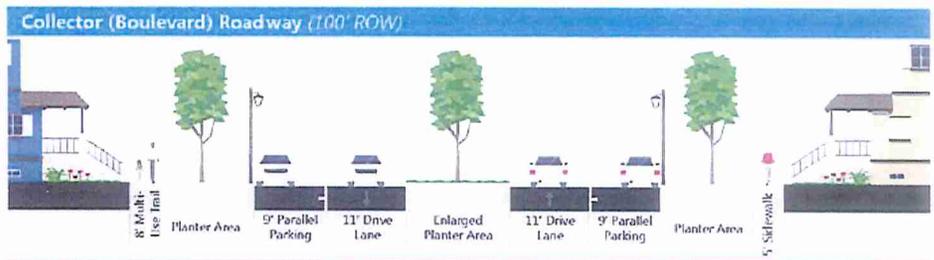
- **PHASE 4:**
 - SINGLE FAMILY RESIDENTIAL.....148 LOTS
 - MULTI FAMILY/TOWN HOME RESIDENTIAL.....0 LOTS
 - COMMERCIAL/RETAIL.....0 SF

- **PHASE 5:**
 - SINGLE FAMILY RESIDENTIAL.....259 LOTS
 - MULTI FAMILY/TOWN HOME RESIDENTIAL.....0 LOTS
 - COMMERCIAL/RETAIL.....0 SF

TRANSPORTATION INFRASTRUCTURE

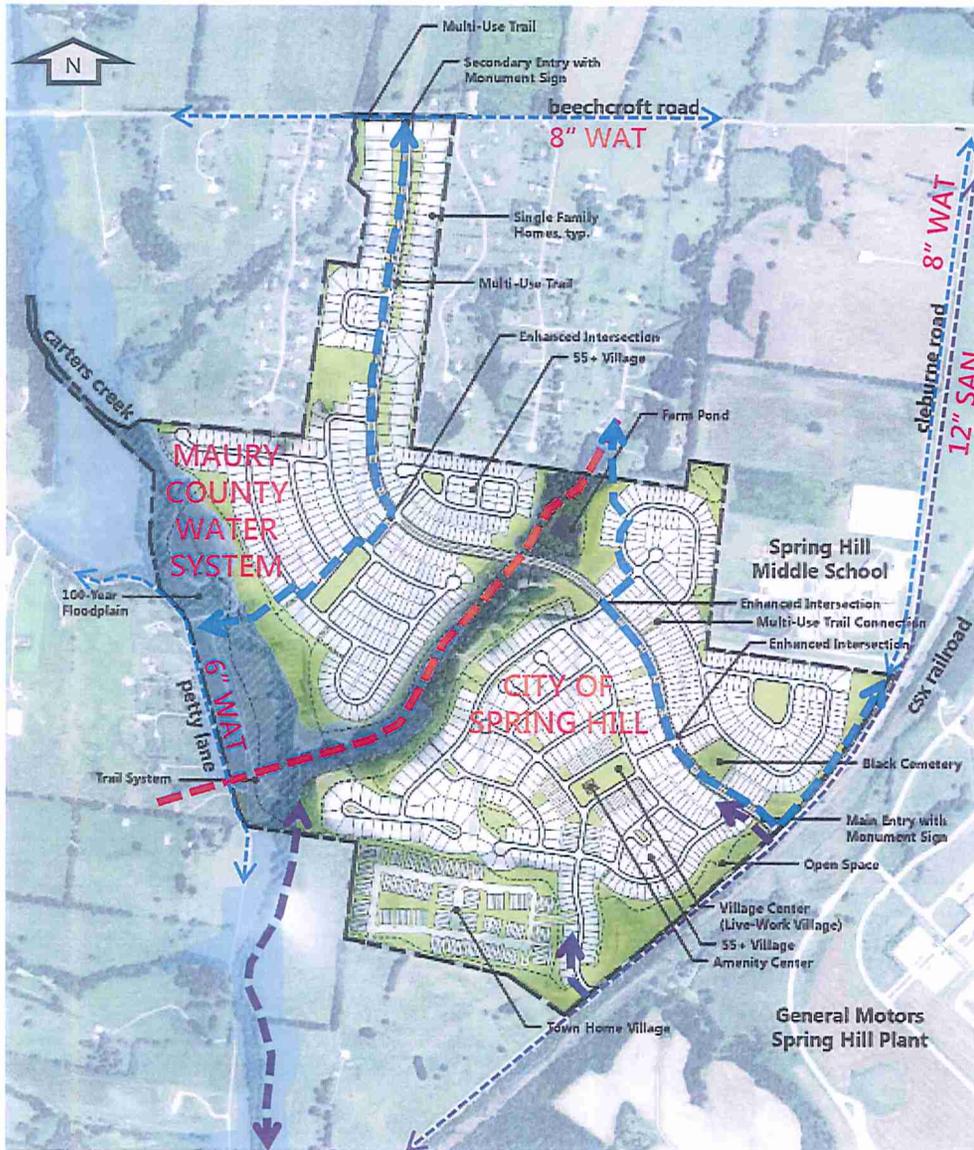


- ROADS:
 - ENLARGED PLANTING MEDIAN (COLLECTOR)
 - PROVIDE PARALLEL PARKING (COLLECTOR/LOCAL) & BIKE LANES (COLLECTOR)
- WALKING TRAILS (+/- 4.5 MILES):
 - CONNECTION TO OPEN SPACES/NATURAL AREAS
 - FUTURE OFFSITE CONNECTIONS TO UNDEVELOPED LAND
- MULTI-USE TRAIL (+/- 1.5 MILES):
 - CONNECTION TO SPRING HILL MIDDLE SCHOOL



THE VILLAGES AT HARVEST POINT

UTILITY INFRASTRUCTURE



WATER SERVICE:

- DEVELOPMENT EAST OF WALDEN BRANCH SERVICED BY CITY OF SPRING HILL
 - EXISTING SERVICE OFF OF CLEBURNE ROAD
- DEVELOPMENT WEST OF WALDEN BRANCH SERVICED BY MAURY COUNTY WATER SYSTEM
 - EXISTING SERVICE OFF OF BEECHCROFT ROAD
- BOTH SYSTEMS WILL CREATE REDUNDANT LOOPS IN SYSTEM(S)

SANITARY SERVICE:

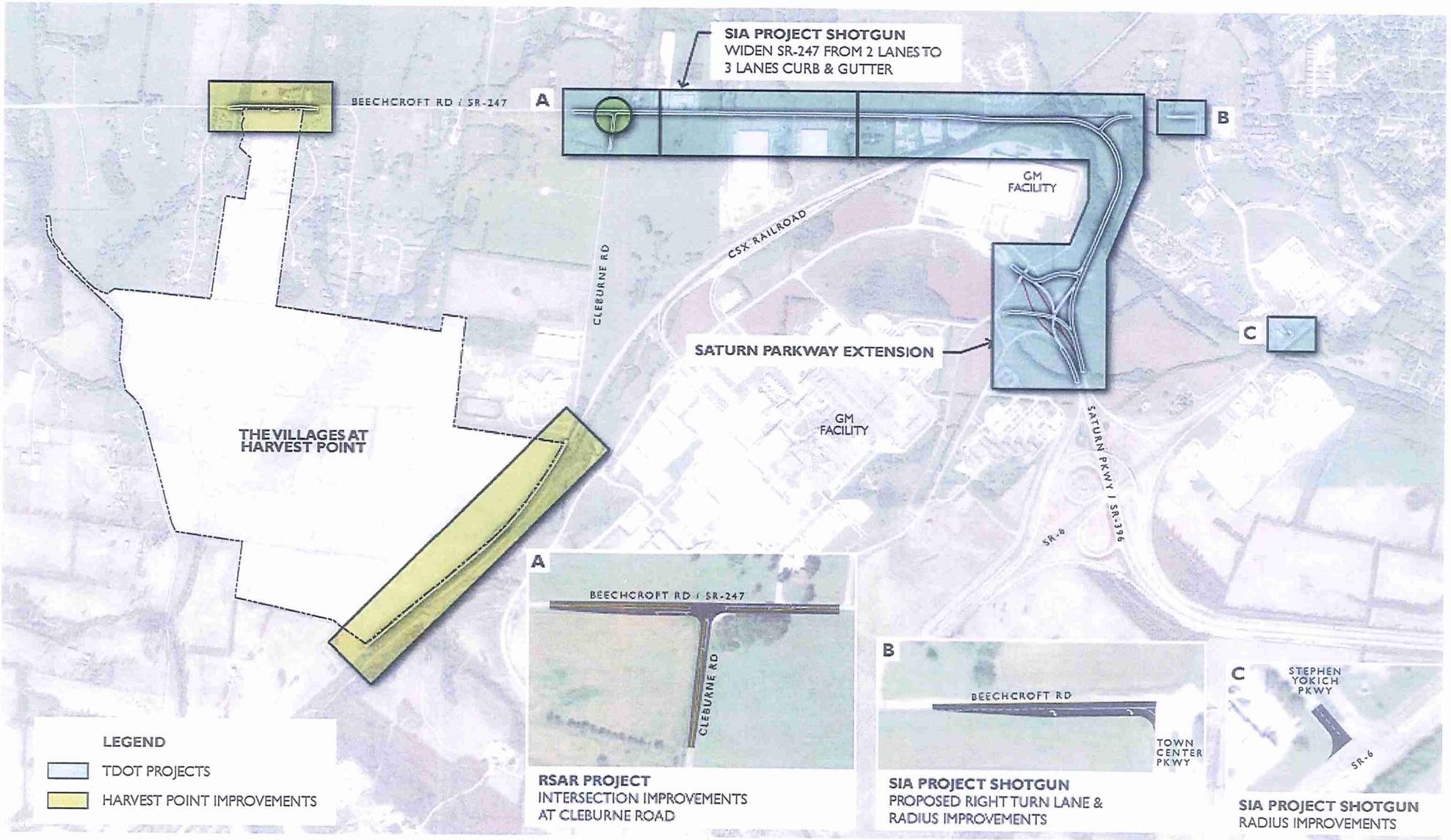
- PORTIONS OF PHASE 1 & 2 CAN BE GRAVITY FED TO THE PUMP STATION ON CORNER OF CLEBURNE ROAD AND PETTY LANE
- REMAINING DEVELOPMENT WILL REQUIRE OFFSITE SEWER CONNECTION (APPROX. 3/4 MI) TO CLEBURNE ROAD/PETTY LANE PUMP STATION

STORMWATER:

- TREATED VIA VARIOUS ONSITE STORMWATER DETENTION BASINS

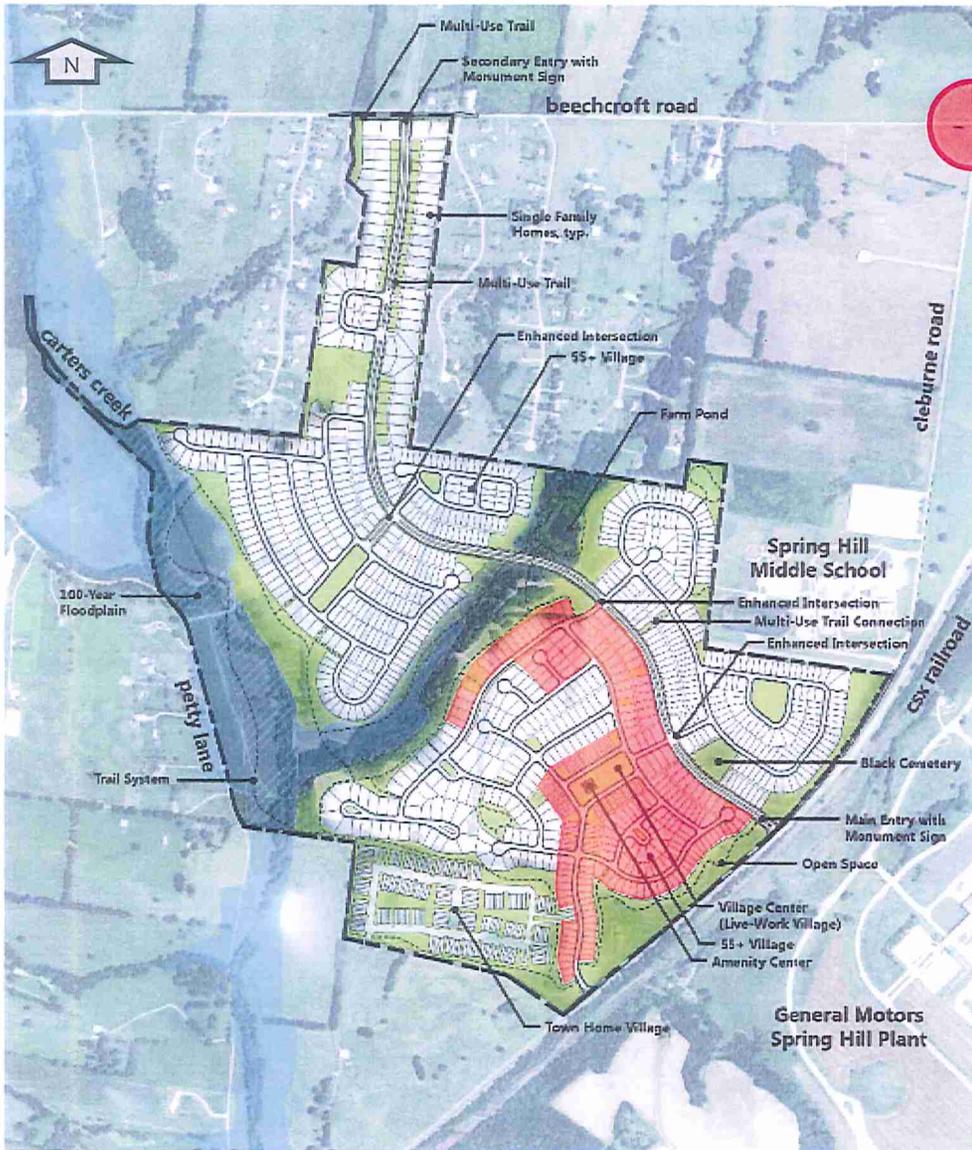
THE VILLAGES AT HARVEST POINT

REGIONAL TRANSPORTATION PROJECTS



THE VILLAGES AT HARVEST POINT

ROADWAY IMPROVEMENTS PHASING

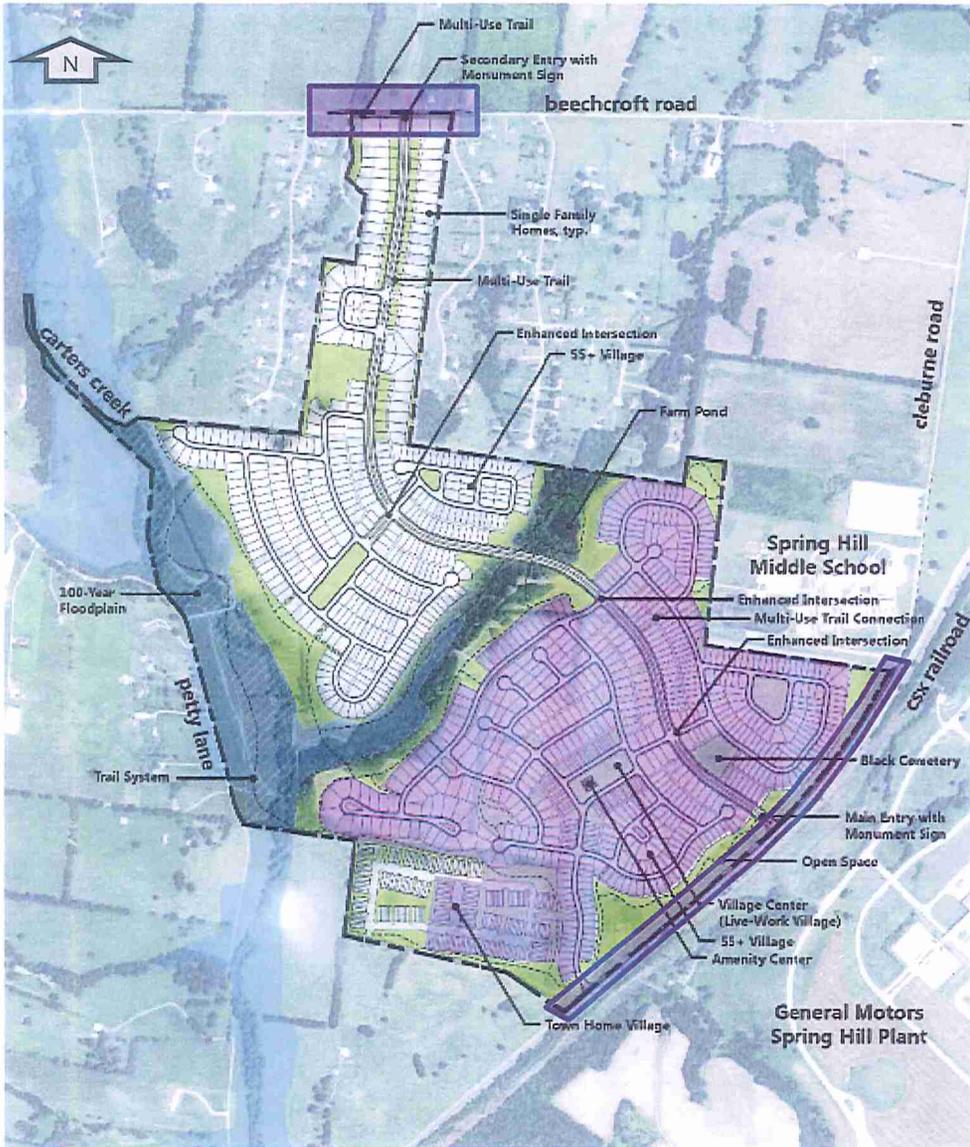


PHASING SCHEDULE:

TRAFFIC IMPACT STUDY RESULTS

- PHASE I (+/- 240 HOMES) - AT 20% PROJECT BUILD-OUT, THE INTERSECTION OF BEECHCROFT ROAD AND CLEBURNE ROAD SHALL BE IMPROVED WITH THE FOLLOWING:
 - WESTBOUND LEFT TURN LANE WITH 100' OF STORAGE (BEECHCROFT ROAD)
 - EASTBOUND RIGHT TURN LANE WITH 125' OF STORAGE (BEECHCROFT ROAD)
 - NORTHBOUND LEFT TURN LANE WITH 100' OF STORAGE (CLEBURNE ROAD)
 - NORTHBOUND RIGHT TURN LANE WITH 250' OF STORAGE (CLEBURNE ROAD)

ROADWAY IMPROVEMENTS PHASING



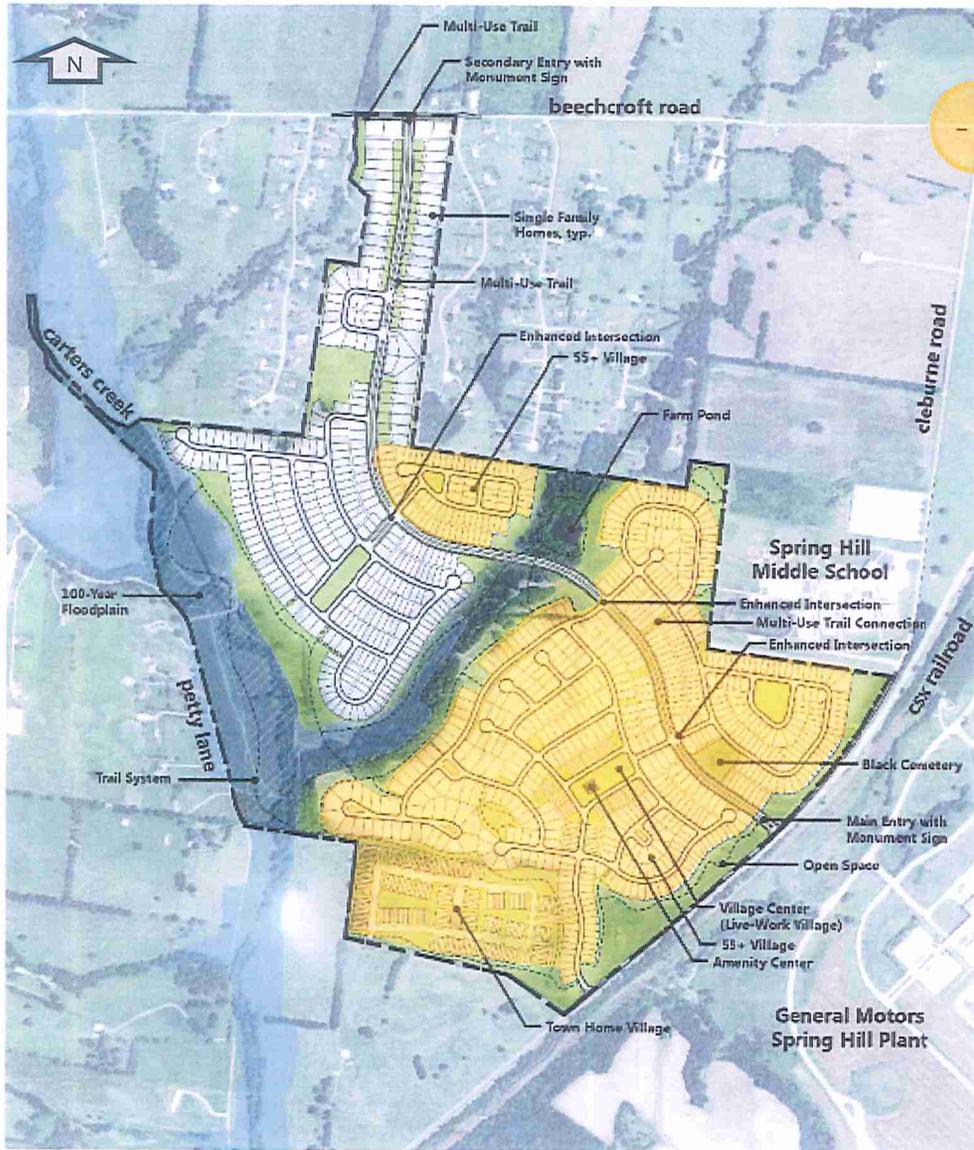
PHASING SCHEDULE:

- TRAFFIC IMPACT STUDY RESULTS
 - PHASE II (+/-600 HOMES) - AT 50% PROJECT BUILD-OUT, BEECHCROFT ROAD AND CLEBURNE ROAD SHALL BE IMPROVED ACROSS THE FRONTAGE OF THE PROPERTY WITH THE FOLLOWING:
 - (2) 11-FOOT DRIVE LANES
 - 4-FOOT GRAVEL SHOULDERS

- NOTE
 - WITH REGARD TO ADDITIONAL OFF-SITE WIDENING IMPROVEMENTS TO CLEBURNE ROAD AND BEECHCROFT ROAD RECOMMENDED BY THE TRAFFIC IMPACT STUDY FOR HARVEST POINT, IT IS REQUESTED THAT THESE ADDITIONAL IMPROVEMENTS BE RE-EVALUATED AT THE 50% BUILD-OUT LEVEL IN ORDER TO ACCOUNT FOR AN EQUITABLE DISTRIBUTION OF AREA-WIDE ROADWAY IMPROVEMENTS AMONGST OTHER PROPERTIES DEVELOPING WITHIN THIS AREA. IN CONJUNCTION WITH CITY STAFF'S RECOMMENDATIONS, IT IS THE OVERALL INTENT THAT PROPERTIES IMPROVE THEIR ROADWAY FRONTAGE ON THESE STREETS AS THEY DEVELOP. SHOULD OTHER PROPERTIES DEVELOP PRIOR TO HARVEST POINT REACHING THEIR 50% BUILD-OUT LEVEL, THEN THESE DEVELOPMENTS SHALL BE RESPONSIBLE FOR THEIR RESPECTIVE PORTION OF THE WIDENING AND SIGNALIZATION IMPROVEMENTS.

THE VILLAGES AT HARVEST POINT

ROADWAY IMPROVEMENTS PHASING



PHASING SCHEDULE:

TRAFFIC IMPACT STUDY RESULTS

- PHASE III (+/- 840 HOMES) - AT 70% PROJECT BUILD-OUT, THE INTERSECTION OF BEECHCROFT ROAD AND CLEBURNE ROAD SHALL BE IMPROVED WITH THE FOLLOWING:
 - INSTALLATION OF A TRAFFIC SIGNAL
 - A PROTECTED-PLUS-PERMITTED SIGNAGE PHASE FOR WESTBOUND MOTORISTS
 - A RIGHT TURN OVERLAP SIGNAL PHASE FOR NORTHBOUND MOTORISTS

COMMUNITY VISUAL STANDARDS – SINGLE FAMILY RESIDENTIAL

50' COTTAGE RESIDENCES



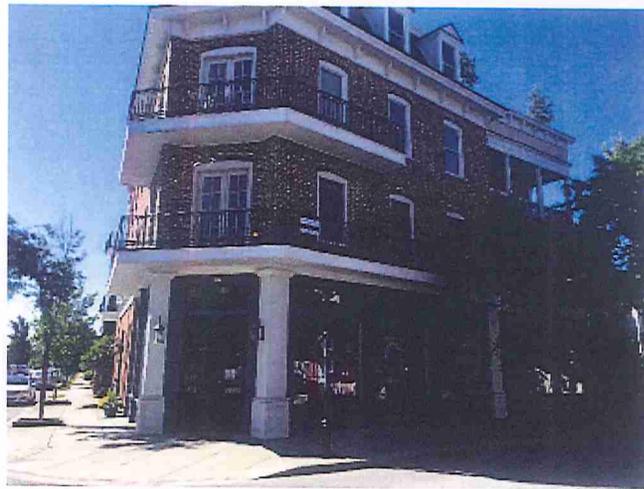
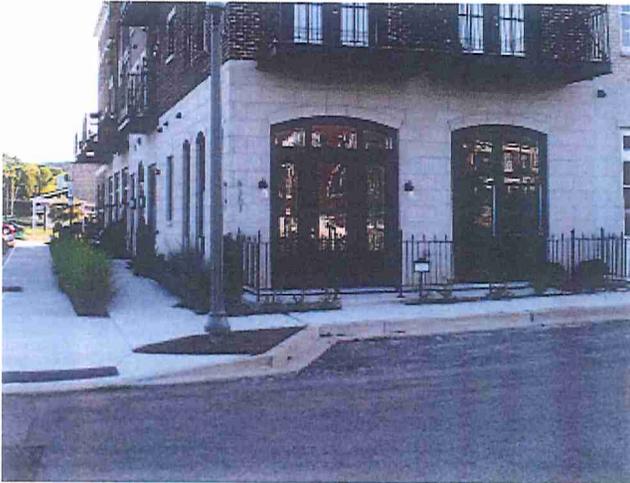
65' COTTAGE RESIDENCES



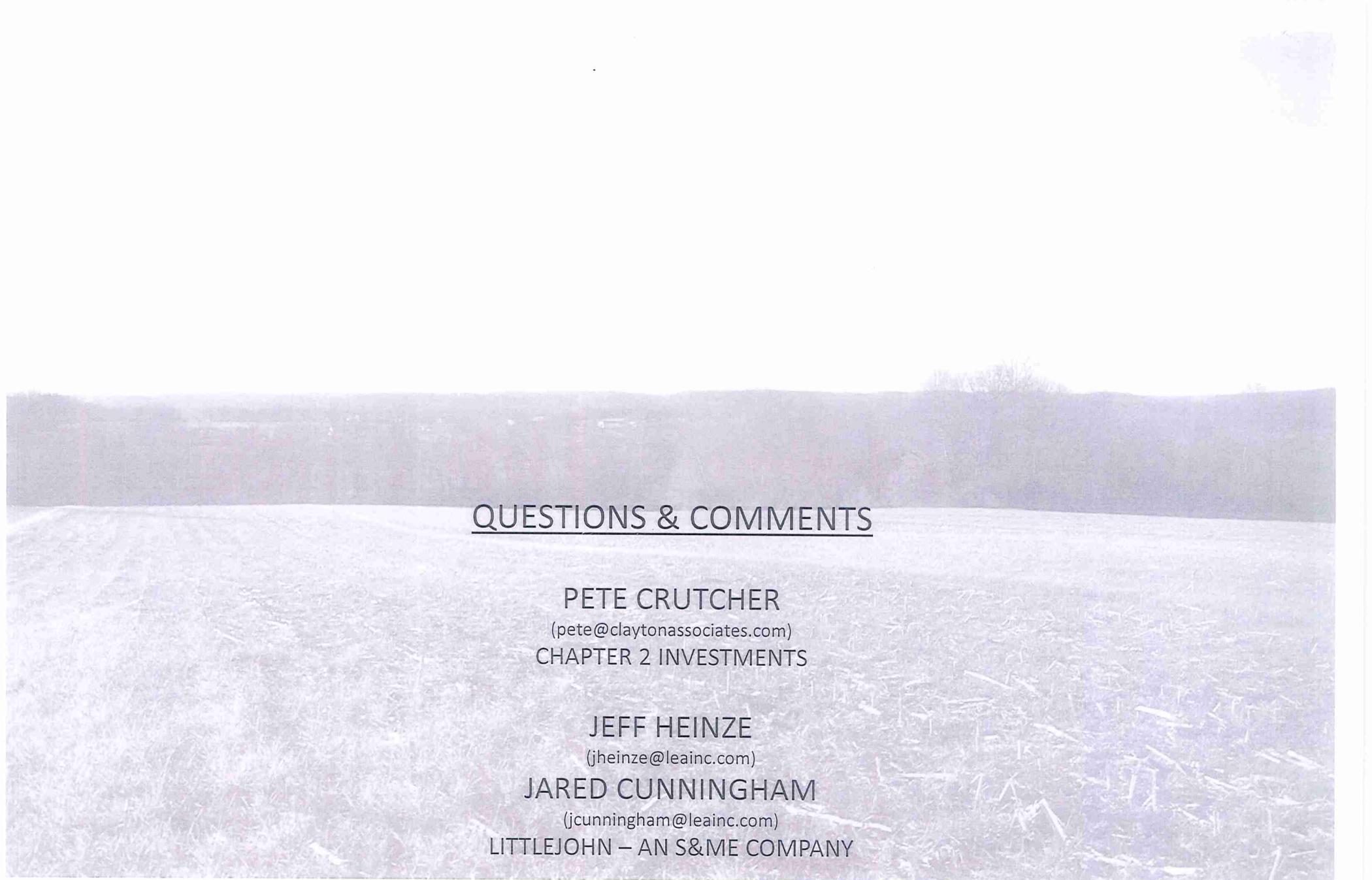
80'+ EXECUTIVE RESIDENCES



COMMUNITY VISUAL STANDARDS – LIVE WORK



THE VILLAGES AT HARVEST POINT



QUESTIONS & COMMENTS

PETE CRUTCHER

(pete@claytonassociates.com)

CHAPTER 2 INVESTMENTS

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LITTLEJOHN – AN S&ME COMPANY

