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## ORDINANCE NUMBER 25-2678

### **AN ORDINANCE TO ALTER, REARRANGE, AND EXTEND THE CORPORATE LIMITS OF THE CITY OF HOOVER, ALABAMA SO AS TO EMBRACE AND INCLUDE WITHIN THE CORPORATE CITY LIMITS PROPERTY CONTIGUOUS TO THE CITY LOCATED AT OR NEAR 3721 SOUTH SHADES CREST ROAD**

**WHEREAS**, a written annexation petition with certain conditions attached has been filed with the City Clerk of the City of Hoover by the property owners, Signature BG, LLC and SB Dev. Corp., who have requested that the property described in Exhibit 1 be annexed into the City of Hoover, Alabama; and

**WHEREAS**, attached to the petition is a map of the property showing its relationship to the corporate limits of the City; and

**WHEREAS**, this Council has considered the petition and determined that it is in the public interest that said property be annexed into the city of Hoover, Alabama; and

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF HOOVER, ALABAMA, AS FOLLOWS:**

**SECTION 1:** The Council hereby assents to the annexation of the property described in Exhibit 1 to the City of Hoover, Alabama, subject to the conditions set forth in Exhibit 2. The corporate limits of the City of Hoover, Alabama, are hereby extended and rearranged pursuant to the provisions of Title 11, Chapter 42, Article 2, *Code of Alabama* (1975) (specifically, §§ 11-42-20 through 11-42-23) so as to embrace and include said property. The new boundary line does not lie at any point more than half the distance between the current city boundary and the corporate boundary of any other municipality.

**SECTION 2:** The City Clerk is directed to file a certified copy of this Ordinance containing an accurate description of said annexed territory with the Judge of

Probate in the County in which it is located and also cause a copy of this Ordinance to be published/posted in accordance with Alabama law.

**APPROVED and ADOPTED**, on this the 28th day of July, 2025.

Attested By:

Signed By:

Wendy Dickerson  
Wendy Dickerson, City Clerk

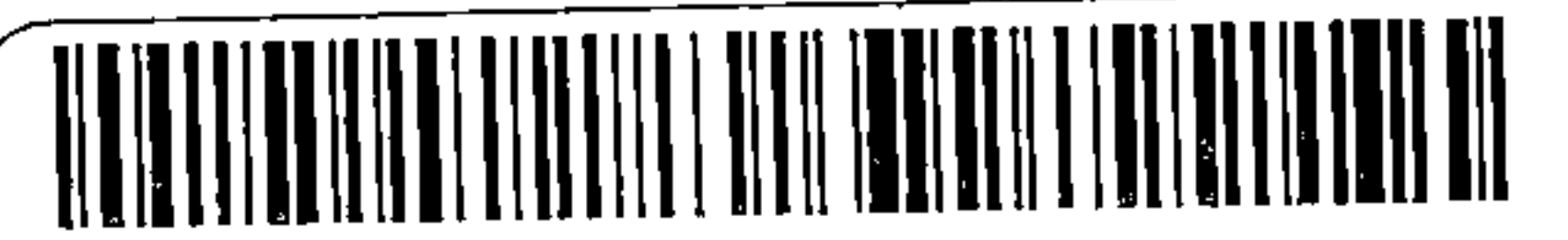
John B. Lyda  
John B. Lyda, Council President

Approved By:

Frank V. Brocato  
Frank V. Brocato, Mayor

I, Wendy Dickerson, City Clerk of the City of Hoover, Alabama, do hereby certify that the above Ordinance is hereby transmitted to the Mayor or placed in the Mayor's Office on the 30th day of July, 2025, at the time of 8:30 AM

Wendy Dickerson  
Wendy Dickerson, City Clerk



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## **EXHIBIT 1**

### **Owner(s)**

Signature BG, LLC and SB Dev. Corp.

### **Date of Petition**

May 19, 2025

**Said territory is described as follows:**

### **Parcel ID**

#### Jefferson County

39-00-32-4-000-001.001  
39-00-32-3-000-005.000  
39-00-32-3-000-004.002

#### Shelby County

13-3-05-0-001-002.000  
13-3-05-0-001-002.000  
13-3-05-0-001-007.000

### **Address**

3721 South Shades Crest Road and unassigned

### **Legal Description**

See Exhibits A-1 and A-2

### **Boundary Survey**

See Exhibits A-1 and A-2



## EXHIBIT A-1

### Legal Description

#### Parcel 1:

A parcel of land situated in the SW  $\frac{1}{4}$  of the NE  $\frac{1}{4}$ , the SE  $\frac{1}{4}$  of the NW  $\frac{1}{4}$ , The N  $\frac{1}{2}$  of the SW  $\frac{1}{4}$  and the NW  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  of Section 5, Township 20 S, Range 3 W, Shelby County, Alabama being more particularly described as follows:

BEGIN at a 3 inch capped pipe at the SW corner of the NW  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  of Section 5, Township 20 S, Range 3 W and run in an Easterly direction, along said  $\frac{1}{4}$  -  $\frac{1}{4}$  line for a distance of 367.14 feet to a capped Paragon iron; thence turn an interior angle to the right of  $118^{\circ}58'07''$  and run in a Northeasterly direction for a distance of 577.96 feet to a capped Paragon iron; thence turn an interior angle to the right of  $182^{\circ}10'16''$  and run in a Northeasterly direction for a distance of 469.29 feet to a capped Paragon iron; thence turn an interior angle to the right of  $176^{\circ}41'54''$  and run in a Northeasterly direction for a distance of 268.06 feet to a capped Paragon iron; thence turn an interior angle to the right of  $207^{\circ}32'02''$  and run in a Northeasterly direction for a distance of 316.35 feet to an uncapped  $\frac{5}{8}$  inch rebar at the SE corner of the SW  $\frac{1}{4}$  of the NE  $\frac{1}{4}$  of said Section 5; thence turn an interior angle to the right of  $122^{\circ}41'35''$  and run North along the East line of said SW  $\frac{1}{4}$  of the NE  $\frac{1}{4}$  for a distance of 110.01 feet to a capped Paragon iron; thence turn an interior angle to the right of  $142^{\circ}31'40''$  and run in a Northwesterly direction for a distance of 1564.98 feet to an uncapped  $\frac{1}{2}$  inch rebar on the North line of said SW  $\frac{1}{4}$  of the NE  $\frac{1}{4}$  thence turn an interior angle to the right of  $129^{\circ}28'18''$  and run West along the North line of said SW  $\frac{1}{4}$  of the NE  $\frac{1}{4}$  for a distance of 372.65 feet to a 1 inch open pipe at the NE corner of the SE  $\frac{1}{4}$  of the NW  $\frac{1}{4}$  of said Section 5; thence turn an interior angle to the right of  $179^{\circ}55'25''$  and run West along the North line of said SE  $\frac{1}{4}$  of the NW  $\frac{1}{4}$  for a distance of 177.45 feet to a  $\frac{3}{4}$  inch crimp pipe on the Southeasterly margin of a 100 foot wide CSX railroad right-of-way as described in Deed Book 36, Page 608; thence turn an interior angle to the right of  $118^{\circ}46'59''$  and run in a Southwesterly direction, along said Southeast margin, for a distance of 3016.66 feet to an uncapped  $\frac{1}{2}$  inch rebar on the South line of the N  $\frac{1}{2}$  of the SW  $\frac{1}{4}$  of said Section 5; thence turn an interior angle to the right of  $61^{\circ}12'31''$  and run East along the South line of said N  $\frac{1}{2}$  of the SW  $\frac{1}{4}$  for a distance of 1724.02 feet to the POINT OF BEGINNING.

Said parcel containing 108.2 acres, more or less.

#### Parcel 2:

Commence at a 3" capped pipe marking the accepted location of the Northeast corner of the Southeast quarter of the Southwest quarter of Section 32, Township 19 South, Range 3 West, Jefferson County, Alabama; thence run in a Southerly direction along the accepted East line of said quarter-quarter section for 395.14 feet to the Point Of Beginning of the herein describes parcel; thence continue in a Southerly direction along last described course and along said East line for 522.90 feet; thence turn an interior angle of





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88°33'49" and run to the right in a Westerly direction for 149.31 feet to the Easterly line of a CSX Transportation railroad right-of-way; thence turn an interior angle of 94°45'08" to the tangent of a curve the right having a central angle of 14°55'00" and a radius of 1447.52 feet and run to the right along the arc of said curve and along said right-of-way in a Northerly direction for 376.86 feet; thence run tangent to said curve in a Northerly direction along said right-of-way for 149.54 feet; thence turn an interior angle of 99°59'56" and run to the right in an Easterly direction for 93.74 feet to the point of beginning, containing 1.613 acres, more or less.

**Parcel 3:**

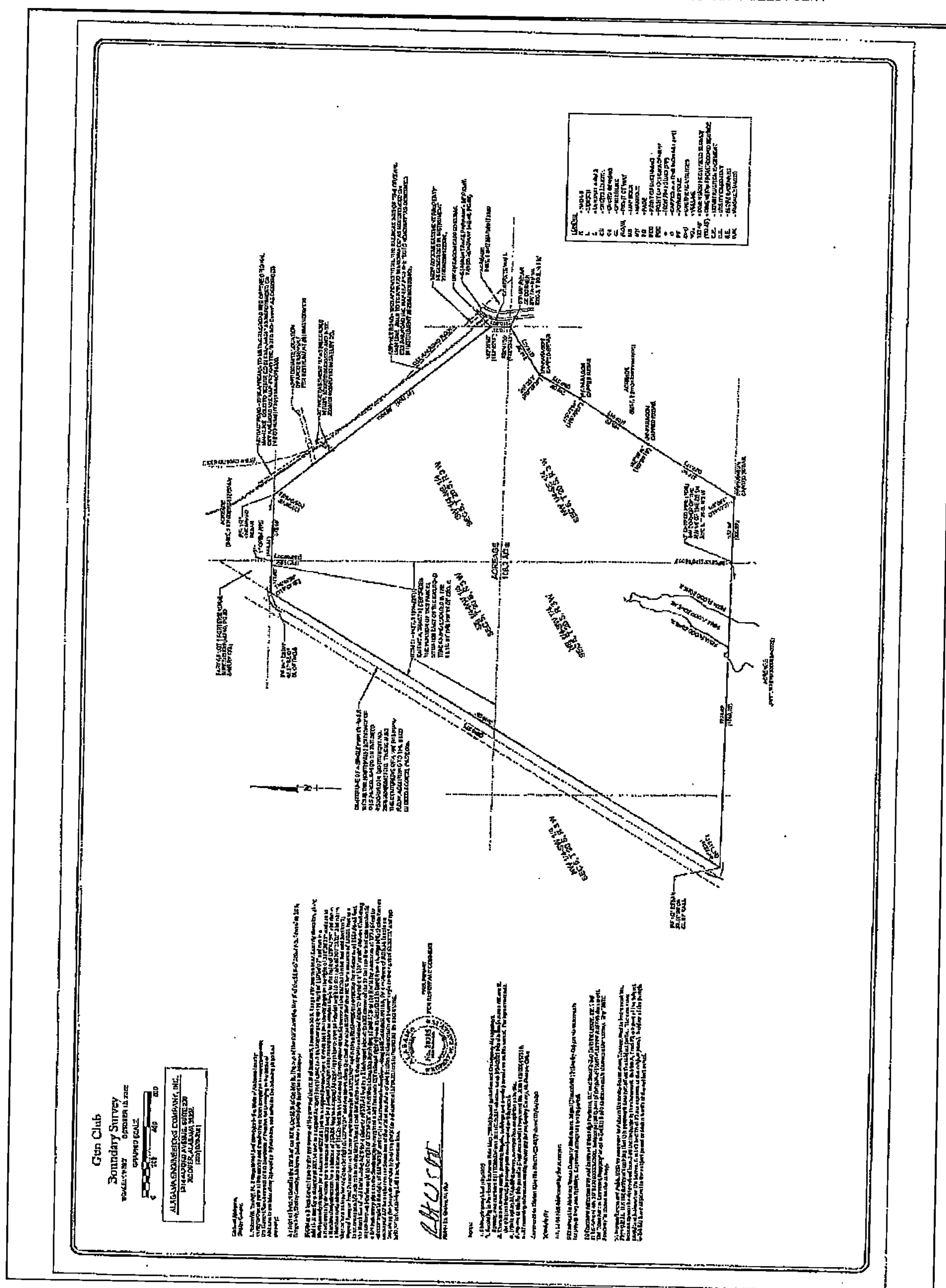
Begin at a cut cross on a rock marking the accepted location of the Southeast corner of the Southeast quarter of the Southwest quarter of Section 32, Township 19 South, Range 3 West, Jefferson County, Alabama; thence run in a Westerly direction along the accepted South Line of said quarter-quarter section for 74.61 feet to the Easterly line of a CSX Transportation railroad right-of-way; thence turn an interior angle of 105°13'21" and run to the right in a Northerly direction along said right-of-way for 149.72 feet to a point of curvature; thence run along the arc of a curve to the right having a central angle of 10°17'13" and a radius of 1447.52 feet in a Northerly direction along said right-of-way for 259.89 feet; thence turn an interior angle of 85°03'52" from the tangent of the last described curve and run to the right in an Easterly direction for 149.31 feet to the accepted East line said quarter-quarter section; thence turn an interior angle of 91°26'11" and run to the right in Southerly direction along said East line for 400.13 feet to the point of beginning, containing 1.091 acres, more or less.

**Parcel 4:**

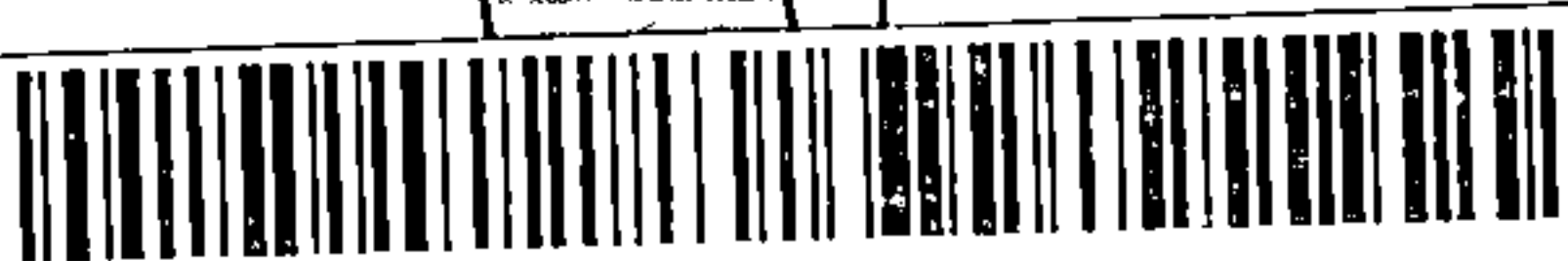
Begin at a 3" capped pipe marking the accepted location of the Northeast corner of the Southeast quarter of the Southwest Quarter of Section 32, Township 19 South, Range 3 West, Jefferson County, Alabama; thence run in a Southerly direction along the accepted East line of said quarter-quarter section for 395.14 feet; thence turn an interior angle of 88°34'52" and run to the right in a Westerly direction for 93.74 feet to the Easterly line of a CSX Transportation railroad right-of-way; thence turn an interior angle of 80°00'04" and run to the right in a Northerly direction along said right-of-way for 97.86 feet to a point of curvature; thence run along the arc of a curve to the left having a central angle of 10°41'57" and a radius of 1607.57 feet in a Northerly direction along said right-of-way for 300.19 feet to the North line of said quarter-quarter section; thence turn an interior angle of 89°08'17" from the tangent of last described curve and run to the right in an Easterly direction along said North line for 42.67 feet to the point of beginning, containing 0.555 acres, more or less.



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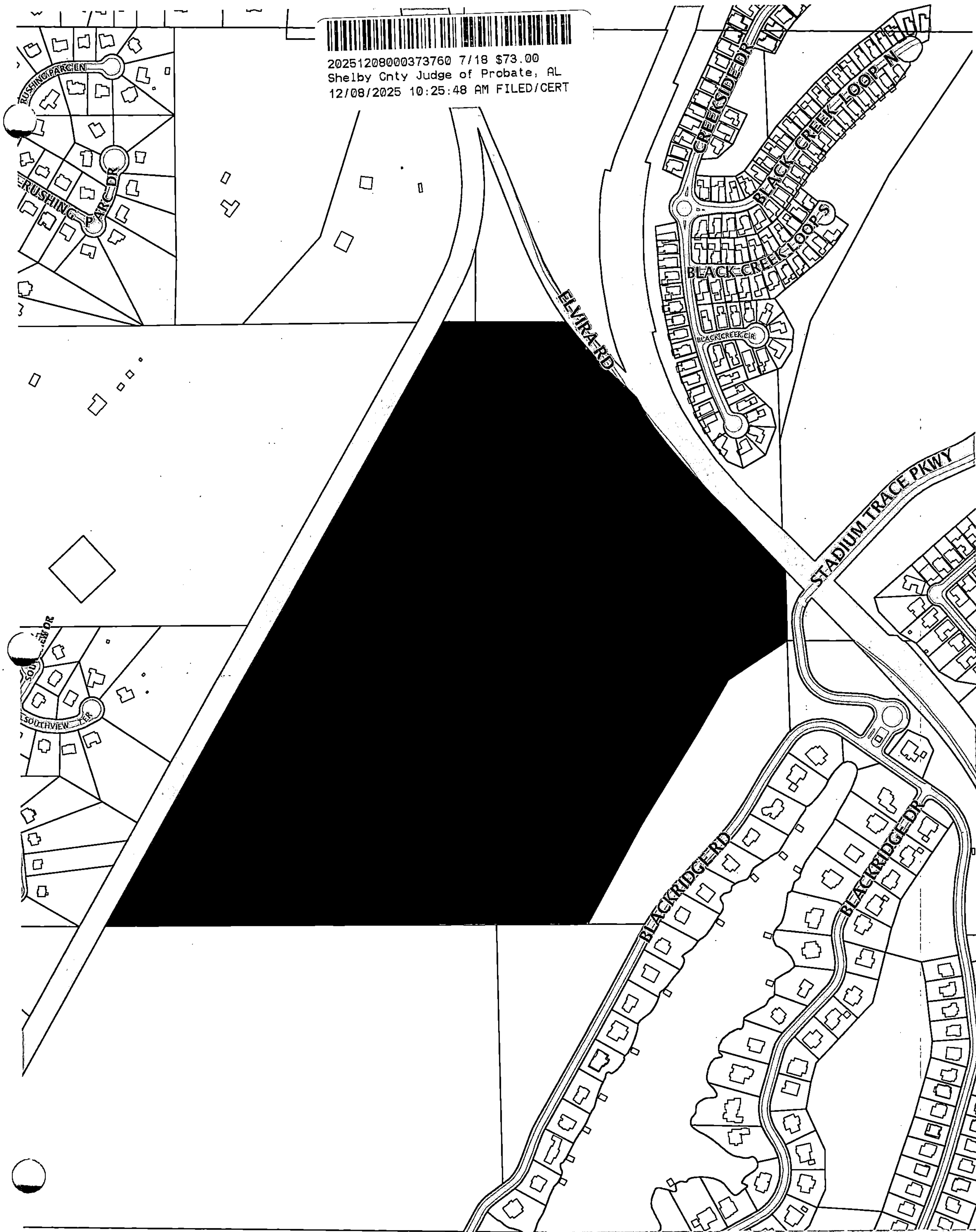


Exhibit A1 - 3721 South Shades Crest Road





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## EXHIBIT A-2

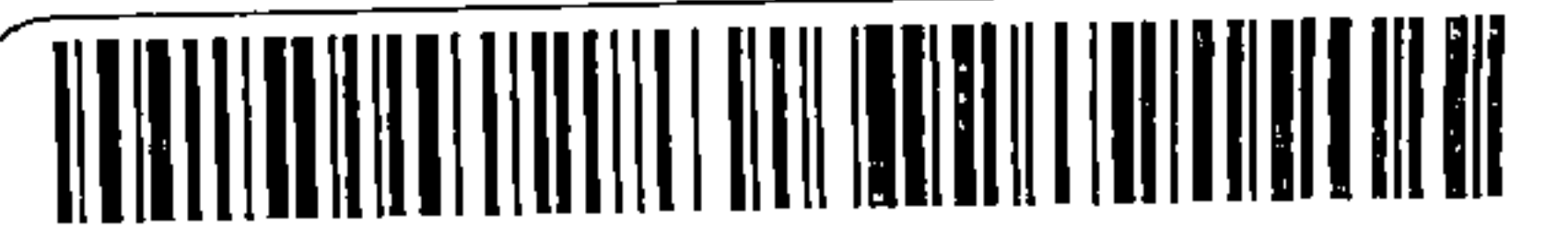
### Legal Description

A tract of property in the South Half of Section 32, Township 19 South, Range 3 West, Jefferson County, Alabama, and in the West Half of Section 5, Township 20 South, Range 3 West, Shelby County, Alabama, more particularly described as follows:

BEGIN at a cross found in rock outcrop, which is locally accepted as the Southwest corner of the Southeast quarter of Section 32, Township 19 South, Range 3 West; thence Northerly along the Westerly line of said quarter section for a distance of 400.08' to a found 1" crimp iron; thence with an interior angle of  $180^{\circ}02'41''$  to the left continue Northerly along said Westerly line of said quarter-quarter section for a distance of 917.99' to a found 1" crimp iron; thence leaving the Westerly line of said quarter-quarter section with an interior angle left of  $117^{\circ}14'42''$  proceed Northeasterly for a distance of 798.69 feet to a point on the Southwesterly right of way margin of railroad right of way as shown on CSX VALMAP 47-6, said right of way margin begin offset 95.00' West of the alignment of said railroad right of way; said point being the beginning of a curve to the right, said curve offset 95.00' perpendicular and Southwesterly of a spiral curve in the alignment of said railroad right of way, said curve in alignment having an angle of  $10^{\circ}23'47''$  and an arc length of 400.00'; thence with an interior angle left of  $102^{\circ}19'48''$  (angle measured to the chord of said curve with a chord distance of 329.42'), proceed Southeasterly along said right of way margin for an arc distance of 329.67' to a point; thence with an angle right, measured from the chord of the previous curve of  $95^{\circ}07'44''$  proceed Northeasterly along the margin of said railroad right of way for a distance of 45.00' to a point, said point being 50.00' Southwest of the alignment of said railroad right of way, and being the beginning of a curve to the right, said curve offset 50.00' perpendicular and Southwesterly of a spiral curve in the alignment of said railroad right of way, said curve in alignment having an angle of  $10^{\circ}23'47''$  and an arc length of 400.00'; thence with an interior angle left of  $88^{\circ}38'55''$  to the chord of said curve with a chord distance of 55.27', proceed Southeasterly along said right of way margin and along the arc of said curve for 55.28' to a point, said point being the beginning of a circular curve to the right, said curve offset 50.00' perpendicular and Southwesterly to a curve in the alignment of said railroad right of way, said curve in alignment having a degree of curve of  $5^{\circ}12'$  and an arc length of 872.92'; thence with an interior angle left, measured from the chord of the previous curve of  $155^{\circ}52'35''$  to the chord of said curve with a chord distance of 811.97', proceed Southerly along said right of way margin and along the arc of said curve a distance of 833.60' to a point, said point being the beginning of a curve to the right along a line offset 50.00' perpendicular and Northwesterly to a spiral curve in the alignment of said railroad right of way, said spiral curve in alignment having an angle of  $10^{\circ}23'47''$  and an arc length of 400.00'; thence with an interior angle left, measured from the chord of the previous curve, of  $150^{\circ}19'56''$  to the chord of said curve with a chord distance of 390.36' proceed Southwesterly along said right of way margin for an arc distance of 390.94' to a point at the end of said curve; thence with an interior angle left, measured from the chord of the previous curve, of  $176^{\circ}34'33''$  proceed Southwesterly along margin of said railroad right of way for a distance of 561.31' to a point, said point being the beginning of a curve



to the left and offset 50.00' perpendicular to and Westerly from a spiral curve in the alignment of said railroad right of way as shown in CSX VALMAP 47-7, said curve in alignment having an angle of  $4^{\circ}37'09''$  and an arc length of 231.00'; thence with an interior angle left of  $181^{\circ}32'38''$  measured to the chord of said curve with a chord distance of 234.29' proceed Southwesterly along said right of way margin for an arc distance of 234.32' to a point, said point being the beginning of a circular curve to the left and offset 50.00' perpendicular and Westerly from a circular curve in the alignment of said railroad right of way, said curve in alignment having degree of curve of  $4^{\circ}00'$  and an arc length of 1487.0'; thence with an interior angle left measured from the chord of the previous curve of  $185^{\circ}30'13''$  to the chord of said curve, with a chord distance of 127.01' proceed Southwesterly along said right of way margin for an arc distance of 127.05' to a point; thence with, an interior angle left, measured from the chord of the previous curve of  $92^{\circ}27'17''$  proceed Westerly along said right of way margin for a distance of 35.00' to a point, said point being the beginning of a curve to the left and offset 85.00' perpendicular to and Westerly from a circular curve, in the alignment of said railroad right of way, said curve in alignment having degree of curve of  $4^{\circ}00'$  and an arc length of 1487.0'; thence with an interior angle left of  $287^{\circ}56'17''$  to the chord of said curve, with a distance of 934.86' proceed Southerly along said right of way margin for an arc distance of 950.31' to a point; thence with an angle right, measured from the chord of the previous curve, of  $72^{\circ}03'43''$  proceed Northeasterly along said right of way margin for a distance of 35.00' to a point, said point being the beginning of a curve to the left and offset 50.00' perpendicular to and Westerly from a circular curve in the alignment of said railroad right of way, said curve in alignment having degree of curve  $4^{\circ}00'$  and an arc length of 1487.0'; thence with an interior angle left of  $99^{\circ}22'02''$  to the chord of said curve with a chord distance of 482.65' proceed Southeasterly along said right of way margin for an arc distance of 484.80' to a point, said point being the beginning of a curve to the left and offset 50.00' perpendicular to and Westerly from a spiral curve in the alignment of said railroad right of way, said spiral curve in alignment having angle of  $4^{\circ}37'09''$  and an arc length of 231.00'; thence with an interior angle left measured from the chord of the previous curve of  $192^{\circ}24'58''$  to the chord of said curve with a chord distance of 234.29', proceed Southeasterly along said right of way margin for an arc distance of 234.32' to a point at the end of said curve; thence with an interior angle left, measured from the chord of the previous curve of  $181^{\circ}32'38''$  proceed Southeasterly along said right of way margin for a distance of 378.33', more or less, to a point at the intersection said right of way margin, offset 50.00' perpendicular to and Westerly from the alignment of said railroad right of way, and the Easterly line of the Southwest quarter of the Northeast quarter of Section 5, Township 20 South, Range 3 West; thence leaving the margin of said railroad right of way with an interior angle left of  $135^{\circ}49'58''$  proceed Southerly along said Easterly line of quarter-quarter section for a distance of 191.21' to found capped iron (Paragon); thence leaving said quarter-quarter line with an interior angle of  $37^{\circ}27'43''$  proceed Northwesterly for a distance of 1564.85' to a found uncapped  $\frac{1}{2}$ " rebar; thence with an interior angle left of  $230^{\circ}32'06''$  proceed Westerly for a distance of 372.65' to a found 1" open top pipe; thence with an interior angle left of  $92^{\circ}05'58''$  proceed Northerly, for a distance of 373.40', more or less to a point lying on the Easterly right of way margin of said railroad right of way as shown on CSX VALMAP 06036, said point being the beginning of a circular curve to the left and offset 50.00' perpendicular and Easterly from



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a curve in the alignment of said railroad right of way, said curve in alignment having degree of curve of  $6^{\circ}00'$  and an arc length of 426.90'; thence with an interior angle left of  $172^{\circ}21'39''$  to the chord of said curve, with a chord distance of 325.28', proceed Northerly along said right of way margin for an arc distance of 326.71' to point, said point being the beginning of a curve to the left and offset 50.00' perpendicular and Easterly from a spiral curve in the alignment of said railroad right of way, said spiral curve in alignment having angle of  $9^{\circ}17'45''$  and an arc length of 310.00'; thence with an interior angle left, measured from the chord of the previous curve of  $195^{\circ}27'57''$  to the chord of said curve and a chord distance of 317.52', proceed Northerly along said right of way margin for an arc distance of 317.68' to a point at the end of said curve, said point also lying on the Westerly line of the Northeast quarter of Section 5, Township 20 South, Range 3 West; thence leaving said Easterly right of way margin of railroad right of way with an interior angle left, measured from the chord of the previous curve of  $172^{\circ}10'23''$  proceed Northerly along said West line of said quarter section a distance of 311.55' to the POINT OF BEGINNING.

Said Parcel contains 58.2 acres, more or less.









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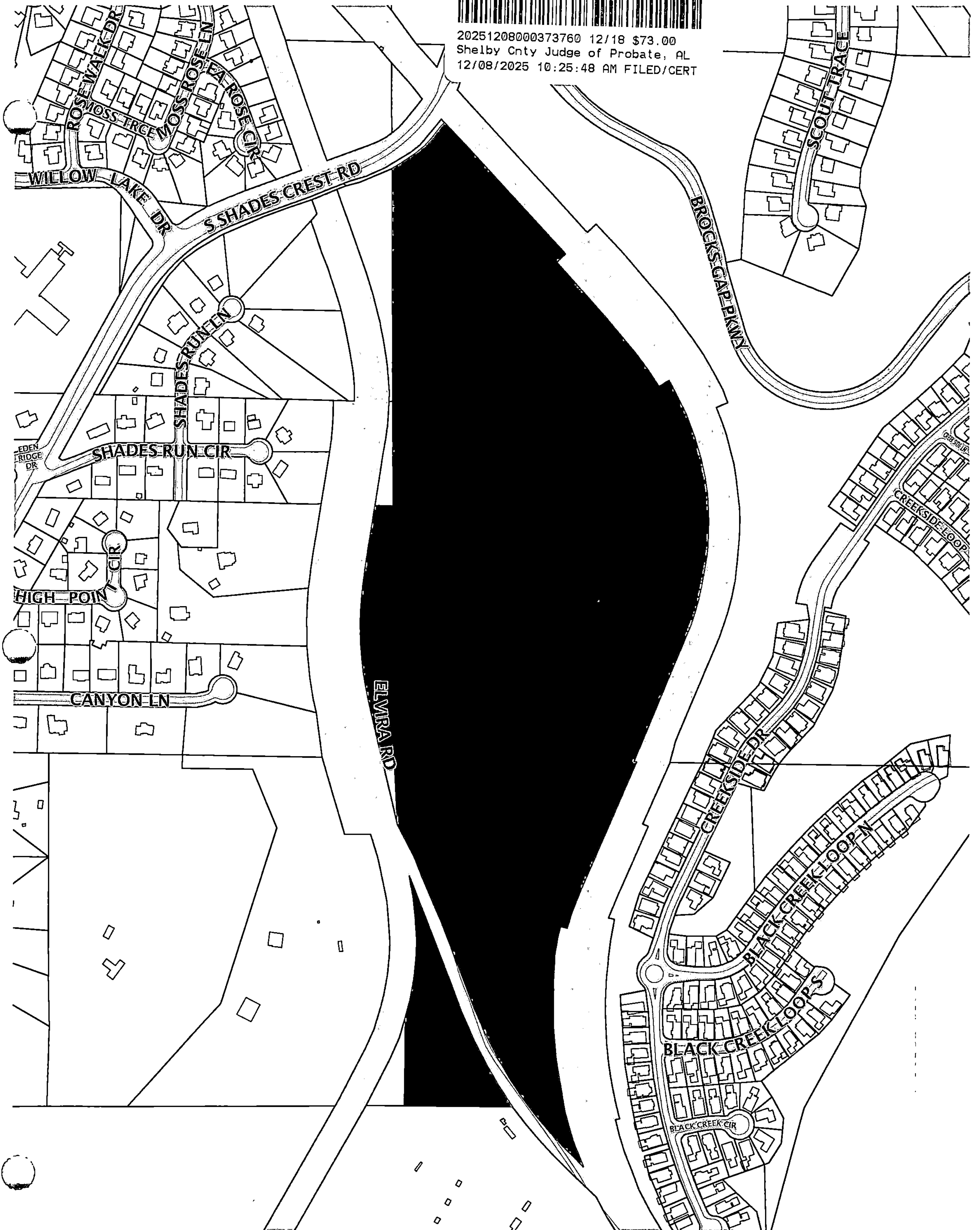


Exhibit A2 - 3721 South Shades Crest Road





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### ANNEXATION CONDITIONS

The City of Hoover, Alabama (the "City") has previously adopted the City's City-Wide Comprehensive Plan adopted 07-2019, as amended 12-2020 (the "Comprehensive Plan"). The Comprehensive Plan includes the "West Corridor" which, over time, contemplates roadways which will connect Shelby County Highway 52 to a new interchange on Interstate 459. As described below, Signature, as defined below, will construct at its expense the Spine Road and Connector Road, as defined below, which will create a major portion of the West Corridor as reflected in the Comprehensive Plan. The Spine Road and the Connector Road will provide travel and transportation that will significantly reduce the current overburdened road system within the City and provide much needed alternative transportation routes which will benefit numerous communities within the City such as Trace Crossings, Lake Wilborn, Blackridge and Blackridge South.

The first step in implementing the construction of portions of the West Corridor will be the proposed annexation of that certain property shown on Exhibit A hereto (collectively, the "Annexed Property") containing approximately 169 acres, more or less, owned by Signature BG, LLC ("Signature BG"), as the owner of approximately 111 acres, more or less, of the Annexed Property, and SB Dev. Corp. ("SB Dev."), as the owner of approximately 58 acres, more or less, of the Annexed Property. In that regard, Signature BG and SB Dev. have or will file annexation petitions seeking the annexation of the Annexed Property into the City, which annexation would be subject to the following conditions (as provided in *Ala. Code* (1975) § 11-52-85):

1. In addition to the annexation of the Annexed Property, approximately 162 acres, more or less, of real property shown on Exhibit B hereto (the "Blackridge Property") owned by Blackridge Partners, LLC ("Blackridge Partners") will be removed from the Blackridge Planned Unit Development Zoning Application and Development Plan previously approved by the City (the "Blackridge PUD Plan"), subject to all standard requirements and approvals required by law. The Blackridge Property and the Annexed Property (collectively, the "Property") will then become part of the Collier Valley development which Signature BG and SB Dev. desire to be zoned as a Planned Commercial with Conditional Use for Mixed-Use Land Use district under the City's Zoning Ordinance pursuant to a planned unit development plan (the "Proposed Collier Valley PUD Plan"), which will provide for the following:

- Residential density of 1 unit per acre (not to exceed 331 residential units) of which up to 40 multi-family units will be allowed within the Annexed Property.
- Up to 150,000 square feet of commercial uses within the Annexed Property will be requested in the Proposed Collier Valley PUD Plan to be developed within the Property (which will consist of planned office, planned commercial and mixed-use uses).
- A portion of the Property will utilize the existing paved emergency access road currently used by the City for emergency access to Lake Wilborn and Blackridge





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and will be dedicated to the City for public pedestrian use only no later than the platting of 50 residential lots within the Property.

- Each residential lot within the Property will be subject to a special school fee of \$3,000 per lot.

Signature anticipates the Proposed Collier Valley PUD Plan will utilize the “Town Center” zoning uses found in the Everlee Planned Unit Development Zoning Application and Development Plan previously approved by the City and will be developed in a fashion similar to the Conceptual Development Plan attached as Exhibit C.

2. Signature BG, SB Dev. and Blackridge Partners (collectively, “Signature”) will, at their sole cost and expense, design and construct a roadway (the “Spine Road”) in substantially the location shown on Exhibit B hereto, which will run through a portion of the real property subject to the Blackridge PUD Plan and portions of the Property commencing at the existing Army Corps of Engineers recorded mitigation buffer as shown on Exhibit B hereto and running to an anticipated intersection with South Shades Crest Road as shown on Exhibit B. With regard to the Spine Road:

- The Spine Road will consist of an 80-foot right-of-way, within which Signature will build a roadway two lanes in width.
- At the anticipated intersection of the Spine Road with South Shades Crest Road, the number of lanes may be expanded to increase the size of such intersection, including necessary approaches, pursuant to design plans (including approaches) to be prepared by Jefferson County (or Shelby County).
- Upon completion of their portion of the Spine Road, Signature will request those portions of Elvira Road within the Property to be vacated by the City.
- Signature or their successors/ assigns agree to cooperate with the City if, following completion of the Spine Road, alternative routing of the Spine Road on the north end of the property to the north of the railroad and Brock’s Gap Parkway is necessary to effectuate safe and efficient traffic flow.

3. Signature will, at their sole cost and expense, construct a two-lane connector road (the “Connector Road”) in substantially the location as shown on Exhibit B hereto which will connect Stadium Trace Parkway to South Shades Crest Road, in accordance with the following:

- The Connector Road will consist of a 50-foot right-of-way containing a roadway two lanes in width and will be dedicated to the City upon completion of construction of the Connector Road.
- Construction of the Connector Road may commence prior to the approval of the Proposed Collier Valley PUD Plan. The City will issue permits for the construction of the Connector Road subject to all standard requirements and approvals required by law.





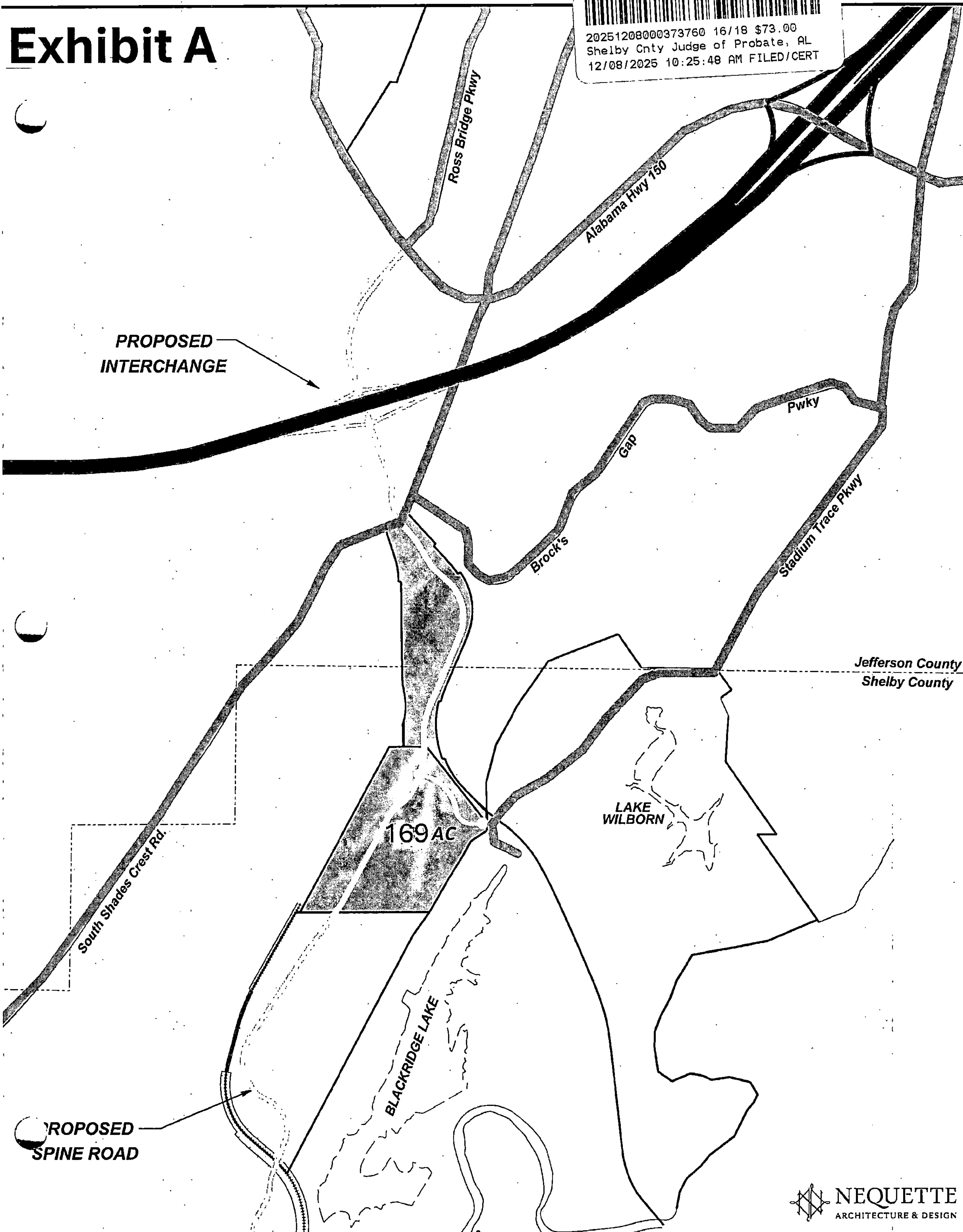
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- The Connector Road is intended, upon completion, to satisfy the City's long-range plan for a connection to the Spine Road via Stadium Trace Parkway, as reflected in the Comprehensive Plan.
4. Pursuant to the Blackridge PUD Plan, Blackridge Partners has completed construction of the two (2) bridges over the CSX railroad as required by the Blackridge PUD Plan. No further bridges will be constructed by Signature in conjunction with the Blackridge or Proposed Collier Valley PUD Plan connecting the southern portion of Blackridge South, as defined in the Blackridge PUD Plan, because Blackridge South already has transportation access to the real property subject to the Blackridge PUD Plan.
5. Signature will apply for a mine reclamation grant. If such grant is received prior to the approval of the Proposed Collier Valley PUD Plan, Signature will apply for all applicable permits for any work associated with such grant which may include road construction, mass grading, removal of unsuitable materials, etc., and the City will issue such permits subject to all standard requirements and approvals required by law.
6. The City acknowledges that Signature is working to extend utilities for the Birmingham Water Works Board (for water service) and Jefferson County Environmental Services (for sanitary sewer service) to all of the Property. Signature will apply for all applicable permits as needed for such work prior to approval of the Proposed Collier Valley PUD Plan and the City will issue such permits subject to all standard requirements and approvals required by law.
7. Attached hereto is a conceptual development plan for the Property to be included in the Proposed Collier Valley PUD Plan application.
8. If for any reason the Proposed Collier Valley PUD Plan has not been approved by the City in form acceptable to Signature within 36 months from the annexation of the Annexed Property, the City will take all action necessary to de-annex the Annexed Property from the City, all of the terms and provisions of these Annexation Conditions shall be null and void and any annexation action taken by the City with respect to the Annexed Property shall be deemed null and void.
9. Notwithstanding anything to the contrary herein, nothing in this Application or Exhibit shall be construed as pre-approval or any waiver of the City's approval requirements for rezoning, permitting, or acceptance/vacation of property proposed to be dedicated to the City, which shall be subject to all standard requirements and approvals required by law.



# Exhibit A

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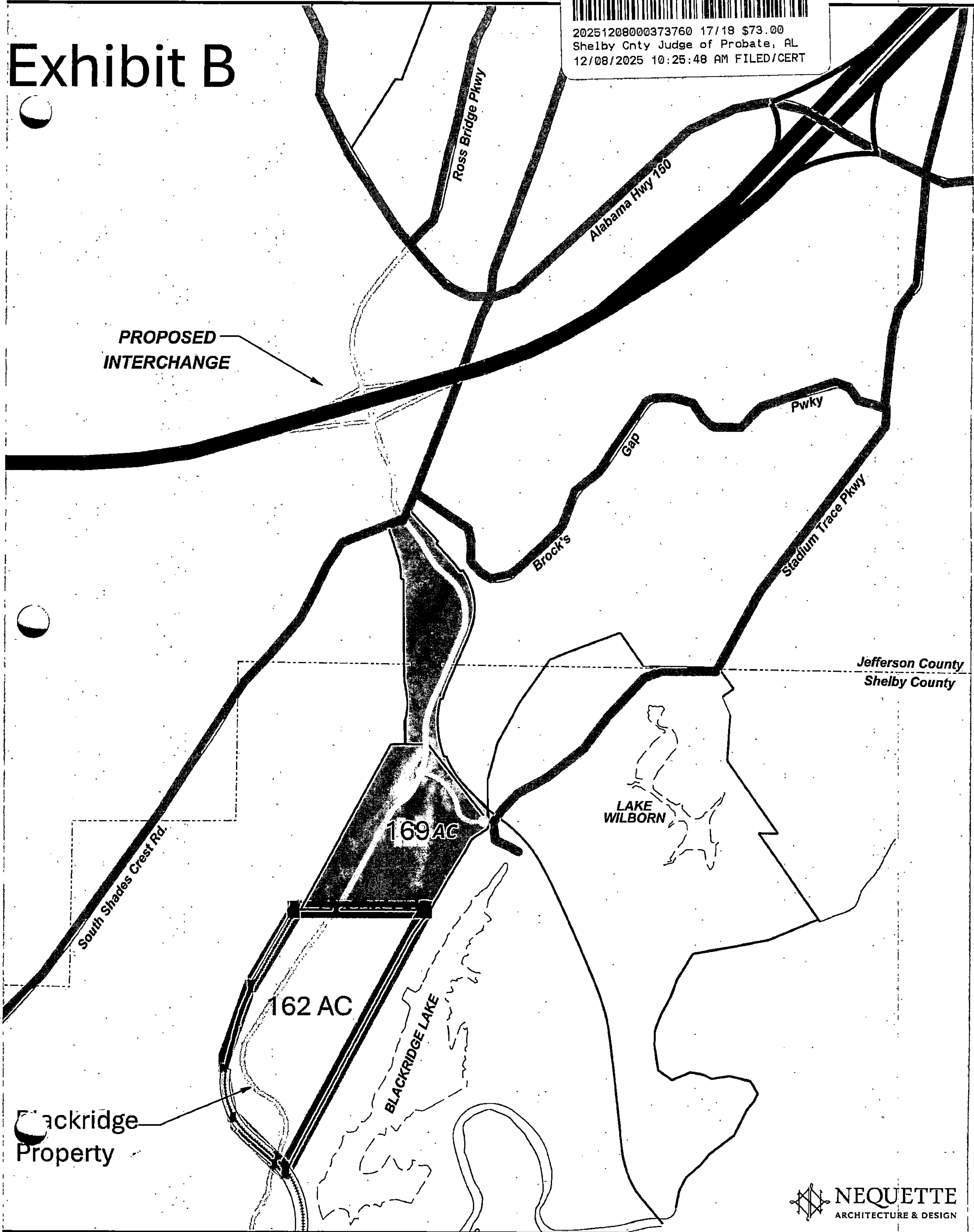




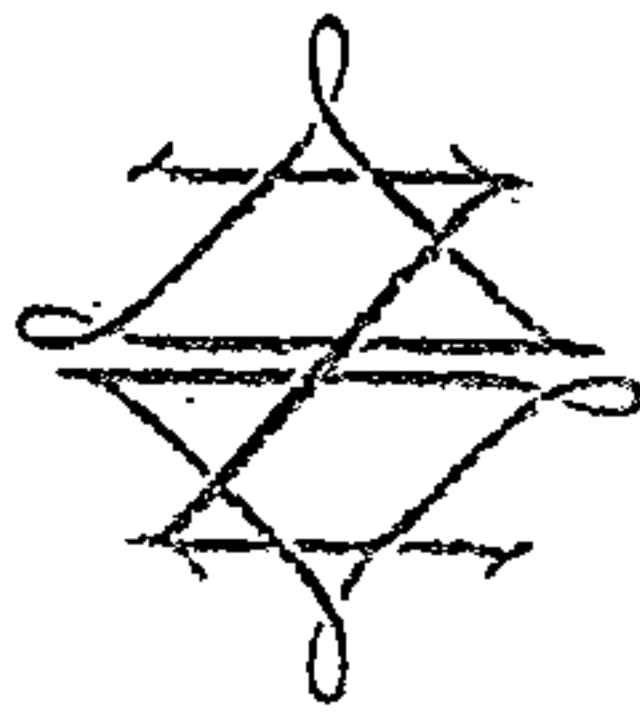
# Exhibit B



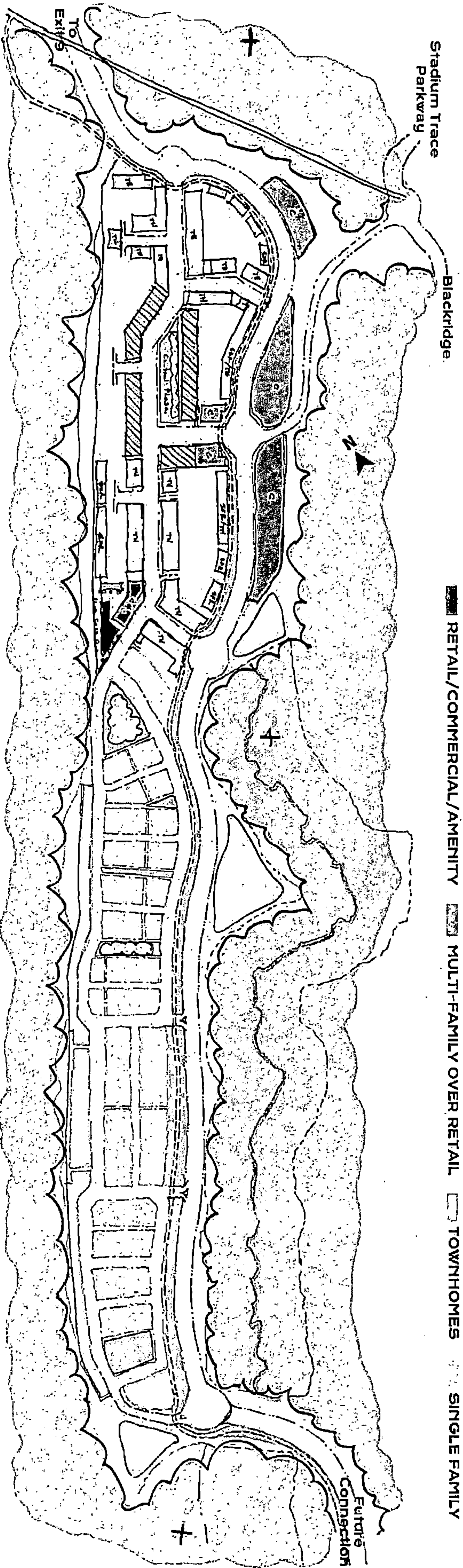
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20251208000373760 18/18 \$73.00  
Shelby Cnty Judge of Probate, AL  
12/08/2025 10:25:48 AM FILED/CERT



*Signature*  
HOMES

# Collier Valley Use Plan One

