A. CALL TO ORDER

B. ROLL CALL

C. CHAIRMAN COMMENTS: Audience members wishing to speak to an agenda item will have the opportunity to speak at the beginning of the agenda and will have five minutes to address the Planning Commission. No rebuttal remarks are permitted.

D. PUBLIC COMMENT (NON-AGENDA ITEMS)

E. PUBLIC COMMENT (AGENDA ITEMS)

F. MINUTES

1. Approval of Meeting Minutes from the January 13, 2020 Regular Meeting of the Planning Commission.

G. APPROVAL OF THE AGENDA

H. CONSENT AGENDA

1. PC Resolution 20-05 Release Perf Bond and establish Maintenance Bond Cherry Grove Add Ph 7 Sec 2.
2. PC Resolution 20-06 Establish Maintenance Bond for Crooked Creek Ph 2 Sec 3.
3. PC Resolution 20-07 Establish Performance Bond for Crooked Creek Ph 2 Sec 3.
4. PC Resolution 20-08 Establish Maintenance Bond for Harvest Point Ph 16 Sec 1B.
5. PC Resolution 20-09 Establish Performance Bond for Harvest Point Ph 16 Sec 1B.
6. FPL 792-2020: Submitted by S&ME for Harvest Point, Phase 16, Section 1B. The property is zoned R-2 PUD and contains approximately 2.33 acres. The applicant requests final plat approval for 28 townhome lots and the request is being processed under provisions of the approved PUD and the previous zoning code. Requested by Zac Davis.

I. OLD BUSINESS

1. STP 773-2019: Submitted by Brewer Ingram Fuller Architects for the Tennessee Children’s Home. Property is located at 2225 Dr. Robertson Road, zoned I-C and contains approximately 46.25 acres. This item received site
J. NEW BUSINESS

1. **SKP 791-2020**: Submitted by Crunk Engineering for *South Pointe Square*. The property is located at 5081 Port Royal Road, zoned Commercial PUD and contains approximately 17.37 acres. This project was formerly named Magnolia Square. This application is governed by the old zoning ordinance. The applicant requests sketch plan approval for a mixed-use subdivision with 174 residential units (condominiums) and 48,100 sf of commercial space. Requested by Adam Crunk.

2. **FPL 793-2020**: Submitted by Wes Engineers & Surveyors for *Crooked Creek Sec. 3 Phase 2*. The property is zoned R-2 and contains approximately 23.83 acres. The applicant requests final plat approval for 19 single family residential lots. Requested by Allen O'Leary.

3. **STP 794-2020**: Submitted by Berry Engineering for *O'Reilly Auto Parts*. The property is located at 4872 Port Royal Road, zoned C-4 and contains approximately 1.05 acres (Lot 2B of the Barclay Port Royal subdivision). The applicant requests site plan approval for a 7,500-sf commercial business. Requested by Scott Smith of Belterra Partners.

K. OTHER BUSINESS

1. **ZTA 788-2019**: Consider approval of PC Resolution 20-11 to amend Articles 15 & 16 of the Unified Development Code.

L. BOARD COMMENT

M. STAFF COMMENT

N. ADJOURN
SPRING HILL
MUNICIPAL PLANNING COMMISSION
REGULAR MEETING MINUTES
MONDAY JANUARY 13, 2020
5:30 P.M.

A. CALL TO ORDER

   Chairman Paul Downing called the meeting to order at 5:30 PM.

B. ROLL CALL

   Members Present: Chairman, Paul Downing, Vice Chairman Paula Hepp, Alderman Matt Fitterer, Alderman, Vincent Fuqua, Jared Cunningham, James Golias and Brent Legendre.

   Staff Present: City Attorney, Patrick Carter, Planning Director, Steve Foote, City Engineer, Tom Wolf and Assistant City Administrator, Chuck Downham.

C. CHAIRMAN COMMENTS: Audience members wishing to speak to an agenda item will have the opportunity to speak at the beginning of the agenda and will have five minutes to address the Planning Commission. No rebuttal remarks are permitted.

D. ELECTION OF OFFICERS

   Alderman Fitterer made a motion to nominate Paul Downing as Chairman of the Planning Commission. Motion passed 7-0.

   Alderman Fitterer made a motion to nominate Paul Hepp as Vice Chairman of the Planning Commission. Motion passed 7-0.

E. PUBLIC COMMENT (NON-AGENDA ITEMS)

   1. Barb Pisano of 1769 Humphreys Glen asked about the bond process related to Southern Springs. The Planning Commission instructed that Ms. Pisano talk with city staff about this process.

   2. Matt Ball of 2011 Lincoln Road spoke in regards to the previously approved FPL 735-2019 (Villas at Port Royal) and the Royalton Woods Entrance sign.

F. PUBLIC COMMENT (AGENDA ITEMS)

   No public comment.

G. Approval of Meeting Minutes from the December 9, 2019 Regular Meeting of the Planning Commission.

   Alderman Fitterer made a motion to approve the December 9, 2019 Regular Meeting Minutes. Motion seconded by Alderman Fuqua. Motion to approve passed 7-0.

H. APPROVAL OF THE AGENDA

   Alderman Fitterer made a motion to approve the agenda as presented. Motion seconded by Alderman Fuqua. Motion to approve passed 7-0.
Chairman Paul Downing arrived to the meeting at 5:36 pm.

I. CONSENT AGENDA

1. PC Resolution 20-01 Reduce Maintenance Bond Harvest Point Ph 3.
2. PC Resolution 20-02 Reduce Maintenance Bond Harvest Point Ph 4.
3. PC Resolution 20-03 Release Performance Bond and establish Maintenance Bond Autumn Ridge Ph 8 Sec 1.
4. PC Resolution 20-04 Establish Maintenance Bond for Crossings North.

   Alderman Fitterer made a motion to approve the Consent Agenda. Motion seconded by Vice Chairman Hepp. Motion to approve passed 7-0.

J. OLD BUSINESS

K. NEW BUSINESS

1. **STP 781-2019**: Submitted by Enfield Group for The Preserve at Spring Hill. The property is located on Buckner Road, east of Main Street. The property is zoned R-6 and contains approximately 44.21 acres. The applicant requests site plan approval for 100 condominium units. Requested by Gregg Harris.

   **Recommendation**: staff recommended approval of site plan application STP 781-2019 (The Preserve at Spring Hill) subject to seven conditions, replacing #6, to read as follows:

   1. The applicant shall provide a separate application for the purpose of dedicating the required right-of-way for Buckner Road, classified as an Arterial Street, in accordance with adopted Major Thoroughfare Plan. The applicant shall construct infrastructure improvements to Buckner Road as required by the Planning Commission.
   2. The name “Preserve” at Spring Hill has been rejected by Williamson County. Street names “Preserve” and “Outlook” have also been rejected. The applicant will need to acquire approval for new names from the Williamson County E-911 office.
   3. Fencing shown around the pump house and in other areas is subject to permitting and applicable code restrictions.
   4. Foundation landscaping should be along the sides of all 19 buildings.
   5. The applicant shall implement all the recommendations of the traffic study.
   6. Tree Preservation and limits of disturbance will follow as shown on sheets L2.0 and C5.0.
   7. Approval of this site plan shall be valid for a period of three (3) years from the date of Planning Commission approval. Modification to the approved site plan may require Planning Commission Approval.
   8. Applicant shall construct and dedicate to the city a westbound right turn only decel lane, said lane should include 75’ of storage and appropriate tapering, meeting City of Spring Hill and all other applicable Standards.
   9. No existing trees in the 25’ perimeter yard are permitted to be disturbed or removed.
   10. Pumphouse brick veneer color to be earth toned and subject to Planning Commission approval.
   11. Metal roof shall not be allowed.
   12. Side elevations to be cementitious siding and meet all Spring Hill regulations.
   13. Elevations for units 96-100 are not approved and shall be submitted Planning Commission for approval before any building permits are issued.
Alderman Fitterer made a motion to approve site plan application STP 781-2019 with the seven (7) staff associated conditions of approval and adding conditions 8-13 to read as above. Motion seconded by Jared Cunningham. Motion to approve passed 5-2, with Chairman Paul Downing and Vice Chairman Hepp dissenting.

2. SPm 786-2019: Submitted by Barry Clark for Wellspring Christian Church. The property is located at 1001 Chapmans Crossing. The property is zoned as a Commercial PUD and contains approximately 7.37 acres. The applicant is requesting modification to the previously approved site plan (STP 620-2018). Requested by Wellspring Christian Church.

**Recommendation:** Staff recommended approval of site plan modification SPm 786-2019 (Wellsprings Christian Church) subject to conditions 1-2 below:

1. The first drive on Chapmans Crossing shall be closed per the attached exhibit.
2. Approval of this site plan shall be valid for a period of three (3) years from the date of Planning Commission approval. Modification to the approved site plan may require Planning Commission Approval.
3. All other conditions of approvals and requirements from the original site plan still remain in effect.

Alderman Fitterer made a motion to approve site plan modification SPm 786-2019 with the two (2) staff conditions of approval and the addition of a third (3) condition to read as above. Motion seconded by Commissioner Cunningham. Motion to approve passed 6-1, with Alderman Fitterer dissenting.

3. STP 787-2019: Submitted by Catalyst Design Group for the JCF Residences Headquarters. The property is located at 2210 Spedale Court, zoned C-4 and contains approximately .87 acres. The applicant is requesting site plan approval for a new 4,570-sf office building. Requested by Catalyst Design Group.

**Recommendation:** Staff recommended approval of site plan application STP 787-2019 (JCF Residential) subject to the following conditions:

1. Approval of this site plan shall be valid for a period of three (3) years from the date of Planning Commission approval. Modification to the approved site plan may require Planning Commission Approval.

Alderman Fitterer made a motion to approve site plan application STP 787-2019 with one (1) staff associated condition of approval. Motion seconded by Alderman Fuqua. Motion to approve passed 6-0-1 with Commissioner Cunningham abstaining.

L. OTHER BUSINESS

M. BOARD COMMENT

Commissioner Legendre asked staff about the Firestone on Main Street and if the fence is compliant.

Planning Director Foote responded that the chain link fence is in compliance. The issue was that the original fence was plain metal chain link. That fence has been replaced with a vinyl-coated chain link fence in compliance with the old code and is now consistent with other similar fences in the city.

N. STAFF COMMENT

Planning Director Foote updated the Planning Commission regarding STP 418-2017 and the satisfaction of conditions of approval for the condominium project.
O. ADJOURN

Chairman Paul Downing made motion to adjourn at 6:08 pm.

________________________________   ______________________________
Paul Downing, Chairman                  Steve Foote, P.C. Secretary
DATE: January 22, 2020

REQUEST: Release the performance bond and establish a maintenance bond for Cherry Grove Addition Phase 7 Section 2 for sidewalks, street lights, street signs and final topping

SUBMITTED BY: Thomas S. Wolf, P.E. – City Engineer

OVERVIEW:

- A performance bond was established for Phase 7 Section 2 in the amount of $98,706.00 in April 2018. All improvements have been constructed.
- Roads were final topped in November 2019.

PC ACTION REQUESTED:

- Approve PC Resolution 20-05 to release the performance bond and establish a maintenance bond for Cherry Grove Addition Phase 7 Section 2
RESOLUTION 20-05 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE EXISTING PERFORMANCE BOND AND TO ESTABLISH AS A MAINTENANCE BOND FOR CHERRY GROVE ADDITION PHASE 7 SECTION 2

WHEREAS, a Performance Bond is in place guaranteeing the completion of certain improvements for Cherry Grove Addition Phase 7 Section 2 in the amount of $98,706.00; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
   Sidewalks, street lights, street signs and final topping to all streets with 1 ½ inches of hot mix asphalt; and

WHEREAS, to date, the improvements have been completed, final topping was placed in November 2019 and approved through inspections by the City and therefore a Maintenance Bond letter of credit is required; and

WHEREAS, a Maintenance Bond letter of credit is guaranteeing the workmanship and materials of certain improvements for Cherry Grove Addition Phase 7 Section 2 and the repair of such should damage occur during covered period; and

WHEREAS, it is the recommendation of the City Engineer that the Letter of Credit in the amount of $98,706.00 be reduced to 30% according to Section IV 4.3 Spring Hill Subdivision Regulations, establishing a Maintenance Bond letter of credit in the amount of $29,611.00 for a minimum of twelve (12) months from date of final topping.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that the existing bond letter of credit be reduced to establish a Maintenance Bond letter of credit for Cherry Grove Addition Phase 7 Section 2 in the amount of $29,611.00 is hereby approved.

Passed and adopted this 10th day of February, 2020.

__________________________
Paul Downing, Chairman

__________________________
Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 12/21/2020
Donnie Cameron
Cherry Grove Addition
Phase 7 Section 2

Development Name: Cherry Grove Addition
Phase or Section of Construction: Phase 7 Section 2
Public Improvements: Water, sewer, storm water drainage and basins, streets, curbs, sidewalks, street signs, street lights, final topping

I hereby certify that I have supervised and inspected the improvements to ensure that the design intent has been achieved.

Record Drawings have been submitted by Applicant's engineer to the City pursuant to ordinance requirements.

Michael W Stephens
City of Spring Hill Utility Inspector (signature)

Approved By:

Thomas S. Wolf
City of Spring Hill Engineering Dept.

Printed name
DATE: January 22, 2020
REQUEST: Establish a maintenance bond and a performance bond for Crooked Creek Phase 2 Section 3
SUBMITTED BY: Thomas S. Wolf, P.E. – City Engineer

OVERVIEW:

- Final plat is on the February 2020 Planning Commission meeting agenda for approval.
- Developer has submitted application and corresponding documentation to establish bonds.

PC ACTION REQUESTED:

- Approve PC Resolution 20-06 to establish a maintenance bond for Crooked Creek Phase 2 Section 3
- Approve PC Resolution 20-07 to establish a performance bond for Crooked Creek Phase 2 Section 3
RESOLUTION 20-06 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A MAINTENANCE BOND FOR
CROOKED CREEK PHASE 2 SECTION 3

WHEREAS, a Maintenance Bond is required to be established for this development prior to recording of a Final Plat; and

WHEREAS, the Maintenance Bond is guaranteeing the workmanship and materials of certain improvements existing on 19 lots, and the repair of such should damage occur during covered period; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
  Water, Sewer, Storm Water Infrastructure, Streets and Curbs, Street Signs and Street Lights; and

WHEREAS, to date, the improvements have been completed, but not accepted by the City and, therefore, a Maintenance Bond is required; and

WHEREAS, it is the recommendation of the City Engineer that a Maintenance Bond be established for a minimum of twelve (12) months, in the amount of $33,627.00; and

WHEREAS, it is anticipated that the date of completion for the above referenced public improvements will be within the time prescribed for the bond and it is required that an automatic renewal clause, to the benefit of the City of Spring Hill, be included within the bond in case such improvements are not completed in a timely manner.

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Maintenance Bond for Crooked Creek Phase 2 Section 3 in the amount of $33,627.00.

Passed and adopted this 10th day of February, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
Utility Information Sheet

Development ___CROOKED CREEK_____

Phase ___2___ Section ___3___ # of lots ___19___

Cost to install Utility's (Maintenance Bond)

Sewer line ___ $29,500

Water line ___ $20,000

Storm Water ___ $15,750 (Infrastructure)

Curbing ___ $12,100

Binder ___ $34,740

TOTAL - $112,090.00

30% OF TOTAL - $33,627.00

BOND AMOUNT - $33,627.00
RESOLUTION 20-07 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A PERFORMANCE BOND FOR
CROOKED CREEK PHASE 2 SECTION 3

WHEREAS, a Performance Bond is required to be established for this development prior to recording of a Final Plat; and

WHEREAS, the Performance Bond is guaranteeing the construction of certain improvements on 19 lots; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
Sidewalks, Street Lights, Street Signs, Stormwater Surface Maintenance and Final topping to all streets with 1 ½ inches of hot mix asphalt; and

WHEREAS, to date, the improvements have not been completed and/or accepted by the City and, therefore, a Performance Bond is required; and

WHEREAS, it is the recommendation of the City Engineer that a Performance Bond be established in the amount of $76,378.00; and

WHEREAS, it is anticipated that the date of completion for the above referenced public improvements will be within the time prescribed for the bond and it is required that an automatic renewal clause, to the benefit of the City of Spring Hill, be included within the bond in case such improvements are not completed in a timely manner; and

WHEREAS, upon completion of the public improvements listed above, the Developer will be required to file a "maintenance" bond guaranteeing performance of the public improvements for a minimum of an additional one year period with the Planning Commission after the dedication and acceptance of such public improvements by the Board of Mayor and Aldermen.

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Performance Bond for Crooked Creek Phase 2 Section 3 in the amount of $76,378.00.

Passed and adopted this 10th day of February, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
Utility Information Sheet

Development____CROOKED CREEK_____

Phase_2_  Section_3_  #of lots_19_

Cost to install Utility's (Performance Bond)

Signage________$750

Street Lights___$5,000

Storm Water Surface maintenance____$4,725
(to include drainage area, ditches, retention and/detention ponds, open spaces)

Sidewalks (feet)____4,400'

Sidewalks (cost)____$24,200

Road linear feet_____2,200 LF

Road width________24'

Final Asphalt Topping cost____$34,760

TOTAL - $69,435.00

+ 10% OF TOTAL - $6,943.00

BOND AMOUNT - $76,378.00
## Application for Surety

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<td>Contact Person:</td>
<td>Clay Thiroux</td>
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<tr>
<td>Email:</td>
<td><a href="mailto:Clay.thiroux@fnnb.com">Clay.thiroux@fnnb.com</a></td>
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<tr>
<td>Address:</td>
<td>2230 Mercury Cir</td>
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<tr>
<td>City, State, Zip:</td>
<td>Murfreesboro, TN 37128</td>
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<tr>
<td>Phone Number:</td>
<td>(615) 494-4700</td>
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<tr>
<td>Fax Number:</td>
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<tr>
<td>Name of Owner/Developer or Representative:</td>
<td>A1 Home Builders Inc</td>
</tr>
<tr>
<td>Address:</td>
<td>2929 Ediphone Pkwy Ste. 780-220</td>
</tr>
<tr>
<td>City, State, Zip:</td>
<td>Franklin, TN 37067</td>
</tr>
<tr>
<td>Phone Number:</td>
<td>(724) 231-9917</td>
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## Action Request

I (we) request that the following action be taken:

- [ ] Establish New Surety
- [ ] Request Final Inspection and Release of Surety
- [ ] Request Reduction of Surety Amount
- [ ] Request extension of surety for (1) year
- [ ] Request Maintenance Bond

(Please provide proof of difficulty below)

**Explanation for Proof of Difficulty:**

---

**Applicant Signature**

---

**City Staff Signature**
DATE: January 22, 2020
REQUEST: Establish a maintenance bond and a performance bond for Harvest Point Phase 16 Section 1B
SUBMITTED BY: Thomas S. Wolf, P.E. – City Engineer

OVERVIEW:

- Final plat is on the February 2020 Planning Commission meeting agenda for approval.
- Developer has submitted application and corresponding documentation to establish bonds.

PC ACTION REQUESTED:

- Approve PC Resolution 20-08 to establish a maintenance bond for Harvest Point Phase 16 Section 1B
- Approve PC Resolution 20-09 to establish a performance bond for Harvest Point Phase 16 Section 1B
RESOLUTION 20-08 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A MAINTENANCE BOND FOR
HARVEST POINT PHASE 16 SECTION 1B

WHEREAS, a Maintenance Bond is required to be established for this development prior to recording of a Final Plat; and

WHEREAS, the Maintenance Bond is guaranteeing the workmanship and materials of certain improvements existing on 28 lots, and the repair of such should damage occur during covered period; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
   Water, Sewer, Storm Water Infrastructure, Streets and Curbs, Street Signs and Street Lights; and

WHEREAS, to date, the improvements have been completed, but not accepted by the City and, therefore, a Maintenance Bond is required; and

WHEREAS, it is the recommendation of the City Engineer that a Maintenance Bond be established for a minimum of twelve (12) months, in the amount of $127,322.00; and

WHEREAS, it is anticipated that the date of completion for the above referenced public improvements will be within the time prescribed for the bond and it is required that an automatic renewal clause, to the benefit of the City of Spring Hill, be included within the bond in case such improvements are not completed in a timely manner.

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Maintenance Bond for Harvest Point Phase 16 Section 1B in the amount of $127,322.00.

Passed and adopted this 10th day of February, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
Utility Information Sheet

Development HARVEST POINT

Phase 16  Section 1B  #of lots 28

Cost to install Utility's (Maintenance Bond)

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<td>(Infrastructure)</td>
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TOTAL - $424,408.00

30% OF TOTAL - $127,322.00

BOND AMOUNT - $127,322.00
RESOLUTION 20-09 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A PERFORMANCE BOND FOR
HARVEST POINT PHASE 16 SECTION 1B

WHEREAS, a Performance Bond is required to be established for this development prior to recording of a Final Plat; and

WHEREAS, the Performance Bond is guaranteeing the construction of certain improvements on 28 lots; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
Sidewalks, Street Lights, Street Signs, Stormwater Surface Maintenance
and Final topping to all streets with 1 ½ inches of hot mix asphalt; and

WHEREAS, to date, the improvements have not been completed and/or accepted by the City and, therefore, a Performance Bond is required; and

WHEREAS, it is the recommendation of the City Engineer that a Performance Bond be established in the amount of $46,971.00; and

WHEREAS, it is anticipated that the date of completion for the above referenced public improvements will be within the time prescribed for the bond and it is required that an automatic renewal clause, to the benefit of the City of Spring Hill, be included within the bond in case such improvements are not completed in a timely manner; and

WHEREAS, upon completion of the public improvements listed above, the Developer will be required to file a “maintenance” bond guaranteeing performance of the public improvements for a minimum of an additional one year period with the Planning Commission after the dedication and acceptance of such public improvements by the Board of Mayor and Aldermen.

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Performance Bond for Harvest Point Phase 16 Section 1B in the amount of $46,971.00.

Passed and adopted this 10th day of February, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
Utility Information Sheet

Development HARVEST POINT

Phase 16  Section 1B  #of lots 28

Cost to install Utility's (Performance Bond)

Signage $0

Street Lights $0

Storm Water Surface maintenance $30,214 (to include drainage area, ditches, retention and/detention ponds, open spaces)

Sidewalks (feet) 0

Sidewalks (cost) 0

Road linear feet 375 LF

Road width 24'

Final Asphalt Topping cost $12,487

TOTAL - $42,701.00

+ 10% OF TOTAL - $4,270.00

BOND AMOUNT - $46,971.00

(Signs, street lights and sidewalks are platted and bonded under Ph 16 Sec 1A)
# Application for Surety

## Property Information

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## Financial Information

| Name of Financial Institution: | First Horizon Bank |
| Contact Person: | International Operations |
| Address: | 165 Waller Ave., Suite 424, Pooler, GA 31322 |
| City, State, Zip: | Memphis, TN, 38103 |
| Phone Number: | (901) 523-4931 |
| Fax Number: | (901) 523-4931 |

## Contact Information

| Name of Owner/Developer or Representative: | Clayton Properties Group, Inc. |
| Address: | 393 Viking Street, Suite 100, Goodlettsville, TN 37072 |
| Phone Number: | (615) 441-5029 |
| Fax Number: | (615) 441-5029 |

## Action Request

I (we) request that the following action be taken:

- [x] Establish New Surety
- Request Final Inspection and Release of Surety
- Request Reduction of Surety Amount
- Request extension of surety for (1) year
- Request Maintenance Bond

(Please provide proof of difficulty below)

**Explanation for Proof of Difficulty:**

---

Applicant Signature: [Signature]  Date: [Date]  City Staff Signature: [Signature]  Date: [Date]
# Application for Surety

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<td><strong>Purpose of Surety:</strong></td>
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<tr>
<td><strong>Name of Financial Institution:</strong></td>
<td>First Horizon Bank</td>
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<tr>
<td><strong>Contact Person:</strong></td>
<td>International Operations</td>
</tr>
<tr>
<td><strong>Address:</strong></td>
<td>165 Madison Ave., 41st Flr</td>
</tr>
<tr>
<td><strong>City, State, Zip:</strong></td>
<td>Murfreesboro, TN 37129</td>
</tr>
<tr>
<td><strong>Phone Number:</strong></td>
<td>(615) 527-4931</td>
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<tr>
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<tr>
<td><strong>Name of Owner/Developer or Representative:</strong></td>
<td>Clayton Properties Group, Inc., DBA Goode's Homes</td>
</tr>
<tr>
<td><strong>Address:</strong></td>
<td>393 Monte Street, Suite 100</td>
</tr>
<tr>
<td><strong>City, State, Zip:</strong></td>
<td>Goodlettsville, TN 37066</td>
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<tr>
<td><strong>Phone Number:</strong></td>
<td>(615) 479-5029</td>
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## Action Request

I (we) request that the following action be taken:

- [ ] Establish New Surety
- [ ] Request Final Inspection and Release of Surety
- [ ] Request Reduction of Surety Amount
- [ ] Request extension of surety for (1) year
- [ ] Request Maintenance Bond

(Please provide proof of difficulty below)

**Explanation for Proof of Difficulty:**

________________________________________

Applicant Signature

City Staff Signature

Date: 1/14/20
FPL 792-2020: Submitted by S&ME for Harvest Point, Phase 16, Section 1B. The property is zoned R-2 PUD and contains approximately 2.33 acres. The applicant requests final plat approval for 28 townhome lots and the request is being processed under provisions of the approved PUD and the previous zoning code. Requested by Zac Davis.

Property Description and History: The subject site is adjacent to the secondary access from Cleburne Road and is located at the southern end of Harvest Point. The southern and western boundaries of the property are external to the PUD and abut recently annexed land. The adjacent Hardison property has been annexed, but is currently zoned Agricultural. The development of this property is expected to provide the secondary access to Phase 16, Section 2.

In August of 2016, the Board of Mayor and Aldermen approved a request to rezone the parent tract, containing more than 473 acres, from R-2 to Planned Unit Development (PUD 199-2016) in order to allow for a mixed-use development of single-family homes, townhomes, and a live-work village with nonresidential uses. A final development plan for a portion of the overall PUD (PUD 254-2016) was approved in October, 2016 and, subsequently, preliminary plats for phases 1-4 and 7 in December, 2016 (PPL 282-2016). A site plan application (STP 627-2018) was submitted for townhomes on Phase 16 in December of 2018 and was approved by Planning Commission on February 11, 2019 with the following conditions:

1. Incorporate the new ADA ramp with truncated domes detail on construction plans (one ramp per corner).
2. Number of units in Section 1 does not exceed the threshold requiring two (2) access points to the development. Section 2 will exceed the threshold and provisions need to be made for a second access at site plan submittal.
3. Label the diameter of the temporary cul-de-sacs.
4. A detailed technical review of the construction plans is in process in advance of forwarding same to TDEC for their review and approval.
5. Site plan approval shall remain valid for a period of three (3) years, during which time all required permits shall be obtained. Modification to the approved site plan may require Planning Commission approval.

Planning Commission approved a final plat (FPL 723-2019) for Phase 16, Section 1A on August 12, 2019.

Access: Primary access is from recently improved Cleburne Road via Carraway Lane. All interior roads are private.

Streets and Sidewalk: Sidewalks are provided on the public street east of Phase 16. Internal streets, identified as June Wilde Ridge will be private and show 5’ sidewalks on both sides of the roadway. There is a temporary cul-de-sac located at the end of June Wilde Ridge and shall be removed when future phase is developed. The diameter of the cul-de-sac is shown as 96’, which is the required minimum. Street names have been approved by the Maury County Emergency Management Office.

Bulk and Area Requirements: The applicant’s proposal complies the Bulk & Area requirements of the PUD. Lots comply with zoning regulations.

Building & Site Design: The details of the buildings are not impacted by the final plat. The requirements of STP 627-2018 will apply.
Open Space & Amenities: On-site open space is consistent with the approved site plan and consists of an 8’ wide gravel trail that connects into a 6’ trail east of lot 1609 in Section 1A. Three open space areas are provided. USPS centralized mailboxes are shown on the plat. There are no benches shown along the trail in this phase. No other amenities are shown internal to the site. Rather, the site depends on open space amenities generally provided within Harvest Point. A trail connection is proposed to provide pedestrian access from Phase 16 to the main amenity center.

Each lot will meet or exceed the requirement for 750 sq. ft. of secluded open space within the rear yard. Selectively placed fence panels or landscape screens will be required to enhance privacy for patios and meet the secluded requirement.

Landscaping & Buffering: Landscaping will be installed as shown on the approved site plan for Phase 16.

Bicycle & Greenway Plan: The Plan is not impacted by this development proposal. Internal gravel trails are provided per the Harvest Point PUD.

Recommendation: Staff recommends approval of final plat application FPL 792-2020 (Harvest Point Townhomes, Phase 16, Section 1B), subject to the following conditions:

1. Consistent with Section 1A, selectively placed fence panels or landscape screens shall be installed to enhance privacy for patios and meet the secluded requirement.
2. Provided that the Final Plat is recorded within one (1) year, approval shall remain valid for a total period of five (5) years from the date of approval, during which time the applicant/developer shall obtain all necessary permits and commence construction. If not signed by the city and recorded within one (1) year the plat expires and is voided.
Spring Hill Planning Commission Regular Meeting

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
       Austin Page, Associate Planner
MEETING: February 10, 2020
SUBJECT: STP 773-2019 (TN Children's Home)

STP 773-2019: Submitted by Brewer Ingram Fuller Architects for the Tennessee Children's Home. Property is located at 2225 Dr. Robertson Road, zoned I-C and contains approximately 46.25 acres. This item received site plan concept review in September 2019. The applicant requests site plan approval for the new Tennessee Children's Home campus. Requested by Anthony Fuller.

Plan Update: This item was reviewed in the Planning Commission work session of October 28, 2019 and then deferred prior to the November 12, 2019 Planning Commission due to ongoing concerns with Maury County’s ability to provide water to the site. After several delays in obtaining the requested water service letter, the applicant has provided communication from Maury County indicating their ability to provide this property with water service. Staff forwarded the information from Maury County to the Public Works and Fire Departments for review and comment. The Public Works Department discussed the proposed water and sewer line extensions and offers the summary below for Planning Commission consideration:

Sanitary Sewer

The site plan submittal through the Planning Department provided complete (Plan and Profile) construction drawings for the TN Children’s Home site only. They have since provided plan profiles for the off-site work required to serve the property. Staff has reviewed the plans and determined that the sewer connection will work.

Water Main

A letter was provided to the City by Hethcoat & Davis, Inc. representing the Maury County Water System (MCWS) indicating that MCWS is capable of providing domestic water service to the proposed TN Children's Home site on Doc Robertson Road. However, MCWS is not capable of providing the required fire flow to meet the City of Spring Hill fire flow standards of 750 gpm at 30 psi without significant off-site improvements which would include the installation of approximately 13,500 feet of new 16-inch diameter water main. These Beechcroft Road water main improvements have not been designed or constructed. Todd Shultz, MCWS Superintendent, was conference called into our discussion. He indicated that the design and construction of the Beechcroft Road water main improvements may be a year or more down the road. Mr. Shultz did suggest an alternative for providing the required fire flow which could include a fire reservoir with a pump system similar to the reservoirs that have been previously installed at the commercial sites along Beechcroft and Cleburne Roads.

The applicant has incorporated changes and low impact development practices in response to Commission questions. No indication has been made on areas where grass and/or sod are being proposed.

Property Description and History: This property is located on the west side of Dr. Robertson Road and contains 46 acres. The Tennessee Children's Home also owns approximately 40 acres to the south which was approved recently for a 126-lot residential subdivision (NCP 465-2018).

The proposed site is planned as the future location and campus for the Tennessee Children's Home and was rezoned recently (RZN 664-2019) from C-2 to IC (Institutional Campus District). This district allows the proposed use by right. The site received site concept plan review (SPC 742-2019) by the Planning Commission on September 9, 2019.

STP 773-2019 (TN Children's Home) vm
Access: Access is primarily from Dr. Robertson Road via a long driveway. A future secondary and emergency access is planned through the proposed residential neighborhood to the south. The question of off-site improvements to Dr. Robertson Road has been presented to the Planning Commission.

Buildings and Site Design: Development of the site will include; a multi-purpose building, residential dormitories, corporate offices, maintenance and other facilities for the use. The developed portion of the site sits over 700 feet west of Dr. Robertson Road. Elevation change from the road to the campus is approximately 60' (from 690' to 750'). The school building sits on the crest of the hill with the land sloping downward to the west. Most of the frontage along Dr. Robertson Road contains a stream and existing natural buffer area. These three characteristics provide an extensive visual and natural buffer and privacy for the Tennessee Children's Home campus.

The applicant has provided a set of building elevations for the multipurpose building, corporate offices, group home facilities and the maintenance building. The multipurpose building shows material of the façade as brick with metal panel accents and an architectural asphalt shingle roof. In the IC district, metal panels are a prohibited material. However, the Planning Commission acting as the Design Review Commission offered verbal support for the use of these panels during the October meeting. The residential buildings on campus are shown using fiber-cement siding, brick veneer, E.I.F.S., with a shingled roof and metal roof accents. Siding on the maintenance building is shown as fiber-cement siding, brick veneer and a metal roof. The applicant has provided percentages of building façade and with the allowance for metal panels noted above, buildings are in compliance with the requirements of the IC zoning district in the UDC.

Landscaping and Buffering: A landscape plan has been provided by the applicant. Maple, Tulip, Oak and Elm tree species are shown along the two main access points and along the unnamed private roads on the site. Landscaping is provided in the parking lots, entrances and exits to buildings and the two dumpster enclosures to provide adequate screening. Additional landscaping has been added at the front of the school building and corporate offices. The landscape regulations are not perfectly or easily applicable to a campus use like the Tennessee Children's Home. The applicant has expressed concerns with heights of landscaping around the residential buildings as potential hiding spots for the children and wants to limit the amount of coverage. A 15’ landscape buffer is shown on the southern property line and provides multiple layers of coverage with Evergreen Trees, shrubs and grasses. No indication has been made on areas where grass and/or sod are being proposed.

Parking and Loading: Parking is provided for the school and office uses. Students/residents of the Tennessee Children's Home do not have personal vehicles. Bicycle parking is required and is not currently shown on the site plan.

Streets and Sidewalks: Sidewalks are provided internal to the site to facilitate pedestrian access between the residential buildings and other buildings as appropriate. Sidewalks are shown at the minimum of 5’ in width.

Bicycle and Greenway Plan: This property is not impacted by the Bicycle and Greenway Plan.

Utilities: Written correspondence from the Maury County Board of Public Utilities (Maury County Water Service (MCWS) was received on January 23, 2020. This information was forwarded to the Fire Marshal and Public Works Department to determine if the calculations and certification will provide water to meet the City of Spring Hill fire flow requirement of 750 gpm @ 30 psi residual. The water system requires off-site improvements that are necessary for the MCWS to provide service. The applicant has submitted water and sewer service plans for the site. See the “update” section of this report for more information.

Recommendation: With the exception of the water deficiencies for fire service, the requested site plan is complete and conforms to code (with minor conditions below). Choices for the Planning Commission identified by staff include the following options.

1. Defer the site plan request indefinitely, until the water system has been completely planned and off-site infrastructure has been installed; or
2. Approve the site plan subject to a condition that no building permits for vertical construction may be issued until the Public Works and Fire Departments, and the Maury County Water System, have approved all required off-site and on-site utility extensions needed to serve the Tennessee Children’s Home, and that such off-site improvements have been completed.

If the Planning Commission approves site plan application STP 773-2020 (TN Children’s Home), staff recommends it be subject to the following conditions:

1. No permits for vertical construction may be issued for the Tennessee Children’s Home unless and until plans for the extension of utilities to the site have been fully reviewed and approved by all necessary parties, including, the City of Spring Hill Fire and Public Works Departments, and the Maury County Water System. All required off-site improvements necessary to provide adequate fire and domestic water, that meets or exceeds the City of Spring Hill standards is required. Off-site utilities shall be in place prior to the issuance of permits for vertical construction.
2. Additional landscaping is needed at the entrance to the corporate office building.
3. Applicant shall complete the design of the sewer system, including how sewer will be made available to the property, and submit said plans to Jim Vrdoljak of the Spring Hill Public Works Department for review and approval.
4. Indicate areas where grass and/or sod are proposed.
5. Show the limits of disturbance for the entire development.
6. Approval of this site plan shall be valid for a period of three (3) years from the date of Planning Commission approval. Modification to the approved site plan may require Planning Commission Approval.
January 22, 2020

CSDG
Mr. Jim T. Harrison
2305 Kline Ave., Suite 300
Nashville, TN 37211

Re: Tennessee Children’s Home - LOA-FF

Mr. Harrison:

Please find enclosed the Review of Water Availability and Fire Flow from Hethcoat & Davis, Inc. for the Tennessee Children’s Home. Please contact me if you have any questions or concerns.

This letter of water availability is only valid for 120 days.

Sincerely,

Todd Shultz, Superintendent
tshultz@mymcws.com
931-375-1161

TS/db

Enclosure

CC: Brian L. King
MEMORANDUM

From: Cory Borum, P.E.
To: Todd Shultz, MCWS Superintendent

Re: Tennessee Children's Home - Review of Water Availability and Fire Flow

We have completed our review of the proposed Tennessee Children's Home, a concept plan prepared and submitted for review by Civil Site Design Group. In general, the development will consist of a gymnasium, office building, maintenance building, and 9 residential homes for students. Provisions for sewage treatment were not identified on the concept plan. The proposed development is located west of and adjoining Dr. Robertson Road near the intersection of Beechcroft Road/Dr. Robertson Road.

Existing water lines within the MCWS distribution system that are near the proposed development include an 8" PVC Class 200 water line along Dr. Robertson Rd. Based on existing operating conditions within the distribution system and existing ground contours, static water pressures will range between 70-85 psi at the proposed point of connection to MCWS along Dr. Robertson Rd. The water pressure at the proposed point of connection was determined by use of the Water System's hydraulic model which has been calibrated and field verified with pressure recording devices. The projected domestic demand for the site is approximately 12,529 gpd which equates to 63 SFU equivalents. Projected demand was determined based on consumer use information provided by the Developer. Please note that hydraulic modeling evaluation of the proposed development included a 1.8 demand multiplier that was incorporated into the average demand in order to account for peak usage periods.

Summary of Findings
The Water System is capable of providing domestic water service to the proposed development. It should be noted that the available pressures stated above are at the point of connection to the MCWS and does not include losses that may occur due to metering, backflow prevention, changes in site elevation, or multi-story construction. Furthermore, due to anticipated water system improvements in the future, static water pressure may increase at some point in the future to 100 psi or greater. As a result, the Developer should consider installing individual pressure reducing valves for domestic and, if applicable, irrigation service lines.

The Water System is also capable of providing fire flow that meets the City of Spring Hill's fire flow requirements of 750 gpm at 30 psi. However, off-site improvements will be required in order to meet the requisite level of fire flow. The necessary off-site improvements are shown in Exhibit 1. Implementation of these off-site improvements will ensure the provision of a system capable of meeting the required fire demands. Therefore, it is our recommendation that all proposed developments (current or future) within the existing MCWS "Beechcroft Service Zone" boundary be accountable for a pro-rata financial participation in the capital costs associated with the Beechcroft Road Water System Improvements Project. The specific contractual requirements associated with the pro-rata financial participation for the proposed Tennessee Children's Home should be reviewed with the Developer and provided upon request. Please note, the provision of fire flow is contingent upon the Developer executing a Water System Improvements Contract.
Exhibit 2 displays a portion of the Beechcroft Road Water System Improvements Project that is near the proposed development and corresponding project notes that describe the scope of work, purpose of the project, and information about the pro-rata financial participation.

Please call if you have questions or require additional information.

Sincerely,

Cory Borum, P.E.

Attachments:
1. Exhibit 1 – Beechcroft Road Water System Improvements Project
2. Exhibit 2 – Maury County Water System Distribution System Requirements for Proposed TN Children’s Home
Exhibit 1
Maury County Water System
Beechcroft Rd. Water System Improvements Project

Installation of approx. 13,500 LF of new 16" water line inside designated area

Notes
1. Water lines shown on map represent existing lines (and corresponding sizes) that are currently in service.
Exhibit 2
Maury County Water System Distribution System Requirements
For
Proposed TN Children's Home

Proposed TN Children's Home Site

Proposed Meter Location For TN Children's Home

Proposed Beechcroft Subdivision

Proposed TN Children's Home Notes
1. It is assumed that the water meter for the Children's Home will be located at the entrance drive on Dr. Robertson Rd. All water line improvements on the customer side of the water meter that are necessary in order to provide service to each building shall be the responsibility of the Children's Home.

2. Fire-flow capabilities that meet the City of Spring Hill's fire flow requirements of 750 gpm at 30 psi WILL NOT be available to the proposed site until the Beechcroft Rd. Water System Improvements Project designated in Exhibit 1 is complete and in service.

Beechcroft Rd. Improvements Project Notes
1. This project consists of the installation of approx. 13,500 LF of new 16" water line.

2. The purpose of this project is to improve water service in the Beechcroft Rd. Service Area and provide fireflow.

3. As a primary beneficiary of this project, the Developer for the proposed TN Children's Home will be responsible for a pro-rata financial participation in the capital costs of said project. The pro-rata cost share for the proposed TN Children's Home shall be 3.54% of the total capital costs of the Beechcroft Rd. Improvements Project. Contact the Water System to obtain a Water Systems Improvements Contract.
CHILDREN'S HOME
2225 Robertso Rd., City of Spring Hill, Maury County, Tennessee
LANDSCAPE PLAN

TN CHILDRENS HOME

4225 E Robertson Rd, City of Spring Hill, Maury County, Tennessee

PROJECT BENCHMARK:

N > NJ

PROJECT NO.: 18-061-01

OVERALL LANDSCAPE ORDINANCE PLAN

MAP 24, PARCEL L4.00

SCALE: 1" = 100'

PROJECT NO.: 19-065-01
TYPICAL GROUP HOME AT SPRING HILL CAMPUS

ELEVATIONS

GROUP HOME
Tennessee Children's Home
CORPORATE OFFICE

ELEVATIONS

NORTH ELEVATION

SOUTH ELEVATION

WEST ELEVATION

EAST ELEVATION

CORPORATE OFFICE
Spring Hill Planning Commission Regular Meeting

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
       Austin Page, Associate Planner
MEETING: February 10, 2020
SUBJECT: SKP 791-2020 (South Pointe Square, formerly Magnolia Square)

SKP 791-2020: Submitted by Crunk Engineering for South Pointe Square. The property is located at 5081 Port Royal Road, zoned Commercial PUD and contains approximately 17.37 acres. This project was formerly named Magnolia Square. This application is governed by the old zoning ordinance. The applicant requests sketch plan approval for a mixed-use subdivision with 174 residential units (condominiums) and 48,100 sf of commercial space. Requested by Adam Crunk.

Plan Update: The applicant has addressed all of the staff and Planning Commission comments from the January 27, 2020 Work Session. The applicant has labeled the required 25' landscape buffer along the northern property line. There were concerns regarding the 8 parking spaces directly off the right-in/right-out driveway from Commonwealth Drive. In response, the applicant has shifted the building closer to the road and placed parking to the west. The applicant has provided a preliminary plan showing intended retail and residential parking. The loading/delivery zones are located in the retail parking areas and will not impact any residential parking.

Property Description & History: This property is located at the northwest corner of Commonwealth Drive and Port Royal Road. It is zoned as a commercial PUD (Williams Park 2 Mixed Use PUD). The Planning Commission approved a sketch plan application for the subject site in 2018 for 174 condominium units. The sketch plan expired in 2019.

Request: The current sketch plan request seeks to re-authorize the previously approved Magnolia Square mixed-use plan. The Williams Park 2 Mixed Use PUD identifies the subject site for commercial uses and the Master Development Plan calls out that permitted uses within this site shall be as permitted in the B-4 District. The proposed uses (retail and multifamily) are permitted in the former B-4 zoning district provided, however, that the multifamily component follows a condominium ownership structure. The density is approximately 10.6 dwelling units per acre. This is a mixed-use project with commercial space located on the ground-floor of each of the buildings fronting along Port Royal Road. The Magnolia Square sketch plan (SKP 510-2018) was approved by the Planning Commission on June 11, 2018 with the following conditions of approval:

1. In the event restaurants or cafés are located within the first-floor retail tenant spaces of buildings fronting upon Port Royal Road, the applicant shall address additional refuse collection facilities and frequency of servicing to ensure adequate sanitary refuse collection facilities are provided.
2. In the event restaurants or cafés are located within the first-floor retail tenant spaces of buildings fronting upon Port Royal Road, the applicant shall be required to install grease traps and other improvements including providing sufficient access to such sewer system improvements.
3. The site plan should provide for loading zones to support the various retail uses located on the first floor of building fronting upon Port Royal Road. Parking spaces with restricted loading zone time periods may be considered a substitute for the provision of dedicated loading zones.
4. The northern entrance shall be reconfigured as a right-in/right-out entrance.
5. The applicant shall enter into a written agreement with the City of Spring Hill to be acted upon by the Board of Mayor and Aldermen in consideration of public infrastructure improvements that include the roundabout located at the intersection of Port Royal Road, Commonwealth Drive, and Countess Lane including associated approaches and utility improvements whereby the applicant is participating in partnership with the City of Spring Hill in part or whole in the cost of the public infrastructure improvements. The agreement entered into between the applicant and the City shall detail the installation of public improvements to be constructed, the anticipated schedule for construction of improvements, and the responsibilities of each party in the installation of said

SKP 791-2020 (South Pointe Square) vnr
improvements including related financial considerations such as contributions, fees, payments in lieu of improvements, rebates and/or credits and the like.

6. Sketch plan approval shall remain valid for 1 year.

The applicant did not move forward with a site plan and as a result, the sketch plan approval expired in June of 2019.

**Streets and Sidewalk:** The proposal includes the installation of a sidewalk along Commonwealth Drive and Port Royal Road. Right-of-way dedication is shown for both streets with the appropriate amounts, per the requirements of the City’s Major Thoroughfare Plan. Internally, the plan shows a complete sidewalk network with connections to the greenway trail and sidewalk along Port Royal Road and Commonwealth Drive. As plans are finalized for the roundabout at Port Royal Road and Commonwealth Drive, the site plan may require minor refinement to ensure the site plan conforms to the required right-of-way plan including driveways and entrances upon these roads.

**Access:** Access is shown via one curb cut on Commonwealth Drive and two off Port Royal Road. At the May 29, 2018 Planning Commission work session, the applicant received comments from the Commissioners, requesting that the northern entrance be a right in/ right out arrangement. This driveway has not been modified on the newly submitted plan.

**Port Royal/Commonwealth/Countess Roundabout:** The final design for the roundabout at Port Royal Road and Commonwealth Drive continues to progress. Kimley Horn conducted a second-round peer review of the design based upon standard best practices for roundabouts. The roundabout will provide a much-needed intersection improvement the design of which will be in the form of a roundabout to optimize traffic flow and efficiency through this key intersection along Port Royal Road. Adjacent property owners will be requested to donate right of way to the City to provide sufficient space for infrastructure construction associated with the roundabout. The Catholic Diocese of Nashville owns the northeast quadrant of the proposed roundabout. As of today, the City has not approached the Church for donation of right of way.

The City has been working collaboratively with developers along the Port Royal Road corridor to create a public-private partnership approach for the design and construction of this important intersection improvement project. Participation by developers in the design and construction of this intersection improvement project along with the City will ensure timely and cost-effective completion of the project.

Once design plans for the roundabout are finalized, development plans for all adjoining development projects including the subject development will need to be refined to reflect right-of-way requirements and access control measures along the approaches to the roundabout. There is an opportunity for the applicant to participate financially in the design and construction of the roundabout project including consideration for the issuance of credits on required fees that will require review and approval by the Board of Mayor and Aldermen. It is recommended such participation be formalized with the preparation and execution of a development agreement between the developer/applicant and the City of Spring Hill.

**Parking and Loading:** Preliminary parking calculations indicate 707 spaces required and 708 provided. Parking area landscaping details, bicycle parking and space dimensions will be required at site plan submittal. Based upon the intended retail uses on the first floor of the buildings fronting Port Royal Road, two loading zones are proposed to accommodate deliveries to the various retail establishments including restaurants. A preliminary parking plan has been provided and shows retail and residential parking. Currently, the plan requires 370 residential spaces and 337 retail spaces.

**Building and Site Design:** Maximum building height is specified as 45’ (3 stories). No elevations have been provided. Further details including materials and percentages shall be required at site plan submittal and shall comply with the requirements of the City’s design review guidelines. The sketch plan clearly demonstrates what is intended for the site. Further refinement will occur at site plan submittal.

**Refuse Collection:** In the event retail space includes restaurants or café’s as part of tenant mix, modifications may become necessary in the location of dumpster facilities as well as the frequency by which the dumpsters are serviced. Grease traps
and other related improvements may also be required for restaurant type uses and sufficient access will need to be provided for such improvements where required. Landscaped islands have been added as a buffer between the dumpster enclosures and the adjacent parking space to provide more room for accessibility.

**Landscaping and Buffering:** A 25’ wide landscape buffer is shown along the northern side of the property, as the development abuts a residential area. Fifteen-foot-wide parking area buffers along street R/W are required, as stipulated by the zoning ordinance. A creek and stream buffer exists along the western property line. Landscaping details, including no tree disturbances within stream buffers, will be required at site plan submittal. Staff requests that the zoning of adjacent property be provided on the site plan.

**Bicycle and Greenway Plan:** Both Commonwealth Drive and Port Royal Road are specified as bike lane routes in the City’s Bicycle and Greenway Plan. Notes on the plan indicate acknowledgement of this requirement. Also, the western side of the property is specified as a greenway location. The applicant has accommodated this via a 10’ wide trail and 20’ wide public access easement.

**Open Space & Amenities:** A clubhouse, pool and two recreation areas are proposed for the development. Details of the proposed amenities shall be submitted with a site plan request.

**Recommendation:** Staff recommends approval of sketch plan application SKP 791-2020 (South Pointe Square) subject to the following conditions:

1. Applicant should address conditions 1-4 (see page one) of the prior sketch plan approval (SKP 510-2018).
2. Sketch plan approval (under the former zoning ordinance) is valid for one (1) year.
FPL 793-2020: Submitted by Wes Engineers & Surveyors for Crooked Creek Sec. 3 Phase 2. The property is zoned R-2 and contains approximately 23.83 acres. The applicant requests final plat approval for 19 single family residential lots. Requested by Allen O’Leary.

Plan Update: Lots 86 & 87 have been removed due to the requirement of a temporary cul-de-sac. These lots will be platted during a future phase or plat revision. The applicant has provided the requested overall plan showing how this phase and all phases of Crooked Creek lineup with Royalton Woods.

Property Description and History: The property is located east of Port Royal Road and north of Rice Road. A concept plan for this project was approved by the Planning Commission in 2015 and phase 1 received preliminary plat and final plat approval in 2015 and 2016, respectively. A neighborhood concept plan was approved for section 3, by the Planning Commission, on June 12, 2017 (NCP 362-2017) and a preliminary plat for section 3, phase 1 was approved in August of 2018 (PPL-386-2017). On May 14, 2018, Planning Commission approved a preliminary plat (PPL 498-2018) for Section 3, Phase 2. The approval was subject to the following conditions:

1. Show east property line for lot 88.
2. Show solid lot boundary lines for the north lines of lots 64 and 88.
3. Extend sidewalk across lot 88 to end of development.
4. Extend sidewalk to east property line of development near lot 85.
5. Remove stop bar on Ellyson Drive.
6. Show extended future road on all pages of drawings.
7. Label temporary cul-de-sac on all pages.
8. Preliminary plat approval shall remain valid for a period of three (3) years, during which time the applicant/developer shall obtain all necessary permits, complete all applicable improvements, and submit final plat applications for review and approval.

During preliminary plat approval the Planning Commission requested that the applicant look into the possibility of constructing an entrance sign for Crooked Creek. This sign has been installed and a picture has been provided.

Access: Primary Access is from Rice Road via Port Royal and from Beverly Road via Lincoln Road and Kedron Road.

Streets and Sidewalk: Internal, local streets Mitscher Drive and Ellyson Drive are shown with 50’ of ROW and 5’ wide sidewalks are proposed on both sides of streets. A Temporary cul-de-sac is shown at the end of Mistcher Drive with the minimum diameter of 96’.

Bulk and Area Requirements: All proposed lots are shown to be compliant with the minimum criteria of the underlying R-2 zoning district for area and setbacks. No lot is less than 10,000 square feet.

Buffers and Landscaping: No landscape buffering is required for this section.
Open Space & Amenities: A location for centralized mail will need to be determined and approved by USPS. The applicant has proposed a small narrow open space adjacent to lot 88. This open space will be adjacent to additional open space in the next phase. No pull off space has been provided.

Bicycle and Greenway Plan: The applicant has provided a 20' public access easement along Crooked Creek.

Recommendation: Staff recommends approval of final plat application FPL 793-2020 (Crooked Creek Section 3, Phase 2), subject to the following conditions:

1. Provided that the Final Plat is recorded within one (1) year, approval shall remain valid for a total period of five (5) years from the date of approval, during which time the applicant/developer shall obtain all necessary permits and commence construction. If not signed by the city and recorded within one (1) year the plat expires and is voided.
FINAL PLAT
Spring Hill Planning Commission Regular Meeting

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
Austin Page, Associate Planner
MEETING: February 10, 2020
SUBJECT: STP 794-2020 (O’Reilly Auto Parts)

**STP 794-2020:** Submitted by Berry Engineering for O’Reilly Auto Parts. The property is located at 4872 Port Royal Road, zoned C-4 and contains approximately 1.05 acres (Lot 2B of the Barclay Port Royal subdivision). The applicant requests site plan approval for a 7,500-sf commercial business. Requested by Scott Smith of Belterra Partners.

**Request:** The applicant proposes to construct a 7,500-sf commercial building for an O’Reilly Auto Parts store.

**Plan Update:** The applicant has addressed a number of staff and Planning Commission comments from the January 27, 2020 Work Session.

- The applicant has provided cross access to the north and intends to pave the driveway to the property line.
- Black awnings have been added under the signage along the front and south side of the building.
- Three elevations have been submitted showing different variations of faux windows on the south side (Old Port Royal North facing) of the building. If one of these elevations is acceptable, the Planning Commission should select one of the three elevations labeled “A”, “B” or “C” for approval.
- Foundation landscaping has been added along the south side of the building per Article 11.7. The applicant has added additional shrubs and landscaping to all parking lot islands and appear to meet the 60% covered requirements. The applicant added 3 shrubs (6 total) on each side of the sign.
- The pedestrian path from the sidewalk to the building has been increased from 5’ to 7’ in width. Additional space for bicycle parking has been provided and information has been added to the site data table.

**Property Description and History:** This property is located at 4872 Port Royal Road, east of the Walgreens, with frontage on Old Port Royal Road North. The currently vacant site is bordered by a vacant C-4 property to the north and vacant I-1 property to the east.

**Access:** The site has a single access driveway from a private unnamed road off of Old Port Royal Road North. The driveway and drive aisles are two-way but the site does not provide full circulation around the building. Turning templates for fire, refuse, and delivery trucks have been submitted. There appears to be no issues with ingress and egress for these vehicles. The Fire Marshal has confirmed that the design for fire apparatus access meets all applicable requirements.

**Streets and Sidewalks:** There is a 5’ wide existing sidewalk along Old Port Royal Road North and a proposed 5’ wide sidewalk along the unnamed private street to the west. A 5’ wide pedestrian path is shown from the building and widens to 7’ in the parking area and at its connection to the sidewalk on Old Port Royal Road N. Two-way drive aisles are shown as 30’ and 35’ wide. The minimum is 25’.

**Building and Site Design:** The primary building façade materials are stone veneer and decorative concrete masonry unit. Horizontal and vertical bands have been incorporated into the design, as well as, minor roof undulations. The amount of ‘red’ wall has been reduced to the background of wall signs. The parapet has been extended to provide full screening of the roof mounted HVAC equipment. Covered awnings have been provided under the signage on the front and south side of the building. The applicant has provided three (A,B,C) elevations showing different types of faux windows. If the Planning Commission is satisfied with either of these elevations, one should be selected for approval. Any of the three elevations might be architecturally enhanced by adding one shutter to the front elevation on each side of the door. The applicant has provided percentages of building façade materials that show compliance with the building material restrictions of the C-4 zoning district. EIFS is proposed on the elevations on the areas around signage and account for no...
more than 20% of the façade for a secondary material. The main entrance to the building is located on the west side of the building (front), with two additional doors on the north (rear) and one door on the east. The dumpster is enclosed on three sides and will use materials similar to the building façade.

**Lighting:** The photometric plan indicates compliance with city regulations. Wall packs are provided and light fixture details appear to direct light downward. The light source is to be cut off at 3½’ above grade at the property line.

**Parking and Loading:** The site includes 30 parking spaces, which exceeds the minimum requirement of 15 spaces for a retail use. The site includes two ADA spaces, with a proposed pedestrian path the building. This path widens to 7’ in the parking area and its connection to the sidewalk along Old Port Royal Road North. All of the parking on the site is shown as 90°. There is a loading area located at the southeast corner of the building, directly above the dumpster enclosure. A 35’ drive aisle is shown for increased accessibility.

**Landscaping and Buffering:** The applicant is providing a single row of landscaping along the eastern and northern property lines. Landscaping is shown around the dumpster enclosure and has been added to the front and side foundations of the building. The plan meets the street tree requirement of a minimum one tree per 35 linear feet and uses permitted species from the recommended plant list. Single row landscaping is provided along Old Port Royal and the unnamed private road to the west. Landscaping is proposed around the identification sign in the form of Daylilies and shrubs. Landscape must extend a minimum of three feet from the sign base on all sides with small shrubs a minimum of 18 inches in height at planting in a single row around the perimeter of the sign base. Plant materials must include a variety of species for visual interest. Compliance will be verified at the time of sign permit approval. Additional landscaping has been added to the parking lot islands in order to meet the 60% covered requirement. There is an existing overhead powerline on the eastern side of the site. Eastern Redbuds must be a minimum of 10’ from the centerline of the OHE. The applicant has called out the 10’ minimum and all trees meet this requirement. No existing vegetation on the site is being preserved because nothing on the site meets the minimum requirement to remain. The areas along Old Port Royal and the private street will be sodded while all other areas of the site shall be seeded with a hybrid fescue seed (Bermuda) mix.

**Utilities:** The previously approved Learning Experience was to extend water to the northwest corner of this property. However, the Learning Experience is no longer an active project. Therefore, O’Reilly will be responsible for extending water & sewer improvements that would have been installed by the Learning Experience. O’Reilly’s is being asked to extend the waterline along the west and south property lines. The recorded plat for this lot shows the waterline being extended from the northwest to the southwest corner of the site. To achieve a loop system Public Works is requesting the water line be extended to the southeast corner of the site.

Per Article 15.10.A of the City’s Unified Development Code, “Necessary action must be taken by the developer to extend a water supply system capable of providing domestic water use and fire protection through the development and providing connection of the system to adjoining properties, as required by the Planning Commission.”

Per article 18-141 (5) of City’s Codified Ordinance, “The city shall normally require that, when a water or sewer line is extended to serve previously unserved property, it must be extended completely through that property or (if the line is extended along the street frontage) to the far side of the of the property. The purpose of this requirement is to facilitate future extensions of such utility lines to serve other properties.”

Both of the above provisions may be modified at the discretion of the Planning Commission.

**Bulk and area requirements:** The site complies with the requirements of the C-4 zoning district.

**Bicycle and Greenway Plan:** This project is not impacted by the Bicycle and Greenway Plan.

**Recommendation:** Staff recommends approval of site plan application STP 794-2020 (O’Reilly Auto Parts) subject to the following conditions:
1. Project Engineer must meet with Water Department prior to the construction drawings going to TDEC. Waterlines must be extended as designed for the Learning Experience. Also, unless modified by the Planning Commission, the water main must extend along the entire property frontage for private and public roads.

2. If the sewer and water main extensions are not completed by the Learning Experience, the developer will have to provide TDEC approved plans for these extensions before construction.

3. Check the distance of 112’ in the lower right corner of Sheet C-01 for accuracy.

4. Planning Commission is asked to review elevations A, B, and C and to select one of the three provided elevations as part of this approval. Staff suggests that the Commission consider the addition of faux shutters on the front elevation.

5. Approval of this site plan shall be valid for a period of three (3) years from the date of Planning Commission approval. Modification to the approved site plan may require Planning Commission Approval.
Façade Material Percentage:
Total Façade: 1,735 SF
Stone Veneer: 21.5%
Gazing: 21.5%
Decorative Concrete Masonry Unit (Softer Tan): 23%
Decorative Concrete Masonry Unit (Latte): 2%

Façade Material Percentage:
Total Façade: 2,329 SF
Stone Veneer: 23.5%
EIFS: 21%
Decorative Concrete Masonry Unit (Softer Tan): 29%
Decorative Concrete Masonry Unit (Latte): 7%

Façade Material Percentage:
Total Façade: 1,667 SF
Stone Veneer: 30.5%
Decorative Concrete Masonry Unit (Softer Tan): 66.5%
Decorative Concrete Masonry Unit (Latte): 3%

Façade Material Percentage:
Total Façade: 2,329 SF
Stone Veneer: 34%
Decorative Concrete Masonry Unit (Softer Tan): 55%
Decorative Concrete Masonry Unit (Latte): 7%
Facade Material Percentage:
Total Facade: 2,329 SF
Stone Veneer: 35.5%
Grazing: 9.5%
Shutters: 9%
Decorative Concrete Masonry Unit (Softet Tan): 99%
Decorative Concrete Masonry Unit (Latte): 7%

Facade Material Percentage:
Total Facade: 1,667 SF
Stone Veneer: 30.5%
Decorative Concrete Masonry Unit (Softet Tan): 64.5%
Decorative Concrete Masonry Unit (Latte): 3%

Facade Material Percentage:
Total Facade: 3,329 SF
Stone Veneer: 34%
Decorative Concrete Masonry Unit (Softet Tan): 59%
Decorative Concrete Masonry Unit (Latte): 7%

Facade Material Percentage:
Total Facade: 1,735 SF
Stone Veneer: 33.5%
Grazing: 21.5%
EIFS: 20%
Decorative Concrete Masonry Unit (Softet Tan): 22%
Decorative Concrete Masonry Unit (Latte): 2%
Facade Material Percentage:
Total Facade: 1,735 SF
Stone Veneer: 33.5%
Glass: 21.5%
EIFS: 20%
Decorative Concrete Masonry Unit (Softer Tan): 23%
Decorative Concrete Masonry Unit (Latte): 2%

Facade Material Percentage:
Total Facade: 1,239 SF
Stone Veneer: 33.5%
EIFS: 33%
Decorative Concrete Masonry Unit (Latte): 23%
Decorative Concrete Masonry Unit (Softer Tan): 7%

Facade Material Percentage:
Total Facade: 2,329 SF
Stone Veneer: 34%
Decorative Concrete Masonry Unit (Softer Tan): 64.5%
Decorative Concrete Masonry Unit (Latte): 3%

Facade Material Percentage:
Total Facade: 1,667 SF
Stone Veneer: 30.5%
Decorative Concrete Masonry Unit (Softer Tan): 66.5%
Decorative Concrete Masonry Unit (Latte): 3%

Facade Material Percentage:
Total Facade: 1,667 SF
Stone Veneer: 34%
Decorative Concrete Masonry Unit (Softer Tan): 59%
Decorative Concrete Masonry Unit (Latte): 7%
TO: Spring Hill Planning Commission
SUBMITTED BY: Chip Moore, P.E., Infrastructure Director
DATE: February 6, 2020
RE: Spring Hill UDC Chapters 15 and 16

ADDITIONAL DOCUMENTS REQUIRED: UDC Chapters 15 and 16

PURPOSE:
To review Chapters 15 and 16 of the Unified Development Code (UDC) for draft clarifications and review of design standards.

REQUEST: UDC Comments and Recommended Edits from Public Works

BACKGROUND:
The City of Spring Hill developed the UDC to create a single ‘unified’ location for development regulations within the City. This effort was completed in August 2018 and has been used and applied by staff since that time. The Planning Department has recently processed several amendments to the regulations. Public Works staff has now prepared a set of proposed regulation revisions, related to public infrastructure, that are intended to improve and better protect the city. Staff is requesting Planning Commission review and consideration of the proposed changes.

All the requested changes are due to issues witnessed in the field or during plan review. Significant changes include as-built surveys to be required before the asphaltic base course is permitted to be installed, curb types have new specifications to better follow current development practices, and erosion control and drainage items have been updated to better follow the current TDEC Construction General Permit. These suggestions would significantly provide assurances that final products are installed in the correct location and elevation, reduces the issue of ponding on final topping, sewer installation settlement, and erosion along ponds and swales.

STAFF RECOMMENDATION:
Public Works Staff requests Planning Commission review and comments regarding the suggested attached edits. Article 15 and 16 are part of the UDC Subdivision Regulations and are subject to Planning Commission review.
PC RESOLUTION 20-11

A RESOLUTION TO ADOPT REVISIONS TO ARTICLE 15 REQUIRED PUBLIC IMPROVEMENTS AND BONDS, AND ARTICLE 16 RIGHT-OF-WAY DESIGN AND ACCESS MANAGEMENT, OF THE CITY OF SPRING HILL UNIFIED DEVELOPMENT CODE

WHEREAS, the City of Spring Hill staff reviewed the current city’s development regulations to recommend revisions to clarify several sections in Articles 15 and 16; and,

WHEREAS, pursuant to TCA 13-4-301 through 13-4-310(a), et seq, Municipal Planning, authority is granted to the Municipal Planning Commission to adopt regulations governing the subdivision of land and development regulations related thereto; and,

WHEREAS, the subject regulations will facilitate the harmonious and orderly development of land within the city and provide for the proper improvement of public right-of-ways and other required infrastructure; and,

NOW, THEREFORE BE IT RESOLVED, that the City of Spring Hill Planning Commission hereby adopts the amendments to Articles 15 and 16 as attached hereto in Exhibit A, inserting, repealing, and replacing portions of the existing Subdivision Regulations within Article 15 and 16 as shown. The adopted amendments shall become effective upon adoption by the Planning Commission.

Passed and adopted this 10th day of February, 2020.

_______________________
Paul Downing, Chair

_______________________
Steve Foote, Secretary
Exhibit A

Item 1  Article 15.9 Drainage and Stormwater Sewers – Part A.3

Issue & Recommendation:
Inspection of pipe after installation that is over five feet is difficult to inspect. Pipe can shift under loading. This addition will protect inspectors and allow them to ensure the pipe is installed correctly.

Proposed Code Change:

Any pipe over five (5) feet deep will be verified with a TV inspection and a copy given to the City for review and approval.

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Item 2  Article 15.9 Drainage and Stormwater Sewers Part E

Issue & Recommendation: Due to increasing urban development, lots which have not been developed are proposing projects that do not trigger Planning Commission review. This can lead to areas with increased impervious areas and while small, incremental increases in flow can exacerbate flooding issues. Staff recommends the following revision to the first sentence.

Proposed Code Change:

The Planning Commission will also study the effect of each subdivision and development of single lots on existing downstream drainage facilities outside the area of the subdivision.

---

Item 3  Article 15.9 Drainage and Stormwater Sewers – Part I.6

Issue & Recommendation: To further clarify measures to ensure compliance with the MS4 (Municipal Separate Storm Sewer System) Permit that City has with TDEC (Tennessee Dept of Conservation); staff recommends adding an item g to assist with compliance of slopes in detention ponds where and other areas where seed and straw do not adequately perform. Staff recommends the following addition:
**Proposed Code Change:**

g. All basins, trap embankments, swales, perimeter dikes, and permanent slopes steeper or equal to 3:1 shall be stabilized with sod or other approved stabilization measures, within seven (7) calendar days of establishment. All areas disturbed outside of the perimeter sediment control system must be minimized and stabilized immediately. Maintenance must be performed as necessary to ensure continued stabilization. Re-stabilization or over-seeding may be required as determined by the City.

---

**Item 4**   **Article 15.9 Drainage and Stormwater Sewers – Part I.7.a**

**Issue & Recommendation:**

It is not specific in the code to match the curb type in a subdivision with the storm sewer castings. This requires hand forming of curb at these areas and an inconsistent product. Also, a revision accepting approved equal is added. Staff recommends a revision as follows.

**Proposed Code Change:**

Stormwater Inlets must be John Bouchard 3103 V Curb inlet or 3300-V Curb Inlet or approved equal. Curb types shall match the inlets as specified on the construction drawings.

---

**Item 5**   **Article 15.9 Drainage and Stormwater Sewers – Part I.9.b**

**Issue & Recommendation:**

Due to the absence of language requiring installation practices on ensuring compliance with standard installation practices, mainly due to inadequate or failure to install the proper materials inside concrete pipe joints, staff recommends the following revision to assist with compliance.

**Proposed Code Change:**

g. All storm piping connections must be sealed with collar rings as per the manufacturer’s specifications.
Item 6  Article 15.9 Drainage and Stormwater Sewers – Part I.9

Issue & Recommendation:

Headwalls can be and have been installed that expose hazards when the tops of the headwalls are too high above finished grade. In the right of way, these can cause issues with additional damage to vehicles and injury if hit. The option to modify if needed for a handrail is still permitted, as approved by the City Engineer. Staff recommends the following addition:

Proposed Code Change:

f. The tops of all headwalls shall be installed with no more than 6” of concrete exposed on the inlet side per the attached detail. Should a headwall be near trails or sidewalks, the headwall may be modified to be taller to accept the attachment of handrails.

![Diagram of headwall detail]
Item 7   Article15.9 Drainage and Stormwater Sewers – Part I.10.b

**Issue & Recommendation:** This revision would clarify the types of material suitable for backfill and provides the option to obtain the services of a geotechnical engineer should the installer wish to provide a different backfill material. Also, there needs to be a minimum depth of top soil over pipe to allow for root development in areas outside of impervious surfaces. Without the minimum soil depth, the grass cannot develop and remain health and can lead to erosion. Staff recommends the following revision:

**Proposed Code Change:**

A minimum cover of two feet to final surface elevation is required for all storm drainage pipe installation whether RCP or PP pipe. Approved backfill soil material, free of any rock material greater than two inches or total depth backfill with TDOT No. 67 stone allowed. Approved backfill must be at maximum lifts of eight inches compacted to 98% density or as directed by a geotechnical engineer. Outside of the right of way, the final 8 inches to grade must be top soil unless approved by the City Engineer.

Item 8   Article15.9 Drainage and Stormwater Sewers – Part I.10.c

**Issue & Recommendation:** Currently the only mechanism to ensure roads constructed with soil backfill are durable is an additional year on the maintenance bond. The staff recommends revising to add language that a geotechnical engineer be provided to ensure this material is adequate and installed correctly. Staff recommends the following revision:

**Proposed Code Change:**

When in the public right of way, no soil backfill shall be utilized unless inspected and tested by a geotechnical engineer and reports provided to the City. If soil backfill is utilized out of the right of way, a two-year maintenance bond is required instead of the standard one-year maintenance bond to assure no settlement or pipe failures occur.
Item 9  Article15.9 Drainage and Stormwater Sewers – Part I.11

**Issue & Recommendation:**

Staff has to spend a significant amount of additional time and effort to determine how best to correct issues due to the incorrect placement of drainage structures, sanitary sewer, etc. To correct these issues after binder is in place, houses are occupied, landscaping is in place and school is in session amongst other issues is costly, time consuming and frustrating to citizens. Staff recommends with this addition, it would as-builts to be done and verified prior to binder being in place to allow for adjustments to be made without all the additional situations that arise to have it corrected in a more efficient and less costly manner. Staff recommends the following addition:

**Proposed Code Change:**

d: All stormwater sewer improvements shall be surveyed as built prior to the installation of any binder pavement. These elevations and locations shall be verified before release of installation of asphalt.

---

Item 10  Article15.9 Drainage and Stormwater Sewers – Part I.12.a

**Issue & Recommendation:** The following revision will allow consistency of drainage requirements for access along arterials and collectors during 100 year, 24 hour storms.

**Proposed Code Change:**

a) 100-year, 24-hour for collector and arterial road crossings

---

Item 11  Article15.9 Drainage and Stormwater Sewers – Part I.12.b

**Issue & Recommendation:** Staff recommends revision to item b: to match current road designations changing residential to local

**Proposed Code Change:**

b) 25-year, 24-hour for local roads and crossings
Item 12  Article 15.9 Drainage and Stormwater Sewers – Part I.13.b

**Issue & Recommendation:** Situations may arise that may need adjustments by the City Engineer. Staff recommends revision to allow the City Engineer to have the option to approve an acceptable design.

**Proposed Code Change:**

1) Stormwater cannot be directed in such a manner that it flows outside of the designated easements or rights of way during a 25-year rainfall event or less or as approved by the City Engineer.

---

Item 13  Article 15.9 Drainage and Stormwater Sewers – Part I.13.d

**Issue & Recommendation:** The table heading was seed and required amending to a more appropriate title to fit the use of the products as described in the table to add erosion control blanket.

**Proposed Code Change:**

<table>
<thead>
<tr>
<th>Table 15-1: Erosion Protection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upstream</td>
</tr>
<tr>
<td>----------</td>
</tr>
<tr>
<td>18&quot; pipe</td>
</tr>
<tr>
<td>21” to 24” pipe</td>
</tr>
<tr>
<td>30” to 36”</td>
</tr>
<tr>
<td>42” and greater</td>
</tr>
</tbody>
</table>

---

Item 14  Article 15.9 Drainage and Stormwater Sewers – Part I.13.f

**Issue & Recommendation:** UDC was too specific of a product type to be used. An approved alternate gives additional options to address the issue. Staff recommends adding “or approved alternate”.

**Proposed Code Change:**

Lined ditches must be constructed of TDOT Class A. Concrete or approved alternate

---

Item 15  Article 15.9 Drainage and Stormwater Sewers – Part I.13.g

**Issue & Recommendation:** Erosion controls are frequently installed incorrectly. This is a standard requirement for all erosion control blankets and assists inspectors when needing to specifically call the item in question and resolve. Staff recommends adding part g:
**Proposed Code Change:**

g. All sod and erosion blankets shall have full contact with soil underneath and installed per manufacturer’s specifications.

**Item 16 Article 15.9 Drainage and Stormwater Sewers – Part I.13**

**Issue & Recommendation:** This addition would clarify that only applying seed and straw is not acceptable. Staff recommends the following addition of item h.

**Proposed Code Change:**

h. All swales not requiring sod will be required to use erosion blankets; erosion blankets shall be designed by a Professional Engineer per

**Item 17 Article 15.10 Water Facilities**

**Issue & Recommendation:** Staff recommends changing the title to clarify that it is for potable water distribution and not to be confused with storm water.

**Proposed Code Change:**

Change the title of Article 15.10 Water Facilities to 15.10 Water Distribution Facilities.

**Item 18 Article 15.10 Water Facilities Part F**

**Issue & Recommendation:** Staff recommends this as a clarification only making the item three sentences instead of one.

**Proposed Code Change:**

All water lines must be located outside the pavement and curbing of roadways. Water lines are permitted only within roadway rights-of-way or within a designated water utility easement. Easements must be a minimum of 20 feet in width unless otherwise required by the City Engineer.
Item 19  Article 15.10 Water Facilities Part I revise:

**Issue & Recommendation:** The previous UDC had a minimum spacing of 1,000 feet. This recommended revision removes the minimum spacing requirement.

**Proposed Code Change:**

Fire hydrants are required in all subdivisions. They must be located no more than 1,000 feet apart and be within 500 feet of any part of a building. However, the Planning Commission may require closer spacing where physical conditions or types of structures so warrant. Fire hydrants must remain at the end of water mains in all cul-de-sacs. To eliminate future public way cutting or openings, all underground utilities for fire hydrants, together with the fire hydrants themselves, and all other water supply improvements must be installed before any final paving of a public right-of-way shown on the subdivision plat, unless otherwise approved by the Planning Commission.

Item 20  Article 15.11 Sanitary Sewer Facilities Part J,4

**Issue & Recommendation:** Staff has to spend a significant amount of additional time and effort to determine how best to correct issues due to the incorrect placement of drainage structures, sanitary sewer, etc. To correct these issues after binder is in place, houses are occupied, landscaping is in place and school is in session amongst other issues is costly, time consuming and frustrating to citizens. Staff recommends with this addition, it would as-builds to be done and verified prior to binder being in place to allow for adjustments to be made without all the additional situations that arise to have it corrected in a more efficient and less costly manner. Staff recommends the following addition:

**Proposed Code Change:**

All sewer shall be required to be as-built surveyed before binder pavement is approved for placement.

Item 21  Article 16.3.A.3 – Required Connectivity

**Issue & Recommendation:** Staff recommends this revision to clarify it is a requirement of the developer to provide the signage and per City standards.

**Proposed Code Change:**

3. A sign provided by the developer must be placed at the end of the turnaround or stub street stating: “STREET TO BE EXTENDED BY THE AUTHORITY OF THE CITY OF SPRING HILL.” The sign must be similar in size and design to a typical speed limit sign with a white background and black lettering on metal sheeting erected on a metal post consistent with size and shape of City standards.
Item 22   Article 16.3.B – Required Connectivity

**Issue & Recommendation:** Situations may arise resulting for lots at the end of phases to become difficult to construct and were not addressed adequately with site plans. This allows the City to have a mechanism adding the last sentence to the item to update the surety should the issue not be resolved in a timely manner.

**Proposed Code Change:**

1) Extensions must include street construction and dedication of rights-of-way to the property lines. If the street cannot be constructed without the use of retaining walls or other special features it is the responsibility of the owner/developer to construct such features to facilitate construction of the roadway to the property line for a future connection by adjoining property development. In lieu of designing and constructing such improvement, with the approval of the Planning Commission, the developer/applicant may request to post a performance surety to be reviewed and renewed every three years. The surety shall be increased for updated construction costs.

---

Item 23   Article 16.3.G – Required Connectivity

**Issue & Recommendation:** This section is provides specifications to design fire access roads. This recommendation adds “which are not public access roads” to clarify when this section should be used.

**Proposed Code Change:**

G. Fire apparatus access roads which are not public access roads must be designed as follows:

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Item 24   Article 16.3.G.5 table

**Issue and Recommendation:** A determination needs to be made concerning the minimum width of turn around requirements. Should Item 23 pass, it is then recognized that the fire access road is not a public access road and the 25 foot width could remain and not be adjusted. Should Item 23 not clarifying the access is not a public access road, it is recommended to change to 20 foot minimum width to alleviate traffic calming issues due to such a wide surface.
**Proposed Code Change:**

Should item 23 not be approved: revise the 501' to 750' minimum width

<table>
<thead>
<tr>
<th>Length of Dead End Road</th>
<th>Minimum Width</th>
<th>Turnaround Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>0’ to 150’</td>
<td>20’</td>
<td>None</td>
</tr>
<tr>
<td>151’ to 500’</td>
<td>20’</td>
<td>120’ hammerhead, 60’ “Y-bar,” or 96’ cul-de-sac</td>
</tr>
<tr>
<td>501’ to 750’</td>
<td>20’</td>
<td>120’ hammerhead, 60’ “Y-bar,” or 96’ cul-de-sac</td>
</tr>
<tr>
<td>Over 750’</td>
<td>City Engineer Recommendation and Planning Commission approval</td>
<td>City Engineer Recommendation and Planning Commission approval</td>
</tr>
</tbody>
</table>

*all minimum widths are subject to approval by the City Engineer

**Item 25**  
**Article 16.5.B.5 – Right of Way Design – Right of Way Surfacing**

**Issue and Recommendation:** Staff has to spend a significant amount of additional time and effort to determine how best to correct issues due to the incorrect placement of drainage structures, sanitary sewer, etc. To correct these issues after binder is in place, houses are occupied, landscaping is in place and school is in session amongst other issues is costly, time consuming and frustrating to citizens. Staff recommends with this addition, it would as-builts to be done and verified prior to binder being in place to allow for adjustments to be made without all the additional situations that arise to have it corrected in a more efficient and less costly manner. Staff recommends the following addition:

**Proposed Code Change:**

The asphalt binder course shall not be installed prior to performing an as-built survey and verifying all other infrastructure is installed at the proper location and grade. The asphalt binder course must be installed to grade with the stormwater catch basins, manhole castings, or other castings within the roadway as to allow proper surface water drainage. prior to installation of the asphalt concrete surface course. The asphaltic concrete wearing course must be installed within three years after the final plat is recorded, unless waived by the Planning Commission.

**Item 26**  
**Article 16.5.B.5 – Right of Way Design – Right of Way Surfacing**

**Issue and Recommendation:** Slopes of less than 1% are very problematic to pave without leaving areas that hold water after rainstorms commonly referred to as “bird baths”. In order to have a more consistent product, it is much easier to construct the final surface at less than grades of 1% if the curb is curb and gutter instead of extruded curb. Curb and gutter is installed with a line level and has very accurate grades where extruded curb is not. Staff recommends the following change to assist in having fewer “bird baths” and better road quality.

**Proposed Code Change:**

Collector and arterial roadways must have 24-inch concrete curb and gutter. Local roadways may utilize either 18-inch concrete curb and gutter or 8-inch extruded concrete curb. 8-inch extruded concrete curb may only be utilized on roads exceeding 1% or greater slopes. All roadways in a given subdivision shall utilize the same type of curb unless otherwise directed by the City Engineer.
Item 27 - Article 16.5.D.1. – Right of Way Design – Curb Cuts – Industrial Districts

**Issue and Recommendation:** Turning movements into a drive in an industrial district is more prone to being accessed by large vehicles with wide turning movements. The existing 12 minimum required is to narrow to allow such turning movements. Staff recommends the following revision:

**Proposed Code Change:**

The minimum width of a curb cut is 24 feet and a maximum width of 35 feet. Right in / Right out shall be a minimum width of 12 feet.

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Item 28 - Article 16.5.E.1 Right of Way Design – Intersections

**Issue and Recommendation:** Clarification was required to include design standards. Staff recommends the addition to the code, “All intersections shall conform to current AASHTO design standards.”

**Proposed Code Change:**

Public rights-of-way must be laid out to intersect as nearly as possible at right angles. A proposed intersection of two new public ways at an angle of less than 80 degrees is prohibited. All intersections shall conform to current AASHTO design standards.

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Item 29 - Article 16.5.E.4.a - Right of Way Design – Intersections

**Issue and Recommendation:** A 12.5’ radius is too small on a public right of way to access collector and arterial streets from a local road. This leads to off-tracking from the shoulder, damaging vehicles and infrastructure. Staff recommends the following change:

**Proposed Code Change:**

a. For local streets connected to collector or arterial: minimum 25-foot radius

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Item 30 - Article 16.5.E.4.b - Right of Way Design – Intersections

**Issue and Recommendation:** A 25’ radius is too small on a public right of way to access collector and arterial streets. Larger vehicles frequent these routes and require more turning radius. A 25’ radius leads to off-tracking from the shoulder, damaging vehicles and infrastructure. Staff recommends the following change:

**Proposed Code Change:**

b. For collector streets connected to collector or arterial: minimum 30-foot radius
Item 31 - Article 16.5.E.4.b - Right of Way Design – Intersections

**Issue and Recommendation:** Staff has design parameters for local, collector, and arterial roads. There are no typical designs for alleys. Staff recommends removing this from the section or developing a standard alley definition and detail.

**Proposed Code Change:**

Remove Article 16.5.E.5 in its entirety or develop a standard alley definition and detail to be brought to PC in future amendments.

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Item 32 - Article 16.5.E.6 - Right of Way Design – Intersections

**Issue and Recommendation:** Staff would like to clarify the City Engineers authority for determining sight distances and would recommend the addition at the end of the section:

**Proposed Code Change:**

6. Where a public way intersection will involve earth banks or existing vegetation inside any lot comer that would create a traffic hazard by limiting visibility, the developer must cut such ground or vegetation (including trees) in connection with the grading of the public right-of-way to the extent necessary to provide adequate sight distance as approved by the City Engineer.

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**Issue and Recommendation:** Staff would like to clarify the City Engineers authority for determining vertical alignment and would recommend the addition at the end of the section:

**Proposed Code Change:**

The cross-slope must be carried back 100 feet or as directed by the City Engineer.

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Item 34 - Article 16.5.G - Right of Way Design – Intersections

**Issue and Recommendation:** Solid rock can be designed at slopes much steeper than 2:1. Staff would request amendment to allow a geotechnical engineer to design the slopes and get approval from the City Engineer.
**Proposed Code Change:**

1) Article 16.5.G revise: A slope easement in excess of the right-of-way designated in these regulations may be required whenever, due to topography, additional width is necessary to provide adequate earth slopes. Such slopes cannot be steeper than 3:1. Where solid rock is encountered slopes shall be design by a geotechnical engineer and approved by the City Engineer.

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**Item 35 - Article 16.6.B – Sidewalks and Pedestrian Access Design**

**Issue and Recommendation:** While providing means to request a surety, drainage is requested to be specifically added to the surety requirement.

**Proposed Code Change:**

Sidewalks are required to be installed along private roadways and developments to allow the general public access to these sites and developments, unless otherwise exempted by the Planning Commission, to be determined on a case-by-case basis. If the Planning Commission exempts sidewalks, a fee-in-lieu of must be paid to the City. Fee-in-lieu of must include costs of engineering, design, geotechnical, grading, clearing, excavation and embankment material placement and drainage for a five-foot wide sidewalk or a width otherwise required for the sidewalk.

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**Item 36 - Article 16.7.A – Bicycle Lane Design**

**Issue and Recommendation:** This is an update for new traffic striping as per the MUTCD

**Proposed Code Change:**

Shared: A marking placed in a vehicular travel lane to indicate that a bicyclist may use the full lane. Also called a shared-lane marking. (SHARROW)

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**Issue and Recommendation:** This also includes property not sub-dividing and adds “or development”. Staff recommends to add the clarification

**Proposed Code Change:**

When a subdivision or development is located on only one side of an existing public way, 1/2 of the required right-of-way width, measured from the centerline of the existing pavement, must be provided.