A. CALL TO ORDER

B. ROLL CALL

C. CHAIRMAN COMMENTS: All items with changes for the next agenda must be resubmitted by 12:00 PM (noon) on March 2, 2020 (both paper and electronic copies).

D. PUBLIC COMMENT (NON-AGENDA ITEMS)

E. PRESENTATIONS

   1. Spring Hill Parks Recreation and Greenway Plan Update

F. BONDS


G. OLD BUSINESS

   1. **STP 767-2019**: Submitted by S&ME for Liberty Financial Credit Union. The property is located at 4922 Main Street, zoned C-4 and contains approximately .93 acres. The applicant requests site plan approval for a 5,385-sf financial institution. Requested by Jeff Conar.


   3. 2040 Plan Map Revisions


H. NEW BUSINESS

   1. **RZN 795-2020**: Submitted by Roy Crutcher for the rezone of Tax Map 154, Parcel 57. The property is located off of Pratt Road, zoned AG and contains approximately 115 acres. The applicant requests a rezone of the property from AG (Agricultural) to C-G (Commercial Gateway). Requested by Roy Crutcher.
2. **SPC 797-2020**: Submitted by Anderson, Delk, Epps and Associates, Inc. for Buckner Road Townhomes. The property is located on Buckner Road, zoned R-5 and contains approximately 15.84 acres. The applicant requests site plan concept review for a 52-unit townhome development. Requested by Joe Epps.

3. **ANX 798-2020**: Submitted by Anderson, Delk, Epps and Associates, Inc. for the Campbell Property Annexation. The property (Tax Map 24, Parcel 9.02) is located on Sugar Ridge Road and contains approximately 49.49 acres. The applicant requests the annexation of 6.82 acres into the City of Spring Hill. Requested by Joe Epps.


6. **SPC 801-2020**: Submitted by TW Frierson Contractor, Inc. for Spring Hill Industrial Park, located at the southeast corner of Beechcroft Road and Cleburne Road. The proposed industrial building is located on approximately 6.7 of the sites 106.6 acres and is zoned I-1. The applicant requests site concept plan review for a 115,000-sf spec building. Requested by Kit Ozburn.


8. **FPm 807-2020**: Submitted by Chris Smith for 7001 Silver Cloud Way. This is Lot 181 of the Spring Hill Place subdivision. The applicant requests to change the orientation of the lot so that the house faces Silver Cloud Way. Requested by Chris Smith of Patterson Company.

I. OTHER BUSINESS

1. Application ANX 790-2020 (3651 Jim Warren Road) has been withdrawn.

2. Application FPL 802-2020 (Wilkerson Place Phase 1A) has been deferred to the March 23, 2020 Planning Commission Work Session.

J. ROUND TABLE

K. ADJOURN
DATE: February 18, 2020

REQUEST: Release the performance bond and establish a maintenance bond for Derryberry Estates Phase 1 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 1 in the amount of $64,831.00 in January 2018. All improvements have been constructed.
- Roads were final topped in September 2019.

PC ACTION REQUESTED:

- Approve PC Resolution 20-14 to release the performance bond and establish a maintenance bond for Derryberry Estates Phase 1
RESOLUTION 20-14 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
DERRYBERRY ESTATES PHASE 1

WHEREAS, a Performance Bond is in place guaranteeing the completion of certain improvements for
Derryberry Estates Phase 1 in the amount of $64,831.00; 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 1/2 inches of
   hot mix asphalt; and

WHEREAS, to date, the improvements have been completed, final topping was placed in September 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 Derryberry Estates Phase 1 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
$64,831.00 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 $19,450.00 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 Derryberry Estates Phase 1 in the
amount of $19,450.00 is hereby approved.

    Passed and adopted this 9th day of March, 2020.

________________________________________
    Paul Downing, Chairman

________________________________________
    Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 2/18/2020

Ole South Properties
Derryberry Estates
Phase 1

Development Name: Derryberry Estates
Phase or Section of Construction: Phase 1
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.

[Signature]
City of Spring Hill Utility Inspector (signature)

Michael W Stephens
Printed name

Approved By:

[Signature]
City of Spring Hill Engineering Dept.

[Signature]
Printed name
Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
      Austin Page, Associate Planner
MEETING: February 24, 2020
SUBJECT: STP 767-2019 (Liberty Financial Credit Union) – Appeal for Reconsideration

STP 767-2019: Submitted by S&ME for Liberty Financial Credit Union. The property is located at 4922 Main Street, zoned C-4 and contains approximately .93 acres. The applicant requests site plan approval for a 5,385-sf financial institution. The application was denied by the Planning Commission on December 9, 2019. Requested by Jeff Conar.

Request: The applicant proposes to demolish the existing building and parking lot and construct a new 5,385-sf credit union with three drive-through lanes. Since the entire site is being demolished, all requirements of the Unified Development Code are applicable. Additionally, a drive-through is considered a special use in the C-4 zoning district and received approval from the Board of Zoning Appeals on November 12, 2019. The applicant also received approval for a variance to reduce the number of drive-through vehicle stacking spaces.

Plan Update: On December 9, 2019 the Planning Commission denied this site plan request by a vote of 5-2. The applicant appealed the denial to the Mayor who authorized the reconsideration of the request by the Planning Commission. The applicant request to the Mayor and Mayor Graham’s response are attached to this report. The following five items were to be addressed by the applicant for consideration by the Planning Commission during the appeal process.

1. The applicant shall address with the Planning Commission the applicability of the Access Management Policy adopted by the City as referenced in Resolution 16-11. The applicant shall also address with the Planning Commission the legal appropriateness of the City requiring the applicant to modify the existing shared driveway access onto US-31 from its current open access to a right-in/right-out design including the potential impact such a modification would have upon the applicant and the adjoining restaurant business that also derives access onto US-31.
2. The applicant shall demonstrate compliance with IFC 503.11 and the provision of fire apparatus access around the entire building. The Planning Commission shall give consideration to the provision of addition ingress into the building and the provision of a fire sprinkler system as provided in the IFC.
3. The applicant shall provide an access easement between the subject property and the adjoining parcel currently occupied by a car wash to facilitate future cross access between properties.
4. The applicant shall provide a Traffic Impact Study in accordance with requirements of the City of Spring Hill to identify traffic impacts associated with the project along with remedial measures to be implemented to address on-site traffic circulation and off-site traffic impacts resulting from the proposed financial institution.
5. The applicant shall prepare building architectural plans that conform with the City of Spring Hill Unified Development Code including materials and design elements.

The applicant’s responses to the five above items is contained in the attached response letter. Staff has reviewed the responses and revised plans and determined that the submitted plans conform to the Unified Development Code and requirements of the City of Spring Hill.

In addition to the above, the plans have been modified to reflect the following:

1. Landscaping has been added to comply with foundation and island requirements.
2. Fire truck access to the east and out the northeast driveway has been added.
3. Cross-access to the car wash site has been provided.
Property Description and History: This property is located at 4922 Main Street, on the west side of Spedale Court. The site is home to a vacant bank building that was developed under the previous zoning ordinance.

Building and Site Design: The applicant originally submitted elevations which show the primary building façade materials as brick and stone veneer, E.I.F.S. and architectural shingles. The building also has Tuscan style fiber reinforced cement column wraps. The applicant has provided percentages of the building façade materials that shows compliance with the building material restrictions of the C-4 zoning district. Areas labeled as “metal facia” have been changed to a fiberglass reinforced product (FRP) and EIFS surfaces have been changed to limestone panels. A color rendering of the site has been provided showing the proposed building on the property.

An additional building exit has been added to the south façade per a request from the Fire Department, which eliminates the need for fire vehicles to drive around the north side of the building.

Access: Primary access to the site is via an existing shared access driveway from Main Street that lies within an established easement with Wendy’s. Secondary access points are in the rear of the property off Spedale Court. On-site circulation is shown as one-way on the north, east and west portions of the site. The southern portion of the site is shown as two-way access. A cross-access easement is shown to the property to the north. Turning templates for fire and refuse trucks have been updated to reflect the two-way drive lane on the south and there appears to be no issues with refuse accessing the site. The turning template of the Fire Department ladder truck south of the proposed building is adequate, whether it is coming from Main Street or Spedale Court.

Fire Protection: Access meets the 2012 International Fire Codes section 503.1.1 requirements of 150 feet to all parts of the building exterior. The applicant added an exterior door to the building recently that provides access through the building. The by-pass lane on the east side of the drive through lanes has been widened to permit fire access and coverage around the north side of the building. The Fire Marshal has confirmed that the current proposed site plan conforms to the city’s required fire access code.

Parking and Loading: The site includes 21 parking spaces, which exceeds the minimum requirement of 11 spaces for a financial institution. The site includes two ADA spaces. The site plan shows 45-degree angled parking on the west and which provides the 14′ of maneuvering and drive-aisle space. There are 9 parking spaces shown on the two-way drive. These 90° spaces provide the minimum 25′ of maneuvering and drive aisle space. Two of the drive through lanes each provide four vehicle stacking spaces, while one provides for a total of three vehicle stacking space. These amounts were approved by the Board of Zoning Appeals.

Streets and Sidewalks: The applicant is dedicating Right-of-Way on Main Street to provide the required Arterial Street dimension of 47.5′ from centerline. The only sidewalks proposed on the site are for access to the building entrance. A 5′ sidewalk is shown within the right-of-way along Main Street. A sidewalk connection is shown from Main Street to the entrance of the building. One-way drive aisles are shown as 14′ wide. Two-way drive aisles are shown as 22′ wide.

Landscaping and Buffering: The applicant is providing the required landscape strips along Main Street (15′) and the internal property lines (10′). The applicant is showing plantings around the dumpster enclosure which will allow for proper screening on three sides. The applicant has called out distances from trees to the overhead powerlines and has met the requirements of the UDC regarding distance and species of tree. Landscaping around the foundation of the building is being shown and appears to follow the requirements of the UDC. The plan shows existing vegetation. Additional landscaping has been provided in landscape islands and along the south side of the building as required.

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

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

Summary: The applicant met with staff to discuss the site plan on February 12, 2020. There are no items to address prior to the submittal for Revision Deadline #2 (March 2, 2020).
February 3, 2020

Steve Foote, City Planner
5000 Northfield Lane, Ste. 520
Spring Hill, TN 37174

Attention: Mr. Steve Foote

RE: Liberty Financial Credit Union (STP 767-2019)
Planning Commission Resubmittal

Dear Mr. Foote,

Attached to this letter are the resubmittal documents associated with the Liberty Financial project located at 4922 Main Street in Spring Hill, Tennessee. The project was denied by Planning Commission on December 9, 2019 due to concerns about conformation with Spring Hill regulations. Under normal Spring Hill regulations, the project would not be up for reconsideration until 1-year has elapsed but attached is a request for reconsideration of site plan approval from Mayor Rick Graham. Along with the letter for reconsideration, this letter contains our formal response to the Mayor Comments received on January 10, 2020 for the above referenced project.

If you have any questions or comments, please contact me at 615-385-4144 or jconar@smeinc.com.

Sincerely,

S&ME, Inc.

Jeff Conar
Project Manager
Planning – Steve Foote & Austin Page:

1. The applicant shall address with the Planning Commission the applicability of the Access Management Policy adopted by the City as reference in Resolution 16-11. The applicant shall also address with the Planning Commission the legal appropriateness of the City requiring the applicant to modify the existing shared driveway access onto US-31 from its current open access to a right-in/right-out design including the potential impact such a modification would have upon the applicant and the adjoining restaurant business that also derives access onto US-31.
   - It is our interpretation that Resolution 16-11 doesn’t apply to this development since there is no request for a “new” access onto US 31. The site has been designed to use the existing shared access without the need to make any alterations to the access in the ROW. Because the access is shared with Wendy’s, there is a legal shared access easement recorded in Plat Book 33, Page 78. Therefore, the owner of the parcel has a legal right for use of this access. Furthermore, any modification to the access would affect the neighboring Wendy’s and the leaseholder has already expressed his opposition to altering the driveway since it will affect his business.

2. The applicant shall demonstrate compliance with IFC 503.11 and the provision of fire apparatus access around the entire building. The Planning Commission shall give consideration to the provision of addition ingress into the building and the provision of a fire sprinkler system as provided in the IFC.
   - The site has been revised to widen the egress on the northeast corner of the property to allow a fire pumper truck to access the eastern side of the building and exit onto Spedale Court. Between the proposed fire hydrant on the Southwest corner of the building, the emergency door on the south side of the building, and the fire truck access on the east side of the building, the site allows adequate fire protection coverage for the building. Please refer to the fire truck turning template included with this submittal.

3. The applicant shall provide an access easement between the subject property and the adjoining parcel currently occupied by a car wash to facilitate future cross access between properties.
   - A 24-foot proposed access easement has been added to the site. Please refer to sheet CS.0.

4. The applicant shall provide a Traffic Impact Study in accordance with requirements of the City of Spring Hill to identify traffic impacts associated with the project along with remedial measures to be implemented to address on-site traffic circulation and off-site traffic impacts resulting from the proposed financial institution.
   - The Traffic Impact Study performed by KCI is included with this submittal.
5. The applicant shall prepare building architectural plans that conform with the City of Spring Hill Unified Development Code including materials and design elements.

- The proposed project meets all dimensional requirements defined in UDC Table 5.1 The proposed project meets all relevant elements of Façade, Fenestration & Entryway and Roof design as set forth in Table 5.2 “Commercial Districts Design Standards. The most relevant being defined base and cap, consistent use of primary building material and visual elements of all elevations, percentage of transparency on the front elevation, roofing materials, and adaption of prototypical design to meet design standards and reflecting the design standards. Brick, stone and standing seam metal roof colors are reflective of materials and colors in place at commercial developments along the Main Street corridor.
January 10, 2020

Mr. Jeffery D. Conar, P.E.
Project Manager
S&ME
658 Grassmere Park Drive, Suite 100
Nashville, TN 37211

Re: Request for Reconsideration of Site Plan Approval
STP 767-2109 Liberty Financial Credit Union

Dear Mr. Conar,

I am in receipt of your request for reconsideration of the site plan approval for STP 767-2019 for the Liberty Financial Credit Union located at 4922 Main Street. In accordance with Article 13, Section 13.1 A.6.a., which states “Within one year of the date of denial, a subsequent application for the same zoning request will not be accepted or processed unless the Planning Director determines there is substantial new evidence available, the request is substantially different, or if a significant mistake of law or of fact affected the prior denial, or the Board of Mayor and Aldermen and/or the Mayor chooses to reconsider the application”, I am requesting that the Spring Hill Planning Commission reconsider the application with the understanding the following items be satisfactorily addressed by the applicant when appearing before the Planning Commission for consideration of approval of the site plan application:

1. The applicant shall address with the Planning Commission the applicability of the Access Management Policy adopted by the City as referenced in Resolution 16-11. The applicant shall also address with the Planning Commission the legal appropriateness of the City requiring the applicant to modify the existing shared driveway access onto US-31 from its current open access to a right-in/right-out design including the potential impact such a modification would have upon the applicant and the adjoining restaurant business that also derives access onto US-31.

2. The applicant shall demonstrate compliance with IFC 503.11 and the provision of fire apparatus access around the entire building. The Planning Commission shall give consideration to the provision of addition ingress into the building and the provision of a fire sprinkler system as provided in the IFC.

3. The applicant shall provide an access easement between the subject property and the adjoining parcel currently occupied by a car wash to facilitate future cross access between properties.

4. The applicant shall provide a Traffic Impact Study in accordance with requirements of the City of Spring Hill to identify traffic impacts associated with the project along with remedial measures to be implemented to address on-site traffic circulation and off-site traffic impacts resulting from the proposed financial institution.

199 Town Center Parkway
P.O. Box 789
Spring Hill, TN 37174
Phone 931.486.2252
Fax 931.486.0516
www.springhilltn.org
5. The applicant shall prepare building architectural plans that conform with the City of Spring Hill Unified Development Code including materials and design elements.

In conclusion, I am requesting the Spring Hill Planning Commission reconsider STP 767-2019 and that the applicant is hereby instructed to satisfactorily address the elements enumerated in this response within the submittal of the site plan application and supporting documentation.

Sincerely,

Rick Graham
Mayor

cc: Steve Foote, Planning Director
    Spring Hill Planning Commission

Attachment: Request for Reconsideration - January 3, 2020
January 3, 2020

City of Spring Hill
199 Town Center Parkway
Spring Hill, TN 37174

Attention: The Honorable Rick Graham, Mayor

Reference: Request for Reconsideration of Site Plan Approval
STP 767-2019 Liberty Financial Credit Union

Dear Mayor Graham:

The purpose of this letter is to request reconsideration of site plan approval for the proposed Liberty Financial Credit Union project located at 4922 Main Street. Approval for the site plan failed in the December 9, 2019 Planning Commission by a vote of 5 to 2. According to the City’s bylaws, a project must wait 12 months before it can be presented to the Planning Commission again. However, even though we strongly believe that the project we presented meets the City’s current Unified Development Code, we would like the opportunity to address some of the concerns the Planning Commission mentioned during the meeting regarding the site. Therefore, we would like to request that the 12-month waiting period be waived to allow us the opportunity to present our project along with some additional information.

The Planning Commission’s denial appears to be based on the following points, to which we would like to have an opportunity to provide a rebuttal:

1. The Commissioners were concerned that the project does not meet the requirements for Resolution 16-11 regarding access management on US 31 from Campbell Station Parkway to Buckner Road. The items in the Resolution that were of particular concern to the Commissioners were items 3., 5., 6., and 7.

   a. Item 3 requires “new” requests for direct access to US 31 to be right-in/right-out only connections. However, we aren’t requesting a new access. We are tying onto an existing access that is shared with the neighboring Wendy’s. There is a shared easement shown on the recorded plat for the development in Plat Book 33, Page 78. Because this is an existing access easement, and not a new access, this item does not apply to this project. Furthermore, any modifications made to the access would require Wendy’s agreement because the work would alter their property. After reaching out to the leaseholder of the Wendy’s property, Eric Sack, he does not agree to making any alterations to the entrance, and has written an email to Steve Foote, dated November 25, 2019, expressing his opposition to altering his property.

   b. Item 5 requires new developments in the corridor to dedicate right-of-way along US 31 for future widening. Even though this project is not defined as “new” development, but rather “re-development,” the applicant agreed to dedicate the additional ROW as shown on the plans submitted to the Planning Commission.
c. Item 6 states that all new developments in the corridor are required to construct dedicated turn lanes into their properties. As with Item 3, we are proposing to use the existing shared access with Wendy’s, and any modification to the access would affect Wendy’s property to which they don’t agree. Furthermore, since this is a “re-development” rather than a “new” development, this requirement does not apply.

d. Item 7 states that new developments in the corridor are required to perform traffic studies. Again, this is a “re-development” rather than a “new” development. Also, the existing use is a financial institution, and the proposed use is a financial institution. The proposed building has less square footage than the existing building, so there will be no increase in traffic counts. Furthermore, in early discussions with City Staff, we were told that a traffic study would not be required because there is no change in use. See item 5, below, for further discussion.

2. The Commissioners desired to see full fire apparatus access around the building. We worked with Fire Marshall Tony Wallace to ensure that the building has adequate fire protection. Since the fire apparatus has a very large turning radius, the width of the site does not allow the fire apparatus to circulate completely around the site. Therefore, the floor plan and site were adapted to provide a door on the south side of the building for use by the Fire Department. Please refer to Tony Wallace’s letter dated 12/5/19 accepting the revised plan as submitted, meeting the requirements of IFC 503.11, with access to the entire perimeter of the structure within the150-foot requirement based on conditions noted in the letter. Also, please note the project exceeds basic fire protection requirements for a building of this size and type by providing automatic fire sprinklers.

3. The Commissioners desired to see an access easement between our property and the car wash to the north. Access to the car wash was first mentioned at the workshop meeting prior to the December 9th public meeting, but since there was no desire or need to provide access from the credit union to the car wash, we did not include that on the plans that were presented. However, there may have been a misunderstanding regarding what the commissioners desired because in the December 9th meeting, it was stated that rather than providing a physical access at this time, what was suggested was to provide an easement for access for future development. Since there was a misunderstanding, and only an easement is desired, the applicant is willing to provide an easement for future access to the adjacent parcel. We will show the easement on our revised plans if allowed to present to the Planning Commission.

4. The Commissioners voiced their displeasure with the appearance of the proposed architecture stating that in their opinion, the architecture being proposed was a lesser quality than the existing architecture. However, we meet the architectural provisions within the City’s Unified Development Code based on the following:

   a. UDC Article 5

   5.1.D: C-4 General Commercial District: The C-4 District is intended for higher-intensity mixed-use commercial corridors and commercial intersections. The district standards address its relationship to adjacent neighborhoods due to the higher intensity of use, especially access, connectivity, and buffering.

   5.3.C: Commercial District Dimensional Standards: The proposed project meets all dimensional standards for lot size, and width, maximum building height (50’ maximum), Maximum Impervious
5.4: Design Standards: The proposed project meets all relevant elements of façade, fenestration & entryway and roof design as set forth in Table 5.2 “Commercial Districts Design Standards. The most relevant being defined base and cap, consistent use of primary building material and visual elements of all elevations, percentage of transparency on the front elevation, roofing materials, and adaption of prototypical design to meet design standards and reflecting the design standards. Brick, stone and standing seam metal roof colors are reflective of materials and colors in place at commercial developments along the Main Street corridor.

b. City of Spring Hill Design Review Guidelines

Response to relevant sections:

Chapter 3: Overall Community Character: The proposed project meets the visual preferences of the community character by use of building materials meeting standards of the UDC, provisions for a sidewalk along Main Street, though none currently exists along this section of the east side of Main Street, and appropriate landscaping meeting the requirements for quantities and types outlined in the UDC.

Transportation: The project provides a sidewalk along Main Street, with orderly landscaping maintaining the current standards for this main commercial corridor with appropriately designed parking and pedestrian access.

Landscape and Streetscape: The proposed project provides the preferred landscaping strips along street facing and side yard elevations, pedestrian access from Main Street is provided, the parking lot is landscaped according to UDC requirements. A location for ground mounted signage is indicated. A proposed design for this signage will be proposed at a later date, being under a separate contract from the site and building.

Section 2.2 General Building Design Guidelines: The proposed project meets all requirements for percentages of primary and secondary building materials.

Section 2.3 Compatibility with surroundings: The proposed project is compatible with the surrounding built environment, utilizing stone, brick and roofing materials as primary materials, and appropriate percentages of glazed openings. The brick and stone colors complement and are within the color pallet of existing structures.

2.4 Building Height: The proposed project is with the height restrictions specified in the UDC Section 5.3.C.

2.5 Adapting prototypical designs to particular sites: The proposed project is based on previous buildings completed by Liberty Financial / ETFCU in other municipalities. The building footprint has been adapted to meet the requirements of the site and planning commission requirements. The color palette is different from standard, having been adapted to meet the design standards of the UDC and Design Review Guidelines.
2.6 Massing, Facades and Roof Line: The proposed project is well within the parameters described with a defined entry, defined base, middle and cap. Columns, pilasters and building projections providing visual interest.

2.7 Relationship to Streets: Main Street facing, the entry is well defined, with appropriate landscaping to provide view onto the street and unimpeded pedestrian traffic.

The most recent rendering of the building is attached to this letter to illustrate how it will look on the site.

5. The Commissioners stated that a traffic impact study (TIS) was required because the credit union is over 3,000 sq ft, has over 2 drive through lanes, and over 12 employees. However, according to the City's Traffic Impact Study Requirements dated April 2018, a TIS is required for a project that generates 100 “new” peak hour vehicle trips. Since this is a proposed credit union being developed on the site of an existing credit union, there will be no new vehicle trips generated. Also, on the most current City site plan check list where it mentions a traffic impact study, it states, “not mandatory, but often requested by Public Works and/or the Planning Commission.” As stated previously, in early meetings with City Staff, we were specifically told that a TIS was not required. Furthermore, in our 3 previous meetings with the Planning Commission (including workshops and the first deferred meeting), apart from Resolution 16-11 (which doesn't apply to this project), a TIS was never requested by the Planning Commission. However, even though we strongly believe that a TIS is not necessary, the applicant agrees to perform a TIS. We will include those results with our next site plan submittal.

The Planning Commission's objections were based on personal preferences rather than the current codes and ordinances. However, we have worked hard to ensure that we are complying with the City's codes, regulations, and standards, and would like the opportunity to present our plans with some modifications to the Planning Commission one more time to see if we can come to agreement on the points above.

We would be more than happy to meet with you to discuss these issues, and we would be very grateful for any help you could give us in waiving the 12-month waiting period. The Credit Union is very excited about working with the Spring Hill community, and they would like to get started as soon as they possibly can.

If you have any questions regarding this letter, or if you would like to schedule a meeting, please let me know your availability.

Sincerely,

S&ME, Inc.

Jeffery D. Conar, P.E.
Project Manager

Attachment
SD - SOUTH ELEVATION
"18" x "16"

SD - NORTH ELEVATION
"18" x "14"
Proposed Liberty Financial
Spring Hill, Tennessee

- a division of Evansville Teachers Federal Credit Union
RADIAL DIMENSION OF FIRE COVERAGE = 150 FT.
RESOLUTION 16-11

A RESOLUTION TO ADOPT AN ACCESS MANAGEMENT POLICY ON US 31 FROM CAMPBELL STATION PARKWAY TO BUCKNER ROAD

WHEREAS, the City of Spring Hill desires to be proactive in the development of future infrastructure; and

WHEREAS, with growth there is an increase in both traffic volumes and demand for accessibility to US 31; and

WHEREAS, access to a signalized arterial roadway must be planned and controlled so that the safety, capacity and operating conditions of the road will not be adversely impacted; and

WHEREAS, a study was completed by Volkert, Inc. and the conclusions of that study are contained herein and attached hereto, as recommended by the Transportation Advisory Commission.

NOW, THEREFORE BE IT RESOLVED, that the City of Spring Hill Board of Mayor and Aldermen adopts an Access Management Policy on US 31 from Buckner Road to Campbell Station Parkway as follows:

1. One (1) Traffic Signal shall be permitted at the entrance of Tanyard Springs Subdivision, which is the intersection of US 31 and Williford Court. The responsibility for warrant studies, design, easement acquisition, and construction shall be solely borne by new development in this corridor.

2. A traffic signal shall not be permitted at Wilkes Lane and US 31. Furthermore, this intersection shall be converted from a full access intersection into a right-in/right-out only intersection.

3. All new requests for direct access to US 31 in this corridor shall be right-in/right-out only.

4. The western frontage road parallel to US 31 shall be required to extend to the north and provide connectivity to the stubout at the commercial development where Starbucks is currently located. The responsibility for design, easement acquisition, and construction shall be solely borne by new development in this corridor.

5. All new developments in this corridor shall be required to dedicate Right of Way along US 31 for future widening as determined by the Infrastructure Director.
6. All new developments in this corridor shall be required to construct dedicated turn lanes into their property. Additionally, all new development shall be required to provide two (2) access points where possible. The Infrastructure Director shall have the authority to approve waivers of the requirements in this paragraph based on engineering judgement, existing conditions, and supplemental engineering data. The responsibility for design, easement acquisition, and construction shall be solely borne by new development in this corridor.

7. All new developments in this corridor shall be required to perform traffic studies. Should the traffic studies not demonstrate warrants for improvements, the City reserves the right to require improvements above and beyond the recommendations of the traffic studies provided and paid for by new development as determined by the Infrastructure Director.

8. The City shall perform regular timing updates of the traffic signals in this corridor every three to five years.

Passed and adopted by the Board of Mayor and Aldermen of the City of Spring Hill, Tennessee on the 18th day of April, 2016.

Mayor Rick Graham

ATTEST:

April Goad, City Recorder

LEGAL FORM APPROVED:

Patrick Carter, City Attorney
TO: Spring Hill Planning Commission

SUBMITTED BY: Chip Moore, P.E., Infrastructure Director

DATE: February 24, 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 9th day of March, 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.

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.

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**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.

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**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.

NOTE:
A) TOP OF HEADWALLS SHALL NOT EXCEED 6” TO 8” ABOVE FINISHED GRADE, UNLESS APPROVED BY CITY ENGINEER.
B) SOIL SHALL BE A MINIMUM OF 8" DEPTH OVER APPROVED BACKFILL IF OUTSIDE OF PAVEMENT OR IMPERVIOUS SURFACES.
Item 7  Article 15.9 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.

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Item 8  Article 15.9 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  Article15.9 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  Article15.9 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>Upstream</th>
<th>Seed and Erosion Blanket</th>
<th>Sod</th>
<th>Concrete Lined</th>
</tr>
</thead>
<tbody>
<tr>
<td>18” pipe</td>
<td>Grades less than 3%</td>
<td>Grades 3 to 12%</td>
<td>Grades greater than 12%</td>
</tr>
<tr>
<td>21” to 24” pipe</td>
<td>Grades less than 1.5%</td>
<td>Grades 1.5% to 7%</td>
<td>Grades greater than 7%</td>
</tr>
<tr>
<td>30” to 36”</td>
<td>Grades less than 1%</td>
<td>Grades 1% to 4%</td>
<td>Grades greater than 4%</td>
</tr>
<tr>
<td>42” and greater</td>
<td>Not applicable</td>
<td>Grade 1% to 2.5%</td>
<td>Grades greater than 2.5%</td>
</tr>
</tbody>
</table>

Item 14  Article15.9 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  Article15.9 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 musts 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.

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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-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:**

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

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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:

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

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 corner 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.


**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.

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.

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.

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)


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.
Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
Austin Page, Associate Planner
MEETING: February 24, 2020
SUBJECT: PC Resolution 20-15
2040 Spring Hill Rising – General Discussion, land use map revisions

Request: Staff is requesting Planning Commission consideration of the map revisions presented in this report.

Update: These proposed revisions have been presented to the Planning Commission in the December 23, 2019 and January 27, 2020 work sessions. The proposed change in the Tom Lunn Road area has been included in this package. Staff is working with the iT Department and GIS to add the Urban Growth Boundary to our interactive GIS system.

Background: The amendments to the Spring Hill Rising 2040 Plan land use map were initiated at the request of Alderman Fitterer. Suggested revisions to these locations are based on recent growth patterns in Spring Hill, the construction of new schools, and the future I-65 interchange. All changes have occurred since the Plan was adopted in 2015. Staff has included additional changes for Planning Commission consideration.

Proposed Map Amendments:

1. **Eastern Approach Road.** Change from Residential Neighborhood Area to Mixed-Use Neighborhood Area.

   This site includes the eastern portions of two properties recently annexed by the City of Spring Hill. As discussed during the annexation of these two properties it is currently anticipated that the interchange connector from I-65 to Lewisburg Pike will go through this area.

   Staff has generally adhered to the position that the Residential Neighborhood Area is intended for single family uses from a low to moderate density. However, a townhome rezoning request was approved this year by the city within this classification. While a change to the Mixed-Use Neighborhood Area would recognize the future road connection through these properties, staff is concerned regarding the potential impact this change could have on the abutting Brienz Valley subdivision, a rural large lot residential neighborhood. Because of the narrow and long configuration of this area and the proposal for a new road, the property may be better suited to a PD (Planned Development) application in the future that can address appropriate development while protecting adjacent neighborhoods. There are currently no plans in place to provide public utility infrastructure to the parcels so careful consideration should be given to intensifying the potential permitted land uses until adequate utility infrastructure is available to support such land uses.
2. **Industrial Development Board Parcel.** Change from Mixed Use Neighborhood Area and City Neighborhood Area to Innovation Area.

This site represents approximately 330 acres south of Rippavilla owned by the Industrial Development Board of Maury County. The proposed Innovation Area classification is more in keeping with the interests and expectations of the property owner than the Mixed-Use Neighborhood Area would be. The change in land use classification is viewed as an appropriate change in classification by City staff. A related question would be whether the current approximately 32 acres of City Neighborhood Area (blue area within the red circle) should also be changed to Innovation Area. This classification permits multi-family dwellings, professional offices, eating places, retail, places of worship, schools, municipal services, community centers, and entertainment. Based on the proximity to Rippavilla, staff does not foresee any adverse implication from the reclassification of this area. Staff also recommends that the remaining Mixed-Use Neighborhood Area to the south also be included in this change.

3. **Fire Station Parcel.** Change from City Neighborhood Area to Residential Neighborhood Area.

The northeast corner of Buckner Lane and Duplex Road contains roughly 3 acres that was recently purchased by the City of Spring Hill for a future fire station site. The parcel abuts existing single-family residential uses on two sides. Prior to the purchase by Spring Hill the site was intended for neighborhood commercial uses, consistent with the current classification. The site is accessible from the adjacent residential neighborhood from Sakari Drive. The change in land use classification is viewed as an appropriate change in classification by City staff.
4. **Mahlon Moore Road area.** Change from Rural Neighborhood to Residential Neighborhood Area.

The Rural Neighborhood Area is proposed for low density and intensity; up to one dwelling unit per two acres (0.5 du/ac). The southern area of the Spring Hill Urban Growth Boundary is wrapped with a band of this low-density classification. The Rural Neighborhood Area is characterized by farm land and natural features, containing sparsely scattered buildings, including residential homes and structures for agricultural activities. Civic uses may be located at primary intersections. A change to the Residential Neighborhood Area could significantly increase the potential density and intensity of development within this area.

The City and its consultant engineer performed a sewer capacity analysis for this area following development of the recent school facilities by Maury County. The analysis revealed a capacity deficiency in the collection system serving this area that must be addressed in order to support future school facility and residential development. The change in land use classification from Rural Neighborhood to Low Density Residential and the resulting potential increase in residential density cannot be supported by the current sewer collection system without significant corrective work being performed. Consideration may need to be given to deferring a change in land use classification until such time as the capacity deficiency has been satisfactorily addressed in a manner that would provide sufficient capacity to support a more intensive land use classification for the subject property. Adequacy of public infrastructure to support changes in land use should be a key consideration in amending land use classifications.

5. **Northfield.** Change the classification of Northfield and the adjacent building from Industrial Area to Innovation Area. Both classifications include 'municipal services' and the Innovation Area is geared to uses that better reflect the future of the area.
6. **John Lunn Road east of Kedron Road.** Modify the Mixed-Use Neighborhood Area in this area by converting it to Innovation Area as shown below. Proposed change provides for a roadway separation from the Mixed-Use Neighborhood Area.

7. **Urban Growth Boundary (Williamson County portion).** In recent meetings discussions were held concerning the city's UGB for Williamson County and Maury County. Staff will work with the IT Department and GIS to incorporate current boundaries into the GIS layers. During the research that was performed and in discussion with Williamson County it was also determined that two parcels on Buckner Road are not within the city's UGB. The annexation of these parcels would require a referendum similar to the recent annexations on the east side of I-65. These parcels are shown below.

**Summary:** The Planning Commission will be asked to vote on the proposed changes at the voting meeting of March 9, 2020 and a resolution will be prepared for this action. Required public notice was provided regarding the proposed changes. A summary of the changes is provided below.

1. **Eastern Approach Road.** Change the eastern portions of the two annexed properties identified as Residential Neighborhood Area to Mixed-Use Neighborhood Area.
2. **Industrial Development Board Parcel.** Change the Industrial Development Board property identified as Mixed-Use Neighborhood Area, the adjacent 32 acres identified as City Neighborhood Area, and the Mixed-Use Neighborhood Area to the south to Innovation Area.
3. **Fire Station Parcel.** Change the city owned property from City Neighborhood Area to Residential Neighborhood Area.
4. **Mahlon Moore Road area.** Change the parcel identified in the map above from Rural Neighborhood to Residential Neighborhood Area.
5. **Northfield.** Change the classification of Northfield and the adjacent building to the north from Industrial Area to Innovation Area. Both classifications include 'municipal services' and the Innovation Area is geared to uses that better reflect the future of the area.
6. **John Lunn Road east of Kedron Road.** Modify the Mixed-Use Neighborhood Area in this area by converting it to Innovation Area as shown in the maps above.
7. **Urban Growth Boundary (Williamson County portion).** No action is required.
RESOLUTION 20-12

SPRING HILL MUNICIPAL PLANNING COMMISSION

A RESOLUTION TO ADOPT REVISIONS TO THE SPRING HILL COMPREHENSIVE PLAN

SPRING HILL RISING: 2040 FUTURE LAND USE PLAN

WHEREAS, pursuant to Tennessee Code Annotated § 13-4-201 and 13-4-202, it is the function and duty of the Spring Hill Planning Commission to make and adopt a general plan for the physical development of the municipality; and

WHEREAS, the Planning Commission has previously adopted the Spring Hill Comprehensive Plan and associated Land Use Map in June of 2011; and

WHEREAS, the City has experienced significant growth and development since the adoption of the Comprehensive Plan, warranting an update by the City of Spring Hill; and

WHEREAS, the Spring Hill Planning Commission has discussed the proposed changes and accepted public input on the same through an open and public process that reflects the expressed vision and expectation of our community; and

WHEREAS, the City has drafted the revisions to the Comprehensive Plan Spring Hill Rising: 2040 Future Land Use Plan intended to provide considerations and recommendations for decision makers as they move forward with future City business, while also providing flexibility to adapt to the future.

NOW, THEREFORE BE IT RESOLVED, BY THE CITY OF SPRING HILL PLANNING COMMISSION THAT THE COMPREHENSIVE PLAN SPRING HILL RISING: 2040 FUTURE LAND USE PLAN IS AMENDED AS ATTACHED HERETO AS EXHIBIT A (to be attached for Voting Meeting)

Passed and adopted by the Planning Commission of the City of Spring Hill, Tennessee, on the ____ day of March, 2020.

________________________________________
Paul Downing, Planning Commission Chairman

________________________________________
Steve Foote, Planning Commission Secretary
RZN 795-2020: Submitted by Roy Crutcher for the rezone of Tax Map 154, Parcel 57. The property is located off of Pratt Road, zoned AG and contains approximately 115 acres. The applicant requests a rezone of the property from AG (Agricultural) to C-G (Commercial Gateway). Requested by Roy Crutcher.

Property Description and History: This property is located at the end of Pratt Road, on the eastern side of I-65. The property contains approximately 115 acres and is zoned AG. The property is undeveloped except for two pole barns. On October 8, 2018, Planning Commission recommended Annexation of this property to the Board of Mayor and Alderman. On January 22, 2019, The Board of Mayor and Alderman adopted PC Resolution 19-06, approving a plan of services for this property and requesting a referendum for the annexation of the property. The referendum was conducted by Maury County and the property was incorporated into the City of Spring Hill. The plan of services is attached.

Access: Primary access to the site is via Pratt Road. The future I-65 interchange and connecting roads will bisect this property from west to east. Access control measures will be administered by the City of Spring Hill in order to manage access and intersection placement.

Surrounding Property/Zoning: The site is bordered by I-65 and the Alexander Farm property to the west. The site is bordered by recently annexed AG property to the east and Maury County property to the north and south. Adjoining land is generally undeveloped.

Spring Hill Rising: 2040: The future land use classification for this site is Gateway Area. According to the Comprehensive Plan, “Gateway areas are characterized by a complete and connected street network that balances the needs of all modes of transportation, including vehicles, pedestrians, cyclists and public transit. As prominent gateways to the city, design is held to the highest standard. These are the most dense and intense development patterns within the City and contain the tallest and greatest variety of buildings. They include high-residential uses, local and regional retail, hotels, entertainment, professional office, corporate offices and high-technology uses.”

Zoning Map Amendments: Staff has placed public notification signs on the property and published notice as required by the Unified Development Code. The applicant has mailed notification letters to the surrounding land owners.

Approval standards for zoning map amendments, as found in the Unified Development Code, Article 13, are below:

E. Approval Standards

The Board of Mayor and Aldermen decision on any zoning text or map amendment is a matter of legislative discretion that is not controlled by any particular standard. However, in making their recommendation and decision, the Planning Commission and the Board of Mayor and Aldermen must consider the following standards. The approval of amendments is based on a balancing of these standards.

1. Approval Standards for Map Amendments
   a. The consistency of the proposed amendment with the Comprehensive Plan and any adopted land use policies.
   b. The compatibility with the existing use and zoning of nearby property.
c. The extent to which the proposed amendment creates nonconformities.
d. The trend of development, if any, in the general area of the property in question.
e. That there are no adverse impacts on public health, safety, and welfare.
f. Whether adequate public facilities are available including, but not limited to, schools, parks, police and fire protection, roads, sanitary sewers, storm sewers, and water lines, or are reasonably capable of being provided prior to or concurrent with the development of the site, which would be permitted on the subject property if the amendment were adopted.

While a concept plan is not required for the rezoning of property, staff recognizes that this property is uniquely linked to the future interchange and that the development of the subject property will have a significant impact on Spring Hill and its ability to recover the investment of the interchange and connecting road to Lewisburg Pike. Making sure that the eventual development of the property is coordinated and well planned is critical.

Staff’s response to the approval standards are as follows:

a. The proposed amendment is consistent with the comprehensive plan and adopted land use policies.
b. The proposed rezoning to C-G is consistent with the comprehensive plan and most adjacent land is currently agricultural. The proposed zoning is not expected to be incompatible with the current adjacent uses. The C-G zoning would be surrounded to the north, south and east by AG zoned properties.
c. Staff is not aware of any non-conformities that would be created by the proposed rezoning.
d. This property will have a future connection to I-65, making this an ideal location for a variety of uses. Rezoning the property to C-G aligns with the future use on the 2040 Future Land Use Plan.
e. The proposed rezone would have no adverse impacts on public health, safety or welfare.
f. Adequate facilities to serve the subject property for uses permitted in the C-G District are not in place. Specifically, the property is only accessible from Pratt Road, a two-lane rural local street. There are no public water or sewer utilities in place sufficient to serve the subject property and the uses permitted in the CG zoning classification. The recently adopted plan of services clearly makes required utility and road improvements the responsibility of the property owner or developer of the property. Water service will need to be provided by HBT&S unless HBT&S relinquishes its utility district to the City of Spring Hill. Sanitary Sewer will be required to be extended from the west side of Interstate 65 to the east side to serve the subject property. Upgrades in the current sewer infrastructure system may be required in order to provide sufficient capacity to serve the subject property and the array of permitted uses in the CG zoning classification.

Findings: Staff has reviewed the approval standards listed above from Section 13.2.E of the UDC. The proposed rezoning has been found to be consistent with all of the standards except for the provision of public facilities. Public infrastructure is not present and will require significant investment in order to support the uses permitted in the CG zoning classification. For that reason, until such time as public infrastructure is provided or sufficient plans and commitments are in place to provide infrastructure, the approval standards for a zoning map amendment have not be sufficiently satisfied.

Summary: The applicant met with staff to discuss the rezoning on February 12, 2020. There are no items to address prior to the submittal for Revision Deadline #2 (March 2, 2020). While these criteria only serve as guidance for a proposed rezoning, staff believes that the present request to rezone the property is premature based on the lack of public infrastructure.
RESOLUTION 19-06

A RESOLUTION CALLING FOR A REFERENDUM TO ANNEX CERTAIN TERRITORY AND TO INCORPORATE THE SAME WITHIN THE BOUNDARIES OF THE CITY OF SPRING HILL, TENNESSEE, AND TO APPROVE A PLAN OF SERVICES FOR THE CRUTCHER PROPERTY, WILLIAMSON COUNTY TAX MAP 154, PARCEL 05700, CONSISTING OF 115 ACRES

WHEREAS, the City of Spring Hill, Tennessee, in response to a request for annexation, proposes the extension of its corporate limits by the annexation of certain territory adjoining its existing boundaries and outside its urban growth boundaries by referendum; and

WHEREAS, the statutory posting and publication requirements for the proposed annexation of the territory by referendum and the plan of services, including review and recommendation by the Spring Hill Municipal Planning Commission on October 8, 2018 have been fully met; and

WHEREAS, a public hearing on the proposed annexation was held by this governing body on January 22, 2019; and

WHEREAS, a plan of services for the area proposed for annexation is attached as Exhibit A hereto, which plan of services addresses the same service and timing of services as required in Tennessee Code Annotated § 6-51-102.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Mayor and Aldermen for the City of Spring Hill, Tennessee as follows:

A. That the Maury County Election Commission is hereby requested to conduct a referendum election for annexation of territory into the boundaries of the City of Spring Hill, Tennessee, for qualified voters within the subject territory, to wit:

   Williamson County Tax Map 154, Parcel 05700, consisting of 115 acres, located Pratt Road on the east side of Interstate 65, owned by Marion Pete Crutcher

B. That the plan of services for this territory which is attached as Exhibit A hereto is approved and the same is hereby adopted, becoming operative thirty (30) days following certification by the election commission that the annexation was approved.

C. That the City Recorder shall cause a copy of this resolution, as well as the adopted plan of services, to be forwarded to the Mayor of Williamson County.

D. That a copy of the election certification shall be sent to the Mayor of Williamson County upon receipt from the election commission.
E. That a copy of this resolution shall be recorded with the Williamson County Register of Deeds, and a copy shall also be sent to the Tennessee Comptroller of the Treasury and the Williamson County Assessor of Property, following certification by the election commission that the annexation was approved.

F. That a copy of this resolution, as well as the portion of the plan of services related to emergency services and a detailed map of the annexed area, shall be sent to any affected emergency communication district, following certification by the election commission that the annexation was approved.

G. That a revised map of the voting precincts shall be sent to the office of local government and to the office of management information services for the Tennessee General Assembly, following certification by the election commission that the annexation was approved.

H. That the Tennessee Department of Revenue shall be notified, for the purpose of tax administration that the annexation took place.

Passed and adopted by the Board of Mayor and Aldermen of the City of Spring Hill Tennessee on this 22nd day of January, 2019.

Rick Graham, Mayor

ATTEST:

April Goad, City Recorder

Approved as to form and legality this 22nd day of January, 2019:

Patrick Carter, City Attorney
REQUEST: Resolution 19-06 Referendum for Annexation of Crutcher Property and Adoption of Plan of Services

SUBMITTED BY: Chuck Downham, Assistant City Administrator and Steve Foote, Planning Director

DATE: January 7, 2019

RE: Resolution 19-06 Referendum for Annexation of Crutcher Property and Adoption of Plan of Services

ATTACHMENTS: Resolution 19-06 and supporting documentation

PURPOSE:
To approve Resolution 19-06 to request a referendum for the annexation of the Crutcher property located in Williamson County, Tennessee contiguous to the City of Spring Hill and outside the City's Urban Growth Boundary and to adopt a Plan of Services.

BACKGROUND:
The City of Spring Hill received a petition from Marion Pete Crutcher requesting annexation of a 115-acre parcel (see map below) located in Williamson County. The property is contiguous with the City's corporate limits but, is located outside the City's Urban Growth Boundary.

Williamson County, TN Tax Map 154 Parcel 05700 (115 Acres)
With the subject property being located outside the City's Urban Growth Boundary, annexation can only be undertaken by amending the Urban Growth Boundary or referendum the later of which is the more prudent and expeditious method.

A Plan of Services was prepared by City staff outlining responsibilities for the provision of public services and public infrastructure to serve the property upon annexation. Should the property owner develop the property, the property owner will be responsible in whole or part with the extension of public utilities to serve the property along with possible participation in upgrades to utility mains that may be necessary to serve the property.

On October 8, 2018, the Spring Hill Planning Commission reviewed and recommended approval of the annexation of the subject property along with a favorable recommendation for the adoption of the Plan of Services. If annexed, the property will be designated the zoning classification of AG, Agricultural District.

The annexation of the Crutcher property is integral to the construction of the Buckner Road/I-65 Interchange and the extension of Buckner Road to US-431 as illustrated in the conceptual layout below prepared for the IAR submittal that was approved by TDOT and the Federal Highway Administration to authorize moving forward with NEPA and preliminary engineering.

FINANCIAL IMPACT:

There is no significant financial impact to the City with the annexation of the subject property. There are no residences or occupiable structures located on the property so municipal services will be minimal until such time as the property is developed. The Plan of Services identifies responsibilities of the City and the land owner relative to public services and public infrastructure to serve the property.

STAFF RECOMMENDATION:

Staff recommends approval of Resolution 19-06 and its corresponding Exhibit A to request a referendum for the annexation of the Crutcher property and the adoption of a Plan of Services to be implemented upon annexation of the property.
EXHIBIT A

PLAN OF SERVICES

Property Description:
Williamson County Tax Map 154, Parcel 05700, consisting of 115 acres, located
Pratt Road on the east side of Interstate 65, owned by Marion Pete Crutcher

Police Protection: The parcel shall be subject to and benefit from City police protection upon the
effective date of annexation. These services include, but are not limited to, patrolling, response calls for
service, crime prevention services, traffic control and other routine police services. Radio operations are
normal and uninhibited within the area.

Fire Protection: The City of Spring Hill will assume primary responsibility for Fire Protection
immediately upon the effective date of annexation, with mutual assistance provided by the Williamson
County Fire Department. The City of Spring Hill does not maintain a tanker truck that is essential to
serve a fire at this location. Development of the property or a change of use on the property may require
that the property owner/developer extend and provide appropriately sized water mains and/or fire
hydrants to serve the site according to City of Spring Hill and water utility provider standards.
Emergency Medical Services (EMS) is provided by contract through the City of Spring Hill and will be
available to the property upon the effective date of annexation. Other services provided through Mutual
Aid with Williamson County may apply.

Additionally, fire protection services such as those made available through the City’s Fire Marshal and
Fire Investigation offices will be available on the effective date of annexation.

Electrical Service: For domestic and commercial use electrical service is already and will continue to be
provided by Middle Tennessee Electric Membership Cooperative.

Public Domestic Water Service: Public water service in the vicinity is provided by the Hillsboro,
Burwood & Thompson’s Station (HB&TS) Utility District. The property owner/developer shall be
solely responsible for extending water service to the property and any required extension shall be
designed and constructed in compliance with HB&TS applicable standards.

Public Sanitary Sewer Service: The property is currently not served with public sanitary sewer service.
Public sanitary sewer service is not directly available to the property. Future sanitary sewer service
capacity cannot be guaranteed by the City. The provision of sanitary sewer service to the subject property
will require the extension of sanitary sewer interceptor from the west side of Interstate 65 and may also
require upsizing of certain segments of the existing interceptor system toward the wastewater treatment
plant in order to accommodate sanitary sewer service demand for the subject property and other parcels
in the sewer basin located on the east side of Interstate 65. The property owner will be responsible in
part or whole for providing sanitary sewer service to the property should the property owner develop
the property that may include the extension of the sanitary sewer service interceptor main from the west
side of Interstate 65 and upsizing of the existing interceptor where required.

Solid Waste Collection: Spring Hill currently provides its businesses and residents refuse collection
services via a city-wide contract with a private solid waste collection company. These services will be
extended to the annexed parcels within 90 days of the effective date of annexation.
Road and Street Construction and Repair: Should the property owner develop the subject property; the property owner shall be required to dedicate right-of-way and improve Pratt Road to a City standard based upon its designated street classification at the time of development. Should the property owner construct public roads within the subject property as part of a development, the public infrastructure constructed including streets, curb and gutter and sidewalks shall be designed and constructed to City standards. Following the required maintenance bond period after the completion of construction of public streets and associated improvements, the City shall provide maintenance and repair services. The City shall not be responsible for maintenance or repair of private streets and associated improvements unless otherwise agreed upon by the City.

Signs and Lighting: Additionally, as new streets are developed on the site, signage and lighting will be furnished and installed by the property owner/developer according to established city policy or regulations.

Recreational Facilities and Programs: There are no existing residents within the proposed annexation area. All of the recreational areas and programs, current or future, provided for City residents will be made available upon the effective date of annexation to any future residents of the annexed area in the same manner as current citizens of the City of Spring Hill.

Planning and Zoning Services: The City's planning and zoning jurisdiction will be extended to the annexed area upon the effective date of annexation. When a property is annexed into the city, it is automatically zoned as AG, Agricultural. The Future Land Use Designation of the property on the 2040 Spring Hill Rising plan is Gateway Area.

Storm Water and Drainage: The City of Spring Hill operates a Storm Water program in accordance with Tennessee Department of Environment and Conservation (TDEC) requiring the management of all storm water discharge within its jurisdiction. Annexation of the area expands the program into the annexed area thus making it subject to the current rules and regulations of TDEC pertaining to storm water runoff and discharge. All storm water user rates and charges inside city shall be applicable to the area inside the annexation area.

Inspection/Code Enforcement: The City of Spring Hill Codes Department provides plan review services, inspection and code enforcement services (i.e. building, plumbing, gas and unsafe building services, land use (zoning) and development, including flood plain NFIP/FEMA requirements, neighborhood services for housing, litter, overgrowth, illegal dumping) to all areas of the City of Spring Hill. These same services will be provided to the newly annexed area immediately upon its effective date of annexation.

Animal Control: The City of Spring Hill does not provide Animal Control. For the subject property Spring Hill relies on Williamson County for this service.

Schools: The entire annexation area is served by Williamson County Schools.

Library: The City of Spring Hill public library will be available to current and future residents of the property upon the effective date of annexation.

(Annexation Resolution 19-06, January 22, 2019)
CERTIFICATION OF ELECTION RESULTS FOR THE CITY OF SPRING HILL REFERENDUM ELECTION HELD APRIL 11, 2019

We, the undersigned members of the Maury County Election Commission, do hereby certify that we held an Annexation Referendum Election for the City of Spring Hill on Thursday, April 11, 2019, in the voting precincts in this city, according to law, for the purpose of ratifying the referendum question hereinafter, and that we have canvassed the returns of said election as required by law, and we do hereby certify that the following 2 pages of tabulation are a true, correct, and complete accounting of the results by precinct of said election as established by the canvassing of the returns, this 22nd day of April, 2019.

At least three (3) commissioners must sign below:

[Signatures]

Toni Jones
Chairman, County Election Commission

[Signature]

Secretary, County Election Commission

[Signature]

Member, County Election Commission

[Signature]

Member, County Election Commission
Annexation Referendum
Vote for 1
For Annexation ................. 1 100.00
Against Annexation ............. 0
Total .......................... 1
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Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
       Austin Page, Associate Planner
MEETING: February 24, 2020
SUBJECT: SPC 797-2020 (Buckner Road Townhomes)

SPC 797-2020: Submitted by Anderson, Delk, Epps and Associates, Inc. for Buckner Road Townhomes. The property is located on Buckner Road, zoned R-5 and contains approximately 15.84 acres. The applicant requests site plan concept review for a 52-unit townhome development. Requested by Joe Epps.

Request: The applicant submitted request for a site concept plan for 52 townhomes on the east half of the property. The Planning Commission review will be for the purpose of offering comments and suggestions for the development.

Property Description and History: This property is located on the north side of Buckner Road and is east of the Faith Lutheran Church and west of Pickets Ridge. It is a mostly square property with the property increasing in elevation towards the rear. The property is undeveloped, contains 15.84 acres and has approximately 900 feet of frontage on Buckner Road, an arterial street. On February 11, 2019, the Planning Commission forwarded a recommendation of approval to the Board of Mayor and Alderman to rezone the property from R-2 to R-5. The rezone was approved by the Board of Mayor and Alderman on March 18, 2019.

Building and Site Design: The elevations of the townhome buildings are not submitted with the concept plan and would come with the Site Plan application. The site is designed with front-loaded townhomes that are grouped into buildings of four units. Lots 1-16 will need to be rear loaded lots because of their orientation towards Buckner Road. Further information will be required at site plan submittal. The applicant will need to show compliance with the requirements of 8.3.K.2 upon submittal of the site plan application. Townhomes are intended to be sold under the condominium form of ownership. Lots are not proposed. Slope analysis and tree survey will be required at site plan.

Currently, detention areas are shown in the 25’ perimeter yard. Explain this.

Zoning: The R-5 district in the Unified Development Code specifies a minimum lot area of 2,500 square feet for townhome lots and a maximum density of 9 du/ac. Minimum townhome width lot width is 22’. The applicant is proposing 35’ wide units with a density of 3.28 du/ac. The application indicates that townhome units will be offered for sale as condominium units. Lots will not be platted. The maximum number of dwelling units in one building is limited to four. A 25’ wide perimeter yard is provided. The sketch plan is compliant with these requirements.

Access: Access to the property is via a singular driveway on Buckner Road. The applicant is also providing 50’ access easements and PUDE to the northern and western properties for the purpose of providing. The applicant will need to submit a traffic impact analysis with the site plan application to assess any necessary off-site roadway improvements and to identify the roadway design for this development. Private Drive A has been extended to the north property line. Private Drive B provides an easement for future access to the adjacent property.

Parking: The proposed plan provides for visitor parking spaces in two areas of the project. The applicant is required to provide one guest parking space for every eight units or 6.5 spaces. The plan provides for 20 guest parking spaces. Parking for townhomes is provided at each unit via two car garages and 20’ driveways. A total of 228 total parking spaces have been provided.
Streets and Sidewalk: The applicant is proposing two private streets with 50' rights-of-way and 5' wide sidewalks on both sides of the streets. Street "A" is shown extending to the northern property line. Temporary turnarounds have been provided on each of the streets.

Bulk and Area Requirements: The proposal is compliant with the R-5 zoning district. Townhome units are proposed as condominium units and will not be on platted lots.

Open Space & Amenities: The City's Unified Development Code requires townhome developments to provide a minimum of 100 sq. ft. of useable open space per dwelling unit. The requirements for this space are contained in 8.3K.1.c. Upon the submittal of the site plan application the applicant shall provide information in the site data table on Sheet C-2 indicating compliance with this provision. The applicant is providing a dog park, picnic area and a tot lot (playground). The applicant has provided a location for the centralized mailboxes. These locations should be reviewed by the USPS prior to site plan submittal.

Bicycle and Greenway Plan: The applicant is proposing to construct the 12' multi-use trail along Buckner Road unless a fee in lieu is approved by the Planning Commission.

Neighborhood Meeting: In accordance with Section 13.6.D.3., a project involving the construction of new townhouses on a parcel of ten acres or more require a neighborhood meeting. The applicant will be required to conduct a neighborhood meeting prior to the submittal of a site plan application.

Landscaping and Buffering: Landscape plans will be reviewed at time of site plan application. A tree survey is also required at time of site plan application. Article 11.8 Buffer Yards requires a buffer between multi-family and single family uses. However, the section fails to include townhomes in that requirement. Staff believes that the intent was to provide for such buffers and recommends that the applicant provide a buffer along the east property line.

Article 8.3.K.1.b addresses the townhome perimeter yard requirement. This section states that no structures are permitted in the perimeter yard, including those related to common open space uses, with the exception of fences and walls for the development. The proposed concept plan includes detention facilities within the perimeter yard on the east side. It is unclear whether detention ponds were intended to be prohibited from these areas. Staff does not believe that ponds should extend to adjacent single-family lots and that a buffer should be provided.

Traffic Impact Study: A traffic impact study will be required with the submittal of the site plan to address the adequacy of the proposed private street system serving the residential development as well as off-site impacts and corrective measures that may be required on Buckner Road and nearby intersections including Buckner Road and Main Street.

Utilities: There shall be a fire hydrant within 100 feet of all FDCs for the building fire sprinkler system. Fire hydrant placement and fire flow shall be addressed at site plan submittal.

Summary: The applicant met with staff to discuss the concept plat on February 12, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (March 2, 2020):

1. Slope analysis and tree survey will be required at site plan.
2. Property line for the Pickets Ridge HOA needs to be corrected, including the detention area and dog leg.
3. There shall be no detention or land disturbance within the 25' perimeter yard.
4. Neighborhood meeting is required prior to the time of site plan submittal. The applicant must provide the attendance sheet and a summary of comments heard at the meeting.
5. Article 11.8 Buffer Yards requires a buffer between multi-family and single family uses. However, the section fails to include townhomes in that requirement. Staff believes that the intent was to provide for such buffers and recommends that the applicant provide a buffer along the east property line.
6. Staff recommends that the detention pond be located outside of the perimeter yard.
7. Note #21 shall be modified to add “subject to Planning Commission approval.”
Concept Plan
Buckner Road Townhomes
Map 183, Parcel 26.07 - Williamson Co.
Spring Hill, Tennessee
Developer
Don R. Cameron, III
DATE: 01-24-20

General Notes:
1. Lot 102A - PREMISES OWNED BY SAM BROWN, JR. ISSUE, NO.
   2. PLOT / DEVELOPMENT
   3. CITY SURVEY: ...
   4. ZONING: ...
   5. TOTAL UNITS TO BE ANTICIPATED: 26 UNITS TOTAL
   6. STOP AND FUTURE UNITS:
      a. 10 UNITS FUTURE UNITS
      b. 16 UNITS FUTURE UNITS
   7. PARKING:
      a. 10 UNITS FUTURE UNITS
      b. 16 UNITS FUTURE UNITS
   8. WATER SYSTEMS:
      a. 10 UNITS FUTURE UNITS
      b. 16 UNITS FUTURE UNITS
   9. SITE PLAN PREPARED FOR THE FORMATION OF 106 UNITS

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Map 183, Parcel 26.07 - Williamson Co.
Spring Hill, Tennessee
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Don R. Cameron, III
DATE: 01-24-20

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Map 183, Parcel 26.07 - Williamson Co.
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Developer
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   9. SITE PLAN PREPARED FOR THE FORMATION OF 106 UNITS
TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
        Austin Page, Associate Planner
MEETING: February 24, 2020
SUBJECT: ANX 798-2020 (Campbell Property – Sugar Ridge Road)

ANX 798-2020: Submitted by Anderson, Delk, Epps and Associates, Inc. for the Campbell Property Annexation. The property (Tax Map 24, Parcel 9.02) is located on Sugar Ridge Road and contains approximately 49.49 acres. The applicant requests the annexation of 6.82 acres into the City of Spring Hill. Requested by Joe Epps.

Property Description and History: This property is located on the south side of Sugar Ridge Road. The property is contiguous to the city limits along its southern border. The property contains 49.49 acres and is used for agricultural purposes. The southern 7.3 acres of this property is already under the city's jurisdiction. This leaves approximately 42.19 under Maury County's jurisdiction. The applicant is proposing to annex 6.82 acres (200' wide) on the western side of the property in order to allow for the annexation of the property in ANX 799-2020. The ultimate goal of annexation is to provide water service to the property to the north (ANX 799-2020).

Access: Primary access to the site is via Sugar Ridge Road. Sugar Ridge Road is classified as a Collector Street.

Plan of Services: Staff has prepared a Plan of Services in coordination with all applicable city departments. This document is included in your packet for review. This plan of services was reviewed by all applicable departments following submittal of the current annexation request. Staff has clearly discussed with the applicant that the annexation and plan of services would require that the applicant/property owner will be solely responsible for extending and installing all utility and other public improvements upon the need for such infrastructure.

The deed for the property runs to the middle of the existing roadway and as such this annexation will include one half of Sugar Ridge Road.

Land Use and Zoning: Upon annexation, the zoning classification will be designated as AG, Agricultural.

Spring Hill Rising: 2040: The Spring Hill Rising: 2040 comprehensive plan shows this property as Residential Neighborhood Area. Residential Neighborhood Areas are primarily residential and encourage a traditional neighborhood development that incorporates low-intensity nonresidential uses intended to serve the surrounding neighborhood on corners and along connecting corridors. Currently, the property has no dwellings and will remain as an agricultural use.

Summary: Staff met with the applicant and discussed the annexation request on February 12, 2020. There are no outstanding items that need to be addressed.
RESOLUTION 20-

A RESOLUTION ADOPTING A PLAN OF SERVICES FOR AND ANNEXING A PORTION OF MAURY COUNTY TAX MAP 024 PARCEL 09.02, CONSISTING OF APPROXIMATELY 8.75 ACRES INTO THE CORPORATE LIMITS OF THE CITY OF SPRING HILL, TENNESSEE.

(ANX 798-2020, SUGAR RIDGE ROAD, A PORTION OF TAX MAP 024 PARCEL 9.02)

WHEREAS, Tennessee Code Annotated Section 6-51-102, as amended, requires that a Plan of Services be adopted by a municipal governing body prior to the passage of an annexation resolution; and

WHEREAS, the property owner has requested annexation in order to ensure the value and availability of this property for future uses; and

WHEREAS, the subject property is contiguous to the corporate limits of the City of Spring Hill; and

WHEREAS, the property will be zoned Agricultural (AG) upon the effective date of annexation; and

WHEREAS, this resolution shall bind the Owners and subsequent Owners of the Property; and

WHEREAS, the City of Spring Hill has prepared a Plan of Services for the property that describes how and when municipal services will be provided to the property and identifies the property owner/developer responsibilities for extending public infrastructure to the site; and

WHEREAS, the Spring Hill Planning Commission has reviewed and forwarded a recommendation on the Plan of Services and annexation to the Board of Mayor and Aldermen on March 9, 2020; and

WHEREAS, the City of Spring Hill contemplates annexation of the property known as a portion of Maury County Tax Map 024, Parcel 09.02, consisting of approximately 8.75 acres as described herein; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF SPRING HILL, TENNESSEE, BOARD OF MAYOR AND ALDERMEN, that pursuant to Tennessee Code Annotated Title 6, Chapter 51, Section 102, approves the Plan of Services contained herein.

BE IT FURTHER RESOLVED BY THE CITY OF SPRING HILL, TENNESSEE, BOARD OF MAYOR AND ALDERMEN, that pursuant to Tennessee Code Annotated Title 6, Chapter 51, the property identified herein as part of Maury County Tax Map 024, Parcel 09.02, consisting of 8.75 of the approximately 71.59 acres, as shown and described in Exhibit A, is hereby annexed to the corporate limits of the City of Spring Hill, Tennessee, and made a part thereof.
SECTION 1: PLAN OF SERVICES

Police Protection: The property shall be subject to and benefit from City police protection upon the effective date of annexation. These services include, but are not limited to, patrolling, response calls for service, crime prevention services, traffic control and other routine police services. Radio operations are normal and uninhibited within the area. Based on the current agricultural use of the property services will be provided using existing personnel and equipment.

Fire Protection: The City of Spring Hill will assume primary responsibility for Fire Protection immediately upon the effective date of annexation, with mutual assistance provided by Maury County Fire Department. The subject property is currently unoccupied with no structures present on the property. Should the property owner/developer elects to develop the subject property in any manner, the property owner will be required to demonstrate sufficient fire protection water flow in accordance with City of Spring Hill standards is available to serve the property. In the event water flow is not sufficient for fire protection, the property owner/developer will be required to design and construction at their sole expense a water main of sufficient size for fire protection including the installation of fire hydrant(s) to adequately cover the subject property according to City of Spring Hill standards.

Emergency Medical Services (EMS) is provided by contract through the City of Spring Hill and will be available to the property upon the effective date of annexation. Other services provided through Mutual Aid may apply.

Additionally, fire protection services such as those made available through the City's Fire Marshal and Fire Investigation offices will be available upon the effective date of annexation.

Electrical Service: For domestic and commercial use electrical service is already and will continue to be provided by CPWS.

Public Water Service: Public water service in the vicinity will be provided by the City of Spring Hill Water Systems. The subject property is located within the Maury County Water System utility district. The existing water main available from the City of Spring Hill is accessible for future extension at the land owner's expense to the subject property. Should the land owner develop the subject property, the property owner/developer shall be solely responsible for extending water service to the property and any required water main extensions and related improvements including the installation of fire hydrant(s). All utility installations shall be in compliance with applicable State of Tennessee and City of Spring Hill standards. The provision of public water service to the subject property is contingent upon Maury County Water Systems providing a “Letter of Release” releasing authority for the provision of water service from Maury County Water Systems to the City of Spring Hill to be able to provide water service within the MCWS utility districts service area.

Public Sanitary Sewer Service: The property is currently on septic. Public sanitary sewer service is not directly available to the property. The property owner/developer shall be solely responsible for extending public sanitary sewer service to the property and any required extension shall be in compliance with City of Spring Hill standards. Once sewer service is within 100 feet of the property the site shall be converted from septic to public sewer. All inside city sanitary sewer user rates and charges shall be applicable to the area inside the annexation area.
Solid Waste Collection: Spring Hill currently provides its businesses and residents refuse collection services via a city-wide contract with a private solid waste collection company. Residential collection may include recycling for single family dwellings. Yard and bulky waste collection services are also provided the City. These services will be extended, upon request, to the annexed area within 90 days of the effective date of annexation.

Road and Street Construction and Repair: If any new public streets are constructed and appropriately dedicated in accordance with City standards on the property, the City will provide ongoing and routine maintenance similar to other streets within the jurisdiction of the City. The annexed property extends to the middle of Sugar Ridge Road which will continue to be maintained by Maury County.

Signs and Lighting: Additionally, if new streets are developed within the site, traffic control and directional signage as well as street lighting will be furnished and installed by the property owner/developer according to established city policy or regulations.

Recreational Facilities and Programs: There are no dwellings on the property proposed for annexation. All of the recreational areas and programs, current or future, provided for City residents will be made available upon the effective date of annexation to any current or future residents of the annexed area in the same manner as current citizens of the City of Spring Hill.

Planning and Zoning Services: The City's planning and zoning jurisdiction will be extended to the annexed area upon the effective date of annexation. When a property is annexed into the city, it is automatically zoned as AG, Agricultural. The Future Land Use Designation of the property on the 2040 Spring Hill Rising plan is Residential Neighborhood Area.

Storm Water and Drainage: The City of Spring Hill operates a Storm Water program in accordance with Tennessee Department of Environment and Conservation (TDEC) requiring the management of all storm water discharge within its jurisdiction. Annexation of the area expands the program into the annexed area thus making it subject to the current rules and regulations of TDEC pertaining to storm water runoff and discharge. All storm water user rates and charges inside city shall be applicable to the area inside the annexation area.

Inspection/Code Enforcement: The City of Spring Hill Codes Department provides plan review services, inspection and code enforcement services (i.e. building, plumbing, gas and unsafe building services, land use (zoning) and development, including flood plain NFIP/FEMA requirements, neighborhood services for housing, litter, overgrowth, illegal dumping) to all areas of the City of Spring Hill. These same services will be provided to the newly annexed area immediately upon the effective date of annexation.

Animal Control: The City of Spring Hill does not provide Animal Control. For the subject property Spring Hill relies on Maury County for this service.

Schools: The entire annexation area is served by Maury County.

Library: The City of Spring Hill public library will be available to residents of the property upon the effective date of annexation.

SECTION 2: ANNEXATION.
The property described herein below and as shown and further described on Exhibit A attached hereto, is hereby annexed into the City of Spring Hill. The annexed land will be subject to the provisions and requirements of Ordinance 18-21 the Unified Development Code, as amended, and all other applicable ordinances, rules, and regulations of the City of Spring Hill.

SECTION 3: ZONING.

Ordinance No. 18-21 (Zoning Map), adopted August 20, 2018, is hereby amended and altered by changing the zoning classification of those certain parcels of real property described below and on Exhibit A (attached), from Maury County A2 (Rural Residential) to City of Spring Hill AG (Agricultural). In the State of Tennessee, County of Maury, and City of Spring Hill, a portion of Tax Map 024, Parcel 09.02, consisting of approximately 8.75 acres, and being more particularly described in Exhibit A, attached hereto:

Exhibit A (attached)

SECTION 4: In case conflict between this resolution or any part hereof, and the whole or part of any existing resolution of the City, the conflicting resolution is repealed to the extent of the conflict but no further. If any section, clause, provision or portion of the resolution is held to be invalid or unconstitutional by any court of competent jurisdiction, such holding shall not affect any other section, clause, provision or portion of the resolution.

Passed and adopted by the City of Spring Hill, this ____ day of __________, 2020.

This resolution shall take effect immediately upon adoption by the Board of Mayor and Alderman of the City of Spring Hill.

_________________________________
Rick Graham, Mayor

ATTEST:

_________________________________
April Goad, City Recorder

LEGAL FORM APPROVED:

_________________________________
Patrick Carter, City Attorney

Plan of Services ANX 798-2020
This sheet is an Exhibit to Resolution No. ______ adopted by the Board of Mayor and Aldermen of the City of Spring Hill, TN on the ___ of __________, 2020. The following described property is hereby annexed by the Board of Mayor and Aldermen of the City of Spring Hill and rezoned according to the attached Resolution.

Property Description:

A. Said land consists of the following property, also shown graphically below:

1. The 8.75 acres of Tax Map 024 Parcels 09.02 adjacent to Sugar Ridge Road, shown below and further described on Sheet 1 of 4 through 4 of 4 attached.
Proposed Annexation
Map 24, Part of Parcel 9.02

NOTE: ANNEXATION EXHIBIT BASED ON THE SPRING HILL CITY LIMITS LINE INDICATED ON THE CITY OF SPRING HILL GIS WEBSITE (http://springhill.interactivegis.com)
THE CITY LIMITS LINE ON THE SPRING HILL GIS WEBSITE MATCHES THAT INDICATED ON THE CITY OF SPRING HILL ZONING MAP.
(ADOPTED 6/30/19 & AMENDED 10/31/19)
Sheet 1 of 4
EXHIBIT MAP
Proposed Annexation
To
The City of Spring Hill

Patrick M. Campbell Property
Property Map 24, portion of parcel 9.02
3rd Civil District, Maury County
Deed Book 741 page 100, R.O.M.C.

Date: 2-14-20  Scale: 1" = 100'

NOTE: ANNEXATION EXHIBIT BASED ON THE
SPRING HILL CITY LIMITS LINE INDICATED
ON THE CITY OF SPRING HILL GIS WEBSITE,
(http://springhillinteractivegis.com)
THE CITY LIMITS LINE ON THE SPRING HILL
GIS WEBSITE MATCHES THAT INDICATED
ON THE CITY OF SPRING HILL ZONING MAP.
(ADOPTED 8/20/19 & AMENDED 10/25/19)

618 Grossmere Park Drive, Suite 4
Nashville, Tennessee 37211
(615) 331-0809

19-82
Sheet 2 of 4

EXHIBIT MAP

Proposed Annexation to

The City of Spring Hill

Patrick M. Campbell Property

Property Map 24, portion of parcel 9.02
3rd Civil District, Maury County
Deed Book 741 page 100, R.O.M.C.

Date: 2-14-20 Scale: 1" = 100'

NOTE: ANNEXATION EXHIBIT BASED ON THE SPRING HILL CITY LIMITS LINE INDICATED ON THE CITY OF SPRING HILL GIS WEBSITE. (http://springhill.interactivegis.com)

THE CITY LIMITS LINE ON THE SPRING HILL GIS WEBSITE MATCHES THAT INDICATED ON THE CITY OF SPRING HILL ZONING MAP. (ADOPTED 8/20/18 & AMENDED 10/21/19)

618 Grassmere Park Drive, Suite 4
Nashville, Tennessee 37211
(615) 331-0809
Sheet 3 of 4

EXHIBIT MAP

Proposed Annexation

To

The City of Spring Hill

Patrick M. Campbell Property

Property Map 24, portion of parcel 9.02
3rd Civil District, Maury County
Deed Book 741 page 100, R.O.M.C.

Date: 2-14-20 Scale: 1" = 100'

NOTE: ANNEXATION EXHIBIT BASED ON THE SPRING HILL CITY LIMITS LINE INDICATED ON THE CITY OF SPRING HILL GIS WEBSITE. (http://springhill.interactivesigis.com) THE CITY LIMITS LINE ON THE SPRING HILL GIS WEBSITE MATCHES THAT INDICATED ON THE CITY OF SPRING HILL ZONING MAP. (ADOPTED 8/20/18 & AMENDED 10/21/19)

618 Grassmere Park Drive, Suite 4
Nashville, Tennessee 37211
(615) 331-0809
Sheet 4 of 4
EXHIBIT MAP
Proposed Annexation
To
The City of Spring Hill

Patrick M. Campbell Property
Property Map 24, portion of parcel 9.02
3rd Civil District, Maury County
Deed Book 741 page 100, R.O.M.C.

Date: 2-14-20 Not to Scale

NOTE: ANNEXATION EXHIBIT BASED ON THE SPRING HILL CITY LIMITS LINE INDICATED ON THE CITY OF SPRING HILL GIS WEBSITE. (http://springhillinteractivegis.com)
THE CITY LIMITS LINE ON THE SPRING HILL GIS WEBSITE MATCHES THAT INDICATED ON THE CITY OF SPRING HILL ZONING MAP. (ADOPTED 6/20/18 & AMENDED 10/21/19)
ANX 799-2020: Submitted by Anderson, Delk, Epps and Associates, Inc. for 2251 Sugar Ridge Road. The property contains approximately 149.98 acres and the applicant requests annexation into the City of Spring Hill. Requested by Joe Epps.

Property Description and History: This property is located on the north side of Sugar Ridge Road. The property is contiguous to the city limits to the south provided the property in ANX 798-2020 is annexed. The property contains 149.98 acres and is the site of a single-family home currently under construction in Maury County. The property owner is seeking annexation into Spring Hill to acquire city water for the home.

Access: Primary access to the site is via Sugar Ridge Road. Sugar Ridge Road is classified as a Collector Street.

Plan of Services: Staff has prepared a Plan of Services in coordination with all applicable city departments. This document is included in your packet for review. This plan of services was reviewed by all applicable departments following submittal of the current annexation request. Staff has clearly discussed with the applicant that the annexation and plan of services would require that the applicant/property owner will be solely responsible for extending and installing all utility and other public improvements needed. The property owner will be extending public water lines to provide a water connection to the property.

The deed for the property runs to the middle of the existing roadway. However, this annexation will only include the 200' of Sugar Ridge Road that aligns with the property to the south.

Land Use and Zoning: Upon annexation, the zoning classification will be designated as AG, Agricultural.

Spring Hill Rising: 2040: The Spring Hill Rising: 2040 comprehensive plan shows this property as Rural Neighborhood Area and Natural Areas. Rural Neighborhood Areas are defined by agricultural uses, low density residential uses and limited low intensity non-residential uses where appropriate to preserve and enhance the rural character of the area. Natural areas preserve the natural character of the area and preserving the natural functions of the environment. This area preserves hillsides, hilltops, tree canopies and has limited density and intensity. The property contains one under construction single-family dwelling on the 149.98-acre tract.

Summary: Staff met with the applicant and discussed the annexation on February 12, 2020. There are no outstanding items that need to be addressed.
RESOLUTION 20-

A RESOLUTION ADOPTING A PLAN OF SERVICES FOR AND ANNEXING 2251 SUGAR RIDGE ROAD KNOWN AS MAURY TAX MAP 024 PARCEL 08.00, CONSISTING OF APPROXIMATELY 149.98 ACRES INTO THE CORPORATE LIMITS OF THE CITY OF SPRING HILL, TENNESSEE.

(ANX 799-2020, 2251 SUGAR RIDGE ROAD, TAX MAP 024 PARCEL 08.00)

WHEREAS, Tennessee Code Annotated Section 6-51-102, as amended, requires that a Plan of Services be adopted by a municipal governing body prior to the passage of an annexation resolution; and

WHEREAS, the property owner has requested annexation in order to ensure the value and availability of this property for future uses; and

WHEREAS, the subject property is contiguous to the corporate limits of the City of Spring Hill; and

WHEREAS, the property will be zoned Agricultural (AG) upon the effective date of annexation; and

WHEREAS, this resolution shall bind the Owners and subsequent Owners of the Property; and

WHEREAS, the City of Spring Hill has prepared a Plan of Services for the property that describes how and when municipal services will be provided to the property and identifies the property owner/developer responsibilities for extending public infrastructure to the site; and

WHEREAS, the Spring Hill Planning Commission has reviewed and forwarded a recommendation on the Plan of Services and annexation to the Board of Mayor and Aldermen on March 9, 2020; and

WHEREAS, the City of Spring Hill contemplates annexation of the property known as Maury County Tax Map 024, Parcel 08.00, consisting of approximately 149.98 acres as described herein; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF SPRING HILL, TENNESSEE, BOARD OF MAYOR AND ALDERMEN, that pursuant to Tennessee Code Annotated Title 6, Chapter 51, Section 102, approves the Plan of Services contained herein.

BE IT FURTHER RESOLVED BY THE CITY OF SPRING HILL, TENNESSEE, BOARD OF MAYOR AND ALDERMEN, that pursuant to Tennessee Code Annotated Title 6, Chapter 51, the property shown as part of Maury County Tax Map 024, Parcel 08.00, consisting of approximately 149.98 acres, as shown and described in Exhibit A, is hereby annexed to the corporate limits of the City of Spring Hill, Tennessee, and made a part thereof.
SECTION 1: PLAN OF SERVICES

**Police Protection:** The parcel(s) shall be subject to and benefit from City police protection upon the effective date of annexation. These services include, but are not limited to, patrolling, response calls for service, crime prevention services, traffic control and other routine police services. Radio operations are normal and uninhibited within the area. Based on the current use of the property (one single-family residence) services will be provided using existing personnel and equipment.

**Fire Protection:** The City of Spring Hill will assume primary responsibility for Fire Protection immediately upon the effective date of annexation, with mutual assistance provided by Maury County Fire Department. The subject property is not currently served with a water main to provide for fire flow and protection of the dwelling currently under construction. The property owner proposes to install a water main to provide fire protection to the subject property and dwelling under construction. The property owner is installing a 20,000-gallon constant feed underground water tank in close proximity to the dwelling under construction including installation of a dry fire hydrant near the front of the dwelling for use by the Spring Hill Fire Department.

An access drive will be provided by the property owner for Fire Department apparatus to have access to the perimeter of the dwelling unit under construction. There will be a dry hydrant provided at the rear of the dwelling under construction that is connected to a constant fed 180,000 gallon in-ground pool that may be used as a water source for the Fire Department for fire flow in the event of a fire emergency to the rear of the dwelling under construction. Adequate turnaround for fire apparatus shall be provided.

Emergency Medical Services (EMS) is provided by contract through the City of Spring Hill and will be available to the property upon the effective date of annexation. Other services provided through Mutual Aid may apply.

Additionally, fire protection services such as those made available through the City's Fire Marshal and Fire Investigation offices will be available upon the effective date of annexation.

**Electrical Service:** For domestic and commercial use electrical service is already and will continue to be provided by CPWS.

**Public Water Service:** Public water service in the vicinity will be provided by the City of Spring Hill Water Systems. The subject property is located within the Maury County Water System utility district. The existing water main available from the City of Spring Hill is accessible for future extension at the land owner’s expense to the subject property. The property owner/developer shall be solely responsible for extending water service to the property and any required water main extensions and related improvements including the installation of fire hydrant(s). All utility installations shall be in compliance with applicable State of Tennessee and City of Spring Hill standards. The provision of public water service to the subject property is contingent upon Maury County Water Systems providing a “Letter of Release” releasing authority for the provision of water service from Maury County Water Systems to the City of Spring Hill to be able to provide water service within MCWS utility districts service area.

**Public Sanitary Sewer Service:** The property is currently on septic. Public sanitary sewer service is not directly available to the property. The property owner/developer shall be solely responsible for extending public sanitary sewer service to the property and any required extension shall be in
compliance with City of Spring Hill standards. Once sewer service is within 100 feet of the property the site shall be converted from septic to public sewer. All inside city sanitary sewer user rates and charges shall be applicable to the area inside the annexation area.

**Solid Waste Collection:** Spring Hill currently provides its businesses and residents refuse collection services via a city-wide contract with a private solid waste collection company. Residential collection may include recycling for single family dwellings. Yard and bulky waste collection services are also provided the City. These services will be extended, upon request, to the annexed area within 90 days of the effective date of annexation.

**Road and Street Construction and Repair:** If any new public streets are constructed and appropriately dedicated in accordance with City standards on the property, the City will provide ongoing and routine maintenance similar to other streets within the jurisdiction of the City. The annexed property extends to the middle of Sugar Ridge Road which will continue to be maintained by Maury County.

**Signs and Lighting:** Additionally, if new streets are developed within the site, traffic control and directional signage as well as street lighting will be furnished and installed by the property owner/developer according to established city policy or regulations.

**Recreational Facilities and Programs:** There is one dwelling under construction on the property proposed for annexation. All of the recreational areas and programs, current or future, provided for City residents will be made available upon the effective date of annexation to any current or future residents of the annexed area in the same manner as current citizens of the City of Spring Hill.

**Planning and Zoning Services:** The City's planning and zoning jurisdiction will be extended to the annexed area upon the effective date of annexation. When a property is annexed into the city, it is automatically zoned as AG, Agricultural. The Future Land Use Designation of the property on the 2040 Spring Hill Rising plan is Rural Neighborhood Area and Natural Area.

**Storm Water and Drainage:** The City of Spring Hill operates a Storm Water program in accordance with Tennessee Department of Environment and Conservation (TDEC) requiring the management of all storm water discharge within its jurisdiction. Annexation of the area expands the program into the annexed area thus making it subject to the current rules and regulations of TDEC pertaining to storm water runoff and discharge. All storm water user rates and charges inside city shall be applicable to the area inside the annexation area.

**Inspection/Code Enforcement:** The City of Spring Hill Codes Department provides plan review services, inspection and code enforcement services (i.e. building, plumbing, gas and unsafe building services, land use (zoning) and development, including flood plain NFIP/FEMA requirements, neighborhood services for housing, litter, overgrowth, illegal dumping) to all areas of the City of Spring Hill. These same services will be provided to the newly annexed area immediately upon the effective date of annexation.

**Animal Control:** The City of Spring Hill does not provide Animal Control. For the subject property Spring Hill relies on Maury County for this service.

**Schools:** The entire annexation area is served by Maury County.
Library: The City of Spring Hill public library will be available to residents of the property upon the effective date of annexation.

SECTION 2: ANNEXATION.

The property described herein below and as shown and further described on Exhibit A attached hereto, is hereby annexed into the City of Spring Hill. The annexed land will be subject to the provisions and requirements of Ordinance 18-21 the Unified Development Code, as amended, and all other applicable ordinances, rules, and regulations of the City of Spring Hill.

SECTION 3: ZONING.

Ordinance No. 18-21 (Zoning Map), adopted August 20, 2018, is hereby amended and altered by changing the zoning classification of those certain parcels of real property described below and on Exhibit A (attached), from Maury County A2 (Rural Residential) to City of Spring Hill AG (Agricultural). In the State of Tennessee, County of Maury, and City of Spring Hill, Tax Map 024, Parcel 08.00, consisting of approximately 149.98 acres, and being more particularly described in Exhibit A, attached hereto:

Exhibit A (attached)

SECTION 4: In case conflict between this resolution or any part hereof, and the whole or part of any existing resolution of the City, the conflicting resolution is repealed to the extent of the conflict but no further. If any section, clause, provision or portion of the resolution is held to be invalid or unconstitutional by any court of competent jurisdiction, such holding shall not affect any other section, clause, provision or portion of the resolution.

Passed and adopted by the City of Spring Hill, this _____ day of ____________, 2020.

This resolution shall take effect immediately upon adoption by the Board of Mayor and Alderman of the City of Spring Hill.

__________________________________________
Rick Graham, Mayor

ATTEST:

__________________________________________
April Goad, City Recorder

LEGAL FORM APPROVED:

__________________________________________
Patrick Carter, City Attorney

Plan of Services ANX 799-2020
EXHIBIT A
ANX 799-2020

ANNEXATION OF 2251 SUGAR RIDGE ROAD
CONSISTING OF 149.98 ACRES CURRENTLY KNOWN
AS MAURY COUNTY TAX MAP 024 PARCEL 08.00

This sheet is an Exhibit to Resolution No. _____ adopted by the Board of Mayor and Aldermen of the City of Spring Hill, TN on the ____ of _________, 2020. The following described property is hereby annexed by the Board of Mayor and Aldermen of the City of Spring Hill and rezoned according to the attached Resolution.

Property Description:

A. Said land consists of the following property, also shown graphically below:

1. The 149.98 acres of Tax Map 024 Parcels 08.00 along with 200' of Sugar Ridge Road along the western frontage as shown below.

April Goad
City Recorder
City of Spring Hill

Property Description and History: This property is adjacent to Longview Elementary (west) and the Ridgeport subdivision (east). The property contains approximately 11.53 acres and is currently zoned R-2, Single-Family Residential. The applicant is proposing to develop the site with 6,000 square foot lots.

Spring Hill Rising: 2040: The future land use classification for this site is Residential Neighborhood Area. According to the Comprehensive Plan, the development pattern of Residential Neighborhood Areas “varies from low to moderate density with clusters of similar one- and two-story residential dwellings in both conventional subdivision development and traditional neighborhood from. New Development should integrate different housing types of appropriate scale and context and increase the connections between neighborhoods and other areas.”

Access, Streets and Sidewalks: The property has a single access via Partway Road. No development plan has been submitted at this time.

Surrounding Property/Zoning: The site is bordered by IC to the west and R-2 PUD to the South. The site boarders R-2 to the north and east. The adjacent single-family properties to the south have lot sizes ranging from 7,200 to 10,908 square feet, while eastern properties have a minimum lot size of 10,000 square feet.

Zoning Map Amendments: Staff has placed public notification signs on the property and published notice as required by the Unified Development Code. The applicant has mailed notification letters to surrounding land owners.

Approval standards for zoning map amendments, as found in the Unified Development Code, Article 13, are below:

E. Approval Standards

The Board of Mayor and Aldermen decision on any zoning text or map amendment is a matter of legislative discretion that is not controlled by any particular standard. However, in making their recommendation and decision, the Planning Commission and the Board of Mayor and Aldermen must consider the following standards. The approval of amendments is based on a balancing of these standards.

1. Approval Standards for Map Amendments

   a. The consistency of the proposed amendment with the Comprehensive Plan and any adopted land use policies.
   b. The compatibility with the existing use and zoning of nearby property.
   c. The extent to which the proposed amendment creates nonconformities.
   d. The trend of development, if any, in the general area of the property in question.
   e. That there are no adverse impacts on public health, safety, and welfare.
f. Whether adequate public facilities are available including, but not limited to, schools, parks, police and fire protection, roads, sanitary sewers, storm sewers, and water lines, or are reasonably capable of being provided prior to or concurrent with the development of the site, which would be permitted on the subject property if the amendment were adopted.

Staff’s response to the approval standards are as follows:

a. The proposed amendment is consistent with the comprehensive plan classification of Residential Neighborhood Area which permits varying densities and forms of residential housing. The applicant has referenced various goals from the 2040 plan that promote housing diversity, affordability, infill opportunities, and building in areas served by existing utilities. While these are generally accepted goals within most communities, they are also generic and must be considered in light of the individual site and circumstances. Taking the context of the neighborhood and adjacent uses into account, staff does not believe that the proposed rezoning is consistent with the overall goals of the comprehensive plan. Rezoning the site to introduce smaller single-family lots into the neighborhood will not enhance the character of existing development.

b. The existing R-2 zoning has been in place since prior to 2007. This classification is consistent and in harmony with the surrounding uses. It has likely been relied upon by adjacent single-family homeowners to govern the development of the site. A compelling reason has not been offered that warrants a change in the zoning classification of this property.

c. Staff is not aware of any non-conformities that would be created by the proposed rezoning.

d. Whether the property is rezoned or not, the single-family residential zoning follows the development trends in the area.

e. While the rezoning and development of smaller single-family residential lots may have perceived and/or actual adverse impacts on property values on the adjacent lots, the proposed rezone would have no adverse impacts on the overall public health, safety or welfare in Spring Hill.

f. Water and sewer are readily available to the site.

Findings: Staff has reviewed the required findings listed above from Section 13.2.E of the UDC. It is our determination that the request to rezoning the subject property is not consistent with the policies and goals of the comprehensive plan and is inconsistent with the established adjacent neighborhoods. Page 37 of the 2040 Plan, We Will Grow Smarter, Policy #2 (second unnumbered policy) attempts to achieve “context-sensitive redevelopment and infill” patterns of land use. This policy recommends that new development within existing neighborhoods should be at a scale and intensity in relationship to existing development.

Summary: The applicant met with staff to discuss the rezoning on February 12, 2020. For the reasons stated above, Staff does not support the proposed rezoning from R-2 to R-4. There are no items that need to be addressed prior to the submittal for Revision Deadline #2 (March 2, 2020).
Adopted by Ordinance 18-21, August 20, 2018.
Ordinance 18-21 adopted the Unified Development Code (UDC).
Amended by Resolution 19-157 on October 21, 2019.

*These properties have been conditionally zoned.*
Please refer to the Ordinance number as indicated.
Contact the Planning Dept for condition details.
## Implementation Plan for Our Goals

### Goals, Actions, and Strategies

<table>
<thead>
<tr>
<th>Goals, Actions, and Strategies</th>
<th>Short Term 2015-2020</th>
<th>Medium Term 2020-2025</th>
<th>Long Term 2025-2040</th>
<th>Ongoing</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>We will promote a variety of housing options</strong></td>
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<tr>
<td><strong>Promote housing diversity in new development areas</strong></td>
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<tr>
<td>Plan for a variety of housing types, styles and price points as development occurs in greenfield areas, including affordable and high end products to support the housing needs of the county.</td>
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<tr>
<td>Review and update various zoning districts (including PUDs), to incorporate Traditional Neighborhood Design principles in new development that promote a diversity of housing types.</td>
<td></td>
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<tr>
<td>Develop zoning districts and incentives that encourage housing diversity.</td>
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<tr>
<td>Conduct housing study to identify the state of the current housing stock and the future housing needs of the city.</td>
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<tr>
<td><strong>Promote housing diversity within existing developed areas</strong></td>
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<tr>
<td>Plan for a variety of housing types, styles and price points as infill opportunities emerge, including affordable and high end products, to support the housing needs of the city.</td>
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<tr>
<td>Adopt infill development guidelines that promote a range of housing types and that promote context sensitive infill standards to preserve and enhance the character of existing development.</td>
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<tr>
<td>Develop incentive programs for infill development that encourages infill development within existing city limits.</td>
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</tbody>
</table>
## Goals, Actions, and Strategies

<table>
<thead>
<tr>
<th>Promote quality, affordable housing options</th>
<th>Short Term 2015-2020</th>
<th>Medium Term 2020-2025</th>
<th>Long Term 2025-2035</th>
<th>Ongoing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ensure that all residents have access to quality affordable housing options, make “aging in place” a viable option for residents and ensuring those who work in the city have homes available in their price range enabling them to live and work in Spring Hill.</td>
<td>X</td>
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</tr>
<tr>
<td>Conduct housing study to identify the state of the current housing stock and the future housing needs of the city</td>
<td>X</td>
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<tr>
<td>Create incentives such as density bonuses or expedited permit processing for affordable housing development</td>
<td>X</td>
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<tr>
<td>Adopt incentives to encourage senior housing within existing neighborhoods and in close proximity to important services such as medical facilities, churches, or community centers.</td>
<td>X</td>
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<tr>
<td>Permit development of accessory dwelling units or cottage housing development</td>
<td>X</td>
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<tr>
<td>Create opportunities to stabilize and enhance transitional neighborhoods or areas in need of revitalization. Support reinvestment opportunities in neighborhoods that in need of revitalization and improved quality of life.</td>
<td></td>
<td>X</td>
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<td>X</td>
</tr>
<tr>
<td>Develop financing tools for landowners that facilitate investment in struggling neighborhoods. Tax rebates, small low interest loan programs, or federal Community Development Block Grant (CDBG) funds for interior and exterior renovations or home energy improvements can improve the visual character and quality of life of neighborhoods</td>
<td></td>
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<tr>
<td>Expand code enforcement efforts that address dilapidated housing or poorly maintained vacant lots in order to stabilize the surrounding area</td>
<td></td>
<td>X</td>
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<tr>
<td>Develop small area neighborhood plans to identify specific issues within neighborhoods and prioritize reinvestment strategies and projects</td>
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</tbody>
</table>

**Spring Hill RISING: 2040**
<table>
<thead>
<tr>
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<th>Long Term 2025-2035</th>
<th>Ongoing</th>
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<tbody>
<tr>
<td>Identify development incentives to encourage professional employment opportunities</td>
<td>X</td>
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<tr>
<td>Concentrate industrial and commercial development in appropriate locations with existing supporting infrastructure</td>
<td></td>
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<td>X</td>
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<tr>
<td><strong>We will invest in our community</strong></td>
<td></td>
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<tr>
<td>Ensure that infrastructure expansion and services keep pace with development, that parks and recreation enhances quality of life and support a healthy lifestyle, that equitable and sufficient water resources and services support a healthy and sustainable community.</td>
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<tr>
<td>Maximize efficient use of existing infrastructure. Encourage development activity in areas already served by public utilities to maximize public investments in current infrastructure system and to limit capital improvement expenditures on new infrastructure.</td>
<td>X</td>
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<tr>
<td>Coordinate utilities infrastructure improvements with infill redevelopment and new development efforts to minimize energy use and maximize investment in existing infrastructure.</td>
<td></td>
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<tr>
<td><strong>Coordinate infrastructure expansion.</strong> Coordinate infrastructure expansion to areas identified as appropriate for new development and redevelopment.</td>
<td></td>
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<tr>
<td>Develop policies to limit water/sewer expansion into rural areas</td>
<td>X</td>
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<tr>
<td>Establish provisions to ensure capital improvements needed to accommodate future development are provided concurrent with new development</td>
<td>X</td>
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<tr>
<td>Update development review process to coordinate development approval with existing capacity and planned facilities</td>
<td>X</td>
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</tbody>
</table>
## Goals, Actions, and Strategies

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<th>Long Term 2025-2035</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Continue to work with surrounding communities to coordinate planning and development efforts at the borders of Spring Hill</td>
<td></td>
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<tr>
<td><strong>Work with state agencies.</strong> Work with state agencies to identify funding opportunities for community development</td>
<td>X</td>
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<tr>
<td>Continue to work with state agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection</td>
<td></td>
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<td>X</td>
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<tr>
<td><strong>Work with federal agencies.</strong> Work with federal agencies to identify funding opportunities for community development</td>
<td></td>
<td>X</td>
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<tr>
<td>Continue to work with federal agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection.</td>
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<tr>
<td><strong>We will create a balanced transportation network</strong></td>
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<tr>
<td>Encourage efficient, multi-modal transportation options that increase mobility and access to jobs and services, reduce travel times and congestion, and are fiscally sustainable</td>
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<tr>
<td>Establish citywide, multi-modal transportation plan. Create a coordinated transportation strategy that supports the future development goals of the community and increases the efficiency, safety and breadth of the city’s transportation system</td>
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<tr>
<td>Develop a citywide, multi-modal transportation plan that accommodates all travel modes including walking, biking, driving, public transportation, rail, and air</td>
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<tr>
<td>Goals, Actions, and Strategies</td>
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<tr>
<td>Develop street typologies guide that promotes context sensitive street designs and appropriate street cross sections</td>
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<tr>
<td>Develop and adopt an access management regulations</td>
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<tr>
<td>Improve transportation connectivity, safety, and options</td>
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<tr>
<td>Support transportation enhancements that reduce automobile dependency and that improve safety and alternative transportation modes, including walking and biking</td>
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<tr>
<td>Develop, maintain, and implement a citywide greenway master plan</td>
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<tr>
<td>Strengthen street design requirements in the subdivision regulations and development regulations pertaining to street continuation between existing and new developments</td>
<td></td>
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<tr>
<td>Require sidewalks in all new development</td>
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<tr>
<td>Prepare an existing conditions analysis of the sidewalks to identify substandard facilities and prioritize repair/replacement projects</td>
<td></td>
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</tr>
<tr>
<td>Review and modify access management regulations to promote orderly and efficient traffic circulation along corridors identified in the Future Development Guide</td>
<td></td>
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</tr>
<tr>
<td>Review and modify site design requirements to promote context sensitive street design and multimodal transportation options such as pedestrian and bicycle facilities</td>
<td></td>
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<td>X</td>
</tr>
</tbody>
</table>
CITY OF SPRING HILL
MAJOR THOROUGHFARE PLAN 2019
Map 167, Parcel 4.17, R.O.W.C.

Disclaimer:
This document was compiled from the most authentic information available. The City is not responsible for any errors or omissions contained herein. This document is provided as reference only. The contents are subject to change without the holder of this document being notified. For confirmation of the information within this document contact the City of Spring Hill Planning Department.

Adopted by Board of Mayor and Aldermen Resolution 19-41 on 4/15/2019.
CITY OF SPRING HILL
BICYCLE AND GREENWAY PLAN
Map 167, Parcel 4.17, R.O.W.C.

Legend:
- Attractors & Generators
- Proposed Bike Lane
- Proposed Multi-use Trail
- Proposed Greenway
- Proposed Trail Head
- Parks & Open Space
- Existing Bike Lane
- Existing Greenway or Trail
- Road
- Parcels
- County Boundary
- Spring Hill City Limits

[Map of Spring Hill showing proposed bike lanes, multi-use trails, greenways, and other features.]

Scale in Feet:

0 2500 5000
PROPOSED
REZONING

February 12, 2020

Re: Proposed Rezoning – Rezone from R-2 to R-4

Dear Property Owner,

I am writing to you as required by the Spring Hill Unified Development Code. The Property at the end of Portway Road west of its intersection with Portview Drive, Tax Map 167, Parcel 4.17, in Williamson County, Spring Hill, Tennessee has an application pending to request a change in zoning from the R-2 Zoning District to the R-4 Zoning District. The purpose of the rezoning request is to reduce the required lot size from 10,000 ft² (R-2) to 6,000 ft² (R-4) and be developed as single family residential. The zoning ordinance requires that a public notice be mailed to the owners of all property within five hundred (500) feet of the subject site. This notice is sent to comply with that requirement.

The application for rezoning will be considered by the Spring Hill Planning Commission during a work session on the 24th day of February, 2020, and during a regular meeting on the 9th day of March, 2020, both held at 5:30 p.m. at the Spring Hill City Hall (199 Town Center Parkway).

After the Spring Hill Planning Commission has given due consideration of the application a recommendation will be forwarded to the Board of Mayor and Alderman for final consideration. The Board of Mayor and Alderman will hold its first work session on the 6th day of April, 2020 at 6:00 p.m. with the first reading of this ordinance scheduled for the 20th day of April, 2020 at 7:00 p.m. as well as a Public Hearing and Second and Final reading on the 18th day of May, 2020 of the ordinance taking place at 7:00 p.m.

You are invited to attend each of the above described meetings and are encouraged to voice your support for or against the proposed rezoning.

If you have questions regarding this application you can contact the Spring Hill Planning & Zoning Department at (937) 486-2252 ext. 232 or in person at 5000 Northfield Lane, Suite 520, Spring Hill, TN 37204.

Sincerely yours,

Joey Smith
Owner / Developer
Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
Austin Page, Associate Planner
MEETING: February 24, 2020
SUBJECT: SPC 801-2020 (Spring Hill Industrial Park)

SPC 801-2020: Submitted by TW Frierson Contractor, Inc. for Spring Hill Industrial Park, located at the southeast corner of Beechcroft Road and Cleburne Road. The proposed industrial building is located on approximately 6.7 of the sites 106.6 acres and is zoned I-1. The applicant requests site concept plan review for a 115,000-sf spec building. Requested by Kit Ozburn.

Request: The applicant has submitted a request for site plan concept for an industrial building on the corner of Beechcroft and Cleburne Road. The Planning Commission review will be for the purpose of offering comments and suggestions for the development. This is a non-voting item.

Property Description and History: This property is located at the corner of Beechcroft Road and Cleburne Road. The entire property is undeveloped and contains approximately 106.6 acres but this application is only for the disturbance of 6.7 acres. The proposed development site only fronts on Cleburne Road, with approximately 700’ of road frontage.

Zoning: The I-1 district in the Unified Development Code specifies a minimum lot area of 10,000-sf, minimum lot width of 100’, maximum building height of 50’ and a maximum impervious surface of 80%. The submitted concept plan adheres to all of these requirements.

Bulk and Area Requirements: The proposal is compliant with these requirements of the I-1 zoning district.

Access: Access to the property is via two driveways on Cleburne Road. The applicant is showing the proposed property line with the 37.5’ of right-of-way dedication. The applicant will need to submit a traffic impact analysis with the site plan application to assess any necessary off-site roadway improvements and to identify the roadway design for this development. Neither driveway is aligned with the Faurecia driveway to the west and the off-set needs to be addressed.

Building and Site Design: Elevations are not required or typically submitted with a concept plan application and would come with the site plan application. The applicant has provided conceptual building elevations of the west elevation for review. Four sided architectural plans will be required at site plan submittal. The proposed building is 115,500-sf and is 550’ in length. The proposed building has a height of 37’ and uses variations of tilt-up concrete wall panels on the façade. Vertical panels and other architectural elements have been added to provide a change in the wall plane, as required in Table 6-2 of Article 6.4 of the UDC. Further information will be required at site plan submittal. The plans show the locations for the dumpster enclosure and a detail is needed at site plan to verify compliance. A 16’ access drive is shown at the end of the northern drive which leads to a pump house and storage tank for fire protection. A monument sign is shown in the central landscape island. The applicant may want to explore the option of moving the sign up into the landscape setback to increase visibility. The sign must be a minimum of 5’ from the property line. The applicant will need to comply with the requirements of Articles 6 & 13.6 upon submittal of the site plan application.

Landscaping and Buffering: Landscape plans and a tree survey will be reviewed at time of site plan application.

Parking: The proposed plan provides 100 total parking spaces, which includes 5 ADA spaces and 95 regular spaces. Parking calculations should be added to the site data table. Wheel stops have been added to the parking spaces that front Cleburne Road and a 5’ sidewalk with curb has been provided along the building. Five bike racks have been provided. Details of the
bike racks will need to be provided at site plan submittal. Bike racks must be powder coated or coated with a PVC material in accordance to Articles 10.4 and 10.7 of the UDC.

**Streets and Sidewalk:** The applicant is proposing two 25’ wide driveways off of Cleburne Road. The parking lot drive is also shown at 25’. A 5’ sidewalk is shown along the entrance of the building with a 6’ sidewalk connecting the sidewalk to the building entrances. Two 5’ sidewalks are shown on each side of the building which provides connection to the driveways, although no additional sidewalks are shown along these drives. A 5’ sidewalk is required along the frontage on Cleburne Road.

**Bicycle and Greenway Plan:** The city’s Bicycle and Greenway Plan includes a multi-use trail along the western side of Cleburne Road and the northern side of Beechcroft Road. Neither of these is applicable to the subject site.

**Traffic Impact Study:** A traffic impact study will be required with the submittal of the site plan to determine if any designated turn lanes or off-site improvements may be required.

**Utilities:** A tank system is proposed for fire protection. No details have been provided, but will be required at site plan submittal.

**Summary:** The applicant met with staff to discuss the concept plat on February 12, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (March 2, 2020):

1. Move the site data table from the Cover Sheet to sheet C2.1.
2. Parking calculations need to be added to the site data table. Show the math.
3. 5’ sidewalk required along Cleburne Road.
4. Right-of-way dedication, tree survey, landscape plan and turning templates, etc. will be required at site plan. Please refer to Article 13.6 of the UDC.
5. Driveway off-sets with the industrial driveway to the west shall be addressed.
6. Given the location of existing trees, is it necessary for detention to encroach into tree mass areas?
7. Provide the approximate acreage for the proposed development site.
8. The 10’ parking setback should be labeled landscape setback.

Request: The applicant seeks a preliminary plat approval for 164 single-family lots to be processed under the provisions of the PUD, approved under the provisions of the previous zoning code.

Property Description: This property is located on the northwest side of Cleburne Road and is Phase 10A, B, C and 13A, B, C of the Harvest Point development. This phase is located adjacent to Phases 6B, 1, 7 and 9.

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. In October of 2016, the Planning Commission approved a final development plan (PUD 254-2016) for a portion of the overall PUD to include 557 single-family lots, 234 townhome lots, and the village square. This area of the project boundary is adjacent to Spring Hill Middle School, and a creek traverses the entire west side of the property.

Phasing: The applicant has submitted a revised phasing plan that alters the numbers for future phases. That plan reflects the numbers used on this preliminary plat. Staff requests PC acceptance and approval of the revised phasing plan.

Streets and Sidewalks: These phases include five local streets with a dedication of 50’ of right-of-way and three private unnamed alleys. The applicant is providing 5’ sidewalks on both sides of the proposed streets and the continuation of Harvest Point Boulevard and its 100’ right-of-way.

Landscaping and Buffering: The approved final development plan (PUD 254-2016) includes a landscape plan. This preliminary plat does not include any further information. This preliminary plat includes street trees and perimeter landscape buffer. All landscaping per the master plan shall be installed.

Bulk and Area: Based on staff’s review of the information provided, this proposal is compliant with the minimum bulk and area requirements of the City’s PUD provisions and the master development plan approved for the project. The number and type of lots are consistent with the Final Master Plan approved by the City of Spring Hill. The plat includes the typical lot setback details for 50’ alley and non-alley lots. Setback details for other lot widths is needed and details need to be tied to lot numbers based on the Master Plan Lot Frontage Legend.

Bicycle and Greenway Plan: The Harvest Point PUD master plan proposes almost 4.5 miles of internal trails to provide for internal multi-modal circulation and connections outside of the neighborhood, particularly to the Spring Hill Middle School. Phases 10A, B, C and 13A, B, C does not include any of these trails.

Utilities: The preliminary plat needs to show water main sizes, locations, meter boxes and fire hydrants. Per Note #13 no work will be permitted on any subsequent phase (including 13 A, B, or C) until the second water feed from Charles lane is constructed and on-line. A revised sheet has been received showing the location of the second water feed outside of the 75’ CPWS power easement.
Summary: The applicant met with staff to discuss the preliminary plat on February 12, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (March 2, 2020):

1. Show all water main sizes, locations, meter boxes, fire hydrants, etc.
2. Per Note #13 no work will be permitted on any subsequent phase (including 13 A, B, or C) until the second water feed from Charles lane is constructed and on-line.
3. The number and type of lots are consistent with the Final Master Plan approved by the City of Spring Hill. The plat includes the typical lot setback details for 50’ alley and non-alley lots. Setback details for other lot widths is needed and details need to be tied to lot numbers based on the Master Plan Lot Frontage Legend.
PHASE 10, SECTION B

*NOTE: UPON COMPLETION OF HARVEST POINT PHASE 10 SECTION B, THE COMPLETION OF THE ON-SITE 8" WATERLINE CONNECTION AT CHARLES LANE WILL BE COMPLETED.

PHASE 10
SECTION C
(SEE SHEET 4)

TYPICAL SINGLE FAMILY ALLEY LOT LAYOUT (20' WIDTH MINI)
NON-ALLEY LOTS

- - - - - - - - - - 

GRAPHIC SCALE

LEGEND

HARVEST POINT
PHASES 10A, 10B, 10C,
13A, 13B & 13C
PRELIMINARY PLAT

TOTAL AREA: 5,409,174.00 SQ. FT.

PPL 3/8
LANDSCAPE PLAN  PUD 254-2016
FPm 807-2020: Submitted by Chris Smith for 7001 Silver Cloud Way. This is Lot 181 of the Spring Hill Place subdivision. The applicant requests to change the orientation of the lot for setback purposes, so that the house can be oriented toward Silver Cloud Way. Requested by Chris Smith of Patterson Company.

Property Description and History: This property is located in the Spring Hill Place, Section Seven, Subdivision located on the southwest corner of Silver Cloud Way and Round Hill Lane. Silver Cloud Way was recently opened to Hurt Road and is a new connection to Spring Hill Place.

Analysis: The recorded plat for Spring Hill Place Section 7 provides for a front (street) setback along both road frontages and a rear setback against Lot 180. Under the former zoning ordinance, it was typical for the rear lot line to be determined on a corner lot once the orientation of the front was selected. Based on a review of the plat, it would appear that all corner lots with frontage on Round Hill Lane were predetermined to face Round Hill.

Staff views the change as a minor adjustment to the plat. The revision will also maintain the same orientation for the three lots on Silver Cloud Way. There is no lot to the south of Lot 181 that would be impacted by this modification.

Summary: The applicant met with staff to discuss the preliminary plat on February 12, 2020. There are no items to be addressed prior to the submittal for Revision Deadline #2 (March 2, 2020).
SURVEYOR'S CERTIFICATE OF CHANGE
FOR LOT 181 OF SPRING HILL PLACE SUBDIVISION, SECTION 7
OF RECORD IN BOOK 45, PAGE 98
REGISTER'S OFFICE OF MAURY COUNTY, TENNESSEE

WHEREAS, since the recording of the final subdivision plat for the Spring Hill Place Subdivision, Section 7 recorded in Williamson County Register's Office, Tennessee (R.O.W.C.TN.), Silver Cloud Way has been extended and as a result, the owner of lot 181 would like to orient the house to face Silver Cloud Way.

NOW, THEREFORE, with the recording of this change, lot 181 will face Silver Cloud Way and the side setback along the shared lot line with lot 180 will be 10' and the rear setback along the shared lot line with Spring Hill Place, Section 6 will be 25' in accordance with the minimum required building setback lines. (See Exhibit)

BY

ENERGY LAND & ASSOCIATES, LLC

\[ Signature \]

Date: 2-18-2020

STATE OF TENNESSEE
COUNTY OF DAVIDSON

Before me the undersigned, as a Notary Public of the State and County aforesaid, personally appeared Bennie O. Wheeler, whom I am personally acquainted, and who upon his oath, acknowledged himself to be a Licensed Surveyor in the State of Tennessee, and being authorized to do so, executed the foregoing Instrument for the purposes therein contained by signing his name.

Witnessed my hand and seal
This 18th day of February

\[ Signature \]

Notary Public

My commission Expires: 05-02-22

\[ Signature \]

Owner Information
Elaine Elizabeth Lutsko
Elaine Elizabeth Lutsko Revocable Trust
9474 Highwood Hill Road
Brentwood, TN 37027

Date: 02.18.2020

City of Spring Hill

By: __________________
Planning Director

Date: __________________