A. CALL TO ORDER

B. ROLL CALL

C. CHAIRMAN COMMENTS: Audience members wishing to speak to an agenda item will have the opportunity to speak at the beginning of the agenda and will have five minutes to address the Planning Commission. No rebuttal remarks are permitted. If you have any comments regarding agenda and non-agenda items, please submit your public comments to PCPublicComment@springhilltn.org

D. PUBLIC COMMENT (NON-AGENDA ITEMS)

E. PUBLIC COMMENT (AGENDA ITEMS)

F. MINUTES

   1. Approval of Meeting Minutes from the March 9, 2020 Regular Meeting of the Planning Commission.

G. APPROVAL OF THE AGENDA

H. CONSENT AGENDA

1. **PC Resolution 20-19 Release Performance Bond and establish Maintenance Bond Cherry Grove Addition Ph 7 Sec 1.**
2. **PC Resolution 20-20 Release Performance Bond and establish Maintenance Bond Southern Springs Ph 5 Sewer Pump Station.**
3. **PC Resolution 20-21 Release Maintenance Bond Crooked Creek Sec 3 Ph 1.**
4. **PC Resolution 20-22 Establish Maintenance Bond for Crooked Creek Sec 3 Ph 3.**
5. **PC Resolution 20-23 Establish Performance Bond for Crooked Creek Sec 3 Ph 3.**
6. **PC Resolution 20-24 Establish Maintenance Bond for Harvest Point Ph 8C & Ph 9.**
7. **PC Resolution 20-25 Establish Performance Bond for Harvest Point Ph 8C & Ph 9.**
8. **PC Resolution 20-26 Establish Performance Bond for Sawgrass Walking Trail.**
9. **FPL 814-2020:** Submitted by S&ME, Inc. for Harvest Point Phase 8C and 9. The property is located off Cleburne Road, zoned R-2 PUD and contains approximately 11.97 acres. The applicant requests final plat approval for 38 single-family lots. Requested by Eric McNeely.
10. **FPL 816-2020**: Submitted by WES for Crooked Creek Section 3, Phase 3. The property is located off of Port Royal Road, zoned R-2 and contains approximately 15.61 acres. The applicant requests final plat approval for 17 single-family lots. Requested by Allen O’Leary.


### I. OLD BUSINESS

1. **ZTA 788-2019**: Consider approval of PC Resolution 20-18 to amend the remaining items for Articles 15 & 16 of the Unified Development Code.

### J. NEW BUSINESS

1. PC Resolution 20-27 Recommend to call a portion of the Performance Bonds for Kings Creek Ph 5B Sec 1 and Sec 2.

2. **FPA 810-2020**: Submitted by Patsy Burse for 3302 Kedron Road. The properties are zoned C-4 and contain approximately 1.25 acres. The applicant requests approval of a consolidation plat to combine 3306 Kedron Road into 3302 Kedron Road. Requested by Patsy Burse.

3. **STP 812-2020**: Submitted by Crunk Engineering for 5322 Main Street. The property is zoned C-D-C and contains 0.3 acres. The applicant requests site plan approval for the conversion of a residential property to a commercial property. Requested by Adam Crunk.

4. **PPL 817-2020**: Submitted by WES for Sawgrass Phase 3. Property is located off of Tom Lunn Road, zoned R-2 PUD and contains approximately 6.27 acres. The applicant requests preliminary plat approval for 22 single-family lots. Requested by Allen O’Leary.

### K. OTHER BUSINESS

- Carnation Place Proposed Sidewalk

### L. BOARD COMMENT

### M. STAFF COMMENT

1. Site plan application STP 813-2020 (Spring Hill Industrial Park) has been deferred to the April 27, 2020 Planning Commission Work Session.

### N. ADJOURN
A. CALL TO ORDER

Chairman Paul Downing called the meeting to order at 5:33 PM.

B. ROLL CALL

Members Present: Chairman, Paul Downing, Alderman, Matt Fitterer, Alderman, Vincent Fuqua, James Golas and Brent Legendre. Vice Chairman, Paula Hepp and Jared Cunningham were not present.

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

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

D. PUBLIC COMMENT (NON-AGENDA ITEMS)

No public comment.

E. PUBLIC COMMENT (AGENDA ITEMS)

1. Laura Mortiz of 1915 Portview Drive provided a letter to the Planning Commission and spoke in opposition to rezoning application RZN 800-2020.
2. Adam Mortiz of 1915 Portview Drive spoke in opposition to rezoning application RZN 800-2020.
3. Lynn, the HOA President for the Ridgeport Subdivision spoke in opposition to rezoning application RZN 800-2020.
5. Jeff Scott of 1887 Portway Drive spoke in opposition to RZN 800-2020.

F. Approval of Meeting Minutes from the February 10, 2020 Regular Meeting of the Planning Commission.

Alderman Fitterer made a motion to approve the February 10, 2020 Regular Meeting Minutes. Motion seconded by Brent Legendre. Motion to approve the minutes passed 5-0.

G. APPROVAL OF THE AGENDA

Alderman Fitterer made a motion to approve the Agenda. Motion seconded by Brent Legendre. Motion to approve the Agenda passed 5-0.

H. CONSENT AGENDA

1. PC Resolution 20-14 Release Performance Bond and establish Maintenance Bond for Derryberry Estates Phase 1.
2. **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.

   *Planning Director Steve Foote read the comments of Vice Chairman Paula Hepp who was not in attendance.*

   **Recommendation:** Staff recommended that the Planning Commission adopt Planning Commission Resolution 20-15 and forward a recommendation of approval of ANX 798-2020 and the plan of services to the Board of Mayor and Alderman.


   **Recommendation:** Staff recommended that the Planning Commission adopt Planning Commission Resolution 20-16 and forward a recommendation of approval of ANX 799-2020 and the plan of services to the Board of Mayor and Alderman.


   **Recommendation:** Staff recommended approval of preliminary plat application PPL 803-2020 (Harvest Point Phases 10A, B, C and 13A, B, C), subject to the following conditions:

   1. Applicant is to correct Typical Setback Details and submit a corrected copy to the Planning Department.
   2. Match lines and drawing borders shall not cut off any lot on the final plat.
   3. The developer shall install all perimeter landscaping shown on the master plan for Harvest Point.
   4. Preliminary plat approval shall remain valid for a period of three (3) years, during which time the applicant/developer shall obtain all necessary permits, complete all applicable improvements, and submit final plat applications for review and approval.
   5. Modifications to the preliminary plat may require Planning Commission approval prior to submittal of a final plat application.

5. **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.

   **Recommendation:** Staff recommended approval of the certificate of change for FPm 807-2020 (7001 Silver Cloud Way) subject to the following conditions:

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

   *Alderman Fitterer made a motion to approve the Consent Agenda with all staff associated conditions of approval. Motion seconded by James Golias. Motion to approve the Consent Agenda passed 5-0.*

I. 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.

Staff reviewed the history of this application, the denial of the request by the Planning Commission in December 2019, and the appeal for reconsideration approved by the Mayor.

**Recommendation:** Staff recommended approval of site plan application STP 767-2019 (Liberty Financial Credit Union) subject to the following conditions:

1. Approval of this site plan shall be valid for a period of three (3) years from the date of Planning Commission approval. Modification to the approved site plan may require Planning Commission Approval.
2. Development of the site is to comply with the site and general recommendations of the traffic impact study.

Planning Director Steve Foote read the comments of Vice Chairman Paula Hepp and Jared Cunningham who were not in attendance.

Alderman Fuqua made a motion to approve site plan application STP 767-2019 with the condition in the staff report and adding a second (2) condition as recommended by Mr. Foote to read as above. Motion seconded by James Golias. Motion to approve passed 4-1 with Alderman Fitterer dissenting.


**Recommendation:** Public Works Staff recommended that the Planning Commission adopt PC Resolution 20-11 amending Articles 15 & 16 of the Unified Development Code.

Alderman Fitterer made a motion to adopt PC Resolution 20-11, approving revisions to Articles 15 & 16 of the City’s Unified Development Code. Motion seconded by James Golias.

Alderman Fitterer made a motion to amend Exhibit A by removing items one (1), three (3), nine (9), twenty (20) and (25). Motion seconded by James Golias. Motion to amend passes 5-0.

Motion to approve Resolution 20-11 as amended passed 5-0.

3. **ZTA 811-2020**: Consider approval of PC Resolution 20-12 to amend the Spring Hill Rising: 2040 Future Land Use Plan (Map).

**Summary:** 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. **No action is recommended.** 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.

**Recommendation:** Staff recommended that the Planning Commission adopt PC Resolution 20-12 retaining those map revisions supported by the Commission, excluding #5.

Alderman Fitterer made a motion to adopt PC Resolution 20-12 with all six (6) changes, modifying change number five (5) to read as above and approving revisions to the Spring Hill Rising: 2040 Future Land Use Plan. Motion seconded by Alderman Fuqua.

Alderman Fuqua made a motion to amend the proposed changes by striking change number four (4) from the approval. Motion to amend seconded by James Golias. Motion to amend passes 4-1 with Alderman Fitterer dissenting.

Motion to approve Resolution 20-12 as amended passed 5-0.

4. **STP 669-2019:** Submitted by WMB Construction for Beechcroft Self Storage. The application requests final plat approval to dedicate right-of-way. Requested by Anthony Melton.

Staff reviewed the history of the site and that the applicant is dedicating right-of-way as a condition to achieving site plan approval for the storage facility.

**Recommendation:** Staff recommended approval of the attached right-of-way dedication plat associated with STP 669-2019 (Beechcroft Storage of Spring Hill), subject to the following conditions:

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

Alderman Fuqua stepped away prior to the presentation of this item and was not present for the vote or motion.

Fitterer made a motion to approve the right-of-way dedication plat with one (1) condition of approval. Motion seconded by James Golias. Motion to approve passed 4-0.

J. **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 Pete Crutcher.

**Recommendation:** Staff recommends adopting Planning Commission Resolution 20-13 to forward a recommendation of denial to the Board of Mayor and Alderman.
Planning Director Steve Foote read the comments of Commissioner Jared Cunningham who was not in attendance.

Alderman Fitterer made a motion to adopt PC Resolution 20-13 with a recommendation of denial to the Board of Mayor and Alderman. Motion seconded by James Golias.

Alderman Fuqua stated that he is not in favor of denial.

Motion passed 4-1 with Alderman Fuqua dissenting.

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.

Summary: This is a non-voting item and is only reviewed by the Planning Commission to generate comments. Staff provided the following comments:

1. Staff recommends that the detention pond be located outside of the 25’ perimeter yard and that an evergreen buffer be provided adjacent to Pickett’s Ridge Lots 137-141.
2. Slopes in conservation easement or designate as open space with HOA ownership and maintenance.
3. Site plan submittal will show the location of the 12’ multi-use trail on Buckner Road.
4. Orientation of units abutting Buckner Road will be determined at site plan review.

Planning Director Steve Foote read the comments of Vice Chairman Paula Hepp and Jared Cunningham who were not in attendance.

Several Planning Commission members expressed support for pulling the detention pond substantially or completely out of the perimeter yard near to home in Pickett’s Ridge and considering a berm and vegetation to enhance the buffer at site plan.


Recommendation: Staff recommends adopting Planning Commission Resolution 20-17 to forward a recommendation of denial to the Board of Mayor and Alderman.

Planning Director Steve Foote read the comments of Vice Chairman Paula Hepp and Jared Cunningham who were not in attendance.

Alderman Fitterer made a motion to adopt PC Resolution 20-17 with a recommendation of denial to the Board of Mayor and Alderman. Motion seconded by James Golias. Motion passed 5-0.

K. OTHER BUSINESS

1. Application SPC 797-2020 (Spring Hill Industrial Park) has been withdrawn.

L. BOARD COMMENT
Chairman Paul Downing stated to the audience that whenever the Planning Commission makes a vote on one of these applications, that is simply a recommendation to the Board of Mayor and Alderman who reviews and takes action.

M. STAFF COMMENT

Planning Director Steve Foote stated how in a number of instances, non-voting items are being withdrawn after the Planning Commission Work Session because the applicants believe they have received all of the comments that they need. Mr. Foote asked the Planning Commission if they were ok with applicants withdrawing their application after the Planning Commission Work Session or did they expect them to also attend the Regular Meeting?

Chairman Paul Downing stated that he prefers them to come back. It gives the Planning Commission more time items to review and to provide additional feedback.

Alderman Fitterer generally agrees but mentioned how this is an optional step. If the applicant chooses not to attend the regular meeting and staff leaves the item off agenda completely, there is no reason to hold anything against staff. If the applicant informs staff to leave their item off the agenda or to withdraw, then that is good enough and there are no issues.

Chairman Paul Downing concurred with the previous statement of Alderman Fitterer.

Planning Director Steve Foote informed the Planning Commission how staff informed the applicant of O'Reilly to move forward with faux window glazing's and awnings on the front elevation.

N. ADJOURN

Chairman Paul Downing made motion to adjourn at 7:03 pm.

______________________________
Paul Downing, Chairman

______________________________
Steve Foote, P.C. Secretary

P.C. Regular Meeting Minutes 3-9-2020
DATE: March 18, 2020
REQUEST: Release the performance bond and establish a maintenance bond for Cherry Grove Addition Phase 7 Section 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 7 Section 1 in the amount of $60,940.00 in November 2017. All improvements have been constructed.
- Roads were final topped in November 2019.

PC ACTION REQUESTED:

- Approve PC Resolution 20-19 to release the performance bond and establish a maintenance bond for Cherry Grove Addition Phase 7 Section 1.
RESOLUTION 20-19 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE EXISTING PERFORMANCE BOND AND
TO ESTABLISH AS A MAINTENANCE BOND FOR
CHERRY GROVE ADDITION PHASE 7 SECTION 1

WHEREAS, a Performance Bond is in place guaranteeing the completion of certain improvements for Cherry Grove Addition Phase 7 Section 1 in the amount of $60,940.00; 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 November 2019 and approved through inspections by the City and therefore a Maintenance Bond letter of credit is required; and

WHEREAS, a Maintenance Bond letter of credit is guaranteeing the workmanship and materials of certain improvements for Cherry Grove Addition Phase 7 Section 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 $60,940.00 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 $18,282.00 for a minimum of twelve (12) months from date of final topping.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that the existing bond letter of credit be reduced to establish a Maintenance Bond letter of credit for Cherry Grove Addition Phase 7 Section 1 in the amount of $18,282.00 is hereby approved.

Passed and adopted this 13th day of April, 2020.

______________________________
Paul Downing, Chairman

______________________________
Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 3/16/20

Don R. Cameron III
Cherry Grove Addition
Phase 7 Section 1

Development Name: Cherry Grove Addition
Phase or Section of Construction: Phase 7 Section 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.

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

Approved By:

Thomas S. Wolf, P.E.
City of Spring Hill Engineering Dept.

Printed name
Printed name
DATE: March 18, 2020

REQUEST: Release the performance bond and establish a maintenance bond for Southern Springs Phase 5 sanitary sewer pump station

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

OVERVIEW:

- A performance bond was established for Phase 5 sanitary sewer pump station in the amount of $310,442.00 in August 2019. All improvements have been constructed and functioning to city standards.
- Installation and start up was in November 2019

PC ACTION REQUESTED:

- Approve PC Resolution 20-20 to release the performance bond and establish a maintenance bond for Southern Springs Phase 5 sanitary sewer pump station
RESOLUTION 20-20 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 SOUTHERN SPRINGS PHASE 5 SANITARY SEWER PUMP STATIONS

WHEREAS, a Performance Bond is in place guaranteeing the completion of certain improvements for Southern Springs Phase 5 in the amount of $310,442.00; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
   Installation of sanitary sewer pump station; and

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

WHEREAS, a Maintenance Bond letter of credit is guaranteeing the workmanship and materials of certain improvements for Southern Springs Phase 5 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 $310,442.00 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 $93,132.00 for a minimum of twelve (12) months from date of installation and start up.

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 Southern Springs Phase 5 sanitary sewer pump station in the amount of $92,132.00 is hereby approved.

Passed and adopted this 13th day of April, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 2-25-2020

Pulte Homes of Tennessee
Southern Springs
Phase 5 – Sewer Pump Station

Development Name: Southern Springs
Phase or Section of Construction: Phase 5
Public Improvements: Sewer Pump Station

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.

City of Spring Hill Sewer Collections Superintendent (signature)
James J. Vrdolyak
Printed name

Approved By:
City of Spring Hill Engineering Dept
Thomas S. Weet
Printed name
DATE: March 18, 2020

REQUEST: Release the maintenance bond for Crooked Creek Section 3 Phase 1 for water, sewer, stormwater, streets and curbs

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

OVERVIEW:

- A maintenance bond was established for Crooked Creek Section 3 Phase 1 in the amount of $73,263.00 in September 2018. Binder was installed February 2019.
- Punch list items are completed and a certificate of satisfaction has been signed.

PC ACTION REQUESTED:

- Approve PC Resolution 20-21 to release the maintenance bond for Crooked Creek Section 3 Phase 1
RESOLUTION 20-21 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR
CROOKED CREEK SECTION 3 PHASE 1

WHEREAS, a Maintenance Bond is currently in place for said development; and

WHEREAS, the existing Letter of Credit, considered a “maintenance surety” based on current subdivision regulations, guaranteed that the following improvements, which may include but not be limited to, sewer lines, water lines, storm water drainage, curbs and streets with asphalt base course, would be constructed as per the approved design and function properly; and

WHEREAS, to date, the improvements noted heretofore have been constructed and have been functioning properly for a minimum period of twelve (12) months; and

WHEREAS, it is the recommendation of the City Engineer that the Maintenance Bond for Crooked Creek Section 3 Phase 1 in the amount of $73,263.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Maintenance Bond for Crooked Creek Section 3 Phase 1 in the amount of $73,263.00 is hereby approved.

Passed and adopted this 13th day of April, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 4/16/20

B & D Homes

Crooked Creek

Section 3 Phase 1

Development Name: Crooked Creek

Phase or Section of Construction: Section 3 Phase 1

Public Improvements: Water, sewer, stormwater, streets and curbs

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.

City of Spring Hill Utility Inspector (signature)

Printed name

Approved By:

City of Spring Hill Engineering Dept.

Thomas S. Wolf, P.E. City Engineer
DATE: March 18, 2020

REQUEST: Establish a maintenance bond and a performance bond for Crooked Creek Section 3 Phase 3

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

OVERVIEW:

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

PC ACTION REQUESTED:

• Approve PC Resolution 20-22 to establish a maintenance bond for Crooked Creek Section 3 Phase 3
• Approve PC Resolution 20-23 to establish a performance bond for Crooked Creek Section 3 Phase 3
RESOLUTION 20-22 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

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

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

WHEREAS, the Maintenance Bond is guaranteeing the workmanship and materials of certain improvements existing on 17 lots, and the repair of such should damage occur during covered period; and

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

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

WHEREAS, it is the recommendation of the City Engineer that a Maintenance Bond be established for a minimum of twelve (12) months, in the amount of $39,150.00; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Maintenance Bond for Crooked Creek Section 3 Phase 3 in the amount of $39,150.00.

Passed and adopted this 13th day of April, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
Utility Information Sheet

Development: CROOKED CREEK

Section_3_  Phase_3_  #of lots_17_

Cost to install Utility's (Maintenance Bond)

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<th>Cost</th>
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<tr>
<td>Sewer line</td>
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<td>Storm Water</td>
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<td>(Infrastructure)</td>
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<td>Curbing</td>
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<td>Binder</td>
<td>$65,000</td>
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TOTAL = $130,500.00

30% OF TOTAL = $39,150.00

BOND AMOUNT = $39,150.00
RESOLUTION 20-23 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

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

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

WHEREAS, the Performance Bond is guaranteeing the construction of certain improvements on 17 lots; and

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

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

WHEREAS, it is the recommendation of the City Engineer that a Performance Bond be established in the amount of $90,145.00; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Performance Bond for Crooked Creek Section 3 Phase 3 in the amount of $90,145.00.

Passed and adopted this 13th day of April, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
Utility Information Sheet

Development ___CROOKED CREEK___

Section __3__ Phase __3__ # of lots __17__

Cost to install Utility's (Performance Bond)

- Signage ______ $750
- Street Lights ______ $5,000
- Storm Water Surface maintenance ______ $3,600 (to include drainage area, ditches, retention and/detention ponds, open spaces)
  ** 30% of storm water infrastructure cost on Maintenance bond sheet
- Sidewalks (feet) ______ 5,200'
- Sidewalks (cost) ______ $28,600
- Road linear feet ______ 2,600 LF
- Road width ______ 24'
- Final Asphalt Topping cost ______ $44,000

TOTAL = $81,950.00

10% OF TOTAL = $8,195.00

BOND AMOUNT = $90,145.00
### Application for Surety

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<th>Property Information</th>
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<tbody>
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<td>Contact Person:</td>
<td>Clay Chichester</td>
<td>Email:</td>
</tr>
<tr>
<td>Address:</td>
<td>2230 Memory Blvd</td>
<td>City, State, Zip:</td>
</tr>
<tr>
<td>Phone Number:</td>
<td>(615) 994-4200</td>
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<td>Name of Owner/Developer or Representative:</td>
<td>A-1 Home Builders, Inc</td>
<td></td>
</tr>
<tr>
<td>Address:</td>
<td>2020 Highway 64 East, 37067</td>
<td>City, State, Zip:</td>
</tr>
<tr>
<td>Phone Number:</td>
<td>(720) 231-9917</td>
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### Action Request

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

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

(Please provide proof of difficulty below)

**Explanation for Proof of Difficulty:**

---

**Applicant Signature**

**Date**

**City Staff Signature**

**Date**
DATE: March 18, 2020

REQUEST: Establish a maintenance bond and a performance bond for Harvest Point Phase 8C and Phase 9

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

OVERVIEW:

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

PC ACTION REQUESTED:

- Approve PC Resolution 20-24 to establish a maintenance bond for Harvest Point Phase 8C and Phase 9
- Approve PC Resolution 20-25 to establish a performance bond for Harvest Point Phase 8C and Phase 9
RESOLUTION 20-24 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A MAINTENANCE BOND FOR
HARVEST POINT PHASE 8C AND PHASE 9

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

WHEREAS, the Maintenance Bond is guaranteeing the workmanship and materials of certain improvements existing on 38 lots, and the repair of such should damage occur during covered period; and

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

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

WHEREAS, it is the recommendation of the City Engineer that a Maintenance Bond be established for a minimum of twelve (12) months, in the amount of $548,622.00; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Maintenance Bond for Harvest Point Phase 8C and Phase 9 in the amount of $548,622.00.

Passed and adopted this 13th day of April, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
Utility Information Sheet

Development ____ HARVEST POINT ____

Phase __8C & 9__  #of lots __38__

Cost to install Utility’s (Maintenance Bond)

Sewer line _____ $800,807 ________________

Water line _____ $265,411 ________________

Storm Water ____ $535,233 ________________
(Infrastructure)

Curbing ______ $24,150 ________________

Binder ________ $203,139 ________________

TOTAL = $1,828,740

30% OF TOTAL = $548,622.00

BOND AMOUNT = $548,622.00
RESOLUTION 20-25 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A PERFORMANCE BOND FOR
HARVEST POINT PHASE 8C AND PHASE 9

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

WHEREAS, the Performance Bond is guaranteeing the construction of certain improvements on 38 lots; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
   Sidewalks, Street Lights, Street Signs, Stormwater Surface Maintenance
   and Final topping to all streets with 1 1/2 inches of hot mix asphalt; and

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

WHEREAS, it is the recommendation of the City Engineer that a Performance Bond be established in the amount of $197,285.00; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Performance Bond for Harvest Point Phase 8C and Phase 9 in the amount of $197,285.00.

Passed and adopted this 13th day of April, 2020.

__________________________
Paul Downing, Chairman

__________________________
Steve Foote, Secretary
Utility Information Sheet

Development ___ HARVEST POINT ___

Phase __ 8C & 9 ___ # of lots 38 ___

Cost to install Utility's (Performance Bond)

Signage ______ _ $750 ____________________________

Street Lights ______ _ $18,000 ____________________________

Storm Water Surface maintenance ______ _ $33,000 ____________________________
(to include drainage area, ditches, retention and/detention ponds, open spaces)

** 30% of storm water infrastructure cost on Maintenance bond sheet

Sidewalks (feet) ______ _ 3,380' ____________________________

Sidewalks (cost) ______ _ $67,600 ____________________________

Road linear feet ______ _ 1,795 LF ____________________________

Road width ______ _ 30' ____________________________

Final Asphalt Topping cost ______ _ $60,000 ____________________________

TOTAL = $179,350.00

10% OF TOTAL = $17,935.00

BOND AMOUNT = $197,285.00
Application for Surety

Property Information

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Financial Information

| Name of Financial Institution: | Liberty Mutual Insurance |
| Contact Person: | Jim Hume |
| Email: | Jim.Hume@libertymutual.com |
| Address: | 175 Beechmont Street, MA. 02114 |
| City, State, Zip: | Franklin, TN 37064 |
| Phone Number: | 617-357-9500 |
| Fax Number: | (__) |

Contact Information

| Name of Owner/Developer or Representative: | Leannar Homes of Tennessee, LLC |
| Address: | 381 Mallory Station Dr 200 Attn: Kevin Sturgill |
| City, State, Zip: | Franklin, TN 37064 |
| Phone Number: | (615) 465-4528 |
| Fax Number: | (__) |

Action Request

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

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

(Please provide proof of difficulty below)

Explaination for Proof of Difficulty:

3/6/2020

Applicant Signature Date

City Staff Signature Date
DATE: March 18, 2020

REQUEST: Establish a performance bond for Sawgrass Walking Trail

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

OVERVIEW:

- Final plat for Sawgrass Phase 1 Section 2 was approved on the November 2019 Planning Commission meeting agenda.
- A walking trail crosses Phase 1 Section 2 but has not been completed to date.
- Developer has submitted application and corresponding documentation to establish the bond.

PC ACTION REQUESTED:

- Approve PC Resolution 20-26 to establish a performance bond for Sawgrass Walking Trail
RESOLUTION 20-26 OF THE  
PLANNING COMMISSION  
OF THE CITY OF SPRING HILL, TENNESSEE  

A RESOLUTION TO ESTABLISH A PERFORMANCE BOND FOR  
SAWGRASS WALKING TRAIL  

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

WHEREAS, the Performance Bond is guaranteeing the construction of certain improvements in Phase 1 and Phase 3; and  

WHEREAS, the following improvements are required pursuant to the Final Plat:  
8' wide paved walking trail, 170' in length; and  

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

WHEREAS, it is the recommendation of the City Engineer that a Performance Bond be established in the amount of $4,675.00; and  

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Performance Bond for Sawgrass Walking Trail in the amount of $4,675.00.  

Passed and adopted this 13th day of April, 2020.  

Paul Downing, Chairman  

Steve Foote, Secretary
Utility Information Sheet

Development: SAWGRASS – WALKING TRAIL

Cost to install Utility's (Performance Bond)

Trail feet: 170’

Trail width: 8’

Final cost: $4,250

TOTAL: $4,250.00

10% OF TOTAL: $425.00

BOND AMOUNT: $4,675.00
### Application for Surety

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<td>Name of Owner/Developer or Representative:</td>
<td>Lennar Homes of Tennessee, LLC</td>
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<td>Address:</td>
<td>381 Mallory Station Road, Suite 200, Kevin Sturgill</td>
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<td>City, State, Zip:</td>
<td>Franklin, TN 37067</td>
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### Action Request

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

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

(Please provide proof of difficulty below)

**Explanation for Proof of Difficulty:**

With construction of houses on both sides of the trail, the developer would like to install the entire walking trail at the same time (See Overall Master Plan)

**Applicant Signature**

3/12/20  
City Staff Signature
FPL 814-2020: Submitted by S&ME, Inc. for Harvest Point Phase 8C and 9. The property is located off Cleburne Road, zoned R-2 PUD and contains approximately 11.97 acres. The applicant requests final plat approval for 38 single-family lots. Requested by Eric McNeely.

Plan Update: The applicant has addressed all of staff and Planning Commission comments from the March 23, 2020 Work Session.

- Typical lot detail has been corrected and accurately depicts the front lot line.
- Bearings and distances have been added to the storm and sewer line PUDE on the western edge of Ewell Drive.
- Offset distances from the edge of the PUDE to the property line on lots 370-371, 393-395 and 406-480 have been added to the plat.

Property Description and History: This property is located within the Harvest Point development and is west of Phases 8A and 8B, which are the most north portions of the development that abut Cleburne Ave. This current phase is for 38 single-family lots and a common space.

Discussion: 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 west side of the property.

A preliminary plat for Phase 8B and Phase 9 (PPL 645-2019) containing 55 lots was approved by the Planning Commission on March 11, 2019. The approval was subject to the following conditions:

1. Submit a landscape plan for Cleburne Road buffer to match phases to the south.
2. A detailed technical review of the construction plans is in process in advance of forwarding same to TDEC for their review and approval.
3. Incorporate on preliminary plat and construction plans and construct new ADA ramp(s) with truncated domes in accordance with new detail (one ramp per corner).
4. Preliminary plat approval shall remain valid for a period of three (3) years, during which time the applicant/developer shall obtain all necessary permits, complete all applicable improvements, and submit final plat applications for review and approval.
5. Modifications to the preliminary plat may require Planning Commission approval prior to submittal of a final plat application.

A final plat for a portion of Phase 8B was approved by Planning Commission on September 9, 2019. That approval included 17 of the 35 single-family lots (in Phase 8B) from the preliminary plat (PPL 645-2019) and was named Harvest Point Phase 8B, Section 1. The remaining 18 lots are included in this plat for Phase 8C and Phase 9. All applicable conditions listed above have been addressed. Condition #1 was addressed on the final plat for Phase 8B (PPL 737-2019).
Streets and Sidewalks: The applicant proposes an extension of local street Ewell Farm Drive with a 50’ dedicated right-of-way and two local roads interior to the property (Emerald Field Circle and Sassafras Court) that provide 50’ of dedicated right-of-way. The applicant is providing 5’ sidewalks on both sides of the proposed streets.

Landscaping and Buffering: The landscape plan submitted during preliminary plat approval provided street trees and a landscape buffer along the northern property boundary. All landscaping per the master plan and preliminary plat shall be installed.

Bulk and Area: 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.

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. These phases do not include any of these trails.

Recommendation: Staff recommends approval of final plat application FPL 814-2020 (Harvest Point Phase 8C & 9), subject to the following conditions:

1. All landscaping shown on the Master Plan for street trees and a buffer along the school shall be installed prior to the issuance of a certificate of occupancy for residential lots.
2. Provided that the Final Plat is recorded within one (1) year, approval shall remain valid for a total period of five (5) years from the date of approval, during which time the applicant/developer shall obtain all necessary permits and commence construction. If not signed by the city and recorded within one (1) year the plat expires and is voided.
NOTES:
1. The boundaries shown on this map are for planning and design purposes.
2. The actual property lines and dimensions are subject to survey.
3. All improvements shown are subject to change.
4. The map is not to scale.

TYPICAL SINGLE FAMILY LOT LAYOUT (SE. WIDTH MIN.)
(NON-ALLEY LOTS)

LEGEND

FINAL PLAT
TO: Spring Hill Planning Commission  
FROM: Steve Foote, AICP, Planning Director  
        Austin Page, Associate Planner  
MEETING: April 13, 2020  
SUBJECT: FPL 816-2020 (Crooked Creek Section 3, Phase 3)

FPL 816-2020: Submitted by WES for Crooked Creek Section 3, Phase 3. The property is located off of Port Royal Road, zoned R-2 and contains approximately 15.61 acres. The applicant requests final plat approval for 17 single-family lots. Requested by Allen O’Leary.

Plan Update: The applicant has addressed all of staff and Planning Commission comments from the March 23, 2020 Work Session.

- All open space has been designated as a PUDE and will accommodate the public access easement for the walking trail. A walking trail note has been added to the plat stating that the recording of the plat creates a 20’ wide easement across the open space areas that will contain the 10’ wide walking trail. No bearings and distances are shown on the 20’ easement.
- Regarding lot 87, a label has been added indicating that the PUDE is centered on the sanitary sewer line.

Property Description and History: The property is located east of Port Royal Road and north of Rice Road. A concept plan for this project was approved in by the Planning Commission in 2015 and Phase 1 received preliminary plat and final plat approval in 2015 and 2016, respectively. A neighborhood concept plan was approved for Section 3, by the Planning Commission, on June 12, 2017 (NCP 362-2017). The Planning Commission approved a preliminary plat (PPL 740-2019) on September 9, 2019 with the following conditions:

1. Extend sidewalks across Lot 98.
2. A plan for the removal of the hammerhead will be determined prior to final plat approval.
3. Preliminary plat approval shall remain valid for a period of three (3) years, during which time the applicant/developer shall obtain all necessary permits, complete all applicable improvements, and submit final plat applications for review and approval.
4. Modifications to the preliminary plat may require Planning Commission approval prior to submittal of a final plat application.
5. The Right-of-Way dedication for Rice Road shall occur with final plat recording.

Streets and Sidewalk: Internal, local streets are shown with 50’ of ROW. Five-foot-wide sidewalks are proposed on both sides of the new streets. Per staff’s request, the applicant has labeled Lot 97 as not buildable until the extension of Cyril Drive into the adjacent property and full access is achieved along the entire property line. The Fire Marshal has reviewed the temporary turn around provided in OS-F, and determined that the turn around meets all applicable requirements. The application indicates that the developer/HOA will be responsible for removing the turn around. A clear plan for removing this feature should be determined and a bond shall be provided to the Public Works Department for the removal of the temporary turn around.

Bicycle and Greenway Plan: The applicant has provided a 20’ public access easement along Crooked Creek for the future construction of a multi-use trail. Trail construction has not been required on prior phases of Crooked Creek.

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

Recommendation: Staff recommends approval of preliminary plat application PPL 816-2020 (Crooked Creek Section 3, Phase 3) subject to the following conditions:

1. A bond shall be provided to the Public Works Department for the removal of the temporary fire department temporary turn around.
2. Preliminary plat approval shall remain valid for a period of three (3) years, during which time the applicant/developer shall obtain all necessary permits, complete all applicable improvements, and submit final plat applications for review and approval.
3. Modifications to the preliminary plat may require Planning Commission approval prior to submittal of a final plat application.
Spring Hill Planning Commission Regular Meeting

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
       Austin Page, Associate Planner
MEETING: April 13, 2020
SUBJECT: PPL 818-2019 (Sawgrass Phase 4)

**PPL 818-2020:** Submitted by WES for Sawgrass Phase 4. Property is located off of Tom Lunn Road, zoned R-2 PUD and contains approximately 11.12 acres. The applicant requests preliminary plat approval for 59 single-family lots. Requested by Allen O’Leary.

**Plan Update:** The applicant has addressed staff and Planning Commission comments from the March 23, 2020 Work Session.

- The site data table has been updated and reads a 7.5’ interior side setback and adjacent to right-of-way a 10’ corner side yard setback.
- The applicant is coordinating with the USPS to determine a location for centralized mail delivery. A location will need to added to the plat prior to final plat approval.
- The plans have been renamed "Site Plan" to "Construction Documents".

**Property Description and History:** This property is located off of Tom Lunn Road, northwest of the intersection of Tom Lunn Road and Port Royal Road.

The BOMA denied a rezoning request in September, 2016, (RZN 239-2016) to rezone the property to R-4, High Density Residential, with 174 single family residential lots (approval was recommended by the Planning Commission).

In April 2017, the BOMA approved the Sawgrass PUD (RZN 300-2017), which was favorably recommended by the Planning Commission. The current zoning designation of the subject property is R-2, PUD.

In January 2018, the BOMA approved an amendment (Ord. 18-03) to the Sawgrass PUD (PUD 414-2017) subject to the conditions below. The request was favorably recommended by the Planning Commission.

**PUD 414-2017:** Submitted by Anderson, Delk, Epps & Associates, Inc. for property located at 4455 Tom Lunn Rd. The property is zoned R-2, Medium Density Residential, PUD and contains approximately 5.28 acres. The applicant requests approval for a modification to a previously approved PUD.

**Staff Conditions:**
1. The developer shall be responsible for construction of the privacy fence along the northern property line, behind lots 11 through 23 and the activity/play space.
2. The developer shall pay a fee in lieu of bike lane improvements along the project frontage on Tom Lunn Road.
3. A walking path shall be added between Lots 8 and 9 to access open space.
4. Lot 179 shall be eliminated.

Alderman Fitterer made a motion to approve PUD 414-2017 with staff conditions. Motion Seconded by Commissioner Hepp. Motion pass 6/0.

Commissioner Hepp made a motion to amend motion to add a condition #4. Motion seconded by Alderman Fitterer. Motion passed 6/0.
Commissioner Hepp made a motion to amend motion to add a condition #5. Motion seconded by Mayor Rick Graham. Motion passed 6/0. Staff condition #1 was deleted and conditions #4 and #5 added above became #3 and #4.

In August 2019, The Planning Commission approved ADM 7.10-2019. This minor amendment approval revised the street design and reduced the number of residential lots by 8.

The surrounding land use and zoning is as follows:

North: Vacant, R-5, Residential District (Apartments); Single-family residential, Agricultural District
South: Vacant (The Cove), R-2, Medium Density Residential District
East: Vacant, Agricultural District
West: Single-family residential, R-2 Planned Unit Development

**Streets and Sidewalks:** All internal streets are public with 50’ R/W. A 5’ sidewalk is shown on both sides of Southwind Drive, Faldo Drive, Mickelson Way and Irwin Way.

**Tom Lunn Road:** The City retained a consultant engineer to prepare construction plans for the widening of Tom Lunn Road. The construction plans have been completed and are undergoing minor refinements to finalize for bidding construction work. City staff will be presenting updated cost estimates for the project to the Board of Mayor and Aldermen to request budget appropriations to cover the cost of temporary construction easement acquisition and construction and related costs including utility relocation and CEI services to be used in combination with developer contributions received from developers along Tom Lunn Road. The developer of Sawgrass was among those developers that advanced the payment of Adequate Facilities Tax funds to be utilized to cover in part the cost of the project creating a public-private partnership approach to funding the widening project.

Depending upon funding appropriations from the Board of Mayor and Aldermen, the City will move forward initially with acquiring temporary construction easements and then will move forward with bidding and contractor selection to initiate construction of the widening project. It is anticipated depending upon funding and easement acquisition that the widening project could begin in FY2020-21.

**Bulk and Area Requirements:** The lots proposed in Phase 4 conform with the minimum lot area and yard and bulk requirements for the R-2, PUD.

**Phasing Plan:** The preliminary plat does match the phasing outlined on the Master Development Plan. The applicant has expressed to staff that during the engineering, the sanitary sewer that is being installed during Phase 2 bisects Phase 3. The phasing line between Phases 3 & 4 was has been shifted to make Phase 3 more of a straight corridor. A purpose note has been added to the preliminary plat to identify which lots changed phases. It’s important to note that the lots removed from Phase 3 have been added to Phase 4 and all lots included in both phases are a part of both preliminary plat applications.

**Open Space and Amenities:** This phase does not include any additional open space, trails or amenities. The applicant will need to coordinate with the USPS regarding centralized mail delivery. Locations approved by the USPS will need to be shown on the final plat.

**Bicycle and Greenway Plan:** This Phase of Sawgrass is not impacted by the Bicycle and Greenway Plan. However, the Sawgrass PUD fronts on Tom Lunn Road which is designated as a bike lane route in the Bicycle and Greenway Plan. The design plans prepared by the City for the widening of Tom Lunn Road do not include provisions for a bike lane primarily due to the need to minimize disturbance along the right-of-way corridor and in response to requests from residents located along Tom Lunn Road to preserve the rural character of the road. Staff does not recommend bike lane improvements. Internal multiuse trails are shown in the southwestern corner of the PUD.
**Recommendation:** Staff recommends approval of preliminary plat application PPL 818-2020 (Sawgrass Phase 4), subject to the following conditions:

1. The applicant will need to coordinate with the USPS regarding centralized mail delivery. Locations approved by the USPS will need to be shown on the final plat.
2. Preliminary plat approval shall remain valid for a period of three (3) years, during which time the applicant/developer shall obtain all necessary permits, complete all applicable improvements, and submit final plat applications for review and approval.
3. Modifications to the preliminary plat may require Planning Commission approval prior to submittal of a final plat application.
PRELIMINARY PLAT - PHASE 4

DEVELOPMENT AREA MAP

GRAPHIC SCALE

1 in. = 40 ft.
TO: Spring Hill Planning Commission

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

DATE: April 13, 2020

RE: PC Resolution 20-18: 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. Several items were approved in at the March 9th voting meeting with these five items removed for continued discussion. Staff is requesting Planning Commission review and consideration of the proposed changes.

The remaining 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 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 in areas where roads are designed at 1% or less are installed in the correct location and elevation, reducing the issue of ponding on final topping, manhole heights being set at elevations to cause drainage issues, and erosion along ponds and swales.

STAFF RECOMMENDATION:
Public Works Staff requests Planning Commission review, comment and approve the suggested attached edits. Article 15 and 16 are part of the UDC Subdivision Regulations and are subject to Planning Commission review.
PC RESOLUTION 20-18

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 five 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 13th day of April, 2020.

Paul Downing, Chair

Steve Foote, Secretary
Exhibit A (March 23, 2020)

All items incorporate comments from the public meeting and comments received prior to the March Voting meeting on March 9th)

Item 1  Article15.9 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.

**Existing Code:**

All underground stormwater conveyances will be inspected by the City to ensure proper installation prior to acceptance by the City. All DVD recording, or other electronic format acceptable to the City, and inspection must be performed by the developer for verification.

**Proposed Code Addition Incorporating Public Comments:**

All underground stormwater conveyances will be inspected by the City to ensure proper installation prior to acceptance by the City. All DVD recording, or other electronic format acceptable to the City, and inspection must be performed by the developer for verification by the City.

Prior to installation of the binder coarse of asphalt, under roads built at 1% or less, any run of pipe between structures that has any part of any joint of pipe with over five (5) feet of cover will be verified with a TV inspection and a copy given to the City for review and approval. Video inspections will verify correct joint construction, review for damages, and manufactures' installation specifications to review that the finished product is acceptable. All installations shall conform to the manufacturer's installation requirements.

Item 2  Article15.9 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 Addition Incorporating Public Comments:**

- 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. Extensions may be approved by the inspector due to weather. All areas disturbed outside of the perimeter sediment control system must be minimized and
stabilized immediately. Maintenance must be performed as necessary to ensure continued stabilization. Re-stabilization or over-seeding may be required as determined by the City

**Item 3 Article 15.9 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 Addition Incorporating Public Comments:**

\[d\]: All stormwater sewer improvements under roads constructed at 1% slope or less shall be as built surveyed for verification and a letter provided by the engineer before base stone is applied.

**Item 4 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:

**Existing Code:**

Manhole castings shall be at final topping grade exposing only enough casting to accommodate thickness of final asphalt wearing course. Acceptable materials to adjust manhole castings to fit the grade of the asphalt surface wearing course consists of metal riser ring adjusters or approved equals; brick, grout, or precast adjusters are not allowed.

**Proposed Code Change Incorporating Public Comments:**

Manhole castings shall be at final topping grade exposing only enough casting to accommodate thickness of final asphalt wearing course. Acceptable materials to adjust manhole castings to fit the grade of the asphalt surface wearing course consists of metal riser ring adjusters or approved equals; brick, grout, or precast adjusters are not allowed. **Manhole rim elevation on roads of 1% or less slope shall be surveyed and verified by the engineer and a letter confirming the design sent to the City prior to installation of roadway base stone.**
Item 5  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:

Existing Code:

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.

Proposed Code Change Incorporating Public Comments:

The asphalt binder course shall not be installed on roads of 1% or less prior to performing an as-built survey. This survey shall locate all other infrastructure including curb within the roadway and a letter provided by the engineer confirming it 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.
STAFF MEMORANDUM

On March 26, 2019, a walk-through inspection was completed in Kings Creek Phase 5B, Section 1 and 2, in advance of the release of the financial security being held by the City of Spring Hill. A punch list was developed and forwarded to Randall Shaw on March 28, 2019 that included the removal and replacement of approximately 60 feet of concrete curb and gutter that was not installed in accordance with City of Spring Hill Specifications. On April 1, 2019, Mr. Shaw responded that they will proceed to correct the concrete curb and gutter as soon as possible.

On May 3, 2019, a site inspection was completed. It was noted at that time that the concrete curb and gutter had not been removed and replaced as required.

On February 6, 2020, another site inspection was completed with the same results; the concrete curb and gutter removal and replacement still had not been complete. Mr. Shaw was advised that the work needed to be completed on or before February 28, 2020. Failure to replace the concrete curb and gutter by said deadline would result in the City initiating the process of pulling the bond(s) and using said funds to compete the concrete curb and gutter removal and replacement. Mr. Shaw responded to the February 6, 2020 e-mail requesting an alternative repair of saw cutting the concrete curb and gutter instead of removing and replacing same. This alternative approach was reviewed with City staff. A response was forwarded to Mr. Shaw on February 11, 2020 rejecting the alternative approach as the existing concrete curb and gutter was not installed in accordance with the City of Spring Hill Specifications.

On February 24, 2020, Mr. Shaw was reminded that the deadline for removing and replacing the concrete curb and gutter was February 28, 2020 and that failure to complete the work by said deadline would result in the City initiating the process to pull the bond(s) and using the funds to affect the work.

On February 26, 2020, Mr. Shaw again offered to sawcut construction joints rather than remove and replace the concrete curb and gutter. Since Mr. Shaw forwarded a copy of this
e-mail to Attorneys Colley, Colley and Kelley, I did not provide a response back to Mr. Shaw. This response would have been no different than previous responses.

On March 18, 2020, Mr. Shaw was advised that this matter was being placed on the Planning Commission Work Session agenda for March 23, 2020 for discussion. Mr. Shaw did not appear at the March 23rd Planning Commission meeting.

On March 31, 2020, a report was forwarded to the City of Spring Hill from an engineer representing Mr. Shaw for consideration. Recommendations presented in the report included the following:

- Leaving the section of existing concrete curb and gutter in place.
- Installing expansion joints at the existing failure points or new locations.
- Remove small sections of concrete curb and gutter and install a new section with expansion joints if it is not possible to install expansion joints at the existing failure points or new locations.

The following e-mails are attached for your reference:

- March 26, 2019 – Walk-through inspection completed. Email was sent on March 28, 2019 with punch list of deficiencies.
- March 28, 2019 – Punch list to Developer.
- April 1, 2019 – Developer agrees to correct curb & gutter.
- May 3, 2019 – Status update, work not completed.
- February 6, 2020 – Re-inspection, work not completed, Developer directed to complete work by February 28, 2020.
- February 6, 2020 – Developer requests option for repair. (Combined email with February 11, 2020 from Developer)
- February 11, 2020 – City offers partial removal and replacement versus full removal and replacement option. (Combined email with February 6, 2020 from City Engineer)
- February 24, 2020 – Developer reminded of February 28, 2020 deadline for completion.
- February 26, 2020 – Developer repeats previous option for repair.
- March 23, 2020 – Plan Commission meeting, Developer did not appear. Email was sent to Developer on March 18, 2020 advising of the meeting date.
- March 31, 2020 – City received Engineer’s Report with recommendations.
RESOLUTION 20-27 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RECOMMEND A PORTION OF THE
PERFORMANCE BONDS FOR KINGS CREEK PHASE 5B SECTION 1
AND PHASE 5B SECTION 2 BE CALLED

WHEREAS, performance cash bonds are currently in place for said development and sections in the amount of $4,950.00 for Section 1 and $32,780.00 for Section 2; and

WHEREAS, Section 1 and Section 2 have been 80% built out with the construction of residential dwellings that subsequently resulted in the City performing a field inspection and the preparation of a punch list that was delivered to the Developer (Shaw Enterprises, LLC) in April 2019; and

WHEREAS, the City Engineer has provided sufficient time and sent multiple notifications to the Developer on the following dates requesting the completion of said repairs in accordance with the City's Subdivision Regulations; and

- March 28, 2019
- April 1, 2019
- May 3, 2019
- February 6, 2020
- February 11, 2020
- February 24, 2020
- February 26, 2020
- March 18, 2020
- March 31, 2020

WHEREAS, the Developer as of March 30, 2020 has not satisfactorily completed the noted repairs to curbing as outlined in the punch list prepared and delivered by the City to the Developer; and

WHEREAS, based upon the lack of completion of the repairs to curbing the City Engineer determined the Developer to be in default of the surety provided to the City and therefore recommends to the City of Spring Hill Planning Commission that a similar determination of default be rendered and that a portion of the Performance Bonds for Kings Creek Phase 5B Sections 1 and 2 in the amount of One Thousand Two Hundred dollars ($1,200.00) be called to be utilized by the City to complete required repairs to curbing.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that:
1. Shaw Enterprises, LLC is determined to be in default for not completing the repair work for curbing for Kings Creek Phase 5B, Sections 1 and 2 based upon applicable provisions of the City of Spring Hill Subdivision Regulations and numerous attempts by the City Engineer to request the Developer remedy the deficiencies in curbing in a timely manner.

2. Based upon the determination by the Planning Commission the Developer is in default, the Planning Commission does hereby recommend to the City of Spring Hill Board of Mayor and Aldermen to call a portion of the performance bond or surety in the amount of One Thousand Two Hundred dollars ($1,200.00) to be utilized by the City to cover the cost for completing repairs to curbing.

Passed and adopted this 13th day of April, 2020

__________________________
Paul Downing, Chairman

__________________________
Steve Foote, Secretary
A walk-through inspection was completed on Tuesday, March 26, 2019 in Kings Creek Phase 5B, Sections 1 and 2, in advance of the release of the financial security being held by the City of Spring Hill. The following punch list items need to be addressed before release of said financial security can occur:

1. Remove and replace approximately 60 feet of concrete curb and gutter in front of 4153 and 4157 River Links Drive. This particular section was previously replaced but was not installed in accordance with City Specifications. As a result, there is uncontrolled cracking in the concrete curb and gutter. Expansion joints are required when new concrete abuts old concrete and construction joints are required on 10 foot intervals.

2. The surface restoration along the front and back of the recently installed concrete sidewalk on River Links Drive is unacceptable. Remove the gravel and stone and re-topsoil, seed and mulch said area.

Once the noted punch list work has been finished, please contact me and an inspection will be performed confirming said completion and the process to release the financial security will commence.

If you should have any questions with regards to this matter, you can reach me at my office.

Sincerely,

Thomas S. Wolf, P.E., City Engineer
City of Spring Hill
3893 Mahlon Moore Road
Spring Hill, TN 37174
(931) 486-2252, Ext. 488
twolf@springhilltn.org
Tom Wolf

From: Randall Shaw <rrshaw11@aol.com>
Sent: Monday, April 01, 2019 8:22 PM
To: Tom Wolf
Cc: deb@shawhomebuilders.com; Tyler Scroggins; Chris Crumley; Missy Stahl
Subject: [External] Re: Kings Creek Phase SB, Sections 1 and 2

**External Email**

Tom,
I inspected punch list areas today.

We will proceed to correct both areas ASAP.

To the point of the common area sidewalk, in good faith we will make cosmetics around sidewalk. If the sidewalk was inspected and meets city installation standard, what is the city's standing in cosmetics??
Can u send something that says this is city responsibility?

There again, we will notify once areas addressed.

Thx
RS

Sent from my iPad

On Mar 28, 2019, at 8:56 AM, Tom Wolf <twolf@springhilltn.org> wrote:

Randall:

A walk-through inspection was completed on Tuesday, March 26, 2019 in Kings Creek Phase SB, Sections 1 and 2, in advance of the release of the financial security being held by the City of Spring Hill. The following punch list items need to be addressed before release of said financial security can occur:

1. Remove and replace approximately 60 feet of concrete curb and gutter in front of 4153 and 4157 River Links Drive. This particular section was previously replaced but was not installed in accordance with City Specifications. As a result, there is uncontrolled cracking in the concrete curb and gutter. Expansion joints are required when new concrete abuts old concrete and construction joints are required on 10 foot intervals.

2. The surface restoration along the front and back of the recently installed concrete sidewalk on River Links Drive is unacceptable. Remove the gravel and stone and re-topsoil, seed and mulch said area.

Once the noted punch list work has been finished, please contact me and an inspection will be performed confirming said completion and the process to release the financial security will commence.

If you should have any questions with regards to this matter, you can reach me at my office.

Sincerely,
Missy:

As of this morning, Friday May 3rd, the concrete curb in front of 4153 and 4157 River Links Drive in Kings Creek Phase 5B, Sections 1 and 2, has not been removed and replaced as required. Therefore, do not proceed with full bond release until further notice.

If you should have any questions with regards to this matter, you can reach me at my office.

Sincerely,

Thomas S. Wolf, P.E., City Engineer
City of Spring Hill
3893 Mahlon Moore Road
Spring Hill, TN 37174
(931) 486-2252, Ext. 488
twolf@springhilltn.org
Mr. Shaw:

On March 28, 2019, an e-mail was forwarded to you requiring that approximately 60 feet of concrete curb and gutter in front of 4153 and 4157 River Links Drive, Kings Creek Phase 5B, Sections 1 and 2, had to be removed and replaced. The concrete curb and gutter was previously replaced but not installed in accordance with the City of Spring Hill Standard Specifications. As a result, there is uncontrolled cracking in said concrete curb and gutter. Expansion joints are required when new concrete abuts old concrete and construction joints are required on 10-foot intervals. I received an e-mail from you dated April 1, 2019 indicating that the aforementioned concrete curb and gutter would be corrected as soon as possible. A copy of the March 28th and April 1st e-mails are attached for your reference.

I drove through the area this morning and noted that the segment of concrete curb and gutter in Kings Creek Phase 5B, Sections 1 and 2, in front of 4153 and 4157 River Links Drive, still has not been completed. Please be advised that this removal and replacement work shall be completed on or before Friday, February 28, 2020. Failure on your part to complete this work by the prescribed deadline will result in the City of Spring Hill initiating the process of pulling the bonds and using these funds to complete the removal and replacement of the concrete curb and gutter as noted heretofore.

Time is of the essence.

If you should have any questions with regards to this matter, you can reach me at my office.

Sincerely,

Thomas S. Wolf, City Engineer
City of Spring Hill
3893 Mahlon Moore Road
Spring Hill, TN 37174
(931) 486-2252, Ext. 488
twolf@springhilltn.org
Mr. Shaw:

I have reviewed with City staff your request to saw break joints in the concrete curb and gutter in front of 4153 and 4157 River Links Drive in Kings Creek Phase 5B, Sections 1 and 2. Since the cracks in the existing concrete curb and gutter are irregularly shaped and are diagonal rather than perpendicular to the street, simply saw cutting break joints is unacceptable. Curb and gutter shall be removed and replaced with a minimum five (5) foot joint frequency. Prior to removing and replacing any concrete curb and gutter, you need to contact Billy Wright, Public Works Department Office Manager, to coordinate same in order to guarantee that the proper joint spacing is obtained. He can be reached at 931-486-2252, X-279/288. Any removals and replacements completed without City coordination, will not be accepted and will require further concrete curb and gutter removal and replacement.

If you should have any questions with regards to this matter, you can reach me at my office.

Sincerely,

Thomas S. Wolf, City Engineer
City of Spring Hill
3893 Mahlon Moore Road
Spring Hill, TN 37174
(931) 486-2252, Ext. 488
twolf@springhilltn.org

Tom,

Shaw enterprises did not install nor repair the curb in question originally. It must have been installed/repaired with previous section. I have inspected and had my concrete subs inspect. I agree there are no control break joints but cracking is minimal. We are requesting to be able to saw break joints into curb versus overall replacement.
Repair will be far more unsightly to neighborhood and obviously the overall structural integrity of curb is intact as these curbs have been in for several years with very minimal cracking. We feel the sawed joints will obtain the same effect and preserve the overall structural integrity of curb.

Thanks for your consideration.

RS

Sent from my iPad

---

On Feb 6, 2020, at 8:12 AM, Tom Wolf <twolf@springhilltn.org> wrote:

Mr. Shaw:

On March 28, 2019, an e-mail was forwarded to you requiring that approximately 60 feet of concrete curb and gutter in front of 4153 and 4157 River Links Drive, Kings Creek Phase 5B, Sections 1 and 2, had to be removed and replaced. The concrete curb and gutter was previously replaced but not installed in accordance with the City of Spring Hill Standard Specifications. As a result, there is uncontrolled cracking in said concrete curb and gutter. Expansion joints are required when new concrete abuts old concrete and construction joints are required on 10-foot intervals. I received an e-mail from you dated April 1, 2019 indicating that the aforementioned concrete curb and gutter would be corrected as soon as possible. A copy of the March 28th and April 1st e-mails are attached for your reference.

I drove through the area this morning and noted that the segment of concrete curb and gutter in Kings Creek Phase 5B, Sections 1 and 2, in front of 4153 and 4157 River Links Drive, still has not been completed. Please be advised that this removal and replacement work shall be completed on or before Friday, February 28, 2020. Failure on your part to complete this work by the prescribed deadline will result in the City of Spring Hill initiating the process of pulling the bonds and using these funds to complete the removal and replacement of the concrete curb and gutter as noted heretofore.

Time is of the essence.

If you should have any questions with regards to this matter, you can reach me at my office.

Sincerely,

Thomas S. Wolf, City Engineer
City of Spring Hill
3893 Mahlon Moore Road
Spring Hill, TN 37174
(931) 486-2252, Ext. 488
twolf@springhilltn.org

<March 28, 2019, April 1, 2019 E-Mails.pdf>
Mr. Shaw:

Just a reminder that the deadline for removing and replacing the concrete curb and gutter in front of 4153 and 4157 River Links Drive, Kings Creek Phase 5B, Sections 1 and 2, City of Spring Hill, is this Friday, February 28, 2020. Failure on your part to complete said removals and replacements by the specified deadline will result in the City initiating the process of pulling the bonds and using these funds to complete the work.

If you should have any questions with regards to this matter, you can reach me at my office.

Sincerely,

Thomas S. Wolf, P.E., City Engineer
City of Spring Hill
3893 Mahlon Moore Road
Spring Hill, TN 37174
(931) 486-2252, Ext. 488
twolf@springhilltn.org
Tom Wolf

From: Randall Shaw <rrshaw11@aol.com>
Sent: Wednesday, February 26, 2020 10:09 PM
To: Tom Wolf
Cc: Missy Stahl; Victor Lay; Rick Graham; bkelley@colleycolleyandkelley.com
Subject: [External] Re: Concrete Curb and Gutter Replacement - Kings Creek Phase 5B, Sections 1 and 2
Attachments: Screenshot_20200226-220149_Gallery.jpg; Screenshot_20200226-215952_Gallery.jpg; Screenshot_20200226-215821_Gallery.jpg; Screenshot_20200226-215715_Gallery.jpg; Screenshot_20200226-215651_Gallery.jpg; Screenshot_20200226-215630_Gallery.jpg; Screenshot_20200226-215609_Gallery.jpg; Screenshot_20200226-215450_Gallery.jpg

**External Email**

Tom,

I am writing today again about your request to replace approx 50 ft of curb & gutter in Kings Creek Section 1 and 2 in order to have our bonds released.

As stated previously, Shaw Enterprises did NOT install the curb and gutter in question. Apparently the city in dealing with previous developer requested this curb & gutter to be repaired/replaced and in doing so previous developer did not install expansion breaks in repaired curb & gutter. Consequently, as is normal, cracks appeared many years ago but only in spots where expansion cracks would normally happen. There are four (4) cracks in this approx 50 ft section that are very near where planned expansion cracks would have occurred. All four of these cracks (see attached pictures) are in the same direction as all other planned expansion cracks in the adjoining areas. (see pictures)

It is still my contention, as previously voiced, that the most reasonable fix is to come in BETWEEN existing minor cracks and saw 4 planned expansion joints as added insurance that even after years of concrete structural integrity that no unplanned cracking can occur.

This section of curb and gutter has been installed for many years prior to our recent development. The current concrete structural integrity of this section of curb is excellent. To go in at this late date and attempt to remove and replace this section of curb & gutter will be a major undertaking, which will probably result in considerable pavement damage to the road. This curb and gutter had long bonded with the asphalt and cannot be sawed out without creating a problem that is much worse than the minor cracking.

The request to replace this section of curb & gutter is tremendous overkill!! I would compare it to blowing a house up to kill a mouse. We have spoken with your inspectors and they share our viewpoint also.

I am, respectfully, asking you to reconsider removal of this curb & gutter and allow us to professionally install 4 expansion joints, which will fix a problem that doesn't really exist and be the best overall long term solution for King's Creek.

Please see attached pictures.

Thank you, in advance for your consideration.

RS

-----Original Message-----
From: Tom Wolf <twolf@springhilltn.org>
To: Randall Shaw <rrshaw11@aol.com>
Cc: Missy Stahl <mstahl@springhilltn.org>
Sent: Mon, Feb 24, 2020 10:11 am
Subject: Concrete Curb and Gutter Replacement - Kings Creek Phase 58, Sections 1 and 2

Mr. Shaw:

Just a reminder that the deadline for removing and replacing the concrete curb and gutter in front of 4153 and 4157 River Links Drive, Kings Creek Phase 5B, Sections 1 and 2, City of Spring Hill, is this Friday, February 28, 2020. Failure on your part to complete said removals and replacements by the specified deadline will result in the City initiating the process of pulling the bonds and using these funds to complete the work.

If you should have any questions with regards to this matter, you can reach me at my office.

Sincerely,

Thomas S. Wolf, P.E., City Engineer
City of Spring Hill
3893 Mahlon Moore Road
Spring Hill, TN 37174
(931) 486-2252, Ext. 488
twolf@springhilltn.org

This email has been checked for viruses by Avast antivirus software.

www.avast.com
Mr. Shaw:

Please be advised that the City of Spring Hill has initiated the process to call a portion of the bonds for Kings Creek Phase 5B, Sections 1 and 2, in order to repair the concrete curb and gutter in front of 4153 and 4157 River Links Drive. This matter will be on the agenda for consideration at the March 23, 2020 Planning Commission Work Session meeting that begins at 5:30 PM at City Hall.

If you should have any questions with regards to this matter, you can reach me at my office.

Sincerely,

Thomas S. Wolf, P.E., City Engineer
City of Spring Hill
3893 Mahlon Moore Road
Spring Hill, TN 37174
(931) 486-2252, Ext. 488
twolf@springhilltn.org
Tom,

Attached is a report from Jon Goff with Planning, Design and Research Engineers regarding the curb and gutter at 4153 and 4157 River Links in Kings Creek.

As you will see, after inspection, Jon Goff is recommending the curb stay intact. He has stated the curb is structurally sound. He stated to me he was not sure how to remove the curb and gutter as you requested without creating much bigger potential problems.

I am not being difficult. Given the attached report, I simply think that given the amount of time this curb and gutter has been installed with very minimal issues, the best solution for the residents property to be affected and appearance of the neighborhood, this curb and gutter should not be removed.

I respectfully request you to reconsider your stance on this issue.

Thx
RS

-----Original Message-----
From: Deb Harris <deb@shawhomebuilders.com>
To: Randall Shaw <rrshaw11@aol.com>
Sent: Mon, Mar 30, 2020 3:18 pm
Subject: Fwd: kings crossing

---------- Forwarded message ----------
From: Jon Goff <goff@pdre.net>
Date: Mon, Mar 30, 2020 at 3:07 PM
Subject: kings crossing
To: Deb Harris <deb@shawhomebuilders.com>

Please give to Randal

Jon F. Goff, PE
Planning, Design & Research Engineers, Inc.
2000 Lindell Avenue
Nashville, Tennessee 37203
615.298.2065 (o)
615.308.2511 (c)
March 26, 2020

Mr. Randall Shaw
Shaw Enterprise
113 Nashville Hwy
Columbia, Tennessee 38401

RE: CURB AND GUTTER INSPECTION
KINGS CROSSING SUBDIVISION
4153 AND 4157 RIVER LINKS
SPRING HILL, TENNESSEE

Dear Mr. Shaw:

As per your request, Jon Goff, P.E. performed a site visit for the above referenced project to evaluate the concrete curb and gutter. The curb and gutter had been installed previously. Mr. Shaw believed that the curb and gutter had been installed approximately five to six years ago. He could not remember the exact date.

Arrived at jobsite at approximately 8:30 AM, March 20, 2020. A summary of the items observed during the site visit is presented in the following section.

During the site visit the following was observed.

• Observed a poured in place concrete curb and gutter. Gutter appeared to be approximately 24" wide and curb appeared to be 6" high. Measurements based upon visible observation, no field measurements were taken.

• Curb and gutter section is installed with a grass strip behind the curb with a concrete sidewalk behind the grass strip.

• PDR does not have any information regarding the curb and gutter contractor, the type of concrete or the method of installation (machine or hand formed). PDR does not have any information regarding the subgrade for the curb section, but assumed to be stone, probably Pug Mill Grading D.

• PDR does not have any information regarding inspections of the curb and gutter section, but assume it was inspected and approved by the Town of Spring Hill.

• The curb and gutter section is laid on a curve.
- The curb and gutter is structurally sound with no major settlement areas, or large defects. No areas were observed where water would pool, or rapid drainage would not occur.

- Expansion joints were observed on both sides of the section. One of the expansion joints is a saw cut, the other is a saw cut with black board.

- No expansion joints (manmade) were observed on the interior of the curb and gutter.

- Due to the lack of manmade expansion joints, it was not possible to control where buildup stresses would be relieved. In lieu of these manmade controlled failure points, the section created its own. These are observed are expansion cracks at various intervals along the section. The cracks are generally perpendicular to the asphalt pavement.

PDR does not recommend that the entire section be replaced for the following reasons:

- As indicated the section is structurally sound with no settlement, infiltration or drainage issues.

- It would be difficult to remove the section since it is on a curve. The section would have to be hand sawn and probably create an irregular transition between the asphalt paving and the concrete curb and gutter section. When originally installed the curb section should have been installed and then the street paved. Since it would be difficult to saw cut the asphalt pavement, the curb would have to be “pulled/pried/tipped” away from the asphalt. This would probably damage the asphalt/concrete transition line.

Instead of replacing the entire section, PDR recommends that the section be left and expansion joints be installed at the existing failure points or at new locations. The joints can be made to resemble the present joints (either saw cuts or with black board). Where this is not possible, small sections of the curb and gutter section can be removed and a new section (with expansion joints) hand formed.
Please feel free to contact our office if you have any questions regarding this matter.

Sincerely,

PLANNING, DESIGN & RESEARCH ENGINEERS, INC.

Jon F. Goff, PE
Spring Hill Planning Commission Regular Meeting

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
        Austin Page, Associate Planner
MEETING: April 13, 2020
SUBJECT: Consolidation Plat – FPA 810-2020 (3302 Kedron Road)

FPA 810-2020: Submitted by Patsy Burse for 3302 Kedron Road. The properties are zoned C-4 and contain approximately 1.25 acres. The applicant requests approval of a consolidation plat to combine 3306 Kedron Road into 3302 Kedron Road. Requested by Patsy Burse.

Plan Update: The applicant has addressed all of staff and Planning Commission comments from the March 23, 2020 Work session.

- Sewer certificate has been added to the plat.
- The existing ISC for each parcel (Parcel 2.02 – 75%, Parcel 3.00 – 62%) has been added, along with the combined ISC (70%).
- All PUDEs are new and the bearings & distances on Kedron Road have been verified with the project engineer.

Property Description and History: This property is located at the corner of Main Street and Kedron Road (3302 Kedron Road). The property addressed 3302 Kedron Road contains approximately .75 acres, while 3306 Kedron Road contains approximately .5 acres. The combined properties contain approximately 1.25 acres. The properties are zoned C-4, General Commercial District. The current use on the property is an antique shop and the previous use was a used car lot.

Discussion: The current configuration of the two properties places a property line along the east side of the existing building. Staff received a request recently to add an accessory building on the site. Because of the property line and the site being comprised of two properties, the request was not able to be approved. Consolidation of the two properties will remove the property line and resolve the setback issue and provide more areas for the accessory building.

Analysis: This a simple consolidation plat that combines two parcels both owned by Patsy Burse. No changes are being made to the site, with the exception of a storage shed to be placed on the newly combined property. Surrounding properties will not be impacted in anyway and does not create any non-conformities. By definition, a subdivision is an action that creates two or more lots. Article 17.4 also provides for the Administrative review of a consolidation plat. Because this is the first consolidation plat processed under the UDC staff is bringing it to the Planning Commission. Future requests will be processed administratively.

Recommendation: Staff recommends approval of application FPA 810-2020 (3302 Kedron Road), subject to the following conditions:

1. Provided that the Plat is recorded within one (1) year, approval shall remain valid for a total period of five (5) years from the date of approval, during which time the applicant/developer shall obtain all necessary permits and commence construction. If not signed by the city and recorded within one (1) year the plat expires and is voided.
The purpose of this Plat is to COMBINE TRACT 1 (PARCEL 2.02) and TRACT 2 (PARCEL 3.00) INTO LOT 1. All being the property of Patsy L. Bursz at 3302 Kedron Road, Spring Hill, Maury County, Tennessee. Being recorded in Deed Book R2047, Page 1249 in the Register's office of Maury County, Tennessee. Being shown more accurately hereon.

NOTES:
1) THERE ARE NO NONCONFORMITIES.
2) THE GRADE DOES NOT CHANGE BETWEEN THESE LOTS.
3) ISC FOR PARCEL 2.02 IS 75%
   ISC FOR PARCEL 3.00 IS 62%
   ISC FOR COMBINATION IS 70%
4) THE PUD's ARE PROPOSED.

CERTIFICATION OF WATER APPRAISAL
I hereby certify that the water system outlined on the plat shown herein has been installed in accordance with local and Government requirements or if a sufficient bond or other security has been filed to guarantee such installation.

Date: 04/05/20

CERTIFICATION OF APPROVAL FOR RECORDDING
I hereby certify that the plat copy shown has been found to comply with the City of Spring Hill Subdivision Regulations, without exception of such variances. Each as are noted in the minutes of the planning commission, and that has been approved for recording in the Office of the County Register.

Date: 04/05/20

CERTIFICATE OF APPROVAL OF PUBLIC USES OR BOND POSTING
I hereby certify that all designated public uses on the final subdivision plat have been reviewed and approved for compliance with the regulations and specifications of the City of Spring Hill Subdivision Regulations, or OZ that in performance form and other security has been posted with the planning commission to guarantee completion of all required improvements in case of default.

Date: 04/05/20
Spring Hill Planning Commission Regular Meeting

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
Austin Page, Associate Planner
MEETING: April 13, 2020
SUBJECT: Residential Conversion – Downtown – STP 812-2020 (5322 Main Street)

STP 812-2020: Submitted by Crunk Engineering for 5322 Main Street. The property is zoned C-D-C and contains 0.3 acres. The applicant requests site plan approval for the conversion of a residential property to a commercial property. Requested by Adam Crunk.

Request: The applicant proposes to convert a former residence into a retail commercial property.

Plan Update: The applicant has addressed a number of staff and Planning Commission comments from the March 23, 2020 Work Session.

- Planning verified with the Building & Codes department that no ADA ramps or access is required from the sidewalk along Main Street to the front door of the building.
- The Fire Marshal has confirmed that the design for fire apparatus access meets all applicable requirements.
- The site's current impervious surface is 60% and is under the 90% maximum outlined in the UDC. This information is located in the Site Data Table on sheet CS.0.
- Existing façade materials have been identified as wood siding and brick.
- Drive aisles have been adjusted to the 25’ requirement.
- A note (#2) has been added to sheet CS.0 – Site Layout Plan explaining that a new domestic RP backflow will be installed for the new commercial use.
- The plant schedule has been added to sheet L1.0.
- Additional street trees have been provided along Main Street and a 2’ green space has been provided between the rear of the building and driveway.
- Regarding Right-of-Way along Main Street, there is no project in the Major Thoroughfare Plan for this section of roadway. The existing road already provides a 3-lane width, with sidewalks in the existing Right-of-Way. Based on this, it is not anticipated that additional Right-of-Way would be required.
- Regarding stormwater quality and permeable pavement options, the increase to impervious surface is solely due to the new asphalt parking lot. However, it is replacing an existing gravel parking area. Over time, gravel becomes compacted and restricts the permeability. Due to this, the small increase and impact of the asphalt would be considered minimal for this project.
- Bicycle parking has been added to the site plan.

Property Description and History: This property is located at 5322 Main Street. The current building was recently vacated and was previously used as a residence. The Spring Hill Historic Commission believes that this structure is historically significant to the City of Spring Hill. All surrounding properties share the same C-D-C zoning.

Historic Commission: This item was presented before the Historic Commission on March 5, 2020. Even though the subject property is not on the National Register of Historic Places or the City’s list of Historically-Significant Properties, it was suggested by Commissioner Legendre that the proposal should go before the Historic Commission due to its age. According to the Historic Commission, the home was built by Dr. Gorham Wing between the years of 1825 – 1835. It is perhaps the oldest standing home in Spring Hill and Dr. Wing is buried in the Spring Hill Cemetery. The members of the Historic Commission provided the following comments and concerns:

1. The extension of the parking lot in relationship to the historic home. The proposed parking lot is parallel to the home and not set behind it.
2. Advise other materials for the parking lot to be explored to lower the long-term impact on the property, as compared to blacktop.

3. Aesthetic of the site. The location of the garbage pad is concerning and additional landscaping should be used to block the view of the parking lot from Main Street.
   a) At the time of this meeting, the garbage pad was shown on the south side of the building. Since then, the intent is to have the garbage pad at the rear (east) of the site and out of view.

4. A wrap around drive would not be ideal for this property.

5. There may be additional concerns regarding fire codes and overall safety with the existing proposal.

Access: The site is currently accessible via a single one-lane access driveway from Main Street. The applicant will need to obtain a driveway permit through TDOT prior to construction and all drive and sidewalk slope approaches must meet TDOT standards. Regarding Right-of-Way along Main Street, there is no project in the Major Thoroughfare Plan for this section of roadway. The existing road already provides a 3-lane width, with sidewalks in the existing Right-of-Way. Based on this, it is not anticipated that additional Right-of-Way would be required. The driveway is proposed to be widened and drive aisles are two-way with a width of 25'. Staff has discussed the subject of shared and cross access with adjoining properties with the applicant. The applicant has indicated that adjacent property owners are not willing to provide cross access or to share a driveway to Main Street. Templates for fire, refuse and/or delivery trucks have not been submitted. The Fire Marshal has confirmed that the design for fire apparatus access meets all applicable requirements.

Streets and Sidewalks: There is an existing 5' wide sidewalk along Main Street and a sidewalk that connects the building to the sidewalk along Main Street. Two-way drive aisles are shown as 25'.

Building and Site Design: The applicant is not proposing any changes to the exterior of the building and has provided pictures of the existing building. The building materials are labeled and the façade is composed of wood siding (painted yellow) and brick veneer. The main entrance to the building is located on the south side of the building, adjacent to the parking lot. There are two additional doors on the west (front) and one door on the east.

No dumpster is being proposed for the site. However, the applicant has explained to staff that for a number of sites along main street, rollout trash cans are used. These cans are not rolled out to the street and are housed to the rear of the site. Waste Management will pick up the trash using a standard pickup truck and the site appears to provide more than enough space to properly turnaround and prevents the need to back up into Main Street. The cans will be housed on an existing covered porch located at the rear (east) of the building. The applicant will need to provide the city with something in writing from Waste Management approving his type of refuse collection. Bicycle parking has been provided but appears to restrict pedestrian access. No letter was submitted by the March 30, 2020 Revisions deadline and the applicant has notified staff that they are currently awaiting a letter. The applicant understands that traditional refuse collection by a refuse truck backing into Main Street will not be permitted. If the Planning Commission wants this letter prior to site plan approval, staff recommends that the item be deferred so the letter may be obtained.

Lighting: No additional lighting is being proposed and the applicant intends to use the four (4) existing lights on the building. A photometric plan has been provided and is in compliance with the requirements of the UDC.

Parking and Loading: The site includes 7 parking spaces, which exceeds the minimum requirement of 5 spaces for a retail use. The site includes one ADA space, with a proposed pedestrian path the building. Within the C-D district parking is prohibited in the front yard. All of the parking on the site is shown as 90°. Staff suggests that the driveway be reduced by at least two feet to provide separation between vehicles and the rear wing of the building.

Landscaping and Buffering: The applicant is showing three types of shrubs and a total of four (4) Red Maple trees along the northern and eastern property lines. The most northwestern tree on the property is mislabeled as “SP” and has a total amount of nine (9). The tree is shown as the same symbol as the other Red Maple trees but the applicant will need to verify and correct the landscape plan. A few existing trees are to remain on the site. Along the southern property line, there is a row of trees and existing vegetation that lies between the two properties. Majority of the vegetation is on the
neighboring property and shall remain. Aerial and street view photos have been provided. A variety of five (5) types of shrubs are shown along the foundation of the building adjacent to Main Street and the parking lot. Additional landscaping along the three eastern parking spaces located at the rear of the site. There are three shrubs and two tree’s (one new, one existing) along the front parking spaces. Staff recommends adding additional shrubs the length of the parking space for additional screening. There is no requirement for the number of on-site trees in the C-D districts. Street trees are provided along main street and meet the requirements outlined in the UDC. The applicant has added a 2’ green space between the rear of the building and the driveway.

Utilities: The site is currently served by City of Spring Hill Water and Sewer. The applicant must install RP backflow due to the property transitioning from a residential to commercial use.

Bulk and area requirements: The site complies with the requirements of the C-D-C zoning district. The maximum impervious surface percentage for a site located in the C-D-C district is 90%. The site’s current impervious surface is 60%.

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

Recommendation: Staff recommends approval of site plan application STP 812-2020 (5322 Main Street) subject to the following conditions:

1. Refuse collection shall only be provided by vehicles that do not back into Main Street.
2. For this site plan approval to be valid and prior to any construction, an approved TDOT Drive permit will be required for the proposed driveway, all drive and sidewalk slope approaches must meet TDOT standards.
3. If the zoning ordinance is changed to require a minimum of 24’ of maneuvering space for 90-degree parking, drive aisles may be modified accordingly prior to construction.
4. Approval of this site plan shall be valid for a period of three (3) years from the date of Planning Commission approval. Modification to the approved site plan may require Planning Commission Approval.
ZONING - CDC

1. INTERIOR TREES REQUIRED - NONE
2. STREET TREES REQUIRED:
   1 PER 3' LOT FRONTAGE @ 87' = 2 REQUIRED
   PROVIDED:
   1 PRESERVED CORNUS FLORIDA (O. -1 CRUDII)
   2 UNDERSTORY TREES (OFFSET 20' FROM OVERHEAD POWER)
3. FOUNDATION PLANTING REQUIRED:
   SHRUBS @ 3' O.C. ALONG 40% OF FRONT FACADE AND ALONG FACADE FACING PARKING AREA
   1.25 LF. OF FACADE X .30 = 39 L.F./LOT = 33 SHRUBS REQUIRED
   PROVIDED:
   33 SHRUBS @ 3' O.C. ALONG FRONT AND SOUTHWEST FACADES
4. PERIMETER LANDSCAPE REQUIRED:
   1/2 SHRUBS WITH 1' DIFFERENCE BETWEEN FRONT AND SIDE YARDS
   SHRUBS @ 3' O.C.
   CANOPY TREES @ 40' O.C.
   PROVIDED:
   1 PRESERVED ACER SACCHARUM (O.-2 CRUDEII)
   43 SHRUBS
   4 CANOPY TREES
5. PLANT DIVERSITY REQUIRED:
   80 PERCENT = 60% MAX. PER VARIETY, 8 VARIETIES
   7 TREES = 60% MAX. PER VARIETY, 3 VARIETIES

NOTES:
1. ALL DISTURBED AREAS WITHIN THE LIMITS OF THE PROJECT ARE TO BE SOURED WITH NURSERY GROWN RIS-BASED TISSUE
2. REFER TO SHEET L1.0 FOR ADDITIONAL NOTES.
3. REFER TO SHEET L1.2 FOR PLANT LIST.
NO CHANGES ARE PROPOSED FOR THE EXTERIOR OF THE BUILDING.
THE EXISTING BUILDING MATERIAL CONSISTS OF WOOD SIDING AND BRICK.
PPL 817-2020: Submitted by WES for Sawgrass Phase 3. Property is located off of Tom Lunn Road, zoned R-2 PUD and contains approximately 6.27 acres. The applicant requests preliminary plat approval for 22 single-family lots. Requested by Allen O'Leary.

Plan Update: The applicant has addressed a number of staff and Planning Commission comments from the March 23, 2020 Work Session.

- The walking trail is labeled with a width of 8'. Stub outs to the west that dead-end into the golf course are shown. Discussion was held regarding whether the trail could extend behind Lots 63-66. Staff supports this extension or maintaining the original ‘loop’ around the now removed detention pond.
- The site data table has been updated and reads a 7.5' interior side setback and adjacent to right-of-way a 10' corner side yard setback.
- A note (#4) has been added to the preliminary plat reading that all open space improvements shall be constructed or an appropriate bond posted for said improvements prior to final plat recording.
- There was a comment from the Planning Commission asking whether a PUDE was necessary for the sanitary sewer between lots 68 & 69. There is an Open Space Note on the preliminary plat that states all open space is considered a public utility, drainage, and access easement.
- The applicant is coordinating with the USPS to determine a location for centralized mail delivery. A location will need to added to the plat prior to final plat approval.

Property Description and History: This property is located off of Tom Lunn Road, northwest of the intersection of Tom Lunn Road and Port Royal Road.

The BOMA denied a rezoning request in September, 2016, (RZN 239-2016) to rezone the property to R-4, High Density Residential, with 174 single family residential lots (approval was recommended by the Planning Commission).

In April 2017, the BOMA approved the Sawgrass PUD (RZN 300-2017), which was favorably recommended by the Planning Commission. The current zoning designation of the subject property is R-2, PUD.

In January 2018, the BOMA approved an amendment (Ord. 18-03) to the Sawgrass PUD (PUD 414-2017) subject to the conditions below. The request was favorably recommended by the Planning Commission.

PUD 414-2017: Submitted by Anderson, Delk, Epps & Associates, Inc. for property located at 4455 Tom Lunn Rd. The property is zoned R-2, Medium Density Residential, PUD and contains approximately 5.28 acres. The applicant requests approval for a modification to a previously approved PUD.

Staff Conditions:
1. The developer shall be responsible for construction of the privacy fence along the northern property line, behind lots 11 through 23 and the activity/play space.
2. The developer shall pay a fee in lieu of bike lane improvements along the project frontage on Tom Lunn Road.
3. A walking path shall be added between Lots 8 and 9 to access open space.
4. Lot 179 shall be eliminated.
Alderman Fitterer made a motion to approve PUD 414-2017 with staff conditions. Motion Seconded by Commissioner Hepp. Motion passed 6/0.

Commissioner Hepp made a motion to amend motion to add a condition #4. Motion seconded by Alderman Fitterer. Motion passed 6/0.

Commissioner Hepp made a motion to amend motion to add a condition #5. Motion seconded by Mayor Rick Graham. Motion passed 6/0. Staff condition #1 was deleted and conditions #4 and #5 added above became #3 and #4.

In August 2019, the Planning Commission approved ADM 710-2019. This minor amendment approval revised the street design and reduced the number of residential lots by 8.

The surrounding land use and zoning is as follows:

North: Vacant, R-5, Residential District (Apartments); Single-family residential, Agricultural District
South: Vacant (The Cove), R-2, Medium Density Residential District
East: Vacant, Agricultural District
West: Single-family residential, R-2 Planned Unit Development

Streets and Sidewalks: All internal streets are public with 50’ R/W. A 5’ sidewalk is shown on both sides of Watson Court, Faldo Drive and Mickelson Way.

Tom Lunn Road: The City retained a consultant engineer to prepare construction plans for the widening of Tom Lunn Road. The construction plans have been completed and are undergoing minor refinements to finalize for bidding construction work. City staff will be presenting updated cost estimates for the project to the Board of Mayor and Aldermen to request budget appropriations to cover the cost of temporary construction easement acquisition and construction and related costs including utility relocation and CEI services to be used in combination with developer contributions received from developers along Tom Lunn Road. The developer of Sawgrass was among those developers that advanced the payment of Adequate Facilities Tax funds to be utilized to cover in part the cost of the project creating a public-private partnership approach to funding the widening project.

Depending upon funding appropriations from the Board of Mayor and Aldermen, the City will move forward initially with acquiring temporary construction easements and then will move forward with bidding and contractor selection to initiate construction of the widening project. It is anticipated depending upon funding and easement acquisition that the widening project could begin in FY2020-21.

Bulk and Area Requirements: The lots proposed in Phase 3 conform with the minimum lot area and yard and bulk requirements for the R-2, PUD.

Phasing Plan: The preliminary plat does match the phasing outlined on the Master Development Plan. The applicant has expressed to staff that during the engineering, the sanitary sewer that is being installed during Phase 2 bisects Phase 3. The phasing line between Phases 3 & 4 was has been shifted to make Phase 3 more of a straight corridor. A purpose note has been added to the preliminary plat to identify which lots changed phases. It's important to note that the lots removed from Phase 3 have been added to Phase 4 and all lots included in both phases are a part of both preliminary plat applications.

Open Space and Amenities: This phase includes a large open space (OS-1) and a walking trail. Under the old development regulations many paths were approved at 5’ wide. The width of the trail in Phase 3 is not labeled. The multi-use trail in Phase 1 was shown as 5’ in width. Staff discussed this with the applicant and they agreed to widen the path to 8’. The path in Phase 1 feeds into Phase 3. Additionally, the trail in Phase 3 was originally designed as a loop around a detention area. The current plans remove the loop in favor of a single link. The trail is depicted with a width of 8’. The applicant will need...
to coordinate with the USPS regarding centralized mail delivery. Locations approved by the USPS will need to be shown on the final plat. All open space is considered a public utility, drainage, and access easement, as referenced in the Open Space Note.

**Bicycle and Greenway Plan:** This Phase of Sawgrass is not impacted by the Bicycle and Greenway Plan. However, the Sawgrass PUD fronts on Tom Lunn Road which is designated as a bike lane route in the Bicycle and Greenway Plan. The design plans prepared by the City for the widening of Tom Lunn Road do not include provisions for a bike lane primarily due to the need to minimize disturbance along the right-of-way corridor and in response to requests from residents located along Tom Lunn Road to preserve the rural character of the road. Staff does not recommend bike lane improvements. Internal multiuse trails are shown in the southwestern corner of the PUD.

**Recommendation:** Staff recommends approval of preliminary plat application PPL 817-2020 (Sawgrass Phase 3), subject to the following conditions:

1. The applicant will need to coordinate with the USPS regarding centralized mail delivery. Locations approved by the USPS will need to be shown on the final plat.
2. The applicant shall extend the multi-use trail west of Lots 63-66 to connect to the secondary access point and sidewalk on Faldo Drive or maintain the original 'loop' around the now removed detention pond.
3. Preliminary plat approval shall remain valid for a period of three (3) years, during which time the applicant/developer shall obtain all necessary permits, complete all applicable improvements, and submit final plat applications for review and approval.
4. Modifications to the preliminary plat may require Planning Commission approval prior to submittal of a final plat application.
STAFF MEMORANDUM

City staff has completed a full bond release walk-through inspection in Carnation Place. It was noted during the inspection that the concrete sidewalk on the east side of Depot Street north of Carnation Drive had not been installed in accordance with the approved final plat. The developer indicated that this concrete sidewalk was not installed because it would have required the removal of a number of mature trees and any grading that would have been required to install the concrete sidewalk would have negatively impacted storm water drainage. The developer has indicated his willingness to provide a “fee-in-lieu-of” if acceptable to the City of Spring Hill Planning Commission.

The estimated cost to construct approximately 110 feet of 5-foot wide concrete sidewalk on the east side of Depot Street north of Carnation Drive in accordance with the City of Spring Hill Standard Specifications is $8,921.00 which includes the cost of materials and labor plus a 15% construction contingency.

Based upon existing conditions on the east side of Depot Street north of Carnation Drive and the developer’s willingness to provide a “fee-in-lieu-of” instead of installing concrete sidewalk at the location as noted heretofore, it is my recommendation to the City of Spring Hill Planning Commission that the “fee-in-lieu-of” be approved.