VIRTUAL MEETING

WORK SESSION

AGENDA

May 26, 2020
5:30 PM

Due to the current Covid-19 Pandemic, this meeting will be held virtually. If you have any questions, comments or concerns regarding the agenda item(s) below or any other issue, please submit them to PCPublicComment@Springhilltn.org no later than 12:00 PM on Tuesday, May 26, 2020.

A. CALL TO ORDER

B. ROLL CALL

C. CHAIRMAN COMMENTS: All items with changes for the next agenda must be resubmitted by 12:00 PM (noon) on June 1, 2020 (both paper and electronic copies).

D. PUBLIC COMMENT (NON-AGENDA ITEMS)

E. BONDS

1. PC Resolution 20-33 Release Maintenance Bond Harvest Point Ph 5C.
2. PC Resolution 20-34 Release Perf Bond and establish Maint Bond Derryberry Estates Sec 4.
4. PC Resolution 20-36 Dedication of Road ROW and Public Improvements at Firestone Complete Auto Care.
5. PC Resolution 20-37 Release Maintenance Bond Firestone Complete Auto Care.
6. PC Resolution 20-38 Dedication of Road ROW and Public Improvements in Kings Creek Ph 5B Sec 1.
7. PC Resolution 20-39 Release Performance Bond Kings Creek Ph 5B Sec 1.
8. PC Resolution 20-40 Dedication of Road ROW and Public Improvements in Kings Creek Ph 5B Sec 2.
9. PC Resolution 20-41 Release Maintenance Bond Kings Creek Ph 5B Sec 2.
10. PC Resolution 20-42 Release Performance Bond Kings Creek Ph 5B Sec 2.
11. PC Resolution 20-43 Dedication of Road ROW and Public Improvements in 2848 & 2850 Hurt Road.
12. PC Resolution 20-44 Release Maintenance Bond 2848 & 2850 Hurt Road.

F. OLD BUSINESS

1. FPL 802-2020: Submitted by Civil Site Design Group for Phase 1A of the Wilkerson Place PUD. The planned unit development is located on Buckner Lane and contains approximately 91 acres. The applicant requests final plat approval for 16 lots. Requested by Jonathan Jones of Crescent Homes.
2. **STP 813-2020**: Submitted by TW Frierson Contractor, Inc. for Spring Hill Industrial Park, located at the southeast corner of Beechcroft Road and Cleburne Road. The total property contains approximately 106 acres, of which, approximately 9.8 are proposed for the development site. The property is zoned I-1. The applicant requests site plan approval for a 176,400-sf industrial building. Requested by Kit Ozburn.

**G. NEW BUSINESS**

1. **FPL 829-2020**: Submitted by Wilson & Associates for Southern Springs Phase 1 & 2. Property is zoned R-4. The applicant is requesting to modify the approved final plat by revising the location of the stub-out for the connection to the future Phase 7. Requested by Joey Wilson.

2. **SPM 830-2020**: Submitted by Crunk Engineering for JMB Station Hill Offices. The property is located on Station Hill drive, zoned C-4 and contains approximately 1.66 acres. The applicant requests approval of site plan major modification to combine the previously approved buildings into one. The result is an increase of 1,440 sq. ft. for a total building size of 11,280 sf. Requested by Adam Crunk.

3. **STP 831-2020**: Submitted by WES Engineers & Surveyors for Listerhill Credit Union. The property is located at 1065 Crossing Circle, zoned C-4 and contains approximately 1.95 acres. The applicant requests site plan approval to construct a 3,621-sf financial institution with drive-through. Requested by Allen O’Leary.

4. **PPL 832-2020**: Submitted by S&ME for Harvest Point Phases 11, 12, 14 & 15. This property is located off Cleburne Road, zoned R-2 PUD and contains approximately 57.12 acres. The applicant requests preliminary plat approval for 111 single-family lots. Requested by Zac Davis.

**H. OTHER BUSINESS**

I. **ROUND TABLE**

J. **ADJOURN**
DATE: May 20, 2020
REQUEST: Release the maintenance bond for Harvest Point Phase 5C for water, sewer, stormwater, streets and curbs
SUBMITTED BY: Thomas S. Wolf, P.E. - City Engineer

OVERVIEW:

- A maintenance bond was established for Harvest Point Phase 5C in the amount of $77,685.00 in November 2018. Binder was installed June 2019.
- Punch list items are completed and a certificate of satisfaction has been signed.

PC ACTION REQUESTED:

- Approve PC Resolution 20-33 to release the maintenance bond for Harvest Point Phase 5C
RESOLUTION 20-33 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR
HARVEST POINT PHASE 5C

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 Harvest Point Phase 5C in the amount of $77,685.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission
that release of the Maintenance Bond for Harvest Point Phase 5C in the amount of
$77,685.00 is hereby approved.

Passed and adopted this 8th day of June, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 5/18/2020

CKP Development Inc.
Harvest Point
Phase 5C

Development Name: Harvest Point
Phase or Section of Construction: Phase 5C
Public Improvements: Water, sewer, stormwater, streets binder 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)
Chris Crumley
Printed name

Approved By:
City of Spring Hill Engineering Dept.

Thomas S. Wolf, P.E., City Engineer
DATE: May 20, 2020

REQUEST: Release the performance bond and establish a maintenance bond for Derryberry Estates Section 4 for sidewalks, street lights, street signs and final topping

Release the maintenance bond for Derryberry Estates Section 4 for water, sewer, stormwater, streets and curbs

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

OVERVIEW:

- A performance bond was established for Section 4 in the amount of $103,394.00 in July 2019. All improvements have been constructed.
- A maintenance bond was established for Section 4 in the amount of $120,516.00 in July 2019. Binder was installed in June 2019.
- Roads were final topped in April 2019

PC ACTION REQUESTED:

- Approve PC Resolution 20-34 to release the performance bond and establish a maintenance bond for Derryberry Estates Section 4
- Approve PC Resolution 20-35 to release the maintenance bond for Derryberry Estates Section 4
RESOLUTION 20-34 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE EXISTING PERFORMANCE BOND AND
TO ESTABLISH AS A MAINTENANCE BOND FOR
DERRYBERRY ESTATES SECTION 4

WHEREAS, a Performance Bond is in place guaranteeing the completion of certain improvements for Derryberry Estates Section 4 in the amount of $103,394.00; 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 April 2020 and approved through inspections by the City and therefore a Maintenance Bond letter of credit is required; and

WHEREAS, a Maintenance Bond letter of credit is guaranteeing the workmanship and materials of certain improvements for Derryberry Estates Section 4 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 $103,394.00 be reduced to 30% according to Section 15.17.c of the Spring Hill Unified Development Code, establishing a Maintenance Bond letter of credit in the amount of $31,018.00 for a minimum of twelve (12) months from date of final topping.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that the existing bond letter of credit be reduced to establish a Maintenance Bond letter of credit for Derryberry Estates Section 4 in the amount of $31,018.00 is hereby approved.

Passed and adopted this 8th day of June, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
RESOLUTION 20-35 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR
DERRYBERRY ESTATES SECTION 4

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 Derryberry Estates Section 4 in the amount of $120,516.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Maintenance Bond for Derryberry Estates Section 4 in the amount of $120,516.00 is hereby approved.

Passed and adopted this 8th day of June, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 5/16/20

A-1 Home Builders
Derryberry Estates
Section 4

Development Name: Derryberry Estates
Phase or Section of Construction: Section 4
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.

City of Spring Hill Utility Inspector (Signature)
Chris Crowley

Approved By:
Thomas S. Wolf, P.E.
City of Spring Hill Engineering Dept.
DATE: May 20, 2020

REQUEST: Recommend acceptance and dedication of road rights-of-way and public improvements for Firestone Complete Auto Care

Release the maintenance bond for Firestone Complete Auto Care

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

OVERVIEW:

- A maintenance bond is in place for water, curbs, sidewalks and final topping in the amount of $14,485.00.
- The road was final topped in June 2019. All improvements have been completed.

PC ACTION REQUESTED:

- Approve PC Resolution 20-36 to recommend acceptance and dedication of road rights-of-way and public improvements for Firestone Complete Auto Care
- Approve PC Resolution 20-37 to release the maintenance bond for Firestone Complete Auto Care
RESOLUTION 20-36 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION RECOMMENDING ACCEPTANCE AND DEDICATION OF ROAD RIGHTS-OF-WAY AND PUBLIC IMPROVEMENTS SHOWN ON THE EXISTING PLAT FOR
FIRESTONE COMPLETE AUTO CARE

WHEREAS, developer GTOM Spring Hill Partners, LLC has a Final Plat for Firestone Complete Auto Care in Williamson County; and

WHEREAS, said Plat shows Public Rights-of-Way proposed for dedication to the City of Spring Hill; and

WHEREAS, an Offer of Dedication, Deeds of Conveyance and a Maintenance Surety have been submitted pursuant to the Subdivision Regulations; and

WHEREAS, a Certificate of Satisfactory Completion has been furnished by the City of Spring Hill indicating that through inspections of the Road Rights-of-Way and Public Improvements, including water, curbs, sidewalks and final topping, the design intent has been achieved; and

WHEREAS, the Planning Commission deems it in the best interest of the City of Spring Hill that the Offer of Dedication of the Road Rights-of-Way and Public Improvement’s be accepted and the same become a part of the Public Street system of the City of Spring Hill.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that dedication and acceptance of Road Rights-of-Way and Public Improvements within Firestone Complete Auto Care as shown on the plat is hereby recommended to the Board of Mayor and Aldermen.

Passed and adopted this 8th day of June, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
RESOLUTION 20-37 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR
FIRESTONE COMPLETE AUTO CARE

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, water lines, curbing, sidewalks and roads with asphalt base course and final topping, 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, release of said maintenance bond shall be contingent upon the Board of Mayor and Aldermen approving a resolution for acceptance and dedication of road rights-of-way and public improvements for said development; and

WHEREAS, it is the recommendation of the City Engineer that the Maintenance Bond for Firestone Complete Auto Care in the amount of $14,485.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Maintenance Bond for Firestone Complete Auto Care in the amount of $14,485.00 is hereby approved.

Passed and adopted this 8th day of June, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 5/18/2020

GTOM Spring Hill Partners, Inc.

Firestone Complete Auto Care

Development Name: Firestone Complete Auto Care

Phase or Section of Construction: N/A

Public Improvements: Water, curbs, sidewalks, 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.

City of Spring Hill Utility Inspector (signature)

Printed name

Approved By:

City of Spring Hill Engineering Dept.

Printed name
DATE: May 20, 2020

REQUEST: Recommend acceptance and dedication of road rights-of-way and public improvements for Kings Creek Phase 5B Section 1

Release the performance bond for Kings Creek Phase 5B Section 1

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

OVERVIEW:

- A performance bond is in place for sidewalks and final topping in the amount of $4,950.00.
- The road was final topped in November 2018. All improvements have been completed.

PC ACTION REQUESTED:

- Approve PC Resolution 20-38 to recommend acceptance and dedication of road rights-of-way and public improvements for Kings Creek Phase 5B Section 1
- Approve PC Resolution 20-39 to release the performance bond for Kings Creek Phase 5B Section 1
RESOLUTION 20-38 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION RECOMMENDING ACCEPTANCE AND DEDICATION OF ROAD
RIGHTS-OF-WAY AND PUBLIC IMPROVEMENTS SHOWN ON THE EXISTING
PLAT FOR
KINGS CREEK PHASE 5B SECTION 1

WHEREAS, developer Shaw Enterprise, LLC has a recorded Final Plat for Kings Creek Phase 5B
Section 1 in Maury County Plat Book P20, Page 186; and

WHEREAS, said Plat shows Public Rights-of-Way proposed for dedication to the City of Spring
Hill; and

WHEREAS, an Offer of Dedication, Deeds of Conveyance and a Maintenance Surety have been
submitted pursuant to the Subdivision Regulations; and

WHEREAS, a Certificate of Satisfactory Completion has been furnished by the City of Spring Hill
indicating that through inspections of the Road Rights-of-Way and Public Improvements, including
water, sewer and drainage, the design intent has been achieved; and

WHEREAS, the Planning Commission deems it in the best interest of the City of Spring Hill that
the Offer of Dedication of the Road Rights-of-Way and Public Improvement’s be accepted and the
same become a part of the Public Street system of the City of Spring Hill.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that
dedication and acceptance of Road Rights-of-Way and Public Improvements within Kings Creek
Phase 5B Section 1 as shown on the recorded plats is hereby recommended to the Board of Mayor
and Aldermen.

Passed and adopted this 8th day of June, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
RESOLUTION 20-39 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE PERFORMANCE BOND FOR
KINGS CREEK PHASE 5B SECTION 1

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

WHEREAS, the existing Letter of Credit, considered a “performance surety” based on
current subdivision regulations, guaranteed that the following improvements, which
may include but not be limited to, sidewalks and final topping, 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, release of said performance bond shall be contingent upon the Board of
Mayor and Aldermen approving a resolution for acceptance and dedication of road
rights-of-way and public improvements for said development; and

WHEREAS, it is the recommendation of the City Engineer that the Performance Bond
for Kings Creek Phase 5B Section 1 in the amount of $4,950.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission
that release of the Performance Bond for Kings Creek Phase 5B Section 1 in the
amount of $4,950.00 is hereby approved.

Passed and adopted this 8th day of June, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 5/18/2020

Shaw Enterprises, LLC
Kings Creek
Phase 5B Section 1

Development Name: Kings Creek
Phase or Section of Construction: Phase 5B 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.

Jeff Foster
City of Spring Hill Utility Inspector (signature)

Approved By:

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

Printed name
DATE: May 20, 2020

REQUEST: Recommend acceptance and dedication of road rights-of-way and public improvements for Kings Creek Phase 5B Section 2

Release the maintenance bond for Kings Creek Phase 5B Section 2

Release the performance bond for Kings Creek Phase 5B Section 2

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

OVERVIEW:

- A maintenance bond is in place for water, sewer, stormwater drainage and basins, streets and curbs in the amount of $38,325.00
- A performance bond is in place for street lights, street signs and final topping in the amount of $32,780.00.
- The road was final topped in November 2018. All improvements have been completed.

PC ACTION REQUESTED:

- Approve PC Resolution 20-40 to recommend acceptance and dedication of road rights-of-way and public improvements for Kings Creek Phase 5B Section 2
- Approve PC Resolution 20-41 to release the maintenance bond for Kings Creek Phase 5B Section 2
- Approve PC Resolution 20-42 to release the performance bond for Kings Creek Phase 5B Section 2
RESOLUTION 20-40 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION RECOMMENDING ACCEPTANCE AND DEDICATION OF ROAD RIGHTS-OF-WAY AND PUBLIC IMPROVEMENTS SHOWN ON THE EXISTING PLAT FOR
KINGS CREEK PHASE SB SECTION 2

WHEREAS, developer Shaw Enterprises, LLC has a recorded Final Plat for Kings Creek Phase 5B Section 2 in Maury County Plat Book P21, Page 26; and

WHEREAS, said Plat shows Public Rights-of-Way proposed for dedication to the City of Spring Hill; and

WHEREAS, an Offer of Dedication, Deeds of Conveyance and a Maintenance Surety have been submitted pursuant to the Subdivision Regulations; and

WHEREAS, a Certificate of Satisfactory Completion has been furnished by the City of Spring Hill indicating that through inspections of the Road Rights-of-Way and Public Improvements, including water, sewer and drainage, the design intent has been achieved; and

WHEREAS, the Planning Commission deems it in the best interest of the City of Spring Hill that the Offer of Dedication of the Road Rights-of-Way and Public Improvement’s be accepted and the same become a part of the Public Street system of the City of Spring Hill.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that dedication and acceptance of Road Rights-of-Way and Public Improvements within Kings Creek Phase 5B Section 2 as shown on the recorded plats is hereby recommended to the Board of Mayor and Aldermen.

Passed and adopted this 8th day of June, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
RESOLUTION 20-41 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR
KINGS CREEK PHASE 5B SECTION 2

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, water lines, sewer lines, stormwater drainage and basins, streets and curbs, 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, release of said maintenance bond shall be contingent upon the Board of Mayor and Aldermen approving a resolution for acceptance and dedication of road rights-of-way and public improvements for said development; and

WHEREAS, it is the recommendation of the City Engineer that the Maintenance Bond for Kings Creek Phase 5B Section 2 in the amount of $38,325.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Maintenance Bond for Kings Creek Phase 5B Section 2 in the amount of $38,325.00 is hereby approved.

Passed and adopted this 8th day of June, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
RESOLUTION 20-42 OF THE PLANNING COMMISSION OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE PERFORMANCE BOND FOR KINGS CREEK PHASE 5B SECTION 2

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

WHEREAS, the existing Letter of Credit, considered a “performance surety” based on current subdivision regulations, guaranteed that the following improvements, which may include but not be limited to, street lights, street signs and final topping, 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, release of said performance bond shall be contingent upon the Board of Mayor and Aldermen approving a resolution for acceptance and dedication of road rights-of-way and public improvements for said development; and

WHEREAS, it is the recommendation of the City Engineer that the Performance Bond for Kings Creek Phase 5B Section 2 in the amount of $32,780.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Performance Bond for Kings Creek Phase 5B Section 2 in the amount of $32,780.00 is hereby approved.

Passed and adopted this 8th day of June, 2020.

________________________________________
Paul Downing, Chairman

________________________________________
Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 5/18/2020

Shaw Enterprises, LLC
Kings Creek
Phase 5B Section 2

Development Name: Kings Creek
Phase or Section of Construction: Phase 5B Section 2
Public Improvements: Water, sewer, storm water drainage and basins, streets, curbs, sidewalks, street signs, street lights, final topping

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

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

Jeff Ford
City of Spring Hill Utility Inspector (signature)

Printed name

Approved By:

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

Printed name
The purpose of this plan is to create 7 single family home sites.
DATE: May 20, 2020

REQUEST: Recommend acceptance and dedication of road rights-of-way and public improvements for 2848 and 2850 Hurt Road

Release the maintenance bond for 2848 and 2850 Hurt Road

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

OVERVIEW:

- A maintenance bond is in place for water, sewer and sidewalks in the amount of $16,200.00
- All improvements were completed in July 2019.

PC ACTION REQUESTED:

- Approve PC Resolution 20-43 to recommend acceptance and dedication of road rights-of-way and public improvements for 2848 and 2850 Hurt Road
- Approve PC Resolution 20-44 to release the maintenance bond for 2848 and 2850 Hurt Road
RESOLUTION 20-43 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION RECOMMENDING ACCEPTANCE AND DEDICATION OF ROAD
RIGHTS-OF-WAY AND PUBLIC IMPROVEMENTS SHOWN ON THE EXISTING
PLAT FOR
2848 AND 2850 HURT ROAD

WHEREAS, developer Darrel E. Reifschneider has a recorded Final Plat for 2848 and 2850 Hurt
Road in Williamson County Plat Book P71, Page 84; and

WHEREAS, said Plat shows Public Rights-of-Way proposed for dedication to the City of Spring
Hill; and

WHEREAS, an Offer of Dedication, Deeds of Conveyance and a Maintenance Surety have been
submitted pursuant to the Subdivision Regulations; and

WHEREAS, a Certificate of Satisfactory Completion has been furnished by the City of Spring Hill
indicating that through inspections of the Road Rights-of-Way and Public Improvements, including
water, sewer and sidewalks, the design intent has been achieved; and

WHEREAS, the Planning Commission deems it in the best interest of the City of Spring Hill that
the Offer of Dedication of the Road Rights-of-Way and Public Improvement’s be accepted and the
same become a part of the Public Street system of the City of Spring Hill.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that
dedication and acceptance of Road Rights-of-Way and Public Improvements within 2848 and 2850
Hurt Road as shown on the recorded plats is hereby recommended to the Board of Mayor and
Aldermen.

Passed and adopted this 8th day of June, 2020.

Paul Downing, Chairman

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Steve Foote, Secretary
RESOLUTION 20-44 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR
2848 AND 2850 HURT ROAD

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, water lines, sewer lines, and sidewalks, 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, release of said maintenance bond shall be contingent upon the Board of Mayor and Aldermen approving a resolution for acceptance and dedication of road rights-of-way and public improvements for said development; and

WHEREAS, it is the recommendation of the City Engineer that the Maintenance Bond for 2848 and 2850 Hurt Road in the amount of $16,200.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Maintenance Bond for 2848 and 2850 Hurt Road in the amount of $16,200.00 is hereby approved.

Passed and adopted this 8th day of June, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 5/19/2020

Darrel E. Reifschneider
2848 and 2850 Hurt Road

Development Name: 2848 and 2850 Hurt Road
Phase or Section of Construction: N/A
Public Improvements: Water, sewer and sidewalks

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)
Jim Vrdoljak
Printed name

Approved By:

City of Spring Hill Engineering Dept.
Thomas S. Wolf, P.E.
Printed name
Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
       Austin Page, Associate Planner
MEETING: May 26, 2020
SUBJECT: FPL 802-2020 (Wilkerson Place PUD, Phase 1A)

FPL 802-2020: Submitted by Civil Site Design Group for Phase 1A of the Wilkerson Place PUD. The planned unit development is located on Buckner Lane and contains approximately 91 acres. The applicant requests final plat approval for 16 lots. Requested by Jonathan Jones of Crescent Homes.

Property Description and History: Wilkerson Place is located on the east side of Buckner Lane and contains 91 acres. All infrastructure is not currently installed for this development phase. The final plat will not be recorded until all improvements are installed to the satisfaction of the City of Spring Hill or a bond is approved for this construction.

The Wilkerson Place PUD was approved by the Board of Mayor and Alderman on July 16, 2018 (RZN 493-2018) subject to the condition that a traffic signal be provided at Spring Station Drive. The development was approved for 301 residential units.

The Planning Commission approved the final master development plan (FMP 611-2018) for Wilkerson Place on November 13, 2018 with the following conditions:

1. Setback details for 40' and 65' wide single family lots are inconsistent with the preliminary master plan and not approved. Setbacks shown on the preliminary master plan are in effect and shall be followed.
2. Each townhome lot in Phase 1 shall observe a minimum 20' front building setback per the typical detail provided.
3. Each unit shall also provide a minimum 750 sq. ft. of secluded open space within the rear yard.
4. Address covenant comments presented in this report. (sent to applicant)
5. Alleys shall be named in order to facilitate wayfinding, service delivery and emergency response.
6. Construction plans shall include a plan sheet for street lighting including specifications for light fixtures to be installed. Lighting plans shall be provided for common open space should lighting be provided including the submittal of a photometric plan.
7. The applicant/developer shall install a traffic signal system at the intersection of Buckner Lane and Spring Station Drive. A signal timing/phasing plan shall be prepared for approval by the City Engineer. The traffic signal system shall be satisfactorily installed and operational prior to the issuance of any certificates of occupancy for residences constructed in Phase 1.
8. The applicant/developer shall revise the emergency access plan illustration to reflect the revision requested by the Williamson County School Board staff to reposition the southernmost walking path one lot north to align with the school entrance.
9. Provide 2 ADA ramps for corner.
10. Local streets should incorporate the City’s Neighborhood Traffic Calming Program. Suggest Road A, Road B, and Road D have some traffic calming measures (ex. Chicane or curb extensions). These streets will be seen as cut through streets in the future for people going to and from the schools.
11. CC+R’s will be reviewed by the Planning Commission at site plan or final plat.

A preliminary plat for Phase 1 (PPL 612-2018) was approved on November 13, 2018 by the Planning Commission. The approval included 65 single-family and 57 townhome lots. Conditions of the preliminary plat are included below:
1. Setback details for 40’ and 65’ wide single family lots are inconsistent with the preliminary master plan and not approved. Setbacks shown on the preliminary master plan are in effect and shall be followed.

2. Each townhome lot in Phase 1 shall observe a minimum 20’ front building setback per the typical detail provided.

3. Street names shall be submitted to Spring Hill GIS and Williamson County E-911 for review and approval prior to final plat.

4. Correct the zoning in the site data table for the final plat.

5. Each townhome lot shall demonstrate the provision of the minimum 750 sq. ft. of secluded rear yard open space required for PUD’s prior to permitting, unless this requirement is modified by the Planning Commission.

6. All conditions of RZN 493-2018 (PUD) listed above pertaining to Buckner Lane shall be addressed with construction of Phase 1.

7. Determine USPS acceptable locations for centralized mail delivery boxes and show on the final plat.

8. Alleys shall be named in order to facilitate wayfinding, service delivery and emergency response.

9. Construction plans shall include a plan sheet for street lighting including specifications for light fixtures to be installed. Lighting plans shall be provided for common open space should lighting be provided including the submittal of a photometric plan.

10. The applicant/developer shall install a traffic signal system at the intersection of Buckner Lane and Spring Station Drive. A signal timing/phasing plan shall be prepared for approval by the City Engineer. The traffic signal system shall be satisfactorily installed and operational prior to the issuance of any certificates of occupancy for residences constructed in Phase 1.

11. The applicant/developer shall revise the emergency access plan illustration to reflect the revision requested by the Williamson County School Board staff to reposition the southernmost walking path one lot north to align with the school entrance.

12. Provide 2 ADA ramps for corner

13. Local streets should incorporate the City’s Neighborhood Traffic Calming Program. Suggest Road A, Road B, and Road D have some traffic calming measures (ex. Chicane or curb extensions). These streets will be seen as cut through streets in the future for people going to from the schools.

14. 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.

**Bulk and Area Requirements:** Lots included on the final plat are consistent with and reflect the approved planned unit development and phase 1 preliminary plat for Wilkerson Place. Single family lots meet the minimum size of 6,000 sq. ft. Covenants were previously submitted on prior applications and reviewed by the city. Staff reviewed revised covenants and confirmed that the conditions above related to the covenants have been addressed. Regarding lot setbacks for single family and townhome units, the applicant has incorporated the typical lot details from the approved Preliminary Master Plan on the preliminary plat. Setback dimensions match the information shown on the preliminary master plan.

**Streets and Sidewalks:** The main access from Buckner Lane will be constructed as will all improvements within Phase 1. Right-of-way improvements for Buckner Lane will be made with Phase 1 as shown on the construction plans. Crosswalk and emergency access driveways to Spring Station Drive will be shown on subsequent phases. Current city plans for improving Buckner Lane provide for the 10’ multi-use trail on the west side of the road. If this is maintained, the applicant may alter their plans to reflect a 5’ sidewalk along the property frontage (east side). Because of the upcoming road construction, staff recommends consideration be given to request the developer/applicant provide a fee in lieu for this sidewalk improvement.

Roads and alleys located within the development will be named to enhance wayfinding and emergency response. Street names have been submitted to Williamson County E-911 for approval. Road and alley names approved by Williamson County E-911 should be added to the plat prior to Planning Commission approval and will be required prior to recording.

**Lanscaping and Buffering:** Phase 1 includes landscape buffers at the western side of Phase 1 along the frontage with Buckner Lane and along the north property line. The south property line along Wades Grove includes a landscape buffer
for preserving existing vegetation. Phase 1A is restricted to internal landscaping and the frontage of Buckner Lane. Landscape plan details were provided with the preliminary plat for all of Phase 1. The improvements applicable to Phase 1A will need to be installed or bonded prior to the recording of this plat.

**Amenities:** Several small-scale open space areas, a trail, and a dog park are located within Phase 1. None of these improvements are within 1A. Amenities, including a community pool, are proposed with Phase 2. Temporary mailboxes will be provided next to Lot 42. Permanent mailboxes will be provided in Phase 2 near the Amenity Center. A temporary easement may be needed for the boxes which currently encroach onto Lot 42. The applicant submitted a detail for providing the required 750 sq. ft. of secluded open space for each lot. Fencing or landscaping is needed between yards to achieve a secluded environment. This is consistent with prior reviews.

**Bicycle and Greenway Plan:** Bike lane construction is required for Buckner Lane as part of the city’s Bike and Greenway Plan. A fee-in-lieu is recommended due to the city’s upcoming widening project.

**Street Lighting:** All applicable street lighting requirements will be complied with as depicted on the approved construction plans.

**Deceleration Lane/Center Turn Lane on Buckner Lane:** The applicant has submitted construction plans for road improvements along Buckner Lane to be constructed at the proposed main entrance. Specifically, the road improvements including the construction of a northbound deceleration lane on Buckner Lane as well as a southbound left turn lane on Buckner Lane each having a minimum of 100 feet of storage and to be designed to AASHTO standards.

The City is currently advancing the design for the Buckner Lane widening project that will include a 5-lane cross-section containing two travel lanes in either direction along with a center turn lane as well as a sidewalk and multi-use trail on either side of the street. It was noted during the conceptual and preliminary design for this portion of the Buckner Lane widening project that location, grades and elevations of the widening project will vary significantly from the turn lane and deceleration lanes proposed for installation by the developer/applicant. It is recommended by City staff because of these potential disparities between the City’s widening project and the improvements proposed by the developer/applicant that consideration be given to request the developer/applicant provide a fee in lieu of improvements so that the monies required for the center turn lane and deceleration lane could be invested in the permanent widening project.

Similarly, City staff also recommends the developer/applicant not install the sidewalk located along the frontage of Wilkerson Place to avoid the sidewalk being damaged during construction of the Buckner Lane widening project. A fee in lieu of improvement for the sidewalk is recommended whereby the monies for the sidewalk contributed in lieu of construction by the developer/applicant be applied toward the construction cost for the permanent sidewalk installed as part of the widening project.

The developer/applicant provided an initial cost estimate of $63,176.83 for valuation of the deceleration lane, center turn lane and sidewalk that is under review by the City Engineer. In order for the City Engineer to confirm valuation, additional information has been requested from the developer/applicant’s design consultant to verify units of measure, corresponding unit values, verify that all line items necessary to complete the construction are included in the cost estimate, include an estimated cost for engineering, include a construction contingency and the estimated construction cost estimate needs to include the cost of all improvements along the entire frontage of the proposed development from the southern to the northern property lines, approximately 1,450 feet. The City Engineer will provide a final determination of valuation for consideration by the Planning Commission and Board of Mayor and Aldermen.

Staff recommends that the fee in lieu of improvement considerations be properly memorialized using a Development Agreement that sets forth the responsibilities of the developer/applicant and those of the City in terms of fees to be paid and what those fees will be utilized for in the Buckner Lane widening project. Lastly, the developer/applicant noted in their letter expressing concurrence with the approach outlined in this staff report the use of a Letter of Credit as financial surety for the fee in lieu of improvement. The use of a letter of credit will require review and approval by the Board of Mayor and Aldermen to formally accept that form of financial surety.
Traffic Signal Improvement (Buckner Lane/Spring Station Drive): As a condition of approval of the Planned Unit Development, the Board of Mayor and Aldermen required the applicant to install as part of the initial phase of development a “temporary” traffic signal at the intersection of Buckner Lane and Spring Station Drive with the understanding that a portion of the developer contribution would be used by the applicant/developer to cover expenses for this temporary signal system project.

The City is currently advancing design and the preparation of plans for the widening of Buckner Lane. The widening project will provide for the signalization of Spring Station Drive and Buckner Lane. Based upon the potential extent of construction work, it was determined by the City that the installation of a temporary signal may not be a prudent undertaking and could result in potential impediments in the construction of the widening project around this intersection including repositioning of the temporary signal at a later date to accommodate the widening project and associated intersection improvements. As a result, City staff recommended the developer not install the temporary traffic signal at an estimated cost of $70,000 to $80,000 and instead apply those monies toward the installation of the permanent traffic signal to be placed at the intersection as part of the widening project. City staff discussed this approach with the Board of Mayor and Aldermen and received concurrence the removal of the condition to install the temporary signal was an appropriate approach. In order to properly remove this requirement, an amendment to the initial Ordinance approving the PUD will be required whereby an affirmative recommendation from the Planning Commission and approval by the Board of Mayor and Aldermen will be necessary. The fee in lieu of improvement outlined in the previous section of the staff report can be undertaken during consideration of the amendment to the PUD to remove the condition of approval for the installation of the temporary traffic signal.

Summary: The applicant met with staff to discuss the final plat on May 13, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (June 1, 2020):

1. The final plat will not be signed by the city until all infrastructure required for Phase 1A has been installed or bonded to the satisfaction of the City of Spring Hill.
2. Based on the current plan for widening Buckner Lane and the prior condition of RZN 493-2018 staff will be initiating a PUD amendment to remove the condition requiring the installation of a temporary traffic light at Spring Station Road.
3. The applicant shall provide a fee in lieu of public improvement for the center turn lane, deceleration lane, and sidewalk to be constructed the valuation of which shall be as determined by the City Engineer. The fee in lieu of improvement should be memorialized with the approval of a Development Agreement between the applicant and the City of Spring Hill Board of Mayor and Aldermen outlining the responsibilities of the applicant and that the fees paid are to be utilized by the City for the Buckner Lane widening project. If the applicant utilizes a letter of credit for financial surety, the Board of Mayor and Aldermen will be required to approve that form of surety.
4. All landscaping associated with this phase must be installed or bonded prior to recording of this plat. That includes common areas and around townhome units.
5. All Conditions of preliminary plat (PPL 612-2018) approval need to be addressed.
6. Traffic Calming is proposed in the form of a 20 MPH speed limit for Streets A, B, and D.
7. Provide a temporary easement for the USPS mail boxes that is voided when relocated to the amenity area.
8. Norman Way is already an existing roadway in the City. A new name will need to be selected and reserved. All road and alley names need to be approved by Williamson County E-911 and added to the plat prior to approval.
9. According to the Spring Hill Bicycle and Greenway Plan*, the applicant is to construct a section of the Buckner Lane Multi-Use Trail along Buckner Lane. Is the proposed “10’ sidewalk” on the east side of the property serving as the Buckner Lane Multi-Use Trail? If so, please label it as such.
10. Additionally, for future reference, upon review of the prior approved PPL-612-2018 construction plans, the applicant is to construct a section of the Summit Greenway within the property. I do not see the Summit Greenway identified on the prior approved PPL-612-2018 construction plans. Is the proposed “10’ walking trail” trans-versing the project serving as the Summit Greenway? If so, please label it as such moving forward.
11. While the exact routes may be somewhat realigned to accommodate specific site conditions, the underlying policy is to provide logical connections to future extensions of the Summit Greenway and Buckner Lane Multi-Use Trail 5 and 6 of the Spring Hill Bicycle and Greenway Plan with appropriate signage and features along the routes. Please refer to the SHBGP appendix and the Spring Hill UDC for all of the design standards for the greenway and multi-use trail, to include but not limited to: connectivity, construction cross sections, bridges, multiple forms of signage, road crossings, vehicle barriers, lighting, bike racks, benches, trash receptacles, etc. Please identify the aforementioned items on the plan clearly and provide imagery at site plan application as well as the number of linear feet of each route that will be constructed.

12. A note needs to be added to the plat referencing that a Fire hydrant must be installed at the end of each phase line.

13. Regarding the requirement for 750 sq. ft. of secluded open space in the rear of each townhome unit, fencing or landscaping is needed between yards to create a secluded environment.
ROAD IMPROVEMENTS PLAN
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DATE: 3/27/2020

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COST ESTIMATE
Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
Austin Page, Associate Planner
MEETING: May 26, 2020
SUBJECT: STP 813-2020 (Spring Hill Industrial Park)

STP 813-2020: Submitted by TW Frierson Contractor, Inc. for Spring Hill Industrial Park, located at the southeast corner of Beechcroft Road and Cleburne Road. The total property contains approximately 106 acres, of which, approximately 9.8 are proposed for the development site. The property is zoned I-1. The applicant requests site plan approval for a 176,400-sf industrial building. Requested by Kit Ozburn.

Request: The applicant submitted a request for site plan approval for an industrial building on the southeast corner of Beechcroft and Cleburne Road. The development site fronts on Cleburne Road approximately 1,700' south of Beechcroft Road.

Plan Update: The applicant submitted the current site plan application on March 2, 2020. This item was reviewed by the Planning Commission at the March 23, 2020 Work Session and was deferred prior to the April 13, 2020 Regular Meeting to address concerns of the Planning Commission, including the alignment of driveways on Cleburne Road. The site plan application was resubmitted for review on May 4, 2020. Since the last time this was reviewed by the Planning Commission, the plan has been revised by expanding the size of the proposed building and extending the frontage of the site on Cleburne Road. The building expansion is partly to respond to possible clients for the structure, while the expansion has also allowed the applicant to line up two of the proposed driveways with Faurecia across the street. Most of the changes since March 23rd are related to the scale of the proposed development and not wholesale changes to the plan.

Property Description and History: This property is located at the corner of Beechcroft Road and Cleburne Road. The entire property is undeveloped and contains approximately 106.6 acres but this application is only for the disturbance of 9.85 acres, which represents Phase 1. The proposed development site only fronts on Cleburne Road, with approximately 700' of road frontage. A site plan concept was reviewed by the Planning Commission at the February 24, 2020 Work Session and was withdrawn by the applicant prior to the March 9, 2020 Regular Meeting.

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

Bulk and Area Requirements: The proposal is compliant with these requirements of the I-1 zoning district. No subdivision or phasing of the property is proposed at this time. Any future subdivision of lots will be reviewed against the I-1 requirements for conformity.

Access: Access to the property is via three driveways on Cleburne Road. The previous plan reviewed at the March 23, 2020 Work Session showed two driveways on Cleburne. The applicant is showing the current right-of-way line and the proposed property line with the 37.5' of right-of-way dedication required for a Collector Street. The central and northern driveways align with the Faurecia driveways to the west. The proposed driveways have 366' and 344.2' of space between them and meets the minimum distance between driveways as required by Article 16.5.D.3. of the UDC.

Building and Site Design: The proposed building has been increased from 115,500-sf to 176,400-sf and the length of the building has been increased from 550' to 840'. The proposed building has a height of 37' and uses variations of tilt-up concrete wall panels on the façade. Buildings with facades over 150 feet in length must incorporate wall projections or
recesses, or changes in wall plane a minimum of two feet in depth a maximum of every 75 linear feet. Vertical panels and other architectural elements have been added to provide a change in the wall plane as required and wall projections are shown as 2’, which meet the minimum code requirement. This pattern is provided on the west (front), north and south (side) elevations.

Primary materials include tilt up concrete wall panels and metal panels. Metal canopies are provided over entrances. Article 6.4.B of the UDC states that no more than 60% of the wall area for any façade may be constructed of tilt-up concrete panels. Currently, tilt-up concrete panels account for 67.7% of the wall area on the west (front) elevation, 72.2% on the south elevation, 71.6% on the north elevation and 100% on east (rear) elevation. The applicant will need to reduce the amount of tilt-up concrete panels to meet the 60% requirement, unless approved by the Planning Commission acting as the Design Review Commission. The original building was 100% concrete but they have incorporated some decorative metal panels. The applicant has previously provided examples of other industrial buildings in the area and is requesting Planning Commission approval for the elevations as shown. Staff supports the front and side elevations as proposed. However, we recommend a more durable material for the rear of the building.

The plans show the location for the dumpster enclosure to the rear of the building. A 16’ access drive is shown at the end of the northern drive which leads west to a pump house and storage tank for fire protection. Public Works Staff and the Fire Marshal have discussed the proposed method of fire protection and the sprinkler system with the applicant. General acceptance of the systems proposed have been accepted, however, full details will be required prior to permitting. Although a small accessory building, no design or elevations have been provided for the pump house. Materials will need to be consistent with the I-1 District and staff recommends a design be submitted for Planning Commission consideration in case a modification is requested. A monument sign is shown in the 10’ landscape setback on the south side of the north driveway.

**Landscaping and Buffering:** The applicant has provided a substantial amount of landscaping on the site. A single row of plantings and trees are provided on the outer edges of the driveways and extend along the north and south side of the development site. Foundation plantings and trees are provided along the front of the building and parking lot islands meet the 60% maximum outlined in the UDC. Street trees are provided along Cleburne Road and have been shifted east to be outside of the right-of-way. Staff recommends that they (except for the ones at the driveways) be pulled back closer to the parking lot landscape strip to offer shade for the parking lot. Landscaping is required only for the current phase of development. Additional street trees, on-site landscaping, and tree preservation will be addressed on future development phases. The previous plan showed 20 additional trees along the parking lot on the front (western) of the site. Per staff’s request, the applicant has moved these trees to the rear (eastern) side of the site along the asphalt. A single row of plantings on the western side of the detention pond has been provided for additional screening.

**Parking:** The proposed plan provides 142 total parking spaces, which includes 7 ADA spaces and 135 regular spaces. The concept plan had provided 100 total parking spaces, while the previous site plan provided 102. The increase in the number of parking spaces is due to the increase to the size of the building by approximately 61,000-sf. Wheel stops have been provided for the parking spaces that front Cleburne Road and a 7’ sidewalk with curb has been provided along the building. A total of 8 bike racks have been provided and are located off the sidewalk for appropriate use and access of the sidewalk. Details of the bike racks have not been provided and will need to be added to the details sheet. Bike racks must be powder coated or coated with a PVC material in accordance to Articles 10.4 and 10.7 of the UDC.

**Streets and Sidewalk:** The applicant is proposing two 25’ wide driveways off of Cleburne Road. The parking lot drive aisle is also shown at 25’. A 7’ sidewalk is shown along the entrance of the building with a 7’ sidewalk connecting the sidewalk to the building entrances. A 5’ sidewalk is proposed along the Cleburne Road frontage for this phase of development and is shown on the plans. The applicant will be required to submit a dedication plat for both Cleburne Road and Beechcroft Road.

**Bicycle and Greenway Plan:** The city’s Bicycle and Greenway Plan includes a multi-use trail along the western side of Cleburne Road and the northern side of Beechcroft Road. Neither of these is applicable to the subject site.
**Traffic Impact Study:** The analyses conducted for the traffic impact study indicate that dedicated turn lanes are not warranted. However, adequate right-of-way should be reserved in order to accommodate a future three-lane cross section on Cleburne Road. The owner has shown a dedicated right of way along the entire frontage of this property.

**Utilities:** A tank system is proposed for fire protection. Details have been provided and the Fire Department has given preliminary approval for this system. No building elevation details have been provided for the pump house.

**Summary:** The applicant met with staff to discuss the site plan on May 13, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (June 1, 2020):

1. Details of the bike racks have not been provided and will need to be added to the details sheet. Bike racks must be powder coated or coated with a PVC material in accordance to Articles 10.4 and 10.7 of the UDC.
2. Occupant shall provide an approved water tank and fire pump for fire sprinklers and firefighting purposes. The entire system shall meet or exceed all city requirements prior to permitting. All private fire hydrants shall be factory painted silver.
3. Must show bore & jack under roadway for the new water main connections.
4. Engineer will need to coordinate with the Water Dept. on needed changes for the domestic, irrigation and fire line layout.
5. There are two sheets labeled C2.2. Please rename the second sheet C2.3.
6. Tilt-up concrete panels account for more than 60% of the façade on each elevation. These need to be modified to meet the 60% maximum requirement unless approved by the Planning Commission acting as the Design Review Commission.
7. Drive in doors should not use the same symbol as the StylWall Wall System. Clearly identify by name all of the different areas on the elevation drawings.
8. HVAC equipment is no longer shown through the parapet/walls. Please add and show that it is fully screened.
9. Relocate most trees along Cleburne Road to be closer to the parking lot.
10. Relocate 2-3 trees along the north and south driveways to be adjacent to the building sides.
11. Provide exterior design and materials for the pump station.
12. A dedication plat is required for the dedication of right-of-way for Beechcroft Road and Cleburne Road prior to development.
OVERALL SITE LAYOUT
NOTE: SEE SHEETS C6.0 & C6.1 FOR SITE DETAILS

SITE LAYOUT 1/2
**PLANT SCHEDULE**

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<th>HT.</th>
<th>CONT.</th>
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**NOTES:**
1. **PLANT MATERIAL:** All plant material shall be delivered to the site in accordance with the approved plant list. All plant material shall be suitable for the intended use and shall be free of soil, rocks, and other debris. Plant material shall be in good condition and free from diseases and insects.
2. **PLANTING:** All plants shall be planted as specified in the approved plant list. Plants shall be planted at the proper depth and shall be staked and tied as necessary. Mulching shall be applied as specified in the approved plant list.
3. **WATERING:** All plants shall be watered as specified in the approved plant list. Watering shall be continued until the plants are established.
4. **MAINTENANCE:** All plants shall be maintained as specified in the approved plant list. Maintenance shall include but not be limited to pruning, weeding, and fertilizing.
5. **DESIGN:** All plants shall be planted in accordance with the approved landscape plan. Plantings shall be adjusted as necessary to accommodate unforeseen site conditions.
6. **PRUNING:** All plants shall be pruned as specified in the approved plant list. Pruning shall be performed by a licensed arborist.
7. **REPLACEMENT:** All plants shall be replaced at no cost if they fail to survive. Replacement plants shall be of equal size and quality.

**LAWSON ARBRETT**

**PLANTING PLAN**

- **MAP:** 24
- **SCALE:** 1:200
- **PARCEL:** 10-01-00028

**LANDSCAPE PLAN**
NORTH ELEVATION MATERIAL CALCULATIONS:

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<td>Insulated Glass</td>
<td>Clear</td>
<td>8 in</td>
<td>8 ft 6 in</td>
<td>40 ft</td>
</tr>
</tbody>
</table>

EAST ELEVATION MATERIAL CALCULATIONS:

<table>
<thead>
<tr>
<th>Type</th>
<th>Material</th>
<th>Description</th>
<th>Color</th>
<th>Width</th>
<th>Height</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Wood</td>
<td>Exterior Wood</td>
<td>Brown</td>
<td>12 in</td>
<td>8 ft 6 in</td>
<td>40 ft</td>
</tr>
<tr>
<td>2</td>
<td>Concrete</td>
<td>Exterior Concrete</td>
<td>Gray</td>
<td>8 in</td>
<td>8 ft 6 in</td>
<td>40 ft</td>
</tr>
</tbody>
</table>

MATERIAL LEGEND:

- Steel
- Glass
- Wood
- Concrete
Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
      Austin Page, Associate Planner
MEETING: May 26, 2020
SUBJECT: FPL 829-2020 (Modification Southern Springs Phase 1 & 2 ROW)

FPL 829-2020: Submitted by Wilson & Associates for Southern Springs Phase 1 & 2. Property is zoned R-4. The applicant is requesting to modify the approved final plat by revising the location of the stub-out for the connection to the future Phase 7. Requested by Joey Wilson.

Request: The applicant is requesting final plat approval to amend the previously approved Plat for Southern Springs Phase 1 & 2 by modifying the road connection to the future Phase 7.

History and Property Description: This property is located southwest of the intersection of Kedron Road and Saturn Parkway. Phase 1 & 2 is in the northeast portion of the overall site. In August of 2015, the Planning Commission approved a sketch plat for the Southern Springs neighborhood for 602 single-family residential lots and associated infrastructure and improvements. This section was part of the sketch plan approved April 10, 2015; work has progressed on other phases since then. Planning Commission approved a preliminary plat for Phase 1 & 2 (PPL 66-2016) on September 14, 2015 and a final plat (FPL 180-2016) on June 13, 2016. More recently, a preliminary plat was approved for Phase 7 & 8 on March 11, 2019. This approval included the condition that a final plat would not be approved until the access from Phase 1 and 2 was modified to address this driveway location. This proposal is made to address that condition and to relocate the proposed street connection to Phase 7 rather than the commercial corner.

Streets and Sidewalks: The street and sidewalk layout are in compliance with the previously approved final plat (FPL 180-2016). The proposed roadway appears to lineup with the connection into Phase 7 but the linework for Phase 7 will need to be added to the plat for compliance. Construction plans for the stub out to Phase 7 have not been provided. Construction of this access road may not proceed until plans have been submitted to and approved by the Public Works Department. The applicant has indicated that Pulte Homes will address this issue. Staff also believes a left turn lane should be considered at the new median break on Southern Springs Parkway.

Utilities: The applicant has discussed with staff that modifying the location of the road will not in affect any of the utilities, including the existing 12" water main, and will still retain a minimum of 30" of cover. If the new roadway does not meet the 30" minimum of cover over the existing line, plans for lowering the waterline will need to be reviewed and approved by the City of Spring Hill Public Works Department and TDEC prior to construction.

Open Space & Amenities: A note has been added to the plat indicating that the abandoned Right-of-way shall be absorbed into the open space (OS2) with the recording of the plat. All open space shall be maintained by the HOA.

Summary: The applicant met with staff to discuss the final plat on May 13, 2020. The following items shall be addressed prior to Revision Deadline #2 (June 1, 2020).

1. The lines/details for Phase 7 roads and lots in the vicinity of the proposed stub out need to be added to the plat for verification of the proposed road alignment. Lines should be in ½ tone.
2. Revise Note #1 to say "DEDICATE" and not "DEDICATED".
3. If the new roadway does not meet the 30" minimum of cover over the existing line, plans for lowering the waterline will need to be reviewed and approved by the City of Spring Hill Public Works Department and TDEC prior to construction.
4. Construction plans and details for the proposed roadway connecting to Phase 7 will need to be submitted to the Public Works Department prior to construction.
5. Staff recommends consideration of a left turn lane in the median along Southern Springs Parkway. This feature is to be included in the plans submitted in #4 above.
SPM 830-2020: Submitted by Crunk Engineering for JMB Station Hill Offices. The property is located on Station Hill drive, zoned C-4 and contains approximately 1.66 acres. The applicant requests approval of site plan major modification to combine the previously approved buildings into one. The result is an increase of 1,440 sq. ft. for a total building size of 11,280 sf. Requested by Adam Crunk.

Request: The applicant is requesting a major modification to the previously approved site plan to combine the proposed two buildings and create an additional 1,440-sf of office space.

Property Description: This subject site is located between the recently built FMI Dialysis center and the Church at Station Hill, on Station Hill Drive. The site received site plan approval from the Planning Commission on December 10, 2018 (STP 619-2018). The lot consists of 1.66 acres. The approval included the following conditions:

1. Reconsider the location of bike racks to ensure that 'bikes' will not extend into pedestrian ways.
2. Site plan approval shall remain valid for a period of three (3) years, during which time all required permits shall be obtained. Modification to the approved site plan may require Planning Commission approval.
3. Sheet C5.1, show actual emergency vehicle inside of site in parking lot, not just the lines going through the parking lot.

Streets and Sidewalk: The proposed action does not impact on-site or off-site sidewalks. A 5' sidewalk exists along Station Hill Drive. The right-of-way for Station Hill Drive (70') exceeds the requirement for a local street in the City's Major Thoroughfare Plan. The plans show an internal sidewalk network with connections to the existing sidewalk along Station Hill Drive.

Access: Access to the site has not changed. Vehicular access will be via a curb cut on Station Hill Drive at the north end of the lot and a shared access driveway on the south. Cross access with the property to the south is provided.

Parking and Loading: Parking calculations are based on the old zoning ordinance which included a calculation for office space and employees. The approved site plan provided 56 parking spaces disbursed around the perimeter of the building. With the addition of 1,440-sf, four more parking spaces are required. The proposed modified site plan indicates the addition of five parking spaces indicating a total of 61 parking spaces. Bike parking has not been modified as the requirement is met. Bike parking is noted in the site data table and on the site. Staff recommends that the applicant relocate bicycle parking to ensure that the proposed locations do not cause any conflict with pedestrians.

Building, Lighting, and Site Design: Building height has been increased from 30’ to 33’. Maximum building height is 50’ so the height increase is well within limits. Building materials have not changed and elevations have been provided for all building façades. The primary building material is brick veneer with architectural roof shingles. The photometric plan shows compliance with light level maximums. Staff recommends that light fixtures on the rear of the property be shielded to prevent direct light visibility from adjacent single-family homes.
Utilities: No additional domestic taps are needed. The applicant intends to use the existing taps on the property and only one meter is being provided. Fire Marshal has ensured that the FDC is accessible and will be located on the front of the building on the NW corner as indicated on the plans.

Landscaping and Buffering: Landscaping has not changed. Landscape buffer strips are shown along street frontages and adjacent to residential zoning. The 25’ landscape buffer is provided adjacent to Williams Park. Substantial foundation plantings have been provided.

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

Summary: The applicant met with staff to discuss the site plan on May 13, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (June 1, 2020):

1. Label the constructed shared drive between the Dialysis Center and subject site.
2. The Dialysis site to the south has a note saying no “buildings or structures present” when the building is already constructed. Please say constructed or delete the note.
3. Relocate bike parking to an appropriate location off of sidewalks and pedestrian paths.
4. Shield lighting on the rear of the site to avoid line of sight visibility from adjacent residences.
PLANTING NOTES

1. PLANTING EARTHWORK TO BE OBJECTIVE AS ARTIST DESIGNED FOR THE SITE.  USE COMPUTER Aided DESIGN TO ASSIST IN PLANTING EARTHWORK.

2. NO INTENTION OF PLANTING EARTHWORK SOMETHENING THE ARTIST DESIGNED.

3. PLANTING EARTHWORK TO BE OBJECTIVE AS ARTIST DESIGNED FOR THE SITE.  USE COMPUTER Aided DESIGN TO ASSIST IN PLANTING EARTHWORK.

4. NO INTENTION OF PLANTING EARTHWORK SOMETHENING THE ARTIST DESIGNED.

5. PLANTING EARTHWORK TO BE OBJECTIVE AS ARTIST DESIGNED FOR THE SITE.  USE COMPUTER Aided DESIGN TO ASSIST IN PLANTING EARTHWORK.

6. NO INTENTION OF PLANTING EARTHWORK SOMETHENING THE ARTIST DESIGNED.

7. PLANTING EARTHWORK TO BE OBJECTIVE AS ARTIST DESIGNED FOR THE SITE.  USE COMPUTER Aided DESIGN TO ASSIST IN PLANTING EARTHWORK.

8. NO INTENTION OF PLANTING EARTHWORK SOMETHENING THE ARTIST DESIGNED.

9. PLANTING EARTHWORK TO BE OBJECTIVE AS ARTIST DESIGNED FOR THE SITE.  USE COMPUTER Aided DESIGN TO ASSIST IN PLANTING EARTHWORK.

10. NO INTENTION OF PLANTING EARTHWORK SOMETHENING THE ARTIST DESIGNED.

LANDSCAPE REQUIREMENTS:

1. ALL LAWN AREAS SCORRED.

2. 10% WAVERED PAVING: FIRE HOUSING - 10".

3. 10% WAVERED PAVING: DRIVEWAY - 10".

4. 10% WAVERED PAVING: PATIO - 10".

5. 10% WAVERED PAVING: STAIRS - 10".

6. 10% WAVERED PAVING: TERRACE - 10".

7. 10% WAVERED PAVING: SIDEWALK - 10".

8. 10% WAVERED PAVING: BENCH AREA - 10".

9. 10% WAVERED PAVING: LANDSCAPING - 10".

10. 10% WAVERED PAVING: OUTHOUSE - 10".

11. 10% WAVERED PAVING: MOBILE HOME - 10".

12. 10% WAVERED PAVING: SHEDS - 10".

13. 10% WAVERED PAVING: BARRIERS - 10".

14. 10% WAVERED PAVING: OTHER - 10".

15. 10% WAVERED PAVING: TOTAL - 100%.
Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
        Austin Page, Associate Planner
MEETING: May 26, 2020
SUBJECT: STP 831-2020 (Listerhill Credit Union) – 1065 Crossings Circle

STP 831-2020: Submitted by WES Engineers & Surveyors for Listerhill Credit Union. The property is located at 1065 Crossings Circle, zoned C-4 and contains approximately 1.95 acres. The applicant requests site plan approval to construct a 3,882-sf financial institution with drive-through. Requested by Allen O’Leary.

Request: The applicant requests site plan approval to construct a 3,822-sf credit union. A drive-through is considered a special use in the C-4 zoning district and received approval from the Board of Zoning Appeals on November 12, 2019.

Property Description and History: This property is located at 1065 Crossings Circle, directly adjacent to the car wash and behind Starbucks. The current site is vacant. This item received special use approval for four drive-through lanes from the Board of Zoning Appeals on November 12, 2019 with the following conditions (concept plan attached):

1. Subject to site plan approval by the Planning Commission.
2. During site plan approval, the plan shall have general consistency with the concept plan submitted to the Board of Zoning Appeals, subject to modifications by the Planning Commission.
3. Per Section 13.4G of the Unified Development Code, an approved special use will expire one year from the date of approval unless a site plan review application has been submitted or, where site plan review is not required, a building permit is obtained. The Board of Zoning Appeals may grant an extension for a period of validity for no longer than an additional 6 months, so long as the applicant applies in writing for an extension of time at any time prior to the date of expiration. No public hearing is required for approval of such extension of time.

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

Building and Site Design: The applicant has provided elevations which portray the primary façade materials as brick veneer, glazed windows, fiber cement siding, and stone, with corrugated metal siding as a roof trim. The applicant has provided percentages of the building façade materials combined for all four sides. Material percentages must be provided per façade. A color rendering of the site has been provided showing the proposed building on the property. A dumpster enclosure is provided and will contain brick facades on three sides that match the building façade.

Sheet A202 shows a mechanical screen on a portion of the roof for the purpose of screening roof mounted HVAC equipment. Article 9.3.P states that roof mounted mechanical equipment is required to be screened “by a parapet wall on all four sides.” Alternatively, it may be housed in a penthouse composed of the same wall materials as the rest of the structure. Staff does not interpret the ‘mechanical screen’ as being consistent with this requirement.

Access: Primary access to the site is via a curb cut on Crossings Circle which lines up with Kentucky Avenue. A secondary access point is provided via cross access to the car wash site to the south. There is an additional curb cut at the northwest portion of the site but is only used for exiting the site. On-site circulation is shown as two-way through the parking areas and turns into a one-way as you drive around the rear of the site. Staff recommends some type of traffic control, such as a stop bar/sign for vehicles exiting the drive through lanes or parking lot. Turning templates for fire and refuse trucks have been provided and appears to no issues with accessing the site.
Streets and Sidewalks: Crossings Circle is a public road with the appropriate 50’ of right-of-way. A 5’ sidewalk is shown within the right-of-way along Crossings Circle. A sidewalk connection is shown from Crossings Circle to the entrance of the building. One-way drive aisles are shown as 16.25’ wide. Two-way drive aisles are shown as 25’ wide. Drive aisle widths are not shown for the one-way along the rear of the site and will need to be added to the plan.

Parking and Loading: The site includes 40 parking spaces, which exceeds the minimum requirement of 8 spaces. The site includes two ADA spaces. The site plan shows typical 90-degree angle parking around the site and 25’ of maneuvering and drive-aisle space. The four drive through lanes each provide four vehicle stacking spaces and are 11’ (outer two lanes) and 13’ (inner two lanes) wide. The drive-through lane lengths are not specified on the site plan and will need to be. However there appears to be 63’ of space from the outermost point of the service window to the 25’ drive aisle on the rear of the site.

Landscaping and Buffering: The applicant is providing the required landscape strips along the rear and internal property lines (10’). The strips contain a variety of tree and shrub species in spaced out clusters. With these clusters of plantings, there are a number of gaps between the groups of plantings. According to Article 11.7.C, one shrub must be planted every 3 feet. Additional landscaping will be required, or a more generous spacing of the plant materials, so long as the minimum number of plants is provided. As an alternative, the applicant may use a mix of shrubs, perennials, native grasses and other plant types that provide a minimum screening height of 3’. The landscape plan shows a good mixture of foundation plantings meets the requirements of the UDC. Additional landscaping is needed within the islands around the parking spaces on the front and south side of the building. The applicant has provided street trees along Crossings Circle. The applicant is showing plantings around the trash corral which will allow for proper screening on three sides. There is no existing vegetation on the property. The plan calls for all lawns to be sodded and all remaining areas to be seeded. Staff recommends that all areas along Crossings Circle and south property line be sodded.

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

Summary: The applicant met with staff to discuss the site plan on May 13, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (June 1, 2020):

1. Address is 1065 “Crossings Circle”, not “Crossing Circle”.
2. Label the backup generator on the Site Plan.
3. The submitted Site Plan calls out a space for a future drive-through lane. The Board of Zoning Appeals approval was only for four (4) drive-through lanes and their stacking. Any additional drive-through lane (with the exception of the night drop-off) will need additional approval from the Board of Zoning Appeals.
4. Label the width of all drive through lanes and drive aisles. If they vary, provide the width at various points. Provide dimensions for vehicle stacking spaces.
5. Clearly identify the lawn areas that are being proposed as seed and sod.
6. Large open areas near the two driveways off of Crossings Circle should have a landscape element, tree, etc.
7. Metal screens for HVAC equipment are not permitted. Parapet walls of an approved material or material used on the façade is required.
8. Staff suggests using a symbol for brick that looks like brick and not siding.
9. Provide a label for all external wall and roof materials, and colors, on each elevation; including: awnings. Also include percentages of each façade material, per facade. Verify that the color rendering represents the colors proposed.
10. A detail for bike racks has not been provided and needs to be added to the details sheet.
11. Move the trash corral detail from the elevation’s sheets to the details sheet.
12. A monument sign detail has been provided. Please add the dimensions of the sign.
13. Label adjacent roads as “public right-of-way” and indicate right-of-way width. Typical.
14. Staff recommends some type of traffic control, such as a stop bar/sign for vehicles exiting the drive through lanes or parking lot.
15. 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.
VEHICLE MANEUVER PLAN

FIRE TRUCK TURNING TEMPLATE

GARbage TRUCK TURNING TEMPLATE

WARNING: UTILITY LINES

GRAPHIC SCALE
PERCENTAGES:

- 37.3% BRICK
- 29.7% GLAZING
- 13% SIDING
- 11% CORRUGATED METAL
- 9% STONE
PPL 832-2020: Submitted by S&ME for Harvest Point Phases 11, 12, 14 & 15. This property is located off Cleburne Road, zoned R-2 PUD and contains approximately 57.12 acres. The applicant requests preliminary plat approval for 111 single-family lots. Requested by Zac Davis.

Request: The applicant seeks preliminary plat approval for 111 single-family lots to be processed under the provisions of the PUD, approved under the provisions of the previous zoning code.

Property Description: This property is located on the northwest side of Cleburne Road and is Phase 11, 12, 14 and 15 of the Harvest Point development.

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.

Phasing: The applicant submitted a revised phasing plan on a previous Harvest Point application (PPL 803-2020). That plan has been provided and reflects the numbers used on this preliminary plat.

Bulk and Area: Based on staff’s review of the information provided, this proposal is compliant with the minimum bulk and area requirements of the City’s PUD provisions and the master development plan approved for the project. The number and type of lots, including lot widths, are consistent with the Final Master Plan approved by the City of Spring Hill. The preliminary plat includes the typical lot setback details for 54’, 65’ and 75’ minimum width lots.

Streets and Sidewalks: These phases include four local public streets with a dedication of 50’ of right-of-way. The applicant is providing 5’ sidewalks on both sides of each street. Two cul-de-sacs are provided on Cloverleaf Way and are proposed to include center landscape islands. Staff recommends that these islands be owned and maintained by the HOA.

Open Space & Amenities: All open space is to be maintained by the HOA per note on Sheet 6. Lots in these phases will use the centralized mailboxes located in the amenities area.

Bicycle and Greenway Plan: The Harvest Point PUD master plan proposes almost 4.5 miles of internal trails to provide for internal multi-modal circulation and connections outside of the neighborhood, particularly to the Spring Hill Middle School. Phases 11, 12, 14 and 15 do not include any of these trails.

Landscaping and Buffering: The approved final development plan (PUD 254-2016) includes a landscape plan. This preliminary plat does not include any landscape areas or buffers on the Master Plan. The phases on this preliminary plat include street trees.

Summary: The applicant met with staff to discuss the preliminary plat on May 13, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (June 1, 2020):
1. All landscaping per the master plan shall be installed.
2. Two cul-de-sacs are provided on Cloverleaf Way and are proposed to include center landscape islands. Staff recommends that these islands be owned and maintained by the HOA.
3. On sheets 2, 3 & 6, move the road name off of the landscaped island and place the HOA note on the island.
4. On sheet 3, move “Phase 11” to the top of the sheet like all of the other sheets.
5. According to the master plan, all of the lots shown on Phase 11 (sheet 3) have minimum lot widths of 65’. Although some lots have larger lot widths, you should only include the detail that correlates with the master plan. The lot detail should be updated to read “Lots 1101-1110 and 1136-1147”.
6. Phase 12 (sheet 4) has similar comments to condition #5. Detail should be updated to read “Lots 1201-1206 & 1217-1232”. 
NOTE: ALL OPEN SPACE TO BE DESIGNATED AS PUDE AND ACCESS EASEMENT TO BE MAINTAINED BY HOA
NOTE: ALL OPEN SPACE TO BE DESIGNATED AS PLUDE AND ACCESS EASEMENT TO BE MAINTAINED BY HOA.