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 3, 2019 (both paper and electronic copies).

D. PUBLIC COMMENT (NON-AGENDA ITEMS)

E. BONDS:

   1. **PC Resolution 19-39** Release Perf Bond and establish Maintenance Bond Wades Grove Sec 15A
   2. **PC Resolution 19-40** Release Maintenance Bond Wades Grove Sec 15B
   3. **PC Resolution 19-41** Release Perf Bond and establish Maintenance Bond Wades Grove Sec 15B
   4. **PC Resolution 19-42** Release Maintenance Bond Wades Grove Sec 16
   5. **PC Resolution 19-43** Release Perf Bond and establish Maintenance Bond Wades Grove Sec 16
   6. **PC Resolution 19-44** Release Perf Bond and establish Maintenance Bond Wades Grove Sec 17A
   7. **PC Resolution 19-45** Release Perf Bond and establish Maintenance Bond Wades Grove Sec 17B
   8. **PC Resolution 19-46** Release Perf Bond and establish Maintenance Bond Shirebrook Ph 3
   9. **PC Resolution 19-47** Release Landscaping Perf Bond Harvest Point PH 8A
   10. **PC Resolution 19-48** Establish Maintenance Bond for Hardin’s Landing Ph 3A
   11. **PC Resolution 19-49** Establish Performance Bond for Hardin’s Landing Ph 3A
   12. **PC Resolution 19-50** Establish Maintenance Bond for Hardin’s Landing Ph 3B
   13. **PC Resolution 19-51** Establish Performance Bond for Hardin’s Landing Ph 3B

F. OLD BUSINESS:


   2. **STP 668-2019**: Submitted by Mullins, LLC for Dartford Townhomes. The property is located south of Duplex Rd., zoned R-2 and contains approximately 16.9 acres. This item was previously approved (STP 501-2018) at the May 2018 Planning Commission meeting. The applicant requests to increase the widths of the 57 units from 21.5’ to 22’. Requested by Eric Lane.
3. **STP 669-2019**: Submitted by MB Civil Engineering for Beechcroft Storage of Spring Hill. The property is located at the northeast corner of Beechcroft Rd. and Dr. Robertson Rd. The property is zoned I-1 and contains approximately 18.64 acres. A sketch plan was seen by the Planning Commission (SKP 607-2018) in November of 2018, but was withdrawn. The applicant requests site plan approval for an 88,428 sq./ft storage facility. Requested by Adam Ledsinger and Anthony Melton.

4. **STP 670-2019**: Submitted by Martin Engineering for 4001 Parkfield Loop North. The property is zoned I-1 and contains approximately 4.50 acres. The applicant requests site plan approval for 54 office/warehouse units. Sketch plan (SKP 588-2018) was approved at the October 2018 Planning Commission. Requested by Gary Martin.

5. **ZTA 671-2019**: Submitted by Rhonda Hamilton for Fainting Goat Coffee (5319 and 5321 Main Street). The properties are zoned CDC and contain approximately 1 acre. The applicant requests zoning text amendments to allow drive-throughs to be considered as a special use in the CDC Zoning District and to modify 8.3.H. Requested by Rhonda Hamilton.

6. **SPm 684-2019**: Submitted by Remick Architecture for Belshire Village Condominiums. The property is zoned C-4 and contains 16.05 acres. The applicant requires site plan minor modification to modify previously approved building elevations (STP 606-2018). Requested by Stewart Dorn.

**G. NEW BUSINESS:**

1. **STP 690-2019**: Submitted by Catalyst Design Group for 720 Beechcroft Road. This property is zoned C-4 and contains approximately 4.14 acres. The applicant requests site plan approval for a 39,300 square foot commercial development. On May 21, 2019, Board of Zoning Appeals approved a special use to allow a drive-through facility. Requested by Gary Martin. Requested by Catalyst Design Group.

2. **RZN 686-2019**: Submitted by Crunk Engineering for the rezoning of property located between Rice Rd., Lincoln Rd. and east of Port Royal. The properties are zoned C-4, C-2 and contain approximately 16.8 acres. The applicant requests to rezone the eastern parcel from C-2 to R-5 and rezone a portion of western parcel from C-4 to R-5, keeping 4.6 acres as C-4 Zoning. Requested by Adam Crunk.

3. **ANX 687-2019**: Submitted by Crunk Engineering for the annexation of property located at 3233 Cleburne Road. The property contains approximately 103 acres and is directly south of the Harvest Point Subdivision. The applicant requests annexation and has submitted a concept plan for potential residential development. This item was denied at the April 15, 2019 BOMA meeting. Requested by Adam Crunk.


5. **FPL 692-2019**: Submitted by WES Engineers & Surveyors for Sawgrass Phase 1, Section 2. The property is located on Tom Lunn Road, zoned R-2 PUD and contains approximately 47.42 acres. The applicant requests final plat approval to create 40 single-family lots. Requested by Allen O’Leary.

6. **FPL 695-2019**: Submitted by WES Engineers & Surveyors for Hardin’s Landing Section 3A. The property is located on Duplex Road, zoned R-2 PUD and contains approximately 59.25 acres. The applicant requests final plat approval to create 32 single-family lots. Requested by Allen O’Leary.
7. **FPL 693-2019**: Submitted by WES Engineers & Surveyors for Hardin’s Landing Section 3B. The property project is located on Duplex Road, zoned R-2 PUD and contains approximately 59.25 acres. The applicant requests final plat approval to create 39 single-family lots. Requested by Allen O’Leary.

8. **PPL 694-2019**: Submitted by WES Engineers & Surveyors for Grand Estates. The property is located on Duplex Road, zoned R-4 and contains approximately 18.01 acres. The applicant requests a minor revision to the preliminary plat. Requested by Allen O’Leary.

9. **RZN 688-2019**: Submitted by Huntly Gordon for the rezone of 3357 Denning Lane. The property is currently zoned AG and contains approximately 19 acres. The applicant requests that the northern portion of the property be rezoned to R-1 and the southern portion be rezoned to R-2. Requested by Huntly Gordon.

**H. OTHER BUSINESS**

1. Item PPL 691-2019 (Arbor Valley Ph. 1) has been deferred to next months agenda.

**I. ROUND TABLE**

**J. ADJOURN**
DATE: May 22, 2019

REQUEST: Release the performance bond and establish a maintenance bond for Wades Grove Section 15A for sidewalks, street lights, and final topping

SUBMITTED BY: Missy Stahl – Senior Project Manager

OVERVIEW:

- A performance bond was established for Section 15A in the amount of $117,740.00 in October 2016.
- All improvements for the performance bond have been constructed.
- Binder was installed in September 2016.
- Roads were final topped in April 2019.

PC ACTION REQUESTED:

- Approve PC Resolution 19-39 to release the performance bond and establish a maintenance bond for Wades Grove Section 15A
RESOLUTION 19-39 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
WADES GROVE SECTION 15A

WHEREAS, a Performance Bond is in place guaranteeing the completion of certain improvements for Wades Grove Section 15A in the amount of $117,740.00; and

WHEREAS, the following improvements are required pursuant to the Final Plat:

Signage, sidewalks, street lights, and final topping to all streets with 1 ½ inches of hot mix asphalt; and

WHEREAS, to date, the improvements have been completed, final topping was placed in April 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 Wades Grove Section 15A 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 $117,740.00 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 $35,322.00 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 be reduced to establish a Maintenance Bond for Wades Grove Section 15A in the amount of $35,322.00 is hereby approved.

Passed and adopted this 10th day of June, 2019.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 5/20/19

John Maher Builders, Inc.

Wades Grove

Section 15A

Development Name: Wades Grove
Phase or Section of Construction: Section 15A
Public Improvements: 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.

Further, Developer must establish a Maintenance Surety with the City to guarantee defects in workmanship or materials for a one year period.

City of Spring Hill Utility Inspector (signature)

City of Spring Hill Engineering Dept. (signature)

199 TOWN CENTER PARKWAY P.O. BOX 789 SPRING HILL, TN 37174
PHONE (931)486-2252 NASHVILLE LINE (615)246-6307 WILLIAMSON CO. (615)599-2614 FAX (931)486-0516
DATE: May 22, 2019

REQUEST: Release the maintenance bond for Wades Grove Section 15B for water, sewer, storm water drainage and basins, streets and curbs

Release the performance bond and establish a maintenance bond for Wades Grove Section 15B for sidewalks, street lights, and final topping

SUBMITTED BY: Missy Stahl – Senior Project Manager

OVERVIEW:

- A maintenance bond was established for Section 15B in the amount of $107,080.00 in March 2017. A performance bond was established for Section 15B in the amount of $81,205.00 in March 2017.
- All improvements have been constructed.
- Binder was installed in May 2017.
- Roads were final topped in April 2019.

PC ACTION REQUESTED:

- Approve PC Resolution 19-40 to release the maintenance bond for Wades Grove Section 15B
- Approve PC Resolution 19-41 to release the performance bond and establish a maintenance bond for Wades Grove Section 15B
RESOLUTION 19-40 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR
WADES GROVE SECTION 15B

WHEREAS, a Surety Letter of Credit 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, 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, it is the recommendation of the City Engineer that the Maintenance Bond
for Wades Grove Section 15B in the amount of $107,080.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission
that release of the Maintenance Bond for Wades Grove Section 15B in the amount of
$107,080.00 is hereby approved.

Passed and adopted this 10th day of June, 2019.

Paul Downing, Chairman

Steve Foote, Secretary
RESOLUTION 19-41 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
WADES GROVE SECTION 15B

WHEREAS, a Performance Bond is in place guaranteeing the completion of certain improvements for Wades Grove Section 15B in the amount of $81,205.00; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
   - Signage, sidewalks, street lights, 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 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 Wades Grove Section 15B 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 $81,205.00 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 $24,361.00 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 be reduced to establish a Maintenance Bond for Wades Grove Section 15B in the amount of $24,361.00 is hereby approved.

Passed and adopted this 10th day of June, 2019.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 5/20/19

John Maher Builders, Inc.
Wades Grove
Section 15B

Development Name: Wades Grove
Phase or Section of Construction: Section 15B
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.

Further, Developer must establish a Maintenance Surety with the City to guarantee defects in workmanship or materials for a one year period.

City of Spring Hill Utility Inspector (signature)

Printed name

Approved By:
City of Spring Hill Engineering Dept. (signature)

Printed name
General Notes:
1. The homeowner's Association of Wade's Grove Subdivision shall be responsible for the maintenance of street lights and fire hydrants in Wade's Grove Subdivision, and the Board of Directors shall be responsible for the maintenance of the streets and alleys.
2. The homeowner's Association shall be responsible for the maintenance of the streets and alleys, and the Board of Directors shall be responsible for the maintenance of the streets and alleys.
3. The homeowner's Association shall be responsible for the maintenance of the streets and alleys, and the Board of Directors shall be responsible for the maintenance of the streets and alleys.
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LOT AREA = 195,731 sf • 4.49 ac

FUTURE DEVELOPMENT OF WADE'S GROVE SECT 180

LEGEND

- FIRE HYDRANT
- WATER MAIN
- PUBLIC UTILITY
- DRAINAGE Ditch
- SERVICE LINE
- WATER SERVICE LINE

NOTE:

- Minimum Lot Size: 7,000 sf
- Minimum Side Setback (Front Yard): 20 feet
- Minimum Side Setback (Rear Yard): 20 feet
- Minimum Clear Space Between Structures: 10 feet
- Minimum Front Yard: 20 feet
- Minimum Rear Yard: 20 feet
- Minimum Lot Area: 195,731 sf • 4.49 ac

CITY OF SPRING HILL MUNICIPAL PLANNING COMMISSION
STATE OF TENNESSEE, WILLAGMA COUNTY
WADE'S GROVE

TOTAL Acres = 0.39 ac
NEW BUILDING LOTS = 30
ADJACENT OPEN SPACE = 0.00 ac
ADJACENT NEW HOUS. = 0.00 ac

CIVIL ENGINEER
JOHN MURPHY, P.E.

DATE: 04-03-2017

GRAPHIC SCALE: 1" = 80'
DATE: May 22, 2019

REQUEST:
Release the maintenance bond for Wades Grove Section 16 for water, sewer, storm water drainage and basins, streets and curbs

Release the performance bond and establish a maintenance bond for Wades Grove Section 16 for sidewalks, street lights, and final topping

SUBMITTED BY: Missy Stahl – Senior Project Manager

OVERVIEW:

- A maintenance bond was established for Section 16 in the amount of $117,788.00 in March 2017. A performance bond was established for Section 16 in the amount of $89,325.00 in March 2017.
- All improvements have been constructed.
- Binder was installed in May 2017.
- Roads were final topped in April 2019.

PC ACTION REQUESTED:

- Approve PC Resolution 19-42 to release the maintenance bond for Wades Grove Section 16
- Approve PC Resolution 19-43 to release the performance bond and establish a maintenance bond for Wades Grove Section 16
RESOLUTION 19-42 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR
WADES GROVE SECTION 16

WHEREAS, a Surety Letter of Credit 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, 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, it is the recommendation of the City Engineer that the Maintenance Bond
for Wades Grove Section 16 in the amount of $117,788.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission
that release of the Maintenance Bond for Wades Grove Section 16 in the amount of
$117,788.00 is hereby approved.

Passed and adopted this 10th day of June, 2019.

Paul Downing, Chairman

Steve Foote, Secretary
RESOLUTION 19-43 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 WADES GROVE SECTION 16

WHEREAS, a Performance Bond is in place guaranteeing the completion of certain improvements for Wades Grove Section 16 in the amount of $89,325.00; and

WHEREAS, the following improvements are required pursuant to the Final Plat:

Signage, sidewalks, street lights, and final topping to all streets with 1 ½ inches of hot mix asphalt; and

WHEREAS, to date, the improvements have been completed, final topping was placed in April 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 Wades Grove Section 16 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 $89,325.00 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 $26,797.00 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 be reduced to establish a Maintenance Bond for Wades Grove Section 16 in the amount of $26,797.00 is hereby approved.

Passed and adopted this 10th day of June, 2019.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 5/20/19

John Maher Builders, Inc.

Wades Grove

Section 16

Development Name: Wades Grove

Phase or Section of Construction: Section 16

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.

Further, Developer must establish a Maintenance Surety with the City to guarantee defects in workmanship or materials for a one year period.

City of Spring Hill Utility Inspector (signature)  
Chris Crumby  
Printed name

Approved By:  
City of Spring Hill Engineering Dept. (signature)  
Thomas S. Wolf, P.E.  
Printed name
DATE: May 22, 2019

REQUEST: Release the performance bond and establish a maintenance bond for Wades Grove Section 17A for sidewalks, street lights, and final topping

SUBMITTED BY: Missy Stahl – Senior Project Manager

OVERVIEW:

- A performance bond was established for Section 17A in the amount of $97,440.00 in October 2016.
- All improvements for the performance bond have been constructed.
- Binder was installed in September 2016.
- Roads were final topped in April 2019.

PC ACTION REQUESTED:

- Approve PC Resolution 19-44 to release the performance bond and establish a maintenance bond for Wades Grove Section 17A
RESOLUTION 19-44
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 WADES GROVE SECTION 17A

WHEREAS, a Performance Bond is in place guaranteeing the completion of certain improvements for Wades Grove Section 17A in the amount of $97,440.00; and

WHEREAS, the following improvements are required pursuant to the Final Plat:

Signage, sidewalks, street lights, and final topping to all streets with 1 ½ inches of hot mix asphalt; and

WHEREAS, to date, the improvements have been completed, final topping was placed in April 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 Wades Grove Section 17A 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 $97,440.00 be reduced to 30% according to Section IV 4.3 Spring Hill Subdivision Regulations, establishing a Maintenance Bond letter of credit in the amount of $29,232.00 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 be reduced to establish a Maintenance Bond for Wades Grove Section 17A in the amount of $29,232.00 is hereby approved.

Passed and adopted this 10th day of June, 2019.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 5/20/19

John Maher Builders, Inc.

Wades Grove

Section 17A

Development Name: Wades Grove

Phase or Section of Construction: Section 17A

Public Improvements: 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.

Further, Developer must establish a Maintenance Surety with the City to guarantee defects in workmanship or materials for a one year period.

City of Spring Hill Utility Inspector (signature)

Printed name

Approved By:

City of Spring Hill Engineering Dept. (signature)

Printed name
DATE: May 22, 2019

REQUEST: Release the performance bond and establish a maintenance bond for Wades Grove Section 17B for sidewalks, street lights, and final topping

SUBMITTED BY: Missy Stahl – Senior Project Manager

OVERVIEW:

- A performance bond was established for Section 17B in the amount of $64,962.00 in March 2017.
- All improvements for the performance bond have been constructed.
- Binder was installed in May 2017.
- Roads were final topped in April 2019.

PC ACTION REQUESTED:

- Approve PC Resolution 19-45 to release the performance bond and establish a maintenance bond for Wades Grove Section 17B
A RESOLUTION TO RELEASE THE EXISTING PERFORMANCE BOND AND TO ESTABLISH AS A MAINTENANCE BOND FOR WADES GROVE SECTION 17B

WHEREAS, a Performance Bond is in place guaranteeing the completion of certain improvements for Wades Grove Section 17B in the amount of $64,962.00; and

WHEREAS, the following improvements are required pursuant to the Final Plat:

   Signage, sidewalks, street lights, 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 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 Wades Grove Section 17B and the repair of such should damage occur during covered period; and

WHEREAS, it is the recommendation of the City Engineer that the Letter of Credit in the amount of $64,962.00 be reduced to 30% according to Section IV 4.3 Spring Hill Subdivision Regulations, establishing a Maintenance Bond letter of credit in the amount of $19,488.00 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 be reduced to establish a Maintenance Bond for Wades Grove Section 17B in the amount of $19,488.00 is hereby approved.

Passed and adopted this 10th day of June, 2019.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 5/20/11

John Maher Builders, Inc.
Wades Grove
Section 17B

Development Name: Wades Grove
Phase or Section of Construction: Section 17B
Public Improvements: 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.

Further, Developer must establish a Maintenance Surety with the City to guarantee defects in workmanship or materials for a one year period.

City of Spring Hill Utility

Printed name

Approved By:

City of Spring Hill Engineering Dept. (signature)

Printed name
DATE: May 22, 2019

REQUEST: Release the performance bond and establish a maintenance bond for Shirebrook Phase 3 for sidewalks, street lights, streets signs and final topping

SUBMITTED BY: Missy Stahl, Senior Project Manager

OVERVIEW:

- A performance bond was established for Phase 3 in the amount of $75,031.00 in March 2017.
- All improvements for the performance bond have been constructed.
- Binder was installed in July 2017.
- Roads were final topped in March 2019.

PC ACTION REQUESTED:

- Approve PC Resolution 19-46 to release the performance bond and establish a maintenance bond for Shirebrook Phase 3
RESOLUTION 19-46 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
SHIREBROOK PHASE 3

WHEREAS, a Performance Bond is in place guaranteeing the completion of certain improvements for Shirebrook Phase 3 in the amount of $75,031.00; 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 March 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 Shirebrook Phase 3 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 $75,031.00 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 $22,509.00 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 be reduced to establish a Maintenance Bond for Shirebrook Phase 3 in the amount of $22,509.00 is hereby approved.

Passed and adopted this 10th day of June, 2019.

__________________________________________
Paul Downing, Chairman

__________________________________________
Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 5/21/19

Regent Homes, LLC
Shirebrook
Phase 3

Development Name: Shirebrook
Phase or Section of Construction: Phase 3
Public Improvements: 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.

Further, Developer must establish a Maintenance Surety with the City to guarantee defects in workmanship or materials for a one year period.

Darrell Bryson
City of Spring Hill Utility Inspector (signature)

Darrell Bryson
Printed name

Approved By:

Thomas S. Wolf PE.
City of Spring Hill Engineering Dept. (signature)

Thomas S. Wolf PE.
Printed name
DATE: May 22, 2019

REQUEST: Release the landscaping performance bond for Harvest Point Phase 8A for buffer plantings

SUBMITTED BY: Missy Stahl – Senior Project Manager

OVERVIEW:

- A landscape performance bond was established for Phase 8A in the amount of $24,868.00 in May 2018.
- All improvements for the performance bond have been installed.
- The open space in which the buffer plantings are located has been quitclaimed to the Harvest Point HOA.

PC ACTION REQUESTED:

- Approve PC Resolution 19-47 to release the landscape performance bond for Harvest Point Phase 8A
RESOLUTION 19-47 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE PERFORMANCE BOND FOR
HARVEST POINT PHASE 8A LANDSCAPING BOND

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, the installation of buffer plantings and landscape,
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 quitclaimed to the homeowners association for Harvest Point; and

WHEREAS, it is the recommendation of the City Engineer that the Landscaping
Performance Bond for Harvest Point Phase 8A in the amount of $24,868.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission
that release of the Landscaping Performance Bond for Harvest Point Phase 8A in the
amount of $24,868.00 is hereby approved.

Passed and adopted this 10th day of June, 2019

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 04/20/19

CKP Development, LLC
Harvest Point
Phase 8A

Development Name: Harvest Point
Phase or Section of Construction: Phase 8A
Public Improvements: Landscape buffer plantings that front Cleburne Road

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.

Further, Developer must establish a Maintenance Surety with the City to guarantee defects in workmanship or materials for a one year period.

City of Spring Hill Utility Inspector (signature)
City of Spring Hill Engineering Dept. (signature)

Approved By:

Printed name

Printed name
QUITCLAIM DEED

Address New Owner As Follows: Send Tax Bills To: Map-Parcel Number:

Harvest Point Master Owners Association, Inc. Same Part of
112 Westwood Place, Suite 220 00029-001.00
Brentwood, TN 37027 and

KNOW ALL PERSONS by these presents that CKP DEVELOPMENT, LLC, a
Tennessee limited liability company ("Grantor"), for and in consideration of the sum of Ten and
No/100 Dollars ($10.00), cash in hand paid, and other good and valuable consideration, the
receipt of which is hereby acknowledged, hereby releases, remises, quitclaims, and gives unto
HARVEST POINT MASTER OWNERS ASSOCIATION, INC., a Tennessee nonprofit corporation, all right, title, and interest of Grantor in and to certain land in Maury County, Tennessee, being more particularly described as follows:

Land lying in Maury County, Tennessee, and being further described as follows:

Being the area denoted as Open Space OS-42 as shown on the recorded final plats of Harvest Point Phase 7, Revision 1 of record as Plat Book P21, page 353, and Harvest Point Phase 8A of record as Plat Book P21, page 401, both in the Register's Office for Maury County, Tennessee, to which plat references are hereby made for more particular descriptions.

Being part of the same property conveyed to CKP Development, LLC, a Tennessee limited liability company, by deed from Harvest point Development, Inc., a Tennessee corporation, of record as Book R2454, page 524, Register’s Office for Maury County, Tennessee.

This quitclaim is subject to such limitations, restrictions, and encumbrances as may affect the premises.

{Signature page to follow}
WITNESS my hand this 17th day of May, 2019.

CKP DEVELOPMENT, LLC,
a Tennessee limited liability company

BY: __________________________

William M. Kottas, Jr., President

STATE OF TENNESSEE
COUNTY OF Williamson

Personally appeared before me, the undersigned, a Notary Public in and for said County and State, William M. Kottas, Jr., with whom I am personally acquainted, and who acknowledged that he executed the within instrument for the purposes therein contained, and who further acknowledged that he is President of the maker or a constituent of the maker and is authorized by the maker or by its constituent, the constituent being authorized by the maker, to execute this instrument on behalf of the maker.

WITNESS my hand, at office, this 17th day of May, 2019.

[Signature]
Notary Public

My Commission Expires: 3/13/2020
COLOR BURST SECTION 8A LANDSCAPE BID

Harvest Point

EST. INSTALL:

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$22,607.24
DATE: May 22, 2019

REQUEST: Establish a maintenance bond and a performance bond for Hardins Landing Phase 3A

SUBMITTED BY: Missy Stahl – Senior Project Manager

OVERVIEW:

- Final plat is on the June 2019 Planning Commission meeting agenda for approval.
- Developer has submitted application and corresponding documentation to establish bonds.

PC ACTION REQUESTED:

- Approve PC Resolution 19-48 to establish a maintenance bond for Hardins Landing Phase 3A
- Approve PC Resolution 19-49 to establish a performance bond for Hardins Landing Phase 3A
RESOLUTION 19-48 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A MAINTENANCE BOND FOR
HARDINS LANDING PHASE 3A

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 32 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; 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 $208,547.00; 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 Hardins Landing Phase 3A in the amount of $208,547.00.

Passed and adopted this 10th day of June, 2019.

Paul Downing, Chairman

Steve Foote, Secretary
Utility Information Sheet

Development ___ HARDINS LANDING ______

Phase ___ 3 ___ Section ___ A ___ # of lots ___ 32 ___

Cost to install Utility's (Maintenance Bond)

Sewer line ___ $300,619

Water line ___ $129,482

Storm Water ___ $143,369

(Infrastructure)

Curbing ___ $22,535

Binder ___ $99,154

TOTAL - $695,159.00

30% OF TOTAL - $208,547.00

BOND AMOUNT - $208,547.00
RESOLUTION 19-49 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A PERFORMANCE BOND FOR
HARDINS LANDING PHASE 3A

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 32 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 $92,697.00; 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 Hardins Landing Phase 3A in the amount of $92,697.00.

Passed and adopted this 10th day of June, 2019.

Paul Downing, Chairman

Steve Foote, Secretary
Utility Information Sheet

Development____ HARDINS LANDING____
Phase____3____ Section____A__ #of lots____32____

Cost to install Utility’s (Performance Bond)

Signage_______$4,507______________________________

Street Lights____$7,661________________________________

Storm Water Surface maintenance____$6,750____________
(to include drainage area, ditches, retention and/detention ponds, open spaces)

Sidewalks (feet)____0______________________________

Sidewalks (cost)____0______________________________

Road linear feet____1,626 LF_______________________

Road width_______24’______________________________

Final Asphalt Topping cost____$65,352________________

TOTAL - $84,270.00

+ 10% OF TOTAL - $8,427.00

BOND AMOUNT - $92,697.00
Application for Surety

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<td>Surety Type: X Performance Bond</td>
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<td>Automatic Renewal Clause included with Surety: Yes / No (Circle One)</td>
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<td>Purpose of Surety:</td>
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<tr>
<td>Name of Financial Institution: Union Bank and Trust</td>
<td>Surety #:</td>
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<tr>
<td>Contact Person: Jack Catlett</td>
<td>Email: <a href="mailto:Jack.Catlett@bankatunion.com">Jack.Catlett@bankatunion.com</a></td>
</tr>
<tr>
<td>Address: 4355 Innslake Drive</td>
<td></td>
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<tr>
<td>City, State, Zip: Glen Allen, VA 23060</td>
<td></td>
</tr>
<tr>
<td>Phone Number: (804) 217-6756</td>
<td>Fax Number: ( )</td>
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<tr>
<td>Name of Owner/Developer or Representative: 2 Gen Holdings, LLC co/ Earl Dickinson III</td>
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<tr>
<td>Address: 1207 Roseneath Rd</td>
<td></td>
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<tr>
<td>City, State, Zip: Richmond, VA, 23230</td>
<td></td>
</tr>
<tr>
<td>Phone Number: (804) 291-8481</td>
<td>Fax Number: ( )</td>
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</table>

Action Request

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

X Establish New Surety

_____ Request Final Inspection and Release of Surety

_____ Request Reduction of Surety Amount

_____ Request extension of surety for (1) year

_____ Request Maintenance Bond

(Please provide proof of difficulty below)

Explanation for Proof of Difficulty:


Applicant Signature Date City Staff Signature Date

V. 5/3/19
### Application for Surety

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<thead>
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<th>Property Information</th>
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<td>Surety Amount: $</td>
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<td>Automatic Renewal Clause included with Surety: Yes / No (Circle One)</td>
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<tr>
<td>Name of Financial Institution: Union Bank and Trust</td>
<td>Surety #:</td>
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<tr>
<td>Contact Person: Jack Catlett</td>
<td>Email: <a href="mailto:Jack.Catlett@bankatunion.com">Jack.Catlett@bankatunion.com</a></td>
</tr>
<tr>
<td>Address: 4355 Innslake Drive</td>
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<td>City, State, Zip: Glen Allen, VA 23060</td>
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<tr>
<td>Name of Owner/Developer or Representative: 2 Gen Holdings, LLC or Earl Dickinson III</td>
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<tr>
<td>Address: 1207 Roseneath Rd</td>
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<td>City, State, Zip: Richmond, VA, 23280</td>
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<tr>
<td>Phone Number: (804) 291-8481</td>
<td>Fax Number:</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:**

---

Applicant Signature: [Signature]  
Date: 5/3/19  
City Staff Signature: [Signature]  
Date: [ ]
DATE: May 22, 2019

REQUEST: Establish a maintenance bond and a performance bond for Hardins Landing Phase 3B

SUBMITTED BY: Missy Stahl – Senior Project Manager

OVERVIEW:

- Final plat is on the June 2019 Planning Commission meeting agenda for approval.
- Developer has submitted application and corresponding documentation to establish bonds.

PC ACTION REQUESTED:

- Approve PC Resolution 19-50 to establish a maintenance bond for Hardins Landing Phase 3B
- Approve PC Resolution 19-51 to establish a performance bond for Hardins Landing Phase 3B
RESOLUTION 19-50 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A MAINTENANCE BOND FOR
HARDINS LANDING PHASE 3B

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 39 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; 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 $254,168.00; 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 Hardins Landing Phase 3B in the
amount of $254,168.00.

Passed and adopted this 10th day of June, 2019.

________________________________________
Paul Downing, Chairman

________________________________________
Steve Foote, Secretary
Utility Information Sheet

Development____HARDINS LANDING______
Phase_3_ Section_B_ #of lots_39_

Cost to install Utility's (Maintenance Bond)

Sewer line_____ $366,380 ______________
Water line_____ $157,807 ______________
Storm Water___ $174,732 ______________
(Infrastructure)

Curbing_______ $27,464 ______________
Binder_________ $120,845 ______________

TOTAL - $847,228.00

30% OF TOTAL - $254,168.00

BOND AMOUNT - $254,168.00
RESOLUTION 19-51 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A PERFORMANCE BOND FOR HARDINS LANDING PHASE 3B

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 39 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 1½ 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 $112,987.00; 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 Hardins Landing Phase 3B in the amount of $112,987.00.

Passed and adopted this 10th day of June, 2019.

__________________________________________
Paul Downing, Chairman

__________________________________________
Steve Foote, Secretary
Utility Information Sheet

Development: HARDINS LANDING
Phase: 3  Section: B  # of lots: 39

Cost to install Utility's (Performance Bond):

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Application for Surety

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Automatic Renewal Clause Included with Surety: Yes / No (Circle One)

Purpose of Surety:

Financial Information

Name of Financial Institution: Union Bank and Trust
Contact Person: Jack Catlett
Email: Jack.Catlett@bankatunion.com
Address: 4355 Innislake Drive
City, State, Zip: Glen Allen, VA 23060
Phone Number: (804) 217-6756
Fax Number: ( )

Contact Information

Name of Owner/Developer or Representative: 2 Gen Holdings, LLC co/ Earl Dickinson III
Address: 1207 Roseneath Rd
City, State, Zip: Richmond, VA 23230
Phone Number: (804) 291-8481
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)

Explanation for Proof of Difficulty:

[Signature] 5/3/19
Applicant Signature  Date

City Staff Signature  Date
## Application for Surety

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</table>

Automatic Renewal Clause Included with Surety: Yes / No (Circle One)

Purpose of Surety:________

### Financial Information

Name of Financial Institution: Union Bank and Trust

Contact Person: Jack Catlett

Email: Jack.Catlett@bankatunion.com

Address: 4355 Innslake Drive

City, State, Zip: Glen Allen, VA 23060

Phone Number: (804) 217-6756

Fax Number: (____) ______

### Contact Information

Name of Owner/Developer or Representative: 2 Gen Holdings, LLC/ Earl Dickinson III

Address: 1207 Roseneath Rd

City, State, Zip: Richmond, VA, 23230

Phone Number: (804) 291-8481

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)

Explanation for Proof of Difficulty:

---

Applicant Signature: [Signature]

Date: 5/3/19

City Staff Signature: [Signature]

Date: [Date]

Property Description and History: The subject site is the location of the Tennessee Children's Home and Ferguson Hall. This site is east of Main Street and School Street, south of McLemore Avenue, west of Elm Street and Old Kedron Road, and north of Kedron Parkway. The property is 102 acres with an existing 8-acre lake that is proposed to be preserved. The property is of significant historic significance to the community as Ferguson Hall was built on the site in the 1850's, was significant in the Civil War, and has been the location of the Tennessee Children's Home since the 1930's.

Analysis: The preliminary development plan consists of 133 single-family lots, 98 townhomes, 41 residential cottages, 315 multi-family apartments, 100 assisted living/condo residences, 90,000 square feet of retail/office space, 20,000 square feet of retail restaurant space, 69,000 square feet of corporate office space, and two hotel sites totaling 250 rooms. This development may entail a build-out period of ten or more years. Forecasting market conditions is difficult over this long of a period and the developer is requesting to have flexibility in several areas to accommodate changes in market conditions during the anticipated development period as follows:

1. The assisted living units may be converted to residential condo flats.
2. That the retail/office space remains flexible as approved commercial square footage.
3. That a floating build-out total of 40,000 square feet of commercial office space and/or 50 residential condo units be allowed within certain retail/office buildings for the purpose of allowing certain buildings designed with second or third floors and provide increased mixed-use.
4. That the hotel adjacent to the floodway has the flexibility to be residential condo flats or office space.

Staff recommends that Request 1 and 4 not be approved with this application. Should the developer wish to modify the plans from either assisted living units or a hotel to condo units, they would be able to apply for a Planned Development minor modification to the Planning Commission. This would allow for traffic impact analysis and for the Planning Commission to review the modified application in comparison to the Planned Development Approval Standards. This application would need to ensure that the additional multi-family single use buildings, in an originally commercially zoned district, would be developed in compliance with the purpose of the Planned Development district. Request 2, allowing flexibility in the use of the commercial space, allows for the buildings to be used in their highest and best commercial use. The underlying zoning designation of C-1 would allow by-right for this kind of flexibility so Staff is not concerned with permitting this. The build-out totals of Request 3 would also allow for an increased level of mixed-use with residential units over the commercial space if the market is indicating demand for units of this nature closer to time of construction. These units would further the comprehensive plan's goal of promoting walkable and dense development with a high level of activity in this area of the city. Staff finds the retail/office flexibility and floating build out totals to be a reasonable request.

The applicant has also requesting to modify the zoning standards that are prescribed in UDC articles 4, 5, 8, and 9. The modifications would need to be approved through the Planned Development Process and would need to be reviewed to the standards outline in the UDC.

Spring Hill Rising: 2040: The future land use classification for this site Downtown/City Center. Downtown/City center is
The applicant has provided a visioning guidebook that details the various building types proposed in this application. Building finishing materials and building heights are provided, as well as images showing examples of the applicant's vision. Staff has stressed to the applicant the importance of the developer’s ability to adhere closely to the concepts, architecture, and materials displayed in the images. The proposed primary building materials and secondary building materials are consistent with the UDC. The applicant is also requesting to include a requirement for the buildings proposed to have C-1 zoning that is not normally imposed on C-1 zoned property. The requirement is that “In order to achieve unity between all buildings in a commercial site, buildings in the center including out parcel buildings, must be constructed of building materials from the color and materials palette approved for the center.” Staff believes this request would be beneficial to the overall design of the development.

Access: The site is accessed via Main Street, School Street, and Kedron Parkway. Main street has two access points to the commercial area. School Street shows three access points to the single-family lots and townhome areas. Kedron Parkway has two accesses points with one being to the commercial area and the other serving the multi-family and residential area. The applicant is also proposing pedestrian access from Elm Street for convenient access to the residents along Elm Street to traverse the amenities and commercial establishments.

Traffic Impact Study: The applicant has submitted a Traffic Impact Study and in review of the document, the Public Works Department has the following recommendations:

1. **Intersection of Kedron Road and Old Kedron Road** - Provide a separate northbound right turn lane from Kedron Road to Old Kedron Road to include a minimum of 250 feet of storage and modification of the existing traffic signal incorporating a right turn overlap signal phase for northbound motorists.

2. **Intersection of Main Street and the Right-In, Right Out Access** – This project access shall be constructed to include one (1) exiting lane to be striped as a right turn lane to include a minimum of 100 feet of storage and shall be controlled by a stop sign at Main St. Prohibit left turns into and out of the project site at Main St.

3. **Intersection of Main Street and the Middle Project Access** – This project access shall be constructed to include two (2) exiting lanes to be striped as separate left and right turn lanes with the left turn lane to include a minimum of 150 feet of storage and the right turn lane to include a minimum of 100 feet of storage. This project access shall be controlled by a stop sign at Main Street. A northbound right turn lane shall be provided on Main Street at the intersection with this project access to include a minimum of 150 of
4. Intersection of Main Street and the Northern Access – This project access shall be constructed to include two (2) exiting lanes to be striped as separate left and right turn lanes to include a minimum of 250 feet of storage. A northbound right turn lane shall be provided on Main Street at the intersection with this project access to include a minimum of 150 feet of storage. A traffic signal shall be installed at this intersection when this project access is constructed to include protected-plus-permitted signal phases for the southbound and westbound approaches as well as right turn overlap signal phases for the northbound and westbound approaches. The proposed traffic signal at this location shall be coordinated with the existing adjacent traffic signals at Kedron Road and Depot Street/ Mc Lemore Avenue in order to facilitate progression through the Main Street corridor and minimize vehicle queues particularly on northbound Main Street. The traffic signal at this location would be more than 800 feet from the existing adjacent traffic signals at Kedron Road and Depot Street/McLemore Avenue. With this spacing, these three (3) consecutive signals could be timed and phased to provide adequate progression through the Main Street corridor.

5. Intersection of Kedron Road and the Two (2) Western Project Accesses – These project accesses shall be constructed to include two (2) exiting lanes to be striped as separate left and right turn lanes to include a minimum of 100 feet of storage. These project accesses shall be controlled by a stop sign at Kedron Road. Eastbound left turn lanes and westbound right turn lanes shall be provided at both project accesses on Kedron Road with each turn lane having a minimum of 100 feet of storage.

6. Right-of-Way Along the Frontage of the Project Site – Main Street and Kedron Road are both designated as “Arterials” in the Major Thoroughfare Plan 2019 thus requiring 95 feet of dedicated right-of-way (47.5 feet either side of the roadway centerline). Additional right-of-way dedication shall be provided on both Kedron Road and Main Street in order to provide the required right-of-way in order to facilitate future widening and turn lane(s) construction that is not currently warranted.

7. School Street – There will be a negligible amount of site-generated traffic entering and exiting the project site at School Road during peak hours. However, for safety reasons, 2 – 11 foot driving lanes shall be provided on School Drive from McLemore Avenue to the project site.

**Streets and Sidewalk:** The plan calls for the creation of private roads, public roads, alleys, sidewalks, walking trails, and pedestrian connections. The use of alleys is helpful in creating walkable residential areas and staff supports this kind of arrangement for a “downtown area” development. The applicant also identifies in their phasing plan a pedestrian sidewalk connection to Battlefield Park with pedestrian crossing signage. This should be identified on the plans. The street widths, sidewalk widths, alley widths, and any potential right-of-way widths are not specifically enumerated on the plans. Staff is recommending that these be identified on plans submitted for the voting meeting.

**Transportation & Parking:** The applicant is utilizing the City’s shared parking provisions and has provided an example land use scenario with the shared use parking requirements indicated. The applicant is proposing to utilize the shared parking allowance in the UDC. The applicant’s requested floating build out totals and land use designation flexibility will need to be demonstrated compatible with the provided parking at time of proposal. Compliance with parking requirements will ultimately be verified at successive site plan reviews and with business licensing.

**Bulk and Area:** The commercial uses of the project are proposed to comply with underlying base zoning, C-1 Commercial. The applicant is requesting for the residential areas of the development to be held to the R-4 and R-6 zoning districts, as amended via this application. The single-family residential lots are requested to comply with the R-4 zoning district, as amended, and the Cottages, Townhomes, Multi-Family Apartments and Residential Above Retail units are all requested to comply with the R-6 zoning district, as amended. These modifications are reflected in the submittal packet and will be adopted as part of the approval by the Board of Mayor and Alderman.
Included in this packet is the applicants requested Table 4-1: Residential Districts Dimensional Standards. The requested modifications to this table are as follows:

The applicant is requesting to modify the R-4 zoning district requirements in the following ways: reduce the minimum lot width and lot area, increase the building and impervious surface coverage, reduce the minimum front setback and minimum reverse corner side setback, and reduce the minimum rear setback in general but especially for alley-loaded lots. Staff believes the requested dimensional modifications allow for a denser style of single-family residential development that is also more walkable. The developer is aiming to create a “downtown area” and a dense and walkable residential neighborhood in close proximity to commercial uses and public spaces is key to creating this.

The applicant is requesting to modify the R-6 zoning district requirements in the following ways: reduce the single-family and townhome/horizontal property regime lot area, increase the maximum density for townhome development, reduce the minimum townhome lot width, increase the maximum building length and height for a multi-family structure, increase the maximum building coverage and impervious surface, reduce the minimum front setback, and reduce the minimum reverse corner side setback and rear setback. While the number of requests for this zoning district is significant, many of the requested modifications are individually minimal. Again, the requested modifications are in alignment with the development goal of creating a “downtown area”. The applicant has expressed to Staff that modifying the maximum building length allows for each building to consist of enough units that providing an elevator becomes economically feasible.

Landscaping & Buffering: The application is not currently providing the required street trees along an Arterial Street in the C-1 zoning district. This requirement is 1 per 35’ linear feet. The existing trees on Kedron Road would satisfy this requirement, however, Staff recommends the applicant provide additional trees on Main Street to meet the UDC requirement. Otherwise, the applicant is providing the necessary buffer yards, internal street trees, and parking lot landscaping. The tree line on the north side of the property and abuts the lots that front on Mclemore Ave is proposed to be preserved. The tree line on the south side of the property that buffers the existing lake from Kedron Road is also proposed to be preserved. The multi-family and commercial buildings will have its foundation landscaping reviewed at time of site plan submittal.

Lighting: The applicant is requesting to modify the lighting standards to allow for an increased maximum total height of street lighting, provided the lighting still complies with the maximum lighting regulations. Also, the applicant is requesting to allow for semi-cut off or non-cut off luminaires for pedestrian scale lights under 14 feet. Staff finds these requests to have no impact on surrounding properties and allows for flexible design that may enhance the project.

Open Space & Amenities: The applicant proposes a community park fronting an existing lake. The applicant has indicated that this lake front park will be open to the public, managed by an association that is a combination of the commercial association, multi-family association, and the single-family association, and will be programmed. The existing lake is also wrapped by a paved pedestrian trail that extends along the southern side of the development from the commercial area to the multi-family area of the property. The applicant is providing for place making signage along this trail. The single-family area shows a community clubhouse and amenity center. The multi-family area shows a pocket park and pool & clubhouse area. The pocket park has a pedestrian connection to Elm Street and will provide access to the existing lake. The existing lawn and mature trees in front of Ferguson Hall are proposed to remain largely undisturbed.

Bicycle & Greenway Plan: The Bicycle and Greenway Plan shows Main Street as a proposed bike lane roadway and for a Greenway to follow the floodway and to the south of the existing lake. A greenway is provided in this general area but wraps around the north of the existing lake. Staff finds this to be an acceptable layout for the Greenway and allows for the preservation of the existing natural area to the south of the lake. Staff recommends that this Greenway connects to Jerry Erwin Park on the south side of Kedron Road. The exact location of the sidewalk should be coordinated with the Parks & Recreation department.
Permitted and Special Uses: The applicant has provided a modified Table 8-1: Use Matrix from the UDC and is available in the Planning Commission packet. In addition to the requested modifications, the Use Standards in Article 8 have been amended for various uses. The applicant is proposing to add uses by right, by special use, and to prohibit otherwise permitted uses in an effort to enhance the development goal of creating a "downtown area". The applicant is proposing to modify Use Standards in an effort to enhance the development goal of creating a "downtown area". These modifications are reflected in submitted Revised UDC booklet.

Phasing: The applicant has submitted a four-phase plan demonstrating the buildout sequence of the development. The first phase is the majority of the residential units as these new units will drive demand for the commercial and hospitality uses. The applicant has also submitted an Exhibit titled “Tennessee Children’s Home Property Planned Development Road and Utility Improvements by Phase”. This document identifies the specific roadway and utility improvements that each phase of the development entails. The document provides estimated years and assigns responsibilities of the improvements to either the developer independently and the developer in coordination with City funds generated by taxes and/or special assessment fees from this development.

Adequacy of Utilities: The applicant has met with City staff to discuss adequacy of utility infrastructure to serve the proposed development. The sewer upgrade currently shown in phase 4 is required to be upgraded before the commercial / office area comes on-line. This is recommended to be done with pipe bursting the 8" to the 12" diameter required by the development. Otherwise, the sewer and water plans are satisfactory to the Public Works Department.

Historic Commission: This Historic Commission held a meeting on March 7, 2019 and made the following recommendations on the project:

1. The buffer zone on the north side of the property between the single-family lots and the Spring Hill Cemetery should be sufficient in size to respect the cemetery.
2. An archaeological study of the site should be done due to the extensive history of the site. There also may be two cemeteries on site and their locations should be identified, memorialized, and the remains handled properly.
3. The historic battlefield heritage should be preserved and incorporated into the development as much as possible.
4. Middle Tennessee State University and Maury County Archives should be engaged as they may have historical documents or information relevant to the property.
5. No work should disrupt the National Register status and all work should conform with the Secretary of the Interior standards.
6. The trees within the single-family area should be identified and should reflect the historic nature of the site.
7. The history, stories, and significant people related to the site should be preserved and maintained through the development.
8. This new downtown development should blend well with the surrounding downtown area.

The applicant has submitted an Archeological and Historic Resources Survey that was conducted by S&ME for the entire subject property. The goal of the survey was “to identify archaeological sites within the Project Area and historic resources within or adjacent to the Project Area that will be affected by future development activities.” The study consisted of pedestrian reconnaissance and hand excavation of 186 shovel test pits. The shovel test did not recover archeological remains associated with the Battle of Spring Hill and the extent of the findings were nondiagnostic prehistoric stones. The field investigation of the site also did not observe and evidence suggesting the presence of unmarked graves in the Project Area. The recommendations of the Archeological and Historic Resources Survey are as follows:

Depending on the specific nature and design, future development in the Project Area may have adverse effects to the Martin Cheairs Home, the Spring Hill Battlefield, and other nearby historic properties. We recommend that consideration of potential effects be included as development planning matures. Methods to minimize adverse effects may include, but are not limited to, redesigning the site plans to minimize building heights; utilizing design guidelines and architectural details that reflect the historic character of the area; and using vegetative screening. If effects cannot be avoided, potential mitigation measure for adverse effects may include, but are not limited to, developing educational and interpretive materials about the history of the development tract, the affected resources, or related historic contexts; sponsoring survey
Planned Developments: The code for Planned Development applications is included in the packet. The applicant has submitted responses to the criteria for modifying dimensional, design, and use regulations through the Planned Development process. The applicant’s responses to Article 13.5.D.4 are below:

a. Community amenities including plazas, malls, formal gardens, places to congregate, and pedestrian facilities. (the entirety of the development is based upon traditional urban design principles where the visitor or resident can Live, Work and Play. The design offers multiple plaza areas and pocket parks for gathering, public art displays, festivals, outdoor activities, active play, or just relaxing).

b. Improvement of existing public or private on-site and off-site infrastructure. (The development plans identify a series of public roadway, pedestrian connectivity and infrastructure utility improvements that will be achieved either by the developer, or in conjunction with fees and/ or tax revenues generated through the development).

c. Preservation of existing environmental features. (preservation of the existing lake as an amenity for the general public with enhancements in terms of an amphitheater for events, trails, seating, lighting and programmed play areas).

d. Preservation of historic features and adaptive reuse of existing buildings. (The historic Ferguson Hall has been preserved and integrated into the design to give it new purpose and renewed exposure to the public at large. Ferguson Hall will serve a role as either a civic use, special events venue or office space.)

e. New open space and recreational amenities such as recreational open space, including parks and playgrounds, natural water features and conservation areas, active and passive recreational uses, jogging trails and fitness courses, dog parks, skate parks, and similar recreational features. (An 8-acre public park will be created and will be maintained via the development’s property association. The park introduces walking trails, an amphitheater area, historic recognition elements to commemorate Spring Hill history, lake fishing and other activities).

f. Reduction of impervious surface coverage throughout the development below the threshold required by the zoning district and incorporation of stormwater best management practices. Stormwater Best Management Practices (BMPs) are proposed throughout the development inclusive of bio-filtration areas with plantings to encourage ground water recharge and water quality improvement.)

g. Provision of public car and/or bike share facilities. (Public bike parking will be introduced throughout the retail and flex-office district to facilitate multi-modal transportation.)

Summary: The applicant met with staff to discuss the site and design issues on May 15, 2019. The following item shall be addressed or considered prior to this item being heard at a Planning Commission voting meeting:

1. Identify the internal private street, alley, and right-of-way widths.

2. Provide a pedestrian crossing to Battlefield Park.

3. Provide illustrations of the proposed semi-cut off or non-cut off lighting elements that are being requested.

4. Staff recommends Request 1 and 4 from the memorandum be removed. Instead, these requests can be made through a Planned Development minor modification application.

5. Amend the landscape plans to show the required street tree planting along Main Street.
6. There are no shared costs in dedication of right-of-way. Right-of-way shall be dedicated by the developer to address development improvements.

7. Multi-purpose trail and its connectivity shall be the responsibility of the developer to design and construct.

8. Hydraulic Engineering Calculations (HEC) analysis will be required before any commitments to the design for the encapsulation of the stream and modification of the floodplain. Also, the development is shown proposed in the floodway which is not allowed unless there is additional stream alteration and the floodway is moved.

9. The plans to not reflect comments in the Exhibit A detailing the construction of right turn lanes or providing right of way along Main Street and on Kedron Road

10. The Exhibit A document in no way binds the City to participate in improvements required by the impact of the development. If some improvements can be negotiated with fees or other financing products, the City may elect at that time to participate.

11. Intersection of Kedron Road and Old Kedron Road - The Kedron / Old Kedron road improvement would be an alignment project allowing Miles Johnson – Old Kedron – Kedron to be a through arterial street with Kedron realigned to be the secondary as a connector from Main Street to the new alignment. This would allow a second more efficient north / south corridor

12. Intersection of Main Street and the Right-In, Right Out Access – This project access shall be constructed to include one (1) exiting lane to be striped as a right turn lane to include a minimum of 100 feet of storage and shall be controlled by a stop sign at Main St. Prohibit left turns into and out of the project site at Main St.

13. Intersection of Main Street and the Middle Project Access – This project access shall be constructed to include two (2) exiting lanes to be striped as separate left and right turn lanes with the left turn lane to include a minimum of 150 feet of storage and the right turn lane to include a minimum of 100 feet of storage. This project access shall be controlled by a stop sign at Main Street. A northbound right turn lane shall be provided on Main Street at the intersection with this project access to include a minimum of 150 of storage. A traffic signal is not recommended at this location because of the inadequate distance between this project access and the existing traffic signal at Kedron Road that would not provide adequate progression through adjacent traffic signals.

14. Intersection of Main Street and the Northern Access – This project access shall be constructed to include two (2) exiting lanes to be striped as separate left and right turn lanes to include a minimum of 250 feet of storage. A northbound right turn lane shall be provided on Main Street at the intersection with this project access to include a minimum of 150 feet of storage. A traffic signal shall be installed at this intersection when this project access is constructed to include protected-plus-permitted signal phases for the southbound and westbound approaches as well as right turn overlap signal phases for the northbound and westbound approaches. The proposed traffic signal at this location shall be coordinated with the existing adjacent traffic signals at Kedron Road and Depot street/ Mclemore Avenue in order to facilitate progression through the Main Street corridor and minimize vehicle queues particularly on northbound Main Street. The traffic signal at this location would be more than 800 feet from the existing adjacent traffic signals at Kedron Road and Depot Street/McLemore Avenue. With this spacing, these three (3) consecutive signals could be timed and phased to provide adequate progression through the Main Street corridor.

15. Intersection of Kedron Road and the Two (2) Western Project Accesses - These project accesses shall be constructed to include two (2) exiting lanes to be striped as separate left and right turn lanes to include a minimum of 100 feet of storage. These project accesses shall be controlled by a stop sign at Kedron
Road. Eastbound left turn lanes and westbound right turn lanes shall be provided at both project accesses on Kedron Road with each turn lane having a minimum of 100 feet of storage.

16. **Right-of-Way Along the Frontage of the Project Site** – Main Street and Kedron Road are both designated as “Arterials” in the Major Thoroughfare Plan 2019 thus requiring 95 feet of dedicated right-of-way (47.5 feet either side of the roadway centerline). Additional right-of-way dedication shall be provided on both Kedron Road and Main Street in order to provide the required right-of-way in order to facilitate future widening and turn lane(s) construction that is not currently warranted.

17. **School Street** – There will be a negligible amount of site-generated traffic entering and exiting the project site at School Road during peak hours. However, for safety reasons, 2 – 11 foot driving lanes shall be provided on School Drive from McLemore Avenue to the project site.
PDP 673-2019
MEMORANDUM

TO: Mr. Steve Foote, Planning Director  
    City of Spring Hill

DATE: May 21, 2019

RE: Tennessee Children's Home Mixed-Use Redevelopment Narrative  
    Spring Hill, TN

We are including this design narrative to accompany the Planned Development Concept Plan submittal, inclusive of a Visioning Booklet for the development. This document shall serve to outline the goals and design theory behind the conceptual master plan being brought before the Spring Hill Planning Commission and includes the applicable UDC modified text sections that we are requesting be applicable to the development.

Development Goals

- The primary goal of the development is to create a diverse and integrated mixed-use neighborhood with activated retail/flex-office, corporate office, hospitality, assisted living, and residential uses (inclusive of single-family residences, townhomes, multifamily apartments and condominium flats). Several of these uses are currently lacking or are in limited supply within the Spring Hill community. The unique aspects of this property being situated in the community center, with existing rooftops and adequate income levels surrounding it, provides economic drivers to support this level of development.

- Inter-Connectivity with the surrounding neighborhoods and land uses, inclusive of providing public access to the green space surrounding the 8-acre lake amenity for recreation, community activities, etc.

- Providing the community of Spring Hill with a town-center district to serve as an identifiable downtown. The site is very near the geographic center of the community and is situated on the primary north/south arterial thoroughfare. We envision this development establishing an identity for the “downtown area”, similar to the role that the City Park and Hill Realty re-developments played in the community of Brentwood. We envision this development being the prominent location for hosting civic events, charity marathons, concerts, fishing tournaments, etc.

- Creating a lifestyle environment where patrons can live, work, shop and play. The key to achieving success is focusing upon how vehicular traffic co-exists with the pedestrian realm. Vehicular traffic is a necessary part of a successful retail environment; however, quality developments promote walk-ability and create a special sense of place with attention to detail along the various streetscapes. The development will deliver on establishing a special atmosphere reflective of the inherent character of Spring Hill.

- Restoring and finding a productive purpose for the historic Ferguson Hall. The intended uses for Ferguson Hall will be either a civic function, special events venue or office space.

Mixed Use Development

The programming of uses within this development is very intentional in order to establish a mix that promotes an activated environment 24-7, 365 days a year. Thus, residential and hospitality uses are crucial within the mix to activate the retail and restaurant uses after standard office hours and on weekends. This is a crucial part of a successful retail strategy since retailers, especially restaurants, depend upon revenue generation during both afternoon and evening hours. A mixed-use program can deliver on this need much better than segregated residential and commercial areas.
The development program includes:

- Single Family Lots (50'-65' widths) - 133
- Residential Townhomes - 98
- Residential Cottages - 41
- Multifamily Apartments - 315
- Assisted Living/ Condo Residences - 100
- Retail/ Flex Office - 90,000 s.f.
- Retail Restaurant Space - 20,000 s.f.
- Corporate Office Space - 69,000 s.f.
- Hotels (Two sites) - 250 Rms.
- Floating Flex Office/ 2nd & 3rd Flr. - 40,000 s.f. and/or 50 Resid. Condos.

The developer puts forth this anticipated mix of uses, while certainly recognizing that the scope of this development may entail a build-out period of 10+ years. It is requested that development flexibility be allowed in several areas of the master plan:

1) That the assisted living units may be substituted to Residential Condo Flats if the market for assisted living beds does not materialize;
2) The Retail/ Flex Office space remains flexible as approved commercial square footage in order to allow for the development to be tailored to suit the marketplace;
3) That a floating build-out total of 40,000 s.f. of commercial office space and 50 residential condo units be allowed within the Retail/ Flex Office district. The purpose of this floating designation is to allow certain buildings within this district to be designed with second and possibly third floors to provide further activation of the area on a 24/7 basis.
4) The second Hotel may be substituted to either Residential Condo Flats or Office if the market does not grow to the point of supporting two hotels within the development.
5) The developer intends to voluntarily restrict certain uses allowable within the C-1 zoning.

**Development Standards per the Unified Development Code (UDC)**

We have developed a modified version of the current UDC that is intended to apply specifically to this Planned Development (refer to appendix A). The specific zoning districts that have been modified for the development are the R-4 district for the single-family lots, the R-6 district for all other residential uses and the C-1 district for all non-residential uses.

In addition, we are designating the following specific building locations for 2nd and 3rd floor potential uses and for limited drive-thru retail applications.

**Flex Buildings Allowing 2nd and 3rd Floor Uses:**
- Bldgs. F7, F9, F10, F11 & F12

**Flex Buildings Allowing Drive-Thru Applications (with Conditional Use Approval by the Planning Comm):**
- Bldgs. F1, F3 and F4
UDC Article 13.5, para. D. Exceptions from District Regulations

1. A planned development is subject to the underlying district dimensional, design, and use regulations unless an exception is specifically granted. The Planning Commission may recommend and the Board of Mayor and Aldermen may grant exceptions to the zoning district dimensional, design, and use regulations where a planned development is located.

2. Exceptions from district regulations may be granted for planned developments, if the exceptions:

   a. Enhance the overall merit of the planned development.
   b. Promote the objectives of both the City and the development.
   c. Enhance the quality of the design of the structures and the site plan.
   d. Will not cause excessive adverse impact on neighboring properties.
   e. Are compatible with adopted City land use policies.
   f. Provide a public benefit to the City, as described in item 4 below.
   g. Will not cause undue burden upon the City's utility and infrastructure systems or ability to serve the property with municipal services.

The UDC identifies in Article 13-4 the basis upon which exceptions to the UDC's dimensional, design and use regulations may be requested. It stipulates that "In no case may an exception to district regulations be granted unless the applicant demonstrates a substantial benefit to the City. Design characteristics and amenities to be considered in this determination include, but are not limited to, the following:"

   a. Community amenities including plazas, malls, formal gardens, places to congregate, and pedestrian facilities. (The entirety of the development is based upon traditional urban design principles where the visitor or resident can Live, Work and Play. The design offers multiple plaza areas and pocket parks for gathering, public art displays, festivals, outdoor activities, active play, or just relaxing.)
   b. Improvement of existing public or private on-site and off-site infrastructure. (The development plans identify a series of public roadway, pedestrian connectivity and infrastructure utility improvements that will be achieved either by the developer, or in conjunction with fees and/or tax revenues generated through the development).
   c. Preservation of existing environmental features. (Preservation of the existing lake as an amenity for the general public with enhancements in terms of an amphitheater for events, trails, seating, lighting and programmed play areas).
   d. Preservation of historic features and adaptive reuse of existing buildings. (The historic Ferguson Hall has been preserved and integrated into the design to give it new purpose and renewed exposure to the public at large. Ferguson Hall will serve a role as either a civic use, special events venue or office space.)
   e. New open space and recreational amenities such as recreational open space, including parks and playgrounds, natural water features and conservation areas, active and passive recreational uses, jogging trails and fitness courses, dog parks, skate parks, and similar recreational features. (An 8-acre public park will be created and will be maintained via the development's property association. The park introduces walking trails, an amphitheater area, historic recognition elements to commemorate Spring Hill history, lake fishing and other activities).
   f. Reduction of impervious surface coverage throughout the development below the threshold required by the zoning district and incorporation of stormwater best management practices. Stormwater Best Management Practices (BMPs) are proposed throughout the development inclusive of bio-filtration areas with plantings to encourage ground water recharge and water quality improvement.
   g. Provision of public car and/or bike share facilities. (Public bike parking will be introduced throughout the retail and flex-office district to facilitate multi-modal transportation.)
The Tenn. Children's Home Redevelopment incorporates an array of these identified benefits to create a truly unique sense-of-place within the geographic center of the Spring Hill community.

**Parking for Shared Uses**

We have utilized the shared parking provision within the Unified Development Code to analyze the parking required for the overall development. The master plan accommodates this number of spaces within the various areas of both parking lots and on-street parking. The weekday period from 7:00 AM until 6:00 PM generates the highest parking need and determines that 1,895 spaces are necessary to serve the development. The single family lots have been excluded from the parking analysis since each of these residences will provide 2 parking spaces and no on-street parking within the single-family section has been included in the overall parking count.

We have also indicated, as a point of reference, the parking that would be code required were the shared parking matrix not utilized. The benefit to the shared parking approach is avoidance of the additional impervious surface area that is impactful to the environment.

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Weekday</th>
<th></th>
<th>Weekend</th>
<th></th>
<th>Code Required Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Mid-7am</td>
<td>7am-6pm</td>
<td>6pm-Mid</td>
<td>Mid-7am</td>
<td>7am-6pm</td>
</tr>
<tr>
<td>Residential (Multifamily Apts)</td>
<td>669</td>
<td>669</td>
<td>669</td>
<td>669</td>
<td>669</td>
</tr>
<tr>
<td>Residential (Assisted Living)</td>
<td>50</td>
<td>50</td>
<td>50</td>
<td>50</td>
<td>50</td>
</tr>
<tr>
<td>Residential (Cottages)</td>
<td>82</td>
<td>82</td>
<td>82</td>
<td>82</td>
<td>82</td>
</tr>
<tr>
<td>Residential (Townhomes)</td>
<td>216</td>
<td>216</td>
<td>216</td>
<td>216</td>
<td>216</td>
</tr>
<tr>
<td>Commercial</td>
<td>0</td>
<td>220</td>
<td>176</td>
<td>0</td>
<td>220</td>
</tr>
<tr>
<td>Floating Office/ Residential Use (2nd &amp; 3rd Flrs.)</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>Restaurant</td>
<td>75</td>
<td>140</td>
<td>200</td>
<td>90</td>
<td>140</td>
</tr>
<tr>
<td>Hotel/Motel</td>
<td>375</td>
<td>188</td>
<td>338</td>
<td>375</td>
<td>244</td>
</tr>
<tr>
<td>Office/Industrial</td>
<td>11</td>
<td>230</td>
<td>11</td>
<td>0</td>
<td>88</td>
</tr>
<tr>
<td>Indoor/Outdoor Recreation</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>1578</strong></td>
<td><strong>1895</strong></td>
<td><strong>1842</strong></td>
<td><strong>1582</strong></td>
<td><strong>1809</strong></td>
</tr>
</tbody>
</table>
Master Plan
MORE INTENSIVE USES ALONG MAIN STREET (HIGHER TRAFFIC COUNTS, SURROUNDING BUSINESS USES, GREATER BUILDING HEIGHTS ETC.)

NOTE: TENNESSEE CHILDREN'S HOME TO REMAIN IN OPERATION ON THIS PROPERTY UNTIL NEAR CAMPUS BUILD AND OPERATIONAL PHASING PLAN

LESS INTENSIVE USES ABUTTING EXISTING RESIDENTIAL (LOWER BUILDING HEIGHTS AND MASSING, CONNECTION TO PUBLIC AMENITIES, PRESERVATION OF NATURAL BUFFERS (E.TREE ROWS AND FLOODPLAIN)

PHASE 1
PHASE 2
PHASE 3
PHASE 4

PEDESTRIAN CONNECTION
OFF-SITE EXTENSION OF SANITARY SEWER

TENNESSEE CHILDREN'S HOME PROPERTY
EXHIBIT A
TENNESSEE CHILDREN’S HOME PROPERTY PLANNED DEVELOPMENT
ROAD AND UTILITY IMPROVEMENTS BY PHASE

The following table and drawings outline the responsible party and show the road and utility improvements required to be constructed as a part of the Development for Phases 1, 2, 3 and 4 of the Tennessee Children’s Home property.

The legend below allocates the required infrastructure improvements to the Responsible Party.

**LEGEND**

- **Green** Infrastructure improvements highlighted in green below shall be the shared responsibility of the Tenn. Children’s Home development and the City of Spring Hill. The apportionment of the obligation for the completion of these improvements shall be equitably assigned between the City and the Tenn. Children’s Home Development Partners.
  (This category indicates improvements that may benefit from funds generated by taxes and/or special assessment fees from this development).

- **Blue** Infrastructure improvements highlighted in blue below shall be the responsibility of the Tenn. Children’s Home Development Partners.

- **Yellow** Infrastructure improvements highlighted in yellow below shall be the responsibility of the City of Spring Hill.
<table>
<thead>
<tr>
<th>DEVELOPMENT PROGRAM (1)</th>
<th>ROAD/ INTERSECTION IMPROVEMENTS</th>
<th>WATER SYSTEM IMPROVEMENTS</th>
<th>SANITARY SEWER SYSTEM IMPROVEMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PHASE 1</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single Family = 85 du</td>
<td><strong>Kedron Road</strong></td>
<td>Connect to 12-inch water main located in Kedron Road and extend new 12&quot; main in Street A</td>
<td>Extend a new 12-inch sewer main in Kedron Road ROW to connect to the exist. 30&quot; main along McCutcheon Creek</td>
</tr>
<tr>
<td>Multi-family = 315 du</td>
<td></td>
<td></td>
<td>Install sanitary sewer collection system within Phase 1 of development</td>
</tr>
<tr>
<td>Cottage Residences = 41 du</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Townhomes = 21 du</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Assisted Living/ Condos = 100 du</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail/ Commercial Office/ Restaurant = 0 sf</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hotel = 0 Rms.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Horizon Years</td>
<td>Intersection of Kedron Road and Old Kedron Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2020-2023</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Note: The Horizon Years are the period of time within which this Phase of the development is anticipated to occur. The actual year of construction of a specific item of work in each Phase shall be determined in conjunction with the approval of such development by the City.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DEVELOPMENT PROGRAM (1)</td>
<td>ROAD/ INTERSECTION IMPROVEMENTS</td>
<td>WATER SYSTEM IMPROVEMENTS</td>
<td>SANITARY SEWER SYSTEM IMPROVEMENTS</td>
</tr>
<tr>
<td>-------------------------</td>
<td>---------------------------------</td>
<td>----------------------------</td>
<td>-----------------------------------</td>
</tr>
<tr>
<td>Single Family = 0 du</td>
<td></td>
<td></td>
<td>Extend a new 12-inch sewer main in Kedron Road ROW to connect to the 12&quot; main installed in Phase 1. Replaces existing sewer main.</td>
</tr>
<tr>
<td>Townhomes = 0 du</td>
<td></td>
<td></td>
<td>Note: Phase Two will not be allowed to discharge additional flow to the current 8&quot; sewer main existing in Kedron Rd. However, if a portion of the current sewer discharge from the Tenn. Children's Home can be re-routed to the Phase One sewer improvements then Phase Two shall be permitted to discharge comparable flow to the existing 8&quot; sewer prior to the completion of the trunk main improvements.</td>
</tr>
<tr>
<td>Retail/ Commercial</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office/ Restaurant = 71,590 sf</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Second &amp; Third Flr.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Resid. = 0 du</td>
<td>Kedron Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hotel = 0 Rms.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Horizon Years</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2021 – 2025</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Note: The Horizon Years are the period of time within which this Phase of the development is anticipated to occur. The actual year of construction of a specific item of work in each Phase shall be determined in conjunction with the approval of such development by the City.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Kedron Road**
- Widen Kedron Road to install a Center Turn Lane at School St. Extension with 100 feet of storage. Widening will encompass approx. 400 LF
- Install westbound right turn lane at School Street extended with at least 100 feet of storage
- Dedicate right-of-way to allow for future widening
- Widen Kedron Rd. along Entirety of property frontage
- Install multi-purpose pathway along Kedron Rd. from Street A to Main St.

**Main Street**
- Dedicate right-of-way to allow for future widening
- Install sidewalk along property frontage outside of TDOT R.O.W.

**Extension of School Street**
- Construct the extension of School Street from the intersection of Ferguson St. to Kedron Rd.

**Intersection of Kedron Road and Main St. (Hwy. 31)**
- Re-phase the signal and install traffic signal control w/ permissive/protected left turn signal phasing
- Pedestrian facilities integrated within intersection design
- Install a westbound right turn lane to facilitate efficient traffic operations at the intersection *

* - This improvement is not a requirement based upon traffic generated by the development, but would serve to improve the general operations of the intersection
### Intersection of Main Street and the Middle Project Access
- Install a northbound right turn lane with at least 100 feet of storage
- Construct northbound left turn lane on Buckner Lane
- Construct a second northbound through lane on Buckner Lane

### Intersection of Main St. and the Right-In, Right-Out Access
- Install a northbound right turn lane with at least 100 feet of storage

### PHASE 3

<table>
<thead>
<tr>
<th>DEVELOPMENT PROGRAM (1)</th>
<th>ROAD/ INTERSECTION IMPROVEMENTS</th>
<th>WATER SYSTEM IMPROVEMENTS</th>
<th>SANITARY SEWER SYSTEM IMPROVEMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family = 47 du</td>
<td>Extension of Ferguson St. to Connect with Phase One Construction</td>
<td>Install 12&quot; water distribution main in Street A from the terminus of Phase 1 to School Street</td>
<td>Install sanitary sewer collection system within Phase 3 of development</td>
</tr>
<tr>
<td>Townhomes = 73 du</td>
<td>• Construct Ferguson St. from Main St. to the round-about terminus of the Phase 1 roadway improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail/ Commercial</td>
<td>Intersection of Main Street and the Northern Project Access</td>
<td>Install water distribution system within Phase 3 of development</td>
<td></td>
</tr>
<tr>
<td>Office/ Restaurant = 21,600 sf</td>
<td>• Install a northbound right turn lane with at least 150 feet of storage.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hotel = 125 Rms.</td>
<td>• Install traffic signal control with protected-plus-permitted signal phases for the southbound and westbound approaches, as well as right turn overlap signal phases for the northbound and westbound approaches. Signal to be phased and timed with Kedron Rd. and McLemore.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Horizon Years</td>
<td>2024 - 2027</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Note: The Horizon Years are the period of time within which this Phase</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: The Horizon Years 2024 - 2027
of the development is anticipated to occur. The actual year of construction of a specific item of work in each Phase shall be determined in conjunction with the approval of such development by the City.

**Improvements to School St from the Development to McLemore St.**
- Widen and Install a pedestrian sidewalk along the eastern side of School St. in accordance with what is achievable within current right-of-way

### PHASE 4

<table>
<thead>
<tr>
<th>DEVELOPMENT PROGRAM (1)</th>
<th>ROAD/INTERSECTION IMPROVEMENTS</th>
<th>WATER SYSTEM IMPROVEMENTS</th>
<th>SANITARY SEWER SYSTEM IMPROVEMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family = 0 du</td>
<td></td>
<td>Install water distribution system within Phase 4 of development</td>
<td>Install sanitary sewer collection system within Phase 4 of development</td>
</tr>
<tr>
<td>Townhomes = 4 du</td>
<td></td>
<td></td>
<td>City sewerage treatment plant capacity to be upsized to accommodate overall long-term growth and development of the City of Spring Hill</td>
</tr>
<tr>
<td>Retail/Commercial Office/Restaurant = 85,810 sf</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Second &amp; Third Flr. Resid.= 10 du</td>
<td>Install water distribution system within Phase 4 of development</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Second &amp; Third Flr. Office = 12,000 s.f.</td>
<td>Install water distribution system within Phase 4 of development</td>
<td></td>
<td>City sewerage treatment plant capacity to be upsized to accommodate overall long-term growth and development of the City of Spring Hill</td>
</tr>
<tr>
<td>Hotel/Condos = 125 Rms./Du</td>
<td>Install water distribution system within Phase 4 of development</td>
<td></td>
<td>City sewerage treatment plant capacity to be upsized to accommodate overall long-term growth and development of the City of Spring Hill</td>
</tr>
<tr>
<td>Horizon Years 2026 - 2030</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Footnote:**
1) The development totals represented above are stand-alone totals by each individual phase.
Landscape Plan
Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
Logan Elliott, Associate Planner
MEETING: May 28, 2019
SUBJECT: STP 668-2019 (Dartford Townhomes)

**STP 668-2019**: Submitted by Mullins, LLC for Dartford Townhomes. The property is located on Duplex Rd., zoned R-2 and contains approximately 16.9 acres. This item was previously approved (STP 501-2018) at the May 2018 Planning Commission meeting. The applicant requests to modify the Site Plan approval. Requested by Eric Lane.

**Property Description and History**: This property is located in the Slayton Cove development (NCP 227-2016) which is south of Duplex Road and west of Port Royal Road. This phase of the development connects the Grand Reserve development to Duplex Road. A site plan was approved for this property in May of 2018 (STP 501-2018) for 57 town home units. The conditions of approval for this application are include here:

1. 25’ wide landscape buffers shall be provided where the property abuts lower density zoning districts prior to the issuance of any permits and applicant shall minimize any tree disturbance within the landscape buffer.
2. Grand Avenue is a public street and shall be platted via a dedication plat to the city prior to the issuance of construction permits.
3. Suggest having lots 49-53 become 3 townhomes and making lots 21-23 a 5 townhome instead. Suggest adding parking spots there instead next to the new 3 townhomes. This way townhomes are in one county instead of two counties.
4. The conditions of NCP 227-2016 shall apply.
5. Site plan approval shall remain valid for a period of three (3) years, during which time all required permits shall be obtained.
6. Modification to the approved site plan may require Planning Commission approval.
7. On sheet 13A hardy board shall be added as the primary material.

**Requested Site Plan Modification**: The applicant is requesting to change the product type of the townhome to better meet the market demands. This involves widening the footprint of the units from 21.5” to 22”, reducing the length of the units from 49.5’ to 48’, modifying the elevations and overall footprints of the units, and moving one of the townhome units from one building grouping to another because the widening of the building caused a unit to encroach into an easement. The modifications are fairly minor in scope but the UDC requires that changes to the square footage require Planning Commission approval.

**Access**: The access to the site is not being requested to be modified through this application. The site is accessed via Duplex Road and the Grand Reserve Apartment complex to the south.

**Parking and Loading**: The applicant is providing the required parking for townhomes, which includes one guest parking space for every 8 units. The provided guest parking exceeds the required number of spaces, 7, by 5 additional spaces. The guest parking spaces are all located at the southern edge of the development and staff would prefer that the applicant spread these spaces out throughout the development to better serve the residents of this development and their guest. Since this application was previously approved this is only a suggestion.

**Building and Site Design**: The applicant has also submitted revised elevations. The applicant is submitting to carry over the design standards that were adopted with the previous site plan application. These include:

1. Units facing Duplex Road will be 85% Hardi or Brick up to the eave line

STP 668-2019 (Dartford Townhomes)
2. Interior units-fronts will be a minimum of 80% Cementous product (Brick, Stone, Cultured Stone, Hardi Plank), 24” brick water table on sides and rear.
3. Architectural shingles, vinyl windows for all units.
4. Aluminum Gutters
5. PVC or Fiberglas columns.

The elevations do not show a 24” brick water table on the side or rear elevations. Otherwise, the elevations are similar in nature to the previous approval.

**Landscaping and Buffering:** There is a 25’ landscape buffer on the west side boundary with the intent of buffering the abutting lower density residential zoning district (existing single-family neighborhood) and to provide for minimal tree disturbance. The applicant has indicated that no grading will occur in the 25’ landscape buffer in an effort to leave the buffer area undisturbed. This has been noted on the plans.

**Bicycle and Greenway Plan:** Duplex Road is a designated Multi-Use trail route in the Bicycle and Greenway Plan. The applicant was not required to construct or pay a fee-in-lieu of for the trail as indicated in the STP 501-2018 staff report.

**Summary:** The applicant met with staff to discuss the site and design issues on April 10, 2019. The following items shall be addressed or considered prior to this item being heard at a Planning Commission voting meeting:

1. Amend the elevations to show a 24” brick water table on the side and rear elevations.
2. Staff asks that the applicant consider better dispersing the guest parking spaces throughout the development.
LANSCAPE PLAN
FACADE NOTES:

- Units facing duplex will be 85% Hardi or brick up to the eave line
- Interior units—fronts will be a minimum of 80% cementous product (brick, stone, cultured stone, Hardi plank), 24" brick water table on sides and rear.
- Architectural shingles, vinyl windows for all units
- Aluminum gutters
- PVC or fiberglass columns
Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
Logan Elliott, Associate Planner
MEETING: May 28, 2019
SUBJECT: STP 669-2019 (Beechcroft Storage of Spring Hill)

STP 669-2019: Submitted by MB Civil Engineering for Beechcroft Storage of Spring Hill. The property is located at the northeast corner of Beechcroft Rd. and Dr. Robertson Rd. The property is zoned I-1 and contains approximately 18.64 acres. A concept plan was reviewed by the Planning Commission (SKP 607-2018) in November of 2018 at the Work Session. The applicant did not resubmit for the voting meeting. The applicant requests site plan approval for an 88,428 sq./ft storage facility. This application is being processed under the UDC Requested by Adam Ledsinger and Anthony Melton.

Property Description and History: This property is split by a stream that runs diagonal from south-west to north-east. The southern portion of the property has a few buildings used for agricultural purposes and the north-west portion of the site is undeveloped and used for agricultural purposes. The existing buildings on site will be removed as part of this development. The site received Concept Plan consideration at the November, 2018 Planning Commission Work Session (no longer a voting item under the UDC) and did not resubmit for the December Regular Meeting. The comments that resulted from the Work Session are below:

1. Recommend that refuse collection be provided and shown on the plan.
2. Need Fire Department approval on fire flow coverage throughout the entire site including northermmost buildings.
3. Primary building façade materials shall be brick unless the design review board approves a waiver of this requirement.
4. The buildings adjacent to Beechcroft Road shall have a taller façade that conceals the view of the sloped roof from Beechcroft road.
5. Site lighting, if provided, shall include design details and photometric plan with site plan submittal.
6. Need to address the manner in which stormwater will be managed on-site including location of detention structures at the site plan approval.
7. A 10’ wide multi-use trail is required in the right-of-way along Beechcroft Road.
8. Full landscape plans and building elevations are required for site plan review.
9. A 10’ landscape buffer line is not a consistent width on the east property line. Show perimeter landscape strips around site and Beechcroft frontage.
10. A 15’ landscape buffer is required along Beechcroft Road. None is shown.
11. Label locations of doors for climate-controlled buildings and snow proposed parking/loading areas.
12. Show existing right-of-way and the additional right-of-way to be dedicated to comply with the required 47.5 dedication as measured from centerline for Beechcroft Road and Dr. Robertson Road. The applicant shall dedicate required right-of-way for Beechcroft Road and Dr. Robertson Road as provided in the City’s Major Thoroughfare Plan. Additional right-of-way may be required along Dr. Robertson Road to fully accommodate an arterial right-of-way cross-section.
13. The applicant shall provide improvements to the Beechcroft Road and Dr. Robertson Road rights-of-way including, but not limited to deceleration and turn lanes serving primary entrance as well as intersection improvements at the intersection of Beechcroft Road and Dr. Robertson Road including signalization. A traffic study is recommended to be submitted with the Site Plan to address traffic circulation within the site as well as off-site impacts to adjoining arterial streets.
14. Provide turn templates for emergency vehicles and other patrons of storage facility to confirm maneuverability of emergency vehicles and others throughout the entire site.
15. Contours show a drainage channel that runs through this lot. Accommodations to convey this runoff to the creek will be required at site plan.

16. A circuitous route around the periphery of the site needs to be provided for emergency vehicles to navigate around the site for emergency and fire protection.

17. Buildings N & O should be 1 building and placed in center.

18. Building M needs to be decreased in size and moved to the left to create a full circle for emergency vehicles.

19. Provide emergency template showing emergency vehicles inside the property. This has not been addressed from technical review.

20. Provide dimensions of right lane deceleration lane. This has not been addressed from technical review.

21. Provide for centralized and accessible refuse collection location within the site for the storage facility and associated office. Refuse collection shall be fully enclosed with lockable gate for screening from public view.

22. The applicant shall provide sewer plans for servicing the proposed office use within the storage facility as part of site plan submittal.

Condition number 7 has been provided for in this application. The applicant is showing a “Designated Multi-Use Trail Area” however the plans do not show the construction of the actual trail. Also, the trail area is not extending to the access drive and Staff recommends that the area be extended to the access drive and that the applicant construct the trail. A Traffic Impact Study has been submitted and is addressed below.

**Streets and Sidewalk:** The property has frontage on both Beechcroft Road and Dr. Robertson Road. At this time the only access to the property will be from Beechcroft Road via one driveway. The applicant is proposing the necessary Right-of-Way dedication on both Beechcroft Road and Dr. Robertson Road, both arterial streets. Sidewalks are not provided as a multi-use trail route is being provided instead (Beechcroft Road). A right-of-way dedication plat will be required for the right-of-way.

**Beechcroft Road – ROW Dedication and Street Improvements:** A traffic study has been provided for the project due to its proximity and orientation to the intersection of Beechcroft Road and Dr. Robertson Road to analyze internal circulation as well as external traffic impacts including identification of street improvements such as a dedicated deceleration lane or turn lane. While the Concept Plan illustrates the dedication of 47.5 of ROW along Beechcroft Road and the provision of a deceleration lane on westbound on Beechcroft Road, a determination will need to be made on whether the length of the deceleration lane is sufficient or needs to be lengthened. A determination will need to be made by the City Engineer on whether intersection improvements to the intersection of Beechcroft Road and Dr. Robertson Road will be required and to what extent the applicant may be required to participate in such improvements.

**Dr. Robertson Road – ROW Dedication and Street Improvements:** A traffic study has been provided for the project due to its proximity and orientation to the intersection of Beechcroft Road and Dr. Robertson Road to analyze internal circulation as well as external traffic impacts including identification of street improvements such as the introduction of a dedicated turn lane approaching the intersection with Beechcroft Road. While the Concept Plan illustrates the dedication of 47.5 of ROW along Dr. Robertson Road, a determination will need to be made by the City Engineer on whether additional right-of-way dedication may be required due to the conservation easement on the opposing side of Dr. Robertson Road that has limited the amount of right of way available for widening and improvements. A determination will need to be made by the City Engineer on whether intersection improvements to the intersection of Beechcroft Road and Dr. Robertson Road will be required and to what extent the applicant may be required to participate in such improvements.

**Interconnectivity between Parcels:** Interconnectivity between the storage facility and future development should be provided given street classification of Dr. Robertson Road and Beechcroft Road as Arterial streets. Driveway access onto Beechcroft for future development areas denoted may be restricted due to proximity to intersection with Dr. Robertson Road. Need to consider how will interconnectivity be accommodated if required.
Building Design: The site plan shows 11 buildings that range in length from 67’ to 189’. Special consideration should be given to the roof line and materials for the building adjacent to Beechcroft Road. The applicant has amended their submitted to have all facades of the buildings be wrapped with brick.

Site Lighting: The applicant has provided a photometric plan that is compliant with the UDC code requirements.

Bicycle and Greenway Plan: Beechcroft Road is identified as a multi-use trail route and the applicant will need to construct this trail along the frontage of the development or demonstrate to the Planning Commission why a fee-in-lieu is necessary.

Landscaping and Buffering: A 10’ wide landscape strip is required along all interior property lines. A 15’ landscape buffer is required along Beechcroft Road, an arterial street, and between the development and the north property line (residential). The buffer yard can either be along the property line or adjacent to the development.

Signage: The applicant intends to place a monument sign near the main entrance drive. The monument sign shall meet City standards including setback and sign area requirements as well as illumination provisions.

Summary: The applicant met with staff to discuss the site and design issues on April 10, 2019. The following items shall be addressed prior to this item being heard at a Planning Commission voting meeting:

1. Beechcroft is a multi-use trail route and the trail will need to be built.
2. Study shall be reviewed by the City Engineer and comments shall be provided to the Planning Commission prior to the Voting Meeting.
3. Submit a right-of-way dedication plat for Cleburne Road and Dr. Robertson Road prior to the issuance of permits for on-site construction.
4. Correct Sheet A-5.8 to label the west and east elevations accurately.
5. On the architectural drawings, label the material of the columns between the garage doors.
NOTE: THE HOA/PROPERTY OWNER IS RESPONSIBLE FOR ALL OPEN SPACE AND DETENTION AREA.

NOTE ADDED WITH 4/15/19 REVISION

MARK W. McMEEN
617 Osborne Drive
Columbia, TN 38401
Zone R1

MASTERCRAFT ENGINEERING, LLC

BEECHCROFT SELF STORAGE OF SPRING HILL
SPRING HILL, MAURY COUNTY, TN

MASTER PLAN
FIRE PROTECTION PLAN

STORAGE 14,000 SF A
STORAGE 9,625 SF B
STORAGE 9,625 SF C
BOAT & RV STORAGE 9,625 SF D
BOAT & RV STORAGE 9,625 SF E
BOAT & RV STORAGE 9,625 SF F
BOAT & RV STORAGE 9,625 SF G
BOAT & RV STORAGE 9,625 SF H

MCMEEAN DEED BOOK R2265
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Mb Civil Engineering, LLC

FIRE HYDRANT

BENCHMARK SET: FIRE HYDRANT OUT
AN ARROW TO ELEVATION = 684.69'
FIRE 13
Static: 81 psi
Residual: 51 psi
Flow: 750 gpm
Tested: 3/19/19
By: L.T. Smith & Associates

FIRE HYDRANT

BENCHMARK SET

FIRE HYDRANT OUT

AN ARROW TO ELEVATION = 705.98'
FIRE 14
Static: 81 psi
Residual: 51 psi
Flow: 750 gpm
Tested: 3/19/19
By: L.T. Smith & Associates

McMEEAN DEED BOOK R2265
Page 435

Mb Civil Engineering, LLC

FIRE PROTECTION PLAN
BOX T-29
# Plant Schedule

<table>
<thead>
<tr>
<th>#</th>
<th>Common Name / Botanical Name</th>
<th>Qty</th>
<th>Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Golden Sedum 'Aurora' / Sedum spectabile 'Aurora'</td>
<td>8</td>
<td>6'</td>
</tr>
<tr>
<td>2</td>
<td>Helleborus niger / Winter aconite</td>
<td>24</td>
<td>2'</td>
</tr>
<tr>
<td>3</td>
<td>Columnar Blue Spruce / Picea pungens 'Glace Blue'</td>
<td>8</td>
<td>6'</td>
</tr>
<tr>
<td>4</td>
<td>Yellow Spirea / Spiraea x vanhouttei 'Goldmound'</td>
<td>8</td>
<td>6'</td>
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<tr>
<td>5</td>
<td>Green Vase Zelkova / Zelkova serrata 'Green Vase'</td>
<td>8</td>
<td>6'</td>
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<tr>
<td>6</td>
<td>Sky Scraper / Stachys byzantina 'Blue Spire'</td>
<td>8</td>
<td>6'</td>
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</tbody>
</table>

### Garden Notes

- Plants shall be 16" to 24" in diameter and shall not be less than 24" to the next available tree.
- Shrubs shall be 16" to 24" in diameter and shall not be less than 24" to the next available tree.
- All shrubs and plants shall be professionally planted and staked, pruned, and protected from the elements.
- All shrubs and plants shall be protected from mechanical damage.
- All shrubs and plants shall be protected from damage by mowing or equipment.
- All shrubs and plants shall be protected from damage by machinery.
- All shrubs and plants shall be protected from damage by weather.
- All shrubs and plants shall be protected from damage by vehicles.
- All shrubs and plants shall be protected from damage by people.
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STP 670-2019: Submitted by Martin Engineering for 4001 Parkfield Loop North. The property is zoned I-1 and contains approximately 4.50 acres. The applicant requests site plan approval for 54 office/warehouse units. Sketch plan (SKP 588-2018) was reviewed at the October 2018 Planning Commission. This application is being reviewed under the Unified Development Code. Requested by Gary Martin.

Property Description and History: This property is in the Port Royal Business Center and is located at the corner of Old Port Royal Road and Parkfield Loop North. This project received Concept Site Plan, SKP 588-2019, review at the September 2018 Work Session and October 2018 Regular Meeting. The comments provided to the applicant were as follows:

1. Roof mounted HVAC equipment shall be screened from view by parapet walls of sufficient height.
2. Reduce landscape frontage setbacks and eliminate conflicts between perimeter landscaping and exit stoops.
3. An appropriate solution to the building orientation for units adjacent to collector streets is required.
4. Trash corrals to be constructed of brick matching buildings and meet all zoning requirements.
5. The applicant shall provide a stormwater management analysis that confirms the regional detention basin proposed to be utilized is sufficiently sized and designed to accommodate stormwater generated from the subject site. If the regional detention basin is deficient, the applicant shall address accordingly to sufficiently manage stormwater generated by the project in compliance with City standards.
6. The applicant has been made aware of the requirement multi-use building having a distinct visual link and that must be addressed at site plan.

The applicant has indicated that the HVAC equipment will be placed interior to the building and will only service the small office area. No mechanical equipment is proposed to be exterior of the buildings. Staff also finds the elevations to address the street in a reasonable manner, considering the warehouse nature of the buildings. The applicant will need to provide a detail of the dumpster enclosure to ensure it complies with the UDC.

Proposed Site and Building Design: The site consists of 54 office/warehouse units with two parking spaces offered for each unit. Each unit has a small office space and a garage door that opens up the warehouse space to the interior of the property. The buildings have been designed with brick facades for all building fronts and rear elevations facing a street. Side and rear elevations not facing a street will be primarily Hardiboard, as will sides facing a street. The rear elevation of all buildings faux windows. This was done in an effort to address the street and provide less of an industrial façade. Staff believes the proposal complies with the design standards, included as Exhibit A.

Landscaping and Buffering: The applicant has provided a landscaping plan with the required landscape strip along side and rear lot lines. The plans do not show the required trees in the parking lot landscape islands.

Access: The site is accessed via Parkway Drive and Parkfield Loop North. Both streets are designated as a collector and local street respectively, in the Major Thoroughfare Plan.

Streets and Sidewalks: The Site Plan shows a sidewalk along the frontage of this corner lot in the Right-of-Way. The plan does not indicate if this sidewalk is existing or how wide the sidewalk is. If the sidewalk is not existing, then the applicant will be required to construct a 5’ sidewalk in the location shown.
**Bicycle and Greenway Plan:** The site is not impacted by the City’s Bicycle and Greenway Plan.

**Exterior Lighting:** The applicant has provided a photometric plan. It is mostly in compliance with the UDC maximum allowed light spillage at commercial property lines. Each access point shows a minor spillage in excess of the maximum allowed.

**Spring Hill Rising 2040:** This property’s future land use designation is “Innovation Area” and primary future land uses include technology and research centers, hospitals, clinics, specialized medical offices, professional offices, restaurants, lodging, and municipal services. Staff believes the proposal will enhance the character of this Innovation area.

**Parking:** Required parking for the project is somewhat unique given the nature of the use. Each unit is provided with two parking spaces. This has been calculated based on the provision of 184.5 sq. ft. of office space (requires less than one parking space) and 1,200 sq. ft. of warehouse area (requires less than one space per unit). The provision of two spaces per unit makes sense based on the use, design and layout of the site.

According to the Parking Summary, it would appear that an overabundance of parking is being provided; 108 spaces where only 29 spaces are required. Staff does not consider the site to be overparked and believes that a proper application of the parking requirement is based on a per unit approach rather than based on the total space in all 54 units.

**Summary:** The applicant met with staff to discuss the site and design issues on April 10, 2019. The following items shall be addressed prior to this item being heard at a Planning Commission voting meeting:

1. Provide a detail of the dumpster enclosure.
2. Revise the landscape plan to comply with the interior landscape code for parking lot islands (Article 11.6). Landscape islands are required to have trees and shrubs.
3. Revise the photometric plan to demonstrate compliance with the UDC maximum allowed light spillage.
4. Include plant symbols in the materials schedule of the landscape plan.
5. Identify if the sidewalks are existing or proposed and identify what the width is.
ZTA 671-2019: Submitted by Rhonda Hamilton for Fainting Goat Coffee (5319 and 5321 Main Street). The properties are zoned CDC and contain approximately 1 acre. The applicant requests zoning text amendments to allow drive-throughs to be considered as a special use in the CDC Zoning District and to modify 8.3. Principal Uses, H. Drive-through Facility, 4., to allow for a bailout lane that does not have to run parallel to the drive. Requested by Rhonda Hamilton.

Zoning Text Amendments: The UDC allows the Code to be amended in accordance with Article 13. The process for amending the zoning regulations is intended to allow modifications in response to omissions or errors, changed conditions, or changes in City policy. Amendments are not intended to relieve particular hardships or confer special privileges or rights upon any person or party. The approval standards for zoning text amendments, as found in the Unified Development Code, Article 13, are below:

2. Approval Standards for Text Amendments
   a. The consistency of the proposed amendment with the Comprehensive Plan and any adopted land use policies.
   b. Whether the proposed amendment corrects an error or omission, adds clarification to existing requirements, or reflects a change in policy.
   c. The extent to which the proposed amendment creates nonconformities.
   d. The consistency of the proposed amendment with the intent and general regulations of this Code.

Requested Zoning Text Amendments:

1. The applicant requests that Article 8 - Uses, Table 8-1 – Use Matrix, be modified to allow for “Drive-Through Facility”, as defined in the UDC, as a Special Use in the CD zoning districts.

The definition of “Drive-Through Facility”, Article 8.5, is included below:

**Drive-Through Facility.** That portion of a business where business is transacted directly with customers via a service window that allows customers to remain in their vehicle. A drive through facility must be approved separately as a principal use when in conjunction with another principal uses such as restaurants and financial institutions. A standalone ATM is considered a drive-through facility for the purposes of this definition.

The Purpose and Approval Standards for Special Uses, Article 13.3, is included below:

**A. Purpose**
This Code is based upon the division of the City into districts. Within each district the use of land and structures are substantially uniform. It is recognized, however, that there are certain uses which, because of their unique characteristics, cannot be properly classified in a particular district or districts without consideration of the impact of those uses upon neighboring land and of the public need for the particular use at the particular location.
E. Approval Standards
The listing of a use as a special use within a zoning district does not constitute an assurance or presumption
that such special use will be approved. Rather, each special use must be evaluated on an individual basis, in
relation to all applicable standards of this Code. Such evaluation will determine whether approval of the special
use is appropriate at the particular location and in the particular manner proposed. The decision of the Board
of Zoning Appeals must make findings to support each of the following conclusions:
1. The consistency of the proposed special use with the Comprehensive Plan and any adopted land use policies.
2. The special use in the specific location proposed is consistent with the spirit and intent of this Code.
3. The proposed special use will not endanger the public health, safety, or welfare.
4. The proposed special use is compatible with the general land use of adjacent properties and other property
within the immediate vicinity.
5. The special use in the specific location has sufficient public infrastructure and services to support the use.

Exhibit 1 in this project case file shows the extent of the C-D, Commercial Downtown district upon the current Municipal
Zoning Map of Spring Hill. The entirety of the various C-D zoning districts are included in the “Downtown/City Center Area”
on the Spring Hill Rising 2040 Future Land Use Map. The C-D zoning classification contained in Table 8-1 – Use Matrix,
comprises three sub-districts, found in Section 5.5 of the UDC. They are as follows: C-D-C Downtown Center Sub-District,
C-D-E1 Downtown Edge 1 Sub-District, and C-D-E2 Downtown Edge 2 Sub-District. These subdistricts range in
intensity and mixture of uses with the C-D-C being the Downtown Center sub-district with the highest intensity. The UDC
states that the C-D districts are intended to facilitate the development of a Downtown/City Center as envisioned in the
City’s Comprehensive Plan.

The Comprehensive Plan states:

“The Downtown/City Center is characterized by a compact, walkable environment typical of town centers.
Development creates and promotes our sense of place and community, and it encourages active living and community
interaction. Future development emphasizes connectivity and uses that generate a high level of activity. These are not
developments that are designed to accommodate the automobile and related services.”

The entirety of the Comprehensive Plan’s vision for the Downtown/City Center is included in the case file as Exhibit 2.

Were the application requesting that a drive-through facility be ‘permitted’ by right in the C-D district, staff would
recommend denial of the request. However, a change permitting drive-throughs via the special use process would allow
such uses to be reviewed on a case-by-case basis and permit the denial of requests when not consistent with the required
design standards or not in the city’s best interest. Retaining this review authority would support the intent of the
Downtown/City Center character area described in the Spring Hill RISING: 2040 Comprehensive Plan.

2. The applicant requests that Article 8.3 – Principle Use Standards, H. Drive-Through Facility, section 4, be
modified to allow for a bailout lane that does not have to run parallel to drive.

This UDC code section is found below:

4. A drive through lane must have bail out capability before the menu board for all vehicles that enter the drive
through lane. The bail out lane must be a minimum width of 10 feet in width and run parallel to the drive
through lane. If a bail out lane is also an interior access drive providing access to parking spaces, the bail out
lane is limited to a one-way traffic pattern following the direction of the drive through lane.

The applicant has requested to remove the second provision included in the second sentence of the code section above
(8.3H.4). The current code requires that drive through lanes have a parallel lane for the purposes of allowing a driver to
“bail out”, or exit, the drive through lane before they reach the menu board. Staff believes this code is intended to prevent
drivers from being stuck or trapped in a drive through lane, should they wish to leave the drive through lane before
ZTA 671-2019 (Painting Goat Coffee on Main Street)
ordering. Staff further believes that the design requirements of the ‘bail out’ lane are overly prescriptive. This level of design is not necessary since most drive-through locations require a special use and can be reviewed for an individual site. “Drive-Through Facility” is a Special Use in the C-3 and C-4 zoning district and is permitted in the C-5 zoning district. The majority of the City’s commercially zoned land is C-3 or C-4, with the only C-5 zoning being in the Crossings development. Therefore, the vast majority of “Drive Through Facility” applications will require Special Use consideration and will receive consideration of Special Use approval Standard 8.3H. Staff would support the following changes to the wording of 8.3H4.

A drive through lane must have bail out capability where warranted, before the menu board or service location for all vehicles that enter the drive through lane. The bail out lane must be a minimum width of 10 feet in width, and run parallel to the drive through lane. If a bail out lane is also an interior access drive providing access to parking spaces, the bail out lane is limited to a one-way traffic pattern following the direction of the drive through lane.

Concept Plan: The applicant has provided a concept plan for the benefit of Staff and the Planning Commission. The Plan is not to be considered at this time for approval, but rather as an example of a drive-through facility, without a parallel bail out lane, in the C-D zoning district. Staff recognizes that there are a number of code deficiencies in this concept plan and an in-depth review of the plan would come at time the site plan was being considered as a concept plan application or site plan application.

Summary: The applicant met with staff to discuss the site and design issues on April 10, 2019. There are no items for the applicant to address.
### Article 8. Uses

**Table 8-1: Use Matrix**

| PRINCIPAL USE                              | R-A | R-R | R-1 | R-2 | R-3 | R-4 | R-5 | R-6 | R-7 | R-MH | C-1 | C-2 | C-3 | C-4 | C-5 | C-6 | C-7 | C-8 | C-9 | C-10 | I-1 | I-2 | I-3 | I-4 | I-5 | I-6 | I-7 | I-8 | I-9 | I-10 | I-11 | I-12 | RD | IC | AG | PR | NA | USE STANDARD |
|-------------------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Agriculture                               | P   | P   |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Alternative Correction Facility           |     |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Amusement Facility - Indoor               | S   |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Amusement Facility - Outdoor              |     |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Animal Care Facility - Large Animal       | S   |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Animal Care Facility - Small Animal       |     |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Animal Kennel/Breeder                     | S   | S   |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Art Gallery                               |     |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Arts Studio                               |     |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Bar                                       | S   | S   |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Bed and Breakfast                         | P   | P   | P   | P   | P   |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Body Modification Establishment           |     |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Broadcasting Facility TV/Radio - With Antennas |     |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Broadcasting Facility TV/Radio - No Antennas |     |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Campground                                |     |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Car Wash                                  |     |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Cemetery                                  |     |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |

**Use Table**

City of Spring Hill
August 20, 2018

Unified Development Code
Principal and Temporary Uses: Use Matrix
D. Car Wash

1. Car wash facilities must be screened along interior side and rear lot lines with a solid fence or wall when such lot line abuts a residential lot line, a minimum of six feet and a maximum of eight feet in height. One shrub a minimum of three feet in height at time of planting must be planted linearly every three feet on-center along such fence or wall; plantings must be placed inside the face of the fence toward the interior of the lot.

2. The site must be graded to drain away from adjoining properties.

3. Where car wash bays face a public right-of-way, the bays shall be screened from public view with landscaping, walls, or a combination.

E. Community Garden

1. Community gardens are limited to the cultivation of herbs, fruits, flowers, or vegetables, including the cultivation and tillage of soil and the production, cultivation, growing, and harvesting of any agricultural, floricultural, or horticultural commodity. It may also include community-gathering spaces for active or passive recreation but playground equipment is prohibited.

2. Greenhouses, including high tunnels/hoop-houses, cold-frames, and similar structures, are permitted to extend the growing season. Accessory structures such as sheds, gazebos, and pergolas are also permitted. All accessory structures must be located a minimum of five feet from any lot line.

3. No livestock, including chickens and bees, is permitted.

4. Farmstands are permitted and are limited to sales of items grown at the site. Farmstands must be removed from the premises during that time of the year when the use is not open to the public. Only one farmstand is permitted per lot.

F. Contractor’s Yards

All outdoor material storage areas must be screened from surrounding residentially zoned properties and public rights-of-way with a solid fence or wall, a minimum of six feet and a maximum of eight feet in height.

G. Day Care Center

1. Each day care must comply with all applicable state and federal regulations.

2. The operator of a day care must be licensed by the State of Tennessee.

3. A day care center must provide a pickup/drop off area. When a day care center is part of a multi-tenant retail center, the pickup/drop off area must not interfere with vehicle circulation in the parking lot, including blocking of the drive aisle.

H. Drive-Through Facility

1. All drive-through facilities must provide a minimum of four stacking spaces per lane or bay, unless additional stacking spaces are specifically required by this Code. Stacking spaces provided for drive-through uses must be:
   a. A minimum of nine feet in width, as measured from the outermost point of any service window or bay entrance, to the edge of the driveway, and 18 feet in length. In the case of a recessed service window, the measurement is taken from the building wall.
   b. Stacking spaces must begin behind the vehicle parked at a final point of service exiting the drive through aisle, such as a service window or car wash bay (this does not include a menuboard). Spaces must be placed in a single line behind each lane or bay.

2. All drive-through lanes must be located and designed to ensure that they do not adversely affect traffic circulation on adjoining streets. Drive-through lanes on corner lots must not route exiting traffic into adjacent residential neighborhoods.
3. Drive-through facilities must be screened along interior side and rear lot lines with a solid wall or fence when such lot line abuts a residential lot line, a minimum of six feet and a maximum of eight feet in height. One shrub a minimum of three feet in height at the time of planting must be planted linearly every three feet on-center along such fence or wall; plantings must be placed inside the face of the fence toward the interior of the lot. This standard does not apply to drive-through facilities within multi-tenant retail centers.

4. A drive through lane must have bail out capability before the menu board for all vehicles that enter the drive through lane. The bail out lane must be a minimum width of 10 feet in width and run parallel to the drive through lane. If a bail out lane is also an interior access drive providing access to parking spaces, the bail out lane is limited to a one-way traffic pattern following the direction of the drive through lane.
Downtown/City Center is the heart of Spring Hill. It is a place that belongs to everyone and embodies the “small town feel” and culture that we have worked so diligently to protect. This is where our community comes together to enjoy and celebrate our quality of life.

Downtown/City Center is characterized by a compact, walkable environment typical of town centers. Development creates and promotes our sense of place and community, and it encourages active living and community interaction. Future development emphasizes connectivity and uses that generate a high level of activity. These are not developments that are designed to accommodate the automobile and related services.

Buildings are typically two or more stories and reinforce traditional pedestrian scale. They have shallow setbacks and are used to frame the street. Green space is characterized by street trees, planters, planting strips, formal public spaces, and a town square, though existing natural and historic features of properties are maintained and incorporated into the design.

The transportation network is complete and connected in a block-and-street layout. Streets are designed to accommodate all modes of transportation but to promote pedestrian access, activity, and safety.

Primary future land use includes appropriate mixtures of residential, professional offices, eating places, places of worship, small-scale retail, entertainment, cultural uses, community recreational uses, and municipal services.
FAINTING GOAT DRIVE-THRU

OWNERS: ALEX & SUSANA ALLEN

PROPERTY OWNER
5319 MAIN STREET
5321 MAIN STREET
2532 DEPOT STREET
RHONDA HAMILTON
615-963-7313

NOTE:
There are a total of 10 cars in the queue from the drive-up window to the beginning of drive thru. There is a total length of approx. 214'-0" to the street.

All asphalt except where noted. Overflow parking for Fainting Goat main building.

SITE PLAN FOR THE FAINTING GOAT
5321 MAIN STREET
SPRING HILL, MAURY COUNTY, TENNESSEE 37174

CONCEPT DRAWING #2
WITH SURVEY
C-1.1
TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
       Logan Elliott, Associate Planner
MEETING: May 28, 2019
SUBJECT: SPm 684-2019 (Belshire Village - Condominiums)

SPm 684-2019: Submitted by Ragan-Smith for Belshire Village. The applicant requests Site Plan minor modification for the revision to the architectural elevations of 36 condominium units and 36 flat units. The property is currently zoned C-4, but qualifies to be processed under the former B-4, Central Business District, regulations. The site contains 20.54 acres. A request to modify the building elevations as noted below was denied by the Planning Commission in March 2019.

History and Property Description: This property is located west of Belshire Village Drive behind the recently approved Bee Safe Storage. A Sketch Plan (SKP 519-2018, 5021 Main Street) was approved by the Planning Commission on June 11, 2018. The sketch plan included two office tracts and proposals for 138 residential units (flats, condominiums, townhomes). The Site Plan approval, STP 606-2018, was granted on November 13, 2018. A relevant condition of approval for 606-2018 is:

1. All facades and residential buildings in the public right-of-way shall have no exposed plain brick, plain concrete or concrete block. Acceptable durable materials shall be provided for all foundations visible to the public right-of-way. All regional and on-site trails shall be completed prior to the issuance of a certificate of occupancy for the 69th unit (50%).

During the Planning Commission meeting on March 11, 2019, the applicant requested consideration to modify building elevations in the following way:

1. The first floor is now proposed to be at grade, so the facade base is smaller and the window heights are lower on the first floor.
2. The first floor no longer has a raised patio with handrail enclosing the space.
3. The transom windows have been removed from the windows and doors on all sides of the building.
4. The Accent Brick on the front elevation has been removed from the stepped-in portions of the building and replaced with a Hardieplank Lap Siding.
5. The rear elevation is changing from the same brick as the front and side elevations to Hardieplank lap siding.
6. The rear elevation has removed the brick caps from the windows and doors.
7. The rear elevation has had windows removed.
8. The side elevation has had windows moved, windows changing size, and the brick window caps removed.

The Planning Commission denied this request.

Building & Site Design: The applicant is providing two building coloration pallets with variation within these unit types. Each of the two building coloration types are being requested to have the same façade modifications. The extent of the proposed façade modifications is:

1. The first floor is now proposed to be at grade, so the facade base is smaller and the window heights are lower on the first floor.
2. The first floor no longer has a raised patio with handrail enclosing the space.
3. The transom windows have been removed from the windows and doors on all sides of the building.
4. The Accent Brick on the front elevation has been removed from the stepped-in portions of the building and replaced with a Hardieplank Lap Siding.
5. The rear elevation has had some windows removed.
6. The side elevation has had windows moved and changing size.
Staff believes that the originally approved elevations create a better architectural appearance, but find that this new proposal to modify to building elevations complies with the Design Review Guidelines applicable at the time of this project’s approval. The previous elevation modification showed the use of Hardi Plank on the rear of the buildings. The Design Review Guidelines applicable to this development state that “Rear and side facades, if visible from public streets, shall be similar to the primary façade in their architectural treatment.” Staff believes that the current proposal satisfies this requirement by maintaining the use of brick on the street facing facades and with the window caps being used on all four sides of the building.

**Bulk and Area:** Bulk and area data is compliant with the requirements of the B-4 zoning district.

**Summary:** Items to address prior to approval at the June 10, 2019 Planning Commission voting meeting include:

1. Previously, staff recommended that the rear facades of the buildings be maintained as brick so as to remain consistent with the Design Review Guidelines. The applicant has revised the plans to address this comment and Staff believes the new proposal complies with the Design Review Guidelines.
GARAGE RoOFING-15 YEAR, WEATHERWOOD COLOR

Plygem Windows, Clay Frame Color

HardiePLAN® LAp Siding Smooth, Painted SW 7642 Pavestone

HardiePlank® Boards, Painted SW 9742 Gossamer Veil

Metal Coping, Medium Bronze

Metal Stair Railing, Painted

Accent Roofing-Bridge Tile Panel, Medium Bronze

Primary Brick- Hanson Mill Ridge

Accent Brick- Triangle Brick Cape Fear

Primary Brick- Hanson Mill Ridge
Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
         Logan Elliott, Associate Planner
MEETING: May 28, 2019
SUBJECT: STP 690-2019 (Beechcroft Road)

**STP 690-2019:** Submitted by Catalyst Design Group for 720 Beechcroft Road. This property is zoned C-4 and contains approximately 4.14 acres. The applicant requests site plan approval for a 39,300 square foot commercial development. A concept plan was reviewed at the April 8, 2019 Planning Commission meeting. Requested by Catalyst Design Group.

**Property Description and History:** This property is on the north-side of Beechcroft Road, west of the Arbor Valley planned unit development and east of the Pioneer Manufacturing site. The property is very linear and extends north to the tree line, just shy of the telecommunications tower. There are no existing structures on the property. The adjacent flag lot is being used for access to the property and that lot was the subject of a rezoning request in 2017 to go from M-1, Light Industrial, to R-4, High Density Duplex Residential rental community. The Planning Commission recommended approval of the rezoning but the applicant requested a deferral at the Board of Mayor and Alderman Voting Meeting after some concerns were expressed at the Work Session regarding transportation infrastructure. The applicant did not resubmit after their requested deferral.

This site received concept plan review at the March 2019 Work Session and April Voting Meeting. Staff’s comments from these meetings are as follows:

1. If the access drive is intended to later be dedicated to the City as a public Right-of-Way then Planning Staff would recommend that the site provide the required Parking Lot Perimeter Landscape Yard as prescribed in Article 11.5 of the UDC.
2. Developer shall be responsible for construction of the multi-use trail on Beechcroft Road or required to pay a fee in lieu of construction.
3. The property owner shall process a dedication plat for the required Beechcroft Road Right-of-Way with a site plan application.
4. At site plan submittal the applicant shall address ADA compliance relative to accessibility to buildings and the provision of accessible parking distributed appropriately around the site.
5. At site plan submittal site lighting be addressed, including a lighting plan including photometric plan.
6. A traffic impact study shall be submitted with the Site Plan application package that addresses internal circulation including connectivity with adjoining parcels as well as traffic impact that may result from development of the project along Beechcroft Road and nearby intersections that may warrant specific improvements including, but not limited to, dedicated turn lane and/or deceleration lane and other associated road and intersection improvements including signalization to address traffic impacts.

Staff recommends that an approval of STP 690-2019 be conditioned that a dedication plat be submitted for administrative approval for the purpose of dedicating the necessary right-of-way to provide the standard 47.5’ from centerline for Beechcroft Road and for recording the necessary access easement on the adjacent flag lot. The photometric plan that has been provided shows numerous nonconformities with the Maximum Lighting Regulations in Article 9.2 of the UDC. This will need to be revised prior to this item being voted on. The applicant has provided a Traffic Impact Study as required by Staff. The details of this study are discussed later in this report.

**Access:** The proposal is accessed from Beechcroft Road via a shared driveway, situated on the property of an adjacent flag lot. Staff has requested written evidence allowing this flag lot for access purposes. The applicant does not know the development intentions of the owner of the flag lot to the side/rear of the subject property. The applicant is proposing to
provide a 24' cross section for the access drive with a dedicated left and right turn lane onto Beechcroft Road. Any future development of the flag lot would require extension of the private access road. Also, Beechcroft Road is classified as an arterial street so the number of access points should be limited. The proposed access point complies with the separation requirements to the west and appears to be a small distance too close to an access point to the east. Staff recommends supporting the currently shown access point. The applicant is also providing cross access to the property to the west.

**Parking and Loading:** The applicant is showing adequate parking for the commercial space based on the intended use of the tenant spaces. The UDC requires one bicycle parking rack per 20 automobile parking spaces. The site is providing 62 parking spaces so the applicant will need to provide 3 bicycle racks. The site plan does show a drive-through and the owner of the property recently received approval from the Board of Zoning Appeals to operate a drive-through on the property. The conditions of this approval are as follows:

1. An approved special use will expire one year from the date of approval according to the provisions of Article 13.3.G of the UDC.
2. Development shall be reasonably consistent with the site plan submitted to BOZA, subject to changes requested by the Planning Commission.
3. Approval is further contingent upon site plan approval by the Planning Commission and shall comply with requests of the Planning Commission; including, but not limited to, hours of operation, buffering considerations, and noise limitations.
4. This Special Use approval cannot be used in conjunction with the principle use “Restaurant” as defined in the Unified Development code or any business using a menu/order board.

**Streets and Sidewalks:** The applicant is dedicating 21.5' of right-of-way to bring the right-of-way north of the centerline to the required 47.5' for an arterial street. The applicant is providing a 10' multi-use trail adjacent to Beechcroft Road in compliance with the Bicycle and Greenway plan. The applicant is also providing for a sidewalk adjacent to the proposed access drive with connection points to internal site sidewalks. The dimension of the sidewalk adjacent to the access driveway is 4' between Beechcroft Road and the first access point to the subject site. The sidewalks then widen to the minimum width of 5'. Staff recommends bringing the entirety of the sidewalk up to the 5’ UDC minimum.

**Bicycle and Greenway Plan:** The applicant is providing a 10’ multi-use trail adjacent to Beechcroft Road in compliance with the Bicycle and Greenway plan.

**Traffic Impact Study:** The applicant has submitted a Traffic Impact Study to the City. The applicant will need to coordinate with Public Works.

**Utilities:** Domestic water will adequately serve according to the water model ran by ODA. A 12” water main must be extended with the newly proposed public roadway.

**Stormwater Management:** The applicant has provided for a surface water retention system at the front of the property. The proposed system complies with the City's stormwater management standards.

**Building and Site Design:** The site is designed with 2 multi-tenant strip buildings for a total of 10 units and 15,600 SF. The rear of the site has 8 office units for a total of 14,400 SF. This plan is a reduction from the concept plan which showed 14 office units in the rear of the site. The front multi-tenant building has a drive through on the west side of the building. The site design allows for 360-degree maneuverability for vehicles.

The applicant has provided elevations for both the multi-tenant buildings and the office units in the rear. The front multi-tenant building is a mixture of stone and brick on all four sides of the building. The building is primarily a flat roof with a decorative parapet while the east tenant space of the front building uses a pitched roof to create a focal point. The building is sufficiently varied to provide visual interest and the materials are encourage by the UDC. The rear multi-tenant building is of similar architecture with the primary materials being brick and stone with the entire building being a flat roof with decorative parapet. The rear office units are of similar architecture to the multi-tenant buildings and are wrapped on all sides.
four sides by brick with flat roofs and decorative parapets. The units alternate in architecture to mitigate repetitiveness. Overall, the site complies with the commercial design standard which calls for sites with multiple buildings to have a strong visual relationship between buildings.

It is not possible to determine if HVAC equipment is roof mounted and whether the parapet is sufficiently high to screen the units as required by the UDC. The roof line and HVAC equipment outline needs to be shown on the elevations.

**Landscaping and Buffering:** The applicant is proposing to provide street trees, perimeter landscaping, parking lot landscaping, and foundation landscaping where possible as required by the UDC. The applicant is demonstrating compliance with all applicable landscaping requirements. The diversity of species being provided is also compliant with the UDC. The applicant is proposing to remove a 28” hackberry that is interior to the site and would be difficult to preserve while developing the property. The applicant is proposing to preserve 4 existing trees and incorporating them into their landscape plan in their existing locations. The applicant is also proposing shrubs to screen an otherwise visible dumpster enclosure.

**Site Lighting:** The photometric plan shows light spillage in excess of 1 foot-candle, particularly the east property line. This will need to be revised prior to the voting meeting.

**Bicycle and Greenway Plan:** Beechcroft Road is a proposed multi-use trail route in the Spring Hill Bicycle and Greenway Plan and the applicant is proposing to build the 10’ path along Beechcroft Road, as shown on the site plan.

**Summary:** The applicant met with staff to discuss the site and design issues on May, 15 2019 and staff has the following comments:

1. The photometric plan needs to be revised to be compliant with the lighting standards in Article 9.2 of the UDC.
2. Revising all sidewalk lengths to be at a minimum 5’ in width.
3. Provide documentation that the owner of the flag lot is willing to grant the access easement proposed for this project.
4. The site is providing 62 parking spaces so the applicant will need to provide 3 bicycle racks.
Landscape Preservation
LANDSCAPE PLAN 2 OF 2
RZN 686-2019: Submitted by Crunk Engineering for the rezoning of two properties located between Rice Rd., Lincoln Rd. and east of Port Royal. The properties are zoned C-4 (west side), C-2 (east side) and contain approximately 16.8 acres. The applicant requests to rezone the eastern parcel from C-2 to R-5 and rezone a portion of western parcel from C-4 to R-5, keeping 4.6 acres as C-4 Zoning along the frontage of Port Royal Road. The rezoning is requested to provide for a townhome development. Requested by Adam Crunk.

Property Description and History: This property is located northeast of the intersection of Port Royal and Kedron Roads, between Rice Road and Lincoln Road. It is currently vacant, unimproved land, except for a TVA easement across the northern portion of the lot. The property was the subject of a rezoning application (RZN 290-2016) in 2017 and was initially recommended for denial based on the applicants submitted concept plan. The applicant withdrew the application and resubmitted (RZN 321-2017) with a new concept plan and received a recommendation for approval from the Planning Commission. The Board of Mayor and Alderman denied the rezoning request at the April 2017 Voting Meeting with concerns regarding the high-density. The property then submitted a neighborhood concept plan (NCP 355-2017) for the existing B-4 portion of the property (now C-4). This plan received approval at the July 2017 Planning Commission Voting meeting. The applicant then submitted a site plan application (394-2017) and received approval at the September 2017 Planning Commission voting meeting for a 56 unit townhome development. This application vest rights to the applicant until September 2020.

Spring Hill Rising: 2040: The subject property of this application is classified in the future land use plan as City Neighborhood Area. This area is characterized by compact, walkable urban development. Development emphasizes connectivity and housing diversity by accommodating a mix of housing types and sizes with redevelopment. Primary future land uses include multi-family dwellings (not complexes), professional offices (healthcare, insurance, studios, and professional and personal services), eating places, retail, places of worship, schools, municipal services, community centers, and entertainment. The proposed rezoning is consistent with these uses.

Concept Plan: The applicant has provided a concept plan, showing a townhouse development. The concept has 85 units in total and two different unit types. The smaller and more dense units are closer to the commercial property to the west. There is an open green space interior to the development and pedestrian connection shown from the townhouse development to the commercial development. If approved, the vested site plan approval will become null and void and revert to commercial uses for the remaining B-4 site.

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

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

E. Approval Standards

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

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

Staffs responses to the approval standards are as follows:

a. The proposed rezoning would split the property into two zoning districts, with the larger (R-5) portion allowing for a townhouse development and the small portion allowing for commercial development. A mixture of uses on the property is consistent with the City Neighborhood Area designation. The close proximity of the moderate density residential to the commercial would also be consistent with the pedestrian oriented nature of the City Neighborhood Area. The applicant has provided a concept plan showing an intention of developing townhomes on the eastern, residential property. The Townhomes have a mixture of product types and this diversity in housing type would be consistent with the comprehensive plan. Also, the higher residential density, accompanied with a designated pedestrian connection to the commercial development, would be consistent with the comprehensive plan and the City Neighborhood Area.
b. The adjoining uses and zoning designations are primarily single-family residential. The proposal provides for the commercial development to front on the arterial roadway and the residential zoning to act as a buffer between the existing residential. This is a compatible arrangement of uses.
c. The land is currently undeveloped and the rezoning would create no nonconformities.
d. The requested rezoning would be in consistent with the development trend of the area. The area has moderate density development and is building demand for small neighborhood commercial development.
e. The proposed rezoning has no foreseeable adverse impacts on public health, safety, or welfare.
f. The property has adequate public facilities readily available or can be made available through improvements to the existing utility system. The specifics of providing public services to the site will be discussed and verified at time the site is developed.

Summary: The applicant met with staff to discuss the site and design issues on May 15, 2019. The following items shall be addressed or considered prior to this item being heard at a Planning Commission voting meeting:

1. This rezoning request would create a split zoning situation. Staff recommends that should this rezoning be recommended for approval to the Board of Mayor and Alderman, that a condition of recommendation be that the applicant adjust the property lines to match the requested zoning lines.
CONCEPT

Proposed Property and Zoning Boundary

Existing Zoning = C4
Proposed Zoning = C4

Existing Property and Zoning Boundary. To Be Relocated.

Proposed Property and Zoning Boundary

Existing Zoning = C2
Proposed Zoning = RB

PORT ROYAL TOWNS - 85 UNITS

Boxbury units (22 units): 38
Cantebury units (33 units): 52
Total: 85
ANX 687-2019: Submitted by Crunk Engineering for the annexation of property located at 3233 Cleburne Road. The property contains approximately 103 acres and is directly south of the Harvest Point Subdivision. The applicant requests annexation and has submitted a concept plan for potential residential development. A previous request to annex this property was denied at the April 15, 2019 BOMA meeting. The applicant has submitted a new annexation request for the same property. There is no regulation prohibiting the resubmittal of a successive denied request for annexations. Requested by Adam Crunk.

Property Description and History: This property is located west of Cleburne Road and is south of and adjacent to the Harvest Point PUD. The southern boundary of the property is the Petty Lane/Cleburne Road intersection with Petty lane approximately following the western boundary line (Carters Creek). The property is contiguous to the City’s limits and the property lies within the City’s established urban growth boundary. There currently exist one single-family home on the property. A small piece of the property lies on the southwest corner of Petty Lane and Cleburne Road.

Access: Primary access to the site is via Cleburne Road. The applicant has provided a concept plan for the site which indicates single family residential development with two access points on Cleburne Road and a proposed connection to the Harvest Point PUD. This application is not entitling the concept plan and the access to the property would be reviewed and approved at time of Site Plan submittal.

Plan of Services: Staff has prepared a Plan of Services in coordination with all applicable city departments. This document is included in your packet for your review. This plan of services was reviewed by all applicable departments following submittal of the current annexation request.

Utilities: Public sanitary sewer service is not directly available to the property. The property owner/developer shall be solely responsible for extending sanitary sewer service to the property. The property owner/developer shall be solely responsible for extending water service to the property and any required Water Main extensions. Water modeling needs to be performed to ensure that adequate domestic water can be served to the property. These services are addressed more fully in the attached plan of services.

Land Use and Zoning: Upon annexation, the zoning classification will be designated as AG, Agricultural, until Planning Commission consideration and Board of Mayor and Aldermen approval of a rezoning request, should one be submitted. The applicant has provided a concept plan with a density of residential lots that would require a minimum of R-4 zoning.

Spring Hill Rising: 2040: The Spring Hill Rising: 2040 comprehensive plan classifies the area as a Mixed-Use Neighborhood Area. Mixed-Use Neighborhood Areas are primarily residential but may include low to moderate intensity balanced mixture of retail and office uses based on traditional, compact small-town form, offering Spring Hill the ability to live, shop, work, and play in their own neighborhood.

Summary: Staff met with the applicant and discussed the project on May 15, 2019 and have no items to be addressed at this time.
RESOLUTION 19-

A RESOLUTION ADOPTING A PLAN OF SERVICES FOR AND ANNEXING A PORTION OF MAURY COUNTY KNOWN AS MAURY COUNTY TAX MAP 029 PARCELS 011.00 AND 011.01, CONSISTING OF APPROXIMATELY 103 ACRES INTO THE CORPORATE LIMITS OF THE CITY OF SPRING HILL, TENNESSEE.

(ANX 687-2019, CLEBURNE ROAD ANNEXATION)

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

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

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

WHEREAS, the subject property is located within the Urban Growth Boundary of the City of Spring Hill; and

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

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

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

WHEREAS, the Spring Hill Planning Commission has reviewed and forwarded a recommendation on the Plan of Services and annexation to the Board of Mayor and Aldermen on March 11, 2019; and

WHEREAS, the City of Spring Hill contemplates annexation of the property known as Maury County Tax Map 029, Parcels 011.00 and 011.01, consisting of 103 acres as described herein; and

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

BE IT FURTHER RESOLVED BY THE CITY OF SPRING HILL, TENNESSEE, BOARD OF MAYOR AND ALDERMEN, that pursuant to Tennessee Code Annotated Title 6, Chapter 51, the property shown as part of Maury County Tax Map 029, Parcels 011.00 and 11.01, consisting of approximately

3233 Cleburne RD ANX 687-2019
103 acres, as shown and described in Exhibit A, along with the adjacent right-of-way for Cleburne Road, is hereby annexed to the corporate limits of the City of Spring Hill, Tennessee, and made a part thereof.

SECTION 1: PLAN OF SERVICES

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

Fire Protection: The City of Spring Hill will assume primary responsibility for Fire Protection immediately upon the effective date of annexation, with mutual assistance provided by Maury County Fire Department. Development of the property or a change of use on the property may require that the property owner/developer extend and provide appropriately sized water mains and/or fire hydrants to serve the site according to City of Spring Hill standards. Emergency Medical Services (EMS) is provided by contract through the City of Spring Hill and will be available to the property upon the effective date of annexation. Other services provided through Mutual Aid may apply.

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

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

Public Water Service: Public water service in the vicinity is provided by the City of Spring Hill Water Systems. The property owner/developer shall be solely responsible for extending water service to the property and any required water main extensions. The property owner/developer of this property is required to model this property for any water deficiencies and verify if any off-site improvements will be necessary. All utility installations shall be in compliance with applicable State of Tennessee and City of Spring Hill standards.

Public Sanitary Sewer Service: The property is currently on septic. Public sanitary sewer service is not directly available to the property. The property owner/developer shall be solely responsible for extending sanitary sewer service to the property and any required extension shall be in compliance with City of Spring Hill standards. Once sewer service is within 300 feet of the property the site shall be converted from septic to public sewer. All sanitary sewer inside city user rates and charges shall be applicable to the area inside the annexation area.

Solid Waste Collection: Spring Hill currently provides its businesses and residents refuse collection services via a city-wide contract with a private solid waste collection company. Residential collection may include recycling for single family dwellings. These services will be extended to the annexed area within 90 days of the effective date of annexation.
Road and Street Construction and Repair: If any new public streets are constructed and appropriately dedicated in accordance with City standards on the property, the City will provide ongoing and routine maintenance similar to other streets within the jurisdiction of the City. The annexation shall include Cleburne Road, in whole, adjacent to the property of Tax Map 029 Parcels 011.00 and 011.01. Maintenance of Cleburne Road shall become the responsibility of the City of Spring Hill upon the effective date of annexation. The property owner shall be required to dedicate right-of-way to achieve a “Collector” street classification as designated on the City’s adopted Major Thoroughfare Plan. The cross-section of Cleburne Road adjacent to this property is subject to City review and approval, and should conform to the design approved between this property and Beechcroft Road.

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

Recreational Facilities and Programs: There is one existing dwelling within the proposed annexation area. All of the recreational areas and programs, current or future, provided for City residents will be made available upon the effective date of annexation to any current or future residents of the annexed area in the same manner as current citizens of the City of Spring Hill. The Spring Hill Bicycle and Greenway Plan depicts Cleburne Road as a recommended location for a future multiuse trail in order to provide an off-road pedestrian connection between residential areas and other public areas of interest. This improvement will be the responsibility of the property owner at the time of future development.

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

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

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

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

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

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

SECTION 3: ZONING. Ordinance No. 18-21 (Zoning Map), adopted August 20, 2018, is hereby amended and altered by changing the zoning classification of those certain parcels of real property described below and on Exhibit A (attached), from Maury County A2 to City of Spring Hill AG (Agricultural). In the State of Tennessee, County of Maury, and City of Spring Hill, Tax Map 029, Parcels 011.00 and 011.01, consisting of 103 acres and being more particularly described in Exhibit A, attached hereto:

Exhibit A (attached)

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

Passed and adopted by the City of Spring Hill, this ____ day of ______________, 2019.

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

________________________________________
Rick Graham, Mayor

ATTEST:

________________________________________
April Goad, City Recorder

LEGAL FORM APPROVED:

________________________________________
Patrick Carter, City Attorney
PDF 689-2010: Submitted by Gamble Design Collaborative for Arbor Valley PUD. The property is located at 758 Beechcroft Road, zoned R-2 and contains approximately 258.97 acres. Planning Commission approved a final master development plan (PUD 304-2017) on July 10, 2017. The applicant is requesting amendments to the final master development plan. This application is being processed under the former zoning code. Requested by Greg Gamble.

Property Description and History: This mostly undeveloped property is located on the north side of Beechcroft Road east of Cleburne Road. The northern boundary of the property is the extent of the city limits. Surrounding zoning includes M-1 to the west and AG to the east. The property also abuts the CSX railroad to the east. An unnamed stream flows through the eastern side of the property. The northwestern corner of the lot, where there are existing trees, will be preserved as open space. The Planning Commission forwarded this PUD and Preliminary Master Development Plan (PMDP) request to the Board of Mayor and Aldermen, with a recommendation of approval, on February 13th, 2017 (PUD 294-2016). The Board of Mayor and Aldermen approved the rezoning request and the Preliminary Master Development Plan on April 17th, 2017 (ORD: 17-06). The PUD includes 581 single family attached and detached residences. The applicant is requesting to modify the development plan approved in 2017.

Request: The planned unit development modification requests the following changes as contained in the letter from Gamble Design Collaborative dated May 6, 2019.
1. Layout changes (lot and road) alignments.
2. Changes do not cause an overall increase or decrease in the number of lots/dwellings. There is a transfer of one attached residence for one single family detached home.
3. Phase lines have been reconfigured based on the layout changes and relocation of the amenity center.
4. The amenity center has been adjusted to a more centralized location.

Building and Site Design: The residential product is provided by Goodall Homes and includes three home styles on different lot sizes. Only front elevations have been provided for each product type and the product types are not being proposed to be amended via this application. The applicant is requesting to reduce the unit count of the cottages by one unit and increase the single-family units by one unit. The amenity center was previously approved to be on the north side of a collector road that accesses Beechcroft to the west. The applicant is proposing to move this amenity center to a more internal location and provide on-street parking to serve the amenity center.

A potential future water tank has been shown on previous applications that were brought to the Planning Commission and the applicant is continuing to show this on the PUD amendment plans. The applicant is verifying with the Public Works department that the location shown is appropriate. The applicant is also planning on deeding a 20’ wide strip of land up to the water tank site for access purposes.

Access: Due to the new bridge being constructed over the CSX railroad tracks, the revised plan includes a shift in the most eastern access point to the development from Beechcroft Road. The applicant is proposing to maintain the potential future connection points to adjoining properties that may be developed in the future. The western end of the development will eventually connect to Beechcroft Road via the adjacent flag lot.

Parking: The amended plan calls for the amenity center to be located interior to the development. The parking for this amenity center is proposed to be on-street parking and is in a location that previously had guest parking for the villas.
and cottage units. The previous plan showed 18 guest parking spaces for the townhomes and 58 spaces for the amenity center. The current amendment proposal shows 48 spaces to be shared with the amenity area and 7 guest spaces available to the townhouses. The former zoning code did not require guest parking spaces for this development.

**Streets and Sidewalk:** The applicant is proposing a minor redesign to the street layouts in connection points through the majority of the development. The existing topography presented challenges and in order to maintain the same scale of development the streets and lots have been shifted around.

The applicant previously submitted a traffic study, the recommendations from which are below. The analyses presented in this study indicate that the following infrastructure improvements should be provided in order to accommodate the total projected traffic volumes with the completion of the proposed residential project:

1. Each of the new project accesses should be constructed to include one northbound entering lane and two southbound exiting lanes. At each intersection, the southbound left turn lanes should include at least 150 feet of storage, and the southbound right turn lanes should include at least 50 feet of storage.
2. An eastbound left turn lane should be constructed on Beechcroft Road at each of the new project accesses. Each of these turn lanes should include at least 75 feet of storage and should be designed and constructed according to AASHTO standards. It is important to note that this eastbound left turn storage is included in TDOT’s plans to improve Beechcroft Road to a three-lane cross-section along the frontage of the project site.
3. A westbound right turn lane should be constructed on Beechcroft Road at each of the new project accesses. Each of these turn lanes should include at least 125 feet of storage and should be designed and constructed according to AASHTO standards. These turn lanes are not included in TDOT’s plans to improve Beechcroft Road along the frontage of the project site. Therefore, it would be appropriate to provide them in conjunction with TDOT’s improvement or after TDOT’s project is completed.
4. Typically, accesses for residential communities do not warrant the installation of a traffic signal because these land uses do not generate significant entering and exiting traffic volumes during the off-peak hours. However, the projected traffic volumes on Beechcroft Road at the completion of TDOT’s improvement project and the Harvest Point PUD indicates that motorists exiting The Meadows will experience significant delays when both projects are completely built-out. Specifically, if at least 45% of the traffic exiting The Meadows is concentrated at one of the project accesses, a traffic signal will be warranted on Beechcroft Road at that access. Since Harvest Point and The Meadows will build out over a number of years, the actual need for a traffic signal will depend on the pace of development in both projects. Therefore, updated traffic counts should be collected and traffic signal warrant analyses should be conducted for the intersections of Beechcroft Road and the project accesses at 75% build-out and 100% build-out of the proposed project.
5. As planned, the site plan for the proposed project should facilitate connectivity to properties north and west of the project site.

**Bulk and Area Requirements:** The proposal remains compliant with the minimum bulk and area requirements of the residential regulations for Planned Unit Developments. Lot configurations are consistent with the previously approved PUD plan.

**Bicycle and Greenway Plan:** Beechcroft Road is designated as a multi-use trail path in the Bicycle and Greenway Plan. The applicant has provided an internal multiuse trail along Beechcroft Road. The proposal includes an internal 8’ public asphalt trail that Staff believes meets the intent of the Bicycle and Greenway Plan. The adjacent CSX rail line is also identified as a proposed greenway and requires a public access easement. Both of these improvements and easements are shown on the plan.

**Landscaping and Buffering:** The applicant proposes minimum 25’ buffer areas where the development abuts land outside of the project area. A landscape plan will be required at subsequent submittals. The amended plan preserves more of the existing tree canopy.
Analysis: Review of this request involves a determination that the requested modifications are minor and may be approved by the Planning Commission or major and require a Planning Commission recommendation to the Board of Mayor and Alderman.

According to Article X Section 2.5 of the zoning ordinance, a determination by the Planning Commission that the changes are in substantial compliance with the approved PMDP is required. If so determined, the changes will be considered as ‘minor modifications’ under Section 2.9. The project will then be allowed to continue forward as follows:

1. Final Master Development Plans can be processed through the Planning Commission for sections and phases of the PUD. This may be done in stages or as a whole.

Planning staff believes the revised modifications are in substantial compliance with the originally approved preliminary master development plan and should be considered minor. If the Planning Commission determines that the proposed changes are not in substantial compliance with the approved PMDP then this application will be forwarded, with a recommendation from the Planning Commission, to the Board of Mayor and Aldermen for consideration as a major amendment.

Summary: Based on the revisions mentioned in this report, staff considers the current submittal to be substantially consistent with the original plan and requests that the Planning Commission make a determination to the same conclusion at the upcoming voting meeting.

The applicant addressed many of the revision requests of the staff and Planning Commission. Remaining items to be addressed:

1. Continue working with Public Works on the exact future water tank site and access location. Dedicate both to the City of Spring Hill upon review and approval of the applicable phase/section.
Current — AMENITY CENTER  7-10-17
FPL 692-2019: Submitted by WES Engineers & Surveyors for Sawgrass Phase 1, Section 2. The property is located on Tom Lunn Road, zoned R-2 PUD and contains approximately 47.42 acres. The applicant requests final plat approval to create 40 single-family lots. Requested by Allen O'Leary.

Property Description and History: This property is located on the west side of Tom Lunn Road and is the second section of the first Phase of the Sawgrass PUD (414-2017). The PUD was approved in November of 2017 with the following conditions:

1. The developer shall address all engineering comments found in this report.
2. 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.
3. The developer shall pay a fee in lieu of bike lane improvements along the project frontage on Tom Lunn Road.
4. Lot 179 shall be eliminated.

The property received Preliminary Plat approval at the June 2018 Planning Commission Meeting (PPL 517-2018) with the following conditions:

1. The applicant shall enter into a written agreement with the City of Spring Hill to be acted upon by the Board of Mayor and Aldermen in consideration of public infrastructure improvements that include the reconstruction and widening of Tom Lunn Road and related utility improvements where required whereby the applicant is participating in partnership with the City of Spring Hill in part or whole in the cost of the public infrastructure improvements. The agreement entered into between the applicant and the City shall detail the installation of public improvements to be constructed, the anticipated schedule for construction of improvements, and the responsibilities of each party in the installation of said improvements including related financial considerations such as contributions, fees, payments in lieu of improvements, rebates and/or credits and the like.
2. Prior to the completion of Phase 2 and the issuance of building permits for residential lots within Phase 2 the widening of Tom Lunn Road shall be completed.
3. The applicant shall dedicate collector R/W, along the projects Tom Lunn Road frontage via subsequent final plat submittals.
4. Prior to the approval of any final plats, the applicant shall construct the multi-purpose trail between lots 161 and 162, as shown on the previously approved preliminary PUD plan.
5. Final plat submittal shall indicate the current R/W on Tom Lunn Road.
6. 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.
7. Modifications to the preliminary plat may require Planning Commission approval prior to submittal of a final plat application.

The first condition of approval of the preliminary plat is still in the process of being formalized. The applicant has expressed a willingness to participate in a partnership with the City in regards to public infrastructure improvements. The agreement's specific terms have not been drafted at this time and staff is currently bringing together the local stakeholders to begin discussing specific terms. Staff will recommend at the voting meeting that the final plat not be recorded until the
written agreement has been entered into. The applicant is showing the multi-purpose trail that was required via condition of approval number 4 of the preliminary plat. The remaining conditions of approval have been satisfied.

**Streets and Sidewalk:** The internal streets being provided are shown as 50’ Right-of-Ways with 5’ sidewalks on both sides of the street. The plans are consistent with the preliminary plat plans.

**Bulk and Area Requirements:** The plat is compliant with the bulk and area requirements approved in Preliminary Plat application PPL 517-2018 and PUD 414-2017.

**Bicycle and Greenway:** This project has not been required to participate in the Spring Hill Bicycle and Greenway Plan thus far although it was a condition of approval for the PUD. This City’s design for Tom Lunn Road has not included a bike lane and is overriding the Bicycle and Greenway Plan’s recommendation for a bike lane on this roadway.

**Summary:** The applicant met with staff to discuss the project on May 15, 2019 and there are no outstanding comments to address.
FPL 695-2019: Submitted by WES Engineers & Surveyors for Hardin's Landing Section 3A. The property is located on Duplex Road, zoned R-2 PUD and contains approximately 59.25 acres. The applicant requests final plat approval to create 32 single-family lots. Requested by Allen O’Leary.

Property Description and History: This property is located north of Reserve Boulevard and west of Port Royal Road. The property was rezoned to R-2, PUD, with a preliminary development plan in approximately 2003. Sections 1 and 2 received final plat approval in 2005 and 2007, respectively while Section 3 received preliminary plat approval in January of 2018. There is a settlement agreement and release between the developer and the City from 2007 that is included in the case file for this project. The agreement grants an easement to the City for a waterline, requires 85% of the front façades that face the main collector road to be brick, removes requirements of sidewalks other than along one side of the main collector road, and grandfathers the development from the subdivision requirements.

Streets and Sidewalk: The subdivision will not include sidewalks on any streets, except for one side of Commonwealth Drive, per the requirements of the 2007 settlement agreement. Staff asked the applicant to consider providing sidewalks on at least one side of internal streets. However, the applicant has indicated that they do not intend to provide sidewalks per the legal agreement. Local roads are shown with the appropriate 50’ Right-of-Way dedication.

Area and Dimensional Standards: The proposal is compliant with the area and dimensional requirements of the R-2, PUD District, the previously approved PUD master development plan, and Preliminary Plat application 447-2017.

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

Summary: The applicant met with staff to discuss the site on May 15, 2019 and there are no outstanding comments to address.
FPL 693-2019: Submitted by WES Engineers & Surveyors for Hardin’s Landing Section 3B. The property project is located on Duplex Road, zoned R-2 PUD and contains approximately 59.25 acres. The applicant requests final plat approval to create 39 single-family lots. Requested by Allen O’Leary.

Property Description and History: This property is located north of Reserve Boulevard and west of Port Royal Road. The property was rezoned to R-2, PUD, with a preliminary development plan in approximately 2003. Sections 1 and 2 received final plat approval in 2005 and 2007, respectively while Section 3 received preliminary plat approval in January of 2018. There is a settlement agreement and release between the developer and the City from 2007 that is included in the case file for this project. The agreement grants an easement to the City for a waterline, requires 85% of the front façades that face the main collector road to be brick, removes requirements of sidewalks other than along one side of the main collector road, and grandfathers the development from the subdivision requirements.

Streets and Sidewalk: The subdivision will not include sidewalks on any streets, except for one side of Commonwealth Drive, per the requirements of the 2007 settlement agreement. Staff asked the applicant to consider providing sidewalks on at least one side of internal streets. However, the applicant has indicated that they do not intend to provide sidewalks per the legal agreement. Local roads are shown with the appropriate 50’ Right-of-Way dedication.

Area and Dimensional Standards: The proposal is compliant with the area and dimensional requirements of the R-2, PUD District, the previously approved PUD master development plan, and Preliminary Plat application 447-2017.

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

Summary: The applicant met with staff to discuss the site on May 15, 2019 and there are no outstanding comments to address.
PPL 694-2019: Submitted by WES Engineers & Surveyors for Grand Estates. The property is located on Duplex Road, zoned R-4 and contains approximately 18.01 acres. The applicant requests a minor revision to the preliminary plat. Requested by Allen O'Leary.

Property Description and History: This property is located north of the built out Grand Reserve apartment complex, east of Hardin's Landing, and south of Duplex Road. The project was approved as the Villas of Grand Reserve under Site Plan application STP 319-2017 in April of 2017 and then modified at the December 2018 Planning Commission meeting via Final Plat application FPL 604-2018.

TVA Easement: The applicant is requesting approval for a 10' retaining wall that was built to maintain the grading around an existing electrical pole support guy wire and the associated “dead man” anchoring system. The applicant was not aware of the underground anchoring system in place for the guy wire and the applicant built the retaining wall in response to discovering the “dead man” anchor during the grading process. The applicant does not believe that the retaining wall could be removed without compromising the integrity of the anchoring system for the guy wire. The applicant has contacted TVA and received approval from TVA for the retaining wall as built today.

The applicant is proposing a guardrail to protect the western approach and several shrubs and understory trees to help buffer the wall. Also, a fence is being proposed to be added to the area around the guy wire, at the top of the wall, for safety purposes. The retaining wall is wrapped in the same style of brick that was used in the community pool area. The applicant has provided photos of the existing wall and an example of the proposed fence.

Sidewalks: The approved plans include a sidewalk on both the north and south side of Cadence Drive that extend to the western property line, terminating at the Hardin’s Landing subdivision. The Hardin’s Landing subdivision does not have sidewalks on Cadence Drive. Because of the retaining wall mentioned above and it blocking the continuation of the sidewalk to the west property line, the applicant is proposing to re-route the sidewalk north, across Cadence Drive, with a marked crosswalk, and then back south, across Cadence Drive, with another marked sidewalk west of the Grand Avenue intersection. The sidewalk on the west side of the retaining wall on either side of Cadence Drive does not connect to a sidewalk on the property to the west.

With regards to matters pertaining to the retaining wall installed within the public right-of-way on the south side of Cadence Drive at Grand Avenue as part of the Grand Reserve at Spring Hill II residential site development, Staff contacted the City Attorney to discuss City maintenance and liability issues associated with said retaining wall. Based upon discussions with the City Attorney, there appears to be two (2) options available to address the maintenance and liabilities associated with the retaining wall. The first option is to develop a legal and binding agreement between the City of Spring Hill and Grand Reserve at Spring Hill II, LLC absolving the City from any and all maintenance and liability with regards to the retaining wall having been constructed in dedicated City right-of-way. The second option is to modify the limits of the public right-of-way whereas the retaining wall becomes a part and parcel of the residential site development under the maintenance and liability jurisdiction of the development. The preferred option is the latter to modify the right-of-way which will require the filing and recording of a final plat. It was my understanding that either option would require a formal action by the City of Spring Planning Commission and/or the Board of Mayor and Alderman.
A second matter is the concrete sidewalk on the south side of Cadence Drive from the existing retaining wall at Grand Avenue westerly to Hardin’s Landing. If the existing retaining wall is approved, it will not be physically possible to install the noted sidewalk on the south side of Cadence Drive. The wall also disrupts the approved sidewalk system and creates additional street crossings. Staff recommends that the south side of Cadence Drive and west of the retaining wall not have a sidewalk so that a street crossing is avoided for a small section of sidewalk that does have interconnectivity with anything.

Summary: The applicant met with staff to discuss the site and design issues on May 15, 2019. The following items shall be addressed prior to this item being heard at a Planning Commission voting meeting:

1. The liability of the retaining wall located in the right-of-way needs to be re-platted and removed from the right-of-way for Cadence Drive. This property is to be placed within land owned by the developer/Grand Estates Owner and is to be maintained by said Owner. Redraw preliminary plat to reflect these changes and provide a purpose statement for this re-platting.

2. The sidewalk west of the retaining wall and south of Cadence drive should not be required (it has not been constructed) as it does not provide a public benefit.
LANDSCAPE PLAN

LANDSCAPE LEGEND:
- Evergreen & Multi-Trunk Trees
- Shrub Planting
- Tree Protection Fencing Detail

MATERIALS SCHEDULE

TREE PROTECTION FENCING DETAIL:
- All tree protection fencing shall be in place and completed before the servicing of any concrete, asphalt, or gravel.
- The contractor is responsible for compliance with all applicable codes and regulations.

LANDSCAPE PLAN
Photo 1: Retaining Wall protecting Guy Wire Anchor.

Photo 2: Proposed Fence at top of Retaining Wall
RZN 688-2019: Submitted by Huntly Gordon for the rezone of 3357 Denning Lane. The property is currently zoned AG and contains approximately 19 acres. The applicant requests that the northern portion of the property be rezoned to R-1 and the southern portion be rezoned to R-2. Requested by Huntly Gordon.

Property Description and History: This property is located on Denning Lane across the street from the historic entrance to the Oaklawn property.

The Planning Commission and Board of Mayor and Aldermen have considered rezoning requests for this property in the past, which have failed due to the significant impact on the City’s transportation network and incompatibility with the surrounding properties and densities.

Some of the zoning history associated with this property is listed chronologically below. The City of Spring Hill Official Zoning Map shows the subject property zoned as AG (Agricultural) “conditional”.

Ordinance 86-12: The City of Spring Hill annexed the subject property to its corporate limits, at which time the property became subject to the City’s laws and regulations. Annexed properties are automatically zoned “AG” by default.

Ordinance 87-27: The BOMA approved a request to rezone the property of Martha Lambert Smith (100 acres) from AG to R-2 Planned Unit Development with the condition that the rezoning will not take effect until one or more development plans for the areas have been approved by the Spring Hill Planning Commission and Board of Mayor and Aldermen as provided in Article X (PUD) of the zoning ordinance. See ordinance attached.

Ordinance 92-16: This ordinance rezoned the property of Martha Lambert Smith (approximately 237 acres) from AG to R-1 Planned Unit Development, conditional. Condition being the “owner complying with all of the requirements of Article X (PUD) of the Municipal zoning ordinance and that the ordinance shall not take effect as to any portion of this property until a development plan for each such area (or entire tract) has been approved by the Spring Hill Regional Planning Commission and the Board of Mayor and Aldermen as provided in Article XI of the Municipal Zoning Ordinance”.

Ordinance 09-24: This ordinance was adopted to “clarify” the zoning map of the City of Spring Hill. The adopted ordinance stated that the parcels listed therein are “conditionally zoned as AG and with the approval of the Board of Mayor and Aldermen, upon review and recommendation of the Planning Commission, of a Master Development Plan for a Planned Unit Development (PUD) it shall be zoned R-2”.

No development plans per the Planned Unit Development requirements of the city have been approved as called for in the 1987, 1992, or 2009 ordinance above. Therefore, the current zoning of the site remains conditionally zoned “AG” Agricultural as provided in Ordinance 09-24.
Spring Hill Rising: 2040: The future land use classification for this site is Residential Neighborhood Area. The comprehensive plan identifies the development pattern of the Residential Neighborhood area as: “varies from a low to moderate density with clusters of similar one and two-story residential dwellings in both conventional subdivision development and traditional neighborhood form. New development should integrate different housing types of appropriate scale and context and increase the connections between neighborhoods and other areas.” The applicant is requesting a low to moderate density residential zoning which is consistent with the future land use designation.

Historic Commission: The application has been forwarded to the Historic Commission. They will review it at their August meeting and a copy of their recommendations will be provided to the Planning Commission at the August 13, 2018 voting meeting.

Access, Streets and Sidewalks: Denning Lane (a collector street as designated on the Major Thoroughfare Plan) is a rural two-lane substandard paved street with approximately 17 feet of pavement width, striping and open drainage ditches. Previous submittals for the development of the site indicated off-site road improvements adjacent to the property and pointed to the need to improve Denning Lane from the development to Kedron Road, to address the impacts from this development. The property to the northwest, part of the Southern Springs development, was denied use of an existing access drive onto Denning Lane due to negative traffic impact concerns on the street and incompatibility with the surrounding properties.

Surrounding Property/Zoning: The site is bordered by AG (Agricultural) zoning on the east and west. Oaklawn and land to the north is zoned R-1. Land to the south is zoned R-2 or is unincorporated. Oaklawn consists of approximately 82 acres. Land to the east and west, zoned AG, contain between 2 and 5 acres each.

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

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

**E. Approval Standards**

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

1. Approval Standards for Map Amendments

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

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

   a. The proposed amendment is consistent with the comprehensive plan and adopted land use policies.
   b. The proposed rezoning to R-1 is more compatible with the existing use and zoning of the nearby property, than previous requests for R-2. The minimum lot size for R-1 zoning is 20,000 sq. ft. vs. the minimum for R-2 being...
10,000 sq. ft. The R-1 zoned area would be surrounded on the east and west by existing large lot AG properties. The request for R-2 along the south portion of the property abuts part of Whispering Woods, an R-2 subdivision.

c. The proposed amendment would split a property’s zoning designation and staff will recommend that if the request is approved, that the applicant be required to submit a lot split application to create individual lots for each zoning designation.

d. The area has seen very little development and the proposed amendment would allow for a low density of residential units.

e. The existing roadway infrastructure is subpar to current standards and would likely need significant improvements should there be any development on this street. The existing condition of Denning Lane is not viewed as sufficient for the proposed residential development of this property.

f. The roadway infrastructure, utilities, and water lines would require off-site improvements in order to be brought up to current standards.

**Summary:** The applicant met with staff to discuss the site and design issues on April 10, 2019. The rezoning history of the site seems to have implied that the former Board of Mayor and Alderman gave some consideration to future residential development of the site. The applicant’s request for R-1 zoning on the majority of the site would potentially reduce the density referenced in Ordinance 09-24 in half. No concept plan has been submitted with this rezoning request (one is not required) to show how a residential development could be designed to be compatible and in context with the adjacent land. Water and sewer service are available to the site. However, staff continues to have concerns regarding the condition of Denning Lane.
Original subdivision map of the subject property

MARThA LAMBERT SMITH

PROPOSED REZONE
Character Areas

These character areas are intended to provide general guidance for land use decisions that will shape development growth for the next twenty years. Each area is presented in a narrative that incorporates the intent of the area, primary future land uses, and a description of the character of the area.

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Spring Hill RISING: 2040