Due to the current Covid-19 Pandemic, this meeting will be held virtually. If you have any questions, comments or concerns regarding the agenda item(s) below or any other issue, please submit them to PCPublicComment@Springhilltn.org no later than 12:00 PM on Monday, June 22, 2020.

A. CALL TO ORDER

B. ROLL CALL

C. CHAIRMAN COMMENTS: All items with changes for the next agenda must be resubmitted by 12:00 PM (noon) on June 29, 2020 (both paper and electronic copies).

D. PUBLIC COMMENT (NON-AGENDA ITEMS)

E. BONDS

1. PC Resolution 20-48 Release Performance Bond Barclay Port Royal Subdivision.
2. PC Resolution 20-49 Reduce Maintenance Bond Brixworth Ph 5.
3. PC Resolution 20-50 Reduce Maintenance Bond Brixworth Ph 6.
4. Topping Out of Streets in Dartford Phase 1 and Brixworth Phases 5 and 6.

F. OLD BUSINESS

G. NEW BUSINESS


5. **PPL 841-2020**: Submitted by Anderson, Delk, Epps & Associates for Hunters Point Section 7. Property is zoned R-2 and contains approximately 5.14 acres. The applicant requests an amendment to the approved preliminary plat for Phase 7 as approved on May 8, 2017 (PPL 311-2017). That preliminary plat included 10 single-family lots. Condition #1 from that approval stated that “Prior to final plat submittal a decision regarding the extension of Mallard Drive to Weaver Farm Lane shall be made.” Requested by Joe Epps.


7. **SPM 843-2020**: Submitted by GMC (Goodwyn Mills Cawood) for the Port Royal Kroger Expansion. This property is located at 4900 Port Royal Road, zoned C-4 and contains approximately 9.93 acres. The applicant requests major modification to the previously approved site plan for a 31,750-sf building expansion. Requested by Randy Harper.

8. **PDM 844-2020**: Submitted by the City of Spring Hill for an Amendment to the Wilkerson PUD. The request is to amend the previously approved PUD by removing the condition of installing temporary traffic signal at Spring Station Drive. Requested by the City of Spring Hill.

**H. OTHER BUSINESS**

**I. ROUND TABLE**

**J. ADJOURN**
DATE: June 17, 2020

REQUEST: Release the performance bond for Barclay Port Royal Subdivision for water line and sewer line

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

OVERVIEW:

- A performance bond was established for a lot split in the amount of $136,658.00 in March 2019.
- The subject site development by the bond holder (Avocatio, LLC) has been pulled from consideration. A new developer has an approved site plan for these lots that includes the installation of public improvements.

PC ACTION REQUESTED:

- Approve PC Resolution 20-48 to release the performance bond for Barclay Port Royal Subdivision
RESOLUTION 20-48 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE PERFORMANCE BOND FOR
BARCLAY PORT ROYAL SUBDIVISION

WHEREAS, a Performance Bond is currently in place for said development of 2 lots
(lot split); 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, sewer lines and water lines, would be constructed as
per the approved design and function properly; and

WHEREAS, the subject site development has been pulled for consideration by the
developer; and

WHEREAS, a new developer has an approved site plan that includes the installation of
the public improvements as a condition of approval; and

WHEREAS, it is the recommendation of the City Engineer that the Performance Bond
for Barclay Port Royal Subdivision in the amount of $136,658.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission
that release of the Performance Bond for Barclay Port Royal Subdivision in the amount
of $136,658.00 is hereby approved.

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

Paul Downing, Chairman

Steve Foote, Secretary
OWNER:
SLOWFIRE LAND CO., LLC
2566 ANTRIM CIRCLE
COLUMBIA, TN 38401
615-796-6155

LOCATION MAP

SITE

LOCATION MAP

SCALE 1"=50'

OWNER:
SLOWFIRE LAND CO., LLC
2566 ANTRIM CIRCLE
COLUMBIA, TN 38401
615-796-6155

SCALE 1"=50'

FINIAL PLAT
RESUBDIVISION OF LOT 2
BARCLAY PORT ROYAL SUBDIVISION
OLD PORT ROYAL ROAD
SPRING HILL, MAURY CO., TN.

PROPERTY ADDRESS:
LOT 2A-4814 PORT ROYAL ROAD
LOT 2B-4811 PORT ROYAL ROAD
LOT 2A-4816 PORT ROYAL ROAD
LOT 2B-4815 PORT ROYAL ROAD

TOTAL AREA-98,141.4 SQ. FT. OR 2.25 ACRES
ROW DEDICATION-846.91 SQ. FT. OR 0.02 ACRES
NET AREA-97,294.5 SQ. FT. OR 2.23 ACRES

NOTE: ANY ADDITIONAL ACCESS TO OLD PORT ROYAL ROAD IS PROHIBITED
NOTE: WAIVER OF EASEMENT CONSTRUCTION
NOTE: WAIVER OF EASEMENT CONSTRUCTION

GENERAL NOTES
1. THE PURPOSE OF THIS PLAT IS TO SUBDIVIDE THE EXISTING
2. THE PROPERTY IS ZONED C-A
3. FRONT YARD-50 FEET
4. REAR YARD-MINIMUM 15 FOR ONE STORY STRUCTURE; 20 ADDITIONAL FEET FOR EACH ADDITIONAL STORY
5. THE PROPERTY IS NOT SHOWN IN A FLOOD HAZARD AREA AS SHOWN ON THE FEMA FIS RATE MAP NO. 970119433. dated April 16, 2007.
6. IT SHALL BE THE RESPONSIBILITY OF THE OWNER TO ENSURE THAT ANY SETBACKS OR EASEMENTS ARE SHOWNcono the plat.
7. THE DEVELOPER OF LOT 2B WILL BE REQUIRED TO EXTEND THE 5' WATERLINE TO OLD PORT ROYAL ROAD.

CERTIFICATE OF APPRAISAL FOR SUBDIVISION AND STREET NAMES
I hereby certify that the subdivision name and street names are approved by the Maury County and City of Spring Hill Engineering Communications.

DATE 2-24-2019

REAR SEWER LINE
PROPOSED EASEMENT LINE
EXISTING EASEMENT LINE
PRIVATE SERVICE LINE
EXISTING SEWER MANHOLE
EXISTING FIRE HYDRANT
EXISTING STORM SEWER MANHOLE
EXISTING STREET WATER MAIN
EXISTING STREET ELECTRIC MAIN
EXISTING LIGHT POLE
EXISTING POWER POLE
EXISTING PUMP STATION
EXISTING SEWER MANHOLE
EXISTING FIRE HYDRANT
EXISTING LIGHT POLE
EXISTING POWER POLE
EXISTING STORM SEWER MANHOLE
EXISTING STREET WATER MAIN
EXISTING STREET ELECTRIC MAIN
EXISTING EASEMENT LINE
PROPERTY ADDRESS:
LOT 2A-4814 PORT ROYAL ROAD
LOT 2B-4811 PORT ROYAL ROAD
LOT 2A-4816 PORT ROYAL ROAD
LOT 2B-4815 PORT ROYAL ROAD

TOTAL AREA-98,141.4 SQ. FT. OR 2.25 ACRES
ROW DEDICATION-846.91 SQ. FT. OR 0.02 ACRES
NET AREA-97,294.5 SQ. FT. OR 2.23 ACRES

NOTE: ANY ADDITIONAL ACCESS TO OLD PORT ROYAL ROAD IS PROHIBITED
NOTE: WAIVER OF EASEMENT CONSTRUCTION
NOTE: WAIVER OF EASEMENT CONSTRUCTION

GENERAL NOTES
1. THE PURPOSE OF THIS PLAT IS TO SUBDIVIDE THE EXISTING
2. THE PROPERTY IS ZONED C-A
3. FRONT YARD-50 FEET
4. REAR YARD-MINIMUM 15 FOR ONE STORY STRUCTURE; 20 ADDITIONAL FEET FOR EACH ADDITIONAL STORY
5. THE PROPERTY IS NOT SHOWN IN A FLOOD HAZARD AREA AS SHOWN ON THE FEMA FIS RATE MAP NO. 970119433. dated April 16, 2007.
6. IT SHALL BE THE RESPONSIBILITY OF THE OWNER TO ENSURE THAT ANY SETBACKS OR EASEMENTS ARE SHOWNcono the plat.
7. THE DEVELOPER OF LOT 2B WILL BE REQUIRED TO EXTEND THE 5' WATERLINE TO OLD PORT ROYAL ROAD.

CERTIFICATE OF APPRAISAL FOR SUBDIVISION AND STREET NAMES
I hereby certify that the subdivision name and street names are approved by the Maury County and City of Spring Hill Engineering Communications.

DATE 2-24-2019

REAR SEWER LINE
PROPOSED EASEMENT LINE
EXISTING EASEMENT LINE
PRIVATE SERVICE LINE
EXISTING SEWER MANHOLE
EXISTING FIRE HYDRANT
EXISTING STORM SEWER MANHOLE
EXISTING STREET WATER MAIN
EXISTING STREET ELECTRIC MAIN
EXISTING LIGHT POLE
EXISTING POWER POLE
EXISTING PUMP STATION
EXISTING SEWER MANHOLE
EXISTING FIRE HYDRANT
EXISTING LIGHT POLE
EXISTING POWER POLE
EXISTING STORM SEWER MANHOLE
EXISTING STREET WATER MAIN
EXISTING STREET ELECTRIC MAIN
EXISTING EASEMENT LINE
PROPERTY ADDRESS:
LOT 2A-4814 PORT ROYAL ROAD
LOT 2B-4811 PORT ROYAL ROAD
LOT 2A-4816 PORT ROYAL ROAD
LOT 2B-4815 PORT ROYAL ROAD

TOTAL AREA-98,141.4 SQ. FT. OR 2.25 ACRES
ROW DEDICATION-846.91 SQ. FT. OR 0.02 ACRES
NET AREA-97,294.5 SQ. FT. OR 2.23 ACRES

NOTE: ANY ADDITIONAL ACCESS TO OLD PORT ROYAL ROAD IS PROHIBITED
NOTE: WAIVER OF EASEMENT CONSTRUCTION
NOTE: WAIVER OF EASEMENT CONSTRUCTION

GENERAL NOTES
1. THE PURPOSE OF THIS PLAT IS TO SUBDIVIDE THE EXISTING
2. THE PROPERTY IS ZONED C-A
3. FRONT YARD-50 FEET
4. REAR YARD-MINIMUM 15 FOR ONE STORY STRUCTURE; 20 ADDITIONAL FEET FOR EACH ADDITIONAL STORY
5. THE PROPERTY IS NOT SHOWN IN A FLOOD HAZARD AREA AS SHOWN ON THE FEMA FIS RATE MAP NO. 970119433. dated April 16, 2007.
6. IT SHALL BE THE RESPONSIBILITY OF THE OWNER TO ENSURE THAT ANY SETBACKS OR EASEMENTS ARE SHOWNcono the plat.
7. THE DEVELOPER OF LOT 2B WILL BE REQUIRED TO EXTEND THE 5' WATERLINE TO OLD PORT ROYAL ROAD.

CERTIFICATE OF APPRAISAL FOR SUBDIVISION AND STREET NAMES
I hereby certify that the subdivision name and street names are approved by the Maury County and City of Spring Hill Engineering Communications.

DATE 2-24-2019

REAR SEWER LINE
PROPOSED EASEMENT LINE
EXISTING EASEMENT LINE
PRIVATE SERVICE LINE
EXISTING SEWER MANHOLE
EXISTING FIRE HYDRANT
EXISTING STORM SEWER MANHOLE
EXISTING STREET WATER MAIN
EXISTING STREET ELECTRIC MAIN
EXISTING LIGHT POLE
EXISTING POWER POLE
EXISTING PUMP STATION
EXISTING SEWER MANHOLE
EXISTING FIRE HYDRANT
EXISTING LIGHT POLE
EXISTING POWER POLE
EXISTING STORM SEWER MANHOLE
EXISTING STREET WATER MAIN
EXISTING STREET ELECTRIC MAIN
EXISTING EASEMENT LINE
PROPERTY ADDRESS:
LOT 2A-4814 PORT ROYAL ROAD
LOT 2B-4811 PORT ROYAL ROAD
LOT 2A-4816 PORT ROYAL ROAD
LOT 2B-4815 PORT ROYAL ROAD

TOTAL AREA-98,141.4 SQ. FT. OR 2.25 ACRES
ROW DEDICATION-846.91 SQ. FT. OR 0.02 ACRES
NET AREA-97,294.5 SQ. FT. OR 2.23 ACRES

NOTE: ANY ADDITIONAL ACCESS TO OLD PORT ROYAL ROAD IS PROHIBITED
NOTE: WAIVER OF EASEMENT CONSTRUCTION
NOTE: WAIVER OF EASEMENT CONSTRUCTION

GENERAL NOTES
1. THE PURPOSE OF THIS PLAT IS TO SUBDIVIDE THE EXISTING
2. THE PROPERTY IS ZONED C-A
3. FRONT YARD-50 FEET
4. REAR YARD-MINIMUM 15 FOR ONE STORY STRUCTURE; 20 ADDITIONAL FEET FOR EACH ADDITIONAL STORY
5. THE PROPERTY IS NOT SHOWN IN A FLOOD HAZARD AREA AS SHOWN ON THE FEMA FIS RATE MAP NO. 970119433. dated April 16, 2007.
6. IT SHALL BE THE RESPONSIBILITY OF THE OWNER TO ENSURE THAT ANY SETBACKS OR EASEMENTS ARE SHOWNcono the plat.
7. THE DEVELOPER OF LOT 2B WILL BE REQUIRED TO EXTEND THE 5' WATERLINE TO OLD PORT ROYAL ROAD.
DATE: June 17, 2020
REQUEST: Reduce the maintenance bond for Brixworth Phase 5 for water, sewer, storm water drainage and basins, streets and curbs
SUBMITTED BY: Thomas S. Wolf, P.E. – City Engineer

OVERVIEW:

- A maintenance bond was established for Phase 5 in the amount of $445,861.00 in April 2019.
- Improvements have been constructed for the water lines, sewer lines, streets and curbs. There is one punch list item remaining to be repaired for water valves. Developer has committed to these being repaired prior to the voting session of July 13, 2020.
- The detention basins in Phase 5 is currently built as sediment basins. Until the phase is 80% built out and the detention basin can be completed to Stage 3 of the erosion control plans, TDEC requires a bond be in place.
- Binder was installed in May 2019.

PC ACTION REQUESTED:

- Approve PC Resolution 20-49 to reduce the maintenance bond for Brixworth Phase 5
RESOLUTION 20-49 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO REDUCE THE MAINTENANCE BOND FOR
BRIXWORTH PHASE 5

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 and storm water drainage and basins, streets and curbs, would be constructed as per the approved design and function properly; and

WHEREAS, to date, the improvements for sewer lines, water lines, streets and curbs have been constructed and have been functioning properly for a minimum period of twelve (12) months; and

WHEREAS, the storm water basins are in use as detention basins for sediment and run off from the construction of houses and will not be eligible for completion until 80% of planned houses are built; and

WHEREAS, it is the recommendation of the City Engineer that the Maintenance Bond for Brixworth Phase 5 in the amount of $445,861.00 be reduced to $169,122.00.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that reduction of the Maintenance Bond for Brixworth Phase 5 to the amount of $169,122.00 is hereby approved.

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

Paul Downing, Chairman

Steve Foote, Secretary
DATE: June 17, 2020

REQUEST: Reduce the maintenance bond for Brixworth Phase 6 for water, sewer, storm water drainage and basins, streets and curbs

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

OVERVIEW:

- A maintenance bond was established for Phase 6 in the amount of $605,648.00 in November 2018.
- Improvements have been constructed for the water lines, sewer lines, streets and curbs. There is one punch list item remaining to be repaired for water valves. Developer has committed to these being repaired prior to the voting session of July 13, 2020.
- The detention basins in Phase 6 is currently built as sediment basins. Until the phase is 80% built out and the detention basin can be completed to Stage 3 of the erosion control plans, TDEC requires a bond be in place.
- Binder was installed in April 2019.

PC ACTION REQUESTED:

- Approve PC Resolution 20-50 to reduce the maintenance bond for Brixworth Phase 6
RESOLUTION 20-50 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO REDUCE THE MAINTENANCE BOND FOR
BRIXWORTH PHASE 6

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 and storm water drainage and basins, streets and curbs, would be constructed as per the approved design and function properly; and

WHEREAS, to date, the improvements for sewer lines, water lines, streets and curbs have been constructed and have been functioning properly for a minimum period of twelve (12) months; and

WHEREAS, the storm water basins are in use as detention basins for sediment and run off from the construction of houses and will not be eligible for completion until 80% of planned houses are built; and

WHEREAS, it is the recommendation of the City Engineer that the Maintenance Bond for Brixworth Phase 6 in the amount of $605,648.00 be reduced to $258,866.00.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that reduction of the Maintenance Bond for Brixworth Phase 6 to the amount of $258,866.00 is hereby approved.

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

Paul Downing, Chairman

Steve Foote, Secretary
Breland Companies, the developer of Dartford Phase 1 and Brixworth Phases 5 and 6, is requesting to install the final asphalt layer/topping on the streets in the aforementioned subdivisions prior to completing 80% build out of the homes, and to allow the one-year maintenance period to begin upon completion of the paving. A copy of the Breland Companies request is attached for reference. Dartford Phase 1 and Brixworth Phases 5 and 6 are currently built out well below the 80% threshold. All three (3) developments were approved prior to the adoption of the Spring Hill Unified Development Code in August 2018 and are therefore governed by the City of Spring Hill Subdivision Regulations adopted in April 2013.

Section 4.3 Maintenance of Improvements of the Spring Hill Subdivision Regulations states the following: “If the developer chooses to install the final asphalt layer/topping prior to 80% build out, he will be required to post the maintenance bond at the time of final asphalt layer installations. The maintenance bond shall be continuous until a minimum of one (1) year after the 80% build out has been completed. The release of the maintenance bond shall be contingent upon the completion of the above and, in the case of road construction and/or improvements, acceptance of the dedications by the Spring Hill Board of Mayor and Alderman.” By definition, 80% build out occurs when 80% of houses within the development or particular phase to be bonded have received their certificates of occupancy.
Breland Companies request references a "builder bond" to insure the condition of the streets into the future. Both the City of Spring Hill Subdivision Regulations and Unified Development Code state that "Building Performance Bonds" come into play in a phase of a subdivision where public improvements have been fully completed, dedicated and accepted by the City, but for which undeveloped lots remain.
June 18, 2020

VIA EMAIL

Tom Wolf
City Engineer
City of Springhill
3893 Mahlon Moore Rd
Springhill, TN 37174

Re: Top Coat in Dartford Ph. 1 and Brixworth Ph. 5 & 6

Dear Mr. Wolf:

I am writing on behalf of the developer (“Breland”) of Dartford Phase 1 and Brixworth Phases 5 and 6.

As you requested, please consider this letter as Breland’s request to top coat the roads in the foregoing subdivisions prior to the builders completing 80% of the homes, and to allow our one-year warranty period to begin upon completion of paving. We believe that a waiver of the current “80% rule” is appropriate to allow top coat to be applied as soon as possible. As you know, the subject roads are currently in binder-only condition. With the uncertainties surrounding the COVID-19 pandemic, there is no clear timeline for the builders to complete their buildout in the subject subdivisions. As such, the City will have unfinished, unprotected roads for an extended amount of time. Granting our request will allow us to apply the top coat, protecting the roads into the future. This will greatly benefit not only the current homeowners in the subdivisions, but future home buyers and the City at large. Moreover, pursuant to the City Code, the City may require builder bonds to insure the condition of the roads into the future. Since Breland is not building homes in any of the subject subdivisions, we believe the builder bonds will allow the City to protect the roads during the completion of the buildout. We also believe the fact that the subject subdivisions were approved prior to the adoption of the new UDC further supports our request and the approach outlined above.

In sum, we respectfully request that the Planning Commission waive the “80% rule,” allow us to apply the top coat in the subject subdivisions, and allow our one-year warranty period to begin upon completion of paving. We will be in attendance at the Planning Commission work session on June 22nd, and will be happy to answer any questions or provide any additional information that may be requested.

Please do not hesitate to contact me if you would like to discuss further.

Sincerely,

David R. Beasley
Breland Companies

cc: David Buschmann (via email)
Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
Austin Page, Associate Planner
MEETING: June 22, 2020
SUBJECT: FPL 837-2020 (Brandon Woods Phase 1)


Property Description and History: This property is located in the most western portion of the Brandon Woods PUD. The Brandon Woods development was originally approved in 2006 (as Meadowbrook South) and recently had a major modification approved via application ADM 461-2018 which was approved by the Board of Mayor and Alderman on June 18, 2018. The major modification authorized, among other things, a change from 684 lots to 721 lots, a major reconfiguration of the lots and right-of-way’s, and created a connection to Port Royal Road through a previously approved townhome project. The property has Rutherford Creek running along the entire northern boundary. A preliminary plat (PPL 635-2019) for Phases 1 & 2 was approved by Planning Commission on February 11, 2019. The approval included the following conditions:

1. A detailed technical review of the construction plans is in process in advance of forwarding same to TDEC for their review and approval.
2. Incorporate the new ADA ramp with truncated domes detail on construction plans (one ramp per corner).
3. Dimension the PUDEs with underground infrastructure between Lots 99 – 100, 212 – 213 and 140 – 141.
4. Add a note that all open space shall be a PUDE to allow for maintenance of said open spaces or provide width restricted access and utility easements.
5. Provide approved Fire Department turnarounds for access roads that exceed 150’ in length (minimum 96’ diameter pavement) or Temporary turnarounds may be hard packed gravel.
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.

Bulk and Area: Based on staff’s review of the information provided, this proposal is compliant with the minimum bulk and area requirements of the City’s PUD provisions and the master development plan approved for the project.

Streets and Sidewalks: The applicant is proposing to access the site via the extension of a collector road (Brandon Woods Drive) from the Derryberry townhome project off of Port Royal Road. Because the original approval included lots fronting on a collector road this design is incorporated in the submitted plans. This is not a practice advocated for new projects. One additional local road, Thorpe Drive is shown on the final plat. The proposal includes 5’ wide sidewalks on both sides of the road, along all rights-of-way and with the necessary ADA ramps. The applicant proposes a 10’ walking trail at the north end of the property which runs east to west. The trail is shown within the 100-year floodplain and an open space area (1A), which the applicant proposes to dedicate to the Spring Hill.

Open Space & Amenities: On-site open space is consistent with the approved preliminary plat. A tot lot and two picnic tables are shown in Open Space 1B, along with a 5’ sidewalk that runs south the property line along Crooked Creek. This development will use centralized mailboxes. The applicant will need to coordinate with the USPS to determine an appropriate location.
Landscaping and Buffering: All landscaping per the approved PUD shall be installed. The PUD contains 90.5 acres of open space and this application provides for several open space areas.

Bicycle and Greenway Plan: Parks and Recreation is requesting that a trailhead kiosk be constructed at the crosswalk on the north side of Brandon Woods Drive. Design guidelines for the trailhead kiosk can be found on page A-38 of the Spring Hill Bicycle and Greenway Plan. This should also apply to the eastern terminus of this section of the greenway at Chimalis Drive. Additionally, at the junction of the 5’ sidewalk adjacent to lot 104 and the greenway, a panel directional sign should be installed. Design guidelines for panel directional signage can be found on page A-38 and A-39 of the Spring Hill Bicycle and Greenway Plan. This condition should apply to future phases that have sidewalks connecting to the greenway. Other site requirements for greenways, including, but not limited to, signs, benches, and trash receptacles will be addressed.

Summary: The applicant met with staff to discuss the final plat on June 10, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (June 29, 2020):

1. This site appears to be immediately east of the townhome property that received site plan approval in 2018 (STP 527-2018), Derryberry Property. That approval included condition #7 that read as follows: Applicant understands that the need for by financial security to provide a traffic signal shall be required as part of any final plat application of the associated single-family homes to the east. Applicant should work with Public Works staff to determine the method and amount of the financial security prior to the voting meeting.
2. The following comments from the Parks and Recreation Department will be addressed.
   a. A trailhead kiosk should be constructed at the crosswalk on the north side of Brandon Woods Drive. Design guidelines for the trailhead kiosk can be found on page A-38 of the Spring Hill Bicycle and Greenway Plan*. NOTE This should also apply to the eastern terminus of this section of the greenway at Chimalis Drive.
   b. At the junction of the 5’ sidewalk adjacent to lot 104 and the greenway, a panel directional sign should be installed. Design guidelines for panel directional signage can be found on page A-38 and A-39 of the Spring Hill Bicycle and Greenway Plan*. NOTE: This condition should apply to future phases that have sidewalks connecting to the greenway.
   c. Regulatory and warning signs should be installed to identify existing or potentially hazardous conditions on or near the greenway and in advance of intersections between pathways and roadways throughout the Brandon Woods development. (See section 1.8.1 of the Spring Hill Bicycle and Greenway Plan*)
   d. A minimum of one (1) bench should be installed along the Brandon Woods segment of the Rutherford Creek Greenway. Specifications for preferred style and color provided below.
   e. A trash receptacle should be installed at each trailhead kiosk. Specifications for preferred style and color provided below.
   f. A Public Access Easement should be identified for maintenance of the greenway upon acceptance.
   g. The total linear feet of greenway that will be constructed should be included on all pertinent plan sheets.
   h. All of the aforementioned items should be identified on all pertinent plan sheets clearly and imagery should be provided at site plan applications.
Development Plan
Brandon Woods
Formerly "Meadowbrook South"
P.U.D.
Ordinance 18-14 (June 18, 2018)

R2 Residential P.U.D.
3rd Civil District - Maury Co.
Spring Hill, Tennessee

Developer: Ola South

Scale: 1" = 250

Date: 01-25-18

Revised: 03-15-18
06-18-18
09-18-18
01-17-19

Typical Minimum
R-12 Setbacks

Typical Minimum
R-12 Setbacks

Anderson, Dell, Type & Associates Inc.
115 Greystone Park, Suite A
Nashville, Tennessee 37228
615-371-0849

MASTER PLAN
Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
Austin Page, Associate Planner
MEETING: June 22, 2020
SUBJECT: FPL 838-2020 (Brandon Woods Phase 2)


Property Description and History: This property is located in the most western portion of the Brandon Woods PUD. The Brandon Woods development was originally approved in 2006 (as Meadowbrook South) and recently had a major modification approved via application ADM 461-2018 which was approved by the Board of Mayor and Alderman on June 18, 2018. The major modification authorized, among other things, a change from 684 lots to 721 lots, a major reconfiguration of the lots and right-of-way’s, and created a connection to Port Royal Road through a previously approved townhome project. The property has Rutherford Creek running along the entire northern boundary. A preliminary plat (PPL 635-2019) for Phases 1 & 2 was approved by Planning Commission on February 11, 2019. The approval included the following conditions:

1. A detailed technical review of the construction plans is in process in advance of forwarding same to TDEC for their review and approval.
2. Incorporate the new ADA ramp with truncated domes detail on construction plans (one ramp per corner).
3. Dimension the PUDEs with underground infrastructure between Lots 99 - 100, 212 - 213 and 140 - 141.
4. Add a note that all open space shall be a PUDE to allow for maintenance of said open spaces or provide width restricted access and utility easements.
5. Provide approved Fire Department turnarounds for access roads that exceed 150’ in length (minimum 96’ diameter pavement) or Temporary turnarounds may be hard packed gravel.
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.

Bulk and Area: Based on staff’s review of the information provided, this proposal is compliant with the minimum bulk and area requirements of the City’s PUD provisions and the master development plan approved for the project.

Streets and Sidewalks: The applicant is proposing to access the site via the extension of a collector road (Brandon Woods Drive) from the Derryberry townhome project off of Port Royal Road. Two additional local roads, Copperhead Pass and Moccasin Trail are shown on the final plat. The proposal includes 5’ wide sidewalks on both sides of the road, along all rights-of-way and with the necessary ADA ramps. The applicant proposes a 10’ walking trail at the north end of the property which runs east to west. The trail is shown within of the 100-year floodplain and open space 2A, which the applicant proposes to dedicate to Spring Hill.

Open Space & Amenities: On-site open space is consistent with the approved preliminary plat. Open Space 2A includes an activity and play area, which is outlined by a 5’ sidewalk. This development will use centralized mailboxes. The applicant will need to coordinate with the USPS to determine an appropriate location.

Landscaping and Buffering: All landscaping per the approved PUD shall be installed. The PUD contains 90.5 acres of open space and this application provides for several open space areas.
Bicycle and Greenway Plan: Parks and Recreation is requesting a trailhead kiosk be constructed at the crosswalk on the north side of Brandon Woods Drive. Design guidelines for the trailhead kiosk can be found on page A-38 of the Spring Hill Bicycle and Greenway Plan. This should also apply to the eastern terminus of this section of the greenway at Chimalis Drive. Additionally, at the junction of the 5' sidewalk adjacent to lot 104 and the greenway, a panel directional sign should be installed. Design guidelines for panel directional signage can be found on page A-38 and A-39 of the Spring Hill Bicycle and Greenway Plan. This condition should apply to future phases that have sidewalks connecting to the greenway. Other site requirements for greenways, including, but not limited to, signs, benches, and trash receptacles will be addressed.

Summary: The applicant met with staff to discuss the final plat on June 10, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (June 29, 2020):

1. This site appears to be immediately east of the townhome property that received site plan approval in 2018 (STP 527-2018), Derryberry Property. That approval included condition #7 that read as follows: Applicant understands that the need for by financial security to provide a traffic signal shall be required as part of any final plat application of the associated single-family homes to the east.

2. Revise the “10’ Walking Trail” label to indicate that it is the “Rutherford Creek Greenway.”

3. The following comments from the Parks and Recreation Department will be addressed.
   a. A trailhead kiosk should be constructed at the crosswalk on the north side of Brandon Woods Drive. Design guidelines for the trailhead kiosk can be found on page A-38 of the Spring Hill Bicycle and Greenway Plan*. NOTE This should also apply to the eastern terminus of this section of the greenway at Chimalis Drive.
   b. At the junction of the 5’ sidewalk adjacent to lot 104 and the greenway, a panel directional sign should be installed. Design guidelines for panel directional signage can be found on page A-38 and A-39 of the Spring Hill Bicycle and Greenway Plan*. NOTE: This condition should apply to future phases that have sidewalks connecting to the greenway.
   c. Regulatory and warning signs should be installed to identify existing or potentially hazardous conditions on or near the greenway and in advance of intersections between pathways and roadways throughout the Brandon Woods development. (See section 1.8.1 of the Spring Hill Bicycle and Greenway Plan*)
   d. A minimum of one (1) bench should be installed along the Brandon Woods segment of the Rutherford Creek Greenway. Specifications for preferred style and color provided below.
   e. A trash receptacle should be installed at each trailhead kiosk. Specifications for preferred style and color provided below.
   f. A Public Access Easement should be identified for maintenance of the greenway upon acceptance.
   g. The total linear feet of greenway that will be constructed should be included on all pertinent plan sheets.
   h. All of the aforementioned items should be identified on all pertinent plan sheets clearly and imagery should be provided at site plan applications.
NOTES:
1. THE PURPOSE OF THIS PLAT IS TO CREATE 10 SINGLE FAMILY LOTS.
2. SITE IS LOCATED ON PROPERTY MAP, RL F FZ PANEL IND.
3. JOB, BURTON, MOUNT CARMEN, TUSCARORA.
4. BUILDING VICTORS:
   - DAVE WOODS VICTOR
   - WILLIAM WEST VICTOR
5. PLANNED SUBDIVISION:
   - OAKS ESTATE VICTOR
   - WILLIAM WEST VICTOR

EXCISED ZONING:
1. AREA: MIDDLE RINGS.
2. NUMBER OF LOTS PROPOSED BY PHASE: 10
3. SITE PRODUCT OF LOTS: THE NAME OF THE LOCAL OFFICIALS, ETC.

EXCISED DEVELOPMENT:
1. THE OBJECT OF THE PROPOSED DEVELOPMENT IS TO PROVIDE A MACRO-MICRO ENVIRONMENTAL SYSTEM THAT WILL NOT
   EXCEED THE 3% TOTAL ATTENDANT TIME TO DEVELOPMENT.
2. THE PROPOSED DEVELOPMENT SHALL BE DESIGNATED ON APPROVED WATER PLAN.
3. ALL EQUIPMENT BOUND WILL BE MONITORED BY THE MANAGEMENT ASSOCIATION.

LEGEND:
- LOTS
- ROADS
- PAVING
- LAVATORY
- VEGETATION
- WATER SYSTEM
- SEWAGE SYSTEM
- ELECTRICITY SYSTEM
- GAS SYSTEM
- TELEPHONE SYSTEM
- RECREATION AREA

TYPICAL MUNICIPAL BUILDING DETAIL:

TYPICAL MUNICIPAL COMPLIANCE DETAIL:

Site Index

Legend

TYPICAL MUNICIPAL BUILDING DETAIL:

TYPICAL MUNICIPAL COMPLIANCE DETAIL:

Final Plat - Phase Two
Brandon Woods

TOTAL AREAS, 1.52
LOT SIZE, 0.02
TOTAL LOTS, 10

SCALE: F = 1/2"
Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
Austin Page, Associate Planner
MEETING: June 22, 2020
SUBJECT: PPL 839-2020 (Brandon Woods Phases 4 & 5)


Property Description and History: This property is located to the east of Brandon Woods Phase 1 and 2 and abuts Crooked Creek to the south. The Brandon Woods development was originally approved in 2006 (as Meadowbrook South) and recently had a major modification approved via application ADM 461-2018 which was approved by the Board of Mayor and Alderman on June 18, 2018. The major modification authorized, among other things, a change from 684 lots to 721 lots, a major reconfiguration of the lots and right-of-way’s, and created a connection to Port Royal Road through a previously approved townhome project. The Brandon Woods planned unit development has Rutherford Creek running along the entire northern boundary. Planning Commission approved Preliminary Plat (PPL 635-2019) for Phases 1 & 2 on February 11, 2019.

Bulk and Area: Based on staff’s review of the information provided, this proposal is compliant with the minimum bulk and area requirements of the City’s PUD provisions. There is a net decrease of two lots between the master development plan approved for the project and the proposed preliminary plat. Two lots were removed to create Open Space 4A. According to the applicant, these lots were removed in order to provide adequate detention. Depending on the future design and layouts, these two lots may be picked up on future phases.

Streets and Sidewalks: The applicant is proposing access via a future extension of Cyril Drive and Mitsher Drive from the Crooked Creek Development. Until then, access is provided via the continuation of Thorpe Drive and Moccasin Trail from Phase 1 and 2 of the Brandon Woods development. The total number of lots past the intersection of Copperhead Pass and Thorpe Drive is approximately 86. The applicant also proposes three additional roads in these phases. All roads are local and provide the appropriate 50’ of right-of-way. All road names have been properly reserved and approved by Maury County E-911. The proposal includes 5’ wide sidewalks on both sides of the roads and with the necessary ADA ramps.

Open Space and Amenities: The overall development will include a number of amenities including a tot lot, two pavilions, playground areas and activity and play areas. Open space 4A and 5A are not programmed for these improvements. The PUD contains 90.5 acres of open space and this application provides for one open space area in Phase 4 and one open space area in Phase 5 which will serve a detention function. These areas contain a total of .798 acres. This development will also use centralized mailboxes. A note has been added to the plat and the applicant will need to coordinate with the USPS to determine an appropriate location outside of the right-of-way.

Public Utility and Drainage Easements: Lots along the southern border of Phase 4 and 5 include rear yard PUDE’s that are deeper than normally observed (25’ vs. a typical 10’ PUDE). City practice has been to identify side yards that contain a buried structure in a PUDE to be identified by note and/or symbol and stating that HVAC equipment may not encroach into these easements. Similar to that practice, staff is suggesting that the rear PUDE be identified on the plat with a symbol or pattern and a note added stating that structures, such as decks, sheds, and pools may not be constructed within these areas.

Landscaping and Buffering: All landscaping per the approved PUD should be installed. No additional landscaping or buffering is proposed with these phases.
Bicycle and Greenway Plan: This proposal is not impacted by the Bicycle and Greenway Plan.

Summary: The applicant met with staff to discuss the Preliminary Plat on June 10, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (June 29, 2020):

1. Staff recommends that the rear PUDE in Lots 60-85 be identified with a pattern or symbol and a companion note stating that no structures, including decks, sheds or pools, may be built within these areas. The inlet structure on Lot 85 should be moved to the side property line.
2. Show locations of USPS centralized mailboxes on the final plat. Locations need to be coordinated with and approved by the USPS, and be outside of any public right-of-way, unless expressly approved by the City of Spring Hill.
3. Modifications to the preliminary plat may require Planning Commission approval prior to submittal of a final plat application.
Phases 4 & 5
Development Plan
Brandon Woods
Formerly "Meadowbrook South"
P.U.D.
Ordinance 18-14 (June 18, 2018)
3rd Civil District - Maury Co.
Spring Hill, Tennessee
Developer
DATE: 01-25-18 Scale: 1" = 250'

Anderson, Delk, Epps & Associates Inc.
Firm Name
2400 Commerce Court
Nashville, Tennessee 37213
(615) 256-4884

MASTERT PLAN
PRELIMINARY PLAT PH. S

Request: The applicant requests neighborhood concept plan approval for 27 single-family lots on the subject R-2 zoned property, consisting of 11.53 acres. Following Neighborhood Concept Plan approval, a subdivision plat will be required to create the single-family lots.

Property Description and History: This property is adjacent to Longview Elementary (west) and the Ridgeport subdivision (east). The property contains approximately 11.53 acres and is currently zoned R-2, Single-Family Residential. The applicant is proposing to develop the site with the required minimum 10,000 square foot lots. The property contains a 75' wide electric transmission line easement running along the west side of the property. In the past, staff has expressed concerns that such easements restrict the use and enjoyment of home owners when encroaching on residential lots. The applicants plan provides for the easement outside of the residential lots. With the exception of the powerline easement, the property is covered with mature trees. A tree survey will be provided with the preliminary plat application. If possible, the preservation of a vegetative buffer along the east property line should be considered.

A request to rezone this property was previously submitted in February of 2020 (RZN 800-2020). The Planning Commission forwarded a recommendation of denial to the Board of Mayor and Alderman on March 9, 2020. The Board of Mayor and Alderman denied the rezoning request on April 20, 2020.

Bulk and Area Requirements: The site complies with the requirements of the R-2 zoning district.

Streets and Sidewalks: The property has a single access via Portway Road. Roads are shown with the appropriate 50' of right-of-way but are not specified as being public or private. No name has been selected for Road “A” and will need to be reserved and approved with Williamson County E-911 prior to final plat approval. Sidewalks are shown with a width of 5' on both sides of Road “A” and the extension of Portway Road.

The site contains a 60' non-exclusive easement that was previously granted to Williamson County Schools for access purposes. This easement encroaches 5’ into the 10’ side PUDE on lots 1, 17, 18 and 27. Staff has talked with Williamson County Schools and confirmed that they do not desire to have a road connection from this property into the rear of Longview Elementary. They are however, agreeable to a pedestrian connection. For this reason, a 12’ multi-use trail is shown in the 60’ easement which runs from the sidewalk along Road “A” to the Longview Elementary School property line. Two cul-de-sacs are shown at the end of Road “A” and exceed the minimum required diameter of 96’.

Building & Site Design: The Neighborhood Concept Plan depicts a total of 27 single-family lots, with a density of 2.34 units per acre. Typical lots are shown as 10,000-sf with a minimum width of 75’. Sidewalks are shown with a width of 5’ on both sides of the roads. There are three detention areas shown on the plan. No centralized mailboxes are shown on the plan and the applicant will need to coordinate with USPS. A 75’ TVA Easement is shown along the western property line and no lots are proposed to encroach this easement. A 12’ multi-use trail is provided in this easement which connects the
sidewalk on “Road A” to the elementary school site. A 15’x15’ landscape easement is provided at the entrance to the site on the northside of Portway Road. This landscape easement is for potential signage for the subdivision.

Open Space & Amenities: The applicant proposes two open space areas. Open Space “A” is shown in the northeast corner of the site and contains two possible detention areas. Access for maintenance purposes is proposed at 10.2’. Staff would recommend that a minimum of 12’ be provided from the corner of Lot 8 to the eastern property line. Open Space “B” is shown along the northwest, west, southwest and southeast portions of the site. Majority of Open Space “B” includes the 75’ TVA Easement. An additional detention area is shown in the southeast corner of the site in Open Space “B”. This development will use centralized mailboxes and the applicant will need to coordinate with the USPS to select an appropriate location outside of any public right-of-way. Article 15.5 of the UDC requires open space in subdivisions. This will be addressed at preliminary plat.

Buffers and Landscaping: Staff recommends that the applicant give due consideration to retaining a portion of the tree line along the eastern portion of the site which is adjacent to the Ridgeport Subdivision. As referenced in Note 19, a tree inventory will be required at the time of a preliminary plat application.

Bicycle & Greenway Plan: The Parks and Recreation Department recommends that the required Peter Jenkins Greenway Phase 1 be built along the west side of the development between lots 17 and 18 connecting this site to Longview Elementary. The Bike and Greenway plan shows the trail at the north end of the site and due to past development, this location is not feasible. The Plan shows the path being constructed with the development of the site. This is the beginning of the Peter Jenkins Greenway and a trailhead should be constructed along with directional signage as well as regulatory and warning signage. A bench and a trash receptacle should also be installed. As this is a neighborhood concept plan, staff will not write out all of the specific regulations in these comments but will refer the applicant to the Spring Hill Bicycle and Greenway Plan Revised February 20,2018 for more information.

Spring Hill Rising: 2040: The future land use classification for this site is Residential Neighborhood Area. Residential Neighborhood Areas include development patterns which vary from a low to moderate density with clusters of similar one- and two-story residential dwellings in both the conventional subdivision development and traditional neighborhood form.

Summary: The applicant met with staff to discuss the Neighborhood Concept Plan on June 10, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (June 29, 2020):

1. Show location(s) of USPS centralized mailboxes when obtained. Locations should be outside of any public right-of-way.
2. Provide a minimum distance of 12’ from the corner of Lot 8 to the east property boundary of the site.
3. Please refer to Article 11.10 for tree preservation. An inventory will be required at preliminary plat. Recommend retaining select trees along the perimeter of the site, including the Ridgeport subdivision.
4. The name Copper Ridge South was rejected by Williamson County E-911 and a new subdivision name and street names are needed prior to final plat approval. Prior to preliminary plat application, please refer to open space requirements in Article 15.5 to ensure that all requirements are met. Detention areas cannot account for more than 10% of the open space requirement. Provide a breakdown of the open space and areas included in the calculation.
5. Staff recommends the applicant consult with Parks and Recreation regarding the multi-use trail prior to preliminary plat submittal.
6. Provide open space calculations per Article 15.5 at preliminary plat.
For and in Consideration Of the sum of $10.00 cash in hand paid by the hereinafter named grantees, and other good and valuable consideration, the receipt of which is hereby acknowledged, we

MILLARD FRANKLIN MITCHUM, JR.

hereinafter called the GRANTORS, have bargained and sold, and by these presents do transfer and convey unto

WILLIAMSON COUNTY SCHOOLS

hereinafter called the GRANTEES, their heirs and assigns, a certain tract or parcel of land in Williamson County, Tennessee, described as follows, to wit:

Being a tract of land lying in Spring Hill, Williamson County, and being more particularly described as follows:

Beginning at an iron rod set at the intersection of the northerly property line of Lot 256, also being open space and drainage easement, of Section 3 Wakefield Subdivision, as of record in Plat Book 39, page 106, at the Register's Office for Williamson County, Tennessee, and the westerly right-of-way line of Commonwealth Drive, 60 feet in width;

Thence leaving the westerly right-of-way line of Commonwealth Drive with a severance line through the property of Millard F. Mitchum, Jr., as of record in Deed Book 1123, page 314, of the Register's Office for Williamson County, Tennessee, North 12 deg. 06 min. 46 sec. East, 930.85 feet to an iron rod set;

Thence South 83 deg. 42 min. 34 sec. East, 959.56 feet to an iron rod set in the westerly right-of-way line of a T.V.A. easement, 75 feet in width;

Thence with the westerly right-of-way line of the T.V.A. easement, South 08 deg. 38 min. 09 sec. West, 926.83 feet to an iron rod set in the northerly property line of Lot 250, also being open space and drainage easement of Section 1, Revision 1, Wakefield Subdivision, as of record in Plat Book 37, page 1, at the Register's Office for Williamson County, Tennessee;

Thence with the northerly property line of Lot 250, the northerly property line of Lot 253, also being open space and drainage easement, of Section 2, Wakefield Subdivision, as of record in Plat Book 37, page 2, at the Register's Office for Williamson County, Tennessee, and the northerly terminus of said Commonwealth Drive, 60 feet in width, North 83 deg. 42 min. 34 sec. West, 1016.05 feet to the point of beginning.
Being part of the same property conveyed to Millard Franklin Mitchum, Jr. by deed of record in Book 1123, page 314, Register's Office for Williamson County, Tennessee, and as a devisee under the Last Will and Testament of Mattie C. Pointer, deceased, of record in Will Book 34, page 490, Probate Court for Williamson County, Tennessee.

TOGETHER WITH a non-exclusive easement for the use and enjoyment of the above described property including, but not limited to, construction, vehicular and pedestrian ingress and egress, and utilities, sixty (60) feet in width, beginning at the western terminus of Portway Road and extending in a westerly direction four hundred twenty (420) feet, more or less, to the eastern boundary of the above described property; said easement to be at all times maintained by the owner of the above described property or by the Williamson County government.

This is unimproved property known as Columbia Hwy, Spring Hill, Tennessee.

To have and to hold the said tract or parcel of land, with the appurtenances, estate, title and interest thereto belonging to the said GRANTEES, their heirs and assigns, forever. We do covenant with said GRANTEES that we are lawfully seized and possessed of said land in fee simple, have a good right to convey it, and the same is unencumbered, unless otherwise set out herein. We do further covenant and bind ourselves, our heirs and representatives, to warrant and forever defend the title to the said land to the GRANTEES, their heirs and assigns, against the lawful claims of all persons whomsoever. Wherever used, the singular number shall include the plural, the plural the singular, and the use of any gender shall be applicable to all genders.

Witness our hands this 15th day of March, 2006

MILLARD FRANKLIN MITCHUM, JR.

STATE OF TENNESSEE
COUNTY OF

Personally appeared before me, the undersigned authority, a Notary Public in and for said County and State, the within named MILLARD FRANKLIN MITCHUM, JR. the bargainer(s), with whom I am personally acquainted (or proved to me on the basis of satisfactory evidence), and who acknowledge that he/she/they executed the within instrument for the purpose therein contained.

Witness my hand and official seal at the office this 15th day of March, 2006.

NOTARY PUBLIC

My Commission expires: 11-25-06

NOTARY PUBLIC AT LARGE

My Commission Expires NOV. 25, 2006

BK/PG:3856/454-455
06012655
03/20/2006 08:01 AM
BATCH 68312
REG TAX 0.00
TEM TAX 3651.00
REC FEE 10.00
DP FEE 2.00
REG FEE 1.00
TOTAL 3664.99

STATE OF TENNESSEE, WILLIAMSON COUNTY

SADIE WADE
REGISTER OF DEEDS
PPL 841-2020: Submitted by Anderson, Delk, Epps & Associates for Hunters Point Section 7. Property is zoned R-2 and contains approximately 5.14 acres. The applicant requests an amendment to the approved preliminary plat for Phase 7 as approved on May 8, 2017 (PPL 311-2017). That preliminary plat included 10 single-family lots. Condition #1 from that approval stated that “Prior to final plat submittal a decision regarding the extension of Mallard Drive to Weaver Farm Lane shall be made.” Requested by Joe Epps.

Property Description and History: This property is located south of Kedron Road and east of Mahlon Moore Road. The property is zoned R-2 with surrounding R-2 zoning to the north and west (Hunters Point), R-2 PUD to the east (Golf View) and R-1 (Weaver Farm) zoning to the south. Section 1 of this development was platted in 1993 with the latest section, Section 6 being platted in 2001. Planning Commission approved a preliminary plat (PPL 311-2017) for Section 7 in May of 2017. All phases have been constructed by the same builder.

Discussion: This request is made to satisfy Condition #1 of PPL 331-2017 as stated above. The applicant is requesting approval of an all-weather gravel access road to connect Weaver Farms to Hunter’s Point. This would serve as an emergency access roadway and not allow for public passage.

The recorded plat for Weaver Farms included three stub out roads for possible connection to Hunters Point. The first two were not connected and due to development, are no longer feasible. The subject location is the last right-of-way that permits a connection between the two subdivisions. It has been the Planning Commission’s policy to require connections where possible.

Access, Streets and Sidewalks: Access to the site is via two driveways off of Kedron Road. These local roads are Gray Fox Lane and Mallard Drive. Phase 7 includes the extension of Mallard Drive and creation of a new road Pheasant Cove. Pheasant Cove is a cul-de-sac and meets the 96’ diameter required by the Fire Marshal. The distance from Pheasant Cove to the Weaver Farm property has come into question and the Fire Marshal has expressed to staff that the Fire Department does not have an issue with the proposed design (should Mallard Drive not be extended).

The request includes a 16-foot-wide gravel drive on a geotech fabric with 8 inches of stone and a chip and tar seal coat over the stone which connects Mallard Drive to Weaver Farm Lane in the Weaver Farm subdivision. The proposed drive will be only used for emergency access purposes. Although the preliminary plat shows ‘bollards’ at each end of the proposed gravel road, a 16-foot gate is proposed in lieu of the bollards. This will be installed to restrict vehicular access with the location to be coordinated with the City of Spring Hill Fire Department. Means of access shall also be coordinated with the City of Spring Hill Fire Department. A copy of the developer’s proposal has been provided for reference. Planning Commission approval is required to waive the construction of the roadway connection between Hunters Point and Weaver Farm.

No sidewalks are proposed in this section as there are no existing sidewalks in the entire Hunters Point Development. There are no sidewalks in the Weaver Farm development and therefore are no proposed sidewalks on the proposed gravel drive. If the Planning Commission requires a full road connection a sidewalk would not be necessary. However, if the emergency access is permitted a sidewalk connecting the two neighborhoods may be beneficial depending on the nature of the surface material.
Utilities: The supplying power company is proposing to provide a secondary feed to Hunters Pointe from Weaver Farm. Currently, there is overhead power along the south side of Weaver Farm Lane. The proposal is to extend the overhead power from Weaver Farm Lane north to the Hunters Pointe subdivision limits. At this point, electric power will be dropped and placed beneath the surface of the ground and directed into Hunters Point as required by Section 20-202 of the Spring Hill, TN Code of Ordinances.

Approved Preliminary Plat: This access issue is the only feature of the preliminary plat approved in 2017 that is impacted by this request. Lot dimensions, setbacks, open space, landscaping, and other typical site features are unaffected.

Summary: The applicant met with staff to discuss the Preliminary Plat on June 10, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (June 29, 2020):

1. The applicant is seeking Planning Commission approval to waive the construction of a full roadway connection between Hunter’s Point and Weaver Farm Lane and to replace it with an all-weather emergency access.
2. If supported by the Planning Commission, the applicant shall submit plans to the Fire Department for review and approval concerning the access gates (location, operation and details).
June 18, 2020

Mr. Tom Wolf
City Engineer
Spring Hill, Tn. 37174

Subject: Weaver Farm Connector Road

Per your request of this date, I am submitting the following proposal for a fire access road between Hunters Pointe and Weaver Farm subdivisions. My proposal is that, in light of our failure to arrive at a city funded road following various proposals, over the past several months, I as a developer am willing to provide and pay for a fire access road to the following specifications:

1. Remove top eight inches (8") of road bed with a width of fifteen feet (15’).
2. Place Geo Fabric and place and pack #57 stone to a depth of six to seven inches (6-7").
3. Place chip and tar seal coat over the #57 stone.
4. Tie in Mallard Drive road elevation to access road elevation by raising the newly installed catch basins and sewer man holes on Hunters Pointe section 7 to current road bed levels on the access road.
5. Place sixteen feet (16’) lockable gates to avoid use of access road by anyone other than Spring Hill Fire Department.

This proposed access to the above specs would be paid by me, as the developer of Hunters Pointe 7. This will solve any Fire Department access problems between the two (2) subdivisions and relieve the Hunters Pointe residences concern over the extension of Mallard Drive into Weaver Farm as a full service road and the attendant traffic through the Hunters Pointe subdivision.

This proposal does not change any surface water flow patterns in Weaver Farms and does not disturb any soils areas outside the proposed fifteen foot (15") proposed access roadway.
Tom, I believe the fifteen foot (15") width came from your discussions with the Spring Hill Fire Department and I understand that the access surface will need to be flared to accommodate the fire trucks long turning radius. I assume this would need to be in the area of twenty four feet (24’) where the access road ties into Weaver Farm Lane.

I appreciate your consideration in this matter.

Roger D. Moore Sr.
Developer Hunters Pointe Section 7
FINAL BLAT
WEAVER FARM SUBDIVISION
PHASE II
3RD CIVIL DISTRICT
MAURY COUNTY, TENNESSEE
Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
        Austin Page, Associate Planner
MEETING: June 22, 2020
SUBJECT: PPL 842-2020 (Cherry Grove Addition – Phase 3)


**Property Description and History**: This property is located on Buckner Lane, to the west of the Twin Lakes Drive intersection. Adjacent phases of Cherry Grove are zoned R-2, PUD, with Williamson County zoned property to the north. Property to the east is either located in Williamson County or part of the Buckner Lane Planned Zoning District.

The Master Development Plan for Cherry Grove Addition was approved in 2002 (attached). For this reason, the review of this preliminary plat is under the provisions contained in the former zoning ordinance and subdivision regulations. A preliminary plat for Phase 3 was originally approved in 2006 and closely resembled the approved Master Plan (attached). This approval expired due to construction not commencing. Phase 3 is the final phase of Cherry Grove.

**Discussion**: The Master Plan showed the subject area proposed for seven lots designed with a cul-de-sac and three lots having direct frontage on Buckner Lane. Nearly 20 years have passed since this plan was approved and today’s plans call for the widening of Buckner Lane to a five-lane cross-section. Staff met with the applicant and discussed concerns regarding access to Buckner Lane, trash collection and mail delivery. In response, the applicant redesigned the plan to include alley access for the lots and two driveways to allow for through access. These modifications improve the proposal significantly and addressed many of staff’s concerns.

**Access, Streets and Sidewalks**: Public access to each proposed lot within Phase 3 will be provided from a private alley positioned to the rear of Lots 2-6, running parallel to Buckner Lane except where the alley connects to Buckner Lane between Lots 1-2 and Lots 6-7. The name of the alley will need to be reserved and approved by Williamson County E-911. This alley is a Public Utility Drainage Ingress/Egress Easement. Since the alley lies within these private lots, the applicant is proposing a general building setback of 5’ from the back of the alley (curb line). Other setbacks are more traditional and are measured from property lines. The main entrance will align with Twin Lakes Drive which serves as access to Summit High School and the Buckner Lane PZD. This will be a signalized intersection.

The applicant is proposing 32’ of right-of-way to be dedicated. The right-of-way dedication aligns with the preliminary engineering plans being prepared for the Buckner Lane widening project by the City’s engineering consultant. The applicant is proposing to also establish a 20-feet PUDE across the entire frontage of the Phase. The City’s engineering consultant will work with the applicant and their design engineer to limit the extent of construction impacts as much as practical to the area within the right-of-way and PUDE to minimize or eliminate impacts from the Buckner Lane widening project.

For the northern alley access, the developer requests that a median cut be provided in the future improvements to Buckner Lane to allow for full access to Buckner Lane. The current Preliminary Plan for the Buckner Lane widening project does not provide for a median cut and instead is a dedicated turn lane for southbound traffic that is turning east onto Twin Lakes Drive. To accommodate a northbound turn movement into the northernmost alley access onto Buckner Lane will create traffic safety concerns and potential turning movement conflicts between north and south bound travel using the center turn lane simultaneously. Turn movements heading northbound and into the alley can be undertaken in a much
safer manner at the signaled intersection of Twin Lakes and Buckner Lane. Access onto Buckner Lane for the northernmost alley entry will be limited to right-in/right-out. Therefore, the City is not able to provide a median cut as noted on the preliminary plat and other plan documentation—the notation should be removed in its entirety from the preliminary plat and other plan documentation.

Regarding the alignment of the southernmost alley entrance with Twin Lakes, there appears to be a slight offset in the alignment that will need to be rectified between the preliminary development plans and the intersection geometry. Preferably, the centerline for each opposing intersecting street should align to promote safe movement of traffic through the intersection. The City’s consultant will work closely with the applicant and their consultant engineer to adjust alignments as much as practical. Additionally, the City’s consultant engineer noted the width of the alley entrance being only 18 feet and recommended that consideration be given to widening the alley width from 9-foot lanes to preferably 11-foot lanes (or 10-foot lane minimum) as it approaches the intersection with Buckner Lane to facilitate safer turn movements including southbound right turns where vehicles may swing wide and into an opposing lane of the alley. Widening the alley opening at either end of the alley would also better accommodate service vehicles including refuse collection. During construction of the Buckner Lane widening project, the City will undertake improvements at the point of intersection of the alleys to the widened street sections rather than expecting the applicant to attempt to construction such transitions in advance of design and construction of the widening project.

All of the residential lots front upon Buckner Lane that is classified as an “arterial” street. A notation should be placed on the preliminary plat and final plat that driveway access is not permitted onto Buckner Lane and will be provided from the private alley serving Lots 1-7. There is currently no information on home/garage configuration for lots that side up to the alley. Staff recommends that garages on these units be positioned to the rear of the residences and that driveways be placed towards the rear of Lots 1, 2, 6, and 7.

The Buckner Lane widening project provides for the construction of a 10-foot wide multiuse trail on the west side of Buckner Lane. To avoid potential damage to the multiuse trail following installation by the applicant during the construction of the Buckner Lane widening project, it is recommended that consideration be given to the applicant paying a fee in lieu of public improvement to the City for the construction of the multiuse trail. Doing so would provide the City the opportunity to instead apply the fee in lieu of public improvement paid by the applicant toward the construction of the multiuse trail during the construction of the Buckner Lane widening project. The valuation of the fee in lieu of public improvement for the multiuse trail would require review and concurrence from the City Engineer. A Development Agreement is recommended to properly document the responsibility of the applicant and City regarding the fee in lieu of improvement and the use of said fee by the City for the construction of the multiuse trail during the construction of the Buckner Lane widening project.

**Traffic Signal:** The City’s design consultant for the Buckner Lane widening project prepared a traffic study for the entire corridor including the intersection of Twin Lakes. The traffic study confirmed the need for the installation of a traffic signal at the Twin Lakes intersection in large part due to the significant traffic associated with the AM peak from nearby schools. The City’s design for the Buckner Lane widening project provided for the installation of a traffic signal at this intersection. However, the initial design was only for a three-leg intersection. With the introduction of the alley access serving the residential lots in Phase 3, the alley provides the need for installing a fourth leg to the intersection signal system in order to manage traffic coming and going from the lots in Phase 3. The redesign of the Phase to provide an alley-loaded lot configuration is preferred to the layout of the initial preliminary plan by providing protected access to residential lots. The installation of the fourth leg of the traffic signal system that will include a mast arm, signals and associated controller equipment will increase the cost of the signal installation by approximately $40,000 to $45,000 according to a preliminary estimate provided by the City’s consultant engineer. City staff is seeking direction from the Planning Commission on whether the applicant should be responsible for a portion or all of the additional cost for the signal system leg that will need to be installed to serve Phase 3.

**Bulk and Area Requirements:** Based on the information provided on the plat, the proposal is compliant with the requirements of the R-2, PUD zoning classification. Minimum lot size for this phase is 9,000-sf and with a minimum lot
width of 85’. All lot setbacks are compliant. A note has been added to the plat regarding fencing for each lot. Fencing will be regulated by the HOA and will be a minimum of 5’ from the back of curb along the private alley.

**Open Space and Amenities:** No open space or amenities are provided with this phase. This phase will use centralized mailboxes. The applicant has added a note to the plat and the developer will coordinate with the USPS to determine a suitable location. Mail will need to be delivered via the unnamed private alley and no mailboxes will be permitted on Buckner Lane. The Cherry Grove Addition Master Plan included a note (#6) that identified amenities to be provided with the community. All of the items listed have been constructed with the exception of the tennis court. Since this is the last phase of Cherry Grove, a location and plan for the installation of this amenity is being requested.

**Grading and Drainage:** The applicant submitted preliminary plans for grading and drainage. The Buckner Lane widening project will provide for a curb and gutter cross section along the frontage of Buckner Lane including subsurface stormwater management. The applicant should work with the City’s consultant engineer to resolve any conflicts with grading and stormwater management to ensure minimal disturbance or adjustments in grades and stormwater management features with the Buckner Lane widening project. The City’s consultant engineer will work closely with the applicant and their design consultant to coordinate plan documentation to reduce or eliminate construction limits extending beyond the proposed dedicated right-of-way or PUDE that is proposed to be established along the entire frontage of Phase 3 along Buckner Lane.

**Landscaping and Buffering:** Although not required, the applicant is encouraged to consider the planting of trees and vegetation in the front yards to buffer future homes from the traffic on Buckner Lane.

**Bicycle and Greenway Plan:** Approval of this development pre-dates the Spring Hill Bicycle and Greenway Plan. Current city plans call for a 10’ multi-use trail to be constructed along Buckner Lane and will be installed by the city at time of road widening construction.

**Spring Hill Rising: 2040:** The Comprehensive plan classifies the subject area as a Residential Neighborhood Area. Areas classified as such are to have moderate density and intensity. This proposal is consistent with the Comprehensive Plan.

**Summary:** The applicant met with staff to discuss the Preliminary Plat on June 10, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (June 29, 2020):

1. Need to reserve the name of the Private Alley with Williamson County E-911 and add it to plat once approved.
2. Modify the Typical Setback detail to say that the setback from the alley is from the back of the alley curb.
3. The Cherry Grove Addition Master Plan required the construction of a tennis court. Provide the status of this required amenity.
4. A notation should be placed on the preliminary plat and final plat that driveway access is not permitted onto Buckner Lane and will be provided from the private alley serving Lots 1-7.
5. Staff recommends that the applicant consider placing garages for lots siding up to the alley (Lots 1, 2, 6, and 7) toward the rear of the house and lot.
6. Applicant to pay a fee in lieu of public improvement for the construction of the 10-foot wide multiuse trail located on the west side of Buckner Lane to avoid damage to the multiuse trail during construction of the Buckner Lane widening project. The valuation of the fee in lieu of public improvement will require review and concurrence by the City Engineer. A Development Agreement is recommended to properly document the responsibilities of the applicant and City.
7. The applicant shall work with the City’s engineering consultant to realign southernmost alley entrance to address offset in alignment from the centerline of Twin Lakes Drive to ensure safe east-west traffic movement through the intersection.
8. Widen alley width in approach of alley to intersection with Buckner Lane from 9-foot lane width to preferred 11-foot lane width (or 10-foot minimum) to improve turn movement safety for vehicles entering alley from Buckner Lane.
9. Applicant will work with City's design engineer to refine grading plans for Phase 3 to reduce or eliminate construction disturbance from the Buckner Lane widening project and confine such disturbance to the right-of-way or PUDE where practical.

10. The northernmost alley entrance will be right-in/right-out only. Applicant to remove reference to City providing a median cut referenced on preliminary plat and other plan documentation accordingly.
SPM 843-2020: Submitted by GMC (Goodwyn Mills Cawood) for the Port Royal Kroger Expansion. This property is located at 4900 Port Royal Road, zoned C-4 and contains approximately 9.93 acres. The applicant requests major modification to the previously approved site plan for a 31,750-sf building expansion. Requested by Randy Harper.

Request: The applicant requests a minor modification to the previously approved site plan to expand the building by an additional 31,750-sf. The applicant is modifying the access to Lovell Lane with one additional curb cut. The request proposes moving the grocery pickup to the rear of the building. The request will involve a complete update to the existing facility and not merely expand the existing store.

Discussion: The property was originally constructed in 2008. Staff is continuing to research the history on this development site and based on research to date, we have determined that the project included phasing for the expansion of the Kroger store. Based on that information the current expansion would be vested under the former zoning regulations.

Property Description: This property is located at 4900 Port Royal Road, at the corner of Port Royal and Lovell Lane. The Kroger store was constructed in 2008, with a remodel occurring in 2015.

Bulk and Area Requirements: The proposal is compliant with these requirements of the C-4 zoning district.

Access: Access to the site will remain the same via the main access point on Port Royal. One additional curb cut is proposed off of Lovell Lane to access the pharmacy drive-through. Currently, there are three curb cuts on Lovell Lane to the Kroger property.

Streets, Access and Sidewalk: Sidewalks will be modified along Lovell lane as necessary for any new driveways or adjustments. No other sidewalks will be impacted on the site.

Traffic Signal: A traffic signal is proposed on Port Royal at the main entrance and exit to the shopping center. Staff has requested that the applicant provide an update to the prior warrant analysis as reconfirmation that the prior warrant analysis is still in good order. With all the other signals installed along the corridor as well as the substantial development that has occurred since Kroger was initially developed in 2008, there is a demonstrated need for synchronization with other nearby traffic signals. Kroger has designed preliminary plans for the traffic signal that would include a mast head design. Cost estimates have not been determined or to what extent participation may be expected from the City in the cost for installation of the traffic signal. Staff is researching the history of the development and any agreements concerning this proposal. Partial funding of this proposal by the City of Spring Hill has not been budgeted. The city has discussed the possibility of constructing roundabouts at select intersection in this corridor of Port Royal Road (as also reflect in the City's adopted CIP). The installation of a traffic signal by Kroger at this location could conflict with future plans to install roundabouts at select intersections along the corridor. Before allowing the installation of the traffic signal to proceed, it is advisable for the City to evaluate this request in consideration of the installation of roundabouts. Should consideration be given to the installation of a temporary traffic signal rather than the more expensive installation of a permanent master arm signal system as an interim measure to control traffic at this intersection with the understanding it would be removed with the installation of various roundabouts along the corridor?
Building and Site Design: The building expansion is proposed to have the same façade and elevation materials as the existing building. Existing primary building materials include brick veneer, EIFS and glass, with exposed steel, metal doors, metal gutters, downspouts and metal roof panels. As a phased project the expansion is not required to comply with the UDC restrictions on building materials. However, staff has discussed the new building restrictions with the applicant and in response they have reduced the amount of EIFS on expansion facades to less than on the original building. The proposed expansion is consistent with existing construction while being more aligned with the goals of the UDC. A photometric plan has been provided by the applicant and meets the requirements of the UDC. The applicant has not clarified what types of lighting is to be installed.

Parking and Loading: The site contains a total of 338 parking spaces and will remain unchanged with the exception of 6 spaces in the rear of the building dedicated to the pickup of groceries via online orders. Parking is sufficient for the proposed expansion.

Landscaping and Buffering: The site includes existing landscaping along the east property line adjacent to the proposed expansion area. The applicant is proposing 12 new shrubs along 3 of the 6 grocery pickup spaces in the rear of the site and one tree in the adjacent island. Staff recommends that the shrubs be extended the entire length of the 6 parking spaces. Since the expansion changes the character of the Lovell Lane area with the new building and curb cuts, staff recommends that additional plantings be provided along this roadway and to screen the Pharmacy drive through. All other landscaping on site to remain as is and has no proposed changes.

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

Summary: The applicant met with staff to discuss the site plan major modification on June 10, 2020. The following items shall be addressed prior to the submittal for Revision Deadline #2 (June 29, 2020):

1. Staff prefers one driveway at the back (northeast corner) of the store. The applicant has requested separate driveways for the pharmacy and truck exit traffic.
2. Provide specifications and details sheets for new outdoor lighting. All lighting is to conform to city regulations.
3. Provide additional landscape plantings as discussed in the report above.
4. Water Department must meet with engineer on the water mail relocation plans prior to the plans going to TDEC.
5. An updated warrant analysis regarding the traffic signal is requested to be submitted to staff.
6. Pending construction of the traffic signal, the applicant needs to complete a timing study for synchronization with other nearby traffic signals.
TRAFFIC SIGNAL PLAN

**SIGNAL HEAD DISPLAYS**

- Port Royal Rd

**FLASHING OPERATION DISPLAYS**

**STREET NAME SIGNS**

**TRAFFIC SIGNS**

**PUSH BUTTON PHASE & ORIENTATION**

**PHASING DIAGRAM**

**WIRING DIAGRAM**

**DETECTION ASSIGNMENT CHART**

**LEGEND - PROPOSED SIGNAL FEATURES**

- Steel simple pole w/ arm mount
- Signal head w/ backplate
- Pedestrian pole
- Proposed pedestrian signal head
- Pedestrian controller cabinet (w/ phone)
- Pull box (traffic signal - type II)
- Underground conduit
- Underground conduit (lack & more)
- Radar detection zone
- Radar detection unit
- Overhead sign

**PORT ROYAL ROAD**
**Traffic Signal Equipment and Material Submittals**

1. The contractor shall submit a proposal to the City of Spring Hill for approval prior to the start of construction. This proposal shall include drawings and preliminary plans and specifications.

2. All traffic signal equipment and materials shall be installed in accordance with the MUTCD and shall comply with all applicable Federal, State, and City regulations. Any additions or modifications shall be subject to the approval of the City of Spring Hill.

3. The contractor shall ensure that all traffic signal equipment and materials are installed in accordance with the MUTCD and are approved by the City of Spring Hill.

4. The contractor shall be responsible for providing all necessary equipment and materials for the construction of the traffic signal system. This includes, but is not limited to, traffic signal poles, signal heads, and related equipment.

5. The contractor shall ensure that all traffic signal equipment and materials are installed in accordance with the MUTCD and are approved by the City of Spring Hill.

**Traffic Message Signs**

1. All traffic signs shall be installed in accordance with the MUTCD and shall comply with all applicable Federal, State, and City regulations. Any additions or modifications shall be subject to the approval of the City of Spring Hill.

2. All traffic signs shall be installed in accordance with the MUTCD and are approved by the City of Spring Hill.

3. The contractor shall ensure that all traffic message signs are installed in accordance with the MUTCD and are approved by the City of Spring Hill.

4. The contractor shall be responsible for providing all necessary equipment and materials for the construction of the traffic message signs. This includes, but is not limited to, traffic message signs, mounting hardware, and related equipment.

5. The contractor shall ensure that all traffic message signs are installed in accordance with the MUTCD and are approved by the City of Spring Hill.
NOTE: BACKPLATES TO BE MADE FROM ALUMINUM AND SHALL HAVE A BLACK POWDER COATED FINISH.

INITIAL SIGNAL TIMINGS
PORT ROYAL ROAD AND KROGER ACESS

BASIC ACTUATED TIMINGS (SECS)

<table>
<thead>
<tr>
<th>PHASE</th>
<th>INITIAL INTERVAL</th>
<th>VEHICLE INTERVAL</th>
<th>MAX. 1</th>
<th>CLEARANCE</th>
<th>PEDESTRIAN</th>
<th>RECALL TO</th>
<th>MEMORY POSITION (1)</th>
<th>LEFT TURN OPERATION (2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>6</td>
<td>3.0</td>
<td>20</td>
<td>4.0</td>
<td>2.0</td>
<td>-</td>
<td>-</td>
<td>NL</td>
</tr>
<tr>
<td>2</td>
<td>15</td>
<td>3.0</td>
<td>60</td>
<td>4.0</td>
<td>2.0</td>
<td>7</td>
<td>15</td>
<td>MIN</td>
</tr>
<tr>
<td>3</td>
<td>6</td>
<td>3.0</td>
<td>20</td>
<td>3.0</td>
<td>3.0</td>
<td>-</td>
<td>-</td>
<td>NL</td>
</tr>
<tr>
<td>4</td>
<td>10</td>
<td>3.0</td>
<td>30</td>
<td>3.0</td>
<td>3.0</td>
<td>7</td>
<td>15</td>
<td>NL</td>
</tr>
<tr>
<td>5</td>
<td>6</td>
<td>3.0</td>
<td>20</td>
<td>4.0</td>
<td>2.0</td>
<td>-</td>
<td>-</td>
<td>NL</td>
</tr>
<tr>
<td>6</td>
<td>15</td>
<td>3.0</td>
<td>60</td>
<td>4.0</td>
<td>2.0</td>
<td>7</td>
<td>15</td>
<td>MIN</td>
</tr>
<tr>
<td>7</td>
<td>6</td>
<td>3.0</td>
<td>20</td>
<td>3.0</td>
<td>3.0</td>
<td>-</td>
<td>-</td>
<td>NL</td>
</tr>
<tr>
<td>8</td>
<td>10</td>
<td>3.0</td>
<td>30</td>
<td>3.0</td>
<td>3.0</td>
<td>7</td>
<td>15</td>
<td>NL</td>
</tr>
</tbody>
</table>

NOTE: INITIAL SIGNAL TIMINGS TO BE INSTALLED BY CONTRACTOR

[1] NL = NON LOOK
L = LOCK

[2] PERM = PERMITTED
PRT = PROTECTED
P/P = PROT/PERM
REQUEST: Resolution 20-47 – Recommend to BOMA an Amendment to Wilkerson Place PUD to Remove Requirement to Install Temporary Traffic Signal

SUBMITTED BY: Chuck Downham, Assistant City Administrator
DATE: June 22, 2020
ATTACHMENTS: Resolution 20-47 and Supporting Documents

PURPOSE:
To approve Resolution 20-47 to recommend to the Board of Mayor and Aldermen an amendment to Wilkerson Place PUD (RZN 493-2018) to remove the requirement to install a temporary traffic signal at the intersection of Spring Station Drive and Buckner Lane.

BACKGROUND:
In July 2018 the Board of Mayor and Aldermen approved Ordinance 18-19 (attached) approving the rezoning of the 90.62-acre parcel from AG, Agricultural, to R-2 PUD. The Final Master Development Plan for Wilkerson Place provides for the development includes a combination of 244 single family detached dwellings and 57 attached dwelling units for a total of 301 residential dwelling units (see attached). The master plan also provides for the designation of 29.75 acres of common open space. The development plan also provided for various infrastructure improvements including the installation of a southbound left turn lane, installation of a northbound deceleration/turn lane, and the installation of a sidewalk/walking trail along the frontage of Wilkerson Place.

The developer of Wilkerson Place as part of their development commitment to the City offered to provide the City with a contribution above and beyond required development fees and taxes in the amount of $2,000 per residence for a total contribution of $602,000 to be utilized toward the Buckner Lane widening project.

As a condition of approval of the zoning designation as R-2 PUD, the Board of Mayor and Aldermen also included a requirement for the developer to install a temporary signal at the intersection of Spring Station and Buckner Lane. The developer was planning to utilize a portion of the $602,000 contribution for the installation of the temporary traffic signal. The estimated cost for the temporary traffic signal is $70,000 to $80,000.

Buckner Lane Widening Project
Kimley Horn is progressing conceptual and preliminary design plans for the northern segment of the Buckner Lane widening project that includes frontage along Wilkerson Place as well as the intersection of Spring Station and Buckner Lane. The plans being prepared provide for the general lane configuration of a 4-lane road along with a center turn lane serving select
segments along with the addition of right-turn/deceleration lanes at certain intersections including Spring Station (see attached Buckner Lane Traffic Analysis diagrams).

The current intersection of Spring Station and its associated right-of-way would permit the installation of temporary signal poles within the confines of the existing right-of-way. However, the future cross-section of the intersection will expand from a 2-lane with right turn lane to a 5-lane with right turn lane that will require the acquisition of right-of-way on both the east and west side of Buckner Lane. The installation of the temporary traffic signal poles within the existing right-of-way limits likely would require the poles be relocated at a later date to avoid obstructing construction of the widening project resulting in additional expense for the temporary signal system.

In reviewing the conceptual plans for the alignment of the Buckner Lane widening project, concerns were raised by City staff that the installation of the temporary traffic signal within the existing right-of-way only to need to be repositioned and then ultimately removed to make way for the installation of the permanent traffic signal may not be an optimal use of the developer contribution that was to be used in part for the signalization of this intersection. City staff believes consideration should be given to foregoing the installation of the temporary signal at an estimate cost of $70,000 to $80,000 and to instead apply that amount toward the construction of the permanent traffic signal at this intersection. This allows the contribution from the developer to be optimized for the permanent signal installation as well as other widening project related expenses.

Wilkerson Place – Phase 1

The approved Preliminary Plan Wilkerson Place (attached) provides for the development of 301 residential units in multiple phases of construction. The developer is proposing to develop Phase 1 in a series of smaller segments to allow for market absorption of the residences. The conditions for approval of Phase 1 provided by the Planning Commission included the installation of the left turn lane at the entrance, the installation of the right turn/deceleration lane at the entrance, and the installation of a sidewalk/walking trail along the frontage facing Buckner Lane.

As the conceptual and preliminary design continues to progress, Kimley Horn noted the road profile and elevations for the Buckner Lane widening project along the frontage of Wilkerson Place are subject to change as design progresses and as such, there is a high likelihood that improvements provided by the developer of Wilkerson Place will need to be altered or removed in order to provide for the final alignment and construction of the widening project including the sidewalk/walking trail that may also likely be damaged during construction (see attached aerial image depicting widening project in relation to Wilkerson Place). City staff believes consideration should be given to allowing the developer to pay a fee in lieu of improvement for the southbound left turn lane, the northbound right turn lane, and the sidewalk/walking trail to avoid that investment being removed or significantly altered or damaged during the construction of the widening of Buckner Lane that would follow.

In response to the various considerations noted by staff regarding the installation of the temporary traffic signal at Spring Station and the turn lane/deceleration and sidewalk/walking trail improvements that may conflict with final construction of the Buckner Lane widening project, the developer has presented the City with a request that further supports the considerations being presented by Staff (see attached letter from Crescent). The letter outlines their willingness to work cooperatively to support the items noted and have proposed in the case of the fee in lieu of improvements to provide a Letter of Credit as financial surety until such time as the City requires the developer to provide the fee in lieu of improvements that would be used toward the construction of the Buckner Lane widening project.
FINANCIAL IMPACT:
The developer of Wilkerson Place committed to contribute $2,000 per dwelling unit in addition to the customary fees and taxes to be paid for traffic impact, adequate facilities, and water and sewer development fees that totaled $600,000. During approval of the Planned Development by the Board of Mayor and Aldermen, a condition of approval was included for the installation of a temporary traffic signal at the intersection of Spring Station and Buckner Lane that utilized a portion of the $600,000 contribution to cover the expenditure for the signal. The estimated cost for the initial installation of temporary traffic signal is $70,000 to $80,000 (this does not include repositioning of poles following initial installation). The initial consensus of the Board of Mayor and Aldermen during a recent Work Session was to forego the installation of the temporary traffic signal with an estimated valuation of $70,000 to $80,000 and instead redirected that expenditure for the installation of the permanent traffic signal at this intersection along with other expenses associated with the Buckner Lane widening project in order to optimize the developer contribution toward the permanent public infrastructure improvements.

The City Engineer is working with the Developer to confirm the construction valuation associated with the turn lane, deceleration lane and sidewalk/walking trail improvements in order to determine a value that can be utilized to formalize a fee in lieu for these public infrastructure improvements. The fee in lieu of improvements will be collected from the developer and applied toward the overall construction of the Buckner Lane widening project. City staff will present to the Board of Mayor and Aldermen a Development Agreement between the City and the Developer to properly memorialize the responsibilities of the Developer regarding payment of the fee in lieu of improvements and the commitment of the City to utilize the fees in lieu of public infrastructure improvements toward the construction of the Buckner Lane widening project.

STAFF RECOMMENDATION:
Staff recommends approval of Resolution 20-47 to provide an affirmative recommendation to the Board of Mayor and Aldermen for an amendment to Wilkerson Place PUD (RZN 493-2018) to remove the condition of approval for the installation of a temporary traffic signal at the intersection of Spring Station and Buckner Lane. Removal of the condition of approval will provide the opportunity for the expenditure associated with the temporary traffic signal to instead be applied toward the permanent traffic signal at Spring Station and Buckner Lane while also removing potential construction conflicts during the Buckner Lane widening project.
RESOLUTION 20-47
OF THE PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RECOMMEND TO THE BOARD OF MAYOR AND
ALDERMEN AN AMENDMENT TO WILKERSON PLACE PLANNED
UNIT DEVELOPMENT (RZN 493-2018), TO REMOVE REQUIREMENT
TO INSTALL TEMPORARY TRAFFIC SIGNAL

WHEREAS, on July 16, 2018 the Board of Mayor and Aldermen approved Ordinance 18-19 to amend
Ordinance 86-47 by rezoning a 90.62-acre parcel, being Williamson County Parcel 166 02200, 2774
Buckner Lane, from AG, Agriculture, to R-2, Planned Unit Development containing 301 residential
dwelling units and associated open space and amenities; and

WHEREAS, Crescent Homes as part of the approval of the R-2, Planned Unit Development, committed to
contribute $2,000 per residence to the City of Spring Hill ("City") in addition to required development fees
and taxes to be utilized for the improvements to Buckner Lane being planned by the City; and

WHEREAS, the Board of Mayor and Aldermen included as a condition of approval the installation of a
temporary traffic signal by applicant/developer at the intersection of Spring Station Drive and Buckner
Lane utilizing a portion of monies to be contributed to the City; and

WHEREAS, the City has determined as preliminary design advances for the Buckner Lane widening
project that the installation of a temporary traffic signal at the intersection of Spring Station Drive and
Buckner Lane at an estimated installation cost of $70,000 to $80,000 would not be prudent given the likely
conflicts the temporary signal system including pole placement could present during the construction of the
widening project and that it would be more advantageous for the monies that were be spent for the
temporary traffic signal instead to be applied to the installation of the permanent traffic signal at this
location.

NOW, THEREFORE BE IT RESOLVED, that the Spring Hill Planning Commission forwards the
following recommendation to the City of Spring Hill Board of Mayor and Aldermen:

1. Delete in its entirety the condition of approval and requirement for the installation by
applicant/developer of a temporary traffic signal at the intersection of Spring Station Drive and
Buckner Lane at an estimated installation cost of $70,000 to $80,000 to avoid potential
conflicts signal placement may have during the construction of the Buckner Lane
widening project and for the City to utilize those monies for the installation of the
permanent traffic signal at this location.

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

Paul Downing, Chairman

Steve Foote, Secretary

PC Resolution 20-47 Amendment to Wilkerson Place PUD - Rev2
ORDINANCE 18-19

AN ORDINANCE TO AMEND ORDINANCE NO. 86-47, THE SAME BEING THE ZONING ORDINANCE OF THE CITY OF SPRING HILL, BY REZONING 90.62 ACRES OF PROPERTY, BEING WILLIAMSON COUNTY PARCEL 166 02200, 2774 BUCKNER LANE, FROM AG, AGRICULTURAL, TO R-2, PLANNED UNIT DEVELOPMENT.

RZN 493-2018 (WILKERSON PLACE REZONING)

WHEREAS, the City of Spring Hill Zoning Ordinance, the same being Ordinance No. 86-47, and the zoning maps therein adopted be, and the same are hereby amended by rezoning the property herein described as 90.62 acres of property, being Williamson County Parcel 166 02200, 2774 Buckner Lane, from AG, Agricultural, to R-2, Planned Unit Development; and

WHEREAS, said portion of property to be rezoned from AG to R-2, PUD, is located within the corporate limits of the City of Spring Hill; and

WHEREAS, the Spring Hill Municipal Planning Commission forwarded the request to the Board of Mayor and Aldermen on May 14, 2018 with a recommendation for approval with conditions; and

WHEREAS, that all Ordinances or parts of Ordinances in conflict herewith are hereby repealed.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF SPRING HILL, TENNESSEE, BOARD OF MAYOR AND ALDERMEN, to amend Ordinance No. 86-47, the same being the Zoning Ordinance of the City of Spring Hill, by rezoning 90.62 acres of property, being Williamson County Parcel 166 02200, 2774 Buckner Lane, from AG, Agricultural, to R-2, Planned Unit Development, the public welfare requiring it.

SECTION 1 - The development of the site shall be substantially consistent with the following Exhibit.

Exhibit A: Wilkerson Place R-2, PUD, Master Plan, dated April 2, 2018.

The rezoning of this site shall be subject to all City ordinances and regulations, and the condition of approval to add a traffic signal at Spring Station Drive upon construction.

Rick Graham, Mayor

ATTEST:

April Goad, City Recorder
LEGAL FORM APPROVED:

Patrick Carter, City Attorney

Passed on First Reading: June 18, 2018
Passed on Second Reading: July 16, 2018