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, August 10, 2020.

A. CALL TO ORDER

B. ROLL CALL

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

D. PUBLIC COMMENT (NON-AGENDA ITEMS)

E. PUBLIC COMMENT (AGENDA ITEMS)

F. MINUTES

1. Approval of Meeting Minutes from the July 13, 2020 Regular Meeting of the Planning Commission.

G. APPROVAL OF THE AGENDA

H. CONSENT AGENDA

1. PC Resolution 20-52 Release Maintenance Bond Harvest Point Ph 3.
2. PC Resolution 20-53 Release Maintenance Bond Harvest Point Ph 5B.
3. PC Resolution 20-54 Dedication of Road ROW and Public Improvements in The Arbors at Autumn Ridge Ph 12 Sec 2 and Ph 13.
6. PC Resolution 20-57 Dedication of Road ROW and Public Improvements in Cherry Grove Addition Ph 6 Sec 2.
7. PC Resolution 20-58 Release Maintenance Bond Cherry Grove Addition Ph 6 Sec 2.
8. PC Resolution 20-59 Release Performance Bond Cherry Grove Addition Ph 6 Sec 2.
9. PC Resolution 20-60 Establish Maintenance Bond for Dartford Ph 2.
10. PC Resolution 20-61 Establish Performance Bond for Dartford Ph 2.
11. PC Resolution 20-62 Establish Maintenance Bond for Wilkerson Place Ph 1A.
12. PC Resolution 20-63 Establish Performance Bond for Wilkerson Place Ph 1A.

13. **PPL 860-2020**: Submitted by Crunk Engineering for August Park. The property is zoned R-2 and contains approximately 62.30 acres. The applicant requests a modification to the previously approved preliminary plat (PPL 749-2019) to remove four lots due to discovered wetlands. This request is being reviewed under the previous zoning and subdivision standards. Requested by Crunk Engineering.

I. OLD BUSINESS

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

II. NEW BUSINESS

1. **PPL 863-2020**: Submitted by Civil Site Design Group for Wilkerson Place Phase 2. The planned unit development is located on Buckner Lane and contains approximately 37.45 acres. The applicant requests preliminary plat approval for 130 single-family lots. Requested by Kasey LeRoy.

2. **PDF 861-2020**: Submitted by Catalyst Design Group for Kedron Square Phase 1A (formerly Tennessee Children’s Home Mixed-Use Redevelopment). This planned development is located at 804 Branham Hughes Circle and this phase contains approximately 60.30 acres. The applicant requests approval of a final development plan and amenity plan for Phase 1A. Requested by Catalyst Design Group.

3. **PPL 865-2020**: Submitted by Catalyst Design Group for Kedron Square Phase 1A (formerly Tennessee Children’s Home Mixed-Use Redevelopment). This planned development is located at 804 Branham Hughes Circle and this phase contains approximately 60.30 acres. The applicant requests preliminary plat approval for 81 single-family lots. Requested by Catalyst Design Group.

4. **FPL 862-2020**: Submitted by Wilson & Associates for Dartford Phase 2. This property is zoned R-2 and contains approximately 11.28 acres. The applicant requests final plat approval for 31 single-family lots. Requested by Joey Wilson.

III. OTHER BUSINESS

1. **FPm 859-2020**: WITHDRAWN. Submitted by Mike Zakrzewski for Carnation Place. The applicant requests a minor modification to the previously approved final plat, requesting a fee-in-lieu for installing a section of sidewalk along Depot Street. Requested by Mike Zakrzewski.

IV. BOARD COMMENT

M. STAFF COMMENT

N. ADJOURN
A. CALL TO ORDER

Chairman Paul Downing called the meeting to order at 5:32 PM.

B. ROLL CALL

Members Present: Chairman Paul Downing, Vice Chairman Paula Hepp, Alderman Matt Fitterer, Alderman Vincent Fuqua, James Golias, Jared Cunningham and Brent Legendre were present.

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

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

D. PUBLIC COMMENT (NON-AGENDA ITEMS)

No public comment.

E. PUBLIC COMMENT (AGENDA ITEMS)

No public comment.

F. Approval of Meeting Minutes from the June 8, 2020 Regular Meeting of the Planning Commission.

Alderman Fitterer made a motion to approve the June 8, 2020 Regular Meeting Minutes. Motion seconded by James Golias. Motion to approve the minutes passed 7-0.

G. APPROVAL OF THE AGENDA

Alderman Fitterer made a motion to approve the Agenda. Motion seconded by Vice Chairman Hepp. Motion to approve the Agenda passed 7-0.

H. CONSENT AGENDA

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. 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.
Alderman Fitterer made a motion to approve the Consent Agenda with all staff associated conditions of approval. Motion seconded by Vice Chairman Hepp. Motion to approve the Consent Agenda passed 7-0.

I. OLD BUSINESS

J. NEW BUSINESS

1. PC Resolution 20-51: Topping out of streets in Dartford Phase 1 and Brixworth Phases 5 and 6.

Vice Chairman Hepp made a motion to approve PC Resolution 20-51. Motion Seconded by Jared Cunningham. Motion to approve passed 6-1, with Alderman Fitterer dissenting.


   **Recommendation**: Staff recommended approval of final plat application FPL 837-2020 (Brandon Woods Phase 1) subject to the following conditions, with modifications to #3 as noted:

   1. **This site is 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 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. This condition shall be addressed to the satisfaction of the Planning Commission prior to the issuance of any single-family home permits in Phase 1.**
   2. **The multi-use trail in Open Space 1A shall be shown in a 20’ public access easement on the plat to provide for public access prior to dedication of the land to Spring Hill.**
   3. **Amenities in Exhibit 3 of Resolution 18-180, applicable to Phase 1 will be installed within the 46.236 acres to be dedicated to Spring Hill along Rutherford Creek, as required for the PUD.**
   4. **Provided that the Final Plat is recorded within one (1) year, approval shall remain valid for a total period of five (5) years from the date of approval, during which time the applicant/developer shall obtain all necessary permits and commence construction. If not signed by the city and recorded within one (1) year the plat expires and is voided.**
   5. **Developer is to work with the USPS to determine an acceptable location for centralized mail boxes outside of public right-of-way.**

Alderman Fitterer made a motion to approve final plat application FPL 837-2020 with five (5) staff conditions of approval, with staff’s amendment of condition number three (3). Motion seconded by James Golias. Motion to approve passed 7-0.


   **Recommendation**: Staff recommended approval of final plat application FPL 838-2020 (Brandon Woods Phase 2) subject to the following conditions, with modifications to #3 as noted:

   1. **This site is 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 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. This condition shall be
addressed to the satisfaction of the Planning Commission prior to the issuance of any single-family home permits in Phase 2.

2. The multi-use trail in Open Space 2A shall be shown in a 20’ public access easement on the plat to provide for public access prior to dedication of the land to Spring Hill.

3. Amenities in Exhibit 3 of Resolution 18-180, applicable to Phase 2 will be installed within the 46 1.1 acres to be dedicated to Spring Hill along Rutherford Creek, as required for the PUD.

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

5. Developer is to work with the USPS to determine an acceptable location for centralized mail boxes outside of public right-of-way.

Alderman Fitterer made a motion to approve final plat application FPL 838-2020 with five (5) staff conditions of approval, with staff’s amendment of condition number three (3). Motion seconded by James Golias. Motion to approve passed 7-0.


**Recommendation**: Staff recommended approval of preliminary plat application PPL 839-2020 (Brandon Woods Phase 4 & 5) subject to the following conditions:

1. 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.

2. Modifications to the preliminary plat may require Planning Commission approval prior to submittal of a final plat application.

Alderman Fitterer made a motion to approve preliminary plat application PPL 839-2020 with two (2) staff associated conditions of approval. Motion seconded by Vice Chairman Hepp. Motion to approved passed 7-0.


**Recommendation**: Staff recommended approval of preliminary plat application PPL 842-2020 (Cherry Grove Addition Phase 3) subject to the following conditions 1-8, as noted below:

1. The Developer is to construct a tennis court per the approved Cherry Grove Addition Master Plan prior to the issuance of a building permit for residential units within Phase 3. A proper amendment of the Master Plan by the City of Spring Hill to remove this requirement shall void this condition.

2. The applicant shall be required to install a 5-foot sidewalk along all residential lots fronting upon Buckner Lane. In consideration of the future Buckner Lane widening project and the construction of a 10-foot wide multiuse trail on the western side of Buckner Lane as part of the future widening project being constructed by the City, the applicant shall pay a fee in lieu of public improvement for the installation of the 5-foot sidewalk along the frontage of all lots fronting upon Buckner Lane so as to avoid future demolition or destruction of such work with the understanding the fee in lieu of improvement paid by the applicant shall be applied toward the construction of 10-foot multiuse trail on the west side of Buckner Lane. Paying the fee in lieu will relieve the applicant of their responsibility...
to install the 5-foot sidewalk upon construction of dwellings. The valuation of the fee in lieu of public improvement shall be determined by the developer’s engineer, submitted to and confirmed by the City Engineer, and approved by the Planning Commission. Fee shall be paid prior to the recording of the final plat.

3. The applicant shall work with the City’s engineering consultant for the Buckner Lane widening project to adjust alignments as much as practical to reduce or eliminate the offset condition at the southern alley entrance driveway opposite Twin Lakes Drive to ensure safe east-west traffic movement through the intersection.

4. 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.

5. Revise Note #12 to read as follows: “Lots 1-7 shall have no vehicular access to Buckner Lane. All access will be to the Private Alley. Lots 1-7 will have joint responsibility for the maintenance of the Private Alley.”

6. Alley name to be approved by the Williamson County E-911 office prior to final plat approval.

7. 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.

8. Modifications to the preliminary plat may require Planning Commission approval prior to submittal of a final plat application.

Brent Legendre stated that if the HOA for Cherry Grove wants the tennis courts, then the tennis courts should be placed somewhere on the property. Mr. Legendre believes it should be up to the HOA to decide if they want the tennis courts or not.

Alderman Fitterer asked if the Master Plan was approved only by Planning Commission or the Board of Mayor and Alderman as well.

Planning Director Steve Foote stated that approval of the Master Plan was during the time period when the Planning Commission approved PUD's. There is no record of an ordinance being approved by the Board of Mayor and Alderman.

Alderman Fitterer asked if changes to the Master Plan would be solely at the discretion of the Planning Commission and not subject to any Board of Mayor and Alderman approval?

Planning Director Steve Foote stated that he had not yet talked to the City Attorney Patrick Carter about this question but based on the past approval, it seemed likely that the Planning Commission could approve an amendment to the PUD. Mr. Foote asked Mr. Carter if he concurred.

City Attorney Patrick Carter, agreed that it would be the best practice (for the Planning Commission to approve the amendment).

Alderman Fitterer asked if staff could provide any information on what Phase the existing amenity center was approved in.

Planning Director Steve Foote mentioned that staff does not presently have that information.

Alderman Fitterer asked if there any notes on a plat that has been recorded that speak to the amenity center and the tennis court?

Planning Director Steve Foote pulled up plats for Cherry Grove to research the question.
Alderman Fitterer stated that he wants to prevent any situation to where the Planning Commission has already addressed this amenity center issue and that the most logical placement would be on a previously recorded plat.

Planning Director Steve Foote mentioned that the amenity center was apart of Section 1, Phase 2 and there were no particular notes on the plat other than open space A is 1.279 acres and that all open space is a public utility and drainage easement and that the 1.279 acres is where the current amenity center is constructed and that no Planning Commission meeting minutes are readily available for this item. Mr. Foote also stated that based on some research in the old code, there is a section that references amendments to open space.

Chairman Paul Downing asked if the homes will be facing Buckner Lane? The applicant Joe Epps clarified that the homes will be facing Buckner Lane.

Mr. Foote stated that Article 10 is the old PUD Section and Article 2.11 deals with the control of the PUD following completion. Sub section 2.11(2.4), states: “Changes in the use of common open space may be authorized by an amendment to the final development plan provided that no amendment approved hereunder may act to abrogate or annul any covenant which provides for the use, operation, or continuance of the common open space.” Mr. Foote believed that this section could be used to amend the PUD.

Alderman Fitterer asked the City Attorney Patrick Carter if he preferred the Planning Commission to deal with the tennis court or potential of the removal of the requirement of the mater plan for a tennis court through a separate voting action and not an additional condition of approval.

City Attorney Patrick Carter Agreed and stated that would be the preferred way to handle it.

Alderman Fitterer made a motion to approve preliminary plat application PPL 842-2020 with staff associated conditions of approval two (2) through eight (8). Motion seconded by Vice Chairman Hepp.

Alderman Fitterer asked the applicant to submit a request to amend the master plan, specific to the tennis court, preferably with some sort of letter or support from the HOA in the next month or two and that this would be greatly appreciated.

Motion to approved passed 5-2, with Alderman Fuqua and Brent Legendre dissenting.

6. **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.

**Recommendation**: Staff recommended approval of site plan major modification application SPM 843-2020 (Port Royal Kroger Expansion) subject to the following conditions:

1. Unless a new warrant study is required, the property owner shall install a traffic signal in accordance with the City of Spring Hill standards and specifications within one year of approval of the site plan.
2. Due to significant lag times in obtaining the necessary materials for a traffic signal light, the property owner shall provide to the City a financial surety in the form of a Performance Bond or Irrevocable Letter of Credit for the full cost of the installation of the traffic signal, including an appropriate
contingency prior to the issuance of any permits. The financial surety shall remain in place until the traffic signal has been satisfactorily installed as determined by the City Engineer.

3. The design of the traffic signal light shall be in accordance with the City of Spring Hill standards and specifications and shall include the following proprietary items:
   - Traffic signal controllers.
   - Traffic signal malfunction management units (MMU).
   - Traffic signal load switches.
   - Traffic signal vehicle detection.
   - Traffic signal emergency vehicle preemption.
   - Omni antenna communication devices.
   - Radar detection – Wavetronix Smartsensor Advance
   - Radar detection - Wavetronix Smartsensor Matrix.

4. Unless otherwise noted by the Planning Commission, approval of this site plan includes the right turn entrance driveway for the pharmacy drive through.

5. Lighting on the plan is to be adjusted to remain under the maximum 0.5 fc requirement.

6. An amendment to the final plat for Kroger is required to authorize the encroachment of the bail out lane into the 25’ buffer. If not approved, a redesign of the site or code amendment is required.

7. Approval of this site plan shall be valid for a period of three (3) years from the date of Planning Commission approval. Modification to the approved site plan may require Planning Commission Approval.

Alderman Fitterer made a motion to approve site plan major modification application SPM 843-2020 with seven (7) staff associated conditions of approval, modifying condition number two (2) to read as above. Motion seconded by James Golias. Motion to approved passed 7-0.

K. OTHER BUSINESS

1. NCP 840-2020 (Copper Ridge South) Deferred to July 27, 2020 work session.

2. PPL 841-2020 (Hunters Point) Withdrawn. Developer to construct Mallard Drive.

L. BOARD COMMENT

No comment.

M. STAFF COMMENT

No Comment.

N. ADJOURN

Chairman Paul Downing made motion to adjourn at 7:10 pm.

________________________________   ______________________________
Paul Downing, Chairman       Steve Foote, P.C. Secretary
DATE: July 22, 2020

REQUEST: Release the maintenance bond for Harvest Point Phase 3 for stormwater drainage and basins

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

OVERVIEW:

- A maintenance bond for stormwater drainage and basins for Phase 3 in the amount of $57,600.00 is currently in place.
- Improvements have been constructed per plans.
- Staff has signed off on a certificate of completion.

PC ACTION REQUESTED:

- Approve PC Resolution 20-52 to release the maintenance bond for Harvest Point Phase 3
RESOLUTION 20-52 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR
HARVEST POINT PHASE 3

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

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

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

WHEREAS, it is the recommendation of the City Engineer that the Maintenance Bond
for Harvest Point Phase 3 in the amount of $57,600.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission
that release of the Maintenance Bond for Harvest Point Phase 3 in the amount of
$57,600.00 is hereby approved.

Passed and adopted this 10th day of August, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF Satisfactory Completion

Date: 11/21/20

CKP Development Inc.

Harvest Point

Phase 3

Development Name: Harvest Point

Phase or Section of Construction: Phase 3

Public Improvements: Stormwater

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

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

City of Spring Hill Utility Inspector (signature)

[Signature]

City of Spring Hill Engineering Dept.

[Signature]

Approved By:

Thomas S. Wolf, P.E. – City Engineer
DATE: July 22, 2020

REQUEST: Release the maintenance bond for Harvest Point Phase 5B for water, sewer, stormwater, streets and curbs

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

OVERVIEW:

- A maintenance bond was established for Harvest Point Phase 5B in the amount of $187,170.00 in September 2018. Binder was installed August 2019.
- Punch list items are completed and a certificate of satisfaction has been signed.

PC ACTION REQUESTED:

- Approve PC Resolution 20-53 to release the maintenance bond for Harvest Point Phase 5B
RESOLUTION 20-53 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

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

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

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

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

WHEREAS, it is the recommendation of the City Engineer that the Maintenance Bond for Harvest Point Phase 5B in the amount of $187,170.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Maintenance Bond for Harvest Point Phase 5B in the amount of $187,170.00 is hereby approved.

Passed and adopted this 10th day of August, 2020.

________________________________________
Paul Downing, Chairman

________________________________________
Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 12/1/20

CKP Development Inc.
Harvest Point
Phase 5B

Development Name: Harvest Point
Phase or Section of Construction: Phase 5B
Public Improvements: Water, sewer, stormwater, streets binder and curbs

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

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

City of Spring Hill Utility Inspector (signature)

Printed name

Approved By:
City of Spring Hill Engineering Dept.

Thomas S. Wolf, P.E. – City Engineer

199 TOWN CENTER PARKWAY    P.O. BOX 789    SPRING HILL, TN 37174
PHONE (931)486-2252  NASHVILLE LINE (615)248-6307  WILLIAMSON CO. (615)599-2614  FAX (931)486-0516
DATE: July 22, 2020

REQUEST: Recommend acceptance and dedication of road rights-of-way and public improvements for The Arbors at Autumn Ridge Phase 12 Section 2 and Phase 13

- Release the maintenance bond for The Arbors at Autumn Ridge Phase 12 Section 2 and Phase 13
- Release the performance bond for The Arbors at Autumn Ridge Phase 12 Section 2 and Phase 13

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

OVERVIEW:

- A maintenance bond is in place in the amount of $27,729.00.
- A performance bond is in place in the amount of $14,265.00.
- Binder was put on road in July 2017; roads were final topped in May 2019.
- All improvements have been completed and a certificate of satisfaction has been signed by staff.

PC ACTION REQUESTED:

- Approve PC Resolution 20-54 to recommend acceptance and dedication of road rights-of-way and public improvements for The Arbors at Autumn Ridge Phase 12 Section 2 and Phase 13
- Approve PC Resolution 20-55 to release the maintenance bond for The Arbors at Autumn Ridge Phase 12 Section 2 and Phase 13
- Approve PC Resolution 20-56 to release the performance bond for The Arbors at Autumn Ridge Phase 12 Section 2 and Phase 13
RESOLUTION 20-54 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION RECOMMENDING ACCEPTANCE AND DEDICATION OF ROAD RIGHTS-OF-WAY AND PUBLIC IMPROVEMENTS SHOWN ON THE EXISTING PLAT FOR
THE ARBORS AT AUTUMN RIDGE PHASE 12 SECTION 2 AND PHASE 13

WHEREAS, developer Don R. Cameron III has a recorded Final Plat for The Arbors at Autumn Ridge Phase 12 Section 2 and Phase 13 in Williamson County Plat Book P67, Page 19 and 20; and

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

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

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

WHEREAS, the developer is required under Article III, Section 6.3 of the Subdivision Regulations to submit an “as-built” survey of the public improvements including water, sewer and drainage; and

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

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that dedication and acceptance of Road Rights-of-Way and Public Improvements within The Arbors at Autumn Ridge Phase 12 Section 2 and Phase 13 as shown on the recorded plats is hereby recommended to the Board of Mayor and Aldermen.

Passed and adopted this 10th day of August, 2020.

________________________________________
Paul Downing, Chairman

________________________________________
Steve Foote, Secretary
RESOLUTION 20-55 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR
THE ARBORS AT AUTUMN RIDGE PHASE 12 SECTION 2 AND PHASE 13

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

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

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

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

WHEREAS, it is the recommendation of the City Engineer that the Maintenance Bond for The Arbors at Autumn Ridge Phase 12 Section 2 and Phase 13 in the amount of $27,729.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Maintenance Bond for The Arbors at Autumn Ridge Phase 12 Section 2 and Phase 13 in the amount of $27,729.00 is hereby approved.

Passed and adopted this 10th day of August, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
RESOLUTION 20-56 OF THE PLANNING COMMISSION OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE PERFORMANCE BOND FOR THE ARBORS AT AUTUMN RIDGE PHASE 12 SECTION 2 AND PHASE 13

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

WHEREAS, the existing Letter of Credit, considered a “performance surety” based on current subdivision regulations, guaranteed that the following improvements, which may include but not be limited to, sidewalks, street lights and final topping, would be constructed as per the approved design and function properly; and

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

WHEREAS, release of said performance bond shall be contingent upon the Board of Mayor and Alderman approving a resolution for acceptance and dedication of road rights-of-way and public improvements for said development; and

WHEREAS, it is the recommendation of the City Engineer that the Performance Bond for The Arbors at Autumn Ridge Phase 12 Section 2 and Phase 13 in the amount of $14,265.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Performance Bond for The Arbors at Autumn Ridge Phase 12 Section 2 and Phase 3 in the amount of $14,265.00 is hereby approved.

Passed and adopted this 10th day of August, 2020.

________________________________________
Paul Downing, Chairman

________________________________________
Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 2/22/2020

Donnie Cameron

Arbors at Autumn Ridge

Phase 12 Section 2 and Phase 13

Development Name: Arbors at Autumn Ridge

Phase or Section of Construction: Phase 12 Section 2 and Phase 13

Public Improvements: Water, sewer, storm water drainage and basins, streets, curbs, sidewalks, street signs, street lights, final topping

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

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

[Signature]

City of Spring Hill Utility Inspector (signature)

Michael W Stephens

Printed name

Approved By:

[Signature]

City of Spring Hill Engineering Dept.

Thomas S. Wolf

Printed name
DATE: July 22, 2020

REQUEST: Recommend acceptance and dedication of road rights-of-way and public improvements for Cherry Grove Addition Phase 6 Section 2

Release the maintenance bond for Cherry Grove Addition Phase 6 Section 2

Release the performance bond for Cherry Grove Addition Phase 6 Section 2

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

OVERVIEW:

- A maintenance bond is in place in the amount of $37,162.00.
- A performance bond is in place in the amount of $8,580.00.
- Binder was put on road in July 2017; roads were final topped in May 2019.
- All improvements have been completed and a certificate of satisfaction has been signed by staff.

PC ACTION REQUESTED:

- Approve PC Resolution 20-57 to recommend acceptance and dedication of road rights-of-way and public improvements for Cherry Grove Addition Phase 6 Section 2
- Approve PC Resolution 20-58 to release the maintenance bond for Cherry Grove Addition Phase 6 Section 2
- Approve PC Resolution 20-59 to release the performance bond for Cherry Grove Addition Phase 6 Section 2
RESOLUTION 20-57 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION RECOMMENDING ACCEPTANCE AND DEDICATION OF ROAD RIGHTS-OF-WAY AND PUBLIC IMPROVEMENTS SHOWN ON THE EXISTING PLAT FOR
CHERRY GROVE ADDITION PHASE 6 SECTION 2

WHEREAS, developer Don R. Cameron III has a recorded Final Plat for Cherry Grove Addition Phase 6 Section 2 in Williamson County Plat Book P67, Page 38; and

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

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

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

WHEREAS, the developer is required under Article III, Section 6.3 of the Subdivision Regulations to submit an “as-built” survey of the public improvements including water, sewer and drainage; and

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

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that dedication and acceptance of Road Rights-of-Way and Public Improvements within Cherry Grove Addition Phase 6 Section 2 as shown on the recorded plats is hereby recommended to the Board of Mayor and Aldermen.

Passed and adopted this 10th day of August, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
RESOLUTION 20-58 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR
CHERRY GROVE ADDITION PHASE 6 SECTION 2

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

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

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

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

WHEREAS, it is the recommendation of the City Engineer that the Maintenance Bond for Cherry Grove Addition Phase 6 Section 2 in the amount of $37,162.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Maintenance Bond for Cherry Grove Addition Phase 6 Section 2 in the amount of $37,162.00 is hereby approved.

Passed and adopted this 10th day of August, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
RESOLUTION 20-59 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE PERFORMANCE BOND FOR
CHERRY GROVE ADDITION PHASE 6 SECTION 2

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

WHEREAS, the existing Letter of Credit, considered a “performance surety” based on current subdivision regulations, guaranteed that the following improvements, which may include but not be limited to, sidewalks, street lights and final topping, would be constructed as per the approved design and function properly; and

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

WHEREAS, release of said performance bond shall be contingent upon the Board of Mayor and Alderman approving a resolution for acceptance and dedication of road rights-of-way and public improvements for said development; and

WHEREAS, it is the recommendation of the City Engineer that the Performance Bond for Cherry Grove Addition Phase 6 Section 2 in the amount of $8,580.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Performance Bond for Cherry Grove Addition Phase 6 Section 2 in the amount of $8,580.00 is hereby approved.

Passed and adopted this 10th day of August, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 7/22/2020

Donnie Cameron

Cherry Grove Addition

Phase 6 Section 2

Development Name: Cherry Grove Addition

Phase or Section of Construction: Phase 6 Section 2

Public Improvements: Water, sewer, storm water drainage and basins, streets, curbs, sidewalks, street signs, street lights, final topping

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

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

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

Printed name

Approved By:

Thomas J. Wolf
City of Spring Hill Engineering Dept.

Printed name
DATE: July 22, 2020

REQUEST: Establish a maintenance bond and a performance bond for Dartford Phase 2

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

OVERVIEW:

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

PC ACTION REQUESTED:

- Approve PC Resolution 20-60 to establish a maintenance bond for Dartford Phase 2
- Approve PC Resolution 20-61 to establish a performance bond for Dartford Phase 2
RESOLUTION 20-60 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A MAINTENANCE BOND FOR
DARTFORD PHASE 2

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

WHEREAS, the Maintenance Bond is guaranteeing the workmanship and materials of
certain improvements existing on 31 lots, and the repair of such should damage occur
during covered period; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
    Water, Sewer, Storm Water Infrastructure, Street Binder and Curbs, and

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

WHEREAS, it is the recommendation of the City Engineer that a Maintenance Bond be
established for a minimum of twelve (12) months, in the amount of $240,927.00; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission
approves the establishment of a Maintenance Bond for Dartford Phase 2 in the amount of
$240,927.00.

Passed and adopted this 10th day of August, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
Utility Information Sheet

Development ___DARTFORD___

Phase __2__  Section __N/A__  #of lots __31__

Cost to install Utility’s (Maintenance Bond)

Sewer line ____ $239,495

Water line ____ $217,079

Storm Water ____ $245,655 (Infrastructure)

Curbing ____ $25,162

Binder ____ $75,702

TOTAL = $803,093.00

30% OF TOTAL = $240,927.00

BOND AMOUNT = $240,927.00
RESOLUTION 20-61 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A PERFORMANCE BOND FOR
DARTFORD PHASE 2

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

WHEREAS, the Performance Bond is guaranteeing the construction of certain improvements on 31 lots; and

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

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

WHEREAS, it is the recommendation of the City Engineer that a Performance Bond be established in the amount of $173,578.00; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Performance Bond for Dartford Phase 2 in the amount of $173,578.00.

Passed and adopted this 10th day of August, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
Utility Information Sheet

Development__DARTFOD___

Phase_2__ Section__N/A__ #of lots__31__

Cost to install Utility’s (Performance Bond)

Signage_______$2,925____________________________________

Street Lights____$16,363____________________________________

Storm Water Surface maintenance__$73,696____________________
(to include drainage area, ditches, retention and/detention ponds, open spaces)
** 30% of storm water infrastructure cost on Maintenance bond sheet

Sidewalks (feet)_____160 LF________________________________

Sidewalks (cost)____$4,672__________________________________

Road linear feet_____1,734 SF________________________________

Road width________24’____________________________________

Final Asphalt Topping cost___$60,143___________________________

TOTAL = $157,799.00

+ 10% OF TOTAL = $15,779.00

BOND AMOUNT = $173,578.00
Application for Surety

Project Name: Dartford
Phase: Phase 2  Section: 
Number of Lots Approved: 31  Number of Lots Remaining: 31
Surety Type:  X  Maintenance  ________ Performance  ________ Restoration
Posted With:  X  Letter of Credit  ________ Performance Bond
______ Insurance Bond  ________ Cash
Surety Amount: $_________  Expiration Date: ____/____/____
Automatic Renewal Clause included with Surety: (Yes) / (No) (Circle One)
Purpose of Surety: Infrastructure completion for Dartford Phase 2

Financial Information
Name of Financial Institution: TBD  Contact Person: TBD  Surety #: ________
Email: ________
Address: ________
City, State, Zip: ________
Phone Number: (____) ________ Fax Number: (____)

Contact Information
Name of Owner/Developer or Representative: Dave Cumming
Address: 370 Mallory Station Rd, #500  Contact Address: 370 Mallory Station Rd, #500
City, State, Zip: Franklin, TN 37067  Phone Number: (224) 402-5607  Fax Number: (____)

Action Request

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

X  Establish New Surety
____  Request Final Inspection and Release of Surety
____  Request Reduction of Surety Amount
____  Request extension of surety for (1) year
____  Request Maintenance Bond
(Please provide proof of difficulty below)

Explanation for Proof of Difficulty:

______________________________

Applicant Signature  Date  City Staff Signature  Date
DATE:        July 22, 2020

REQUEST:    Establish a maintenance bond and a performance bond for Wilkerson Place Phase 1A

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

OVERVIEW:

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

PC ACTION REQUESTED:

• Approve PC Resolution 20-62 to establish a maintenance bond for Wilkerson Place Phase 1A
• Approve PC Resolution 20-63 to establish a performance bond for Wilkerson Place Phase 1A
RESOLUTION 20-62 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A MAINTENANCE BOND FOR
WILKERSON PLACE PHASE 1A

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

WHEREAS, the Maintenance Bond is guaranteeing the workmanship and materials of certain improvements existing on 16 lots, and the repair of such should damage occur during covered period; and

WHEREAS, the following improvements are required pursuant to the Final Plat: Water, Sewer, Storm Water Infrastructure, Street Binder and Curbs, and

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

WHEREAS, it is the recommendation of the City Engineer that a Maintenance Bond be established for a minimum of twelve (12) months, in the amount of $116,394.00; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Maintenance Bond for Wilkerson Place Phase 1A in the amount of $116,394.00.

Passed and adopted this 10th day of August, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
Utility Information Sheet

Development ____ WILKERSON PLACE ____

Phase ___1___  Section ___A___  #of lots ___16___

Cost to install Utility’s (Maintenance Bond)

Sewer line ____ $76,817____________________

Water line ____ $89,392____________________

Storm Water __ $119,503______________
(Infrastructure)

Curbing ______ $9,424_______________

Binder ________ $92,845______________

TOTAL = $387,981.00

30% OF TOTAL = $116,394.00

BOND AMOUNT = $116,394.00
RESOLUTION 20-63 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A PERFORMANCE BOND FOR
WILKERSON PLACE PHASE 1A

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

WHEREAS, the Performance Bond is guaranteeing the construction of certain improvements on 16 lots; and

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

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

WHEREAS, it is the recommendation of the City Engineer that a Performance Bond be established in the amount of $92,843.00; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Performance Bond for Wilkerson Place Phase 1A in the amount of $92,843.00.

Passed and adopted this 10th day of August, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
Utility Information Sheet

Development __WILKERSON PLACE___

Phase_1_  Section__A__  #of lots__16__

Cost to install Utility’s (Performance Bond)

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signage_____________________________</td>
<td>$3,700</td>
</tr>
<tr>
<td>Street Lights_______________________</td>
<td>$5,600</td>
</tr>
<tr>
<td>Storm Water Surface maintenance______</td>
<td>$35,851</td>
</tr>
<tr>
<td>(to include drainage area, ditches, retention and/detention ponds, open spaces)</td>
<td></td>
</tr>
<tr>
<td>** 30% of storm water infrastructure cost on Maintenance bond sheet**</td>
<td></td>
</tr>
<tr>
<td>Sidewalks (feet)____________________</td>
<td>1,388 LF</td>
</tr>
<tr>
<td>Sidewalks (cost)____________________</td>
<td>$8,328</td>
</tr>
<tr>
<td>Road linear feet____________________</td>
<td>768 SF</td>
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<tr>
<td>Road width_________________________</td>
<td>22’</td>
</tr>
<tr>
<td>Final Asphalt Topping cost___________</td>
<td>$30,924</td>
</tr>
</tbody>
</table>

TOTAL = $84,403.00

+ 10% OF TOTAL = $8,440.00

**BOND AMOUNT = $92,843.00**
## Application for Surety

### Property Information

- **Project Name:** Wilkerson
- **Phase:** 1
- **Section:** A
- **Number of Lots Approved:** 16
- **Number of Lots Remaining:** 285
- **Surety Type:**
  - X Maintenance
  - X Performance
  - ___ Restoration
- **Posted With:**
  - ___ Letter of Credit
  - ___ Performance Bond
  - ___ Insurance Bond
  - ___ Cash
- **Surety Amount:** $__________
- **Expiration Date:** ______/_____/______
- **Automatic Renewal Clause included with Surety:** Yes / No (Circle One)
- **Purpose of Surety:**

### Financial Information

- **Name of Financial Institution:** Pinnacle Financial Partners
- **Surety #:**
- **Contact Person:** Danny Hester
- **Email:** Danny.Hester@PNFP.com
- **Address:** 1717 Mallory Lane
- **City, State, Zip:** Brentwood, TN 37027
- **Phone Number:** (615) 743-8320
- **Fax Number:** (615) 743-8420

### Contact Information

- **Name of Owner/Developer or Representative:** Bob Pickard
- **Address:** 572 Savannah Hwy
- **City, State, Zip:** Charleston, SC 29407
- **Phone Number:** (843) 573-9635
- **Fax Number:** (843) 402-0135

## Action Request

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

- ___ Establish New Surety
- ___ Request Final Inspection and Release of Surety
- ___ Request Reduction of Surety Amount
- ___ Request extension of surety for (1) year
- ___ Request Maintenance Bond
  
  (Please provide proof of difficulty below)

### Explanation for Proof of Difficulty:

---

**Applicant Signature**

**Date:** 4/24/2020

**City Staff Signature**

**Date**
Spring Hill Planning Commission Regular Meeting

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
MEETING: August 10, 2020
SUBJECT: PPL 860-2020 (August Park Modifications)

**PPL 860-2020**: Submitted by Crunk Engineering for August Park. The property is zoned R-2 and contains approximately 62.30 acres. The applicant requests a modification to the previously approved preliminary plat (PPL 749-2019) to remove lots due to discovered wetlands. This request is being reviewed under the previous zoning and subdivision standards. Requested by Crunk Engineering.

**Plan Update**: The applicant submitted new plans following the work session and staff’s review has generated the following comments:

1. A note was added to Sheet C5.1 addressing the driveway location for Lot 307. Staff requests the same note restricting access to Lot 307 (to the south side of the lot) also be placed on the preliminary plat.
2. Revise General Note #15 to read: “Mechanical equipment on residential lots is prohibited in any PUDE with buried infrastructure.”
3. Revise General Note #1 to say “155” lots not 159.
4. Apply the above changes to the General Notes on Sheet 1/2 and 2/2.

**History and Property Description**: This property is located between Hurt Road and Buckner Lane, north of the existing portion of Spring Hill Place. The site previously represented Sections 8, 10, 11, 12 and 13 of Spring Hill Place (2010). Through a series of actions that have occurred with the site it is no longer considered part of Spring Hill Place or subject to their covenants.

A Neighborhood Concept Plan request (NCP 531-2018) was denied by the Planning Commission on July 9, 2018 and subsequently approved, with conditions, on appeal by the Board of Mayor and Alderman on August 6, 2018.

A preliminary plat for August Park (PPL 749-2019) was approved by the Planning Commission on October 14, 2019 with twelve (12) conditions of approval. Conditions of approval from PPL 749-2019 are listed below:

1. The applicant shall show and make any needed improvements necessary to connect to Stewart Campbell Point via Hunt Valley Drive.
2. Staff is concerned that Lots 139-142 may not be buildable and would recommend that a plot plan for each lot with a typical house plan (consistent with the house plans for other lots) be provided to show that the lots are buildable.
3. Turn the labels for the open space adjacent to Lots 316 and 327 90 degrees to follow the open space.
4. Correct the spelling of ‘designated’ in Note #16 on the preliminary plat.
5. Correct Note #15 on the preliminary plat and Note #12 on Sheet C5.0 to read as follows: “PUDE’s with buried infrastructure on single family lots may not contain HVAC or other mechanical equipment. To be clearly noted on the final plat.
6. Roundabout is shown within proposed public right-of-way. Staff recommends that landscaping and improvements within the middle of the roundabout be within a common area maintained by the HOA.
7. 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.
8. Modifications to the preliminary plat may require Planning Commission approval prior to submittal of a final plat application.
9. Street names will need to be approved by E-911 and the naming of “Road B”.
10. Driveway locations for the four lots that front on the roundabout will need be determined prior to final plat approval.

11. In the event a construction easement is obtained for Buckner Lane, the approved construction access management plan may be amended administratively.

12. The developer shall be responsible for any repairs necessary to Friendship Drive if damaged from construction traffic.

The above conditions of approval will not be impacted by this amendment and will continue to be in effect.

**Analysis:** The proposed preliminary plat represents the entirety of August Park and completely replaces the previously approved preliminary plat. The changes are necessitated due to the discovery of wetlands within the development. A summary of the changes between the 2019 preliminary plat and this submittal are as follows:

1. The total number of single family lots is reduced from 159 to 155.
2. Wetlands also cause a break in the middle of Harmony Road.
3. No other changes are proposed.

Staff has discussed the changes with the applicant and reviewed the impact of the proposed changes.

**Bulk and Area:** Applicable minimum lot widths and sizes for the R-2 District are maintained. The total number of lots is slightly reduced causing a slight reduction in density. Building setbacks are unchanged from the prior preliminary plat and consistent with the R-2 District. Lot setback issues regarding corner lots were resolved with the prior preliminary plat and are not impacted by this request.

**Spring Hill Rising 2040 Plan:** The minor changes contained in the proposed preliminary plat are not impacted by the Spring Hill Rising 2040 Plan. The proposed plan is consistent with the comprehensive plan. The plan identifies the property as “Residential Neighborhood Areas” which characterize the development pattern as varying from a low to moderate density with clusters of similar one- and two-story residential dwellings in both conventional subdivision development and traditional neighborhood form.

**Access and Utilization of Adjoining Streets:** Connectivity and construction access was addressed with the prior approved preliminary plat. The proposed changes do not impact connectivity to adjacent land/subdivisions.

**Streets and Lots:** Changes include the insertion of a break in Harmony Road where wetlands are located. Two lots (305 and 306) adjacent to this removed roadway have also been removed. The north side of the wetland area now contains a short section of Harmony Road and a hammerhead turnaround. This has been reviewed by the Fire Department as meeting access requirements.

Harmony Road on the south side of the wetlands was proposed by the applicant to not exceed 150’ and for access to Lot 307 to be provided by a long driveway. Staff requested that the road be extended to the north lot line of Lot 333. This provides a more traditional access driveway for Lot 307 and for backing into Harmony Road. Driveway access to Lot 307 should be on the south side of the lot and a side entry garage is recommended. The Spring Hill Fire Department does not have an issue with Harmony Road and the length exceeding 150’. The Fire Department would place their apparatus at the end of the road and would have less than 150’ to back up to the corner. The Fire Department believes that the extension of the road to serve Lot 307 will not adversely impact or restrict fire access to the lot.

Per staff’s request, the applicant has added a dead-end sign at the corner of Lot 308 along Harmony Road. The dead-end section of Harmony Road has been extended to the end of the right-of-way along the entire length of Lot 333. This road extension provides easier access to Lot 307.

The applicant will need to reserve another street name for a portion of Harmony Road. Williamson County E-911 will not allow the name to be used on both ends of the road.
Two lots (216 and 217) have also been removed on Hunt Valley Drive. Roads in this area have not been impacted.

**Open Space & Amenities:** Approved open space and amenities are no reduced or impacted by this request. Additional open space in the form of wetlands is created.

**Landscaping & Buffering:** No changes are proposed. Additional open space in the form of wetlands is being preserved.

**Bicycle & Greenway Plan:** The project is not impacted by the City’s bicycle and greenway plan.

**Recommendation:** Staff recommends approval of the revised preliminary plat for August Park (PPL 860-2020) subject to the following conditions.

1. Add a note to the preliminary plat restricting driveway access for Lot 307 to the south side of the lot.
2. Revise General Note #15 to read: “*Mechanical equipment on residential lots is prohibited in any PUDE with buried infrastructure.*”
3. Revise General Note #1 to say “155” lots, not 159.
4. Apply the above changes in #1-3 to the General Notes on Sheet 1/2 and 2/2.
5. All conditions associated with preliminary plat approval for August Park (PPL 749-2019) continue to remain in effect and applicable to this development.
6. All street names will require approval of the Williamson County E-911 office prior to recording of the final plat.
7. 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.
8. Modifications to the preliminary plat may require Planning Commission approval prior to submittal of a final plat application.
As Approved
× Lots removed
FPL 802-2020: Submitted by Civil Site Design Group for Wilkerson Place Phase 1A. The planned unit development is located on Buckner Lane and contains approximately 91 acres. The applicant requests final plat approval for 16 lots. Requested by Jonathan Jones of Crescent Homes.

Request: The applicant is requesting final approval for 16 residential lots (10 townhome and 6 single family) in Phase 1A of Wilkerson Place.

Plan Update: The application was deferred by the Planning Commission at the June 8, 2020 voting meeting to track more closely with the PUD amendment to remove the condition of zoning approval related to the installation of a traffic signal at the Spring Station Drive/Buckner Lane intersection. This was presented to the Board of Mayor and Alderman on July 20, 2020 for first reading and approved. The applicant has addressed the following staff and Planning Commission comments from the May 26, 2020 Work Session:

- Note #18 was revised to reference Phase 2.
- Thornhill Drive has been changed to Hammond Drive, subject to Williamson County E-911 approval.
- A speed table is proposed on Wilkerson Place (road) for traffic calming purposes in Phase 1B.
- Notes #8 and #12 have been removed since this information is provide on the plat or in lot details.
- Typical Lot Detail drawings have been revised and updated.
- Certificates referencing Maury County have been updated to reference Williamson County.

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

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

The Planning Commission approved the final master development plan (FMP 611-2018) for Wilkerson Place Phase 1 on November 13, 2018 with 11 conditions. The preliminary plat for Phase 1 (PPL 612-2018) was also approved on November 13, 2018 by the Planning Commission with 14 conditions. All conditions of the final master plan and preliminary plat have been met with the exception of Traffic Calming (below). The Public Works Department has worked with the applicant to design a speed table on Wilkerson Place (road) in Phase 1B. The design will be reviewed with Phase 1B.

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

Bulk and Area Requirements: Lots included on the final plat are consistent with and reflect the approved planned unit development and Phase 1 Preliminary Plat for Wilkerson Place. Single family lots in Phase 1A are 40’ wide lots and meet the minimum size of 6,000 sq. ft. Covenants were previously submitted on prior applications and reviewed by the city.
Staff reviewed revised covenants and confirmed that the conditions above related to the covenants have been addressed. Regarding lot setbacks for single family and townhome units, the applicant has incorporated the typical lot details from the approved Preliminary Master Plan on the preliminary plat. Setback dimensions match the information shown on the approved Preliminary Master Plan. The approved PUD specified a range of 10-25’ for the front setback on 40’ lots. The applicant is proposing to use a 15’ front setback and 15’ PUDE. To avoid a conflict between the setbacks/PUDE staff recommends that the PUDE be reduced to 10’ which is the normal city PUDE.

**Streets and Sidewalks:** The main access from Buckner Lane will be constructed as will all improvements within Phase 1. Right-of-way improvements for Buckner Lane will be made with Phase 1 as shown on the construction plans including the construction of a center turn lane and a deceleration lane at the main entrance. Crosswalk and emergency access driveways to Spring Station Drive will be shown on subsequent phases. Current City plans for the widening of Buckner Lane provide for the construction of a 5-ft concrete sidewalk along the entire property frontage comprising an estimated 1,450 linear feet on the east side of Buckner Lane. Due to the upcoming road construction for the widening of Buckner Lane by the City, staff recommends consideration be given to defer construction of the 5-ft concrete sidewalk along the frontage of Buckner Lane until a later phase of development at which time the developer/applicant would install the sidewalk to coincide with the Buckner Lane widening project so as to avoid damage or potential removal and replacement of the sidewalk due to conflicts in grade that may occur during the construction of the widening project by the City. The developer is in agreement to install the 5-foot concrete sidewalk along the Buckner Lane frontage during a later phase of development in coordination with the Buckner Lane widening project and will be posting a Performance Bond as surety for the construction of the sidewalk during a later phase of development. A letter from the developer/applicant (attached) signifies their concurrence with this approach to defer construction of the sidewalks until a later phase where the construction of the sidewalk can be coordinated with the construction of the Buckner Lane widening project and that the developer/applicant will obtain and maintain an appropriate performance bond until such time as the sidewalk has been satisfactorily installed as determined by the City Engineer.

Roads and alleys located within the development will be named to enhance wayfinding and emergency response. Street names have been submitted to Williamson County E-911.

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

**Amenities:** Several small-scale open space areas, a trail, and a dog park are located within Phase 1. None of these improvements are within 1A. Amenities, including a community pool, are proposed with Phase 2. Temporary mailboxes will be provided next to Lot 42. Permanent mailboxes will be provided in Phase 2 near the Amenity Center. A temporary access easement has been provided for the mail kiosk on Lot 42. The applicant submitted a detail for providing the minimum required 750 sq. ft. of secluded open space for each townhome lot. Fencing is provided between yards to achieve a secluded environment.

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

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

**Deceleration Lane/Center Turn Lane on Buckner Lane:** The applicant has submitted construction plans for road improvements along Buckner Lane to be constructed at the proposed main entrance. Specifically, the road improvements include the construction of a northbound deceleration lane on Buckner Lane as well as a southbound center left turn lane on Buckner Lane each having a minimum of 100 feet of storage and designed to AASHTO standards. The developer/applicant will install the deceleration lane and center turn lane in accordance with approved construction plans. The deceleration lane and center turn lane will be completed by the developer/applicant prior to the issuance of
Certificates of Occupancy for residences located within Phase 1 of Wilkerson Place. A letter from the developer/applicant (attached) further documents their commitment for the installation of the deceleration lane and center turn lane and their agreement to withhold the issuance of Certificates of Occupancy on residences within Phase 1 until those road improvements have been completed.

Traffic Signal Improvement (Buckner Lane/Spring Station Drive): As a condition of approval of the Planned Unit Development, the Board of Mayor and Aldermen required the applicant to install as part of the initial phase of development a “temporary” traffic signal at the intersection of Buckner Lane and Spring Station Drive with the understanding that a portion of the developer contribution that totals $602,000 (calculated at $2,000 per dwelling unit) would be used by the applicant/developer to cover expenses for the temporary signal system project.

The City is currently advancing design and the preparation of plans for the widening of Buckner Lane. The widening project will provide for the signalization of Spring Station Drive and Buckner Lane. Based upon the potential extent of construction work, it was determined by the City that the installation of a temporary signal may not be a prudent undertaking and could result in potential impediments in the construction of the widening project around this intersection including the need for repositioning of the temporary signal at a later date to accommodate the widening project and associated intersection improvements. As a result, City staff recommended the developer not install the temporary traffic signal at an estimated cost of $70,000 to $80,000 and instead use those monies toward the installation of the permanent traffic signal to be placed at the intersection as part of the Buckner Lane widening project. City staff discussed this approach initially with the Board of Mayor and Aldermen and received concurrence that the removal of the condition to install the temporary signal was an appropriate approach. The Planning Commission approved Resolution 20-47 that recommended to the Board of Mayor and Aldermen the removal of the condition of approve to require the installation of the temporary traffic signal at Spring Station and to instead use the monies toward the installation of the permanent traffic signal at Spring Station Drive that will be installed as part of the Buckner Lane widening project. The Board of Mayor and Aldermen approved on Consent Agenda on July 20, 2020 the first reading of Ordinance 20-11 to remove the conditional of approval for the installation of the temporary traffic signal at Spring Station as recommended by the Planning Commission. The Board will consider approval on second and final reading of Ordinance 20-11 on August 17, 2020.

Recommendation: Staff recommends approval of the final plat for Wilkerson Place, Phase 1A, subject to the following conditions.

1. The applicant shall complete construction of one southbound center turn lane and one northbound deceleration lane serving the main entrance as illustrated on the approved preliminary plat and construction plans. Construction of the center turn lane and deceleration lane shall be satisfactorily completed as determined by the City Engineer prior to the City issuance of Certificates of Occupancy for residences located within Phase 1.
2. The applicant shall be permitted to defer construction of the 5-ft concrete sidewalk along the entire frontage of Buckner Lane comprising approximately 1,450 linear feet until a later phase of development. The applicant shall begin construction of the 5-foot concrete sidewalk and related improvements including ADA compliant pedestrian crossings within thirty (30) days written notification by City and shall complete such work satisfactorily as determined by the City Engineer. The applicant shall obtain and maintain a performance bond for the construction of the 5-foot concrete sidewalk approximately 1,450 linear feet in length including related improvements such as ADA compliant pedestrian crossings until such time as the work has been satisfactorily completed as determined by the City Engineer.
3. Regarding all forms of bonds or letters of credit proposed for this development, the final plat will not be signed by the city until all on-site infrastructure required for Phase 1A has been installed, bonded, or approved by Letter of Credit, to the satisfaction of the City of Spring Hill.
4. City staff with concurrence from the applicant initiated an amendment to the approved PUD to remove the condition of approval for the installation of a temporary traffic signal at Spring Station Drive and to allow the $70,000 to $80,000 estimated installation cost for the temporary signal to instead be utilized toward the installation of the permanent traffic signal and other related improvements for the Buckner Lane widening project. This request was approved by the Board of Mayor and Alderman on first read July 20, 2020. Should the Board of
Mayor and Alderman not approve the subject PUD amendment to remove the condition for a temporary traffic signal, the condition shall remain in effect and the applicant shall be required to install the temporary traffic signal.

5. All landscaping associated with this phase must be installed or bonded prior to recording of this plat.

6. All road and alley names need to be approved by Williamson County E-911 and added to the plat prior to recording.

7. A speed table will be provided on Wilkerson Place as part of the review and approval of Phase 1B to satisfy the requirement for traffic calming for Phase 1. Any modifications to previously approved construction plans will be made as necessary to incorporate these traffic calming measures.

8. Reduce the front PUDE on 40’ single family lots from 15’ to 10’ prior to recording.

9. Provided that the Final Plat is recorded within one (1) year, approval shall remain valid for a total period of five (5) years from the date of approval, during which time the applicant/developer shall obtain all necessary permits and commence construction. If not signed by the city and recorded within one (1) year the plat expires and is voided.
I (we) hereby certify that to the best of my (our) knowledge and belief, this is a true and accurate survey of the property shown hereon; that this is a Category I Land Survey as defined in Title 62, Chapter 18, Tennessee Code Annotated, and that the ratio of precision is equal to or greater than 1:10,000.

Wilson & Associates, P.C.
Engineering/Surveying/Environmental
108 Beasley Drive, Franklin, TN 37064
Office: 615.794.2275 FAX 615.794.2176
jwilson@wilsonpc.com

Joey C. Wilson II, RLS Tennessee RLS No. 2089

Wilkerson Place
Phase 1A
TOTAL ACRES

DRAWN BY
SCALE = ___1" = 40'____________
DATE = 02/14/2020__________

VICINITY MAP
BEUCNER LANE
SPRING HILL, WILLIAMSON COUNTY, TENNESSEE
0'

LEGEND
ALL PURPOSE ROAD
CONCRETE CURB
STREET CURB

SITE
I-65
THOMPSON'S STATION RD EAST
BUCKNER LANE
WILKERSON PLACE
LEWISBURG PIKE
STEWART
CAMPBELL
BUCKNER ROAD

GRAPHIC SCALE
40'
40'
80'
120'

CLOSURE ERROR
< 1:10,000

TOTAL ACRES
TOTAL # OF LOTS
ACRES NEW RD/ST
L.F. OF NEW RD/ST
ACRES OPEN SPACE
CIVIL DISTRICT
DRAWN BY
JAG/CL
CLOSURE ERROR
< 1:10,000

TOTAL ACRES
__ 3.247_________
TOTAL # OF LOTS
16______
ACRES NEW RD/ST
0.954 (ROW)
L.F. OF NEW RD/ST
ACRES OPEN SPACE
0.306_______
CIVIL DISTRICT
11th_______
DRAWN BY
JAG
CLOSURE ERROR
< 1:10,000

02/14/2020__________
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OVERFLOW PARKING
TOTAL: 301

PHASES:
- **Phase 1**: 254 Residential Units
- **Phase 2**: 30 Single Family Homes
- **Phase 3**: 75 TOWNHOMES
- **Phase 4**: 250 Single Family Homes

**Land Use Details**
- **Public Local Road**: 300
- **Private Alley**: 150
- **Central Park**: 140
- **Landscape Architecture**: 130
- **Entry Monument**: 120
- **Pond**: 110
- **Street Lighting**: 100
- **Bike Path**: 90

**Other Features**
- **Tree Area**: 80
- **Landscape Buffer**: 70
- **50' SPRING STATION DRIVE**: 60
- **Emergency Access Only**: 50
- **Future Row**: 40
- **10' Pedestrian Lane Improvements**: 30
- **Electrical**: 20
- **Water Lines**: 10

**Additional Notes**
- **Public Sheet S5.0 and Future Local Lot Designation**
- **Issue Date**: April 30, 2018
- **Issued By**: GREG GAMBLE, SUITE 200, 144 SOUTHEAST PARKWAY, FRANKLIN, TENNESSEE 37064.
- **Map 166, Parcel 22**
- **See Sheet A1.0 and A2.0 for Typical Lot Diagrams**
- **Map/PARCEL NUMBERS:**
  - **PROPOSED PARALLEL**
  - **TO REMAIN**
  - **PRIVATE ALLEY**
  - **LANE IMPROVEMENTS**

**Development Plan**
- **OVERFLOW PARKING**
- **TOTAL OPEN SPACE**: 2.80 AC
- **PRESERVED CANOPY**: 1.99 AC
- **TOTAL BIO/DETENTION AREA**: 28.37 AC (31.3% OF SITE)
- **50' SPRING STATION DRIVE**

**Master Plan**
- **Wilkerson Place R-2 PUD**
- **Spring Hill, Tennessee**
- **Franklin, Tennessee 37064**
- **Design Collaborative**
City of Spring Hill  
Attention: City Commissioners  
199 Town Center Parkway  
Spring Hill, TN 37174  

Re: Buckner Lane – Widening Project  
Wilkerson Place  

July 23, 2020  

Dear City Planning Commission  

Buckner Lane, LLC (“Developer”) would like to propose the following actions:  

• Developer will install one deceleration lane and one center turn lane at the main entrance to Wilkerson Place. Developer further agrees to the City withholding the issuance of certificates of occupancy on residences located within Phase 1 of Wilkerson Place until the deceleration lane and center lane installation is substantially complete as determined by the City Engineer.  

• Construction of the 5-foot wide concrete sidewalk along the Buckner Lane frontage of Wilkerson Place will be performed by the Developer with work to begin upon thirty (30) days written notification from the City of Spring Hill.  

• Developer will be responsible for obtaining and maintaining a performance bond acceptable to the City of Spring Hill for the construction of the 5-foot sidewalk along the Buckner Lane frontage of Wilkerson Place until such time as the sidewalk has been satisfactorily installed by the Developer as determined by the City Engineer.  

Tim Wyatt  

Tim Wyatt  
Land Development Manager  
Buckner Lane, LLC
**Spring Hill Planning Commission Regular Meeting**

**TO:** Spring Hill Planning Commission  
**FROM:** Steve Foote, AICP, Planning Director  
Austin Page, Associate Planner  
**MEETING:** August 10, 2020  
**SUBJECT:** PPL 863-2020 (Wilkerson Place Phase 2)

**PPL 863-2020:** Submitted by Civil Site Design Group for Wilkerson Place Phase 2. The planned unit development is located on Buckner Lane and contains approximately 37.45 acres. The applicant requests preliminary plat approval for 130 single-family lots. Requested by Kasey LeRoy.

**Plan Update:** Following the work session the applicant submitted new updated plans. Staff’s review is summarized below.

1. The boundary for Phase 2 has been redrawn to match the PUD Master Plan. Open space improvements, including trails and amenities, are now shown or noted as being provided in Phase 2. This includes the permanent USPS mail box location.
2. An aerial photo has been provided that shows the location of the tree save/karst features as outside the boundary of Lot 197.
3. A new ‘layout comparison’ page has been provided that illustrates the street and lot layout changes made to the northwest corner of Phase 2. This plan identifies that the two new lots in Phase 2 were taken from Phase 4. The overall change results in 8 few 45’ wide lots and 10 additional (2 moved) 55’ wide lots. The net lot change is zero.
4. The site data table has been corrected.
5. Trail notes now say “10’ Summit Greenway Trail and 20’ public access easement.”
6. Regarding the possible trail connection to the Summit Greenway Trail near Lot 181 is still being considered and should be determined by final plat.
7. The applicant and Public Works Department has considered traffic calming for Phase 2 and determined that due to block length and stop sign controlled intersections additional measures are not warranted at this time.

**Property Description and History:** Wilkerson Place is located on the east side of Buckner Lane and contains 91 acres. Revised plans have been submitted showing Phase 2 consistent with the original Master plan. Infrastructure providing access to Phase 2 from Buckner Lane is being installed with Phase 1A/1B. Phase 2 also proposes emergency access to Spring Station Drive.

The Wilkerson Place PUD was approved by the Board of Mayor and Alderman on July 16, 2018 (RZN 493-2018) subject to the condition that a traffic signal be provided at Spring Station Drive. The Board of Mayor and Alderman are currently considering an amendment to modify that condition. Modification will allow the payment of a fee in lieu of the improvement. The development was approved for 301 residential units.

The Planning Commission approved the final master development plan (FMP 611-2018) for Wilkerson Place on November 13, 2018 with 11 conditions. The preliminary plat for Phase 1 (PPL 612-2018) was approved on November 13, 2018. The final plat for Phase 1A is currently being considered by the Planning Commission. All conditions of the final master plan and preliminary plat have been met with the exception of Traffic Calming (below). An update on traffic calming is provided above.

*Local streets should incorporate the City’s Neighborhood Traffic Calming Program. Suggest Road A, Road B, and Road D have some traffic calming measures (ex. Chicane or curb extensions). These streets will be seen as cut through streets in the future for people going to and from the schools.*
Bulk and Area Requirements: Lots included on the preliminary plat for Phase 2 are consistent with and reflect the approved planned unit development. Single family lots include 45’ and 55’ wide lots and meet the minimum size of 6,000 sq. ft. Setback dimensions match the information shown on the approved Preliminary Master Plan. The plat includes typical setback details for both lot sizes. Both details need to be revised to show a front minimum setback line of 20’ with a 10’ PUDE. The corner lot needs clarification that only a 10’ PUDE is required. Details should match the PUD Master Plan.

Streets and Sidewalks: The main access to the site is via the extension of Wilkerson Place from Phase 1 and an emergency access point to Spring Station Drive. All internal roads in Phase 2 are for single family residences and are public streets with 50’ of r/w. All roads will be constructed to local street standards and include 5’ wide sidewalks on both sides of the streets with the necessary ADA Ramps. Street names shall be submitted to Spring Hill GIS and Williamson County for review and approval prior to final plat. The proposed crosswalk from Wilkerson Place to the adjacent school site is shown in Phase 4 of the PUD Master Plan and will be addressed in future phases. The emergency access connection depicted on the approved master plan is shown on the preliminary plat and construction plans. Road “E” is used twice.

Current City plans for the widening of Buckner Lane provide for the construction of a 5-ft concrete sidewalk along the entire property frontage comprising an estimated 1,450 linear feet on the east side of Buckner Lane. Due to the upcoming road construction for the widening of Buckner Lane by the City, staff recommends consideration be given to defer construction of the 5-ft concrete sidewalk along the frontage of Buckner Lane until a later phase of development at which time the developer/applicant would install the sidewalk to coincide with the Buckner Lane widening project so as to avoid damage or potential removal and replacement of the sidewalk due to conflicts in grade that may occur during the construction of the widening project by the City. The developer is in agreement to install the 5-foot concrete sidewalk along the Buckner Lane frontage during a later phase of development in coordination with the Buckner Lane widening project and will be posting a Performance Bond as surety for the construction of the sidewalk during a later phase of development. A letter from the developer/applicant (attached) signifies their concurrence with this approach to defer construction of the sidewalks until a later phase where the construction of the sidewalk can be coordinated with the construction of the Buckner Lane widening project and that the developer/applicant will obtain and maintain an appropriate performance bond until such time as the sidewalk has been satisfactorily installed as determined by the City Engineer.

Pedestrian Crossings on Spring Station Drive: During the review and approval of the emergency access easement required for the emergency access drive depicted in plans for Phase 2, Williamson County Schools has requested consideration of the installation of solar powered Rectangular Rapid Flashing Beacons (RRFBs) at pedestrian crossings along Spring Station Drive in order to facilitate safe pedestrian crossing for students, especially during peak traffic periods.
The installation of such sign devices is appropriate based upon anticipated traffic volumes, especially during AM peak at the location noted for the pedestrian crossing being installed by the applicant. The application has proposed a single pedestrian crossing on the southernmost pedestrian connection located within Phase 4 based upon input received from Williamson County Schools. This pedestrian crossing should be equipped with the FFRB as requested by Williamson County Schools and should be designed and constructed in accordance with MUTCD standards. In the event the applicant installs additional pedestrian crossings along Spring Station Drive, the applicant will be required to design and install FFRBs at those intersections as well in order to provide safe pedestrian crossing.

**Emergency Access Drive:** The master plan and the preliminary plan for Phase 2 provide for the construction of an emergency access drive from Wilkerson Place onto Spring Station Drive in order to provide alternate emergency access. In order to establish the emergency access easement, Williamson County Board of Education will need to convey an access easement to the City of Spring Hill for the explicit purpose of an emergency access drive. Easements cannot be conveyed by Williamson County School Board to a private entity and instead must be conveyed to a public entity such as the City of Spring Hill. The City of Spring Hill secured initial approval for the conveyance of an emergency access easement to the City of Spring Hill in 2018 with the understanding the required legal instruments would need to be prepared at the time the easement was needed. The applicant committed in writing (attached) to covering up to $2,000 in expenses for the preparation and recordation of an emergency access easement between Williamson County Board of Education and the City of Spring Hill. A draft emergency access easement has been prepared and submitted to Williamson County Board of Education for their concurrence and subsequent execution. The executed easement will be recorded with the Williamson County Registers Office.

**Open Space and Amenities:** This Phase contains multiple open space areas. A large open space area is provided along the northern property line which has direct access in between Lots 196 and 197. This open space is also accessible via the cul-de-sac at the end of “Road E”. An additional open space area is centrally located on the site and is accessible via open space in between Lots 142 and 143. A 10’ walking trail is proposed along the stream to the west of Phase 2 and will connect into Phase 1 and the future Phase 3.

The approved PUD plan showed amenities within Wilkerson Place in Phase 2 and included a community pool, playground and cabana. These improvements and the Summit Greenway Trail will be constructed in Phase 2. USPS centralized mailboxes will also need to be installed in Phase 2. The applicant will need to coordinate with the USPS to determine a suitable location outside of any right-of-way. The mailbox location will need be identified on the plat prior to final plat approval.

**Landscaping and Buffering:** Phase 2 includes landscape buffers at the northern and eastern side of Phase 2 along the Spring Station Drive frontage. Landscape plan details have been provided for these buffers depicting a variety of plant materials to enhance aesthetic appearance of the streetscape along Spring Station Drive. No buffers are proposed along the western and southern phase lines as those border other phases of the Wilkerson Place Development. Street trees are shown along all roads in Phase 2 and an existing tree canopy is being preserved along the northern property line behind Lot 216. Two additional preserved tree canopy areas are proposed on the site around the detention pond and behind Lot 200. The site contains creeks that are being preserved as part of the open space for the development and for trail purposes. Trails within Phase 2 will be completed with this phase and extend from the Amenity Area north and south along the greenway. The tree save area behind Lot 200 is now shown as a karst area.

**Bicycle and Greenway Plan:** Summit Greenway is shown as a 10’ pathway. Approval of this project predates the UDC and this width is acceptable under the prior regulations. A connection from Phase 2 to the trail at Lot 181 was on the approved PUD plan. Due to topographical considerations, the applicant was asked to look into whether a non-ADA path could be installed to complete this linkage. This is ongoing and can be reviewed further at final plat.

**Fire Department:** The Fire department has reviewed the plans and offers the following comments.

1. Road E exceeds 150’ in length, it needs an approved temporary turnaround.
2. Dead end cul-de-sac shall be a minimum of 96’ in diameter.
3. The 14’ emergency access road shall have an emergency gate at each end to prevent parking on the road.
Recommendation: Staff recommends approval of the preliminary plat for Wilkerson Place, Phase 2, (PPL 863-2020) subject to the following conditions:

1. An emergency access easement will be conveyed from Williamson County Board of Education to the City of Spring Hill as depicted on the Preliminary Plat. The emergency access easement shall be recorded with the Williamson County Registers Office prior to approval of the Final Plat for Phase 2. The applicant shall be responsible for costs associated with the preparation of the emergency access easement including recordation.

2. The applicant shall be permitted to defer construction of the 5-ft concrete sidewalk along the entire frontage of Buckner Lane comprising approximately 1,450 linear feet until a later phase of development. The applicant shall begin construction of the 5-foot concrete sidewalk and related improvements including ADA compliant pedestrian crossings within thirty (30) days written notification by City and shall complete such work satisfactorily as determined by the City Engineer. The applicant shall obtain and maintain a performance bond for the construction of the 5-foot concrete sidewalk approximately 1,450 linear feet in length including related improvements such as ADA compliant pedestrian crossings until such time as the work has been satisfactorily completed as determined by the City Engineer.

3. Coordinate with the USPS to determine a location for centralized mailboxes within Phase 2 open space.

4. Provide an emergency access gate at both ends of the connection to Spring Station Drive.

5. The cul-de-sac at the north end of Road E should be a minimum of 96’ in diameter. The south end of Road E across from the amenity area exceeds 150’ in length and will require a temporary turn around.

6. Eliminate the use of “Road E” twice.

7. Both setback details need to be revised to show a front minimum setback line of 20’ with a 10’ PUDE. The corner lot needs clarification that only a 10’ PUDE is required. Details should match the PUD Master Plan.

8. Traffic calming measures, such as a speed table for Wilkerson Place, to be considered for approval and construction with Phase 1B.

9. Regarding the possible trail connection to the Summit Greenway Trail near Lot 181, this will be further discussed with the final plat application.

10. All amenities shown in the preliminary master plan documents in Phase 2 to be completed during Phase 2.

11. All designated tree save and karst areas to be adequately protected during construction.

12. 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.

13. Modifications to the preliminary plat may require Planning Commission approval prior to submittal of a final plat application.

14. Based upon anticipated traffic volume on Spring Station Drive, the applicant shall be required to design and install solar powered Rectangular Rapid Flashing Beacons (RRFBs) in accordance with MUTCD standards on each side of southernmost pedestrian crossing on Spring Station Drive as depicted on approved master plan. In the event the applicant installs additional pedestrian crossings on Spring Station Drive, the applicant shall design and install solar powered RRFB devices on each side of the additional pedestrian crossing.
Lot Comparison
City of Spring Hill  
Attention: City Commissioners  
199 Town Center Parkway  
Spring Hill, TN 37174  

Re: Buckner Lane – Widening Project  
Wilkerson Place  

July 23, 2020  

Dear City Planning Commission  

Buckner Lane, LLC (“Developer”) would like to propose the following actions:  

- Developer will install one deceleration lane and one center turn lane at the main entrance to Wilkerson Place. Developer further agrees to the City withholding the issuance of certificates of occupancy on residences located within Phase 1 of Wilkerson Place until the deceleration lane and center lane installation is substantially complete as determined by the City Engineer. 

- Construction of the 5-foot wide concrete sidewalk along the Buckner Lane frontage of Wilkerson Place will be performed by the Developer with work to begin upon thirty (30) days written notification from the City of Spring Hill. 

- Developer will be responsible for obtaining and maintaining a performance bond acceptable to the City of Spring Hill for the construction of the 5-foot sidewalk along the Buckner Lane frontage of Wilkerson Place until such time as the sidewalk has been satisfactorily installed by the Developer as determined by the City Engineer. 

Tim Wyatt  

______________________________  
Tim Wyatt  
Land Development Manager  
Buckner Lane, LLC
PDF 861-2020: Submitted by Catalyst Design Group for Kedron Square Phase 1 A (Tennessee Children’s Home Mixed-Use Redevelopment). This planned development is located at 804 Branham Hughes Circle and this Phase 1 contains approximately 60.30 acres. The applicant requests approval of a final development and amenity plan for Phase 1 A. Requested by Catalyst Design Group.

Plan Update: Revised plans submitted by the applicant addressed all seven (7) of the comments in the work session report.

Request: The applicant requests planned development final plan approval for Phase 1 A of the Kedron Square development. Phase 1 A contains 81 single-family lots.

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

The Board of Mayor and Alderman approved the preliminary development plan (PDP 673-2019) for the Tennessee Children’s Home on September 16, 2019 (Ordinance 19-25) with the conditions below. Staff has provided notes where applicable.

1. All on-site and off-site water distribution and sanitary sewer collection infrastructure is the responsibility of the developer. All green items shown in Exhibit E shall are considered blue in accordance with this condition.

2. All right-of-way on Kedron and Main Street shall be dedicated at preliminary plat. To be platted with the Phase 1A final plat.

3. All off-site improvements within the existing right-of-way for School Street, from McLemore to the development site, shall be constructed as part of Phase 1. Such improvements shall include a 22-foot wide asphalt pavement section without curb and 5-foot wide concrete sidewalk on at least one side, side to be determined during site plan or subdivision review. If sufficient right-of-way exists a sidewalk shall be provided on both sides. Will be done with Phase 1A. If right-of-way exists on School Street a sidewalk will be provided on both sides.

4. At the end of Phase 4, a warrant study shall be performed at the intersection of “A Street” and Kedron Road to review the need for a pedestrian signal and/or traffic signal which shall be provided as warranted by the development.

5. The upstream floodplain west of Main Street will be evaluated and a written evaluation provided to the City for review prior to the preliminary plat. To be provided with Phase 2.
6. **Intersection of Kedron Road and Old Kedron Road** - Provide a separate northbound right turn lane from Kedron Road to Old Kedron Road to include a minimum of 250 feet of storage and modification of the existing traffic signal incorporating a right turn overlap signal phase for northbound motorists. This condition shall prevail over conflicting language in Exhibit E.

7. **Intersection of Main Street and the Middle Project Access** – This project access shall be constructed to include two (2) exiting lanes to be striped as separate left and right turn lanes with the left turn lane to include a minimum of 150 feet of storage and the right turn lane to include a minimum of 100 feet of storage. This project access shall be controlled by a stop sign at Main Street. A northbound right turn lane shall be provided on Main Street at the intersection with this project access to include a minimum of 150 feet of storage. A traffic signal is not recommended at this location because of the inadequate distance between this project access and the existing traffic signal at Kedron Road that would not provide adequate progression through adjacent traffic signals. To be constructed as part of Phase 2. This condition shall prevail over conflicting language in Exhibit E, and the developer shall not be required to make improvements to Buckner Lane.

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

9. **Intersection of Kedron Road and the Two (2) Western Project Accesses** - These project accesses shall be constructed to include two (2) exiting lanes to be striped as separate left and right turn lanes to include a minimum of 100 feet of storage. These project accesses shall be controlled by a stop sign at Kedron Road. Eastbound left turn lanes and westbound right turn lanes shall be provided at both project accesses on Kedron Road with each turn lane having a minimum of 100 feet of storage. The southerly most access to be constructed as part of Phase 1; the northerly most access to be constructed as part of Phase 2.

10. **Right-of-Way Along the Frontage of the Project Site** – Main Street and Kedron Road are both designated as “Arterials” in the Major Thoroughfare Plan 2019 thus requiring 95 feet of dedicated right-of-way (47.5 feet either side of the roadway centerline). Additional right-of-way dedication shall be provided on both Kedron Road and Main Street in order to provide the required right-of-way in order to facilitate future widening and turn lane(s) construction that is not currently warranted. **To be platted with the Phase 1 A final plat.**

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

12. The preservation of existing vegetation along Kedron Road, between the two driveways and along the multi-family site boundary shall be reviewed during the site plan review process.

13. The Use Matrix in Exhibit D shall be amended to remove Drive Through Facility as a Special Use.
14. The Use Matrix in Exhibit D shall be amended to change the Principal Uses of Bar, Micro-
Brewery/Distillery/Winery, and Winery to Special Use.

15. The Use Matrix in Exhibit D shall be amended to remove Retail Liquor Store as a Permitted Use.

**Analysis:** This request is the first development phase for Kedron Square. With this request the applicant is further breaking down Phase 1 into a 1 A and 1 B. Development within this phase represents most of the platted single family lots approved in Phase 1, with the exception of four “live-work” lots along School Street that are proposed to be in Phase 1 B. These should be labeled as 1 B on all applicable sheets. The remainder of Phase 1 needs to be labeled as Phase 1 B (cottage homes and multi-family). Also, all data tables on sheet C5.0 and others need to be broken down by Phase 1 A and 1 B, listing dwelling types and unit counts by the phase.

Various road and infrastructure improvements required with Phase 1 are being installed consistent with the Planned Development approval.

**Spring Hill Rising: 2040:** No changes are proposed that would alter the site’s consistency with the Spring Hill Rising 2040 comprehensive plan.

**Access:** Phase 1 A is accessed via Kedron Parkway and School Street. Once additional phases are complete, access will be provided to and from Main street via two access points through the commercial area. The applicant is also proposing pedestrian access for residents along Elm Street to access the commercial establishments. This pedestrian access will be provided in Phase 1 B.

**Bulk and Area:** The plan complies with bulk and area requirements of the preliminary master plan and the underlying base zoning of R-4 as approved in the PD for the 81 single-family lots included in this phase (Exhibit D) with one exception. The minimum lot size for single family is set at 5,000 sq. ft. Lots 1-9 on the preliminary plat are currently shown as 4,000 sq. ft. and need to be increased to comply with the Planned Development.

For the overall project, the commercial uses shall comply with underlying base zoning, C-1 Commercial. The residential areas of the development are to be held to the R-4 and R-6 zoning districts, as amended with the PD application. The single-family residential lots shall adhere to R-4 zoning district and the Cottages, Townhomes, Multi-Family Apartments and Residential Above Retail units are required to comply with the R-6 zoning district, per Exhibit D.

**Phasing:** The applicant has submitted a four-phase plan demonstrating the buildout sequence of the development. The first phase contains a majority of the residential units, as these new units will drive demand for the commercial and hospitality uses. The first phase has been divided to include a Phase 1 A and 1 B. Phase 1 A consists of single-family lots and open space improvements around the lake, while Phase 1 B will contain the multi-family dwellings and cottage homes. All of the infrastructure for Phase 1 (A & B) is proposed to be installed with Phase 1 A.

**Building & Site Design:** The overall site is designed with a mixture of uses and utilizes a “New Urbanist” approach with the development being a mixture of Transect 4 (General Urban Zone) and Transect 5 (Urban Center Zone) urban design. Phase 1 A includes 81 single-family lots along the north and north east portions of the development. The main access road onto Kedron Road is proposed, which will ultimately connect into Phases 3 & 4 at the proposed roundabout. The single-family homes will also have a direct access road connecting to School Street.

The applicant has provided a “Residential Design Guidelines” booklet that details the various site requirements, standards and architectural styles proposed in this Phase 1 A planned development final application. Building styles and detailed standards are provided, as well as images showing examples of the applicant’s vision. The proposed “Acceptable Exterior Materials” are consistent with or exceed the requirements of the UDC. Staff has stressed to the applicant the importance of the developer’s ability to adhere closely to the concepts, architecture, and materials displayed in the images. Primary enforcement of these Design Guidelines will be by the developer. General aesthetic regulations are outlined and deal with everything from statues, temporary structures and planters.
Streets and Sidewalk: The plan calls for the creation of private roads, public roads, alleys, sidewalks, walking trails, and pedestrian connections. The use of alleys is helpful in creating walkable residential areas and staff supports this kind of arrangement for a “downtown area” development. The applicant also identifies in their phasing plan and on the site plan a pedestrian sidewalk connection to Battlefield Park across Kedron Road with pedestrian crossing signage. The applicant is also proposing to extend a sidewalk on the east side of School Street as far north as possible. School Street is being widened with Phase 1A. The streets and alleys within Phase 1A are all private.

Lighting: Regarding lighting pertaining to the 81 single-family lots, lighting has been outlined in the Residential Design Guidelines booklet. Except for seasonal holiday decorative lighting, all other exterior lights must be approved by the development’s Design Review Committee (DRC) prior to installation.

Landscaping & Buffering: The applicant has provided a landscape plan that is consistent with the planned development preliminary plan. The applicant is providing the necessary buffer yards and street trees consistent with the Planned Development. The tree line on the north side of the property and abutting the lots that front on McLemore Ave is proposed to be preserved and will also include a 15’ landscape buffer that will run along the rear of the lots. An additional 15’ buffer is provided between the development and Elm Street to the east. The tree line on the south side of the property that buffers the existing lake from Kedron Road is also proposed to be preserved.

Open Space & Amenities: Phase 1A includes a central open space within the residential area and a pool/clubhouse for the residential single-family homes. The proposed community park (Park Commons) fronting the existing lake is also included in Phase 1A. As indicated during the preliminary application, the lake front park will be open to the public, managed by an association that is a combination of the commercial association, multi-family association, and the single-family association. A 12’ wide pedestrian trail (Downtown Greenway) is proposed to start along Kedron Road and head up and around the lake, where it will ultimately extend along the southern side of the development and will connect into Main Street. The applicant has provided locations for signage along this trail. Phase 1A only includes the portion of trail from Kedron to the community park at the northern end of the lake.

Bicycle & Greenway Plan: The Bicycle and Greenway Plan shows Kedron Road as a proposed greenway for the Downtown Greenway, which follows the floodway. The Downtown Greenway will wrap around the existing lake and will continue south and to the west towards Main Street. Phase 1A includes the connection of the Greenway with Battlefield Park across Kedron Road (with a crosswalk) and extending up to the community park.

Recommendation: Staff recommends approval of the Final Planned Development and Amenity Plan (PDF 861-2020) for Kedron Square (formerly Tennessee Children's Home Mixed Use Development) subject to the following conditions:

1. All residential lots shall contain a minimum of 5,000 sq. ft.
2. All road and infrastructure improvements noted in Exhibit E, Road and Utility Improvements by Phase, shall be provided as required by Ordinance 19-25.
3. The Kedron Square Residential Design Guidelines are accepted and approved for the development.
4. Development of Phase 1A shall be consistent with all prior approved exhibits of the Kedron Square (Tennessee Children's Home) PD.
5. Water Department must meet with the site engineer prior to the water plans being sent to TDEC.
PHASE 1A - FINAL PLANNED DEVELOPMENT

KEDRON SQUARE
(PREVIOUSLY TENNESSEE CHILDREN'S HOME)
MIXED-USE DEVELOPMENT

SPRING HILL, MAURY COUNTY, TENNESSEE

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DEVELOPER
KEDRON SQUARE RE, LLC
(c/o SR RESIDENTIAL PARTNERS)
1616 16th Avenue South
Nashville, TN 37212

CIVIL ENGINEER/ARCHITECT
Catalyst Design Group
1110 12th Avenue South
Nashville, TN 37203

COVER

C0.0
LANDSCAPE NOTES:
- Refer to Sheet LG.3 for detailed site landscape.
LANDSCAPE NOTES
1. SEE OVERALL LANDSCAPE PLAN FOR STREET TREE LOCATIONS, TYPES, SIZES AND QUANTITIES.
2. SEE L2.0 FOR PLANT SCHEDULE, TYPES, SIZES AND QUANTITIES.
LANDSCAPE NOTES:

1. SEE L2.0 FOR PLANT SCHEDULE, TYPES, SIZES AND QUANTITIES.
2. SEE OVERALL LANDSCAPE PLAN FOR STREET TREE LOCATIONS, TYPES, SIZES AND QUANTITIES.
### PLANT SCHEDULE

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<td>Phlox x <code>Cloudburst</code> / Cloudburst Phlox</td>
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<tr>
<td>10</td>
<td>Liriope muscari / Lilyturf</td>
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<td>Hypericum calycinum <code>Brigadoon</code> / Brigadoon Aarons Beard</td>
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<td>Pennisetum alopecuroides&quot; Moudry&quot; / Fountain Grass</td>
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<td>Nyssa sylvatica <code>Wildfire</code> / Black Gum</td>
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<td>Vinca minor <code>Illumination</code> TM / Illumination Dwarf Periwinkle</td>
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**RESERVED**

### KEYNOTES

- PREP DEPTH
- CODE
- DESCRIPTION
- 1. SCARIFY THE EDGES OF THE EXCAVATED PIT AND TAKE ALL FOR A MINIMUM OF TWO YEARS FROM THE DATE OF PLANTED OUTSIDE THE LIMITS OF IRRIGATION EVERY SUCH NEEDED MEASURES TO ASSURE ADEQUATE DRAINAGE.

**NOTES:**

- BACKFILL EXCAVATION WITH TOP 8" NON-BIODEGRADABLE WRAP COMPLETELY.
- FOLD DOWN OR CUT AND REMOVE THE TOP 3" DEEP MULCH IN SOIL RING AREA CLEAR TRUNK TO HEIGHT SPECIFIED.

###ランドスケープ詳細

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KEDRON SQUARE
TOWN CENTER
SPRING HILL, TENNESSEE

Residential Design Guidelines
Residential Design Guidelines

Introduction

Kedron Square, located within the greater downtown area of Spring Hill, Tennessee, seeks to create a residential community where one can relax and renew. It will be a community which respects the area’s natural character through thoughtful planning, design, and construction. The following standards are meant to translate this community vision into a set of clear guidelines for builders and homeowners, to help ensure a successful, cohesive community. Please keep in mind that these guidelines do not supersede local jurisdictional authorities and their specific requirements.

This guide is organized as follows:

• **Design Review Process:** A summary of the review submittal requirements and process that will be administered by the Design Review Committee, or ‘DRC’.

• **Siting Requirements:** Home Site Layout Design Standards.

• **Architectural Styles and Standards:** These guidelines will help keep the final form of the building consistent with its design intent and within the communities overall vision.

• **General Aesthetic Regulations:** Guidelines regarding general maintenance of the aesthetic vision of the community.
Preliminary Review

A review and approval is required before the design is finalized. This is to ensure that the design meets the necessary criteria as described below before construction documents are finalized, and so that DRC feedback can be incorporated into the final documents in a timely and efficient manner. In addition, the Builder may elect to reserve exterior material selections at this stage, if they are included in the preliminary submittal package. Once all required items are received, DRC typically will complete and return the review within 7 days. In addition to receiving a marked-up set of plans for review and use for the final documents, you are encouraged to further discuss any pertinent issues with DRC.

Preliminary Review Submittal Package:
The following is to be emailed in digital PDF format.

____ Completed application form.

____ Preliminary Site Plan (1” = 40’ minimum scale) showing lot fit, retaining walls (if required), grading, and drainage plan

____ Preliminary architectural plans (hand-drafted or CAD) to scale.
  • All Floor Plans with overall dimensions; Roof Plan with roof slopes noted
  • All exterior elevations with roof slopes and major materials noted.
  • Approximate area calculations.

____ Optional drawings: 3-D views, sketches, inspiration images, etc.

Preliminary Review Criteria:
• Massing, Style Consistency, Character appropriate to Community Vision.
• Site: Overall site strategy, lot fit, driveway location, retaining walls, drainage plan, other significant features.
• Driveway location: if, because of the sewer tap location, the driveway is on the approach side, then appropriate mitigation strategies will be discussed at this point
• Review of high-impact elevations if applicable (Corner lots, Terminus lots, etc)
• Appropriate use of materials
Final Review

DRC typically will complete the review within 7 calendar days of submittal. In addition to a marked-up set of plans, dialogue with the builder or client is very beneficial to the success of the project. With final approval of the submittal package, the builder may proceed with construction.

Final Review Submittal Package:

____ Completed application form.

____ Final Site Plan, 1” = 40’ minimum scale. Include setbacks, drainage plan, driveways, walks, fences, walls, patios, decks, pools, other secondary structures, and existing trees over 4” dia., labeled to be saved or removed.

____ Landscape Plan (may be combined with site plan)

____ Completed material selection sheet.

____ Full and final set of Architecture construction documents, fully noted and dimensioned to include:
  • Foundation Plan
  • Floor Plans. Include all secondary structures, decks, patios, terraces, etc.
  • Roof Plan
  • Exterior Elevations
  • Exterior Details

____ Cut sheets/product information and additional details as requested by DRC.

Final Review Criteria:

• Preliminary review criteria listed above
• Exterior details
• Further product information or details that is requested by DRC
• Consistency with approved preliminary design
The first step in the site specific design process is understanding the characteristics and parameters of the lot in order to determine the appropriate design strategies to both maximize the use of the lot but also contribute to the overall streetscape. The following site guidelines will aid in this process, which are subject to DRC review and approval. Note that the Builder must also abide by site design requirements of the local jurisdiction.

**Site Utilities:**
- Site Utility design and installation to each lot shall be per developer and consistent with local jurisdictional standards.
- All HVAC and electrical equipment must be screened with plant materials or DRC approved screen wall.

**Siting the Home:**
- Setbacks and easements are provided on the approved plat. Locate fronts of houses in order to create a consistent streetscape with limited variation. Treat front setbacks similar to “build-to” lines.
- House design shall take into account the topography of the site. New grading shall be consistent with the natural terrain to the greatest extent possible.
- Steps may encroach into the front and side setbacks unless such encroaches into a utility or P.U.D.E easement.
- While it is recommended that stairs be broken up by landings at approximately 5 riser intervals, the maximum allowable continuous run is 8 risers.
- Maintain an 18” minimum front porch or front stoop F.F.E. to grade so that homes sit out of ground and not as a slab on grade house.
SITE REQUIREMENTS

Special Lot Conditions:

The following lot types require special attention and consideration in the house siting, massing, and detail. These lots are high visibility lots and will typically require a two story massing, porches wrapping the corners of homes, special siting of the house massing, etc. These lot types are broken down into the following specific types:

- **Corner Lots**
  These homes typically have two main sides exposed and therefore need special care as to how they are addressed in the streetscape. It is common that there be a porch wrapped on the corner to help transition the main façade to the side. Also, because so much of the front and side elevations are exposed to view there needs to be a higher level of detail on the two street facing facades. Additionally, the garage views need more care due to two sides of the home being exposed. This can be done through a higher level of garage door being used, a side loaded garage condition, a recessed garage door, etc.

- **Lots Across from Open Space**
  Because these homes are open to a higher level of scrutiny with their greater exposure to longer views, these homes should be designed with a higher level of care in the architectural massing and detail. This is commonly done with two story massing in order to strengthen the enclosure of the streetscape.

- **Terminus Lots**
  Those lots that terminate the view on a street to the end of a street. The main body of the house should occupy the terminus view and not a garage front. This may mean a mirroring of a house plan in order to make sure that the garage doors are not the focus.
Repeat Policy:

It is anticipated that a few selected builders may construct many of the homes in this community. Therefore, it is necessary to establish an appropriate repeat policy within the community to help ensure the level of variety expected for this development:

- The same floor plan can be used, if desired, adjacent to the same plan if the exterior elevation is significantly different as determined by the DRC.
- The same exterior elevation cannot be repeated closer than six houses away on either side or across the street. That includes if that same elevation is requested in a different color scheme.
- It is the desire of the developer that the community also have variations in material colors and tones and therefore having a streetscape of one-color tone (i.e.: all white) is not desired and should be avoided.

Decks, Patios, and Outdoor Structures

- Design of decks, patios, and outdoor structures such as gazebos, arbors and sheds are to be held to the same design standards as the rest of the home and shall be fully documented in the construction documents.

- Stabilization methods must be followed to prevent soil erosion below deck floors.

Swimming Pools

- The design of pools, including screening, fencing and lighting, is subject to DRC approval and shall meet governing codes. No above-ground pools will be allowed.

- Mechanical equipment for pools must be screened from view and placed so that its noise is not intrusive to neighbors.

- Pool lighting shall be designed so as not to be intrusive to neighbors.
ARCHITECTURAL STYLES AND STANDARDS

The overall architectural character of the community will be determined by the various decisions that go into each home’s design. The following architectural guidelines are intended to help keep the final form of each home consistent with the overall design intent and within the community’s vision. Please keep in mind that these guidelines are meant to encourage creative design solutions and that DRC decisions will be made in light of the home’s particular design requirements.

Within the simplicity of each home’s massing and overall expression lies potential for a great diversity of form and stylistic expression.

A successful home’s design depends on maintaining consistency in detailing and massing on all visible sides and keeping the massing simple and logical. The material choices need to be simple and true to the architectural style.

Before committing to an architectural design, please ensure that it meets site plan requirements as outlined in the Site Requirements section.

Architectural Styles:

The Architectural character of Kedron Square is based on multiple styles that are found in the quintessential small-town communities found in Tennessee. These styles include both traditional and romantic styles of residential architecture.

Traditional styles include Colonial Revival, Georgian, Classical Revival, American Farmhouse and Italianate. The Romantic styles include Craftsman, English Romantic and Folk Victorian.

Fresh and new interpretations of the precedent historic styles, following fundamental architectural principles of scale, massing and details are encouraged. No single home should stand out in the streetscape but together create a cohesive, well-conceived streetscape. The goal is to create a harmonious streetscape of well-designed homes that complement each other and creating an authentic sense of place while providing a unique identity.

Architectural details should be simple, yet well executed.

The following briefly describes the overall architectural principles that should inform the design process and contribute to a home’s timeless value.

Massing and Planning:

• All visible sides of each home must have the same attention to massing and detail.

• Homes should have a clearly defined “main body” with smaller “secondary elements such as garages, wings, porches and breezeway connectors. Appropriate variation in scale and materials between main and secondary elements is encouraged to suggest that these elements have been added over time.
Massing and Planning (cont.)

- Garages need to be thoughtfully designed so as not to diminish the architecture.

- While the front or street facing elevation is the most aesthetically important face, there should be design continuity with the sides and rear elevations with consistent massing, materials and roofing.

- Minimum floor to ceiling heights shall be 10'-0" on first floor and 9'-0" on second.

Roofs

- Main roof pitches should be appropriate to the stylistic expression of the house, and will be reviewed for its appropriateness to the style, and consistency on all sides.

- Membrane roofs such as EPDM or TPO are acceptable on portions of a house where a flat roof is required and the material is not visible from a public right-of-way or neighbor’s yard. Otherwise metal (standing seam or welded) roofs are required.

- Overhang depths shall be consistent with style. Exposed rafters (either left exposed or wrapped with soffit) are encouraged as appropriate to style. Approved materials are wood or Cement Fiber. Aluminum or vinyl soffit material is not permitted.

- Dormers should be consistent with the style of architecture. When located at a non-habitable interior space, they must be provided with appropriate window treatment (such as painting the inside face of glass a dark color, etc.) so as not to expose roof framing to view.

- All exposed roof accessories (stack vents, attic ventilators, etc.) shall be located as much as possible away from visibility from a public right-of-way.

- Skylights: Acrylic dome or bubble skylights are not permitted. Flat glass skylights are permitted when not visible from the street.

- ‘Pork Chop’ gable ends are not permitted at eave returns. Only traditional eave returns appropriate to style are allowed.
Garages

As mentioned in the previous section, Garages need to be thoughtfully designed so as not to diminish the main house architecture.

• There shall be a two-car garage minimum.

• No Carports will be permitted.

• Front-facing garage doors shall be individual 8'-0" tall and 9'-0" maximum width doors, with one or more of the following per DRC approval:
  • Be recessed 12" minimum from face of garage wall;
  • Have a trellis or shed roof with brackets;
  • Have a significant overhang of the garage roof;

• Motor-Courts, with the garage(s) in front of the house will not be permitted.

• Living space is acceptable above the garage. As a general rule, the ridge line must be a minimum of 3'-0" below main ridge line of house and massing must be otherwise subordinate to the main massing.
Foundations and Chimneys

- House and porch foundations shall be masonry material of brick, stone, or painted brick. Exposed CMU is not acceptable.

- Chimneys typically shall be built with brick, stone or hard coat stucco veneer materials. Other materials such as cement fiber board will be decided on a case-by-case basis (as long as they are not visible from the street).

Porches and Columns

The Porch design shall be consistent with the architectural style of the house. Large generous porches are encouraged, in keeping with the style of the home.

- Porches shall be a minimum of 6’ deep though an 8’ depth is preferred to encourage use.

- Porches more than 30” above grade shall have railings (per code).

- Porch railings shall be of a material and design compatible with the style of the house.

- Vinyl or aluminum railings are not permitted.

- Screened porches are not allowed on the front of the home.

- Canvas awnings are not allowed.

- Porch decking may be concrete, brick, stone, wood or composite wood.

- Porch foundations shall be piers or continuous foundation and may be open with screening (lattice, etc.) or a continuous wall.

- Columns shall be wood, masonry or a composite material appropriate to the style of the house and properly detailed consistent with the house style and to protect against water intrusion.
Windows and Shutters

- All major vertical surfaces shall be articulated with windows as is appropriate so that large solid facades do not face a street or immediately adjacent to a street view.

- Bay windows must either extend to the ground or be supported with brackets sized to visually support the structure.

- Shutters must be half the width of the window and the same height as the window so that if closed they would cover the window they are flanking.

- All windows shall have clear glass. (Note: this does not exclude Low-E glazing)

- Window types: Single, Double Hung, Casement, Fixed. Other types per DRC approval.

- Window materials: aluminum clad, vinyl clad, solid vinyl, and painted wood. Materials will be reviewed by DRC according to the style of home.

- Window grids: SDL (simulated divided lites). Grid pattern shall be consistent on all sides. GBG (Grid Between the Glass) is not acceptable

- Brick Mould and trim shall be reviewed on a case-by-case basis, depending on the design intent.

- Transoms must have a minimum glass height of 12” and will be incorporated as a single unit with unit below by way of trim. Brick between transom and door/window unit below is not acceptable.

- Exaggerated design elements such as keystones are discouraged. If allowed, they shall follow traditional design principles.

- Lintels shall extend 4” beyond the window opening.

- Window selection (materials, type, trim package, etc.) is required as part of the final submittal package.
Doors and Entries

- Front primary entrance door shall be easily identifiable from the street.
- Front entrance door shall be 8’-0” height min. if no transom is used. If transom is used a 6’-8” door is allowed.
- Double-entry doors will be reviewed on a case-by-case basis and should be appropriate to the home’s design.
- Transoms must have a minimum glass height of 12” and will be incorporated as a single unit with unit below by way of trim.
- Door selection is required as part of the final submittal package.

Exterior Walls and Trim

Acceptable Exterior Materials:

- **Brick** should be of a traditional color and size with minimal blends. Brick color & detailing should be appropriate to the architectural style of the home. (Painted Brick is an acceptable material.)
- **Faux Stone** will be decided on a case by case basis. Sample material must be submitted to DRC.
- **Stucco** must be hard-coat stucco. Synthetic stucco (EFIS) is not allowed.
- **Siding**: Painted or stained, wood or cementitious (smooth texture only), bevel or lap. 3” min. to 6” maximum exposure as appropriate per DRC approval.
- **Board & Batten**: painted or stained, wood or cementitious.
- **Shake Shingles**: Painted or stained wood (cementitious shake is not acceptable)
- **Other material choices** may be submitted for consideration, subject to DRC approval.

- Maximum of two major materials (stone, brick or siding) per home. Exceptions are subject to DRC approval.
- Transitions of materials should respond to the massing and hierarchy of the design of the home. Changes in materials must occur at inside corners or at horizontal trim bands/ masonry cap ledges and should be visually logical.
Exterior Walls and Trim (cont.)

- Trim shall be smooth, high quality finished grade stock, stained or painted. Corner boards shall be a minimum of 5.5” wide. (CPVC or similar hybrid trim material is acceptable)

- Colors are encouraged to be consistent with the style of house. DRC will encourage a diversity of color selections to maintain a varied streetscape
GENERAL AESTHETIC REGULATIONS

The following requirements apply to all residential lots within Kedron Square unless a written variance has been granted by the Design Review Committee (DRC).

Accessory Buildings:

Accessory buildings and structures (including gazebos, arbors, trellises, greenhouses, cabanas, and storage buildings) must be approved by the DRC. If approved, such structures must be of the same or complimentary color, material and architectural style as the main residence or of a color, material and style that is generally recognized as complementary to that of the home.

An accessory building’s roofing material should complement that of the main residence. Accessory buildings shall, generally, be located in the rear yard; they may not be located within an easement area, shall not unreasonably obstruct any adjacent neighbor’s views and may require adequate landscape screening.

Clotheslines:

Clotheslines shall be prohibited except when approved, in writing, by the DRC.

Compost:

One compost pile, measuring no more than three feet in diameter and three feet in height, may be permitted in the rear yard if adequately screened by approved plantings and/or fencing so as to be concealed from view of neighboring residences, streets and common open spaces. Owners shall be responsible for ensuring that compost piles do not emit odor or attract pest animals or insects.

Dog Runs and Pens:

Dog runs or animal pens shall be prohibited except when approved, in writing, by the DRC.

Flags and Flagpoles:

Freestanding flagpoles are prohibited. Flags visible from the exterior of a dwelling may be hung only on flagpoles which are no more than six feet in length, no more than three inches in diameter, and mounted on the exterior wall of the dwelling. Flags shall not exceed 4’ x 8’ in size. Flags, which are intended to or tend to incite, antagonize or make political statements in the DRC’s judgment, shall not be permitted. Flags shall be maintained in good condition and shall not be displayed if mildewed, tattered or severely faded.
HVAC Equipment:
Rooftop or window air-conditioning units shall be prohibited. Condensers or other external HVAC equipment located on the side of the house must be screened from view with shrubs, masonry walls or other opaque materials complimentary to the architecture of the house and must be approved by the DRC.

Lighting ( Exterior):
Except for seasonal holiday decorative lighting that is installed and removed within a holiday season, all exterior lights must be approved by the DRC prior to installation.

The DRC may take into consideration the visibility and style of any exterior lighting fixture and its location on the home. Exterior lights shall be conservative in design and as small in size as practical. Lights shall be directed toward the house or landscape and limited in wattage. Low voltage, LED lighting is preferred and encouraged. General flood lighting is not permitted. Lighting should not create a nuisance for neighbors.

Ponds and Fountains:
It is the responsibility of the Owner to ensure that the installation and use of any ponds or fountains conforms to all applicable codes and governmental regulations. No water feature, including Ponds or Fountains, may be constructed without prior approval of the DRC and appropriate local and state agencies (as required).

Recreational and Play Equipment:
Recreational Equipment must be located within the building setbacks. Basketball goals must be portable and shall consist of metal poles and glass backboards. Basketball goals are not permitted to affix to the home. The location of backboards shall be subject to review based on proximity of the goal to property lines, neighbors’ living areas, landscaping and vehicles. All play equipment must be brought inside or in a rear yard at the end of the day.

Swing sets and playhouses of neutral or natural colors are preferred. These elements must be located directly behind the footprint of the house or must be screened by landscaping or fencing so that they are concealed from view of all streets, neighbors and open spaces. Wooden play sets are preferred. Materials and location of swing sets or playhouses must be approved by the DRC.
GENERAL AESTHETIC REGULATIONS

Statues and Yard Ornaments:
DRC approval is not required for the rear-yard installation of any statues or bird baths which, including pedestal, stand no more than three feet tall, and is no more than 24 inches in diameter. Any statues or bird baths that connect to running water shall be considered a fountain and will require submittal to and approval of the DRC.

All other statues or yard ornamentation shall be permitted only with prior DRC approval.

Temporary Structures:
Temporary structures are prohibited without prior approval with one exception. Camping tents, used for occasional backyard camping by children, shall be permitted without prior approval provided they are not left standing for longer than 72 hours.

Trash Containers:
Trash containers shall be enclosed or screened from view of adjacent property and street at all times other than during trash collection. Trash containers shall be kept in a clean, sanitary condition.

Window Boxes and Planters:
Window boxes and planters on the exteriors of dwellings must be approved, in advance, by the DRC. If approved, they shall be of a color and material complimentary to the dwelling exterior and shall be maintained in a neat and attractive condition. Brightly colored plastic planters are not permitted. Dead, diseased or dying plant material and weeds shall promptly be removed from window boxes and planters.
DISCLAIMER: Prices, plans, artists’ renderings, photographs, land uses, dimensions, specifications, improvements, materials, amenities and availability are conceptual and are subject to change without notice. The presentation of these materials herein does not constitute any representation or warranty by SR residential Partners and may not be relied upon by any person or entity. Nothing referenced herein constitutes an offer or solicitation of any kind. The development of this community is expected to take many years. It is likely that the developer’s master plan will be modified from time to time, to take into account different market conditions and changes in circumstances. The developer reserves the right to modify or abandon the plans for the development of this community at any time without notice.
PPL 865-2020: Submitted by Catalyst Design Group for Kedron Square Phase 1 A (Tennessee Children’s Home Mixed-Use Redevelopment). This planned development is located at 804 Branham Hughes Circle and this phase contains approximately 60.30 acres. The applicant requests preliminary plat approval for 81 single-family lots. Requested by Catalyst Design Group.

Plan Update: The applicant’s resubmittal included a revised preliminary plat document and response to staff’s comments in the work session.
1. Additional phasing lines have been added
2. Typical setbacks have been added to the plat.
3. Typical Lot Details have been revised.
4. Select easements have been shown. Additional easements will need to be reflected on the final plat.
5. Minimum lot area in sq. ft. is shown in the site data table. The minimum approved for this development is 5,000 sq. ft. The 40’ wide lots are proposed as 4,000 sq. ft. These will need to be revised to a 5,000 sq. ft. min.
6. The list of lot numbers by size is in the site data table on Sheet 1/5.
7. The Downtown Greenway width has been revised to 12’.
8. Live work units are shown as Phase 1B.
9. Other items have been addressed, including right-of-way dedication.

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

The Board of Mayor and Alderman approved the preliminary development plan (PDP 673-2019) for the Tennessee Children's Home on September 16, 2019 (Ordinance 19-25) with the conditions below. Staff has provided notes where applicable.
1. All on-site and off-site water distribution and sanitary sewer collection infrastructure is the responsibility of the developer. All green items shown in Exhibit E shall are considered blue in accordance with this condition.

2. All right-of-way on Kedron and Main Street shall be dedicated at preliminary plat. To be platted with the Phase 1A final plat.

3. All off-site improvements within the existing right-of-way for School Street, from McLemore to the development site, shall be constructed as part of Phase 1. Such improvements shall include a 22-foot wide asphalt pavement section without curb and 5-foot wide concrete sidewalk on at least one side, side to be determined during site plan or subdivision review. If sufficient right-of-way exists a sidewalk shall be provided on both sides. Will be done with Phase 1A. If right-of-way exists on School Street a sidewalk will be provided on both sides.
4. At the end of Phase 4, a warrant study shall be performed at the intersection of “A Street” and Kedron Road to review the need for a pedestrian signal and/or traffic signal which shall be provided as warranted by the development.

5. The upstream floodplain west of Main Street will be evaluated and a written evaluation provided to the City for review prior to the preliminary plat. To be provided with Phase 2.

6. **Intersection of Kedron Road and Old Kedron Road** - Provide a separate northbound right turn lane from Kedron Road to Old Kedron Road to include a minimum of 250 feet of storage and modification of the existing traffic signal incorporating a right turn overlap signal phase for northbound motorists. This condition shall prevail over conflicting language in Exhibit E.

7. **Intersection of Main Street and the Middle Project Access** – This project access shall be constructed to include two (2) exiting lanes to be striped as separate left and right turn lanes with the left turn lane to include a minimum of 150 feet of storage and the right turn lane to include a minimum of 100 feet of storage. This project access shall be controlled by a stop sign at Main Street. A northbound right turn lane shall be provided on Main Street at the intersection with this project access to include a minimum of 150 of storage. A traffic signal is not recommended at this location because of the inadequate distance between this project access and the existing traffic signal at Kedron Road that would not provide adequate progression through adjacent traffic signals. To be constructed as part of Phase 2. This condition shall prevail over conflicting language in Exhibit E, and the developer shall not be required to make improvements to Buckner Lane.

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

9. **Intersection of Kedron Road and the Two (2) Western Project Accesses** - These project accesses shall be constructed to include two (2) exiting lanes to be striped as separate left and right turn lanes to include a minimum of 100 feet of storage. These project accesses shall be controlled by a stop sign at Kedron Road. Eastbound left turn lanes and westbound right turn lanes shall be provided at both project accesses on Kedron Road with each turn lane having a minimum of 100 feet of storage. The southerly most access to be constructed as part of Phase 1; the northerly most access to be constructed as part of Phase 2.

10. **Right-of-Way Along the Frontage of the Project Site** – Main Street and Kedron Road are both designated as “Arterials” in the Major Thoroughfare Plan 2019 thus requiring 95 feet of dedicated right-of-way (47.5 feet either side of the roadway centerline). Additional right-of-way dedication shall be provided on both Kedron Road and Main Street in order to provide the required right-of-way in order to facilitate future widening and turn lane(s) construction that is not currently warranted. To be platted with the Phase 1A final plat.

11. **School Street** – There will be a negligible amount of site-generated traffic entering and exiting the project site at School Street during peak hours. However, for safety reasons, 2 – 11-foot driving lanes shall be provided on School Street from McLemore Avenue to the project site.
12. The preservation of existing vegetation along Kedron Road, between the two driveways and along the multi-family site boundary shall be reviewed during the site plan review process.

13. The Use Matrix in Exhibit D shall be amended to remove Drive Through Facility as a Special Use.

14. The Use Matrix in Exhibit D shall be amended to change the Principal Uses of Bar, Micro-Brewery/Distillery/Winery, and Winery to Special Use.

15. The Use Matrix in Exhibit D shall be amended to remove Retail Liquor Store as a Permitted Use.

**Bulk and Area Requirements:** Lots included on the preliminary plat are consistent with and reflect the approved planned development preliminary Master Plan, with the exception of the minimum lot size for the 4,000 sq. ft. lots. Phase 1 A includes several existing buildings. The buildings in Open Space 5 will be removed prior to recording, to make room for the pool and amenity building.

**Streets and Sidewalks:** The main access to the site is via Kedron Square Blvd. off of Kedron Road. An additional access road is shown connecting into School Street. School Street is proposed to be widened consistent with preliminary master plan approval. A sidewalk will also be added along School Street. If right-of-way permits a sidewalk is required on both sides of School Street.

All internal streets are private and include 50’ of r/w. All streets will be constructed to local street standards and include 5’ wide sidewalks on both sides of the streets with the necessary ADA Ramps. Roads and alleys located within the development should be named to enhance wayfinding and emergency response. Street names shall be submitted to Spring Hill GIS and Maury County for review and approval prior to final plat.

**Open Space & Amenities:** Phase 1 A includes a central open space within the residential area and a pool/clubhouse for the residential single-family homes. The proposed community park (Park Commons) fronting the existing lake is also proposed with Phase 1 A. As indicated during the preliminary application, the lake front park will be open to the public, managed by an association that is a combination of the commercial association, multi-family association, and the single-family association. A 12’ wide pedestrian trail (Downtown Greenway) is proposed to start along Kedron Road and head up and around the lake, where it will ultimately extend along the southern side of the development and will connect into Main Street. The applicant has provided locations for signage along this trail. Phase 1 A only includes the portion of trail from Kedron to the community park at the northern end of the lake.

**Landscaping & Buffering:** The applicant has provided a landscape plan that is consistent with the planned development preliminary plan. The applicant is providing the necessary buffer yards and street trees consistent with the Planned Development. The tree line on the north side of the property and abutting the lots that front on McLemore Ave is proposed to be preserved and will also include a 15’ landscape buffer that will run along the rear of the lots. An additional 15’ buffer is provided between the development and Elm Street to the east. The tree line on the south side of the property that buffers the existing lake from Kedron Road is also proposed to be preserved.

**Bicycle & Greenway Plan:** The Bicycle and Greenway Plan shows Kedron Road as a proposed greenway for the Downtown Greenway, which follows the floodway. The Downtown Greenway will wrap around the existing lake and will continue south and to the west towards Main Street. Phase 1 A includes the connection of the Greenway with Battlefield Park across Kedron Road and extending up to the community park.

**Recommendation:** Staff recommends approval of the preliminary plat for Phase 1A of Kedron Square subject to the following conditions.

1. The open space north of lot 59 will be extended west to School Street with the live-work lots in Phase 1 B.
2. Right-of-Way required for School Street, Main Street, and Kedron Road is to be dedicated with the final plat for Phase 1A.
3. If the right-of-way for School Street is sufficient, a sidewalk is required on both sides of the road. Label the R/W width for School Street.

4. Preliminary plat approval shall remain valid for a period of three (3) years, during which time the applicant/developer shall obtain all necessary permits, complete all applicable improvements, and submit final plat applications for review and approval.

5. Modifications to the preliminary plat may require Planning Commission approval prior to submittal of a final plat application.
FPL 862-2020: Submitted by Wilson & Associates for Dartford Phase 2. This property is zoned R-2 and contains approximately 11.28 acres. The applicant requests final plat approval for 31 single-family lots. Requested by Joey Wilson.

Plan Update: Following the work session a revised final plat was submitted containing a legal description for the centerline of the Peter Jenkins Trail as requested by the Planning Commission. Changes to certificate boxes and notes were made as requested.

Property Description and History: This undeveloped property is located southwest of the intersection of Duplex Road and Port Royal Road. Phase 1 of Dartford is zoned R-6 and developed as a single-family subdivision. Phase 2 is zoned R-2, single family and proposed as an extension of the single family in Phase 1. An impaired stream traverses through the property. The surrounding land use is primarily single-family residential to the north and southeast; vacant commercial to the east and northeast; townhomes being constructed to the west; and multi-family to the southwest.

In July of 2016, the Planning Commission approved a neighborhood concept plan (NCP 227-2016) for Slayton Cove including a combination of attached and detached lots for a total of 175 dwelling units with conditions of approval related to phasing, timing, and infrastructure improvements. Previous names of the development were Monrovia Park and Slayton Cove. A preliminary plat (PPL 439-2017) was approved by the Planning Commission on December 11, 2017 with four (4) conditions of approval which have all been addressed.

Bulk Requirements: The proposed lots are compliant with the bulk and area requirements of the R-2 zoning district. Plat certificates have been revised as requested.

Streets and Sidewalk: The property abuts Duplex Road on the north. This road has been the subject of a TDOT and City of Spring Hill road widening project for the last several years and is set to be completed in the next few months. This work includes a 5’ sidewalk in the right-of-way. No improvements to Duplex Road were required as part of preliminary plat approval. Right-of-way is indicated as 47.5’ from centerline which is sufficient.

This phase includes three Internal streets, Posada Court and Sercy Drive and Victoria Lane. Victoria Lane provides access to Duplex road while Sercy Drive is an extension from Phase One. The street names have been sent to the County for approval. The Spring Hill Fire Department required a minimum 96’ turnaround at the dead-end cul-de-sac on Cadence Court (now Posada Court) for the preliminary plat. The final plat is now showing a diameter of 96’. The 2012 International Fire Code section 503.2.5 requires an approved turnaround for fire apparatus when dead end roads exceed 150’ in length. Infrastructure and road installation is not complete. A performance bond will be need to be approved by the Planning Commission before this plat will be signed for recordation.

Open Space & Amenities: On-site open space is consistent with the approved preliminary plat. This intention is for Phase 2 to use centralized mailboxes in the open space south of Lot 85. The mailboxes will be placed on the backside of the sidewalk and out of the right-of-way. The property includes a large open space area along the western property line which will be owned and maintained by the HOA. No other amenities are proposed with this phase.
**Landscaping and Buffering:** Landscaping is proposed at the entrance of the subdivision at Duplex Road. When adjacent commercial properties are developed, they will be required to provide the required transitional buffers.

**Bicycle and Greenway Plan:** A greenway is shown along the western portion of phase one and two and runs directly behind lots 85-94. The trail has been extended to connect into the sidewalk along Duplex Road. The applicant proposes an 8’ wide asphalt trail in this area within a 20’ wide public access easement (PAE). The centerline of the public access easement has been added to the plat. A 5’ wide sidewalk connection between the trail and the internal sidewalk network is shown between lots 89 and 90 via a 20’ easement.

**Recommendation:** Staff recommends approval for the final plat of Dartford Phase 2 (FPL 862-2020) subject to the following conditions.

1. Road connection to Duplex Road is subject to Public Works and TDOT approval.
2. Note #14 shall be revised to insert that all open space is to be “owned” by the homeowner’s association.
3. All infrastructure and improvements will be completed or a performance bond will be approved by the Planning Commission before this plat will be signed for recordation.
4. Provided that the Final Plat is recorded within one (1) year, approval shall remain valid for a total period of five (5) years from the date of approval, during which time the applicant/developer shall obtain all necessary permits and commence construction. If not signed by the city and recorded within one (1) year the plat expires and is voided.
Dartford Phase 2
DUPLEX ROAD, SPRING HILL
MAURY COUNTY, TENNESSEE
WILLIAMSON COUNTY, TENNESSEE