VIRTUAL MEETING

AGENDA
Regular Meeting

September 14, 2020
5:30 PM

This meeting is being held electronically per Governor Lee’s Executive Order #16 and #51. The opportunity for public comment has been provided through email at PCPublicComment@springhilltn.org and links to this meeting. Emailed comments will be entered into the record for this meeting during the Public Comment.

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 August 10, 2020 Regular Meeting of the Planning Commission.

G. APPROVAL OF THE AGENDA

H. CONSENT AGENDA

1. PC Resolution 20-67 Reduce Maintenance Bond Hampton Springs Ph 4 Sec B.
2. PC Resolution 20-68 Release Maintenance Bond Hardins Landing Ph 3A.
3. PC Resolution 20-69 Release Perf Bond and establish Maintenance Bond Copper Ridge Ph 3 Sec 1.
4. PC Resolution 20-70 Release Perf Bond and establish Maintenance Bond Copper Ridge Ph 3 Sec 2.

I. OLD BUSINESS
1. **STP 864-2020**: Submitted by James & Debbie Whitlock for the Great White Express Car Wash. The property is located at 3003 Belshire Village Drive, zoned C-4 and contains approximately 1.37 acres. The applicant requests site plan approval for a 5,500-sf car wash. Requested by James & Debbie Whitlock.

J. **NEW BUSINESS**

1. **PPL 856-2020**: Submitted by Thomas & Hutton for the Dollar General subdivision. Property is located on the southeast corner of Port Royal and Rice Road, zoned C-4 and contains approximately 4.64 acres. The applicant requests preliminary plat approval to divide the subject parcel into two parcels and established required utility and access easements. Requested by Alan Maher.

2. **STP 857-2020**: Submitted by Thomas & Hutton for a proposed Dollar General on Port Royal Road. Property is located on the southeast corner of Port Royal and Rice Road, zoned C-4 and contains approximately 2.27 acres. The applicant requests site plan approval to construct a 9,100-sf Dollar General store. Requested by Alan Maher.

3. **RZN 868-2020**: Submitted by Gilbert and Jackie Ortega for the rezoning of property on Cleburne Road. The property is located on the western side of Cleburne Road at Parcel ID 060029 00213 and is approximately 500’ north of Spring Hill Middle School. The property is currently zoned C-1 and contains approximately 5.158 acres. The applicant is requesting to rezone the property to I-1. Requested by Gilbert and Jackie Ortega.

4. **RZN 869-2020**: Submitted by Williamson County Schools for the rezoning of a portion of 1724 Wilkes Lane. The property is currently zoned AG and contains approximately 98.038 acres. The applicant requests to rezone a 23-acre portion of the property to IC (Institutional Campus District) in order to construct a new elementary school. Requested by Williamson County Schools.

5. **SPM 871-2020**: Submitted by Crunk Engineering for Sanctuary Bluff (formerly Newport North). The property is located off of Thompsons Station Road E, zoned R-2 and R-6 and contains approximately 24.53 acres. The applicant requests a major modification to the previously approved site plan (STP 481-2018) to redesign the site layout, reduce the multi-family unit totals from 252 to 240, and re-align the New Port Royal Road extension. Requested by Adam Crunk.

K. **OTHER BUSINESS**

L. **COMMISSION COMMENT**

M. **STAFF COMMENT**

N. **ADJOURN**
**External Email**

Concerns with builder of phase 7 hunters point regarding the following:

The street lights in phase 6 were specialty lights ordered and purchased by the builder. He is required to match the lights in our section with the new phase according to our Covenants. Our lights are no longer available (no longer produced). This is a concern of all the property owners in phase 6. Our HOA is due to expire January 1 2021.

My property is adjacent (Directly behind) the settling pond that was built in phase 7. I would like to know who will be maintaining that plot as it is not on my property and I am concerned it could potentially spill over onto my lot or become an eyesore if it is not maintained.

I just informed that the final phase 7 was on the agenda tonight. We have had problems with the builder maintaining phase 7 with weed control and old equipment on this property for the 11 years I have owned my home at 1602 Timberwolf court Spring Hill 37174

Thanks for your consideration and look forward to your email addressing the above issues ASAP.

Sent from my iPad

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

https://www.avast.com/antivirus
All - you have heard this, read about it and will read more on this topic for months to come. Please STOP building new homes, sub-divisions, etc. without creating roads to accommodate the 2+ cars each home will require.

Whoever is in line to gain from the homes, shopping areas, gas stations, etc. does not take into consideration the single line of cars any day of the week trying to get to and from places. This results in speeding, lack of respect, loss of quality of life to name a few outcomes of poor urban planning. It limits visits to the retail areas because people do not want to sit in traffic. The very reasons for growth - profit - is eroded by lack of planning and will lead to lack of home sales - the ultimate driver of revenue for the area.

Sincerely,

Veena Houston
**External Email**

Dear Planning Commission Members,

My name is Matthew Ball & I reside at 2011 Lincoln Road in Spring Hill. This is in the Royalton Woods subdivision. I'm also the current HOA President for Royalton Woods.

I'm writing today regarding item # 1 on the Planning Commission’s agenda for this evening's meeting, 8/24/20. It is PPL 856-2020 Dollar General subdivision.

Our homeowners have strong objection to the approval of this project, for the following reasons:

1) A Dollar General already exists within just a few miles from the proposed site, near Kroger on Port Royal. There is no need for another location in such close proximity.

2) This type of retail simply does not match its would-be surroundings. We fail to see how it serves our subdivision or the surrounding area to have the property developed in this way. We also don't see how this area matches with Dollar General's core customer base.

3) With no current retail on this end of Port Royal except for Walls Grocery, we believe that Dollar General limits future opportunities for commercial development. There are many brands that will not match their stores with Dollar General. The first retailers will set the tone for our side of Spring Hill. It's crucial it be done in a way that upholds the area and the value of the nearby homes.

Thank you,
Matthew Ball
2011 Lincoln Road
Spring Hill, TN 37174
615-406-5297
Ball62202@outlook.com
Royaltonwoodshoa@gmail.com

Sent from my iPhone

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This email has been checked for viruses by Avast antivirus software.
https://www.avast.com/antivirus

PUBLIC COMMENT AGENDA ITEMS

DOLLAR GENERAL
PPL 856-2020 & STP 857-2020
From: Royalton Woods HOA <royaltonwoodshoa@gmail.com>
Sent: Monday, August 24, 2020 7:26 PM
To: PC Public <PCPublicComment@springhilltn.org>
Cc: Matt Fitterer <mfitster@springhilltn.org>; Vincent Fuqua <vfuqua@springhilltn.org>
Subject: Fwd: [External] Re: PPL 856-2020

**External Email**

There is public comment on the item being discussed right now. Please see below.

Thank you,
Matthew Ball

Sent from my iPhone

Begin forwarded message:

From: Vincent Fuqua <vfuqua@springhilltn.org>
Date: August 24, 2020 at 3:41:33 PM CDT
To: Royalton Woods HOA <royaltonwoodshoa@gmail.com>
Subject: Re: [External] Re: PPL 856-2020

Thank you for the email

Get Outlook for Android

From: Royalton Woods HOA <royaltonwoodshoa@gmail.com>
Sent: Monday, August 24, 2020 4:27:18 PM
To: PC Public <PCPublicComment@springhilltn.org>
Cc: Vincent Fuqua <vfuqua@springhilltn.org>
Subject: [External] Re: PPL 856-2020

**External Email**

Dear Planning Commission Members,
My name is Matthew Ball & I reside at 2011 Lincoln Road in Spring Hill. This is in the Royalton Woods subdivision. I'm also the current HOA President for Royalton Woods.

I'm writing today regarding item #1 on the Planning Commission's agenda for this evening's meeting, 8/24/20. It is PPL 856-2020 Dollar General subdivision.

Our homeowners have strong objection to the approval of this project, for the following reasons:

1) A Dollar General already exists within just a few miles from the proposed site, near Kroger on Port Royal. There is no need for another location in such close proximity.

2) This type of retail simply does not match its would-be surroundings. We fail to see how it serves our subdivision or the surrounding area to have the property developed in this way. We also don't see how this area matches with Dollar General's core customer base.

3) With no current retail on this end of Port Royal except for Walls Grocery, we believe that Dollar General limits future opportunities for commercial development. There are many brands that will not match their stores with Dollar General. The first retailers will set the tone for our side of Spring Hill. It's crucial it be done in a way that upholds the area and the value of the nearby homes.

Thank you,
Matthew Ball
2011 Lincoln Road
Spring Hill, TN 37174
615-406-5297
Ball62202@outlook.com
Royaltonwoodshoa@gmail.com

Sent from my iPhone

This email has been checked for viruses by Avast antivirus software.
https://www.avast.com/antivirus
Hello,

We have been watching this meeting online for over 2 hours regarding the Proposed Rezoning_Rezone from AG to IC_1724 Wilkes Ln, Tax Map 53, Parcel 11.00, Williamson County, Spring Hill, Tennessee. We submitted our public comment regarding our concerns on this proposed item. We submitted our Public Comment last week Thursday on 8/20/2020 well before the cut off deadline for this meeting today. Not sure why it was not included. Please include our public comment and please include it as part of the public comments and in the record. (we also included the automatic reply showing that it was received, see below)

Thank you again for your time.

Sincerely,
Mike & Claudia Fiore

Our Public Comment submitted is below:

Proposed Rezoning_Rezone from AG to IC_1724 Wilkes Ln, Tax Map 53, Parcel 11.00, Williamson County, Spring Hill, Tennessee
Spring Hill Planning Dept & BOMA

MC F <jmcf016@gmail.com>
Thu, Aug 20, 7:26 PM (4 days ago)
to PCPublicComment

August 20, 2020

Dear Spring Hill Planning Commission and Spring Hill Planning & Zoning Department,

We are writing to you in regards to the Proposed Rezoning Public Notice we received dated August 14, 2020.

We thank you in advance for the opportunity to express our concerns with the pending application to change the zoning from AG (Agricultural) to IC (Institutional Campus) for a portion of the property at 1724 Wilkes Lane, Tax Map 53, Parcel 11.00, in Williamson County, Spring Hill, Tennessee.

We are very concerned with the pending proposed rezoning application. We need our
community to remain free from unnecessary traffic (i.e., foot, car & school bus congestion),
noise pollution, environmental pollution (part of the McCutcheon Creek flows through the
property located on 1724 Wilkes Ln). Also, not to mention cars using our quiet safe streets
where children play for shortcuts and/or used as parking lots. Making for dangerous and
congested streets with all the added traffic a school would bring to this small community. As it
is, Wilkes Lane is a two lane main street that is used to accommodate the current needed travel
for all tax paying residents within the whole existing area and not only affect those living
within five hundred (500) feet from the proposed rezoning subject site.

In our humble opinion, this proposed application to rezone an AG section of our community to
an IC (Institutional Campus) zone in order to build a school is not the right solution for this
community to solve the problem of overcrowded schools. It would be a huge mistake to over
develop our beautiful city, however, unfortunately, as the saying goes "You do not realize
what you had until you have lost it".

The city of Spring Hill has beautiful natural surrounding landscapes that also is home to
wildlife and it would be a shame to tear it down to make the same mistakes as other
cities/suburbs across this nation have done in the past to accommodate unhealthy growth.
There is a fine line with healthy growth versus overdevelopment where the heart and sanctity
of a community is lost to greed, pushing nature away, taking the natural habitat from wildlife
away and turning neighbors into strangers. Please do not turn our community and our city into
a big overcrowded concrete jungle. Many people today are fleeing from cities/suburbs in this
country that once were beautiful and where neighbors knew each other. Those same suburbs
were once small communities, that were overdeveloped and have become sterile,
overcrowded, crime infested concrete jungles. As a matter of fact, many people today are
fleeing those present mismanaged concrete jungles across this beautiful nation seeking to find
refuge in a beautiful city such as Spring Hill, Tennessee. We implore you to reconsider not
rezoning land to accommodate for more development of housing and schools. Please do not
make the same mistakes as other cities/suburbs made in the past across our nation. We ask that
you keep the subject property above and other AG zoned properties as AG zoned properties.
Not only is it important to house and educate people, but to keep AG zoned lands in order to
be able to also feed people. Those AG zones should be treasured and used for that purpose,
especially during these times. Please keep AG zones, Agricultural Zones. Please use the land
for what it's zoned for, FOOD. We need to invest in and protect our agricultural lands so that
in the time of need we can provide for our residents. We need that more than ever.

Also, in our humble opinion, maybe part of the solution to stop the overdevelopment of land
would be to have some type of regulation where families are able to purchase existing homes
for sale. Where they are not competing with Property Management companies, who then just
turn around and rent out those houses. Then you would welcome families who actually own
the houses that will be invested in our existing communities for many years to come, not just
until their lease is up. This in turn may preserve our natural surroundings, agricultural lands
and reduce the need to continue to build more houses and schools, therefore, helping to stop
the issue of overcrowding schools. There has to be a healthy balance for healthy sustainable
growth in order to preserve what makes Spring Hill, Tennessee special not only for us today,
but for our future generations to come. Thank you for your time.

Sincerely,

Mike & Claudia Fiore
Thank you for providing public comment. Your email comment will be included in the agenda package under public comment section of agenda of the board or commission as part of the Regular Meeting agenda package. No rebuttal remarks or response will be provided by City staff or the board or commission. Thank you for your support and cooperation in utilizing this public comment process.
I have some questions and concerns regarding the property at 1724 Wilkes Lane for Williamson County Schools.

1. Will there be full public access thru the property or will the Thompson Station side of the road be gated shut or closed off completely?

2. How much of Wilkes Lane will be widened and will it include full sidewalks the whole length, not just to end of the property?

3. Does this developer own additional land adjacent to the school property and if so what are future plans for this property?

4. Has the City of Spring Hill openly investigated the possibility of buying the connecting lands for creating more green space? If not why?

Thank you,
Oliver Yelton
1712 Shane Drive
Shannon Glen Subdivision
Good afternoon,

My name is Jennifer Davis. In 2008, my husband Jimmy and I purchased our home in the Shannon Glen subdivision. We fell in love with the location and our community. We have raised our son here.

Since 2008, we have slowly found ourselves literally trapped. We have watched the never ending building around us with no changes to our infrastructure. We have our one way in and out, Wilkes Lane. In morning rush hour we cannot get out. Should we try by Publix, Chick-fila or the risky Tanyard Spring outlet, we are stuck. We are constantly blocked from entering the 31 Main Street traffic due to its backup. The amount of traffic significantly increased for us with the Autumn Ridge subdivision. We witness daily the speeding and reckless driving and have complained to the Spring Hill Police. When you finally win the battle of getting on 31, you have Heritage Elementary and the battle of making it to the Thompson Station light. It is not normal for this to take an hour or more to achieve.

To hear of the proposed elementary school across from us is heartbreaking and frustrating. In reviewing the plans, I see the widening of Wilkes Lane. How does this help the back up of getting onto 31? More importantly, how does this help the flow of the standstill on 31? My assessment is it would be much worse.

It has come to the point that Spring Hill is being destroyed. The citizens speak out and this madness continues. At what point will we be heard? What will it take for the city to deal with the major problems with our infrastructure? When will the city stop adding to the problem by building more and more?

I'm asking for you to please, PLEASE step back and concentrate on the big elephant in the room....infrastructure. Please stop adding to the problem and ignoring.

Sincerely,

Jennifer Davis

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This email has been checked for viruses by Avast antivirus software.
https://www.avast.com/antivirus
-----Original Message-----
From: Leavy, Danny <DLeavy@trevecca.edu>
Sent: Monday, August 31, 2020 8:29 AM
To: PC Public <PCPublicComment@springhilltn.org>
Subject: [External] Wilkes Ln

**External Email**

Please do not approve the rezoning of the Wilkes Ln. property. There are some great neighborhoods down that road and this will negatively impact the area.

Danny Leavy
Head Men's Soccer Coach
Athletic Dept. Chaplain
Trevecca Nazarene University
615-957-3969

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https://www.avast.com/antivirus
I think careful consideration should be on safety of children and residents. The school is much needed, but, before a school being built a wide road with a turn lane and sidewalks need to be built. Stop putting the cart before the horse.

Thanks,
A very concerned resident
Sandra Ferguson
Sent from my iPhone

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This email has been checked for viruses by Avast antivirus software.
https://www.avast.com/antivirus
Afternoon,

I am writing to object to the proposal to build a new elementary school at Wilkes Lane. I live in The Arbors and even with the most positive version of my imagination, I cannot envision the placement of this school and the consequential traffic as being safe as well as not choking off one of the three exits from our neighborhood. I wish I had a more positive outlook but this is beyond a poor decision. Look at Duplex, completely useless project with no benefit towards improving traffic. Please vote against.

Regards,
Justin Ferrell
865-742-2082

Sent from my iPhone

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This email has been checked for viruses by Avast antivirus software.
https://www.avast.com/antivirus
I am opposed to the proposed location for a 4th elementary school on Wilkes Lane.

Traffic is already terrible on route 31 but more importantly, why build 2 schools so close together? Should not they be spread out throughout the city limits? Where is the long-term city planning?

It already takes me 20 minutes to go 2 miles from my home. Route 31 already needs to be 4 through lanes. Additional north/south roads are already needed to facilitate current and growing traffic. Why are we proposing to increase an already known problem?

Please do not locate any new school in the Wilkes area.

Thank you.

Cindy Waters
101 Cardigan Court
Spring Hill
From: Marlane Ryan <gmaaryan@gmail.com>
Sent: Saturday, August 29, 2020 9:47 AM
To: PC Public <PCPublicComment@springhilltn.org>
Subject: [External] Proposed rezoning Wilkes Lane

This email has been checked for viruses by Avast antivirus software.
www.avast.com
To the city of Spring Hill and the Williamson County School Board:

I have lived in Spring Hill since 1987 and seen many changes. We bought a house in Shannon Glen in 2000. We chose the back of the subdivision for the creek and the green space behind us. My children played in the creek and ran in the fields. We had a running creek, turkeys, infrequent deer, and heard the coyotes not far away at night. Then came the Autumn Ridge subdivision. They disrupted the creek and the animals fled. I now have a stagnant mosquito pool for a creek and multiple houses behind us. Progress. So we adapted. The directions to our house used to be “turn right at the silo on Wilkes Lane”. Now we have Publix, Chick Fil A and no silo. We have adapted. We used to be able to walk our dogs and children along Wilkes Lane to see the cows and horses. With Autumn Ridge came so much traffic you take your life in your hands to walk that narrow road. Progress. We have adapted.

Now Spring Hill wants to rezone land to put an elementary school with up to 900 children in the front of our subdivision. Which, by the way, from the front you can see the Heritage Elementary and Middle School. To the Williamson School Board: Do not rely on this flat piece of paper to judge Wilkes Lane. Go Walk It. Please do not get run over. Wilkes Lane is a narrow, limited site road with numerous drop offs and no sidewalks. The city of Spring Hill is known for putting the cart before the horse with our road infrastructure. Do not rely on them.

No, I do want to lose the little remaining green space we have left in the neighborhood. But the most concerning fact in the danger that this road presents to the children if this school is approved. Make Spring Hill fix this road first OR do not build the school here. Later means ambulances and children being hit by distracted and speeding drivers. If I cannot walk my dog on this road, you should not let your children walk this road. Please do not approve the proposed rezoning.

Marlane Ryan      Shannon Glen subdivision
Please do not put a new school off Wilkes Lane. That will be a nightmare for everyone that lives in that area, Miles Johnston will be more of a cut through street and having more traffic going down that road, Wilkes lane isn’t even built for that type of traffic and 31 is already a nightmare! Please DO NOT build that school there and take away more green area. Take that money and just add more buildings to the existing school. PLEASE PLEASE Don’t build that school!

Sunshine Post and Pretty Much Every Home Owner in The Arbors.

IMPORTANT: This communication and all attachments contain confidential information, some or all of which may be protected health information as defined by the federal Health Insurance Portability & Accountability Act (HIPAA) Privacy Rule. This transmission is intended for the exclusive use of the individual or entity to whom it is addressed and may contain information that is proprietary, privileged, confidential and/or exempt from disclosure under applicable law. If you are not the intended recipient (or an employee or agent responsible for delivering this facsimile transmission to the intended recipient), you are hereby notified that any disclosure, dissemination, distribution or copying of this information is strictly prohibited and may be subject to legal restriction or sanction. Please notify the Williamson Medical Center Privacy Officer at 615-435-5760 to arrange for the return or destruction of the information and all copies.
This came in at 12:21 today.

-----Original Message-----
From: Adriedwards <adriedwards@yahoo.com>
Sent: Thursday, September 10, 2020 12:21 PM
To: PCPublic <PCPublicComment@springhilltn.org>
Subject: [External] Fwd: Move the School away from Wilkes Lane

**External Email**

Sent from my iPad

Begin forwarded message:

From: Adriedwards <adriedwards@yahoo.com>
Date: September 10, 2020 at 12:13:08 PM CDT
To: PCPublicComment@SpringHill.org
Subject: Move the School away from Wilkes Lane

Hello,
As a 20+ year member of the Spring Hill Community, a former Williamson County teacher and a parent of 4 Williamson County students I would like to share my opinion of adding yet another elementary school to our community. I’ve done a little research and have come up with some numbers relating to the population and capacity of the current elementary schools in our area. Although this year numbers are down slightly due to covid there is relevance in the information. These numbers are approximate, Heritage elementary is currently under capacity by 250, Longview under by 100, Allendale under by 300, Thompson’s Station under by 150. With this info it would logistically make more sense to rezone kids to schools with smaller populations than to build another school wasting millions of tax dollars. And additionally, Heritage has plenty of green space around it for expansion. It is always less expensive to expand a school vs. building an entirely new building. Wilkes Lane is a narrow neighborhood road with no sidewalks which already is a very difficult area for traffic build up. More traffic would cripple the neighborhoods that surround Wilkes Lane. Also, there is a large quiet green space where lots of wildlife live and thrive exactly where the school would be built. Please on behalf of everyone living on Wilkes Lane or in the neighborhoods serviced by Wilkes Lane reconsider your construction of the school and leave or neighborhoods in peace. We do not need or want the construction, the school or the additional traffic in our neighborhood. Sincerely, Rich and Adri Edwards

Sent from my iPad
This email has been checked for viruses by Avast antivirus software.
A. CALL TO ORDER

Chairman Paul Downing called the meeting to order at 5:31 PM.

B. ROLL CALL

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

Members Not Present: Chairman Paul Downing

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

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)

City Attorney Patrick Carter stated that all public comments received via email will be read for the record.

No public comment.

E. PUBLIC COMMENT (AGENDA ITEMS)

No public comment.

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

Alderman Fitterer made a motion to approve the July 13, 2020 Regular Meeting Minutes. Motion seconded by James Golias. Motion to approve the minutes passed 6-0.

G. APPROVAL OF THE AGENDA

Alderman Fitterer made a motion to approve the Agenda. Motion seconded by James Golias. Motion to approve the Agenda passed 6-0.

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.

**Recommendation:** Staff recommended 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.

Alderman Fitterer made a motion to approve the Consent Agenda with all staff associated conditions of approval. Motion seconded by James Golias. Motion to approve the Consent Agenda passed 6-0.

**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.

**Recommendation:** Staff recommended approval of the final plat for Wilkerson Place, Phase 1A (FPL 802-2020), 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.

Alderman Fitterer made a motion to approve final plat application FPL 802-2020 with nine (9) staff associated conditions of approval. Motion seconded by James Golias. Motion to approve the final plat passed 6-0.

J. 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.

   **Recommendation:** Staff recommended 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. Additional traffic calming measures may be required at final plat, 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. Trail connection near Lot 181 will be made and required at final plat. Details of such connection are to be coordinated with staff and applicant and to be compliant with all applicable law.
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.

Alderman Fitterer made a motion to approve preliminary plat application PPL 863-2020 with fourteen (14) staff associated conditions of approval, modifying conditions number eight (8) and nine (9) to read as above. Motion seconded by James Golias. Motion to approve the preliminary plat passed 6-0.

2. **PDF 861-2020**: Submitted by Catalyst Design Group for Kedron Square Phase 1 A (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 1 A. Requested by Catalyst Design Group.

**Recommendation**: Staff recommended 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.

P.C. Regular Meeting Minutes 8-10-2020
4. **Development of Phase 1 A** 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.

Alderman Fitterer made a motion to approve planned development final plan application PDF 861-2020 with five (5) staff associated conditions of approval. Motion seconded by James Golias. Motion to approve the final plan passed 5-0-1, with Jared Cunningham abstaining.

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.

**Recommendation:** Staff recommended approval of the preliminary plat for Phase 1A of Kedron Square (PPL 865-2020) 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.

Alderman Fitterer made a motion to approve preliminary plat application PPL 865-2020 with five (5) staff associated conditions of approval. Motion seconded by Alderman Fuqua. Motion to approve the preliminary plat passed 5-0-1, with Jared Cunningham abstaining.

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.

**Recommendation:** Staff recommended 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.

Alderman Fitterer made a motion to approve final plat application FPL 862-2020 with four (4) staff associated conditions of approval. Motion seconded by James. Motion to approve the final plat passed 5-1, with Brent Legendre dissenting.
K. OTHER BUSINESS

Staff updated the Planning Commission that the below case has been withdrawn.

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.

L. BOARD COMMENT

*No comment.*

M. STAFF COMMENT

*City Attorney Patrick Carter stated that from this point forward any public comment received via email will be read by staff into the record. The Board of Mayor and Alderman, as well as The Board of Zoning Appeals will be doing the same thing as these virtual meetings continue.*

N. ADJOURN

*Vice Chairman Paula Hepp made motion to adjourn at 6:19 pm.*

________________________________   ______________________________
Paul Downing, Chairman       Steve Foote, P.C. Secretary
DATE: August 19, 2020

REQUEST: Reduce the maintenance bond for Hampton Springs Phase 4 Section B for water, sewer, storm water drainage and basins, streets and curbs

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

OVERVIEW:

- A maintenance bond was established for Phase 4 Section B in the amount of $167,425.00 in June 2018.
- Improvements have been constructed for the water lines, sewer lines, streets and curbs.
- The detention basins in Phase 4 Section B is currently built as sediment basins. Until the phase is 80% built out and the detention basin can be completed to Stage 3 of the erosion control plans, TDEC requires a bond be in place.
- Binder was installed in July 2019.

PC ACTION REQUESTED:

- Approve PC Resolution 20-67 to reduce the maintenance bond for Hampton Springs Phase 4 Section B
RESOLUTION 20-67 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO REDUCE THE MAINTENANCE BOND FOR
HAMPTON SPRINGS PHASE 4 SECTION B

WHEREAS, a Surety Letter of Credit is currently in place for said development; and

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

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

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

WHEREAS, it is the recommendation of the City Engineer that the Maintenance Bond for Hampton Springs Phase 4 Section B in the amount of $167,425.00 be reduced to $50,227.00.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that reduction of the Maintenance Bond for Hampton Springs Phase 4 Section B to the amount of $50,227.00 is hereby approved.

Passed and adopted this 14th day of September, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 8/18/20

Half Moon Development, LLC
Hampton Springs
Phase 4 Section B

Development Name: Hampton Springs
Phase or Section of Construction: Phase 4 Section B
Public Improvements: Water, sewer, 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.

Chris Clay
City of Spring Hill Utility Inspector (signature)

Approved By:
City of Spring Hill Engineering Dept.
DATE: August 19, 2020

REQUEST: Release the maintenance bond for Hardins Landing Phase 3A for water, sewer, stormwater, streets and curbs

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

OVERVIEW:

- A maintenance bond was established for Hardins Landing Phase 3A in the amount of $208,547.00 in June 2019. Binder was installed July 2019.
- Punch list items are completed and a certificate of satisfaction has been signed.

PC ACTION REQUESTED:

- Approve PC Resolution 20-68 to release the maintenance bond for Hardins Landing Phase 3A
RESOLUTION 20-68 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR
HARDINS LANDING PHASE 3A

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 infrastructure, 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 Hardins Landing Phase 3A in the amount of $208,547.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Maintenance Bond for Hardins Landing Phase 3A in the amount of $208,547.00 is hereby approved.

Passed and adopted this 14th day of September, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 8/18/20

2 Gen Holdings, LLC

Hardins Landing

Phase 3A

Development Name: Hardins Landing

Phase or Section of Construction: Phase 3A

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.
DATE: August 19, 2020

REQUEST: Release the performance bond and establish a maintenance bond for Copper Ridge Phase 3 Section 1 for sidewalks and final topping

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

OVERVIEW:

- A performance bond was established for Phase 3 Section 1 in the amount of $36,135.00 in November 2015. All improvements have been constructed.
- Roads were final topped in August 2020.

PC ACTION REQUESTED:

- Approve PC Resolution 20-69 to release the performance bond and establish a maintenance bond for Copper Ridge Phase 3 Section 1
RESOLUTION 20-69 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE EXISTING PERFORMANCE BOND AND
TO ESTABLISH AS A MAINTENANCE BOND FOR
COPPER RIDGE PHASE 3 SECTION 1

WHEREAS, a Performance Bond is in place guaranteeing the completion of certain improvements for Copper Ridge Phase 3 Section 1 in the amount of $36,135.00; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
   Sidewalks and final topping to all streets with 1 1/2 inches of hot mix asphalt; and

WHEREAS, to date, the improvements have been completed, final topping was placed in August 2020 and approved through inspections by the City and therefore a Maintenance Bond letter of credit is required; and

WHEREAS, a Maintenance Bond letter of credit is guaranteeing the workmanship and materials of certain improvements for Copper Ridge Phase 3 Section 1 and the repair of such should damage occur during covered period; and

WHEREAS, it is the recommendation of the City Engineer that the Letter of Credit in the amount of $36,135.00 be reduced to 30% according to Section IV 4.3 Spring Hill Subdivision Regulations, establishing a Maintenance Bond letter of credit in the amount of $10,840.00 for a minimum of twelve (12) months from date of final topping.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that the existing bond letter of credit be reduced to establish a Maintenance Bond letter of credit for Copper Ridge Phase 3 Section 1 in the amount of $10,840.00 is hereby approved.

Passed and adopted this 14th day of September, 2020.

______________________________
Paul Downing, Chairman

______________________________
Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 8/18/20

Copperstone Development Partners, LLC

Copper Ridge

Phase 3 Section 1

Development Name: Copper Ridge
Phase or Section of Construction: Phase 3 Section 1
Public Improvements: Sidewalks, street signs, street lights, final topping

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

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

City of Spring Hill Utility Inspector (signature)

Printed name

Approved By:

City of Spring Hill Engineering Dept.

Printed name
DATE: August 19, 2020

REQUEST: Release the performance bond and establish a maintenance bond for Copper Ridge Phase 3 Section 2 for sidewalks, street lights, street signs and final topping

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

OVERVIEW:

- A performance bond was established for Phase 3 Section 2 in the amount of $34,595.00 in April 2016. All improvements have been constructed.
- Roads were final topped in August 2020.

PC ACTION REQUESTED:

- Approve PC Resolution 20-70 to release the performance bond and establish a maintenance bond for Copper Ridge Phase 3 Section 2
RESOLUTION 20-70 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE EXISTING PERFORMANCE BOND AND
TO ESTABLISH AS A MAINTENANCE BOND FOR
COPPER RIDGE PHASE 3 SECTION 2

WHEREAS, a Performance Bond is in place guaranteeing the completion of certain improvements for Copper Ridge Phase 3 Section 2 in the amount of $34,595.00; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
Sidewalks, street lights, street signs and final topping to all streets with 1 ½ inches of hot mix asphalt; and

WHEREAS, to date, the improvements have been completed, final topping was placed in August 2020 and approved through inspections by the City and therefore a Maintenance Bond letter of credit is required; and

WHEREAS, a Maintenance Bond letter of credit is guaranteeing the workmanship and materials of certain improvements for Copper Ridge Phase 3 Section 2 and the repair of such should damage occur during covered period; and

WHEREAS, it is the recommendation of the City Engineer that the Letter of Credit in the amount of $34,595.00 be reduced to 30% according to Section IV 4.3 Spring Hill Subdivision Regulations, establishing a Maintenance Bond letter of credit in the amount of $10,378.00 for a minimum of twelve (12) months from date of final topping.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that the existing bond letter of credit be reduced to establish a Maintenance Bond letter of credit for Copper Ridge Phase 3 Section 2 in the amount of $10,378.00 is hereby approved.

Passed and adopted this 14th day of September, 2020.

Paul Downing, Chairman

Steve Foote, Secretary
CERTIFICATE OF SATISFACTORY COMPLETION

Date: 21/01/20

Copperstone Development Partners, LLC

Copper Ridge

Phase 3 Section 2

Development Name: Copper Ridge

Phase or Section of Construction: Phase 3 Section 2

Public Improvements: Sidewalks, street signs, street lights, final topping

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

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

City of Spring Hill Utility Inspector (signature)

Printed name

Approved By:

City of Spring Hill Engineering Dept.

Printed name
TO: Spring Hill Planning Commission  
FROM: Steve Foote, AICP, Planning Director  
Austin Page, Associate Planner  
MEETING: September 14, 2020  
SUBJECT: STP 864-2020 (Great White Express Car Wash – 3003 Belshire Village Drive)

STP 864-2020: Submitted by James & Debbie Whitlock for the Great White Express Car Wash. The property is located at 3003 Belshire Village Drive, zoned C-4 and contains approximately 1.37 acres. The applicant requests site plan approval for a 5,500-sf car wash. Requested by James & Debbie Whitlock.

Background: The use of a car wash on the subject site (C-4 zoning district) is permitted by special use. The applicant submitted a special use application to the Board of Zoning Appeals and the request was approved by a 3-2 vote on June 16, 2020. Following that meeting, staff was contacted by an attorney seeking to appeal the Board’s decision and who submitted an open records request. Staff subsequently discovered that the required newspaper public notice did not meet the minimum 15-day notice requirement. For that reason, the application was re-advertised to allow for consideration by the Board of Zoning Appeals at their regularly scheduled meeting of August 18, 2020, where the application was approved by a 3-2 vote.

The Planning Commission site plan application contains plans substantially consistent with the plans approved by the Board on August 18, 2020. The site plan application was originally submitted on July 6, 2020 and deferred from the July 27, 2020 meeting to permit the special use to be re-considered by the Board of Zoning Appeals.

Plan Update: The applicant submitted revisions to the site plan following the August 24, 2020 Work Session. Staff’s review generated the following comments:

1. As requested, summaries regarding water and sewer service and usage have been provided (from Dempsey, Dilling, and Associates) and are attached. Both water and sewer are available to the site and are sufficient to serve the use.
2. Façade materials for the dog wash are unchanged (hardi-board and standing seam metal roofing). Colors have been changed to reflect two shades of gray.
3. Dumpster elevations consist of split face block with a cast stone cap. Colors to match the main building.
4. Additional landscaping has been added along the southeast property line.
5. Landscaping has been added to the Site Distance (Sheet C5.2). Based on the analysis of the Traffic Engineer proposed landscaping at the north end of the site encroaches into the sight distance triangles. Modifying the Belshire Village Drive and Belshire Way intersection to a four way stop eliminates this conflict.
6. A traffic impact study (TIS) has been submitted and has been reviewed by Public Works. The recommendations of the study support changing the intersection of Belshire Way and Belshire Village Drive to a four way stop configuration.
7. There is no requirement for canopy trees on the site. According to article 11-2: Required Shade Tree Planting, no on-site trees are required in the C-4 zoning district. The applicant is providing the required street trees along Belshire Way (Collector Road) and meets the distance requirements. The proposed landscape plan meets all code requirements.
8. The photometric plan has been updated and conforms to lighting standards.
9. The applicant will trim vegetation in the landscape medians in Belshire Way per Sheet C5.2 following approval per the notes on this Sheet. Lowes is responsible for maintaining the landscaped islands on Belshire Way.
10. Various signs and pavement markings are proposed to direct and control vehicle movements.
Property Description and History: This property is located in the Belshire Village subdivision and is located approximately 330’ west of the Belshire Way and Main Street intersection. The property is located at the southwest corner of Belshire Way and Belshire Village Drive. The applicant intends to construct a car wash facility similar to the new car wash at 1075 Crossings Circle (STP 661-2019).

The applicant received Board of Zoning Appeals approval (August 18, 2020) for application BZA 834-2020, to operate a car wash as a Special Use at the subject site with the following conditions:

1. An approved special use will expire one year from the date of approval according to the provisions of Article 13.3.G of the UDC. Site plan approval through the Spring Hill Planning Commission shall be required prior to expiration of this special use.
2. Development shall be reasonably consistent with the site plan submitted to the BOZA, subject to changes and conditions imposed by the Planning Commission.

Staff finds that the site plan submitted to the Planning Commission is consistent with the plan approved by the Board of Zoning Appeals. The plan from the Board of Zoning Appeals is included in the packet for reference.

Spring Hill Rising 2040: This property’s future land use designation is “Community Commerce Area”. Primary future land uses for this designation include professional and regional offices, eating places, large-scale retail, municipal services, community centers, automobile-related services, transportation hubs and large-scale entertainment. The Community Commerce Areas designation emphasizes uses that generate a high level of activity and staff finds the use of the site as a car wash is consistent with this intent. Street designs are primarily automobile oriented but accommodate all modes of transportation to promote safety for all users and has high pedestrian connectivity.

This proposed use is automobile-oriented and it is located in a commercial center with other automobile-oriented uses such as a home improvement store, bank and a drive through restaurant. In consideration of these factors, staff finds that the proposed use, a car wash, is consistent with the comprehensive plan. The approval of the special use by the Board of Zoning Appeals supports this position.

Access: The site is primarily accessed via a driveway on Belshire Village Drive, located near the southeast corner of the site. This driveway is off-set slightly from the adjacent Discount Tire driveway. However, since Belshire Village Drive dead ends into the parking lot of the adjacent office building, this off-set was not determined to be problematic. A secondary access point on Belshire Way is shared with the 6.8-acre property to the south and aligns with the driveway for Lowes. An easement already exists for this shared driveway.

(Belshire Way medians) Part of the review at the Board of Zoning Appeals meeting and during the staff review, focused on sight visibility at the intersection of Belshire Way and Belshire Village Drive, and the driveway across from Lowe’s. Islands in Belshire Way contain vegetation that has grown enough to create an obstruction to clear visibility. These landscaped islands are maintained by Lowes. The applicant has provided Plan Sheet C5.2, Sight Distance Triangles, that shows the areas within which obstructions to visibility are not permitted (based on AASHTO standards). AASHTO references a clear line of sight at 3.5’ above grade. Based on this factor, the applicant proposes to remove all shrubs and trim other plant materials within these islands to achieve sight visibility (see notes on Sheet C5.2). The City of Spring Hill UDC includes in Article 9.1.E requirements for a 30’ sight visibility triangle at the intersections of two streets. This section prohibits obstructions to visibility between a height of 3.5’ and 8’ above the average grade of each street. This would allow for the retention of small shrubs if appropriately maintained and trimmed. Improvements to these islands will also benefit vehicles exiting Lowe’s.

(Traffic impact study) In addition to the discussion regarding sight visibility the Board of Zoning Appeals asked whether a traffic impact study was required. The Planning Commission also expressed interest in having a traffic impact study. In response, the applicant commissioned a traffic impact study for the site. The “conclusions and recommendations” from the study are attached. The first recommendation is that the intersection of Belshire Way and Belshire Village Drive be
converted to an all-way stop. This action eliminates the need for the visibility triangles shown on Sheet C5.2 for this intersection and the conflicts generated by the required landscaping proposed at the corner. If the intersection remains as a two-way stop, the information in the following paragraph and staff recommendation is applicable.

The conclusions and recommendations also included comments applicable to the right-of-way at the intersection of Belshire Way with the Lowes/car wash secondary access driveway. These are also addressed above.

(Belshire Way/Belshire Village Drive Intersection) If the intersection of Belshire Village Drive and Belshire Way remains a two-way stop the following is applicable. The transportation engineer recommends that vegetation encroaching into the visibility triangle be moved, reduced, and/or maintained in a manner that does not constitute an obstruction. Staff recommends that the 3.5' to 8' view corridor found in Article 9.1.E of the UDC be followed. This will permit the applicant to comply with the landscape requirements of Article 11, screening the parking lot from public view, while providing the required visibility. Specifically, staff recommends that within the visibility triangle; the spruce tree should be relocated south, to a point outside of the triangle, and that other new trees within this zone provide a minimum 8' foot clearance above grade. Shrubs should be limited to plant species that will not create an obstruction or be maintained in a manner that does not block visibility (maximum 3.5' height).

Streets and Sidewalks: The site plan shows a new 5' wide sidewalk along all street frontages. An additional 5’ sidewalk is provided through the site, connecting Belshire Way to Belshire Village Drive (near the proposed dog wash facility). The applicant is proposing to dedicate 7.5' of right-of-way along Belshire Way.

Proposed Site and Building Design: The applicant is proposing to construct an automated 145’ car wash tunnel with three on-site automobile stacking lanes at the entrance of the tunnel to queue vehicles. The applicant is also providing 15 self-serve vacations with partially covered parking stalls to the west of the north-south oriented car wash tunnel. The site provides one handicap parking space and 11 regular parking spaces on the southern portion of the site and at the dog wash.

The building is designed with varying panel colors, a parapet, and flat roof sections with an opaque curved roof over the car wash tunnel. The applicant intends to use the same materials and color schemes as the original Great White Express Car Wash location in The Crossings. The main colors of the buildings are various shades of greys with blue accent trims. Material percentages have been provided for each elevation and comply with the building material requirements in the UDC.

A dog wash facility is planned near the rear exit on the site and is designed to use a hardboard material on the façade. The applicant intends to use the same dark and light grey colors on the dog wash building as the car wash. A dark grey standing seam metal roof is proposed and consistent with the commercial design standards. The dumpster is to be fully enclosed with a latch-able gate to screen views of the dumpster. A detail for the dumpster walls and gates has been provided and colors match the primary car wash façade.

The proposed site is situated at the corner of two streets and contains significant road frontage. The car wash bay also faces Belshire Way. A bike rack is required for all new commercial sites and is shown on the site near south west corner of the building. The bike rack is located off the sidewalk and does not restrict any pedestrian access. The bike rack will be powder coated and meets all the requirements found in Article 10.7.

Lighting is proposed on site and is under the requirement of one-foot candle when abutting a street and neighboring nonresidential use.

Parking and Traffic Circulation: The applicant is proposing a circulation system around the entire perimeter of the carwash structure for passenger vehicles and small trucks. Parking is provided around the outer perimeter and within the site for employees and patrons. The main entrance drive provides for a dual entry drive configuration into the site with an additional exit lane egressing the site. To minimize conflicts with the bypass lane, a “No Entry” sign has been added at the north end of the parking lot. Shared access has been provided to the parcel south of the project to enhance connectivity.
Landscaping and Buffering: The landscape plan provides for landscape buffer yards abutting roadways and the perimeter of the site. Red Maple streets trees are provided along Belshire Way and Tulip Poplars are provided along Belshire Village Drive. All street tree planting requirements have been met. No additional on-site trees are required per Table 11-2: Required Shade Tree Plantings and there is no requirement for canopy trees. The applicant has provided rows of shrubs which run along the entire parking lot to the north and west of the site. Substantial plantings have been provided near the Belshire Way and Belshire Village Drive intersection and a blue spruce has been provided for additional buffering. These plantings are required to meet code, but encroach slightly into the visibility triangle. This is not related to the car was use, but the site/intersection geometry, and would be an issue for any use complying with the UDC’s landscape street planting requirement. Staff recommends that required shrubs and trees be planted and maintained in a manner that preserves the city’s required vision area of 3.5’ to 8’ above grade. The blue spruce tree should be relocated outside of the triangle area.

A sanitary sewer line easement is shown near the main entrance to the site and larger street trees were not able to be installed. Rather than leave this area only sodded, the applicant has provided perennials and multiple rows of shrubs to run their entire length of the easement. One Crepe Myrtle has been installed per staff’s request. The applicant has provided sufficient parking lot and foundation landscaping. Additional plantings have been added along the southern property line in the 10’ perimeter landscape yard shown on the plan. Note #6 calls for all disturbed areas to be sodded and these areas are clearly identified on the landscape plan. All areas along road frontages will be sodded. The dumpster enclosure is buffered by a three-sided wall and landscaping.

Utilities: The Public Works Department and Dempsey, Dilling, and Associates have reviewed the proposed use and determined that both water and sewer are available to the site and are sufficient to serve the use. A Sewer Collection Summary and Water Distribution Pressure Summary prepared by Dempsey, Dilling, and Associates is attached for review.

Water Service is available to the subject property and is served by a 10” water line along Belshire Way. The site is located within the City’s Northside Pressure Zone. Modeling Results of Spring Hill’s water system show that with tanks at 50% capacity (elevation 974), the site (at elevation 750) will see static pressures in the range of 95 psi. The site can also meet Spring Hill’s minimum requirement of 750 gpm fire flow while maintaining 30 psi. With tanks at 50%, the current maximum flow available to maintain 30 psi is 3,625 gpm.

Sewer Service is available to the subject property and is served by an 8” gravity sewer line along Belshire Way and conveyed to the 10” McCutcheon Creek Trunk Line. This truck line transitions to an 18” line at Main Street.

Public Comment: Following the August 24, 2020 Work Session, staff has received no additional public comment via the PCPublicComment@springhilltn.org email address.

Recommendation: Staff recommends approval of site plan application STP 857-2020 (Great White Express Car Wash) subject to the following conditions:

1. The applicant will remove, trim, or replace existing vegetation in the landscape medians on Belshire Way per the visibility triangles and notes on Sheet 5.2 and as noted in the recommendations of the traffic impact study. Maintenance shall be performed to maintain required visibility.
2. If the intersection of Belshire Way and Belshire Village Drive is changed to a full-stop, condition #3 shall not be required.
3. Regarding landscaping within the visibility triangle at Belshire Way and Belshire Village Drive, the spruce tree will be relocated south, to a point outside of the triangle. Other trees and shrubs proposed within this zone shall provide a minimum vision clearance zoned between 3.5’ and 8’ high. Shrubs will be maintained to a maximum height of 3.5’. Trees shall be selected and trimmed to provide no branches below 8’. All plants will be maintained in a manner that does not block visibility.
4. Property owner shall dedicate 7.5’ of right-of-way on Belshire Way.
5. The applicant will address all recommendations contained in the traffic impact study, except as modified by these conditions of approval. A signage and marking plan shall be provided to the Public Works Department to address all recommendations of the traffic impact study.

6. The Public Works Department recommends a sample point in the discharge line and an oil water separator.

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.
SIGHT DISTANCE
Colors:

- Color-1: Dark grey to match existing car wash
- Color-2: Light grey to match existing car wash
- Color-3: Blue to match on existing car wash
FLOOR PLAN

DOG WASH BLDG

WASH UNIT

EQUIP RM

12" Roof Overhang

30' WIN

30' WIN

66" Porch Overhang

Assumed 5-ft Sidewalk

6" Col.
7. Conclusions and Recommendations

The Great White Express Car Wash development is proposed to be located at 3003 Belshire Village Drive in Spring Hill, TN. The project site is on the southwest corner of Belshire Village Drive and Beishire Way. The development includes an automated car wash building approximately 5,500 square feet in size including one (1) car wash tunnel. Two full-access driveways are planned for the site, one located on Belshire Village Drive and one located on Beishire Way. The site plan includes three entry lanes and pay kiosks with vehicle queuing capacity for up to 25 vehicles. The development also includes a small self-service pet wash, which is intended to be a customer amenity and not expected to generate a significant amount of additional traffic.

The analyses presented in this report indicate that the proposed commercial development will generate new vehicular traffic to the study area and intersections; however, a significant amount of traffic that will be generated by the site will be pass-by or diverted link traffic, which is traffic that is already traveling in the vicinity of the site and patronizes the new commercial business. The project is expected to generate approximately 16 total weekday AM peak hour trips, 72 total weekday midday peak hour trips, and 86 total weekday PM peak hour trips. These trip generations include the pass-by traffic as well as new traffic. The proposed development is expected to generate minimal traffic during the AM peak hour since the business’ operating hours are typically 9:00 AM – 7:00 PM.

The capacity analyses and queue analyses presented in this study show that the proposed Great White Express Car Wash development is expected to have a minimal impact on traffic operations at the study intersections. Based on the analyses presented in this study, a review of the study area, and proposed development information, the following is recommended in order to accommodate the projected traffic and provide for efficient traffic operations and safety:

Belshire Way and Belshire Village Drive

The intersection of Belshire Way and Belshire Village Drive is expected to meet the volume threshold criteria for installing all-way stop control under the 2022 Background and 2022 Future Projected Conditions. The capacity analyses show that the intersection will operate acceptably with all-way stop control, and the 95th percentile queues will be minimal. The following is recommended to improve the intersection operation and accommodate the projected traffic volumes:

- Install all-way stop control at the intersection, which should include new Stop (R1-1) signs with All Way (R1-3P) supplemental plaques for all four approaches of the intersection per MUTCD standards.
- Install stop line pavement markings for the eastbound and westbound approaches of Belshire Way. Refurbish existing stop line pavement markings for the northbound and southbound approaches, if needed.
- Install a Stop Ahead (W3-1) warning sign on the eastbound approach of Belshire Way approximately 150 feet in advance of the stop sign.
- Install Stop Ahead pavement marking on the eastbound approach of Belshire Way approximately 150 feet in advance of the stop sign and aligned with the stop ahead warning sign.
- The lane line pavement markings on Belshire Way should be refurbished between Main Street and the existing medians at the Lowe’s driveway. The pavement markings should designate one lane in each direction and a center two-way left turn lane with dedicated left turn lane storage at the intersection with Belshire Village Drive.
- The lane line pavement markings on Belshire Village Drive should be refurbished between Belshire Way and the first driveway to the north. The pavement markings should designate one lane in...
each direction and a center two-way left turn lane with dedicated left turn lane storage for the southbound approach to Belshire Way.

Belshire Way and Lowe’s Driveway/Secondary Site Access
The following is recommended to improve operation and safety for the intersection of Belshire Way and Lowe’s Driveway/Secondary Site Access:

- The Secondary Site Access on Belshire Way should be aligned with the existing Lowe’s Driveway.
- The Secondary Site Access should include width for one entering lane and one exiting lane.
- Remove all of the shrubs, ground cover, understory trees, and crape myrtles within both of the existing medians on either side of the Lowe’s Driveway/Secondary Site Access. The existing trees and light poles may remain. Low tree branches less than 6 feet above the roadway surface should be trimmed and shaped.
- Install a white lane line and left turn arrow within the existing median bulb-in for the southbound approach of Belshire Way at the Secondary Site Access. The left turn lane line should be approximately 35 feet in length.

Based on the analyses presented in this report, no further improvements are recommended to accommodate the proposed Great White Express Car Wash development at 3003 Belshire Village Drive.
Project: Great White Car Wash (Belshire)

Summary:

Water Service is available to the subject property and is served by a 10" water line along Belshire Way. The site is located within the City's Northside Pressure Zone. Modeling Results of Spring Hill’s water system show that with tanks at 50% capacity (elevation 974), the site (at elevation 750) will see static pressures in the range of 95 psi. The site can also meet Spring Hill’s minimum requirement of 750 gpm fire flow while maintaining 30 psi. With tanks at 50%, the current maximum flow available to maintain 30 psi is 3,625 gpm.

Model inputs:

Demands:
- 65 gpm (source SH water meter records)
- Fire flow 750 gpm (30 min psi required)

Tanks at 50%  
Elevation 974 feet (Northside)

Fed from:  
10" line on Belshire Way

Site elevation:  
Approx. 750 feet (high elevation at site)

Results:

Static Pressures available at the site: 95 psi
Residual pressure with 750 gpm Fire flow: 90 psi
Max Flow @ 30 psi: 3,625 gpm

Meets minimum pressure requirements.

Results are based on the assumptions listed above, any variation would require additional analysis to be performed during a site plan application process.
Project: Great White Car Wash (Belshire)

Summary:

Sewer Service is available to the subject property and is served by an 8" gravity sewer line along Belshire Way and conveyed to the 10" McCutcheon Creek Trunk Line. This truck line transitions to an 18" line at Main Street. Results of the immediate receiving pipe and downstream critical pipe are presented below.

<table>
<thead>
<tr>
<th>Proposed Site Discharge:</th>
<th>14.3 gpm Average</th>
<th>(applicant data) 37 cars per hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>50.2 gpm Maximum</td>
<td>(applicant data) 130 cars per hour</td>
</tr>
</tbody>
</table>

Receiving Pipe: MCN-080

| Capacity of 10" Trunk Line at Receiving location: | 758 gpm |
| Percent Full Dry Weather conditions | 13.5% 15.4% 20.1% |
| Percent Full Peak Wet Weather conditions* | 35.9% 37.8% 42.5% |

Critical Pipe: MCN-069 (segment at Miles Johnson Parkway) one segment upstream of 18" line

| Capacity of 10" Trunk Line at Downstream Critical location: | 728 gpm |
| Percent Full Dry Weather conditions | 29.1% 31.1% 36.0% |
| Percent Full Peak Wet Weather conditions* | 77.4% 79.4% 84.3% |

Special notes:

*It should be noted a car wash will typically not operate during wet weather conditions.*

*Peak Factor as measured by Meter 12 on 18" Upper McCutcheon Creek Trunk Line (Aug 2018) 2.66

Results are based on the assumptions listed above, any variation would require additional analysis to be performed during a site plan application process.
PPL 856-2020: Submitted by Thomas & Hutton for the Dollar General subdivision. Property is located on the southeast corner of Port Royal and Rice Road, zoned C-4 and contains approximately 4.64 acres. The applicant requests preliminary plat approval to divide the subject parcel into two parcels and establish required utility and access easements. Requested by Alan Maher.

Plan Update: The applicant submitted revisions to the preliminary plat following the August 24, 2020 Work Session. Staff's review has generated the following comments:

1. Lots are now identified as "Lot 1" and "Lot 2".
2. Easement widths have been labeled as well as the bearings and distances.
3. Labels have been added to the plat clearly identifying existing vs. proposed easements.
4. All public access easements have been clearly labeled.

Property Description and History: This property is located at the southeast corner of Port Royal Road and Rice Road and contains approximately 4.64 acres. The proposed lot split will subdivide the single parcel into two parcels. The northern parcel (Lot 1) will contain 2.27 acres and is the proposed site for a Dollar General store (STP 857-2020). The remaining site (Lot 2) contains 2.37 acres and is currently undeveloped. The site is adjacent to an approved townhome project (Villas at Port Royal) which is currently under construction.

Access: Primary access to the site is via a shared access drive from Rice Road. This access drive will be shared with the Villas at Port Royal development to the east. Cross access between Lots 1 and 2 is provided in the form of a Public Utilities and Access Easement along the west and east sides of the lots. A public access easement is provided along the common boundary line for both lots which provides pedestrian access to the site from the eastern townhouse development. Lot 2 contains a previously recorded access easement that is being extended from Lot 2 to Lot 1.

Streets and Sidewalks: Rice Road is a public road with a variable amount of right-of-way (60'-70') and no additional right-of-way is proposed to be dedicated. Port Royal Road is an arterial road with 47.5' of right-of-way. Right-of-way was dedicated with the recording of the Shree Radhe final plat recorded in Plat Book P22, Page 93 in Maury County.

Spring Hill Bike and Greenway Plan: The Plan calls for bike lanes on Port Royal Road. The applicant is proposing a 12' wide multi-use trail along Port Royal Road (east side) and will tie into the existing sidewalk along Rice Road. Public Works staff recently researched other projects on Port Royal Road to determine what was required for past developments. This item is being addressed in the site plan request for Dollar General (STP 857-2020).

Bulk and Area Requirements: The proposed lots meet the minimum dimensional and area requirements of the C-4 district. Lot 1 includes an 87.5' TVA Transmission Line Easement which runs primarily through undisturbed land. An additional 40' wide Duck River Electric Easement is also and runs diagonally through center of Lot 1. The overhead powerline currently has its lowest wire at a height of 10.5' above ground level and will be removed with the development of the lot.

Public Comment: Following the August 24, 2020 Work Session, staff has received no additional public comment via the PCPublicComment@springhilttn.org email address.
**Recommendation:** Staff recommends approval of the preliminary plat for Dollar General Lot Split (PPL 856-2020) 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.
EXISTING CONDITIONS
STP 857-2020: Submitted by Thomas & Hutton for a proposed Dollar General on Port Royal Road. Property is located on the southeast corner of Port Royal and Rice Road, zoned C-4 and contains approximately 2.27 acres. The applicant requests site plan approval to construct a 9,100-sf Dollar General store. Requested by Alan Maher.

Request: The applicant requests site plan approval to construct a 9,100-sf retail building. This request is submitted concurrent with a preliminary plat application (PPL 856-2020) which proposes to subdivide the current 4.64-acre property into two parcels. This request is being processed under the current Unified Development Code.

Plan Update: The applicant submitted revisions to the site plan following the August 24, 2020 Work Session. With the exception of item #20, all comments from the Work Session have been addressed:

1. The Site Data Table on Sheet C1.1 has been updated to include the correct site acreage of 2.27-acres.
2. The width (5') of the existing sidewalk on Rice Road has been labeled.
3. The drive aisle to the west of the building has been widened to 25'.
4. A bike rack detail has been provided on Sheet C5.5 and meets all standards of Article 10.7.C.2
5. Material percentages for each elevation have been provided and meet all applicable standards.
6. HVAC outlines have been added to the building elevations and show proper screening by the parapet wall.
7. A detail for the dumpster enclosure has been provided and is enclosed on three sides with a gate. Materials have been labeled and match the primary building façade. An elevation of the dumpster has been provided.
8. Landscape Plan has been revised to include LISB in the Plant Schedule.
9. Plantings have been added around the entirety of the detention pond.
10. Eight street trees have been added along Port Royal Road and are properly spaced every 35'.
11. Landscape plan has been updated to show sod in all disturbed areas and along driveway and road frontage.
12. A photometric plan has been provided and shows 0.0 foot-candles at all property lines.
13. The limits of disturbance have been extended to show the grading for the walking trail. The walking trail will match the existing grading along Port Royal Road.
14. A post curb detail has been added to Sheet C5.3.
15. There is an existing ADA ramp located at the northwest corner of the property. The applicant has indicated that they plan to tie the 12' path into the existing ramp. The applicant has also indicated that the ramp can be replaced at the time of construction if necessary.
16. As requested by the Public Works Department, the applicant has relocated water meters and backflow devices.
17. A note has been added to the site plan indicating that the sidewalk located at the southeast corner of the site will be converted to a raised pedestrian crosswalk when the driveway is extended with the future development of Lot 2.
18. The sidewalk details on Sheet C5.3 have been revised and now show a thickness of 4".
19. The ADA spaces have been shifted over one space in order to be closer to the front door.
20. The applicant has not reduced the number of parking spaces and is proposing a total of 33 spaces based on metrics they use to design each of their sites.
Property Description and History: This property is located at the southeast corner of Port Royal Road and Rice Road and contains approximately 4.64 acres. Following the recording of a final plat, the property will be divided into two parcels. The northern parcel, Lot 1, will contain 2.27 acres and is the subject site of this application. The remaining property contains 2.37 acres and is currently undeveloped. The site is adjacent to a previously approved townhome project (Villas at Port Royal) which is currently under construction.

Bulk and area requirements: The subject site, Lot 1 of the Dollar General subdivision plat, is being platted and complies with the area and bulk requirements of the C-4 zoning district. A final plat will be required.

Access: Primary access to the site is via a shared access drive from Rice Road. This access drive will be shared with the Villas at Port Royal development to the east. The driveway from Rice Road will be constructed by the townhome development providing access into the proposed Dollar General site. On-site circulation is shown as two-way through the parking areas. Cross access is provided on both sides of the site to Lot 2. Truck turning templates were provided for the city's fire truck, refuse collection, and delivery vehicles. The Fire Marshal has reviewed the plans and there are no known issues that would restrict Fire Department access throughout the site.

Streets and Sidewalks: Rice Road is a public road with a variable amount of right-of-way (60'-70') and no additional right-of-way is required to be dedicated. If less than 37.5' from centerline, additional right-of-way will be dedicated. Port Royal Road is an arterial road with 47.5' of right-of-way. Right-of-way was dedicated with the recording of the Shree Radhe final plat recorded in Plat Book P22, Page 93 in Maury County. A 12' wide multi-use trail is proposed along Port Royal Road and will tie into the existing 5' wide sidewalk along Rice Road. There is an existing ADA ramp located at the northwest corner of the property. The applicant has indicated that they plan to tie the 12' path into the existing ramp. The applicant has also indicated that the ramp can be replaced at the time of construction if necessary.

An additional 5' wide sidewalk is shown along the entrance drive and will provide pedestrian access to the building from Rice Road. A 10' wide public access easement and 5' sidewalk is centered on the common boundary for Lots 1 and 2 and provides access to the building and the site from the neighboring townhome development to the east.

Building and Site Design: The building is positioned on the rear of the site because of two large easements that run along the front portion of the site. There is an 87.5' TVA Transmission Line Easement which runs primarily through undisturbed land and a proposed stormwater detention pond. An additional 40' wide Duck River Electric Easement runs primarily through the parking lot. The site is designed with a shared access drive off Rice Road. Cross access is provided along the southern property line to the east and west of the building. A public access easement is provided along the southern property line which provides pedestrian access to the site from the adjacent townhouse development.

The applicant has provided elevations which portray the primary building facade materials as brick veneer, stained split-face block and aluminum trim. No secondary building materials are being proposed. Material percentages for each facade have been provided and comply with the requirements of the UDC. The dumpster enclosure is positioned on the south east corner of the building in the truck loading zone area. A detail for the dumpster enclosure has been provided and is enclosed on three sides with a gate. Materials have been labeled and match the primary building facade. An elevation of the dumpster has been provided.

A photometric plan has been provided and shows 0.0 foot-candles at all property lines. The maximum allowed is 1.0 fc.

Parking and Loading: The site includes 33 parking spaces, which exceeds the minimum requirement of 19 spaces. The site includes two ADA spaces. The site plan shows typical 90-degree angle parking around the site and provides adequate amounts of maneuvering and drive-aisle space. Two-way drive aisles vary around the site and are shown as 25', 29' and 36' wide. The minimum drive aisle width is 25'.

Two bicycle parking racks are shown on the site and are located off the sidewalk and do not interfere with pedestrian access. As required by Article 10.7.C.2 of the UDC, a bike rack detail has been provided on Sheet C5.5 and will have a powder coat finish.
Landscaping and Buffering: There is no existing vegetation on the property. The applicant is providing the required 15’ landscape buffer along the eastern property line adjacent to the Villas at Port Royal. Rows of landscaping are provided around the parking lot and the front and rear foundations of the building. Parking lot islands are landscaped and meet the 60% coverage requirement. All plant types shown on the landscape plan are now listed in the Plant Schedule. The applicant has expressed to staff that the proposed pond is a dry extended detention pond. There is no bioretention proposed for this project. The applicant has provided additional landscaping around the pond to screen it from adjacent streets and to give the pond a more natural look.

Port Royal is an arterial road and requires one street tree to be planted every 35’. Due to the TVA easement and overhead powerlines, canopy trees (mature height of +30’) are not permitted to be planted within 40’ of the centerline of overhead power line right-of-way or easement. The applicant has provided eight street trees (Chinese Fringe Tree) along port Royal and are spaced 35’ apart. These trees will mature to a height of 15’ to 25’ and are permitted understory trees. This specific species is not allowed to be planted less than 20’ from the centerline of overhead powerline. The plan does not call out distances to the centerline and after staff review, the proposed placement meets the 20’ minimum requirement.

The landscape plan identifies sodded areas, which includes all disturbed areas and along road frontages.

Because of the odd nature of this site with TVA and other power lines crossing the north end of the site, landscape strips have followed the developed portion of the site. Rice Road is a local street and does not require landscaping or street tree planting.

Spring Hill Bike and Greenway Plan: The Plan calls for bike lanes on Port Royal Road. The applicant is proposing a 12’ wide multi-use trail along Port Royal Road (east side) and will tie into the existing sidewalk along Rice Road. Public Works staff recently researched other projects on Port Royal Road to determine what was required for new developments. That research revealed the following:

- Enclave at Brandon Woods (62 townhome development) is not part of the old Meadowbrook South PUD and was subject to the Bike and Greenway Plan. They paid a fee in lieu.
- Brandon Woods (old Meadowbrook South PUD) predates the Bicycle and Greenway Plan and therefore was not subject to the Plan. Preliminary plat for Sections 1 and 2 were not required to provide any bike lanes.
- Derryberry PUD was also exempt from the Bike and Greenway Plan. However, approval for Section 2 required bike lanes on both sides of Port Royal Road.
- Derryberry PUD, Section 3 and 4, the condition to provide bike lanes was deleted at PC approval.

Based on the above information, it would be consistent with some of the above actions to require bike lanes be programmed for this stretch of Port Royal Road. If the Planning Commission agrees, the road should be widened to provide the bike lane surface, but not be marked or signed as a bike lane at this time. Alternatively, the Planning Commission may consider a fee in lieu or support a multi-use trail in lieu of the bike lane.

Public Comments: Several letters of opposition to the proposed retail store have been received via the PCpubliccomment@springhilltn.org email. Staff has also received two phone calls in opposition of this request. The subject request is a site plan application that is subject to review and approval when the site plan complies with the requirements of Article 13.6.E. These standards examine code regulations and site features. The review of a site plan does not include the subjective consideration of the use of the property.

Recommendation: Staff recommends approval of site plan application STP 857-2020 (Dollar General Port Royal) subject to the following conditions:
1. The Bicycle and Greenway Plan calls for a bike lane on Port Royal Road. No information regarding the proposed bike lane has been provided. The applicant shall be responsible for either a bike lane or a 12’ pedestrian trail as required by the Planning Commission.

2. Project engineer will need to meet with the Water Department prior to plans going to TDEC.

3. Call out distances and verify that the street trees along Port Royal are at least 20’ from the centerline of the overhead powerline.

4. Applicant to show and label the existing right-of-way for Rice Road along the frontage of this property. Any areas where the distance from centerline to the property line of this site is less than 37.5’ shall dedicate additional right-of-way at final plat to meet the minimum.

5. 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.
EXISTING CONDITIONS
GARBAGE TRUCK TURNING
Notes:

Plan Notes:
Calculations at Ground Level (10' x 10' Grid Spacing). Refer to luminaire location summary for mounting heights of each fixture. Pole mounted fixtures include a 2ft concrete base. Mounting heights indicated on luminaire location summary is a total A.F.G. height.

General Notes:
Due to changing lighting ordinances it is the contractors responsibility to submit site photometrics & luminaire specs to the local inspector before ordering to ensure this plan complies with local lighting ordinances. This lighting design is based on information supplied by others. Changes in electrical supply, area geometry & objects within the lighted area may produce illumination values different from the predicted results shown on this layout. This layout is based on .IES files that were lab tested or computer generated, actual results may vary.

PHOTOMETRIC
RZN 868-2020: Submitted by Gilbert and Jackie Ortega for the rezoning of property on Cleburne Road. The property is located on the western side of Cleburne Road at Parcel ID 060029 00213 and is approximately 500’ north of Spring Hill Middle School. The property is currently zoned C-1 and contains approximately 5.158 acres. The applicant is requesting to rezone the property to I-1. Requested by Gilbert and Jackie Ortega.

Request: The applicant is requesting to rezone their entire 5.158-acre property from C-1, Neighborhood Commercial District to I-1, Light Industrial District.

Plan Update: No new materials have been submitted. Item #1 below has not been addressed:

1. The UDC requires all notices to be mailed at least 10 days prior to the first scheduled action (September 14, 2020 Planning Commission). The applicant has not provided Staff with the documents necessary (example of mailed notice, list of property owners to whom they were mailed, and affidavit) to confirm that notices to property owners within 500 feet were mailed as required in the UDC. Due to this deficiency, Staff recommends deferral to the next regular work session of October 26, 2020 and subsequent voting meeting.

2. As requested, Table 8-1: Use Matrix, is attached for review.

3. A Water Distribution Pressure Summary is provided from Dempsey Dilling and Associates (attached).

Property Description and History: This property is located on the western side of Cleburne Road and contains approximately 5.158 acres. The property is current zoned C-1 and is adjacent to I-1 properties on all 4 sides. Under the previous zoning ordinance, this property was zoned B-1. The subject site is approximately 480’ north of Spring Hill Middle School. The applicant has not provided a concept plan (not required) and has intentions of constructing a storage facility.

Spring Hill Rising: 2040: The future land use classification for this site is Industrial Area. According to the Comprehensive Plan, “Building development is variable to promote the specific needs of large-scale activities or businesses and accommodate large footprint distribution facilities. Appropriate landscaping and open space between buildings and adjacent land uses should be provided to help limit negative visual and noise impacts of activity within the surrounding area.” Primary future land uses include automobile-related services, light and heavy industrial uses, manufacturing, warehousing, storage, animal boarding, recycling, and municipal services.

Surrounding Property/Zoning: All adjacent properties to the site are zoned I-1. The property is approximately 170’ wide and exceeds the minimum lot width for the I-1 zoning district of 100’.

Access, Streets and Sidewalks: Vehicular access to the property is via Cleburne Road. If the rezoning is approved by the Board of Mayor and Alderman; access, streets and sidewalks will be addressed at time of site plan/development review. Cleburne is classified as a Collector Road and will require a minimum Right-of-Way of 75’ (37.5’ from centerline).

Building and Site Design: No concept plan has been submitted but the applicant has indicated that the purpose of this rezoning application is to allow storage units as a permitted use. Similar to above, building and site design will be reviewed at site plan submittal.
Utilities: Water Service is available to the subject property and is served by an 8" water line along Cleburne Road. The site is located within the City’s Southside pressure zone. Modeling results of Spring Hill’s water system show that with tanks at 50% capacity (elevation 883), the site (at elevation 724) will see static pressures in the range of 65 psi. The site can also meet Spring Hill’s minimum requirement of 750 gpm fire flow while maintaining 30 psi. With takes at 50%, the current maximum flow available to maintain 30 psi is 825 gpm. All water service to the site meets the minimum pressure requirements.

Sewer is not readily available to this property. The City’s Utility Connection and Use Ordinance 86-42 Article V Paragraph (e) states:

“For purposes of this chapter, water or sewer service (respectively) is “not available” if the building or structure to be served on the property is located more than 100 feet from an existing water or sewer line that reasonably could serve such property. In addition, no property owner shall be required to connect to the public water or sewer system if he must first purchase an easement in which to install water or sewer lines.”

Therefore, the owner has the right to petition Maury County for a septic system permit. While a septic system may be an alternative for a low intensity use such as a storage facility, the requested re-zone to I-1 Classification has the potential for a vast array of much more intensive permitted uses. This will likely require the extension of public sewer from its current location to this property. This extension and any easements required shall be the sole responsibility of the owner and not the City, and reviewed at the time of site plan submittal.

Zoning Map Amendments: Staff has placed public notification signs on the property and published notice as required by the Unified Development Code. The applicant shall provide staff with copies of the mailed notices and proof of mailings in the form of an affidavit, no later than September 4, 2020. The mailed notification letters are sent to surrounding land owners within 500’. The UDC requires all notices to be mailed at least 10 days prior to the first scheduled action (September 14, 2020 Planning Commission). Staff has not received any letters or proof of mailings and therefore, this requirement has not been met.

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

E. Approval Standards

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

1. Approval Standards for Map Amendments

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

Staff’s response to the approval standards are as follows:
a. The proposed amendment is consistent with the comprehensive plan classification of Industrial Area which permits light industrial uses such as warehousing and storage. Taking the context of the neighborhood and adjacent uses into account, staff believes that the proposed rezoning is consistent with the overall goals of the comprehensive plan.

b. The existing commercial zoning has been in place since at least 2007. A zoning map prepared by the TN Department of Economic and Community Development shows the site zoned AG during the 1980’s. The commercial zoning classification is not consistent and is not in harmony with the surrounding industrial uses. All adjacent properties are currently zoned I-1. The subject site is approximately 480’ north of Spring Hill Middle school, but the site is separated from the school by industrial zoning and an industrial use.

c. Staff is not aware of any non-conformities that would be created by the proposed rezoning.

d. The site is completely surrounded by I-1 zoning and the current classification of C-1 permits uses that do not follow the development trends of the area. A rezoning would allow the property to conform and follow the industrial development trends of the area.

e. The Planning Department has solicited input from other departments regarding adverse impacts on public health, safety, and welfare. Staff is not aware of adverse impacts that would be generated by this rezoning. General department responses are listed below.

f. Water is readily available to the site. A Water Distribution Pressure Summary is attached for review and shows that water can be provided to the site for uses that may be anticipated with I-1 zoning. However, this is an estimate and final calculations are not possible until a specific use and plan are submitted. Sewer is not readily available to the site, but will require an extension across adjacent property.

Impacts of this Rezoning on the City of Spring Hill: Staff shared the proposed rezoning request and other permitted uses in the I-1 district with other city departments and requested a description or quantitative information on how the proposed rezoning would impact service delivery, the budget and/or staffing. The following responses were received.

- **Codes** – Permitted uses should not significantly impact the Building & Codes Department.

- **Fire** – Permitted uses should not significantly impact the Fire Department.

- **Police** – The proposed rezoning or any of the permitted uses would have no significant impact on the Police Department.

- **Sewer** – Sewer service is currently “not available” as defined in the City Code. Future development of the subject property may require the extension of public sewer service to serve the site depending upon the intended use of the property. While a septic tank may be an alternative in the case of the least intensive use such as a storage facility, the potential array of more intensive permitted uses as allowed in the I-1 zoning classification will likely result in a requirement to extend public sewer service to the subject property. Any extension of public sanitary service from its current location to the subject property will be at the expense of the property owner and not the City.

- **Water** – Dempsey, Dilling & Associates has provided a Water Distribution Pressure Summary showing acceptable water service to the site. The summary is attached to this report.

Findings: Staff has provided our response to the required findings listed above from Section 13.2.E of the UDC. The Planning Commission and Board of Mayor and Alderman will need to make a determination as to whether the request is consistent with the six criteria listed above. A policy decision may be needed to determine whether water/sewer capacity and flow should be determined prior to rezoning or prior to site plan review.

Public Comments: Staff has received no public comment regarding this rezoning application.
Recommendation: Due to the lack of public notice confirmation, Staff recommends deferring this rezoning application to the October 26, 2020 Work Session. Additional public notices will not be required since we are deferring to a determined future date.

1. A copy of the mailed notices and proof of mailings in the form of an affidavit must be provided to the Planning Department by October 5, 2020.
RESOLUTION 20-65
OF THE PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RECOMMEND APPLICATION RZN 868-2020 (TAX MAP 029, PARCEL 02.13 – C-1 to I-1) TO THE BOARD OF MAYOR AND ALDERMAN

WHEREAS, pursuant to TCA 13-4-103, authority is granted to the Municipal Planning Commission to make recommendations relating to the plan and development of the municipality to public officials; and

WHEREAS, the Planning Commission had a regular meeting on the 14th day of September, 2020 and heard public testimony and input regarding application RZN 868-2020; and

WHEREAS, the Planning Commission considered the materials submitted by the applicant and the reports written by City Staff;

NOW, THEREFORE BE IT RESOLVED, that the Spring Hill Planning Commission forwards the recommendation for application RZN 868-2020 to the Board of Mayor and Alderman as follows.

APPROVAL OF RZN 868-2020

Passed and adopted this 14th day of September, 2020.

__________________________________________
Paul Downing, Chairman

__________________________________________
Steve Foote, Secretary
Summary:

Water Service is available to the subject property and is served by an 8” water line along Cleburne Road. The site is located within the City’s Southside Pressure Zone. Modeling Results of Spring Hill’s water system show that with tanks at 50% capacity (elevation 883), the site (at elevation 724) will see static pressures in the range of 65 psi. The site can also meet Spring Hill’s minimum requirement of 750 gpm fire flow while maintaining 30 psi. With tanks at 50%, the current maximum flow available to maintain 30 psi is 825 gpm.

Model inputs:

- Fire flow 750 gpm (30 min psi required)
- Tanks at 50%
- Elevation 883 feet (Southside)
- Fed from: 8” line on Cleburne Rd
- Site elevation: Approx. 724 feet (high elevation at site)

Results:

- Static Pressures available at the site: 65 psi
- Residual pressure with 750 gpm Fire flow: 36 psi
- Maximum Flow available @ 30 psi: 825 gpm

Meets minimum pressure requirements.

*Results are based on the assumptions listed above, any variation would require additional analysis to be performed during a site plan application process.*
### Table 8-1: Use Matrix

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<thead>
<tr>
<th>Principal Use</th>
<th>P= Permitted Use</th>
<th>S= Special Use</th>
<th>T= Temporary Use</th>
<th>Blank= Use not allowed in the district</th>
<th>Use Standard</th>
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### Principal Use

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<th>R= Required</th>
<th>R= Recommended</th>
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City of Spring Hill
August 20, 2018

Unified Development Code
Principal and Temporary Uses: Use Matrix
## Page 1

### Table 8-1: Use Matrix

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**City of Spring Hill**

**August 20, 2018**

**Unified Development Code**

**Principal and Temporary Uses: Use Matrix**
## Table 8-1: Use Matrix

| Principal Use                  | R-A | R-R | R-1 | R-2 | R-3 | R-4 | R-5 | R-6 | R-7 | R-MH | C-1 | C-2 | C-3 | C-4 | C-5 | C-6 | C-7 | C-8 | H-1 | H-2 | R-D | I-C | A-G | P-R | NA | Use Standard |
|-------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|-----|-----|
| **Live Performance Venue**    |     |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |    |     |     |
| **Lodge/Meeting Hall**        | S   | S   | S   | S   | S   | S   | S   | S   | S   |      | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   |  P | Article 8.3.P |
| **Manufactured Home Park**    |     |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |    |
| **Office**                    |     |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |    |
| **Parking Lot (Principal Use)** | S   | S   | S   | S   | S   | S   | S   | S   | S   |       | S   | S   | S   | S   | S   | S   | S   | S   | S   | S   | S   | S   | S   |  P | Article 10 |
| **Parking Structure (Principal Use)** | S   | S   | S   | S   | S   | S   | S   | S   | S   |       | S   | S   | S   | S   | S   | S   | S   | S   | S   | S   | S   | S   | S   |  P | Article 10 |
| **Reception Facility**        | S   | S   | P   | P   | S   | P   | S   | S   | S   |       | S   | S   | S   | S   | S   | S   | S   | S   | S   | S   | S   | S   | S   |  P | Sec. 8.3.S |
| **Recreational Vehicle (RV) Park** | S   | S   | S   | S   | S   | S   | S   | S   | S   |       | S   | S   | S   | S   | S   | S   | S   | S   | S   | S   | S   | S   | S   |  P | Sec. 8.3.R |
| **Retail Liquor Store**       | S   | P   | P   | P   | P   | P   | P   | P   | P   |       | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   |  P | Sec. 8.3.T |
| **Sexually-Oriented Business**| S   | P   | P   | P   | P   | P   | P   | P   | P   |       | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   |  P | Sec. 8.3.T |
| **Social Service Center**     | S   | P   | P   | P   | P   | P   | P   | P   | P   |       | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   |  P | Sec. 8.3.T |
| **Solar Farm**                | S   | P   | P   | P   | P   | P   | P   | P   | P   |       | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   |  P | Sec. 8.3.T |
| **Specialty Food Service**    | P   | P   | P   | P   | P   | P   | P   | P   | P   |       | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   |  P | Sec. 8.3.T |

City of Spring Hill  
August 20, 2018  
Unified Development Code  
Principal and Temporary Uses: Use Matrix
### Table 8-1: Use Matrix

| Principal Use                                      | R-A | R-B | R-1 | R-2 | R-3 | R-4 | R-5 | R-6 | R-7 | R-MH | C-1 | C-2 | C-3 | C-4 | C-5 | C-6 | C-7 | C-8 | C-9 | C-G | I-1 | I-2 | RD | IC | AG | PR | NA | USE STANDARD |
|----------------------------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Vehicle Repair/Service - Minor                      |     |     |     |     |     |     |     |     |     |      | S   | P   | P   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | Sec. 8.3.X |
| Warehouse                                           |     |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Wholesale Establishment                             |     |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | P   |
| Wind Energy System                                  |     |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | S   |
| Winery                                              |     |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | S   |
| Wireless Telecommunications - Colocation Antenna    |     |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | S   |
| Wireless Telecommunications - New Towers            |     |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | S   |
| Wireless Telecommunications - Small Cell & DAS Colocation |     |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | S   |
| Wireless Telecommunications - Small Cell & DAS New Pole |     |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     | S   |
| TEMPORARY USE                                      |     |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Farmers' Market                                    | T   | T   | T   | T   | T   | T   | T   | T   | T   | T    | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | Sec. 8.4.A |
| Mobile Food Sales                                   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T    | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | Sec. 8.4.B |
| Real Estate Project Sales Office/Model Unit         | T   | T   | T   | T   | T   | T   | T   | T   | T   | T    | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | Sec. 8.4.C |
| Temporary Contractor Office and Contractor Yard     | T   | T   | T   | T   | T   | T   | T   | T   | T   | T    | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | Sec. 8.4.D |
| Temporary Outdoor Entertainment                      | T   | T   | T   | T   | T   | T   | T   | T   | T   | T    | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | Sec. 8.4.E |
| Temporary Outdoor Sales                              | T   | T   | T   | T   | T   | T   | T   | T   | T   | T    | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | Sec. 8.4.F |
| Temporary Outdoor Storage Container                  | T   | T   | T   | T   | T   | T   | T   | T   | T   | T    | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | T   | Sec. 8.4.G |

(Ord. 19-99, 4/15/19; Ord. 19-28, 9/16/19)

^ Revised
Spring Hill Planning Commission Regular Meeting

TO: Spring Hill Planning Commission
FROM: Steve Foote, AICP, Planning Director
        Austin Page, Associate Planner
MEETING: September 14, 2020
SUBJECT: RZN 869-2020 (1724 Wilkes Lane – Williamson County Schools AG to IC)

RZN 869-2020: Submitted by Williamson County Schools for the rezoning of a portion of 1724 Wilkes Lane. The property is currently zoned AG and contains approximately 98.038 acres. The applicant requests to rezone a 23-acre portion of the property to IC (Institutional Campus District) in order to construct a new elementary school. Requested by Williamson County Schools.

Request: The applicant is requesting to rezone a 23-acre portion of 1724 Wilkes Lane property from AG, Agricultural District to IC, Institutional Campus District. Williamson County Schools submitted a site plan application on September 8, 2020.

Plan Update: The following items have been addressed following the August 24, 2020 Work Session:

1. Summaries are attached from Dempsey, Dilling and Associates regarding water and sewer service and usage for the site.
2. Staff solicited feedback regarding the question of whether the site had historic significance for Spring Hill. As of this writing, no information has been received that would indicate this status.

Property Description and History: This property is located along the northeast limits of the City and is approximately 1000’ west of Main street. The property is currently zoned AG and contains approximately 98.038 acres.

Surrounding Property/Zoning: The site is bordered by R-2 PUD (The Arbors at Autumn Ridge), R-1 (Shannon Glen) and C-4 to the south, R-2 PUD to the east (Tanyard Springs) and Thompsons Station property to the north and west. The CSX railroad runs along the western boundary of the property, but not the proposed school property.

Spring Hill Rising: 2040: The future land use classification for this site is Residential Neighborhood Area. According to the Comprehensive Plan, the development pattern of Residential Neighborhood Areas “varies from low to moderate density with clusters of similar one- and two-story residential dwellings in both conventional subdivision development and traditional neighborhood from. New Development should integrate different housing types of appropriate scale and context and increase the connections between neighborhoods and other areas.” The plan also states that, “While these areas are primarily residential, the Residential Neighborhood Area encourages a traditional neighborhood development that incorporates low-intensity nonresidential uses intended to serve the surrounding neighborhood on corners and along connecting corridors. Buildings are located close to the street and designed to the scale and form of the surrounding neighborhood.” Currently, there are several existing schools located within the city limits within the Residential Neighborhood Area designation.

Access, Streets and Sidewalks: The property fronts on and has vehicular access via Wilkes Lane and the entry drive aligns with Shane Drive to the south. The applicant has provided a Zoning Exhibit showing the site layout; including the school and parking areas, and which includes a pedestrian connection and emergency access to any adjacent future residential. The Major Thoroughfare Plan calls for an extension of Campbell Station Parkway to run through this property and terminate at the Thompson’s Station jurisdiction line. Campbell Station Parkway is classified as a Collector Road and according to the map and City GIS, the proposed road alignment is on the eastern and western side of McCutcheon Creek, but appears to be located off the proposed school property. Staff has discussed the connection with the City of Thompson’s Station and reviewed their Major Thoroughfare Plan. The Thompson’s Station Major Thoroughfare Plan does
not at this time include a route that directly connects to the city’s extension of Campbell Station Parkway and connect it to Trader’s Way.

The Zoning Exhibit shows a number of roadway improvements that include; a right-turn lane into the site, left turn lane onto Shane Drive and a designated left-turn lane into the school site. Wilkes Lane is classified as a Collector Road and requires a minimum Right-of-Way of 75’ (37.5’ from centerline). Right-of-way dedication is required.

An application for a residential development is expected in the near future for the remainder of the site. The remaining acreage will need to be rezoned from AG to a residential zoning district for this development.

**Building and Site Design:** A Zoning Exhibit has been provided showing the site layout for the proposed elementary school. The school is located centrally on the site and proposes to only have one entrance and exit driveway. This road is proposed to align with Shane Drive. McCutcheon Creek is shown along the proposed eastern property line. The expected enrollment of the school is approximately 850-900 students and Williamson County Schools expects an opening in the Fall of 2022. Consideration for the building and site design will be reviewed with the site plan submittal.

**Utilities:** Water Service is available to the subject property and is served by a 10” water line along Wilkes Lane. The site is located within the City’s Northside Pressure Zone. Modeling Results of Spring Hill’s water system show that with tanks at 50% capacity (elevation 974), the site (at elevation 800) will see static pressures in the range of 74 psi. The site can also meet Spring Hill’s minimum requirement of 750 gpm fire flow while maintaining 30 psi. With tanks at 50%, the current maximum flow available to maintain 30 psi is 2,225 gpm. The proposed site discharge is 13,500 gallons per day (900 students @ 15 gal/day) and a fire flow of 750 gpm (30 min psi required).

Sewer Service is available to the subject property and is served by an 8” gravity sewer line along Shetland Lane and conveyed to the 10” McCutcheon Creek Trunk Line. This truck line transitions to an 18” line at Main Street. Results of the immediate receiving pipe and downstream critical pipe are presented on the attached Sewer Collection Summary. The proposed site discharge is 13,500 gallons per day (900 students @ 15 gal/day) and a 28 gpm average (over an 8-hour day).

**Bicycle & Greenway Plan:** The Bicycle & Greenway Plan calls for a proposed bike lane along Wilkes Lane. A greenway named the “Wilkes Lane Greenway” is shown along McCutcheon Creek along the eastern side of the proposed school property. The CSX Greenway ends at the railroad and Wilkes Lane. The bike lane and greenways will be discussed at time of site plan submittal.

**Zoning Map Amendments:** Staff has placed public notification signs on the property and published notice as required by the Unified Development Code. The applicant has mailed notification letters to surrounding land owners within 500’.

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

**E. Approval Standards**

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

1. **Approval Standards for Map Amendments**

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

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

a. The proposed amendment is consistent with the comprehensive plan classification of Residential Area. Taking the context of the neighborhood and adjacent uses into account, staff believes that the proposed rezoning is consistent with the overall goals of the comprehensive plan.

b. Under the previous zoning ordinance, the subject property was zoned AG and is currently zoned AG. All adjacent properties are residentially or commercially zoned. Rezoning to Institutional Campus for an elementary school is considered compatible with adjacent zoning and residential uses. A school in the new UDC is not permitted in the AG district.

c. Staff is not aware of any non-conformities that would be created by the proposed rezoning. The remainder of the site will be considered under separate application.

d. The site is primarily surrounded by residential uses and the current classification of AG permits uses that do not follow the development trends of the area. A public school, while not representing a ‘trend’ in the area, is consistent with and will serve the adjacent residential areas. Schools are typically found in residential neighborhoods and Williamson County Schools has identified the need for a school in this area.

e. The Williamson County School District is proposing to provide for various off-site improvements to Wilkes Lane and for pedestrian access, as shown on the concept plan and presented in this report. A use of this size within an existing residential neighborhood may generate some opposition. However, staff has not at this time, identified any adverse impacts on the overall public health, safety or welfare in Spring Hill.

f. Water and sewer service are available to the site.

Impacts of this Rezoning on the City of Spring Hill: Staff shared the proposed rezoning with city departments and requested a description or quantitative information on the department impact, including budget/staff. The following responses were received.

- **Police** – The Police Department has concerns with the traffic impact on Wilkes Lane, especially the intersection onto Main Street. Financial impacts to the department are considered minimal.

- **Sewer** – Dempsey, Dilling & Associates has provided a Sewer Collection Summary and the proposed site discharge per day is 13,500 gallons. The summary is attached to this report.

- **Water** – Dempsey, Dilling, and Associates has provided a Water Distribution Pressure Summary for the site. There are no issues providing service to the site and service does not compromise the ability to continue to provide such service to existing customers. There is no impact on the department budget. The estimated daily water usage is 13,500 gallons. The summary is attached to this report.

Findings: Staff has provided our response to the required findings listed above from Section 13.2.E of the UDC. The Planning Commission and Board of Mayor and Alderman will need to make a determination as to whether the request is consistent with the six criteria listed above. Based on staff’s research and input from other departments, it appears that the request meets the approval standards for map amendments.

Public Comments: Staff has received ten (10) emails of opposition to the proposed rezone via the PCPublicComment@springhilltn.org email address. These emails are contained in the Planning Commission packet and will be read into the record during the meeting.

Recommendation: Staff recommends adopting Planning Commission Resolution 20-66 to forward a recommendation of approval to the Board of Mayor and Alderman.
RESOLUTION 20-66
OF THE PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RECOMMEND APPLICATION RZN 869-2020 (TAX MAP 153, PARCEL 11.00 – AG to IC) TO THE BOARD OF MAYOR AND ALDERMAN

WHEREAS, pursuant to TCA 13-4-103, authority is granted to the Municipal Planning Commission to make recommendations relating to the plan and development of the municipality to public officials; and

WHEREAS, the Planning Commission had a regular meeting on the 14th day of September, 2020 and heard public testimony and input regarding application RZN 869-2020; and

WHEREAS, the Planning Commission considered the materials submitted by the applicant and the reports written by City Staff;

NOW, THEREFORE BE IT RESOLVED, that the Spring Hill Planning Commission forwards the recommendation for application RZN 869-2020 to the Board of Mayor and Alderman as follows.

APPROVAL OF RZN 869-2020

Passed and adopted this 14th day of September, 2020.

______________________________
Paul Downing, Chairman

______________________________
Steve Foote, Secretary
Summary:

Water Service is available to the subject property and is served by a 10" water line along Wilkes Lane. The site is located within the City’s Northside Pressure Zone. Modeling Results of Spring Hill’s water system show that with tanks at 50% capacity (elevation 974), the site (at elevation 800) will see static pressures in the range of 74 psi. The site can also meet Spring Hill’s minimum requirement of 750 gpm fire flow while maintaining 30 psi. With tanks at 50%, the current maximum flow available to maintain 30 psi is 2,225 gpm.

Model inputs:
Demands: 28 gpm 900 students @ 15 gal/day = 13,500 gallons (8 hour day)
Fire flow 750 gpm (30 min psi required)
Tanks at 50% Elevation 974 feet (Northside)
Fed from: 10" line on Wilkes Ln
Site elevation: Approx. 800 feet (high elevation at site)

Results:
Static Pressures available at the site: 74 psi
Residual pressure with 750 gpm Fire flow: 66 psi
Maximum Flow available @ 30 psi: 2,225 gpm

Meets minimum pressure requirements.

Results are based on the assumptions listed above, any variation would require additional analysis to be performed during a site plan application process.
**Sewer Collection Summary**

**Project:** 1724 Wilkes Lane - Wilkes Lane Elementary School

**Summary:**

Sewer Service is available to the subject property and is served by an 8” gravity sewer line along Shetland Lane and conveyed to the 10” McCutcheon Creek Trunk Line. This truck line transitions to an 18” line at Main Street. Results of the immediate receiving pipe and downstream critical pipe are presented below.

**Proposed Site Discharge:**

900 students @ 15 gal/day = 13,500 gallons

Over an 8 hour day = 28 gpm average

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<th>Receiving Pipe: 3989</th>
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<tr>
<td>Capacity of 8” Trunk Line at Receiving location:</td>
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<td>Percent Full Dry Weather conditions</td>
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<tr>
<td>Percent Full Peak Wet Weather conditions*</td>
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<td>7.9%</td>
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**Critical Pipe:** MCN-069 (segment at Miles Johnson Parkway) one segment upstream of 18” line

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<th>Capacity of 10” Trunk Line at Downstream Critical location:</th>
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<tr>
<td>Percent Full Peak Wet Weather conditions*</td>
<td>77.4%</td>
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</table>

*Peak Factor as measured by Meter 12 on 18” Upper McCutcheon Creek Trunk Line (Aug 2018) 2.66

Results are based on the assumptions listed above, any variation would require additional analysis to be performed during a site plan application process.
Rezoning Description
Williamson County Schools
McKinley Property, Spring Hill, TN
1724 Wilkes Lane

Located on Tax Map 153, Portion of Parcel 11.00 Williamson County, Tennessee. Bound on the north, east and west by the remaining property of Barbara and Janet McKinley; on the south by Wilkes Lane.

Commencing at the intersection of Wilkes Lane and Shetland Drive; thence with the centerline of Wilkes Lane, N 78°26'20"W, 126 feet to a point; thence N 11°41'36"W, 26.41 feet to the point of beginning; thence with the right-of-way of Wilkes Lane, N 78°01'10"W, 552.19 feet; thence, leaving Wilkes lane with a severance line of said property, N01°24'33"E, 655.65 feet, thence N12°15'46"E, 538.46 feet; thence S77°44'17"E, 1,054.10 feet; thence S26°50'03"W, 609.76 feet, thence S55°23'30"W, 94.25 feet; thence S29°24'12"W, 544.95 feet to the beginning, containing 23 acres, more or less.
Note: This diagram includes the Town’s existing trail network (gray), future trails to be included during the construction of a corresponding roadway project (blue), and off-street trails to be constructed independently from roadway projects. Off-street trails are prioritized in terms of Phase 1/short-term (Project #19, purple), Phase 2/mid-term (Project #20, red), and Phase 3/long-term (Project #21, pink).

*FROM THE TOWN OF THOMPSON’S STATION MAJOR THOROUGHFARE PLAN*
SPM 871-2020: Submitted by Crunk Engineering for Sanctuary Bluff (formerly Newport North). The property is located off of Thompsons Station Road E, zoned R-2 and R-6 and contains approximately 24.53 acres. The applicant requests a major modification to the previously approved site plan (STP 481-2018) to redesign the site layout, reduce the multi-family unit totals from 252 to 240, and re-align the New Port Royal Road extension. Requested by Adam Crunk.

Summary of Changes since 2018: The most notable changes from the 2018 plan to the current submittal are listed below:

1. The number of units has decreased from 252 to 240.
2. The extension of New Port Royal Road has been realigned to the west of the multi-family site, with the north and south termini remaining at the same locations.
3. The amenity area has been redesigned, but remains to the west. An electronic crosswalk sign is proposed.
4. The playground is missing from the proposed plans.
5. A parking lot now abuts the single-family neighborhood to the south, rather than small scale residential buildings.
6. All buildings now contain 24 units. The prior plan included a mix of 12- and 24-unit buildings.
7. The dumpster enclosure was previously at the north end of the site and is now to the south in close proximity to the single-family neighborhood.

Plan Update: The applicant submitted revisions to the site plan following the August 24, 2020 Work Session. Staff’s review has generated the following comments:

1. Right-of-Way is now being dedicated along Thompson’s Station Road East. No sidewalks are proposed along Thompson’s Station Road. The Town of Thompson’s Station’s Major Thoroughfare Plan includes sidewalks on Thompson’s Station Road East.
2. The dumpster location has not been moved and the applicant has provided the following response. “The dumpster location is located approximately 60 feet from the single-family home lots. It is also screened by trees. Any other possible location on site for this dumpster pad presents the same problem with exposure to single-family lots. The current location of the dumpster is the most suitable location for it.”
3. An amenity building is proposed which includes a mail room, bike storage room, dog wash station and a vending machine area for food and drinks. An outside vehicle charging station is also proposed. Additional outdoor amenities in the area include a walking path, benches and a hammock garden. The playground approved with the former site is not included and will need to be added to the site plan, unless waived by the Planning Commission.
4. Bike lanes are now provided on both sides of New Port Royal Road.
5. A minimum separation of 5’ has been provided from the buildings to the sidewalks.
6. An additional sidewalk is now shown between Buildings 2 and 3 and provides pedestrian access to the sidewalk along New Port Royal Road.
7. The landscape plan identifies sodded areas around the proposed buildings while all other areas to be seeded. Disturbed areas along the proposed buildings are to be sodded while other lawn areas are to be seeded.
8. Foundation landscaping has been provided for the amenity center and residential buildings.
9. Vegetation along the southern property line has been properly identified and a table has been provided for what trees are existing and what is being preserved.
Property Description: This property is located along New Port Royal Road, south of Thompsons Station Road, at the north end of the City. The Planning Commission approved a sketch plan for this property in November, 2017 (SKP 424-2017) and a site plan (STP 481-2018) on April 9, 2018. The site plan approval included 252 units. The site plan was approved with the following conditions:

Planning Department:
1. Prior to the issuance of any permits, the landscape plan shall be revised to comply with City regulations. Landscaping shall be provided along the bottom and top of the retaining wall along the west property line. Revised plan is subject to staff approval.
2. Remove note on Sheet L1.0 saying that the retaining wall satisfies the landscape buffer requirement.
3. Site plan approval shall remain valid for a period of three (3) years, during which time all required permits shall be obtained.
4. Modification to the approved site plan may require Planning Commission approval.

Assistant City Manager:
1. The applicant shall submit a revised lighting plan demonstrating that the proposed wall fixtures will provide sufficient safe lighting in all portions of parking lots serving Buildings 7 through 15. In the event the applicant is not able to provide sufficient lighting utilizing wall fixtures, the applicant shall install pole style lighting in the parking lots serving Buildings 7 through 15 in order to provide sufficient interior site lighting for parking areas.
2. The eastbound deceleration lane shall be lengthened from 50 feet to 75 feet.
3. Comment #3 on Phasing Plan (Sheet C5.1) shall be revised as follows: “A warrant analysis shall be conducted prior to the start of construction of the final phase of Newport North Multifamily or Newport Executive Condominiums, whichever develops last. In the event a traffic signal is warranted at the intersection of Thompsons Station Road and New Port Royal Road, the City Engineer will determine an appropriate apportionment of the total cost for signal system installation based upon current traffic counts from which the applicant shall pay a proportionate share of the design and construction cost for the traffic signal and related improvements. In the event a traffic signal is warranted, the traffic signal should be installed prior to the issuance of a certificate of occupancy for any of the buildings located in the final phase of development in either Newport North Multifamily or Newport Executive Condominiums, whichever develops last.”

Fire Marshal:
1. A standpipe shall be required for all buildings located beside the retaining wall that cannot provide a minimum separation from the building foundation to the face of the retaining wall of at least 20 feet for proper clearance and access.

Added Condition:
1. The applicant is to donate 75 feet of right of way from Thompson Station Road south to the entrance of the amenity center.

This application is being processed under the previous zoning ordinance. The remaining R-2 zoned land along Thompson’s Station Road has no plans to be developed at this time and will remain as is.

Access: The plan approved in 2018 provided an extension of New Port Royal Road that divided the residential development and residential buildings. The current plan provides for this extension in a manner that skirts around the left side of the development, maintaining all dwellings on the east side of the collector road. All access will be from New Port Royal Road via two curb cuts for the multifamily buildings and one for the amenity center at the northern portion of the site. The amenity center is on the west side of New Port Royal Road, as approved with the 2018 plan. This plan maintains and modifies access to the adjacent Spring Hill water tank. Fire truck and refuse collection templates have been provided and are compliant.
Streets and Sidewalk: The applicant proposes 5’ wide sidewalks for internal circulation and along both sides of New Port Royal Road. Pedestrian sidewalks have been provided in between buildings 6 and 7, and 8 and 9. These sidewalks provide easier access between the parking lots and neighboring buildings. The applicant has provided an additional pedestrian connection between buildings 2 and 3, which provides pedestrian access to the sidewalk on New Port Royal Road. No sidewalk is shown on Thompson’s Station Road. Staff contacted Thompson’s Station to determine what the Town’s policy is regarding sidewalks and was told that they are planned on Thompson’s Station Road East. Therefore, a condition is provided for the installation of a 5’ sidewalk. New Port Royal Road has been realigned further west on the property and will still make the same connection into the Newport Crossing subdivision.

Thompson’s Station Road is a roadway that falls within the jurisdiction of both Thompson’s Station and Spring Hill. The subject property extends to the centerline of the road which also represents the Spring Hill Jurisdiction line. The road is not shown on Spring Hill’s Major Thoroughfare Plan. The applicant is proposing R/W dedication improvements in the form of a right turn decel lane and a left turn lane. Thompson’s Station Major Thoroughfare plan shows Thompson’s Station Road East as a Major Collector Road. Staff recommends that the Planning Commission consider whether the timing of road improvements for Thompson’s Station Road, turn lanes, should be completed by a certain threshold associated with the development of the site. Such road improvements have at times been linked to the issuance of a certificate of occupancy for any or a percentage of the development.

Bulk and area requirements: The site complies with the requirements of the previous zoning ordinance.

Proposed Site and Building Design: The site design has changed with most notably the reconfiguration of New Port Royal Road and the position of the residential buildings. The new road alignment has reduced the access points to the development from 5 to 3. The previous plan proposed 3 building along the southern property line which have been removed and replaced with a parking lot. All buildings now provide at least a 5’ minimum of separation to the adjacent sidewalks.

Building elevations indicate three-story structures, all contain 24 units, primarily of brick and hardi-board, which are compliant with City design guidelines. All façade materials are primary building materials, but material percentages need to be provided. Roofing material is not labeled and should be Architectural Asphalt Shingles. Building elevations for the amenity building are provided and are consistent with proposed multi-family buildings. Dumpster enclosures are compliant with the City’s design guidelines. During the Planning Commission work session comments were offered to relocate the trash compactor, but a new site has not been found for this feature. A site lighting plan has been provided and is showing 0.0 foot-candles at all residentially bordered property lines. Lighting on the site complies with city regulations.

Parking and Loading: The proposal includes sufficient parking, including visitor parking at a rate of one space for every eight units. Parking spaces are 9’x18’ and drive aisles are 26’ wide. Overall parking has been reduced from 539 spaces to 510 total spaces. All parking is internal to the site and no parking fronts on New Port Royal Road. Bicycle parking is sufficient and has been increased from 10 to 11 racks.

Landscaping and Buffering: Twenty-five-foot-wide landscaping buffers are required where the proposal abuts residential districts of lesser density. A landscape buffer has been provided along the southern property line. Existing vegetation is shown on the landscape plans along with the LOD (limits of disturbance). All existing trees shown are proposed to be retained. The limits of disturbance note should state that land disturbance will not encroach into the canopy of existing trees. The applicant proposes to plant additional trees to supplement the existing tree buffer in this area. This vegetation has been identified and a table has been provided for what trees are existing and which trees are being preserved. The limits of disturbance appear to encroach into this area and will need to be modified to preserve and protect all existing vegetation during construction.

Street trees are provided along New Port Royal Road and internal trees are provided around the site and on parking lot islands. The heavily wooded areas along the northwest and eastern portions of the site are to remain as is.
disturbance is to occur in these wooded areas. No landscaping is provided where the project abuts areas outside of the City limits.

A foundation planting concept has been provided for multi-family buildings and the amenity center. The landscape plan identifies areas around the proposed residential buildings and amenity center to be sodded. All other areas to be seeded. All right-of-way and areas immediately adjacent to a right-of-way should be sodded.

Amenities: An amenity building and pool with associated parking is proposed for the north end of the site. An electronic crossing light has been added to the site plan to provide safe accessibility to the amenity center. The application indicates a dog park and a centralized mail kiosk as additional amenities.

The previous approval included a playground which has been removed as part of this major modification. As a substitute to the playground, the applicant is proposing additional amenities in the open space adjacent to Building 9 & 10. An amenity building is proposed which includes a mail room, bike storage room with a repair stand, dog wash station and a vending machine area for food and drinks. Some of these uses are for tenants of the apartments, while others serve to support the apartment maintenance staff. The pictures in certain cases are not consistent with the size of use areas shown. An outside vehicle charging station is also proposed. Additional outdoor amenities in the area include a walking path, benches and a hammock garden. A playground will need to be added to the site plan, unless waived by the Planning Commission.

Bicycle and Greenway Plan: New Port Royal Road is identified as a bike lane location. The site plan indicates a 4’ wide striped bike lane on both sides of New Port Royal Road.

Public Comment: Staff has received no public comment via the PCPublicComment@springhilltn.org email address.

Recommendation: Staff recommends approval of site plan major modification application SPM 871-2020 (Sanctuary Bluff) subject to the following conditions. Conditions 1 and 2 are from the work session and can be retained or deleted at the discretion of the Planning Commission. Condition #3 is left open for the Planning Commission to determine a preferred timing for off-site improvements to Thompson's Station Road East (turn and decel lanes).

1. Relocate refuse containers/compactor to a position north of buildings 3, 6, and 9.
2. Provide a playground consistent in size and scope of amenities to the prior approved plan to a central portion of the site on the east side of New Port Royal Road.
3. Off-site road improvements, left and right turn/decel lanes and sidewalk, on Thompson's Station Road East shall be completed prior to (Planning Commission preference for timing).
4. Provide a 5’ sidewalk in the right-of-way along the property’s frontage of Thompson’s Station Road.
5. Roofing material is not labeled and should be Architectural Asphalt Shingles.
6. Existing vegetation along the south side of the property shall be preserved and protected during construction. The limits of disturbance shall not encroach into the canopy of any trees.
7. Label the width of right-of-way to be dedicated on Thompson’s Station Road and the city; i.e. Spring Hill. Right-of-way must be dedicated prior to the issuance of any building permits.
8. Verify the label “Spring Hill City Limits” on the north side of Thompson’s Station Road is correct. City limits should end at the center line of the road. Adjust label.
9. Provide required ramps/crosswalks to connect sidewalks on New Port Royal Road across driveways as was done at the south entrance.
10. Identify the double lined structure at the western corner of the entrance to the amenity center.
11. Lighting along existing single family and townhome neighborhoods is to be shielded to block light sources, 3’ above grade at the southern property line.
12. All right-of-way and areas immediately adjacent to a right-of-way should be sodded.
13. The new development name will need to be approved by Williamson County E-911.
14. Provide the City of Spring Hill with an updated access easement to the City’s adjacent water tank that follows the proposed access route.
15. Show TW (top of wall) and BW (bottom of wall) elevations labels on the walls.

16. From the prior approval. “A warrant analysis shall be conducted prior to the start of construction of the final phase of Newport North Multifamily or Newport Executive Condominiums, whichever develops last. In the event a traffic signal is warranted at the intersection of Thompsons Station Road and New Port Royal Road, the City Engineer will determine an appropriate apportionment of the total cost for signal system installation based upon current traffic counts from which the applicant shall pay a proportionate share of the design and construction cost for the traffic signal and related improvements. In the event a traffic signal is warranted, the traffic signal should be installed prior to the issuance of a certificate of occupancy for any of the buildings located in the final phase of development in either Newport North Multifamily or Newport Executive Condominiums, whichever develops last.”

17. Site plan approval shall remain valid for a period of three (3) years, during which time all required permits shall be obtained. Modification to the approved site plan may require Planning Commission Approval.
LANDSCAPE NOTES:

1. **Landscape Protection**: Shall keep the ground around all trees and the root zone protected from disturbance. No excavation, backfilling or compaction shall occur within 12 feet of any tree trunk.

2. **Tree Protection**: Shall provide tree guards for all trees with a trunk diameter of 3 inches or greater. The tree guards shall be 18 inches in height and shall be removed when the tree is at least 24 inches in diameter. The tree guards shall be maintained in place for a period of one year from the date of tree installation.

3. **Groundcover Planting**: Shall be used to replace any turf that is removed as part of the landscaping design. The groundcover shall be selected to provide color, texture, and interest throughout the year.

4. **Shrub Planting**: Shall be used to provide season-long color and interest. The shrubs shall be selected to complement the existing landscape and shall be planted in a manner that provides both form and function.

5. **Tree Protection**: Shall be provided for all trees with a trunk diameter of 3 inches or greater. The tree guards shall be 18 inches in height and shall be removed when the tree is at least 24 inches in diameter. The tree guards shall be maintained in place for a period of one year from the date of tree installation.

6. **Spade Bed Edge**: Shall be used to create a clean, professional look along the edges of the planting areas. The spade bed edge shall be maintained to ensure a neat appearance throughout the year.

7. **Sanctuary Bluff**: Shall be maintained to provide a natural and undisturbed environment for wildlife. All construction activities shall be planned to minimize impact on the sanctuary area.

8. **Thompson Station Road Spring Hill, Tennessee**: Shall be maintained to provide a safe and attractive landscape along the roadway. All landscaping shall be designed to enhance the overall appearance of the roadway.

**LANDSCAPE DETAILS**
Service Shop, Bike Room, Dog Wash, Mail/Package Area, Grab and Go, etc.

August 2020
Design Concepts

- All open air spaces must have ceiling fans
- Golf Cart Storage Garages do not need AC
- Service Shop must have a lock cage for expensive equipment
1. Service Shop

- 800-1200SF
- 12 x 12 office with a desk, chair, file cabinet, internet, computer and phone
  - Large dry erase board on one wall
- Bathroom Plumbing
  - Stand alone eye wash station and a mop sink
  - Shower pull area to rinse off
- Multiple golf carts with storage to protect and charge them
  - 2 car overhead garage door and a single car overhead garage door plus a single walk in door
  - The garage would have water hook up and drains in the floor to wash service carts
- Alarm system and security cameras on the outside of the building
- Shelving would be industrial type and one large wall with peg board on it for an assortment of items
  - 4x8 work bench in the middle of the floor
- Full size washer and dryer
- Small lunch break area with cabinets, microwave and refrigerator
- Lots of LED lighting and an over-abundance of electrical outlets for charging golf carts and running equipment and tools without having to run extension cords
2. Bike & Storage Room
3. Dog Wash
4. Mail & Package Room

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| Height (inches)   | 78.74      | 78.74      | 78.74   | 78.74   |
| Depth (inches)    | 24.02      | 24.02      | 24.02   | 24.02   |

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*No storage and oversized
5. Grab-and-Go Vending Machine

- Retreat Alabama Apartments
  Shop 24
Vehicle Charging Station

- $3000-$15000 to install
- Cost to use <$1/hr
- Avg monthly spend per resident $150

AMLJ South Lake Union Apartments