

SPRING HILL
MUNICIPAL PLANNING COMMISSION
WORK SESSION AGENDA
Monday, March 28, 2016
199 Town Center Parkway
5:30 PM



Call meeting to order

Stipulation of members present

Concerned Citizens (Non-Agenda)

Chairman's comments

All items with changes for the agenda must be resubmitted by 12:00 PM (noon) on Monday, April 4, 2016 (both paper and electronic copies). Please take this time to silence all cell phones and electronic devices.

Bonds and Infrastructure to be considered

1. **Resolution 16-23:** To release the Maintenance Bond for the Villas at Meadowbrook Phase 3, Sections 1, 2, 2A, 3 and 4.
2. **Resolution 16-24:** To recommend acceptance and dedication of road rights-of-way and public improvements shown on the existing plat for Belshire Village Drive Lots 2A and 2B.
3. **Resolution 16-25:** To release the maintenance bond for Belshire Village Drive Lots 2A & 2B.
4. **Resolution 16-26:** To recommend acceptance and dedication of road rights-of-way and public improvements shown on the existing plat for Cherry Grove Addition Phase 2 Section 2.
5. **Resolution 16-27:** To release the Surety Letter of credit for Cherry Grove Addition Phase 2 Section 2.
6. **Resolution 16-28:** To reduce the existing letter of credit and to establish as a Maintenance Bond letter of credit for Autumn Ridge Phase 3, Section 3.
7. **Resolution 16-29:** To establish a Maintenance Bond for Copper Ridge Phase 3, Section 2.
8. **Resolution 16-30:** To establish a Performance Bond for Copper Ridge Phase 3, Section 2.

New Business

1. **PUD 81-2015:** Submitted by Huntly Gordon for property located west of Denning Lane and Kedron Road. The property is zoned AG, Agricultural, and contains approximately 20 acres. The applicant requests approval to rezone the property from AG, Agricultural, to R-2, Medium Density Residential, Planned Unit Development.
2. **STP 114-2015:** Submitted by Brian Rose for property located at 4959 Main Street. The property is zoned B-4, Central Business District, and contains approximately .53 acres. The applicant requests site plan approval for a 1,167 sq/ft. restaurant.

3. **SKP 149-2016:** Submitted by Adam Crunk for property located on 2000 Reserve Blvd. The property is zoned B-4, Central Business District, and contains approximately 15.71 acres. The applicant requests sketch plan approval for a 71,325 sq/ft. senior living community.
4. **STP 150-2016:** Submitted by Carter Engineering Consultants. The property is located on Port Royal Road. The property is zoned B-4 Central Business District, and contains approximately 1.07 acres. The applicant requests site plan approval for a restaurant containing 3,652 sq/ft and associated parking.
5. **STP 154-2016:** Submitted by Northpoint Development for property located at 715 Beechcroft Rd. The property is zoned M-1, Light Industrial, and contains approximately 31.6 acres. The applicant requests site plan approval for a 102,060 sq/ft. addition to the Comprehensive Logistics building.
6. **CCP 155-2016:** Submitted by Anderson, Delk, Epps and Associates, Inc. for Shirebrook Subdivision. The property is zoned B-4, Central Business District, and contains approximately 5.079 acres. The applicant requests final plat approval for 34 single family residential lots.
7. **STP 157-2016:** Submitted by Anderson, Delk, Epps and Associates, Inc. for property located 4792 Main Street. The property is zoned B-4, Central Business District, and contains approximately 1.96 acres. The applicant requests site plan approval for a self-storage facility.
8. **SKP 158-2016:** Submitted by Gamble Design Collaborative for property located on Miles Johnson Parkway. The property is zoned B-4, Central Business District, and contains approximately 8.61 acres. The applicant requests sketch plan approval for a long term care facility.
9. **RZN 159-2016:** Submitted by Huntly Gordon for property located at 5242 Main Street. The property is zoned B-2, Neighborhood Shopping District, and contains approximately 1.4 acres. The applicant requests rezoning the property from a B-2, Neighborhood Shopping District, to a B-4, Central Business District.
10. **SKP 161-2016:** Submitted by Sawyer Land Surveying, LLC. for property located at 740 Beechcroft Rd. The property is zoned M-1, Light Industrial, and contains approximately 9.92 Acres. The applicant requests sketch plan approval for an addition of 8786 sq/ft. warehouse with loading docks and a new exit drive.
11. **STP 163-2016:** Submitted by Ahler & Associates, LLC. for property located on 4583 Tom Lunn Road. The property is zoned M-1, Light Industrial, and contains approximately 92 acres. The applicant requests approval site plan approval for an office trailer.
12. **STP 164-2016:** Submitted by Huddleston Steele for property located on 2012 Crossing Circle. The property is zoned B-4, Central Business District, and contains approximately 1.25 acres. The applicant requests site plan approval for a 3595 sq/ft restaurant.
13. **NCP 165-2016:** Submitted by Mullins, LLC. for property located on Duplex Rd and Port Royal Dr. The property is zoned R-2, Medium Density Residential, and R-4, High Density Residential, and contains approximately 54 acres. The applicant requests Neighborhood Concept Plan approval for 102 single family detached lots and 80 single family attached lots.
14. **FLP 166-2016:** Submitted by Leon Stanford for Wades Grove Subdivision. The property is zoned R-2, Medium Density Residential, Planned Unit Development, and contains approximately 6.84 acres. The applicant requests final plat approval for 23 single family residential lots.



**City of Spring Hill
Planning Commission**

DATE: March 23, 2016

REQUEST: Release the maintenance bond for The Villas at Meadowbrook Phase 3 Sections 1, 2, 2A, 3 & 4

SUBMITTED BY: Thomas S. Wolf, City Engineer *Tsw*

OVERVIEW:

- A performance bond was established in 2009 for Phase 3 Sections 1, 2, 2A, 3 & 4 in the amount of \$260,180.00.
- The performance bond was reduced to a maintenance bond of \$78,054.00 on 08/11/2014.
- BOMA has previously accepted the public improvements on 8/18/2014.
- Roads and sidewalks are private.
- All certificates of satisfaction have been signed off on from inspectors.

PC ACTION REQUESTED:

- Approve PC Resolution 16-23 to release the maintenance bond for The Villas at Meadowbrook Phase 3 Sections 1, 2, 2A, 3 & 4

**RESOLUTION 16-23 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE**

**A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR
THE VILLAS AT MEADOWBROOK
PHASE 3 SECTIONS 1, 2, 2A, 3 & 4**

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

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

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

WHEREAS, release of said Maintenance Bond is recommended as the Board of Mayor and Alderman has previously approved Resolution 14-99 for acceptance and dedication of public improvements for said development (roads and sidewalks are private); and

WHEREAS, it is the recommendation of the City Engineer that the Maintenance Bond for the Villas at Meadowbrook in the amount of \$78,054.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Maintenance Bond for the Villas at Meadowbrook Phase 3 Sections 1, 2, 2A, 3 & 4 in the amount of **\$78,054.00** is hereby approved

Passed and adopted this 11th day of April, 2016

Paul Downing, Chairman

Dara Sanders, Secretary

RESOLUTION 14-99

A RESOLUTION TO APPROVE THE ACCEPTANCE OF SEWER, WATER AND STORM DRAIN LINES SHOWN ON THE EXISTING PLATS FOR VILLA'S AT MEADOWBROOK PHASE 3 SECTION 1, 2, 2A, 3 & 4

WHEREAS, Cornerstone Land Company has 5 (Five) recorded Final Plats for the Villa's at Meadowbrook Phase 3 Sections 1, 2, 2A, 3, & 4 in Maury County Plat Book , P18 Page 20 , P18 Page 89, P18 Page 73, P19 Page 101 and P18 Page 297

WHEREAS, said Plat show Sewer Lines, Water Lines and Storm Drain Lines with easements proposed for dedication to the City of Spring Hill; and

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

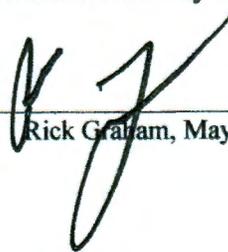
WHEREAS, a Certificate of Satisfactory Completion has been furnished by the City of Spring Hill indicating that through inspections of the installation and design intent has been achieved; and

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

WHEREAS, the Board of Mayor and Aldermen deems it in the best interest of the City of Spring Hill that the Acceptance of the Sewer, Water and Storm Drain Lines be accepted and the same become a part of the Public Utility System of the City of Spring Hill; and

NOW, THEREFORE BE IT RESOLVED, by the Board of Mayor and Aldermen of the City of Spring Hill that the Acceptance of the Sewer, Water and Storm Drain Lines in Villa's at Meadowbrook Phase 3 Section 1, 2, 2A,3 & 4 as shown on the recorded plats is hereby approved.

Passed and adopted by the Board of Mayor and Aldermen of the City of Spring Hill, Tennessee on this 18th day of August, 2014.



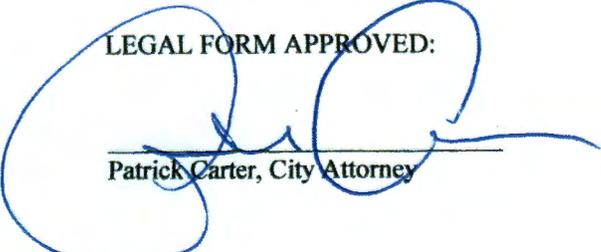
Rick Graham, Mayor

ATTEST:



April Goad, City Recorder

LEGAL FORM APPROVED:



Patrick Carter, City Attorney

FORM FOR OFFER OF
IRREVOCABLE DEDICATION

AGREEMENT made this 15th day of July 2014, by and between the City of Spring Hill a municipal corporation, having its office and place of business at 199 Town Center Parkway, Spring Hill, Tennessee, hereinafter designated as the "City" and Cornestone Land Company, a Partnership, having its office and place of business at 201 E. Main Street Suite 300 hereinafter designated as the "developer". Murfreesboro, TN 37130

WHEREAS, the Spring Hill Planning Commission is in the process of approving a subdivision plat entitled Meadowbrook Phase 3 dated 1/18/08 and prepared by O'Leary & Assoc. and Villas of Section 1, 2, 2A, 3 & 4

WHEREAS, said plat designates certain public improvements consisting of Roads, Right of Way, water lines, sewer lines, storm drain and sidewalks to be dedicated to the City of Spring Hill free and clear of all encumbrances and liens, pursuant to the requirements of the Spring Hill Planning Commission and the City; and

WHEREAS, the Developer, simultaneously herewith, shall post a performance surety with the City for the construction, maintenance, and dedication of said improvements, if required;

WHEREAS, the Developer is desirous of offering for dedication the said improvements and land to the City more particularly described in Schedule Plat attached hereto;

WHEREAS, the Developer has delivered Documents or Deeds of conveyance to the city for the said land and improvements as described herein;

NOW, THEREFORE, in consideration of the sum of one dollar (\$1.00) lawful money of the United States paid by the City to the Developer and other good and valuable consideration, it is mutually AGREED as follows:

- A. The Developer herewith delivers to the City Documents or Deeds of conveyance for the premises described in Schedule Plat attached hereto, said delivery being a formal offer of dedication to the City until the acceptance or rejection of such offer of dedication by the City.
- B. The Developer agrees that said formal offer of Dedication is irrevocable and can be accepted by the City at any time.
- C. The Developer agrees to complete the construction and maintenance of the land and improvements pursuant to the performance surety and the requirements of the Spring Hill Planning Commission and any ordinances, regulations, requirements, covenants, and agreements that may be imposed by the City with respect thereto and, upon acceptance by the City of the offer of dedication, furnish to the City a sworn statement certifying that the premises are free and clear of all liens and encumbrances and shall furnish to the City a check for all necessary fees and taxes to record the Documents heretofore delivered.

- D. That this irrevocable offer of dedication shall run with land and shall be binding on all assigns, guarantees, successors, or heirs of the Developer.
- E. The City by action of the Board of Mayor and Aldermen on the 15 day of July, 2014, accepted the infrastructure as presented in the offer of dedication and directed the governmental representative to sign the offer of dedication on behalf of the City

Developer Company Name:

Cornerstone Land Company

7/15/14 20
Date


Developer Signature

(CORPORATE SEAL)

ATTEST: April Bead

August 18 2014

FOR THE CITY OF SPRING HILL:

BY: 
Signature
ERIC GREEN
Printed Name

**ACKNOWLEDGEMENT:
COPARTNERSHIP**

STATE OF TENNESSEE

(COUNTY OF Rutherford) SS: _____

On this 15th day of July of 2014, before me personally appeared John D. Floyd, to me known to be one of the firm Cornerstone Bank Co. described in and who executed the foregoing instrument, and he thereupon acknowledged to me that he executed such instrument as and for the act and deed of said firm.

Kim R. Lechner
CORPORATE
my commission expires 10/28/14



STATE OF TENNESSEE

(COUNTY OF _____) SS: _____

On this _____ day of _____ 20____, before me personally appeared _____, to me known, who, being by me first duly sworn, did depose and say that he resides in _____; that he is the _____ of _____ the corporate seal affixed to said instrument is such corporate seal; that it was so affixed by order and authority of the Board of Directors of said corporation, and that he signed his name thereto by like order and authority.

INDIVIDUAL



City of Spring Hill Planning Commission

DATE: March 23, 2016

REQUEST: Release the maintenance bond for Belshire Village Drive Lots 2A & 2B
(Murphy Oil Express – Main Street)

SUBMITTED BY: Thomas S. Wolf, City Engineer *TSW*

OVERVIEW:

- A performance bond was established and previously released for Belshire Village Drive Lots 2A & 2B.
- The maintenance bond of \$22,770.49 was established on 03/10/2014.
- All improvements have been done.
- All certificates of satisfaction have been signed off on from inspectors.

PC ACTION REQUESTED:

- Approve PC Resolution 16-24 to recommend the acceptance and dedication of the road rights-of-way and public improvements for Belshire Village Drive Lots 2A & 2B
- Approve PC Resolution 16-25 to release the maintenance bond for Belshire Village Drive Lots 2A & 2B

**RESOLUTION 16-24 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE**

**A RESOLUTION RECOMMENDING ACCEPTANCE AND DEDICATION OF ROAD
RIGHTS-OF-WAY AND PUBLIC IMPROVEMENTS SHOWN ON THE EXISTING
PLAT FOR
BELSHIRE VILLAGE DRIVE LOTS 2A & 2B**

WHEREAS, Ritzen Properties GP (Murphy Oil USA, Inc.) has a recorded Final Plat for Belshire Village Drive Lots 2A & 2B in Williamson County Plat Book P56, Page 136; and

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

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

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

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

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

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that dedication and acceptance of Road Rights-of Way and Public Improvement’s within Belshire Village Drive Lots 2A & 2B as shown on the recorded plat is hereby recommended to the Board of Mayor and Aldermen.

Passed and adopted this 11th day of April, 2016.

Paul Downing, Chairman

Dara Sanders, Secretary



CERTIFICATE OF SATISFACTORY COMPLETION

February 8, 2016

Belshire Village Drive for Lots 2A & 2B

Belshire

Lot 2A & 2B

Development Name: Belshire Village (Murphy Oil)

Phase or Section of Construction: Lots 2A & 2B

Public Improvements: Water, Storm Water, Sidewalks, Street Signs, Streets Final Topping

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

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

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

Tyler Scroggins
City of Spring Hill Utility Inspector (signature)

Tyler Scroggins
Printed name:

Approved By:
Jeff Foster
Jeff Foster, Director of Public Works

199 TOWN CENTER PARKWAY P.O. BOX 789 SPRING HILL, TN 37174

PHONE (931)486-2252 NASHVILLE LINE (615)248-6307 WILLIAMSON CO. (615)599-2614 FAX (931)486-0516

LEGEND

③	MANHOLE	(0000)	RECORDED DATA
④	UTILITY POLE	RFB	REBAR PIN FOUND
⑤	LIGHT POLE	OTF	OPEN TOP PIPE FOUND
⑥	TRANSFORMER	CIF	CONSP. TOP PIPE FOUND
⑦	FIRE HYDRANT	CWF	CONC. WORK FOUND
⑧	WATER VALVE	RFV	ROD FOUND
⑨	GAS VALVE	RFV	BRASS DISK FOUND
⑩	WATER METER	RFV	AXLE FOUND
⑪	GAS METER	RFB	REBAR PIN SET
⑫	CONCRETE	B/A	BUILDING LINE
⑬	WOOD	C/L	CENTERLINE
⑭	FENCE LINE	LLL	LAND LOT LINE
P/A	PROPERTY LINE	R/W	RIGHT-OF-WAY

CERTIFICATE OF OWNERSHIP AND DEDICATION

I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE OWNER(S) OF THE PROPERTY SHOWN AND DESCRIBED HEREON AS ENDED IN BOOK NUMBER D.B. 3530, PG. 786, COUNTY REGISTERS OFFICE, AND THAT I (WE) HEREBY ADOPT THIS PLAN OF SUBDIVISION WITH MY (OUR) FREE CONSENT, ESTABLISH THE MINIMUM BUILDING RESTRICTIONS, AND THAT OFFERS OF IRREVOCABLE DEDICATION FOR ALL PUBLICWAYS, UTILITIES, AND OTHER FACILITIES HAVE BEEN FILED.

DATE 12/18 2012
 NAME, TITLE AND AGENCY OR AUTHORIZED APPROVING AGENT
Joseph J. Valow
 TITLE (IF ACTING FOR PARTNERSHIP OR CORPORATION)

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I HEREBY CERTIFY THAT THE WATER SYSTEM(S) OUTLINED OR INDICATED ON THE FINAL SUBDIVISION PLAT ENTITLED RE-PLAT OF BELSHIRE VILLAGE PHASE VIII, PARCEL 2 HAS/HAVE BEEN INSTALLED IN ACCORDANCE WITH CURRENT LOCAL AND STATE GOVERNMENT REQUIREMENTS, OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

DATE 12-21-12 20____
 NAME, TITLE AND AGENCY OR AUTHORIZED APPROVING AGENT
L.C. [Signature]

CERTIFICATE OF APPROVAL OF SEWER SYSTEMS

I HEREBY CERTIFY THAT THE WATER SYSTEM(S) OUTLINED OR INDICATED ON THE FINAL SUBDIVISION PLAT ENTITLED RE-PLAT OF BELSHIRE VILLAGE PHASE VIII, PARCEL 2 HAS/HAVE BEEN INSTALLED IN ACCORDANCE WITH CURRENT LOCAL AND STATE GOVERNMENT REQUIREMENTS, OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

DATE 12-21-12 20____
 NAME, TITLE AND AGENCY OR AUTHORIZED APPROVING AGENT
J. Valow

CERTIFICATE OF APPROVAL FOR RECORDING

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE SPRING HILL SUBDIVISION REGULATIONS, WITH THE EXCEPTION OF SUCH VARIANCES, IF ANY, AS ARE NOTED IN THE MINUTES OF THE PLANNING COMMISSION, AND THAT IT HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE COUNTY REGISTER.

DATE _____ 20____
 SECRETARY, PLANNING COMMISSION
[Signature]

CERTIFICATE OF SURVEY ACCURACY

I (WE) HEREBY CERTIFY THAT TO THE BEST OF MY (OUR) KNOWLEDGE AND BELIEF THIS IS A TRUE AND ACCURATE SURVEY OF THE PROPERTY SHOWN HEREON; THAT THIS IS A CATEGORY "B" LAND SURVEY AS DEFINED IN TITLE 82, CHAPTER 18, TENNESSEE CODE ANNOTATED, AND THAT THE RATIO OF PRECISION IS GREATER THAN OR EQUAL TO 1:10,000.

DATE 12/18 2012
 REGISTERED LAND SURVEYOR
 TENNESSEE NO. 2522
[Signature]

H-239 12/31/2012 - 11:39:48 AM
 12057469

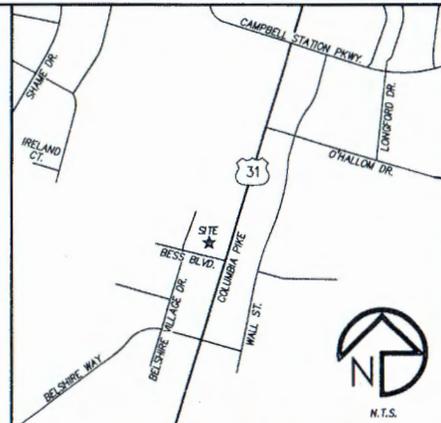
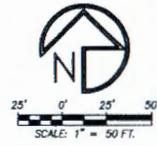
1 POS. ALL PLAT
 BATCH: 281849

PLAT BOOK: P56
 PAGE: 136

REC FEE 15.00
 DP FEE 2.00
 TOTAL 17.00

STATE OF TENNESSEE, WILLIAMSON COUNTY
 SADIE WADE

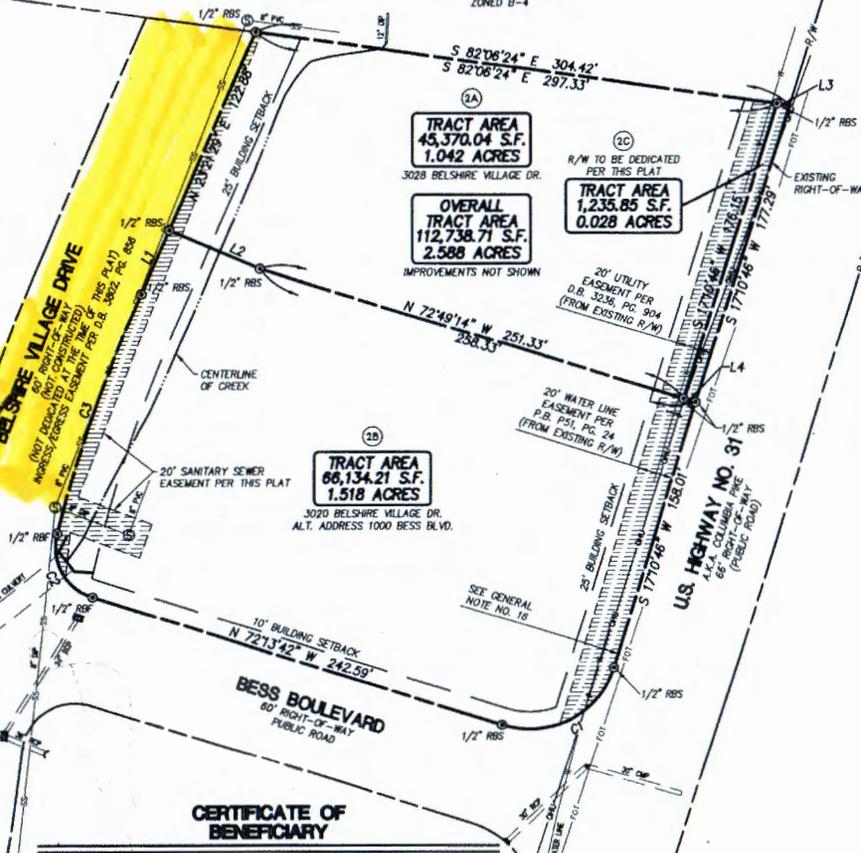
P56/136



LOCATION MAP

GENERAL NOTES

1. SURVEY PROCEDURES: THIS SURVEY IS BASED ON MEASUREMENTS OBTAINED USING AN INSTRUMENT CAPABLE OF READING ANGULAR MEASUREMENTS DIRECTLY TO A MINIMUM OF 5 SECONDS OF ARC AND LINEAR DIMENSIONS DIRECTLY TO 0.01 FEET.
2. THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 124,033 FEET, AND AN ANGULAR ERROR OF 1.67 SECONDS PER ANGLE POINT AND WAS ADJUSTED BY COMPASS RULE ADJUSTMENT METHOD.
3. THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 67,655 FEET.
4. TITLE TO THE SURVEYED PROPERTY IS CURRENTLY VESTED IN RITZEN PROPERTIES, LLC BY WRITURE OF A SPECIAL WARRANTY DEED RECORDED IN D.B. 3530, PG. 786, WILLIAMSON COUNTY, TENNESSEE RECORDS.
5. I HAVE EXAMINED FEMA FLOOD INSURANCE RATE MAP NO. 471980070E DATED APRIL 16, 2007 AND HAVE DETERMINED BASED SOLELY BY GRAPHICALLY SCALING THE LOCATION ON THE MAP THAT THIS PROPERTY IS SHOWN NOT TO BE LOCATED WITHIN THE LIMITS OF A DESIGNATED FLOOD HAZARD AREA.
6. THE BASIS OF NORTH USED FOR THIS SURVEY IS FROM A FINAL PLAT ENTITLED "BELSHIRE VILLAGE PHASE VIII" BY DLS (DELLE LAND SURVEYING) DATED SEPTEMBER 24, 2008 AND RECORDED IN P.B. P51, PG. 24, WILLIAMSON COUNTY, TENNESSEE RECORD (TENNESSEE STATE PLANE COORDINATES).
7. THE SURVEYED PROPERTY IS ZONED B-4 (CENTRAL BUSINESS DISTRICT) ACCORDING TO THE CITY OF SPRING HILL, TENNESSEE PLANNING & ZONING DEPARTMENT AND IS SUBJECT TO THE REQUIREMENTS AND RESTRICTIONS OF THIS ZONING CLASSIFICATION. THE SETBACK REQUIREMENTS FOR THIS ZONING CLASSIFICATION ARE:
 - FRONT 10 FT.
 - MAJOR SIDE 0 OR 25 FT.
 - REAR 25 FT.
8. THE TAX PARCEL ID FOR THE OVERALL PROPERTY IS 167 00216 00004167.
9. THE PURPOSE OF THIS PLAT IS TO CREATE PARCEL 2A AND PARCEL 2B OUT OF PARCEL 2 AS SHOWN IN P.B. P51, PG. 24, REGISTER'S OFFICE, WILLIAMSON COUNTY, TENNESSEE AS WELL AS TO DEDICATE RIGHT-OF-WAY (PARCEL 2C) TO THE CITY OF SPRING HILL, TENNESSEE.
10. THE RECORDING OF THIS PLAT VOIDS, VACATES, AND SUPERSEDES ANY PRIOR RECORDING OF THE PROPERTY SHOWN HEREON SPECIFICALLY RE-PLATING, BUT NOT LIMITED TO, THE FINAL PLAT BELSHIRE VILLAGE PHASE VIII, PARCEL 2, RECORDED IN PLAT BOOK P51, PG. 24, REGISTER'S OFFICE, WILLIAMSON COUNTY, TENNESSEE.
11. THIS PLAT IS SUBJECT TO THE EASEMENT, COVENANTS, CONDITIONS AND RESTRICTIVE AGREEMENT BY AND BETWEEN RITZEN PROPERTIES, LLC AND LONE'S HOME CENTERS, INC. RECORDED ON JANUARY 13, 2006 IN BOOK 3802, PAGE 856-911, REGISTER'S OFFICE, WILLIAMSON COUNTY, TENNESSEE. (IN THE EVENT A CONFLICT EXISTS BETWEEN THE CITY OF SPRING HILL ORDINANCES AND THE EASEMENT, COVENANTS CONDITIONS AND RESTRICTIONS AGREEMENT REFERENCED ABOVE, THE STRICTER SHALL APPLY.)
12. THIS SURVEY MEETS THE REQUIREMENTS OF AN "URBAN LAND SURVEY" AS PER CHAPTER 08220-3 OF STANDARDS OF PRACTICE AS ADOPTED BY THE BOARD OF EXAMINERS FOR LAND SURVEYORS FOR THE STATE OF TENNESSEE, DATED SEPTEMBER 29, 1980.
13. ALL LOTS ARE TO BE SERVED BY PUBLIC WATER AND SANITARY SEWER. INDIVIDUAL WATER AND SANITARY SEWER SERVICE LINES ARE REQUIRED FOR EACH PARCEL.
14. PROPERTY OWNERS TO BE RESPONSIBLE FOR THE MAINTENANCE OF ALL THE STORMWATER AND DETENTION SYSTEMS UTILIZED BY THEIR RESPECTIVE PARCEL.
15. NOT WITHSTANDING ANYTHING CONTAINED HEREON, THIS PLAT SHALL NOT IMPACT ANY OTHER LAND APPEARING OF RECORD IN FINAL PLAT BELSHIRE VILLAGE PHASE VIII (SUBDIVISION OF RITZEN PROPERTIES, LLC PROPERTY OF RECORD IN DEED BOOK 3358, PAGE 203, MAP 167, PART OF PARCEL 2.12, SPRING HILL, WILLIAMSON COUNTY, TENNESSEE) AS SHOWN OF RECORD IN PLAT BOOK P51, PAGE 24, REGISTER'S OFFICE, WILLIAMSON COUNTY, TENNESSEE.
16. AT ITS DISCRETION, THE CITY OF SPRING HILL, TENNESSEE MAY REQUIRE THE DEDICATION OF ADDITIONAL RIGHT-OF-WAY ALONG U.S. HIGHWAY 31 ON PARCEL 2B IN FAVOR OF THE CITY IN THE EVENT OF THE FURTHER DEVELOPMENT OF PARCEL 2B.



CERTIFICATE OF BENEFICIARY

I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE BENEFICIARY UNDER THAT CERTAIN DEED OF TRUST FIXTURE FILING, ASSIGNMENT OF RENTS AND LEASES AND SECURITY AGREEMENT DATED AND RECORDED ON APRIL 15, 2005 IN BOOK 3530, PG. 792, BOOK 5249, PG. 499, BOOK 5374, PG. 745, BOOK 3802, PG. 846 AND BOOK 4089, PG. 253, AS WELL AS HOLDER OF ALL RIGHTS UNDER THAT CERTAIN ASSIGNMENT OF RENTS AND LEASES OF RECORD IN BOOK 3530, PG. 810, AS AMENDED AND RELEASED BY INSTRUMENTS IN BOOK 3622, PG. 697, BOOK 3802, PG. 846 AND BOOK 3089, PG. 253. ALL IN REGISTER'S OFFICE FOR WILLIAMSON COUNTY, TENNESSEE AND HEREBY APPROVE THIS PLAN OF SUBDIVISION WITH MY (OUR) FREE CONSENT AND DOES SUBORDINATE ITS LIEN OR ENCUMBRANCE TO SUCH PLAN OF SUBDIVISION.

DATE 12-20 20____
 NAME, TITLE AND AGENCY OR AUTHORIZED APPROVING AGENT
Cynthia Lyons
 TITLE (IF ACTING FOR PARTNERSHIP OR CORPORATION)

ACREAGE

PARCEL 2A	1.042
PARCEL 2B	1.518
PARCEL 2C	0.028
OVERALL PARCEL	2.588

LINE TABLE

LINE	BEARING	DISTANCE
L1	N 23°21'29" E	39.39'
L2	S 66°37'44" E	55.66'
L3	S 82°06'24" E	7.09'
L4	N 72°49'14" W	7.00'

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	50.00'	80.10'	S 62°28'31" W	71.87'
C2	30.00'	45.57'	N 28°42'30" W	41.32'
C3	887.10'	144.36'	N 19°18'55" E	144.19'

Bechtler Greenfield Surveying, LLC
 1430 W. Peachtree St., NW, Suite 225
 Atlanta, Georgia 30309
 Phone: (770) 422-9101
 Email: info@gsurveying.com

RITZEN PROPERTIES GP

REPLAT OF BELSHIRE VILLAGE PHASE VIII, PARCEL 2 FOR
RITZEN PROPERTIES GP
 4th CIVIL DISTRICT - CITY OF SPRING HILL
 WILLIAMSON COUNTY - TENNESSEE

PROJECT NO. **12-138-0**
 DRAWING FILE: **12-138-0 PLAT.DWG**
 SHEET NO. **S-1**
 1 OF 1

RESOLUTION 16-XX

A RESOLUTION AUTHORIZING ACCEPTANCE OF OFFER OF DEDICATION OF ROAD RIGHTS-OF-WAY AND PUBLIC IMPROVEMENTS SHOWN ON THE EXISTING PLAT FOR BELSHIRE VILLAGE DRIVE LOTS 2A & 2B

WHEREAS, Developer Ritzen Properties GP has a recorded Final Plat for Belshire Village Drive Lots 2A & 2B in Williamson County Plat Book P56, Page 136; and

WHEREAS, said Plat show public rights-of-way proposed for dedication to the City of Spring Hill; and

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

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

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

WHEREAS, on April 11, 2016, the City of Spring Hill Planning Commission recommended the Road Rights-of-Way and Public Improvements for Belshire Village Drive Lots 2A and 2B be accepted; and

WHEREAS, the Board of Mayor and Aldermen deems it in the best interest of the City of Spring Hill that the Offer of Dedication of the Road Rights-of-Way be accepted and the same become a part of the public street system of the City of Spring Hill; and

NOW, THEREFORE BE IT RESOLVED, by the City of Spring Hill Board of Mayor and Aldermen that dedication and acceptance of Road Rights-of Way within Belshire Village Drive Lots 2A & 2B as shown on the recorded plat is hereby approved.

Passed and adopted this 18th day of April, 2016.

Rick Graham, Mayor

ATTEST:

April Goad, City Recorder

LEGAL FORM APPROVED:

Patrick Carter, City Attorney

**RESOLUTION 16-25 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE**

**A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR
BELSHIRE VILLAGE DRIVE LOTS 2A & 2B**

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

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

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

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

WHEREAS, it is the recommendation of the City Engineer that the Maintenance Bond for Belshire Village Drive Lots 2A & 2B in the amount of \$22,770.49 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Maintenance Bond for Belshire Village Drive Lots 2A & 2B in the amount of **\$22,770.49** is hereby approved

Passed and adopted this 11th day of April, 2016.

Paul Downing, Chairman

Dara Sanders, Secretary



City of Spring Hill Planning Commission

DATE: March 23, 2016

REQUEST: Release the surety letter of credit for Cherry Grove Addition Phase 2 Section 2

SUBMITTED BY: Thomas S. Wolf, City Engineer *TSW*

OVERVIEW:

- A performance bond was established for Cherry Grove Addition Phase 2 Section 2 in 2007.
- The performance bond was reduced to a maintenance bond of \$41,250.00 was established on 12/20/2010.
- All improvements have been done and road was been topped in May 2013.
- All certificates of satisfaction have been signed off on from inspectors.

PC ACTION REQUESTED:

- Approve PC Resolution 16-26 to recommend to BOMA the acceptance and dedication of the road rights-of-way and public improvements for Cherry Grove Addition Phase 2 Section 2
- Approve PC Resolution 16-27 to release the surety letter of credit for Cherry Grove Addition Phase 2 Section 2

**RESOLUTION 16-26 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE**

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

WHEREAS, Don R. Cameron III has a recorded Final Plat for Cherry Grove Addition Phase 2 Section 2 in Williamson County Plat Book P47, Page 97A and 97B; and

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

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

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

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

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

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

Passed and adopted this 11th day of April, 2016.

Paul Downing, Chairman

Dara Sanders, Secretary

RESOLUTION 16-XX

A RESOLUTION AUTHORIZING ACCEPTANCE OF OFFER OF DEDICATION OF ROAD RIGHTS-OF-WAY AND PUBLIC IMPROVMENTS SHOWN ON THE EXISTING PLAT FOR CHERRY GROVE ADDITION PHASE 2 SECTION 2

WHEREAS, Don R. Cameron III has a recorded Final Plat for Cherry Grove Addition Phase 2 Section 2 in Williamson County Plat Book P47, Page 97A & 97B; and

WHEREAS, said Plat show public rights-of-way proposed for dedication to the City of Spring Hill; and

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

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

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

WHEREAS, on April 11, 2016, the City of Spring Hill Planning Commission recommended the Road Rights-of-Way and Public Improvements for Cherry Grove Addition Phase 2 Section 2 be accepted; and

WHEREAS, the Board of Mayor and Aldermen deems it in the best interest of the City of Spring Hill that the Offer of Dedication of the Road Rights-of-Way be accepted and the same become a part of the public street system of the City of Spring Hill; and

NOW, THEREFORE BE IT RESOLVED, by the City of Spring Hill Board of Mayor and Aldermen that dedication and acceptance of Road Rights-of Way within Cherry Grove Addition Phase 2 Section 2 as shown on the recorded plat is hereby approved.

Passed and adopted this 18th day of April, 2016.

Rick Graham, Mayor

ATTEST:

April Goad, City Recorder

LEGAL FORM APPROVED:

Patrick Carter, City Attorney

**RESOLUTION 16-27 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE**

**A RESOLUTION TO RELEASE THE SURETY LETTER OF CREDIT FOR
CHERRY GROVE ADDITION PHASE 2 SECTION 2**

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

WHEREAS, the existing Letter of Credit, considered a “performance surety” based on current subdivision regulations, guaranteed that the following improvements, which may include but not be limited to, sewer lines, water lines, storm water drainage, sidewalks, street lights, signage, curbs and streets with asphalt base course and final topping in 2010, would be constructed as per the approved design and function properly; and

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

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

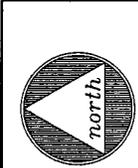
WHEREAS, it is the recommendation of the City Engineer that the Surety Letter of Credit for Cherry Grove Addition Phase 2 Section 2 in the amount of \$41,250.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Surety Letter of Credit for Cherry Grove Addition Phase 2 Section 2 in the amount of **\$41,250.00** is hereby approved.

Passed and adopted this 11th day of April, 2016

Paul Downing, Chairman

Dara Sanders, Secretary



NOTED LINES AND POINTS ARE IN ACCORDANCE WITH THE SURVEY RECORDS OF THE PROJECT FILED IN THE PUBLIC RECORDS OF THE COUNTY OF TAMPA, FLORIDA.

Lot Data

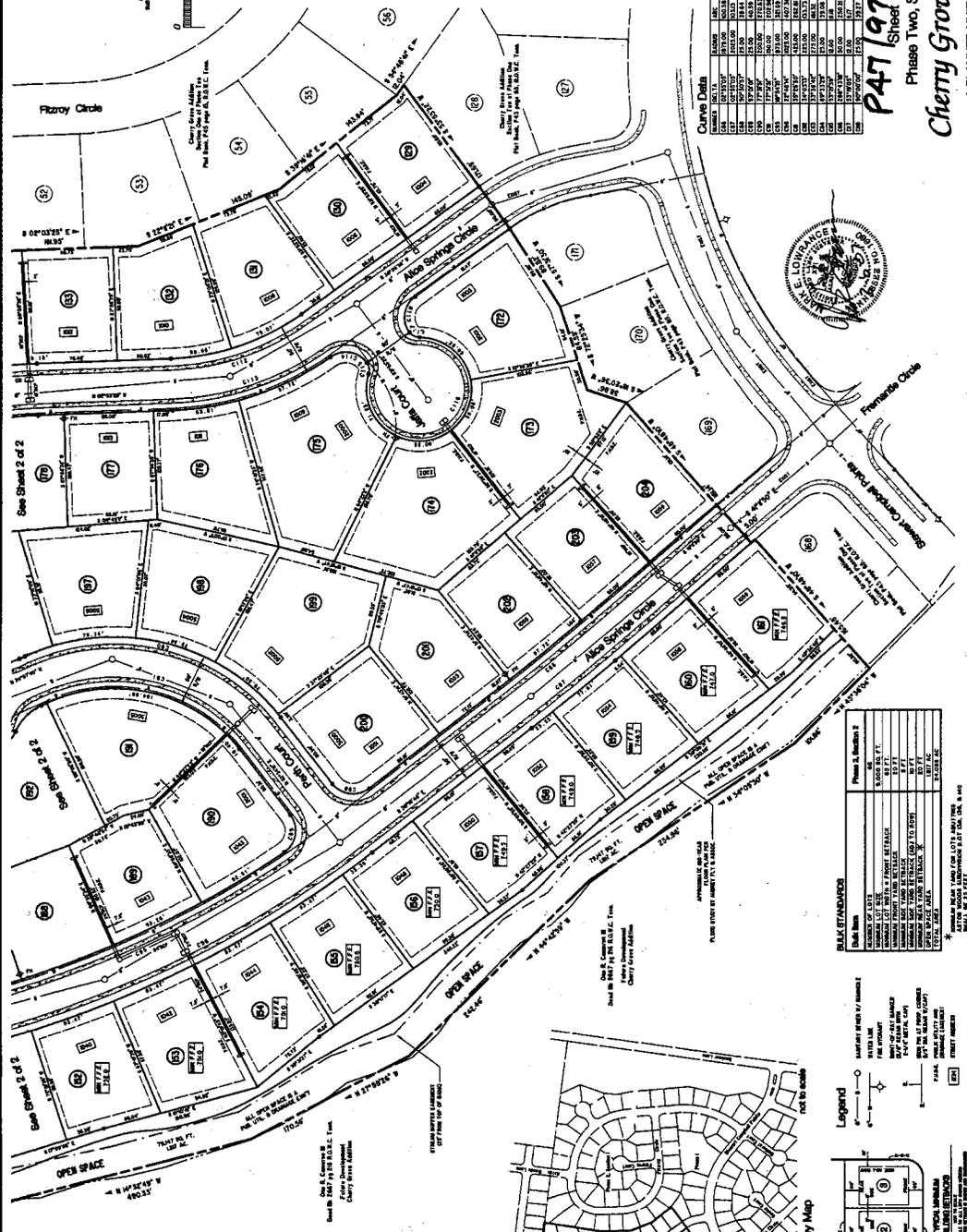
LOT NO.	LOT AREA (SQ. FT.)	LOT AREA (ACRES)
1	10,000	.2296
2	10,000	.2296
3	10,000	.2296
4	10,000	.2296
5	10,000	.2296
6	10,000	.2296
7	10,000	.2296
8	10,000	.2296
9	10,000	.2296
10	10,000	.2296
11	10,000	.2296
12	10,000	.2296
13	10,000	.2296
14	10,000	.2296
15	10,000	.2296
16	10,000	.2296
17	10,000	.2296
18	10,000	.2296
19	10,000	.2296
20	10,000	.2296
21	10,000	.2296
22	10,000	.2296
23	10,000	.2296
24	10,000	.2296
25	10,000	.2296
26	10,000	.2296
27	10,000	.2296
28	10,000	.2296
29	10,000	.2296
30	10,000	.2296
31	10,000	.2296
32	10,000	.2296
33	10,000	.2296
34	10,000	.2296
35	10,000	.2296
36	10,000	.2296
37	10,000	.2296
38	10,000	.2296
39	10,000	.2296
40	10,000	.2296
41	10,000	.2296
42	10,000	.2296
43	10,000	.2296
44	10,000	.2296
45	10,000	.2296
46	10,000	.2296
47	10,000	.2296
48	10,000	.2296
49	10,000	.2296
50	10,000	.2296
51	10,000	.2296
52	10,000	.2296
53	10,000	.2296
54	10,000	.2296
55	10,000	.2296
56	10,000	.2296
57	10,000	.2296
58	10,000	.2296
59	10,000	.2296
60	10,000	.2296
61	10,000	.2296
62	10,000	.2296
63	10,000	.2296
64	10,000	.2296
65	10,000	.2296
66	10,000	.2296
67	10,000	.2296
68	10,000	.2296
69	10,000	.2296
70	10,000	.2296
71	10,000	.2296
72	10,000	.2296
73	10,000	.2296
74	10,000	.2296
75	10,000	.2296
76	10,000	.2296
77	10,000	.2296
78	10,000	.2296
79	10,000	.2296
80	10,000	.2296
81	10,000	.2296
82	10,000	.2296
83	10,000	.2296
84	10,000	.2296
85	10,000	.2296
86	10,000	.2296
87	10,000	.2296
88	10,000	.2296
89	10,000	.2296
90	10,000	.2296
91	10,000	.2296
92	10,000	.2296
93	10,000	.2296
94	10,000	.2296
95	10,000	.2296
96	10,000	.2296
97	10,000	.2296
98	10,000	.2296
99	10,000	.2296
100	10,000	.2296

07/27/2017-11:40:28 AM
 07024228
 PLAT BOOK: 187
 PAGE: 187

Course Data

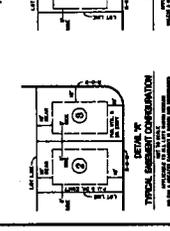
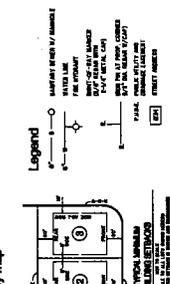
LINE NO.	BEARING	DISTANCE	CURVE DATA
1	N 0° 00' 00" E	100.00	
2	S 90° 00' 00" E	100.00	
3	S 0° 00' 00" E	100.00	
4	N 90° 00' 00" E	100.00	
5	N 0° 00' 00" E	100.00	
6	S 90° 00' 00" E	100.00	
7	S 0° 00' 00" E	100.00	
8	N 90° 00' 00" E	100.00	
9	N 0° 00' 00" E	100.00	
10	S 90° 00' 00" E	100.00	
11	S 0° 00' 00" E	100.00	
12	N 90° 00' 00" E	100.00	
13	N 0° 00' 00" E	100.00	
14	S 90° 00' 00" E	100.00	
15	S 0° 00' 00" E	100.00	
16	N 90° 00' 00" E	100.00	
17	N 0° 00' 00" E	100.00	
18	S 90° 00' 00" E	100.00	
19	S 0° 00' 00" E	100.00	
20	N 90° 00' 00" E	100.00	
21	N 0° 00' 00" E	100.00	
22	S 90° 00' 00" E	100.00	
23	S 0° 00' 00" E	100.00	
24	N 90° 00' 00" E	100.00	
25	N 0° 00' 00" E	100.00	
26	S 90° 00' 00" E	100.00	
27	S 0° 00' 00" E	100.00	
28	N 90° 00' 00" E	100.00	
29	N 0° 00' 00" E	100.00	
30	S 90° 00' 00" E	100.00	
31	S 0° 00' 00" E	100.00	
32	N 90° 00' 00" E	100.00	
33	N 0° 00' 00" E	100.00	
34	S 90° 00' 00" E	100.00	
35	S 0° 00' 00" E	100.00	
36	N 90° 00' 00" E	100.00	
37	N 0° 00' 00" E	100.00	
38	S 90° 00' 00" E	100.00	
39	S 0° 00' 00" E	100.00	
40	N 90° 00' 00" E	100.00	
41	N 0° 00' 00" E	100.00	
42	S 90° 00' 00" E	100.00	
43	S 0° 00' 00" E	100.00	
44	N 90° 00' 00" E	100.00	
45	N 0° 00' 00" E	100.00	
46	S 90° 00' 00" E	100.00	
47	S 0° 00' 00" E	100.00	
48	N 90° 00' 00" E	100.00	
49	N 0° 00' 00" E	100.00	
50	S 90° 00' 00" E	100.00	
51	S 0° 00' 00" E	100.00	
52	N 90° 00' 00" E	100.00	
53	N 0° 00' 00" E	100.00	
54	S 90° 00' 00" E	100.00	
55	S 0° 00' 00" E	100.00	
56	N 90° 00' 00" E	100.00	
57	N 0° 00' 00" E	100.00	
58	S 90° 00' 00" E	100.00	
59	S 0° 00' 00" E	100.00	
60	N 90° 00' 00" E	100.00	
61	N 0° 00' 00" E	100.00	
62	S 90° 00' 00" E	100.00	
63	S 0° 00' 00" E	100.00	
64	N 90° 00' 00" E	100.00	
65	N 0° 00' 00" E	100.00	
66	S 90° 00' 00" E	100.00	
67	S 0° 00' 00" E	100.00	
68	N 90° 00' 00" E	100.00	
69	N 0° 00' 00" E	100.00	
70	S 90° 00' 00" E	100.00	
71	S 0° 00' 00" E	100.00	
72	N 90° 00' 00" E	100.00	
73	N 0° 00' 00" E	100.00	
74	S 90° 00' 00" E	100.00	
75	S 0° 00' 00" E	100.00	
76	N 90° 00' 00" E	100.00	
77	N 0° 00' 00" E	100.00	
78	S 90° 00' 00" E	100.00	
79	S 0° 00' 00" E	100.00	
80	N 90° 00' 00" E	100.00	
81	N 0° 00' 00" E	100.00	
82	S 90° 00' 00" E	100.00	
83	S 0° 00' 00" E	100.00	
84	N 90° 00' 00" E	100.00	
85	N 0° 00' 00" E	100.00	
86	S 90° 00' 00" E	100.00	
87	S 0° 00' 00" E	100.00	
88	N 90° 00' 00" E	100.00	
89	N 0° 00' 00" E	100.00	
90	S 90° 00' 00" E	100.00	
91	S 0° 00' 00" E	100.00	
92	N 90° 00' 00" E	100.00	
93	N 0° 00' 00" E	100.00	
94	S 90° 00' 00" E	100.00	
95	S 0° 00' 00" E	100.00	
96	N 90° 00' 00" E	100.00	
97	N 0° 00' 00" E	100.00	
98	S 90° 00' 00" E	100.00	
99	S 0° 00' 00" E	100.00	
100	N 90° 00' 00" E	100.00	

P47197A
 Sheet 1 of 2
Cherry Grove Addition
 A PLANNED UNIT DEVELOPMENT



NOTES

1. PROPERTY MAP NO. 1122 (PARTIAL) IS ON FILE IN THE PUBLIC RECORDS OF TAMPA COUNTY, FLORIDA.
2. THIS SUBDIVISION IS BEING PLACED IN THE PUBLIC RECORDS OF TAMPA COUNTY, FLORIDA.
3. THE PROPERTY IS LOCATED IN THE 14TH TOWNSHIP, 18TH RANGE, COUNTY OF TAMPA, FLORIDA.
4. THE PROPERTY IS BEING PLACED IN THE PUBLIC RECORDS OF TAMPA COUNTY, FLORIDA.
5. THE PROPERTY IS BEING PLACED IN THE PUBLIC RECORDS OF TAMPA COUNTY, FLORIDA.
6. THE PROPERTY IS BEING PLACED IN THE PUBLIC RECORDS OF TAMPA COUNTY, FLORIDA.
7. THE PROPERTY IS BEING PLACED IN THE PUBLIC RECORDS OF TAMPA COUNTY, FLORIDA.
8. THE PROPERTY IS BEING PLACED IN THE PUBLIC RECORDS OF TAMPA COUNTY, FLORIDA.
9. THE PROPERTY IS BEING PLACED IN THE PUBLIC RECORDS OF TAMPA COUNTY, FLORIDA.
10. THE PROPERTY IS BEING PLACED IN THE PUBLIC RECORDS OF TAMPA COUNTY, FLORIDA.



FINAL SUBDIVISION PLAT
 CITY OF SPRING HILL PLANNING COMMISSION
 TOTAL ACRES: 2.4393
 TOTAL LOTS: 64
 ACRES ROADWAY: 3.895
 ACRES OPEN SPACE: 187
 SURVEYOR: ANDREW HILL, P.L.L.C. DATE: 5/2/2017
 SCALE: 1" = 50'

CERTIFICATE OF APPROVAL FOR RECORDING
 I, Andrew Hill, Surveyor, do hereby certify that the above described subdivision is in accordance with the provisions of the Florida Subdivided Land Act, Chapter 380, Florida Statutes, and that the same has been approved by the Planning Commission of the City of Spring Hill, Florida.

CERTIFICATE OF APPROVAL OF ADDRESSES AND TRACT NAMES
 I, Andrew Hill, Surveyor, do hereby certify that the above described subdivision is in accordance with the provisions of the Florida Subdivided Land Act, Chapter 380, Florida Statutes, and that the same has been approved by the Planning Commission of the City of Spring Hill, Florida.

CERTIFICATE OF THE APPROVAL OF PUBLIC RATE OF BOND YIELDING
 I, Andrew Hill, Surveyor, do hereby certify that the above described subdivision is in accordance with the provisions of the Florida Subdivided Land Act, Chapter 380, Florida Statutes, and that the same has been approved by the Planning Commission of the City of Spring Hill, Florida.

CERTIFICATE OF SERVICE ACCURACY
 I, Andrew Hill, Surveyor, do hereby certify that the above described subdivision is in accordance with the provisions of the Florida Subdivided Land Act, Chapter 380, Florida Statutes, and that the same has been approved by the Planning Commission of the City of Spring Hill, Florida.

CERTIFICATE OF APPROVAL OF PUBLIC UTILITY SYSTEM
 I, Andrew Hill, Surveyor, do hereby certify that the above described subdivision is in accordance with the provisions of the Florida Subdivided Land Act, Chapter 380, Florida Statutes, and that the same has been approved by the Planning Commission of the City of Spring Hill, Florida.

CERTIFICATE OF APPROVAL OF WATER SYSTEM
 I, Andrew Hill, Surveyor, do hereby certify that the above described subdivision is in accordance with the provisions of the Florida Subdivided Land Act, Chapter 380, Florida Statutes, and that the same has been approved by the Planning Commission of the City of Spring Hill, Florida.

CERTIFICATE OF OWNERSHIP AND DESIGNATION
 I, Andrew Hill, Surveyor, do hereby certify that the above described subdivision is in accordance with the provisions of the Florida Subdivided Land Act, Chapter 380, Florida Statutes, and that the same has been approved by the Planning Commission of the City of Spring Hill, Florida.

02-16



CERTIFICATE OF SATISFACTORY COMPLETION

February 23, 2016

Donnie Cameron

Cherry Grove Addition

PH 2 Sec 2

Development Name: Donnie Cameron

Phase or Section of Construction: Cherry Grove Addition PH 2 Section 2

Public Improvements: Water, Sewer, Storm Water,

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

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

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

Wayne Patterson

City of Spring Hill Utility Inspector (signature)

WAYNE PATTERSON

Printed name:

Approved By:

Jeff Foster

Jeff Foster, Director of Public Works

199 TOWN CENTER PARKWAY

P.O. BOX 789

SPRING HILL, TN 37174

PHONE (931)486-2252

NASHVILLE LINE (615)248-6307

WILLIAMSON CO. (615)599-2614

FAX (931)486-0516



CERTIFICATE OF SATISFACTORY COMPLETION

February 23, 2016

Donnie Cameron

Cherry Grove Addition

PH 2 Sec 2

Development Name: Donnie Cameron

Phase or Section of Construction: Cherry Grove Addition PH 2 Section 2

Public Improvements: Curbs, sidewalks, signs and Final Topping

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

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

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

Wayne Patterson

City of Spring Hill Utility Inspector (signature)

WAYNE PATTERSON

Printed name:

Approved By:

Jeff Foster

Jeff Foster, Director of Public Works

199 TOWN CENTER PARKWAY

P.O. BOX 789

SPRING HILL, TN 37174

PHONE (931)486-2252

NASHVILLE LINE (615)248-6307

WILLIAMSON CO. (615)599-2614

FAX (931)486-0516



**City of Spring Hill
Planning Commission**

DATE: March 23, 2016

REQUEST: Reduce the existing letter of credit and establish as a maintenance bond letter of credit for Autumn Ridge Phase 3 Section 3

SUBMITTED BY: Thomas S. Wolf, City Engineer *TSW*

OVERVIEW:

- A letter of credit was established for Autumn Ridge Phase 3 Section 3 in 2012.
- All improvements have been done and road was topped in 2014.
- Maintenance period would be for one more year as developer uses soil to backfill over the utility lines.
- All certificates of satisfaction have been signed off on from inspectors.

PC ACTION REQUESTED:

- Approve PC Resolution 16-28 to reduce the existing letter of credit and to establish as a maintenance letter of credit for Autumn Ridge Phase 3 Section 3 (for a minimum of 12 months)

**RESOLUTION 16-28 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE**

**A RESOLUTION TO REDUCE THE EXISTING LETTER OF CREDIT AND TO
ESTABLISH AS A MAINTENANCE BOND LETTER OF CREDIT FOR
AUTUMN RIDGE PHASE 3 SECTION 3**

WHEREAS, a Letter of Credit is in place guaranteeing the completion of certain improvements for Autumn Ridge Phase 3 Section 3 in the amount of **\$41,225.00**; and

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

*Sewer Lines, Water Lines, Storm Water Drainage, Sidewalks, Street Lights, Curbs
and Streets with 1 ½ final topping; and*

WHEREAS, to date, the improvements have been completed, final topping was placed in 2013 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 Autumn Ridge Phase 3 Section 3 and the repair of such should damage occur during covered period; and

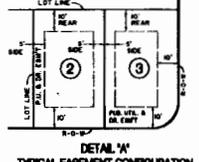
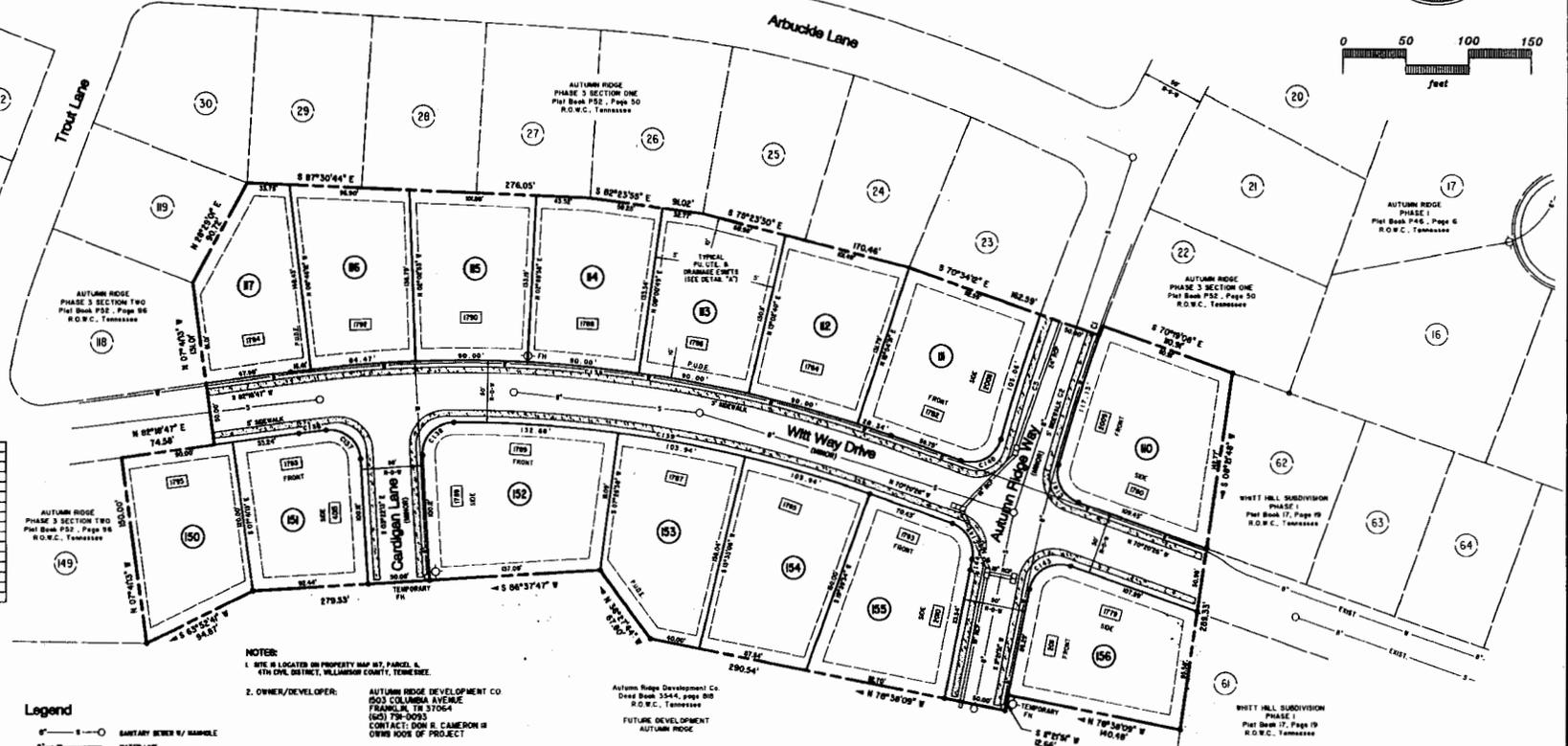
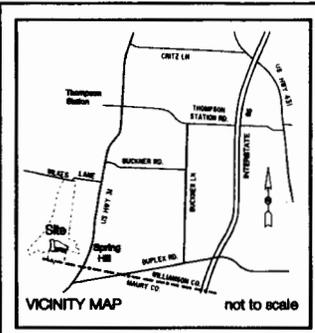
WHEREAS, it is the recommendation of the City Engineer that the Letter of Credit in the amount of **\$41,225.00** be reduced to 30% according to Section IV 4.3 Spring Hill Subdivision Regulations, establishing a Maintenance Bond letter of credit in the amount of **\$12,367.50** for a minimum of twelve (12) months; and

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that the existing letter of credit be reduced to establish a Maintenance Bond letter of credit for Autumn Ridge Phase 3 Section 3 in the amount of **\$12,367.50** is hereby approved.

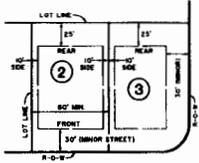
Passed and adopted this 11th day of April, 2016.

Paul Downing, Chairman

Dara Sanders, Secretary



DETAIL 'A' TYPICAL EASEMENT CONFIGURATION
NOT TO SCALE
APPLICABLE TO ALL REMAINING LOTS SHOWN HEREIN UNLESS A GREATER EASEMENT IS SHOWN AND DIMENSIONED.



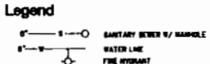
TYPICAL MINIMUM BUILDING SETBACKS
N.T.S.

Lot Data

LOT NO.	SQ. FT.	ACRES
149	10708	0.246
150	11706	0.268
151	11463	0.262
152	10579	0.241
153	10817	0.248
154	10817	0.248
155	10817	0.248
156	10817	0.248
157	10817	0.248
158	10817	0.248
159	10817	0.248
160	10817	0.248
161	10817	0.248
162	10817	0.248
163	10817	0.248
164	10817	0.248
165	10817	0.248
166	10817	0.248
167	10817	0.248
168	10817	0.248
169	10817	0.248
170	10817	0.248
171	10817	0.248
172	10817	0.248
173	10817	0.248
174	10817	0.248
175	10817	0.248
176	10817	0.248
177	10817	0.248
178	10817	0.248

Curve Data

NUMBER	DELTA	RADIUS	ARC	TANGENT	CHORD	CHORD BEC
C1	04°30'35"	1429.37	8.04'	4.02'	8.04'	N 9°32'56" E
C2	04°30'35"	1429.37	8.04'	4.02'	8.04'	N 7°26'47" E
C3	04°30'35"	1429.37	8.04'	4.02'	8.04'	N 20°00'00" E
C4	17°30'48"	2858.74	48.82'	24.41'	48.82'	S 84°00'00" E
C5	09°00'00"	914.67	22.82'	11.41'	22.82'	N 82°57'48" E
C6	09°00'00"	28.00	40.59'	20.29'	26.21'	S 49°52'43" E
C7	10°00'00"	28.00	40.59'	20.29'	26.21'	N 20°00'00" E
C8	10°00'00"	28.00	40.59'	20.29'	26.21'	S 49°52'43" E
C9	10°00'00"	28.00	40.59'	20.29'	26.21'	N 20°00'00" E
C10	10°00'00"	28.00	40.59'	20.29'	26.21'	S 49°52'43" E
C11	09°00'00"	28.00	40.59'	20.29'	26.21'	N 20°00'00" E
C12	09°00'00"	28.00	40.59'	20.29'	26.21'	S 49°52'43" E
C13	09°00'00"	28.00	40.59'	20.29'	26.21'	N 20°00'00" E
C14	09°00'00"	28.00	40.59'	20.29'	26.21'	S 49°52'43" E
C15	09°00'00"	28.00	40.59'	20.29'	26.21'	N 20°00'00" E
C16	09°00'00"	28.00	40.59'	20.29'	26.21'	S 49°52'43" E
C17	09°00'00"	28.00	40.59'	20.29'	26.21'	N 20°00'00" E
C18	09°00'00"	28.00	40.59'	20.29'	26.21'	S 49°52'43" E
C19	09°00'00"	28.00	40.59'	20.29'	26.21'	N 20°00'00" E
C20	09°00'00"	28.00	40.59'	20.29'	26.21'	S 49°52'43" E



- NOTES:**
1. SITE IS LOCATED ON PROPERTY MAP BY PARCEL # 474 CIVIL DISTRICT, WILMINGHAM COUNTY, TENNESSEE.
 2. OWNER/DEVELOPER: AUTUMN RIDGE DEVELOPMENT CO, 803 COLUMBIA AVENUE, FRANKLIN, TN 37064, (615) 796-0053, CONTACT: DON B. CAMERON IS OWNER OF PROJECT.
 3. PLANNING/ENGINEER: ANDERSON, DELK, EPFS & ASSOCIATES, INC, 400 WASHINGTON DRIVE, SUITE 4, MANASSAS, VA 22033, (703) 330-0069.
 4. EXISTING ZONING: R-2.
 5. TOTAL AREA IS BY: 48 ACRES. AREA WITHIN PHASE ONE: 28.8 ACRES. AREA WITHIN PHASE TWO: 19.2 ACRES. AREA WITHIN PHASE THREE SECTION ONE: 0.0 ACRES. AREA WITHIN PHASE THREE SECTION TWO: 0.0 ACRES. AREA WITHIN PHASE THREE SECTION THREE: 0.0 ACRES. RECORDED AREA: 48.8 ACRES.
 6. TOTAL NUMBER OF LOTS PROPOSED: 48. NUMBER OF LOTS PROPOSED WITHIN PHASE ONE: 42. NUMBER OF LOTS PROPOSED WITHIN PHASE TWO: 28. NUMBER OF LOTS PROPOSED WITHIN PHASE THREE SECTION ONE: 0. NUMBER OF LOTS PROPOSED WITHIN PHASE THREE SECTION TWO: 0. NUMBER OF LOTS PROPOSED WITHIN PHASE THREE SECTION THREE: 0.
 7. 4-8 SETBACKS: MIN. FRONT YARD: MINOR STREET: 30 FT. MIN. REAR YARD: 25 FT. MIN. SIDE YARD: 10 FT. MIN. SIDE YARD ADJACENT TO MINOR STREET: 15 FT. MIN. SIDE YARD: 10 FT. MIN. LOT WIDTH: 40 FT. MIN. LOT WIDTH: 40 FT. AT FRONT SETBACK.
 8. PROPERTY IS LOCATED IN ZONE "R" AS SHOWN ON F.P.A. COMMUNITY PANEL, 4/27/2013, EFFECTIVE DATE APRIL 18, 2007.
 9. ALL OPEN SPACE SHALL BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
 10. ALL DETENTION BASINS SHALL BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
 11. EACH LOT WILL HAVE A PUBLIC UTILITY AND DRAINAGE EASEMENT, 10 FEET IN WIDTH ALONG THE FRONT AND REAR LOT LINES AND 5 FEET ALONG EACH SIDE LOT LINE, UNLESS AN EASEMENT OF GREATER WIDTH IS SHOWN HEREON (SEE DETAIL 'A').
 12. ALL PROPERTY AND LOT CORNERS SHOWN HEREON ARE DOCUMENTED WITH IRON PINS (1/2" DIAMETER REAR WITH CAPS), SET THIS SURVEY, UNLESS OTHERWISE NOTED.
 13. THE PROPERTY IS SUBJECT TO ANY EASEMENTS OF AN ACCURATE TITLE SEARCH OR TITLE WORK FURNISHED TO SURVEYOR PRIOR TO SURVEY.
 14. THE DEVELOPER SHALL BE RESPONSIBLE FOR STREET LIGHTS AND STREET SIGNS AS REQUIRED BY THE CITY OF SPRING HILL.
 15. THE PURPOSE OF THIS PLAT IS TO CREATE 48 RESIDENTIAL BUILDING LOTS.



07/10/2013 - 11:37 AM
13032324

PLAT BOOK: P97
PAGE: 141

SHEET NO. 141
TOTAL SHEETS: 141
DATE: 7-10-13

P57/141
Phase Three Section Three
Autumn Ridge

<p>CERTIFICATE OF OWNERSHIP AND DEDICATION</p> <p>I (We) hereby certify that I (we) (as the owner(s)) of the property shown and described herein as indicated on Book No. _____ Page _____ R.O.W.C., and that I (We) hereby submit this plan of subdivision with my (Our) free consent, establish the minimum building restriction line, and that I (We) offer of irrevocable dedication for all public streets, utilities and other facilities have been filed as required by these regulations.</p> <p>Date: <u>7-10-13</u> <u>Don R. Cameron III</u> AUTUMN RIDGE DEVELOPMENT CO. Date</p>	<p>CERTIFICATE OF APPROVAL OF WATER SYSTEM</p> <p>I hereby certify that the Water System(s) outlined or indicated on the Final Subdivision Plat entitled: PHASE 3, SECTION 3, AUTUMN RIDGE has (have) been installed in accordance with current Local and State Government requirements, or that a sufficient Bond or other surety has been filed to guarantee said installation.</p> <p>Date: <u>7-10-13</u> <u>Don R. Cameron III</u> Name/Title/Agency or Authorized Approving Agent</p>	<p>CERTIFICATE OF APPROVAL OF PUBLIC SEWER SYSTEM</p> <p>I hereby certify that the Sewer System(s) outlined or indicated on the Final Subdivision Plat entitled: PHASE 3, SECTION 3, AUTUMN RIDGE has (have) been installed in accordance with current Local and State Government requirements, or that a sufficient Bond or other surety has been filed to guarantee said installation.</p> <p>Date: <u>7-10-13</u> <u>Don R. Cameron III</u> Name/Title/Agency or Authorized Approving Agent</p>	<p>CERTIFICATE OF SURVEY ACCURACY</p> <p>I (we) hereby certify that to the best of my (our) knowledge and belief that this is a true and accurate survey of the property shown hereon; that this is a Category "1" Land Survey as defined in Title 62, Chapter 16, Tennessee Code Annotated, and that the Ratio of Precision is equal to or greater than 1:10,000.</p> <p>Date: <u>7-10-13</u> <u>Don R. Cameron III</u> Registered Land Surveyor No. <u>1660</u></p>	<p>CERTIFICATION OF APPROVAL OF PUBLIC WAYS OR BOND POSTING</p> <p>I hereby certify that all streets designated on this Final Subdivision Plat have been maintained in an acceptable manner and according to the City of Spring Hill, Tennessee, Subdivision Regulations, or (2) That a surety bond has been posted with the Planning Commission to assure completion of all required improvements in case of default.</p> <p>Date: <u>7-10-13</u> <u>Don R. Cameron III</u> Appropriate Governmental Representative</p>	<p>CERTIFICATE OF APPROVAL OF ADDRESSES AND STREET NAMES</p> <p>Street Names approved by Wilmingham County Emergency Communications:</p> <p>Date: <u>7-10-13</u> <u>Don R. Cameron III</u> Authorized Approving Agent Date</p>	<p>CERTIFICATE OF APPROVAL FOR RECORDING</p> <p>I hereby certify that the subdivision plat shown herein has been found to comply with the Subdivision Regulations for the City of Spring Hill, Tennessee, with the exception of such instances, if any, as are noted in the minutes of the Planning Commission and that it has been approved for recording in the Office of the Wilmingham County Register.</p> <p>Date: <u>7-10-13</u> <u>Don R. Cameron III</u> Secretary, City of Spring Hill Planning Commission</p>	<p>FINAL SUBDIVISION PLAT</p> <p>CITY OF SPRING HILL, PLANNING COMMISSION</p> <p>TOTAL ACRES: 4.832 TOTAL LOTS: 48 ACRES ROADWAY: 1.406 ACRES OPEN SPACE: 0</p> <p>OWNER: AUTUMN RIDGE DEVELOPMENT CO. ZONING: R-2 SURVEYOR: ANDERSON, DELK, EPFS & ASSOC. DATE: 7-10-13</p> <p>SCALE: 1" = 50'</p>
--	---	--	--	---	---	---	---



CERTIFICATE OF SATISFACTORY COMPLETION

March 8, 2016

Donnie Cameron

Autumn Ridge

Phase 3 Section3

Development Name: Donnie Cameron

Phase or Section of Construction: Autumn Ridge Phase 3 Section 3

Public Improvements: Final Topping, Sidewalks, Curbs, Storm drains

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

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

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

Wayne Patterson

City of Spring Hill Utility Inspector (signature)

Wayne Patterson

Printed name:

Approved By:

Jeff Foster

Jeff Foster, Director of Public Works

199 TOWN CENTER PARKWAY

P.O. BOX 789

SPRING HILL, TN 37174

PHONE (931)486-2252

NASHVILLE LINE (615)248-6307

WILLIAMSON CO. (615)599-2614

FAX (931)486-0516



CERTIFICATE OF SATISFACTORY COMPLETION

March 8, 2016

Donnie Cameron

Autumn Ridge

Phase 3 Section3

Development Name: Donnie Cameron

Phase or Section of Construction: Autumn Ridge Phase 3 Section 3

Public Improvements: Water, Sewer Collection, streets binder, Curbs, Storm Drainage

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

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

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

Wayne Patterson

City of Spring Hill Utility Inspector (signature)

WAYNE PATTERSON

Printed name:

Approved By:

Jeff Foster
Jeff Foster, Director of Public Works

199 TOWN CENTER PARKWAY

P.O. BOX 789

SPRING HILL, TN 37174

PHONE (931)486-2252

NASHVILLE LINE (615)248-6307

WILLIAMSON CO. (615)599-2614

FAX (931)486-0516



City of Spring Hill Planning Commission

DATE: March 23, 2016

REQUEST: Establish a maintenance bond and a performance bond for Copper Ridge Phase 3 Section 2

SUBMITTED BY: Thomas S. Wolf, City Engineer *TSW*

OVERVIEW:

- Developer has submitted a request establish a maintenance bond and a performance bond for Copper Ridge Phase 3 Section 2.

PC ACTION REQUESTED:

- Approve PC Resolution 16-29 to establish a maintenance bond for Copper Ridge Phase 3 Section 2
- Approve PC Resolution 16-30 to establish a performance bond for Copper Ridge Phase 3 Section 2

**RESOLUTION 16-29 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE**

**A RESOLUTION TO ESTABLISH A MAINTENANCE BOND FOR
COPPER RIDGE PHASE 3 SECTION 2**

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

WHEREAS, the Maintenance Bond is guaranteeing the workmanship and materials of certain improvements existing on 20 lots, and the repair of such should damage occur during covered period; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
Water, Sewer, Storm Water Drainage and Basins, Streets and Curbs; and

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

WHEREAS, it is the recommendation of the Codes Department that a Maintenance Bond be established for a minimum of twelve (12) months, in the amount of **\$34,596.00**; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Maintenance Bond for Copper Ridge Phase 3 Section 2 in the amount of **\$34,596.00**.

Passed and adopted this 11th day of April, 2016.

Paul Downing, Chairman

Dara Sanders, Secretary

**RESOLUTION 16-30 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE**

**A RESOLUTION TO ESTABLISH A PERFORMANCE BOND FOR
COPPER RIDGE PHASE 3 SECTION 2**

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

WHEREAS, the Performance Bond is guaranteeing the construction of certain improvements on 20 lots; and

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

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

WHEREAS, it is the recommendation of the Codes Department that a Performance Bond be established in the amount of **\$34,595.00**; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Performance Bond for Copper Ridge Phase 3 Section 2 in the amount of **\$34,595.00**.

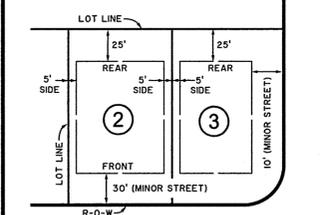
Passed and adopted this 11th day of April, 2016

Paul Downing, Chairman

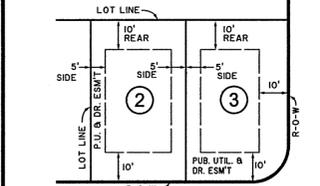
Dara Sanders, Secretary



- Legend**
- 8" - S - SANITARY SEWER W/ MANHOLE
 - 8" - W - WATER LINE
 - 8" - F - FIRE HYDRANT
 - - RIGHT-OF-WAY MARKER (5/8" REBAR WITH 2-1/4" METAL CAP)
 - P.U.D.E. - PUBLIC UTILITY AND DRAINAGE EASEMENT
 - HOPP - DUAL WALL POLYPROPYLENE PIPE
 - RCP - REINFORCED CONCRETE PIPE
 - ROW - RIGHT OF WAY
 - F-F - FACE OF CURB TO FACE OF CURB



TYPICAL MINIMUM BUILDING SETBACKS
N.T.S.



DETAIL "A" TYPICAL EASEMENT CONFIGURATION
NOT TO SCALE
APPLICABLE TO ALL RESIDENTIAL LOTS SHOWN HEREON UNLESS A GREATER EASEMENT IS SHOWN AND DIMENSIONED

CERTIFICATE OF COMMON AREAS DEDICATION

COPPERSTONE DEVELOPMENT PARTNERS, LLC, in recording this plat has designated certain areas of land shown hereon as common areas intended for use by the homeowners within COPPER RIDGE, PHASE THREE for recreation and related activities. The above described areas are not dedicated for use by the general public, but are dedicated to the common use of the homeowners within the named subdivision.

"Declaration of Covenants and Restrictions," applicable to the above named subdivision, is hereby incorporated and made a part of this plat.

Date _____ Owner _____

CERTIFICATE OF OWNERSHIP AND DEDICATION

I (We) hereby certify that I am (We are) the owner(s) of the property shown and described hereon as evidenced in Book 6146, page 730, R.O.W.C., and that I (We) hereby adopt this plan of subdivision with My (Our) free consent, establish the minimum building restriction line, and that offers of irrevocable dedication for all public streets, utilities and other facilities have been filed as required by these regulations.

Owner(s) _____
COPPERSTONE DEVELOPMENT PARTNERS, LLC Date _____

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I hereby certify that the Water System(s) outlined or indicated on the Final Subdivision Plat entitled: COPPER RIDGE, PHASE THREE has (have) been installed in accordance with current Local and State Government requirements, or that a sufficient Bond or other surety has been filed to guarantee said installation.

Date: _____
Name/Title/Agency or Authorized Approving Agent _____

CERTIFICATE OF APPROVAL OF PUBLIC SEWER SYSTEM

I hereby certify that the Sewer System(s) outlined or indicated on the Final Subdivision Plat entitled: COPPER RIDGE, PHASE THREE has (have) been installed in accordance with current Local and State Government requirements, or that a sufficient Bond or other surety has been filed to guarantee said installation.

Date: _____
Name/Title/Agency or Authorized Approving Agent _____

CERTIFICATE OF SURVEY ACCURACY

I (we) hereby certify that to the best of my (our) knowledge and belief this is a true and accurate survey of the property shown hereon; that this is a Category "1" Land Survey as defined in Title 62, Chapter 10, Tennessee Code Annotated; and that the Ratio of Precision is equal to or greater than 1:10,000.

2-12-16
Date _____
Registered Land Surveyor No. 1660

CERTIFICATE OF THE APPROVAL OF PUBLIC UTILITIES OR BOND POSTING

I hereby certify: (1) That all streets designated on this Final Subdivision Plat have been installed in an acceptable manner and according to the City of Spring Hill, Tennessee, Subdivision Regulations; or (2) That a surety bond has been posted with the Planning Commission to assure completion of all required improvements in case of default.

Date: _____
Appropriate Governmental Representative _____

CERTIFICATE OF APPROVAL OF STREET NAMES

Street Names approved by Williamson County Emergency Communications.

Date: _____
Authorized Approving Agent _____

CERTIFICATE OF APPROVAL FOR RECORDING

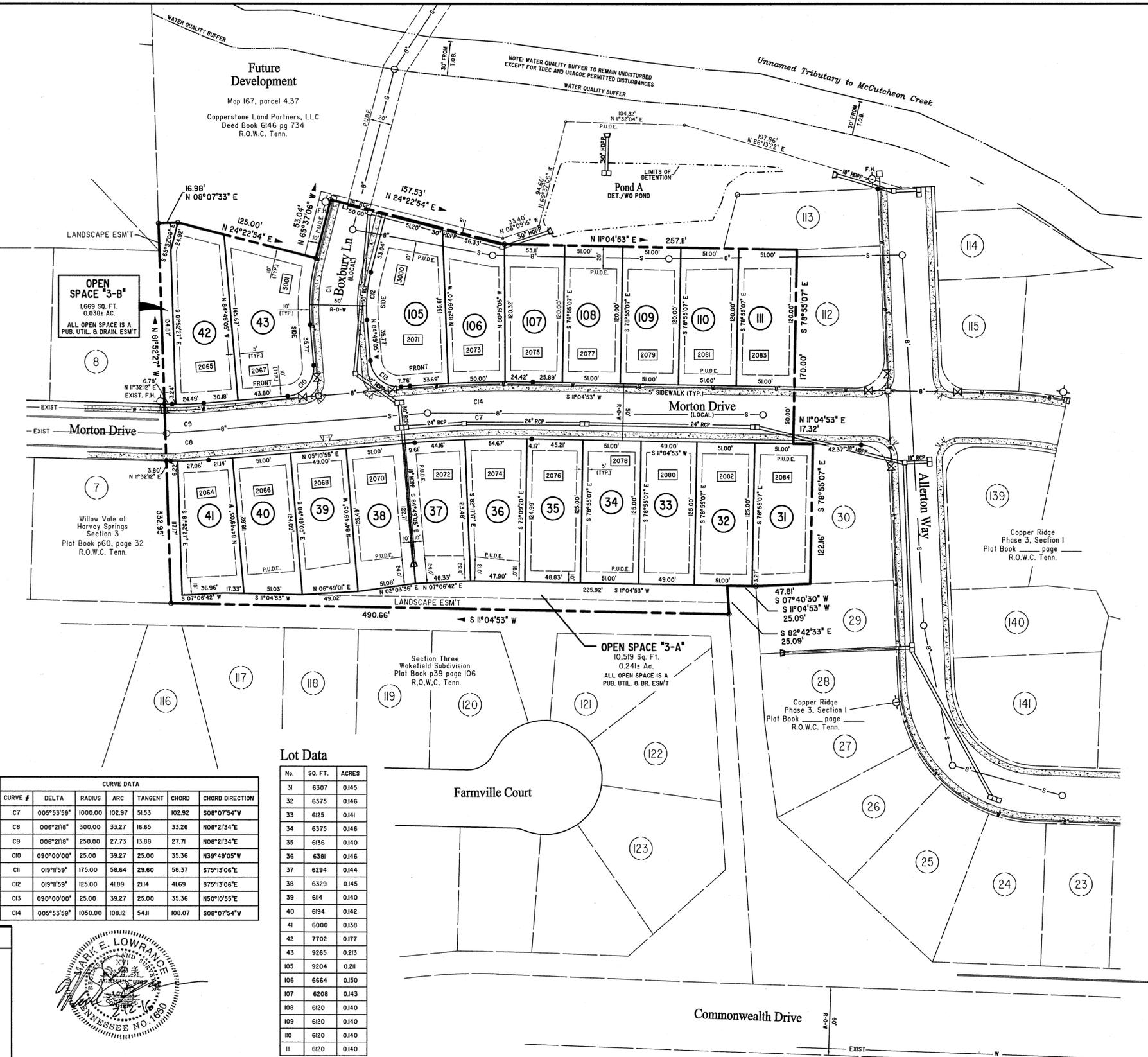
I hereby certify that the subdivision plat shown hereon has been found to comply with the Subdivision Regulations for the City of Spring Hill, Tennessee, with the exception of such variances, if any, as are noted in the minutes of the Planning Commission and that it has been approved for recording in the Office of the Williamson County Register.

Date: _____
Secretary, City of Spring Hill Planning Commission _____

FINAL SUBDIVISION PLAT
CITY OF SPRING HILL PLANNING COMMISSION

TOTAL ACRES 4.143	TOTAL LOTS 20
ACRES ROADWAY 0.829	ACRES OPEN SPACE 0.279
OWNER COPPERSTONE DEVELOPMENT PARTNERS, LLC	ZONING R-4
SURVEYOR ANDERSON, DELK, EPPS & ASSOC.	DATE 2-05-16

SCALE: 1" = 50'

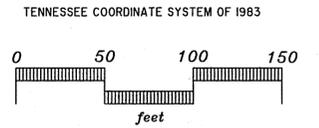
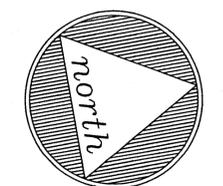


Lot Data

No.	SQ. FT.	ACRES
31	6307	0.145
32	6375	0.146
33	6125	0.141
34	6375	0.146
35	6136	0.140
36	6381	0.146
37	6294	0.144
38	6329	0.145
39	6104	0.140
40	6194	0.142
41	6000	0.138
42	7702	0.177
43	9265	0.213
105	9204	0.211
106	6664	0.150
107	6208	0.143
108	6120	0.140
109	6120	0.140
110	6120	0.140
111	6120	0.140

CURVE DATA

CURVE #	DELTA	RADIUS	ARC	TANGENT	CHORD	CHORD DIRECTION
C7	005°53'59"	1000.00	102.97	51.53	102.92	S08°07'54"W
C8	006°21'18"	300.00	33.27	16.65	33.26	N08°21'34"E
C9	006°21'18"	250.00	27.73	13.88	27.71	N08°21'34"E
C10	090°00'00"	25.00	39.27	25.00	35.36	N39°49'05"W
C11	019°11'59"	175.00	58.64	29.60	58.37	S75°13'06"E
C12	019°11'59"	125.00	41.89	21.14	41.69	S75°13'06"E
C13	090°00'00"	25.00	39.27	25.00	35.36	N50°10'55"E
C14	005°53'59"	1050.00	108.12	54.11	108.07	S08°07'54"W



- NOTES:**
- THE PURPOSE OF THIS PLAT IS TO CREATE 37 SINGLE FAMILY LOTS
 - SITE IS LOCATED ON PROPERTY MAP 167, P/O PARCEL 4.37, WITH CIVIL DISTRICT OF WILLIAMSON COUNTY, TENNESSEE.
 - DEED REFERENCE: MAP 167, PARCEL 4.37, COPPERSTONE DEVELOPMENT PARTNERS, LLC, DEED BOOK 6146, PAGE 734 R.O.W.C.
 - OWNER/DEVELOPER: COPPERSTONE DEVELOPMENT PARTNERS, LLC, 1804 WILLIAMSON COURT, SUITE 101, BRENTWOOD, TN 37027, (615) 308-1885, CONTACT: JOEY SMITH
 - PLANNER/SURVEYOR: ANDERSON, DELK, EPPS & ASSOCIATES, INC, 618 GRASSMERE PARK DRIVE, SUITE 4, NASHVILLE, TN 37211, (615) 331-0809
 - EXISTING ZONING: R-4 RESIDENTIAL DISTRICT (HIGH DENSITY)
 - TOTAL AREA IN SITE: 70.13 Ac. ±
 AREA WITHIN PHASE ONE: 6.22 Ac. ±
 AREA WITHIN PHASE TWO: 4.21 Ac. ±
 AREA WITHIN PHASE FIVE: 7.14 Ac. ±
 AREA WITHIN PHASE SEVEN: 4.99 Ac. ±
 AREA WITHIN MULTIFAMILY H.O.A.: 12.11 Ac. ±
 AREA WITHIN PHASE THREE: 8.92 Ac. ±
 REMAINING AREA: 26.54 Ac. ±
 - TOTAL NUMBER OF UNITS PROPOSED: 474 UNITS
 NUMBER OF UNITS PROPOSED WITHIN PHASE ONE: 26 UNITS
 NUMBER OF UNITS PROPOSED WITHIN PHASE TWO: 16 UNITS
 NUMBER OF UNITS PROPOSED WITHIN PHASE FIVE: 28 UNITS
 NUMBER OF UNITS PROPOSED WITHIN PHASE SEVEN: 19 UNITS
 NUMBER OF UNITS PROPOSED WITHIN MULTIFAMILY H.O.A.: 248 UNITS
 NUMBER OF UNITS PROPOSED WITHIN PHASE THREE: 37 UNITS
 - SINGLE-FAMILY LOT STANDARDS
 PROPOSED MINIMUM LOT SIZE: 6,000 Sq. Ft.
 AREA FOR EACH ADDITIONAL FAMILY: 3,000 Sq. Ft.
 REQUIRED YARDS: FRONT (MINOR): 30 ft.
 MIN. SIDE YARD: 5 ft.
 MIN. SIDE YARD - ADJ. TO R-O-W: 10 ft.
 MIN. REAR YARD: 25 ft.
 MIN. LOT WIDTH AT BUILDING LINE: 40 ft.
 - THE PROPERTY IS LOCATED WITHIN ZONE "X" AS DEPICTED ON FEMA COMMUNITY PANEL 470278 0070E, EFFECTIVE DATE APRIL 16, 2007.
 - ALL OPEN SPACE AND DRAINAGE EASEMENTS SHALL BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
 - DETENTION WILL BE PROVIDED. DISCHARGE FROM SITE FROM A 25 YEAR STORM WILL NOT EXCEED THE 25 YEAR STORM DISCHARGE PRIOR TO DEVELOPMENT.
 - FIVE FOOT SIDEWALKS SHALL BE REQUIRED AS SHOWN ON PLAN.
 - ALL DRAINAGE EASEMENTS AND DETENTION BASINS SHALL BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
 - OPEN SPACE AREAS "3-A" AND "3-B" ARE PASSIVE OPEN SPACE AREAS
 - PROPERTY IS SUBJECT TO ANY FINDINGS OF AN ACCURATE TITLE SEARCH. NO TITLE WORK FURNISHED TO SURVEYOR PRIOR TO SURVEY.



Utility Information Sheet

Development ___ Copper Ridge _____

Phase_3___ Section_2___ #of lots_20___

Cost to install Utility's (Performance Bond)

Signage_____ \$1,500 _____

Street Lights_ \$9,250 _____

Sidewalks feet__ 1,398 feet _____

Final Paving

Road linear feet__ 742 feet _____

Road width ___ 24' _____

Final Paving cost_ \$20,700 _____

TOTAL = \$31,450

10% OF TOTAL = \$3,145

TOTAL AMOUNT OF BOND = \$34,595

Spring Hill Planning Commission Work Session



TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
Tom Wolf, City Engineer
MEETING: March 28, 2016
SUBJECT: PUD 81-2016 (Oakview)

STP 157-2016: Submitted by Huntly Gordon for property located west of Denning Lane and Kedron Road. The property is zoned AG, Agricultural, and contains approximately 20 acres. The applicant requests approval to rezone the property from AG, Agricultural, to R-2, Medium Density Residential, Planned Unit Development.

Property description and history: This undeveloped property is located west of the intersection of Denning Lane and Kedron Road. The Oaklawn Plantation is located to the north, and the subject property is within an historic buffer, requiring Historic Commission review and recommendation of this request. The remainder of the surrounding properties are zoned and developed for low-density single family or agricultural uses.

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

The property to the northwest, part of the Southern Springs development, was denied use of an existing access drive onto Denning Lane due to negative traffic impact concerns on the street and incompatibility with the surrounding properties.

Request: The applicant requests rezoning approval for a Planned Unit Development containing 56 single-family residential lots and associated open space.

Streets and sidewalk: Denning Lane (a Collector street designation) is a two-lane unimproved street with approximately 17 feet of pavement, no striping, and open ditch. The applicant proposes street improvements for the extent of the property's frontage along Denning Lane to include a left turn lane into the development; however, off-site improvements for Denning Lane to mitigate for the impact of this development from the project boundary to Kedron Road are not proposed.

In response to staff's recommendation, the applicant has indicated an attempt to reach an agreement with the property owner to the south to allow for the connection of proposed "Oakview Drive" with existing Sparrow Street to the south. Staff has not received documentation indicating that the property owner to the south has declined to permit this connection.

The applicant proposes sidewalk on only one side of the street. Typically, with a Planning Unit Development application, the City requires sidewalk construction on both sides of the street for a complete internal pedestrian network.

The plan must be updated to identify the existing right-of-way on Denning Lane and dimension the existing and proposed right-of-way from centerline.

Bulk and Area requirements: The applicant proposes 56 single-family detached lots subject to the bulk and area criteria of the R-2, Medium Density, zoning district.

Bicycle and Greenway Plan: Denning Lane is designated as a bike lane route. The applicant does not propose a bike lane on Denning Lane in accordance with the City's plan.

Landscaping and buffering: The applicant does not propose a buffer to the east or west, which are differing zoning districts and densities to that proposed.

Public Works comments:

- Show ADA ramps and standard detail
- Recommendation to extend Denning improvements to 200LF East and West of development frontage.
- Show existing domestic water tie-in to Sparrow (open item from previous review)
- Show drainage easements and HOA responsibility (open item from previous review)
- Connection of Oakview to Sparrow is required (open item from previous review)
- Is cul-d-sac on Sparrow permanent or temporary?
- Note – Access to Denning is inconsistent with Southern Springs development requirements

Spring Hill Rising 2040: The future land use designation of the property is “Residential Neighborhood Area”, which represents a transitional area between natural or rural settings and more intense environments, such as mixed use areas. The intent of this area is to preserve natural features in the built environment, enhance the access to housing options and urban amenities, such as jobs, retail services, and public services. The development pattern of this area varies from a low to moderate density, and new development should integrate different housing types of appropriate scale and context and increase connections between neighborhoods and other areas.

Spring Hill Planning Commission Work Session



TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
Tom Wolf, City Engineer
MEETING: March 28, 2016
SUBJECT: STP 114-2015 (Andy's Frozen Custard)

STP 114-2015: Submitted by Brian Rose for property located at 4959 Main Street. The property is zoned B-4, Central Business District, and contains approximately .53 acres. The applicant requests site plan approval for a 1,167 sq/ft. restaurant.

Property description and history: This property is located on Main Street and is developed for Walmart. The surrounding properties are developed for primarily retail and other commercial uses. Specifically, the property to the north is developed for a multi-tenant shopping center with the Publix grocery store.

Request: The applicant requests site plan approval for a drive-thru restaurant with 1,167 square feet and 12 parking spaces. The applicant has also submitted a lot split application to divide the project area (approximately 0.53 acre) from the parent tract, which contains approximately 35 acres.

Access: The parent tract is accessed by two full access driveways (one signalized and one unsignalized) onto Main Street along the east side of the property, and Bellshire Village Drive currently terminates at the parking lot along the south side of the property.

There is currently a stub out to the north for a future connection to the multi-tenant shopping center with the Publix grocery store. The City has purchased an easement from the property owner to the north to allow for the extension of this stub out. The applicant is proposing construction of this connection as part of the site plan application.

Streets and sidewalk: Streets and sidewalk: Main Street is designated as an Arterial in the Major Thoroughfare Plan and requires a minimum of 47.5 feet of right-of-way from centerline. The stub out to the north currently has sidewalk along the west side; however, due to grade changes, staff is concerned with the safety and accessibility of this pedestrian connection. Staff is still evaluating a sidewalk connection to the north as indicated in the attached exhibit.

Bicycle and Greenway Plan: Main Street is identified as a bike lane route.

Building design: The applicant proposes one-story building with a façade of primarily brick.

Landscaping and buffering: The applicant proposes parking lot landscaping in accordance the City's landscaping and buffering requirements.

Parking and loading: The applicant proposes 12 parking spaces and has designed the site to accommodate six to seven stacking vehicles.

Spring Hill Planning Commission Work Session



TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: March 28, 2016
SUBJECT: SKP 149-2016 (The Reserve of Spring Hill)

SKP 149-2016: Submitted by Adam Crunk for property located on 2000 Reserve Blvd. The property is zoned B-4, Central Business District, and contains approximately 15.71 acres. The applicant requests sketch plan approval for a 71,325 sq/ft. senior living community.

Property description and history: This undeveloped property is located on the recently improved section of Reserve Boulevard, south of Ray Williams Drive and east of Station Hill Drive. The majority of the site is wooded, as indicated on the plan.

Request: The applicant requests sketch plan approval of an assisted living and senior living facility containing approximately 71,375 square feet and 128 parking spaces.

Streets and sidewalk: Reserve Boulevard (an Arterial) is an improved two-lane street with curb, gutter, and sidewalk. Based on the information provided by the applicant, current right-of-way is 35 feet from centerline. Pursuant to the new Major Thoroughfare Plan (MTP) requirements, a minimum of 47.5 feet of right-of-way is required. Staff has requested that the applicant delineate the MTP right-of-way line and dimension all setbacks and greenspace requirements accordingly. This information has not been updated.

Access: The applicant proposes two new driveways onto Reserve Boulevard. The applicant must identify the distance between these new driveways so that staff can confirm compliance the City's driveway separation criteria. At the staff review meeting, staff requested that the applicant provide a truck turning template to include a delivery truck and a fire truck to verify that the site design can accommodate deliveries and emergency response vehicles. This information has not been provided.

Bicycle and Greenway Plan: Reserve Boulevard is identified as a bike lane route.

Building design: The applicant proposes one-story building. Based on the information provided, staff cannot determine the proposed building materials.

Landscaping and buffering: The plan indicates a landscape buffer along the northern property line. The applicant has not provided supplementary landscaping or buffering information.

Parking and loading: The applicant proposes 128 parking spaces. The City's zoning ordinance does not have a parking ratio for an assisted living facility. Typically, staff would apply an adopted ratio for a similar use to determine the number of required parking spaces; however, staff finds that the City's zoning ordinance does not have an adopted ratio for the proposed use. Staff finds that it falls upon the Planning Commission to determine the number of parking spaces, as it is the responsibility of the Board of Zoning Appeals to consider variance requests from the adopted ratios in the Zoning Ordinance.

At the staff review meeting, staff requested that the applicant provide a parking needs assessment or analysis of the standard parking needs for this type of use for the Planning Commission's determination. This information has not yet been submitted.

Spring Hill Planning Commission Work Session



TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
Tom Wolf, City Engineer
MEETING: March 28, 2016
SUBJECT: STP 150-2016 (Zaxby's)

STP 150-2016: Submitted by Carter Engineering Consultants. The property is located on Port Royal Road. The property is zoned B-4, Central Business District, and contains approximately 1.07 acres. The applicant requests site plan approval for a restaurant containing 3,652 square feet and associated parking.

Property description and history: This undeveloped property is located northeast of the intersection of Reserve Boulevard and Port Royal Road and is an out lot of the Kroger commercial development. In February of 2016, the Planning Commission approved a sketch plan application (SKP 134-2016) for the subject property to include a drive-thru restaurant.

Request: The applicant requests site plan approval for a drive-thru restaurant with 3,652 square feet and 53 parking spaces.

Streets and sidewalk: Port Royal Road is designated as a Collector in the Major Thoroughfare Plan, which requires a minimum of 75 feet of right-of-way. Typically, the applicant would be required to dedicate a minimum of 37.5 feet of right-of-way from centerline; however, the subject property doesn't technically have street frontage, as a separate lot containing the regional detention area is located between the street and the property. Instead, the property is accessed by a network of internal private streets.

Pursuant to the sketch plan conditions of approval, the applicant is required to extend a public sidewalk along the property's frontage along all private streets/drives and to connect with an existing sidewalk along Port Royal Road. Based on the plans submitted, a portion of the sidewalk connecting to Port Royal Road appears to encroach into the detention pond footing. Staff requests that this item be reviewed and that the plans be updated to indicate the true location and width of the sidewalk in this area.

Access: There are two existing curb cuts onto the internal private streets: one located on the north side of the property (at the main entrance to the Kroger development from Port Royal Road) and one at the east side of the property. The applicant proposes to close the curb cut on the north side and improve the four-way stop intersection to include a dedicated right turn lane to relieve existing and future congestion. Staff is in favor of this proposal, as it will allow for a better functioning four-way stop intersection and will prevent traffic associated with the drive-thru from stacking onto the private street and Port Royal Road.

Bicycle and Greenway Plan: Because the property does not have frontage along Port Royal Road, this project boundary is not impacted by the Bicycle and Greenway Plan; however, Port Royal Road is identified as a bike lane route.

Building design: The applicant proposes one-story building with a façade of primarily brick veneer.

Landscaping and buffering: The applicant proposes parking lot landscaping in accordance the City's landscaping and buffering requirements.

Parking and loading: The applicant proposes 53 parking spaces and has designed the site to accommodate nine stacking vehicles.

Spring Hill Planning Commission Work Session



TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: March 28, 2016
SUBJECT: STP 154-2016 ("Project Cyclops")

STP 154-2016: Submitted by Northpoint Development for property located at 715 Beechcroft Rd. The property is zoned M-1, Light Industrial, and contains approximately 31.6 acres. The applicant requests site plan approval for a 102,060 sq/ft. addition to the Comprehensive Logistics building.

Property description and history: This property is currently developed for a manufacturing facility containing 258,720 square feet. In 2014, the Planning Commission approved the development of the property with several conditions of approval, including conditions related to street improvements for Beechcroft Road.

Request: The applicant requests site plan approval of 102,000 square-foot addition to the structure and associated large truck and employee parking.

Streets and sidewalk: Beechcroft Road is designated as an Arterial in the Major Thoroughfare Plan, which requires a minimum of 95 feet of right-of-way. Based on the information submitted by the applicant, 50 feet of right-of-way currently exists.

Improvements to Beechcroft Road are planned through a grant from the Tennessee Department of Transportation. Staff requested information regarding the traffic impact, specifically the increase of large truck traffic to the site, as a result of the proposed expansion. The applicant has provided a memo discussing the anticipated traffic impact.

Access: The site is accessed from Beechcroft Road with cross access to the property to the east (Project Angus). A north-south access drive is proposed to be paved along the west side of the property to provide large truck access to the rear (south) of the property. Changes to the existing access are not proposed.

Bicycle and Greenway Plan: Beechcroft Road is designated as a multi-use trail route.

Building design: The applicant proposes a one-story addition to the existing building with similar materials.

Landscaping and buffering: The applicant proposes landscaping in accordance with the City's parking lot landscaping requirements.

Parking and loading: Based on the information provided by the applicant, 50 parking spaces are required and 165 are provided. Additionally, the applicant proposes an expansion of the existing loading area along the west side of the property to accommodate 30 semi-tractor trailers. Staff requests a written description of the purpose for this area to determine if it is a staging area or storage area.

Public Works comments:

- Need documentation (survey results) of traffic impacts to Beechcroft (worst case scenario)
- Improvements required to Beechcroft from additional truck traffic.
- Per previous staff comments no C/O until gravity sewer is connected.

To: Mr. R.J. Agee
NorthPoint Development, LLC
5015 NW Canal Street, Suite 200
Riverside, MO 64150

From: Jeff Wilke, PE, PTOE
Date: March 10, 2016

TranSystems Project No.: P101140095

Subject: Industrial Park Traffic Impact Study Update – Beechcroft Road and Cleburne Road

In accordance with your request, TranSystems has prepared the following memorandum to assess the proposed expansion to the existing Buckeye (CLI) facility that has since been constructed on the site. The proposed expansion would include 102,000 square feet of additional office, break room, warehouse and manufacturing space. Additional loading docks will also be provided.

The traffic impact study dated October 7, 2014 analyzed two development scenarios; Phase 1, and full development of the Industrial Park. The Phase 1 portion of the development is completed and includes the Buckeye facility. Full development scenario included two new larger buildings, and two expansions to the Phase 1 buildings. The traffic impact study included trip generation estimates, which are shown in *Table 1* below.

Table 1
Trip Generation from October 7, 2014 Traffic Impact Study

Land Use	Intensity	ITE Code	Average Weekday	A.M. Peak Hour			P.M. Peak Hour		
				Total	In	Out	Total	In	Out
Phase I Development									
Industrial Park	382,000 sf	130	1,065	272	223	49	328	69	259
Full Development									
Industrial Park	1,870,000 sf	130	2,553	955	783	172	1,489	313	1,176
Total Full Development Trips			2,553	955	783	172	1,489	313	1,176

The expansion that is currently being proposed is only a small portion (approximately 7%) of the expansion potential on the site. Therefore all of the traffic improvements identified for the full development scenario in the October 7, 2014 traffic study are not necessary for this small portion of the total expansion.

Table 2 on the following page compares the trip generation for the Phase 1 scenario and the trip generation for Phase 1 plus the proposed expansion. The total square footage of industrial park development with the proposed expansion will be 484,000. Trip generation estimates were calculated from the Institute of Transportation Engineer's Trip Generation, 9th Edition, as they were in the traffic impact study.

**Table 2
Trip Generation Comparison**

Scenario	Land Use	Intensity	ITE Code	Average Weekday	A.M. Peak Hour			P.M. Peak Hour		
					Total	In	Out	Total	In	Out
Existing Plus Phase I Plus Expansion	Industrial Park	484,000 sf	130	1,167	328	269	59	408	86	322
Existing Plus Phase I Conditions	Industrial Park	382,000 sf	130	1,065	272	223	49	328	69	259
Difference				102	56	46	10	40	17	63
Percentage				10%	21%	21%	20%	24%	25%	24%

Table 2 indicates that the proposed expansion will result in an estimated 10 percent increase in daily traffic to and from the site, when compared to the Existing Plus Phase 1 Conditions scenario in the traffic study. During the peak hours, the increase in traffic is estimated to be between 20 and 25 percent.

The additional development trips generated by the proposed expansion were distributed onto the street system based on the trip distributions from the traffic study. The detailed distribution patterns through the study intersections are shown in the *Appendix*.

The study intersections were analyzed using the Synchro traffic analysis software package, as they were in the traffic study. The results of the Existing plus Phase 1 with Proposed Expansion scenario are summarized in *Table 3*. The intersections were analyzed with the improvements identified for the Phase 1 scenario in the traffic study. The Synchro output files are included in the *Appendix*.

**Table 3
Intersection Operational Analysis
Existing plus Phase I Development with Proposed Expansion**

Intersection	Movement	A.M. Peak Hour		P.M. Peak Hour	
		LOS ¹	Delay ²	LOS ¹	Delay ²
Beechcroft Road and Cleburne Road	Northbound Left-Turn	C	15.8	C	17.7
	Northbound Right-Turn	B	10.6	A	9.7
	Westbound Left-Turn	A	8.1	A	8.2
Beechcroft Road and Driveway B	Northbound Left-Turn	C	18.9	B	15.0
	Northbound Right-Turn	B	10.8	B	10.4
	Westbound Left-Turn	A	8.4	A	7.8
Beechcroft Road and Driveway A	Northbound Left-Turn	D	27.1	C	18.0
	Northbound Right-Turn	B	11.1	B	12.7
	Westbound Left-Turn	A	8.8	A	8.2
Beechcroft Road and Town Center Parkway	Northbound Left-Turn	E	43.0	C	16.2
	Northbound Right-Turn	A	9.6	A	9.6
	Westbound Shared Left-Turn/Through	A	2.2	A	2.4
Town Center / Yokich Pky. and Kedron Pky.	Westbound Left-Turn	B	14.8	B	13.9
	Westbound Right-Turn	B	10.2	A	9.3
	Southbound Left-Turn	A	8.3	A	7.8
Yokich Parkway and Main Street	Traffic Signal	A	9.3	B	13.5

1 – Level of Service
 2 – Delay in seconds per vehicle

The results of the analysis are very similar to the results of the Existing Plus Phase 1 Conditions scenario in the traffic study. All intersections are projected to operate acceptably with the addition of traffic from the proposed expansion, except for the northbound left-turn movement at the Beechcroft Road and Town Center Parkway intersection. That movement is projected to operate at LOS E during the A.M. peak hour, with 43.0 seconds of delay per vehicle.

The Full Development Conditions scenario in the traffic impact study identified a traffic signal installation and a westbound left-turn lane at the intersection to mitigate the impact of the development. However, traffic signal warrants are not projected to be satisfied with the additional traffic from the proposed expansion. A larger expansion will be needed to satisfy traffic signal warrants. It should also be noted that the addition of the westbound left-turn lane will not improve the level of service for the northbound left-turn movement. Therefore, no improvements are identified to mitigate the impact of the proposed warehouse expansion.

Industrial Park Traffic Impact Study Spring Hill, TN

Trip Generation

Land Use	Intensity	ITE Code	Daily	A.M. Peak Hour				P.M. Peak Hour					
				Total	% In	% Out	In	Out	Total	% In	% Out	In	Out
Industrial Park	484,000 sf	130	1,167	328	82%	18%	269	59	408	21%	79%	86	322
Phase I Plus Proposed Expansion			1,167	328		269	59	408		86	322		

Notes -

- Trip generation estimates were developed using ITE's Trip Generation, 9th Edition.

Spring Hill TIA

Existing plus Phase I Plus Expansion Development Traffic Volumes

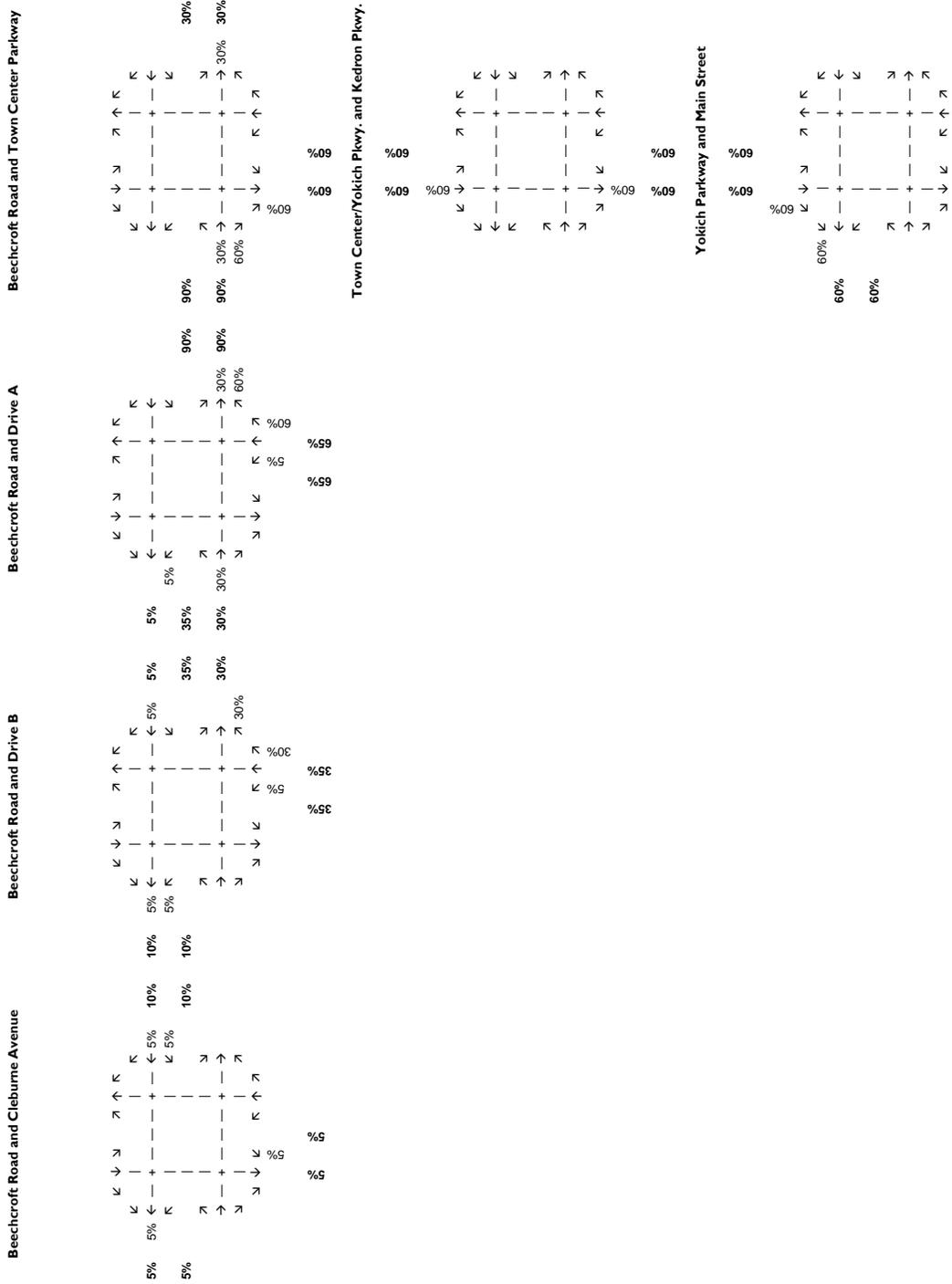
A.M. Peak Hour

Beechcroft Road and Cleburne Avenue			Beechcroft Road and Drive C			Beechcroft Road and Drive B			Beechcroft Road and Drive A			Beechcroft Road and Town Center Parkway		
181	134	47	344	344	344	341	419	422	422	419	580	225	355	580
425	137	137	736	736	736	81	818	818	818	161	998	58	58	998
244	190	54	392	392	392	18	396	396	383	35	418	237	237	418
	180	47				18						64	355	283
	227	418				21	175	213	38			715	419	
	191	418				94	151	213	38			295	715	
	54	137				13	13	13	13			237	295	
	137	137				31	13	13	13			237	295	
	47	137				3	3	3	3			237	295	
	180	47				18	13	13	13			237	295	
	227	418				21	175	213	38			237	295	
	191	418				94	151	213	38			237	295	
	54	137				13	13	13	13			237	295	
	137	137				31	13	13	13			237	295	
	47	137				3	3	3	3			237	295	
	180	47				18	13	13	13			237	295	
	227	418				21	175	213	38			237	295	
	191	418				94	151	213	38			237	295	
	54	137				13	13	13	13			237	295	
	137	137				31	13	13	13			237	295	
	47	137				3	3	3	3			237	295	
	180	47				18	13	13	13			237	295	
	227	418				21	175	213	38			237	295	
	191	418				94	151	213	38			237	295	
	54	137				13	13	13	13			237	295	
	137	137				31	13	13	13			237	295	
	47	137				3	3	3	3			237	295	
	180	47				18	13	13	13			237	295	
	227	418				21	175	213	38			237	295	
	191	418				94	151	213	38			237	295	
	54	137				13	13	13	13			237	295	
	137	137				31	13	13	13			237	295	
	47	137				3	3	3	3			237	295	
	180	47				18	13	13	13			237	295	
	227	418				21	175	213	38			237	295	
	191	418				94	151	213	38			237	295	
	54	137				13	13	13	13			237	295	
	137	137				31	13	13	13			237	295	
	47	137				3	3	3	3			237	295	
	180	47				18	13	13	13			237	295	
	227	418				21	175	213	38			237	295	
	191	418				94	151	213	38			237	295	
	54	137				13	13	13	13			237	295	
	137	137				31	13	13	13			237	295	
	47	137				3	3	3	3			237	295	
	180	47				18	13	13	13			237	295	
	227	418				21	175	213	38			237	295	
	191	418				94	151	213	38			237	295	
	54	137				13	13	13	13			237	295	
	137	137				31	13	13	13			237	295	
	47	137				3	3	3	3			237	295	
	180	47				18	13	13	13			237	295	
	227	418				21	175	213	38			237	295	
	191	418				94	151	213	38			237	295	
	54	137				13	13	13	13			237	295	
	137	137				31	13	13	13			237	295	
	47	137				3	3	3	3			237	295	
	180	47				18	13	13	13			237	295	
	227	418				21	175	213	38			237	295	
	191	418				94	151	213	38			237	295	
	54	137				13	13	13	13			237	295	
	137	137				31	13	13	13			237	295	
	47	137				3	3	3	3			237	295	
	180	47				18	13	13	13			237	295	
	227	418				21	175	213	38			237	295	
	191	418				94	151	213	38			237	295	
	54	137				13	13	13	13			237	295	
	137	137				31	13	13	13			237	295	
	47	137				3	3	3	3			237	295	
	180	47				18	13	13	13			237	295	
	227	418				21	175	213	38			237	295	
	191	418				94	151	213	38			237	295	
	54	137				13	13	13	13			237	295	
	137	137				31	13	13	13			237	295	
	47	137				3	3	3	3			237	295	
	180	47				18	13	13	13			237	295	
	227	418				21	175	213	38			237	295	
	191	418				94	151	213	38			237	295	
	54	137				13	13	13	13			237	295	
	137	137				31	13	13	13			237	295	
	47	137				3	3	3	3			237	295	
	180	47				18	13	13	13			237	295	
	227	418				21	175	213	38			237	295	
	191	418				94	151	213	38			237	295	
	54	137				13	13	13	13			237	295	
	137	137				31	13	13	13			237	295	
	47	137				3	3	3	3			237	295	
	180	47				18	13	13	13			237	295	
	227	418				21	175	213	38			237	295	
	191	418				94	151	213	38			237	295	
	54	137				13	13	13	13			237	295	
	137	137				31	13	13	13			237	295	
	47	137				3	3	3	3			237	295	
	180	47				18	13	13	13			237	295	
	227	418				21	175	213	38			237	295	
	191	418				94	151	213	38			237	295	
	54	137				13	13	13	13			237	295	
	137	137				31	13	13	13			237	295	
	47	137				3	3	3	3			237	295	
	180	47				18	13	13	13			237	295	
	227	418				21	175	213	38			237	295	
	191	418				94	151	213	38			237	295	
	54	137				13	13	13	13			237	295	
	137	137				31	13	13	13			237	295	
	47	137				3	3	3	3			237	295	
	180	47				18	13	13	13			237	295	
	227	418				21	175	213	38			237	295	
	191	418				94	151	213	38			237	295	
	54	137				13	13	13	13			237	295	
	137	137				31	13							

Spring Hill TIA

Phase I Trip Distribution

Outbound



HCM Unsignalized Intersection Capacity Analysis
 1: Cleburne Ave & Beechcroft Rd

Existing plus Phase 1 plus Expansion
 A.M. Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Volume (veh/h)	190	54	137	134	47	180
Future Volume (Veh/h)	190	54	137	134	47	180
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	207	59	149	146	51	196
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			266		651	207
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			266		651	207
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			89		87	76
cM capacity (veh/h)			1298		383	833
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	207	59	149	146	51	196
Volume Left	0	0	149	0	51	0
Volume Right	0	59	0	0	0	196
cSH	1700	1700	1298	1700	383	833
Volume to Capacity	0.12	0.03	0.11	0.09	0.13	0.24
Queue Length 95th (ft)	0	0	10	0	11	23
Control Delay (s)	0.0	0.0	8.1	0.0	15.8	10.6
Lane LOS			A			B
Approach Delay (s)	0.0		4.1			11.7
Approach LOS						B
Intersection Summary						
Average Delay			5.1			
Intersection Capacity Utilization			30.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Drive B & Beechcroft Rd

Existing plus Phase 1 plus Expansion
A.M. Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↖	↘	↗
Traffic Volume (veh/h)	378	11	81	341	3	18
Future Volume (Veh/h)	378	11	81	341	3	18
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	411	12	88	371	3	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			423		964	417
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			423		964	417
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			92		99	97
cM capacity (veh/h)			1136		261	636
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	
Volume Total	423	88	371	3	20	
Volume Left	0	88	0	3	0	
Volume Right	12	0	0	0	20	
cSH	1700	1136	1700	261	636	
Volume to Capacity	0.25	0.08	0.22	0.01	0.03	
Queue Length 95th (ft)	0	6	0	1	2	
Control Delay (s)	0.0	8.4	0.0	18.9	10.8	
Lane LOS		A		C	B	
Approach Delay (s)	0.0	1.6		11.9		
Approach LOS				B		
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			38.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
4: Drive A & Beechcroft Rd

Existing plus Phase 1 plus Expansion
A.M. Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↖	↘	↗
Traffic Volume (veh/h)	383	13	161	419	3	35
Future Volume (Veh/h)	383	13	161	419	3	35
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	416	14	175	455	3	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			430		1228	423
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			430		1228	423
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			85		98	94
cM capacity (veh/h)			1129		166	631
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	
Volume Total	430	175	455	3	38	
Volume Left	0	175	0	3	0	
Volume Right	14	0	0	0	38	
cSH	1700	1129	1700	166	631	
Volume to Capacity	0.25	0.15	0.27	0.02	0.06	
Queue Length 95th (ft)	0	14	0	1	5	
Control Delay (s)	0.0	8.8	0.0	27.1	11.1	
Lane LOS		A		D	B	
Approach Delay (s)	0.0	2.4		12.2		
Approach LOS				B		
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			43.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

5: Town Center Pkwy & Beechcroft Rd

Existing plus Phase 1 plus Expansion
A.M. Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Volume (veh/h)	181	237	58	225	355	64
Future Volume (Veh/h)	181	237	58	225	355	64
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	197	258	63	245	386	70
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			455		568	197
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			455		568	197
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		15	92
cM capacity (veh/h)			1106		457	844
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total	197	258	308	386	70	
Volume Left	0	0	63	386	0	
Volume Right	0	258	0	0	70	
cSH	1700	1700	1106	457	844	
Volume to Capacity	0.12	0.15	0.06	0.85	0.08	
Queue Length 95th (ft)	0	0	5	210	7	
Control Delay (s)	0.0	0.0	2.2	43.0	9.6	
Lane LOS			A	E	A	
Approach Delay (s)	0.0		2.2	37.8		
Approach LOS				E		
Intersection Summary						
Average Delay			14.7			
Intersection Capacity Utilization			54.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 6: Yokich Pkwy/Town Center Pkwy & Kedron Pkwy

Existing plus Phase 1 plus Expansion
 A.M. Peak Hour

							
Movement	WBL	WBR	SEL	SET	NWT	NWR	
Lane Configurations							
Traffic Volume (veh/h)	4	132	83	202	331	5	
Future Volume (Veh/h)	4	132	83	202	331	5	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	4	143	90	220	360	5	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type				None	None		
Median storage (veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	652	182	365				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	652	182	365				
tC, single (s)	6.8	6.9	4.1				
tC, 2 stage (s)							
tF (s)	3.5	3.3	2.2				
p0 queue free %	99	83	92				
cM capacity (veh/h)	370	829	1190				
Direction, Lane #	WB 1	WB 2	SE 1	SE 2	SE 3	NW 1	NW 2
Volume Total	4	143	90	110	110	240	125
Volume Left	4	0	90	0	0	0	0
Volume Right	0	143	0	0	0	0	5
cSH	370	829	1190	1700	1700	1700	1700
Volume to Capacity	0.01	0.17	0.08	0.06	0.06	0.14	0.07
Queue Length 95th (ft)	1	16	6	0	0	0	0
Control Delay (s)	14.8	10.2	8.3	0.0	0.0	0.0	0.0
Lane LOS	B	B	A				
Approach Delay (s)	10.4		2.4	0.0			
Approach LOS	B						
Intersection Summary							
Average Delay			2.8				
Intersection Capacity Utilization			27.2%	ICU Level of Service	A		
Analysis Period (min)			15				

Queues

Existing plus Phase 1 plus Expansion

7: Main St & Yokich Pkwy

A.M. Peak Hour

					
Lane Group	SEL	SER	NEL	NET	SWT
Lane Group Flow (vph)	72	178	411	504	474
v/c Ratio	0.30	0.30	0.55	0.18	0.26
Control Delay	34.9	8.0	6.9	3.5	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	34.9	8.0	6.9	3.5	12.5
Queue Length 50th (ft)	33	22	60	34	65
Queue Length 95th (ft)	71	54	103	53	118
Internal Link Dist (ft)	576			1171	1862
Turn Bay Length (ft)			200		
Base Capacity (vph)	492	920	967	2740	1813
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.15	0.19	0.43	0.18	0.26
Intersection Summary					

HCM Signalized Intersection Capacity Analysis
7: Main St & Yokich Pkwy

Existing plus Phase 1 plus Expansion
A.M. Peak Hour



Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	66	164	378	464	386	50
Future Volume (vph)	66	164	378	464	386	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frt	1.00	0.85	1.00	1.00	0.98	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1583	1770	3539	3479	
Flt Permitted	0.95	1.00	0.42	1.00	1.00	
Satd. Flow (perm)	1770	1583	776	3539	3479	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	72	178	411	504	420	54
RTOR Reduction (vph)	0	83	0	0	7	0
Lane Group Flow (vph)	72	95	411	504	467	0
Turn Type	Perm	pm+ov	pm+pt	NA	NA	
Protected Phases		7	7	4	8	
Permitted Phases	6	6	4			
Actuated Green, G (s)	8.0	19.9	57.5	57.5	39.6	
Effective Green, g (s)	8.0	19.9	57.5	57.5	39.6	
Actuated g/C Ratio	0.10	0.26	0.74	0.74	0.51	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	182	529	728	2625	1777	
v/s Ratio Prot		0.03	c0.09	0.14	0.13	
v/s Ratio Perm	c0.04	0.03	c0.33			
v/c Ratio	0.40	0.18	0.56	0.19	0.26	
Uniform Delay, d1	32.5	22.4	3.8	3.0	10.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.4	0.2	1.0	0.2	0.4	
Delay (s)	33.9	22.6	4.8	3.2	11.1	
Level of Service	C	C	A	A	B	
Approach Delay (s)	25.9			3.9	11.1	
Approach LOS	C			A	B	

Intersection Summary			
HCM 2000 Control Delay	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	77.5	Sum of lost time (s)	18.0
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 1: Cleburne Ave & Beechcroft Rd

Existing plus Phase 1 plus Expansion
 P.M. Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Volume (veh/h)	180	47	178	217	11	69
Future Volume (Veh/h)	180	47	178	217	11	69
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	196	51	193	236	12	75
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			247		818	196
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			247		818	196
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			85		96	91
cM capacity (veh/h)			1319		295	845
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	196	51	193	236	12	75
Volume Left	0	0	193	0	12	0
Volume Right	0	51	0	0	0	75
cSH	1700	1700	1319	1700	295	845
Volume to Capacity	0.12	0.03	0.15	0.14	0.04	0.09
Queue Length 95th (ft)	0	0	13	0	3	7
Control Delay (s)	0.0	0.0	8.2	0.0	17.7	9.7
Lane LOS			A		C	A
Approach Delay (s)	0.0		3.7		10.8	
Approach LOS					B	
Intersection Summary						
Average Delay			3.3			
Intersection Capacity Utilization			32.7%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
3: Drive B & Beechcroft Rd

Existing plus Phase 1 plus Expansion
P.M. Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↖	↘	↗
Traffic Volume (veh/h)	245	4	26	379	16	97
Future Volume (Veh/h)	245	4	26	379	16	97
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	266	4	28	412	17	105
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			270		736	268
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			270		736	268
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		96	86
cM capacity (veh/h)			1293		378	771
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	
Volume Total	270	28	412	17	105	
Volume Left	0	28	0	17	0	
Volume Right	4	0	0	0	105	
cSH	1700	1293	1700	378	771	
Volume to Capacity	0.16	0.02	0.24	0.04	0.14	
Queue Length 95th (ft)	0	2	0	4	12	
Control Delay (s)	0.0	7.8	0.0	15.0	10.4	
Lane LOS		A		B	B	
Approach Delay (s)	0.0	0.5		11.0		
Approach LOS				B		
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			29.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
4: Drive A & Beechcroft Rd

Existing plus Phase 1 plus Expansion
P.M. Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	338	4	51	389	16	193
Future Volume (Veh/h)	338	4	51	389	16	193
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	367	4	55	423	17	210
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			371	902		369
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			371	902		369
tC, single (s)			4.1	6.4		6.2
tC, 2 stage (s)						
tF (s)			2.2	3.5		3.3
p0 queue free %			95	94		69
cM capacity (veh/h)			1188	294		677
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	
Volume Total	371	55	423	17	210	
Volume Left	0	55	0	17	0	
Volume Right	4	0	0	0	210	
cSH	1700	1188	1700	294	677	
Volume to Capacity	0.22	0.05	0.25	0.06	0.31	
Queue Length 95th (ft)	0	4	0	5	33	
Control Delay (s)	0.0	8.2	0.0	18.0	12.7	
Lane LOS		A		C	B	
Approach Delay (s)	0.0	0.9		13.1		
Approach LOS				B		
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			36.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
5: Town Center Pkwy & Beechcroft Rd

Existing plus Phase 1 plus Expansion
P.M. Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Volume (veh/h)	189	363	40	131	216	45
Future Volume (Veh/h)	189	363	40	131	216	45
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	205	395	43	142	235	49
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			600		433	205
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			600		433	205
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		58	94
cM capacity (veh/h)			977		554	836
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total	205	395	185	235	49	
Volume Left	0	0	43	235	0	
Volume Right	0	395	0	0	49	
cSH	1700	1700	977	554	836	
Volume to Capacity	0.12	0.23	0.04	0.42	0.06	
Queue Length 95th (ft)	0	0	3	52	5	
Control Delay (s)	0.0	0.0	2.4	16.2	9.6	
Lane LOS			A	C	A	
Approach Delay (s)	0.0		2.4	15.0		
Approach LOS				C		
Intersection Summary						
Average Delay			4.4			
Intersection Capacity Utilization			41.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Yokich Pkwy/Town Center Pkwy & Kedron Pkwy

Existing plus Phase 1 plus Expansion
P.M. Peak Hour

							
Movement	WBL	WBR	SEL	SET	NWT	NWR	
Lane Configurations				 	 		
Traffic Volume (veh/h)	8	95	83	382	176	9	
Future Volume (Veh/h)	8	95	83	382	176	9	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	9	103	90	415	191	10	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type				None	None		
Median storage (veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	584	100	201				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	584	100	201				
tC, single (s)	6.8	6.9	4.1				
tC, 2 stage (s)							
tF (s)	3.5	3.3	2.2				
p0 queue free %	98	89	93				
cM capacity (veh/h)	414	935	1368				
Direction, Lane #	WB 1	WB 2	SE 1	SE 2	SE 3	NW 1	NW 2
Volume Total	9	103	90	208	208	127	74
Volume Left	9	0	90	0	0	0	0
Volume Right	0	103	0	0	0	0	10
cSH	414	935	1368	1700	1700	1700	1700
Volume to Capacity	0.02	0.11	0.07	0.12	0.12	0.07	0.04
Queue Length 95th (ft)	2	9	5	0	0	0	0
Control Delay (s)	13.9	9.3	7.8	0.0	0.0	0.0	0.0
Lane LOS	B	A	A				
Approach Delay (s)	9.7		1.4			0.0	
Approach LOS	A						
Intersection Summary							
Average Delay			2.2				
Intersection Capacity Utilization			23.1%	ICU Level of Service	A		
Analysis Period (min)			15				

Queues

Existing plus Phase 1 plus Expansion

7: Main St & Yokich Pkwy

P.M. Peak Hour

					
Lane Group	SEL	SER	NEL	NET	SWT
Lane Group Flow (vph)	104	366	314	788	945
v/c Ratio	0.42	0.62	0.59	0.29	0.55
Control Delay	37.9	22.2	10.4	4.2	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	37.9	22.2	10.4	4.2	17.3
Queue Length 50th (ft)	50	132	42	59	162
Queue Length 95th (ft)	97	181	116	99	290
Internal Link Dist (ft)	576			1171	1862
Turn Bay Length (ft)			200		
Base Capacity (vph)	430	717	653	2734	1729
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.51	0.48	0.29	0.55

Intersection Summary

HCM Signalized Intersection Capacity Analysis

7: Main St & Yokich Pkwy

Existing plus Phase 1 plus Expansion

P.M. Peak Hour



Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	96	337	289	725	779	90
Future Volume (vph)	96	337	289	725	779	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frt	1.00	0.85	1.00	1.00	0.98	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1583	1770	3539	3484	
Flt Permitted	0.95	1.00	0.20	1.00	1.00	
Satd. Flow (perm)	1770	1583	367	3539	3484	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	104	366	314	788	847	98
RTOR Reduction (vph)	0	31	0	0	8	0
Lane Group Flow (vph)	104	335	314	788	937	0
Turn Type	Perm	pm+ov	pm+pt	NA	NA	
Protected Phases		7	7	4	8	
Permitted Phases	6	6	4			
Actuated Green, G (s)	8.7	23.2	59.6	59.6	39.1	
Effective Green, g (s)	8.7	23.2	59.6	59.6	39.1	
Actuated g/C Ratio	0.11	0.29	0.74	0.74	0.49	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	191	575	525	2626	1696	
v/s Ratio Prot		c0.10	0.11	0.22	0.27	
v/s Ratio Perm	0.06	0.11	c0.34			
v/c Ratio	0.54	0.58	0.60	0.30	0.55	
Uniform Delay, d1	33.9	24.4	6.7	3.4	14.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.2	1.5	1.8	0.3	1.3	
Delay (s)	37.1	25.9	8.6	3.7	15.8	
Level of Service	D	C	A	A	B	
Approach Delay (s)	28.4			5.1	15.8	
Approach LOS	C			A	B	

Intersection Summary

HCM 2000 Control Delay	13.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	80.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Spring Hill Planning Commission Work Session



TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: March 28, 2016
SUBJECT: CCP 155-2016 (Shirebrook)

CCP 155-2016: Submitted by Anderson, Delk, Epps and Associates, Inc. for Shirebrook Subdivision. The property is zoned B-4, Central Business District, and contains approximately 5.079 acres. The applicant requests final plat approval for 34 single family residential lots.

Property description and history: This property is located east of the intersection of Commonwealth Drive and Wall Street. The Longview Recreation Center is located to the southeast, and the adjacent property to the east and south has been approved by the Planning Commission to be developed for multi-family dwelling. In July of 2015, the Planning Commission approved a site plan application for 98 townhomes and associated infrastructure. Permits have been obtained and construction of all infrastructure is occurring.

Request: The applicant requests concurrent plat approval for 34 townhome lots.

A concurrent plat combines the preliminary plat and final plat applications into one and is permitted when a property is to be subdivided into more than four lots and the existing and new parcels do not require construction of new infrastructure. Because infrastructure improvements have been approved with the site plan application, staff has determined that the subdivision of land for the property would be appropriately accommodated through a concurrent plat application.

Streets and sidewalk: The subject property fronts onto Commonwealth Drive (Collector Street), which requires a total of 75 feet of right-of-way under the new Major Thoroughfare Plan. Additional right-of-way dedication is required in the amount of 7.5 feet from centerline for the extent of the property's frontage onto Commonwealth drive. A note on the plat indicates "right-of-way reservation". Pursuant to the site plan approval (STP 33-2015), and the City's zoning and subdivision regulations, the applicant shall be required to dedicate the right-of-way, not reserve it.

Additionally, the applicant proposes a new sidewalk connection to the commercially zoned property to the west, which recently obtained Planning Commission approval of a sketch plan application for a multi-tenant commercial development. This sidewalk connection was included in the approval, and staff recommends that an access easement be dedicated to protect this connection.

Bulk and area requirements: The bulk and area requirements for multi-family dwellings are unclear in the underlying B-4 zoning district. The B-4 zoning district requires a minimum of lot width of 20 feet and does not establish a minimum lot area. Staff finds that the proposed lots meet the minimum lot width and setbacks of the underlying B-4 zoning district.

Bicycle and Greenway: Commonwealth Drive is identified as a bike lane route. The site plan application was approved prior to the adoption of the City's Bicycle and Greenway Plan; therefore, staff has not recommended construction of the bike lane.

Spring Hill Planning Commission Work Session



TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: March 28, 2016
SUBJECT: STP 157-2016 (Self Storage)

STP 157-2016: Submitted by Anderson, Delk, Epps and Associates, Inc. for property located 4792 Main Street. The property is zoned B-4, Central Business District, and contains approximately 1.96 acres. The applicant requests site plan approval for a self-storage facility.

Property description and history: This undeveloped property is located northeast of the intersection of Buckner Road and Main Street, at the northern most gateway of Spring Hill's city limits. It is part of a commercial subdivision recorded in 2005 with the intent of being developed for a medical complex. The property to the west is developed for Heritage Elementary and Middle Schools, and the property to the east is undeveloped. The surrounding area experiences significant traffic congestion during peak weekday times and steady traffic congestion throughout the weekends.

In September of 2015, the Planning Commission granted sketch plan approval for a three-story climate controlled self-storage building containing 74,700 square feet and associated parking. Conditions of approval for the plan included improvements to Main Street.

Request: The applicant requests site plan approval in accordance with the previously approved sketch plan.

Streets and sidewalk: Main Street is designated as an Arterial in the Major Thoroughfare Plan, which requires a minimum of 95 feet of right-of-way. Dedication of right-of-way is required, as indicated on the site plan. Street improvements and sidewalk construction are proposed in accordance with the conditions of approval for the sketch plan.

Access: The approved subdivision for this property includes shared access within "common ingress/egress easements", and there is an existing curb cut onto Main Street, in accordance with the previously approved shared access, and a northbound dedicated right-turn lane on Main Street.

Bicycle and Greenway Plan: Main Street is designated as a bike lane route.

Building design: The applicant proposes a three-story building with a combination of brick, EIFS, and glass.

Landscaping and buffering: The applicant has proposed landscaping in accordance with the City's requirements.

Parking and loading: Based on the information provided by the applicant, four parking spaces are required and 10 are provided.

Spring Hill Planning Commission Work Session



TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: March 28, 2016
SUBJECT: SKP 158-2016 (Morning Pointe of Spring Hill)

SKP 158-2016: Submitted by Gamble Design Collaborative for property located on Miles Johnson Parkway. The property is zoned B-4, Central Business District, and contains approximately 8.61 acres. The applicant requests sketch plan approval for a long term care facility.

Property description and history: This undeveloped property is located at the southeast corner of the intersection of Miles Johnson Parkway and Duplex Road. The majority of the surrounding land uses to the north, east, and west are single-family residential. The properties to the south are primarily undeveloped and zoned B-4, Central Business District.

Request: The applicant requests sketch plan approval of an assisted living and senior living facility containing approximately 98,468 square feet and 133 parking spaces.

The parent tract contains approximately 44 acres, while the project boundary contains approximately 8.61 acres. Subdivision of land will be required in order to create the proposed parcel. Until that time, all requirements of the zoning and subdivision regulations apply to the entire tract.

Access: The applicant proposes to extend two new public streets through the parent tract along the project boundary: one east-west local street and one north-south local street. Access to the development is proposed from these two new local streets. Staff is in support of accessing the proposed development via lower street classifications.

Streets and sidewalk: Streets and sidewalk: This property has frontage along Miles Johnson Parkway (Collector) and Duplex Road (Arterial). Miles Johnson Parkway requires a minimum of 75 feet of right-of-way (37.5 feet from centerline) and Duplex Road requires a minimum of 95 feet of right-of-way (47.5 feet from centerline). Staff has requested that the applicant show and dimension existing right-of-way on both streets. This information has not been provided. Additionally, the applicant has included language on page two of the submitted plans indicating that the City will purchase the right-of-way along Duplex Road. Pursuant to the City's zoning and subdivision regulations, staff finds that the submittal of a subdivision/development request for the subject property warrants right-of-way dedication.

The proposal is unclear as to the extent to which the applicant proposes to extend the new public streets, as well as the timing. Staff requests that the applicant provide a detailed description of the timing and limits of the proposed improvements associated with the assisted living facility and new street construction. Additionally, staff requests a detailed discussion regarding the future connections of these new streets to existing or planned surrounding streets.

The applicant has included a note on page two that all off-site roads and related improvements will be designed to current standards at the time of site plan submittal; however, it is the primary purpose of a sketch plan application to determine the scope and location of all necessary on-site and off-site street improvements prior to submittal of a site plan application. Staff recommends discussion and determination of all necessary street improvements expected to be incorporated into the design of the site plan prior to sketch plan approval. At a minimum staff recommends improvement of Miles Johnson Parkway to include a dedicated right-turn lane and dedicated left-turn lane onto the new street.

Bicycle and Greenway Plan: Miles Johnson Parkway and Duplex Road are designated as multi-use path routes. Staff will likely recommend a fee in lieu of construction at the time of site plan application.

Building design: The applicant proposes two one-story buildings. Based on the information provided, staff cannot determine the proposed building materials.

Landscaping and buffering: The plan indicates a landscape buffer along the northern property line. The applicant has not provided supplementary landscaping or buffering information.

Parking and loading: The applicant proposes 133 parking spaces. The City's zoning ordinance does not have a parking ratio for an assisted living facility. Typically, staff would apply an adopted ratio for a similar use to determine the number of required parking spaces; however, staff finds that the City's zoning ordinance does not have an adopted ratio for the proposed use. Staff finds that it falls upon the Planning Commission to determine the number of parking spaces, as it is the responsibility of the Board of Zoning Appeals to consider variance requests from the adopted ratios in the Zoning Ordinance.

In response to staff's request, the applicant has provided a parking needs assessment for this development based on previously approved and constructed facilities by the operator for the Planning Commission's determination. This information has not yet been submitted.

Additional planning comments: Please review the bulk and area criteria for the underlying B-4 zoning district, and the information on the plan is not consistent with the City's zoning ordinance.

Spring Hill Planning Commission Work Session



TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: March 28 2016
SUBJECT: RZN 159-2015 (5238 Main Street)

RZN 159-2015: Submitted by Huntley Gordon for property located at 5242 Main Street. The property is zoned B-2, Neighborhood Shopping District, and contains approximately 1.4 acres. The applicant requests approval to rezone the property from B-2, Neighborhood Shopping District to B-4, Central Business District.

Property description: This property is currently developed for a single-family dwelling. The properties to the north, northwest, and southeast are developed for nonresidential uses. In 2015, the Board of Mayor and Aldermen rezoned the property from R-1, Low Density Residential, to B-2, Neighborhood Shopping District, following a favorable recommendation from the Planning Commission. In January of 2016, the Board of Mayor and Aldermen denied the applicant's request to rezone the property from B-2 to B-4, following a recommendation for denial from the Planning Commission.

Request: The applicant requests again to rezone the property from B-2, Neighborhood Shopping District, to B-4, Central Business District. The applicant has communicated to staff that the intent is to use the property for a medical office, which can be accomplished with the current B-2 zoning designation of the property.

Spring Hill Rising: 2040: The City's comprehensive plan, Spring Hill Rising: 2040, provides considerations for future zoning and development requests. Among those considerations are opportunities for enhancing existing or emerging neighborhoods with sensitive new development, allowing for a variety of quality housing options for all stages of life, and encouraging higher density residential development in new activity centers.

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

The City's goal "We will grow smarter" promotes Smart Growth principles, traditional neighborhood design, and quality corridor development. Specifically, this goal aims to ensure that new development within existing neighborhoods is of appropriate scale and intensity in relation to existing development and that it achieves the desired development patterns for the neighborhood.

Discussion: Staff does not find that the proposed B-4 zoning district at this location promotes the City's planning policies and principles and would be detrimental to the public good. The B-4 zoning district is designed to produce a development form specifically for accommodating the vehicle, which is counterproductive to the intent of the Downtown/City Center character area. The requested zoning district is the primary tool for encouraging and permitting suburban, high traffic volume development associated with big box shopping centers, gas stations, and drive-thru fast food businesses. Further, the B-4 zoning district permits mini-warehousing and manufacturing uses that are more appropriate outside of a downtown area and central commercial corridor. The traditional development form surrounding area, which was historically the City's original downtown, has been compromised for decades with the suburban development form permitted under the B-4 zoning district, and approval of this request will continue to allow for the deterioration of what was once the heart of this town.

Staff does not find in favor of rezoning the property to the most intense, highest traffic generating, and unpredictable zoning district available in the Zoning Ordinance. Further, staff finds that sufficient undeveloped and underutilized property currently regulated by the B-4 zoning district exists in the immediate area, as indicated in the attached exhibit. Staff finds that the property can be sufficiently developed and used for nonresidential purposes and in accordance with the City's planning policies and principles under the current zoning designation of the property.

Spring Hill Planning Commission Work Session



TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: March 28, 2016
SUBJECT: SKP 161-2016 (Pioneer Manufacturing)

SKP 161-2016: Submitted by Sawyer Land Surveying, LLC. for property located at 740 Beechcroft Rd. The property is zoned M-1, Light Industrial, and contains approximately 9.92 Acres. The applicant requests sketch plan approval for an addition of 8786 sq/ft. warehouse with loading docks and a new exit drive.

Property description and history: This property is located at 740 Beechcroft Road, approximately 750 feet east of the intersection of Beechcroft Road and Cleburne Road. The property is developed for a 33,000 square-foot manufacturing facility. This site was developed prior to the City's current zoning and subdivision regulations, and there are several nonconformities with the existing development. It is important to note that the City's zoning ordinance does not address nonconforming developments (parking lots, landscaping, driveways, etc), only nonconforming uses and structures.

Request: The applicant requests sketch plan approval of a new warehouse on the property containing approximately 8,766 square feet and to upgrade an existing nonconforming driveway. The addition will allow for the indoor storage of materials that are currently stored outdoors.

Access: The property is currently accessed by three gravel driveways that do not meet the City's separation or pavement criteria. In response to staff's recommendation, the applicant proposes to bring one of the three gravel driveways into compliance with the City's pavement requirements in order to reduce the amount of gravel that enters into the public right-of-way as a result of ingress and egress.

Streets and sidewalk: Beechcroft Road is designated as an Arterial and requires a minimum of 95 feet of right-of-way (47.5 feet from centerline). This street currently has approximately 50 feet of right-of-way (25 feet from centerline). Staff requests that the applicant update the plan to reflect the Major Thoroughfare Plan right-of-way line so that staff and the Planning Commission can evaluate the impact of right-of-way dedication in accordance with the City's policies and regulations.

The applicant does not propose street improvements. Staff finds that the proposal will likely not result in additional traffic to and from the site, as the purpose for the request is to accommodate indoor storage of materials that are currently stored outdoors.

Bicycle and Greenway Plan: Beechcroft Road is designated as a multi-use path route. Staff does not find that the proposed expansion of the property warrants construction or a fee in lieu of construction of the multi-use path.

Building design: The applicant proposes a one-story corrugated metal building. Planning Commission approval of a variance from the City's material requirements will be necessary at the time of site plan application.

Parking and loading: No additional parking spaces are required for this proposal.

Spring Hill Planning Commission Work Session



TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: March 28, 2016
SUBJECT: STP 163-2016 (Martin Transportation)

STP 163-2016: Submitted by Ahler & Associates, LLC. for property located on 4583 Tom Lunn Road. The property is zoned M-1, Light Industrial, and contains approximately 92 acres. The applicant requests approval site plan approval for an office trailer.

Property description and history: This property is located near the northwest corner of Port Royal Road and Tom Lunn Road. In January of 2016, City staff found that Martin Transportation was operating on the property and attempting to install a permanent manufactured office trailer on the site. The Codes Department issued a stop work order and violation letter to Martin Transportation, finding that improvements to and use of the property had not been authorized by the Planning Commission, Codes Department, and Public Works Department, in accordance with the City's Zoning Ordinance and City Code.

Request: The applicant requests site plan approval for a permanent manufactured office trailer and 10 parking space to support a trucking operation on the property.

Streets and sidewalk: The subject property and has frontage onto Tom Lunn Road. Staff has requested that the existing right-of-way be dimensioned from centerline to determine if sufficient right-of-way exists in accordance with the City's requirements. This information has not been provided.

Street improvements and sidewalk construction are not proposed. Staff requests that existing conditions of Tom Lunn Road, including pavement type and dimensions and all surrounding driveways, be provided to determine what impact the proposed use might have on the City's transportation network.

Water and sewer: The applicant requests approval to install a septic tank on the property instead of connecting to an existing sanitary sewer line located along the western boundary of the property. Staff is not in favor of permitting nonresidential uses to utilize a septic system.

Access: The applicant proposes to utilize an existing driveway onto Tom Lunn Road. Staff has requested that the material and width of the existing driveway be identified. The plan has been updated to indicate that narrowest point of the driveway, though staff is requesting full details of existing conditions and dimensions to confirm that the driveway is sufficient to meet the access needs of the proposed use.

Bicycle and Greenway Plan: Tom Lunn Road is designated as a bike lane route.

Building design: The applicant proposes to install a manufactured office trailer on the property. This proposal does not meet the design requirements of the City's zoning ordinance and design review guidelines. Planning Commission approval of a variance will be required. The applicant has submitted a letter of request, which is included in this packet.

Landscaping and buffering: The applicant does not proposed landscape improvements.

Parking and loading: Based on the information provided by the applicant, 10 parking spaces are required and provided.

Additional planning comments: The plan must be updated to include the zoning designation and criteria. Staff has requested that the proposed staging areas be illustrated on the property. Without this information, staff and the Planning Commission cannot determine that safe and orderly site circulation will occur on the property.

Public Works Comments:

- Septic not allowed by City, needs County approval
- Align driveway with entrance on South
- Replace CMP with RCP
- Provide duration of trailer parking (if temporary = how long?)
- Show striping of parking areas (existing) and show dimensions

Ahler & Associates, LLC

CONSULTING ENGINEERS & LAND SURVEYORS

March 21, 2016

City of Spring Hill
Planning Commission
199 Town Center Parkway
Spring Hill, TN 37174

RE: Request For Variance
Exterior Brick Content
Martin Transportation Systems
4583 Tom Lunn Road

To Whom It May Concern:

Martin Transportation Systems has leased a portion of an existing tractor trailer parking lot for the expressed purpose of a driver staging area at the location referenced above. In an effort to track the status of the trucks, trailers, and their drivers, we leased a portable office trailer to provide an office for these duties by a new employee. The lease for the office trailer runs concurrently with the lease for the parking lot.

The office trailer is similar to one that you would find on a construction site for temporary use by the supervisors at the site.

We have set the office trailer at a location near the entrance to the existing parking lot. This lot is visibly shielded by an earthen berm that was placed between Tom Lunn Road and this parking lot when this lot was constructed. Also, an existing stand of white pine trees screens any driver visibility of the office trailer from the roadway. I have attached photos of a driver's view from eastward and westward directions.

Since this structure is temporary (no permanent foundation set) and the unit is screened from the roadway, we are requesting a variance from your regulations that require a brick exterior on permanent structures.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

Joseph E. Ahler P.E., R.L.S.

P.O. Box 1636
SPRING HILL, TN 37174
PHONE 615-481-3106
FAX 615-523-1517
www.ahlerengineering.com



ENTRANCE VIEW



WEST SIDE VIEW



VIEW FROM EAST

Spring Hill Planning Commission Work Session



TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: March 28, 2016
SUBJECT: STP 164-2016 (Freddy's Frozen Custard)

STP 164-2016: Submitted by Huddleston Steele for property located on 2012 Crossing Circle. The property is zoned B-4, Central Business District, and contains approximately 1.25 acres. The applicant requests site plan approval for a 3595 sq/ft restaurant.

Property description and history: This property is located in the Crossings commercial development. The property to the north is developed for a Logan's Steakhouse, and the property to the east is developed for a variety of retail and restaurants. The property to the south is currently vacant. In 2015, the Planning Commission denied a site plan application for the property to the south for refusal to comply with ordinance requirements and conditions of approval.

Request: The applicant requests site plan approval for a drive-thru restaurant with 54 parking spaces.

Streets and sidewalk: The subject property and has frontage onto Crossing Circle and US 31 (Main Street), and the applicant has indicated sidewalk construction along the property's frontage onto Crossing Circle. Staff requested during the staff review meeting that all rights-of-way be dimensioned from the centerline of each street to verify compliance with the City's right-of-way requirements. This information has not been provided.

Access: The applicant proposes two curb cuts onto Crossing Circle. During our pre-application meeting and the staff review meeting, staff discussed the non-compliance of the proposed access onto Crossing Circle. The City's Zoning Ordinance establishes a minimum separation of 150 feet between driveways. The applicant proposes a separation of approximately 65 feet locations that would result in an offset intersection and a curb return radius that encroaches past the adjacent property line to the south. The applicant has not resolved this issue.

Additionally, staff has discussed with the applicant the City's interconnectivity policy and regulations. The applicant does not propose to accommodate interconnectivity via cross access in accordance with the City's policies and regulations.

Bicycle and Greenway Plan: This project boundary is impacted by the Bicycle and Greenway Plan. The applicant has not added the requested note to the plan indicating that Main Street is a bike lane route and Crossing Circle is a multi-use path route.

Building design: The applicant proposes a one-story building constructed of brick and stone. The architectural elevations indicate that the applicant proposes to apply EIFS to the building façade, though this building material is not shown in the materials chart. Staff requested during the staff review meeting that the applicant update the elevations to include all proposed building materials and to provide the percentage of the EIFS proposed, but this information has not been updated or provided.

Landscaping and buffering: Staff requested that the applicant update the landscape legend to include all symbols and that the irrigation method and system be noted. This information has not yet been provided.

Parking and loading: Based on the information provided by the applicant, 40 parking spaces are required, and 54 are proposed to be installed. Staff is not in support of the proposed driveway circulation, specifically for the northern drive, finding that the proposal does not promote safe and orderly site circulation. Staff requests additional information regarding the bicycle rack configuration to verify that the dimensional requirements have been met, as the symbol located on the site plan does not correspond with the dimensions illustrated in the exhibit.

Public Works comments:

- ADA Ramps and standard details
- Provide a turning movement detail for onsite truck circulation
- Only one driveway is allowed
- Photometric plan needed
- TDOT approval of fence adjacent to Hwy-31 is required
- Need to have connectivity to adjacent parcels.

Spring Hill Planning Commission Work Session



TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: March 28, 2016
SUBJECT: NPC 165-2016 (Avenue Downs)

NCP 165-2016: Submitted by Mullins, LLC. for property located on Duplex Rd and Port Royal Dr. The property is zoned R-2, Medium Density Residential, and R-4, High Density Residential, and contains approximately 54 acres. The applicant requests Neighborhood Concept Plan approval for 102 single family detached lots and 80 single family attached lots.

Property description and history: This undeveloped property is located southwest of the intersection of Duplex Road and Port Royal Road and is regulated by two different zoning districts: R-2, Medium Density Residential, and R-4, High Density Residential. Based on City data, an impaired stream traverses through the property, as indicated in the attached exhibit. The surrounding land use is primarily single-family residential. The property to the northeast of the project boundary is currently vacant and zoned B-4, Central Business District, and has several use restrictions pursuant to the rezoning ordinance from 2006.

Request: The applicant requests neighborhood concept plan approval for a combination of attached and detached lots for a total of 195 dwelling units. The plat shall be updated to reflect the number of dwelling units proposed.

Streets and sidewalk: Duplex Road is designated as an Arterial in the Major Thoroughfare Plan, which requires a minimum of 95 feet of right-of-way, and Port Royal Road is designated as a Collector, which requires a minimum of 75 feet of right-of-way. Sufficient right-of-way in accordance with the City's regulations does not currently exist.

Staff requested during the staff review meeting that the applicant update the plan to include existing conditions for Duplex Road and Port Royal Road. This information has not been provided. Based on City data, Duplex Road is an unimproved two-lane street with approximately 20 feet of deteriorating pavement and open ditch. Similarly, Port Royal is an unimproved two-lane street with approximately 20 feet of pavement and open ditch. The applicant does not propose street improvements in accordance with the City's Major Thoroughfare Plan or Subdivision Regulations.

The applicant proposes several new streets with this application, including three new intersections: two new intersections on Duplex Road resulting in an offset configuration, and one on Port Royal Road. Staff requested during the staff review meeting that the internal street network be revisited prior to submittal of the work session meeting in an effort to achieve a higher level of connectivity and to address safety concerns. The majority of the surrounding public streets have not been factored into the layout of this proposal.

"Street D" is proposed to end in a cul-de-sac with approximately 80 dwelling units. Staff is concerned with the sight distance due to topography. The applicant does not provide any topography information for the property or Duplex Road west of the project boundary; however, based on site visits, staff finds that this proposal will create sight distance issues and dangerous traffic conditions similar to those currently experienced at the intersection of Duplex Road and Port Royal Road.

Further, staff finds that this proposal fails to promote a complete and connected street network by disregarding an existing street stub out (Cadence Drive to the southwest). The Planning Commission has recently received requests for new residential development that had no option but to provide only one way in and out due to the lack of planning and consideration for future surrounding connectivity.

“Street C” is proposed to intersect with Duplex Road approximately 388 feet west of Portway Road. Due to existing sight distance limitations and dangerous traffic conditions at the intersections of Portway Road and Port Royal Road, staff recommends consideration of aligning “Street C” with Portway Road or eliminating the street completely.

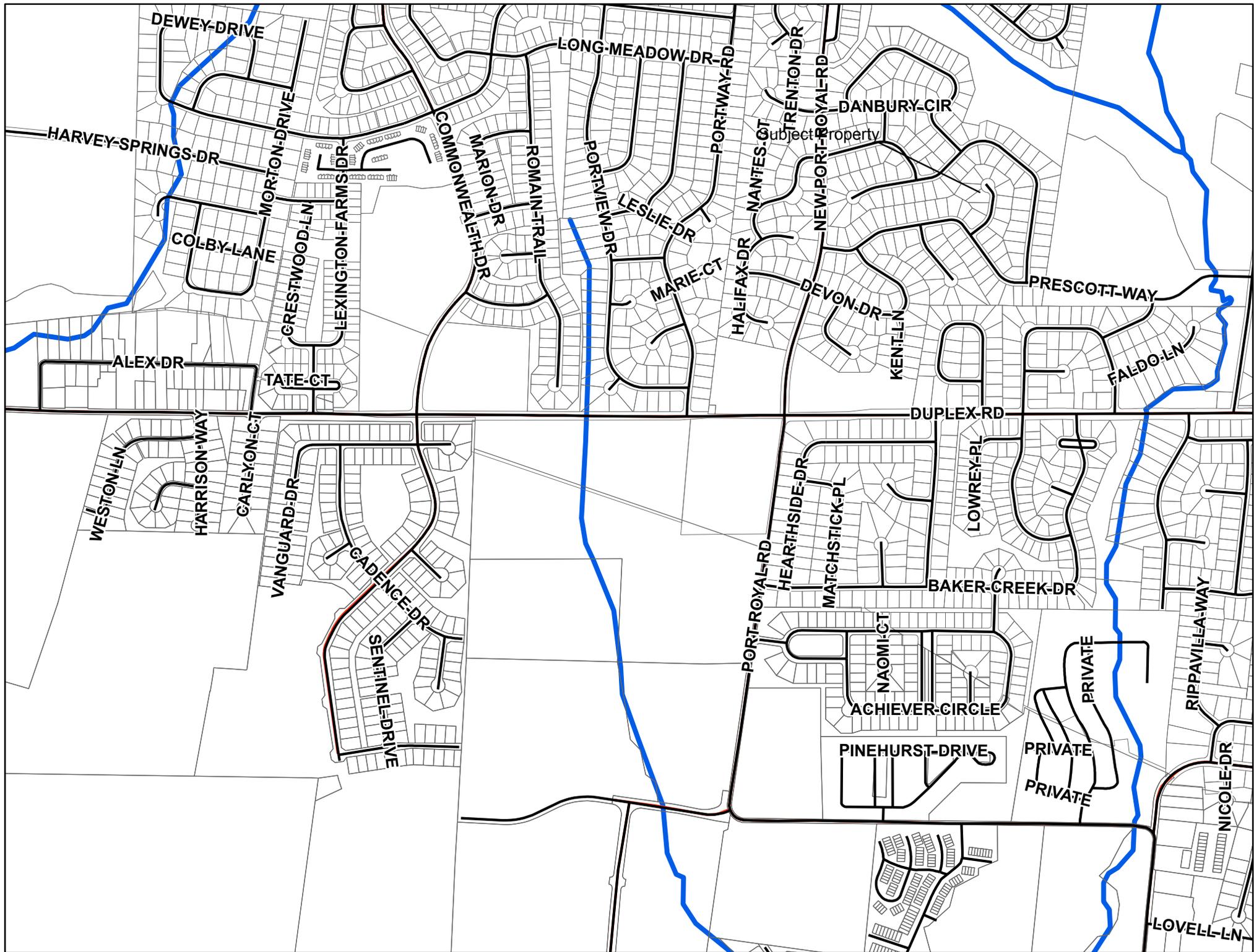
“Street A” is proposed to intersect with Port Royal Road and aligned with an existing street to the east, Achiever Circle. Similarly to “Street D”, this proposal has missed a prime opportunity to align with future connectivity to Cadence Drive.

Bicycle and Greenway Plan: Duplex Road is designated as a multi-use path route, and Port Royal Road is designated as a bike lane route. The applicant does not propose to accommodate bicycles and pedestrians on these two streets in accordance with the City’s plan.

Building design: At the staff review meeting, staff requested building elevations for the townhomes, in accordance with the multi-family requirements of the zoning ordinance. This information has not been submitted.

Public Works comments:

- Roadway improvements to Duplex and Port Royal roads (recommend 200LF outside limits of development) and at intersection (Port Royal and Duplex)
- Connectivity to adjacent parcels
- ADA ramps and standard details
- Road “D” has more units than allowed on a closed ended street.
- Road “A” needs to line up with Portway



DEWEY-DRIVE

LONG-MEADOW-DR

HARVEY-SPRINGS-DR

MORTON-DRIVE

PORTWAY-RD

TRENTON-DR

DANBURY-CIR

COLBY-LANE

CRESTWOOD-LN

LEXINGTON-FARMS-DR

COMMONWEALTH-DR

MARION-DR

ROMAIN-TRAIL

PORTVIEW-DR

LESLIE-DR

MARIE-CT

HALIFAX-DR

NANTES-CT

NEW-PORT-ROYAL-DR

Subject Property

DEVON-DR

KENT-LN

PRESCOTT-WAY

ALEX-DR

TATE-CT

FALDO-LN

DUPLEX-RD

WESTON-LN

HARRISON-WAY

GARLYON-CT

VANGUARD-DR

GADENCE-DR

HEARTHSIDE-DR

MATCHSTICK-PL

LOWREY-PL

BAKER-CREEK-DR

SENTINEL-DRIVE

PORT-ROYAL-RD

NAOMI-CT

ACHIEVER-CIRCLE

PINEHURST-DRIVE

PRIVATE
PRIVATE
PRIVATE

RIPPAVILLA-WAY

NICOLE-DR

LOVELL-LN

Spring Hill Planning Commission Work Session



TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: March 28, 2016
SUBJECT: FPL 166-2016 (Wade's Grove, Section 14)

FLP 166-2016: Submitted by Leon Stanford for Wades Grove Subdivision. The property is zoned R-2, Medium Density Residential, Planned Unit Development, and contains approximately 6.84 acres. The applicant requests final plat approval for 23 single family residential lots.

Property description and history: This property is located northeast of the intersection of Buckner Lane and Duplex Road, south of Spring Station Middle School. The Board of Mayor and Alderman approved a Planned Unit Development request for the Wade's Grove Subdivision in February of 2011 to include 763 single-family residential lots and associated amenities and open space. Since the original PUD approval, the applicant has completed several sections and is currently completing three section of the development. In March of 2015, the Planning Commission approved a preliminary plat application for section 14

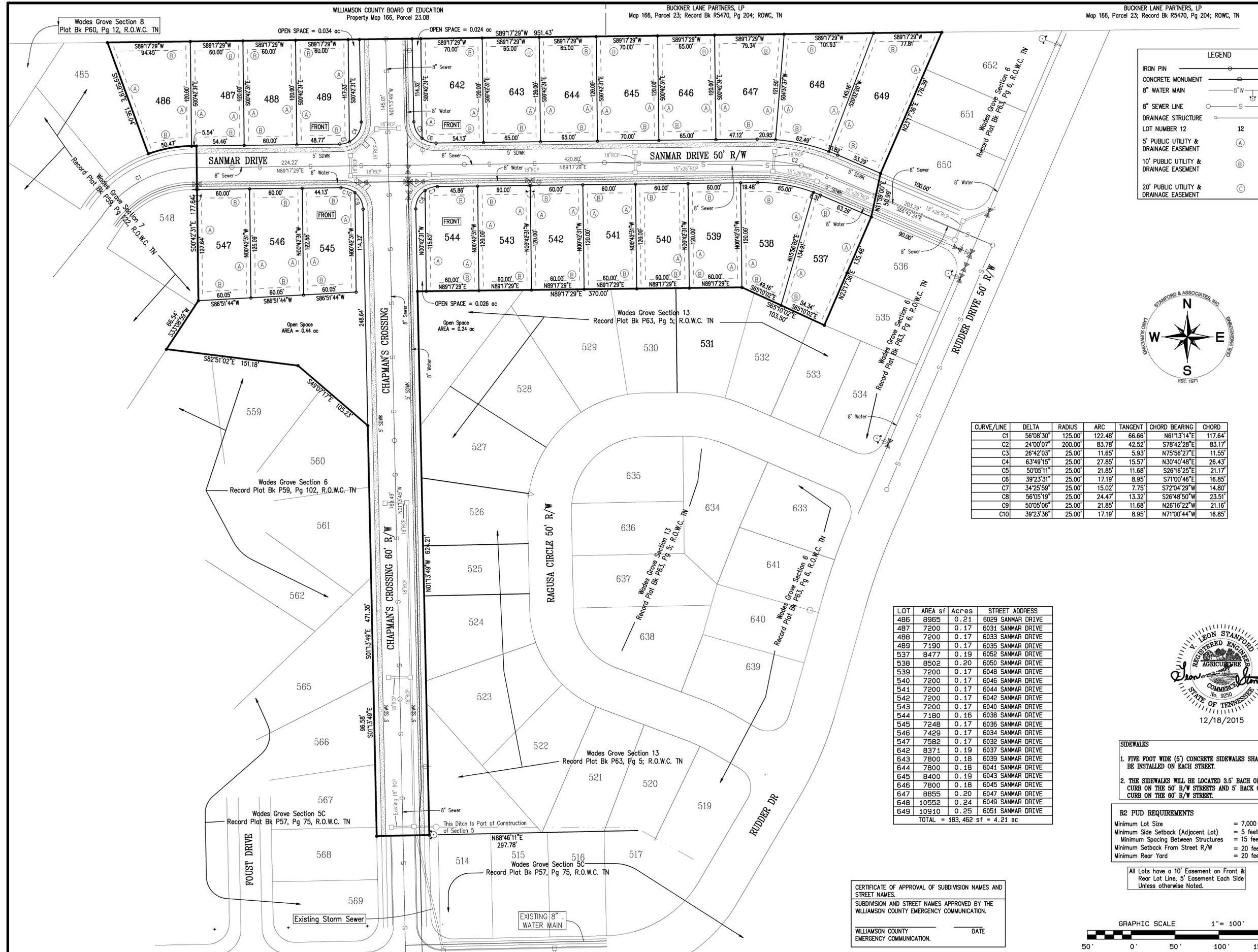
Request: The applicant requests final plat approval of 23 single-family residential lots, associated open space, and the extension of Chapman's Crossing.

Streets and sidewalk: The applicant proposes to extend Chapman's Crossing (Local Street) and Sanmar Drive (Local Street). All streets are proposed to include sidewalk on both sides.

Bulk and area requirements: Based on staff's review, the proposal appears to be compliant with the approved PUD and Article X (PUD Provisions).

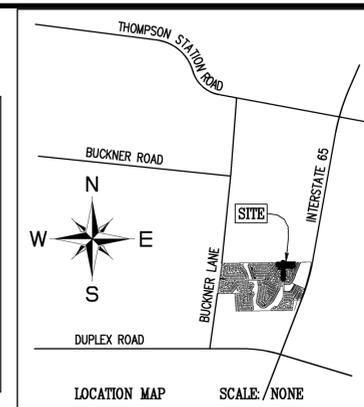
Bicycle and Greenway: Chapman's Crossing is identified as a multi-use path route. The preliminary plat application was approved prior to the adoption of the City's Bicycle and Greenway Plan; therefore, staff has not recommended construction of the multi-use path.

Wades Grove Section 8
Plat Bk P60, Pg 12, R.O.W.C. TN



LEGEND

- IRON PIN
- CONCRETE MONUMENT
- 8" WATER MAIN
- 8" SEWER LINE
- DRAINAGE STRUCTURE
- LOT NUMBER 12
- 5' PUBLIC UTILITY & DRAINAGE EASEMENT
- 10' PUBLIC UTILITY & DRAINAGE EASEMENT
- 20' PUBLIC UTILITY & DRAINAGE EASEMENT

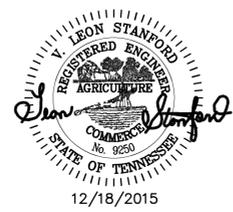


- General Notes**
- The Homeowners' Association of Wades Grove Subdivision shall be Responsible for the Maintenance of Open Space and Amenities & Detention in Wades Grove Subdivision Sections 12, 13 & 14 as shown on This Plat. Landscaping shall be installed on the top and slopes. A security fence shall be installed along the top perimeter of Detention Pond.
 - The Developer of Wades Grove Subdivision Sections 12, 13 & 14 will be required to install Street Lights and Street Signs in Sections 12, 13 & 14 in Accordance with the City of Spring Hill Subdivision Regulations.
 - FLOOD NOTE:** This parcel is not included within areas designated as a special flood hazard are on the latest National Flood Insurance Program Maps available to me as of this date. Per Community Panel Number 4718700365F dated 09/29/2006.
 - Sidewalk ramps at intersection must be ADA compliant.
 - The purpose of this plat is to create 23 Single Family Residential Lots.
 - Street Signs must meet new State requirements.
 - No direct driveway access to Chapman's Crossing will be permitted from any lot.



CURVE/LINE	DELTA	RADIUS	ARC	TANGENT	CHORD BEARING	CHORD
C1	56°08'30"	125.00'	122.48'	66.66'	N61°13'14"E	117.64'
C2	24°00'07"	200.00'	83.78'	42.52'	S78°42'28"E	83.17'
C3	26°42'03"	25.00'	11.65'	5.93'	N75°56'27"E	11.55'
C4	63°49'15"	25.00'	27.85'	15.57'	N30°40'48"E	26.43'
C5	50°05'11"	25.00'	21.85'	11.68'	S26°16'25"E	21.17'
C6	39°23'31"	25.00'	17.19'	8.95'	S71°00'46"E	16.85'
C7	34°25'59"	25.00'	15.02'	7.75'	S72°04'29"W	14.80'
C8	56°05'19"	25.00'	24.47'	13.32'	S26°48'50"W	23.51'
C9	50°05'06"	25.00'	21.85'	11.68'	N26°16'22"W	21.16'
C10	39°23'36"	25.00'	17.19'	8.95'	N71°00'44"W	16.85'

LOT	AREA sf	Acres	STREET ADDRESS
486	8965	0.21	6029 SANMAR DRIVE
487	7200	0.17	6031 SANMAR DRIVE
488	7200	0.17	6033 SANMAR DRIVE
489	7190	0.17	6035 SANMAR DRIVE
537	8477	0.19	6052 SANMAR DRIVE
538	8502	0.20	6050 SANMAR DRIVE
539	7200	0.17	6048 SANMAR DRIVE
540	7200	0.17	6046 SANMAR DRIVE
541	7200	0.17	6044 SANMAR DRIVE
542	7200	0.17	6042 SANMAR DRIVE
543	7200	0.17	6040 SANMAR DRIVE
544	7180	0.16	6038 SANMAR DRIVE
545	7248	0.17	6036 SANMAR DRIVE
546	7429	0.17	6034 SANMAR DRIVE
547	7582	0.17	6032 SANMAR DRIVE
642	8371	0.19	6037 SANMAR DRIVE
643	7800	0.18	6039 SANMAR DRIVE
644	7800	0.18	6041 SANMAR DRIVE
645	8400	0.19	6043 SANMAR DRIVE
646	7800	0.18	6045 SANMAR DRIVE
647	8855	0.20	6047 SANMAR DRIVE
648	10552	0.24	6049 SANMAR DRIVE
649	10910	0.25	6051 SANMAR DRIVE
TOTAL = 183,462 sf = 4.21 ac			



- SIDEWALKS**
- FIVE FOOT WIDE (5') CONCRETE SIDEWALKS SHALL BE INSTALLED ON EACH STREET.
 - THE SIDEWALKS WILL BE LOCATED 3.5' BACH OF CURB ON THE 50' R/W STREETS AND 5' BACK OF CURB ON THE 60' R/W STREET.
- R2 PUD REQUIREMENTS**
- Minimum Lot Size = 7,000 sf
 - Minimum Side Setback (Adjacent Lot) = 5 feet
 - Minimum Spacing Between Structures = 15 feet
 - Minimum Setback From Street R/W = 20 feet
 - Minimum Rear Yard = 20 feet
- All Lots have a 10' Easement on Front & Rear Lot Line, 5' Easement Each Side Unless otherwise Noted.

CERTIFICATE OF APPROVAL OF SUBDIVISION NAMES AND STREET NAMES.
SUBDIVISION AND STREET NAMES APPROVED BY THE WILLIAMSON COUNTY EMERGENCY COMMUNICATION.
WILLIAMSON COUNTY _____ DATE _____
EMERGENCY COMMUNICATION.



CERTIFICATE OF APPROVAL FOR RECORDING
I hereby certify that the subdivision plat shown hereon has been found to comply with the City of Spring Hill Subdivision Regulations, with the exception of such variances, if any, as are noted in the minutes of the planning commission, and that it has been approved for recording in the Office of the County Register.
Date: _____ Secretary of Planning Commission

CERTIFICATION OF APPROVAL OF WATER & SEWER SYSTEM
I hereby certify that the Water and Sewer system outlined or indicated on the preliminary plat subdivision plat entitled Wades Grove Subdivision Section 12, 13 & 14 has been installed in accordance with current local and state government requirements, or a sufficient bond or other surety has been filed to guarantee said installation.
Date: _____ Name, Title, Agency or Authorized Approving Agent

CERTIFICATE OF APPROVAL OF PUBLIC WAYS OR BOND POSTING
I hereby certify, (1) that all designated public ways on this final subdivision plat have been installed in an acceptable manner and according to the specifications of the City of Spring Hill Subdivision Regulations, or (2) that a performance bond or other surety has been posted with the planning commission to guarantee completion of all required improvements in case of default.
Date: _____ Name, Title, Agency or Authorized Approving Agent

CERTIFICATE OF SURVEY ACCURACY
I (we) hereby certify that to the best of my (our) knowledge and belief this is a true and accurate survey of the property shown hereon; that this is a class "B" Land Survey as defined in Title 62, Chapter 18, Tennessee Code Annotated, and that the ratio of precision is greater than or equal to 1:10,000.
Date: 12/18/2015 Registered Land Surveyor: Number: 652
CERTIFICATION OF OWNERSHIP AND DEDICATION
I (we) hereby certify that I am (we are) the owner (s) of the property shown and described hereon as evidenced in Book R1513 Page 681, County Registers Office, and that I (we) hereby adopt this plan of subdivision with my (our) free consent, establish the minimum building restriction lines, and that offers of irrevocable dedication for all public ways, utilities, and other facilities have been filed.
Date: _____ Owner: _____

CITY OF SPRING HILL MUNICIPAL PLANNING COMMISSION
STATE OF TENNESSEE, WILLIAMSON COUNTY
FINAL PLAT OF SECTION 14

WADE'S GROVE

TOTAL ACRES = 6.84 ac NEW BUILDING LOTS = 23
ACRES OPEN SPACE = 0.53 ac ACRES NEW ROADS = 2.10 ac

OWNER/DEVELOPER: John Maher Builders, Inc.
P.O. Box 381727
Franklin, TN 37068-1727
Ph: 615-302-1993

CIVIL DISTRICT: 3rd
SURVEYOR: Stanford & Assoc., Inc.
410 McLenore Ave
Spring Hill, TN 37174
Ph: 931-488-2441

DATE: 12/18/2015 SCALE: 1" = 100' CLOSURE: 1/10,000
PROPERTY MAP 166, PARCEL 21; DEED BK R-3302, PG 525