SPRING HILL
MUNICIPAL PLANNING COMMISSION
WORK SESSION AGENDA
Monday, August 22, 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 Tuesday, September 6, 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 16-94 Establish Performance Bond for Morning Pointe of Spring Hill
2. Resolution 16-95 Release Maintenance Bond for Kedron Rd turn lane at Reserve Blvd
3. Resolution 16-96 Reduce and Establish Maintenance Bond Brixworth Ph 1 Sec 1
4. Resolution 16-97 Reduce and Establish Maintenance Bond Brixworth Ph 1 Sec 2

Old Business:

1. **STP 224-2016:** Submitted by WES Engineers & Surveyors for property located at 2210 Spedale Court. The property is zoned B-4, Central Business District, and contains approximately 1.75 acres. The applicant requests site plan approval for a 8,500 sq/ft, Multi-Tenant Office Building.

2. **PPL 230-2016:** Submitted by Ragan-Smith for The Cove at Spring Hill Subdivision. The property is zoned R-2 Medium Density Residential and contains 91.13 acres. The applicant requests preliminary plat approval for 94 single family residential lots.

3. **PPL 226-2016:** Submitted by Stacy Santoro for property located at 4135 Kedron Rd. The property is zoned R-4, High Density Residential and contains approximately 7.48 acres. The applicant requests preliminary plat approval for 32 single family residential lots.

4. **STP 229-2016:** Submitted by Pastor John Privett for property at 5083 Main Street. The property is zoned B-3, Intermediate Business District and contains approximately 2.9 acres. The applicant requests site plan approval for 13,440 sq/ft.

New Business:

1. **FPL 214-2016:** Submitted by Mark Cantrell for Hampton Springs Townhomes. The property is zoned R-2, Medium Density, Residential Planned Unit Development and contains approximately 13.78 acres. The applicant requests final plat approval for 12 townhome lots.

2. **PPL 236-2016:** Submitted by Anderson, Delk, Epps & Associates, Inc. for Copper Ridge Phase 4. The property is zoned R-4 High Density, Residential and contains approximately 12.55 acres. The applicant requests Preliminary Plat approval for 42 single family residential lots.

3. **RZN 237-2016**: Submitted by McNeely Civil Engineering Services for property located at 1002 Red Pepper Ridge Rd. This property is zoned B-3, Intermediate Business District and contains 1.24 acres. The applicant requests rezoning of this property from a B-3, intermediate Business District to R-4, High Density Residential.

4. **SKP 238-2016:** Submitted by Arnold Consulting Engineering Services, Inc. for property located at the northwest corner of Main Street and Wilkes Lane. The property is zoned B-4 and contains approximately 3.25 acres. The applicant requests sketch plan approval for 20,400 s/f retail shops and 5,700 s/f restaurant

5. **RZN 239-2016:** Submitted by Sawyer Land Surveying, LLC for property located on Tom Lunn Rd. The property is zoned R-2 and contains approximately 44.12 acres. The applicant requests rezoning of the property from R-2, Medium Density Residential to R-4, High Density Residential.

6. **NCP 240-2016:** Submitted by Mullins, LLC for property located south of Brixworth Dr and east of Jutes Dr. The property is zoned R-2, Medium Density Residential and contains approximately 112.9 acres. The applicant requests approval for a Neighborhood Concept Plan for 255 single family residential lots.

7. **SKP 242-2016:** Submitted by Wes Engineers & Surveyors for property located on Duplex Rd. The property is zoned R-4, High Density Residential and contains approximately 18.01 acres. The applicant requests Sketch Plan approval for 208 dwelling units.

8. **ADM 243-2016:** Submitted by Ryan Geibel for property located at 444 Heroit Drive. The property is zoned R-4, High Density Residential and contains approximately 6,054 s/f. The applicant requests a reduction of a portion of the landscape buffer.

Other Business

Round Table

Adjourn

City of Spring Hill
Planning Commission

DATE: August 16, 2016

REQUEST: Establish a performance bond for Morning Pointe of Spring Hill

SUBMITTED BY: Thomas S. Wolf, City Engineer TSW

OVERVIEW:

- Sketch plan was approved on the April 11, 2016 agenda.
- Lot split plat has been submitted to the Planning Department for final signatures.
- Developer has submitted application and corresponding documentation to establish a performance bond only.

PC ACTION REQUESTED:

- Approve PC Resolution 16-94 to establish a performance bond for Morning Pointe of Spring Hill

RESOLUTION 16-94 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A PERFORMANCE BOND FOR MORNING POINTE OF SPRING HILL

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; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
Water, Sewer, Storm Water Drainage and Basins, Streets and Curbs, Sidewalks, Street Lights, Street Signs, and Final topping to all streets with 1 ½ inches of hot mix asphalt; and

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

WHEREAS, it is the recommendation of the City Engineer that a Performance Bond be established in the amount of **$512,593.00**; 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 Morning Pointe of Spring Hill in the amount of **$512,593.00.**

Passed and adopted this 12th day of September, 2016

_____
Paul Downing, Chairman

_____
Dara Sanders, Secretary

City of
SPRING HILL
TENNESSEE
est. 1809

Utility Information Sheet

Development___MORNING POINTE_____

Phase__N/A__ Section__N/A__ #of lots__N/A___

Cost to install utilities and infrastructure (Performance Bond)

Sanitary Sewer Line _$139,246.00_____

Water Line _____$ 91,615.00_____

Storm Water _____$ 76,052.00_____

Curbing _____$ 21,968.00_____

Binder _____$ 44,310.00_____

Signage_____$ 15,000.00_____

Street Lights_____$ 15,000.00_____

Sidewalks_____$ 45,140.00_____

Surface_____$ 17,663.00_____

TOTAL = $465,994.00

+ 10% = $ 46,599.00

TOTAL BOND = $512,593.00

City of Spring Hill
199 Town Center Parkway
P.O. Box 789
Spring Hill, TN 37174
Phone: 931.486.2252 ext. 214
Fax: 931.486.3596

For additional information, send inquiries to:
Missy Stahl (mstahl@springhilltn.org
Thomas Wolf (twolf@springhilltn.org

APPLICATION FOR SURETY

==========

PROJECT NAME: Morning Pointe of Spring Hill PHASE: _____ SECTION: _____
OF LOTS APPROVED: _____ # OF LOTS REMAINING: _____

SURETY TYPE: ____MAINTENANCE ✓ PERFORMANCE ____ RESTORATION

POSTED WITH: ✓ LETTER OF CREDIT ____ PERFORMANCE BOND _____ CASH _____Insurance Bond

SURETY AMOUNT: $ 512,593.00 EXPIRATION DATE: _____
AUTOMATIC RENEWAL CLAUSE INCLUDED WITH SURETY: Y / N

PURPOSE OF SURETY: New Cityroad - McCutcheon Creek Lane

NAME OF FINANCIAL INSTITUTION: First Tennessee Bank SURETY #: _____
CONTACT PERSON: Jean Brennan EMAIL: JMBrennan@firsttennessee.com
ADDRESS: 701 Market St. 3rd Floor CITY, STATE, ZIP: Chattanooga, TN 37402
PHONE NUMBER: 423-757-4317 FAX NUMBER: _____

NAME OF OWNER/DEVELOPER OR REPRESENTATIVE: Spring Hill Development Partners, LLC
ADDRESS: P.O. Box 813 CITY, STATE, ZIP: Ooltewah, TN 37363
PHONE NUMBER: 423-208-9646 FAX NUMBER: 423-238-5330
EMAIL: FFarrow@ihpLLC.com

ACTION REQUEST

I (WE) REQUEST THAT THE FOLLOWING ACTION BE TAKEN:

✓ ESTABLISH NEW SURETY
_____ REQUEST FINAL INSPECTION AND RELEASE OF SURETY
_____ REQUEST REDUCTION OF SURETY AMOUNT
_____ REQUEST EXTENSION OF SURETY FOR (1) YEAR
(PLEASE PROVIDE PROOF OF DIFFICULTY BELOW)

EXPLANATION FOR PROOF OF DIFFICULTY: _____

- Secretary 8-1-16
Applicant Signature / Date

MORNING POINTE OF SPRING HILL

SKETCH PLAN

A PORTION OF TAX MAP 28, PARCEL 5.03 & 5.04

OWNER

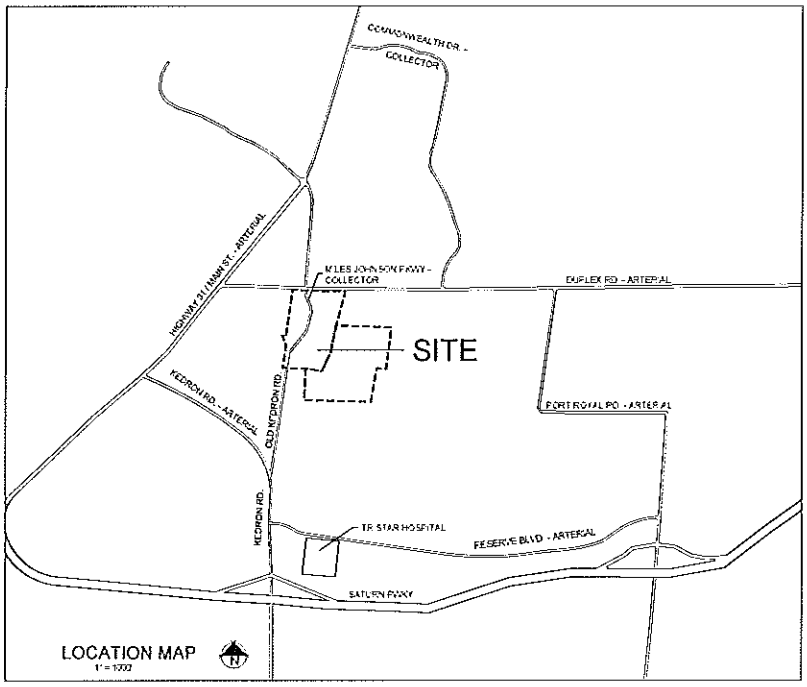
MICHELE BARRETT-PRESTON
1973 NEW HIGHWAY 96 WEST
FRANKLIN, TN 37064
EMAIL: michellepreston@mac.com
PHONE: (615) 969-5875

DEVELOPER

INDEPENDENT HEALTHCARE PROPERTIES
P.O. BOX 249
8325 HIGHWAY 60
GEORGETOWN, TN 37336
CONTACT: GREG VITAL
EMAIL: ihpllc@aol.com
PHONE: (423) 322-3430

LANDSCAPE ARCHITECT/PLANNER

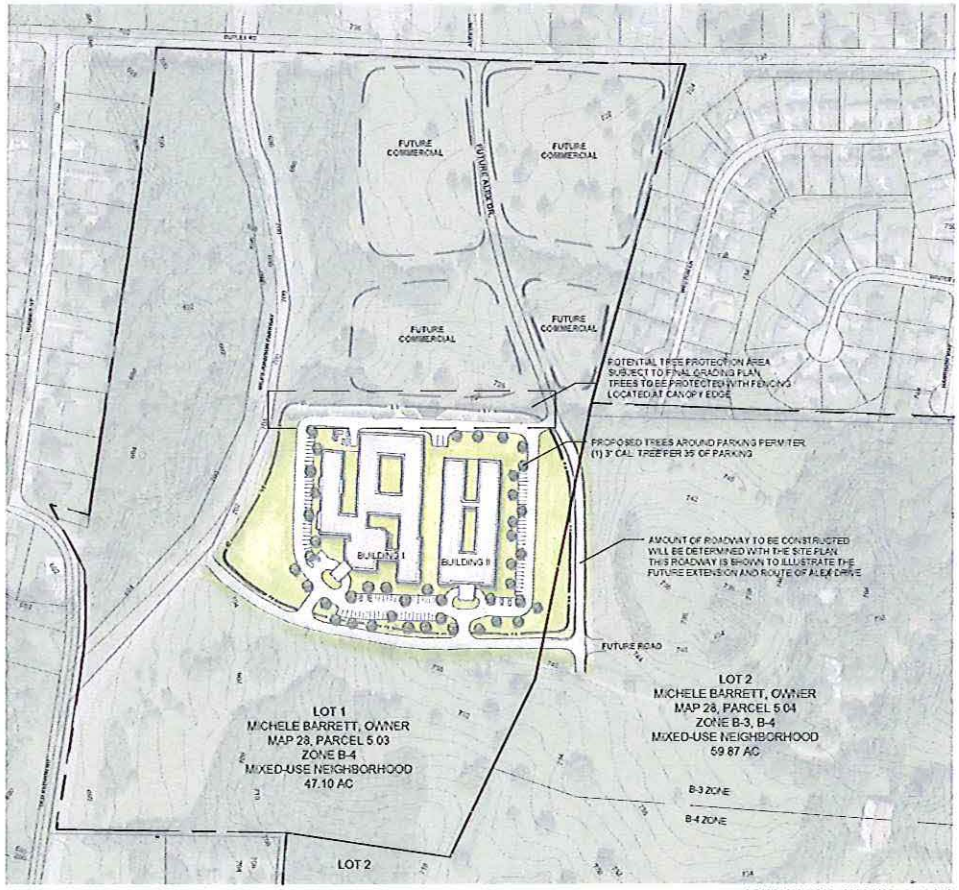
GAMBLE DESIGN COLLABORATIVE, LLC
144 SOUTHEAST PARKWAY, SUITE 200
FRANKLIN, TN 37064
CONTACT: GREG GAMBLE, RLA
EMAIL: greggamble209@gmail.com
PHONE: (615) 975-5765



INDEX OF SHEETS

S00 COVER SHEET
S10 BOUNDARY OVERVIEW
S20 SITE PLAN
S30 PROPOSED ARCHITECTURAL ELEVATIONS

GDC
GAMBLE
DESIGN COLLABORATIVE



2 TOPOGRAPHY PROVIDED BY SPRING HILL GIS

SITE DATA:

PROPOSED

PROPOSED LOT AREA	[illegible] SF, [illegible] AC
BUILDING I	[illegible] SF
BUILDING II	[illegible] SF
BUILDING HEIGHT	FAR SIDE ALL BUILDINGS SINGLE STORY
PROPOSED USE	MEMORY CARE FACILITY
LANDSCAPE BUFFER YARD	PROPOSED ALONG NORTH PROPERTY LINE. EXISTING CEDAR HEDGEROW WILL BE MAINTAINED
FENCES & WALLS	SERVICE AREA SCREENED BY WALL MATERIALS TO MATCH BUILDING
SURFACE DRAINAGE	TO BE ON THE WEST SIDE OF PROPOSED DETENTION POND
EASEMENTS & RIGHT OF WAYS	NEW ROAD ALONG SOUTH EDGE OF SITE. FUTURE ROAD ALONG EASTERN SIDE

EXISTING

HISTORICALLY SIGNIFICANT PROPERTIES	PERCUSSION WALL GREATER THAN 300' FROM PROPERTY
EXISTING STRUCTURES	NONE LOCATED WITHIN PROPOSED DEVELOPMENT AREA
SITE COVERAGE OF IMPERVIOUS SURFACE	NONE EXISTING
STREAM BUFFER	NONE PRESENT
FLOODPLAIN	NONE BASED ON FEMA PANEL [illegible]
SANITARY SEWER	10" PER W. MILES JOHNSON PARK EASEMENT

BOUNDARY OVERVIEW

GDC
GAMBLE DESIGN COLLABORATIVE

MORNING POINTE OF SPRING HILL

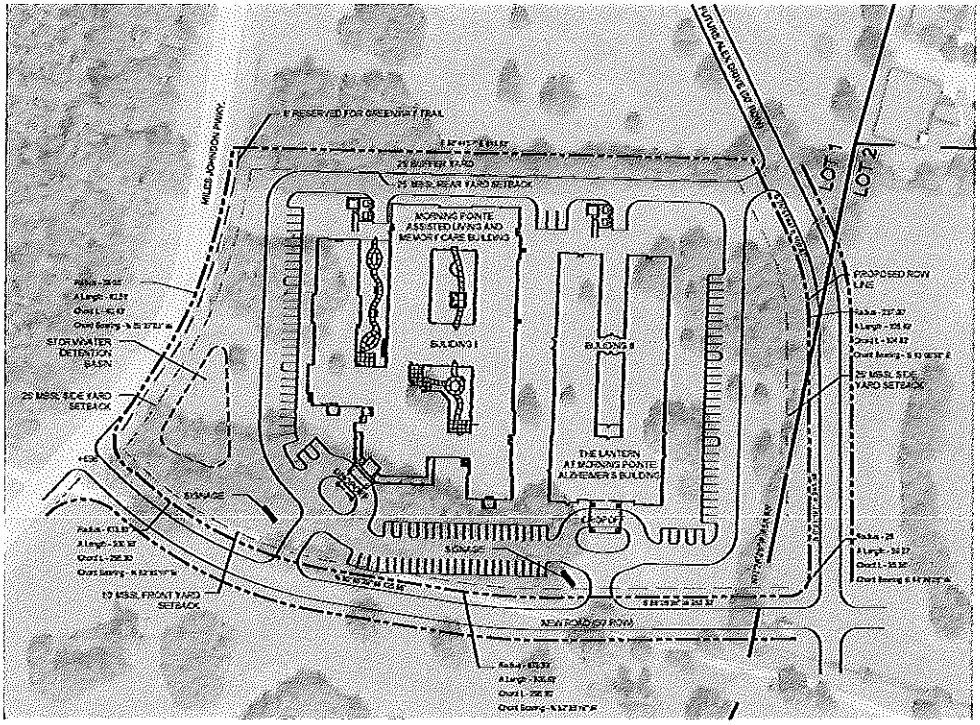
SKETCH PLAN

SPRING HILL, TENNESSEE

rev. date
△
△
△
△

March 16, 2018

SHEET
S1.0



SITE DATA:

ACREAGE	[illegible]
ZONING	[illegible]
LAND USE POLICY	MIXED USE NEIGHBORHOOD
PROPOSED USE	MORNING POINTE PROJECT
MORNING POINTE BUILDING	[illegible]
THE LANTERN BLDG	[illegible]
PARKING	120 SPACES REQUIRED / [illegible] PROVIDED

Assisted Living Parking Comparison

	Location	Number of Beds	Parking Provided	Parking Ratio
Proposed	Morning Pointe of Spring Hill	81	81	1.00 per bed
	The Lanterns of Spring Hill	52	52	1.00 per bed
	Total		133	
Examples of Existing Facilities	Morning Pointe of Franklin, TN	125	109	0.87 per bed
	Morning Pointe of Chattanooga, TN	77	80	1.03 per bed
	Morning Pointe of Powell, TN	50	50	1.00 per bed
	Morning Pointe of Brentwood, TN	80	86	1.07 per bed

GDC
GAUBLE DESIGN COLLABORATIVE

MORNING POINTE OF SPRING HILL
SKETCH PLAN
SPRING HILL, TENNESSEE

rev. date
△
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△
△

March 18, 2008

SHEET
S2.0

SITE PLAN

Graphic Scale

HFR DESIGN

MORNING POINTE OF SPRING HILL
ASSISTED LIVING PERSPECTIVE

MORNING POINTE OF FRANKLIN, TN

THE LANTERN AT MORNING POINTE
ALZHEIMER'S BUILDING ELEVATIONS

PROPOSED ARCHITECTURAL ELEVATIONS

GDC
GAMBLE DESIGN COLLABORATIVE

MORNING POINTE OF SPRING HILL
SKETCH PLAN
SPRING HILL, TENNESSEE

rev. date
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March 18, 2016

SHEET
S3.0

City of Spring Hill

Planning Commission

DATE: August 16, 2016

REQUEST: Release the maintenance bond for Kedron Road turn lane at Reserve Boulevard

SUBMITTED BY: Thomas S. Wolf, City Engineer

OVERVIEW:

- Planning Commission established a maintenance bond for the turn lane improvements in September 2015 by PC Resolution 15-32 for the time period of twelve (12) months.
- Certificate of completion has been signed off on by staff.

PC ACTION REQUESTED:

- Approve PC Resolution 16-95 to release the maintenance bond for Kedron Road turn lane at Reserve Boulevard

RESOLUTION 16-95 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR KEDRON ROAD TURN LANE AT RESERVE BOULEVARD

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 regulations, guaranteed that the following improvements, which may include but not be limited to, a turn lane added and final topping with 1 ½ inches of hot mix asphalt, would be constructed as per the approved design and function properly; and

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

WHEREAS, it is the recommendation of the City Engineer that the Maintenance Bond for Kedron Road turn lane at Reserve Boulevard in the amount of $55,968.48 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Maintenance Bond for Kedron Road turn lane at Reserve Boulevard in the amount of **$55,968.48** is hereby approved.

Passed and adopted this 12th day of September, 2016

_____
Paul Downing, Chairman

_____
Dara Sanders, Secretary

CERTIFICATE OF SATISFACTORY COMPLETION

August 3, 2016

Spring Hill Medical Center

Kedron Road Turn Lane at Reserve Blvd

Development Name: Kedron Road Turn Lane at Reserve Blvd

Phase or Section of Construction: N/A

Public Improvements: Turn lane added and final topping with 1 ½ inches of hot mix asphalt

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

Thomas S. Wolf

Thomas S. Wolf, City Engineer

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

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

City of Spring Hill

Planning Commission

DATE: August 16, 2016

REQUEST: Release the performance bond and establish a maintenance bond for Brixworth Phase 1, Section 1

SUBMITTED BY: Thomas S. Wolf, City Engineer TSW

OVERVIEW:

- A performance bond is currently in place for Phase 1, Section 1 in the amount of $50,000.
- Binder was put on road in December 2010; roads were final topped in April 2016.
- All certificates of satisfaction have been signed off by Public Works department staff.

PC ACTION REQUESTED:

- Approve PC Resolution 16-96 to release the performance bond and establish a maintenance bond for Brixworth Phase 1, Section 1

RESOLUTION 16-96 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO REDUCE THE PERFORMANCE BOND AND ESTABLISH A MAINTENANCE BOND FOR BRIXWORTH PHASE 1, SECTION 1

WHEREAS, a Performance Bond is in place guaranteeing the completion of certain improvements for Brixworth Phase 1, Section 1 in the amount of **$50,000.00**; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
Water, Sewer, Storm Water Drainage and Basins, Streets and Curbs, and Streets with 1 ½ final topping; and

WHEREAS, to date, the improvements have been completed and approved through inspections by the City and therefore a Maintenance Bond is required; and

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

WHEREAS, it is the recommendation of the City Engineer that the Performance Bond in the amount of **$50,000.00** be reduced to 30% according to Section IV 4.3 Spring Hill Subdivision Regulations, establishing a Maintenance Bond in the amount of **$15,000.00** for twelve (12) months from date of final topping installation.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that the Performance Bond be reduced to establish a Maintenance Bond for Brixworth Phase 1, Section 1 in the amount of **$15,000.00** is hereby approved.

Passed and adopted this 12th day of September, 2016.

_____
Paul Downing, Chairman

_____
Dara Sanders, Secretary

CERTIFICATE OF SATISFACTORY COMPLETION

August 10, 2016

Smart Living, LLC

Brixworth

Phase 1 Section 1

Development Name: Brixworth

Phase or Section of Construction: Phase 1 Section 1

Public Improvements: Water, sewer, storm water drainage and basins, streets and curbs 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

Thomas S. Wolf

Thomas S. Wolf, City Engineer

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

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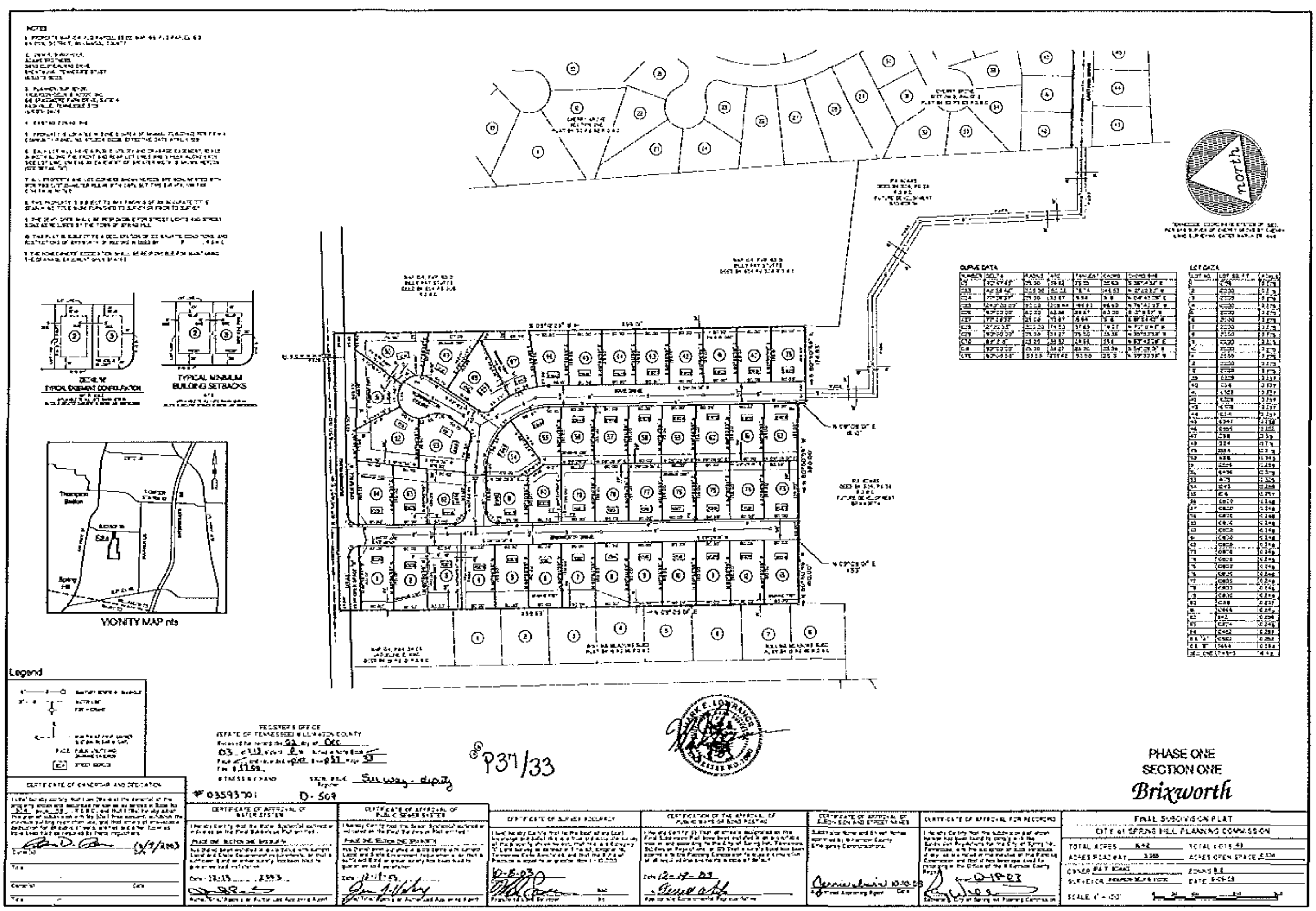
NOTES
TYPICAL MINIMUM BUILDING SETBACKS
VICINITY MAP nts
Legend
REGISTER'S OFFICE
P37/33
PHASE ONE
SECTION ONE
Brixworth
FINAL SUBDIVISION PLAT
CITY of SPRING HILL PLANNING COMMISSION
north

NOTES

TYPICAL EASEMENT DEFINITION

TYPICAL MINIMUM BUILDING SETBACKS

VICINITY MAP n.t.s

Legend

north

LOT DATA

LOT NO.	LOT SQ. FT.	ACRES
51	[illegible]	[illegible]

BOUNDARY

PLAT BOOK 34
PAGE 73

P49|73

Revision to Lots 50, 51, and 52

PHASE ONE

SECTION ONE

Brixworth

FINAL SUBDIVISION PLAT

CITY of SPRING HILL PLANNING COMMISSION

TOTAL ACRES ____ TOTAL LOTS ____

ACRES IN ROADWAY ____ ACRES OPEN SPACE ____

OWNER ____ ZONING ____

SURVEYOR ____ DATE ____

SCALE 1" = 50'

City of Spring Hill

Planning Commission

DATE: August 16, 2016

REQUEST: Release the performance bond and establish a maintenance bond for Brixworth Phase 1, Section 2

SUBMITTED BY: Thomas S. Wolf, City Engineer TSW

OVERVIEW:

- A performance bond is currently in place for Phase 1, Section 2 in the amount of $156,206.56.
- Binder was put on road in December 2010; roads were final topped in April 2016.
- All certificates of satisfaction have been signed off by Public Works department staff.

PC ACTION REQUESTED:

- Approve PC Resolution 16-97 to release the performance bond and establish a maintenance bond for Brixworth Phase 1, Section 2

RESOLUTION 16-97 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO REDUCE THE PERFORMANCE BOND AND ESTABLISH A MAINTENANCE BOND FOR BRIXWORTH PHASE 1, SECTION 2

WHEREAS, a Performance Bond is in place guaranteeing the completion of certain improvements for Brixworth Phase 1, Section 2 in the amount of **$156,206.56**; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
Water, Sewer, Storm Water Drainage and Basins, Streets and Curbs, and Streets with 1 ½ final topping; and

WHEREAS, to date, the improvements have been completed and approved through inspections by the City and therefore a Maintenance Bond is required; and

WHEREAS, a Maintenance Bond is guaranteeing the workmanship and materials of certain improvements for Brixworth Phase 1, Section 2 and the repair of such should damage occur during covered period; and

WHEREAS, it is the recommendation of the City Engineer that the Performance Bond in the amount of **$156,206.56** be reduced to 30% according to Section IV 4.3 Spring Hill Subdivision Regulations, establishing a Maintenance Bond in the amount of **$46,861.00** for twelve (12) months from date of final topping installation.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that the Performance Bond be reduced to establish a Maintenance Bond for Brixworth Phase 1, Section 2 in the amount of **$46,861.00** is hereby approved.

Passed and adopted this 12th day of September, 2016.

_____
Paul Downing, Chairman

_____
Dara Sanders, Secretary

CERTIFICATE OF SATISFACTORY COMPLETION

August 10, 2016

Smart Living, LLC

Brixworth

Phase 1 Section 2

Development Name: Brixworth

Phase or Section of Construction: Phase 1 Section 2

Public Improvements: Water, sewer, storm water drainage and basins, streets and curbs 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

Thomas S. Wolf

Thomas S. Wolf, City Engineer

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

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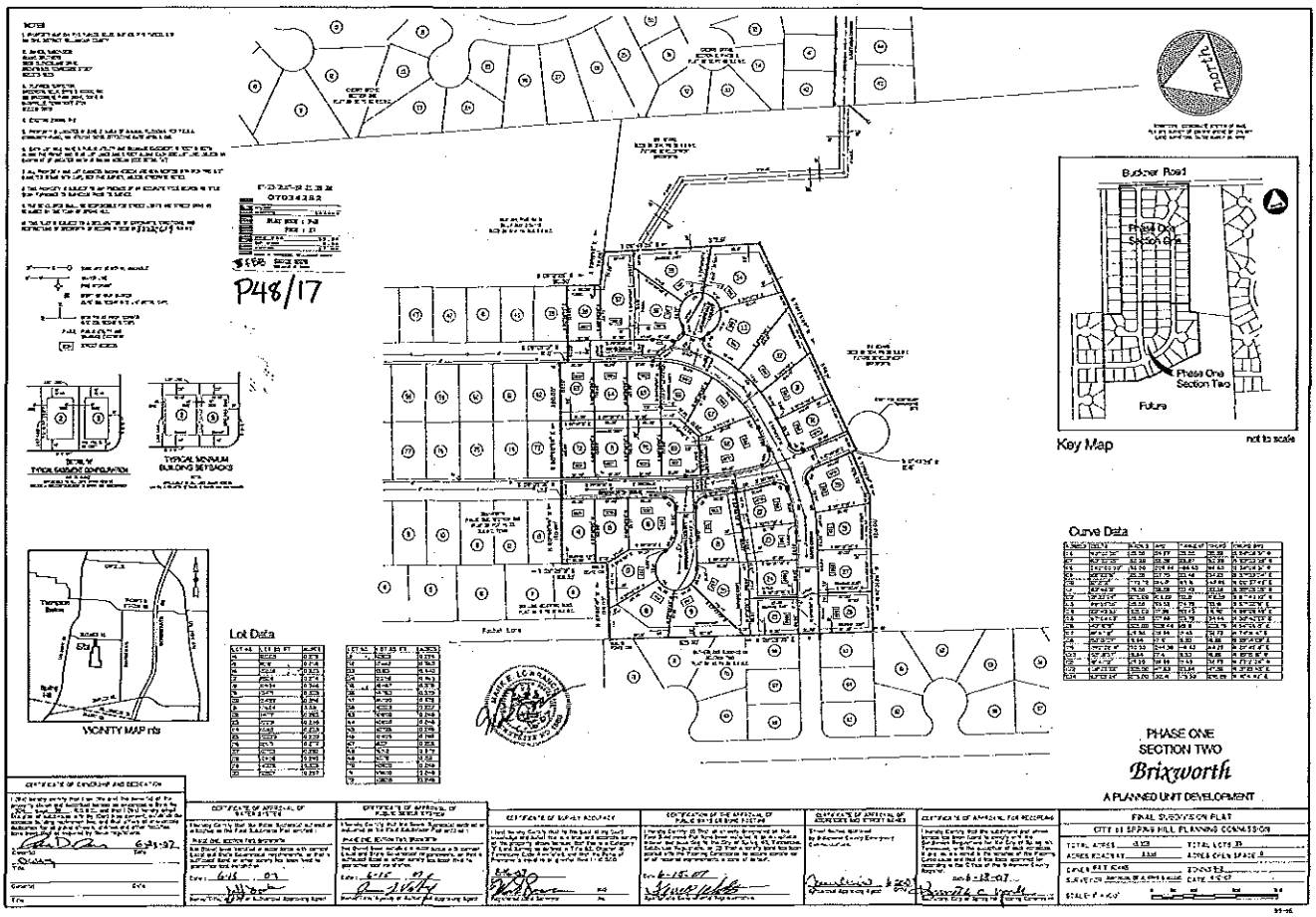

P48/17
Buckner Road
Phase One Section One
Phase One Section Two
Future
Key Map
not to scale
Curve Data
Lot Data
VICINITY MAP n/s
PHASE ONE
SECTION TWO
Brixworth
A PLANNED UNIT DEVELOPMENT
FINAL SUBDIVISION PLAT
CITY OF SPRING HILL PLANNING COMMISSION

Spring Hill Planning Commission Work Session

TO:	Spring Hill Planning Commission
FROM:	Dara Sanders, Planning Director
MEETING:	August 22, 2016
SUBJECT:	STP 224-2016 (2210 Spedale Court)

STP 224-2016: Submitted by WES Engineers & Surveyors for property located at 2210 Spedale Court. The property is zoned B-4, Central Business District, and contains approximately 1.75 acres. The applicant requests site plan approval for an 8,500 square foot multi-tenant office building.

Property description: This property is located on the north side of the east/west portion of Spedale Court between Wilkes Court and Harrah Drive on Lot 16A, Campbell Station Commercial Section 6. The majority of the surrounding properties are developed for commercial uses with exception of the single-family residences to the north.

Request: The applicant requests site plan approval for an 8,500 square foot multi-tenant office building and 40 parking spaces. This request was deferred by the Planning Commission in order to allow for additional time to address deficiencies and conflicts in the plans.

Engineering and Public Works:

- Truncated domes need to be called out as antique/brick red
- Provide retaining wall design

Landscaping: The proposed landscape plan has been upgraded significantly since the Planning Commission voting meeting. The applicant shows the location of existing trees to be preserved in the landscape buffer and additional deciduous and coniferous trees and shrubs.

Streets and sidewalk: Spedale Court is designated as a Local Street and requires a minimum of 25 feet of right-of-way from centerline. Sufficient right-of-way currently exists. This property is one of two remaining undeveloped lots in a commercial area where no sidewalks exist. The applicant does proposed to provide a pedestrian connection to the commercial building from Spedale Court and to construct a crosswalk to connect to the multi-tenant shopping center to the south. Staff finds that this improvement is the most logical pedestrian safety improvement, as sidewalk construction would not contribute to an existing network.

Access: The applicant proposes one curb cut onto Spedale Court and has been planned to align with an existing curb cut to the south. Staff finds in favor of the proposed access.

Parking: Based on the information provided by the applicant, sufficient parking exists in accordance with the base ratio requirements of the zoning ordinance; however, upon further review of the proposal, staff has identified one off-site parking space and one parking space that is divided by the shared property line. Staff recommends a property line adjustment to accommodate all parking on the site or modification to the proposed parking lot so that all parking spaces are located on the subject property.

Bulk and area: The chart on the cover page of the plans references incorrect setback criteria. The plans shall be revised to reference the B-4, Central Business District, building setbacks.

Building design: The Planning Commission provided detailed feedback regarding the proposed building materials. The proposal has been modified to include a primarily brick façade.

Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Dara Sanders, Planning Director
MEETING: August 22, 2016
SUBJECT: PPL 230-2016 (The Cove)

PPL 230-2016: Submitted by Ragan-Smith for The Cove at Spring Hill Subdivision. The property is zoned R-2 Medium Density Residential and contains 91.13 acres. The applicant requests preliminary plat approval for 94 single-family residential lots.

Property description: This property is located near the intersection of Tom Lunn Road and Port Royal Road, north of Port Royal Park.

In June of 2016, the Planning Commission approved a neighborhood concept plan (NCP 190-2016) for the property, subject to conditions of approval. Among the Planning Commission's conditions of approval was the requirement to either dedicate park land or construct trail facilities in accordance with the Bicycle and Greenway Plan adopted by the Board of Mayor and Aldermen in 2015. The proposal for park land dedication was presented by the developer for the purpose of obtaining waiver from the City's sidewalk (on both sides of the street) and trail requirements. The Planning Commission found that sidewalk on both sides of the street was warranted and also found in favor of park land dedication in-lieu of trail construction.

Not agreeing with the conditions of approval, the applicant withdrew his park land dedication offer from the BOMA's agenda, and this process was not completed prior to the submittal of the preliminary plat application, as required by NCP 190-2016

Subsequently, two conditions of approval related to sidewalk construction and street design, required in accordance with the City's subdivision regulations, were appealed to the Board of Mayor and Aldermen (BOMA) in July of 2016. These Planning Commission conditions were overturned by the BOMA to allow for sidewalk on one side of all local and collector streets and to allow for 22 feet of pavement and extruded curb. The resolution (RES 16-105) and associated conditions of approval are included in this packet.

The applicant has renewed his offer of dedication to the BOMA; however, approval of this offer of dedication will not be complete prior to the Planning Commission's consideration of the preliminary plat application on August 8th. Staff's email correspondence with the applicant/developer is attached to this report.

Request: The applicant requests preliminary plat approval for 94 single-family residential lots and associated infrastructure.

This request was deferred by the Planning Commission on August 8th in order to receive direction from the Board of Mayor and Aldermen on the offer of dedication. The applicant's renewed offer of dedication was associated with several additional requests related to restriction of land use, waiver of adequate facilities fees, and relief from street improvements to Tom Lunn Road.

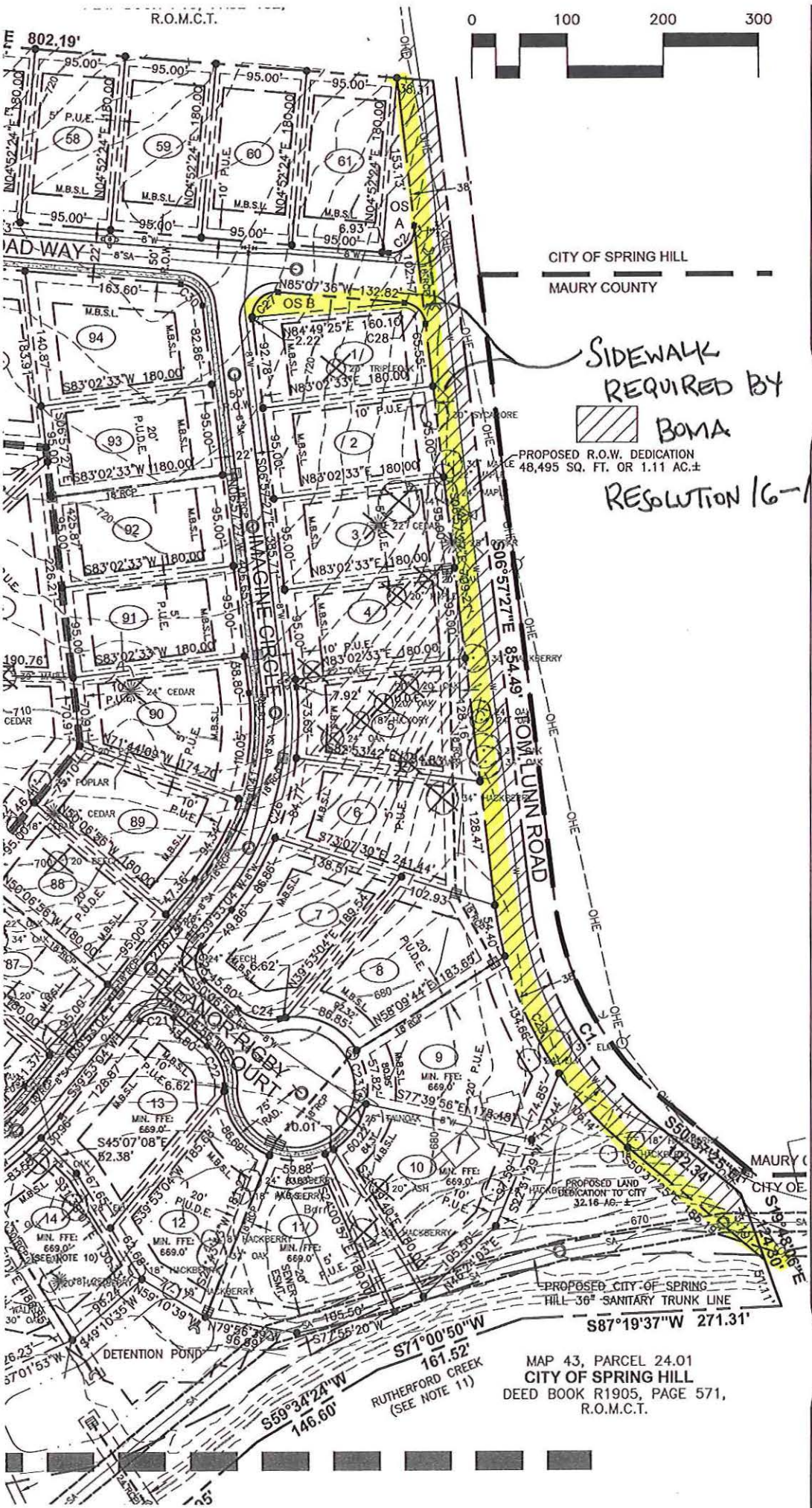
The Board of Mayor and Aldermen accepted the offer of dedication, and waiver of fee and street improvements to Tom Lunn Road were not included in the acceptance.

Street and sidewalk: Pursuant to the conditions of NCP 190-2016 and RES 16-105, right-of-way dedication along the property's frontage onto Tom Lunn Road shall reflect the minimum right-of-way requirements for a Collector street in the City's Major Thoroughfare Plan, and the applicant shall be assessed a fee in-lieu of street improvements to Tom Lunn Road to include the cost of milling and overlay.

With their approval of the applicant's appeal to the requirement to construct sidewalk on both sides of the new streets, the BOMA stipulated that "sidewalks shall be installed on side of both local streets and collector streets". The proposed plat is not compliant with this requirement. Staff has included an exhibit in this packet indicating the areas of deficiency.

Engineering and Public Works:

- Add ADA ramp at Abbey Road and Imagine Circle
- Show Tom Lunn improvements
- Road connection to northern property along Road B
- Show creek depth in sewer profile between structures A5 and A6
- Add General Note that all signage is to be per MUTCD regulations
- Add General Note that CCTV of sewer lines is required



RAGA

LAND PLANNERS
LANDSCAPE ARC

NASHVILLE
315 WOODLAND STREET
P.O. BOX 60070
NASHVILLE, TN. 37206
(615) 244-8591

JOHN T. DARNELL
REGISTERED
AGRICULTURE
TENNESSEE NO. 1571

THE COVE AT SPRING HILL
FOR
SHAW ENTERPRISES, LLC

CITY OF SPRING HILL, WILLIAMSON COUNTY, TENNESSEE

3-16-2016 (AMR)
EV. PER CITY COMMENTS
3-09-2016 (AMR)
EV. PER CITY COMMENTS
7-29-2016 (AMR)
EV. PER CITY COMMENTS
7-19-2016 (AMR)
EV. PER CITY COMMENTS
ONS

RESOLUTION 16-105

A RESOLUTION TO MODIFY THE PLANNING COMMISSION DECISION AND ASSOCIATED CONDITIONS OF APPROVAL FOR NCP 190-2016

WHEREAS, the applicant submitted a neighborhood concept plan for Planning Commission consideration in accordance with Article IV of the Zoning Ordinance; and

WHEREAS, the Planning Commission is required to exercise the full extent of the powers granted to it pursuant to Section 14.03 of the Spring Hill Municipal Code and Chapter 13 of the Tennessee Code Annotated; and

WHEREAS, Section 8 of the Spring Hill Zoning Ordinance authorizes the Planning Commission to approve applications with conditions; and

WHEREAS, the Spring Hill Subdivision Regulations require Planning Commission consideration and determination of sidewalk location and street design for residential subdivisions; and

WHEREAS, on June 13, 2016, the Planning Commission voted to approve NCP 190-2016 with conditions in accordance with the powers granted to them by the Spring Hill Subdivision Regulations, Spring Hill Zoning Ordinance, Spring Hill Municipal Code, Tennessee Code Annotated; and

WHEREAS, the Board of Mayor and Aldermen deems it in the best interest of the City of Spring Hill that the Planning Commission's conditions of approval be modified for NCP 190-2016.

NOW, THEREFORE BE IT RESOLVED, by the City of Spring Hill Board of Mayor and Aldermen determine the conditions of approval for NCP-2016 shall be as follows:

1. *Neighborhood concept plan approval shall remain valid for a period of three (3) years, during which time a preliminary plat application shall be submitted in accordance with the approved plan and all associated conditions.*
2. *Modification to the neighborhood concept plan may require Planning Commission approval prior to submittal of a preliminary plat application.*
3. *At the time of preliminary plat application, the applicant shall be assessed a fee in-lieu of street improvements to Tom Lunn Road to include the cost of milling and overlay.*
4. *Right-of-way dedication along the property's frontage onto Tom Lunn Road shall reflect the minimum right-of-way requirements for a Collector street in the City's Major Thoroughfare Plan.*
5. *Prior to the submittal of a preliminary plat application, the applicant shall complete the park land dedication process. Should the Board of Mayor and Aldermen decide not to accept the proposed park land dedication, the Planning Commission may require construction of a pedestrian bridge and/or other facilities in accordance with the City's Bicycle and Greenway Plan.*
6. *Prior to the submittal of a preliminary plat application, the neighborhood concept plan shall be updated with a purpose note and to delineate the existing and Major Thoroughfare Plan*

rights-of-way from centerline.

7. *Sidewalks shall be installed on one side of both local streets and collector streets.*
8. *Cross section with curbs extruded shall measure 22 feet plus shoulders for local roads.*

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

Rick Graham, Mayor

ATTEST:

April Goad, City Recorder

LEGAL FORM APPROVED:

Patrick Carter, City Attorney

Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Dara Sanders, Planning Director
MEETING: August 22, 2016
SUBJECT: PPL 226-2016 (Bellagio Villas)

PPL 226-2016: Submitted by Stacy Santoro for property located at 4135 Kedron Road. The property is zoned R-4, High Density Residential, and contains approximately 7.48 acres. The applicant requests preliminary plat approval for 32 single-family residential lots.

Property description: This property is located on the north side of Kedron Road between Golf View Way and Meadow View Drive.

Request: The applicant requests preliminary plat approval for 32 single-family residential lots and associated infrastructure.

Bulk and area requirements: The majority of the proposed lots within the development do not meet the minimum 40' lot width of the R-4 zoning district. The Planning Commission cannot approve a preliminary plat application that doesn't meet the minimum bulk and area requirements of underlying zoning district. Staff was unable to determine the proposed lot widths at the time of initial application submittal and requested that each lot width be labeled clearly. The information was provided with the revisions for work session, but it appears that the noncompliance was not identified at that time.

Engineering and Public Works:

- All FFE's on plat should be a minimum of 2' above 100 year floodplain. Construction plans show finish grades at 670 but PPL shows 669. Need to correct PPL to reflect 670 FFE. Lot 16 FFE shows as 669 which is not at 2' minimum above floodplain.
- Are streets private or public? Original submittals showed private, these appear to reflect public
- Show routing of outfall from detention pond 2
- Add General Note that all signage is to be per MUTCD regulations
- Add General Note that CCTV of sewer lines is required.

Discussion: This item was deferred by the Planning Commission due to noncompliance with the bulk and area requirements of the R-4 zoning district. The plat has been revised to conform with the requirements of the underlying zoning district, as well as showing emergency access and compliance with the required stream buffer.

Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Dara Sanders, Planning Director
MEETING: August 22, 2016
SUBJECT: STP 229-2016 (Lifehouse Church)

STP 229-2016: Submitted by Pastor John Privett for property located at 5083 Main Street. The property is zoned B-3 Intermediate Business District and contains approximately 2.9 acres. The applicant requests site plan approval for a 13,440 square foot structure.

Property description: This property is located at 5083 Main Street, Lots 1 and 2 of the Williams Keller Subdivision. The applicant has submitted an application for administrative approval of a property line adjustment to combine the two lots into one.

Request: The applicant requests site plan approval for a 13,440 square foot church with no additional parking spaces.

This request was deferred by the Planning Commission on August 8th.

Parking: The applicant does not propose additional parking on the property. Staff has counted 83 existing parking spaces on the property. Based on the information provided by the applicant after the submittal and staff's initial review, 81 parking spaces are required for the new church, which leaves 2 parking spaces for the existing commercial building.

While the use of the structures will likely not occur at the same time, making a shared parking agreement the best and most efficient use of the existing parking lot, the City's zoning ordinance requires that this parking arrangement be approved by the Board of Zoning Appeals. Staff has received the required application, and the Board of Zoning Appeals will have the opportunity to vote on this application prior to the Planning Commission's voting meeting.

Building design: The applicant proposes a split level building constructed primarily of brick and glass. The proposed design of the building does not meet the minimum massing, facade, and roof line variation criteria of the Design Review Guidelines.

It is planning staff's understanding that building elevations were not provided for the Planning Commission's review prior to the work session. Staff is not in favor of the proposed building elevations due to noncompliance with the Design Review Guidelines. Several of the applicable sections are listed below:

Section 2.6 (b) – Pilasters, variations in the roof line or parapet wall, and building wall recesses shall be used to break up the mass of a single building into distinct vertical bays which maintain a rhythm to surrounding buildings.

Section 2.6 (2)(a) – Buildings should have a defined base and cap.

Section 2.6 (2)(e) - Blank walls facing public streets shall be avoided. The use of various architectural materials and patterns shall be used to break up blank walls.

Section 2.7(1) Facades along public streets shall be treated in a manner which creates an attractive and interesting street front. Undifferentiated and blank facades that are visible from the public right-of-way are discouraged.

The applicant has requested consideration of the proposed building elevations or direction from the Planning Commission on what elements should be incorporated into the building design.

Streets and sidewalk: The subject property fronts onto Main Street (Arterial), which requires a minimum of 47.5 feet of right-of-way from centerline. Sidewalk doesn't currently exist at this location, and staff's standard recommendation for sidewalk along Main Street is to collect a fee in-lieu of construction when only a segment of a city block is proposed to be developed.

Engineering and Public Works:

- Verify 6" diameter leader/header pipe can handle flows of roof drains.
- ADA ramps need truncated domes in standard detail

Spring Hill Planning Commission Work Session

TO:	Spring Hill Planning Commission
FROM:	Dara Sanders, Planning Director
MEETING:	August 22, 2016
SUBJECT:	FPL 214-2016 (Hampton Springs Townhomes)

FPL 214-2016: Submitted by Mark Cantrell for Hampton Springs Townhomes. The property is zoned R-2, Medium Density, Residential Planned Unit Development and contains approximately 13.78 acres. The applicant requests final plat approval for 11 townhome lots.

Property description and history: This property is located at northwest of the intersection of Kedron Road and Port Royal Road and is part of the Hampton Springs Planned Unit Development.

In 2013, the Planning Commission approved preliminary plat and site plan applications for the development of a 78-unit townhome development. The completion of this development is intended to occur in phases. Phases 1 and 2 have been completed and obtained final plat approval, and the Planning Commission approved Phase 3 in January of 2016.

Request: The property owner requests approval of 11 townhome lots.

Streets and sidewalks: The property is developed with private internal streets connecting to Hampton Drive, the primary entrance to Hampton Springs from Kedron Road. Pursuant to the preliminary plat approval and as indicated on the final plat, sidewalks are required to be constructed on both sides of the internal private streets.

Access: All townhomes have been planned and constructed to have separate curb cuts and driveways onto the private streets.

Engineering/Public Works:

- Show ADA ramps
- Include General Note that all signage is to be per MUTCD regulations
- Make application for performance and maintenance bonds

Spring Hill Planning Commission Work SEssion

TO:	Spring Hill Planning Commission
FROM:	Dara Sanders, City Planner
MEETING:	August 22, 2016
SUBJECT:	PPL 236-2016 (Copper Ridge Phase 4)

PPL 236-2016: Submitted by Anderson, Delk, Epps & Associates, Inc. for Copper Ridge Phase 4. The property is zoned R-4 High Density, Residential and contains approximately 12.55 acres. The applicant requests Preliminary Plat approval for 42 single family residential lots.

Property description and history: This property is located southeast of the intersection of Wall Street and Commonwealth Drive. The Planning Commission has granted preliminary plat and final plat approval of several phases of the single-family lots and the condominiums shown in the attached master development plan. Longview Elementary School and Longview Recreation Center are located to the east of the project boundary, east of Commonwealth Drive.

Request: The applicant requests preliminary plat approval for 42 single-family lots and associated infrastructure.

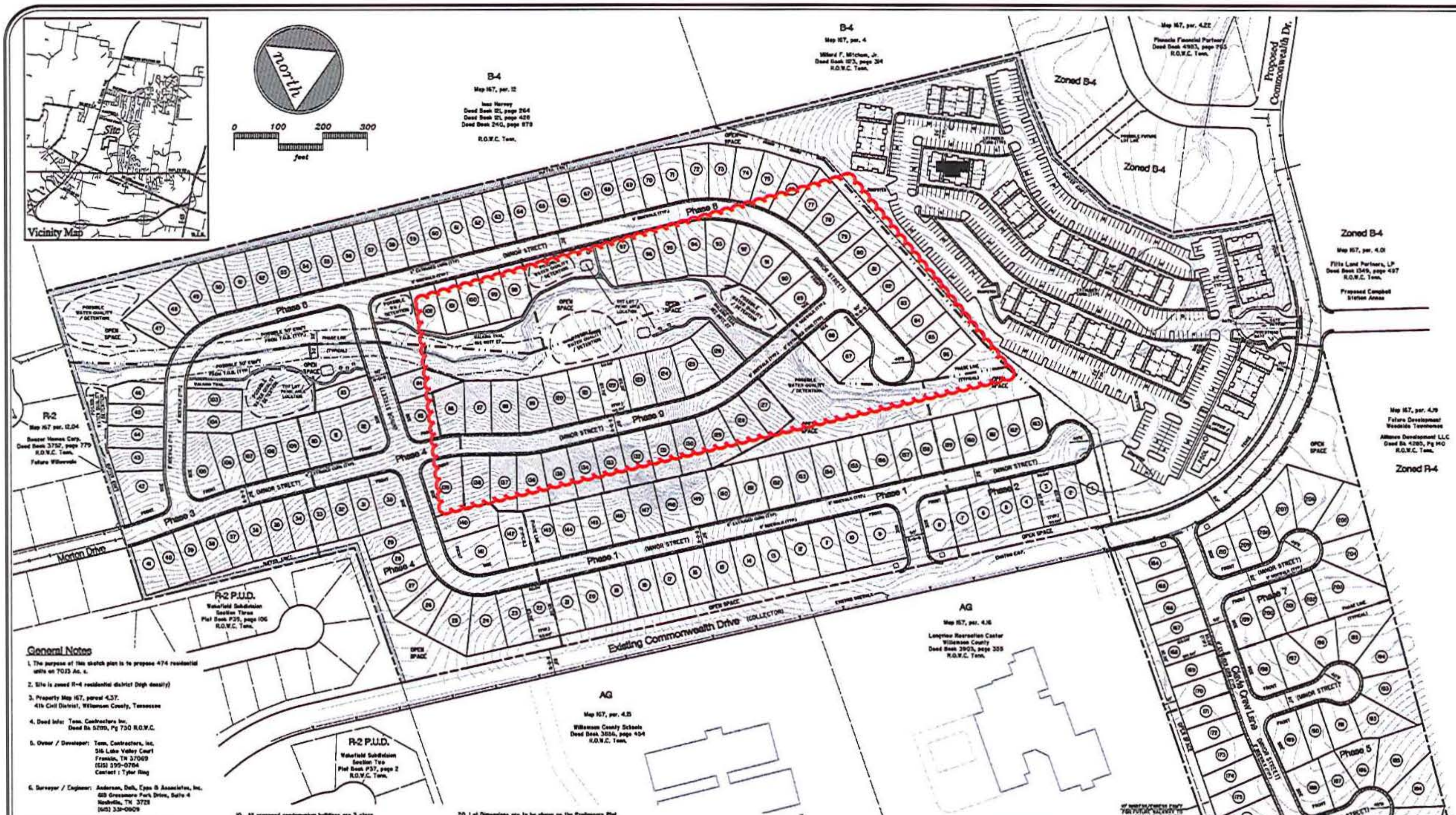
Streets and sidewalk: This preliminary plat will extend Morton Drive (Local Street) and Boxbury Lane (Local Street) through the property. Sidewalk is proposed to be constructed on both sides of the street.

Bicycle and Greenway Plan: This project boundary is not impacted by the Bicycle and Greenway Plan. HOwevwer, the applicant proposeds to construct a trail that would provide pedestrian circulation within a large open space area for the neighborhood and would eventually provide a pedestrian crossing over a stream traversing through the center of the neighborhood.

Bulk and area requirements: The proposal is compliant with the minimum criteria of the underlying R-4 zoning district.

Engineering: The City Engineer offers the following comments for your consideration:

- Add General Note that all signage is to be per current MUTCD
- Add General Note that CCTV of sewer lines is required



General Notes

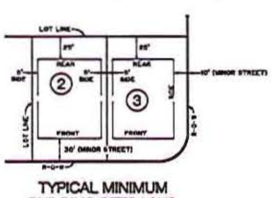
1. The purpose of this sketch plan is to propose 474 residential units on 70.13 Ac. ±.
2. Site is zoned R-4 residential district (high density)
3. Property Map 167, parcel 4.37. 4th Civil District, Williamson County, Tennessee
4. Deed Info: Tenn. Contractors Inc. Deed Bk 5289, Pg 730 R.O.W.C.
5. Owner / Developer: Tenn. Contractors, Inc.
   516 Lake Valley Court
   Franklin, TN 37069
   (615) 599-0784
   Contact : Tyler Ring
6. Surveyor / Engineer: Anderson, Delk, Epps & Associates, Inc.
   618 Grassmere Park Drive, Suite 4
   Nashville, TN 37211
   (615) 331-0809
7. Proposed Number of Units: 210 single-family lots
   264 Condominium Units
   474 Total Units
8. Single-Family Lot Standards
   Proposed Minimum Lot Size: 6,000 Sq. Ft.
   Area for Each Additional Family: 3,000 Sq. Ft.

Required Yards:	
Front (Collector):	40 ft.
Front (Minor):	30 ft.
Minimum Side Yard:	5 ft.
Minimum Side Yard adjacent to R-O-W:	10 ft.
Minimum Rear Yard:	25 ft.
Minimum Lot Width at Building Line:	40 ft.

9. Multifamily Standards
   Maximum Building Height: 50 ft.
   Maximum F.A.R.: 50%
   Required Parking : 264 Units x 2 Spaces/Units = 528 Spaces
   Proposed Parking : 531 Spaces (10' x 20')

Required Yards:	
Front (Collector):	40 ft.
Front (Minor):	30 ft.
Minimum Side Yard (3 story bldg):	15 ft.
Minimum rear yard:	25 ft.

10. All proposed condominium buildings are 3 story
11. Site is located in Zone "X" as shown on F.E.M.A. Flood Map 47187C0070E, effective date April 16, 2007.
12. Actual detention / water quality areas are subject to change.
13. There are two existing easements on the property. Part of a 75 ft Electric Transmission Line Easement United States of America deed bk 88, page 377 r.o.w.c. and a utility line easement recorded at deed bk 4401, page 158 r.o.w.c.
14. Boundary and topographic information taken from a survey by others
15. The phasing and schedule of development will be market driven. Phase lines are subject to change.
16. All minor streets are to have 6" extruded curb.
17. Detention areas and open space to be maintained by the Homeowners Associations. There shall be an HOA for the single-family portion of the development and a separate HOA for the condominium portion of the development.
18. Detention areas are to be consolidated if possible at Preliminary Plat and Construction Plan Submittal.
19. TDEC Stream Determination for the affected areas of the site to be provided with Preliminary Plat and Construction Plan Submittal. Buffers shall be established if required.
20. Lot Dimensions are to be shown on the Preliminary Plat.
21. For Required Setback See "Typical Minimum Building Setbacks".
22. Landscape screening and buffer area design to be shown on final site development plans.
22. Entrance to condominium portion of development shall be gated.
23. A fence shall be provided around the condominium portion of the site. The fence may be constructed of masonry, vinyl, aluminum, wood, chain link in clad form, or equivalent products. The condominium roadway frontage along Commonwealth Drive shall be landscaped and may incorporate decorative fencing such as four board fencing.
25. Density Calculations:
    Total Area = 70.13 Ac.±
    Density permitted by Ordinance No. 08-04 = 8 Units/Ac.
    70.13 Ac.± x (8 units/ac) = 561 Total Units Permitted
    Density Proposed = 474 Units / 70.13 Ac. = 6.76 Units/Ac.
26. Proposed. 70± 60' Lots
    140± 50' Lots
27. Proposed walking trails to be hard surface, i.e. concrete, asphalt or other. Minimum 5 foot wide.



TYPICAL MINIMUM BUILDING SETBACKS

N.T.S.

REVISED : 2-16-12 RENUMBERED LOTS AS PER CITY OF SPRING HILL
REVISED 3-6-12 PER CITY OF SPRING HILL WORK SESSION COMMENTS

Sketch Plan

Copper Ridge JBP

4th Civil District - Williamson Co.
Spring Hill, Tennessee

Developer
Tenn. Contractors Inc.

DATE: 02 - 10 - 12

Anderson, Delk, Epps & Associates, Inc.
618 Grassmere Park Drive, Suite 4
Nashville, Tennessee 37211
(615) 331-0809

Spring Hill Planning Commission Work Session

TO:	Spring Hill Planning Commission
FROM:	Dara Sanders, Planning Director
MEETING:	August 22, 2016
SUBJECT:	RZN 237-2016 (1002 Red Pepper Ridge)

RZN 237-2016: Submitted by McNeely Civil Engineering Services for property located at 1002 Red Pepper Ridge Rd. This property is zoned B-3, Intermediate Business District and contains 1.24 acres. The applicant requests rezoning of this property from a B-3, intermediate Business District to R-4, High Density Residential.

Property description: This property is located at the northwest corner of Stephen P. Yokich Parkway and Red Pepper Ridge, at the entrance of The Laurels at Town Center and south of City Hall. The current zoning designation of the subject property is B-3, Intermediate Business District. The surrounding land use and zoning is as follows:

North: Vacant, B-3, Intermediate Business District
South: Vacant, B-3, Intermediate Business District
East: Vacant, B-4, Central Business District
West: Single-family residential, R-2 Planned Unit Development

Request: The applicant requests rezoning approval to R-4, High Density Residential, to allow for 16 townhomes. Staff has calculated the required lot area for 16 dwelling units on this 1.24-acre tract and has determined that sufficient area exists.

This application is accompanied by the required plan showing the proposed development of the property, including proposed access, building location, and building design.

Spring Hill Rising 2040: the future land use designation of this 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 generate a high level of activity. These are not developments that are designed to accommodate the automobile and related services. Buildings are typically two or more stories and reinforce traditional pedestrian scale. They have shallow setbacks and are used to frame the street.

Downtown/City Center

Downtown/City Center is the heart of Spring Hill. It is a place that belongs to everyone and embodies the "small town feel" and culture that we have worked so diligently to protect. This is where our community comes together to enjoy and celebrate our quality of life.

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

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

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

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

Design Principles

Site Design

- Vehicular access is provided by alleys and private driveways
- Building setbacks are 10 feet or less in depth
- Moderate to high lot coverage
- Parking lots are not adjacent to or visible from the street

Density/Intensity

- Moderate to high density
- Low to moderate intensity
- One to three story buildings

Green Space

- Formal landscaping
- Moderately dense street trees, bushes, and planting strips
- Public spaces
- Town square

Transportation

- High pedestrian connectivity
- Bike lanes and greenways
- Complete and connected street network

Infrastructure

- Municipal water and sewer service

Spring Hill Planning Commission Work Session

TO:	Spring Hill Planning Commission
FROM:	Dara Sanders, Planning Director
MEETING:	August 22, 2016
SUBJECT:	SKP 238-2016 (Main Street/Wilkes Lane)

SKP 238-2016: Submitted by Arnold Consulting Engineering Services, Inc. for property located at the northwest corner of Main Street and Wilkes Lane. The property is zoned B-4 and contains approximately 3.25 acres. The applicant requests sketch plan approval for two multi-tenant buildings containing 20,400 sq. ft. of retail space, 5,700 sq. ft. of restaurant area, and two drive-thru spaces.

Property description: This property is located on the northwest corner of Main Street and Wilkes Lane. It is undeveloped with the exception of a silo. The property to the north is developed and used for a medical office, and the Tanyard Springs single-family neighborhood is located along the entire western boundary of the property. The remainder of the surrounding area to the east and south are developed for a variety of commercial uses, including restaurants, retail, personal services, and professional offices.

Due to the significant levels of traffic congestion in the immediate area, the Board of Mayor and Aldermen have adopted an access management policy for this area of Main Street, which limits the number of traffic signals and requires inner connectivity parallel to Main Street on this property.

Request: The applicant requests sketch plan approval for two multi-tenant commercial buildings, each designed to accommodate a drive-thru business.

Additionally, as indicated on the plan, the applicant proposes to remove the silo.

Streets and sidewalk: Main Street is designated as an Arterial and requires a minimum of 47.5 feet of right-of-way from centerline. Wilkes Lane is identified a Local street, which requires a minimum of 25 feet of right-of-way from centerline. Right-of-way dedication is required for Main Street. Staff may recommend sidewalk construction along Wilkes Lane and Main Street. Further evaluation will occur at the time of site plan application.

Access: The applicant proposes a right-in/right-out driveway on Main Street with a dedicated right-turn lane onto the subject property and a dedicated right-turn lane at the intersection of Main Street and Wilkes Lane. The proposed design of the driveway onto Main Street will not be effective in limiting access to right-in and right-out only. The configuration of the island does not prevent vehicles from turning left onto Main Street.

Staff has requested that the existing driveways on the east side of Main Street be shown. This information has not been provided.

The applicant also proposes a full access driveway onto Wilkes Lane, which has attempted to maximize alignment with the existing driveway to the south. This curb cut continues interconnectivity from the Publix shopping center, through the Shoppes at Campbell Station, to the subject property.

Engineering has been unable to determine the purpose for the 60′ curb radius for this driveway and requests that the curb radius be reduced to 20 feet. Additionally, the truck turning template indicates that large trucks existing the site will drive over curb and utility structures. Staff requests that this be re-evaluated.

The driveway extending from Wilkes Lane stubs out to the northern property line in accordance with the BOMA's access management policy for this area. Staff has requested general grading information from the applicant to ensure that the

proposal will not create problematic grade issues between the subject property and the property to the north. The purpose for staff's request is to confirm that interconnectivity can be achieved without significant grade issues or significant cost to the adjacent property owner. This information has not been provided.

Parking and loading: Based on the information provided by the applicant, this proposal does not meet the minimum parking ratio requirements of the City's zoning ordinance. The uses proposed typically operate during the same hours of the day and week, and staff has not been presented with information indicating otherwise. Board of Zoning Appeals approval of a variance from the minimum parking requirements will be required.

Staff has concerns with parking lot circulation, specifically related to the drive-thru restaurants. There are multiple points of conflict that create a high risk of on-site and off-site traffic congestion. An exhibit identifying these areas of concern has been included in this packet.

Landscaping and buffering: Because the site is adjacent to a single-family neighborhood, screening and buffering along the western property boundary is required. Staff requests that the location and orientation of the order boards be identified on the plan. Due to the anticipated close proximity of the drive-thru areas to the adjacent single-family residences and the high volume of traffic generated by drive-thru restaurants, staff will likely recommend a significant landscape buffer should this plan be approved.

Engineering and Public Works:

- Truck turning sheet doesn't show access to northern building
- Show ADA ramps
- Sidewalk requirement on Main Street?

CONFLICTS IN PARKING LOT CIRCULATION & ACCESS

2009 FIELD FARM CT
RICK MIGUEL & JULIE KAY RASMUSSEN
DB 4568 PG 549
PB 39 PG 111
ZONE: R-2

LOT 1
4847 MAIN ST
JOHN A. MALOOF III & KRISTINE MALOOF
DB 2647 PG 995
PB 33 PG 90
ZONE: B-4

EXISTING TREE TO BE REI

LOT 37
2003 FIELD FARM CT
JANET HICKS REVOCABLE LIVING TRUST
DB 5537 PG 383
PB 39 PG 111
ZONE: R-2

EXISTING FENCE TO BE REMOVED

EXISTING TREE LINES TO BE REMOVED

EXISTING TREES TO REMAIN

RETAIL 3,000 SF

RETAIL 2,400 SF

RETAIL 1,440 SF

RESTAURANT 2,500 SF

LOT 38
3009 FRESH WATER CT
STEPHEN C. & NOELL C. BULKA
DB 4551 PG 646
PB 39 PG 111
ZONE: R-2

CONST. APPROX. 241 L.F. 8" WATER MAIN W/PROPOSED FIRE HYDRANT

RETAIL 4,000 SF

LOT 2
CHERYL S. MAGLI FAMILY TRUST
141,403 +/- SQ. FT.
3.25 +/- ACRES
DB 5790 PG 105
PB 33 PG 90
ZONE: B-4

RETAIL 6,560 SF

RETAIL 3,000 SF

RESTAURANT 3,200 SF

25' BSBL & LANDSCAPE BUFFER

30' BSBL

15' LANDSCAPE BUFFER

15' R/W DEDICATION

100' STORAGE LANE

100' TAPER

U. S. 31 - COLUMBIA PIKE
R/W VARIES (PB 92 PG 73) - PVMT. WIDTH VARIES

CONSTRUCT RIGHT TURN LANE

SANITARY SEWER EASEMENT (NO WIDTH NOTED) (DB 2594 PG 764)

1" IRON PIN W/ 1" PLASTIC CAP STAMPED, "CHERRY LAND SURV"

Spring Hill Planning Commission Work Session

TO:	Spring Hill Planning Commission
FROM:	Dara Sanders, Planning Director
MEETING:	August 22, 2016
SUBJECT:	RZN 239-2016 (Map 043 Parcel 014.00)

RZN 239-2016: Submitted by Sawyer Land Surveying, LLC for property located on Tom Lunn Rd. The property is zoned R-2 and contains approximately 44.12 acres. The applicant requests rezoning of the property from R-2, Medium Density Residential to R-4, High Density Residential.

Property description: This undeveloped property is located on Tom Lunn Road, northeast of the intersection of Tom Lunn Road and Port Royal Road. The current zoning designation of the subject property is R-2, Medium Density Residential. The surrounding land use and zoning is as follows:

North: Vacant, R-5, Residential District (Apartments); Single-family residential, Agricultural District
South: Vacant (Neighborhood Concept Plan approval for The Coves), R-2, Medium Density Residential District
East: Vacant, Agricultural District
West: Single-family residential, R-2 Planned Unit Development

Request: The applicant requests rezoning approval to R-4, High Density Residential, to allow for single-family residential lots. Pursuant to the zoning ordinance, a development plan is not required with the R-4 rezoning application for single-family residential development.

The southern boundary of this property is contiguous to the northern boundary of The Coves at Spring Hill. The developer of The Coves at Spring Hill is requesting approval of a preliminary plat application (PPL 230-2016) on this work session agenda.

Bicycle and Greenway Plan: Tom Lunn road is designated as a bike lane route in the Bicycle and Greenway Plan. The Planning Commission and Board of Mayor and Aldermen have approved land dedication in-lieu of construction of bicycle and trail facilities for The Cove at Spring Hill; however, sidewalk construction along Tom Lunn Road is required pursuant to Resolution 16-105. Should this rezoning request be approved, staff will evaluate logical pedestrian and bicycle facilities at the time of development (neighborhood concept plan application) of the subject property. At a minimum, this will likely include construction of a sidewalk along the west side of Tom Lunn Road.

Spring Hill Rising 2040: the future land use designation of this property is Residential Neighborhood Area, which represents a transition between natural and rural settings and more intense environments. The intent of this area is to preserve natural features in the built environment, enhance access to housing options, and to create new opportunities to enhance quality of life. The development pattern of this area varies from a low to moderate density with clusters of similar dwelling types. New development should integrate different housing types of appropriate scale and context and increase the connections between neighborhoods and other areas.

Residential Neighborhood Areas

The Residential Neighborhood Area represents a transition between natural, and rural settings and more intense environments, such as mixed use areas, city neighborhood areas, and community commerce areas. The intent of this category 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, and to create new opportunities to enhance the quality of life.

The development pattern of Residential Neighborhood Areas varies from a low to moderate density with clusters of similar one– and two-story residential dwellings in both conventional subdivision development and traditional neighborhood form. New development should integrate different housing types of appropriate scale and context and increase the connections between neighborhoods and other areas.

While these areas are primarily residential, the Residential Neighborhood Area encourages a traditional neighborhood development that incorporates low-intensity nonresidential uses intended to serve the surrounding neighborhood on corners and along connecting corridors. Buildings are located close to the street and designed to the scale and form of the surrounding neighborhood.

Transportation design is a context-sensitive, block-and-street layout that promotes walkable, cyclist-friendly streets with slow design speeds. A typical street cross section includes curb, gutter, and sidewalks. Cyclists typically share the road, but a bike lane is the standard for major streets.

Green space is largely located on private properties and associated with the yard area surrounding buildings. Public green space is typically in the form of parks with recreation facilities such as ball parks or small neighborhood parks. Existing historic and natural features and assets, such as streams and trees, are preserved and incorporated into the neighborhood.

Design Principles

Site Design

- Residential lots are accessed from residential streets or from an alley when fronting onto a major street
- Shallow to moderate front setbacks 30 feet or less in depth
- Scale and lot coverage ranges based on context
- Residential neighborhood developments are walkable and pedestrian-oriented with parking located away from the street and adjacent residences.

Density/Intensity

- Moderate density and intensity
- Higher density and intensity through a conservation subdivision design

Green Space

- Natural environmental assets are incorporated into the neighborhood
- Maintain and preserve important natural land and historic features
- Neighborhood and Community Parks

Transportation

- Complete and connected street network that balances the needs of automobiles, pedestrians, and cyclists.
- Bike lanes and greenways
- Neighborhood services are pedestrian-oriented

Infrastructure

- Municipal water and sewer
- Schools and places of worship

Spring Hill Planning Commission Work Session

TO:	Spring Hill Planning Commission
FROM:	Dara Sanders, Planning Director
MEETING:	August 22, 2016
SUBJECT:	NPC 240-2016 (Brixworth Phases 5-7)

NCP 240-2016: Submitted by Mullins, LLC for property located south of Brixworth Dr and east of Jutes Dr. The property is zoned R-2, Medium Density Residential and contains approximately 112.9 acres. The applicant requests approval for a Neighborhood Concept Plan for 255 single family residential lots.

Property description and history: This undeveloped property is located south of Brixworth Phases 3 and 4, which extend Stewart Campbell Point to the east of Port Royal Road, and a stream runs through the center portion of the property. There are several existing public streets that stub out to the project boundary. The Planning Commission has been presented with exhibits in the past two years indicating the potential expansion of Brixworth through this area, though a neighborhood concept plan for the expansion has not been formally approved.

Request: The applicant requests neighborhood concept plan approval for 255 single-family lots in three phases. Staff has received a verbal description of the applicant's expectation to complete each phase in sections beginning at the northern area of the project boundary and working further south.

Streets and sidewalk: In addition to the extension of five public streets currently under construction as part of Phases 3 and 4, the applicant proposes five new connections to existing streets stubbed out to the project boundary (Friendship Drive, Hurt Road, Parliament Drive, Danes Drive, and Bern Drive) and to provide a new street connection to the agricultural property to the south.

The proposed connection to Bern Drive will provide a second access point for The Parks at Wyngate, which is currently developed for almost 200 homes. Staff finds this connection will increase safety in the neighborhood and decrease traffic congestion at Bern drive and Port Royal Road.

The proposed connection to Hurt Road (local street) would achieve a recommendation of the Major Thoroughfare Plan to extend this north/south connection from Duplex Road to Stewart Campbell Point. The condition of Hurt Road between Savannah Park Drive and its northern terminus at Silver Cloud Way is not built to local street standards and tapers to one lane at its terminus. Silver Cloud Way in the Spring Hill Place development currently ends in a cul-de-sac configuration, but its right-of-way extends to the terminus of Hurt Road. This project pre-dates the current staff, and we have been unable to find documentation indicating the reason no connection to Hurt Road was planned at this location.

The connection to Hurt Road will likely occur in the later phases/sections of Brixworth, and the majority of the substandard segment is located outside of the project's boundary. Staff requests Planning Commission discussion regarding warranted street improvements, fees in-lieu of improvements, or timing of the connection.

Bicycle and Greenway Plan: The stream through this property is designated as a greenway with a multi-use path that would connect the surrounding area to Allendale Elementary and the Peter Jenkins Walking Trail located in the Wyngate Subdivision.

Subject Property

Spring Hill Planning Commission Work Session

TO:	Spring Hill Planning Commission
FROM:	Dara Sanders, Planning Director
MEETING:	August 22, 2016
SUBJECT:	SKP 242-2016 (Grand Reserve)

SKP 242-2016: Submitted by Wes Engineers & Surveyors for property located on Duplex Rd. The property is zoned R-4, High Density Residential and contains approximately 18.01 acres. The applicant requests Sketch Plan approval for 208 dwelling units.

Property description: This property is located southwest of the intersection of Duplex Road and Port Royal Road; however, the vacant parcel does not have frontage onto either street. The sole existing access to the property from a public street is Cadence Drive at the west side of the property.

The property was subdivided from its parent tract in 2016, which was zoned both R-2, Medium Density Residential, and R-4, High Density Residential. The R-4 portion of the parent tract was rezoned from Ag, Agricultural, in May of 2006. Based on the limited records from that period of time, it appears that the rezoning request was approved without an accompanying preliminary development plan. Staff has included a sketch plan that was approved by the Planning Commission in May of 2007, one year after the rezoning of the property. This sketch plan has expired and is considered null and void.

The northern portion of the parent tract received Planning Commission approval of a neighborhood concept plan (NCP 227-2016) for 173 dwelling units with several restrictions related to phasing, timing of construction, and various street improvements.

The property to the south is developed for The Grand Reserves, the multi-family component of the Williams Park Planned Unit Development. The existing development is characteristic of the R-5 zoning district.

Request: The applicant requests sketch plan approval for 208 dwelling units as an extension of the existing Grand Reserves development. The proposed expansion has been modified from the existing development in order to meet the requirements and restrictions of the R-4 zoning district. Based on staff's calculation, the proposal meets the minimum lot area requirements of the R-4 zoning district.

Streets and sidewalk: The applicant proposes to extend Cadence Drive through the property and connect with two approved street connections associated with NCP 227-2016 to the north, which would extend to Duplex Road, and to the east, which would extend to Port Royal Road and requires a stream crossing. This proposal would achieve a connection from Commonwealth Drive (west) to Port Royal Road (east).

Street improvements to Port Royal Road were required with NCP 227-2016 to include a dedicated left-turn lane, and street improvements to Duplex Road are anticipated to begin in 2017.

Parking and loading: Based on the information provided by the applicant, this proposal meets the minimum parking requirements of the zoning ordinance.

Landscaping and buffering: Because the site is adjacent to a single-family neighborhood, screening and buffering along the western property boundary is required.

Engineering and Public Works:

- Need to provide bridge design

- Road improvements to Port Royal where backside connection will occur (recommend dedicated southbound right turn lane due to estimated trip generation factors of this project)

Spring Hill Planning Commission Work Session

TO:	Spring Hill Planning Commission
FROM:	Dara Sanders, Planning Director
MEETING:	August 22, 2016
SUBJECT:	ADM 243-2016 (Landscape Buffer Reduction)

ADM 243-2016: Submitted by Ryan Geibel for property located at 444 Heroit Drive. The property is zoned R-4, High Density Residential and contains approximately 6,054 s/f. The applicant requests a reduction of a portion of the landscape buffer.

Property description: This property is located in the Hamptons at Campbell Station, a single-family neighborhood that is currently under construction. The first phase of the neighborhood has been platted, and homes are currently being built. The subject property is located on a cul-de-sac and has a shallow depth compared to the majority of the surrounding platted and planned lots.

Because the subject property is approximately 75% the size of the adjacent single-family lot, a 25' landscape buffer was required at the rear of the lot, leaving approximately six feet of backyard area outside of the landscape buffer.

Request: The applicant requests Planning Commission approval to reduce a portion of the buffer yard area to allow for a patio and future construction of a pergola. The proposed reduction is 108 square feet, which is approximately 6% of the buffer yard area.

Discussion: A buffer yard may be improved with permanent structures and pavement as specifically stated in the buffer yard provisions. Permanent structures permitted within a buffer yard are fences and walls, and pavement within a buffer yard may include portions of a parking lot or sidewalk/trails.

Porches, decks, patios, gazebos, swimming pools, outdoor kitchens, outdoor fireplaces, and similar improvements are not permitted in the buffer yard because they are not specifically identified as allowable structures or paved areas.

The Planning Commission is granted the authority to alter the requirements of the buffer yard provisions and allow for the above improvements under Section 17.2 when strict adherence to these requirements serve no meaningful purpose or would make it physically impossible to install and maintain the required buffer yard.