SPRING HILL
MUNICIPAL PLANNING COMMISSION
PUBLIC HEARING AGENDA
199 Town Center Parkway
Monday, February 8, 2016
5:30 P.M.

Call meeting to order

Stipulation of members present

Announcement – audience members wishing to speak to an agenda item will have the opportunity to speak at the beginning of the agenda and will have five minutes to address the Planning Commission. No rebuttal remarks are permitted. Please take this time to silence all cell phones and electronic devices.

Concerned Citizens (Non-Agenda Items)

Public Comment (Agenda Items)

Approval of January 11, 2016 meeting minutes

Approval of the agenda

Consent Agenda:

1. **Resolution 16-06:** To Establish a Performance Bond for Woodland Trace Phase 2.

2. **Resolution 16-07:** To Establish a Maintenance Bond for Woodland Trace Phase 2.

3. **Resolution 16-08:** To Reduce the Performance Bond and Establish a Maintenance Bond for TN Spring Hill Wilkes

4. **FPL 122-2015:** Submitted by Stanford and Associates, Inc. for property located on Port Royal Road. The property is zoned B-4 (Central Business District) and contains approximately 10.50 acres. The applicant requests final plat approval for 5 commercial lots.

5. **ADM 135-2016**: Submitted by Civil Site Design Group for property located at McCormick Crossing at Beechcroft Rd. The property is zoned R-2 (Medium Density) and contains 24.5 acres. The applicant request to the Planning Commission's conditions of approval for Meadows at Spring Hill.

Old Business:

1. **NCP 126-2015**: Submitted by Sawyer Land Surveying, LLC for property located at 2411 Depot Street. The property is zoned R-4 and contains approximately 10.83 acres. The applicant request approval for a Neighborhood Concept Plan for 40 single family residential lots.

2. **RZN 130-2015:** Submitted by Kiser & Vogrin Design, LLC for property located at 4820 Main St. The property is zoned R-2 and contains approximately 20 acres. The applicant is requesting rezoning of the property from R-2 to B-2 and R-4.

3. **ADM 131-2015:** Submitted by the Planning Department. The proposal is to amend the zoning ordinance to include provisions for Planned Zoning District

New Business:

1.) **STP 125-2015**: Submitted by TSquare Engineering Inc. for property located at 3793 Old Port Royal Rd North. The property is zoned M-1 and contains approximately .38 acres. The applicant request site plan approval for a 5250 sq/ft storage facility.

2.) **STP 133-2016**: Submitted by LeCraw Engineering for property located at 4925 Main Street. The property is zoned B-3 (Intermediate Business District) and contains approximately .91 acres. The applicant request site plan approval for a 7,900 S.F. retail tire store.

3.) **SKP 134-2016**: 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 applicate requests sketch plan approval for a restaurant containing 3,652 square feet and associated parking.

4.) **RZN 138-2016** Submitted by Huntley Gordon for property located at 5238 Main Street. The property is zoned B-2 and contains approximately 2.3 acres. The applicant request approval for rezoning from a B-2 (Neighborhood Shopping District) to B-4 (Central Business District).

Other Business

Revised 2016 Meeting Schedule

Adjourn

SPRING HILL
MUNICIPAL PLANNING COMMISSION
REGULAR MEETING MINUTES
MONDAY, JANUARY 11, 2016
5:30 P.M.

Chairman Paul Downing called the meeting to order

Members present were: Alderman Jonathan Duda, Matt Koss, Pat Hairston, Alderman Matt Fitterer, and Charles Schoenbrodt. Also present were: City Attorney Patrick Carter, Dara Sanders, Bonnie Turnbow, City Engineer, Tom Wolf. With Paula Hepp arriving at 5:39 pm.

Announcement – audience members wishing to speak to an agenda item will have the opportunity to speak at the beginning of the agenda and will have five minutes to address the Planning Commission. No rebuttal remarks are permitted.

Election of Officers:
Alderman Fitterer nominated Paul Downing as Chairman. Nomination seconded by Commissioner Schoenbrodt. Motion passed 6/0.
Alderman Fitterer nominated Matt Koss as Vice Chairman. Nomination seconded by Alderman Duda. Motion passed 6/0.

Concerned Citizens (Non-Agenda Items) No concern citizens.

Public Comment (Agenda Items)

Nicola Stadler, 2111 Spring Hill Circle. Voiced her concerns and disapproval of RZN 130-2015.
Casey Kinnan and Laura Kinnan, 2176 Spring Hill Circle. Voiced their concerns and disapproval of RZN 130-2015.
Cueva Vilma, 2303 Skillman Way. Voiced her concerns and disapproval of RZN 130-2015.
Janice Haley, 2178 Spring Hill Circle. Voiced her concerns and disapproval of RZN 130-2015.
Derryl Dismakes, 4003 Arnst Way. Voiced his concerns and disapproval of RZN 130-2015.
Isong Isong, 4000 Williford Way. Voiced his concerns and disapproval of RZN 130-2015.
Leanne West-Malm, 2158 Spring Hill Circle. Voiced her concerns and disapproval of RZN 130-2015.
Melanie Wilson, 2709 Dutches Ct. was in favor of a stop light.
Alvin Smith, 4012 Arnst Way. Voiced his concerns and disapproval of RZN 130-2015 and No traffic study.
Jonathan Williams, 1017 Tanyard Springs. Was in favor of a stop light and RZN 130-2015.
Shirley Shook, 1018 Tanyard Springs. Voiced her concerns and disapproval of RZN 130-2015.
Andrea Barany, 1022 Tanyard Springs. Voiced her concerns and disapproval of RZN 130-2015.
Dennis Kiser, 1019 Williford Court. Voiced his concerns and disapproval of RZN 130-2015.
Alphin Clinton, 2174 Spring Hill Circle. Voiced his concerns and disapproval of RZN 130-2015.
Sherry Cole, 2701 Double Tree Way. Voiced her concerns and disapproval of RZN 130-2015.

Approval of December 14, 2015 meeting minutes: Alderman Fitterer made a motion to approve the December 14, 2015 meeting minutes. Motion seconded by Commissioner Schoenbrodt. Motion passed 7/0.

Approval of the agenda: Alderman Fitterer made a motion to modify the agenda by moving Item 12 to Item 1 and approve the agenda. Motion seconded by Alderman Duda. Motion passed 7/0.

Regular Agenda:

New Business:

1. **RZN 130-2015:** Submitted Kiser Vogrin Design by for property located at 4820 Main Street. The property is zoned R-2, (Medium Density) and contains approximately 20.0 acres. The applicant requests approval to rezone the property from R-2, (Medium Density) to B-2 (Neighborhood Shopping District) and R-4 (High Density).

   Alderman Duda made a motion to defer referring **RZN 130-2015** to the Board of Mayor and Alderman. Motion seconded by Alderman Fitterer. Motion passed 6/1.

2. **Resolution 16-01:** To Establish a Maintenance Bond for Port Royal Reserve Phase 5 Section 1, 2, 3, 4.

   Alderman Fitterer made a motion to defer **Resolution 16-01** until advised by staff otherwise. Motion seconded by Pat Hairston. Motion passed 7/0.

3. **Resolution 16-02:** To Establish a Performance Bond for Port Royal Reserve Phase 5 Section 1, 2, 3, 4.

   Changes to **Resolution 16-02:**

   Adding: ***Sewer line, water line, storm sewer, curbing, binder, signage*** and changing the amount from $115,561.00 to $1,039,056.00

   Commissioner Hepp made a motion to approve **Resolution 16-02** with changes. Motion seconded by Alderman Fitterer. Motion passed 7/0.

4. **Resolution 16-03**: To recommend acceptance and dedication of road right-of-way and public improvements shown on the existing plat for The Reserve at Port Royal, Phase 2-B.

   Alderman Fitterer made a motion to defer **Resolution 16-03** until a time an updated certificate of satisfactory completion has been received by the engineer. Motion seconded by Commissioner Koss. Motion passed 7/0.

5. **Resolution 16-04**: To recommend acceptance and dedication of road right-of-way and public improvements shown on the existing plat for The Reserve at Port Royal, Phase 1-A

   Alderman Duda made a motion to defer **Resolution 16-04** until a time an updated certificate of satisfactory completion has been received by the engineer. Motion seconded by Commissioner Koss. Motion passed 7/0.

6. **Resolution 16-05**: To recommend acceptance and dedication of road right-of-way and public improvements shown on the existing plat for The Reserve at Port Royal, Phase 2-A

   Alderman Fitterer made a motion to defer **Resolution 16-05** until a time an updated certificate of satisfactory completion has been received by the engineer. Motion seconded by Commissioner Hairston. Motion passed 7/0.

7. **ADM 109-2015**: Submitted by Juston Trimback for property located at 3085 Commonwealth. The property is an R-2 PUD (Planned Unit Development) and contains 31.04 acres. The applicant request a minor modification of the approved Site Plan known as Grand Reserve at Williams Park 2.

   Staff Recommendations:

   1. Prior to being placed on a BOMA agenda, the applicant shall make the necessary revisions as outlined by the City Engineer.

Alderman Fitterer made a motion to approve **ADM 109-2015** with Staff Recommendations. Motion seconded by Alderman Duda. Motion passed 7/0.

2. **NCP 126-2015**: Submitted by Mark Sawyer, RLS for property located at 2411 Depot Street. The property is zoned R-4 and contains approximately 10.83 acres. The applicant request approval for a neighborhood concept plan for 40 residential lots.

   Mr. Sawyer, in a letter to the Planning Commission, requested **NCP 126-2015** be deferred.

   Alderman Fitterer made a motion to defer **NCP 126-2015**. Motion seconded by Commissioner Koss. Motion passed 7/0

3. **STP 124-2015:** Submitted by Alcorn Developments, LLC. for property located at 3016 Belshire Village Drive. The property is zoned B-4 (Central Business District) and contains approximately 1.56 acres. The applicate requests site plan approval for a restaurant containing 4.330 square feet and associated parking.

Engineering Comments:

1. Grease trap calculations and shop drawings need to be submitted to and approved by the City prior to the start of construction.
2. The pipe slopes shown in the "Extra Pipe Table" do not appear to match the pipe slopes shown in the "Pipe Table" on Sheet C3.0.
3. No connectivity has been provided to the adjacent properties. However, since the properties both north and south of the subject site have already been fully developed, it will not be possible to provide said connectivity until such time as they may be re-developed in the future.
4. The entrance to the subject site has not been relocated as requested. However, upon further review of the truck turning movements, relocating said entrance to a more central location on site has the potential of significantly impacting traffic flow into and out of the site, as exhibited by truck movements on Sheet C2.1.
5. Include a depiction of additional truck turning movements around the east and north sides of the property on Sheet C2.1. There are concerns regarding truck movements as shown and how they will impact traffic in and out of the subject property.

Staff Recommendations:

1. *Design Review Commission determination of compliance with the Design Review Guidelines.* Staff recommends approval, finding that the proposed building design meets the minimum criteria and the intent of the design review guidelines, subject to a minor modification to the articulation of the east façade (facing Main Street) as represented in this staff report.
2. The applicant shall dedicate right-of-way for Main Street and Belshire Village Drive in the amounts of 47.5 feet from centerline and 37.5 feet from centerline, respectively.
3. Belshire Village Drive shall be improved to include a 5' public sidewalk.
4. The applicant shall dedicate a public access easement for the purpose of future cross access and interconnectivity, as indicated on the attached exhibit.
5. Prior to the issuance of a building permit, the applicant shall obtain administrative approval of the bike rack anchoring and installation, pursuant to the requirements of the zoning ordinance.
6. Prior to the issuance of a building permit, a public access easement and public right-of-way shall be dedicated and recorded with the County in accordance with the Planning Department's standard procedure.
7. Approval of the site plan shall remain valid for a period of two (2) years from Planning Commission approval, during which time a building permit must be submitted for review and approval.

8. Modification to the approved site plan shall require Planning Commission approval prior to the submittal of a building permit application. The modification may be denied if the proposal alters the proposed use, increases the overall area of the project, increases the density of the development, or increases any local government expenditure necessary to implement or sustain the proposed use.
9. The site plan shall be constructed as proposed and in accordance with the conditions of approval.
10. Site Plan approval does not guarantee sign approval as shown on the plans. Prior to installation and application of signage, a sign permit shall be submitted to the Codes Department for review with the City's sign ordinance.

Alderman Fitterer made a motion to approve **STP 124-2015** with Engineering and Staff recommendations. Motion seconded by Commissioner Koss. Motion to approve passed 5/1/1 with Alderman Duda abstaining from the vote.

4. **FPL 122-2015:** Submitted by Standford and Associates, Inc. for property located on Port Royal Road. The property is zoned B-4 (Central Business District) and contains approximately 10.50 acres. The applicant requests final plat approval for 5 commercial lots.

   Staff Recommendations:

   1. Note 3(c) shall be stricken from the plat.

   Commissioner Koss made a motion to defer **FPL 122-2015**. Motion seconded by Alderman Fitterer. Motion to defer passed 7/0.

5. **FPL 128-2015:** Submitted by Mark Cantrell for The Townhomes of Hamptons Spring, Phase 3. The property is zoned R-2, PUD (Planned Unit Development) and contains approximately 13.78 acres. The applicant requests final plat approval for 42 single-family residential lots.

   Staff Recommendation:

   1. Street header signs shall be installed at applicable intersections prior to recordation of the plat.
   2. Final plat approval shall be valid for two years, during which time all conditions must be met, all signatures must be obtained, and the plat recorded.
   3. Modification to the final plat may require Planning Commission approval prior to recordation.

   Alderman Duda made a motion to approve **FPL 128-2015** with staff recommendations. Motion seconded by Commissioner Hairston. Motion passed 7/0

6. **RZN 127-2015**: 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).

   Alderman Fitterer made a motion to recommend to the Board of Mayor and Alderman for denial **RZN 127-2015**. Motion seconded by Commissioner Schoenbrodt. Motion passed 5/1/1 with Chairman Downing abstaining.

7. **ADM 131-2015:** Submitted by the Planning Department. The proposal is to amend the zoning ordinance to include provisions for Planned Zoning Districts.

   Alderman Duda made a motion to defer **ADM 131-2015**. Motion seconded by Commissioner Hepp. Motion passed 4/3

Other Business

Adjourn

_____ _____

Paul Downing, Chairman Dara Sanders P.C. Secretary

City of Spring Hill
199 Town Center Parkway
P.O. Box 789

Spring Hill, TN 37174
Phone 931-486-2252 Ext. 211
Fax: 931-486-3596

City of SPRING HILL TENNESSEE est. 1809

Application for Surety

Property Information	**Project Name:** Woodland Trace **Phase:** 2 **Section:** ____ **Number of Lots Approved:** 111 **Number of Lots Remaining:** 88 **Surety Type:** ____ Maintenance ____ Performance ____ Restoration **Posted With:** ✓ Letter of Credit ____ Performance Bond ____ Insurance Bond ____ Cash **Surety Amount:** $ 94,571.25 **Expiration Date:** ___/___/___ **Automatic Renewal Clause included with Surety:** (Yes) No (Circle One) **Purpose of Surety:** water, sewer, storm.
Financial Information	Marty Smith **Name of Financial Institution:** Community First **Surety #:** ____ **Contact Person:** ~~Marty Smith~~ **Email:** ~~[illegible]~~ msmith@cfbk.com **Address:** 501 South Campbell Blvd. **City, State, Zip:** Columbia TN 38401 **Phone Number:** (931) 490-6686 **Fax Number :**(___) ____
Contact Information	**Name of Owner/Developer or Representative:** (Jason Beavers) Ole South Prop. ~~[illegible]~~ **Address:** 2602 Robert Rose Dr. Suite 300 **City, State, Zip:** Murfreesboro, TN 37129 **Phone Number:** (615) 692-2814 **Fax Number:**(615) 896-9380

Action Request

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

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

Explanation for Proof of Difficulty:

Applicant Signature	10/26/10 Date	City Staff Signature	1/15/10 Date

RESOLUTION 16-06 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A PERFORMANCE BOND FOR WOODLAND TRACE PHASE 2

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

WHEREAS, the Performance Bond is guaranteeing the construction of certain improvements on 88 lots; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
Signage and street lights; 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 **$9,240.00**; 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 an additional one (1) 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 Woodland Trace Phase 2 in the amount of **$9,240.00.**

Passed and adopted this 8th day of February, 2016.

_____
Paul Downing, Chairman

_____
Dara Sanders, Secretary

City of
SPRING HILL
TENNESSEE
est. 1809

Utility Information Sheet

Development_____WOODLAND TRACE_____

Phase__2__ Section____ #of lots__88__

Cost to install Utility's (Performance Bond)

Signage____$1,200.00_____

Street Lights_____$7,200.00_____

Sidewalks feet_____PRIVATE_____

Final Paving

Road linear feet_____PRIVATE_____

Road width _____PRIVATE_____

Final Paving cost_____PRIVATE_____

TOTAL COST = $8,400.00

PLUS 10% = $840.00

TOTAL PERFORMANCE BOND = $9,240.00

RESOLUTION 16-07 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A MAINTENANCE BOND FOR WOODLAND TRACE PHASE 2

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

WHEREAS, the Maintenance Bond is guaranteeing the workmanship and materials of certain improvements existing on 88 lots, and the repair of such should damage occur during covered period; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
Sewer, Water, Storm Water Drainage and Basins, Signage, Street Lights 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 twelve (12) months, in the amount of **$67,871.25**; 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 Woodland Trace Phase 2 in the amount of **$67,871.25.**

Passed and adopted this 25th day of January, 2016.

_____
Paul Downing, Chairman

_____
Dara Sanders, Secretary

Utility Information Sheet

Development_____Woodland Trace_____

Phase__2__ Section____ #of lots__88__

Cost to install Utility's (Maintenance Bond)

Sewer line_____$13,480.00_____

Water line_____$190,086.00_____

Storm Water_____$14,271.50_____

Curbing_____

Binder_____

Signage_____$1,200.00_____

Street Lights_____$7,200.00_____

Sidewalks _____

TOTAL = $226,237.50

30% = $67,871.25

TOTAL MAINTENANCE BOND = $67,871.25

TENNESSEE GRID NORTH
FIPSZONE 4100, OBSERVED USING GPS

Addresses

UNIT	ADDRESS
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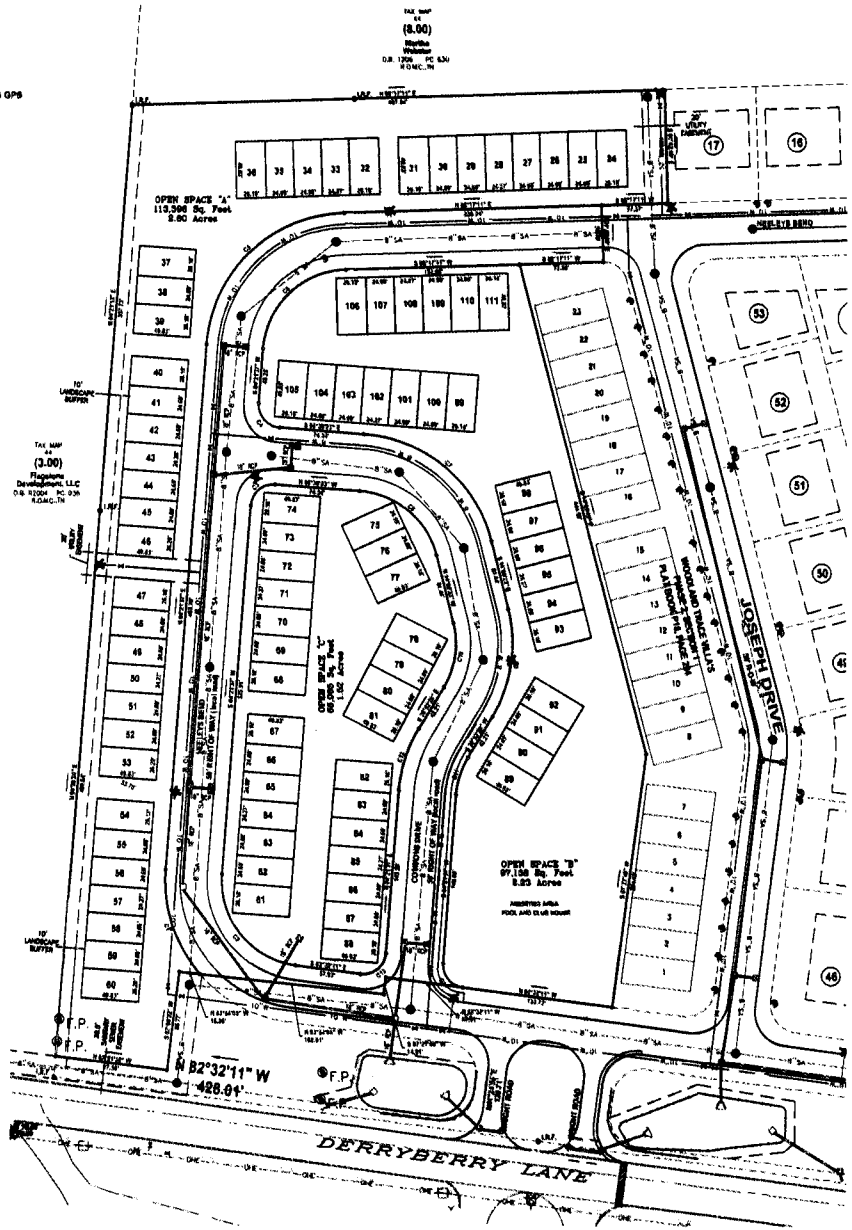
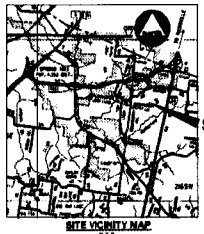


Curve Table

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	135.00'	35.35'	35.24'	S 84°32'11" E	15°00'00"
C2	15.00'	113.73'	105.15'	S 39°32'11" E	433°54'44"
C3	25.00'	27.42'	26.04'	S 46°27'37" W	62°49'04"
C4	25.00'	27.42'	26.04'	S 16°38'26" E	62°49'04"
C5	135.00'	165.19'	154.15'	S 67°32'11" W	70°05'12"
C6	135.00'	159.49'	149.82'	S 67°32'11" W	67°40'00"
C7	135.00'	155.57'	146.82'	N 65°32'11" W	65°00'00"
C8	15.00'	23.57'	21.21'	N 37°32'11" W	90°00'00"
C9	135.00'	39.27'	39.12'	N 82°32'11" W	16°40'00"
C10	15.00'	23.57'	21.21'	N 52°27'49" E	90°00'00"
C11	15.00'	23.57'	21.21'	N 37°32'11" W	90°00'00"
C12	135.00'	37.69'	37.57'	N 37°32'11" W	16°00'00"
C13	25.00'	23.56'	23.04'	N 39°32'11" E	54°00'00"
C14	25.00'	39.27'	35.36'	N 50°27'49" W	90°00'00"



SITE VICINITY MAP
N.T.S.

SITE SUMMARY

CURRENT ZONING - R2 - PUD
SITE AREA - 9.18 ACRES
AREA IN DEDICATED RIGHT OF WAY - 1.23 ACRES
AREA IN FLOOD PLAIN - 0.00 ACRES
NUMBER OF PROPOSED UNITS - 69 TOWNHOMES

OPEN SPACE NOTE:

ALL OPEN SPACE AREA IS TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION, CREATED FOR THE PURPOSE OF MAINTAINING ALL COMMON OPEN SPACE AND GROUNDS INCLUDING THE DETENTION AREAS SHOWN ON THIS PLAT.

GRAPHIC SCALE

(IN FEET)
1 inch = 60 ft.

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 subdivision in Maury Register of Deeds Office, and that I (we) hereby adopt this plan of subdivision with my (our) free consent, establish the minimum building restriction lines, and that others dedicate streets, alleys, walks, parks, and other facilities have been filed.

Date ..... 2010 Owner(s)

Title of owner(s) for partnership, or corporation

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I (we) hereby certify that the water supply system installed or bondered on the final subdivision plat entitled WOODLAND TRACE, PHASE 2, SECTION 2 has been installed in accordance with current local and state governmental requirements, or a sufficient bond or other surety has been filed to guarantee said installation.

Date ..... 2010 Name, Title and Address of Authorized Approving Agent

CERTIFICATE OF APPROVAL OF SEWER SYSTEM

I (we) hereby certify that the sewer system installed or bondered on the final subdivision plat entitled WOODLAND TRACE, PHASE 2, SECTION 2 has been installed in accordance with current local and state governmental requirements, or a sufficient bond or cash has been filed with it will guarantee said installation.

Date ..... 2010 Name, Title and Address of Authorized Approving Agent

CERTIFICATE OF SURVEY ACCURACY

I hereby certify that this is a true and accurate survey of the property shown hereon that meets or Class "T" 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 to 10,000.

10-26 2010
Date Allen S. O'Leary, R.L.S. No. 1587

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 ..... 2010 Secretary, Planning Commission

CERTIFICATE OF APPROVAL OF PUBLIC WAYS FOR BOND POSTING

I (we) hereby certify (1) that all designated public ways in this final subdivision plat have been installed in an acceptable manner and according to the specifications of the Spring Hill Subdivision Regulations, or (2) that a performance bond or other surety has been posted with the planning commission to guarantee installation of all required improvements in case of default.

Date ..... 2010 Appointed Government Representative

CERTIFICATE OF COMMON AREAS DEDICATION

The South Properties, Inc. in developing this plat has designated certain areas of land shown hereon as common areas intended for use by the homeowners within the development for WOODLAND TRACE, PHASE 2, SECTION 2 and indeed, it thereby. 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 number subdivision.

The duration of ownership, and responsibility for the above noted subdivision is hereby incorporated and made a part of this plat.

Date ..... 2010 Owner - OLE SOUTH PROPERTIES, LLC

CERTIFICATE OF APPROVAL FOR SUBDIVISION NAMES AND STREET NAMES

Subdivision and street name are approved by the Maury County Emergency Communication.

Date ..... 2010 Maury County Emergency Communication

Surveyor's Notes:

1. All distances were measured with E.D.M. equipment and have been adjusted for temperature and pressure.
2. The property (Boundary) Line Errors exceeds the minimum requirements of the Urban Land Survey Category 1 as set forth in Rules of Practice adopted by the State Board of Examiners for Land Surveyors for the State of Tennessee, and the precision of the unadjusted survey is greater than 1 foot in 10,000 feet.
3. Information concerning site utility services and improvements shown hereon is based on visible evidence and/or field locations, information provided by utility representatives or information shown on original construction plans by others. Information about the location of utilities lines on site should be considered approximate and there may be underground utility lines lines and structures on the survey. Owner(s) and contractor(s) should assume responsibility of locating all underground utility services prior to any construction, excavation or any alterations of the existing ground elevation to avoid losses or damages to utilities.
4. Information concerning major utilities or improvements shown hereon are based on visible evidence and/or field locations, information provided by utility representatives, modification of existing site features, and approximate availability of service should be verified by local utility agencies.
5. The property shown hereon is located within the City of Spring Hill, Maury County, TN. All matters pertaining to specification, and location of improvements, signage, parking, zoning, elevation, embankments, fire hydrants, installation, maintenance procedures, etc., are subject to the City of Spring Hill's Zoning Regulations as administered and enforced by the Department of Planning and Codes.
6. The area of the parcel as shown hereon is 9.18 Acres or 399,430 Square Feet.
7. This property currently identified as a portion of Tax Map 44, Parcel 8.00, Maury County. For designation please see (2) Industrial Permit Numbers for said map.
8. Deed reference n/a
9. Deed References Book 6227R, Page 1361
10. Bearings based on Tennessee State Plane, Zone 4100.
11. This drawing was prepared in accordance with and field survey notes. It shows improvements as they exist to the best of our knowledge, but is not guaranteed to be correct in each and every detail.
12. This survey was prepared from current deeds of record and does not represent a title search or a guarantee of title, and is subject to any claim of rights or current and adverse claims may hereof.
13. This survey was prepared for the exclusive use of the person, persons, or entity, if any, named on the certification hereon. Said certificate does not extend to any unnamed persons without an express recertification by the surveyor making said survey.
14. The certification as provided on this survey is purely a statement of professional opinion based on knowledge, information and belief, based on existing field evidence and recorded evidence provided by others.
15. The certification is not an expressed or implied warranty or guarantee.
16. This property is not located in a Special Flood Hazard Area as shown on F.E.M.A. Flood Insurance Rate Map, Maury County Road No. 47119C 0165 E, dated April 16, 2007.
17. Utility shown are as observed and not necessarily installed, exact location and to a public utility and drainage easement.
18. All open space and to a public utility and drainage easement.
19. All open space and designated areas as either a grid or as "Limited Common Element" Detailed area) shall be designated as "general common element" for the use and benefit of all owners and the homeowner property owners.
20. All personal and partial areas are designated as "Limited Common Elements", and hereby dedicated as impervious/pervious, public utility, and drainage easements.
21. A utility easement is hereby granted between the floor and ceiling and to the utility, for the entire width and length of the building, or that designated area to be installed throughout each building for individual units.
22. All maintenance of areas designated as open space, all general common are dedicated as a public trust, and areas designated as landscape buffers are the responsibility of the homeowner association.

***AMENITIES NOTE:
100% OF THE AMENITIES SHALL BE INSTALLED BEFORE 50% OF THE LOTS ARE COMPLETED

Purpose of Plat

The purpose of this Final Plat is to grants all such homes fee simple property with Common Individual Property but the 69-Townhomes and to allow fee simple units to be sold equal to fee simple lots.

OWNER INFORMATION
OLE SOUTH PROPERTIES INC.
301 EAST MAIN STREET, SUITE 300
MURFREESBORO, TN 37130
615-316-0044

Legend

Bench Mark, Found, Set, Fire Hydrant, Water Meter, Water Valve, Water Reducer, Clean Out, Sanitary Sewer Manhole, Storm Sewer Manhole, Catch Basin, Curb Inlet, Storm Drain, Cable Manhole, Electric Manhole, Telephone Manhole, Water Manhole, Electric Meter, Cable Riser, Electric Riser, Telephone Riser, Telephone Booth, Gas Meter, Gas Valve, Light Pole, Power Pole, Telephone Pole, Guy Pole, Power Pole, Flag Pole, Guy Wire, Mailbox, Parking Block, Satellite Dish, Handicap Parking, Water Spigot, Bollard, Evergreen Tree, Deciduous Tree, Bush, Sign, Adjoining Property Line, Subject Property Line, Section Line, Building Setback Line, Edge of Pavement, Edge of Gravel, Fence Line, Landscape, Grade / Tree Size, Edge of Water, Top of Bank, Centerline, Curb, Gutter Line, Tie Line, Sanitary Sewer Line, Storm Sewer Line, Overhead Utility Line, Overhead Cable Line, Overhead Electric Line, Overhead Telephone Line, Underground Electric Line, Underground Telephone Line, Forced Main Line

FINAL PLAT
HORIZONTAL PROPERTY REGIME FINAL ELEMENT PLAT
WOODLAND TRACE VILLA'S
PHASE 2, SECTION 2
R-2 PUD
MAURY COUNTY - SPRING HILL, TENNESSEE
OLE SOUTH PROPERTIES, INC.

O'LEARY & ASSOCIATES
LAND SURVEYING
2558 Nashville Highway * Columbia, TN 38401 * (931) 489-2088
allen@olearyaa.com

SHEET: 1 of 1

RESOLUTION 16-08 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO REDUCE THE PERFORMANCE BOND AND ESTABLISH A MAINTENANCE BOND FOR TN SPRING HILL WILKES, LLC

WHEREAS, a Performance Bond is in place guaranteeing the completion of certain improvements for TN Spring Hill Wilkes, LLC in the amount of **$220,000.00**; and

WHEREAS, the following improvements are required pursuant to the Final Plat for the Shops at Campbell Station:

Site work associated with the construction of a dedicated right turn lane in front of SunTrust Bank at the intersection of U.S. 31 Columbia Pike and Campbell Station Parkway; 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 TN Spring Hill Wilkes, LLC 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 **$220,000.00** be reduced to 30% according to Section IV 4.3 Spring Hill Subdivision Regulations, establishing a Maintenance Bond in the amount of **$66,000.00** for twelve (12) months; and

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that the Performance Bond be reduced to establish a Maintenance Bond for TN Spring Hill Wilkes, LLC in the amount of **$66,000.00** is hereby approved.

Passed and adopted this 8th day of February, 2016.

_____
Paul Downing, Chairman

_____
Dara Sanders, Secretary

City of
SPRING HILL
TENNESSEE
est. 1809

Utility Information Sheet

Development_____TN Spring Hill Wilkes, LLC_____

Phase____ Section____ #of lots____

Cost to install Utility's (Maintenance Bond)

Sewer line_____N/A_____

Water line_____N/A_____

Storm Water_____N/A_____

Curbing_____*_____

Binder_____*_____

Signage_____N/A_____

Street Lights_____N/A_____

Sidewalks_____*_____

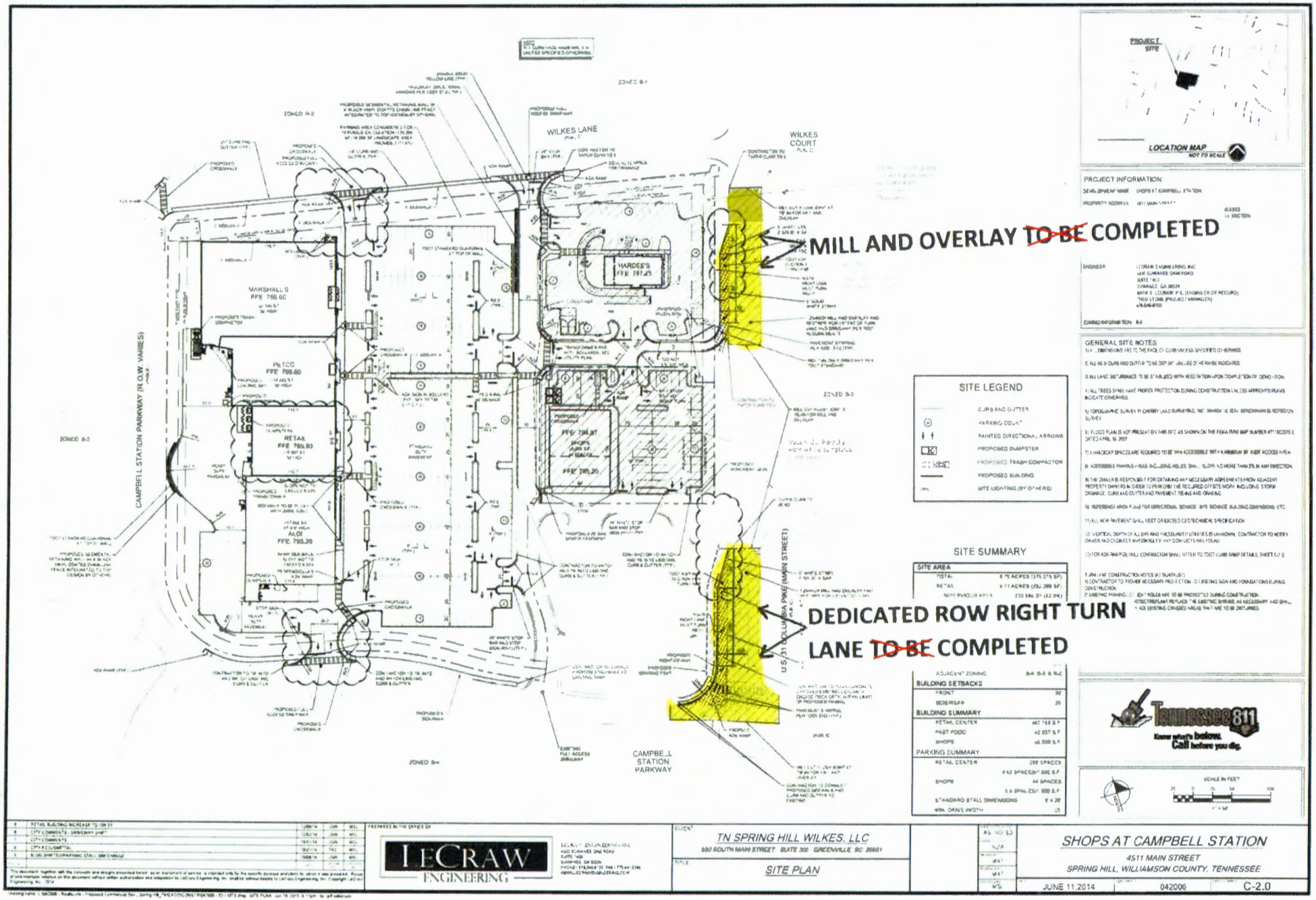
Final Paving_____*_____

TOTAL = $220,000.00 (* Work Items Included in Total Lump Cost)

30% = $66,000.00

TOTAL MAINTENANCE BOND = $66,000

EXHIBIT A


MILL AND OVERLAY ~~TO BE~~ COMPLETED
DEDICATED ROW RIGHT TURN LANE ~~TO BE~~ COMPLETED
WILKES LANE
WILKES COURT
CAMPBELL STATION PARKWAY (R.O.W. VARIES)
U.S. 31 COLUMBIA PIKE (MAIN STREET)
CAMPBELL STATION PARKWAY
MARSHALL'S
PETCO
RETAIL
HARDEE'S
SITE LEGEND
CURB AND GUTTER
PARKING COUNT
PAINTED DIRECTIONAL ARROWS
PROPOSED DUMPSTER
PROPOSED TRASH COMPACTOR
PROPOSED BUILDING
SITE LIGHTING (BY OTHERS)
SITE SUMMARY
SITE AREA
BUILDING SETBACKS
BUILDING SUMMARY
PARKING SUMMARY
PROJECT INFORMATION
GENERAL SITE NOTES
LOCATION MAP
NOT TO SCALE
Tennessee 811
Know what's below. Call before you dig.
LECRAW ENGINEERING
TN SPRING HILL WILKES, LLC
SITE PLAN
SHOPS AT CAMPBELL STATION
4511 MAIN STREET
SPRING HILL, WILLIAMSON COUNTY, TENNESSEE
JUNE 11, 2014
042006
C-2.0

Spring Hill Planning Commission Meeting

TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: February 8, 2016
SUBJECT: FPL 122-2016 (Reserve Commercial Park)

FPL 122-2015: Submitted by Stanford and Associates, Inc. for property located on Port Royal Road. The property is zoned B-4 (Central Business District) and contains approximately 10.50 acres. The applicant requests final plat approval for 5 commercial lots.

Property description and history: This undeveloped property is located at the intersection of Reserve Boulevard and Port Royal Road, north of Saturn Parkway. The western portion of the property is located within the 100-year floodplain. The property to the east is developed for the Kroger Commercial Subdivision and contains a variety of retail businesses, professional offices, and restaurants.

In February of 2015, the Planning Commission approved a preliminary plat application (PPL 15-41) for the subject property for four commercial lots and an internal private drive to intersect with Port Royal Road, and individual lots have been subsequently final platted.

January 11th Planning Commission meeting: The Planning Commission deferred this item to the February meeting to allow the applicant additional time to revise a note on the plat. This note has been removed in its entirety from the plat.

Request: The property owner requests approval of a final plat application for five commercial lots, which will finalize the subdivision of Reserve Commercial Park.

Access: The internal private drive is currently under construction and near completion. Direct access onto Port Royal is not permitted.

Streets and sidewalks: Port Royal Road and Reserve Boulevard are currently improved at this location. The Planning Commission required, with a previously approved site plan application (STP 42-2015), that the applicant be responsible for contributing no more than 25% of the design and construction cost associated with the installation of a traffic signal at the intersection of Port Royal Road (aligning with the main entrance to the Kroger development). In the event that Kroger did not participate in the installation of the signal prior to the issuance of a certificate of occupancy for the development, the applicant was resolved of any obligation to contribute to the traffic signal but would be required for the installation of a dedicated south bound right-turn lane from Port Royal Road. After the approval of STP 42-2015, Kroger representatives elected to not install a traffic signal, and a dedicated right-turn lane was installed.

Sidewalks have not been constructed at this location. Staff will evaluate sidewalk construction at the time of development.

It is staff's opinion that development is the appropriate trigger for consideration of a traffic signal, not minor subdivision of land; therefore, staff has not recommended a condition of approval requiring a financial contribution to a traffic signal prior to recordation of this final plat for five (5) lots. Staff has included a condition of approval indicating that future street improvements and traffic signalization will be evaluated at the time of development requests submitted for the five (5) commercial lots and will be at the expense of the applicant for those commercial developments.

Engineering Comments: None.

Recommendation: Staff recommends approval of FPL 122-2015, subject to the following conditions of approval:

1. Right-of-way shall be dedicated in accordance with the Major Thoroughfare Plan.
2. Future street improvements and traffic signalization will be evaluated at the time of development requests submitted for the five (5) commercial lots and will be at the expense of the applicant for those requests.

Spring Hill Planning Commission Meeting

TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: February 8, 2016
SUBJECT: ADM 135-2016 (Meadows at Spring Hill)

ADM 135-2016: Submitted by Civil Site Design Group for property located at McCormick Crossing at Beechcroft Rd. The property is zoned R-2 (Medium Density) and contains 24.5 acres. The applicant request to modify the approved preliminary plat for Meadows at Spring Hill.

Property description and history: This property is located north of Beechcroft Road, west of the railroad tracks and north of the Magna manufacturing facility (also known as Project Angus). The Planning Commission approved a sketch plat application for this property in 2005. A portion of the subdivision received preliminary and final plat approval and several of the lots have been sold and developed for single-family homes. Because activity on the property ceased in 2009 with the recordation of the final plat, the applicant has submitted a new sketch plat application for Planning Commission consideration.

In 2015, the Planning Commission approved a new sketch plat application for 620 single-family lots and preliminary plat application for 64 single-family lots.

Request: The applicant has submitted modification to the preliminary plat to divide Phase 2, Section 1, into two areas (a and b) in order to delay improvements necessary for water pressure necessary to serve only a portion of the section. Section 1A can provide sufficient water pressure. The previous City Engineer advised the applicant of the need to obtain Planning Commission approval of this modification.

Engineering: Based upon fire flow testing completed in advance of the request to amend the approved preliminary plat, only Phase 2A can move forward at this time. Water pressures and flows in Phase 2B of the development are currently below minimum requirements and would require the installation of a pressure booster station or approved infrastructure (water tower) before being allowed to move forward.

Alderman Duda requested information relative to the history of other low water pressure situations in the immediate area – Beechcroft Road west of the CSX rail line did not have domestic (static) pressure issues, but did experience fire flow demand issues. As a result of said low fire flow demand, the two (2) existing GM buildings on Beechcroft Road installed a 225,000 gallon fire storage tank and pump house.

The Harding's Landing elevated water tank is now in service. Water Distribution has conducted follow-up fire flow testing in the area and has found that residual and static pressures as well as fire flows have improved significantly. Based upon the updated results, the City has recommended that additional fire hydrant flow testing be conducted by the Meadows at Spring Hill engineer to substantiate same.

Recommendation: Staff recommends approval of the request with the following conditions of approval:

1. Installation of a pressure booster station or other approved infrastructure shall be required prior to final plat approval of Phase 2, Section 1B.
2. All other conditions of approval and requirements shall apply.

Spring Hill Planning Commission Regular Meeting

TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: September 14, 2015
SUBJECT: PPL 69-2015 (Meadows at Spring Hill)

PPL 69-2015: Submitted by Sawyer Land Surveying for the Meadows at Spring Hill. The property is zoned R-2, Medium Density Residential, and contains approximately 24.47 acres. The applicant requests preliminary plat approval of Phase Two to include 64 single-family residential lots.

Property description and history: This property is located north of Beechcroft Road, west of the railroad tracks and north of the Magna manufacturing facility (also known as Project Angus). The Planning Commission approved a sketch plat application for this property in 2005. A portion of the subdivision received preliminary and final plat approval and several of the lots have been sold and developed for single-family homes. Because activity on the property ceased in 2009 with the recordation of the final plat, the applicant has submitted a new sketch plat application for Planning Commission consideration.

In March of 2015, the Planning Commission approved a new sketch plat application for 620 single-family lots.

Request: The applicant requests preliminary plat approval for Phase Two, Section 1, to include 64 lots extending from McCormick Crossing (currently serving the existing residences in the Meadows at Spring Hill).

Streets and sidewalks: The overall subdivision plans several internal streets designed to collector and local street classifications. This section of Phase Two proposes to extend several local streets through the project area. Sidewalks are proposed to be constructed on both sides of all streets. Staff requests that the right-of-way dimensions be labeled on the proposed street extensions.

Bulk and area requirements: The R-2 zoning district requires a minimum lot width of 80 feet at the building line, or front setback. Staff identified deficiencies in the lot width for three proposed lots at the work session meeting. The applicant has resolved this issue, and staff finds that the proposal meets the minimum bulk and area requirements of the R-2 zoning district.

Recommendation: Staff recommends approval of PPL 69-2015, subject to the following conditions of approval:

1. Prior to the issuance of permits, an updated plat (one hard copy and one PDF) be submitted to the Planning Department to reflect the following modifications:
   a. The right-of-way dimensions shall be labeled on all proposed streets.

Spring Hill Planning Commission Meeting

TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: February 8, 2016
SUBJECT: NCP 126-2015 (2411 Depot Street)

NCP 126-2015: Submitted by Mark Sawyer, RLS for property located at 2411 Depot Street. The property is zoned R-4 and contains approximately 10.83 acres. The applicant request approval for a neighborhood concept plan for 40 residential lots.

Property description: This property is located north of the intersection of Beechcroft Road and Depot Street. In October of 2015, the Board of Mayor and Aldermen rezoned the property from B-3, Intermediate Business, to R-4, High Density, for the purpose of future single-family detached development.

Request: The applicant requests approval of a Neighborhood Concept Plan (NCP) for 40 single-family residential lots.

The NCP is a new application type established by the Board of Mayor and Aldermen to replace the Sketch Plat application. When a residential property, containing 20 lots or more, is to be subdivided and requires Preliminary Plat approval, the applicant is required to first be processed as the NCP, which shows generally the location of a lot lines and the extension of streets and utility infrastructure.

January 11th Planning Commission meeting: This item was deferred by the Planning Commission, as requested by the applicant and recommended by staff, to allow the applicant additional time to address access and street connectivity.

The applicant has since coordinated with the owner of the adjacent property to the northeast (master planned for Autumn Ridge), and the proposal has been modified to indicate a future street connection. Staff finds in favor of the modification.

Streets and sidewalk: The applicant proposes to extend one public street from Depot Street (collector) through the subject property to end at the eastern property boundary. Depot Street is constructed as a two-lane street with approximately 19 feet of pavement and open ditch. Street improvements to Depot Street have not been proposed.

Due to concerns with additional access onto Depot Street, the Planning Commission requested that the applicant consider alley or shared access to the properties fronting onto Depot Street. The applicant has revised the plan to indicate shared access. Staff finds that this works to reduce the number of individual curb cuts onto Depot Street, but alley access from the new local street (and a lower street classification) would further reduce access onto Depot Street.

Bulk and area requirements: Based on the information provided on the plat, it appears that the proposal has the ability to meet the minimum bulk and area requirements of the underlying R-4, High Density, zoning district. Minor adjustments to lot width may be required and easily accommodated at the time of preliminary plat.

Engineering: The City Engineer recommends revising the lot layout on the southeast corner of intersection such that the two (2) lots that front on the internal unnamed street and the two (2) lots that front on Depot Street all front on Depot Street and providing alley access along the rear of the first three (3) lots south of the internal unnamed street such that there is no direct access from said lots in the proposed development to Depot Street as previously requested.

Recommendation: Staff recommends approval of NCP 126-2016, subject to the following conditions of approval:

1. Shared access and alley location will be determined at the time of preliminary plat application. Individual private driveways will not be permitted onto Depot Street.

2. Approval of the neighborhood concept plan shall be valid for a period of three (3) years during which time a preliminary plat application must be submitted for Planning Commission review and approval.
3. Modifications to the approved neighborhood concept plan may require Planning Commission approval prior to submittal of a preliminary plat application.

Spring Hill Planning Commission Meeting

TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: February 8, 2016
SUBJECT: RZN 130-2015 (4820 Main Street)

RZN 130-2015: Submitted Kiser Vogrin Design by for property located at 4820 Main Street. The property is zoned R-2, (Medium Density) and contains approximately 20.0 acres. The applicant requests approval to rezone the property from R-2, (Medium Density) to B-2 (Neighborhood Shopping District) and R-4 (High Density).

Property description: This property, located southeast of the intersection of Main Street (arterial) and Buckner Road (arterial), is currently developed for a single-family dwellings (approximately 4 dwelling units/acre) and is zoned R-2, Medium Density Residential. The properties to the north, east, and south are zoned R-2, Medium Density Residential and developed for single-family residences. The properties to the west within the city limits are zoned B-4, Central Commercial District, and R-2 Planned Unit Development.

Request: The applicant requests to rezone the property from R-2, (Medium Density) to B-2 (Neighborhood Shopping District) and R-4 (High Density) to allow for a mixed use development that would include retail and professional offices adjacent to Main Street, transitioning to townhomes and single-family dwellings to the east. Staff has included the B-2 and R-4 zoning districts in this packet for the Planning Commission's reference of the permitted uses, height restrictions, and bulk and area requirements. The proposed land use breakdown is as follows:

B-2 (Neighborhood Shopping District) – 4 acres (approximately)
R-4 (High Density Residential) – 16 acres (approximately)
53 townhome units
31 single-family detached lots
5.36 dwelling units/acre

January 11th Planning Commission meeting: This item was deferred by the Planning Commission to allow the applicant additional time to address several concerns regarding the combination of uses, density, tree preservation, buffering, open space, and reports of on-going drainage and flooding issues. Additional information has been submitted, and the number of townhome units have been decreased from 55 and single family detached lots decreased from 34, with an overall density reduction from 5.5 dwelling units per acre.

Preliminary Development Plan: Because the applicant has requested to rezone a portion of the property to R-4 with the intent of including single-family attached dwellings, the Zoning Ordinance requires that a preliminary development plan be submitted with the application. While a preliminary development plan is not required for the portions of the property to be zoned B-2, Neighborhood Shopping District, or the single-family detached area, the applicant has included the proposed single-family lots and the general intent for the area proposed to be zoned B-2, Neighborhood Shopping District.

The plan shows one street connection to Main Street, aligning with Williford Court (an entrance into the Tanyard Springs neighborhood), and one internal street. No other street connections are proposed. Due to the street network constructed for the single-family development to the north, east, and south, additional connectivity is difficult to impossible as future street connections to and through the subject property were not planned or required.

Should this rezoning request be approved, the applicant would be required to submit multiple subdivision and development requests to achieve the concept illustrated in the plan. Staff expects a traffic impact study to be prepared and submitted and that significant street improvements to Main Street would be required to mitigate for the development's impact on this arterial.

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 **Mixed Use Neighborhood Area**, which are primarily residential but include low to moderate intensity balanced mixtures of retail and office uses based on traditional, compact small town form, offering Spring Hill the ability to live, shop, work, and play in their own neighborhood. This is intended to be a transitional area between Residential Neighborhood Areas (to the north, east, and south of the subject property) and more intense areas, such as Community Commerce (to the west of the subject property).

The City's goal "We will promote a variety of quality housing options" addresses Spring Hill's need for housing diversity, meaning something other the typical 2,000+ square-foot, 3 to 5 bedroom house. In order to ensure that all residents can find a home in Spring Hill that meets their needs in every stage of life – from adolescence to young professional to parenthood to retirement – Spring Hill must permit the development of a variety of housing types.

The City's goal "We will grow smarter" promotes Smart Growth principles, traditional neighborhood design, context-sensitive infill, 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.

"We will create a balanced transportation network" addresses the City's ongoing transportation issues and opportunities. This goal encourages efficient, multi-modal transportation options that increase mobility and access to jobs and services, reduce travel times and congestions, and are fiscally sustainable. Staff finds that this proposal will not contribute to a multi-modal transportation network and will result in additional demand and congestion on Main Street. At the same time, though, "We will invest in our community" recommends maximizing efficient use of existing infrastructure by encouraging development activity in areas already served by public utilities.

Discussion: When considering a rezoning request, the Planning Commission must consider compatibility with the surrounding area and consistency with the City's planning policies and principles. Staff finds that the proposal (a mixture of limited retail and residential uses) is compatible with the surrounding area, which is comprised of higher-intensity commercial uses and single-family detached residential uses. Careful consideration has been paid to the transitioning of the commercial uses between the single-family residential to the east and Main Street to the west. Staff also finds that the proposal meets several, if not the majority, of the City's best planning policies and principles, as outlined above.

Concerns with drainage and the possibility of an impaired stream on the subject property have also been expressed; however, staff finds that these are issues that must be addressed whether the property develops under the criteria of the R-2 zoning district or the B-2 and R-4 zoning districts.

The Planning Commission must also consider the relationship between land use and transportation. The applicant has presented information indicating that the vehicle trips generated by this proposal are similar to those that would be generated if the property were to be developed under the R-2 zoning district (see page three of the attached letter), adding only 21 daily trips to Main Street. Additionally, the applicant indicates that the proposed B-2 zoning designation, based on the permitted uses, would add approximately 99 vehicles to Main Street during peak hours when congestion in this area is at its worse.

While staff has not received supporting documentation for the information presented, staff does believe that it warrants further consideration. Is it to the community's benefit to add a slight increase (by comparison to existing peak vehicle hours) to the vehicle trips in order to allow for a new type of neighborhood in Spring Hill?

Recommendation: Staff recommends forwarding the request to the Board of Mayor and Aldermen with a recommendation for approval, subject to the following conditions:

1. The applicant shall provide additional supporting documentation for the traffic projections presented.
2. Permitted uses in the R-4 shall be limited to the proposed density, layout, and dwelling types, as indicated on the concept plan.

KISER VOGRIN DESIGN

February 1, 2016

Dara Sanders, City Planner
City of Spring Hill
PO Box 789
Spring Hill, TN 37174

Re: Cadence Crossing – Rezoning Request

Ms. Sanders:

On behalf of Mr. Wiggs Thompson of Cadence Construction, please accept this re-submittal of the application to appear before planning commission. This application is to request the rezoning of the subject property from R-2 to B-2 and R-4. This was previously deferred and this request, if accepted, would be have this item appear at the February 8, 2016 Planning Commission Meeting.
Please find included herein:

- Cover letter and project justification memo.
- Planning Commission Application including:
    - PC Application Form and Owner Consent
    - Proof of Ownership Exhibit
    - Compact Disc containing submittal documents
- Ten (10) Copies of Plans including the following:
    - Existing Conditions
    - Rezoning Exhibit
    - Preliminary Development Plan
    - Architectural Precedent Images
- Hydrological Determination Report

While considering these documents, the project team also wants to offer a note to explain the merits of the plan and to highlight where there may be some misunderstanding related to potential negative impacts this development might have.

First, I would emphasize that this rezoning request and the concept plan appended to the rezoning are consistent with the Spring Hill Rising: 2040 Land Use Plan. The Spring Hill Rising: 2040 Land Use Plan was created, considered, presented to the public, voted on and adopted by the City of Spring Hill. The careful work and analysis conducted in the creation of this Land Use Plan determined this property to be appropriate for mixed-use development. Furthermore, the concept plan is consistent with the description and design principles established in the Land Use Plan.

This project team used this mixed-use determination to create a smart plan consistent with both the Land Use Plan and with existing, surrounding development. This plan proposes commercial development at its western edge, consistent with commercial uses across the street. The Rezoning requests B-2 zoning for the commercial portion of the property, which is considerably less intense than the adjacent B-4 zoning. This zoning does not allow many of the most significant traffic generators including fast food. The commercial uses transition to a higher intensity section of residential uses with an area of townhomes to the east of the commercial and in the central portion of the property. The townhomes have been planned to also create several usable open spaces. The townhomes then transition to a lower intensity area of single family detached homes on the perimeter

of the project. These single family homes create a transition to the single family homes in adjacent development to the north, east and south of the property.

This rezoning was deferred at the January Planning commission meeting so that the planning team could address several items brought up by planning commissioners and the public. Since that time the plan has been altered in several ways. The minimum lot size has been increased. Typical lot widths have also been increased. The proposed number of units has been reduced. The townhomes have been slightly relocated to create an area of Stormwater treatment to the east to begin to address Stormwater concerns. We've also shared our contact information with the adjacent Homeowners in an attempt to discuss some of their concern.

Even with these steps, there are two categories of concerns we have heard repeated most. I'd like to address those specific concerns.

The first concerns are related to storm water management and buffering. There are three items that fall under this category:

- The planning commission and the public pointed out that, while this area is not located in any FEMA firm panel flood plain mapping or determination, there is a history of flooding at this site. Since our January deferral the project team has begun to investigate this condition and has determined that, in two locations, storm water from previous adjacent development was piped without any detention and outlets onto this property. These "sins of the past" are creating a reduced time of concentration and an increased peak flow as stormwater exits the site.

  Through our stormwater management plan, it is possible for this development to help improve this condition, and the developer is committed to exactly that. This item is still being studied, but the developer is determined to address our own stormwater runoff, as is required, and, furthermore, to slow, reduce or otherwise improve the existing stormwater issue to provide at least some level of relief to adjacent neighbors.

- Second, there have been a number of comments related to the protection of the drainage area at the far eastern edge of the property which is shown as a blue line stream on USGS maps. It should be pointed out that it is very common for these lines, when studied in more detail, to be determined not to be a stream. These maps were largely generated in the not so recent past and usually were determined through topographic evaluation only without any study of the site. For this reason, a hydrologic study is commonly conducted to determine the validity of USGS mapping.

  A hydrologic study of this area has been conducted and the preliminary conclusion is that this is not a stream. This determination has been submitted to TDEC for consideration and acceptance. We had hoped to have that determination in hand before our re-submittal, but this is still in process and we hope to have this in hand before the voting meeting.

  Those facts understood, the issue of whether this is a stream or not may not be relevant to the rezoning application being considered. If the area is determined not to be a blue line stream, the concept plan attached to the rezoning package is valid and would likely be the plan submitted at the future neighborhood concept plan and sketch plan submittals. If the study is rejected and the area is determined to be a blue line stream, then the plan would have to be altered to buffer the stream. The issue of buffering would have the same solution whether the property remains R-2 or whether it is rezoned to R-4 and B-2.

- Third, concerns have been raised over the fact that Grassy Branch Creek is considered a 303d list, impaired stream due to siltation impacts. This, again, may not be relevant to the zoning of the property. 303d list determination is a blanket classification placed over entire watersheds and requires strong erosion control measures to limit stream impacts from construction operations. Anything east of Main Street draining to the Grassy Branch Creek would have the same these same restrictions and any development, whether zoned R-2 or R-4 and B-2 would have to incorporate these same erosion control practices.

The second area of concern is over the project's impact on traffic. We understand that Main Street is a congested major corridor. In fact, the project developer and members of the development team share in this daily frustration. They are residents who drive in the same traffic and take their kids to the same Spring Hill schools.

It was our original intent to provide some small relief to this problem by funding a traffic light at the entrance to our community and thereby improving turning movements onto Main Street which are a significant concern to neighbors. We understand the issue of traffic light location to be a separate resolution before BOMA independent of our project, so the location of a traffic light, again, may not be one that should impact the Rezoning of this property. However, it should be noted that, if a traffic light is determined to have a negative impact at this location or if a traffic light were to be recommended at an alternate location, the developer would respect this decision and this decision would not impact the validity of this proposed project.

That said, a brief analysis of the traffic generated by this proposed project is included herein to help quantify the true impact of the proposed project. First, we have included a comparison of residential traffic generated by potential development under existing zoning to our proposed plan and Rezoning. A 20 acre parcel was overlaid onto the adjacent Spring Hill Circle neighborhood and it was determined that a similar lot pattern and similar lot sizes on 20 acres could achieve 65 single family detached units. The plan for Cadence Crossing achieves 84 units in a mix of townhomes and single family homes.

This analysis uses standardized (ITE) trip generation used by traffic engineers across the country. Using the ITE trip generation tool, single family units, in a development of this size, generate approximately 11 trips per day per home. Townhomes, by contrast, generate approximately 7 trips per day. More specifically, to compare a 65 unit single family only development to our plan, the traffic generated calculates as follows:

Residential Trip Generation for R-2 (Existing Zoning)	
Land Use:	**LUC 210 Single-Family**
Number of Units	**65**
Average Daily Traffic	**707**
Daily Enter	353
Daily Exit	353
AM Peak Hour Total	**55**
AM Peak Hour Enter	14
AM Peak Hour Exit	41
PM Peak Hour Total	**71**
PM Peak Hour Enter	45
PM Peak Hour Exit	26

Residential Trip Generation for R-4 (Proposed Zoning and Concept Plan)			
Land Use:	**LUC 210 Single-Family**	**LUC 230 Townhomes**	**TOTAL**
Size:	**31**	**53**	**84**
Average Daily Traffic	**358**	**370**	**728**
Daily Enter	179	185	**364**
Daily Exit	179	185	**364**
AM Peak Hour Total	**31**	**31**	**63**
AM Peak Hour Enter	8	5	**13**
AM Peak Hour Exit	24	26	**49**
PM Peak Hour Total	**37**	**36**	**72**
PM Peak Hour Enter	23	24	**47**
PM Peak Hour Exit	14	12	**25**

Change vs. Permitted
19
21
11
11
7
-1
8
1
2
-1

Trip Generation 9th Edition - equations (adj)

The residential portion of the proposed plan can be achieved by only adding 21 daily trips to Main Street. More detailed analysis shows that this plan adds only 7 trips to the AM Peak and only 1 trip to the PM peak.

Commercial use analysis is also included herein. Since the Spring Hill 2040 Land Use Plan recommends a mixed-use development at this location, it seems logical to compare the proposed rezoning plan to uses permitted in adjacent commercial uses. A B-4 zoning, as is present at adjacent properties, permits a wide variety of intense commercial uses including fast food with drive-thru service. Given that a typical fast food restaurant requires 1.25 acres for a site, it was assumed that, with a B-4 zoning classification similar to development across the street, a commercial parcel the size of Cadence Crossing's 4.3 acres could readily accommodate three fast food restaurants. At a typical 4,000 sf per fast food restaurant, this site could achieve 12,000 sf of fast food restaurants with B-4 zoning.

This intensity of commercial use is not permitted in the B-2 classification requested for Cadence Crossing. Specific uses have not yet been determined for the proposed Cadence Crossing development, so a general category of specialty retail was applied for comparison. While not specifically being considered in the rezoning process, the plan accompanying our rezoning request establishes a maximum of 32,200 sf of specialty retail.

Before reviewing this comparative analysis, however, it should be noted that the analysis assumes that the commercial portions of this project are generating new traffic. In reality, this is a worst-case scenario. The truth is that it is not expected that a proposed rezoning to B-2 would generate additional trips to the area, but rather, that these troops would be what's called "pass-by" traffic. This is traffic that is already in the area that would visit the proposed businesses out of convenience rather than making new trips to the area for the specific purpose of visiting the proposed businesses. Furthermore, because of the nature of specialty retail uses anticipated at the proposed commercial development, the proposed B-2 zoning would not affect AM Peak traffic as these types of businesses are not normally open.

A comparison of these uses would calculate as follows:

Trip Generation Comparison for B-4 zoning (adjacent) and B-2 zoning and concept plan (Proposed)

Land Use:	LUC 934 F.F. Rest. (similar to adjacent)	LUC 826 Sp. Retail (as shown in plan)	Change vs. Potential B-4 Zoning
Size:	**12,000**	**32,200**	
Average Daily Traffic	**5,953**	**1,415**	**-4,538**
Daily Enter	2,977	708	**-2,269**
Daily Exit	2,977	708	**-2,269**
AM Peak Hour Total	**545**		**-545**
AM Peak Hour Enter	278		**-278**
AM Peak Hour Exit	267		**-267**
PM Peak Hour Total	**392**	**99**	**-293**
PM Peak Hour Enter	204	43	**-160**
PM Peak Hour Exit	188	55	**-133**
Trip Generation 9th Edition - rates (adj) equations			

It should also be considered that research consistently shows that walkable, mixed-use developments allow both residents and workers to drive significantly less. The above scenarios could be improved when considered as part of an integrated, walkable, mixed-use development.

Finally, we want to thank the members of the public who have attended and spoken at several public forums to voice their concerns. We respect that a change of this nature can be unwanted and even scary. There is, however, one homeowner that has not been heard from. Mrs. Plant, the property owner, who has resided at this location for some 50 years or more should also be considered. Mrs. Plant lived here before the neighborhoods of those who have spoken in opposition of this development of this property existed. In fact, she probably lived there before most of her neighbors were born. Mrs. Plant is 87 and as sharp as a tack, but her physical health is beginning to fail and she finds herself in a situation we all dread. She is now considering her options for getting assistance in her day-to-day activities and realizing she probably cannot continue to manage the 20 acres she lives on. As such, she is motivated to sell the property and, as each of us would, is seeking the maximum value her property can realize. If this project is denied, this developer may go away, but some other developer will be next in line with some other plan to develop this property.

We think that we have prepared a sound and reasonable plan consistent with the goals of the Spring Hill 2040 Land Use Plan. Throughout the public presentation of this plan, despite some public concerns about the issues outlined in this note, we have consistently heard that elected and appointed officials, city of Spring Hill staff and the public at large that this is a good plan. The next plan may not be.

Please note, this request is also accompanied by a lot split request (submitted separately). If additional information is required or if you have any questions regarding this application please contact me at 615-813-0863.

Thank you,

Jeffrey A. Rosiak, RLA
Kiser + Vogrin Design

Dara Sanders

From: Rick Graham
Sent: Thursday, January 07, 2016 10:47 AM
To: Andrea Barany
Cc: BOMA Group; Victor Lay; Dan Allen; Dara Sanders; Jamie Page
Subject: RE: Tanyard Springs and Cadence Crossing

Ms. Barany,

Thank you for your email and you bring up some great points for our consideration on this development request. We just were brought this application and we have a lot of work and due diligence ahead of us.

Please contact us again anytime, as we go through the process.

Make a great day,

Rick Graham
Mayor, City of Spring Hill, Tennessee

Cell: 615.489.5494 Email: rgraham@springhilltn.org Website: Springhilltn.org

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From: Andrea Barany <abarany@hotmail.com>
Sent: Thursday, January 7, 2016 10:07 AM
To: Rick Graham
Cc: Susan Zemek; jbryant@c-dh.net; josh@brentwoodhomepage.com; Jonathan; Bruce Hull; Victor Lay; Dan Allen
Subject: Tanyard Springs and Cadence Crossing

Good morning,

My name is Andrea Barany and I am a resident of the Tanyard Springs subdivision. I live on Tanyard Springs Drive and as I am sure you all are well aware of, it is steadily becoming a dangerously unsafe road to live on. The concerns we have regarding the reckless speeding through our neighborhood and the growing concern that sooner than later it will result in someone getting hurt, or worse, are well documented with the city so I won't spend time here spelling them out again.

We have recently been made aware of the Cadence Crossing proposal for the property across the street from our neighborhood. We are extremely concerned with the inevitable problems that will come with adding yet another development in an area of Spring Hill that is already insufficient in handling the increasing population and traffic. I understand that traffic studies have been done on Tanyard Springs Drive and that they will be completed as part of the Cadence Crossing proposal and that one of the options presented would be to put a traffic signal at the intersection of Main Street and the Tanyard Springs Entrance (Williford Court). My husband is a member of the Tanyard Springs HOA board and I am aware of the steps the city is taking to work with our neighborhood in decreasing the appeal of cutting through. We understand that it isn't feasible to close the road off entirely so your work in helping us make it a less desirable option is very much appreciated. What we don't understand is how anyone could possibly think that adding a traffic signal at the entrance of our neighborhood would do anything but the *opposite* of discouraging people to cut through. I guarantee that facing a couple of stop signs and speed humps will be worth dealing with to those who cut through in order to

be able to turn left with a traffic light there; thus making the traffic even heavier than it already is and inconveniencing those of us who actually live there even more than we already are on a daily basis. This is not even taking into consideration the increased traffic with the extension of Miles Johnson Pkwy. We will have to deal with people from the other end of Spring Hill trying to avoid the mess that is Hwy. 31. I admittedly do not know what the regulations are regarding spacing between traffic lights but it would appear to make much more sense, if the city is truly hearing our concerns as a subdivision, to put a traffic light at the intersection of Main Street and Wilkes Lane. Wilkes Lane is the road where all of the subdivisions whose residents use our neighborhood as a cut through (Shannon Glenn, The Arbors, etc.) are located off of so if they were able to just go straight and have an option to turn left at a light placed there, then it really would make cutting through our neighborhood a less popular option.

I understand that as part of any new development you have to consider what the impact would be on hypothetical residents and hypothetical businesses; however, the immense concerns that those of us who already live here and pay taxes here have should take precedence over anything else. As elected officials, I would certainly hope that making our legitimate concerns a priority over cramming yet another development in an already congested area would be your objective as well.

We love Spring Hill and are so fortunate to call it our home- we just want it to continue to be a wonderful place to live. Thanks so much for all you do and we appreciate you taking our concerns into consideration when making your decisions. Have a wonderful week!

Andrea Barany

Mixed Use Neighborhood Areas

Mixed Use Neighborhood Areas are primarily residential but include low to moderate intensity balanced mixture of retail and office uses based on traditional, compact small town form, offering Spring Hill the ability to live, shop, work, and play in their own neighborhood. This is a transitional area between Residential Neighborhood areas and City Neighborhood Areas or more intense areas, such as Gateway, Community Commerce, and Medical Arts Areas.

These areas offer a mixture of housing types and residential densities ranging from small lot single-family detached dwellings to urban residential structures within walking distance of the goods and services required for daily living. Goods and services are limited to corner locations and major intersections. Vertically-integrated mixed use, placing residential uses above ground floor office and retail uses, is strongly encouraged. Development patterns reinforce traditional, pedestrian-oriented form.

Greenspace is characterized by street trees, planters, planting strips, and pocket parks. Existing natural and historic features of properties are maintained and incorporated into the design and utilized for greenways.

The transportation network is complete and connected in a block-and-street layout. Streets are designed to balance all modes of transportation and to promote activity and safe access for all users. Parking for mixed use and multi-family development is provided on-street and behind or beside buildings.

Primary future land uses include single-family dwellings, small-scale multi-family buildings (not complexes), professional offices (such as routine healthcare, insurance, studios, and professional and personal services), eating places, light retail, places of worship, schools, municipal services, community centers, and small scale entertainment.

Design Principles

Site Design

- Vehicular access provided by alleys and driveways
- Shallow building setbacks, zero to 10 feet in depth
- Buildings in mixed-use node areas are located at the edge of sidewalk
- Moderate to high lot coverage

Density/Intensity

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

Green Space

- Moderately dense street trees
- Street trees located in sidewalks with urban tree wells
- Neighborhood and pocket parks

Transportation

- Complete and highly connected street network that accommodates the needs of automobiles but promotes pedestrians and cyclists.
- Bike lanes, greenways, and wide sidewalks

Infrastructure

- Municipal water and sewer service

within fifteen (15) feet of any vehicular entrance and/or exit to the park. (Changed by Ord. 07-30.)

Section 5. (R-4) Residential District (High Density).

Intent: To accommodate relatively large numbers of dwelling units in relation to land area at locations where large volumes of traffic can be safely handled; public schools, water, sewerage, and other community facilities are readily available; and commercial services are within normal walking distance.

Within the R-4 Residential Districts, as shown on the municipal zoning map, the following shall apply:

5.1 Uses Permitted.

5.1(1) Single-detached dwellings.

5.1(2) Duplex dwellings.

5.1(3) Townhouses.

5.1(4) Condominiums, in accordance with Subsection 5.7 of this Article.

5.1(5) Triplex dwellings.

5.1(6) Quadruplex dwellings.

5.1(7) Zero-lot line dwellings.

5.2 Uses Permitted on Appeal.

5.2(1) Uses or structures permitted on appeal in R-1, Residential Districts.

5.2(2) Rooming houses.

5.2(3) Boarding houses.

5.3 Uses Prohibited.

5.3(1) Mobile homes on individual lots, mobile home parks, planned unit developments, apartments, all commercial uses and all industrial uses that are not specifically permitted, permitted on appeal, or permitted by implication, are strictly prohibited.

5.4 Lot Area, Lot Width, Yards and Building Area.

2.4(2) Lot Width.

Lot width at the building setback line shall be seventy-five (75) feet.

2.4(3) Yards.

All principal and accessory structures shall be set back from the right-of-way lines of streets the minimum distance of thirty (30) feet.

On lots adjacent to a residential zone, all buildings shall be located so as to conform with the side yard requirements of the adjacent residential zone.

Rear yards shall be a minimum of twenty (25) feet for one story buildings and five (5) feet for each additional story.

A minimum Buffer Yard of twenty-five (25) feet shall be required. (Changed by Ord. 07-30.)

2.4(4) Building Area.

Maximum building area shall be forty percent (40%) of the total lot area.

2.5 Height.

Buildings hereafter constructed shall not exceed fifty (50) feet in height.

2.6 Location of Accessory Structures.

2.6(1) With the exception of signs, accessory structures shall not be erected in any required front or side yards.

2.6(2) Accessory structures shall be located at least five (5) feet from all rear lot lines and from any building on the same lot.

Section 3. (B-3) Intermediate Business District.

Intent. This district is designed primarily to provide sufficient space primarily along arterial and collector streets for establishment and uses engaged in wholesale and retail trade, offering a wide variety of products and services.

3.1 Uses Permitted.

3.1(1) Automobile sales and service, bank, barbershop or beauty parlor, bus terminals, churches, clinics, dry cleaning and laundry establishments, filling stations, funeral homes, hotels, movie theaters, legitimate theaters, manufacture of articles to be sold at retail on the premises (provided such manufacturing is incidental to the retail business and employs not more than five (5) operators), motels, offices, outdoor advertising signs and outdoor advertising structures, parking lots, parking garages, places of amusement, printing and engraving establishments, public buildings, public and private clubs, retail businesses, used car lots, wholesale businesses, microbrewery, microdistillery, day care centers, restaurants, retirement and assisted living facilities, and full medical care nursing homes.

1.8(3.2) Such spaces are located to draw a minimum of vehicular traffic to and through streets having predominantly residential frontage;

1.8(3.3) Such spaces are located no farther than four hundred (400) feet from the nearest boundary of the lot occupied by the activities to which they are accessory;

1.8(3.4) Such spaces are in the same ownership as the use(s) to which they are accessory and necessary instruments are executed to ensure the required number of spaces will remain available throughout the life of such use(s), and

1.8(3.5) Such spaces conform to all applicable district regulations of the district in which they are located.

Section 2. (B-2) Neighborhood Shopping District.

Intent. To provide for certain frequently needed basic household commercial services at locations convenient to residential area, without altering their residential character. Secondly, to eliminate lengthy trips for everyday needs to major shopping areas, and so reduce traffic at these locations.

2.1 Uses Permitted

2.1(1) Loft style work/live apartments (Changed by Ord. 05-35.)

2.1(2) Grocery, drug and hardware stores, meat or fruit markets, legitimate theaters, barber or beauty shops, shoe repair shops, branch laundry or dry cleaning establishments where no laundering or cleaning is to be done on the premises, offices, restaurants with no drive-in/drive-thru service, and other retail businesses or services which are essential to the convenience of the neighboring residents, and, in addition, any accessory use or building customarily incidental to the above permitted uses. (See definition on Convenience Commercial).

2.2 Uses Permitted on Appeal.

2.2(1) Filling stations

2.2(2) Movie theaters

2.2(3) Off-site parking lots

2.3 Uses Prohibited.

Uses not specifically permitted.

2.4 Lot Area, Lot Width, Yards and Building Area. (Changed by Ordinance 12-14)

2.4(1) Lot Area.

No minimum lot area is required, however, off-street parking and loading/unloading requirements shall be observed.

The principal structure or structures shall be located to comply with the following requirements:

5.4(1) Lot Area, Lot Width, and Building Area.

5.4(1.1) For single-family, two family and three-family dwellings:

Minimum lot Area for single family ....…… 6,000 sq. ft.
Minimum lot area for each additional family ……. 3,000 sq. ft.
Minimum lot width at building line ..……..... 40 feet
Minimum rear yard .....……..... 25 feet
Minimum side yard:.....……..... 5 feet
Minimum rear buffer yard:.....……... 25 feet
(Changed by Ord. 07-30; 09-30.)

5.4(1.2) For single multi-family buildings:

Minimum lot area for four-unit building ..…….…..... 19,000 sq. ft.
Minimum lot area for each additional dwelling unit, after first four (4) and not to exceed
eighteen (18) units…….……... 2,400 sq. ft.
Minimum lot width at building line ……..... 75 feet
Minimum rear yard .....……..... 25 feet
Minimum side yard:
For one or two-story buildings ..……..... 10 feet
Plus an additional five (5) feet for each additional story
Minimum rear buffer yard ……..... 25 feet
(Changed by Ord. 07-30.)

5.4(2) Front Yards.

All principal and accessory structures shall be set back from the right-of-way lines of streets the minimum distance shown below, according to their classifications as indicated on the latest official municipal thoroughfare plan.

Arterial Street .....……..... 50 feet
Collector Streets .....……..... 40 feet
Minor Streets .....……..... 30 feet

5.4(3) Building Area.

On any lot or tract containing a multi-family structure or structures, the area occupied by all structures, including accessory structures, shall not exceed fifty percent (50%) of the total area. On any other lot, the total building area shall not exceed thirty-five percent (35%). Accessory structures shall not cover ore than thirty percent (30%) of any required rear yard.

5.5 Height.

Principal structures shall not exceed fifty (50) feet in height.

Spring Hill Planning Commission Meeting

TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: February 8, 2016
SUBJECT: STP 125-2015 (Port Royal Storage)

STP 125-2015: Submitted by T-Square Engineering Inc. for property located at 3793 Old Port Royal Rd North. The property is zoned M-1, Light Industrial, and contains approximately 6.79 acres. The applicant request site plan approval for a 5,250 sq/ft storage facility.

Property description: The subject property is located southeast of the intersection of Port Royal Road and Old Port Royal Road/Reserve Boulevard and is currently developed for mini-storage with 21 metal buildings and an area for outdoor storage of motor and recreational vehicles.

Request: The applicant requests site plan approval of an additional metal storage building. The additional storage building is proposed to replace the outdoor storage of motor and recreational vehicles.

Streets and sidewalk: Old Port Royal Road is designated as a Local street in the Major Thoroughfare Plan and has sufficient right-of-way. While no sidewalk currently exists at this location, staff does not find that the proposal warrants sidewalk construction.

Access: The development is currently accessed by two curb cuts. Changes to access are not proposed.

Parking: The proposal does not require an off-street parking lot.

Building design: The applicant proposes to utilize an identical building design to the existing 21 metal storage buildings (see attached image).

Landscaping and open space: This is an existing nonconforming site and does not meet the 15 feet of greenspace between the parking lot and Old Port Royal Road. The City's zoning ordinance does not include provisions requiring that nonconforming parking lots or site bring portions or all of the property into compliance when expansions or additions are proposed. Additionally, staff finds that the existing pavement and open space percentages are not impacted by the proposal; therefore, staff does not find that improvements to provide the 15 feet of greenspace is warranted at this time.

Design Review Guidelines: This site was developed prior to the adoption of the City's design review guidelines. While the existing buildings and site do not meet the criteria of the design review guidelines and are not specifically exempt under the Section 1.3 (Applicability) or Section 1.4 (Exemptions), staff finds that the scope of the proposal meets the intent of the exemptions as outlined in the referenced sections and does not recommend modifications to the proposal.

Recommendation: Staff recommends approval of STP 125-2015, subject to the following conditions of approval:

1. *Design Review Commission determination of compliance with the Design Review Guidelines.* Staff recommends approval, finding that the proposed building will be identical to those already constructed on the property and compatible with the surrounding area.
2. Approval of the site plan shall remain valid for a period of two (2) years from Planning Commission approval, during which time a building permit must be submitted for review and approval.
3. Modification to the approved site plan shall require Planning Commission approval prior to the submittal of a building permit application. The modification may be denied if the proposal alters the proposed use, increases the overall area of the project, increases the density of the development, or increases any local government expenditure necessary to implement or sustain the proposed use.
4. The site plan shall be constructed as proposed and in accordance with the conditions of approval.

Area to be modified with additional storage building (shown on the right-hand side of the image).

Spring Hill Planning Commission Meeting

TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: February 8, 2016
SUBJECT: STP 133-2016 (Tire Discounters)

STP 133-2016: Submitted by LeCraw Engineering for property located at 4925 Main Street. The property is zoned B-3 (Intermediate Business District) and contains approximately .91 acres. The applicant request site plan approval for a 7,900 S.F. retail tire store.

Property description and history: The subject property is located northwest of the intersection of Campbell Station Parkway and Main Street and is an out lot of the Shops at Campbell Station. The property to the north is developed for a Hardee's, and the property to the south is developed for a bank.

In 2014, the Planning Commission approved a site plan application for the subject property to permit the development of a multi-tenant commercial building.

Request: The applicant has submitted a new site plan application for a retail tire store. Based on discussions with the applicant, the use of the property will include other automobile maintenance services in accordance with the provisions of the B-3 zoning district.

Streets and sidewalk: Main Street is designated as an Arterial in the Major Thoroughfare Plan and requires a minimum of 95 feet of right-of-way. This right-of-way requirement has increased since the previous site plan application was approved in 2014, and additional dedication is required. The proposal does reflect this requirement.

Access: The Shops at Campbell Station was planned for limited access onto Main Street and with a network of internal drives. The applicant proposes to connect to the private drive to the north and to the bank to the south. Direct access onto Main Street is not permitted.

Parking: The applicant proposes 32 parking spaces, which meets the City's parking ratio. While the applicant has included a detail of the one required bike rack, the location and anchoring details have not been provided. Staff has recommended a condition of approval requiring the submittal and administrative approval of this information prior to the issuance of permits.

Building design: The applicant proposes a one-story building, facing Main Street, and constructed primarily of brick.

Engineering: The City Engineer has provided the following comments and requested the following revisions –

- Add detectable warning devices for ADA compliance at the northwest corner of the proposed site to be in alignment with the pedestrian crosswalks as shown on the site plan.
- Label the proposed storm sewer (length, pipe material and slope) from the east side of the building to the northeast corner of the site.
- Minimum storm sewer pipe diameter permitted is 18 inches. The storm sewer pipe diameter between A1-STGI and A2-STGI needs to be increased to comply with said requirement. Modify storm sewer profiles on Sheet C-6.0 accordingly.
- HDPP storm sewer pipe is allowed by the City as long as there is two (2) feet or more of cover over the top of the pipe. Label the section of storm sewer between A0-STMH and A1-STGI and between A1-STGI and S2-STGI as "HDPP". Modify storm sewer profiles on Sheet C-6.0 accordingly.
- Correct the first storm drainage pipe note on the grading plan to reflect "HDPP".
- On the general notes sheet under "Drainage", the reference to Type 2 storm sewer pipe in the third note needs to be deleted. The City does not allow metal pipe.

- Coordinate all concerns with regards to the proposed drainage and storm sewer requirements with the Storm Water Superintendent.
- The fire hydrant used to check maximum distance to structure of 500 feet is a private hydrant and cannot be used. The use of a public fire hydrant is required to verify maximum allowed distance from said hydrant to structure. If a public fire hydrant is not accessible to meet this maximum spacing requirement, installation of a new fire hydrant at site will be necessary.
- The City does not utilize a 1-1/2 inch x 12 inch wet tape. Coordinate all concerns with regards to the proposed water main and service requirements with the Water Distribution Superintendent.
- A new tap to the existing sanitary sewer will not be allowed. One of the existing sanitary sewer taps and laterals to the site shall be used. Modify sanitary sewer profiles on Sheet C-6.0 accordingly. Coordinate all concerns with regards to the proposed sanitary sewer service requirements with the Waste Water Collections Superintendent.
- Expand the Shop Drawing/Submittal note to include all materials to be used for installing underground infrastructure, including calculations for the sizing of the oil/water separator.

Landscaping and open space: Staff finds that the application meets the City's site and parking lot landscaping requirements.

Design standards: Staff finds the application to be in compliance with the Commercial and Industrial Design Standards –

19.1(1) The proposal meets the minimum impervious surface area requirement of 15% and parking lot landscaping area of 10%.

19.1(2) The proposed building is setback from Main Street is similar to those on adjacent and nearby properties.

19.1(3) Staff finds that large, unbroken expanses of paving between the street and building are not proposed.

19.1(4) The applicant proposes to utilize all existing shared access to the property. No new access onto a public street is proposed.

19.1(5). The applicant does not propose to install a detention pond on the property.

19.1(6). The applicant proposes a one-story building constructed primarily with brick.

19.1(7). The main entrance of the building is facing and visible from Main Street.

19.1(8). The proposed parking lot landscaping plan meets the City's requirements.

19.1(9). The proposed roof is not visible by the public.

Design Review Guidelines: "These Design Guidelines present general design priorities that can be adapted to individual circumstances of site and building design. Not every case and circumstance can be anticipated, nor is the goal to prescribe the design of every development in Spring Hill. It is anticipated that property owners and developers will be able to build on these principles and create unique, livable, and viable projects that meet the community's vision. Through the successful implementation of the Design Review process and guidelines, the City of Spring Hill intends to secure its unique character and authentic sense of place."

<u>Section 2, Building Design and Architectural Character</u>. The general building design guidelines are intended to protect the integrity and enhance the value of the City's existing neighborhoods by articulating to the development community those design values and preferences that the City has determined will result in a high quality built environment, while maintaining the community's uniqueness and an authentic sense of place. In order to achieve that intent, the guidelines encourage high quality and durable materials and address primary and secondary building materials for exterior wall surfaces.

The applicant a one-story building constructed primarily of brick. The Design Review Guidelines identify appropriate primary building materials, such as brick, stone, tile, marble, limestone, glass and glazing, wood, and Hardi-Plank or similar synthetic material (such as the proposed cement board siding) to resemble natural materials. Secondary materials are considered those not listed in the primary materials and specifically identify EIFS, and the maximum percentage of secondary materials applied to the front and sides of a building is 20%. The Guidelines also address compatibility with the surrounding development, specifically that a consistent architectural style or theme should be used throughout a commercial center.

Staff finds that the proposal meets the minimum criteria of the Design Review Guidelines.

Section 3, Landscaping and Screening. There are no trees on the site to preserve. Based on staff's review, the application complies with the City's landscaping and screening requirements.

Section 4, Site Design and Site Elements. The applicant has provided for pedestrian circulation to and within the site.

Recommendation: Staff recommends approval of STP 133-2016, subject to the following conditions:

1. *Design Review Commission determination of compliance with the Design Review Guidelines.* Staff recommends approval, finding that the proposed building design meets the minimum criteria and the intent of the design review guidelines.
2. The applicant shall dedicate right-of-way for Main Street in the amounts of 47.5 feet from centerline.
3. Prior to the issuance of permits, the applicant shall obtain and submit approval for the proposed access to the southwest corner of the property.
4. Prior to the issuance of a building permit, the applicant shall obtain administrative approval of the bike rack anchoring and installation, pursuant to the requirements of the zoning ordinance.
5. Prior to the issuance of a building permit, the applicant shall dedicate right-of-way for Main Street in the amount of 47.5 feet from centerline by an easement plat.
6. Prior to the issuance of a building permit, the applicant shall address all engineering revisions and provide the requested information.
7. Approval of the site plan shall remain valid for a period of two (2) years from Planning Commission approval, during which time a building permit must be submitted for review and approval.
8. Modification to the approved site plan shall require Planning Commission approval prior to the submittal of a building permit application. The modification may be denied if the proposal alters the proposed use, increases the overall area of the project, increases the density of the development, or increases any local government expenditure necessary to implement or sustain the proposed use.
9. The site plan shall be constructed as proposed and in accordance with the conditions of approval.
10. Site Plan approval does not guarantee sign approval as shown on the plans. Prior to installation and application of signage, a sign permit shall be submitted to the Codes Department for review with the City's sign ordinance.

Spring Hill Planning Commission Meeting

TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: February 8, 2016
SUBJECT: SKP 134-2016 (Zaxby's)

SKP 134-2016: 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 applicate requests sketch 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 2014, the Planning Commission approved a site plan application to allow for the development of the property for an automobile maintenance business, though permits were not pursued.

Request: The applicant requests sketch 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.

The applicant will be required to extend a public sidewalk along the property's frontage along all private streets/drives. Staff is not in favor of the proposed sidewalk location along the northern property line. This proposal does not connect to the sidewalk along Port Royal Road and indicates that pedestrians would be directed into the main entrance to the Kroger development. Staff finds that this proposal creates dangerous conditions for pedestrians and does not work to achieve a complete and connected sidewalk network.

Staff has visited the site and measured existing curb and fence conditions and has determined that a sidewalk extension to Port Royal Road can be accomplished with only the removal of Crepe Myrtles. An exhibit indicating the recommended sidewalk alignment is attached to this report.

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.

Parking: The applicant proposes 53 parking spaces and has designed the site to accommodate nine stacking vehicles. While staff finds that the proposal has provided sufficient parking to meet the minimum requirements of the zoning ordinance, the ratio utilized in the parking data is incorrect. The City requires 3 square feet of parking per one square foot of customer service area. Staff requests confirmation of the customer service area and compliance with this ratio. Bike rack installation details will be required at site plan application.

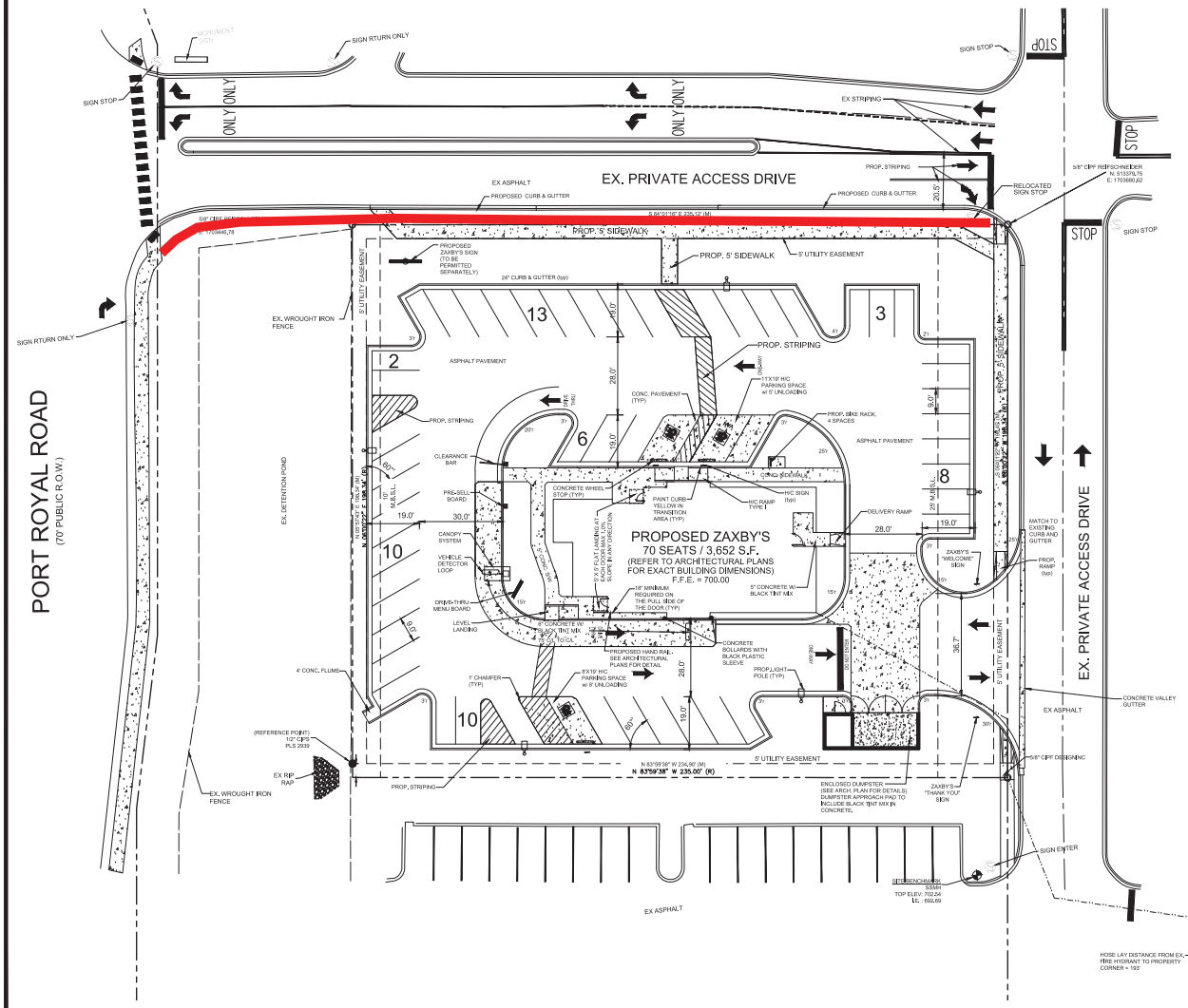
Building design: The applicant proposes one-story building with a façade of primarily brick veneer.

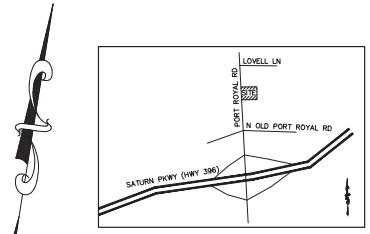
Engineering: The following revisions and comments have been submitted by the City Engineer –

- Show the location of the proposed concrete sidewalk similar to the existing sidewalk currently in place (1 foot back of the concrete curb). Concrete sidewalks are to be located within the existing easements and not on private property.
- ADA compliant ramps are required and need to be shown on both sides of the access drive to the property and at the northeast corner of the site.
- Calculations and details for the sizing of the proposed grease trap need to be submitted and approved prior to the start of construction.
- Shop drawings will be required prior to the start of construction for all materials to be used for installing underground infrastructure.
- Upon further internal discussions and site investigations, strong considerations need to be given to extending proposed concrete sidewalk along the north side of the site to Port Royal Road in order to provide pedestrian connectivity.

Recommendation: Staff recommends approval of SKP 134-2016, subject to the following conditions of approval:

1. The applicant shall be required to install sidewalks along the northern and eastern boundaries to connect with existing sidewalks Port Royal Road and at the southeast corner of the property.
2. Sketch plan approval is valid for one (1) year, during which time the applicant shall be required to submit a site plan application in accordance with the approved access, sidewalk improvements, site design, and Planning Commission conditions.
3. Modification to the approved sketch plan may require Planning Commission approval prior to submittal of a site plan application.





LOCATION MAP
SCALE: N.T.S.

PROJECT NOTES:

OWNER / DEVELOPER:
TRAVIS WOMBLE
476 Sandoaville Road
Franklin, TN 37069
Contact: Travis Womble
Tel.: (615)-319-3177

ENGINEER:
Carter Engineering Consultants, Inc.
3651 Mars Hill Road, Suite 2000
Watkinsville, Georgia 30677
Contact: Mark Campbell, P.E.
Tel.: (770) 725-1200
mark@carterengineering.net

Property located at Spring Hill Kroger Subdivision, Lot 5, Port Royal Road, Spring Hill TN

Current Zoning: B-2

Setbacks: Front 10' Rear 25' Side 5'

Proposed use is a restaurant with drive-thru

Proposed building height is 20'

Boundary and topographical information obtained from field run survey by Professional Land Systems dated: October 2, 2014 Phone: (865) 689-4169

Project tract contains 1.07 acres, disturbed area = 0.98 acres

Contour intervals 1 foot (NAVD 88)

The property shown hereon does not lie within a 100 year flood plain according to Flood Insurance Rate Map # 47119C0195E dated April 16, 2007

The underground utilities shown hereon have been located from field information and existing drawings. The surveyor nor engineer warrants that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor nor engineer warrants that the underground utilities shown are in the exact location indicated. The surveyor nor engineer has physically located all the underground utilities.

It is the responsibility of the contractor to field locate all utilities prior to commencing work and notify engineer if a discrepancy is found.

The contractor shall verify the invert elevations of all existing storm and sanitary sewer structures prior to commencement of storm and sanitary sewer construction.

UNDERGROUND UTILTIES DISCLAIMER

Information regarding the reputed presence, size, character and location of existing underground utilities and structures related to underground utilities is shown hereon. There is no certainty of the accuracy of this information and it shall be considered in that light by those using this drawing. The location and arrangement of underground utilities and structures related to underground utilities shown hereon may be inaccurate and utilities and structures related to underground utilities not shown may be encountered. The owner, his employees, his consultants and his contractors shall hereby distinctly understand that the surveyor is not responsible for the correctness or sufficiency of this information regarding the underground utilities and structures related to underground utilities shown hereon.

SITE DATA:

TOTAL SITE AREA = 1.07 ACRES
BUILDING AREA = 3,652 S.F.
PROPOSED IMPERVIOUS AREA = 0.74 acres
PROPOSED IMPERVIOUS COVERAGE = 69 %
DISTURBED AREA = 0.98 ACRES

PARKING DATA:
PARKING SPACES REQUIRED:
3,652/150 + (10 employees)/2 = 29.35 = 30 spaces required
PARKING SPACES PROVIDED: 52 SPACES
(50 regular spaces provided)
(3 handicap spaces provided)
(9 stacking spaces provided)

NOTE:
BASED ON AVAILABLE EVIDENCE, NO HISTORICALLY SIGNIFICANT PROPERTIES ARE LOCATED WITHIN 300' OF THIS SITE

FIRE HYDRANT NOTE:
DISTANCE FROM F.H. TO PROPERTY CORNER = 193'
DISTANCE FROM PROPERTY CORNER TO BLDG. = 90'

811 Know what's below Call before you dig dial 811

20' 10' 0 20' 40' 60'
GRAPHIC SCALE
SCALE 1" = 20'

REVISION BLOCK:

#	DATE	DESCRIPTION
A	07/11/16	INITIAL SUBMITTAL
B	01/18/16	ADDRESS COMMENTS
C	01/28/16	ADDRESS CITY COMMENTS

01/28/16

CARTER ENGINEERING CONSULTANTS

Carter Engineering Consultants, Inc.
3651 Mars Hill Road, Suite 2000
Watkinsville, GA 30677
P: 770.725.1200
F: 770.725.1204
www.carterengineering.net

SITE DEVELOPMENT PLANS for TRAVIS WOMBLE

SPRING HILL, KROGER SUBDIVISION, LOT 5, PORT ROYAL ROAD, SPRING HILL TN

PROJECT NAME: ZAXBY'S

SHEET TITLE: SITE PLAN

SHEET NUMBER: 3

PROJECT NUMBER: 15196ZAX

DATE: 01/11/16

Spring Hill Planning Commission Meeting

TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: February 8, 2016
SUBJECT: RZN 138-2016 (5238 Main Street)

RZN 138-2016: Submitted by Huntley Gordon for property located at 5238 Main Street. The property is zoned B-2 (Neighborhood Shopping District) and contains approximately 2 acres. The applicant requests approval to rezone the property from B-2 (Neighborhood Shopping District) to B-4 (Central Business District).

Property description and history: This property is currently developed for a single-family dwelling. The properties to the north, northwest, and southeast are developed for nonresidential uses. In December of 2015, the Board of Mayor and Aldermen rezoned the property from R-1, Low Density Residential, to B-2, Neighborhood Shopping District.

Request: The applicant now requests to rezone the property from B-2 to B-4, Central Business District. The justification for this request, as presented by the applicant, is to allow for a medical office. The current B-2 zoning district permits a medical office.

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: When considering a rezoning request, the Planning Commission must consider compatibility with the surrounding area and consistency with the City's planning policies and principles. 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. Despite the opening "intent" description, the B-4 zoning district is designed 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 Planning Commission must also consider the relationship between land use and transportation. The surrounding area already experiences significant traffic and congestion issues. Staff finds that the proposal will have a negative impact on the transportation network due to the high traffic volume development permitted by-right. Staff also finds that the proposed B-4 zoning district will not result in a unique or new development form that will benefit the community.

The applicant has argued with this request and the similar request to the south, denied by the Board of Mayor and Aldermen, that the justification for the rezoning request is due to the minimum setback requirements of the B-4 zoning district. Rezoning a property for setback relief without regard for the incompatible and inappropriate land uses permitted by-right in that zoning district is not a proper planning practice.

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.

Recommendation: Finding that rezoning the property to the most intense, highest traffic generating, and unpredictable zoning district available in the Zoning Ordinance does not promote the City's planning policies and principles; that sufficient undeveloped and underutilized property currently regulated by the B-4 zoning district exists in the immediate area; and that the property can be 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, staff recommends forwarding RZN 138-2016 to the Board of Mayor and Aldermen with a recommendation for denial.

Spring Hill Planning Commission

2016 Schedule of Meetings

	Application deadline	Staff Review	Revisions deadline	Work Session	Revisions deadline	Planning Commission
	12:00 PM (noon)	9:00 AM	12:00 PM (noon)	5:30 PM	12:00 PM (noon)	5:30 PM
	Wednesday	Friday	Tuesday	Monday	Monday	Monday
	Planning Office	Public Works	Planning Office	City Hall	Planning Office	City Hall
	4 folded hard copies		10 folded hard copies		10 folded hard copies	
	One (1) CD with PDF		One (1) CD with PDF		One (1) CD with PDF	
1	December 16	December 18	December 22	None	None	January 11
2	January 13	January 15	January 19	January 25	February 1	February 8
3	February 10	February 12	February 17	February 22	March 7	March 14
4	March 16	March 18	March 22	March 28	April 4	April 11
5	April 13	April 15	April 19	April 25	May 2	May 9
6	May 18	May 20	May 17	May 23	June 6	June 13
7	June 15	June 17	June 21	June 27	July 5*	July 11
8	July 13	July 15	July 19	July 25	August 1	August 8
9	August 10	August 12	August 16	August 22	Septebmer 6*	Septebmer 12
10	September 14	September 16	September 20	September 26	October 3	October 10
11	October 12	October 14	October 18	October 24	November 7	November 14
12	November 16	November 18	November 22	November 28	December 5	December 12
1 (2017)	*December 14*	*December 16*	*December 20*	***Tues. Dec. 27***	***January 2***	*January 9*

* Indicates change in day due to holiday