Town of Thompson's Station
Municipal Planning Commission
Remote Meeting Agenda
January 26th, 2021

Meeting Called To Order- Roll Call

Statement By Chair Relating To Conducting The Planning Commission Meeting By Electronic Means Of Due To COVID-19 State Of Emergency

Documents:

INTRODUCTION STATEMENT FOR TS PC JAN 2021.PDF

Consideration Of The Minutes Of The November 17, 2020 Meeting

Documents:

NOVEMBER 2020 MINUTES.PDF

Public Comment

Any citizen desiring to make a comment can submit their written comments to the Town, which will be included in the meeting minutes for public perusal.

Email your comments to Town Hall at INFO@THOMPSONS-STATION.COM with January Planning Commission Public Comments as the Subject Line.

Contact the Town Community Development office with any questions at (615) 794-4333 ext. 12.

Planner Report

AGENDA ITEMS

1. Tollgate Village Subdivision Final Plat – Section 18 For The Creation Of 5 Single Family Lots Located Along Americus Drive At The Tollgate Boulevard Intersection.

Documents:

ITEM 1 - TOLLAGE VILLAGE SECTION 18B STAFF REPORT 1-26-21.PDF
ITEM 1 - TOLLGATE VILLAGE SECTION 18B FP PC SUBMITTAL 1-13-21.PDF

2. Littleberry Subdivision Final Plat – Section 1 For The Creation Of 13 Single Family Lots, 2 Wastewater Lots, And 4 Open Space Lots Located Along Littlebury Park Drive And Cherry Jack Lane.

Documents:

ITEM 2 - LITTLEBURY SECTION 1 FP STAFF REPORT 1-26-21.PDF
ITEM 2 - LITTLEBURY SECTION 1 FP PC SUBMITTAL 1-15-21.PDF

3. The Hills Preliminary Plat For The Creation Of A New 41-Lot Single Family Residential Subdivision Located At The Terminus Of Dean Road.

Documents:

ITEM 3 - THE HILLS PP STAFF REPORT 1-26-21.PDF
ITEM 3 - THE HILLS -DEAN ROAD PRELIMINARY PLAT PC MEETING SUBMITTAL.PDF

4. Consideration Of Ordinance 2021-004, An Amendment To The Land Development Ordinance To Cleanup And Clarify Various Sections.

Documents:

ITEM 4 - ORD 2021-004 LDO CLEAN UP AMEND MEMO.PDF
ITEM 4 - ORD 2021-004 LDO CLEAN UP TEXT AMEND 1-26-21.PDF

5. Discussion Of Draft Annexation Policy For Planning Commission Input Prior To BOMA Consideration.

Documents:

ITEM 5 DRAFT ANNEXATION POLICY 1-19-21.PDF

6. Planning Commission Review And Recommendation Onto BOMA Of ROW/Intersection Relocation Of Buckner Lane At Thompson's Station Road East.

Documents:

ITEM 6 PC REIVEW OF BUCKNER LN-TS RD W INTERSECTION MEMO.PDF
ITEM 6 ROW-INTERSECTION REQUEST PC PACKAGE.PDF

BOND ACTIONS/REPORT

7. Bridgemore Village Section 6C

Documents:

ITEM 7 BRIDGEMORE VILLAGE 6C SURETY STAFF REPORT.PDF

8. Bridgemore Village Section 6D

Documents:

ITEM 8 BRIDGEMORE VILLAGE 6D SURETY STAFF REPORT.PDF

9. Update On Bonds

Adjourn

This meeting will be held remotely due to the Public Health emergency related to COVID-19 & will be live-streamed via our website www.thompsons-station.com

STATEMENT FOR THE RECORD AT START OF MEETING
Thompson's Station Planning Commission

Hello and welcome to this the January 26th, 2021, Planning Commission meeting for the Town of Thompson's Station.

Pursuant to the Guidance from the Office of the Comptroller for the State of Tennessee and in accordance with Governor Lee's Executive Order # 71 (which was previously extended by Executive Order # 16, 34, 51, 60 and 65): due to the treatment and containment of COVID-19.

This Town of Thompson's Station Planning Commission meeting, with notice, is being held virtually and being recorded to protect the public health, safety, and welfare of the Citizens of Thompson's Station in light of the coronavirus and to continue to allow the Town to function and operate.

Further, it is the desire of the Planning Commission to include this determination in the minutes for this meeting.

We understand that we, the Thompson's Station Planning Commission, serves the Town of Thompson's Station, which is why we are currently recording this virtual meeting, broadcasting it live for public viewing and uploading and preserving it for future viewing.

Minutes of the Meeting
of the Municipal Planning Commission
of the Town of Thompson 's Station, Tennessee
November 17, 2020

Call to Order:
The meeting of the Municipal Planning Commission of the Town of Thompson's Station was called to order at 7:00 p.m. on 17th day of November 2020 via electronic means under the authority of the Governor's Executive Order related to public meetings during the COVID-19 emergency with the required quorum.

The following statement was read by Planning Chairman Trent Harris:

Hello and welcome to this the November 17, 2020, Planning Commission meeting for the Town of Thompson's Station.

Pursuant to the Guidance from the Office of the Comptroller for the State of Tennessee and in accordance with Governor Lee's Executive Order # 60 (which was previously extended by Executive Order # 16, 34, and 51): due to the treatment and containment of COVID-19.

This Town of Thompson's Station Planning Commission meeting, with notice, is being held virtually and being recorded to protect the public health, safety, and welfare of the Citizens of Thompson's Station in light of the coronavirus and to continue to allow the Town to function and operate.

Further, it is the desire of the Planning Commission to include this determination in the minutes for this meeting.

We understand that we, the Thompson's Station Planning Commission, serves the Town of Thompson's Station, which is why we are currently recording this virtual meeting, broadcasting it live for public viewing and uploading and preserving it for future viewing.

A recording of this meeting will be available on the Town of Thompson's Station's web site at *thompsons-station.com* within 24 hours of this meeting.

Members and staff virtually present were: Chairman Trent Harris; Alderman Shaun Alexander; Commissioner Luis Parra; Commissioner Sheila Shipman; Commissioner Tara Rumpler; Commissioner Bob Whitmer; Interim Town Planner Micah Wood; Planning Technician Jennifer Jones; IT Coordinator Tyler Rainey and Town Attorney Andrew Mills. Commissioner Kreis White was unable to attend.

Also present were Mr. Jay Franks, applicant 1 and Mr. Huntly Gordon, applicant 5.

Minutes:

The minutes of the October 27, 2020 regular meeting were presented.

Commissioner Whitmer made a motion to approve the October 27, 2020 meeting minutes.

Roll Call Vote:

	VOTE		VOTE		VOTE
Chairman Harris	Yea	Commissioner Parra	Yea	Alderman Alexander	Yea
Commissioner Shipman	Yea	Commissioner Rumpler	Yea	Commissioner White	NA

Commissioner Whitmer Yea

Yea 6 Nay 0 Abstain 0

Public Comment:
None

Town Planner Report:

- Reminder to complete Planning Commission training.
- Staff is currently working on an administrative manual for planning submittals.

New Business:

1. **Canterbury Subdivision Final Plat – Section 15 for the creation of 26 single family lots and 3 open space lots located north of Critz Lane.**

Mr. Wood reviewed his staff report and Based on the project's compliance with the approved Phase 15 preliminary plat and the LDO, Staff recommends that the Planning Commission approve the final plat with the following contingencies:

1. Prior to recordation of the final plat, a surety shall be submitted to the Town in the amount of $410,000 for roadways, drainage, and utilities.
2. Prior to recordation of the final plat, a surety shall be submitted to the Town in the amount of $154,000 for sewer.
3. All tree replacements shall be installed in accordance with the approved replacement plan for phase 15.
4. As built drawings shall be required for the drainage and sewer system with a letter from the Design Engineer that they are constructed per the approved drawings and functioning as intended.

After discussion, Commissioner Whitmer made a motion to approve Item 1, a final plat for Section 15 of the Fields of Canterbury with the recommended contingencies. The motion was seconded, and a roll call vote was taken:

Roll Call Vote:

	VOTE		VOTE		VOTE
Chairman Harris	Yea	Commissioner Parra	Yea	Alderman Alexander	Yea
Commissioner Shipman	Yea	Commissioner Rumpler	Yea	Commissioner White	NA
Commissioner Whitmer	Yea				

Yea 6 Nay 0 Abstain 0

2. **Whistle Stop Subdivision Final Plat – Section 7a for the creation of 36 townhome lots and 4 open space lots located west of Thompson's Station Road West.**

Mr. Wood reviewed his report and recommends that the Planning Commission approve the final plat with the following contingencies:

1. Prior to recordation of the final plat, a surety shall be submitted to the Town in the amount of $577,800 for roadways, grading, drainage, and erosion control.
2. Prior to recordation of the final plat, a surety shall be submitted to the Town in the amount of $146,700 for sewer.
3. The plat shall be revised to provide a designation to the unlettered open space tract behind the alley adjacent to lots 65-72.
4. All tree replacements shall be installed in accordance with the approved plans.
5. The final plat shall correspond to any revisions to the Construction Plans for this section.
6. As built drawings shall be required for the drainage and sewer system with a letter from the Design Engineer that they are constructed per the approved drawings and functioning as intended.

After discussion, Commissioner Whitmer made a motion to approve Item 2, a final plat for Section 7a of t Whistle Stop with the recommended contingencies. The motion was seconded, and a roll call vote was taken:

Roll Call Vote:

	VOTE		VOTE		VOTE
Chairman Harris	Yea	Commissioner Parra	Yea	Alderman Alexander	Yea
Commissioner Shipman	Yea	Commissioner Rumpler	Yea	Commissioner White	NA
Commissioner Whitmer	Yea				

Yea 6 Nay 0 Abstain 0

3. Whistle Stop Subdivision Final Plat- Section 7b for the creation of 20 townhome lots and 4 open space lots located west of Thompson's Station Road West.

Mr. Wood reviewed his staff report and recommends that the Planning Commission approve the final plat with the following contingencies:

1. Prior to recordation of the final plat, a surety shall be submitted to the Town in the amount of $353,400 for roadways, grading, drainage, and erosion control.
2. Prior to recordation of the final plat, a surety shall be submitted to the Town in the amount of $54,900 for sewer.
3. All tree replacements shall be installed in accordance with the approved plans.
4. The final plat shall correspond to any revisions to the Construction Plans for this section.
5. As built drawings shall be required for the drainage and sewer system with a letter from the Design Engineer that they are constructed per the approved drawings and functioning as intended.

After discussion, Commissioner Shipman made a motion to approve Item 3, a final plat for Section 7b of Whistle Stop with the recommended contingencies. The motion was seconded, and a roll call vote was taken:

Roll Call Vote:

	VOTE		VOTE		VOTE
Chairman Harris	Yea	Commissioner Parra	Yea	Alderman Alexander	Yea
Commissioner Shipman	Yea	Commissioner Rumpler	Yea	Commissioner White	NA
Commissioner Whitmer	Yea				

Yea 6 Nay 0 Abstain 0

4. **Whistle Stop Subdivision Final Plat – Section 7c for the creation of 32 townhome lots and 3 open space lots located west of Thompson's Station Road West.**

Mr. Wood reviewed his staff report and recommends that the Planning Commission approve the final plat with the following contingencies:

1. Prior to recordation of the final plat, a surety shall be submitted to the Town in the amount of $399,100 for roadways, grading, drainage, and erosion control.
2. Prior to recordation of the final plat, a surety shall be submitted to the Town in the amount of $58,900 for sewer.
3. Note 12 shall be updated to reference 32 townhome lots.
4. All tree replacements shall be installed in accordance with the approved plans.
5. The final plat shall correspond to any revisions to the Construction Plans for this section.
6. As built drawings shall be required for the drainage and sewer system with a letter from the Design Engineer that they are constructed per the approved drawings and functioning as intended.

After discussion, Commissioner Shipman made a motion to approve Item 4, a final plat for Section 7c of Whistle Stop with the recommended contingencies. The motion was seconded, and a roll call vote was taken:

Roll Call Vote:

	VOTE		VOTE		VOTE
Chairman Harris	Yea	Commissioner Parra	Yea	Alderman Alexander	Yea
Commissioner Shipman	Yea	Commissioner Rumpler	Yea	Commissioner White	NA
Commissioner Whitmer	Yea				

Yea 6 Nay 0 Abstain 0

5. **Request for Annexation and Plan of Services for Map 153 Parcels 3 and 4 (unnumbered Evergreen Road), totaling approximately 59 acres, located within the Town's Urban Growth Boundary, south of Evergreen Road.**

Mr. Wood reviewed his report and recommends a favorable recommendation onto the BOMA for annexation and to adopt the Plan of Services for Map 153 Parcels 3 and 4 with the following contingency:

1. The applicant notes access is provided via an easement to Evergreen Road. Proof of access shall be provided prior to BOMA review of this request.

After discussion, Commissioner Shipman made a motion to make a favorable recommendation on to BOMA for annexation in the T2 zone and adopt the plan of services for Map 153, parcels 3 and 4 with the recommended contingencies. The motion was seconded and a roll call vote was taken.

Roll Call Vote:

	VOTE		VOTE		VOTE
Chairman Harris	Yea	Commissioner Parra	Yea	Alderman Alexander	Yea
Commissioner Shipman	Yea	Commissioner Rumpler	Yea	Commissioner White	NA
Commissioner Whitmer	Yea				

Yea 6 Nay 0 Abstain 0

Bond Actions/Report

6. **Bridgemore Village Section 6C**

Mr. Wood reviewed his staff report and recommends that the Planning Commission:

1. Release performance surety for roads, drainage and erosion control and establish a maintenance agreement for one year.
2. Recommend BOMA note acceptance of the public improvement prior to dedication after the 1-year maintenance period.

After discussion, Alderman Alexander made a motion to defer the bond release for Section 6C in Bridgemore Village until the January 2021 meeting. The motion was seconded and a roll call vote was taken.

Roll Call Vote:

	VOTE		VOTE		VOTE
Chairman Harris	Yea	Commissioner Parra	Yea	Alderman Alexander	Yea
Commissioner Shipman	Yea	Commissioner Rumpler	Yea	Commissioner White	NA
Commissioner Whitmer	Yea				

Yea 6 **Nay 0** **Abstain 0**

7. **Bridgemore Village Section 6D**

Mr. Wood reviewed his staff report and recommends that the Planning Commission:

1. Release performance surety for roads, drainage and erosion control and establish a maintenance agreement for one year.
2. Recommend BOMA note acceptance of the public improvement prior to dedication after the 1-year maintenance period.

After discussion, Alderman Alexander made a motion to defer the bond release for Section 6D in Bridgemore Village until the January 2021 meeting. The motion was seconded and a roll call vote was taken.

Roll Call Vote:

	VOTE		VOTE		VOTE
Chairman Harris	Yea	Commissioner Parra	Yea	Alderman Alexander	Yea
Commissioner Shipman	Yea	Commissioner Rumpler	Yea	Commissioner White	NA
Commissioner Whitmer	Yea				

Yea 6 **Nay 0** **Abstain 0**

There being no further business, the meeting was adjourned at 8:16 p.m.

_____
Trent Harris, Chairman

Attest:

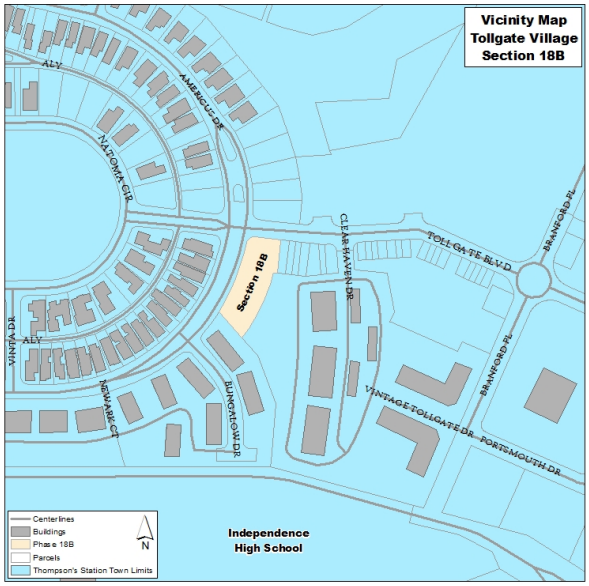
_____
Shaun Alexander, Secretary

Thompson's Station Planning Commission
Staff Report –Item 1 (FP 2021-002)
January 26, 2021

Request to approve the final plat for Tollage 18B to create 5 single family lots.

PROJECT DESCRIPTION

A request to approve the final plat for Phase 18B of Tollgate Village to create 5 single family lots located along Americus Drive at the Tollgate Boulevard intersection.



ANALYSIS

The purpose of the final plat is to provide a legal instrument where the transfer of ownership of lots is allowed and shall constitute a way where streets and other infrastructure can be accepted (LDO Section 5.2.7).

Section 18B consists of 5 single family lots. The preliminary plat approval for Section 18 was approved by Planning Commission on March 27, 2018. The setbacks within the D3 district are a maximum of 10 feet for the front yard, 20 feet for the side yard, and 7.5 feet for the rear yard. The lots comply with the LDO minimum standards.

Open Space
All open space is recorded for the Tollgate Village development.

Sewer
The Tollgate Village development has approval for 943 sewer taps. The taps necessary for this section of the development were accounted for during the preliminary plat approval.

Sureties
Sureties are required prior to the recordation of any final plat to ensure that all necessary improvements are guaranteed to be installed per approved construction plans.

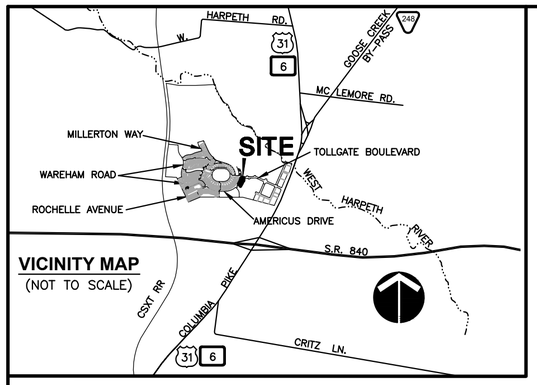
Improvement to roadways and drainage are required. After an evaluation of this section and the progress of the construction, the Town Engineer recommends that the roads, drainage and erosion control surety should be set at $146,000.

Improvements to the sewer are required. After an evaluation of the progress of the sewer, the Town Engineer recommends that the sewer surety be set at $53,000.

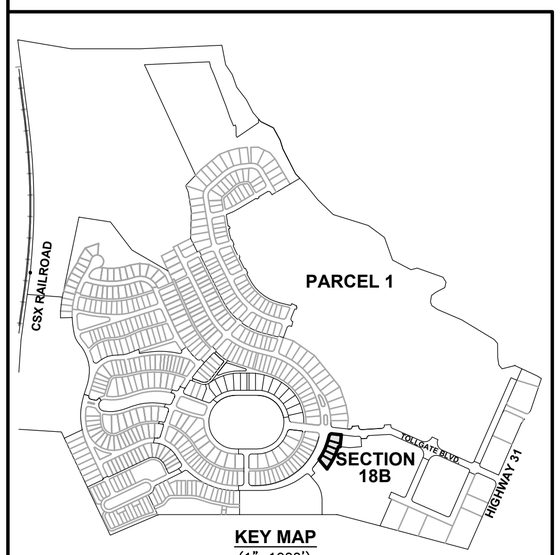
Recommendation
Staff recommends that based upon the consistency of the plat with the Land Development Ordinance the Commission approve the final plat with the following contingencies:

1. Prior to issuance of building permits or occupancy, all necessary sewer connections to the system shall be completed and shall pass any necessary testing.
2. Prior to recordation of the final plat, a surety shall be submitted to the Town in the amount of $146,000 for roadways, drainage and erosion control with automatic renewal.
3. Prior to recordation of the final plat, a surety shall be submitted to the Town in the amount of $53,000 for sanitary sewer with automatic renewal.
4. As built drawings shall be required for the drainage and sewer system with a letter from the Design Engineer that they are constructed per the approved drawings and functioning as intended.

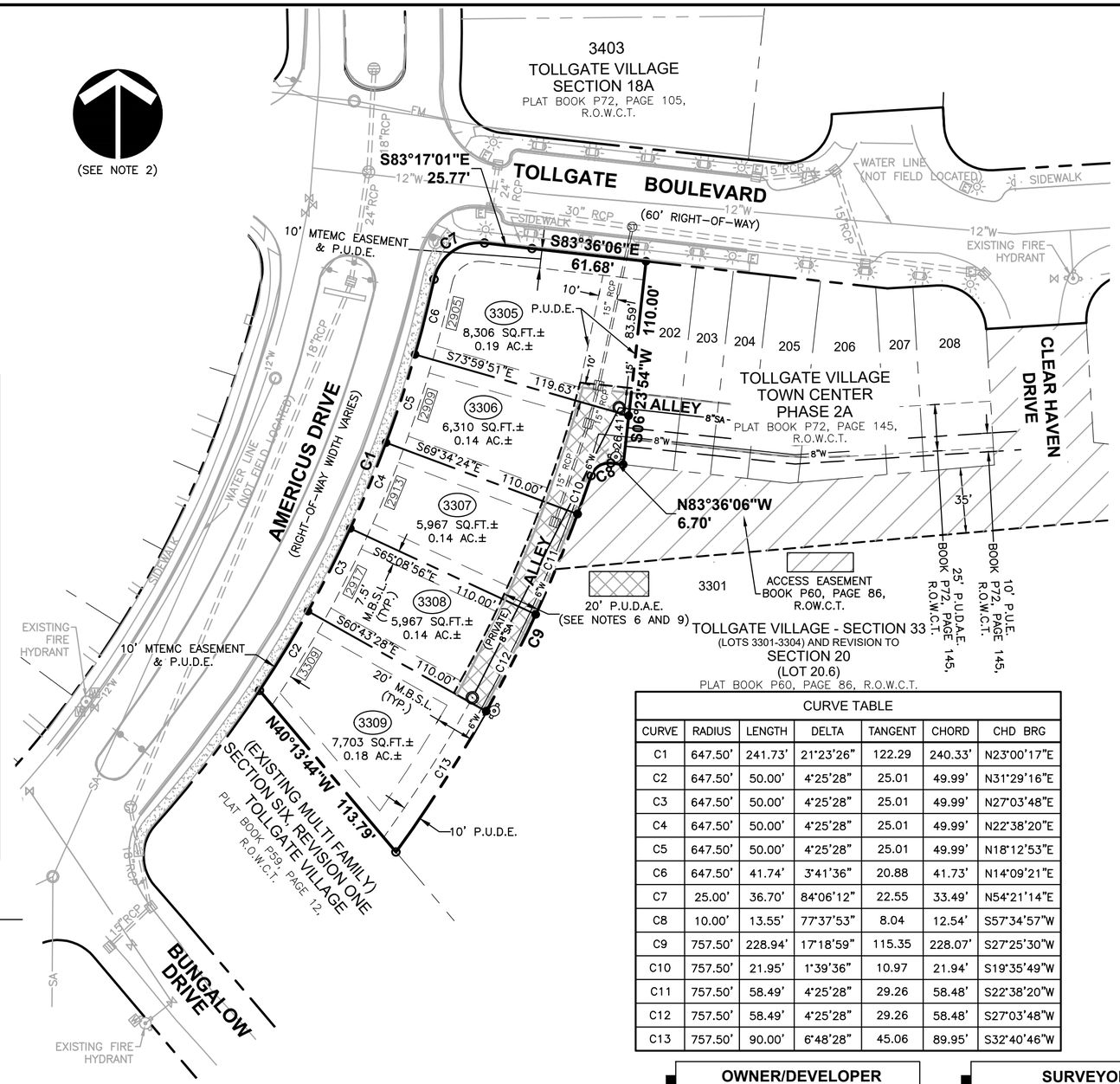
Attachments
Final Plat



VICINITY MAP
(NOT TO SCALE)



KEY MAP
(1"=1000')



CURVE TABLE						
CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHD BRG
C1	647.50'	241.73'	21°23'26"	122.29	240.33'	N23°00'17"E
C2	647.50'	50.00'	4°25'28"	25.01	49.99'	N31°29'16"E
C3	647.50'	50.00'	4°25'28"	25.01	49.99'	N27°03'48"E
C4	647.50'	50.00'	4°25'28"	25.01	49.99'	N22°38'20"E
C5	647.50'	50.00'	4°25'28"	25.01	49.99'	N18°12'53"E
C6	647.50'	41.74'	3°41'36"	20.88	41.73'	N14°09'21"E
C7	25.00'	36.70'	84°06'12"	22.55	33.49'	N54°21'14"E
C8	10.00'	13.55'	77°37'53"	8.04	12.54'	S57°34'57"W
C9	757.50'	228.94'	17°18'59"	115.35	228.07'	S27°25'30"W
C10	757.50'	21.95'	1°39'36"	10.97	21.94'	S19°35'49"W
C11	757.50'	58.49'	4°25'28"	29.26	58.48'	S22°38'20"W
C12	757.50'	58.49'	4°25'28"	29.26	58.48'	S27°03'48"W
C13	757.50'	90.00'	6°48'28"	45.06	89.95'	S32°40'46"W

GENERAL NOTES

1. THE PURPOSE OF THIS PLAT IS TO CREATE 5 SINGLE FAMILY RESIDENTIAL LOTS.
2. BEARINGS SHOWN HEREON ARE BASED ON TENNESSEE COORDINATE SYSTEM OF 1983.
3. BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THE PROPERTY LIES WITHIN FLOOD ZONE "X", AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAPS NO. 47187C0335F, WITH AN EFFECTIVE DATE OF SEPTEMBER 29, 2006, WHICH MAKES UP A PART OF THE NATIONAL FLOOD INSURANCE ADMINISTRATION REPORT; COMMUNITY NO. 470424, PANEL NO. 0335, SUFFIX F, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS SITUATED. SAID MAP DEFINES ZONE "X" UNDER "OTHER AREAS" AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN."
4. THIS SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES, PUBLIC RECORDS, AND/OR MAPS PREPARED BY OTHERS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. THEREFORE, RELIANCE UPON THE TYPE, SIZE AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS NO LESS THAN THREE (3) NOR MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. TENNESSEE ONE CALL, DIAL 811.
5. THE PROPERTY IS CURRENTLY ZONED D3 (HIGH DENSITY RESIDENTIAL). MAXIMUM LOT COVERAGE – 55%. MINIMUM BUILDING SETBACKS PER TOWN OF THOMPSON'S STATION LAND DEVELOPMENT ORDINANCE DATED JUNE 13, 2017:

FRONT	10'
REAR	20'
SIDE	7.5'

6. LOTS SHALL NOT HAVE DIRECT ACCESS TO AMERICUS DRIVE. ACCESS TO TOLLGATE BOULEVARD SHALL BE AVAILABLE VIA REAR ALLEY AND THE RECORDED ACCESS EASEMENTS AS SHOWN HEREON. THE ALLEY IS TO BE PRIVATELY MAINTAINED.
7. ALL STREETS ARE DESIGNATED AS PUBLIC AND AS SUCH ARE PUBLIC UTILITY, ACCESS AND DRAINAGE EASEMENTS.
8. ALL PUBLIC STREETS AND DRAINAGE STRUCTURES WITHIN THE RIGHTS-OF-WAY WILL BE MAINTAINED BY THE TOWN OF THOMPSON'S STATION.
9. OPEN SPACE AREAS, PUBLIC UTILITY AND DRAINAGE EASEMENTS (INCLUDING DRAINAGE AND DETENTION STRUCTURES), ALLEYS AND ALL LANDSCAPING WITHIN ROADWAY MEDIANS WILL BE MAINTAINED BY THE HOMEOWNERS' ASSOCIATION.
10. DOMESTIC WATER SUPPLY INFORMATION SHOWN HEREON WAS TAKEN FROM PLANS PREPARED BY JAMES C. HAILEY & CO. DATED JULY 1, 2019. WATER TO BE PROVIDED BY H.B.&T.S.
11. THE RECORDING OF THIS PLAT VOIDS, VACATES AND SUPERSEDES THE REMAINING PORTION OF LOT 3304 AS SHOWN ON THE FINAL PLAT ENTITLED "TOLLGATE VILLAGE, SECTION 33 (LOTS 3301-3304) AND REVISION TO SECTION 20 (LOT 20.6)" OF RECORD IN PLAT BOOK P60, PAGE 86, REGISTER'S OFFICE FOR WILLIAMSON COUNTY, TENNESSEE.
12. I HEREBY STATE THAT THIS SURVEY WAS DONE IN COMPLIANCE WITH THE CURRENT TENNESSEE MINIMUM STANDARDS OF PRACTICE AND THIS IS A CATEGORY I SURVEY AND THE RATIO OF PRECISION OF THE UNADJUSTED SURVEY IS BETTER THAN 1:15,000.

BY _____ DATE JANUARY 13, 2021
CHRIS MABERY, TN RLS #2483

LEGEND

○	IRON ROD (OLD) PK NAIL (OLD)
●	IRON ROD (NEW) (5/8" X 18" W/CAP STAMPED "RAGAN SMITH & ASSOCIATES")
	FIRE HYDRANT
	WATER VALVE
W	WATER METER
	CATCH BASIN/CURB INLET
RCP	REINFORCED CONCRETE PIPE
	SANITARY SEWER MANHOLE
—SA—	SANITARY SEWER LINE
—G—	GAS LINE
—W—	WATER LINE
—FM—	FORCE MAIN
E	ELECTRIC BOX
FO	FIBER OPTIC BOX
ST	STORM MANHOLE
U	UTILITY STUBOUT
	LIGHT STANDARD
	YARD LIGHT
	SIGN
123	STREET ADDRESS
3305	LOT NUMBER
P.U.D.A.E.	PUBLIC UTILITY, DRAINAGE AND ACCESS EASEMENT
R.O.W.C.T.	REGISTER'S OFFICE FOR WILLIAMSON COUNTY, TN
MTEMC	MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORPORATION

PROPERTY MAP REFERENCE

BEING PARCEL NUMBER 1.09 AS SHOWN ON WILLIAMSON COUNTY PROPERTY MAP 132.

DEED REFERENCE

BEING A PORTION OF THE SAME PROPERTY CONVEYED TO REGENT HOMES, LLC FROM MBSC TN HOMEBUILDER, LLC BY SPECIAL WARRANTY DEED OF RECORD IN BOOK 7539, PAGE 326, REGISTER'S OFFICE FOR WILLIAMSON COUNTY, TENNESSEE.

PLAT REFERENCE

BEING THE REMAINING PORTION OF LOT 3304 AS SHOWN ON THE FINAL PLAT ENTITLED "TOLLGATE VILLAGE, SECTION 33 (LOTS 3301-3304) AND REVISION TO SECTION 20 (LOT 20.6)" OF RECORD IN PLAT BOOK P60, PAGE 86, REGISTER'S OFFICE FOR WILLIAMSON COUNTY, TENNESSEE.

OWNER/DEVELOPER
REGENT HOMES, LLC
C/O DAVID McGOWAN
6901 LENOX VILLAGE DR., SUITE 107
NASHVILLE, TENNESSEE 37211
(615) 333-9000
DAVID.MCGOWAN@REGENTHOMES-TN.COM

SURVEYOR
RAGAN-SMITH ASSOCIATES, INC.
C/O CHRIS MABERY, RLS
100 E. VINE ST., SUITE 402
MURFREESBORO, TENNESSEE 37130
(615) 378-5236
CMABERY@RAGANSMITH.COM

RECORDER'S INFORMATION

MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORPORATION NOTES

1. MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORPORATION (MTEMC) SHALL HAVE ACCESS TO INSTALL, CONSTRUCT, REPHASE, OPERATE, AND MAINTAIN ITS ELECTRIC FACILITIES LOCATED WITHIN THE SUBJECT PROPERTY. MTEMC HAS THE RIGHT TO CUT, TRIM AND CONTROL THE GROWTH BY CHEMICAL MEANS, MACHINERY, OR OTHERWISE OF TREES AND SHRUBBERY LOCATED WITHIN 20 FEET OF THE CENTER LINE (A TOTAL OF 40') OF ITS FACILITIES, OR ANY VEGETATION THAT MAY INTERFERE WITH OR THREATEN TO ENDANGER THE OPERATION AND MAINTENANCE OF ITS FACILITIES.
2. MTEMC WILL PROVIDE ELECTRIC SERVICE TO THE SUBJECT PROPERTY ACCORDING TO THE NORMAL OPERATING PRACTICES OF MTEMC AS DEFINED IN ITS RULES AND REGULATIONS, BYLAWS, AND POLICIES, AND IN ACCORDANCE WITH THE PLAT APPROVAL CHECKLIST, TREE PLANTING GUIDELINES AND OTHER REQUIREMENTS CONTAINED ON THE MTEMC WEBSITE AT WWW.MTEMC.COM (COLLECTIVELY THE "REQUIREMENTS"). NO ELECTRIC SERVICE WILL BE PROVIDED UNTIL MTEMC'S REQUIREMENTS HAVE BEEN MET AND APPROVED IN WRITING BY AN AUTHORIZED REPRESENTATIVE OF MTEMC. ANY APPROVAL IS, AT ALL TIMES, CONTINGENT UPON CONTINUING COMPLIANCE WITH MTEMC'S REQUIREMENTS.

TOTAL AREA=34,254 SQ.FT. OR 0.79 ACRES±

TOLLGATE VILLAGE
SECTION 18B
RESUBDIVISION OF LOT 3304
(LOTS 3305-3309)

FOURTH CIVIL DISTRICT OF WILLIAMSON COUNTY, TENNESSEE

JOB NO. 10081 DRAWN BY: AMR
WORK ORDER: 1172 DATE: DECEMBER 18, 2020

CERTIFICATE OF APPROVAL OF MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORPORATION

I DO HEREBY CERTIFY THAT THE REQUIREMENTS SET FORTH IN RULES, REGULATIONS, BY-LAWS, POLICY AND OPERATIONAL BULLETINS, PLAT APPROVAL CHECKLIST AND TREE PLANTING GUIDELINES HAVE BEEN MET FOR MTEMC. ANY APPROVAL IS AT ALL TIMES CONTINGENT UPON CONTINUING COMPLIANCE WITH THE AFOREMENTIONED REQUIREMENTS.

_____, 20__ _____
DATE MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORPORATION

CERTIFICATE OF APPROVAL OF SUBDIVISION NAME AND STREET NAMES

I DO HEREBY CERTIFY THAT THE SUBDIVISION NAME AND STREET NAMES DENOTED ON THIS FINAL PLAT HAVE BEEN APPROVED BY THE WILLIAMSON COUNTY DEPARTMENT OF EMERGENCY COMMUNICATIONS

_____, 20__ _____
DATE WILLIAMSON COUNTY DEPARTMENT OF EMERGENCY COMMUNICATIONS

CERTIFICATE FOR ADDRESSES

I DO HEREBY CERTIFY THAT THE ADDRESSES DENOTED ON THIS FINAL PLAT ARE THOSE ASSIGNED BY DEPARTMENT OF INFORMATION TECHNOLOGY (IT).

_____, 20__ _____
DATE IT DEPT. TITLE

CERTIFICATE OF OWNERSHIP & DEDICATION

I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE OWNER(S) OF THE PROPERTY SHOWN AND DESCRIBED HEREON AS EVIDENCED IN BOOK 6403, PAGE 542, R.O.W.C.T., AND THAT I (WE) HEREBY ADOPT THIS PLAN OF SUBDIVISION WITH MY (OUR) FREE CONSENT, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINE, AND THAT OFFERS OF IRREVOCABLE DEDICATION FOR ALL PUBLIC STREETS, UTILITIES AND OTHER FACILITIES HAVE BEEN FILED AS REQUIRED BY THESE REGULATIONS.

_____, 20__ _____
DATE REGENT HOMES, LLC

TITLE:_____

CERTIFICATE OF ACCURACY

I HEREBY CERTIFY THAT THE PLAN SHOWN AND DESCRIBED HEREON IS A TRUE AND CORRECT SURVEY TO THE ACCURACY REQUIRED BY THE THOMPSON'S STATION, TENNESSEE REGIONAL PLANNING COMMISSION AND THAT THE MONUMENTS HAVE BEEN OR WILL BE PLACED AS SHOWN HEREON, TO THE SPECIFICATIONS OF THE SUBDIVISION REGULATIONS, AS APPROVED BY THE TOWN ENGINEER. THIS IS A CATEGORY I SURVEY AND THE RATIO OF PRECISION OF THE UNADJUSTED SURVEY IS GREATER THAN 1:10000 AS SHOWN HEREON.

RAGAN - SMITH - ASSOCIATES, INC.

JANUARY 13, 2021
DATE REGISTERED LAND SURVEYOR

CERTIFICATE OF APPROVAL OF UTILITY SYSTEMS

I HEREBY CERTIFY THAT THE FOLLOWING UTILITY SYSTEMS OUTLINED OR INDICATED ON THE PLAN SHOWN HEREON HAVE BEEN INSTALLED IN ACCORDANCE WITH CURRENT LOCAL AND/OR STATE GOVERNMENT REQUIREMENTS OR THAT A SURETY BOND HAS BEEN POSTED WITH THE PLANNING COMMISSION TO ASSURE COMPLETION OF ALL REQUIRED IMPROVEMENTS IN CASE OF DEFAULT. ALSO, I CERTIFY THAT THE HYDRAULIC DESIGN CRITERIA SPECIFIED IN SECTION 3-106 OF THE THOMPSON'S STATION SUBDIVISION REGULATIONS HAVE BEEN MET.

WATER SYSTEM _____, 20__ _____
DATE HB&TS UTILITY DISTRICT GENERAL MANAGER

SEWER SYSTEM _____, 20__ _____
DATE TOWN ENGINEER

CERTIFICATION OF THE APPROVAL OF STREETS

I HEREBY CERTIFY: (1) THAT ALL STREETS DESIGNATED ON THIS FINAL SUBDIVISION PLAT HAVE BEEN INSTALLED IN AN ACCEPTABLE MANNER AND ACCORDING TO REGULATIONS FOR THOMPSON'S STATION, TENNESSEE, ROADWAY AND DRAINAGE REGULATIONS, OR (2) THAT A SURETY BOND HAS BEEN POSTED WITH THE PLANNING COMMISSION TO ASSURE COMPLETION TO ASSURE COMPLETION OF ALL REQUIRED IMPROVEMENTS IN CASE OF DEFAULT.

_____, 20__
DATE

TOWN ENGINEER

CERTIFICATE OF APPROVAL FOR RECORDING

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THOMPSON'S STATION 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.

_____, 20__
DATE

SECRETARY OF PLANNING COMMISSION

FINAL PLAT

TOWN OF THOMPSON'S STATION PLANNING COMMISSION

NET AREA: 0.79 AC.± TOTAL LOTS: 5
ACRES NEW ROAD: 0 CIVIL DISTRICT: 4TH
MILES NEW ROAD: 0 CLOSURE ERROR: 1:15000+

OWNER: MBSC TN HOMEBUILDERS, LLC
SURVEYOR: RAGAN – SMITH – ASSOCIATES, INC.
SCALE: 1"= 50' 0 25' 50' 100'

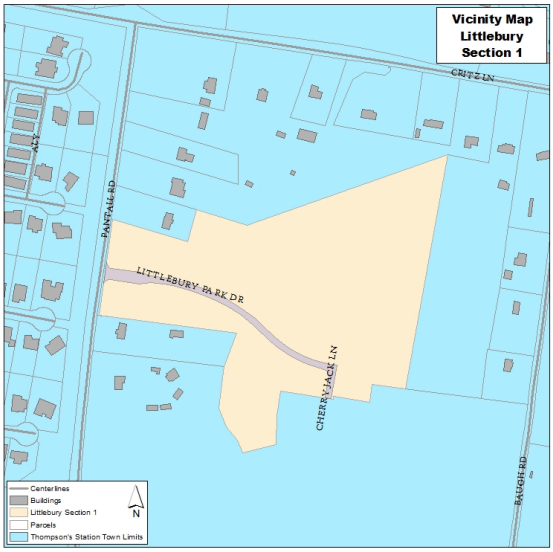
G:\10081-1172\1-SURVEY\PLAT\SECTION 18B\TGV SEC 18B FINAL PLAT.DWG

Thompson's Station Planning Commission
Staff Report –Item 2 (FP 2021-004)
January 26, 2021

Request to approve the final plat for Littlebury Section 1 to create 13 single family lots, 2 wastewater lots, and 4 open space lots.

PROJECT DESCRIPTION

A request to approve the first final plat for Section 1 of Littlebury to create 13 single family lots, 2 wastewater lots, and 4 open space lots located along Littlebury Park Drive and Cherry Jack Lane.



ANALYSIS

The purpose of the final plat is to provide a legal instrument where the transfer of ownership of lots is allowed and shall constitute a way where streets and other infrastructure can be accepted (LDO Section 5.2.7).

Section 1 consists of 13 single family lots and associated open space and wastewater lots. The preliminary plat approval consisted of 91 single family lots and 13 open space lots. The setbacks within the D3 district are a maximum of 10 feet for the front yard, 20 feet for the side yard, and 7.5 feet for the rear yard. The lots comply with the LDO minimum standards.

Open Space

This plat includes the first 4 open space lots of the 13 total within the subdivision.

Sewer

Sewer is provide per the BOMA approved wastewater system.

Sureties

Sureties are required prior to the recordation of any final plat to ensure that all necessary improvements are guaranteed to be installed per approved construction plans.

Improvement to roadways and drainage are required. After an evaluation of this section and the progress of the construction, the Town Engineer recommends that the roads, drainage and erosion control surety should be set at $529,000.

Improvements to the sewer are required. After an evaluation of the progress of the sewer, the Town Engineer recommends that the sewer surety be set at $838,000.

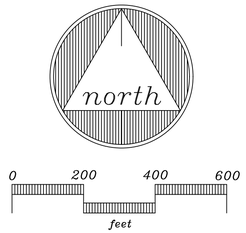
Development Agreement
The Development Agreement for the phase was approved and executed on October 21, 2019.

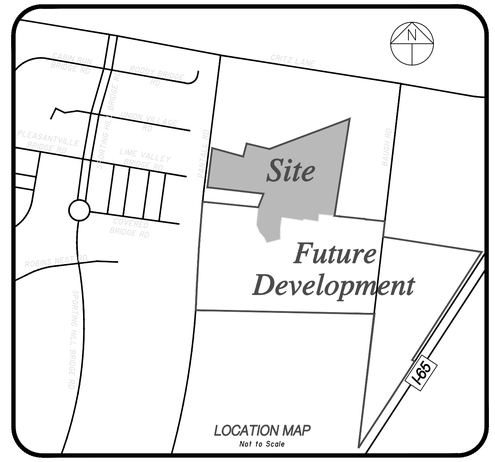
Recommendation
Staff recommends approval based on conformance with the Land Development Ordinance with the following contingencies:

1. Prior to issuance of building permits or occupancy, all necessary sewer connections to the system shall be completed and shall pass any necessary testing.
2. Prior to recordation of the final plat, a surety shall be submitted to the Town in the amount of $529,000 for roadways, drainage and erosion control with automatic renewal.
3. Prior to recordation of the final plat, a surety shall be submitted to the Town in the amount of $838,000 for sanitary sewer with automatic renewal.
4. As built drawings shall be required for the drainage and sewer system with a letter from the Design Engineer that they are constructed per the approved drawings and functioning as intended.

Attachments
Final Plat

COVER SHEET





OWNER/DEVELOPER:
LITTLEBURY DEVELOPMENT CO. LLC
C/O: MR. TONY CAVENDER
P.O. BOX 764
FAIRVIEW, TN 37062

FLOODPLAIN NOTE:
NO PORTION OF THIS SITE LIES WITHIN A 100 YEAR FLOOD HAZARD AREA PER F.E.M.A. MAP NO. 47187C0365 F, DATED SEPT. 29, 2006.

LAND DATA:
13 RESIDENTIAL LOTS ON 4.28 ACRES±
4 OPEN SPACE LOTS ON 6.53 ACRES±
DEDICATED RIGHT-OF-WAY ON 0.28 ACRES±
NEW ROAD RIGHT-OF-WAY AREA ON 1.48 ACRES±
WASTEWATER LOT: 10.28± ACRES
TOTAL LAND AREA: 22.58 ACRES±
ZONED: DI - LOW INTENSITY RESIDENTIAL

LOT SETBACKS:
FRONT: 25'
SIDE: 10'
REAR: 30'

DEED REFERENCE:
TAX MAP 145, A PORTION OF PARCEL 34.11
DEED BOOK 7524, PAGE 482;
WILLIAMSON COUNTY REGISTER OF DEEDS.

CONTACTS:
MIDDLE TENNESSEE ELEC. MEMBER. CORP.:
2156 EDWARD CURD LANE
FRANKLIN, TN 37067
PHONE: (615) 794-3561
CONTACT: JACOB CAIN / ROGER HIGGENBOTTOM

ENGINEER/SURVEYOR:
SITE ENGINEERING CONSULTANTS, INC.
850 MIDDLE TENNESSEE BLVD.
MURFREESBORO, TN 37129
PHONE: (615) 890-7901
CONTACT: JAMIE REED

H. B. & T. S. UTILITY DISTRICT
(HILLSBORO, BURWOOD & THOMPSON'S STATION)
505 DOWNS BLVD.
FRANKLIN, TN 37064
PHONE: (615) 794-7796
CONTACT: CODY LOVETT

ATMOS GAS
810 CRESCENT CENTRE DR. #600
FRANKLIN, TN 37067
PHONE: (615) 771-8300
CONTACT: TIM BROWN

LEGEND

- EXISTING IRON PIN
- SET IRON PIN
- WATER METER
- WATER VALVE
- 3"FM — 2"FM — FORCEMAIN SEWER LINE
- FH — W — WATER LINE w/FIRE HYD.
- 500 STREET ADDRESS

SURVEYOR'S NOTES

1. THE PURPOSE OF THIS FINAL PLAT IS TO CREATE 13 SINGLE FAMILY LOTS, TWO WASTEWATER DISPOSAL S.T.E.P. SYSTEM LOT, 4 OPEN SPACE AREAS, DEDICATE PUBLIC RIGHT-OF-ROW AND ESTABLISH UTILITY AND DRAINAGE EASEMENTS,

2. BEARING SYSTEM IS BASED ON TENNESSEE STATE PLANE COORDINATES.

3. THIS PROPERTY LIES WITHIN ZONE X, NOT IN A SPECIAL FLOOD HAZARD AREA, AS DETERMINED FROM ELEVATIONS SHOWN ON FIRM MAPS FOR WILLIAMSON COUNTY, TENNESSEE, MAP NUMBER 47187C0365 F, EFFECTIVE DATE SEPTEMBER 29, 2006.

4. MINIMUM BUILDING SETBACK LINES:
FRONT 25', SIDE 10', REAR 30'

5. PROPERTY IS CURRENTLY ZONED RI - (LOW INTENSITY RESIDENTIAL).

6. SITE IS LOCATED ON PROPERTY MAP 145, PARCEL 34.11.

7. THIS FINAL PLAT WAS PREPARED WITHOUT BENEFIT OF A CURRENT TITLE SEARCH. PROPERTY IS SUBJECT TO ANY OR ALL RESTRICTIONS OR EASEMENTS, OF RECORD OR BY PRESCRIPTION, THAT A COMPLETE TITLE SEARCH MAY REVEAL.

8. TOTAL NUMBER OF RESIDENTIAL LOTS IN PHASE 1, SECTION 1 = 13.

TOTAL AREA OF THE 13 RESIDENTIAL LOTS = 4.28 ACRES

TOTAL AREA RIGHT-OF-WAY DEDICATION = 0.28 ACRES.

TOTAL AREA OF NEW ROAD RIGHT-OF-WAY = 1.48 ACRES.

TOTAL AREA IN 4 OPEN SPACE LOTS = 6.53 ACRES.

TOTAL AREA IN 2 WASTEWATER TREATMENT S.T.E.P. SYSTEM LOTS = 10.28 ACRES.

TOTAL AREA IN LITTLEBURY PHASE 1, SECTION 1 SUBDIVISION = 22.58 ACRES.

9. IT IS THE RESPONSIBILITY OF EACH RESIDENTIAL BUILDER TO DESIGN AND CONSTRUCT A SUITABLE GRADING AND DRAINAGE SCHEME WHICH WILL CONVEY SURFACE WATER, WITHOUT PONDING ON THE LOT OR UNDER THE HOUSE, FROM THE BUILDING SITE TO THE DRAINAGE SYSTEM CONSTRUCTED BY THE SUBDIVISION DEVELOPER.

10. THIS PROPERTY HAS BEEN REVIEWED FOR THE EXISTENCE OF INTERMITTENT AND PERENNIAL STREAMS. STREAMS THAT WOULD REQUIRE WATERWAY NATURAL AREAS AS DESCRIBED IN SECTION 4 OF THE WILLIAMSON COUNTY STORM WATER MANAGEMENT REGULATIONS HAVE BEEN LOCATED AS SHOWN.

11. WITHIN THE WATERWAY BUFFER AREA, THERE SHALL BE NO CLEARING, GRADING, CONSTRUCTION OR DISTURBANCE OF VEGETATION EXCEPT AS PERMITTED BY THE WILLIAMSON COUNTY ENGINEERING DEPARTMENT.

12. THE LINEAR ERROR OF CLOSURE IS LESS THAN 1:10,000.

CERTIFICATE OF OWNERSHIP AND DEDICATION

I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE OWNER(S) OF THE PROPERTY SHOWN AND DESCRIBED HEREON AS EVIDENCED IN DEED BOOK 7524, PAGE 482, R.O.W.C., TN., AND THAT I (WE) HEREBY ADOPT THIS PLAN OF SUBDIVISION WITH MY (OUR) FREE CONSENT, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINE, AND THAT OFFERS OF IRREVOCABLE DEDICATION FOR ALL PUBLIC STREETS, UTILITIES, AND OTHER FACILITIES HAVE BEEN FILED AS REQUIRED BY THESE REGULATIONS.

DATE: _____ OWNER: _____
LITTLEBURY DEVELOPMENT CO. LLC
TONY CAVENDER, MEMBER

CERTIFICATE OF ACCURACY

I HEREBY CERTIFY THAT THE PLAN SHOWN AND DESCRIBED HEREON IS A TRUE AND CORRECT SURVEY TO THE ACCURACY REQUIRED BY THE WILLIAMSON COUNTY, TENNESSEE REGIONAL PLANNING COMMISSION AND THAT THE MONUMENTS HAVE BEEN OR WILL BE PLACED AS SHOWN HEREON, TO THE SPECIFICATIONS OF THE SUBDIVISION REGULATIONS, AS APPROVED BY THE COUNTY ENGINEER. THE LINEAR ERROR OF CLOSURE IS LESS THAN 1:10,000.

DATE: _____ BY: _____
SEC INC. — REGISTERED LAND SURVEYOR
850 MIDDLE TENNESSEE BLVD.
MURFREESBORO, TN 37129 — TENNESSEE R.L.S. #
(615) 890-7901

CERTIFICATE OF APPROVAL OF SUBDIVISION NAME & STREET NAMES

I HEREBY CERTIFY THAT THE SUBDIVISION NAME AND STREET NAMES DENOTED ON THIS FINAL PLAT HAVE BEEN APPROVED BY THE WILLIAMSON COUNTY EMERGENCY MANAGEMENT AGENCY.

Date: _____ _____
EMA DEPARTMENT — TITLE

CERTIFICATE OF APPROVAL FOR ADDRESSES

I HEREBY CERTIFY THAT THE ADDRESSES DENOTED ON THIS FINAL PLAT ARE THOSE ASSIGNED BY THE DEPARTMENT OF INFORMATION TECHNOLOGY (IT).

_____ _____ _____
DATE — IT DEPARTMENT — TITLE

CERTIFICATE OF APPROVAL OF UTILITY SYSTEMS

I HEREBY CERTIFY THAT THE FOLLOWING UTILITY SYSTEMS OUTLINED OR INDICATED ON THE FINAL SUBDIVISION PLAT ENTITLED "LITTLEBURY SUBDIVISION, SECTION 1" HAVE BEEN INSTALLED IN ACCORDANCE WITH CURRENT LOCAL AND/OR STATE GOVERNMENT REQUIREMENTS OR THAT A SURETY BOND HAS BEEN POSTED WITH THE PLANNING COMMISSION TO ASSURE COMPLETION OF ALL REQUIRED IMPROVEMENTS IN CASE OF DEFAULT. ADDITIONALLY, I CERTIFY THAT THE HYDRAULIC DESIGN CRITERIA SPECIFIED IN SECTION 5.5 OF THE WILLIAMSON CO. SUBDIVISION REGULATIONS HAVE BEEN MET.

WATER SYSTEM: H. B. & T. S. UTILITY DISTRICT

DATE: _____ _____
AUTHORIZED APPROVING AGENT

UTILITY CERTIFICATION OF THE APPROVAL OF SEWER SYSTEM

I HEREBY CERTIFY THAT THE SEWAGE TREATMENT AND COLLECTION SYSTEM PROPOSED FOR INSTALLATION, ALONG WITH ACCESS TO MAINTAIN THE COLLECTION SYSTEM AND ALL SYSTEM COMPONENTS, AND REQUIRING ALL HOMES ON THIS PLAT TO CONNECT TO THE CARTWRIGHT CREEK, LLC SYSTEM, FULLY MEETS THE REQUIREMENTS OF CARTWRIGHT CREEK, LLC. AND IS HEREBY APPROVED AS SHOWN.

_____ 20____
DATE

_____
CARTWRIGHT CREEK, LLC

_____
TITLE

CERTIFICATE OF THE APPROVAL OF STREETS

I HEREBY CERTIFY: (1) THAT ALL STREETS DESIGNATED ON THIS FINAL SUBDIVISION PLAT HAVE BEEN INSTALLED IN AN ACCEPTABLE MANNER AND ACCORDING TO WILLIAMSON COUNTY ROADWAY AND DRAINAGE REGULATIONS, OR (2) THAT A SURETY BOND HAS BEEN POSTED WITH THE WILLIAMSON COUNTY PLANNING COMMISSION TO ASSURE COMPLETION OF ALL STREET IMPROVEMENTS IN CASE OF DEFAULT.

DATE: _____ _____
COUNTY ENGINEER

DATE: _____ _____
COUNTY ROAD SUPERINTENDENT

CERTIFICATE OF APPROVAL FOR RECORDING

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

DATE: _____ _____
SECRETARY - PLANNING COMMISSION

THIS APPROVAL SHALL BE INVALID IF NOT RECORDED BY _____
DATE

FINAL PLAT

SECTION 1
LITTLEBURY SUBDIVISION

MAP 145, A PORTION OF PARCEL 34.11
1th CIVIL DISTRICT, THOMPSON'S STATION, TENNESSEE

SEC, Inc.
SITE ENGINEERING CONSULTANTS
ENGINEERING • SURVEYING • LAND PLANNING
LANDSCAPE ARCHITECTURE
WWW.SEC-CIVIL.COM
850 MIDDLE TENNESSEE BLVD • MURFREESBORO, TENNESSEE 37129
PHONE (615) 890-7901 • FAX (615) 895-2567

PROJ. #	DATE:	FILE:	DRAWN BY:	SCALE:	SHEET
17224	12-16-2020 REVISED: 1-5-2021	17224 LITTLEBURY-PHI	ATS	1" = 200'	1 OF 2

north

0 50 100 150
feet

MAP 145, PARCEL 34.05
ELLEN BOGLE
D.B. 364, PG. 372
(R.O.W.C., TN.)

TAX MAP 145, PARCEL 35.00
WILLIAM H. AND MATTIE LOU MARLIN
D.B. 785, PG. 172
(R.O.W.C., TN.)

TAX MAP 145, PARCEL 35.00
WILLIAM H. AND MATTIE LOU MARLIN
D.B. 785, PG. 172
(R.O.W.C., TN.)

TAX MAP 145, PARCEL 34.02
JAMES L. VALENTINE
D.B. 4802, PG. 395
(R.O.W.C., TN.)

TAX MAP 145, PARCEL 36.00
CLIFF RELIFORD
D.B. 4169, PG. 990 (R.O.W.C., TN.)

PANTALL ROAD

LITTLEBURY PARK DR
(50' R.O.W.) (RES. COLLECTOR)

CHERRY JACK LANE

ACCESS DRIVE

OPEN SPACE AND PUDE
DETENTION POND #1

OPEN SPACE AND PUDE
DETENTION POND #2

OPEN SPACE AND PUDE
123,445 SQ. FEET
2.83 ACRES

OPEN SPACE AND PUDE
101,571 SQ. FEET
2.33 ACRES

OPEN SPACE AND PUDE
34,482 SQ. FEET
0.79 ACRES

WASTEWATER LOT
60,657 SQ. FEET
1.39 ACRES

WASTEWATER LOT
387,261 SQ. FEET
8.89 ACRES

PUMP STATION

(103) 6,497 SQ. FEET 0.20 ACRES
(48) 16,233 SQ. FEET 0.37 ACRES
(47) 15,919 SQ. FEET 0.37 ACRES
(46) 16,016 SQ. FEET 0.37 ACRES
(45) 14,906 SQ. FEET 0.34 ACRES
(44) 14,256 SQ. FEET 0.33 ACRES
(43) 13,441 SQ. FEET 0.31 ACRES
(42) 12,660 SQ. FEET 0.29 ACRES
(41) 15,212 SQ. FEET 0.35 ACRES
(104) 6,783 SQ. FEET 0.16 ACRES
(49) 13,219 SQ. FEET 0.30 ACRES
(50) 13,750 SQ. FEET 0.32 ACRES
(51) 13,658 SQ. FEET 0.31 ACRES
(52) 12,361 SQ. FEET 0.28 ACRES
(53) 15,876 SQ. FEET 0.36 ACRES
(98) 34,482 SQ. FEET 0.79 ACRES
(105) 9,756 SQ. FEET 0.22 ACRES

ZONE 1
ZONE 2 BIOLINE EMITTER PIPE DRIP-FIELD AREA (TYP)
ZONE 3
ZONE 4 BIOLINE EMITTER PIPE DRIP-FIELD AREA (TYP)
ZONE 5
ZONE 6 BIOLINE EMITTER PIPE DRIP-FIELD AREA (TYP)
ZONE 7
ZONE 8
ZONE 9 BIOLINE EMITTER PIPE DRIP-FIELD AREA (TYP)

60' STREAM BUFFER
REMAINDER OF TAX MAP 145, A PORTION OF PARCEL 35.II LITTLEBURY DEVELOPMENT CO. LLC DEED BOOK 7524, PAGE 482 (FOR FUTURE DEVELOPMENT)

S73°42'21"E 331.87'
N15°52'52"E 139.62'
S73°54'18"E 243.21'
N06°50'25"E 14.36'
N70°42'23"E 884.32'
N82°48'12"W 588.44'
N08°00'31"E 409.29'
S09°49'21"W 1015.62'
N06°39'18"E 181.27'
N22°13'35"E 150.35'
S01°41'38"W 125.30'
S09°06'59"W 103.04'
N80°26'32"W 225.00'
N80°26'32"W 154.25'
S09°33'28"W 15.48'
S07°07'32"W 75.17'
N82°52'28"W 160.58'
S76°05'12"W 144.20'
N21°50'23"W 84.31'
N40°30'02"W 73.06'
N23°38'22"W 59.82'

LEGEND
- IRON PIN (FOUND)
- IRON PIN SET (NEW)
- CONC. MONUMENT (FOUND)
- P.K. NAIL SET FOR BENCHMARK
- IRON ROD W/ALUMINUM CAP
- FH 8"W — WATER LINE W/FIRE HYD.
- 3"FM — SEWER FORCE MAIN
- 0000 — STREET ADDRESS
- BUILDING ENVELOPE

LOT LINE
30' TYP
30' TYP
25' TYP
10' TYP
10' TYP
10' TYP
CORNER LOT
M.B.S.L.
M.B.S.L.
25' TYP
25' TYP
FRONT
R-O-W
MINIMUM BUILDING SETBACK DETAIL
N.T.S.

CURVE DATA

CURVE	DELTA ANGLE	RADIUS	ARC LENGTH	TANGENT	CRD BEARING	CRD LENGTH
C45	075°47'10"	18.00'	23.81'	14.01'	S44°05'48"E	22.11'
C46	063°21'23"	18.00'	19.90'	11.11'	S66°19'55"W	18.91'
C47	005°49'58"	125.00'	12.73'	6.37'	S79°04'24"E	12.72'
C48	005°54'05"	125.00'	12.87'	6.44'	N84°56'26"W	12.87'
C49	001°17'56"	745.75'	16.91'	8.45'	N88°20'25"W	16.91'
C50	009°55'34"	88.00'	15.25'	7.64'	N86°17'11"W	15.23'
C51	004°01'30"	125.00'	8.78'	4.39'	N89°54'31"W	8.78'
C52	004°05'36"	125.00'	8.93'	4.47'	S74°06'37"E	8.93'
C53	009°55'34"	88.00'	15.25'	7.64'	S77°10'15"E	15.23'
C54	001°10'33"	795.75'	16.33'	8.17'	S88°24'07"E	16.33'
C55	006°16'42"	795.75'	87.20'	43.64'	S77°40'29"E	87.15'
C56	006°57'07"	745.75'	90.49'	45.30'	N77°19'24"W	90.43'
C57	007°05'24"	745.75'	92.28'	46.20'	N70°19'38"W	92.22'
C58	006°16'45"	795.75'	87.21'	43.65'	S77°23'45"E	87.16'
C59	006°16'48"	795.75'	87.22'	43.65'	S65°06'59"E	87.18'
C60	005°55'15"	795.75'	82.23'	41.15'	S59°00'28"E	82.19'
C61	006°07'12"	795.75'	85.00'	42.54'	S52°59'44"E	84.96'
C62	09°27'31"	595.26'	98.25'	59.72'	N68°50'15"W	98.13'
C63	084°07'29"	25.00'	36.71'	22.56'	N52°30'16"W	33.50'
C64	017°26'02"	545.26'	165.91'	83.60'	S64°42'56"E	165.27'
C65	097°00'53"	25.00'	42.33'	28.26'	N59°03'46"E	37.45'
C66	005°59'46"	795.75'	83.28'	41.68'	S46°56'15"E	83.25'
C67	002°03'34"	545.26'	14.77'	57.60'	S49°58'08"E	14.55'
C68	019°01'09"	595.26'	199.16'	100.58'	N53°37'25"E	198.23'
C69	022°42'35"	745.75'	295.59'	149.76'	N55°17'38"W	293.65'

OWNER/DEVELOPER:
LITTLEBURY DEVELOPMENT CO. LLC
C/O: MR. TONY CAVENDER
P.O. BOX 764
FAIRVIEW, TN 37062

FLOODPLAIN NOTE:
NO PORTION OF THIS SITE LIES WITHIN A 100 YEAR FLOOD HAZARD AREA PER F.E.M.A. MAP NO. 47187C0365 F, DATED SEPT. 29, 2006.

LAND DATA:
13 RESIDENTIAL LOTS ON 4.28 ACRES±
4 OPEN SPACE LOTS ON 6.53 ACRES±
DEDICATED RIGHT-OF-WAY ON 0.28 ACRES±
NEW ROAD RIGHT-OF-WAY AREA ON 1.48 ACRES±
WASTEWATER LOT: 10.28± ACRES
TOTAL LAND AREA: 22.58 ACRES±
ZONED: DI - LOW INTENSITY RESIDENTIAL

LOT SETBACKS:
FRONT: 25'
SIDE: 10'
REAR: 30'

DEED REFERENCE:
TAX MAP 145, A PORTION OF PARCEL 34.II
DEED BOOK 7524, PAGE 482;
WILLIAMSON COUNTY REGISTER OF DEEDS.

FINAL PLAT
SECTION 1
LITTLEBURY SUBDIVISION
MAP 145, A PORTION OF PARCEL 37.II
th CIVIL DISTRICT, THOMPSON'S STATION, TENNESSEE

SEC, Inc.
WWW.SEC-CIVIL.COM
SITE ENGINEERING CONSULTANTS
ENGINEERING • SURVEYING • LAND PLANNING
LANDSCAPE ARCHITECTURE
850 MIDDLE TENNESSEE BLVD • MURFREESBORO, TENNESSEE 37129
PHONE (615) 890-7901 • FAX (615) 895-2567

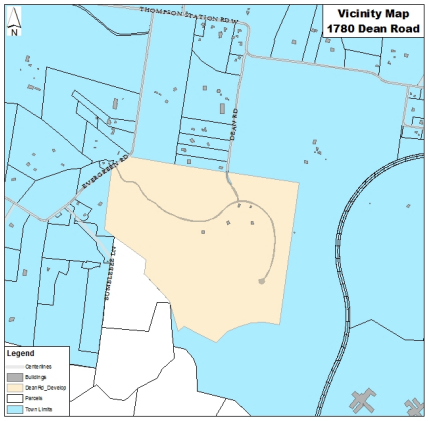
PROJ. #	DATE: 12-16-2020 REVISED: 1-5-2021	FILE: 17224 LITTLEBURY-PHI	DRAWN BY: ATS	SCALE: 1" = 50'	SHEET 2 OF 2
17224					

Thompson's Station Planning Commission
Staff Report –Item 3 (PP 2021-001)
January 26, 2021

Request to approve the preliminary plat for The Hills, a new subdivision to create 41 single family lots, and 6 open space lot on 225.64 acres located at 1780 Dean Road, with a requested deviation to the Subdivision Regulations.

PROJECT DESCRIPTION

The proposed subdivision, consisting of 225.64 acres is located within a D1 zone. The site is located at the terminus of Dean Road and is south of Thompson's Station Road West. The subject site is zoned D1 which is intended for low density residential development.



The project proposes 41 single family residential lots for a density of less than one unit per acre. Lot widths vary throughout the development; however, all lots meet LDO requirements. Setbacks are identified as a minimum of 25 feet for the front yard and 20 feet for the secondary frontages, 20 feet for the side yard aggregate with a minimum of five feet and 30 feet for the rear yard.

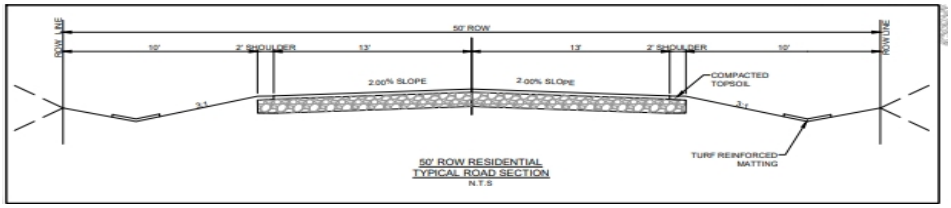
The site requires a buffer 2 (a semi opaque screen) between the adjacent properties to the north and east and the project site to a height of at least 20 feet. The landscaping plan provides for the buffer. No buffer requirement is identified at this time to the south or west, however, the area to the south has slopes of greater than 25% and elevations exceeding 900 feet and will be platted as permanent open space.

Access is provided both onto Dean Road and Evergreen Road.

Open Space
Development of the site includes approximately 102 acres set aside for open space, which will comply with the 45% open space requirement.

Subdivision Regulations Deviation
The applicant requests a Deviation from the Subdivision Regulation, per Section 5.5.2(d) of the LDO in order to provide a different street cross-section than the standard requirement for local roads in a D1 Zone. The street standard width required for a local road is 50 feet with a sidewalk, curb and gutter on both sides of the road. The applicant requests a deviation to the Subdivision Regulations to request the approval of a street section that excludes the sidewalk, curb and gutters. Instead, they propose a 26-foot-wide paved width with two foot shoulders and a drainage ditch on both sides of the road.

See below for requested cross-section:



The LDO states that "if the Planning Commission finds that extraordinary hardships or practical difficulties may result from strict compliance with the subdivision regulations, a deviation from these regulations may be granted provided such deviation shall not have the effect of nullifying the general intent and purpose of these regulations" (Section 5.5.2(d-e)). The Planning Commission may add conditions to the approval of any such Deviation of Standards.

As discussed with the Concept Plan for this development, this site does have steep slopes to contend with for development. A practical difficulty resides in the vision for the area to remain as a low density, rural community. Sidewalks, curbs and gutters are appropriate for a more urban area, with provisions for pedestrian activity being encouraged and supported between uses or within a neighborhood. Sidewalks, curb and gutters are not proposed within the general vicinity of this new subdivision and, therefore, a cross section including the correct right of way width for a local road but contains shoulders and a ditch section is appropriate. Additionally, as noted by the applicant, the Williamson County Department of Sewerage Disposal does not permit the use of curb and gutter for drainage for subdivisions with septic systems. Therefore, if this cross-section is not approved, the applicant will not be in compliance with County Septic requirements. Based on the steep topography of this site, the rural policy for this Sector, and the County septic requirements for open ditches, staff recommends approval of this deviation. As noted, the Planning Commission may add conditions to this approval, if desired.

Ridgeline Hilltop Preservation/Slopes

The site does contain land within the Ridgeline Hilltop Preservation Area (RHPA). Development within this area is prohibited unless a permit is obtained from the Board of Zoning Appeals. However, no development is proposed within the RHPA and all of this area will be designated and platted as part of the open space for the project. The site contains slopes between 15% and 25% that will be developed. All lots with slopes exceeding 15% will be designated as critical lots and will be subject to the requirements set forth for critical lots.

Woodlands/Trees

The site has several wooded areas. A tree inventory has been submitted as an exhibit to the preliminary plat with a mitigation plan. The plan includes the removal of 767 inches to be removed as part of this development plan.

Geotechnical

A geotechnical report was submitted with the project. All recommendations identified in the report for site work and development shall be adhered to during the development process.

Water Resources/Stormwater
The project site has two streams which have been identified in a hydrologic determination report and will be properly managed with a buffer per the Tennessee Department of Conservation (TDEC) regulations. Stormwater detention is proposed on site and will be reviewed further during the construction document review process.

Traffic
A traffic study is required for any development that creates 500 or greater trips per day, 100 trips or greater during a peak hour or is located along a major arterial. This project generates 453 trips per day, 41 during the AM and 43 during the PM peak hours and, therefore, does not require a traffic study.

Utilities
HB&TS and MTEMC have provided availability letters for utilities. The applicant shall be responsible for any improvements to water and electric infrastructure to meet the demands of the project. The applicant has approved by the Williamson County Sewage Disposal Management Department for onsite septic systems for each lot.

Recommendation
Staff recommends approval with the following contingencies:

1. Approval of the Deviation from the Subdivision Regulation to the street cross-section, as requested by the applicant.
2. The constructions plans and all final plats shall identify all lots with slopes of 15% and up as critical lots.
3. The applicant shall set a pre-application meeting with Town Staff prior to the submittal of the constructions plans for this development.
4. Prior to the approval of construction plans, the developer shall enter into a development agreement for the project.
5. Prior to the approval of construction plans, the developer shall obtain any necessary permits through the Tennessee Department of Environment and Conservation.
6. Prior to the approval of construction plans, all applicable codes and regulations shall be addressed to the satisfaction of the Town Engineer.
7. Prior to the submittal of the first final plat for this subdivision, a copy of the CCRs shall be submitted for Town review.
8. Any signage proposed for the subdivision shall comply requirements set forth within the Land Development Ordinance and shall be located within the open space and maintained by the homeowner's association.
9. Streetlights shall be incorporated in accordance with the Land Development Ordinance and shall be documented on the construction drawings.

PRELIMINARY PLAT
FOR
DEAN ROAD
1780 DEAN ROAD
Map 146 Parcel 39.00
BK 7581, PAGE 679-681 ROWC, TN
WILLIAMSON COUNTY, THOMPSON'S STATION, TN 37179

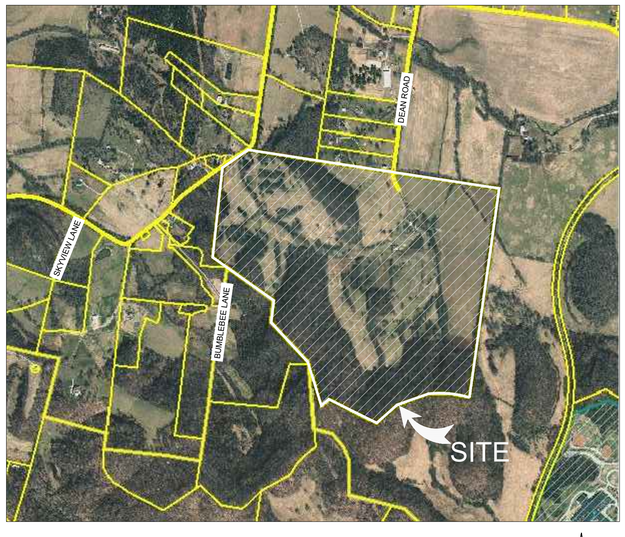
Developer: Ram Ventures
William Varney
3577 Creamy Bridge Road
Thompson's Station, TN 37179
wpvstock@aol.com

Engineer: T-SQUARE ENGINEERING
Consulting Civil Engineering
701 West Main St., Franklin, TN, 37064
(615)370-1443 * Email tim@t2-eng.com

Surveyor: ARROWHEAD SURVEYING
4151 OLD HILLSBORO ROAD
FRANKLIN, TN 37064

Topographic Boundary Survey, including property lines, legal description, existing utilities, site topography with spot elevations, outstanding physical features and existing structure locations was provided by the following company:

ARROWHEAD SURVEYING



LOCATION MAP
N.T.S.

N

Sheet Schedule

ALL OF THIS PROPERTY IS WITHIN ZONE "X" OF THE PRELIMINARY FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBER 47187C0345F, EFFECTIVE DATE SEPTEMBER 29,2006.

OWNER OF RECORD
RAM VENTURES TENN GP DEED BK: 7581 PG: 679-681 3577 CREAMERY BRIDGE ROAD THOMPSON'S STATION, TN 37179
APPLICANT
T-SQUARE ENGINEERING 1329 WEST MAIN ST FRANKLIN, TN 37064 615.678.8212

NO.	DATE	REVISIONS
1	11/16/20	REVISIONS PER COUNTY COMMENTS

DATE: 9-1-2020
SCALE:
DRAWN BY: T-SQUARE
REVIEWER: TET

THE HILLS

COVER
1780 DEAN ROAD
WILLIAMSON COUNTY, TENNESSEE

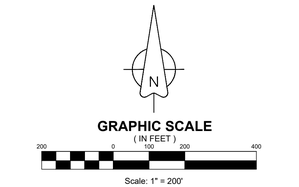
TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURAL
STATE OF TENNESSEE
12/18/20

PROJECT
19-0306

SHEET
C-0.0

T-SQUARE ENGINEERING
701 WEST MAIN STREET • FRANKLIN, TN • 615-678-8212 • WWW.T2-ENG.COM

P:\Projects\2019\19-0306 (Dean Rd - Bill Varney)\production\19-0306 Dean Road Concept Plan\19-0306 Dean Road Preliminary Plat.dwg, CVR 0.0, 12/18/2020 3:45:24 PM



GENERAL NOTES:

1. TOPOGRAPHIC SURVEY DOES NOT LIE IN STATE PLANE. COMPUTER MODELS NOT TO BE USED FOR CONSTRUCTION.
2. ALL STREAM BUFFERS SHOWN ARE FROM TOP OF BANK.
3. ALL STREAMS AND WETLAND SHOWN ON THIS PLAN ARE IN ACCORDANCE WITH HYDROLOGIC DETERMINATION CONDUCTED BY GROW ENVIRONMENTAL SOLUTIONS, DATED 27 AUGUST, 2019.

OWNER OF RECORD
RAM VENTURES TENN GP DEED BK: 7581 PG: 679-681 3577 CREAMERY BRIDGE ROAD THOMPSON'S STATION, TN 37179
APPLICANT
T-SQUARE ENGINEERING 1329 WEST MAIN ST FRANKLIN, TN 37064 615.678.8212

REVISIONS		
NO.	DATE	
1	11/16/20	REVISIONS PER COUNTY COMMENTS

DATE: 9-1-2020
SCALE:
DRAWN BY: T-SQUARE
REVIEWER: TET

EXISTING CONDITIONS

1780 DEAN ROAD
WILLIAMSON COUNTY, TENNESSEE

THE HILLS

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURAL
10175
STATE OF TENNESSEE

12/18/20

PROJECT
19-0306

SHEET
C-1.0

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701 WEST MAIN STREET • FRANKLIN, TN • 615-678-8212 • WWW.T2-ENG.COM

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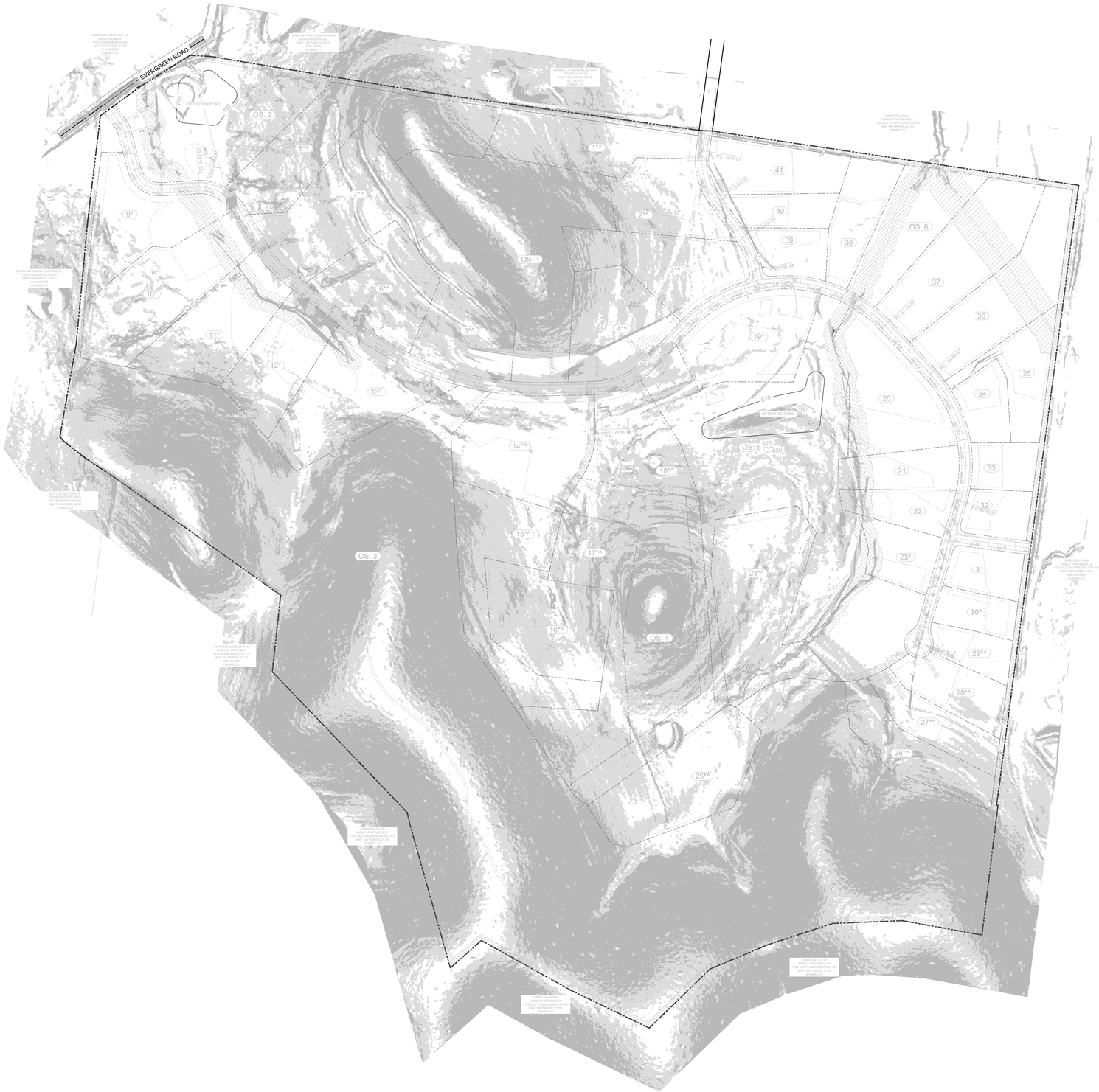

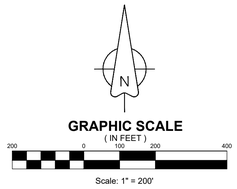

LEGEND

0-15%	
15-25%	
25+%	

GENERAL NOTES:

1. ALL STREAM BUFFERS SHOWN ARE FROM TOP OF BANK.
2. STEEP SLOPE DEVELOPMENT IS GOVERNED BY THOMPSON'S STATION ZONING ORDINANCE, SECTION 3.3.7.
3. DEVELOPMENT ON SLOPES GREATER THAN 25% IS PROHIBITED.
4. ANY LOT THAT EXCEEDS 15% SLOPE SHALL BE DESIGNATED AS A CRITICAL LOT.
5. SLOPES EXCEEDING 25% MAY BE COUNTED TOWARD OPEN SPACE REQUIREMENTS.

OWNER OF RECORD
RAM VENTURES TENN GP DEED BK: 7581 PG: 679-681 3577 CREAMERY BRIDGE ROAD THOMPSON'S STATION, TN 37179
APPLICANT
T-SQUARE ENGINEERING 1329 WEST MAIN ST FRANKLIN, TN 37064 615.678.8212

NO.	DATE	REVISIONS
1	11/16/20	REVISIONS PER COUNTY COMMENTS

DATE: 9-1-2020
SCALE:
DRAWN BY: T-SQUARE
REVIEWER: TET

SLOPE ANALYSIS
1780 DEAN ROAD
WILLIAMSON COUNTY, TENNESSEE

THE HILLS

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURAL & BIOMEDICAL
101
STATE OF TENNESSEE

12/18/20

PROJECT
19-0306

SHEET
C-1.1

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701 WEST MAIN STREET • FRANKLIN, TN • 615-678-8212 • WWW.T2-ENG.COM

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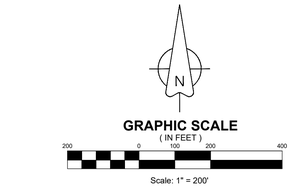

LEGEND

- EXISTING PROPERTY LINE
- EXISTING MAJOR CONTOURS
- EXISTING MINOR CONTOURS
- OHP — EXISTING OVERHEAD ELECTRIC
- EXISTING STREAM & WETLAND BUFFER
- EXISTING TREES & VEGETATION
- HILLTOP

GENERAL NOTES:

1. THIS PROPERTY HAS BEEN REVIEWED FOR THE EXISTENCE OF INTERMITTENT AND PERENNIAL STREAMS. STREAMS THAT WOULD REQUIRE WATERWAY NATURAL AREAS AS DESCRIBED IN SECTION 4 OF THE WILLIAMSON COUNTY STORM WATER MANAGEMENT REGULATIONS HAVE BEEN LOCATED AS SHOWN.
2. THIS SITE HAS BEEN REVIEWED FOR THE PRESENCE OF STEEP SLOPES, HILLTOPS, AND RIDGETOPS, SLIPPAGE SOILS, AND KARST FEATURES. AREAS FALLING WITHIN THESE CATEGORIES, IF ANY, HAVE BEEN NOTED ON THE RESOURCE PROTECTION PLAN.
3. ALL STREAM BUFFERS SHOWN ARE FROM TOP OF BANK.
4. RESOURCE MANAGEMENT TO BE GOVERNED BY THOMPSON'S STATION ZONING ORDINANCE, SECTION 3.3.
5. ALL FLOODPLAINS, WETLANDS, WOODLANDS, DRAINAGE WAYS, STEEP SLOPES, SLIPPAGE SOILS, SINKHOLES, HILLTOPS, RIDGELINES, HISTORICAL AND CULTURAL FEATURES ARE TO BE PRESERVED DURING THIS DEVELOPMENT. ANY FEATURE THAT PERTAINS TO THIS SITE HAS BEEN SHOWN ON THIS RESOURCE INVENTORY MAP. SEE C-1.5 FOR STEEP SLOPE ANALYSIS.
6. ALL STREAMS AND WETLAND SHOWN ON THIS PLAN ARE IN ACCORDANCE WITH THE HYDROLOGIC DETERMINATION CONDUCTED BY GROW ENVIRONMENTAL SOLUTIONS, DATED 27 AUGUST, 2019.
7. MURFREES FORK IS DESIGNATED AT IMPAIRED WATERS. A 60' BUFFER HAS BEEN PROVIDED FROM THE TOP OF BANK. THE REMAINING UNNAMED TRIBUTARIES INCLUDE A 30' BUFFER FROM THE TOP OF BANK. WITHIN THE WATERWAY NATURAL AREA, THERE SHALL BE NO CLEARING, GRADING, CONSTRUCTION OR DISTURBANCE OF VEGETATION EXCEPT AS PERMITTED BY THE WILLIAMSON COUNTY ENGINEERING DEPARTMENT.
8. ALL OF THIS PROPERTY IS WITHIN ZONE 'X' OF THE PRELIMINARY FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBER 47187C0345F, EFFECTIVE DATE SEPTEMBER 29, 2006.
9. SEE L-1.0 LANDSCAPE PLAN FOR TREE REPLACEMENT PLAN.

OWNER OF RECORD
RAM VENTURES TENN GP DEED BK: 7581 PG: 679-681 3577 CREAMERY BRIDGE ROAD THOMPSON'S STATION, TN 37179
APPLICANT
T-SQUARE ENGINEERING 1329 WEST MAIN ST FRANKLIN, TN 37064 615.678.8212

NO.	DATE	REVISIONS
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DATE: 9-1-2020
SCALE:
DRAWN BY: T-SQUARE
REVIEWER: TET

RESOURCE INVENTORY MAP

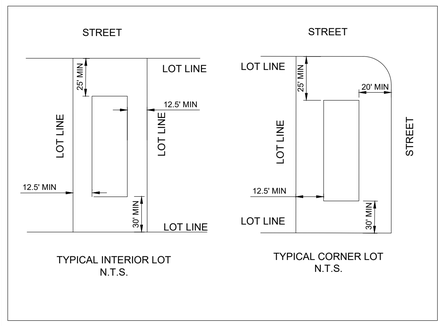
1780 DEAN ROAD
WILLIAMSON COUNTY, TENNESSEE

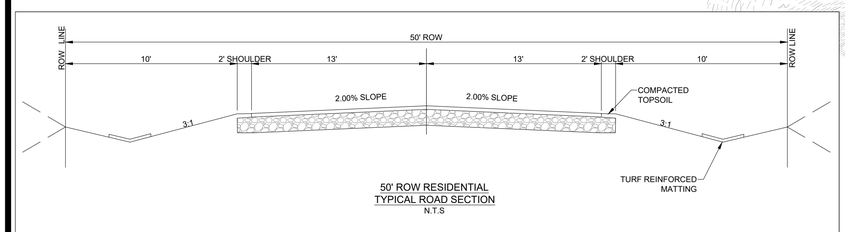
THE HILLS

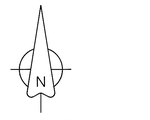
TIMOTHY E. TURNER
REGISTERED AGRICULTURAL ENGINEER
10175
STATE OF TENNESSEE
12/18/20

PROJECT
19-0306

SHEET
C-1.2







LEGEND

- EXISTING PROPERTY LINE
- EXISTING MAJOR CONTOURS
- EXISTING MINOR CONTOURS
- OHP — EXISTING OVERHEAD ELECTRIC
- EXISTING TREES & VEGETATION
- PROPOSED PROPERTY LINE
- PROPOSED PROPERTY SETBACK
- 8"W — PROPOSED WATER LINE
- PROPOSED FIRE HYDRANT ASSEMBLY
- PROPOSED 20' LANDSCAPE BUFFER

SITE DATA		
	EXISTING	PROVIDED
TOTAL PROPERTY ACREAGE	225.64 AC	225.64 AC
ZONING	D1 (RESIDENTIAL) LOW DENSITY-SUBURBAN	D1 (RESIDENTIAL) LOW DENSITY-SUBURBAN
MINIMUM LOT SIZE	N/A	1.0 AC
NUMBER OF LOTS	0	41
	REQUIRED	PROVIDED
PROPERTY AREA USE		
OPEN SPACE	101.54 AC (45%)	102.04 AC (45%)
IMPERVIOUS AREA	0.23 AC (0.10%)	4.60 AC (2.04%)
BUILDING SETBACKS		
PRIMARY FRONTAGE	25' MINIMUM	25' MINIMUM
SECONDARY FRONTAGE	20' MINIMUM	20' MINIMUM
SIDE LOT LINE AGGREGATE	20' (5' MINIMUM)	20' (5' MINIMUM)
REAR LOT LINE	30' MINIMUM	30' MINIMUM
BUILDING HEIGHT	3 STORIES	3 STORIES
LOT COVERAGE	55% MAXIMUM	55% MAXIMUM
DENSITY (UNITS PER ACRE)	1.00	1.00
ACCESS DRIVE WIDTH TO SETBACK	12' MAXIMUM	12' MAXIMUM
LOT WIDTH	85' MINIMUM	85' MINIMUM
MAX. BLOCK FACE LENGTH	1200'	1200'
FLOOD NOTE		
ALL OF THIS PROPERTY IS WITHIN FLOOD ZONE "X" OF THE PRELIMINARY FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBER 47187C0345F, EFFECTIVE DATE SEPTEMBER 29, 2006.		

Parcel Area Table		
PARCEL	SQ. FT.	ACRES
1*^	126686.92	2.91
2*^	103083.91	2.37
3*^	134541.13	3.09
4*^	130407.97	2.99
5*^	137093.72	3.15
6*^	133958.91	3.08
7*^	195052.11	4.48
8*^	222036.59	5.10
9*	131004.16	3.01
10*	177635.50	4.08
11*	142555.82	3.27
12*	116105.98	2.67
14*^	189943.77	4.36
15*^	189775.42	4.36

Parcel Area Table		
PARCEL	SQ. FT.	ACRES
16*^	163169.38	3.75
17*^	191747.00	4.40
18*^	216651.82	4.97
19*	144458.49	3.32
20	155486.02	3.57
21	65304.45	1.50
22	54535.68	1.25
23*	59742.29	1.37
24*^	337382.67	7.75
25*^	178781.76	4.10
26*^	97210.42	2.23
27*^	73258.48	1.68
28*^	74081.69	1.70
29*^	44019.45	1.01

Parcel Area Table		
PARCEL	SQ. FT.	ACRES
30*	43935.36	1.01
31	47753.53	1.10
32	43900.25	1.01
33	43907.84	1.01
34	48985.05	1.12
35	81144.88	1.86
36	164920.67	3.79
37	170035.29	3.90
38	78619.52	1.80
39	49869.75	1.14
40	50361.22	1.16
41	92450.60	2.12

Parcel Area Table		
PARCEL	SQ. FT.	ACRES
OS: 1	359012.73	8.24
OS: 2	284103.71	6.52
OS: 3	2901254.97	66.60

Parcel Area Table		
PARCEL	SQ. FT.	ACRES
OS: 4	244361.91	5.61
OS: 5	488782.52	11.22
OS: 6	175549.41	4.03

GENERAL NOTES:

1. THIS CONCEPT PROPOSES TO FILE FOR A DEVIATION OF STANDARD TYPICAL 50' ROW SECTION. THE PROPOSED 50' ROW SECTION IS SHOWN ON THIS SHEET. THE CHANGE IS DUE TO THE SUBDIVISION BEING RURAL IN NATURE AND FOR THE ABILITY TO DAYLIGHT SEPTIC CURTAIN DRAINS IN THE DITCHES.
2. ALL CRITICAL LOTS ARE SHOWN ON PLAN AND IN PARCEL TABLE WITH A (*) SYMBOL.

OWNER OF RECORD
RAM VENTURES TENN GP DEED BK: 7581 PG: 679-681 3577 CREAMERY BRIDGE ROAD THOMPSON'S STATION, TN 37179
APPLICANT
T-SQUARE ENGINEERING 1329 WEST MAIN ST FRANKLIN, TN 37064 615.678.8212

REVISIONS

NO.	DATE	
1	11/16/20	REVISIONS PER COUNTY COMMENTS

DATE: 9-1-2020
SCALE:
DRAWN BY: T-SQUARE
REVIEWER: TET

PRELIMINARY PLAT
1780 DEAN ROAD
WILLIAMSON COUNTY, TENNESSEE

THE HILLS

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
12/18/20

PROJECT
19-0306

SHEET
C-2.0

T-SQUARE ENGINEERING
701 WEST MAIN STREET • FRANKLIN, TN • 615-678-8212 • www.T2-ENG.COM

P:\Projects\2019\19-0306 (Dean Rd - Bill Varney)\production\19-0306 Dean Road Concept Plan\19-0306 Dean Road Preliminary Plat.dwg, PP 2.0, 12/18/2020 3:45:40 PM

Parcel Line Table		
Line #	Length	Direction
L1	182.72	S7° 32' 25.01"W
L2	241.64	S82° 27' 34.99"E
L3	11.39	N16° 17' 33.06"E
L4	127.63	N16° 17' 33.06"E
L5	59.42	S8° 26' 03.46"W
L6	535.02	N81° 33' 56.54"W
L7	152.76	S35° 30' 04.53"E
L8	455.39	S89° 08' 28.66"W
L9	29.56	N35° 30' 04.53"W
L10	6.69	N10° 30' 59.34"W
L11	324.51	S89° 33' 20.51"E
L12	520.91	N25° 03' 42.93"E
L13	201.06	S3° 23' 04.13"W
L14	140.18	S17° 29' 23.35"W
L15	143.79	S17° 29' 23.35"W
L16	205.85	N81° 33' 56.54"W
L17	112.11	S42° 59' 09.42"E
L18	653.99	S41° 11' 30.54"W
L19	218.36	N81° 33' 56.54"W
L20	142.20	S42° 59' 09.42"E
L21	536.76	S51° 04' 55.84"W
L22	274.00	S20° 50' 40.77"W
L23	103.71	N81° 33' 56.54"W
L24	436.34	N7° 32' 25.01"E
L25	518.08	S55° 39' 22.57"W
L26	530.52	N7° 32' 25.01"E
L27	211.69	S55° 39' 22.57"W
L28	86.93	N25° 49' 02.59"W
L29	242.81	N3° 44' 43.44"W
L30	152.60	S89° 48' 06.52"W
L31	106.90	S89° 48' 06.52"W
L32	187.77	N7° 32' 25.01"E
L33	86.32	S16° 17' 33.06"W
L34	237.38	N87° 12' 39.05"W
L35	188.75	N7° 32' 25.01"E
L36	230.51	S82° 27' 34.99"E
L37	145.66	S16° 17' 33.06"W
L38	292.76	N77° 43' 59.75"W
L39	148.65	N7° 32' 25.01"E
L41	157.94	N78° 44' 50.91"W
L42	157.42	N75° 40' 49.08"W
L43	29.43	N7° 32' 25.01"E
L44	143.36	N7° 32' 25.01"E
L45	317.01	N65° 56' 00.42"W
L46	203.38	N7° 32' 25.01"E
L47	102.05	N37° 27' 16.80"W
L48	408.22	N61° 51' 16.19"W
L49	145.76	N7° 32' 25.01"E
L50	126.40	S7° 32' 25.01"W
L51	407.18	S62° 59' 53.92"E
L52	227.88	S32° 21' 07.30"E

Parcel Line Table		
Line #	Length	Direction
L53	175.04	N6° 09' 52.47"W
L54	222.88	N43° 29' 24.43"W
L55	164.54	N68° 08' 47.37"W
L56	245.25	N68° 19' 24.54"W
L57	27.29	S54° 17' 07.76"W
L58	33.95	S54° 13' 09.75"W
L59	134.60	N47° 33' 06.40"W
L60	307.35	N20° 08' 53.96"E
L61	426.87	N69° 41' 12.05"E
L62	66.56	S81° 41' 04.00"E
L63	168.98	S31° 39' 00.18"E
L65	9.05	S56° 45' 45.30"W
L67	315.84	N80° 12' 02.99"E
L70	198.05	N4° 53' 00.70"E
L71	507.21	N7° 38' 21.55"W
L72	28.54	N68° 28' 22.81"W
L80	227.05	S16° 17' 33.06"W
L81	67.11	N17° 56' 34.91"W
L82	71.11	N14° 41' 09.34"W
L83	93.41	N7° 40' 11.81"E
L84	244.21	N70° 13' 07.89"W
L85	153.40	S16° 17' 33.06"W
L86	78.97	N9° 23' 07.07"W
L87	63.80	N74° 17' 33.61"W
L88	332.14	N74° 17' 33.61"W
L89	115.06	N0° 55' 07.47"W
L90	445.48	N89° 22' 48.30"W
L91	37.24	N83° 25' 33.98"E
L92	238.49	N42° 55' 15.90"W
L93	418.28	N83° 25' 33.98"E
L94	264.46	S1° 16' 08.31"W
L95	189.95	S20° 24' 57.87"E
L96	148.95	S27° 13' 00.72"W
L97	261.55	S89° 39' 09.44"E
L98	101.54	N72° 51' 50.30"E
L99	187.87	S26° 40' 18.11"E
L100	86.20	S43° 38' 36.54"W
L101	215.98	N18° 55' 21.70"W
L102	819.04	N4° 17' 00.99"W
L103	597.52	N54° 17' 07.76"E
L104	60.42	S50° 56' 14.91"E
L105	44.84	S36° 41' 47.66"E
L106	322.47	S55° 16' 06.52"W
L107	753.50	S4° 17' 00.99"E
L108	402.97	S80° 16' 53.92"E
L109	288.57	N32° 05' 07.21"W
L110	297.48	S80° 02' 15.73"E
L111	351.15	N34° 14' 43.45"W
L112	289.79	S55° 16' 06.52"W
L113	403.62	S4° 26' 34.24"E
L114	424.28	S8° 47' 58.33"W

Parcel Line Table		
Line #	Length	Direction
L115	30.00	N12° 16' 37.97"E
L116	254.88	N80° 44' 11.09"W
L117	349.60	N7° 36' 50.10"E
L118	212.35	N12° 16' 37.97"E
L119	252.50	S77° 43' 22.03"E
L120	308.32	N4° 45' 58.79"W
L121	228.63	N52° 33' 20.92"W
L122	239.68	N84° 10' 53.76"W
L123	110.62	N7° 36' 50.10"E
L124	279.44	S86° 21' 38.38"E
L125	34.79	N66° 56' 59.56"E
L126	351.28	S34° 02' 10.63"E
L127	352.34	S4° 45' 58.79"E
L128	229.85	S2° 53' 38.52"E
L129	169.12	S88° 27' 10.15"W
L130	133.12	N1° 32' 49.85"W
L131	57.35	N34° 12' 14.45"E
L132	432.02	S73° 20' 54.04"E
L133	166.67	S2° 53' 38.52"E
L134	224.91	S42° 16' 03.03"W
L135	25.14	N52° 24' 00.52"W
L136	697.54	N62° 15' 23.28"E
L138	216.62	N52° 24' 00.52"W
L139	510.15	N31° 37' 45.73"E
L140	272.51	S41° 44' 53.30"E
L141	364.39	N78° 42' 57.93"W
L142	457.02	S37° 21' 53.21"W
L143	45.86	S52° 24' 00.52"E
L144	175.78	N78° 42' 57.93"W
L145	660.99	S47° 48' 40.42"W
L146	163.24	S30° 02' 09.56"E
L147	8.24	S36° 33' 45.14"E
L148	316.64	S5° 18' 17.31"W
L149	256.84	S6° 57' 09.52"W
L150	82.44	S89° 00' 55.25"W
L151	75.16	N14° 33' 39.82"W
L152	142.43	S86° 26' 40.94"W
L153	274.39	N58° 49' 27.31"E
L154	66.33	S83° 04' 18.39"E
L155	333.89	N49° 56' 22.07"E
L156	39.70	N30° 02' 09.56"W
L157	94.68	S59° 32' 59.68"W
L158	254.91	N81° 41' 04.00"W
L159	18.29	S21° 41' 23.79"W
L160	302.90	S82° 01' 39.31"E
L161	151.64	S80° 34' 05.20"E
L162	200.79	S80° 34' 05.20"E
L163	570.18	N45° 23' 31.71"E
L164	66.89	N52° 24' 00.52"W
L165	308.06	S36° 41' 04.00"E
L166	196.89	S36° 41' 04.00"E

Parcel Line Table		
Line #	Length	Direction
L167	456.17	N39° 55' 57.42"E
L168	139.21	N86° 27' 28.82"E
L169	125.66	N30° 02' 09.56"W
L170	220.74	N52° 24' 00.52"W
L171	117.80	S37° 59' 23.69"E
L172	415.03	N55° 01' 12.87"E
L173	300.62	S22° 42' 57.81"W
L174	65.83	S31° 37' 20.04"E
L175	100.64	S37° 59' 23.69"E
L176	128.24	S58° 18' 47.85"W
L177	458.04	N36° 41' 04.00"W
L178	219.03	N4° 31' 11.59"E
L179	107.32	S43° 38' 36.54"W
L180	310.01	S46° 27' 21.47"E
L181	100.20	S88° 27' 10.15"W
L182	310.01	S46° 27' 21.47"E
L183	181.37	N81° 25' 45.27"E
L184	181.10	S15° 44' 13.12"E
L185	208.93	N84° 54' 53.15"W
L186	8.43	N10° 30' 59.34"W
L187	210.56	S8° 13' 16.74"E
L188	182.57	N35° 30' 04.53"W
L189	458.77	S84° 54' 53.15"E
L190	747.43	S82° 01' 39.31"E
L191	187.71	N21° 41' 23.79"E
L192	475.94	N79° 58' 40.72"W
L193	53.96	N79° 58' 40.72"W
L194	95.82	S33° 58' 57.42"W
L195	223.35	N88° 45' 30.55"W
L196	54.56	S8° 26' 03.46"W
L197	518.49	S14° 49' 52.05"E
L198	139.32	S1° 28' 38.71"E
L199	122.80	S78° 12' 02.95"E
L200	239.37	N45° 28' 24.08"E
L201	7.21	S16° 17' 33.06"W
L202	28.07	N52° 59' 14.23"E
L203	125.00	S34° 36' 08.14"E
L204	445.04	S16° 57' 25.11"W
L205	74.01	N79° 51' 36.67"E
L206	99.91	N53° 06' 16.57"E
L207	417.67	N3° 15' 28.12"E
L208	209.42	N5° 18' 17.31"E
L209	351.22	N17° 35' 15.78"E
L211	134.60	N47° 33' 06.40"W
L212	91.23	S56° 45' 45.30"W
L214	256.63	N39° 39' 03.09"E
L215	161.07	S41° 44' 53.30"E

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	39.36	26.71	84.45	N61° 20' 57"E	35.90
C2	172.53	225.00	43.94	S13° 32' 01"E	168.34
C3	141.72	325.00	24.98	N23° 00' 32"W	140.60
C4	44.70	30.00	85.37	N53° 12' 03"W	40.68
C5	208.87	540.00	22.16	N84° 48' 15"W	207.57
C6	85.88	540.00	9.11	S69° 10' 03"E	85.79
C7	75.27	540.00	7.99	S47° 09' 14"E	75.21
C8	55.77	525.00	6.09	S39° 52' 41"E	55.74
C9	40.01	525.00	4.37	S34° 39' 06"E	40.00
C10	217.00	525.00	23.68	S20° 37' 38"E	215.46
C11	174.52	525.00	19.05	S0° 44' 13"W	173.72
C12	55.26	709.64	4.46	S13° 16' 35"W	55.25
C13	43.09	25.00	98.75	S33° 05' 01"E	37.95
C14	51.99	75.00	39.72	S3° 33' 54"E	50.95
C16	94.46	55.00	98.40	S84° 57' 37"W	83.27
C19	26.91	55.00	28.04	S31° 49' 16"E	26.65
C20	70.85	55.00	73.81	S19° 06' 09"W	66.05
C24	34.09	475.00	4.11	S14° 14' 10"W	34.09
C25	173.05	475.00	20.87	S1° 44' 36"W	172.09
C26	160.14	510.43	17.98	N50° 51' 51"W	159.48
C27	283.68	479.46	33.90	N25° 48' 26"W	279.56
C28	533.16	490.00	62.34	S74° 48' 53"W	507.24
C29	185.43	325.03	32.69	S72° 26' 14"W	182.92
C30	18.67	288.00	3.72	N14° 08' 05"E	18.67
C31	223.92	1225.00	10.47	N86° 18' 38"W	223.61
C32	194.68	311.99	35.75	N16° 19' 42"E	191.54
C33	91.54	288.00	18.21	N25° 05' 53"E	91.16
C34	490.20	1225.00	22.93	N63° 51' 50"W	486.94
C35	165.89	425.00	22.36	S41° 13' 05"E	164.84
C36	172.34	125.00	78.99	N54° 03' 29"W	159.01
C37	19.11	75.00	14.60	N86° 15' 27"W	19.05
C38	125.38	175.00	41.05	N58° 26' 08"W	122.71
C39	101.64	222.33	26.19	N47° 32' 24"W	100.75

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C40	146.37	375.00	22.36	N41° 13' 05"W	145.45
C41	255.85	1175.00	12.48	N58° 38' 17"W	255.35
C42	401.30	1175.00	19.57	S74° 39' 38"E	399.35
C44	279.98	540.89	29.66	N57° 37' 03"E	276.86
C45	119.67	275.00	24.93	N22° 58' 57"W	118.72
C46	43.74	30.00	83.54	N31° 15' 14"E	39.97
C47	5.49	613.92	0.51	N72° 44' 00"E	5.49
C48	176.35	275.00	36.74	N17° 07' 48"W	173.35
C49	34.52	275.00	7.19	S4° 50' 16"W	34.50
C50	215.07	275.00	44.81	S66° 02' 53"W	209.63
C52	86.28	310.95	15.90	N79° 52' 31"E	86.00
C54	82.68	310.95	15.23	S64° 18' 33"W	82.43

REVISIONS		
NO.	DATE	
1	11/16/20	REVISIONS PER COUNTY COMMENTS

DATE: 9-1-2020
SCALE:
DRAWN BY: T-SQUARE
REVIEWER: TET

THE HILLS

LINE AND CURVE TABLES
1780 DEAN ROAD
WILLIAMSON COUNTY, TENNESSEE

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURAL
STATE OF TENNESSEE
12/18/20

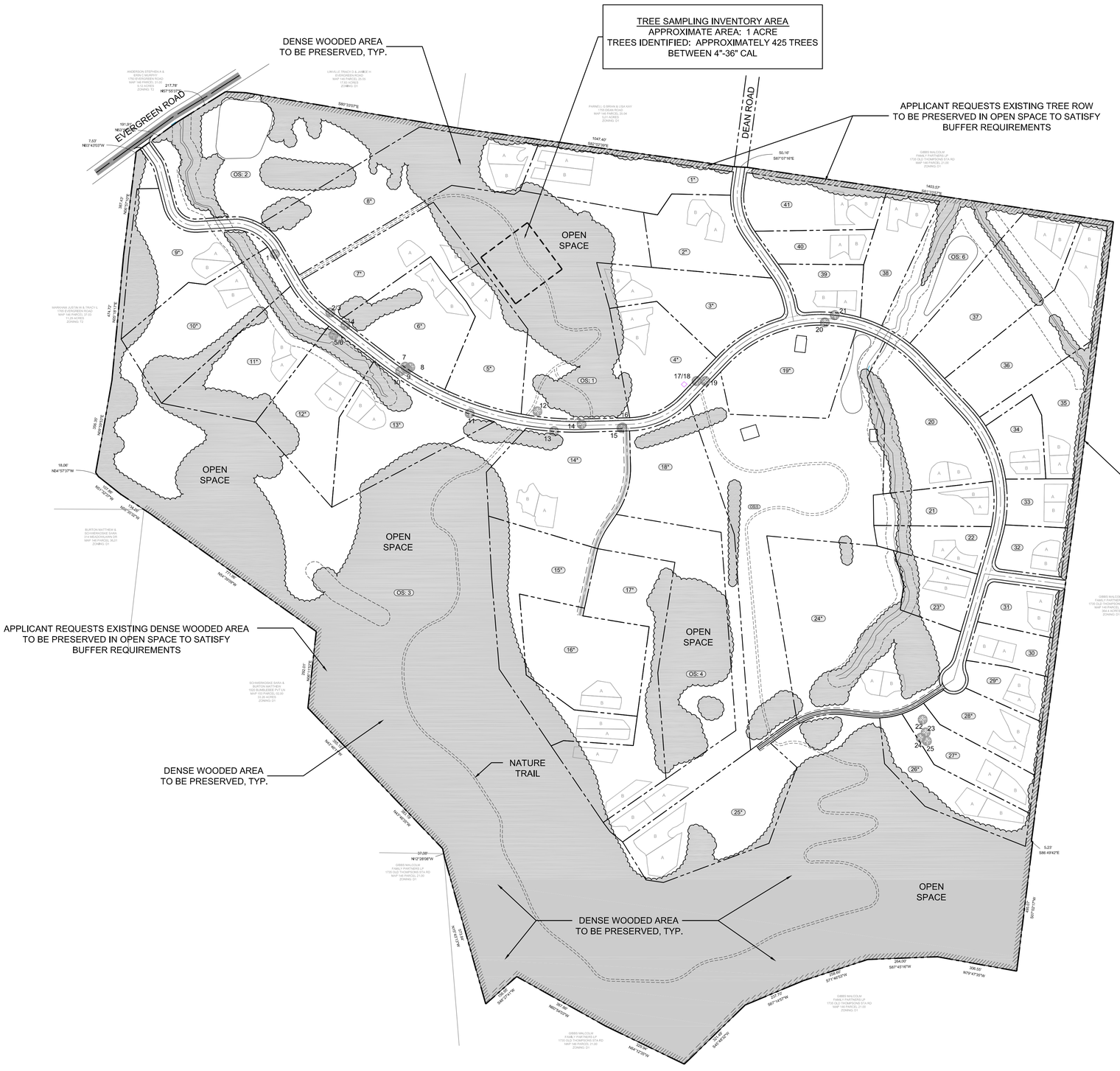
OWNER OF RECORD
RAM VENTURES TENN GP DEED BK: 7581 PG: 679-681 3577 CREAMERY BRIDGE ROAD THOMPSON'S STATION, TN 37179
APPLICANT
T-SQUARE ENGINEERING 1329 WEST MAIN ST FRANKLIN, TN 37064 615.678.8212

PROJECT
19-0306

SHEET
C-2.1

T-SQUARE ENGINEERING
701 WEST MAIN STREET • FRANKLIN, TN • 615-678-8212 • WWW.T2-ENG.COM

P:\Projects\2019\19-0306 (Dean Rd - Bill Varney)\production\19-0306 Dean Road Concept Plan\19-0306 Dean Road Preliminary Plat.dwg, LC 2.1, 12/18/2020 3:45:54 PM



Existing Trees > 18" to be Removed

Key	Size	Species
1	32"	HACKBERRY
2	36"	OSAGE ORANGE
3	36"	OSAGE ORANGE
4	26"	HACKBERRY
5	24"	HACKBERRY
6	24"	HACKBERRY
7	30"	HACKBERRY
8	24"	ELM
9	24"	HACKBERRY
10	30"	HACKBERRY
11	32"	HACKBERRY
12	50"	OSAGE ORANGE
13	50"	OSAGE ORANGE
14	50"	OSAGE ORANGE
15	24"	HACKBERRY
16	24"	ELM
17	26"	HACKBERRY
18	26"	HACKBERRY
19	26"	HACKBERRY
20	25"	MAPLE
21	24"	MAPLE
22	36"	OAK
23	30"	OSAGE ORANGE
24	34"	HACKBERRY
25	24"	HACKBERRY

Total Specimen Trees to be Removed=	25
Total Caliper Inches of Trees to be Removed=	767 inches
Total Caliper Inches of Replacement Requirement 1.5:1 =	1,151 inches
Required Replacement Trees (3" cal) =	384 trees
Replacement Trees Provided =	30,600 trees *

* The applicant is requesting existing vegetation to be preserved satisfy tree replacement requirements.

A tree sampling survey was conducted on 2/19 at which time a tree inventory was performed within an approximate 1 acre wooded area. The sampling area was located within an area to be preserved in open space and was representative of the vegetative cover found throughout the wooded portions of the open space areas. Approximately 425 trees ranging between 4" - 36" were identified within the sampling area. The overall project contains approximately 72 acres of wooded open space. Based on this assessment, it is estimated 30,600 trees are being preserved on site.

Tree species identified included:
ACER SPECIES - MAPLE SPACIES
CELTIS OCCIDENTALIS - HACKBERRY
FRAXINUS AMERICANA - AMERICAN ASH
JUNIPERUS VIGINIANA - EASTER RED CEDAR
MACLURA POMIFERA - OSAGE ORANGE
PRUNUS AVIUM - WILD CHERRY
QUERCUS SPECIES - OAK SPECIES

0 200 400 600

Scale: 1"=200'

N O R T H

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DesignStudio
LANDSCAPE ARCHITECTURE | PLANNING | URBAN DESIGN | VISIONING
919 High Point Ridge Road, Franklin Tennessee
(p)615.218.8118

Dean Road
1780 Dean Road, Thompsons Station,, Williamson County, Tennessee

Tree Replacement & Buffer Plan

JASON LEE GODDARD REGISTERED LANDSCAPE ARCHITECT STATE OF TENNESSEE NO. 6317 2/19/2021

date. Februrary 21, 2020
revisions. January 13, 2021

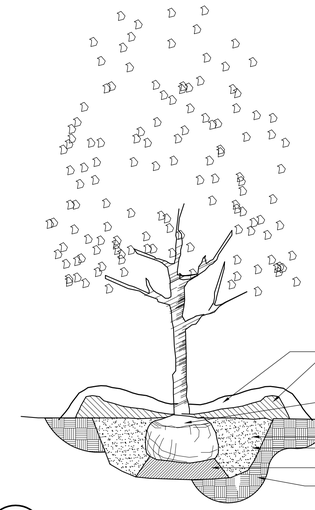
project no. 19041
scale. shown on plan

L-1.0

Dean Road Property - LANDSCAPE SCHEDULE

PLANT LIST

QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE	HEIGHT	NOTES	ACI VALUE
CANOPY TREES							
44		ULMUS PARVAFOLIA 'ELMER II'	LACEBARK ALLEE ELM	3" CAL. B/B	B&B	DECIDUOUS	
45		ACER RUBRUM 'OCTOBER GLORY'	OCTOBER GLORY RED MAPLE	3" CAL. B/B	B&B	DECIDUOUS	
39		QUERCUS PHELLOS	WILLOW OAK	3" CAL. B/B	B&B	DECIDUOUS	



1 / L-2.0 SECTION — SINGLE TRUNK DECIDUOUS TREE — DETAIL # — NTS

GENERAL NOTES:

1. All trees are to be nursery grown, burlap and ball (B&B). Minimum tree size is per schedule (measured 6" above root ball).
2. Remove all treated or plastic-coated burlap, strapping, wire or nylon twine from root ball. After setting in hole, cut away top and sides of wire basket, if any.
3. Install top of plant ball even with or 1" above existing grade.
4. Set tree in vertical position prior to staking.
5. Soak plant ball and pit immediately after installation. Place 4-6" of seasoned mulch or pine needles around base of tree, 3' diameter minimum.

LANDSCAPE PLANTING GENERAL NOTES

1. THE LANDSCAPE CONTACTOR SHALL B E RESPONSIBLE FOR CONFIRMING THE QUANITIES OF ALL MATERIALS. THE QUANTIES ON THE PLAN SHALL TAKE PRECEDENCE OVER THE PLANT LIST.

2. SUBSTITUTIONS OF TYPE, SIZE, OR SPACING OF PLANTS MAY NOT BE MADE WITHOUT PRIOR APPROVAL OF THE OWNER'S LANDSCAPE ARCHITECT, AND MAY RESULT IN THE RESUBMITTAL OF LANDSCAPE PLANS TO THE TOWN OF THOMPSONS STATION FOR APPROVAL PRIOR TO INSTALLATION.

3. ALL CONSTRUCTION ACTIVITY SHALL BE COORDINATED WITH TENNESSEE ONE CALL PRIOR TO DIGGING. ALL DAMAGE TO UTILITES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE PER UTILITY PROVIDER'S STANDARDS.

4. THE PLANT LIST SPECIFICATIONS PROVIDED WITHIN THE PLANT LIST FOR HEIGHT AND SIZE ARE MINIMUMS.

5. ALL PLANT BEDS SHALL BE RAKED AND CLEARED OF LARGE ROCKS. ALL LARGE DIRT CLODS SHALL BE PULVERIZED OR REMOVED PRIOR TO PLANTING.

6. ALL LARGE DIRT CLODS RESULTING FROM PLANTING SHALL BE PULVERIZED AND REMOVED PRIOR TO MULCHING.

7. PRE-EMERGINT HERBICIDE SHALL BE APPLIED AFTER INSTALLATION AND IMMEDIATELY PRIOR TO MULCHING.

8. ALL PLANT BEDS ARE TO BE MULCHED WITH A MINIMUM OF 4 INCHES OF SHREDDED PINE BARK. ALL ANNUAL BEDS SHALL BE MULCHED WITH A MINIMUM OF 2 INCHES OF SOIL CONDITIONER, PINE BARK FINES.

9. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL OR ANY DEFECTIVE WORKMANSHIP.

10. ALL SOD AREAS SHALL BE TILLED AND RAKED SMOOTH, WITH LARGE DIRT CLODS AND ROCKS REMOVED, PRIOR TO SOD INSTALLATION.

11. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL STAKING AND LAYOUT OF PLANT BEDS.

12. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE DRAINAGE OF ALL TREE AND SHRUB PITS. A PVC OR GRAVEL SUMP AT THE BASE OF THE TREE WELL MAY BE REQUIRED IN AREAS WHERE CLAY SOILS DO NOT ADEQUATELY DRAIN.

13. THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT WHEN THE PLANT MATERIALS ARE AT THE JOB SITE FOR REVIEW PRIOR TO INSTALLATION.

0 200 400 600

Scale: 1"=200'

N O R T H

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919 High Point Ridge Road, Franklin Tennessee
(p)615.218.8118

Dean Road
1780 Dean Road, Thompsons Station,, Williamson County, Tennessee

Street Tree Plan

JASON LEE GODDARD REGISTERED TENNESSEE NO. 357 LANDSCAPE ARCHITECT 1/13/2021

date. January 13, 2021
revisions.

project no. 19041
scale. shown on plan

L-2.0

Dean Road Concept Plan & Preliminary Plat Consistency Statement

This preliminary plat is in accordance with the concept plan in the following ways:

1. Lot count didn't change;
2. No major changes to road network;
3. Open space has remained relatively the same;
4. All utilities and septic areas are in proper locations (may be revised to better fit lots);
5. Steep slopes are primarily within open space boundaries.

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701 West Main Street
Franklin, TN 37064
615.678.8212

www.T2-eng.com

1/6/2021

Planning and Zoning
Town of Thompson's Station
1551 Thompson's Station Rd West
Thompson's Station, TN 37179

SUBJECT: Dean Road Subdivision – Deviation of Standard Street Design Request

Staff,

This request is to accompany the Dean Road Subdivision preliminary plat, dated 1-6-2021. The developer is requesting a Deviation of Standard approval to the Street Design Standards of the typical roadway section in Appendix E (Roadway Cross Sections) of the Land Development Ordinance. The ordinance states there is to be a 26' wide paved road with curb and gutter and 5' wide sidewalk on both sides of the street within a 50' right of way.

Dean Road Subdivision requests the removal of the sidewalks and curb and gutters. The subdivision proposes a 50' right of way with a 26' wide paved road, 2' shoulders and drainage ditches. The proposed layout is deemed best to suit this site due to the subdivision being rural in nature and to provide the ability to daylight septic curtain drains in the ditches.

Feel free to contact the undersigned at 615-678-8212 or tim@t2-eng.com with any questions.

Tim Turner, PE
President
T-Square Engineering, Inc.

Allison Baldwin

From: Brian Corwin <Brian.Corwin@williamsoncounty-tn.gov>
Sent: Wednesday, February 12, 2020 2:11 PM
To: Tim Turner
Cc: Bart Skelton
Subject: Curb & gutter drainage in septic served subdivisions
Attachments: Section 26 - 02 12 20.pdf

Tim-

In accordance with Section 26, Subsection C, Part 2 of the current *Regulations Governing On-Site Sewage Disposal Systems* of the Williamson County Department of Sewage Disposal Management, the use of curb and gutter drainage is not allowed in subdivisions served by septic systems. Please refer to the attached PDF file of that section of our regulations; highlighted in yellow on page S26-4.

Let me know if you have additional questions or need further clarification.

Thanks,
Brian

Brian K. Corwin, Director
Williamson County — Department of Sewage Disposal Management
1320 West Main Street; Suite # 411
Franklin, TN 37064
(615)790-5751
Brian.Corwin@williamsoncounty-tn.gov

Phone: (615) 794-4333
Fax: (615) 794-3313
www.thompsons-station.com

1550 Thompson's Station Road W.
P.O. Box 100
Thompson's Station, TN 37179

DATE: January 26, 2021

TO: Planning Commissioners

FROM: Micah Wood, AICP
Planning Director

SUBJECT: **Item 4 – Ordinance 2021-004 – Land Development Ordinance Cleanup & Clarification Amendment**

Town Staff has flagged several items that require minor revisions to the LDO to provide clarification on certain standards and the cleanup of other areas within the LDO.

These amendments are offered without a workshop since they are not designed to provide any significant policy changes or shifts in process; rather, these are meant to clarify inconsistencies, eliminate conflicting standards, and to ensure that the LDO processes work in a more efficient manner for all users of the LDO.

Staff is working to set up a work session with BOMA and Planning Commission to discuss other changes to the LDO process, including revisions to the Transect development approval process, landscaping and tree preservation, design standards, and traffic impact study requirements, among other items that may be raised by Planning Commissioners and BOMA members.

Staff recommends that the Planning Commission provide a favorable recommendation onto the BOMA for these clean up and clarification text amendments.

Attachments
Ordinance 2021-004
Exhibit A

ORDINANCE NO. 2021-004

AN ORDINANCE OF THE TOWN OF THOMPSON'S STATION, TENNESSEE TO AMEND, BY CLEAN UP AND CLARIFICAITON, CERTAIN PROVISIONS OF THE LAND DEVELOPMENT ORDINANCE

WHEREAS, Town Staff and the Planning Commission is recommending changes certain provisions of the Town's Land Development Ordinance ("LDO") to amend various sections throughout the LDO in order to clean up and clarify various standards, regulations, and requirements; and

WHEREAS, the Planning Commission has reviewed these proposed changes and has recommended that the Board of Mayor and Aldermen adopt the amendments to the LDO as proposed herein; and

WHEREAS, the Board of Mayor and Aldermen has reviewed the Land Development Ordinance and has determined, based upon the recommendations of Town Staff, the Planning Commission, and the record as a whole, that the proposed amendments are consistent with the General Plan, will not have a deleterious effect on the Town, makes improvements to the LDO, and are in the best interest of the Town.

NOW, THEREFORE, BE IT ORDAINED by the Board of Mayor and Aldermen of the Town of Thompson's Station, Tennessee, as follows:

Section 1. That the Town of Thompson's Station's Land Development Ordinance is hereby amended by adopting the changes as set out in Exhibit A attached hereto and incorporated herein by reference. After final passage, Town Staff is directed to incorporate these changes into an updated, codified Land Development Ordinance document with the date of BOMA approval and said document shall constitute the Zoning Ordinance and Subdivisions Regulations of the Town.

Section 2. If any section or part of the Land Development Ordinance, including any amendments thereto, is determined to be invalid for any reason, such section or part shall be deemed to be a separate and independent provision. All other sections or parts shall remain in full force and effect. If any section or part of the Land Development Ordinance is invalid in one or more of its applications, that section or part shall remain in effect for all other valid applications.

Section 3. This ordinance shall take effect immediately upon the publication of its caption in a newspaper of general circulation after final reading by the Board of Mayor and Aldermen, the public welfare requiring it.

Duly approved and adopted by the Board of Mayor and Aldermen of the Town of Thompson's Station, Tennessee, on the _____ day of _____, 2021.

_____

Corey Napier, Mayor

ATTEST:

_____
Regina Fowler, Town Recorder

Passed First Reading: _____

Passed Second Reading: _____

Submitted to Public Hearing on the _____, at 7:00 p.m., after being advertised in the *Williamson AM* Newspaper on the ____ day of _____, 2021.

Recommended for approval by the Planning Commission on _____, 2021.

APPROVED AS TO FORM AND LEGALITY:

_____
Town Attorney

EXHIBIT "A"

Words noted with a ~~strikethrough~~ are to be deleted and words in red text includes new language to be added.

Throughout the LDO

Strike the word "~~principal~~" and replace with the word "principle"

Section 1.1.1 Authority and Applicability- revise TCA tile citation

1.1.1 Authority. The action of the Town of Thompson's Station, Tennessee in the adoption of this Land Development Ordinance (LDO) is authorized under the laws of the State of Tennessee, including Title 13 and as later amended~~, §§13-7-201. et seq~~.

Section 1.2.5 Sectors- clarify section title & O2 section policy

1.2.5 Sectors Established

…

c. The O2 Rural Open Space Sector (O2) should consist of lands of rural character, including hamlets~~,~~ in which development should be limited ~~to that which will not overburden resources or natural systems~~, which are designed in harmony with the natural environment and in accordance with infrastructure availability.

Section 1.3 Definitions- revise terms/definitions for clarity

Delete the following terms and definitions:

~~**A-grid**: cumulatively, those thoroughfares that by virtue of their pre-existing pedestrian-supportive qualities, or their future importance to pedestrian connectivity, are held to the highest standards prescribed by this Code. See B-grid.~~

~~**B-Grid:** cumulatively, those thoroughfares that by virtue of their use, location, or absence of pre-existing pedestrian-supportive qualities, may meet a standard lower than that of the A-Grid. See A-Grid.~~

Add the following term and definition:

Major Thoroughfare Plan: The Town's adopted transportation plan that provides guidance and policy to the community, property owner, Town Staff, the Planning Commission, and the Board of Mayor and Aldermen. The Major Throughfare Plan (MTP) also contains the functional classification(s) of streets within the Town, which are referenced in various LDO standards.

Section 2.1 Sector Plan Adopted- clarify Sector Plan Map policy & reference the amendment process for the Sector Map

2.1 Sectors Plan Adopted

~~The Board has adopted the Sector Plan in support of the General Plan. The Sector Plan prescribes the community types that are permitted in each growth sector. See Table 2.1 Community Types Permitted in Sectors.~~

The Sector Plan Map reflects the policy promulgated under the General Plan. The Sector Plan Map establishes the permitted community types within each Sector throughout the Town. *See* Table 2.1. which outlines the permitted Community Type with each Sector. Any amendment to any Sector, as shown on the Sector Plan Map, shall follow the provisions of Section 5.3.4.

Section 2.2 Community Types- clarify community types & sectors

2.2 Sectors Plan Adopted

The community types support §1.2 Intent, by regulating community types as uses permitted ~~within certain locations~~ within designated Sectors, as depicted on the Sector Plan Map. These community types are regulated by size, use, and intensity suitable for allocation to Sectors and site conditions within the Town.

Section 2.2.4 Mixed Use Community Types, Design- clarify the section title

2.2.4 ~~Mixed Use Community Types, Design~~ Mixed Use: Hamlets, Villages, and Centers

Section 2.2.5 Hamlets- remove dripfields from open space & refine configuration requirements

2.2.5 Hamlet

…

d. A minimum of 60% of the area of the hamlet shall be permanently set aside as the hamlet's "undeveloped portion," and the balance shall be its "developed portion." The undeveloped portion shall be exclusively for agricultural use or any uses permitted in the T1 or T2 zoning districts. ~~This area may also be used for wastewater drip fields.~~

e. The undeveloped portion shall separate the developed portion from adjacent developed land. The undeveloped portion shall either be configured as contiguous area or shall be configured in groupings (these groupings shall not be small remainder areas and shall be large enough to meet the intent of this community type as reflected herein).

Section 2.2.6 Village- remove dripfields from open space

d. A minimum of 40% of the area of the village shall be permanently set aside as the village's "undeveloped portion," and the balance shall be its "developed portion." The undeveloped portion shall be exclusively for agricultural use or any uses permitted in the T1 or T2 zoning districts. This area may also be used for wastewater drip fields.

e. The undeveloped portion shall separate the developed portion from adjacent developed land. The undeveloped portion shall either be configured as contiguous area or shall be configured in groupings (these groupings shall not be small remainder areas and shall be large enough to meet the intent of this community type as reflected herein).

Section 3.1.4 Filing of Previously Approved Plats- revise timeline for recordation with County

All previously approved final plats shall be filed with the county register's office within six (6) months following adoption of these subdivision regulations. In the event the owner fails to file a plat within the time period stipulated herein the approval shall become void and no building permit shall be issued for any lot located therein until action is taken to reinstate the plat. All final plats approved under these regulations shall be filed with the county register's office within ~~six (6) months~~ one year following final plat approval.

Section 3.3.14 Tree Protection- add language to clarify this is required as part of preliminary plat or site plan.

Tree Protection

a. The resource inventory map must identify all non-invasive trees of 18 inches in caliper and greater measured at 4½ feet above the natural grade of the tree. All clusters of trees and tree rows must also be identified on the inventory map. Removal of mature, indigenous trees in healthy condition is discouraged. During the preliminary plat or site plan process, trees that are proposed for removal shall require tree removal approval from the Planning Commission for all trees 18 inches in caliper and greater and replacement trees shall be required at a 1.5:1 ratio for each inch removed. Replacement or relocated trees must be planted on site or Planning Commission approval is required for an off-site location.
b. Approval of removal of trees shall be considered through the preliminary plat or site plan process. A ~~licensed arborist or other~~ licensed professional shall prepare a protection plan and a mitigation and/or replacement of removed trees plan. The protection plan shall include a tree inventory which shall document all trees that are 18 inches or greater in diameter that are indigenous to the region.

c. Trees that are designated to remain shall be subject to the following requirements to minimize disturbance to the tree:
    i. All trees that will remain on site shall have protective chain-link fencing ~~installed be~~ installed around the dripline of the tree to protect the root system ~~for~~ of the tree.

…

…

e. Failure to comply with the above Tree Protection standards shall result in a Stop Work Order being issued and may result in the cancellation of all permits for the development site.

f. In the event on site or approved off-site replacement of trees is not feasible, application may be made to the Planning Commission to request a fee-in-lieu agreement, wherein 120% of the cost of the replacement shall be made to the Town. The Planning Commission may deny any such application in its absolute and sole discretion.

Section 3.5.1 Civic and Open Space Standards

3.5.1 Civic spaces shall be assigned to each pedestrian shed. The minimum and maximum percentage of land to be ~~dedicated and deeded~~ provided as land in civic space is shown in Table 2.3 Community Types, Areas and Civic Space Civic spaces shall be assigned per Table 4.1 Land Use and Building Type, and shall be designed per Table 3.1 Civic Space Types to conform to their zoning district, and to the following: …

Section 3.7 Access

3.7.1 Access to Lots

The Planning Commission may require that lots shall not derive access from major thoroughfares pursuant to the General Plan and the Major Thoroughfare Plan. Where driveway access from such public ways may be necessary for several adjoining lots, the commission may require that the lots be served by a combined access drive, alley, or rear lane in order to limit possible traffic hazards. Driveways shall be designed and arranged so as to avoid requiring vehicles to back onto arterial or collector streets.

Section 3.9.1 Thoroughfares- clarify this policy is derived from the MTP

3.9.1 Thoroughfare assemblies shall be designed according to this subsection. Thoroughfares shall be designed per the character of their context to implement §1.2 Intent. The Thompson's Station Comprehensive Plan defines types of communities in the region relative to their community character and the Town's throughfare network is established in the Major Thoroughfare Plan.

Table 3.10 Design Speed- revise note

*As determined by the ~~Major Road and Street Plan~~ Major Thoroughfare Plan

Add New Section 3.15 Addressing and Mailboxes- add new section to cover addressing & new USPS requirements for mailboxes

13.5 Addressing and Mailboxes

All addressing (include approval of subdivision and street names) shall be done per the Williamson County Emergency Management Agency's rules, regulations, and standards.

All mailbox types and locations shall be per the *USPS National Delivery Planning Standards*. Each final plat shall contain the following standards note: "All mailbox types and locations meet the requirements and standards of the United States Postal Service."

Section 4.3.1 Special Requirements- clarify section & revise to reference MTP

4.3.1 A concept plan may designate any of the following special requirements to be applied according to the standards of this article. These restrictions are applied to the plat by the applicant~~.~~ and shall be applied as follows:

a. A differentiation of the thoroughfares as ~~a-grid and b-grid~~ per the Major Thoroughfare Plan. Frontages located more than 100' ~~from the a-grid~~ can be considered for private frontage exceptions by the Town Planner. The local street frontages ~~assigned to the b-grid~~ shall not exceed 30% of the total length of frontages within a pedestrian shed.

Section 4.5.1 General to all zone- clarify classification of uses

4.5.1 General to all zones:

a. Lot use and building type is limited according to Table 4.1, Table 4.2, Table 4.3 and Table 4.4. Any use not listed may be ~~considered~~ classified as a permitted use under the broad categories of residential, lodging, office, retail, service, institutional, agriculture, automotive, civil support, education, and industrial by the ~~Planning Commission~~ Town Planner. After classification of the use by the Town Planner, a text amendment reflecting the newly classified use shall be sent to Planning Commission for recommendation onto BOMA.

Section 4.5.1 Lot Use Restrictions- clarify home occupation requirements

4.5.1 General to all zones:

…

b. Home occupations in compliance with ~~Table 4.1, Table 4.2, and Table 4.4 shall be permitted in all zoning districts pursuant to the restrictions of Table 4.5 Building Intensity~~ Section 4.11.2.

Table 4.4 O2, G1, G2 Use Zones Land Use- remove cell towers from CC zones

Table 4.4 O2, G1, G2 USE ZONES LAND USE							
USE	D1	D2	D3	NC	**CC**	**IL**	**IM**
INSTITUTIONAL							
Wireless communications facility					~~P~~	~~P~~	P

Section 4.6.6 Accessory Structures- add that accessory structures shall be at least 10 ft from other structures

Rear setbacks for accessory buildings shall be a minimum of 5 feet measured from the property line. In the absence of rear alley or rear lane, the rear setback shall be as shown in Table 4.6 through Table 4.16. All accessory structures shall be at least 10 feet from any other structure.

Residential Zoning District Lot Standard Tables 4.6, 4.7, 4.8, 4.9, 4.10, 4.11, 4.12- Revise "Access Drive Width to setback" with standard driveway setback language.

~~Access Drive Width to setback 20 ft. max.~~

Driveway(s) shall be 10 feet from any property line.

Section 4.8.4 Loading Dock locations- clarify to prohibit loading docks in front yards.

Loading docks and service areas up to a combined width of 30 feet may be incorporated into frontages as follows:

…

c. Loading docks and service areas shall not be permitted ~~on b-grid frontages and shall not be permitted on or within 100 feet of an a-grid frontage~~ within a front yard.

Section 4.9.7 Regulations General to IL and IM zones- remove erroneous reference to airports

Regulations General to the IL, and IM zones. The IL, and IM zones are primarily for light and medium industry, respectively. (1) The two zones differ in their uses permitted, which are listed separately in Table 5.1. Land Use Classification Matrix (2) Setbacks for loading facilities from railroad tracks ~~or airport taxiways~~ may be reduced to 0 feet.

Section 4.10.1 Regulations General to IL and IM zones- remove erroneous reference to airports

4.10.1 Single-Family Residential Standards

…

c. All single-family residences in subdivisions that receive preliminary plat approval, and all single lot site plans for single family residences, ~~after the effective date of the ordinance amending this subsection~~[1] shall have a two (2) car (or larger) garage with minimum interior ~~dimensions of 22 feet by 22~~ area of 484 square feet. This minimum interior area of the garage shall be free and clear of permanent obstructions, fixtures, or appliances, such as water heaters, washer/ dryer hook up areas, stairs, etc. ~~In addition, all single lot site plans for single family residences submitted after the effective date of this ordinance shall also have a two (2) car (or larger) garage with minimum interior dimensions of 22 feet by 22 feet.~~ All front-loaded garages shall be recessed from the front facade a minimum of two (2) feet. ~~Existing single-family residences including any residences in subdivisions that have received construction plan approval prior to the effective date of the ordinance amending this subsection are exempt from this standard~~. Detached garages and carports shall be located ~~toward~~ on the side or rear of the residence beyond the front wall plane of the residence. All driveways shall be a minimum of 20 feet in length, exclusive of sidewalks.

Section 4.10.3 Multi-family Residential Standards- clarify design standards

4.10.3 Multi-family Residential Standards

…

c. Construction shall incorporate a combination of masonry, fiber cement siding (ex Hardiplank), and/or brick.

Section 4.11.3 Residential Business- clarify submittal requirements

4.11.3 Residential Business

…

ii. Residential businesses shall be subject to review and approval by the Planning Commission. The application must include the following information:

…

b) ~~Ten (10) copies of~~ A detailed site plan showing the location of all proposed business activities on the project site in a format determined by Town Staff.

c) ~~Ten (10) copies of~~ Detailed building elevations (for all new construction) in a format determined by Town Staff.

Section 4.11.5 Automotive Uses

4.11.5 Automotive Uses

…

m. Car washes and other automotive use shall be oriented so that any wash bays or service bays shall not open onto a public ROW.

Section 4.11.7 Wireless Communications Facilities- clarify cell tower permitted use locations

4.11.7 Wireless Communications Facilities

…

b. Permitted Locations: WCTs ~~are~~ shall only be permitted within the IM zoning district subject to these standards; however, the placement of such towers shall be done ~~in areas and specific locations~~ to minimize the visual impact of WCTs is strongly encouraged.

Section 4.17.2 General Provisions- clarify master sign process and PC review of signs

4.17.2 General Provisions

…

c. Design, construction and maintenance of signs. All signs shall be designed, constructed and maintained in accordance with the follow standards:

…

vi. Master Sign Plan Approval. ~~All new developments requiring subdivision plat or site plan approval shall submit a master sign plan for approval prior to construction~~ All site plans that contain more than 75,000 square feet and any preliminary plat shall submit a master sign plan. The master sign plan shall include a site plan showing the location of all proposed signs on the project site in relation to all existing and

proposed buildings and structures. Scaled drawings showing the proposed design for all signs, including any proposed lighting for such signs. All signs within a development shall be compatible in design quality. The Master Sign Plan shall be reviewed by the Planning Commission in conjunction with the proposed subdivision plat or site plan.

vii. ~~Design~~ Review Approval. All ~~nonresidential signs,~~ multi-family signs and residential subdivisions entrance signs shall be subject to review and approval by the ~~Design Review~~ Planning Commission.

Section 4.17.4 Permitted Signs- clarify the time period for development signs

4.17.4 Permitted Signs

…

b. Signs permitted in all residential districts (including D1, D2, D3 residential zones and residential within the TC). In addition to the signs permitted as otherwise provided herein, the following signs are permitted within all residential districts subject to the specifications described below:

i. Subdivision entrance signs. Such signs shall be located at the primary entrance(s) to a development as identified on a preliminary plan approved by the planning commission. The signs shall be located on private property within a platted sign or landscape easement or within the subdivision's common open space. The sign location shall be subject to the approval of the Planning Commission. Such signs shall be maintained by an established homeowners' or property owners' association.

…

During the period when a subdivision is under development and until the permanent subdivision entrance sign(s) is/are erected, one temporary sign per entrance may be erected within the subdivision on property owned by the developer. No such sign shall exceed 32 square feet in area on one sign face; ten feet in width; and six feet in height. Such development signs shall be removed with the issuance of the CO for the last home to be developed within the subdivision or if no development activity occurs within the subdivision for a period of 1 year, whichever occurs earlier.

Section 5.2.2 Minor Subdivision- clarify the minor subdivision process

5.2.2 Minor Subdivision/Administrative Approval

A minor subdivision shall be available for any subdivision that will divide land into four (4) or fewer lots and that does not include the construction and dedication of a public improvements. Minor subdivisions may be approved administratively by the Town Planner and shall not require concept plans or preliminary plats. Resubdivision of lots within existing subdivisions that previously received Planning Commission approval shall not be eligible for administrative review and instead shall require submission to the Planning Commission for approval.

Section 5.2.3 Concept Plan

5.2.3 Concept Plan

…

c. Concept plan consideration

The applicant shall submit the concept plan for Town staff review. The applicant shall provide a submittal package in accordance with the concept plan checklist. ~~The Town Planner shall present the concept plan and his or her report and findings to the Planning Commission at its next regularly scheduled meeting after completion of the report~~. The Planning Commission shall hold a Design Workshop on the concept plan to provide feedback to the applicant. As the concept plan is for informational purposes only, the Planning Commission shall take no formal action with respect to a concept plan.

Section 5.3.4 Procedure for Map and/or Text Amendments- clarify the process for Sector Plan Map amendments

5.3.4 Procedure for Map and/or Text Amendments

Applications for any change, either of district boundaries or classification of property as shown on the Sector Map or Zoning Map, shall be submitted to the Planning Commission at its public office.

a. Applications or petitions for sector or zoning map amendments shall be submitted in the form established by Town staff, in compliance with § Plans and Applications below, along with the fees established by the Board of Mayor and Aldermen. In addition to the notice and public hearing requirements of state law, any property owner or approved representative requesting an amendment to the zoning map shall be required, upon the filing of their petition, to identify (including the name(s) and mailing addresses) all adjacent property owners including any properties that are separated only by a public right of way. The Town shall then send by certified mail, notice of the proposed rezoning and of the scheduled public hearing time and date. Failure to obtain service upon an adjacent property owner may result in the rescheduling of the public hearing and postponement of the vote on the zoning map amendment. The applicant shall be responsible for all costs related to notice of the public hearing, including costs of certified mail and advertising. The applicant shall also post notification sign(s) in a prominent place or places on the property subject to the proposed zoning map amendment. Whenever any petition for an amendment of the zoning map has been denied by the Board of Mayor and Aldermen, no new petition covering the same property (or the same property plus any additional property) can be filed with the Board of Mayor and Aldermen until one (1) year has elapsed from the date of the filing of a previous petition, provided that nothing herein shall prevent the Planning Commission or Board of Mayor and Aldermen from initiating a zoning map amendment.

…

d. All sector or zoning map and text amendments and any subdivision regulation amendments, shall follow the procedure as set forth under state law as may be amended from time to time.

Town of Thompson's Station Annexation Policy

1. Strategic growth by annexation is appropriate when:

   (a) the location is supported by existing Town infrastructure and services;

   (b) the location is supported by existing Town infrastructure/services and wastewater service is to be provided by septic as approved by Williamson County; or

   (c) where infrastructure and services are planned to be provided in an efficient, timely, and orderly manner.

2. The extension of infrastructure and public services should be used as a tool that strategically directs where growth should take place, and not as a reactive response to development.

3. Territory shall be zoned T2 after formal annexation. Upon completion of the annexation and initial zoning processes, the property may be rezoned, upon proper application, according to proposed development plans in accordance with The General Plan.

3. Zoning, infrastructure improvements, and community facility investments should be coordinated to maximize efficiency and public benefit while minimizing negative impacts of growth.

4. Applications for annexation shall be accompanied by a cost-benefit analysis that provides Staff, the Planning Commission, and the BOMA with a complete understanding and detailed overview of the long-term impacts of the request for annexation. This information should provide details on existing infrastructure as well as non-existing infrastructure necessary to support the proposed annexation. The information in the cost-benefit analysis should also include a statement describing how the annexation will ensure a continuation of an orderly, planned, and well-designed development of the Town. Special attention should be given to:

   (a) the current roadway infrastructure conditions for all roadways impacted by the proposed annexation and how any substandard roads will be improved to Town standards and by whom; and

   (b) the total cost for sewer improvements needed to service the annexed territory, which includes an approved engineer letter of findings (ELF) and an executed Reservation of Wastewater Capacity Agreement.

5. Annexation within the UGB should be approached in a comprehensive manner that promotes contiguity and orderly growth, efficient and timely delivery of Town services, and proactive planning for future development.

6. Annexation not within the UGB, while discouraged, may be considered on a case-by-case basis, with consideration of any and/or all of the following:

   (a) The orderly extension of the Town's corporate boundaries;

   (b) The minimization of gaps between annexed territory/infrastructure service areas;

   (c) The cost of extending public infrastructure and services;

   (d) The companionability with the surrounding development pattern;

   (e) The UGB of other municipalities, including planned future services by other municipalities; and

   (f) Other restrictions or rules promulgated by statute.

Phone: (615) 794-4333
Fax: (615) 794-3313
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1550 Thompson's Station Road W.
P.O. Box 100
Thompson's Station, TN 37179

MEMO

DATE: January 26, 2020

TO: Planning Commissioners

FROM: Micah Wood, AICP
Planning Director

SUBJECT: Item 6: ROW/Intersection relocation for Buckner Lane at Thompson's Station Road East

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Southeast Ventures requests the Planning Commission review an intersection relocation in ROW partially controlled by the Town of Thompson's Station. The intersection of Buckner Lane at Thompson's Station Road East is proposed to be relocated to accommodate a PUD development called June Lake that is located in Spring Hill and is being developed in conjunction with the new Buckner Road-Interstate 65 Interchange.

The ROW plat submitted with this request has been approved by the City of Spring Hill. Deeded lots indicate a mixed picture as to where the actual property lines fall in this location: some deeds indicate to the centerline of the road, while others indicate they end at the ROW line. Spring Hill, through acceptance of the ROW on the southside of Thompson's Station Road East, as part of the preliminary plat, has laid claim to the ROW to the centerline of the Thompson's Station Road East. The Town's ROW would meet the Spring Hill ROW at the centerline, forming the corporate boundaries between the two municipalities.

Members of the Southeast Ventures will be in attendance at the meeting to provide context to this request.

Since the Intersection relocation impacts ROW controlled by the Town, Planning Commission should review this request and provide a favorable or unfavorable recommendation onto BOMA as to the acceptance of this change.

NOTES

1. THE PURPOSE OF THIS PLAT IS TO CREATE 2 BUILDABLE LOTS, OPEN SPACE AND DEDICATE RIGHT OF WAY.

   -PURPOSE OF LOT A: TO CREATE A SINGLE LOT, BETWEEN THE NEW BUCKNER LANE RIGHT OF WAY AND FORMER BUCKNER LANE RIGHT WAY. THIS LOT WILL BE DEVELOPED IN THE FUTURE AS SUBDIVIDED SINGLE FAMILY LAND USE DEVELOPMENT, IN ACCORDANCE WITH THE 2660 BUCKNER LANE GATEWAY PZD. PRIOR TO DEVELOPMENT OF LOT A, A SUBDIVISION PRELIMINARY PLAT APPLICATION WILL BE MADE BY THE DEVELOPER.

   -PURPOSE OF USE FOR LOT D: TO CREATE A SINGLE LOT ADJACENT TO THE REALIGNED BUCKNER LANE FOR FUTURE DEVELOPMENT. THIS LOT WILL BE DEVELOPED IN THE FUTURE AS A SINGLE-PARCEL MULTI-FAMILY DEVELOPMENT, IN ACCORDANCE WITH THE 2660 BUCKNER LANE GATEWAY PZD.

2. PARCEL NUMBERS SHOWN AS THUS (00) REFER TO TAX MAPS 154 & 166 WILLIAMSON COUNTY, TENNESSEE.

3. ALL DISTANCES WERE MEASURED WITH E.D.M. EQUIPMENT AND HAVE BEEN ADJUSTED FOR TEMPERATURE.

4. OWNER: BUCKNER LANE PARTNERS, LLC
   ADDRESS: 6012 PELICAN WAY
   COLLEGE GROVE, TN 37046
   PHONE: 615-833-9484
   CONTACT: DON ALEXANDER
   EMAIL: dalexander@southeastventure.com

6. SURVEYOR: S&ME
   ADDRESS: 658 GRASSMERE PARK DRIVE, SUITE 100
   NASHVILLE, TN 37211
   PHONE: (615) 385-4144
   CONTACT: ROBERT SEARSON
   EMAIL: rsearson@smeinc.com

7. THE TENNESSEE STATE PLANE COORDINATE SYSTEM IS THE BASIS FOR THIS SURVEY, AND WAS ESTABLISHED USING RTK-GPS POSITIONAL DATA THAT WAS ACQUIRED ON THE DATE OF MARCH 24, 2020 UTILIZING TRIMBLE R8S OR R10 DUAL FREQUENCY RECEIVERS. THE GRID COORDINATES OF THE SURVEY CONTROL POINT SHOWN HEREON WERE DERIVED USING A VRS NETWORK OF MULTIPLE TDOT CORS STATIONS REFERENCED TO THE NORTH AMERICAN DATUM OF 1983, NAD 83 (2011) (EPOCH 2010) GEOID 12B. THE POSITIONAL ACCURACY OF THE GPS VECTORS DOES NOT EXCEED: H=0.2'/V=0.2'. THE COMBINED GRID FACTOR OF 0.99990908 WAS CALCULATED AT SURVEY CONTROL POINT #1 AS SHOWN HEREON.

8. THE PROPERTY DOES NOT LIE WITHIN THE 100 YEAR FLOOD PLAIN AND IS DETERMINED TO BE IN ZONE "X" AS PER FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM PANEL NUMBER 47119C0070E, DATED APRIL 16, 2007, FIRM PANEL NUMBER 47119C0090E, DATED APRIL 16, 2007, FIRM PANEL NUMBER 47187C0365F, DATED SEPTEMBER 29, 2006, AND FIRM PANEL NUMBER 47187C0345F, DATED SEPTEMBER 29, 2006.

9. THIS SURVEYOR WAS NOT PROVIDED WITH A TITLE COMMITMENT, THEREFORE THE PROPERTY IS SUBJECT TO THE FINDINGS OF A DETAILED TITLE SEARCH.

10. PRIOR TO ANY CONSTRUCTION, EXCAVATION OR ANY DISTURBANCE OF THE EXISTING GROUND ELEVATION, THE OWNER AND / OR CONTRACTOR SHOULD ASSUME RESPONSIBILITY OF CONTACTING THE LOCAL UTILITY AUTHORITIES FOR EXACT LOCATION OF UNDERGROUND GAS LINES, TELEPHONE LINES, ELECTRIC CABLES, WATER LINES, ETC. TO AVOID ANY HAZARD OR CONFLICT. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN THREE (3) NOR MORE THAN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR EXCAVATION TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. DIAL 811 FOR A ONE CALL CENTER.

11. UTILITIES SHOWN WERE TAKEN FROM FIELD LOCATIONS THAT WERE APPARENT AND COPIED FROM APPROPRIATE GOVERNING AGENCIES MAPS AND ARE APPROXIMATE AT BEST. THERE MAY BE UTILITIES, THE EXISTENCE OF WHICH IS UNKNOWN TO THE SURVEYOR.

12. TOPOGRAPHIC INFORMATION IS FROM AN AERIAL TOPOGRAPHY PROVIDED BY MAPMAKER, LLC. CONTOUR INTERVAL IS 1'.

13. ALL DEED & PLAT REFERENCES ARE MADE TO THE REGISTER'S OFFICE OF WILLIAMSON COUNTY, TENNESSEE (ROWC).

14. SURVEY FIELD DATA COLLECTED ON APRIL 1, 2020.

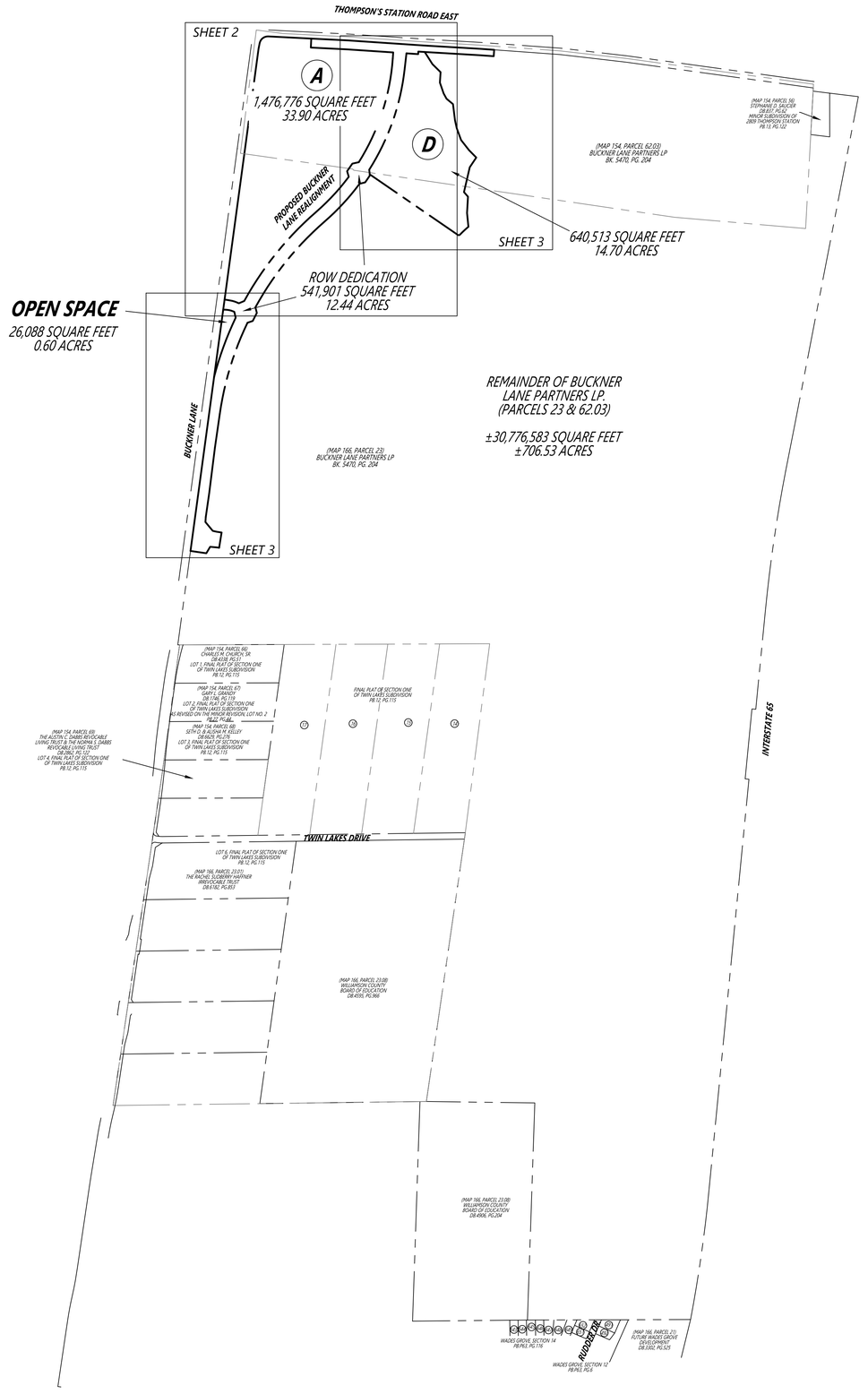
15. ROW DEDICATION IS TO ACCOMMODATE ROADWAY IMPROVEMENTS.

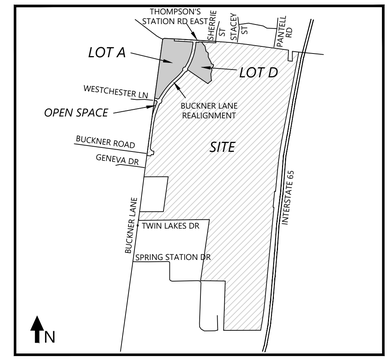
SITE BM: S&ME CONTROL POINT #1, PK NAIL IN ASPHALT ON THE NORTH SIDE OF THOMPSON'S STATION RD, ± 70' NORTHWEST OF THE CENTERLINE INTERSECTION OF BUCKNER LANE AND THOMPSON'S STATION RD.
ELEV: 827.92

PROJECT BM:
NAVD 88 (GPS DERIVED)

LEGEND

PARCEL NO.	(xx)
IRON ROD (OLD)	IR(O)
IRON ROD (SET)	
IRON PIPE (OLD)	IP(O)
P.K. NAIL (OLD)	PK(O)
PROPERTY LINE	
FENCE LINE	X
GUARDRAIL	
TREE DRIP LINE	
CONTOUR LINE	-500-
AERIAL COLLECTED SPOT ELEVATION	× 999.9
FIELD COLLECTED SPOT ELEVATION	+ 999.9
OVERHEAD POWER LINE	OH
STORM SEWER LINE	15" S T
WATER LINE	8" W
GAS LINE	2" G
SIGN POST	
TELEPHONE MANHOLE	T
TELEPHONE RISER	TR
TELEPHONE BOX	TBOX
ELECTRIC RISER	ER
ELECTRIC BOX	EBOX
ELECTRIC METER	E
UTILITY POLE	
LIGHT POLE	
GUY WIRE	
TRAFFIC SIGNAL POLE	
SANITARY SEWER MANHOLE	S
STORM SEWER MANHOLE	D
CATCH BASIN	
GAS VALVE	
FIRE HYDRANT	
WATER VALVE	WV





VICINITY MAP
NOT TO SCALE

N

T.S.P.C.S.

0 500 1000 1500
GRAPHIC SCALE (IN FEET)

AREA TABLE		
LOT	SQ. FT.	ACRES
A	1476776	33.90
D	640513	14.70
OPEN SPACE	26088	0.60
ROW	541901	12.44
TOTAL	2685278	61.65

SURVEYOR'S CERTIFICATE

I hereby certify that to the best of my knowledge and belief the information shown hereon is true and correct.

By: _____ Date: _____
ROBERT M. SEARSON TN REGISTERED SURVEYOR'S No. 1666

658 GRASSMERE PARK DRIVE
SUITE 100
NASHVILLE, TN 37212
(615) 385-4144
ENGINEERING FIRM
LICENSE NUMBER: F-0176

2660 BUCKNER LANE
LOTS A & D
PRELIMINARY PLAT

SPRING HILL, 2ND DISTRICT, MAURY COUNTY, TENNESSEE

TOTAL AREA: 2,685,278 SQFT (61.65 AC) TOTAL LOTS: 2

DATE: 10-05-2020
REV: 10-19-2020
REV: 11-02-2020

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S66°58'17"W	46.05'
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GUY WIRE	
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SANITARY SEWER MANHOLE	S
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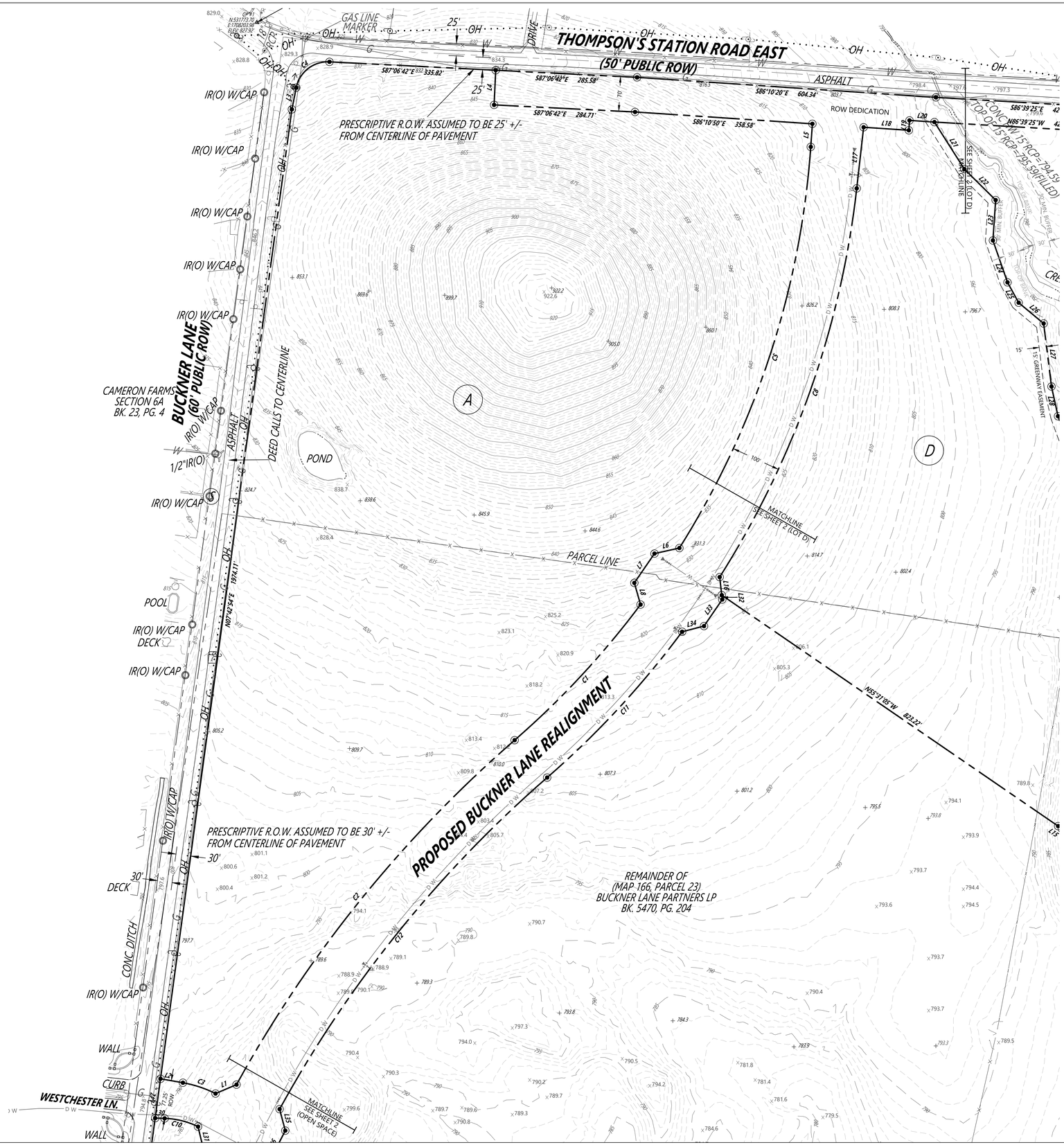

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S&ME PROJECT #514719058 SHEET 2 OF 3

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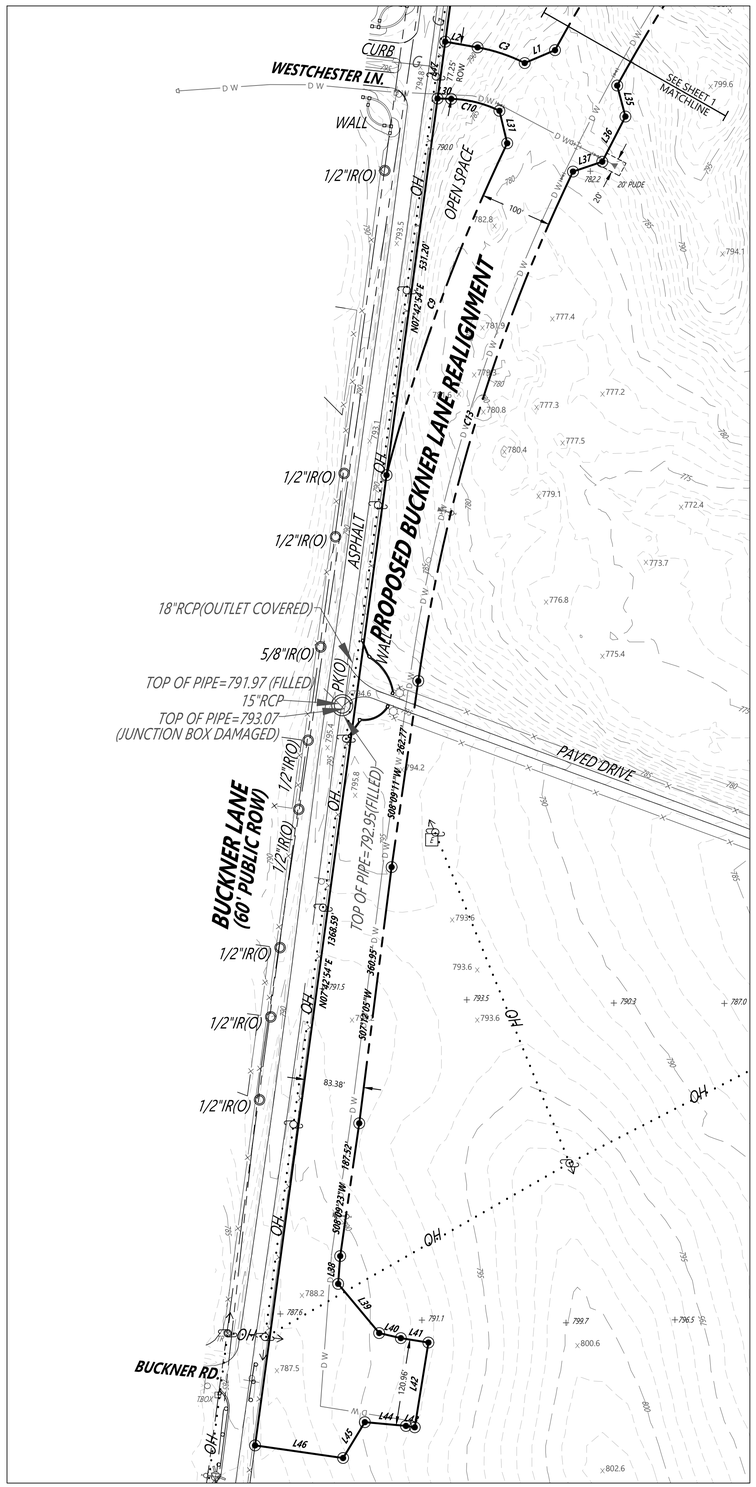
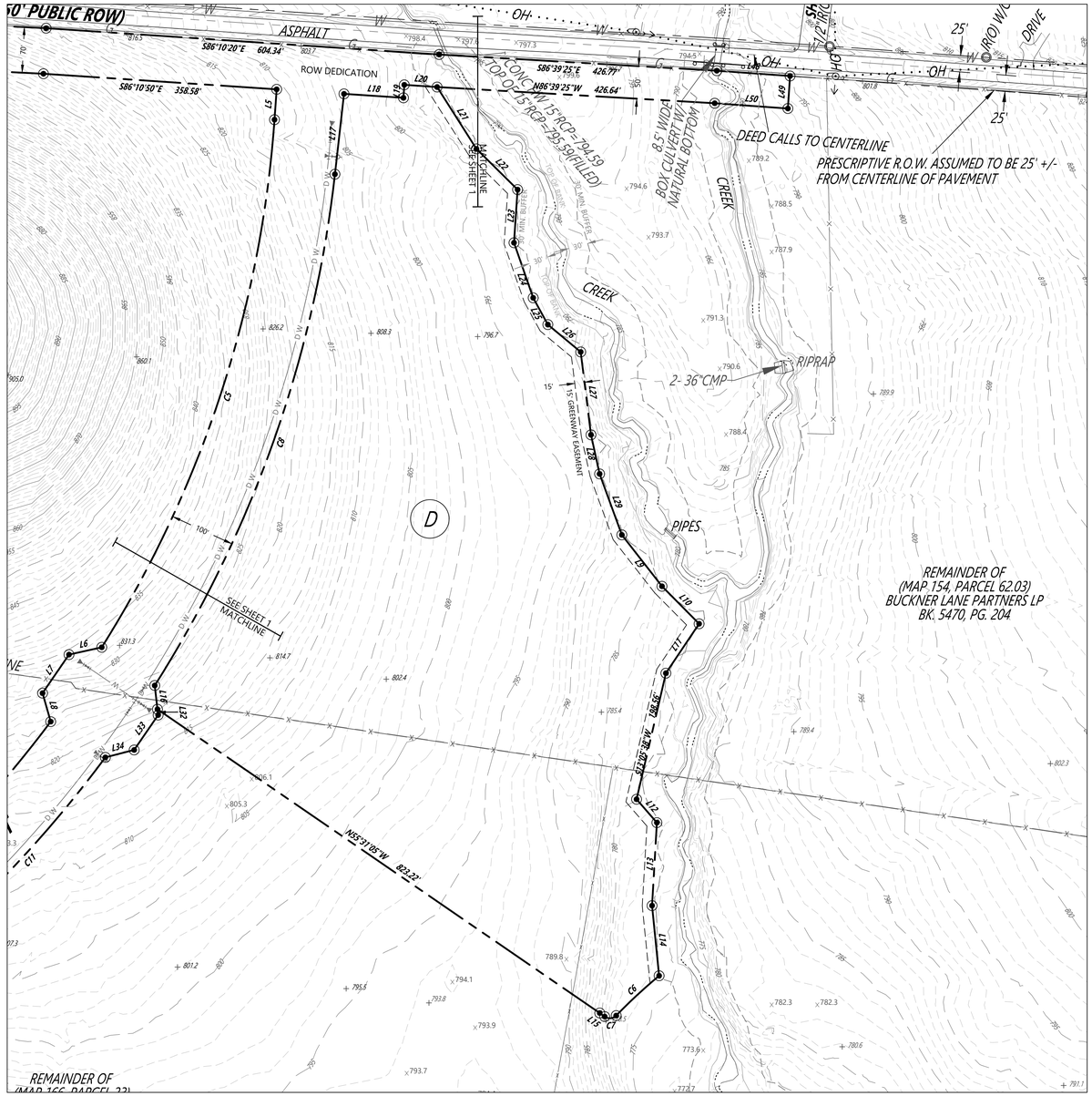


OPEN SPACE AND SOUTHERN ROW
SCALE: 1" = 100'



LOT D
SCALE: 1" = 100'

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N

T.S.P.C.S.

0 100 200 300

GRAPHIC SCALE (IN FEET)

658 GRASSMERE PARK DRIVE
SUITE 100
NASHVILLE, TN 37212
(615) 385-4144

ENGINEERING FIRM
LICENSE NUMBER: F-0176

2660 BUCKNER LANE

LOTS A & D

PRELIMINARY PLAT

SPRING HILL, 2ND DISTRICT, MAURY COUNTY, TENNESSEE

TOTAL AREA: 2,685,278 SQFT (61.65 AC) TOTAL LOTS: 2

DATE: 10-05-2020
REV: 10-19-2020
REV: 11-02-2020

S&ME PROJECT #514719058 SHEET 3 OF 3

N

JANUARY 18, 2021

MEMORANDUM

To: Jon Baughman; Associate Planner, City of Spring Hill
Tom Wolf; City Engineer, City of Spring Hill

From: Amy Burch, P.E.
Bob Murphy, P.E.

Re: 2660 Buckner Lane Rezoning TIS – Addendum

Date: January 5, 2017

This memorandum is intended to provide supplemental information to the Traffic Impact Study for the proposed 2660 Buckner Lane Rezoning request, which was prepared by RPM Transportation Consultants, LLC and dated 12/14/16. Specifically, we would like to provide clarifications regarding the existing traffic operations and transportation infrastructure in the study area.

Existing Conditions Analysis

Table 1 below presents the capacity analysis results for the study intersections just as is presented in the original TIS. As shown, several intersections and/or stop-controlled approaches operate poorly during peak hours, which indicates existing transportation infrastructure deficiencies. Specifically, the northbound approach of Buckner Lane at its intersection with Thompson's Station Road E operates poorly with extreme delays and queues during the peak hours. Similarly, the eastbound approach of Buckner Road at its intersection with Buckner Lane operates poorly with long delays and queues, particularly during the AM peak hour. The poor operation at these two intersections is attributed to the highly directional commuter travel patterns and the lack of turn lanes and appropriate traffic control at intersections.

The streets providing access to the two schools on the east side of Buckner Lane also experience long delay and queues due to the volume of traffic entering and exiting the schools and traveling through on Buckner Lane. However, the capacity analyses do not reflect the operational benefits of providing a traffic control officer at Twin Lakes Drive and Spring Station Drive to help direct traffic entering and exiting the schools.

TABLE 1: EXISTING PEAK HOUR LEVELS OF SERVICE

NO.	INTERSECTION	TURNING MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
			LOS	Average Control Delay (sec/veh)	95th-% Queue Length (veh)	LOS	Average Control Delay (sec/veh)	95th-% Queue Length (veh)
1	Buckner Lane & Thompson's Station Road E	Northbound Approach	F	429.9	62.0	F	2218.1	32.5
		Westbound Left Turn	A	8.1	0.7	C	20.1	7.3
2	Buckner Lane & Westchester Lane	Northbound Left Turn	A	8.6	0.0	B	11.9	0.3
		Eastbound Approach	F	227.4	16.7	F	51.8	2.3
3	Buckner Lane & Buckner Road	Northbound Left Turn	A	9.0	0.6	B	13.5	1.1
		Eastbound Approach	F	597.2	27.4	F	107.8	8.1
4	Buckner Lane & Twin Lakes Drive	Westbound Left Turn	F	1860.6	13.7	C	19.1	0.2
		Westbound Right Turn	C	15.1	2.2	B	10.3	0.2
		Southbound Left Turn	B	12.6	4.0	A	8.0	0.1
5	Buckner Lane & Spring Station Drive	Westbound Left Turn	F	75.4	2.2	E	39.6	3.4
		Westbound Right Turn	D	25.6	4.1	B	10.6	0.2
		Southbound Left Turn	B	10.8	1.3	A	8.0	0.1

Note: For two-way stop-controlled intersections an LOS is presented for each critical movement.

Existing Conditions Analysis with Needed Improvements

Additional analyses have been conducted to determine the roadway and intersection improvements needed to mitigate the existing deficiencies in the study area. The following improvements are needed to provide acceptable levels of service for the existing traffic volumes in the study area.

Intersection of Buckner Lane and Thompson's Station Road East

- Widen Thompson's Station Road East in order to provide a westbound left turn lane with approximately 500 feet of storage plus taper.
- Widen Thompson's Station Road East to provide an eastbound right turn lane with approximately 300 feet of storage plus taper.
- Widen Buckner Lane to provide a northbound right turn lane with approximately 300 feet of storage plus taper.
- Install traffic signal control with permissive/protected left turn signal phasing for westbound Thompson's Station Road East.

Intersection of Buckner Lane and Westchester Lane

- Modify the eastbound approach of Westchester Lane to provide separate left and right turn lanes utilizing the median.
- Widen Buckner Lane to provide a northbound left turn deceleration lane with approximately 150 feet of storage plus taper.
- Widen Buckner Lane to provide a southbound right turn deceleration lane with approximately 150 feet of storage plus taper.

A deceleration lane is warranted for northbound left turns on Buckner Lane at Westchester Lane based on Harmelink methodology presented in *Volume Warrants for Left-Turn Storage Lanes at Unsignalized Intersections* and the existing traffic volumes. A deceleration lane is warranted for southbound right turns on Buckner Lane at Westchester Lane based on methodology presented in the *Intersection Channelization Design Guide (NCHRP 279)* and the existing traffic volumes.

Intersection of Buckner Lane and Buckner Road

- Widen Buckner Lane to provide a northbound left turn lane with approximately 200 feet of storage plus taper.
- Widen Buckner Lane to provide a southbound right turn lane with approximately 300 feet of storage plus taper.
- Install traffic signal control with protected/permissive left turn signal phasing for the northbound approach of Buckner Lane.

Table 2 below presents the results of the capacity analyses of the existing AM and PM peak hour volumes including roadway improvements identified above, which are needed in order to achieve acceptable levels of service for three of the study intersections.

In addition, it is recommended to provide or continue to provide a traffic control officer at the school access points on Buckner Lane during the morning arrival and afternoon dismissal on a regular basis in order to help facilitate turning movements entering and exiting the schools at Twin Lakes Drive and Spring Station Drive.

TABLE 2: EXISTING PEAK HOUR LEVELS OF SERVICE WITH ROADWAY IMPROVEMENTS

NO.	INTERSECTION	TURNING MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
			LOS	Average Control Delay (sec/veh)	95th-% Queue Length (veh)	LOS	Average Control Delay (sec/veh)	95th-% Queue Length (veh)
1	Buckner Lane & Thompson's Station Road E (Signalized)	Eastbound Through	C	21.0	0.3	C	20.9	2.4
		Eastbound Right Turn	C	24.2	0.8	F	95.8	11
		Westbound Left Turn	B	17.2	3.7	B	14.3	18.1
		Westbound Through	B	11.8	1.2	A	4.4	0.7
		Northbound Left Turn	B	19.2	9.7	C	21.5	2.4
		Northbound Right Turn	B	19.8	1.2	A	7.8	0.6
		Overall Intersection	**B**	**19.2**	--	**D**	**43.4**	--
2	Buckner Lane & Westchester Lane	Northbound Left Turn	A	8.6	0.0	B	11.2	0.2
		Eastbound Left Turn	F	175.5	11.4	E	45.6	1.6
		Eastbound Right Turn	B	13.0	0.6	C	20.4	0.2
3	Buckner Lane & Buckner Road (Signalized)	Eastbound Approach	C	23.6	4.8	D	44.2	2.3
		Northbound Left Turn	B	11.8	2	A	9.4	1.3
		Northbound Through	A	8.4	6.3	A	4.0	1.8
		Southbound Through	C	20.2	6.3	B	13.3	8.9
		Southbound Right Turn	B	12.6	0	C	22.8	1.8
		Overall Intersection	**B**	**15.7**	--	**B**	**18.5**	--

Note: For signalized intersections, an overall LOS is presented. For two-way stop-controlled intersections an LOS is presented for each critical movement.

Conclusion

As demonstrated by the analyses presented in the original TIS and this addendum memo, the existing AM and PM peak hour traffic volumes in the study area generally exceed the available roadway and intersection capacity, which results in extreme delays and queues experienced at specific locations/turning movements and contributing to longer travel times through the study area. Therefore, significant roadway infrastructure improvements are needed under the existing conditions without the addition of any new traffic generated by the proposed rezoning development. The analyses show that the existing intersection operations can be significantly improved to generally acceptable levels of service by constructing turn lanes at intersections and installing traffic signals at Buckner Lane and Thompson's Station Road East and at Buckner Lane and Buckner Road as previously detailed.

2660 BUCKNER LANE REZONING
TRAFFIC IMPACT STUDY
Prepared by:
RPM Transportation Consultants, LLC

EXECUTIVE SUMMARY

Project Description

The purpose of this study is to analyze the traffic impacts associated with the 2660 Buckner Lane Master Plan as well as address the initial phases of development. The property is located on the east side of Buckner Lane between Thompson's Station Road East and Spring Station Drive in Spring Hill, Tennessee. The proposed mixed-use development will be developed in several phases, which is expected to occur over a 20-year period. The Buckner Lane Property master plan includes a mix of land uses including residential (single and multifamily), retail, restaurant, office, and hotel.

The property totals approximately 781 acres. It is bounded on the west by Buckner Lane, single family homes, and two schools. The property is bounded on the east by Interstate 65, on the north by Thompson's Station Road East, on the south by existing single-family development. The property is currently farm land and zoned agricultural.

Over the past couple of years, the City of Spring Hill has undertaken three transportation planning studies to identify and plan for future transportation improvements in the vicinity of the project site. These studies include an Interchange Access Request for I-65, a study of Buckner Lane between Thompson's Station Road East and Duplex Road (State Route 247), and a study of Buckner Road between Buckner Lane and I-65. While these studies have not been finalized, all include assumptions for increased density and a mixture of land uses for the 2660 Buckner Lane Property.

In this study, the current operating characteristics of the adjacent roadways and intersections in the vicinity of the project site are evaluated. The expected trips generated by the proposed development are determined and distributed to the roadway network based on the development master plan, which includes phasing of the mixed-use development program and the anticipated street network through the site. The adjacent roadways and intersections are then reevaluated to determine the anticipated traffic impacts of the project. Finally, recommendations are presented, including roadway improvements and/or traffic control improvements that are needed to accommodate the expected traffic.

Data Collection

In order to provide data for the traffic impact analysis, manual traffic counts were obtained for the following intersections:

- Buckner Lane & Thompson's Station Road East
- Buckner Lane & Westchester Lane
- Buckner Lane & Buckner Road
- Buckner Lane & Twin Lakes Drive
- Buckner Lane & Spring Station Drive

The City of Spring Hill provided traffic volume data that was collected for the City's transportation studies that are underway. The traffic data that was provided by the City was supplemented by RPM Transportation Consultants, specifically for the intersection of Buckner Lane and Westchester Lane. The existing peak hour traffic volumes show that the study area experiences heavy commuter traffic flows in the northbound direction during the AM peak hour and in the southbound direction during the PM peak hour. Additionally, the two schools located on the east side of Buckner Lane south of Buckner Road generate high volumes of AM peak hour traffic entering and exiting the schools.

Projection of Future Traffic Volumes

As previously mentioned, this study evaluates three scenarios of development of the master plan in order to identify the amount of traffic expected to be generated as the development builds out as well as to determine the roadway improvements necessary to accommodate the development. The three scenarios include 1) Phase 1, 2) Phases 1 and 2, and 3) full buildout, which includes Phases 1 – 5. It is assumed that Phases 1 and 2 would be constructed prior to the construction of an I-65 Interchange, and the remaining phases of development would not commence until an I-65 Interchange is constructed. Therefore, the Full Buildout scenario assumes the I-65 Interchange is in place and Buckner Road is extended to I-65 and further east to Lewisburg Pike. The Full Buildout of the property is anticipated to occur over a 20-year horizon. Table 1 presents the development program for the three scenarios. Development of the property is expected to begin on the west side of the property along Buckner Lane and expand to the east and south with the later phases.

TABLE 1: DEVELOPMENT SCENARIOS

DEVELOPMENT SCENARIO	PHASE(S)	LAND USES & SIZES*					HORIZON YEAR
		Single-Family (d.u.)	Multi-Family (d.u.)	Retail/ Restaurant (s.f.)	Office (s.f.)	Hotel (rooms)	
Scenario 1	1	159	-	280,962	--	--	2021
Scenario 2	1 & 2	342	1,238	751,410	--	--	2026
Scenario 3	1 – 5	774	2,152	1,281,862	3,902,250	400	2037
FULL BUILDOUT		**774**	**2,152**	**1,281,862**	**3,902,250**	**400**	**2037**

*Development program provided by Southeast Venture, LLC

It is important to note that the land uses and sizes in Table 1 represent the expected maximum development intensity for the master plan and rezoning request; however, market demand may result in variations in sizes.

A traffic generation process was used to estimate the amount of traffic expected to be generated by the proposed project for the three development scenarios. Factors for the trip generation were taken from ITE's Trip Generation, Ninth Edition. The proposed 2660 Buckner Lane property rezoning will allow for a mix of land uses at relatively high density. Based on information provided by Southeast Venture, LLC, Phase 1 is expected to include single-family residential lots and commercial retail and restaurant land uses. The total of Phases 1 and 2 is expected to include single-family and multi-family residential units as well as commercial retail and restaurant land uses. The Full Buildout of the master plan is expected to include single-family and multi-family units, commercial retail and restaurant land uses, office land uses, and hotel land uses.

Data presented in the ITE publication, Trip Generation Handbook, show that developments containing multiple land uses will commonly have internal trips. A process was used to estimate the number of internal trips that can be expected between land uses for the three development scenarios. Given the development's size, it is important to note that the internal trips may still occur as vehicular trips between land uses within the development along the internal street network, and the intention of the internal capture rate is to account for traffic generated by the development that will not be external traffic on the existing street network.

Studies have shown that most new retail and restaurant developments generate relatively little "new" traffic. The traffic volumes entering and exiting new retail sites are usually either captured ("pass-by") trips from the adjacent street or diverted trips

from streets serving other destinations. This traffic will be on the roadway system and will be passing by the site even if the proposed development is not constructed. Data presented in the Trip Generation Handbook was utilized to estimate pass-by traffic expected for the retail and restaurant uses.

Conservatively, no reductions were applied for walking, biking, or transit. Though given the close proximity to existing residential developments and two schools as well as the network of sidewalks, greenways and bikeways planned as part of the development, some external trips are expected to be accomplished by walking and biking.

Table 2 presents the daily, AM, and PM peak hour trip generation for each of the three scenarios of the proposed development. As shown, Scenario 1 of the 2660 Buckner Lane mixed-use development can be expected to generate approximately 11,557 new vehicle trips per day. The AM and PM peak hour trip generations for Scenario 1 will equal approximately 600 and 888 new trips, respectively. These trips represent the new traffic that will be generated by Scenario 1. As shown in Table 2, Scenario 2 of the development can be expected to generate approximately 31,731 new vehicle trips per day. The AM and PM peak hour trip generations for Scenario 2 will equal approximately 1,849 and 2,004 new trips, respectively. These trips represent the new traffic that will be generated by the buildout of Phases 1 and 2. Scenario 3, which includes the full buildout of the development master plan, is expected to generate approximately 68,719 new vehicle trips per day. The AM and PM peak hour trip generations for the full buildout of the 2660 Buckner Lane mixed-use development will equal approximately 5,315 and 6,902 new trips, respectively.

TABLE 2: DEVELOPMENT TRIP GENERATION

LAND USE	SIZE	GENERATED TRAFFIC				
		DAILY TRAFFIC	AM PEAK		PM PEAK	
			Enter	Exit	Enter	Exit
SCENARIO 1 – PHASE 1						
Retail (LUC 820)	252,866 s.f.	7,912	156	89	350	367
Restaurant (LUC 932)	28,096 s.f.	2,277	135	121	80	37
Residential Single-Family (LUC 210)	159 d.u.	1,368	27	72	34	20
SCENARIO 1 SUBTOTAL		11,557	318	282	464	424
SCENARIO 1 TOTAL		**11,557**	**600**		**888**	
SCENARIO 2 – PHASES 1 & 2						
Retail (LUC 820)	676,296 s.f.	15,997	278	161	648	561
Restaurant (LUC 932)	75,141 s.f.	6,497	333	331	202	98
Residential Single-Family (LUC 210)	342 d.u.	2,767	58	160	91	61
Residential Multifamily (LUC 220 & 230)	1,238 d.u.	6,470	110	418	214	129
SCENARIO 2 SUBTOTAL		31,731	779	1,070	1,155	849
SCENARIO 2 TOTAL		**31,731**	**1,849**		**2,004**	
SCENARIO 3 – FULL BUILDOUT						
Office (LUC 710)	3,902,250 s.f.	18,073	2,697	135	688	3,419
Retail (LUC 820)	1,153,676 s.f.	21,221	253	148	741	685
Restaurant (LUC 932)	128,186 s.f.	10,390	393	378	284	118
Residential Single-Family (LUC 210)	774 d.u.	5,866	130	313	193	140
Residential Multifamily (LUC 220 & 230)	2,152 d.u.	10,443	170	576	316	206
Hotel (LUC 310)	400 rooms	2,726	120	2	51	61
SCENARIO 3 SUBTOTAL		68,719	3,763	1,552	2,273	4,629
SCENARIO 3 TOTAL		**68,719**	**5,315**		**6,902**	
Note: Calculations above represent only new traffic generated by the project site. Internal and pass-by trips are not included in the numbers above.						

Source: *Trip Generation*, Ninth Edition

Directional distributions of traffic generated by the property were developed for each land use for the three scenarios. As previously mentioned, it is assumed that a Buckner Road will be extended to Lewisburg Pike to the east and will include an interchange with I-65 prior to Full Buildout of the development. However, an interchange is not assumed to be in place for the initial phases of development. For Scenario 1 (Phase 1)

and Scenario 2 (Phase 1 and Phase 2), the directional distributions generally reflect the existing travel patterns developed from the existing peak hour traffic volumes. The master plan of the development includes an extensive and connected internal street network, which is assumed to be constructed as adjacent phases are developed in order to provide access and circulation for the development phases. The directional distributions were used to assign the AM and PM peak hour traffic generations to the street network. Capacity analyses were conducted for the study intersections for Scenario 1 and Scenario 2 to determine the projected operations of the intersections during the AM and PM peak hours as well as to identify necessary transportation infrastructure improvements for each respective scenario. Capacity analyses were not conducted for Scenario 3 (Full Buildout) due to the unknown regional shift in traffic that will occur with the construction of a new interchange. Those capacity analyses will be included in the City's transportation planning studies, which have a broader scope, using information and data presented in this traffic impact study.

Conclusions and Recommendations

The 2660 Buckner Lane Property is located at the northeastern corner of the City of Spring Hill, Tennessee. The applicant is seeking rezoning in order to develop the property as a Gateway Planned zoning district that will allow the highest intensity of development within the Spring Hill community with a variety of land uses, which is consistent with the City's *Spring Hill Rising 2040 Plan*. This traffic impact study evaluates the proposed development and resulting traffic generation at Phase 1, Phase 2, and Full-buildout. The analyses presented in this study were utilized to determine the transportation improvements necessary to accommodate the traffic generated by Phase 1 and Phase 2 of the development prior to the construction of the anticipated I-65 interchange and Buckner Road Extension. The following specific transportation improvements are recommended in order to accommodate the existing and development traffic at Phase 1 and Phase 2:

PHASE 1

<u>Buckner Lane</u>

- Realign Buckner Lane between Thompson's Station Road East and Buckner Road. A major goal of this realignment is to improve the existing sight distance restriction along Buckner Lane south of Thompson's Station Road East, which is currently restricted due to vertical curvature. The design of Buckner Lane should consider realigning the street to the east of the hilltop at the northwest corner of the property, so that adequate sight distance can be provided.
- Widen Buckner Lane between Thompson's Station Road East and Buckner Road to provide a minimum of two travel lanes in each direction with a center two-

way left-turn lane or landscaped median to accommodate left turn lanes where needed.
- The Buckner Lane improvements should include bike lanes and sidewalks on both sides.

Intersection of Buckner Lane and Thompson's Station Road East

- Widen Thompson's Station Road East in order to provide a westbound left turn lane.
- Widen Thompson's Station Road East in order to provide an eastbound right turn lane with channelization to an added lane on Buckner Lane in the southbound direction.
- Install traffic signal control with permissive/protected left turn signal phasing for Thompson's Station Road East.
- Bicycle treatments and pedestrian facilities should be considered in the design of the intersection geometry and traffic signal.

Intersection of Buckner Lane and Westchester Lane/Residential Loop

- Extend Westchester Lane to intersect with the realigned Buckner Lane, and reconstruct the Westchester Lane approach to include a separate eastbound left turn lane and a shared through/right turn lane.
- Align the proposed new residential street with Westchester Lane. The design of the new residential street should include a separate westbound left turn lane and a shared through/right turn lane at the intersection.
- Stop-control should be provided for the eastbound and westbound approaches of Westchester Lane and the new residential street.

Intersection of Buckner Lane and Buckner Road

- Construct a southbound left turn lane on Buckner Lane.
- The outside southbound through lane should be signed and pavement marked as a right turn lane at this intersection.
- Construct a northbound left turn lane on Buckner Lane.
- Construct a second northbound through lane on Buckner Lane.
- Extend Buckner Road east of Buckner Lane to provide access to the Phase 1 parcels and internal street network.
- At a minimum, the westbound approach of Buckner Road Extension should include one left turn lane, one through lane, and one right turn lane.
- Install traffic signal control with protected/permissive left turn signal phasing for the northbound and southbound approaches of Buckner Lane.
- Bicycle treatments and pedestrian facilities should be considered in the design of the intersection geometry and traffic signal.

These transportation network improvements are recommended to be constructed in order to accommodate Phase 1 of the master plan; however, it may be appropriate to construct the improvements in more discreet phases depending on the order that parcels within Phase 1 come online. These improvements will provide acceptable traffic operations through the completion of Phase 1.

PHASE 2

In addition to the transportation improvements that are identified for Phase 1, the following improvements are recommended to be constructed by the development if not previously constructed by other parties prior to the completion of Phase 2 of the development program (as analyzed in this TIS or a development plan of similar density):

Buckner Lane

- Buckner Lane should be widened between Buckner Road and Duplex Road per the City's *Buckner Lane Study*, which recommends providing two travel lanes in each direction and a center two-way left-turn lane or raised median with turn lanes at intersections.

Buckner Road

- Buckner Road should be widened between Buckner Lane and Columbia Pike per the City's *Buckner Road Study*, which recommends providing two travel lanes in each direction and left turn lanes at intersections where deemed appropriate.
- Buckner Road should be extended east of Buckner Lane to provide access to the Phase 2 parcels and internal street network.

Intersection of Buckner Lane and Westchester Lane/Residential Loop

- Install traffic signal control when a traffic study indicates signal warrants are met per the MUTCD.
- The eastbound approach of Westchester Lane and the westbound approach of Residential Loop should include one left turn lane and one shared through/right turn lane.
- The northbound approach of Buckner Lane should include one left turn lane, one through lane, and one shared through/right turn lane.
- The southbound approach of Buckner Lane should include one left turn lane, two through lanes, and one right turn lane.

Intersection of Buckner Lane and Buckner Road/Buckner Road Extension

- All four approaches to the intersection should include one left turn lane, two through lanes, and one right turn lane.

Intersection of Buckner Lane and Twin Lakes Drive

- Install traffic signal control when a traffic study indicates signal warrants are met per the MUTCD.

Intersection of Buckner Lane and Spring Station Drive

- Install traffic signal control when a traffic study indicates signal warrants are met per the MUTCD.

Intersection of Buckner Lane and Road C

- The eastbound and westbound approaches of Road C should include one shared lane for all turning movements.
- The northbound and southbound approaches of Buckner Lane should include one left turn lane, one through lane, and one shared through/right turn lane.

Intersection of Buckner Road Extension and Road D

- Install all-way stop-control as interim traffic control prior to completion of Buckner Road Extension.
- The northbound and southbound approaches of Road D should include one shared lane for all turning movements.
- The eastbound and westbound approaches of Buckner Road Extension should include one shared through/left turn lane and one shared through/right turn lane.

Intersection of Buckner Road Extension and Road E

- Install all-way stop-control as interim traffic control prior to completion of Buckner Road Extension.
- The northbound approach of Road E should include one shared through/left turn lane.
- The southbound approach of Road E should include one shared through/right turn lane.
- The eastbound approach of Buckner Road Extension should include one left turn lane and one right turn lane.

These recommended transportation network improvements should be constructed before completion of development Scenario 2, which includes Phases 1 and 2 (as analyzed in this TIS or a development plan of similar density). However, it may be

appropriate to construct the improvements in more discreet phases depending on the order that parcels within Phase 2 come online. No further development should be permitted beyond Phase 2 until an interchange at I-65 is constructed that provides direct access to the property. As the property develops, parcel-specific traffic studies may be needed or required at the City's discretion to identify phasing of the recommended improvements within each development phase. It is anticipated that travel patterns in the study area will change with the construction of the development, planned roadway and intersection improvements in the vicinity of the project site, as well as the construction of a new I-65 interchange near the project site. Therefore, these parcel-specific traffic studies should be conducted to confirm the conclusions of this analysis and to more specifically define the design details of the roadway improvements, such as turn lane storage lengths and traffic control within the study area.

In summary, the traffic that is expected to be generated by the allowable development for the proposed 2660 Buckner Lane rezoning can be accommodated with significant and extensive roadway improvements in the study area paired with a well-connected internal street network. The recommended improvements associated with the proposed development are generally consistent with the City's plans to improve Buckner Lane and Buckner Road as well as its plan to pursue approval and construction of a new I-65 interchange between Thompson's Station Road East and Duplex Road. All roadway and intersection improvements associated with construction of development on the 2660 Buckner Lane property should be coordinated with the City of Spring Hill.

Thompson's Station Planning Commission
Staff Report – Item 7 Bridgemore Village Section 6C
January 21, 2021

PERFORMANCE SURETY RELEASE REQUEST
Bridgemore Village, Sections 6C
"The surety instruments guaranteeing installation of improvements may be reduced upon completion of the base asphalt and again upon completion, dedication and acceptance of such improvements and then only to the ratio that the cost of the public improvements dedicated bears to the total cost of public improvements included in said plat" (LDO Section 5.2.13).

On November 28, 2017, Section 6C was approved for the creation of single-family lots within Bridgemore Village. The plat was approved with a $215,000 surety for roads, drainage and erosion control and a $170,000 surety for the sewer. In January 2020, the Planning Commission reduced the surety based on the progress completed to that point. The applicant now asks for release of the performance stage of the surety and to enter the maintenance period.

The applicant's form indicates that this public improvement has been designed and installed per the approved construction plans and Town standards. This action will provide acceptance of the public improvement. The final step in the public infrastructure process is dedication of the improvement by the developer to the Town, after a maintenance period of 1 year.

This item was deferred at the November Planning Commission Meeting.

Recommendation
Staff recommends that the Planning Commission defer this item until the February Planning Commission Meeting.

Thompson's Station Planning Commission
Staff Report – Item 8 Bridgemore Village Section 6D
November 17, 2020

SURETY REDUCTION REQUEST

Bridgemore Village, Sections 6D

"The surety instruments guaranteeing installation of improvements may be reduced upon completion of the base asphalt and again upon completion, dedication and acceptance of such improvements and then only to the ratio that the cost of the public improvements dedicated bears to the total cost of public improvements included in said plat" (LDO Section 5.2.13).

On January 23, 2018, Section 6D was approved for the creation of single-family lots within Bridgemore Village. The plat was approved with a $120,600 surety for roads, drainage and erosion control and a $70,000 surety for the sewer. In January 2020, the Planning Commission reduced the surety based on the progress completed to that point. The applicant now asks for release of the performance stage of the surety and to enter the maintenance period.

This public improvement has been designed and installed per the approved construction plans and Town standards. This action will provide acceptance of the public improvement. The final step in the public infrastructure process is dedication of the improvement by the developer to the Town, after a maintenance period of 1 year.

Recommendation

Staff recommends that the Planning Commission:

1. Release performance surety for roads, drainage and erosion control and establish a maintenance agreement for one year.
2. Recommend BOMA note acceptance of the public improvement prior to dedication after the 1-year maintenance period.