

1. Planning Commission March Revised

Documents:

[01 MARCH AGENDA \(3\).DOCX](#)

1.I. March Planning Commission Packet

March Planning Commission Packet

Documents:

[ITEM 16 ATTACHMENT 16-1.PDF](#)
[PC PACKET 3-20-2025 4 OF 5.PDF](#)
[PC PACKET 3-20-2025 5 OF 5.PDF](#)
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AGENDA
WILLIAMSON COUNTY REGIONAL PLANNING COMMISSION
Williamson County Administrative Complex
March 20, 2025 at 5:30 p.m.

PUBLIC COMMENTS:

Public comment is permitted on Agenda items – sign-in prior to the meeting is required.

MINUTES:

1. Approval of the February 13, 2025 Minutes

CONSENT AGENDA:

2. Consent Agenda

BONDS:

3. McDaniel Estates, Section 4 – Maintenance Bond for Roads, Drainage and Erosion Control located off McDaniel Road.
4. Redemption City Church – Performance Bond for Sewer (City of Franklin) located off Clovercroft Road.
5. Starnes Creek, Section 3 – Performance Bond for Wastewater Collection System located off Meeks Road.
6. Starnes Creek, Section 3 – Performance Bond for Water (Milcrofton) located off Meeks Road.
7. Starnes Creek, Section 3 – Performance Bond for Roads, Drainage and Erosion Control located off Meeks Road.
8. Stephens Valley, Section 8 – Maintenance Bond for Roads, Drainage and Erosion Control located off Sneed Road.
9. Swanson Ridge - Maintenance Bond for Roads, Drainage and Erosion Control located off Kittrell Road.
10. Terravista – Maintenance Bond for Wastewater Collection System located off Meeks Road.

11. The Mill at Bond Springs, Section 3 – Performance Bond for Roads, Drainage and Erosion Control located off Bethesda Road.

OLD BUSINESS:

12. ~~Preliminary Plat Review for Susan Hollow LLE Subdivision, containing 4 lots on 31.13 acres off of Pewitt Road in the 1st Voting District (1-2024-326).~~ **WITHDRAWN**

13. Concept Plan Review for The Villages at Triune East Mixed-Use Development, containing 61 Single-Family Lots and 62 Multi-Family Lots on 63.78 acres located off Horton Highway and Murfreesboro Road in the 5th Voting District (1-2024-210). **PUBLIC HEARING HELD ON FEBRUARY 13, 2025**

14. Concept Plan Review for The Villages at Triune West Mixed-Use Development, containing 103 Single-Family Lots and 130 Multi-Family Lots on 156.26 acres located off Murfreesboro Road and Horton Highway in the 5th Voting District (1-2024-207). **PUBLIC HEARING HELD ON FEBRUARY 13, 2025**

15. Final Plat Review for Wyelea, Section 1, containing 16 lots on 154.24 acres located off Del Rio Pike in the 10th Voting District (1-2024-411).

PUBLIC HEARINGS:

16. Resolution to Adopt the Arrington Special Area Plan

17. Concept Plan Review (Revised) for Stephens Valley, containing 791 lots located on 726.45 on Sneed Road in the 8th Voting District (1-2024-209).

18. Concept Plan Review for Burns Subdivision, containing 99 lots located on 173.32 acres, located on Patton Road in the 5th Voting District (1-2024-203).

CONCEPT PLANS:

19. Concept Plan Review (Revised) for Little Creek Farms Subdivision, containing 18 lots located on 57.08 acres, located on Wilson Pike in the 4th Voting District (1-2024-211).

PRELIMINARY PLATS:

20. Preliminary Plat Review (Revised) for Little Creek Farms Subdivision, containing 18 lots on 57.08 acres located on Wilson Pike in the 4th Voting District (1-2024-333).

21. Preliminary Plat Review for Star Creek Subdivision, containing 9 lots on 232 acres located on Arno-College Grove Road in the 2nd Voting District (1-2024-332).
22. Preliminary Plat Review (Revised) for Hyde Park Estates Subdivision, containing 16 lots on 109.69 acres located on Hyde Road in the 2nd Voting District (1-2024-330).
23. Preliminary Plat Review for Parrish LLE Subdivision, containing 4 lots on 39.75 acres located on Horton Highway in the 1st Voting District (1-2024-320).
24. Preliminary Plat Review for Wyelea Farm Subdivision, Phase 2, containing 53 lots on 164.5 acres located on Del Rio Pike in the 9th Voting District (1-2024-331).

FINAL PLATS:

25. Final Plat Review for Reeds Vale Subdivision, Section 4, containing 70 lots on 62.32 acres located on Lampkins Bridge Road in the 5th Voting District (1-2024-421).

OTHER BUSINESS

26. Establishment of a Landscaping Bond for White Horse Farms, LLC located at 4508 Murfreesboro Rd in the 4th Voting District.

Arrington Village Special Area Plan



Acknowledgements

Citizens Advisory Committee

*Gregg Lawrence
County Commissioner, 4th District
Pete Stresser
County Commissioner, 4th District
Greg Sanford
County Commissioner, 5th District
Mary Smith
County Commissioner, 5th District
Robin Baldree, Planning Commissioner
Bryan Richter, Planning Commissioner
Helen Blanchard*

*Danny Cotton
Carl Haynes
Joey Mertz
Julie Warpool
Winny Warren
Abhishek Yerra*

County Mayor

Rogers C. Anderson

Williamson County Board of County Commissioners

Brian Beathard, Chairman and 11th District

<i>Ricky D. Jones, 1st District</i>	<i>Greg Sanford, 5th District</i>	<i>Chas Morton, 9th District</i>
<i>Lisa Hayes Lenox, 1st District</i>	<i>Mary Smith, 5th District</i>	<i>Matt Williams, 9th District</i>
<i>Judy Herbert, 2nd District</i>	<i>David O'Neil, 6th District</i>	<i>Meghan Guffee, 10th District</i>
<i>Betsy Hester, 2nd District</i>	<i>Paul Webb, 6th District</i>	<i>Bill Petty, 10th District</i>
<i>Jeff Graves, 3rd District</i>	<i>Christopher Richards, 7th District</i>	<i>Sean Aiello, 11th District</i>
<i>Jennifer Mason, 3rd District</i>	<i>Tom Tunnicliffe, 7th District</i>	<i>Brian Clifford, 12th District</i>
<i>Gregg Lawrence, 4th District</i>	<i>Barb Sturgeon, 8th District</i>	<i>Steve Smith, 12th District</i>
<i>Pete Stresser, 4th District</i>	<i>Drew Torres, 8th District</i>	

Williamson County Regional Planning Commission

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Robin Baldree
Brian Clifford
Don Crohan,
Vice-Chairman*

*Sharon Hatcher
Lee Kennedy
Stephen C. Lane
Jessica Lucyshyn*

*Keith McCord
Bryan Richter
Eddie Sanders*

Williamson County Staff

*Michael Matteson,
Community Development Director
Aaron Holmes, Planning Director*

*Joe James, Planning Coordinator
Lincoln Sweet, Senior Planner*

*John Bledsoe,
Codes Compliance Director*

Charlie Waldrop, Planning Technician

Floyd Heflin, County Engineer

Debbie Smith, Office Manager

*Kristi Ransom,
County Attorney for Planning and Environment*

Lania Escobar, Secretary

Michelle Mullins, Planning Assistant

Williamson County Schools

*Amanda Fuller, Principal
Arrington Elementary School*

Lori Balek, Secretary

Others

*Rick Warwick, Williamson County Historian
Williamson County Heritage Foundation*

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CHAPTER 1: INTRODUCTION

Introduction to the Arrington Special Area Plan

The Arrington Special Area Plan represents the community's vision for the future of the Arrington Village. It articulates the County's long-term policies with respect to future land uses, design and character issues, as well as transportation and infrastructure needs.

As a public policy document, the Plan should be utilized in several ways. First, it should be used by public decision-makers in the development of implementation tools such as tailored zoning regulations, which are designed to help make the Plan a reality. Secondly, it can be used as a guide for making investments in infrastructure, public facilities, and amenities. Finally, it should be used by citizens and business owners as a guide for making private-sector decisions related to development on individual properties as well as cooperative efforts for the betterment of the Village as a whole.

Relationship to the Comprehensive Plan

The Williamson County Comprehensive Land Use Plan, which was adopted in the Fall of 2020, serves as the primary policy document related to the future growth and development of the unincorporated County. Among many other things, the Comprehensive Plan makes recommendations regarding future land use patterns and suggests appropriate land uses and types of development for various parts of the County. In doing so, all land in the unincorporated County has been placed into one of four land use categories, each with its own set of development policies. Because the County's Comprehensive Plan deals with a very large geographic area, its recommendations related to future land use and development patterns are necessarily broad and generalized in nature.

The core area of Arrington was identified in the Comprehensive Plan as one of six Villages. These Villages, which also include College Grove, Grassland, Leiper's Fork, Triune and Rudderville, are relatively small, mixed use "centers" that serve as focal points for the largely rural communities that surround them.

As a result of the much broader scope of the County's Comprehensive Plan and the complexities of the Villages, the Comprehensive Plan recommends that a Special Area Plan be prepared for each Village, thus allowing a more detailed level of planning to occur within these important areas of the County.

Plan Overview

The Arrington Special Area Plan is organized into six Chapters, including this Introduction. In addition to the Introduction, the Plan contains the following:

Chapter 2: Planning Process

This Chapter outlines the process that was utilized in the development of the Plan, including the following:

- Background and Existing Conditions Research;
- Development of the Citizens Advisory Committee;
- Public Involvement Meetings;
- Development of Plan; and
- Approval Process

Chapter 3: Inventory and Assessment

This Chapter contains a summary of the research and analysis that served as the initial foundation for the development of the Plan. It includes a brief narrative on the history of Arrington as well as a detailed analysis of the area's natural and environmental features, existing land use patterns, infrastructure, and community facilities.

Chapter 4: Major Themes

This Chapter summarizes the major themes that emerged from the public involvement meetings that occurred during the planning process. These major themes, which represent the most common concerns expressed by the community, became the foundation upon which the Plan's Vision Statement and Goals and Objectives were created. The Major Themes are as follows.

- Preserve the Village's Existing Character;
- Encourage Appropriate Land Uses;
- Preserve Natural Resources; and
- Address Infrastructure and Governmental Services

Chapter 5: Vision, Goals and Objectives

This Chapter includes an overall Vision for Arrington as well as a series of Goals and Objectives related to:

- Land Use and Historic Preservation;
- Design, Character, and Natural Resources; and
- Infrastructure and Governmental Services

Chapter 6: Implementation

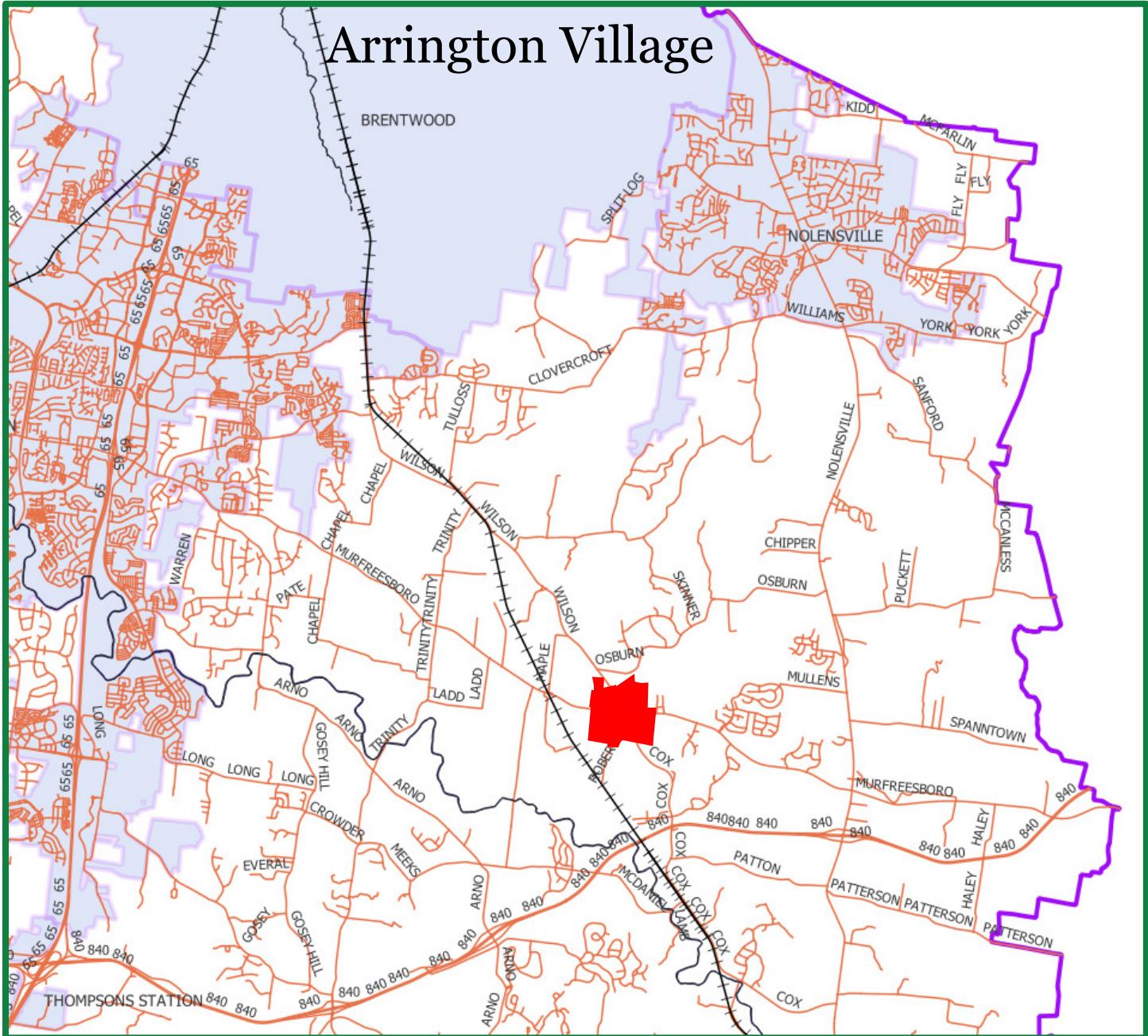
This Chapter summarizes the purpose and major themes of the Plan and touches upon Plan implementation.

Study Area

Arrington is an approximately 25 square mile area of eastern Williamson County, the boundaries of which correspond to the 37014 Zip Code. The community is generally rural in nature and is home to approximately 2,500 people.

Located within the larger Arrington Community is the Arrington Village, which contains a mixture of agricultural, commercial, and residential uses. The Village also serves as a focal point for the surrounding area consisting of 37 parcels and approximately 325 acres. The Arrington Village Study Area is depicted on the maps that follow.

Arrington Village



Arrington Village Study Area





CHAPTER 2: PLANNING PROCESS

Introduction

The Planning Process for the Arrington Special Area Plan included a number of key Phases, with a strong emphasis on public participation. Multiple stakeholders were involved throughout the process, ensuring the Plan was inclusive of the community's ideas and preferences. The Plan was prepared in close consultation with the Arrington Citizens Advisory Committee, which served as a sounding board throughout the process and helped to reconcile the various points of view in the community.

This Chapter describes the planning process from beginning to end, including the initial research conducted by Staff, the development of the Citizens Advisory Committee, the public involvement meetings, and the drafting and development of the Plan itself.

Planning Phases

Phase 1: Background and Existing Conditions Research

The data collected in this Phase provided Staff and the Citizens Advisory Committee with a greater understanding of the Village's historical context and current conditions and set the stage for more well-informed decisions later in the planning process. The research conducted during this Phase included a summary of historic resources as well as a detailed analysis of the area's environmental and natural features, land use patterns, transportation and infrastructure facilities, and community facilities and amenities. This information is summarized in Chapter 3 of the Plan.

Phase 2: Development of Citizens Advisory Committee

To assist with the development of the Plan, a group of residents, property owners, business owners, and civic leaders was assembled to form a Citizens Advisory Committee. This Committee represented a variety of interests in the Village and was instrumental in creating the Plan. In addition, the Citizens Advisory Committee served as an important liaison between Staff and the public and was helpful in reconciling the various issues that arose during the Public Involvement Phase.

Phase 3: Public Involvement

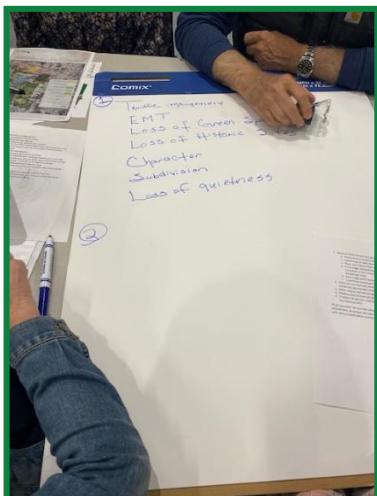
The planning process involved extensive community participation in the form of five Public Meetings. The information provided by the community during these meetings was the foundation upon which the Plan was built. Each meeting was designed to encourage those attending to articulate their desires and preferences for the community.

Kick-off Meeting—February 15th, 2024

The “kick-off” meeting provided Staff the opportunity to inform the citizens of the Plan’s purpose. This meeting also allowed Staff to detail how the Plan would fit into the overall comprehensive planning efforts undertaken by the County.

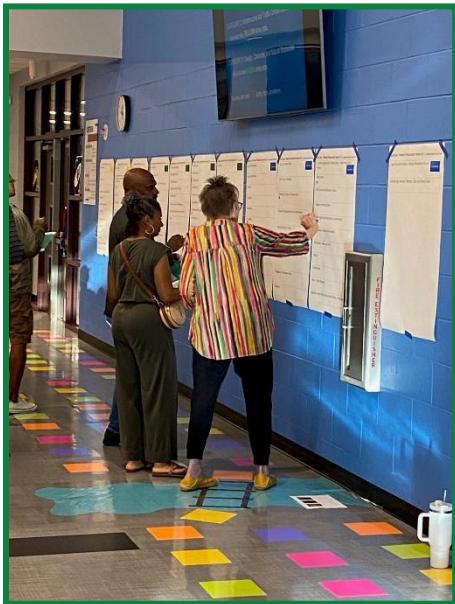
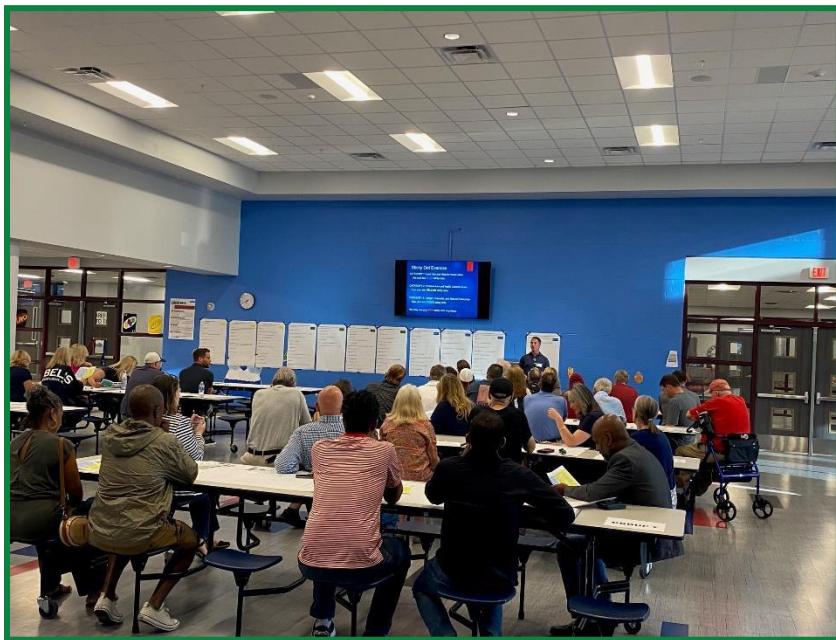
First Public Workshop—March 27th, 2024

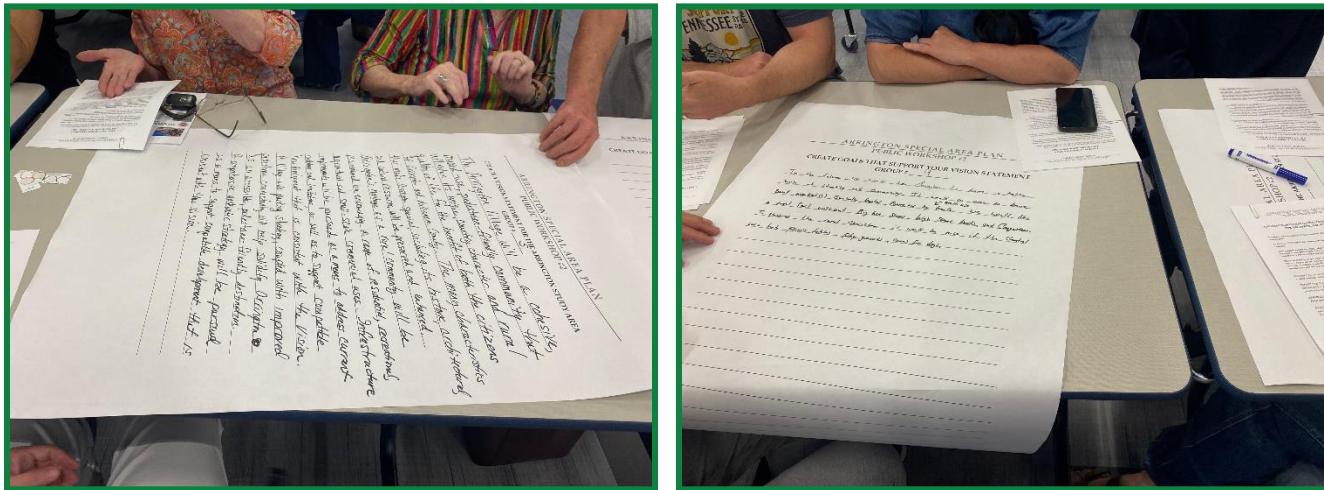
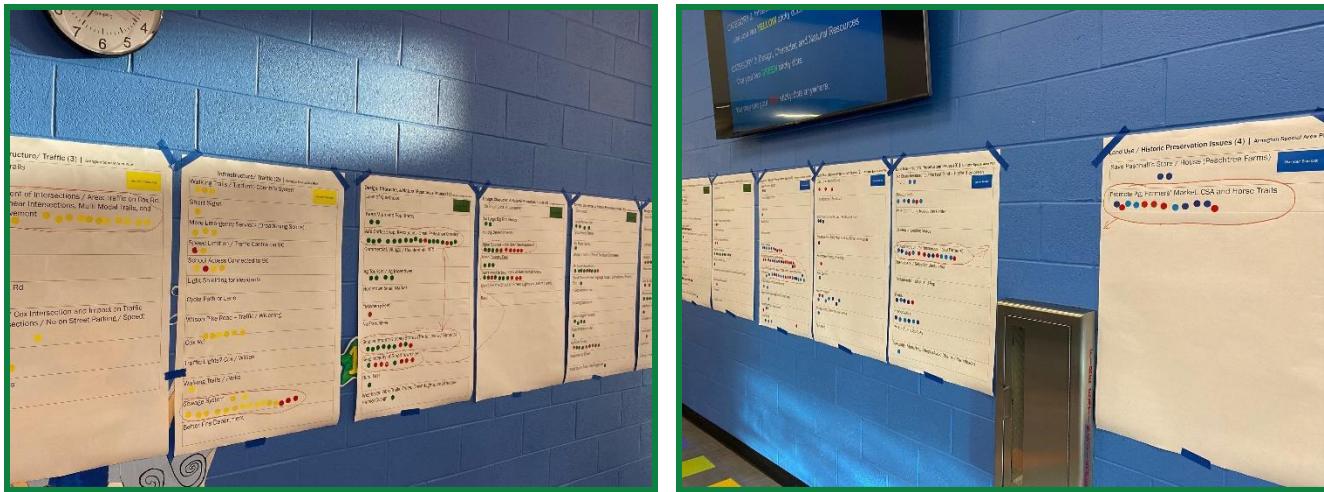
The First Public Workshop provided the participants with an opportunity to share their ideas about what they saw as the most important Planning, Preservation, and Development issues currently facing the Village. Additionally, the participants shared their Vision for the Village over the next twenty years. The results of these exercises can be found in Appendix A.



Second Public Workshop—May 29th, 2024

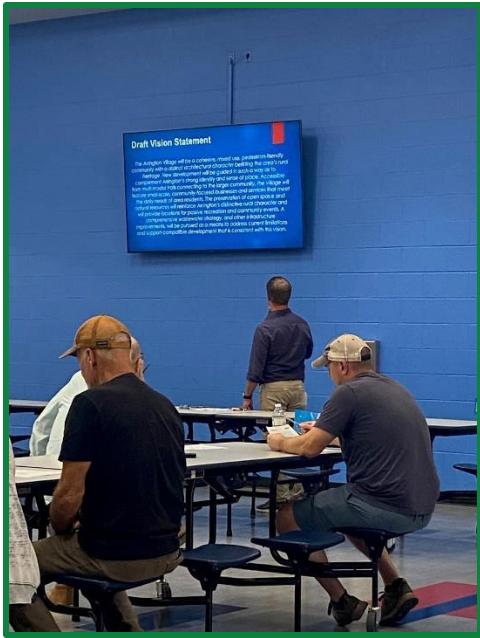
The Second Public Workshop was designed to further explore and elaborate upon the issues raised at the Second Public Workshop. Participants were asked to rank the issues identified at the First Public Workshop in terms of their importance, to draft a Vision Statement that reflected what they would like the Village to be in the future, and to draft a set of goals to help achieve their visions. The results of these exercises can be found in Appendix B.





Third Public Workshop—September 16th, 2024

The Third Public Workshop was designed to solicit feedback from the participants regarding the draft Vision Statement and the draft set of Goals and Objectives Planning Staff developed based upon input received during the first two Public Workshops. In addition to providing feedback for the draft Vision Statement and Goals and Objectives, participants took part in a Visioning Exercise by rating a series of photographs of a variety of development types. The object of the exercise was to gauge whether the development shown in the photographs would be appropriate in achieving the Vision Statement and Goals and Objectives for the Village. The results of these exercises can be found in Appendix C.



Phase 4: Development of the Plan

Once the public, Staff and the Citizens Advisory Committee gained an understanding of the issues confronting the Village and the values of the community, Staff developed a draft Plan for review by the Citizens Advisory Committee.

Final Open House

The Final Open House will serve as an opportunity for Planning Staff to present the Arrington Village Special Area Plan document. All of the materials from each of the previous public meetings will be made available for viewing, showing the Plan's development throughout the process. Staff will give a presentation on the Plan, including a summary of each chapter, which will highlight how public involvement helped to shape the Plan. This Final Open House will serve as an opportunity for the Citizens Advisory Committee and the public to provide final thoughts and feedback for the Plan.

Adoption and Endorsement

Ultimately the Plan will be forwarded to the Planning Commission and County Commission as part of the adoption and endorsement process.



CHAPTER 3: INVENTORY ASSESSMENT

Introduction

Before the public workshops and plan development phases were initiated, it was important for Staff to gain an understanding of the history and current conditions of the Arrington Village. Staff members from the Williamson County Planning Department spent several months conducting research regarding various aspects of the Arrington Village. In addition to understanding the historical context of the community, Staff set out to develop a current assessment and inventory of such features as:

- Environmental and Natural Resources;
- Existing Land Use;
- Transportation; and
- Water and Sewer

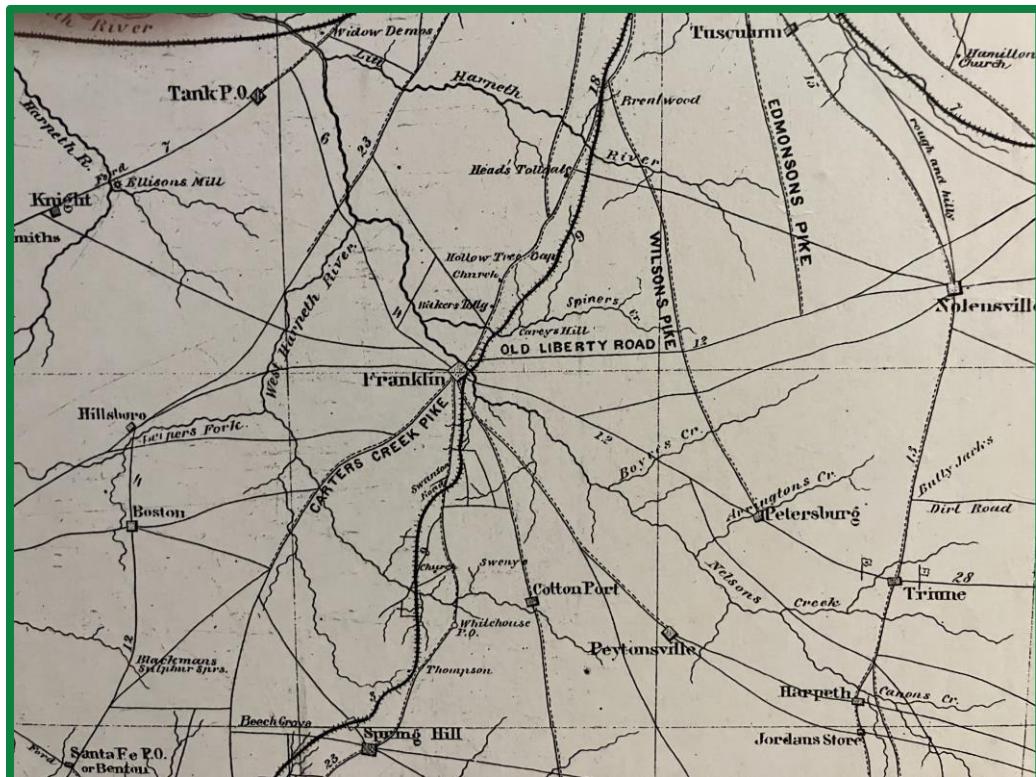
The following sections will provide a summary of the data collected in this phase of the Plan. In addition, it seeks to provide an accurate description of the context in which each feature exists. While described separately, all of the information provided contributes to the whole of the Arrington Village and its environs.

Historical Background

The area originally known as “Petersburg,” for which a Post Office was built in 1858, was renamed to Arrington after a nearby creek during the Civil War era. Early families known to inhabit Arrington include Buchanan, Couch, Crockett, Duff, King, Morris, Paschall, Price, Roberts, and Sayers. The original store and Post Office were located on the west corner of Wilson Pike and Murfreesboro Road.

The railroad arrived in 1914 and a depot was built in the area. There were four churches in Arrington, established between 1852 and 1968. Two schools were located in Arrington on Cox Road, Arrington School and Patton’s Chapel School. At one time

there were two stores, a livery stable, grist mill and a blacksmith shop in Arrington. The Paschall Shopping Center located on the northwest corner of Wilson Pike and Murfreesboro Road was built in 1939.



Civil War Era Map Showing Petersburg, Rick Warwick, Williamson County Historian



Paschall's Store, circa 1933



Paschall's Store, circa 1940s

Both Photographs provided by Rick Warwick, Williamson County Historian

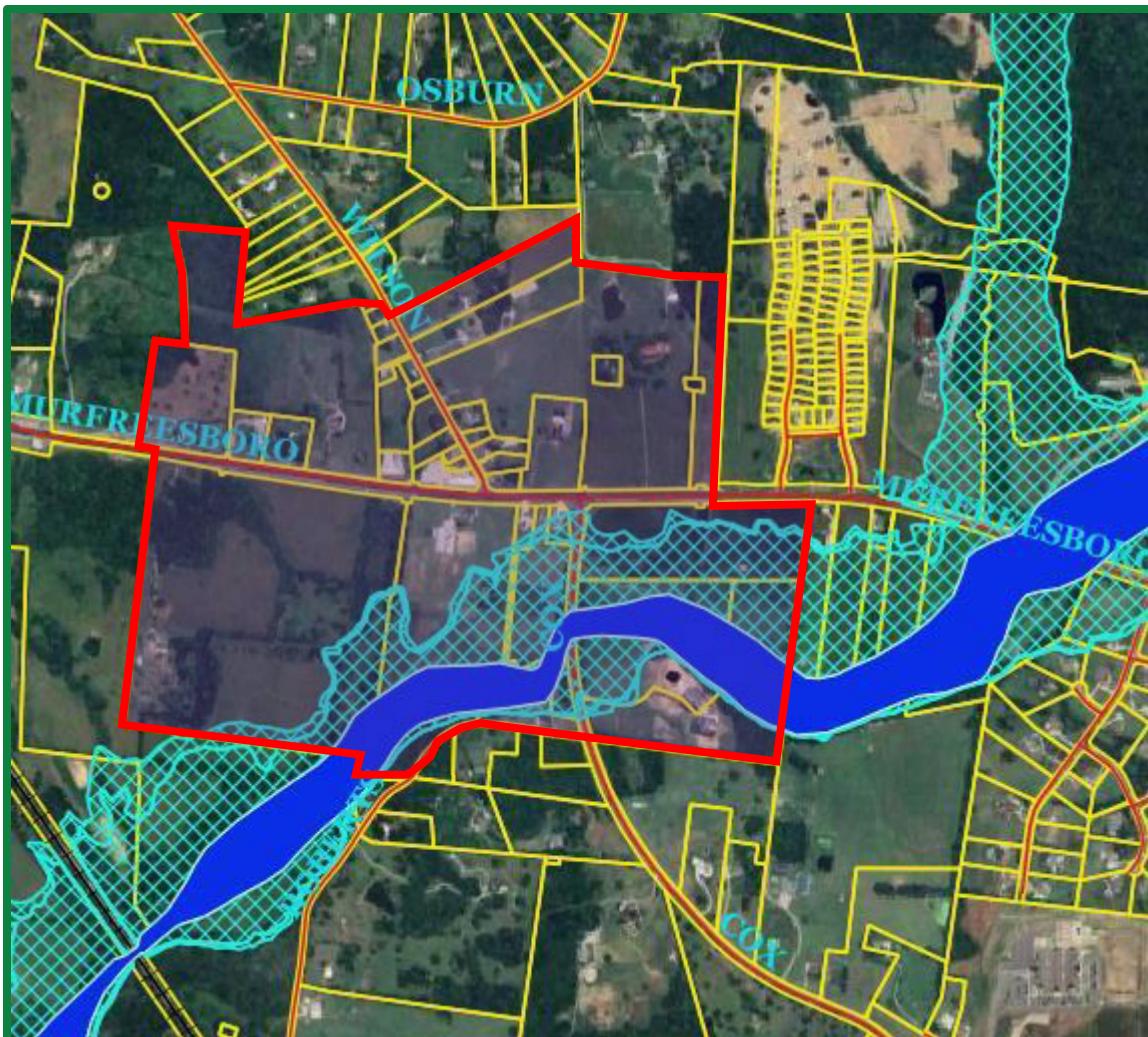


Aerial Photograph of Arrington, circa 1940s, Rick Warwick, Williamson County Historian

Environmental and Natural Resources Assessment

The Village of Arrington also contains a variety of natural and environmental resources.

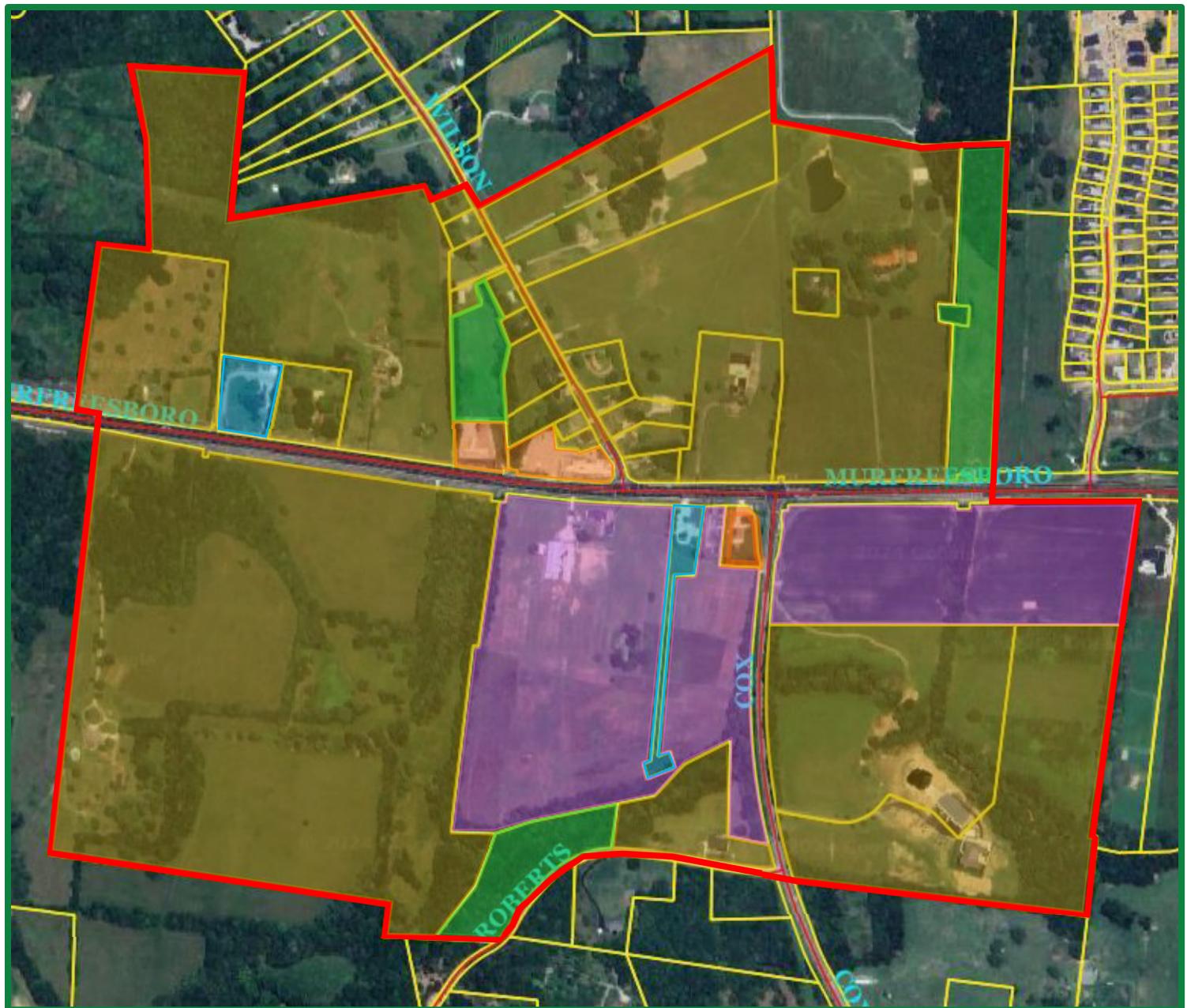
One of the most prominent features within the Arrington Village is Arrington Creek and its associated floodplain. Arrington Creek, which is a tributary of the Harpeth River, flows through the Village in a southwest to northeast direction. All of the properties located on the south side of Murfreesboro Road are located within the 100-year floodplain, which provides a valuable resource and serves to restrict development in these areas. Other natural resources, such as large areas of mature woodlands and small pockets of steep slopes (greater than 15%) exist within the Village.



Arrington Village, Floodplain

Land Use Inventory and Assessment

The Arrington Village contains 37 parcels and an area of approximately 325 acres. Based on a land use inventory undertaken by County Planning Staff, land use data has been summarized in two categories: land use by parcels and land use by acreage. The following map and chart illustrates this information.



Arrington Village, Existing Land Use

Legend	
	Agricultural
	Single-Family Residential
	Commercial
	Institutional/Government
	Vacant

Existing Land Uses (by type) within the Arrington Village				
Land Use	Parcels	Percent of Total Use	Acreage	Percent of Total Acreage
Single-Family Residential	26	70.27%	243.76	75.0%
Vacant	4	10.81%	15.89	4.89%
Commercial	3	8.1%	3.57	1.1%
Institutional/Government	2	5.4%	3.98	1.22%
Agricultural	2	5.4%	57.6	17.7%

Single-Family Residential

The largest land use in the Village, based on the land use inventory, is single-family residential housing. Single-family residential comprises 26 parcels containing approximately 244 acres. Single-family residential housing makes up 70% of the total land uses in the Village, and utilizes 75% of the acreage.

Agricultural

Agriculture still appears to be strong in the Arrington Village and in the immediate area. Not surprisingly, the number of parcels for agricultural use is small; only two exist within the Village boundaries. However, in terms of land mass, this use utilizes 57 acres of land. The land area devoted to agricultural uses contributes greatly to the character of Arrington.

Commercial

Commercial uses are typical for the Village classifications in Williamson County, and are largely concentrated in one area. In Arrington, the majority of these uses occur along Murfreesboro Road. The commercial uses in the Village consists of three parcels and utilizes approximately 3.6 acres. When examined in the context of Arrington, this is 8.1% of the total land uses and 1.1% of the total acreage.

Institutional and Government

Institutional uses in the Village include the Arrington Volunteer Fire Department and the Post Office. There are 2 institutional use parcels in the Village, which represent approximately 1.2 acres of land or 5.4% of the total acreage.

Vacant

Vacant uses represent parcels in the Village that have no buildings on them, and are not being used for any of the above-mentioned categories. There are four parcels considered vacant, but they hold almost 16 acres or 4.8% of the total acreage.

Transportation Assessment

The road network for the Arrington Village includes Murfreesboro Road (SR 96), classified as an arterial roadway, which runs in an east/west direction and bisects the Village into northern and southern halves. Murfreesboro Road serves as a major thoroughfare for eastern Williamson County, connecting drivers to both the City of Franklin and Rutherford County. Wilson Pike (SR 252) runs in a northwesterly direction and serves as a connection between Arrington and Brentwood. Cox Road runs in a southeasterly direction and connects Arrington to Horton Highway near the Kirkland community.

The nature of the roadways and the capacities to which they were designed vary greatly. Some were designed to service local businesses and residents, while others provide access to multiple places in Williamson County and the surrounding region.



Water and Sewer

The Arrington Village is serviced by the Milcrofton Utility District for its domestic water usage and fire flows. Municipal sewer service is currently not available in the Village. The use of individual septic systems is limited on many properties within the Village due to a lack of suitable soils.



CHAPTER 4: KEY THEMES

Introduction

As was discussed in Chapter 2, citizen input and participation were key points of emphasis during the creation of this Plan. Early in the planning process, citizens were asked to identify what they felt were the most important issues facing the Arrington Study Area and to articulate their vision for the future of the area. While a broad range of issues were identified during these exercises, a number of key themes emerged.

Key Themes

The key themes that arose from the visioning exercises provided an overall direction for the Plan and is the foundation upon which the Plan's Vision Statement and Goals and Objectives were created and outlined in Chapter 5. These key themes are as follows:

- Preserve the Village's Existing Character;
- Encourage Appropriate Land Uses;
- Preserve Natural Resources; and
- Address Infrastructure and Governmental Services

The specific issues raised by community members at the first Public Workshop (See Appendix A), as well as the key themes above, tend to fall within one of three categories, which became the major focus of the Plan's Vision Statement and Goals and Objectives. These three Plan categories are:

- Design, Character and Natural Resources;
- Infrastructure and Governmental Services; and
- Land Use and Historic Preservation



CHAPTER 5: VISION STATEMENT, GOALS, AND OBJECTIVES

Introduction

This Chapter articulates a Vision for the future of Arrington and outlines a set of Goals and Objectives that are geared toward making that Vision a reality. The Vision Statement answers the question “*What do we want?*”, while the Goals and Objectives describe “*how we can get there*”.

The Vision Statement and Goals and Objectives were based on both an understanding of the issues facing the community as well as the desires of the community as expressed during the various public workshops (see Appendices A, B and C).

Arrington Village Vision Statement

The Arrington Village will be a cohesive, mixed use, pedestrian-friendly community with a distinct architectural character befitting the area's rural heritage. New development will be guided in such a way as to complement Arrington's strong identity and sense of place. Accessible from multi-modal trails connecting to the larger community, the Village will feature small-scale, community-focused businesses and services that meet the daily needs of area residents. The preservation of open space and natural resources will reinforce Arrington's distinctive rural character and will provide locations for passive recreation and community events. A comprehensive wastewater strategy, and other infrastructure improvements, will be pursued as a means to address current limitations and support compatible development that is consistent with this vision.

Goals and Objectives

The Goals and Objectives are organized around several categories that were established early in the process of the Plan's development. These categories are:

- Land Use and Historic Preservation;
- Design, Character and Natural Resources; and
- Infrastructure and Governmental Services

Land Use and Historic Preservation Goals and Objectives

Goal 1: Promote an overall development pattern consisting of a well-defined, mixed-use Village surrounded by low impact land uses that preserve the area's pastoral environment.

- Create a tailored set of development standards for the Arrington Village.
- These standards that are created should identify appropriate land uses, and include standards that ensure that new structures are consistent with the community's vision.

Goal 2: Encourage compatible new development that provides an expanded array of neighborhood-scale businesses and services while also reinforcing the rural character of residential uses.

- New residential uses should be in keeping with the established housing patterns.
- Encourage a variety of community-scaled retail, restaurant and service uses.

Goal 3: Discourage land uses that would not support the community's vision for the Arrington Village

- Development standards should prohibit land uses that do not conform with the desired character of the community. (i.e. Industrial uses, Big Box, Apartment Complexes, Mixed Retail).
- Development standards should be crafted to protect surrounding residential uses from negative impacts of new developments.

Goal 4: Preserve the Village's valuable natural resources and promote the retention of open space.

- Development standards should incorporate provisions designed to protect floodplains, hillsides, tree canopies, and other valuable natural resources.

Goal 5: Create an atmosphere that is safe and inviting for pedestrian activity.

- Encourage the development of pedestrian amenities such as sidewalks and trails through community initiatives and in conjunction with new development projects.

Design, Character and Natural Resources Goals and Objectives

Goal 1: Preserve and enhance the Village's small town charm and rural character

- Create a tailored set of development standards to ensure that new development is compatible with the existing character of the Village. These standards should:
 - 1) Include contextual requirements that address setbacks, scale, massing, and other elements that are fundamental to ensuring that new structures are compatible with their surroundings; and
 - 2) Preserve the integrity of residential areas.

Goal 2: Create a unique and unifying image for the Village

- The community should pursue a visually cohesive village through consistency of design. Elements to be included are sidewalks, streetlamps, signage, landscaping and street furniture so that a distinct character/identity is recognized throughout the Village.
- Create gateway entrances through the uses of distinctive signage, landscaping and other elements to provide a sense of arrival into the Village.

Goal 3: Preserve the Village's valuable natural resources, including the riparian buffer along Arrington Creek

- Development standards should incorporate provisions designed to protect streams, floodplains, hillsides, tree canopies, and other valuable natural resources.

Goal 4: Promote retention of Green Spaces within the Village

- Standards should include provisions to set aside and integrate open spaces in new development.
- Foster the continuation of existing agriculture by allowing a variety of agricultural and agricultural support uses.

Infrastructure and Governmental Services Goals and Objectives

Goal 1: Explore infrastructure improvements as a means to address current deficiencies.

- Pursue establishing safe pedestrian crossings on Highway 96.
- Consider the use of a non-traditional wastewater system to serve the current and future needs of the area.

Goal 2: Require that sufficient infrastructure is in place to support future development

- New development should only be permitted if essential infrastructure is already in place.
- Place the responsibility on developers for necessary roadway improvements and utility upgrades.
- Consider the use of a non-traditional wastewater system to serve the current and future needs of the area.

Goal 3: Encourage recreational and transportation opportunities for pedestrians, bicyclists and equestrians.

- Encourage the development of pedestrian, bicycle and equestrian amenities such as sidewalks, bike lanes and trails through community initiatives and in conjunction with new development projects.



CHAPTER 6: IMPLEMENTATION

Implementation of the Arrington Special Area Plan

The Arrington Village Special Area Plan articulates a Vision for the community and provides specific Goals, Objectives, and Recommendations to help guide the Village over the next 20 years. The successful implementation of the Plan will require the support, commitment and participation of varying groups and individuals.

In moving forward, there are a number of actions that will need to take place in order to fully implement the Plan, and it is incumbent upon both the public and private sectors to share in this responsibility. Just as the planning process was a combined effort between Williamson County and the Arrington community, so must be the implementation of the Plan. While Williamson County will play a key role in implementing many of the Goals and Objectives contained in the Plan, residents, business and property owners, private developers, and other entities with an interest in the future of the Village must be active participants.

Williamson County's primary role in implementation efforts will be to work with the community to develop a Zoning District tailored specifically to the Arrington Village. This tailored Zoning District's accompanying development standards will help ensure that future development in the Village is consistent with the desires of the community and the Vision articulated in the Plan. In addition, Williamson County may partner with the community in identifying and pursuing funding mechanisms for certain improvements called for in the Plan, such as walking trails and streetscape elements.

Residents, business and property owners, and private developers should use the Plan as a guide for making decisions regarding development on private property as well as Village-wide improvements that are driven primarily by the private sector. Citizens should also help educate other residents and business owners about the Plan and should remain involved in the community.

With the combined efforts of the County and the Arrington community, the unified Vision for a preserved and enhanced Arrington Village can be realized.



APPENDIX A: PUBLIC WORKSHOP #1

March 27th, 2024

Important Issues Facing Arrington Study Area Notes

What are the most important Planning, Preservation, and Development Issues facing the Arrington Village?

- Less traffic overall
- Staggered Intersection
- Smart development of intersections
- Wilson Pike Road – traffic / widening
- Speed limit / traffic control on 96
- No more traffic
- No large big box stores
- Multi-Modal Trails
- Upkeep of existing commercial businesses in area
- Livestock
- Limited commercial frontage on 96
- Subdivision
- 96/Wilson and 96/Cox intersection and its effect on traffic.
- No on-street parking
- Walking spaces near intersections
- “Cox Rd”
- Traffic patterns (avoid Nolensville)
- Small quaint town similar to Eagleville
- More parks or open space
- Small shops, coffee/caf , small boutique businesses
- “Zoning in Area”?
- Green Space
- Connectivity – to Triune walking trails
- Restaurants – mom and pop
- Keep speeds down
- Better access to the post office
- Speed Limits
- Walking trail tied into county system
- Traffic management
- Small Mom and Pop businesses
- Retain the 5 acre density of the residential areas
- Parks/Community Recreation Areas
- Restaurants
- Developing too fast
- Trails
- Small local businesses

What are the most important Planning, Preservation, and Development Issues facing the Arrington Village? (Cont'd)

- No large big box stores
- Rural feel
- Loss of green space
- Traffic lights on Cox / Wilson
- Hidden / underground utilities
- Infrastructure
- Do not like the effect of street lights in the Hamlet areas.
- Signage rules (limitations on height/size)
- Smaller footprint grocery stores (trader joe's / sprouts)
- EMT
- Preservation of local character (Peachtree Farms, "country feel")
- Short signs
- Loss of historic sites
- Walking Trails / parks
- Preserve sightlines
- Protect Agricultural Resources and local farmers
- No large Big Box Stores
- Small neighborhood businesses (Nail spas, pizza joint, taekando, Kids Activities)
- Small quaint town – like Eagleville
- Protect local agriculture and local farmers
- Legacy of Peachtree Farms (Heritage)
- Loss of quietness
- Sewage Systems
- More emergency services (Broadening scope)
- Preservation of natural resources
- Keep rural character of the area
- No franchises
- Larger post office

What is your vision for the next 20 years in the Arrington Village?

- Parks
- No big developments
- No multi-family
- Playground / Recreation area
- Eat, live, work (drink)
- Arts center
- Hometown small market
- Keep "Country Feel"
- Farmers Market
- Keeping density down
- Parkland
- Community center with parks and trails
- Coffee shop / small restaurant
- Open spaces
- Open Spaces, no over development
- Horse and Walking Trails
- Park and Bike Trails
- Tiny donuts / breakfast
- Peachtree park / fishing
- Planned Parks
- Parks

***What is your vision for the next 20 years in the Arrington Village?
(Cont'd)***

- Less 5g towers
- Cycling path or lane
- Street lighting – put or but down lighting?
- Connective trails to neighborhoods and schools
- Save Paschall's Store/House and Peachtree Farms
- Open space / Selective Destination
- Keep rural character feel
- Corporated?
- Maintain rural feel
- Controlled development
- Preserve the strip mall and small businesses
- Commercial, village / residential – PUD
- Ag Tourism / Ag incentives
- No overdevelopment
- School access to connected to 96
- Sidewalks
- Realignment of Cox rd and Wilson Pike
- Retain Authenticity of the area, keep it rural
- Promote Agriculture, CAS
- Limited light pollution
- Small scale retail
- Cohesive architectural style for commercial buildings
- Maintain Hamlet size
- Keep integrity of small community feel
- Westhaven vibe. Trails, trees, down lights, unique hamlet design
- Preservation
- “Mayberry” feel
- No big developments
- Light Shielding for residents
- Safe crossing
- Pedestrian Crossing
- Avoid Chains and Franchises
- 4-side architecture
- Not to widen Cox Rd
- Avoid annexation
- Not to look like Nolensville
- No chain restaurants / no fast food – prefer they are in Triune
- Mixed use
- Keep mom and pop stores
- Low Density
- Keep Country feel
- Better Fire Department

APPENDIX B: PUBLIC WORKSHOP #2

May 29th, 2024

Ranking the Issues-Sticky Dot Exercise: Design, Character and Natural Resources

DESIGN, CHARACTER, AND NATURAL RESOURCES	Total
loss of quietness	0
keep mom and pop stores	2
add coffee shop, restaurant, - small pedestrian crossing	18
commercial, village / residential - PUD	0
ag tourism / ag-incentives	4
hometown small market	0
"mayberry feel"	1
no franchises	0
smaller imprint grocery stores (trader joes / sprouts)	9
keep integrity of small town feel	8
rural feel	1
westhaven vibe: trails, trees, down lights, and unique hamlet design	1
rural feel	0
developing too fast	0
limited commercial frontage on 96	0
hidden / underground utilities	3
preserve sightlines	0
not to look like Nolensville	3
maintain rural feel	10
maintain hamlet size	1
cohesive architectural style for commercial buildings	0
controlled development	1
livestock	0
zoning in area	0
corporated	0
avoid annexation	4
small scale retail	0

DESIGN, CHARACTER, AND NATURAL RESOURCES	Total
no multi family	1
shops / coffee / small boutique businesses	0
no large box stores	10
rural character feel: signage rules / limitations / height / size	1
4 side architecture	0
building standards	0
limited light pollution	4
rural character feel: signage rules / limitations / height / size	1
no multi family	10
keep density low	0
small quaint town, like Eagleville	1
do small local businesses	0
no large box stores	2
no big developments	0
open spaces - no over development	10
keep <u>country feel</u>	3
don't want to lose RD-5 of residential areas	0
don't like the effect of street lights on quaint hamlet	0
rural	0

Ranking the Issues-Sticky Dot Exercise: Infrastructure and Governmental Services

INFRASTRUCTURE AND GOVERNMENTAL SERVICES	Total
traffic management	5
EMT	0
planned parks	0
trails	10
connective trails to neighborhoods and schools	5
planned parks	6
traffic patterns (avoid Nolensville)	1
infrastructure	0
connectivity (to Triune walking trails)	0
larger post office	2
sidewalks	0
safe crossing	1
sheet lighting - but or put down lights	0
realignment of Cox Rd and Wilson Pk	1
walking trails / tied into the County's system	3
short signs	1
more emergency services (broadening scope)	3
speed limit on / traffic control on 96	2
school access connected to 96	4
light shielding for residents	0
cycle path or lane	0
Wilson Pk road - traffic / widening	6
Cox rd	0
traffic lights? Cox / Wilson	0
walking trails / parks	1
sewage system	17
better fire department	0
parks and bike trails	4
smart development of intersections / area: traffic on Cox Rd, walking spaces near intersections, multi modal trails, and community involvement	17

INFRASTRUCTURE AND GOVERNMENTAL SERVICES	Total
less 5g towers	0
not to widen Cox rd	2
96 / Wilson, 96 / Cox intersection and impact on traffic (staggered intersections / no on street parking / speed)	1
no more traffic	6
post office access	0
speed limits	1

Ranking the Issues-Sticky Dot Exercise: Land Use and Historic Preservation

LAND USE AND HISTORIC PRESERVATION	Total
Loss of Green Space	2
Loss of Historic Sites	0
Character	1
Subdivision	0
Preservation	0
Low Density	10
Small Neighborhood Business	17
Local Services (Nail Spa, Pizza Joint, Taekando, Kids Activites)	18
Preservation of Natural Assets	2
Legacy of Peachtree Farms (Heritage)	1
Neighborhood Restaurant	3
Mixed Use	4
Eat, Line, Work (Drink)	3
Tiny Donuts / Breakfast	0
Community Center with Parks and Trails	3
Preserving the Strip Mall and the Small Businesses	2
Peachtree Farms / Fishing	1
Arts Center	1
Green Space	9
Playground / Recreation Area	1
Parkland	0
No Chain Restaurants / No Fast Food - Prefer they are in Triune	2
Restaurants	6
Park Community Recreation Center	0
Upkeep of Existing Stores	0
Protect Agricultural Resources (Local Farmers)	16
Open Space / Selective Destination	0
Restaurants - Mom and Pop	0
Parks	6
Preservation	6
Park / Public Spaces	0

LAND USE AND HISTORIC PRESERVATION	Total
Speciality, Mom and Pop Shops (Avoid Chains / Franchises)	1
Save Paschall's Store / House (Peachtree Farms)	2
Promote Ag, Farmers' Market, CSA and Horse Trails	16

Drafting a Vision Exercise

With your group, please come up with a Vision Statement for the Arrington Village Special Area Plan.

Group 1:

Arrington is a residential area that proudly maintains its quaint charm with locally-owned businesses, beautiful parks, and family-friendly activities. Preserving our community's character, natural resources, and historic sites is crucial. These elements are what makes Arrington such a special place to live and visit.

Group 2:

We would like the Arrington study Area to provide a family friendly, pedestrian friendly, mixed use community that is able to serve the needs

Group 3:

The Village of Arrington will be pedestrian friendly community that will retain its small town charm and rural quality of life. New development will be guided in such a way as to compliment Arrington's strong identity and sense of place. The preservation of open space will reinforce Arrington's distinctive rural character and will provide locations for passive recreation and community events.

Group 5:

The Arrington Village will be a cohesive, mixed-use, pedestrian-friendly community that will retain its unique, country character and rural quality of life for the benefit of both the citizens of Arrington and Williamson County. The many characteristics that made Arrington special, including its historic, architectural, and natural resources, will be preserved and enhanced. Arrington's heritage as a rural community will be maintained by encouraging a range of residential, recreations, agricultural, and small scale commercial uses. Infrastructure improvements will be pursued as a means to address current problems and limitations, as well as to support compatible new development that is consistent with the vision. A Village wide parking strategy, coupled with improved pedestrian connectivity will help solidify Arrington as an accessible, pedestrian-friendly destination. A comprehensive wastewater strategy will be pursued as a means to support compatible development that is consistent with this vision.

Infrastructure improvements will be pursued as a means to address current problems and limitations.

Group 7:

The Arrington Special Study Area should be developed into a self-sufficient community that maintains the rural character, featuring essential local services, small businesses, children's activities and family friendly activities. The vision includes critical infrastructure improvements, including sewer and utility services / systems. This vision includes services to support a thriving, cohesive community maintaining the rural and agricultural character.

Group 8:

The Arrington Village will maintain and strengthen its equestrian-pedestrian-friendly community that will retain its unique small town character and rural quality of life for the benefit of both citizens of Arrington and Williamson County. The many characteristics that make Arrington special, including its historic, equestrian and natural resources, will be preserved and enhanced. New development will be guided in such a way as to complement the Village's rural identity and sense of place. Arrington's heritage as a rural crossroads community will be maintained by encouraging range of low density residential, equestrian, agricultural, and small scale commercial uses. Infrastructure improvements will be pursued as a means to address current problems and limitations, as well as to support compatible new development that is consistent with the new vision. A Village wide parking strategy, coupled with improved pedestrian and equestrian connectivity, will help solidify Arrington as a multimodal accessible, equestrian friendly destination. A comprehensive wastewater strategy will be pursued as a means to support compatible development that is consistent with this vision.

Drafting a Set of Goals Exercise

With your group, please develop a series of Goals that will allow the Vision Statement to be achieved. Keep in mind that while the Vision Statement answers the question of “What do we want the Arrington Village to be?” the Goals will define “how do we get there.”

- Create a unique and unifying image for the Village
- Address Village-wide parking needs in a way that meets the current and future demand and that reinforces the Village core as a multi-location destination
- Explore infrastructure improvements as a means to address current problems and limitations, as well as to support compatible new development that is consistent with this vision.
- Preserve and enhance the Village’s small town charm and rural character
- Preserve and enhance Arrington’s small town charm and rural character
- Ensure that new development is compatible with the rural character in size and scale with existing buildings
- Implement traffic management and speed limits to preserve, enhance, and support agriculture, residences, and parks while maintaining its rural small town character.
- Size scale and character w/ existing buildings and patterns of development
- Promote limited complementary land uses (Parks, trails, small specialty retail, single family homes)
- Behind building parking (not parking lots facing the streets)
- Infrastructure improvements – wastewater
- Preserve and enhance the **hamlets** small town feel and rural connection
- Limited lighting – down lighting
- Native plants – no Bradford Pear tree or privet
- Pedestrian connectivity – trails and crosswalks
- Multi use trails including equestrian usage connecting to the (proposed) greenway (equestrian including riding trails as well as carriage)
- Buried utilities
- No bottleneck traffic
- Crosswalk at Cox Rd and Wilson Pike light (see number 8)
- Low signage with minimal lighting and light pollution
- Ensure adequate land available for parks and trails
- Ensure essential services (small businesses like coffee shops, restaurants, nail spas, kids activities)
- Provide critical infrastructure services like sewer, roads, trails etc. to support development
- New development should maintain the local rural character
- Provide kid(s) / children development facilities / services to support growing families

APPENDIX C: PUBLIC WORKSHOP #3

September 16th, 2024

Visioning Exercise-Rank Photographs for appropriateness in achieving Arrington's Vision Statement, Goals and Objectives

Rank each of the photographs presented, which represent a variety of development types, on their appropriateness and suitability to achieving the Vision, Goals, and Objectives for the Arrington Village							
Picture #	Very Appropriate	Appropriate	Neutral	Inappropriate	Very Inappropriate	Additional Comments about the Photographs	Photograph
1	17	15	2	1	1	Little too folksy / Landscaping should not have invasive species / Gatlinburg / dreaming / looks old / love the flags + flowers / I would like to encourage	
2	2	8	5	16	6	Not much character / no high density housing / McKay's Mill? / House, craftsman / too close together / looks like a subdivision / too dense / no housing in the development?? / houses are too close / native plants for landscaping	
3	31	5	1	0	0	Yes Please! / horses yes! / horse farm / love it / open space / pet friendly / less water, less mowing	
4	1	2	2	10	22	Discourage Chains / no no / walgreen / ugly / no / walgreens is fine, but not traditional look / no character, too big city / no chains / less noise w/ mowers	
5	23	8	4	0	0	no bicycle / where are horses / trails / nice / yes please / trail?	
6	2	8	16	5	6	concord / its ok / too much hardiplank - want brick / trails with horses (drew a heart)	

Rank each of the photographs presented, which represent a variety of development types, on their appropriateness and suitability to achieving the Vision, Goals, and Objectives for the Arrington Village						
Picture #	Very Appropriate	Appropriate	Neutral	Inappropriate	Very Inappropriate	Additional Comments about the Photographs

Picture #	Very Appropriate	Appropriate	Neutral	Inappropriate	Very Inappropriate	Additional Comments about the Photographs	Photograph
7	3	4	7	15	8	Town homes are good / Too dense / too much / townhomes / too dense / too dense / townhomes	
8	11	13	11	2	0	not sure non-trad will support / Preserve open space / ok / Estate Homes / 5 acre tracts / if housing then yes	
9	3	6	6	10	12	along 96 - Yes! / I appreciate the building on the street w/o a big parking lot in front / Condense building, leave open space / colors too bright / no! too tall / com / Res / too much traffic - too dense / looks old / too dense / with modifications yes / not enough brick / over powered	
10	1	0	4	12	20	too modern / but a grocery would be good (rated it *Inappropriate*) / no no no no / big grocery / no big box / better than some / too much!!!! / no big box / no character / yes to a grocery store but only chain	
11	8	16	9	3	1	Village look - Yes! / ok / Seaside / like the concept not this particular look / siding degrades	
12	0	2	2	14	19	too dense / high park hill / subdivide / Trac homes no / still too dense / nope / too close / looks like high park hill / no high density	
13	0	0	5	9	23	no character / fast food / no fast food / nope / no character / no chain, except a grocery store	

Rank each of the photographs presented, which represent a variety of development types, on their appropriateness and suitability to achieving the Vision, Goals, and Objectives for the Arrington Village						
Picture #	Very Appropriate	Appropriate	Neutral	Inappropriate	Very Inappropriate	Additional Comments about the Photographs

Picture #	Very Appropriate	Appropriate	Neutral	Inappropriate	Very Inappropriate	Additional Comments about the Photographs	Photograph
14	4	10	11	11	1	com / res / doesn't fit / close	
15	3	14	5	10	5	too far? / Do? / if part of the community / no siding	
16	0	4	7	7	19	no!!! / no dollar general, <u>junk</u> / no!	
17	0	0	0	7	31	no no / Best Buy / no big box / no!!! / no character / no!	
18	8	11	15	2	1	Titos / the station / if part of community	
19	9	19	7	1	1	love the rustic-homey feel / as long as no siding / maybe	
20	1	1	5	13	16	yes to multifamily + preserve open space / Too dense / too big / too dense / too dense / too close / too overpowering / townhome	

Rank each of the photographs presented, which represent a variety of development types, on their appropriateness and suitability to achieving the Vision, Goals, and Objectives for the Arrington Village

Picture #	Very Appropriate	Appropriate	Neutral	Inappropriate	Very Inappropriate	Additional Comments about the Photographs	Photograph
21	0	0	3	13	21	Aldi / big box / too commercial / Aldi	
22	1	5	6	16	9	nope!! / no!!! / starbucks ok but not (unreadable) / more character / need coffee but not chain / Starbucks	
23	0	0	1	8	27	won't hold up over time / Too dense / No!! / no no no / no! / no!!! / no siding / 3rd st apartment	
24	4	3	3	13	14	too modern / row homes / no!!! / yes to ad + deck chairs outside	
25	0	0	2	6	29	/too plain / No to strip centers / Architecturally inappropriate / No strip / strip Naw / nope! / cheapens area / no character	
26	1	4	4	9	13	include horse boarding / too dense / Too dense / Not quite / too dense / no!!! / avoid housing / too close / keep low density on 5 acre lots	

ITEM 18

CONCEPT PLAN REVIEW FOR BURNS SUBDIVISION, CONTAINING 99 LOTS ON 173.32 ACRES LOCATED OFF PATTON ROAD IN THE 5TH VOTING DISTRICT (1-2024-203).

Attachment	18-1	Concept Plan
	18-2	Aerial Photograph
	18-3	Review Letter from County's Traffic Consultant
Area		173.32 acres (0.57 DU/A)
Lots		99
Zoning		Triune Character Area-3 (TCA-3) and Triune Character Area-4 (TCA-4)
Water		Nolensville/College Grove Utility District
Sewer		Nontraditional Wastewater Treatment and Disposal System
Development Option		Traditional Subdivision
Chapter 1101 Status		Triune Planned Growth Area
Maps and Parcels		114---01401 and 01402 and 136---01400
File Number		(1-2024-203)

The applicant is requesting Concept Plan approval for a 99-lot Traditional Subdivision in the Triune Character Area-3 (TCA-3) and Triune Character Area-4 (TCA-4) zoning districts. Concept Plan approval is the first stage in the development process. Because the Concept Plan contains more than forty-nine (49) lots, a Public Hearing is required.

The subject property is approximately 173 acres in size with access from Horton Highway. Adjacent properties range in size from approximately forty-seven (47) acres to over 200 acres and are used for residential and agricultural purposes. Arrington Reserve, a cidery and creamery, for which a Site Plan was approved at the December 2024 meeting but is not yet constructed, is located on an adjoining property to the west.

The property is located on Patton Road, approximately 3/4 of a mile from its intersection with Horton Highway. The property is bordered by I-840 to the north, and the development will be accessed via a single connection to Horton Highway. This connection is located approximately 1,450 feet north of Patton Road. It should be noted there will be no connections to Patton Road.

The terrain is relatively flat and the only natural resources on the property are woodlands, two (2) streams that transect the property, and the floodplain associated with Nelson Creek. Seventy percent (70%) of the site will remain as Open Space, and approximately seventeen percent (17%) of the site is covered in tree canopy. Seventy-

two percent (72%) of the existing tree canopy will be retained. The required bufferyards have been established and all resource protection standards have been met.

Within the proposed development, lots range from 0.60 acres to 1.45 acres in size. The average lot size is 0.90 acres, and the overall density is one (1) dwelling units per 0.57 acres.

Water service is provided by Nolensville/College Grove Utility District and wastewater is handled via a Nontraditional Wastewater Treatment and Disposal System, for which a Site Plan was approved in November 2024.

Access is provided by one entrance from Horton Highway and the internal roadway network will be gated and private. The Tennessee Department of Transportation (TDOT) has reviewed the access and has granted preliminary approval. While having granted preliminary approval, TDOT has also required the developer to provide access to the adjoining properties, which are referenced by Map 114, Parcel 02700 and Map 136, Parcel 01400, to Burns Boulevard. The developer has included these accesses on the Concept Plan, and the need for these accesses have been added as a condition of approval.

Within the TCA-3 and TCA-4 zoning districts and where the Triune Special Area Plan shows a potential greenway on a development property, the developer is required to construct a greenway trail and provide a Public Access Easement. The Triune Special Area Plan shows a greenway transecting the property, and the applicant has provided a twenty-five- (25) foot greenway easement and twelve- (12) foot paved trail along the northern border of the property abutting the I-840 right-of-way. Additionally, the applicant has provided greenway easements along the two streams located on the property for future greenway connections. The greenway located along the northern border of the property and abutting the I-840 right-of-way must be constructed prior to submittal of the Final for the section in which it is located. This has been added as a condition of approval.

A Traffic Access Analysis was performed by the applicant and reviewed by the County's Traffic Consultant (Attachment 18-3). The County's Traffic Consultant has recommended approval from a traffic standpoint contingent upon the following, which must be completed prior to the submission of the Final Plat:

1. The intersection of Horton Highway and the Project Access should be stop-controlled for the eastbound approach with appropriate signage and pavement markings according to the latest edition of the MUTCD;
2. Construction of an eastbound right turn lane along Burns Boulevard at its intersection with Horton Highway with approximately 100 feet of storage and taper to AASHTO standards;

3. Construction of a northbound left-turn lane on Horton Highway at the project entrance with 100 feet of storage and taper to AASHTO standards;
4. Construction of a southbound right-turn lane on Horton Highway at the project entrance with 100 feet of storage and taper to AASHTO standards; and
5. Maintaining adequate sight distance at the Project Access and Horton Highway.

It should be noted that once detailed construction and engineering plans are prepared in conjunction with the submittal of a Preliminary Plat, changes to the layout, including the potential for a reduction of lots, may be necessary. A Landscaping Plan will also be required.

The Concept Plan is in order, and Staff recommends approval with the following conditions:

The Preliminary Plat must address the following:

1. Prior to Preliminary Plat submittal, construction plans for the off-site roadway improvements on Horton Highway must be approved by the Tennessee Department of Transportation (TDOT);
2. As required by TDOT, the applicant shall show the cross-access to the properties referenced by Map 114, Parcel 02700 and Map 136, Parcel 01400;
3. Documentation shall be provided by TDEC and/or the Army Corps of Engineers, as applicable, as to whether the wetlands identified on the property are considered "jurisdictional". If the wetlands are considered jurisdictional, this area must either be located within open space or, if they are to be mitigated, documentation must be provided by TDEC and/or the Army Corp of Engineers, as applicable, that such mitigation will be permissible;
4. Submission of roads, drainage and erosion control plans for review and approval by the County Engineer; and
5. Submission of water plans for review and approval by Nolensville/College Grove Utility District.

The Final Plat must address the following:

1. Prior to the submittal of the first Final Plat, all off-site roadway improvements as specified by the County's Traffic Consultant (See Attachment 18-3) shall be completed to the satisfaction of the Tennessee Department of Transportation;

2. Prior to the submittal of the first Final Plat, the required Zoning Certificate for the wastewater treatment and disposal system shall be submitted, and all conditions associated with the wastewater site plan approval must be satisfied;
3. Prior to consideration of Final Plat approval, the applicant shall submit HOA documents for review and approval by the County Attorney's office. The HOA documents must address the greenway easement, the maintenance and operation of the private roads and gate that meet the standards, and requirements of Articles 16 and 17 of the Zoning Ordinance. The HOA documents must be submitted with the Final Plat, and the approved HOA documents must be recorded concurrently with the recording of the Final Plat;
4. Prior to consideration of Final Plat approval, the applicant shall submit the Cross-Access Agreements for the properties referenced by Map 114, Parcel 02700 and Map 136, Parcel 01400 for review by the County Attorney's office. The Cross-Access Agreements must be recorded prior to or concurrently with the recording of the Final Plat;
5. A permit for the security gate will need to be obtained prior to its installation, and all requirements for such gates as outlined in Section 17.11 of the Zoning Ordinance must be met;
6. Prior to issuance of the Land Disturbance Permit, construction documents demonstrating adequate sight distances at the Project Access that meet AASHTO requirements for the posted speed limit shall be submitted;
7. Prior to the issuance of building permits within the associated Phase of the development in which the greenway located along the northern border of the property and abutting the I-840 right-of-way is within, the paved greenway trail shall be constructed;
8. Establishment of a performance bond for roads, drainage and erosion control;
9. Establishment of a performance bond for water improvements in favor of Nolensville/College Grove Utility District;
10. Establishment of a performance bond for the wastewater collection system;
11. Submission of landscaping plans and establishment of a performance bond for landscaping improvements;
12. Execution of Performance Agreements for the above-referenced sureties;
13. Execution of a Stormwater Maintenance Agreement and submission of an Operation and Maintenance Plan for stormwater improvements; and

14. Submission of the approved Final Plat in .dwg format on recordable media based on the Tennessee State Plane Coordinate System prior to signature and recording of the plat.

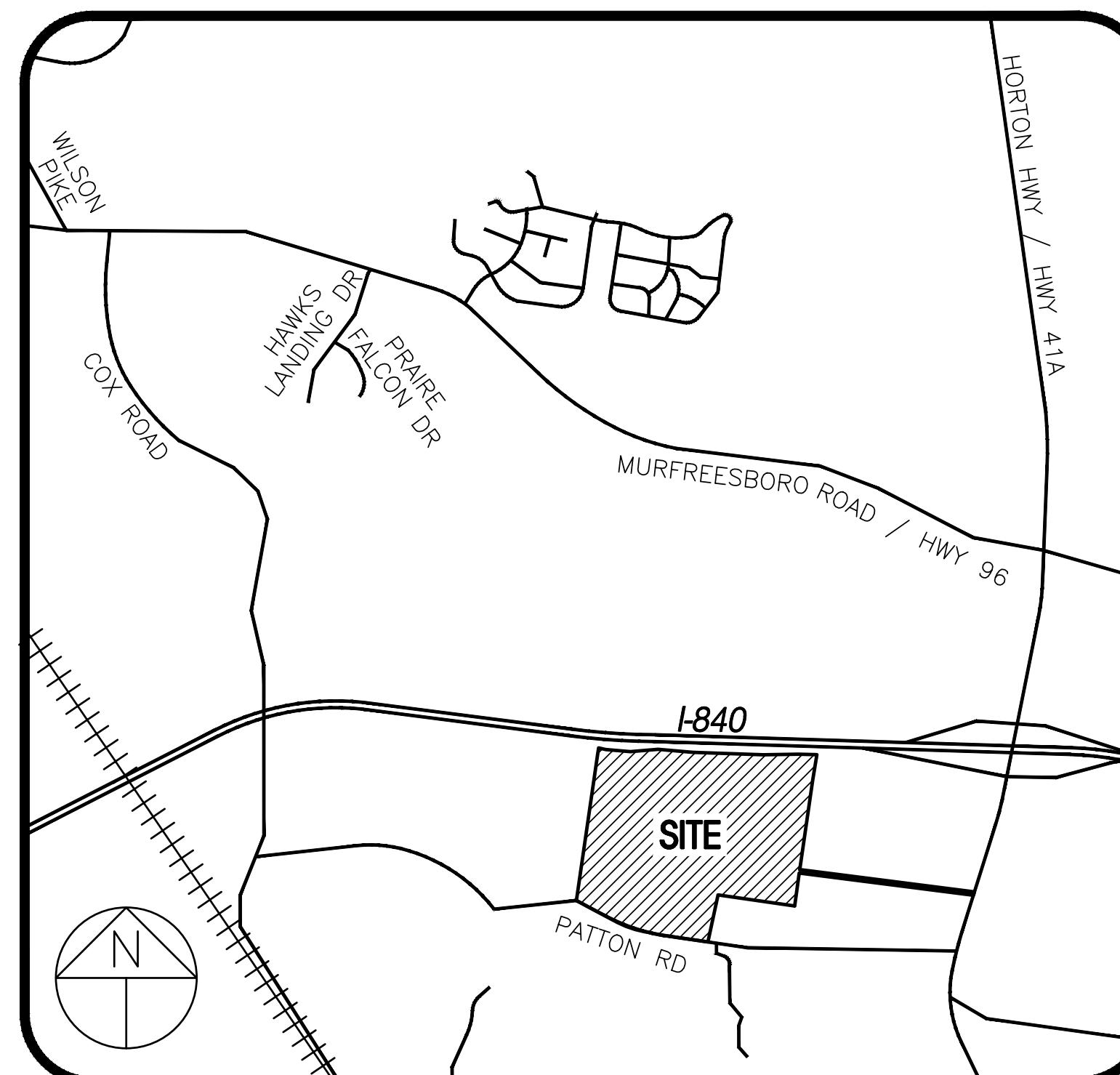
Burns Subdivision

6288 Patton Road Concept Plan

Williamson County, Tennessee
SOP No. 21018

Drawing Index

Sheet No.	Title
C0.0	Cover Sheet
C0.1-C0.2	Master Concept Plan
C1.0-C1.10	Concept Plan



Site Location Map

Not To Scale

Watershed: Nelson Branch

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. 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.
3. This property has been evaluated in relation to Articles 13 and 19 of the Williamson County Zoning Ordinance for Resource Protection. The resources include, but are not limited to, Woodland and Tree Protection, Waterway Protection, Wetland Protection, and Steep Slope Protection. The resources not found on the property are Historic and Cultural Resources Protection, Karst Topographic Protection, Special Flood Hazard Area Protection, and Slippage Slopes Protection.
4. Lots 122, 123, 124, 148 and 149 are critical lots due to slopes.
5. Sidewalks to be placed outside of the Right Of Way.
6. Request 25 mph design speed limit for internal subdivision roads.
7. Request for 12% roadway slopes.

Per TCA 13-3-414, no portion of this site is within 660' of a natural gas transmission pipeline.

SEC, Inc. SITE ENGINEERING CONSULTANTS

ENGINEERING • SURVEYING • LAND PLANNING
LANDSCAPE ARCHITECTURE

850 MIDDLE TENNESSEE BOULEVARD MURFREESBORO, TENNESSEE 37129
PHONE: (615) 890-7901 E-MAIL: RHOUZE@SEC-CIVIL.COM FAX: (615) 895-2567

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By: Richard Houze Date: 3/3/25

Richard Houze, P.E. TN. Reg. #108494



ATTACHMENT 18-1A

Sheet C0.0
Burns Subdivision
Concept Plan
S.E.C. Project #21156
Date: 12-30-2024
Revised: 2-17-2025 Comments,
2-26-2025 Comments

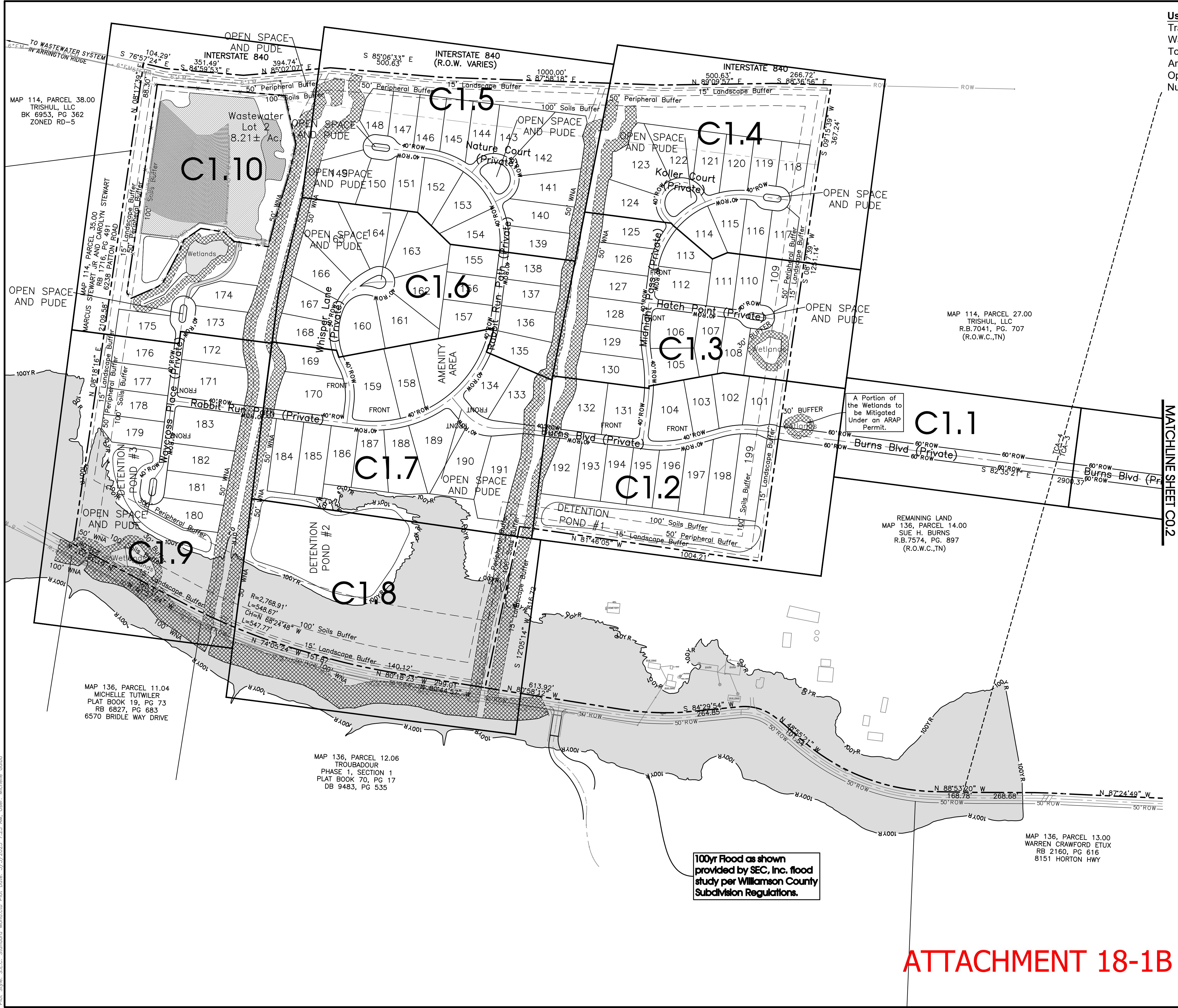
Contacts:
Middle Tennessee Electric Membership Corp.
2156 Edward Curd Lane
Franklin, TN 37067
Phone: (615) 794-3561
Contact: Jacob Cain

Engineer/Surveyor:
Site Engineering Consultants, Inc.
850 Middle Tennessee Blvd.
Murfreesboro, TN 37129
Phone: (615) 890-7901
Contact: Jamie Reed

County Engineering:
Williamson County Engineering Dept.
Suite 400
1320 West Main St.
Franklin, TN 37064
Phone: (615) 790-5809
Contact: Floyd Heflin

Nolensville College Grove Utility District
2002 Johnson Industrial Blvd.
Nolensville, TN 37135
Phone: (615) 776-2511
Contact: Mike Polston

Tennessee Wastewater Systems, Inc
851 Aviation Pkwy.
Smyrna, TN 37167
Phone: (615) 220-7200
Contact: Jeff Risden



Use Type:
Traditional Subdivision
Wastewater Treatment Area: $10.71 \pm$ Acres
Total acreage of original tract: $173.32 \pm$ Acres
Area of R.O.W. dedication in Subdivision: $3.62 \pm$ Acres
Open Space: $69.51 \pm$ Acres (43%) (TCA-4 Only)
Number of lots: 99 Lots

Burns Subdivision Address:
6288 Patton Road
Arrington, TN, 37014

Land Data:
99 Lots + Amenity on 173.32 Ac. \pm
Zoned: TCA-3 Character Area 3 and
TCA-4 Character Area 4

Proposed Use:

Traditional Subdivision

Deed Reference:

The property shown hereon is Tax Map 114, Parcel 14.02, as recorded in R.B. 8979, Pg. 251, Tax Map 114, Parcel 14.01, as recorded in R.B. 8979, Pg. 260 and Tax Map 114, Parcel 27.01, as recorded in R.B. 9380, Pg. 410 in Williamson County.

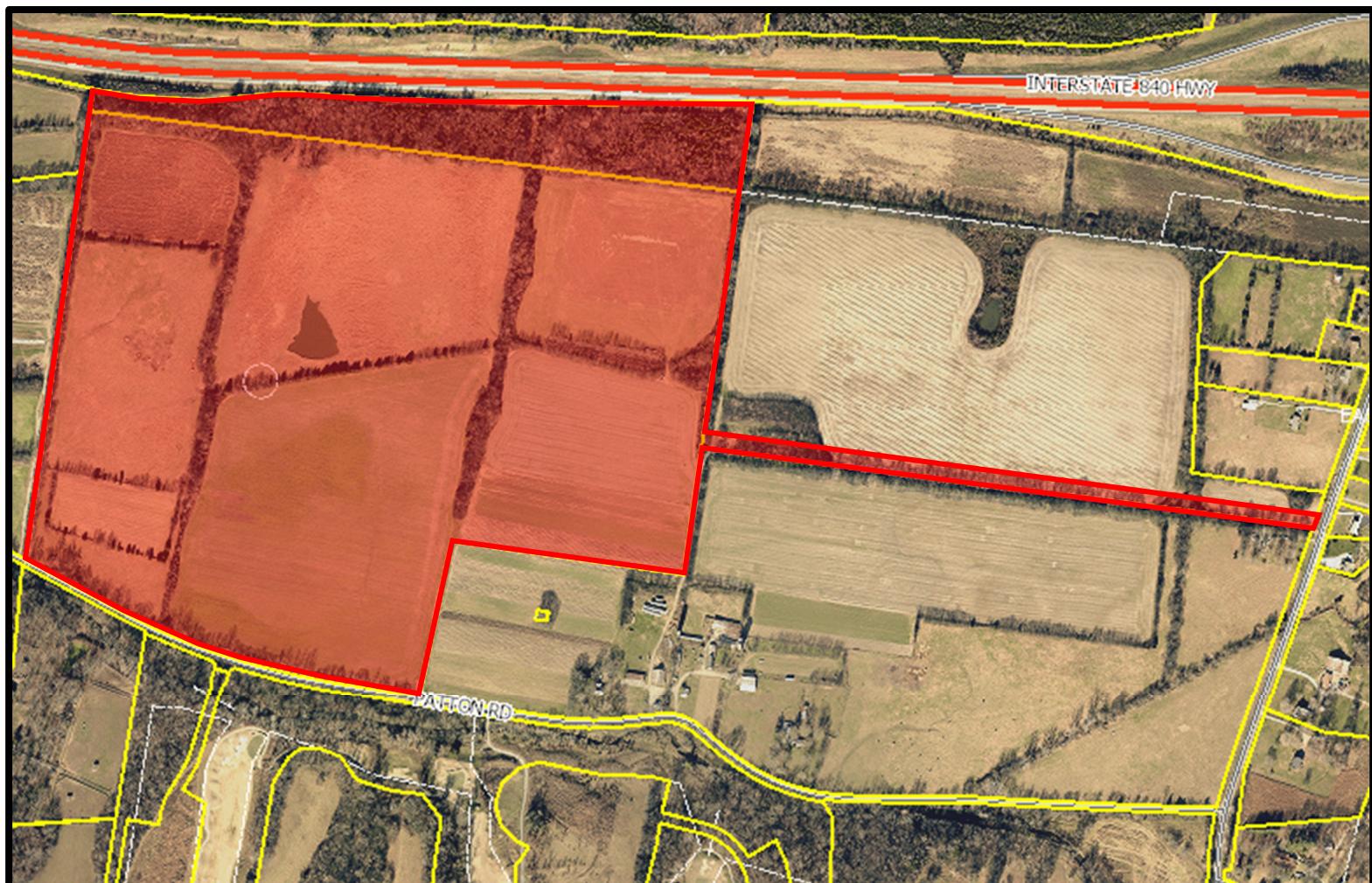
SEC, Inc.
SITE ENGINEERING CONSULTANTS
ENGINEERING • SURVEYING • LAND PLANNING
LANDSCAPE ARCHITECTURE
MURFREESBORO, TENNESSEE 37129
PHONE: (615) 890-5001 E-MAIL: info@secinc.com FAX: (615) 895-5557
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SEC, INC. AND IS CONFIDENTIAL. IT IS PROVIDED FOR THE USE OF THE ADDRESSEE ONLY.
THE SITE AS SHOWN ON THESE CONSTRUCTION DRAWINGS IS INTENDED TO ACHIEVE SPECIFIC ENGINEERING DESIGN CRITERIA AND OBJECTIVES. IT IS THE
RESPONSIBILITY OF THE OWNER/DEVELOPER TO ENSURE THAT THE CONSTRUCTION OF THE SITE IS IN ACCORDANCE
WITH THE DESIGN AS NOTED, DESCRIBED, AND ILLUSTRATED. THE ENGINEER ASSUMES NO ADMINISTRATIVE LIABILITY OR RESPONSIBILITY IN THE ASSURANCE
THAT THE SITE IS CONSTRUCTED IN ACCORDANCE WITH THE CONSTRUCTION PLANS.

Burns Subdivision
6288 Patton Road
Concept Plan
Williamson County, Tennessee

Master Plan
REVISION: 2-17-2025 Comments
DRAWN: MLG
DATE: 9-24-2024
CHECKED: RH
FILE NAME: 21556Burns_Concept
SCALE: 1"=200'
JOB NO. 21156
SHEET: C0.1

811
Know what's below.
Call before you dig.
200' 0 200' 400'
SCALE: 1"=200'
C0.1

ATTACHMENT 18-2



ATTACHMENT 18-3



MEMORANDUM

To: Aaron Holmes, Williamson County Planning Department
From: Kayla Ferguson, P.E., AICP; Burch Transportation, LLC
Date: 9/30/2024
Subject: Burns Property (Revised) TIA Review

This memorandum provides the findings of the independent review of the Burns Property TIS submitted to Williamson County Planning on 9/18/2024 for a future concept plan submittal. The review focused on the following three items: consistency with assumptions discussed in the traffic study scoping and included in the executed MOUA, review of the traffic operational analyses, and evaluation of recommended infrastructure improvements. Based on this review, we identify any necessary modifications to the traffic study and/or the recommendations that ensure consistency with the County's Traffic Study Guidelines and mitigate impacts of the proposed project.

General Project Information and Traffic Study Scope

The Burns Property development proposal includes a new residential subdivision located on Patton Road in Williamson County. A previous concept plan and accompanying TIA was submitted in April 2024 to Williamson County and reviewed at that time. Since that submittal, the density has been reduced and access to the development has changed. Based on the proposed density and trip generation of the development, a Traffic Impact Analysis was required. A traffic study scoping call was conducted with the applicant's traffic study preparer on August 22, 2024. The outcome of this meeting was an agreed upon set of assumptions and study parameters for the traffic study. Table 1 identifies key traffic study elements and an evaluation of their consistency with the agreed upon scope. As noted, the traffic study submitted accurately reflects the current concept plan and the scope as agreed upon in the MOUA.

Table 1: Review of Traffic Study Scope Elements

Project Characteristic	Documented in Traffic Study	Consistent with MOUA?
Proposed Land Use and Density	99 single-family residential lots	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Trip Generation	AM: 74 total / 18 enter / 56 exit PM: 98 total / 62 enter / 36 exit	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Buildout and Background Growth	Buildout Horizon: 2030 Annual Growth Rate: 3.5% Site Specific Growth: Remaining phases of Troubadour and Meadowside developments; College Grove Athletic Facility	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Study Area	Segments: <ul style="list-style-type: none">• Horton Hwy Intersections: <ul style="list-style-type: none">• Horton Hwy & Patton Rd• Horton Hwy & Patterson Rd• Horton Hwy & New Site Access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Traffic Operational Analyses

The operational analyses for the intersections and roadway segments within the study area were based on methods from *Highway Capacity Manual*. The following bullets highlight a review of the analysis as documented in the TIA:

- Data to support the traffic analyses was collected from 6:00-9:00 AM and 3:00-6:00 PM on a Wednesday in February when local schools were in session.
- Based on the data collected, critical turning movements at the two existing unsignalized study intersections currently operate at LOS C or better during both peak hours. It should be noted that the analysis of existing conditions at Horton Highway and Patton Road incorrectly accounts for an eastbound right turn lane on the Patton Road approach, which will not be constructed until later phases of the Troubadour development. However, this has minimal impact on the outputs of the capacity analysis. Further, it does not affect the study recommendations since this improvement is accounted for in the background and projected conditions analysis.
- Under background conditions in 2030, minor street delays on the unsignalized approaches of Patton Road and Patterson Road are expected to increase during both peak hours. This is primarily a result of the additional through volume on Horton Highway that will make it more difficult for drivers to find acceptable gaps to turn onto the major arterial. More specifically, the eastbound left turn movements on Patton Road and the westbound approach movements on Patterson Road are expected to operate at LOS F in both peak hours in 2030 without the proposed Burns Property project.

- With the addition of the proposed project, delays are projected to increase most significantly in the PM peak hour for the westbound approach of Patterson Road at Horton Highway. More specifically, the westbound approach on Patterson Road is projected to see an additional 80 seconds of delay in the PM peak hour. However, no traffic from the Burns development is expected to use Patterson Road.
- PM peak hour delays for the eastbound left turn on Patton Road are expected to be significant (over 4 minutes), but most of this delay is caused by traffic in the background conditions. The proposed Burns Property residential development adds only 15 seconds to the delay experienced by drivers in this location. The 95th percentile queue lengths for the eastbound left turn are projected to block the storage for the eastbound right turn lane; however, this is expected to occur in background conditions as well.
- Based on the presented traffic volumes and the methodologies in *NCHRP Report 457 – Evaluating Intersection Improvements: An Engineering Study Guide*, northbound and southbound turn lanes are warranted on Horton Highway at the intersection with Patton Road under both background and subsequent projected conditions. However, the Burns Property does not add any volume to these turning movements, only through volume on Horton Highway. In addition, a northbound right turn lane is warranted on Horton Highway at the Patterson Road intersection in both background and projected conditions. The Burns Property does not add any volume to this movements, only through volumes on Horton Highway.
- A turn lane warrant analysis was also conducted for the Project Access on Horton Highway. Based on the projected 2030 volumes, a southbound right turn lane is warranted in both peak hours and the northbound left turn lane is warranted in the PM peak hour only.

Based on the review of traffic study, it appears that the operational analyses are based on reasonably correct peak hour volumes, intersection laneage, and traffic control.

Recommended Infrastructure Improvements

Based on the operational analysis as well as turn lane warrants, the following infrastructure improvements are recommended in the TIA. For each set of improvements, a response is noted below.

- Improvements at Horton Highway and Project Access**
 - The intersection of Horton Highway and the Project Access should be stop-controlled for the eastbound approach with appropriate signage and pavement markings according to the latest edition of the MUTCD.

- An eastbound right turn lane, with approximately 100 feet of storage and taper to AASHTO standards, is recommended to be constructed on the Project Access approach to Horton Highway.
- A northbound left-turn lane with 100 feet of storage and taper to AASHTO standards and a southbound right-turn lane with 100 feet of storage and taper to AASHTO standards should be constructed on Horton Highway at the Project Access intersection.

Review Evaluation: These recommended improvements are consistent with the analysis presented and expectations. The TIS notes that the construction of the northbound left-turn lane may require right-of-way acquisition from an adjoining parcel to the south. Based on the applicant's previous coordination with the adjoining property owner, the acquisition of the right-of-way may not be feasible. Therefore, proof of ownership for any additional and necessary ROW to construction the required improvements shall be provided to the County prior to the submittal of the first Final Plat.

- **Improvements at Horton Highway and Patton Road**

- It is recommended that an eastbound right turn lane, with approximately 100 feet of storage and taper to AASHTO standards, be constructed on the new Patton Road approach to Horton Highway as conditioned with the Troubadour development.
- No additional improvements are recommended in tandem with the Burns Property development.

Review Evaluation: These recommended improvements are consistent with the analysis presented and expectations, and shall be constructed prior to the submittal of the first Final Plat.

- **Improvements at Horton Highway and Patterson Road**

- It is recommended that a southbound left turn lane be constructed on Horton Highway at the Patterson Road intersection as conditioned with the Meadowside development.
- No additional improvements are recommended in tandem with the Burns Property development.

Review Evaluation: These recommended improvements are consistent with the analysis presented and expectations, and shall be constructed prior to the submittal of the first Final Plat.

- **General Recommendations**

- All internal intersections shall be designed such that departure sight triangles, as specified by ASSHTO, will be clear of all potential sight obstructions, including buildings, signs, vertical and horizontal curves, utility poles, trees, etc.
- All internal intersections should be stop-controlled and shall have signing and pavement markings according to the latest edition of the MUTCD and TDOT standards.
- All roadways and intersection improvements shall be designed according to Williamson County, TDOT, AASHTO and MUTCD standards.

Review Evaluation: These recommendations are consistent with the analysis presented and expectations.

In addition to the above infrastructure improvements, I would note the following:

- Access to the Burns Property development is shown to have a gated entry from Horton Highway on the current concept plan. The gate should be located a minimum of 50 feet from Horton Highway to provide space for two vehicles to wait without queueing onto Horton Highway.
- The current concept plan shows vegetation on the south side of the Project Access at its intersection with Horton Highway. Future submittal of construction documents should ensure that this vegetation does not limit the intersection sight distance for vehicles exiting the site.

All of the above infrastructure improvements should be constructed in tandem with the initial phase of development as noted in the study.

Conclusion

The Burns Property TIA submitted September 2024 includes all of the typically required traffic study components and identifies reasonable and beneficial infrastructure improvements to be made as a result of the proposed development. At this time, we recommend acceptance of the current traffic study and its recommendations.

Should you have any questions or need additional information, please contact me.

Sincerely,



Kayla Ferguson, PE, AICP
Burch Transportation, LLC

ITEM 19

CONCEPT PLAN REVIEW (REVISED) FOR LITTLE CREEK FARMS SUBDIVISION, CONTAINING 18 LOTS ON 57.08 ACRES LOCATED OFF WILSON PIKE IN THE 4TH VOTING DISTRICT (1-2024-211).

Attachment 19-1	Concept Plan
19-2	Aerial Photograph
19-3	Action Letter from August 2022 Meeting
Area	57.08 acres
Lots	18 lots (0.32 DU/A)
Zoning	Municipal Growth Area-1 (MGA-1)
Water	Milcrofton Utility District
Sewer	Individual On-site Septic
Development Option	Traditional Subdivision
Chapter 1101 Status	City of Franklin Urban Growth Boundary (UGB)
Map and Parcel	080---04503
File Number	(1-2024-211)

A Concept Plan for this subdivision was approved at the August 2022 meeting. That Concept Plan showed a connection to the Tap Root Hills development, which is to the east of this property and located within the City of Franklin. After consulting with Williamson County Highway Department staff and City of Franklin staff regarding the connection, it was determined the connection to the adjoining development was not wanted.

Therefore, the applicant is requesting revised Concept Plan approval in order to remove this roadway connection and instead cul-de-sac the roadway. Other changes include minor shifts in lot lines and minor adjustments to the septic areas to allow for additional bedrooms. No additional lots are proposed. All roadway improvements associated with Wilson Pike are near completion. A revised Preliminary Plat reflecting these changes appears as Item 20 on this Agenda.

Staff recommends approval of the revised Concept Plan with the same conditions established with the original approval (See Attachment 19-3).

REVISED CONCEPT PLAN FOR LITTLE CREEK FARMS SUBDIVISION

2027 WILSON PIKE
Map 080 Parcel 04503
DEED BOOK 9541, PAGE 579
WILLIAMSON COUNTY, FRANKLIN, TN 37067

Developer: CR LITTLE CREEK LAND, LLC
3400 W STONEGATE BLVD, SUITE 25-00
ARLINGTON HEIGHTS, IL 6005

Engineer: **T-SQUARE ENGINEERING**
Consulting Civil Engineering
111 Southeast Parkway Ct, Franklin, TN, 37064
(615)678-8212 * Email kelsey.magee@t2-eng.com

Surveyor: T-SQUARE ENGINEERING & SURVEYING
111 SOUTHEAST PARKWAY CT
FRANKLIN, TN 37064

Water: MILCROFTON UTILITY DISTRICT
6333 ARNO ROAD
FRANKLIN, TN 37064
615-794-5947



LOCATION MAP

N.T.S.

Sheet Schedule

C-0.0	Cover Sheet
C-1.0	Existing Conditions
C-2.0	Concept Plan
C-2.1	Curtain Drain Tables

THE PURPOSE OF THIS CONCEPT PLAN REVISION IS TO REWORK
THE INTERNAL ROAD SYSTEM, IMPROVE VARIOUS LOT BUILDABLE
AREAS, AND ADJUST ALL INFRASTRUCTURE ACCORDINGLY.

ATTACHMENT 19-1A

FLOOD NOTE NO PORTION OF THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS A 100 YEAR FLOOD ZONE AS EVIDENCED ON FEMA PANEL # 47187C0220G OF WILLIAMSON COUNTY, TN, DATED 12/20/2024.	
OWNER OF RECORD CR LITTLE CREEK LAND, LLC 3400 W STONEGATE BLVD, SUITE 25-00 ARLINGTON HEIGHTS, IL 6005	
DEED BK 9541, PG 579 - MAP 080, PARCEL 04503 APPLICANT	
T-SQUARE ENGINEERING 111 SOUTHEAST PARKWAY CT FRANKLIN, TN 37064 615-678-8212	

PROJECT
19-0827

SHEET
C-0.0

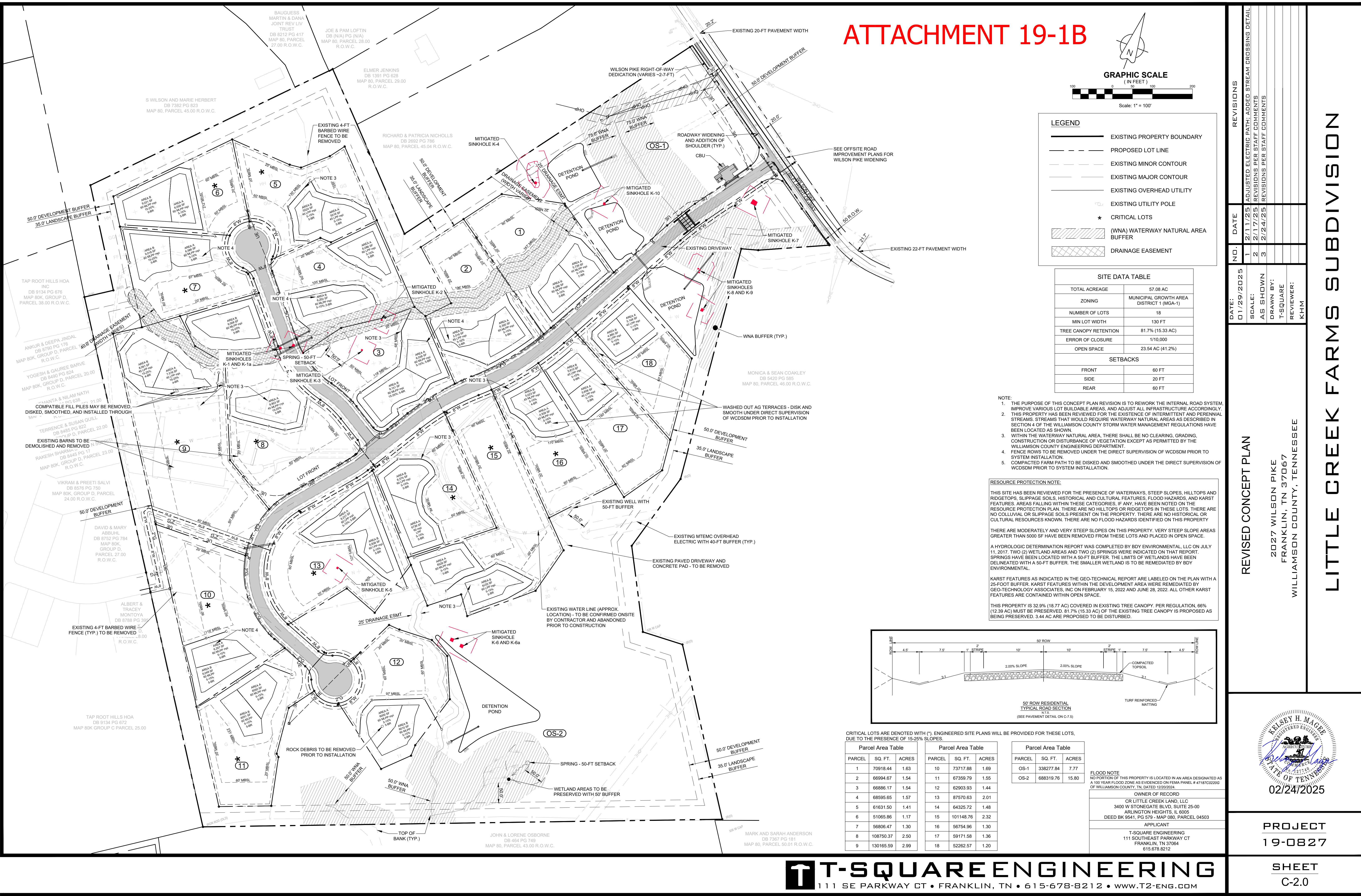
DATE: 01/29/2025	NO. 1	DATE 2/11/25	REVISIONS ADJUSTED ELECTRIC PATH; ADDED STREAM CROSSING DETAIL
SCALE: AS SHOWN	2	2/11/25	REVISIONS PER STAFF COMMENTS
DRAWN BY: T-SQUARE	3	2/24/25	REVISIONS PER STAFF COMMENTS
REVIEWER: KHM			

LITTLE CREEK FARMS SUBDIVISION

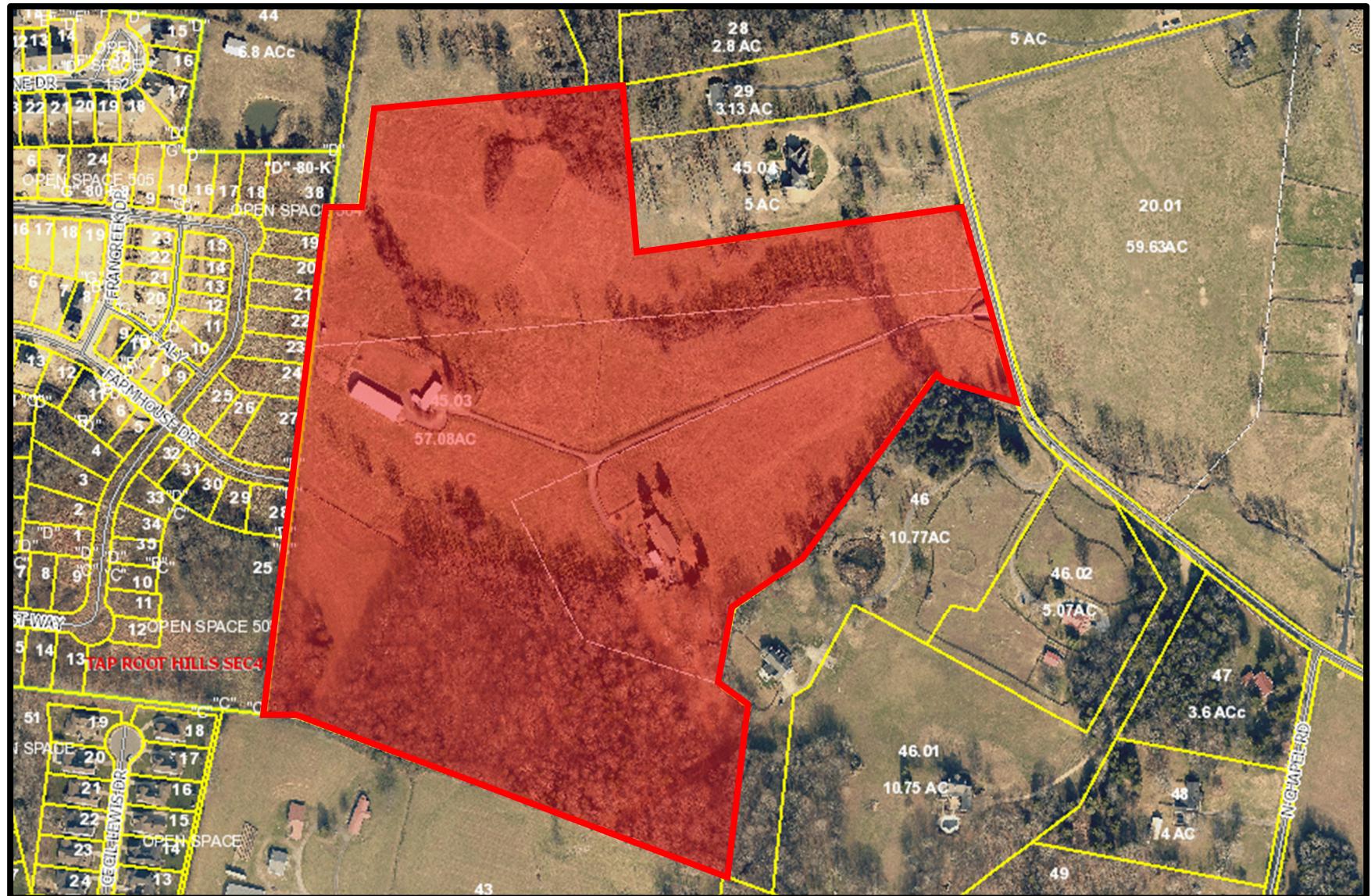


02/24/2025

ATTACHMENT 19-1B



ATTACHMENT 19-2



ATTACHMENT 19-3



Rogers C. Anderson
Williamson County Mayor

Planning Department
Michael Matteson, Director

Action Letter

August 16, 2022

Kelsey Magee
T-Square Engineering, Inc.
1329 W Main St
Franklin, TN 37064

RE: Planning Commission Meeting of August 11th, 2022

Subdivision/Project: **LITTLE CREEK FARMS**

Agenda Item No.: 39

At the referenced meeting, the following action took place:

Concept Plan- APPROVED

Non-Residential Site Plan

Preliminary Plat

Final Plat

Other

FUTURE REQUIREMENTS:

Staff recommended approval with the following conditions:

The Preliminary Plat must address the following:

1. Prior to Preliminary Plat submittal, construction plans for off-site roadway improvements on Wilson Pike as specified by the County's Traffic Consultant must be approved by TDOT (See Attachment 39-3);
2. Submission of internal roads, drainage and erosion control plans for review and approval by the County Engineer; and
3. Submission of water plans for review and approval by Milcrofton Utility District.

The Final Plat must address the following:

1. Prior to the submittal of the first Final Plat, off-site roadway improvements on Wilson Pike as specified by the County's Traffic Consultant must be completed to the satisfaction of TDOT (See Attachment 39-3);
2. Prior to consideration of Final Plat approval, the applicant shall submit HOA documents for review and approval by the County Attorney's office. The approved HOA documents must be recorded concurrently with the recording of the Final Plat;
3. Establishment of a performance bond for roads, drainage and erosion control;
4. Establishment of a performance bond for water improvements in favor of Milcrofton Utility District;
5. Submission of landscaping plans and establishment of a performance bond for landscaping improvements;
6. Execution of a Stormwater Maintenance Agreement and submission of an Operation and Maintenance Plan for stormwater improvements; and
7. Submission of the approved Final Plat in .dwg format on recordable media based on the Tennessee State Plane Coordinate System prior to signature and recording of the plat.



ITEM 20

PRELIMINARY PLAT REVIEW (REVISED) FOR LITTLE CREEK FARMS SUBDIVISION, CONTAINING 18 LOTS ON 57.08 ACRES LOCATED OFF WILSON PIKE IN THE 4TH VOTING DISTRICT (1-2024-333).

Attachment 20-1	Preliminary Plat
20-2	Aerial Photograph
Area	57.08 acres
Lots	18 lots (0.32 DU/A)
Zoning	Municipal Growth Area-1 (MGA-1)
Water	Milcrofton Utility District
Sewer	Individual On-site Septic
Development Option	Traditional Subdivision
Chapter 1101 Status	City of Franklin Urban Growth Boundary (UGB)
Map and Parcel	080---04503
File Number	(1-2024-333)

A revised Concept Plan for this development appears as Item 19 on this Agenda.

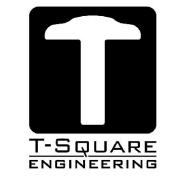
A Preliminary Plat for this subdivision was approved at the October 2023 meeting. The revised Preliminary Plat is identical to the revised Concept Plan that removes the unwanted connection to the adjoining Tap Root Hills development, includes minor shifts in lot lines, and minor adjustments to the septic areas to allow for additional bedrooms. All roadway improvements associated with Wilson Pike are near completion.

So long as Item 19 on this Agenda is approved, Staff recommends approval with the same conditions established with the revised Concept Plan.

REVISED PRELIMINARY PLAT FOR LITTLE CREEK FARMS SUBDIVISION

2027 Wilson Pike
Map 080 Parcel 04503
Deed Book 9541, Page 579
Williamson County, Franklin, TN 37067

Developer: CR LITTLE CREEK LAND, LLC
3400 W STONEGATE BLVD, SUITE 25-00
ARLINGTON HEIGHTS, IL 6005

Engineer:  **T-SQUARE ENGINEERING**
Consulting Civil Engineering
111 Southeast Parkway Ct, Franklin, TN, 37064
(615)678-8212 * Email kelsey.magee@t2-eng.com

Surveyor: T-SQUARE ENGINEERING & SURVEYING
111 SOUTHEAST PARKWAY CT
FRANKLIN, TN 37064

Water: MILCROFTON UTILITY DISTRICT
6333 ARNO ROAD
FRANKLIN, TN 37064
615-794-5947



LOCATION MAP

N.T.S.

Sheet Schedule
C-0.0 Cover Sheet
C-2.0 Preliminary Plat
C-2.1 Curtain Drain Tables

THE PURPOSE OF THIS PRELIMINARY PLAT REVISION IS TO REWORK
THE INTERNAL ROAD SYSTEM, IMPROVE VARIOUS LOT BUILDABLE
AREAS, AND ADJUST ALL INFRASTRUCTURE ACCORDINGLY.

DATE:	NO.:	DATE:	REVISIONS
01/29/2025	1	2/1/25	ADJUSTED ELECTRIC PATH; ADDED STREAM CROSSING DETAIL
	2	2/17/25	REVISIONS PER STAFF COMMENTS
	3	2/24/25	REVISIONS PER STAFF COMMENTS

COVER	2027 WILSON PIKE FRANKLIN, TN 37067 WILLIAMSON COUNTY, TENNESSEE
--------------	--

LITTLE CREEK FARMS SUBDIVISION



PROJECT
19-0827

SHEET
C-0.0

FLOOD NOTE
NO PORTION OF THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS
A 100 YEAR FLOOD ZONE AS EVIDENCED ON FEMA PANEL # 47187C0220G
OF WILLIAMSON COUNTY, TN, DATED 12/20/2024

OWNER OF RECORD
CR LITTLE CREEK LAND, LLC
3400 W STONEGATE BLVD, SUITE 25-00
ARLINGTON HEIGHTS, IL 6005
DEED BK 9541, PG 579 - MAP 080, PARCEL 04503
APPLICANT
T-SQUARE ENGINEERING
111 SOUTHEAST PARKWAY CT
FRANKLIN, TN 37064
615-678-8212

LITTLE CREEK FARMS SUBDIVISION

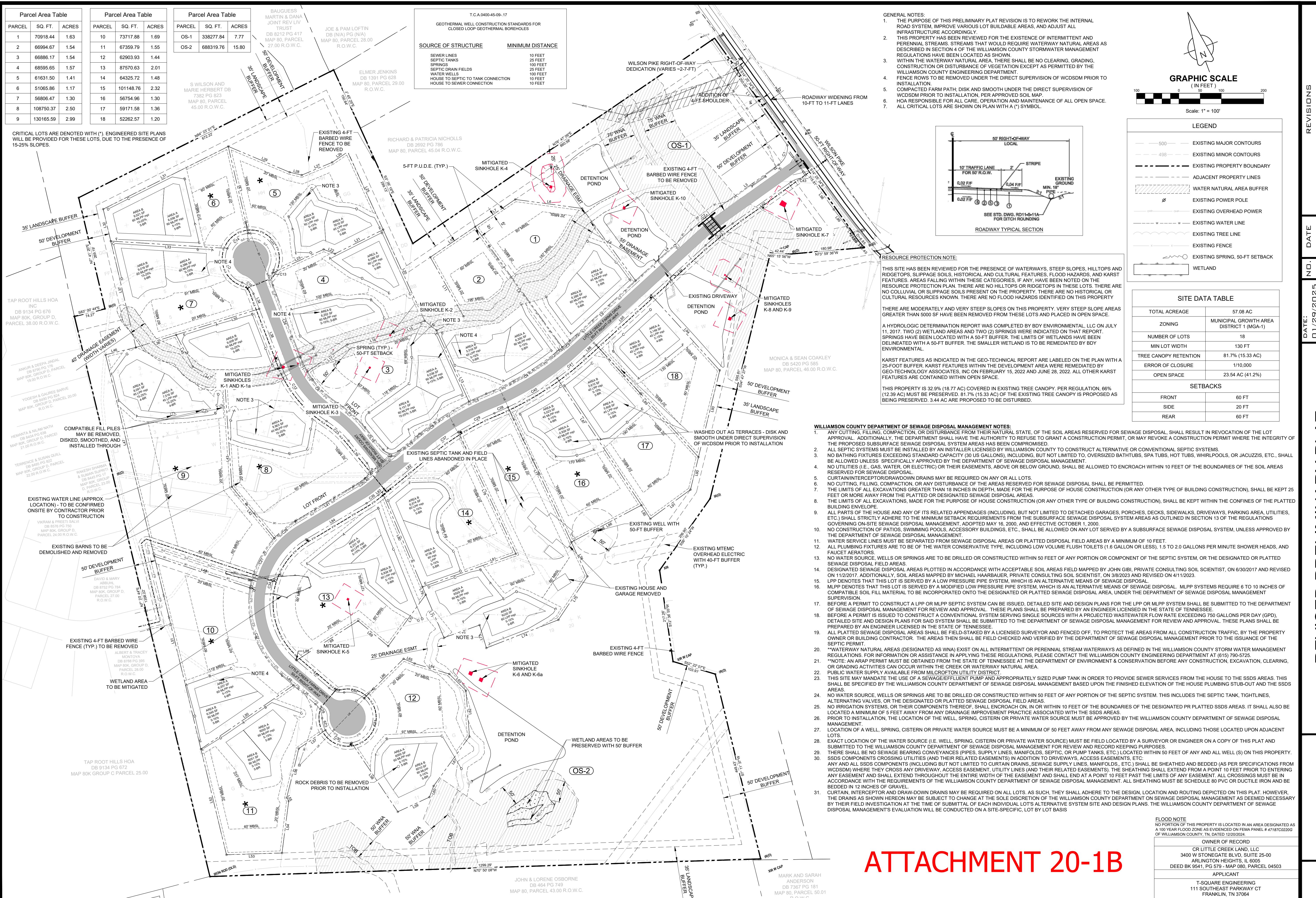
REvised PRELIMINARY PLAT		2027 WILSON RKE	
FRANKLIN, TN 37067		WILLIAMSON COUNTY, TENNESSEE	



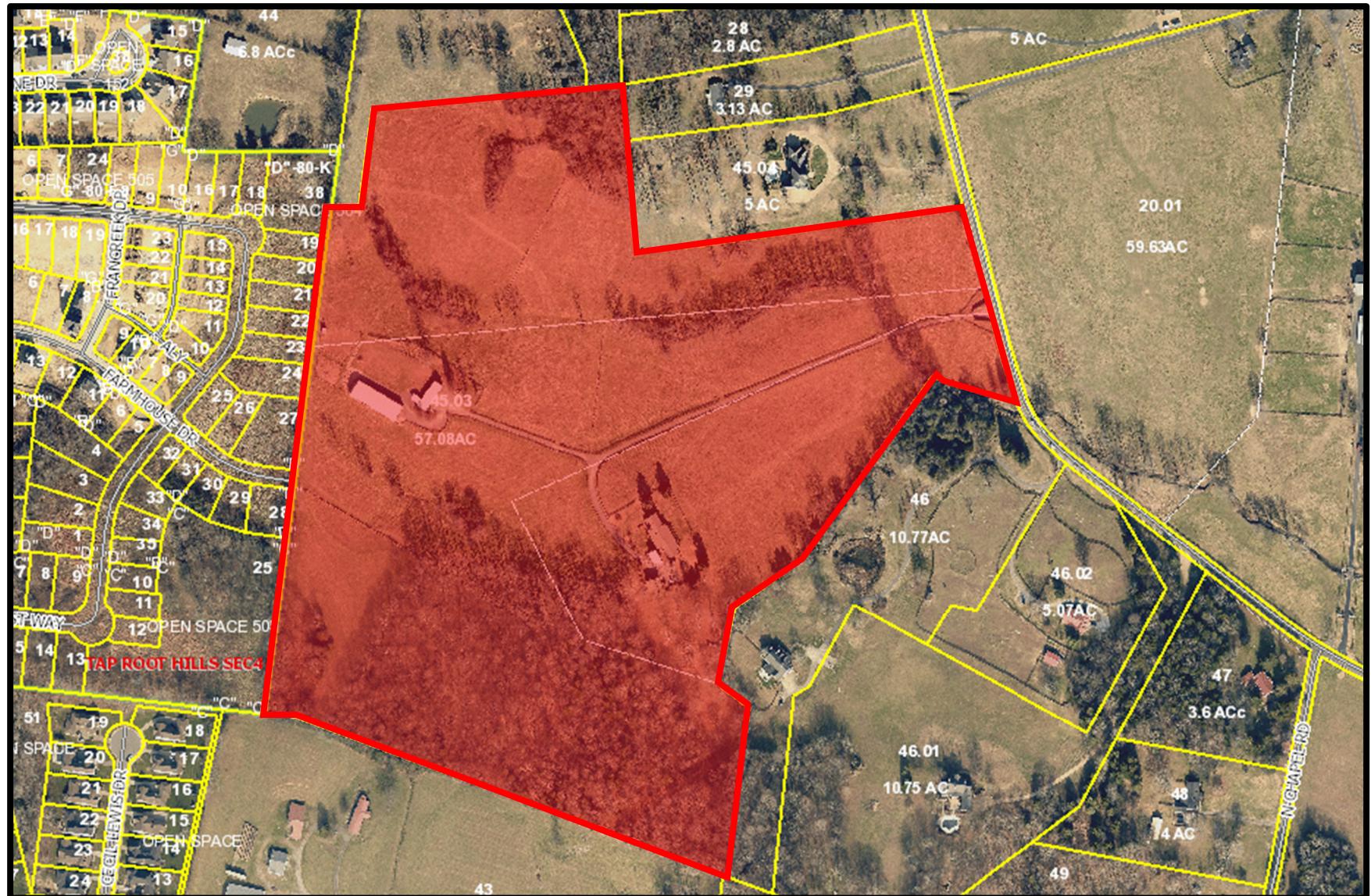
02/24/2025

PROJECT
19-0827

SHEET
C-2.0



ATTACHMENT 20-2



ITEM 21

PRELIMINARY PLAT REVIEW FOR STAR CREEK SUBDIVISION, PHASE 1, CONTAINING 9 LOTS ON 66.65 ACRES LOCATED OFF ARNO-COLLEGE GROVE ROAD IN THE 2ND VOTING DISTRICT (1-2024-332).

Attachments	21-1 Preliminary Plat 21-2 Aerial Photograph
Area	66.65 acres
Lots	9
Zoning	Rural Development – 5 (RD-5)
Water	Nolensville/College Grove Utility District
Sewer	Nontraditional Wastewater Treatment and Disposal System
Development Option	Traditional Subdivision
Chapter 1101 Status	Rural
Map and Parcel	158---070.04
File Number	(1-2024-332)

A Concept Plan for this development was approved by this body at the January, 2025 meeting, and the applicant now is requesting Preliminary Plat approval for the first phase of the development, which contains nine (9) lots, approximately twelve (12) acres of open space and the wastewater treatment and disposal system. The roads within the development will be public. For the Concept Plan, a Traffic Access Analysis was performed by the applicant and reviewed by the County's Traffic Consultant. No roadway improvements are required in conjunction with this development. The plat is consistent in layout with the approved Concept Plan.

The Preliminary Plat is in order and Staff recommends approval with the following conditions, which must be addressed in conjunction with Final Plat submittal:

1. Prior to Final Plat submittal for any future Section of the development, the required Zoning Certificate for the Star Creek wastewater treatment and disposal system shall be submitted, and all conditions associated with the wastewater site plan approval must be satisfied;
2. Prior to consideration of Final Plat approval, the applicant shall submit HOA documents for review and approval by the County Attorney's office. The approved HOA documents must be recorded at the same time as the recording of the final plat;

3. Establishment of a Performance Bond for roads, drainage and erosion control;
4. Establishment of a Performance Bond for water improvements in favor of the Nolensville/College Grove Utility District;
5. Submission of landscaping plans and establishment of a Performance Bond for landscaping improvements;
6. Establishment of a performance bond for the wastewater collection system;
7. Execution of Performance Agreements for the above-referenced sureties;
8. Execution of a Stormwater Maintenance Agreement and submission of an Operation and Maintenance Plan for stormwater improvements; and
9. Submission of the approved Final Plat in .dwg format on recordable media based on the Tennessee State Plane Coordinate System prior to signature and recording of the plat.

Star Creek Estates

Phase 1

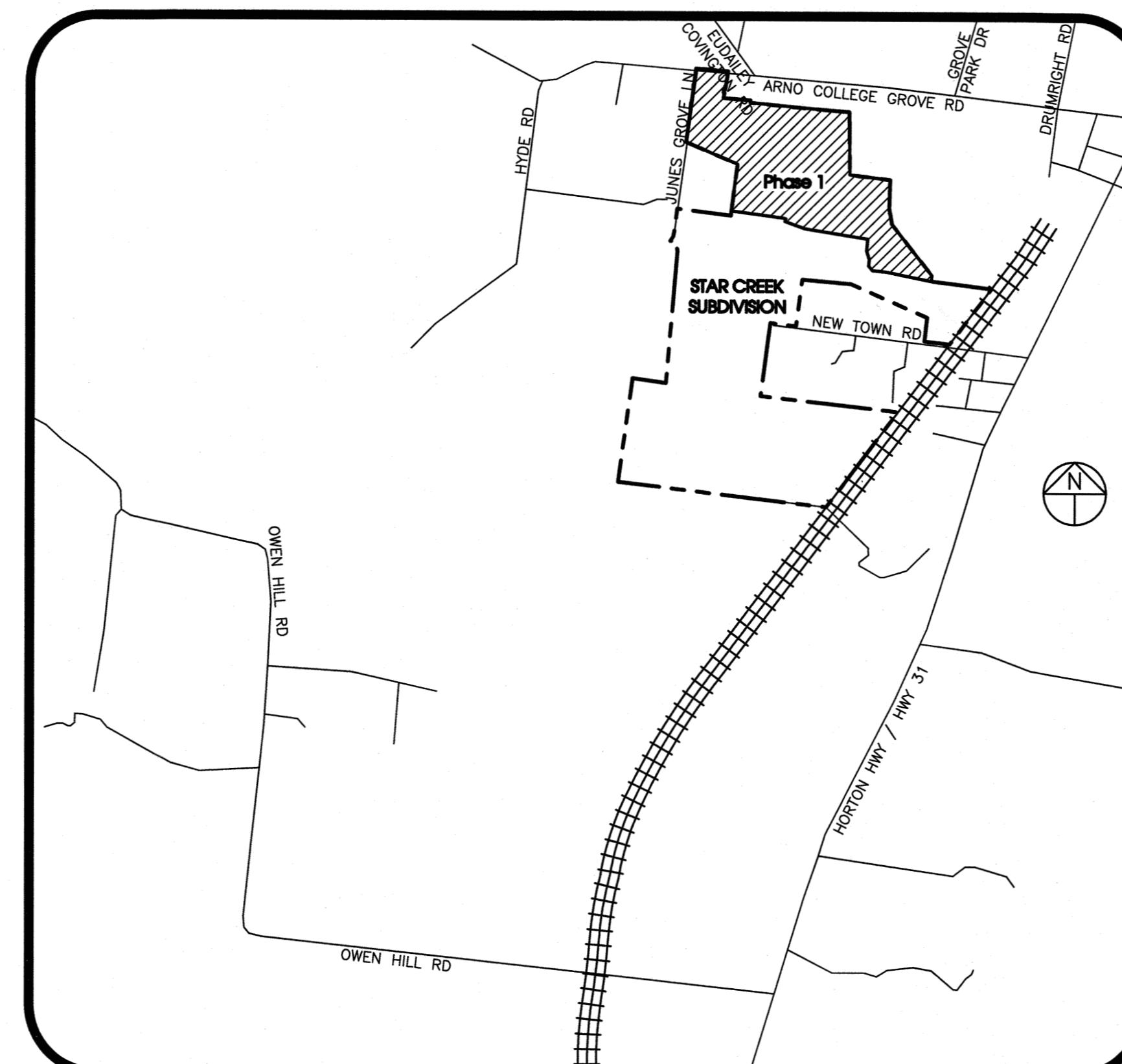
6644 New Town Road

Williamson County, Tennessee 37046

Preliminary Plat

Drawing Index

Sheet No.	Title
C0.0	Cover Sheet
C0.1	Master Plan
C1.0 - C1.4	Preliminary Plat



Site Location Map
Not To Scale

SEC, Inc. SITE ENGINEERING CONSULTANTS

ENGINEERING • SURVEYING • LAND PLANNING

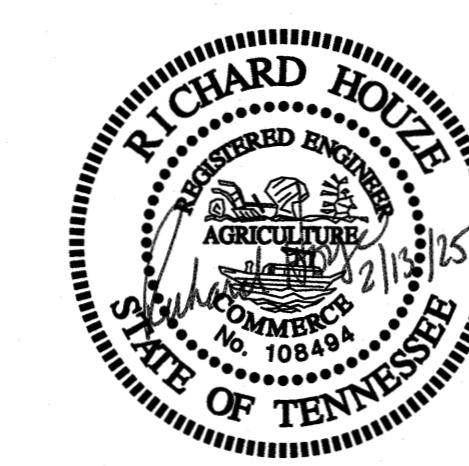
LANDSCAPE ARCHITECTURE

850 MIDDLE TENNESSEE BOULEVARD MURFREESBORO, TENNESSEE 37129

PHONE: (615) 890-7901 E-MAIL: RHOUZE@SEC-CIVIL.COM FAX: (615) 895-2567

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By: Richard Houze Date: 2/13/25
Richard Houze, P.E. TN. Reg. #108494



Watershed: Overall Creek

Note:
1. All roads to be private.
2. Request waiver to allow 12% road slopes.

ATTACHMENT 21-1A

Sheet C0.0
Star Creek Estates, Phase 1
Preliminary Plat
S.E.C. Project #23182
Date: 1-16-2025
Revised: 2-13-2025 Comments

Owner/Developer:

250 Moran Farms, LLC
8000 Warren Parkway, Suite 100
Frisco, TX 75034

Floodplain Note:

No Portion Of This Site Lies Within The 100 Year
Floodplain Per F.E.M.A. Community Panel No.
47187C0390F and 47187C0395F, Dated 9/29/2006.

Land Data:

Phase 1 Area = 66.65± Acres
Zoned: RD-5 (Residential Development - 5)

Building Setbacks:

Front: 100'
Side: 25'
Rear: 50'

Deed Reference:

The property shown hereon is Tax Map 158,
Parcel 70.04, Civil District 3 in Williamson County,
as recorded in Record P.Bk. 9243, Pg 232.

STEP Design:

Wastewater Lot: 12.29± Acres
Design Flow = 34 Lots = 10,200 gpd
Required Land App + Reserve Area = 5.53± Ac.
Provided Land App + Reserve Area = 6.64± Ac.

Contacts:

Middle Tennessee Electric
Membership Corp.
2156 Edward Curd Lane
Franklin, TN 37067
Phone: (615) 794-3561
Contact: Jacob Cain

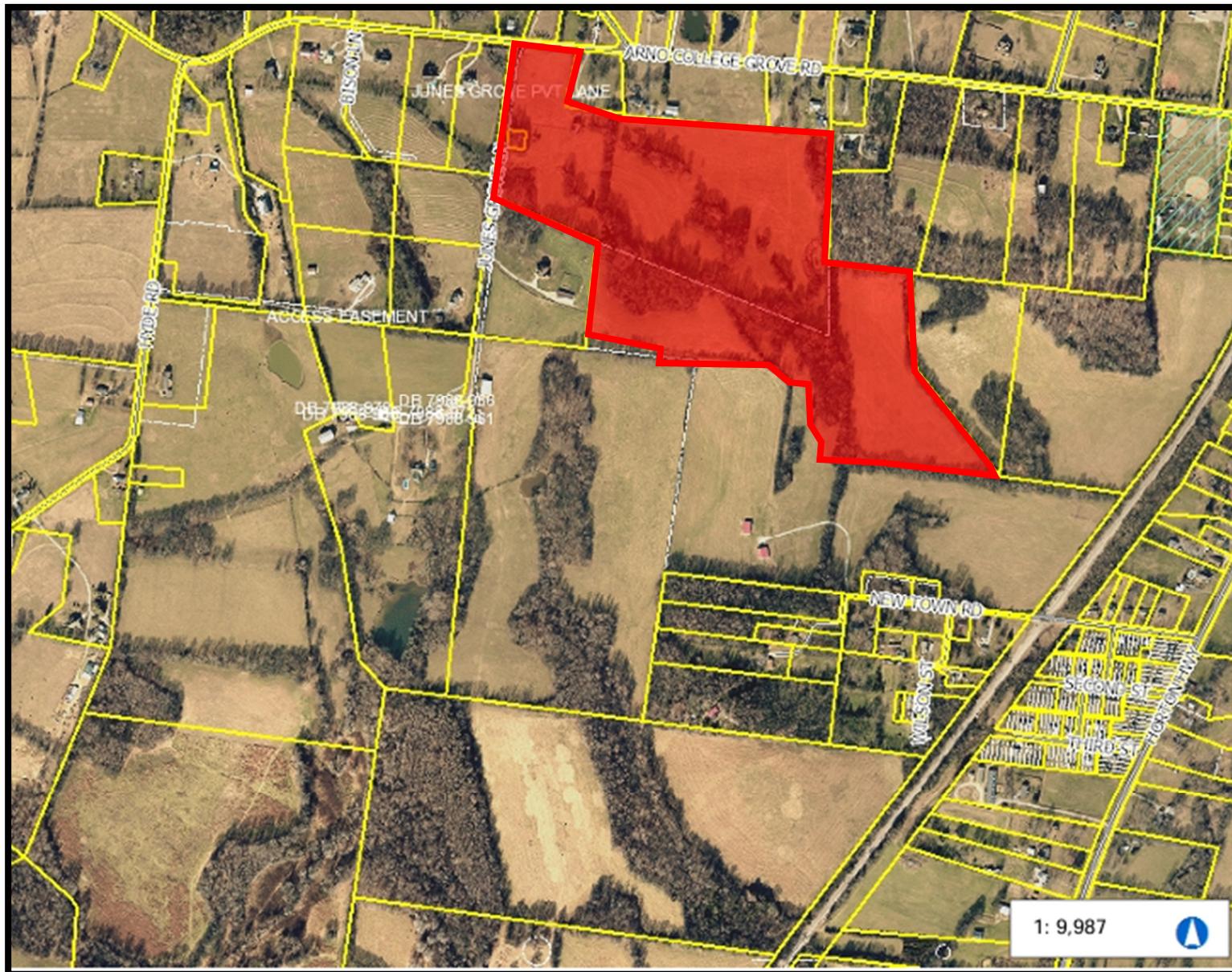
Engineer/Surveyor:
Site Engineering Consultants, Inc.
850 Middle Tennessee Blvd.
Murfreesboro, TN 37129
Phone: (615) 890-7901
Contact: Jamie Reed

County Engineering:
Williamson County Engineering Dept.
Suite 400
1320 West Main St.
Franklin, TN 37064
Phone: (615) 790-5809
Contact: Floyd Heflin

Nolensville College Grove
Utility District
2002 Johnson Industrial Blvd.
Nolensville, TN 37135
Phone: (615) 776-2511
Contact: Mike Polston

Tennessee Wastewater
Systems, Inc.
851 Aviation Pkwy.
Smyrna, TN 37167
Phone: (615) 428-0923
Contact: Jeff Riden

ATTACHMENT 21-2



ITEM 22

PRELIMINARY PLAT REVIEW (REVISED) FOR HYDE PARK ESTATES SUBDIVISION, CONTAINING 16 LOTS ON 109.69 ACRES LOCATED OFF HYDE ROAD IN THE 2ND VOTING DISTRICT (1-2024-330).

Attachment	22-1 Preliminary Plat 22-2 Aerial Photograph
Area	109.69 acres
Lots	16
Zoning	Rural Development – 5 (RD-5)
Water	Nolensville/College Grove Utility District
Sewer	Nontraditional Wastewater Treatment and Disposal System
Development Option	Traditional Subdivision
Chapter 1101 Status	Rural
Map and Parcels	158---070.12 and 070.18
File Number	(1-2024-330)

A Concept Plan for this development was revised by this body at the January, 2025 meeting, and the applicant now is requesting Preliminary Plat approval for the development, which contains sixteen (16) lots and approximately eighteen (18) acres of open space. Wastewater will be handled via a Nontraditional Wastewater Treatment and Disposal System for which a Site Plan was approved at the January, 2025 meeting.

The roads within the development will be private and gated. A Traffic Access Analysis was performed by the applicant and reviewed by the County's Traffic Consultant. Although no roadway improvements are required in conjunction with this development, upgrades to the existing roadway signage, such as the installation of horizontal curve/intersection warning signs, directional arrow intersection warning signs, and stop signs, are required. These installation requirements have been added as a condition of approval. The plat is consistent in layout with the revised Concept Plan.

The revised Preliminary Plat is in order and Staff recommends approval with the following conditions, which must be addressed in conjunction with Final Plat submittal:

1. Prior to Final Plat submittal for any future Section of the development, the required Zoning Certificate for the Star Creek wastewater treatment and disposal

system shall be submitted, and all conditions associated with the wastewater site plan approval must be satisfied;

2. Prior to consideration of Final Plat approval, the applicant shall submit HOA documents for review and approval by the County Attorney's office. The HOA documents must address the requirements of Section 17.11: Gated Subdivisions and Section 17.12: Private Streets of the Zoning Ordinance. The approved HOA documents must be recorded at the same time as the recording of the final plat;
3. A permit will need to be obtained for the proposed security gate prior to its installation, and all requirements for such gates as outlined in Section 17.11 of the Zoning Ordinance must be met;
4. Prior to submission of the first Final Plat, the installation of roadway signage as recommended by the County's Traffic Consultant shall be completed to the satisfaction of the County Highway Superintendent;
5. Establishment of a Performance Bond for roads, drainage and erosion control;
6. Establishment of a Performance Bond for water improvements in favor of the Nolensville/College Grove Utility District;
7. Submission of landscaping plans and establishment of a Performance Bond for landscaping improvements;
8. Establishment of a performance bond for the wastewater collection system;
9. Execution of Performance Agreements for the above-referenced sureties;
10. Execution of a Stormwater Maintenance Agreement and submission of an Operation and Maintenance Plan for stormwater improvements; and
11. Submission of the approved Final Plat in .dwg format on recordable media based on the Tennessee State Plane Coordinate System prior to signature and recording of the plat.

Hyde Park Estates

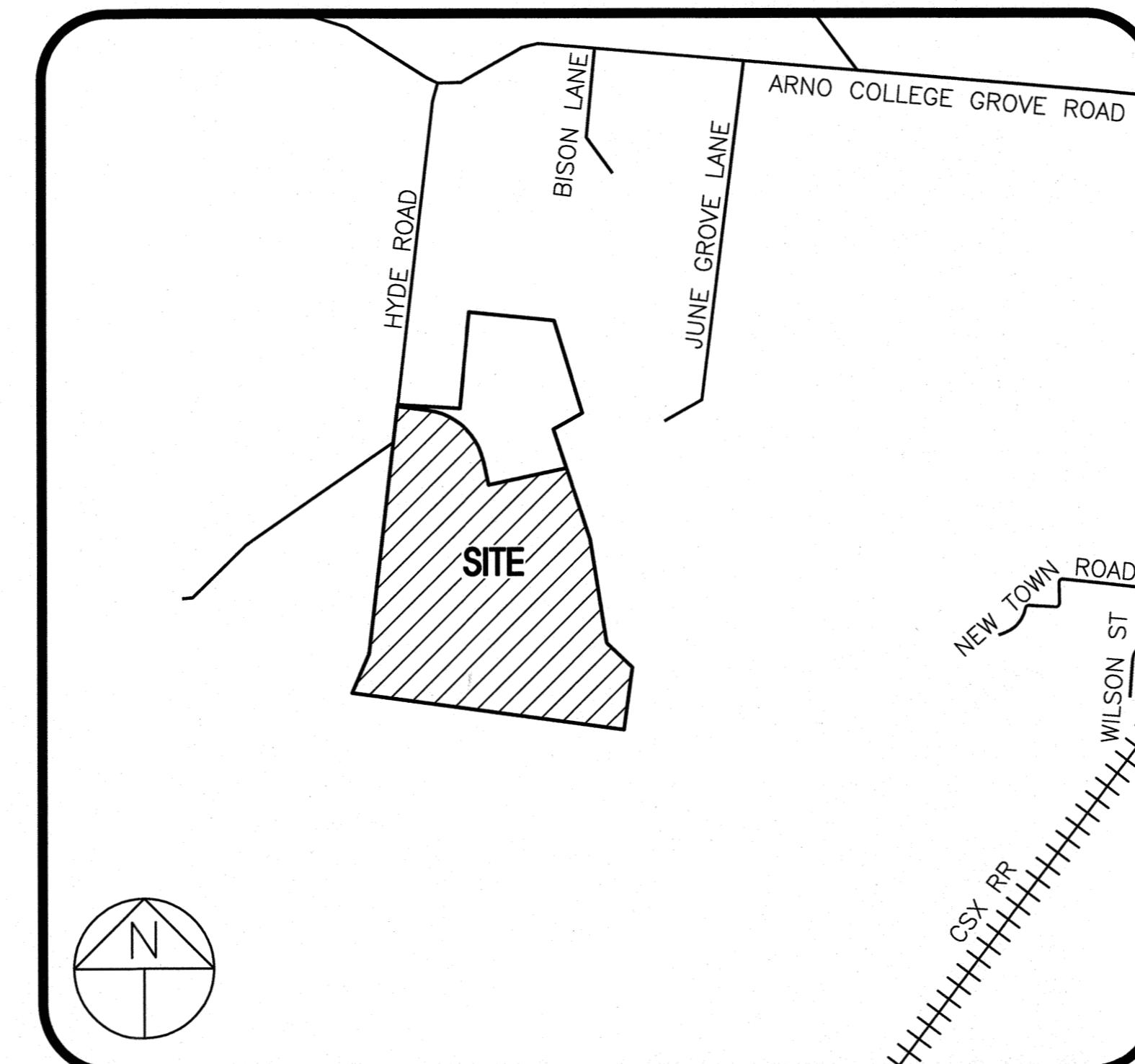
6620 Hyde Road

Williamson County, Tennessee 37046

Preliminary Plat

Drawing Index

Sheet No.	Title
C0.0	Cover Sheet
C0.1	Master Site Plan
C1.0 - C1.2	Preliminary Plat



Site Location Map
Not To Scale

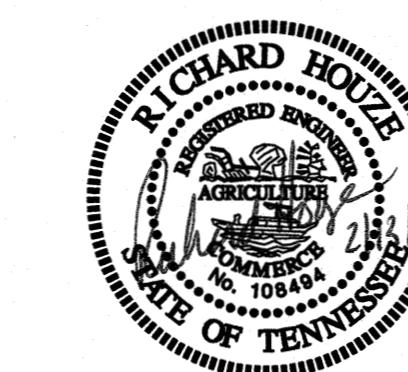
SEC, Inc. SITE ENGINEERING CONSULTANTS

ENGINEERING • SURVEYING • LAND PLANNING
LANDSCAPE ARCHITECTURE

850 MIDDLE TENNESSEE BOULEVARD MURFREESBORO, TENNESSEE 37129
PHONE: (615) 890-7901 E-MAIL: RHOUZE@SEC-CIVIL.COM FAX: (615) 895-2567
NO PORTION OF THIS DRAWING MAY BE REPRODUCED WITHOUT THE EXPRESSED WRITTEN CONSENT OF S.E.C. INC.
COPYRIGHT SEC, INC. 2025

By: Richard Houze Date: 2/13/25

Richard Houze, P.E. TN. Reg. #108494



Watershed: Unnamed Tributary to Overall Creek

Owner:

Peggy Moran Smith and Susan Moran Wall
6620 Hyde Rd.
College Grove, TN 37046

Developer:

Parks Development, LLC
PO Box 5049
Murfreesboro, TN 37133-5049
Phone: 615-890-4045
Contact: Davis Lamb

Floodplain Note:

No Portion of this site lies within a 100 Year Flood Hazard Area
per F.E.M.A. Map No. 47187C0390F dated Sept. 29, 2006.

Land Data:

16 Lots on 109.69 Ac.±
Zoned: RD-5 (Rural Development-5)

Lot Setbacks:

Front: 100'
Side: 25'
Rear: 50'

Deed Reference:

The property shown hereon is:			
Tax Map	Parcel	Book	Page
158	70.18*	9363	669
158	70.12	9363	673

*Parcel 70.13 changed to 70.18 by the
Williamson County Assessor.

Approved by the Williamson County Planning Commission, with such
conditions as are indicated in the minutes of the Commission on _____.

Note:

1. All roads to be private.
2. Request waiver to allow ditch streets instead of curb and gutter
with public sewer.
3. The current Preliminary Submittal for Hyde Park Estates is a
revision to the original approved plans, due to onsite Regional
Wastewater Treatment at Star Creek Subdivision instead of
individual septic lots.
4. Request variance for a 40' Right Of Way.

ATTACHMENT 22-1A

Sheet C0.0
Hyde Park Estates
Preliminary Plat
S.E.C. Project #22812
Date: 6-26-2023
Revised: 8-17-2023 Comments
1-15-2025 Re-Approval for STEP
2-13-2025 Comments

DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT NOTES

1. ANY CUTTING, FILLING, COMPACTION, OR DISTURBANCE FROM THEIR NATURAL STATE OF THE SOIL AREAS RESERVED FOR SEWAGE DISPOSAL SHALL RESULT IN THE REJECTION OF THE LOT APPROVAL ADDITIONALLY, THE DEPARTMENT SHALL HAVE THE AUTHORITY TO REFUSE TO GRANT A CONSTRUCTION PERMIT OR ANY OTHER CONSTRUCTION PERMIT WHERE THE INTEGRITY OF THE PROPOSED SUBSURFACE SEWAGE DISPOSAL SYSTEM AREAS HAS BEEN COMPROMISED.

2. ALL SEWAGE SYSTEMS MUST BE INSTALLED BY AN INSTALLER LICENSED BY WILLIAMSON COUNTY TO CONSTRUCT ALTERNATIVE OR CONVENTIONAL SEPTIC SYSTEMS.

3. NO BATHING FIXTURES EXCEEDING STANDARD CAPACITY (30 US GALLONS), INCLUDING, BUT NOT LIMITED TO, OVERSIZED BATHTUBS, SPA TUBS, HOT TUBS, WHIRLPOOLS, OR JACUZZIS, ETC., SHALL BE ALLOWED UNLESS SPECIFICALLY APPROVED BY THE DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT.

4. NO UTILITIES (I.E. GAS, WATER, OR ELECTRIC) OR THEIR EASEMENTS, ABOVE OR BELOW GROUND, SHALL BE ALLOWED TO ENROACH WITHIN 10 FEET OF THE BOUNDARIES OF THE SOIL AREAS RESERVED FOR SEWAGE DISPOSAL.

5. CURTAIN/INTERCEPTION/DRAWDOWN DRAINS MAY BE REQUIRED ON ANY OR ALL LOTS.

6. NO CUTTING, FILLING, COMPACTION, OR ANY DISTURBANCE OF THE AREAS RESERVED FOR SEWAGE DISPOSAL SHALL BE PERMITTED.

7. THE LIMITS OF ALL EXCAVATIONS GREATER THAN 18 INCHES IN DEPTH, MADE FOR THE PURPOSE OF HOUSE CONSTRUCTION (OR ANY OTHER TYPE OF BUILDING CONSTRUCTION), SHALL BE KEPT 25 FEET OR MORE AWAY FROM THE PLATED OR DESIGNATED SEWAGE DISPOSAL AREAS.

8. THE LIMITS OF ALL EXCAVATIONS, MADE FOR THE PURPOSE OF HOUSE CONSTRUCTION (OR ANY OTHER TYPE OF BUILDING CONSTRUCTION), SHALL BE KEPT WITHIN THE CONFINES OF THE PLATED BUILDING ENVELOPE.

9. ALL PARTS OF THE HOUSE AND ANY OF ITS RELATED APPENDAGES (INCLUDING, BUT NOT LIMITED TO, DETACHED GARAGES, PORCHES, DECKS, ETC.) SHALL BE LOCATED OUTSIDE THE PLATED BUILDING ENVELOPE AND ADHERE TO THE MINIMUM SETBACK REQUIREMENTS FROM THE SURFACE SEWAGE DISPOSAL SYSTEM AREAS AS OUTLINED IN SECTION 13 OF THE REGULATIONS GOVERNING ON-SITE SEWAGE DISPOSAL SYSTEMS, ADOPTED MAY 16, 2000, AND EFFECTIVE OCTOBER 1, 2000.

10. NO CONSTRUCTION OF PATIOS, SWIMMING POOLS, ACCESSORY BUILDINGS, ETC., SHALL BE ALLOWED ON ANY LOT SERVED BY A SUBSURFACE SEWAGE DISPOSAL SYSTEM, UNLESS APPROVED BY THE DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT.

11. WATER SERVICE LINES MUST BE SEPARATED FROM SEWAGE DISPOSAL AREAS OR PLATED DISPOSAL FIELD AREAS BY A MINIMUM OF 10 FEET.

12. ALL PLUMBING FIXTURES ARE TO BE OF THE WATER CONSERVATIVE TYPE, INCLUDING LOW VOLUME FLUSH TOILETS (1.6 GALLONS OR LESS), 1.5 TO 2.0 GALLONS PER MINUTE SHOWER HEADS, AND FAUCET AERATORS.

13. NO WATER SOURCE, WELLS OR SPRINGS ARE TO BE DRILLED OR CONSTRUCTED WITHIN 50 FEET OF ANY PORTION OR COMPONENT OF THE SEPTIC SYSTEM, OR THE DESIGNATED OR PLATED SEWAGE DISPOSAL FIELD AREAS.

14. DESIGNATED SEWAGE DISPOSAL AREAS PLOTTED IN ACCORDANCE WITH ACCEPTABLE SOIL AREAS FIELD MAPPED BY LONNIE NORRIS, PRIVATE CONSULTING SOIL SCIENTIST ON 04/07/23.

15. CONV DENOTES THAT THIS LOT IS SERVED BY A CONVENTIONAL SUBSURFACE SEWAGE DISPOSAL SYSTEM.

16. LPP DENOTES THAT THIS LOT IS SERVED BY A LOW PRESSURE PIPE SYSTEM, WHICH IS AN ALTERNATIVE MEANS OF SEWAGE DISPOSAL.

17. MLP DENOTES THAT THIS LOT IS SERVED BY A MODIFIED LOW PRESSURE PIPE SYSTEM, WHICH IS AN ALTERNATIVE MEANS OF SEWAGE DISPOSAL. MLP SYSTEMS REQUIRE 6 TO 10 INCHES OF COMPATIBLE SOIL FILL MATERIAL TO BE INCORPORATED ONTO THE DESIGNATED OR PLATED SEWAGE DISPOSAL AREA, UNDER THE DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT SUPERVISION.

18. BEFORE A PERMIT TO CONSTRUCT A LPP OR MLP SEPTIC SYSTEM CAN BE ISSUED, DETAILED SITE AND DESIGN PLANS FOR THE LPP OR MLP SYSTEM SHALL BE SUBMITTED TO THE DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT FOR REVIEW AND APPROVAL. THESE PLANS SHALL BE PREPARED BY AN ENGINEER LICENSED TO THE STATE OF TENNESSEE.

19. ALL PLATED SEWAGE DISPOSAL AREAS SHALL BE FIELD-STAKED BY A LICENSED SURVEYOR AND FENCED OFF TO PROTECT THE AREAS FROM ALL CONSTRUCTION TRAFFIC BY THE PROPERTY OWNER OR BUILDING CONTRACTOR. THE AREAS THEN SHALL BE FIELD CHECKED AND VERIFIED BY THE DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT PRIOR TO THE ISSUANCE OF THE SEPTIC PERMIT.

20. NO WATER SOURCE, WELLS OR SPRINGS ARE TO BE DRILLED OR CONSTRUCTED WITHIN 50 FEET OF ANY PORTION OF THE SEPTIC SYSTEM. THIS INCLUDES THE SEPTIC TANK, TIGHTENERS, ALTERNATING VALVES, OR THE DESIGNATED OR PLATED SEWAGE DISPOSAL FIELD AREAS.

21. THIS SITE MAY MANDATE THE USE OF A SEWAGE/EFFLUENT PUMP AND APPROPRIATELY SIZED PUMP TANK IN ORDER TO PROVIDE SEWER SERVICES FROM THE HOUSE TO THE SDS AREAS. THIS SHALL BE SPECIFIED BY THE WILLIAMSON COUNTY DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT BASED UPON THE FINISHED ELEVATION OF THE HOUSE PLUMBING STUB-OUT AND THE SDS AREAS.

22. NO IRRIGATION SYSTEMS, OR THEIR COMPONENTS THEREOF, SHALL ENROACH ON, OR IN WITHIN 5 FEET OF THE BOUNDARIES OF THE DESIGNATED OR PLATED SEWAGE DISPOSAL AREAS. IT SHALL ALSO BE LOCATED A MINIMUM OF 5 FEET AWAY FROM ANY DRAINAGE IMPROVEMENT PRACTICE ASSOCIATED WITH THE SDS AREAS.

23. PRIOR TO INSTALLATION, THE LOCATION OF THE WELL, SPRING, CISTERN OR PRIVATE WATER SOURCE MUST BE APPROVED BY THE WILLIAMSON COUNTY DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT.

24. LOCATION OF A WELL, SPRING, CISTERN OR PRIVATE WATER SOURCE MUST BE A MINIMUM OF 50 FEET AWAY FROM ANY SEWAGE DISPOSAL AREA, INCLUDING THOSE LOCATED UPON ADJACENT LOTS.

25. EXACT LOCATION OF THE WATER SOURCE (I.E., WELL, SPRING, CISTERN OR PRIVATE WATER SOURCE) MUST BE FIELD LOCATED BY A SURVEYOR OR ENGINEER ON A COPY OF THIS PLAT AND SUBMITTED TO THE WILLIAMSON COUNTY DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT FOR REVIEW AND RECORD KEEPING PURPOSES.

26. THERE SHALL BE NO SEWAGE BEARING CONVEYANCES (PIPES, SUPPLY LINES, MANIFOLDS, SEPTIC, OR PUMP TANKS, ETC.) LOCATED WITHIN 50 FEET OF ANY AND ALL WELL(S) ON THIS PROPERTY.

SSDS COMPONENTS CROSSING UTILITIES (AND THEIR RELATED EASEMENTS) (IN ADDITION TO DRIVEWAYS, ACCESS EASEMENTS, ETC.):

27. ANY AND ALL SSDS COMPONENTS (INCLUDING BUT NOT LIMITED TO CURTAIN DRAINS, SEWAGE SUPPLY LINES, MANIFOLDS, ETC.) SHALL BE SHEATHED AND PROTECTED FROM EXTERIOR ENVIRONMENTAL ELEMENTS (SHEATHING, COATING, ETC.) AND SHALL BE LOCATED OUTSIDE OF THE RELATED EASEMENTS. THE SHEATHING SHALL EXTEND FROM A POINT 10 FEET PRIOR TO ENTERING ANY EASEMENT AND SHALL EXTEND THROUGHOUT THE ENTIRE WIDTH OF THE EASEMENT AND SHALL END AT A POINT 10 FEET PAST THE LIMITS OF ANY EASEMENT. ALL CROSSINGS MUST BE IN ACCORDANCE WITH THE DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT'S REGULATIONS FOR THE DESIGN AND REVIEW OF SEWAGE DISPOSAL MANAGEMENT. ALL SHEATHING MUST BE SCHEDULE 80 PVC OR DUCTILE IRON AND BE BEDDED IN 12 INCHES OF GRAVEL.

28. CURTAIN, INTERCEPTOR AND DRAWDOWN DRAINS MAY BE REQUIRED ON ALL LOTS, AS SUCH, THEY SHALL STRICTLY ADHERE TO THE DESIGN, LOCATION AND ROUTING DEPICTED ON THIS PLAT. HOWEVER, THE DRAINS AS SHOWN HEREON MAY BE SUBJECT TO CHANGE AT THE SOLE DISCRETION OF THE DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT. THE DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT WILL CONDUCT A FIELD INVESTIGATION AT THE TIME OF SUBMITTAL OF EACH INDIVIDUAL LOT'S ALTERNATIVE SYSTEM SITE AND DESIGN PLANS. THE WILLIAMSON COUNTY DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT'S EVALUATION WILL BE CONDUCTED ON A SITE-SPECIFIC, LOT BY LOT BASIS.

29. WATERWAY NATURAL AREAS (DETERMINED AS WNA) EXIST ON ALL INTERMITTENT OR PERENNIAL STREAM WATERWAYS AS DEFINED IN THE WILLIAMSON COUNTY STORM WATER MANAGEMENT REGULATIONS. FOR INFORMATION OR ASSISTANCE IN APPLYING THESE REGULATIONS, PLEASE CONTACT THE WILLIAMSON COUNTY ENGINEERING DEPARTMENT AT (615) 790-5725.

30. AN ARAP PERMIT MUST BE OBTAINED FROM THE STATE OF TENNESSEE AT THE DEPARTMENT OF ENVIRONMENT & CONSERVATION BEFORE ANY CONSTRUCTION, EXCAVATION, CLEARING, OR GRADING ACTIVITIES CAN OCCUR WITHIN THE CREEK OR WATERWAY NATURAL AREA.

31. BEFORE A PERMIT IS ISSUED TO CONSTRUCT A CONVENTIONAL SYSTEM SERVING SINGLE SOURCES WITH A PROJECTED WASTEWATER FLOW RATE EXCEEDING 750 GALLONS PER DAY (GPD), DETAILED SITE AND DESIGN PLANS FOR SAID SYSTEM SHALL BE SUBMITTED TO THE DEPARTMENT OF SEWAGE DISPOSAL MANAGEMENT FOR REVIEW AND APPROVAL. THESE PLANS SHALL BE PREPARED BY AN ENGINEER LICENSED TO THE STATE OF TENNESSEE.

32. PUBLIC WATER SUPPLY AVAILABLE UPON REQUEST TO HOLENSVILLE COLLEGE GROVE UTILITY DISTRICT.

33. 0400-45-98-17 GEOTHERMAL WELL CONSTRUCTION STANDARDS FOR CLOSED LOOP GEOTHERMAL BOREHOLES SOURCE OF STRUCTURE MINIMUM DISTANCES: SEWER LINES: 10 FEET; SEPTIC TANKS: 25 FEET; SPRINGS: 100 FEET; DEPTHS: 100-125 FEET; WATER WELLS: 100 FEET; HOUSE TO SEPTIC TANK CONNECTION: 10 FEET; HOUSE TO SEWER CONNECTION: 10 FEET

SEE STD. DWG. RD11-S-11 FOR SLOPE ROUNDING
FILL SECTION
CUT SECTION

TYPICAL DITCH ROADWAY SECTION
SCALE: NONE

PROPOSED PAVEMENT SCHEDULE

① BASE STONE (8" THICK) FOR (50' ROW)
ITEM NO. 403-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
② PRIME COAT: ITEM NO. 402-01 BIT. MATT FOR PRIME COAT (PC) @ 0.35 GAL/SY
ITEM NO. 402-02 AGGREGATE FOR COVER MATT. (PC) @ 8-12 LBS/SY
③ TOP COAT: ITEM NO. 403-02 BIT. MATT FOR TACK COAT (TC) (SS-1) @ 0.05 GAL/SY
④ BLACK BASE (4" THICK) (NOTE: ON 80' ROW ONLY)
ITEM NO. 307-01.01 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A 480 LBS/SY
⑤ (8" THICK)
ITEM NO. 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M 226 LBS/SY
⑥ SURFACE (1 1/2" THICK)
ITEM NO. 11-01.11 ACS MIX (PG64-22) GRADING D (GRADING D IF OVER 10,000 AADT) 165 LBS/SY

NOTES:
1. REFER TO TDOT STANDARD RD11-TS-1, RD11-TS-1A, RD11-TS-2 AND RD11-TS-2B
2. ALL DITCHES MUST BE INSIDE ROW OR PERMANENT DRAINAGE EASEMENT IF OUTSIDE ROW REQUIRED.

MINIMUM BUILDING SETBACKS
SCALE: NONE

HYDE PARK TRAIL

PI Station	Radius Length	Arc Length	Delta Angle	Degree of Curve	Chord Length
3+74.21	300.00'	360.31'	68°48'50"	19°05'55"	339.04'
16+86.08	1000.00'	800.15'	45°50'42"	05°43'46"	778.97'
28+01.84	550.00'	827.47'	86°12'04"	10°25'03"	751.61'

HYDE PARK WAY

PI Station	Radius Length	Arc Length	Delta Angle	Degree of Curve	Chord Length
9+99.89	200.00'	544.36'	155°56'52"	28°38'52"	391.22'

Use Type:
16 Single family residences.
Total acreage of original tract: 109.69± Acres
Area of Land to be subdivided: 88.14± Acres
Open Space: 17.66± Acres (16%)

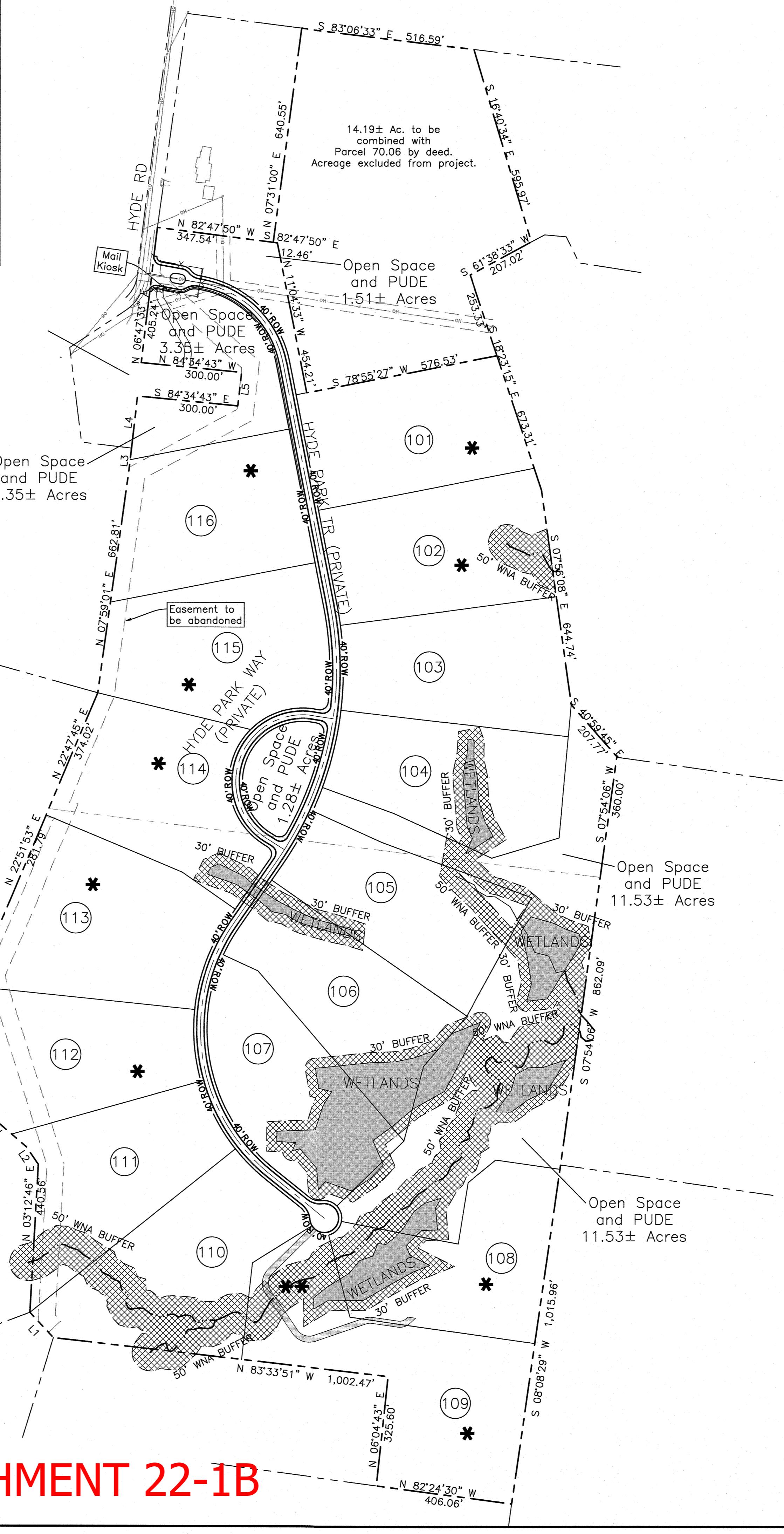
Address:
6620 Hyde Road
College Grove, TN 37046

Land Data:
16 Lots on 109.69 Ac.±
Zoned: RD-5 - Rural Development-5

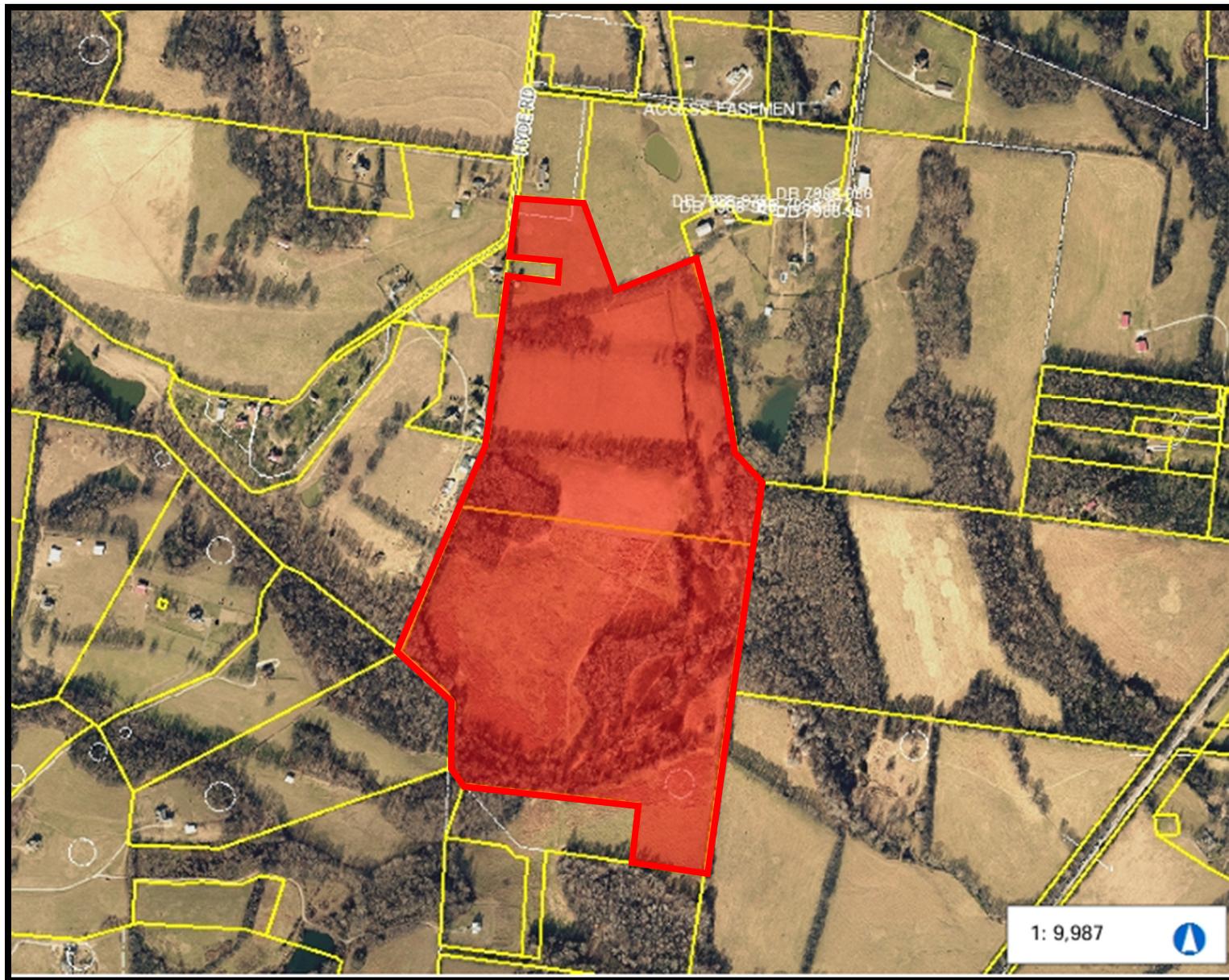
Proposed Use:
Major Tradition Subdivision

Deed Reference:
The property shown hereon is Tax Map 158, Parcels 70.12 and 70.18*, in Williamson County, as recorded in D.B. 9363, Pgs. 669 and 673.

Lot Number	Site Area (SF)	Site Area (AC)
101	219,967	5.05
102	240,789	5.53
103	222,914	5.12
104	220,160	5.05
105	218,857	5.02
106	219,599	5.04
107	225,550	5.18
108	228,454	5.24
109	325,485	7.47
110	260,919	5.99
111	219,019	5.03
112	238,405	5.47
113	279,724	6.42
114	241,337	5.54
115	255,595	5.87
116	222,624	5.11



ATTACHMENT 22-2



ITEM 23

PRELIMINARY PLAT REVIEW FOR PARRISH LLE SUBDIVISION, CONTAINING 4 LOTS ON 39.75 ACRES LOCATED OFF HORTON HIGHWAY IN THE 1ST VOTING DISTRICT (1-2024-320).

Area	39.75 acres
Lots	4
Zoning	Rural Development-5 (RD-5)
Water	Nolensville/College Grove Utility District
Sewer	Individual Septic Systems
Development Option	Large Lot Easement
Chapter 1101 Status	Rural
Map and Parcels	162---03407, 03408, 03409, and 03410
File Number	(1-2024-320)

At this time, the applicant is requesting deferral to the April 2025 Planning Commission Meeting in order to allow the applicant more time to address Staff comments. Staff concurs with this request.

ITEM 24

PRELIMINARY PLAT REVIEW FOR WYELEA, PHASE 2, CONTAINING 53 LOTS ON 426.20 ACRES LOCATED OFF DEL RIO PIKE IN THE 10TH VOTING DISTRICT.

Area	426.20 acres
Lots	53
Zoning	Rural Preservation – 5 (RP-5)
Water	City of Franklin
Sewer	Nontraditional Wastewater Treatment and Disposal System
Development Option	Conservation Subdivision
Chapter 1101 Status	Rural
File Number	(1-2024-411)

At this time, the applicant is requesting deferral to the April 2025 Planning Commission Meeting in order to allow the applicant more time to address Staff comments. Staff concurs with this request.

ITEM 25

FINAL PLAT REVIEW FOR REEDS VALE SUBDIVISION, SECTION 4, CONTAINING 70 LOTS ON 62.32 ACRES LOCATED OFF LAMPKINS BRIDGE ROAD IN THE 5TH VOTING DISTRICT (1-2024-421).

Attachment	25-1 Final Plat 25-2 Aerial Photography
Area	62.32 acres
Lots	70
Zoning	Rural Development – 5 (RD-5)
Water	Milcrofton Utility District
Sewer	Nontraditional Wastewater Treatment and Disposal System
Development Option	Conservation Subdivision
Chapter 1101 Status	Rural
Map and Parcel	108---14707
File Number	(1-2024-421)

A Preliminary Plat for this development was approved at the August 2023 meeting. The applicant is now requesting Final Plat approval of Section 4 of the development, which contains seventy (70) lots and 32.86 acres of Open Space.

The plat is consistent in layout with that depicted on the Preliminary Plat.

Staff recommends approval of the Final Plat with the following conditions:

1. Establishment of a Performance Bond for Roads, Drainage and Erosion control in the amount of \$2,800,000;
2. Establishment of a Maintenance Bond for Water Improvements in favor of Milcrofton Utility District in the amount of \$438,914;
3. Per the recommendation of the County's Wastewater Consultant, establishment of a Performance Bond for the Wastewater Collection System in the amount of \$360,045.50;
4. Establishment of a Performance Bond for Landscaping Improvements in the amount of \$123,252;

5. Execution of performance agreements for the above referenced sureties;
6. The approved HOA documents must be recorded concurrently with the recording of the Final Plat;
7. Execution of a Stormwater Maintenance Agreement and submission of an Operation and Maintenance Plan for stormwater improvements; and
8. Submission of the approved Final Plat in .dwg format on recordable media based on the Tennessee State Plane Coordinate System prior to signature and recording of the plat.

IRON PIN FOUND	FIRE HYDRANT	UTILITY POLE	PUBLIC UTIL. & DRAIN ESMT.	P.U.D.E.	BOUNDARY
IRON PIN SET	SANITARY SEWER MH	GUY ANCHOR	ADDRESSES	1234	CENTERLINE
CONC. MON. FOUND	SANITARY SEWER CO	COMMUNICATION BOX	HANDICAP SPACE	8" SA	BUFFER
CONC. MON. SET	AREA DRAIN	COMMUNICATION MH	SANITARY SEWER	4" W	WATER FEATURE
CONTROL POINT FOUND	CURB INLET	GAS METER	WATER	4" UGE	TREE LINE
CONTROL POINT SET	STORM MH	GAS VALVE	UNDERGROUND ELEC	4" OHE	R.O.W.
BENCH MARK	ELECTRIC METER-BOX	EVERGREEN TREE	OVERHEAD ELEC	4" PVMT.	RIGHT OF WAY
WATER METER	ELECTRIC MH	SIDEWALK	GAS	4" PUDU	EDGE OF PAVEMENT
WATER VALVE	LIGHT POLE	MIN. BUILDING SETBACK	COMMUNICATIONS	COM	PUBLIC UTILITY AND DRAINAGE EASEMENT
			M.B.S.L.		GREEN INFRASTRUCTURE EASEMENT

LEGEND

GENERAL NOTES
1. THE PURPOSE OF THIS PLAT IS TO CREATE 70 RESIDENTIAL LOTS AND 5 OPEN SPACES.
2. SUBJECT PROPERTY IS PRESENTLY IDENTIFIED AS A PORTION OF PARCEL 147-07-000-000-108. SAID PARCEL IS FURTHER IDENTIFIED AS A PORTION OF THE PROPERTY DESCRIBED IN BK 8725, PG 397, IN THE REGISTERS OFFICE OF WILLIAMSON COUNTY, TENNESSEE.
3. SUBJECT PROPERTY IS ZONED AS FOLLOWS:
3.1. ZONING: RD-5 (RURAL DEVELOPMENT-5) WITH RD-1 LOT STANDARDS (SEE NOTE #20)
SETBACKS
FRONT : 35'
SIDE : 5'
REAR : 30'
CORNER : 17.5'

3.2. PROPOSED USE: CONSERVATION SUBDIVISION
3.3. TOTAL AREA: 62.321 ACRES +/-
3.4. OPEN SPACE: 32.863 ACRES +/-
3.5. AREA IN LOTS: 25.929 ACRES +/-
4. THIS PROPERTY LIES WITHIN ZONES "X" AND "AE" AREAS DETERMINED TO HAVE MINIMAL FLOOD HAZARD AS DETERMINED FROM ELEVATIONS SHOWN ON FLOOD PLANS FOR WILLIAMSON COUNTY, TENNESSEE, FEMA PANEL NUMBERS 47187C0360G AND 47187C0376G EFFECTIVE DATE DECEMBER 20, 2024.
5. I HEREBY CERTIFY THAT THIS IS A CATEGORY IV SURVEY AND WAS CONDUCTED IN ACCORDANCE WITH RULE 020-03-11 (GLOBAL POSITION SYSTEMS SURVEYS) ACCORDING TO THE CURRENT TENNESSEE MINIMUM STANDARDS OF PRACTICE AS PROMULGATED BY THE TENNESSEE STATE BOARD OF EXAMINERS FOR LAND SURVEYORS. THIS SURVEY WAS CONDUCTED WITH DUAL FREQUENCY RTK GPS EQUIPMENT BASED ON THE DODGE CORNER NETWORK.
a. POSITION ACCURACY: 0.07'
b. DATE OF SURVEY: 05/03/2019
c. DATUM/EPoH: TENNESSEE STATE PLANE (NAD83). OCCUPATIONS FOR CONTROL POINTS ARE 3 MINUTES EACH. SIDE SHOTS ARE 3 SECONDS.
d. GEOID: 3, ZONE 7 REVISED
e. NO COMBINED GRID FACTORS WERE USED.
6. ALL CORNERS SHOWN ON THE FACE OF THE SURVEY WILL BE SET WITH 5/8 IRON ROD WITH CAP BEARING THIS SURVEYORS COMPANY NAME.
7. WATER METER, HYDRANTS, AND SANITARY LATERALS ARE INDICATIVE ONLY.
8. THIS PROPERTY DOES CONTAIN A WATERWAY NATURAL AREA (WNA) AS DEFINED BY THE WILLIAMSON COUNTY ENGINEERING DEPARTMENT AND IT IS SHOWN ON THIS FINAL PLAT.
9. THIS PROPERTY HAS BEEN REVIEWED FOR THE EXISTENCE OF INTERNAL 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.
10. 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.
11. THIS PROPERTY HAS BEEN EVALUATED IN RELATION TO ARTICLES 13 AND 19 OF THE WILLIAMSON COUNTY ZONING ORDINANCE FOR RESOURCE PROTECTION. THE RESOURCES INCLUDE, BUT ARE NOT LIMITED TO: WOODLAND AND FOREST PROTECTION, WATERWAY PROTECTION, WETLAND PROTECTION, STEEP SLOPE PROTECTION, AND HISTORIC AND CULTURAL RESOURCES PROTECTION.
12. THE WATERLINE DESIGN IS BY MILCROFTON UTILITY DISTRICT. WATERLINE SHOWN ON THIS PLAT IS FOR REFERENCE ONLY. REFER TO MILCROFTON UTILITY DISTRICT PLANS, CONSTRUCTION DETAILS, AND SPECIFICATIONS FOR FINAL DESIGN.
13. ALL LAND DISTURBANCE ACTIVITIES SHALL BE SUBJECT TO THE WILLIAMSON COUNTY STORM WATER MANAGEMENT REGULATIONS AND ANY OTHER TURBIDITY ACTIVITIES OVER ONE (1) ACRE WILL REQUIRE A NOTICE OF COVERAGE FROM THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION.
14. ALL OPEN SPACE IS ALSO TO BE PUBLIC UTILITY AND DRAINAGE EASEMENT.
15. DRIVEWAY CULVERTS, WHERE NEEDED, SHALL BE 15" IN DIAMETER.
16. ALL BUILDERS SWALES FOR SURFACE STORM RUNOFF SHALL NOT EXCEED A DEPTH OF ONE FOOT.
17. THERE ARE NO CRITICAL LOTS WITHIN THIS PHASE.
18. A 5' WIDE PUBLIC SIDEWALK ACCESS EASEMENT SHALL RUN WITH ALL PROPOSED SIDEWALKS.
19. REQUEST FOR 25MPH DESIGN SPEED LIMIT OF INTERNAL SUBDIVISION ROADS.
20. REQUEST FOR 40' RIGHT OF WAY WIDTH. SIDEWALKS WILL BE LOCATED OUTSIDE OF THE 40' RIGHT OF WAY.
21. ON NOVEMBER 9, 2020, THE PROPERTY IN QUESTION WAS REZONED FROM THE RURAL DEVELOPMENT-1 (RD-1) ZONING DISTRICT TO THE RURAL DEVELOPMENT-5 (RD-5) ZONING DISTRICT. HOWEVER, AS THE CONCEPT PLAN FOR THIS DEVELOPMENT WAS APPROVED BY COURT ORDER, WHICH WAS PRIOR TO THE CHANGE IN ZONING, THE APPLICATION IS BEING REVIEWED PURSUANT TO THE PRIOR RURAL DEVELOPMENT-1 (RD-1) STANDARDS AS REQUIRED BY THE ZONING ORDINANCE AND STATE VESTING STATUTES.
22. THIS SUBDIVISION IS SUBJECT TO THE RECORDED CCR'S IN DEED BOOK 9254, PAGES 314-342, R.O.W.C.T.

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 EMERGENCY MANAGEMENT AGENCY.

W.C.E.M.A. OR AUTHORIZED IT REPRESENTATIVE DATE

CERTIFICATE OF ADDRESSES

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

IT DEPARTMENT DATE TITLE

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 BK 8725, PG 397 R.O.W.C. AND THAT I (WE) HEREBY ADOPT THIS PLAN OF SUBDIVISION WITH MY (OUR) PERSONALITY, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINE, AND THAT OWNERS OF REVOCABLE DEDICATION FOR ALL PUBLIC STREETS, UTILITIES AND OTHER FACILITIES HAVE BEEN FILED AS REQUIRED BY THESE REGULATIONS.

William Propst

2/26/2025 | 8:49 AM PST

PROPS REALTY NASHVILLE, LLC
HOOVER, ALABAMA

DATE

William Propst

TITLE (IF ACTING FOR PARTNERSHIP OR CORPORATION)

CERTIFICATE OF 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 PLANNING COMMISSION TO ASSURE COMPLETION OF ALL REQUIRED IMPROVEMENTS IN CASE OF DEFAULT.

W.C.E.M.A. OR AUTHORIZED IT REPRESENTATIVE DATE

COUNTY ENGINEER

COUNTY ROAD SUPERINTENDENT

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 TENNESSEE WASTEWATER SYSTEMS, INC. (TWS) SYSTEM, FULLY MEETS THE REQUIREMENTS OF TWS, AND IS HEREBY APPROVED AS SHOWN.

DATE

TENNESSEE WASTEWATER SYSTEMS, INC.

COUNTY ENGINEER

COUNTY ROAD SUPERINTENDENT

Open Space Area Table

Parcel #	Area (SF)	Area (AC)
O.S. 1	1320990.87'	30.326
O.S. 2	4512.98'	0.104
O.S. 3	30393.63'	0.698
O.S. 4	1724.08'	0.040
O.S. 5	73851.40'	1.695

CERTIFICATE OF ACCURACY

I HEREBY CERTIFY THAT THE PLAN SHOWN AND DESCRIBED HEREON IS TRUE AND CORRECT SURVEY TO THE ACCURACY REQUIRED BY THE WILLIAMSON COUNTY, TENNESSEE REGIONAL PLANNING COMMISSION AND THAT THE PLANS AND DRAWINGS CONSTITUTE TO ASSURE COMPLETION OF ALL REQUIRED IMPROVEMENTS IN CASE OF DEFAULT. ALSO, I CERTIFY THAT THE HYDRAULIC DESIGN CRITERIA SPECIFIED IN SECTION 5.5 OF WILLIAMSON COUNTY SUBDIVISION REGULATIONS HAVE BEEN MET.

JOEY C. WILSON II, TENNESSEE RLS NO. 2089

WILSON & ASSOCIATES, P.C.

ENGINEERING/SURVEYING/ENVIRONMENTAL

108 BEASLEY DRIVE, FRANKLIN, TN 37064

OFFICE: 615.794.2275 FAX 615.794.2176

JWILSON@WILSONPC.COM

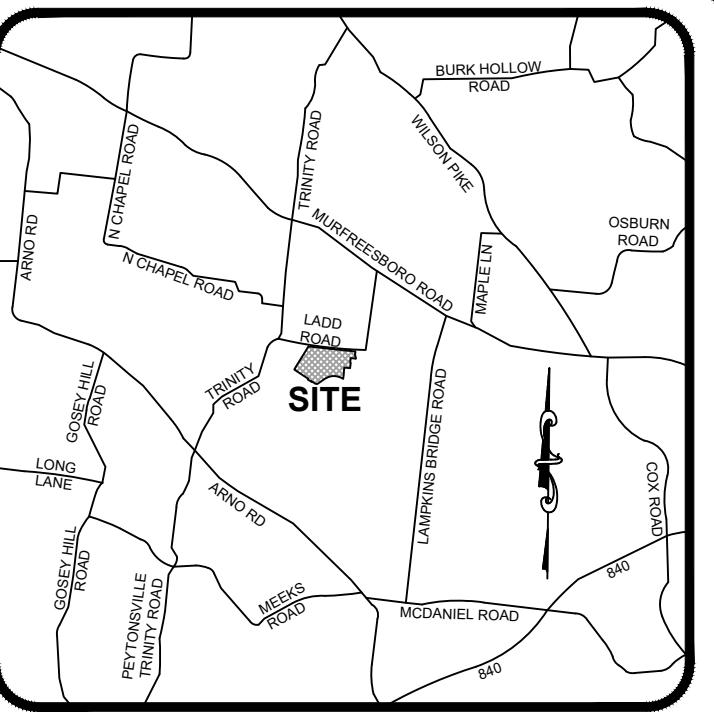
MILCROFTON UTILITY DISTRICT (MUD) STANDARD NOTE:

ALL MILCROFTON UTILITY DISTRICT (MUD) EASEMENTS ARE EXCLUSIVE EASEMENTS. NO EXCAVATION, BUILDING, STRUCTURE, OR OBSTRUCTION MAY BE CONSTRUCTED ON THE PROPERTY WITHIN THE EASEMENTS, EXCEPT PAYMENT FOR A DRIVEWAY THAT CROSSES AN EASEMENT. TREES OR SHRUBBERY MAY BE PLANTED WITHIN THE EASEMENTS. MUD WILL HAVE UNRESTRICTED ACCESS TO ALL OF ITS LINES, METERS, VALVES, VAULTS, AND OTHER WATER SYSTEM FACILITIES WITHIN THE EASEMENTS WITHOUT SEEKING ANY FURTHER PERMISSION. MUD HAS THE RIGHT TO DISTURB OR REMOVE ANY IMPERMISSIBLE ITEMS WITHIN THE EASEMENTS. THE PROPERTY OWNER WILL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY SUCH ITEMS AT THE PROPERTY OWNER'S EXPENSE.

SEWER SYSTEM EASEMENT NOTE:

ACH PROPERTY OWNER IN THIS SUBDIVISION IS REQUIRED TO GRANT TO TENNESSEE WASTEWATER SYSTEMS, INC., ITS SUCCESSORS AND ASSIGNS, A PERPETUAL EASEMENT IN, OVER, UNDER AND UPON THE LAND OCCUPIED BY THE SEWER SYSTEM COMPONENTS, NECESSARY TO PROVIDE SEWER SERVICE TO THIS SUBDIVISION WITH THE RIGHT TO ERECT, CONSTRUCT, INSTALL, AND LAY, AND THEREAFTER USE, OPERATE, INSPECT, REPAIR, MAINTAIN, REPLACE AND REMOVE PIPE LINES, TANKS, PUMPING FACILITIES AND APPURTENANT FACILITIES, TOGETHER WITH THE RIGHT TO UTILIZE ADJOINING LANDS BELONGING TO PROPERTY OWNER FOR THE PURPOSE OF INGRESS TO AND EGRESS FROM THE SEWER SYSTEM.

OPEN SPACE MAY BE USED FOR THE INSTALLATION OF DRIP IRRIGATION SYSTEM FOR RECLAIMED WASTEWATER AS DETERMINED BY TWS IF NEEDED TO SERVE THIS SUBDIVISION

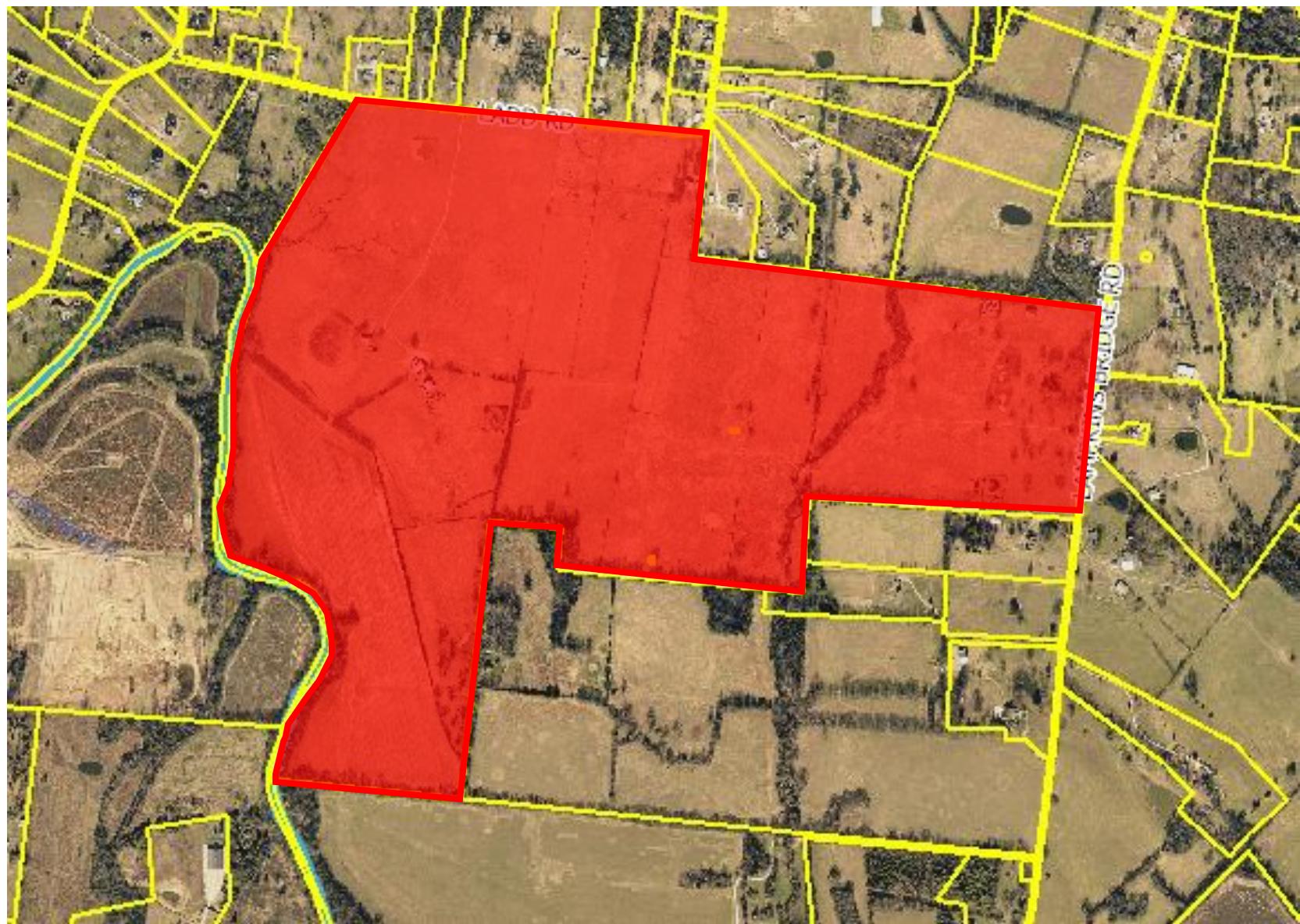


ATTACHMENT 25-1

VICINITY MAP
NOT TO SCALE

Parcel Area Table			Parcel Area Table			Parcel Area Table		
Parcel #	Area (SF)	Area (AC)	Parcel #	Area (SF)	Area (AC)	Parcel #	Area (SF)	Area (AC)
401	15316.82'	0.352	425	21800.00'	0.500	449	10546.33'	0.242
402	15349.19'	0.352	426	21800.00'	0.500	450	10849.93'	0.249
403	14889.63'	0.342	427	21800.00'	0.500	451	10265.29'	0.236
404	13844.96'	0.318	428	28339.99'	0.651	452	11303.93'	0.260
405	12923.71'	0.297	429	31891.05'	0.732	453	12075.62'	0.277
406	12950.56'	0.297	430	21595.77'	0.496	454	11302.96'	0.259
407	12430.81'	0.285	431	21285.53'	0.489	455	12167.62'	0.279
408	12898.87'	0.296	432	17500.00'	0.402	456	11244.18'	0.258
409	12633.21'	0.290	433	17500.00'	0.402	457	10718.05'	0.246
410	13761.08'	0.316	434	17500.00'	0.402	458	10708.29'	0.246
411	23268.51'	0.534	435	17500.00'	0.402	459	10802.11'	0.248
412	17550.00'	0.403	436	17500.00'	0.402	460	10774.73'	0.247
413	16806.15'	0.386	437	17500.00'	0.402	461	10611.51'	0.244
414	23374.00'	0.537	438	17500.00'	0.402	462	10430.38'	0.239
415	21801.01'	0.500	439	17500.00'	0.402	463	15556.44'	0.357
416	21800.00'	0.500	440	20865.87'	0.479	464	16040.06'	0.368
417	21800.00'	0.500	441	15676.71'	0.360	465	14894.61'	0.342
418	21800.00'	0.500	442	15212.16'	0.349	466	14320.78'	0.

ATTACHMENT 25-2



ITEM 26

ESTABLISHMENT OF A LANDSCAPING BOND FOR WHITE HORSE FARMS, LLC LOCATED AT 4508 MURFREESBORO ROAD IN THE 4TH VOTING DISTRICT (5- 2024-015)

Attachment 26-1 Section 16.07: Performance Agreements

Zoning Municipal Growth Area-1 (MGA-1) and
Rural Development-5 (RD-5)

Chapter 1101 Status Rural

Map and Parcel 087---08500

File Number (5-2024-015)

The Board of Zoning Appeals approved a request for a Special Use Permit to allow a Rural Retreat-Extensive Use on the subject property at the February, 2025 meeting, and the Site Plan for this use is under review by Staff. A Landscaping Plan has been submitted and approved. However, due to the cost of the required landscaping and pursuant to Section 16.07 of the Zoning Ordinance, a Performance Bond for landscaping improvements must be established by the Planning Commission prior to final site plan approval by Staff.

Staff recommends the establishment of a Performance Bond for landscaping improvements in the amount of \$69,369.

ATTACHMENT 26-1

Article 16, Section 16.07: Performance Guarantees-Williamson County Zoning Ordinance

Section 16.07: Performance Guarantees

(A) PERFORMANCE AGREEMENT

The Planning Commission may allow an applicant to delay the installation of certain on-site and off-site infrastructure or improvements through the execution of a Performance Agreement with supporting surety, in a form and manner approved by the County Attorney and in accordance with the requirements of this Section.

- (1) The applicant shall execute a performance agreement and post the supporting surety within 60 days of approval of a Site Plan by the Planning Commission. Failure to execute the performance agreement or post the surety within 60 days will result in expiration of the approval of the Site Plan.
- (2) The Performance Agreement shall be in the amount of 120 percent of the actual estimated cost of the infrastructure or improvements as determined by the Highway Superintendent, County Engineer or Planning Director.
- (3) The applicant shall submit a letter to the Planning Department in which he agrees to have a registered professional engineer or landscape architect, depending on the type of improvements, involved in the construction phase of the project for the purpose of monitoring construction in order to ensure conformity with approved plans and specifications.
- (4) The period within which required improvements shall be completed shall not exceed one year from the date the Performance Agreement is signed; however, extensions and reductions may be approved by the Planning Commission in accordance with this Section.
- (5) The Performance Agreement shall name the Planning Commission as obligee and shall be satisfactory to the County Attorney as to form, sufficiency, and manner of execution. The Performance Agreement shall remain in force in its full face amount until improvements are completed and accepted, when applicable, by the County and its appropriate departments or utility district, as applicable. The Performance Agreement may be reduced as provided in (C): Reduction or Release of Performance Agreement and Surety.

(B) SURETY REQUIRED

- (1) A Performance Agreement authorized by the Planning Commission shall be secured by either an irrevocable standby letter of credit with an automatically renewable feature, (often termed as an "evergreen" letter of credit), or a certified check from an approved financial institution. The beneficiary of the surety shall be the Williamson County Regional Planning Commission, the Williamson County Highway Department, or the applicable utility district.
- (2) The financial institution shall permit the letter of credit to be presented for collection at a place physically located within Williamson County, Tennessee.

(C) REDUCTION OR RELEASE OF PERFORMANCE AGREEMENT AND SURETY

- (1)** Except for maintenance obligations, which are governed by Section 16.07(D), Maintenance Obligations, the Performance Agreement may be reduced one time by the Planning Commission as provided in (A): Performance Agreement.
- (2)** A request for reduction of the surety or release of the Performance Agreement shall be submitted to the Community Development Department. The Planning Commission may release the Performance Agreement, extend the Performance Agreement, or reduce a surety after consultation with the applicable utility district or County departments. In the event the request for release or reduction occurs prior to the expiration of the last term authorized by the Planning Commission, an early review fee, as established in the Administrative Manual, will be assessed to the applicant at the time of the request.
- (3)** Performance Agreements may be extended as determined by the appropriate utility districts or County departments, but such extensions shall not exceed one year. Extensions of Performance Agreements may necessitate an increase in the Performance amount.
- (4)** If the applicant requests extension of any Performance Agreement because of inadequate completion, then an extension fee, as established in the Administrative Manual, shall be assessed to the applicant. If the County requests the extension because it would be in the best interest of the County, then this extension fee shall be waived.
- (5)** Except for maintenance obligations, which are governed by (D): Maintenance Obligations, a request for reduction of the surety or release of the Performance Agreement shall not be granted until all of the following have been completed:
 - a)** The applicant has presented a letter to the Community Development Department requesting reduction of the surety, including the percentage amount of completion of the improvement, or release of the Performance Agreement. Such requests shall include a written statement from the engineer or landscape architect employed by the applicant stating that the improvements have been installed in accordance with the approved plans and specifications, or in the case of a request for reduction, specifying the percentage of completion of the improvement. Once such a written statement from the engineer or landscape architect has been received, an inspection by the applicable County department shall be performed at no cost to the applicant.
 - b)** The appropriate County department has submitted a statement to the Community Development Department indicating that the required public improvements and required landscaping have been inspected and satisfactorily completed in accordance with the approved plans, or in the case of a request for reduction, specifying the status or percentage of completion of the improvement.
 - c)** Assurances have been obtained through affidavits, releases, or waivers of liens from all contractors and subcontractors of the filing of public disclaimers, that liens will not be filed against the dedicated land or improvements after they are accepted by the Community Development Department or appropriate County department.

- (6) At the time that an extension, reduction or release of a Performance Agreement is approved, the Community Development Department or other appropriate County department, whichever is applicable, shall establish the expiration date of the maintenance obligation or Performance Agreement (as applicable). However, the maintenance obligation or Performance Agreement shall not have an expiration date of greater than one year.
- (7) No Performance Agreement for public improvements or applicable private infrastructure shall be reduced to less than 25 percent of its full-face amount, irrespective of the estimated cost of completing the improvements. An amount equal to 25 percent of the original amount may be added to the reduced amount for possible future inflation cost.
- (8) Performance Agreements for landscaping shall not be reduced to less than 75 percent of its full-face amount, irrespective of the estimated cost of completing the improvements.
- (9) The applicant's costs incurred in the connection with a request for the extension or reduction of the surety or the release of a Performance Agreement and surety (that is, landscape architect or engineering inspections fees, legal fees, and so forth) shall be borne by the applicant, regardless of whether his request is ultimately granted.

(D) MAINTENANCE OBLIGATIONS

Upon completion of the Performance period, the applicant shall be required to maintain the completed improvements and required landscape to ensure against defects in workmanship and materials. Maintenance obligations shall be subject to the terms of the Performance Agreement and the maintenance obligations shall be applied in accordance with the following standards:

- (1) The maintenance obligation shall remain in effect for a period of one year or until final release of the maintenance obligation by the Planning Commission or other appropriate County departments, whichever period is longer.
- (2) Such maintenance obligation shall be in an amount satisfactory to the Planning Commission or other appropriate County departments, whichever is applicable. However, the maintenance obligation for landscaping improvements shall not be less than 25 percent of the original full-face amount or \$3,000.00, whichever is greater, and the maintenance obligation for all other improvements shall not be less than 25 percent of the original full-face amount or \$3,000.00, whichever is greater.
- (3) Upon request of the applicant, or automatically after a period of two years from the release of the Performance Agreement, whichever is greater, the Planning Commission shall consider the release of the maintenance obligation.

(E) FAILURE TO COMPLETE IMPROVEMENTS

- (1) Where a Performance Agreement has been executed with a supporting surety posted and required improvements have not been installed within the terms of such Performance Agreement, the Planning Commission may thereupon declare the Agreement to be in default and require that all the improvements be installed regardless of the extent of the building development at the time the Agreement is declared to be in default.

Article 16, Section 16.07: Performance Guarantees-Williamson County Zoning Ordinance

- (2) Further, the Planning Director shall notify the Building Codes Director that the Performance Agreement for the subject site is in default and request that no additional building permits be issued in the development. The Planning Commission shall also issue a notice that the subject site is in default. Said notice shall be recorded in the Registers Office of Williamson County, Tennessee. In the event the subject site is thereafter found not to be in default for any reason, prompt notice shall be given to the Building Codes Director and recorded in the Registers Office of Williamson County, Tennessee.
- (3) In the event the Performance Agreement or supporting surety is not renewed or extended as approved by the Planning Commission within 14 days of the expiration date, or if the new documentation is not in accordance with this Section, then the Performance Agreement and supporting surety may be declared in default and the Secretary of the Planning Commission may issue a call or draw letter. Where the surety is provided by a financial institution, the call or draw letter shall be presented to said financial institution for payment. Otherwise, the call or draw letter shall be presented to the applicant. Funds "called" pursuant to the Performance Agreement and supporting surety shall be placed in escrow in the County treasury. A fee will be assessed for each letter of credit or surety "called" in accordance with this Section, as established in the Administrative Manual.

ITEM 14

CONCEPT PLAN REVIEW FOR TRIUNE COMMUNITY WEST MIXED-USE DEVELOPMENT, CONTAINING 103 SINGLE-FAMILY LOTS AND 130 MULTI-FAMILY LOTS ON 156.26 ACRES LOCATED OFF MURFREESBORO ROAD AND HORTON HIGHWAY IN THE 5TH VOTING DISTRICT (1-2024-207).

Attachment	14-1	Concept Plan
	14-2	Aerial Photograph
	14-3	Review Letter from County's Traffic Consultant
Area Zoning		156.26 acres (1.49 DU/A) Triune Character Area-2 (TCA-2) Triune Character Area-3 (TCA-3) Triune Character Area-4 (TCA-4)
Lots		103 Single-Family Lots 130 Multi-Family Lots
Water		Nolensville/College Grove Utility District
Sewer		Nontraditional Wastewater Treatment and Disposal System
Development Options		Conservation Subdivision and Multi-family
Chapter 1101 Status		Triune Planned Growth Area (TPGA)
Maps and Parcels		113---06900 and 07000 114---01600, 01800, 02000, 02100 and 02200
File Number		(1-2024-207)

This Item was deferred at the February meeting in order to allow the applicant additional time to address issues related to the Natural Resource Protection Standards, roadway connections to adjoining properties, and greenway connections to adjoining properties. All outstanding issues have been addressed.

The applicant is requesting Concept Plan approval for this development, which contains a Conservation Subdivision with 103 single-family lots and a Townhome development with 130 lots. The properties are zoned Triune Character Area-2 (TCA-2), Triune Character Area-3 (TCA-3), and Triune Character Area-4 (TCA-4). Concept Plan approval is the first stage in the development review process. The required Public Hearing for this Item was held during the February meeting.

The subject property is approximately 156 acres in size and has access from Murfreesboro Road and Horton Highway. Surrounding properties range in size from approximately 7.3 acres to approximately 266 acres and are used for residential, agricultural, or commercial purposes. The Triune Community Center directly abuts the development parcels. The site contains a number of natural resources, including moderate and very steep slopes and areas of woodlands. Fifty percent (50%) of the site will remain as Open Space, and

approximately sixty-six percent (66%) of the site is covered in tree canopy. Approximately sixty-two percent (62%) of the existing tree canopy will be retained. The required bufferyards have been established and all resource protection standards have been met.

Within the proposed development, the single-family lots range from approximately 10,440 square feet to approximately 12,200 square feet in size. There will be 130 townhome units. The overall density within the development is 1.49 dwelling units per acre.

Water service is provided by the Nolensville/College Grove Utility District, and wastewater is handled via a nontraditional wastewater treatment and disposal system, for which a Site Plan was approved at the April, 2024 meeting.

The site has access from Murfreesboro Road and Horton Highway. The Tennessee Department of Transportation (TDOT) has reviewed the accesses at Murfreesboro Road and Horton Highway and has granted preliminary approval. TDOT has also reviewed the proposed improvements at the intersection of Horton Highway and Malachi Lane and has granted preliminary approval.

The roadway connecting Murfreesboro Road and Horton Highway (Pinot Road), which will serve future townhome and commercial development planned for the property but not yet submitted, will be publicly maintained. The roadway (Zinfandel Drive) stubbing into the adjoining property to the east (Map 114, Parcel 24.00) will be publicly maintained. The remaining portion of the internal roadway network that will access the residential units, including the townhomes, will be gated and private.

The Concept Plan depicts the approximate location of several 12-foot-wide multi-modal greenway trails that stub into adjoining properties so that these trails may be extended in the future. These greenway trails should be constructed prior to the submittal of the Final Plat for the section in which it is located. This has been added as a condition of approval.

A Traffic Access Analysis was performed by the applicant and reviewed by the County's Traffic Consultant (Attachment 14-3). The County's Traffic Consultant has divided the completion of the required improvements into two (2) distinct phases. Phase 1, anticipated for completion in 2026, includes the residential portion of the development. Phase 2, anticipated for completion in 2031, includes the commercial portion of the development, which is not part of this Concept Plan and has not yet been submitted, but has been incorporated into the Traffic Access Analysis. The County's Traffic Consultant has recommended approval from a traffic standpoint contingent upon the following:

In conjunction with Phase 1:

1. Implementation of unsignalized intersection at Triune West Site Entrance and Murfreesboro Road;
2. Construction of a westbound left turn lane on Murfreesboro Road at Triune West Site Entrance, 595 feet total length, including taper, deceleration and storage;
3. Construction of an eastbound right turn lane on Murfreesboro Road at Triune West Site Entrance, 360 feet total length, including taper, deceleration and storage;
4. Construction of an internal northbound left turn lane at the Triune West Site Entrance and Murfreesboro Road, 100 feet total length, including taper, deceleration and storage;
5. Installation of traffic signal at Horton Highway and Malachi Lane;
6. Construction of northbound left turn lane on Horton Highway at the Triune West Site Entrance/Malachi Lane intersection, 355 feet total length, including taper, deceleration and storage;
7. Construction of southbound right turn lane on Horton Highway at the Triune West Site Entrance/Malachi Lane intersection, 360 feet total length, including taper, deceleration and storage;
8. Construction of eastbound Triune West Site Entrance at Horton Highway/Malachi Lane intersection to include a left turn lane with 100 feet of storage plus taper, a through lane, and a right turn lane with 100 feet of storage plus taper;
9. Construction of unsignalized intersection at the southern Triune West Site Entrance on Horton Highway to be constructed and signed as a right-in-right-out; and
10. Construction of southbound right turn lane on Horton Highway at the southern Triune West Site Entrance, 230 feet total length, including taper, deceleration and storage.

In conjunction with Phases 1 and 2:

1. Optimization of traffic signal timings, including cycle lengths and splits for signal at Horton Highway and Murfreesboro Road.

It should be noted that once detailed construction and engineering plans are prepared in conjunction with the submittal of a Preliminary Plat, changes to the layout, including the potential for a reduction of lots, may be necessary. A Landscaping Plan will also be required.

The Concept Plan is in order, and Staff recommends approval with the following conditions:

The Preliminary Plat must address the following:

1. Prior to Preliminary Plat submittal, construction plans for the off-site roadway improvements on Horton Highway and Murfreesboro Road must be approved by the Tennessee Department of Transportation (TDOT);
2. Documentation shall be provided by TDEC and/or the Army Corps of Engineers, as applicable, as to whether the wetlands identified on the property are considered "jurisdictional". If the wetlands are considered jurisdictional, this area must either be located within open space or, if they are to be mitigated, documentation must be provided by TDEC and/or the Army Corp of Engineers, as applicable, that such mitigation will be permissible;
3. Prior to Preliminary Plat submittal, construction plans for the off-site roadway improvements on Malachi Lane must be approved by the Williamson County Highway Department;
4. Submission of roads, drainage and erosion control plans for review and approval by the County Engineer; and
5. Submission of water plans for review and approval by Nolensville/College Grove Utility District.

The Final Plat must address the following:

1. Prior to the submittal of the first Final Plat, all off-site roadway improvements associated with Phase 1 as specified by the County's Traffic Consultant (See Attachment 13-3) shall be completed to the satisfaction of the Tennessee Department of Transportation;
2. Prior to the submittal of the first Final Plat, all off-site roadway improvements associated with Phase 1 as specified by the County's Traffic Consultant (See Attachment 13-3) shall be completed to the satisfaction of the Williamson County Highway Superintendent;
3. Malachi Lane shall be repaved in its entirety, as required by the Williamson County Highway Department;
4. Prior to the submittal of the first Final Plat, the required Zoning Certificate for the wastewater treatment and disposal system shall be submitted, and all conditions associated with the wastewater site plan approval must be satisfied;

5. Prior to consideration of Final Plat approval, the applicant shall submit HOA documents for review and approval by the County Attorney's office. The HOA documents must address the greenway easement, the maintenance and operation of the private roads and gate that meet the standards, and requirements of Articles 16 and 17 of the Zoning Ordinance. The HOA documents must be submitted with the Final Plat, and the approved HOA documents must be recorded concurrently with the recording of the Final Plat;
6. A permit for the security gate will need to be obtained prior to its installation, and all requirements for such gates as outlined in Section 17.11 of the Zoning Ordinance must be met;
7. Prior to the submittal of the Final Plat in which the greenway is located, the 12-foot-wide paved multi-modal greenway trail should be constructed;
8. Establishment of a performance bond for roads, drainage and erosion control;
9. Establishment of a performance bond for water improvements in favor of Nolensville/College Grove Utility District;
10. Establishment of a performance bond for the wastewater collection system;
11. Submission of landscaping plans and establishment of a performance bond for landscaping improvements;
12. Execution of Performance Agreements for the above-referenced sureties;
13. Execution of a Stormwater Maintenance Agreement and submission of an Operation and Maintenance Plan for stormwater improvements; and
14. Submission of the approved Final Plat in .dwg format on recordable media based on the Tennessee State Plane Coordinate System prior to signature and recording of the plat.

THE VILLAGES AT TRIUNE WEST

MURFREESBORO ROAD & HORTON HIGHWAY

TRIUNE COMMUNITY, WILLIAMSON COUNTY, TN

CONCEPT PLAN

GENERAL INFORMATION

SUBJECT PROPERTY OWNERS

ROBERT JACOB LAMB AND
WIFE, EVA NEWBY LAMB
MAP 114, PARCEL 18
BK. 1035, PG. 599

DAVID P. ELDREDGE AND WIFE,
REBECCA S. ELDREDGE
MAP 114, PARCEL 20
BK. 788, PG. 224
BK. 502, PG. 888
BK. 499, PG. 275

MANUEL C. SAUCEDA
MAP 113, PARCEL 69
BK. 4479, PG. 246
P.B P48, PG. 4

CATHY C. CORNWELL
MAP 114, PARCEL 22
BK. 2369, PG. 326
MAP 114, PARCEL 22.01
BK. 9226, PG. 882

TRIUNE INVESTMENT INC.
MAP 114, PARCEL 21
BK. 8234, PG. 467

KEY 7 REAL ESTATE, LLC,
AN ALABAMA LIMITED LIABILITY COMPANY
MAP 113, PARCEL 70
BK. 7129, PG. 740

THE ERNEST AND JOSEPHINE HENSON
LIVING TRUST
MAP 114, PARCEL 16
BK. 2459, PG. 418

DEVELOPER

Ashby Communities, LLC
P.O. Box 190 Arrington, TN 37014
Contact: John Powell
Phone: 615-496-8681

CIVIL ENGINEER

Crunk Engineering LLC
7112 Crossroads Boulevard, Suite 201
Brentwood, TN 37027
Contact: Will Crunk, PE
Phone: 615.873.1795
Email: will@crunkeng.com

SURVEYOR

CEC, INC.
117 SEABOARD LANE, SUITE E-100
FRANKLIN, TN 37067
CONTACT: JAMES COOLEY
jcooley@cecinc.com

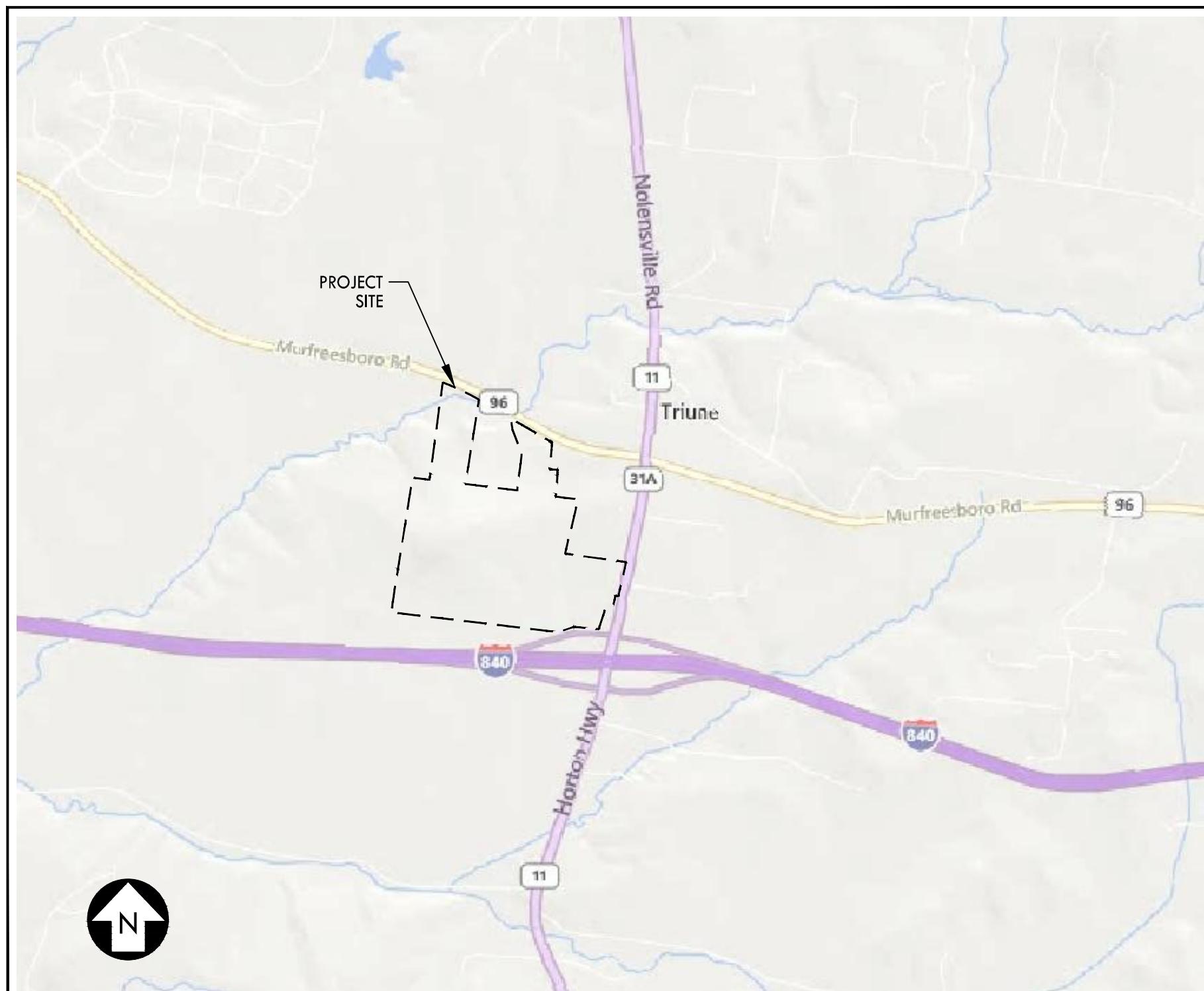
UTILITIES

WATER: NOLENSVILLE/COLLEGE GROVE UTILITY DISTRICT
615-776-2511
2002 JOHNSON INDUSTRIAL BLVD.
NOLENSVILLE, TN 37135

SANITARY SEWER: SUPERIOR WASTEWATER SYSTEMS, LLC
615-834-1222
9539 MULLENS ROAD
ARRINGTON, TN 37014

ELECTRIC: MIDDLE TENNESSEE ELECTRIC
2156 EDWARD CURD LANE
FRANKLIN, TN 37067

GAS: ATMOS ENERGY
810 CRESCENT CENTRE DRIVE, SUITE 600
FRANKLIN, TN 37067



LOCATION MAP

SCALE: 1" = 2,000'

Sheet List Table

Sheet Number	Sheet Title
C0.0	COVER SHEET
C1.0	EXISTING CONDITIONS
C2.0	OVERALL SITE LAYOUT PLAN
C2.1	SITE LAYOUT PLAN
C2.2	SITE LAYOUT PLAN
C2.3	SITE LAYOUT PLAN
C2.3	LOT TABLES
C3.0	OPEN SPACE PLAN

FLOOD NOTE:
THERE IS NO PORTION OF THE SUBJECT
PROPERTIES THAT LIES WITHIN THE 100 YEAR
FLOODPLAIN BASED ON FEMA PANEL
47187C0385G DATED 12/20/2024.

NATURAL GAS NOTE:
DEVELOPER TO NOTIFY THE OPERATOR OF THE
NATURAL GAS TRANSMISSION PIPELINE AS
REQUIRED BY TCA 13-3-414.

CRUNK ENGINEERING LLC
7112 CROSSROADS BOULEVARD
SUITE 201
BRENTWOOD, TN 37027
(615) 873-1795
www.crunkeng.com



THE VILLAGES AT TRIUNE WEST
TRIUNE, WILLIAMSON COUNTY, TENNESSEE

REVISIONS	DATE
No. 1	02/26/2025

02/26/2025 24069
C0.0
COVER SHEET

ATTACHMENT 14-1A

ATTACHMENT 14-1C

NK ENGINEERING LLC
112 CROSSROADS BOULEVARD
SUITE 201
BRENTWOOD, TN 37027
(615) 873-1795
WWW.CRUNKENG.COM



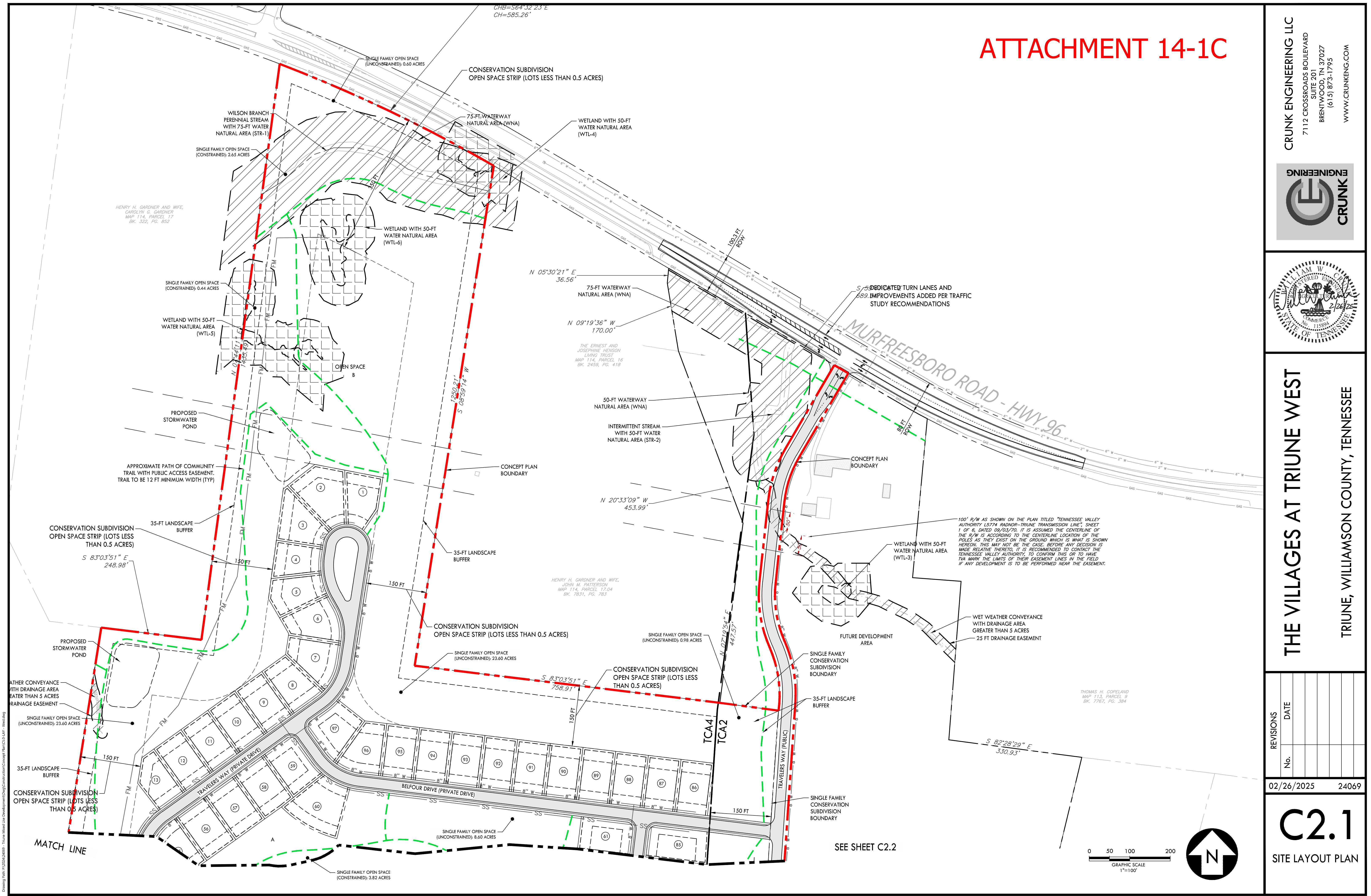
THE VILLAGES AT TRIUNE WEST

TRIUNE, WILLIAMSON COUNTY, TENNESSEE

DATE					
No.					
/26/2025					24069

C2.1

WHITE LAYOUT PLAN





THE VILLAGES AT TRIUNE WEST

TRIUNE, WILLIAMSON COUNTY, TENNESSEE

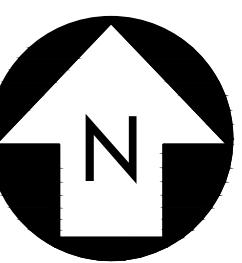
ATTACHMENT 14-1D

200 200

C2.Z

SITE LAYOUT PLAN

GRAPHIC SCALE
1"=100'



ATTACHMENT 14-1E

JNK ENGINEERING LLC
1112 CROSSROADS BOULEVARD
SUITE 201
BRENTWOOD, TN 37027
(615) 873-1795
WWW.CRUNKENG.COM



THE VILLAGES AT TRIUNE WEST

TRIUNE, WILLIAMSON COUNTY, TENNESSEE

REVISIONS	DATE					
No.						
	2/26/2025					
						24069

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24.3

SITE LAYOUT PLAN

THE EXPOSED TEAM

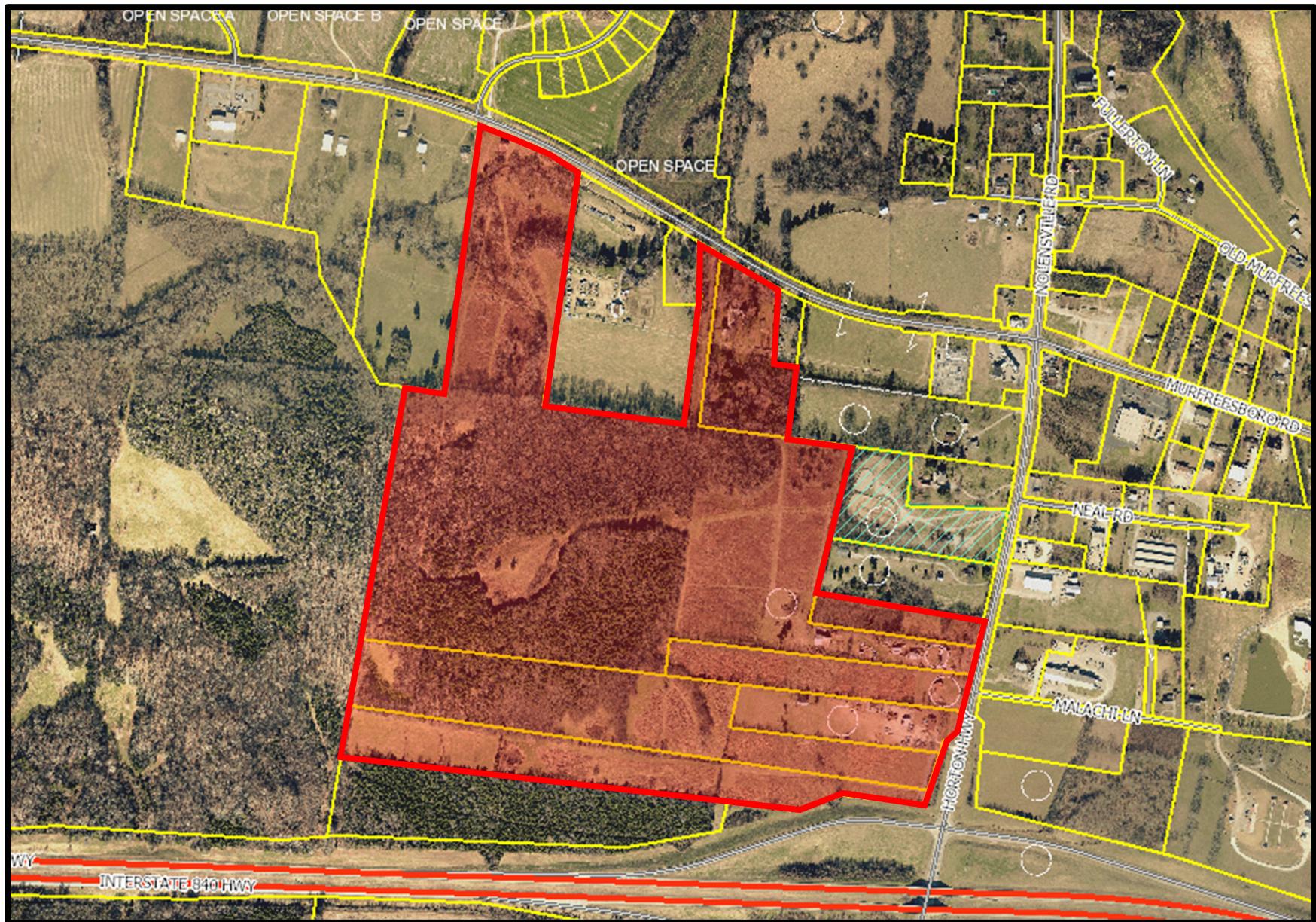
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C2.3

SITE LAYOUT PLAN

10 of 10 pages

ATTACHMENT 14-2



ATTACHMENT 14-3



MEMORANDUM

To: Aaron Holmes, Williamson County Planning Department
From: Kayla Ferguson, P.E., AICP; Burch Transportation, LLC
Date: 3/3/2025
Subject: Triune Mixed-Use TIS Review

This memorandum provides the findings of the independent review of the Triune Mixed-Use TIS submitted to Williamson County Planning on 2/20/2025 for a concept plan submittal. The review focused on the following three items: consistency with assumptions discussed in the traffic study scoping and included in the executed MOUA, review of the traffic operational analyses, and evaluation of recommended infrastructure improvements. Based on this review, we identify any necessary modifications to the traffic study and/or the recommendations that ensure consistency with the County's Traffic Study Guidelines and mitigate impacts of the proposed project.

General Project Information and Traffic Study Scope

The Triune Mixed-Use development proposal includes a new development plan located on either side of Horton Highway (US 41A/SR 11) between Murfreesboro Road (SR 96) and I-840 in the Triune area of Williamson County. The proposed development plan is referred to as Triune East and Triune West based on its bifurcation via Horton Highway. The two sites will each include a mix of residential unit types and commercial space and have six total accesses proposed – two on Murfreesboro Road and four on Horton Highway. Based on the proposed density and trip generation of the development, a Traffic Impact Study was required. A traffic study scoping call was conducted with the applicant's traffic study preparer on August 21, 2024. The outcome of this meeting was an agreed upon set of assumptions and study parameters for the traffic study. Table 1 identifies key traffic study elements and an evaluation of their consistency with the agreed upon scope. As noted, the traffic study submitted accurately reflects the current concept plan and the scope as agreed upon in the MOUA.

Table 1: Review of Traffic Study Scope Elements

Project Characteristic	Documented in Traffic Study	Consistent with MOUA?
Proposed Land Use and Density	342 single-family residential units 98 multifamily residential units 42,400 sf restaurant space 54,400 sf retail space 45,000 sf supermarket 16,000 sf hardware store 50,400 sf office space 318-room hotel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Trip Generation	AM: 1,184 total / 612 enter / 572 exit PM: 1,777 total / 938 enter / 839 exit	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>Notes: Exact trip totals are higher than presented in MOUA, but calculations are appropriate and correct.</i>
Buildout and Background Growth	Buildout Horizon: 2026 / 2031 Annual Growth Rate: 1.0% Site Specific Growth: Burns Property, Troubadour, Kings Chapel, Hardeman Springs, Fiddler's Glen, and Patterson Road Development	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Study Area	Segments: Murfreesboro Road; Horton Hwy Intersections: <ul style="list-style-type: none">• Horton Highway / I-840 EB ramp• Horton Highway / I-840 WB ramp• Horton Highway / Murfreesboro Road• Horton Highway and Malachi Lane/Site Access• Horton Highway / Triune East Site Access• Horton Highway / Triune West Site Access• Malachi Lane / Site Access• Murfreesboro Road / Triune West Site Access• Murfreesboro Road / Triune East Site Access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>Notes: Additional site accesses were included to reflect changes in the site plan following the MOUA execution.</i>

Traffic Operational Analyses

The operational analyses for the intersections and roadway segments within the study area were based on methods from *Highway Capacity Manual*. The following bullets highlight a review of the analysis as documented in the TIA:

- Data to support the traffic analyses was collected from 7:00-9:00 AM and 4:00-6:00 PM on Thursday, September 5, 2024 when local schools were in session.
- Based on the data collected and capacity analysis, there are multiple critical turning movements that operate at LOS E or worse during existing peak hour conditions. More specifically, minor street left turn movements on the I-840 eastbound and westbound ramps as well as multiple movements at the signalized intersection of Murfreesboro

Road and Horton Highway/Nolensville Road all currently operate unacceptably during at least one if not both peak hours.

- Background and projected capacity analysis is divided into two horizon years. The first represents a 2026 buildout year, which is expected to include all of the proposed residential density in the Triune East and Triune West developments. The second represents a 2031 buildout year, which is expected to include all of the non-residential density.
- Continued growth in the region as well as this specific area of the County add significant peak hour volumes to the critical intersections over the 7-year buildout horizon. This causes already-failing movements to further deteriorate with significant increases in average vehicular delays during peak hours before construction of the Triune mixed-use development. The most significant delay is predicted for vehicles turning left from the stop-controlled I-840 eastbound ramp onto Horton Highway, averaging ~5 minutes per vehicle in the AM peak hour and ~27 minutes per vehicle in the PM peak hour in 2031.
- Addition of the proposed Triune Mixed-Use project causes significant increases in delays for aforementioned critical turning movements at existing intersections. Table 2 highlights the specific scenario in which critical turning movements are expected to operate at LOS E (indicated with green shading) and the corresponding vehicular delay expressed in seconds per vehicle. For the 2026 and 2031 projected scenarios, the additional delay added by the proposed project is shown in parentheses.
- As shown in Table 2, the intersection of Horton Highway and Murfreesboro Road has multiple movements that already operate at LOS E, but the relative increase of delay caused by the Triune Mixed-Use development is low. For example, the proposed development is expected to add a maximum of 36 seconds to any of these movements, specifically the westbound through/right turn movement. It should be noted that TDOT has plans to eventually widen the Murfreesboro Road in the vicinity of the Triune Mixed-Use project. The widening of Murfreesboro Road will also include capacity improvements at this intersection that will help to alleviate the existing and projected delays. However, no funding is allocated for this project and the anticipated completion is, therefore, unknown.
- By contrast, delays added to the unsignalized I-840 ramps with completion of the proposed project are significant. Traffic signal warrant analyses were conducted to determine if and when traffic volumes would justify the need for traffic signals at these locations. According to methodology set forth in the MUTCD and the typical requirement to satisfy an 8-hour volume warrant on State Routes like Horton Highway, both of these ramp intersections warrant traffic signal control under existing conditions. Further, the study notes that additional capacity will be needed along Horton Highway, specifically right turn lanes onto the I-840 ramps, in addition to traffic signal control to mitigate projected delays.

Table 2: Summary of Critical Existing Intersection Operations

Intersection	Critical Movement	Peak Hour	Average Delay in Seconds/Vehicle (Development-Induced Increase)				Projected 2031	Projected 2031
			2024 Existing	2026 Background	2031 Background	Projected		
Horton Highway and Murfreesboro Road	NB Left Turn	AM	77 sec	101 sec	114 sec	96 sec (-5)	132 sec (+18)	
	NB Left Turn	PM						
	SB Through/Right Turn	AM	80 sec	114 sec	122 sec	124 sec (+10)	145 sec (+23)	
	SB Through/Right Turn	PM				56 sec (+17)	55 sec (+11)	
	WB Through/Right Turn	AM	77 sec	99 sec	118 sec	107 sec (+8)	154 sec (+36)	
	WB Through/Right Turn	PM						
	EB Left Turn	AM			76 sec	89 sec	66 sec (-10)	83 sec (-6)
	EB Left Turn	PM						
I-840 WB Ramps and Horton Highway	EB Through/Right Turn	AM						
	EB Through/Right Turn	PM						
	WB Left Turn	AM			65 sec	85 sec	60 sec (+23)	52 sec (+10)
	WB Left Turn	PM	38 sec	126 sec	171 sec	373 sec (+308)	761 sec (+676)	
I-840 EB Ramps and Horton Highway	WB Right Turn	AM			38 sec	38 sec	38 sec (+0)	1,193 sec (+1,022)
	WB Right Turn	PM						
	EB Left Turn	AM	96 sec	215 sec	305 sec	489 sec (+274)	1,754 sec (+1,449)	
	EB Left Turn	PM	552 sec	1,177 sec	1,613 sec	2,444 sec (+1,267)	6,655 sec (+5,042)	

- Based on the presented traffic volumes and the methodologies in *NCHRP Report 457 – Evaluating Intersection Improvements: An Engineering Study Guide*, turn lanes are warranted at the following site accesses during different build years (shown in parentheses) for the proposed development:
 - Northbound right turn lane on Horton Highway at southern Site Access (2026)
 - Southbound right turn lane on Horton Highway at southern Site Access (2031)
 - Northbound right turn lane on Horton Highway at Malachi Lane/Site Access (2026)
 - Northbound left turn lane on Horton Highway at Malachi Lane/Site Access (2026)
 - Southbound right turn lane on Horton Highway at Malachi Lane/Site Access (2026)
 - Southbound left turn lane on Horton Highway at Malachi Lane/Site Access (2026)
 - Eastbound right turn lane on Murfreesboro Road at West Site Access (2026)
 - Westbound left turn lane on Murfreesboro Road at West Site Access (2026)
 - Westbound left turn lane on Murfreesboro Road at East Site Access (2031)
- Deceleration lengths for the recommended turn lanes are based on a 35-mph speed, which is 10 mph lower than the 45-mph posted speed limit south of the site on Horton Highway and on Highway 96. This is typical in constrained situations where vehicles are assumed to begin decelerating in the adjacent through lane. North of the project site, the posted speed limit is 35 mph on Horton Highway near the Highway 96 traffic signal.
- Recommended storage lengths were sourced from the *Highway Capacity Manual* based on facility type and context as well as TDOT's review of the preliminary design plans. The recommended storage lengths are expected to be sufficient to accommodate projected queues output from the capacity analysis.
- Intersection sight distance was not evaluated in the TIS as requested in the scoping call by TDOT but were later provided with proposed site plans submitted to the County for review. These exhibits show the available sight distance at the proposed intersections of Highway 96 and the Triune East and Triune West accesses. Based on examination of those exhibits, sufficient intersection sight distance is available at these locations. Exhibits were not provided for the site accesses on Horton Highway; however, based on street view imagery, it is anticipated that intersection sight distance at these locations is sufficient.
- Per TDOT's request, SIDRA analysis was conducted for the intersection of Horton Highway and Malachi Lane/Site Access. The significant volume northbound and southbound on Horton Highway causes a single lane roundabout to operate at LOS F with significant queues under projected conditions. A multilane roundabout that provides additional capacity for these movements would improve LOS and resolve queue issues; however, this was not recommended in the TIS based on potential property restrictions.

Based on the review of traffic study, it appears that the operational analyses are based on reasonably correct peak hour volumes, intersection laneage, and traffic control.

Recommended Infrastructure Improvements

Based on the operational analysis as well as signal and turn lane warrants, the following infrastructure improvements are recommended in the TIS. The timing of each improvement is denoted in parentheses. For each set of improvements, a response is noted below.

1. Murfreesboro Road with Triune East Site Driveway (Phase 1 – 2026 and Phase 2 – 2031)

- Implement unsignalized intersection control (stop on minor street approach)
- Construction of northbound Site Driveway shared left/right turn lane
- Construction of westbound Murfreesboro Road left turn lane (595 feet total length including taper, deceleration and storage)

Review Evaluation: This recommended improvement is consistent with the analysis presented and expectations. Design and construction plans for improvements at this intersection should be approved by TDOT and Williamson County prior to application of any building permits for Phase 2, which includes all non-residential components of the Triune East and Triune West sites. Construction of all recommended turn lanes should be completed before issuance of building permits for Phase 2.

2. Improvements at Horton Highway and Murfreesboro Road (Phase 1 – 2026 and Phase 2 – 2031)

- Optimization of traffic signal timings including cycle lengths and splits

Review Evaluation: This recommended improvement is consistent with the analysis presented and expectations. This should be completed following completion of both phases in 2026 and 2031.

3. Murfreesboro Road with Triune West Site Driveway (Phase 1 – 2026)

- Implement unsignalized intersection control (stop on minor street approach)
- Construction of westbound Murfreesboro Road left turn lane (595 feet total length including taper, deceleration and storage)
- Construction of eastbound Murfreesboro Road right turn lane (360 feet total length including taper, deceleration and storage)
- Site Driveway northbound left turn lane (100 ft of storage plus taper) and northbound right turn lane

Review Evaluation: This recommended improvement is consistent with the analysis presented and expectations. Design and construction plans for these turn lane improvements should be approved by TDOT and Williamson County prior to submittal of the preliminary plat for Phase 1, which includes all residential components of the Triune East and Triune West sites. Construction of all

recommended turn lanes should be completed before submittal of the final plat for Phase 1.

4. Improvements at Horton Highway and Malachi Lane/Site Access (Phase 1 – 2026)

- Implementation of signalized intersection control
- Construction of Horton Highway northbound left turn lane (355 feet total length including taper, deceleration and storage) and northbound right turn lane that extends through the upstream proposed driveway.
- Construction of Horton Highway southbound left turn lane (460 feet total length including taper, deceleration and storage) and southbound right turn lane (360 feet total length including taper, deceleration and storage)
- Construction of eastbound Site Driveway to include one left turn lane (100 ft of storage plus taper), one through lane, and one right turn lane (100 ft of storage plus taper)
- Construction of westbound Malachi Lane left turn lane (200 ft of storage plus taper) and westbound through/right turn lane
- Due to the proximity of Malachi Lane with the existing gas station and proposed Triune East/West Site Driveways, northbound turn lanes will extend beyond those driveways.

Review Evaluation: This recommended improvement is consistent with the analysis presented and expectations. With implementation of traffic signal control, left turn movements should all be protected-permitted phasing and should include right turn overlaps where applicable.

Design and construction plans for improvements at this intersection should be approved by TDOT and Williamson County prior to submittal of the preliminary plat for Phase 1, which includes all residential components of the Triune East and Triune West sites. Construction of all recommended turn lanes should be completed before submittal of the final plat for lots 1 through 24 in Phase 1. The installation of traffic signal control should be completed before submittal of the final plat for the 25th lot.

5. Horton Highway with Triune East/West Site Driveway (Phase 1 – 2026)

- Implement unsignalized intersection control (stop on minor street approach)
- Right-in-right-out (RIRO) operation for both East and West site driveways
- Construction of Horton Highway northbound right turn lane (255 feet total length including taper, deceleration and storage) and southbound right turn lane (230 feet total length including taper, deceleration and storage)

Review Evaluation: This recommended improvement is consistent with the analysis presented and expectations. Design and construction plans for these turn lane improvements should be approved by TDOT and Williamson County prior to submittal

of the preliminary plat for Phase 1, which includes all residential components of the Triune East and Triune West sites. Construction of all recommended turn lanes should be completed before submittal of the final plat for Phase 1.

6. Horton Highway with I-840 EB and WB Ramps (Phase 1 – 2026)

- The installation of traffic signal control should be implemented but should not be the sole responsibility of the developer for the Triune development. Instead, solutions with TDOT and Williamson County regarding funding of these regional improvements should be explored before full build-out of the Triune Development. However, construction of residential components for Phases 1-3 of Triune East and West should be permitted under existing traffic control with coordination with TDOT and Williamson County.

Review Evaluation: As noted in the TIS analyses, the existing unsignalized intersections of Horton Highway and the I-840 EB and WB Ramps both operate unacceptably under existing peak hour conditions. The minor street stop-controlled ramp movements experience heavy delays due to the high northbound and southbound volumes on Horton Highway. Eight-hour volume warrants as outlined in the MUTCD warrant the installation of a traffic signal at these locations in 2024. The need for this signalization is further compounded with additional background development growth and the proposed Triune Mixed-Use development.

Based on coordination with TDOT, the need for signalization and additional capacity at these ramps has already been identified through the RSAR safety process. However, funding has not been allocated for the design or construction in TDOT's current 3-Year Plan that extends through 2027. Therefore, the installation of traffic signals and right turn deceleration lanes on Horton Highway should be completed before building permits are issued for any non-residential land uses in Phase 2 of the Triune Mixed-Use development. In addition and as recommended in the TIS, the Triune Mixed-Use development should coordinate with TDOT and Williamson County to participate in the funding of these improvements.

7. Malachi Lane with Triune East Site Driveway (Phase 1 – 2026)

- Implement unsignalized intersection control (all-way stop)

Review Evaluation: Based on the projected volumes at this intersection and historic crash data, all-way stop control is unlikely to be warranted. Therefore, it is recommended that this intersection be designed and constructed as a two-way stop intersection with stop-control implemented for the northbound approach of the Triune East access.

All of the above infrastructure improvements should be constructed in tandem with the specific phase identified above. For additional clarity, the following figures highlight the specific improvements and their timing.

Figure 2a: Summary of Recommended Off-Site Improvements and Associated Timing per TIS Recommendations and 3rd Party Review

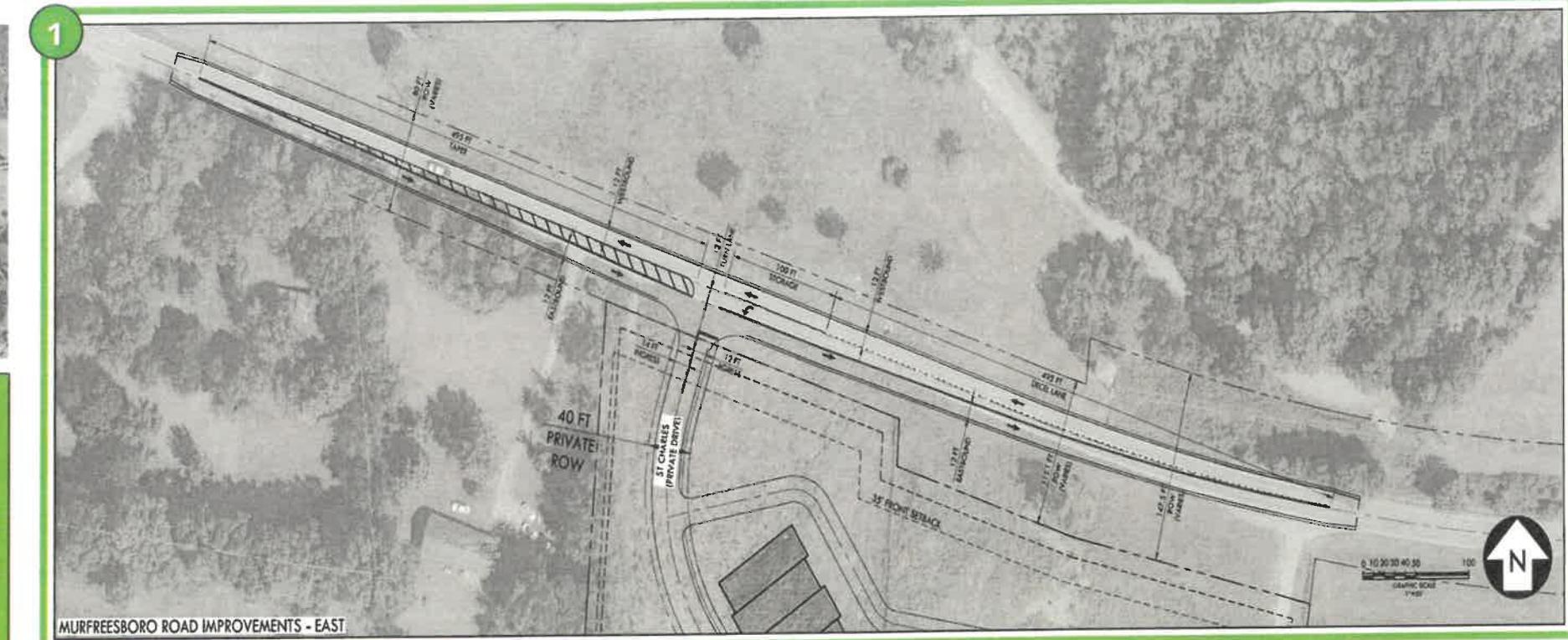


1

Add new northbound unsignalized site access on Murfreesboro Road with Phase 1.

Add westbound left turn lane on Murfreesboro Road.

- Design and construction plans must be approved by TDOT and Williamson County prior to application of any building permits for Phase 2.
- Construction of all recommended turn lanes should be completed before issuance of building permits for Phase 2.



2

Optimize traffic signal timings at Murfreesboro Road and Horton Highway/Nolensville Road including cycle lengths and splits following completion of both phases.

3

Add new northbound unsignalized site access on Murfreesboro Road with left turn lane in Phase 1.

Add westbound left turn lane and eastbound right turn lane on Murfreesboro Road

- Design and construction plans must be approved by TDOT and Williamson County prior to preliminary plat submittal for Phase 1.
- Construction of all recommended turn lanes should be completed before final plat submittal for Phase 1.

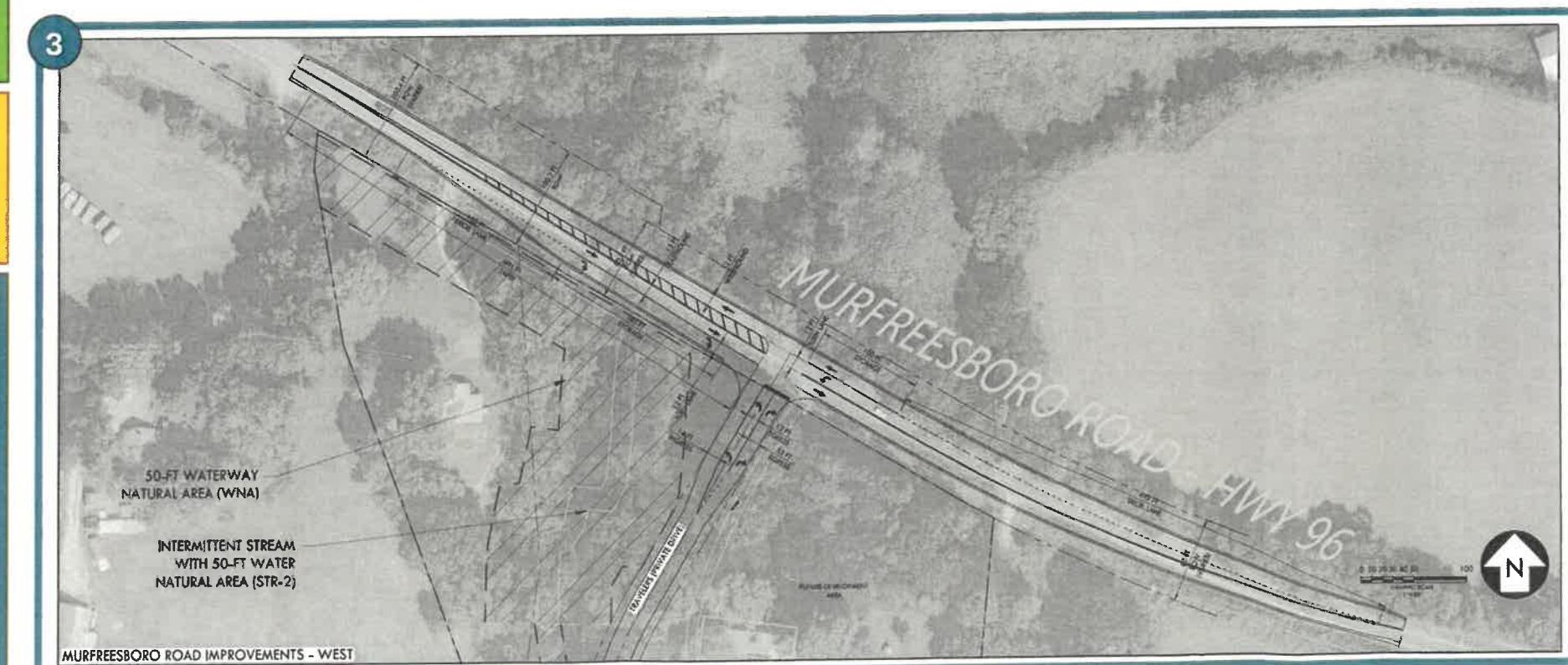


Figure 2b: Summary of Recommended Off-Site Improvements and Associated Timing per TIS Recommendations and 3rd Party Review



4

Add new eastbound site access on Horton Highway with dedicated left, through, and right turn lanes.

Add westbound left turn lane on Malachi Lane. Add northbound and southbound left and right turns lanes on Horton Highway.

- Design and construction plans must be approved by TDOT and Williamson County prior to preliminary plat submittal for Phase 1.
- Construction of all recommended turn lanes should be completed before final plat submittal for lots 1-24 in Phase 1.

Convert to signalized traffic control,

- Installation of traffic signal control should be completed before final plat submittal including the 25th lot.

5

Add new unsignalized access on Horton Highway with right-in-right-out (RIRO) operation for both East and West site driveways.

Add northbound right turn lane and southbound right turn lane on Horton Highway.

- Design and construction plans must be approved by TDOT and Williamson County prior to preliminary plat submittal for Phase 1.
- Construction of all recommended turn lanes should be completed before final plat submittal for Phase 1.

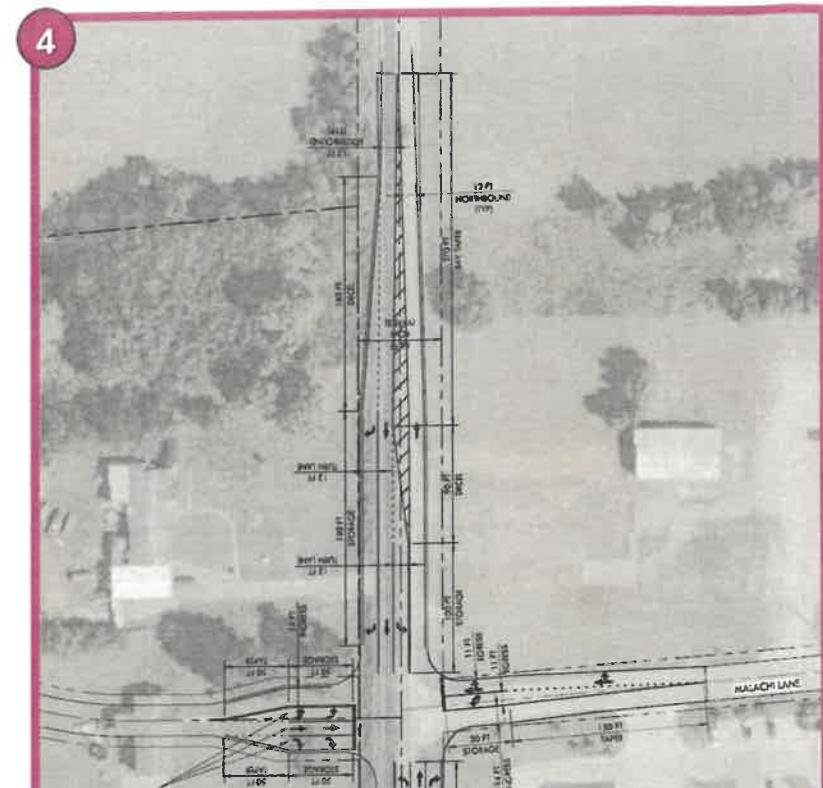
6

TDOT to add northbound and southbound right turn lanes on Horton Highway and signalize I-840 ramps.

- While not the sole responsibility of the developer, the installation of traffic signals and right turn deceleration lanes on Horton Highway should be completed before building permits are issued for any non-residential land uses in Phase 2.

7

Add new northbound unsignalized site access on Malachi Lane in Phase 1.



5



Figure 1: Location of Recommended Off-Site Improvements per TIS Recommendations and 3rd Party Review



Conclusion – Study Acceptance

The Triune Mixed-Use TIS submitted February 2025 includes all of the typically required traffic study components and identifies reasonable and beneficial infrastructure improvements to be made as a result of the proposed development. At this time, we recommend acceptance of the current traffic study and its recommendations. Timing of the various improvements associated with the various development phases should be incorporated into the conditions of approval as noted in the review comments.

Should you have any questions or need additional information, please contact me.

Sincerely,



Kayla Ferguson, PE, AICP
Burch Transportation, LLC

ORDER OF BUSINESS

WILLIAMSON COUNTY REGIONAL PLANNING COMMISSION

1. Call to order
2. Roll Call
3. Announcements
4. Public Comments
5. Consideration of Minutes
6. Consideration of Consent Agenda
7. Presentation of Agenda Items for Discussion and Action
8. Other Business

AGENDA
WILLIAMSON COUNTY REGIONAL PLANNING COMMISSION
Williamson County Administrative Complex
March 20, 2025 at 5:30 p.m.

PUBLIC COMMENTS:

Public comment is permitted on Agenda items – sign-in prior to the meeting is required.

MINUTES:

1. Approval of the February 13, 2025 Minutes

CONSENT AGENDA:

2. Consent Agenda

BONDS:

3. McDaniel Estates, Section 4 – Maintenance Bond for Roads, Drainage and Erosion Control located off McDaniel Road.
4. Redemption City Church – Performance Bond for Sewer (City of Franklin) located off Clovercroft Road.
5. Starnes Creek, Section 3 – Performance Bond for Wastewater Collection System located off Meeks Road.
6. Starnes Creek, Section 3 – Performance Bond for Water (Milcrofton) located off Meeks Road.
7. Starnes Creek, Section 3 – Performance Bond for Roads, Drainage and Erosion Control located off Meeks Road.
8. Stephens Valley, Section 8 – Maintenance Bond for Roads, Drainage and Erosion Control located off Sneed Road.
9. Swanson Ridge - Maintenance Bond for Roads, Drainage and Erosion Control located off Kittrell Road.
10. Terravista – Maintenance Bond for Wastewater Collection System located off Meeks Road.

11. The Mill at Bond Springs, Section 3 – Performance Bond for Roads, Drainage and Erosion Control located off Bethesda Road.

OLD BUSINESS:

12. Preliminary Plat Review for Susan Hollow LLE Subdivision, containing 4 lots on 31.13 acres off of Pewitt Road in the 1st Voting District (1-2024-326). **WITHDRAWN**

13. Concept Plan Review for The Villages at Triune East Mixed-Use Development, containing 61 Single-Family Lots and 62 Multi-Family Lots on 63.78 acres located off Horton Highway and Murfreesboro Road in the 5th Voting District (1-2024-210). **PUBLIC HEARING HELD ON FEBRUARY 13, 2025**

14. Concept Plan Review for The Villages at Triune West Mixed-Use Development, containing 103 Single-Family Lots and 130 Multi-Family Lots on 156.26 acres located off Murfreesboro Road and Horton Highway in the 5th Voting District (1-2024-207). **PUBLIC HEARING HELD ON FEBRUARY 13, 2025**

15. Final Plat Review for Wyelea, Section 1, containing 16 lots on 154.24 acres located off Del Rio Pike in the 10th Voting District (1-2024-411).

PUBLIC HEARINGS:

16. Resolution to Adopt the Arrington Village Special Area Plan

17. Concept Plan Review (Revised) for Stephens Valley, containing 791 lots located on 726.45 on Sneed Road in the 8th Voting District (1-2024-209).

18. Concept Plan Review for Burns Subdivision, containing 99 lots located on 173.32 acres, located on Patton Road in the 5th Voting District (1-2024-203).

CONCEPT PLANS:

19. Concept Plan Review (Revised) for Little Creek Farms Subdivision, containing 18 lots located on 57.08 acres, located on Wilson Pike in the 4th Voting District (1-2024-211).

PRELIMINARY PLATS:

20. Preliminary Plat Review (Revised) for Little Creek Farms Subdivision, containing 18 lots on 57.08 acres located on Wilson Pike in the 4th Voting District (1-2024-333).

21. Preliminary Plat Review for Star Creek Subdivision, containing 9 lots on 232 acres located on Arno-College Grove Road in the 2nd Voting District (1-2024-332).
22. Preliminary Plat Review (Revised) for Hyde Park Estates Subdivision, containing 16 lots on 109.69 acres located on Hyde Road in the 2nd Voting District (1-2024-330).
23. Preliminary Plat Review for Parrish LLE Subdivision, containing 4 lots on 39.75 acres located on Horton Highway in the 1st Voting District (1-2024-320).
24. Preliminary Plat Review for Wyelea Farm Subdivision, Phase 2, containing 53 lots on 164.5 acres located on Del Rio Pike in the 9th Voting District (1-2024-331).

FINAL PLATS:

25. Final Plat Review for Reeds Vale Subdivision, Section 4, containing 70 lots on 62.32 acres located on Lampkins Bridge Road in the 5th Voting District (1-2024-421).

OTHER BUSINESS

26. Establishment of a Landscaping Bond for White Horse Farms, LLC located at 4508 Murfreesboro Rd in the 4th Voting District.

**MINUTES OF THE
WILLIAMSON COUNTY REGIONAL PLANNING COMMISSION
MEETING OF FEBRUARY 13, 2025**

MEMBERS PRESENT

David Bailey
Robin Baldree
Brian Clifford
Don Crohan
Lee Kennedy
Jessica Lucyshyn
Keith McCord
Sammie McCoy
Eddie Sanders

STAFF PRESENT

Michael Matteson, Community Development
Director
Aaron V. Holmes, Planning Director
Michael Scott, Ass't to County Engineer
Kristi Ransom, Attorney
Joe James, Planning Coordinator
Lincoln Sweet, Senior Planner
Charlie Waldrop, Planning Technician
Michelle Mullins, Planning Assistant

The Williamson County Regional Planning Commission met in regular session Thursday, February 13, 2025, at 5:30 p.m. in the Auditorium of the Williamson County Administrative Complex. Commissioners Hatcher, Lane and Richter were unable to attend.

Chairman McCoy called the meeting to order and took Roll Call. A quorum was present.

Chairman McCoy asked if there were any announcements.

Mr. Holmes announced the following:

- Item 30 and Item 38 have been withdrawn from the Agenda;
- Revised report for Item 23 recommending deferral to the March Planning Commission Meeting and revised Consent Agenda reflecting this provided to Commissioners;
- Consideration to endorse the Arrington Village Plan will occur at the County Commission meeting on March 10th followed by the consideration to adopt the Plan before this body at the Planning Commission meeting on March 20th; and
- Reminder that the March Planning Commission Meeting will be held on the third Thursday of March, March 20th.

PUBLIC COMMENT:

No one signed up to speak.

CONSIDERATION OF JANUARY 9, 2025 MINUTES:

Chairman McCoy asked if there were comments on the Minutes. Hearing none, he asked for a motion.

Commissioner Crohan made a motion to approve the January 9, 2025 Minutes. The motion was seconded by Commissioner Baldree. The motion was unanimously approved.

CONSENT AGENDA:

Chairman McCoy mentioned Item 35 and Item 46 were added to the Consent Agenda. He asked if there was any need for discussion of the Consent Agenda. With no response, he then asked for a motion.

Commissioner Crohan made a motion to approve the Consent Agenda per Staff recommendations. Commissioner Baldree seconded the motion. The motion was unanimously approved.

BONDS:

3. 1200 Old Hillsboro Road – Performance Bond for Landscaping - \$90,600
Recommendation: Extend in the current amount for one (1) year.
4. Burning Tree Farms, Section 2 – Performance Bond for Roads, Drainage and Erosion Control - \$198,000
Recommendation: Reduce this bond to maintenance in the amount of \$99,000 for a period of one (1) year.
5. Crowell Property WW Area – Performance Bond for Wastewater Treatment and Disposal System - \$320,500
Recommendation: Extend in the current amount for one (1) year.
6. Currey Ingram Academy – Performance Bond for Wastewater Treatment and Disposal System - \$90,000
Recommendation: Convert to maintenance in the current amount for a period of two (2) years.
7. Daventry, Section 5 – Maintenance Bond for Roads, Drainage and Erosion Control - \$700,000
Recommendation: Reduce maintenance amount to \$525,000 for a period of one (1) year.
8. Fairhaven – Performance Bond for Wastewater Collection System - \$663,020
Recommendation: Extend in the current amount for one (1) year.
9. Fairhaven – Performance Bond for Roads, Drainage and Erosion Control - \$1,510,000
Recommendation: Reduce performance amount to \$755,000 for a period of one (1) year.
10. Fairhaven – Performance Bond for Landscaping - \$261,866
Recommendation: Defer until the May 2025 meeting.
11. Fiddlers Glen, Section 1 – Performance Bond for Wastewater Collection System - \$178,000
Recommendation: Extend in the current amount for one (1) year.
12. Fiddlers Glen, Section 1 – Performance Bond for Roads, Drainage and Erosion Control - \$2,887,000
Recommendation: Extend in the current amount for one (1) year.
13. Hart's Landmark – Maintenance Bond for Water (City of Franklin) - \$20,600
Recommendation: Extend in the current amount for one (1) year.
14. High Park Hill WW Area – Performance Bond for Wastewater Treatment and Disposal System - \$381,600
Recommendation: Convert to maintenance in the current amount for a period of two (2) years.
15. Long Lane WW Area – Maintenance Bond for Wastewater Treatment and Disposal System - \$283,000
Recommendation: Release the bond.
16. Lookaway Farms, Section 1 – Maintenance Bond for Roads, Drainage and Erosion Control - \$375,000
Recommendation: Extend in the current amount for one (1) year.

17. Lookaway Farms, Section 3 - Maintenance Bond for Roads, Drainage and Erosion Control - \$400,000
Recommendation: Extend in the current amount for one (1) year.
18. McDaniel Estates, Section 3 – Maintenance Bond for Wastewater Collection System - \$54,600
Recommendation: Release the bond.
19. Redemption City Church – Performance Bond for Landscaping - \$159,225
Recommendation: Extend in the current amount for one (1) year.
20. Redemption City Church – Performance Bond for Water (Milcrofton) - \$18,132
Recommendation: Release the bond.
21. St. Marlo, Section 4 – Maintenance Bond for Roads, Drainage and Erosion Control - \$800,000
Recommendation: Reduce maintenance amount to \$600,000 for a period of one (1) year.
22. St. Marlo, Section 4 – Maintenance Bond for Water (Milcrofton) - \$31,600
Recommendation: Release the bond.
23. Terravista WW System – Maintenance Bond for Wastewater Treatment and Disposal System - \$120,000
Recommendation: Defer until March 2025 meeting.
24. The Grove, Section 14 – Maintenance Bond for Wastewater Collection System - \$64,440
Recommendation: Release the bond.
25. The Grove, Section 15 – Maintenance Bond for Roads, Drainage and Erosion Control - \$975,000
Recommendation: Extend in the current amount for one (1) year.
26. Troubadour, Section 12A – Maintenance Bond for Water (Milcrofton) - \$119,500
Recommendation: Release the bond.
27. Troubadour, Section 12A – Performance Bond for Wastewater Collection System - \$78,000
Recommendation: Extend in the current amount for one (1) year.
28. Troubadour, Section 12A – Performance Bond for Roads, Drainage and Erosion Control - \$650,000
Recommendation: Reduce performance amount to \$325,000 for a period of one (1) year.

DEFERRAL ITEM:

ITEM 35

**PRELIMINARY PLAT REVIEW FOR SUSAN HOLLOW LLE SUBDIVISION,
CONTAINING 4 LOTS ON 31.13 ACRES LOCATED OFF PEWITT ROAD IN THE
1ST VOTING DISTRICT (1-2024-326) .**

Staff recommended deferral until the March 2025 meeting.

FINAL PLAT:

ITEM 46

FINAL PLAT REVIEW FOR HIGH PARK HILL, SECTION 4, CONTAINING 40 LOTS ON 81.11 ACRES LOCATED OFF MURFREESBORO ROAD IN THE 5TH VOTING DISTRICT (1-2024-420).

Mr. Waldrop reviewed the background (see Staff Report) recommending approval of this Final Plat with the following conditions:

1. The approved HOA documents must be recorded concurrently with the recording of the Final Plat;
2. Establishment of a performance bond for roads, drainage and erosion control in the amount of \$1,000,000. This amount is based on work completed;
3. Establishment of a performance bond for water improvements in favor of Milcrofton Utility District in the amount of \$310,112;
4. Per the recommendation of the county's consultant, establishment of a performance bond in the amount of \$121,300 for the wastewater collection system;
5. Execution of a Stormwater Maintenance Agreement and submission of an Operation and Maintenance Plan for stormwater improvements; and
6. Submission of the approved Final Plat in .dwg format on recordable media based on the Tennessee State Plane Coordinate System prior to signature and recording of the plat.

OLD BUSINESS

Chairman McCoy recused himself from Item 29. Vice-Chairman Crohan chaired for this Item.

ITEM 29

FINAL PLAT REVIEW FOR WYELEA SUBDIVISION, SECTION 1, CONTAINING 16 LOTS ON 154.24 ACRES LOCATED OFF DEL RIO PIKE IN THE 10TH VOTING DISTRICT (1-2024-411).

Mr. Waldrop reviewed the background (see Staff Report) recommending deferral of this Final Plat with the following conditions:

1. A Zoning Certificate must be obtained for the completed Nontraditional Wastewater Treatment and Disposal System. Prior to issuance of the Zoning Certificate, the applicant shall provide the following:
 - a. A letter from TDEC indicating that the Nontraditional Wastewater Treatment and Disposal System was installed and is functioning;
 - b. As-built drawings showing the location of all system components and a sealed certification letter from the design engineer indicating that said expansion was constructed in accordance with the approved construction plans and specifications;

- c. A letter from the owner/utility provider indicating that it has accepted the said system and is currently operating same;
 - d. Per the recommendation of the County's Wastewater Consultant, establishment of a Performance Bond for the Treatment and Disposal System in the amount of \$174,429; and
 - e. Execution of Performance Agreements for the above referenced surety as it relates to the Nontraditional Wastewater Treatment and Disposal System.
2. Establishment of a Performance Bond for Roads, Drainage and Erosion control in the amount of \$1,263,000;
3. Per the recommendation of the County's Wastewater Consultant, establishment of a performance bond for the wastewater collection system in the amount of \$203,000;
4. Establishment of a Maintenance Bond for Water Improvements in favor of the City of Franklin in the amount of \$3,177,000;
5. Establishment of a Performance Bond for Landscaping Improvements in the amount of \$28,458
6. Execution of Performance Agreements for the above referenced sureties;
7. Submittal of the corrected HOA documents, consistent with the requirements of the Zoning Ordinance. Approval of these documents by the County Attorney is required prior to execution and recordation of the Final Plat. The HOA documents, once approved, must be recorded concurrently with the recording of the Final Plat;
8. Execution of a Stormwater Maintenance Agreement and submission of an Operation and Maintenance Plan for stormwater improvements; and
9. Submission of the approved Final Plat in .dwg format on recordable media based on the Tennessee State Plane Coordinate System prior to signature and recording of the plat.

Vice-Chairman Crohan asked if the applicant was present.

Sean McGallum with Wilson and Associates represented the applicant. He stated that he was requesting the deferral, because the developer is trying to complete the project without sureties and that there was concern about them being able to get the plat recorded within the 60 day time period once the Planning Commission approved the Plat.

Commissioner McCord asked if Staff had any issue with the deferral and if it would cause a disruption.

Mr. Holmes responded that it would not cause any disruption for Staff and did confirm that there is a 90-day time period within which the sureties must be posted following approval of the Final Plat and then an additional 30 days to record the plat.

The applicant stated their intention was to complete all infrastructure and improvements without the sureties being posted.

There being no further discussion, Vice-Chairman Crohan asked for a motion.

Commissioner Clifford made a motion to defer to the March Meeting. Commissioner Bailey seconded the motion. The motion was unanimously approved.

ITEM 30

B MILLER RECYCLING, LOCATED ON 16.56 ACRES AT 1979 CARTERS CREEK PIKE IN THE 9TH VOTING DISTRICT (5-2024-011).

This Item has been Withdrawn from the Agenda.

ITEM 31

PRELIMINARY PLAT REVIEW FOR MCKENNA LLE SUBDIVISION, CONTAINING 4 LOTS ON 24 ACRES LOCATED OFF BETHESDA-DUPLEX ROAD IN THE 2ND VOTING DISTRICT (1-2024-322).

Mr. Sweet reviewed the background (see Staff Report) recommending approval with the following conditions:

1. A Notice of Coverage issued by TDEC will be required prior to the issuance of a Land Disturbance Permit;
2. A Land Disturbance Permit must be obtained for the overall development;
3. Prior to submittal of the Final Plat, driveway and drainage infrastructure must be complete, consistent with Zoning Ordinance requirements; and
4. Satisfaction of Section 3.05 of the Subdivision Regulations, as it pertains to fire apparatus access requirements.

Chairman McCoy asked if there were any questions.

Commissioner Lucyshyn asked what notifications are sent to property owners of adjoining properties.

Mr. Holmes advised there is not a notification requirement for this type of development.

There being no further discussion, Chairman McCoy asked for a motion.

Commissioner Crohan made a motion to approve per Staff recommendations. Commissioner Sanders seconded the motion. The motion was unanimously approved.

ITEM 32

FINAL PLAT REVIEW FOR BLYTHE MEADOWS LLE SUBDIVISION, CONTAINING 5 LOTS ON 32.55 ACRES LOCATED OFF SPANNERTOWN ROAD IN THE 5TH VOTING DISTRICT (1-2024-416).

Mr. Waldrop reviewed the background (see Staff Report) recommending approval with the following conditions:

1. Prior to signature of the Final Plat, the applicant shall submit a covenant that declares the access easement is not a public road and further declares the joint maintenance by all property owners who use said access easement. The covenant shall be recorded concurrently with the recording of the plat; and

2. Demonstration of compliance with Section 3.05 of the Subdivision Regulations, Fire Apparatus Access, prior to building permit issuance.

Chairman McCoy asked if there were any questions. Hearing none, Chairman McCoy asked for a motion.

Commissioner Sanders made a motion to approve per Staff recommendations. Commissioner Clifford seconded the motion. The motion was unanimously approved.

ITEM 33

FINAL PLAT REVIEW FOR FAIR FARM LLE SUBDIVISION, CONTAINING 5 LOTS ON 42.48 ACRES LOCATED OFF SPANNTOWN ROAD IN THE 5TH VOTING DISTRICT (1-2024-417).

Mr. Waldrop reviewed the background (see Staff Report) recommending approval with the following conditions:

1. Prior to signature of the Final Plat, the applicant shall submit a covenant that declares the access easement is not a public road and further declares the joint maintenance by all property owners who use said access easement. The covenant shall be recorded concurrently with the recording of the plat; and
2. Demonstration of compliance with Section 3.05 of the Subdivision Regulations, Fire Apparatus Access, prior to building permit issuance.

Chairman McCoy asked if there were any questions regarding this project.

Commissioner Baldree asked if this was close in proximity to the Item that was previously approved.

Mr. Waldrop confirmed they were next to each other.

There being no further discussion, Chairman McCoy asked for a motion.

Commissioner Crohan made a motion to approve per Staff recommendations. Commissioner Baldree seconded the motion. The motion was unanimously approved.

ITEM 34

ARBORS AT LEIPERS FORK SUBDIVISION (REVISED), CONTAINING 18 LOTS ON 379 ACRES OFF OF HARGROVE ROAD IN THE 1ST VOTING DISTRICT (1-2024-324).

Mr. James reviewed the background (see Staff Report) recommending approval with the following conditions:

1. A permit will need to be obtained for the security gate prior to its installation, and all requirements for such gates as outlined in Sections 17.11 and 17.12 of the Zoning Ordinance will need to be met;
2. Prior to consideration of Final Plat approval, the applicant shall submit HOA documents for review and approval by the County Attorney's office. The HOA documents shall address the private streets requirements in Section 17.12 of

the Zoning Ordinance, as well as the sprinkling of all structures and the requirement that residential driveways must be at least twelve feet in width. The HOA documents must be submitted with the Final Plat, and the approved HOA documents must be recorded concurrently with the recording of the Final Plat;

3. Establishment of a performance bond for roads, drainage and erosion control;
4. Establishment of a performance bond for water improvements in favor of HB & TS Utility District;
5. Submission of landscaping plans and establishment of a performance bond for landscaping improvements;
6. Execution of Performance Agreements for the above-referenced sureties;
7. Execution of a Stormwater Maintenance Agreement and submission of an Operation and Maintenance Plan for stormwater improvements; and
8. Submission of the approved Final Plat in .dwg format on recordable media based on the Tennessee State Plane Coordinate System prior to signature and recording of the plat.

Chairman McCoy asked if there were any questions regarding this project. Hearing none, he asked for a motion.

Commissioner Clifford made a motion to approve per Staff recommendations. Commissioner Crohan seconded the motion. The motion was unanimously approved.

ITEM 35

PRELIMINARY PLAT REVIEW FOR SUSAN HOLLOW LLE SUBDIVISION, CONTAINING 4 LOTS ON 31.13 ACRES LOCATED OFF PEWITT ROAD IN THE 1ST VOTING DISTRICT (1-2024-326).

This Item was on the Consent Agenda.

NON-RESIDENTIAL SITE PLAN:

ITEM 36

SITE PLAN REVIEW FOR COX LADD TREATMENT FACILITY FOR TRIBUTARY SUBDIVISION, NON-TRADITIONAL WASTEWATER SYSTEM, ON 144.84 ACRES, LOCATED OFF COX ROAD, IN THE 5TH VOTING DISTRICT (5-2024-013).

Mr. Holmes reviewed the background (see Staff Report) recommending approval with the following conditions:

1. As-built drawings showing the location of all system components and a sealed certification letter from the design engineer indicating that said components were constructed in accordance with the approved construction plans and specifications;
2. A letter from the owner/utility provider indicating that it has accepted the said system and is currently operating same;

3. Per the recommendation of the County's Wastewater Consultant, establishment of a Performance Bond for the additional Dispersal System and Storage Pond in the amount of \$265,008;
4. The posting of a Performance Bond in the amount of \$15,984 for landscaping improvements; and
5. Execution of Performance Agreements for the above referenced sureties as they relate to the Nontraditional Wastewater Treatment and Disposal System.

Chairman McCoy asked if there were any questions regarding this project. Hearing none, Chairman McCoy asked for a motion.

Commissioner Clifford made a motion to approve per Staff recommendations. Commissioner Crohan seconded the motion. The motion was unanimously approved.

ITEM 37

**SITE PLAN REVIEW FOR STEPHENS VALLEY OPEN SPACE PAVILLION
CONTAINING 0 LOTS ON .56 ACRES OFF OF STEPHENS VALLEY BOULEVARD
IN THE 8TH VOTING DISTRICT (1-2024-217).**

Mr. James reviewed the background (see Staff Report) recommending approval of the Site Plan.

Chairman McCoy asked if there were any questions. Hearing none, he asked for a motion.

Commissioner Crohan made a motion to approve per Staff recommendation. Commissioner Sanders seconded the motion. The motion was unanimously approved.

PUBLIC HEARINGS:

ITEM 38

**CONCEPT PLAN REVISION FOR STEPHENS VALLEY, CONTAINING 791 LOTS
ON 726.45 ACRES LOCATED OFF STEPHENS VALLEY BOULEVARD IN THE 8TH
VOTING DISTRICT (1-2024-209).**

This Item has been Withdrawn from the Agenda.

ITEM 39

**CONCEPT PLAN REVIEW FOR TRIBUTARY SUBDIVISION, CONTAINING 75
LOTS LOCATED ON 144.84 ACRES OFF OF COX ROAD IN THE 5TH VOTING
DISTRICT (1-2024-108).**

Mr. James reviewed the background (see Staff Report) and, so long as Item 36 on this Agenda was approved, Staff recommends approval of this Concept Plan with the following conditions:

The Preliminary Plat must address the following:

1. Prior to Preliminary Plat submittal, construction plans for the off-site roadway improvements on Cox Road and Gentry Road must be approved by the County Highway Department;
2. Submission of roads, drainage and erosion control plans for review and approval by the County Engineer; and
3. Submission of water plans for review and approval by Milcrofton Utility District.

The Final Plat must address the following:

1. Prior to the submittal of the first Final Plat, all off-site roadway improvements shall be completed to the satisfaction of the County Highway Superintendent;
2. A Zoning Certificate must be obtained for the completed Nontraditional Wastewater Treatment and Disposal System to serve the development. Prior to issuance of the Zoning Certificate, the applicant shall provide the following:
 - a) A letter from TDEC indicating that the Nontraditional Wastewater Treatment and Disposal System was installed and is functioning;
 - b) As-built drawings showing the location of all system components and a sealed certification letter from the design engineer indicating that said expansion was constructed in accordance with the approved construction plans and specifications;
 - c) A letter from the owner/utility provider indicating that it has accepted the said system and is currently operating same;
 - d) Per the recommendation of the County's Wastewater Consultant, establishment of a Performance Bond for the Treatment and Disposal System in the amount of \$265,008;
 - e) Establishment of a Performance Bond for Landscaping Improvements related to the Treatment and Disposal System in the amount of \$15,984; and
 - f) Execution of Performance Agreements for the above referenced sureties as they relate to the Nontraditional Wastewater Treatment and Disposal System.
3. Prior to consideration of Final Plat approval, the applicant shall submit HOA documents for review and approval by the County Attorney's office. The HOA documents must be submitted with the Final Plat, and the approved HOA documents must be recorded concurrently with the recording of the Final Plat;
4. Establishment of a performance bond for roads, drainage and erosion control;
5. Establishment of a performance bond for water improvements in favor of Milcrofton Utility District;
6. Establishment of a performance bond for the wastewater collection system;
7. Submission of landscaping plans and establishment of a performance bond for landscaping improvements;
8. Execution of Performance Agreements for the above-referenced sureties;
9. Execution of a Stormwater Maintenance Agreement and submission of an Operation and Maintenance Plan for stormwater improvements; and|

10. Submission of the approved Final Plat in .dwg format on recordable media based on the Tennessee State Plane Coordinate System prior to signature and recording of the plat.

There was no one signed up to speak on this Item, however, Mr. James Harney asked Chairman McCoy that he be recognized so he may ask a question.

Chairman McCoy allowed him to speak and informed him that he had three minutes.

Mr. Harney asked if there had been any surveys done on the non-traditional wastewater systems that have failed or are under state review for failing in the last six to seven years. He went on to state that he could currently list three that he was aware of. He is concerned they're not being properly maintained and once the builder has completed the project, the homeowners are left to maintain the systems causing significant cost and liability.

Chairman McCoy asked if there were any additional questions from the Commissioners.

Hearing none, Chairman McCoy asked for a motion.

Commissioner Crohan made a motion to approve per Staff recommendations. Commissioner Sanders seconded the motion. The motion was unanimously approved.

ITEM 40

CONCEPT PLAN REVIEW FOR TRIUNE COMMUNITY EAST MIXED-USE DEVELOPMENT, CONTAINING 61 SINGLE-FAMILY LOTS AND 62 MULTI-FAMILY LOTS LOCATED ON 63.78 ACRES OFF OF HORTON HIGHWAY AND MURFREESBORO ROAD IN THE 5TH VOTING DISTRICT (1-2024-210).

Mr. Holmes reviewed the background (see Staff Report) recommending deferral to the March 2025 Planning Commission Meeting.

Chairman McCoy opened the Public Hearing and called the first person up to speak.

Penny Kemle, Williamson County resident and member of the Williamson County Equestrian for Shared Greenways, addressed the Commission. She stated they are urging the Planning Commission to endorse horse trails with the multi-modal trail in the Triune Concept Plan. They have a petition that has 880 signatures in favor of horse trails throughout the County and are willing to assist the County in any way. They are happy that Williamson County has partnered with Design Workshop and believe that Triune is an excellent starting point for this project.

Mary Ellen Sloan, Williamson County resident and also a member of Williamson County Equestrians for Shared Greenways, stated that she has researched data on the USDA survey from 2022 that indicated Tennessee was 10th in the nation for density of horses, as well as 3rd for mules and burros. She feels this is a big economic driver and asks that the Planning Commission approve the multi-modal trails and look to other successful equestrian communities as examples. She stated this is the perfect preservation opportunity for future generations to get to enjoy the County's beauty on horseback.

Kate Bushman, Williamson County resident and fellow horse owner, stated she came to this area because it was so horse friendly. She feels this is a special opportunity as we continue to grow to try to hold on to open space that allows multiple disciplines of people to use it, including horseback riders.

Marty Leonard, Williamson County resident, expressed opposition to this idea due to the traffic congestion that is already in the area. He stated that the roadways aren't made for

the density of people that is being proposed. He feels that people have spent fifteen to twenty years trying to get away from this type of congestion and we are trying to turn a rural area into an urban area very quickly and he would like to see it remain as it is.

Jay Russ, Williamson County resident, advised that he would speak on the following Item.

With no additional speakers, Chairman McCoy closed the Public Hearing and opened the discussion to questions or comments from the Planning Commission.

Commissioner Crohan asked what the current density of the area is.

Mr. Holmes responded the properties in question are split zoned. One property is TCA-3, and the other is TCA-4. It is two units per acre, which is the current density for both districts.

Commissioner Lucyshyn asked for confirmation that the development that is being proposed is in alignment with current zoning.

Mr. Holmes confirmed.

Commissioner Lucyshyn then asked what was envisioned for this location by Design Workshop as far as the greenway.

Mr. Matteson responded that the Triune Plan talks about multi-modal greenway trails and the County is also working with Design Workshop to develop a Multi-Modal Greenway Trail Master Plan for the unincorporated County. Potentially, this could set the stage for a multi-modal trail system that could originate in this area and find its way to trailways in other areas such as Franklin, Nolensville or Brentwood, as well as to other destinations in the County. The developer of this project is proposing a system of multi-modal trail easements that can accommodate future greenways.

Commissioner Lucyshyn asked where on the plan this would be located.

Mr. Holmes described where the proposed greenway easement is located on the plan.

Commissioner Lucyshyn then asked for confirmation that where it shows future development area on the plan, is not being approved at this time.

Mr. Holmes confirmed that the area is not being approved at this time as part of this Item, and it will come in as a separate Concept Plan at a later date.

Commissioner Kennedy asked what the findings were of the Traffic Analysis and are there plans by the County to address the intersection of Horton Highway and Murfreesboro Road.

Mr. Holmes advised that the Traffic Study is currently being completed, and the preliminary findings are that the intersection of Horton Highway and Malachi Lane will be signalized with this Item and the next Item to be reviewed. There will be turn lanes on Murfreesboro Road that will be timed according to the development. At the intersection of Horton Highway and Murfreesboro Road there will be timing adjustments to the signal that is currently there, and the Traffic Study is for both this Item and the next Item.

Commissioner Baldree asked if there was going to be a traffic light at Malachi and Horton Highway

Mr. Holmes advised that is what will likely be recommended.

Commissioner Baldree commented that she appreciated the fact that easements are being given for the trails, and she recognizes issues with traffic and looks forward to the Traffic Study results and how the roads can be improved. She feels this supports what is wanted for the area.

Commissioner Bailey asked if people with horses and trailers would be able to park at the County Equestrian Facility and ride to the trail head.

Mr. Matteson stated that as part of the greenway multi-modal master plan, it's too early to say. However, the applicant has talked about establishing some trailheads within the development, not necessarily horse-related, but related to paved multi-modal trails.

There being no further questions, Chairman McCoy stated that the applicant had requested deferral to the March 2025 meeting and asked for a motion.

Commissioner Sanders made a motion to defer to the March 2025 meeting. Commissioner McCord seconded the motion. The motion was unanimously approved.

ITEM 41

CONCEPT PLAN REVIEW FOR TRIUNE COMMUNITY WEST MIXED-USE DEVELOPMENT, CONTAINING 103 SINGLE-FAMILY LOTS AND 130 MULTI-FAMILY LOTS LOCATED ON 156.26 ACRES OFF OF MURFREESBORO ROAD AND HORTON HIGHWAY IN THE 5TH VOTING DISTRICT (1-2024-207).

Mr. Holmes reviewed the background (see Staff Report) recommending deferral to the March 2025 Planning Commission Meeting.

Chairman McCoy opened the Public Hearing and called the first person up to speak.

Rob Adams, Williamson County resident, submitted a handout into the record and provided a copy for all Planning Commissioners. He advised his family owns the tracts of land to the south and west of the proposed development. The family currently has no plans to develop the property. In 2020, the family contacted the Planning Department regarding the zoning of the property and environmental issues along Wilson Branch. It was noted the southern portion would need to be accessed from the property that is currently under consideration for development. The southern parcel abutting I-840 had access to Nolensville Road but became landlocked with the construction of I-840. With the connections being removed from the Concept Plan that is under consideration, his family's properties access is controlled by this development. He requested the road connections shown on his handout be included as part of their design.

Marty Leonard, Williamson County resident, is opposed to this idea due to the density of the proposed project and the amount of traffic that is already in the area. If both Item 40 and Item 41 are approved and a traffic light is installed at Malachi Lane, it will back traffic up to I-840.

David Eldridge, Williamson County resident, stated that he is for this development and would like to see something built there.

Jay Russ, Williamson County resident, advised he is involved with the development, as well as a homeowner in the area. He has been a part of working on this for years and they are looking to enhance the community with this project. He is asked by people in the area if townhomes are going to be part of the plan and they are taking everything into consideration so they can make sure it is a great place for everyone.

Mr. James Harney, stood and asked to speak again on the Item and was unaware that he had to sign up to speak.

Chairman McCoy informed him that he had already allowed him to speak previously and would not allow additional time.

Chairman McCoy closed the Public Hearing.

Chairman McCoy asked the applicant, Mr. John Powell, to come to the podium.

Mr. Powell introduced himself and Mr. Will Crunk, the engineer. Mr. Crunk entered a revised layout into the record and handed it to the Planning Commission. Mr. Powell advised the Planning Commission that Mr. Crunk had devised a way to make a southern entrance into Mr. Adams' property. Currently, he is contemplating whether or not to make this connection road a public road. Additionally, at the intersection of Horton Highway and Malachi Lane a traffic signal will be installed. Further, to the south of the intersection there will be a right turn only exiting the development property.

Mr. Powell feels providing an easement for the trail system along the western boundary line would allow the County or developer of the adjoining property to stub in anywhere. He advised they have met several times with County Staff and are complying with what has been asked. He understands the tree canopy retention deficiency has also been resolved.

Chairman McCoy asked if any Planning Commissioners had any questions or comments.

Commissioner Baldree asked Mr. Holmes where the trails were located specifically.

Mr. Holmes pointed the location on the PowerPoint and stated this is just a greenway trail and doesn't designate whether it is multi-modal for equestrian or pedestrian at this time.

Commissioner Baldree then stated she felt that the plan to provide easements onto Mr. Adams' properties to the west and south is a good one and she would agree if Staff makes the recommendation.

Commissioner Clifford asked if the greenway was going to be open to the public or strictly for the private development.

Mr. Powell stated that to his understanding it would be open to the public.

Commissioner Clifford then asked if the property to the west and south was actually landlocked.

Mr. Holmes addressed this stating the property to the south is landlocked, bordered by the right-of-way ramp to I-840, and the property to the west does have road frontage along Murfreesboro Road. However, there is a creek and significant topography between Murfreesboro Road and the creek. There are also natural resources that may prevent the construction of a road. The western property is also zoned TCA-4 because the creek was considered a natural barrier and the logical place for a zoning district boundary.

Commissioner Clifford asked if a property is landlocked, does the owner have a right to seek an easement for reasonable access to their property on their own.

Attorney Kristi Ransom addressed this stating that if a property is truly landlocked there is a provision in Tennessee Code to provide condemnation to gain access to the closest public road if it can't be worked out amongst neighbors.

Commissioner Clifford again asked for confirmation that the property owner would have accommodations made regardless.

Mrs. Ransom stated if one parcel is landlocked and the other is not, she believes the Court would take into consideration the reasonableness of getting access, and especially since this property has an environmental barrier.

Commissioner Crohan asked if the red arrows on the plan indicate where it would bring the other parcel onto private roads.

Mr. Holmes answered that it was correct that the development will be a private road system, and Staff would like to have further discussions about this to determine access, should the Adams family develop their property and if they have to have access to the private road system.

Mr. Crohan then asked if there was any intention of gating this community and if it would bring further complications if you brought the other property into the private road system.

Mr. Holmes responded that it is the intention to gate the community, and it could cause complications for the other property that would need to be addressed.

Commissioner Baldree asked if this is a private road system, how is the greenway area supposed to be open to the public as well as how the property to the west will have access at some point in time and the property to the south being landlocked. If the greenway area is public, it doesn't make sense how the road system can be private.

Chairman McCoy asked the applicant, Mr. Powell, if the intention is to gate the community.

Mr. Powell replied that it was their intention to gate the interior roadways, and they have talked to staff about the trail heads. There could be a trail head in the public area and on the north side of the property near Highway 96 (Murfreesboro Road) that would not affect the private subdivision. Another possible trail head would be the County property, and they were going to start talking about that before the next meeting. There is an equestrian center that could be a possible trail head as well.

Commissioner Baldree noted the properties to the south and west are owned by the same family. She would also like it to be stated that the development is going to be gated, not just that there are intentions of the development being gated. She doesn't believe the property should be landlocked because a bridge can't be built due to environmental issues.

Commissioner Clifford asked if Staff had a chance to consider the handout showing the road coming to the south property.

Mr. Matteson stated that Staff has seen the proposal and it would probably be a good opportunity to connect to the property to the south. That portion he believes would be proposed to be a public road which could assist with that. Staff has not had much time to react to the plan that the applicant handed out.

Commissioner Clifford stated that he sees on the PowerPoint screen where the applicant requested deferral to the March 2025 meeting and is it with the intent to bring that back to the Planning Commission.

Chairman McCoy responded that Mr. Clifford was correct and that it has been a good discussion. They will look forward to seeing a different plan next month. He asked if there were any further questions.

Commissioner Lucyshyn stated that she appreciates the layout and the access to the property to the south and would like to see access to the property to the west. Additionally, she would also love to see more clarity on the public access easements, as it is unclear in some areas.

Commissioner Clifford made a motion to defer to the March 2025 Meeting. Commissioner Crohan seconded the motion. The motion was unanimously approved.

PRELIMINARY PLATS:

ITEM 42

PRELIMINARY PLAT REVIEW FOR TROUBADOUR GOLF + FIELD CLUB PHASE 1 (REVISED), CONTAINING 170 LOTS ON 648.01 ACRES LOCATED OFF CLUB VIEW DRIVE IN THE 5TH VOTING DISTRICT (1-2024-327).

Mr. James reviewed the background (see Staff Report) recommending approval with the same conditions established in conjunction with the original approval (See Attachment 42-3).

1. Prior to installation of the Security gate, a permit for the gate will need to be obtained, and all requirements for such gates as outlined in Section 17.11 of the Zoning Ordinance will need to be met; and
2. The signatures of all lot owners within this Section shall be required prior to signature and recording of the Final Plat.

Chairman McCoy asked if there were any questions and hearing none, he asked for a motion.

Commissioner Crohan made a motion to approve per Staff recommendations. Commissioner Clifford seconded the motion. The motion was unanimously approved.

ITEM 43

PRELIMINARY PLAT REVIEW FOR TROUBADOUR GOLF + FIELD CLUB PHASE 6 (REVISED), CONTAINING 18 LOTS ON 16.73 ACRES LOCATED OFF CLUB VIEW DRIVE IN THE 5TH VOTING DISTRICT (1-2024-328).

Mr. Waldrop reviewed the background (see Staff Report) recommending approval with the same conditions established in conjunction with the original approval (See Attachment 43-3).

1. Establishment of a performance bond for roads, drainage and erosion control in the amount of \$626,000;
2. Establishment of a performance bond for water improvements in favor of Milcrofton Utility District in the amount of \$230,000;
3. Establishment of a performance bond for the wastewater collection system in the amount of \$40,500;
4. Execution of performance agreements for the above referenced sureties;
5. Revised HOA documents addressing the requirements of Section 17.12: Private Streets of the Zoning Ordinance must be submitted for review and approval by the

County Attorney. The approved HOA documents must be recorded at the same time as the recording of the final plat;

6. Execution of a Stormwater Maintenance Agreement and submission of an Operation and Maintenance Plan for stormwater improvements; and
7. Submission of the approved Final Plat in .dwg format on recordable media based on the Tennessee State Plane Coordinate System prior to signature and recording of the plat.

Chairman McCoy asked if there were any questions and hearing none, he asked for a motion.

Commissioner Crohan made a motion to approve per Staff recommendations. Commissioner Baldree seconded the motion. The motion was unanimously approved.

ITEM 44

PRELIMINARY PLAT REVIEW FOR TROUBADOUR GOLF + FIELD CLUB PHASE 10 (REVISED), CONTAINING 12 LOTS ON 24.98 ACRES LOCATED OFF CLUB VIEW DRIVE IN THE 5TH VOTING DISTRICT (1-224-329).

Mr. Waldrop reviewed the background (see Staff Report) recommending approval with the same conditions established in conjunction with the original approval (See Attachment 44-3).

1. Establishment of a performance bond for roads, drainage and erosion control in the amount of \$843,000;
2. Establishment of a maintenance bond for water improvements in favor of Milcrofton Utility District in the amount of \$22,054.50;
3. Per the recommendation of the County's Wastewater Consultant, establishment of a performance bond for the wastewater collection system in the amount of \$138,800;
4. Execution of performance agreements for the above referenced sureties;
5. Revised HOA documents addressing the requirements of Section 17.12: Private Streets of the Zoning Ordinance must be submitted for review and approval by the County Attorney. The approved HOA documents must be recorded at the same time as the recording of the final plat;
6. Execution of a Stormwater Maintenance Agreement and submission of an Operation and Maintenance Plan for stormwater improvements; and
7. Submission of the approved Final Plat in .dwg format on recordable media based on the Tennessee State Plane Coordinate System prior to signature and recording of the plat.

Chairman McCoy asked if there were any questions and hearing none, he asked for a motion.

Commissioner Crohan made a motion to approve per Staff recommendations. Commissioner Sanders seconded the motion. The motion was unanimously approved.

ITEM 45

**PRELIMINARY PLAT REVIEW FOR WERNER RUEGGER PROPERTY,
CONTAINING 1 LOT ON 9.93 ACRES LOCATED OFF GOSEY HILL ROAD IN THE
12TH VOTING DISTRICT (1-2024-325).**

Mr. Holmes reviewed the background (see Staff Report) recommending approval of this Preliminary Plat and the variance request to reduce the driveway width from sixteen (16) feet to twelve (12) feet, a four (4) foot reduction.

Chairman McCoy asked if there were any questions.

Commissioner Crohan asked to confirm that this was for a driveway, not an easement.

Mr. Holmes confirmed that was correct.

Chairman McCoy asked if there were any further questions and hearing none, he asked for a motion.

Commissioner Crohan made a motion to approve the Preliminary Plat and variance request per Staff recommendations. Commissioner Sanders seconded the motion. The motion was unanimously approved.

Commissioner Clifford made a motion to adjourn.

There being no further business, the meeting was adjourned at approximately 6:41 p.m.

**APPROVED BY A MAJORITY VOTE BY THE WILLIAMSON COUNTY REGIONAL
PLANNING COMMISSION ON MARCH 20, 2025.**

Chairman

CONSENT AGENDA
WILLIAMSON COUNTY REGIONAL PLANNING COMMISSION
WILLIAMSON COUNTY ADMINISTRATIVE COMPLEX
MARCH 20, 2025

BONDS:

3. McDaniel Estates, Section 4 – Maintenance Bond for Roads, Drainage and Erosion Control - \$347,000
Recommendation: Reduce amount to \$260,000 for a period of one (1) year, or when Staff is notified improvements are done.
4. Redemption City Church – Performance Bond for Sewer (City of Franklin) - \$254,000
Recommendation: Extend the current amount for a period of one (1) year.
5. Starnes Creek, Section 3 – Performance Bond for Wastewater Collection System - \$35,000
Recommendation: Reduce maintenance in the amount of \$10,500 for a period of two (2) years.
6. Starnes Creek, Section 3 – Performance Bond for Water (Milcrofton) - \$114,065
Recommendation: Milcrofton Utility District indicated this bond is at maintenance in the amount of \$11,613 until December 2025.
7. Starnes Creek, Section 3 – Performance Bond for Roads, Drainage and Erosion Control - \$375,000
Recommendation: Reduce Performance amount to \$188,000 for a period of one (1) year.
8. Stephens Valley, Section 8 – Maintenance Bond for Roads, Drainage and Erosion Control - \$475,000
Recommendation: Extend the current amount for a period of one (1) year.
9. Swanson Ridge - Maintenance Bond for Roads, Drainage and Erosion Control - \$300,000
Recommendation: Extend the current amount for a period of one (1) year.
10. Terravista – Maintenance Bond for Wastewater Collection System - \$120,000
Recommendation: Extend the current amount for a period of one (1) year.
11. The Mill at Bond Springs, Section 3 – Performance Bond for Roads, Drainage and Erosion Control - \$225,000
Recommendation: Extend in the current amount for a period of one (1) year.

DEFERRAL ITEM:

ITEM 23

**PRELIMINARY PLAT REVIEW FOR PARRISH LLE SUBDIVISION, CONTAINING
4 LOTS ON 39.75 ACRES LOCATED OFF HORTON HIGHWAY IN THE 1ST
VOTING DISTRICT (1-2024-320).**

At this time, the applicant is requesting deferral to the April 2025 Planning Commission Meeting in order to allow the applicant more time to address Staff comments. Staff concurs with this request.

ITEM 24

WYELEA, PHASE 2, CONTAINING 53 LOTS ON 426.20 ACRES LOCATED OFF DEL RIO PIKE IN THE 10TH VOTING DISTRICT.

At this time, the applicant is requesting deferral to the April 2025 Planning Commission Meeting in order to allow the applicant more time to address Staff comments. Staff concurs with this request.

FINAL PLATS:

ITEM 25

FINAL PLAT REVIEW FOR REEDS VALE SUBDIVISION, SECTION 4, CONTAINING 70 LOTS ON 62.32 ACRES LOCATED OFF LAMPKINS BRIDGE ROAD IN THE 5TH VOTING DISTRICT (1-2024-421).

Staff recommends approval of the Final Plat with the following conditions:

1. Establishment of a Performance Bond for Roads, Drainage and Erosion control in the amount of \$2,800,000;
2. Establishment of a Maintenance Bond for Water Improvements in favor of Milcrofton Utility District in the amount of \$438,914;
3. Per the recommendation of the County's Wastewater Consultant, establishment of a Performance Bond for the Wastewater Collection System in the amount of \$360,045.50;
4. Establishment of a Performance Bond for Landscaping Improvements in the amount of \$123,252;
5. Execution of performance agreements for the above referenced sureties;
6. The approved HOA documents must be recorded concurrently with the recording of the Final Plat;
7. Execution of a Stormwater Maintenance Agreement and submission of an Operation and Maintenance Plan for stormwater improvements; and
8. Submission of the approved Final Plat in .dwg format on recordable media based on the Tennessee State Plane Coordinate System prior to signature and recording of the plat.

MOTION TO ACCEPT STAFF RECOMMENDATION

____ 2nd _____ VOTE: _____

NOTE: All matters listed under the consent agenda are considered to be routine. There will be no separate discussion of these items unless a Planning Commission member so requests, in which case it will be removed from the Consent Agenda so that discussion may be held on that item.

ITEM 3

NAME: MCDANIEL ESTATES, SECTION 4

BOND TYPE: MAINTENANCE BOND FOR ROADS, DRAINAGE AND EROSION CONTROL

LOCATION: MCDANIEL ROAD

BACKGROUND: The following table shows the previous history of the bond.

MEETING DATE	BOND TYPE	ACTION TAKEN	BOND AMOUNT
April 2021	Performance RDE	Implemented	\$693,000
April 2022	Performance RDE	Extend	\$693,000
April 2023	Performance RDE	Extend	\$693,000
June 2023	Performance RDE	Extend	\$693,000
March 2024	Performance RDE	Reduce to Maint & Extend	\$347,000

LAST ACTION: At the March 2024 meeting, this body granted approval to reduce this bond to maintenance in the amount of \$347,000 for a period of one (1) year.

RECOMMENDATION: Staff visited the site and noted that some improvements have been made. The Applicant has submitted a request for release of bond, however, there are deficiencies noted that must be corrected prior to release. Staff recommends that the Maintenance Bond be reduced to \$260,000 and extended for a period of one (1) year, or when Engineering staff has determined the improvements have been completed and the bond is ready for review, whichever comes first.

<u>CURRENT</u>	<u>RECOMMENDED</u>
\$347,000 Maintenance	\$260,000 Maintenance

ITEM 4

NAME: REDEMPTION CITY CHURCH

BOND TYPE: PERFORMANCE BOND FOR SEWER (City OF Franklin)

LOCATION: OFF CLOVERCROFT RD

BACKGROUND: The following table shows the previous history of the bond.

MEETING DATE	BOND TYPE	ACTION TAKEN	BOND AMOUNT
August 2022	Performance Sewer	Implemented	\$254,000

LAST ACTION: At the August 2022 meeting, this body granted approval of the site plan with the following conditions: 1) Posting of a Performance Bond for landscaping improvements in the amount of \$159,225; 2) Establishment of a Maintenance Bond for water improvements in favor of Milcrofton Utility District in the amount of \$18,132; 3) Establishment of a Performance Bond for sewer improvements in favor of the City of Franklin in the amount of \$254,000; 4) Execution of a Performance Agreement for the above referenced sureties; 5) Execution of a Stormwater Maintenance Agreement and submission of an Operation and Maintenance Plan for stormwater improvements; and 6) All signage must be approved per Ordinance requirements.

RECOMMENDATION: City of Franklin is requesting this bond be extended in the current amount for one (1) year. Staff concurs with this request.

<u>CURRENT</u>	<u>RECOMMENDED</u>
\$254,000 Performance	\$254,000 Performance

ITEM 5

NAME: STARNES CREEK, SECTION 3

BOND TYPE: PERFORMANCE BOND FOR WASTEWATER COLLECTION SYSTEM

LOCATION: OFF MEEKS ROAD

BACKGROUND: The following table shows the previous history of the bond.

MEETING DATE	BOND TYPE	ACTION TAKEN	BOND AMOUNT
March 2024	Performance WW Collection System	Implemented	\$35,000

LAST ACTION: At the August 2022 meeting, this body granted approval of the final plat with the following conditions: 1) Establishment of a Performance Bond for Roads, Drainage and Erosion control in the amount of \$375,000; 2) Establishment of a Maintenance Bond for Water Improvements in favor of Milcrofton Utility District in the amount of \$114,065; 3) Per the recommendation of the County's Wastewater Consultant, establishment of a Performance Bond for the Wastewater Collection System in the amount of \$35,000; 4) Execution of performance agreements for the above referenced sureties; 5) The approved HOA documents must be recorded concurrently with the recording of the Final Plat; 6) Execution of a Stormwater Maintenance Agreement and submission of an Operation and Maintenance Plan for stormwater improvements; and 7) Submission of the approved Final Plat in .dwg format on recordable media based on the Tennessee State Plane Coordinate System prior to signature and recording of the plat.

RECOMMENDATION: Build-out for this development has been achieved, and we are in receipt of the required certification letters. Accordingly, it is recommended that this bond be reduced to maintenance in the amount of \$10,500 for a period of two (2) years.

<u>CURRENT</u>	<u>RECOMMENDED</u>
\$35,000 Performance	\$10,500 Maintenance

ITEM 6

NAME: STARNES CREEK, SECTION 3

BOND TYPE: PERFORMANCE BOND FOR WATER (MILCROFTON)

LOCATION: OFF MEEKS ROAD

BACKGROUND: The following table shows the previous history of the bond.

MEETING DATE	BOND TYPE	ACTION TAKEN	BOND AMOUNT
March 2024	Performance Water	Implemented	\$114,065

LAST ACTION: At the August 2022 meeting, this body granted approval of the final plat with the following conditions: 1) Establishment of a Performance Bond for Roads, Drainage and Erosion control in the amount of \$375,000; 2) Establishment of a Maintenance Bond for Water Improvements in favor of Milcrofton Utility District in the amount of \$114,065; 3) Per the recommendation of the County's Wastewater Consultant, establishment of a Performance Bond for the Wastewater Collection System in the amount of \$35,000; 4) Execution of performance agreements for the above referenced sureties; 5) The approved HOA documents must be recorded concurrently with the recording of the Final Plat; 6) Execution of a Stormwater Maintenance Agreement and submission of an Operation and Maintenance Plan for stormwater improvements; and 7) Submission of the approved Final Plat in .dwg format on recordable media based on the Tennessee State Plane Coordinate System prior to signature and recording of the plat.

RECOMMENDATION: Milcrofton Utility District has stated this bond came in at Maintenance in the amount of \$11,613 until December 2025. Staff recommends this bond be reviewed again in January 2026 to run concurrent with the beneficiary terms.

<u>CURRENT</u>	<u>RECOMMENDED</u>
\$114,065 Performance	\$11,613 Maintenance

ITEM 7

NAME: STARNES CREEK, SECTION 3

BOND TYPE: PERFORMANCE BOND FOR ROADS, DRAINAGE AND EROSION CONTROL

LOCATION: OFF MEEKS ROAD

BACKGROUND: The following table shows the previous history of the bond.

MEETING DATE	BOND TYPE	ACTION TAKEN	BOND AMOUNT
March 2024	Performance RDE	Implemented	\$375,000

LAST ACTION: At the August 2022 meeting, this body granted approval of the final plat with the following conditions: 1) Establishment of a Performance Bond for Roads, Drainage and Erosion control in the amount of \$375,000; 2) Establishment of a Maintenance Bond for Water Improvements in favor of Milcrofton Utility District in the amount of \$114,065; 3) Per the recommendation of the County's Wastewater Consultant, establishment of a Performance Bond for the Wastewater Collection System in the amount of \$35,000; 4) Execution of performance agreements for the above referenced sureties; 5) The approved HOA documents must be recorded concurrently with the recording of the Final Plat; 6) Execution of a Stormwater Maintenance Agreement and submission of an Operation and Maintenance Plan for stormwater improvements; and 7) Submission of the approved Final Plat in .dwg format on recordable media based on the Tennessee State Plane Coordinate System prior to signature and recording of the plat.

RECOMMENDATION: Staff visited the site and noted that some improvements have been made, including the submission of geotechnical reports. Staff recommends that the Performance Bond be reduced to \$188,000 for a period of one (1) year.

<u>CURRENT</u>	<u>RECOMMENDED</u>
\$375,000 Performance	\$188,000 Performance

ITEM 8

NAME:

STEPHENS VALLEY, SECTION 8

BOND TYPE:

**MAINTENANCE BOND FOR ROADS, DRAINAGE AND
EROSION CONTROL**

LOCATION:

OFF SNEED ROAD

BACKGROUND: The following table shows the previous history of the bond.

MEETING DATE	BOND TYPE	ACTION TAKEN	BOND AMOUNT
December 2022	Performance RDE	Implemented	\$950,000
December 2023	Performance RDE	Extend	\$950,000
March 2024	Performance RDE	Reduce to Maint & Extend	\$475,000

LAST ACTION: At the March 2024 meeting, this body granted approval to reduce this bond to maintenance in the amount of \$475,000 for a period of one (1) year.

RECOMMENDATION: Staff visited the site and noted that some improvements have been made. Staff recommends that the Maintenance Bond be extended in the current amount for a period of one (1) year.

CURRENT

\$475,000
Maintenance

RECOMMENDED

\$475,000
Maintenance

ITEM 9

NAME: **SWANSONS RIDGE, SECTION 1**

BOND TYPE: **MAINTENANCE BOND FOR ROADS, DRAINAGE AND EROSION CONTROL**

LOCATION: OFF KITTRELL ROAD

BACKGROUND: The following table shows the previous history of the bond.

MEETING DATE	BOND TYPE	ACTION TAKEN	BOND AMOUNT
September 2018	Performance RDE	Implemented	\$521,000
September 2019	Performance RDE	Extend	\$521,000
September 2020	Performance RDE	Extend	\$521,000
September 2021	Performance RDE	Extend	\$521,000
September 2022	Performance RDE	Extend	\$521,000
September 2023	Performance RDE	Extend	\$521,000

LAST ACTION: At the March 2024 meeting, this body granted approval to reduce this bond to maintenance in the amount of \$300,000 for a period of one (1) year.

RECOMMENDATION: Staff visited the site and noted that some improvements have been made. Staff recommends that the Maintenance Bond be extended in the current amount for a period of one (1) year.

<u>CURRENT</u>	<u>RECOMMENDED</u>
\$300,000 Maintenance	\$300,000 Maintenance

ITEM 10

NAME: TERRAVISTA WW SYSTEM

BOND TYPE: MAINTENANCE BOND FOR WW TREATMENT & DISPOSAL SYSTEM

LOCATION: LONG LANE

BACKGROUND: The following table shows the previous history of the bond.

MEETING DATE	BOND TYPE	ACTION TAKEN	BOND AMOUNT
February 2020	Performance WW Treatment & Disposal	Implemented	\$120,000
February 2023	Performance WW Treatment & Disposal	Reduce to Maint & Extend	\$120,000

LAST ACTION: At the February 2023 meeting, this body granted approval to reduce this bond to maintenance in the current amount for a period of two (2) years.

RECOMMENDATION: Staff recommends that the Maintenance Bond be extended in the current amount for a period of one (1) year.

CURRENT	RECOMMENDED
\$120,000 Maintenance	\$120,000 Maintenance

ITEM 11

NAME: THE MILL AT BOND SPRINGS, SECTION 3

BOND TYPE: PERFORMANCE BOND FOR ROADS, DRAINAGE AND EROSION CONTROL

LOCATION: BETHESDA RD

BACKGROUND: The following table shows the previous history of the bond.

MEETING DATE	BOND TYPE	ACTION TAKEN	BOND AMOUNT
February 2022	Performance RDE	Implemented	\$225,000
March 2023	Performance RDE	Extend	\$225,000
March 2024	Performance RDE	Extend	\$225,000

LAST ACTION: At the March 2024 meeting, this body granted approval to extend this bond in the current amount for a period of one (1) year.

RECOMMENDATION: Staff visited the site and noted that some improvements have been made. Staff recommends that the Performance Bond be extended in the current amount for one (1) year.

<u>CURRENT</u>	<u>RECOMMENDED</u>
\$225,000 Performance	\$225,000 Performance

ITEM 12

**PRELIMINARY PLAT REVIEW FOR SUSAN HOLLOW LLE SUBDIVISION,
CONTAINING 4 LOTS ON 31.13 ACRES LOCATED OFF PEWITT ROAD IN THE -
1ST VOTING DISTRICT (1-2024-326).**

This Item has been Withdrawn.

ITEM 13

CONCEPT PLAN REVIEW FOR TRIUNE COMMUNITY EAST MIXED-USE DEVELOPMENT, CONTAINING 61 SINGLE-FAMILY LOTS AND 62 MULTI-FAMILY LOTS ON 63.78 ACRES LOCATED OFF HORTON HIGHWAY AND MURFREESBORO ROAD IN THE 5TH VOTING DISTRICT (1-2024-210).

Attachment	13-1	Concept Plan
	13-2	Aerial Photograph
	13-3	Review Letter from County's Traffic Consultant
Area Zoning		63.78 acres (1.93 DU/A) Triune Character Area-3 (TCA-3) Triune Character Area-4 (TCA-4)
Lots		61 Single-Family Lots 62 Multi-Family Lots
Water		Nolensville/College Grove Utility District
Sewer		Nontraditional Wastewater Treatment and Disposal System
Development Options		Conservation Subdivision and Multi-family
Chapter 1101 Status		Triune Planned Growth Area (TPGA)
Map and Parcels		113---05706, 05709, 05712, 07202 and 07203
File Number		(1-2024-210)

This Item was deferred at the February meeting in order to allow the applicant additional time to address issues related to the Natural Resource Protection Standards. All outstanding issues have been addressed.

The applicant is requesting Concept Plan approval for this development, which contains a Conservation Subdivision with 61 single-family lots and a Townhome development with 62 lots. The properties are zoned Triune Character Area-3 (TCA-3), and Triune Character Area-4 (TCA-4). Concept Plan approval is the first stage in the development review process. The required Public Hearing for this Item was held during the February meeting.

The subject property is approximately sixty (64) acres in size and has access from Murfreesboro Road, Horton Highway and Malachi Lane. Surrounding properties range in size from approximately two (2) acres to twenty-nine (29) acres and are used for residential, agricultural, or commercial purposes. The site contains a number of natural resources, including moderate and very steep slopes and areas of woodlands. Fifty percent (50%) of the site will remain as Open Space, and approximately twenty-seven percent (27%) of the site is covered in tree canopy. Approximately sixty-nine percent (69%) of the existing tree canopy will be retained. The required bufferyards have been established and all resource protection standards have been met.

Within the proposed development, the single-family lots range from approximately 8,250 square feet to approximately 14,820 square feet in size. There will be sixty-two (62) townhome units. The overall density within the development is 1.93 dwelling units per acre.

Water service is provided by the Nolensville/College Grove Utility District, and wastewater is handled via a nontraditional wastewater treatment and disposal system, for which a Site Plan was approved at the April 2024 meeting.

The site has access from Malachi Lane and Murfreesboro Road. The Williamson County Highway Department has reviewed the access from Malachi Lane and indicated sight distance is adequate. It should be noted that the Williamson County Highway Department has required the applicant to repave Malachi Lane in its entirety. The applicant has agreed, and the requirement to repave Malachi Lane has been added as a condition of approval. The Tennessee Department of Transportation (TDOT) has reviewed the access to Murfreesboro Road and has granted preliminary approval. TDOT has also reviewed the proposed improvements at the intersection of Horton Highway and Malachi Lane and has granted preliminary approval. The internal roadway network will be gated and private.

The Concept Plan depicts the approximate location of several 12-foot-wide multi-modal greenway trails that stub into adjoining properties so that these trails may be extended in the future. These greenway trails should be constructed prior to the submittal of the Final Plat for the section in which it is located. This has been added as a condition of approval.

A Traffic Access Analysis was performed by the applicant and reviewed by the County's Traffic Consultant (Attachment 13-3). The County's Traffic Consultant has divided the completion of the required improvements into two (2) distinct phases. Phase 1, anticipated for completion in 2026, includes the residential portion of the development. Phase 2, anticipated for completion in 2031, includes the commercial portion of the development, which is not part of this Concept Plan and has not yet been submitted, but incorporated into the Traffic Access Analysis. The County's Traffic Consultant has recommended approval from a traffic standpoint contingent upon the following:

In conjunction with Phase 1:

1. Implementation of unsignalized intersection at Triune East Site Entrance and Murfreesboro Road;
2. Construction of an internal shared northbound left/right turn lane at the Triune East Site Entrance and Murfreesboro Road;
3. Installation of traffic signal at Horton Highway and Malachi Lane;

4. Construction of northbound right turn lane on Horton Highway that extends from upstream of the new southern Triune East Site Entrance to the Malachi Lane intersection;
5. Construction of southbound left turn lane on Horton Highway, 460 feet in total length, including taper, deceleration and storage;
6. Construction of westbound left turn lane with 200 feet of storage plus taper on Malachi Lane at Horton Highway; and
7. Design and construct the intersection of Malachi Lane and the site entrance as a two-way stop intersection with stop-control implemented for the northbound approach of the site entrance.

In conjunction with Phase 2:

1. Construction of a westbound left turn lane on Murfreesboro Road at Triune East Access, 595 feet in total length, including taper, deceleration and storage prior to issuance of building permits within the Phase.

In conjunction with Phases 1 and 2:

1. Optimization of traffic signal timings, including cycle lengths and splits for signal at Horton Highway and Murfreesboro Road.

It should be noted that once detailed construction and engineering plans are prepared in conjunction with the submittal of a Preliminary Plat, changes to the layout, including the potential for a reduction of lots, may be necessary. A Landscaping Plan will also be required.

The Concept Plan is in order, and Staff recommends approval with the following conditions:

The Preliminary Plat must address the following:

1. Prior to Preliminary Plat submittal, construction plans for the off-site roadway improvements on Horton Highway and Murfreesboro Road must be approved by the Tennessee Department of Transportation (TDOT);
2. Prior to Preliminary Plat submittal, construction plans for the off-site roadway improvements on Malachi Lane must be approved by the Williamson County Highway Department;

3. Documentation shall be provided by TDEC and/or the Army Corps of Engineers, as applicable, as to whether the wetlands identified on the property are considered "jurisdictional". If the wetlands are considered jurisdictional, this area must either be located within open space or, if they are to be mitigated, documentation must be provided by TDEC and/or the Army Corp of Engineers, as applicable, that such mitigation will be permissible;
4. Submission of roads, drainage and erosion control plans for review and approval by the County Engineer; and
5. Submission of water plans for review and approval by Nolensville/College Grove Utility District.

The Final Plat must address the following:

1. Prior to the submittal of the first Final Plat, all off-site roadway improvements associated with Phase 1 as specified by the County's Traffic Consultant (See Attachment 13-3) shall be completed to the satisfaction of the Tennessee Department of Transportation;
2. Prior to the submittal of the first Final Plat, all off-site roadway improvements associated with Phase 1 as specified by the County's Traffic Consultant (See Attachment 13-3) shall be completed to the satisfaction of the Williamson County Highway Superintendent;
3. At eighty-five percent (85%) build-out, Malachi Lane shall be repaved in its entirety, as required by the Williamson County Highway Department;
4. Prior to the submittal of the first Final Plat, the required Zoning Certificate for the wastewater treatment and disposal system shall be submitted, and all conditions associated with the wastewater site plan approval must be satisfied;
5. Prior to consideration of Final Plat approval, the applicant shall submit HOA documents for review and approval by the County Attorney's office. The HOA documents must address the greenway easement, the maintenance and operation of the private roads and gate that meet the standards, and requirements of Articles 16 and 17 of the Zoning Ordinance. The HOA documents must be submitted with the Final Plat, and the approved HOA documents must be recorded concurrently with the recording of the Final Plat;
6. A permit for the security gate will need to be obtained prior to its installation, and all requirements for such gates as outlined in Section 17.11 of the Zoning Ordinance must be met;
7. Prior to the submittal of the Final Plat in which the greenway is located, the 12-

foot-wide paved multi-modal greenway trail should be constructed;

8. Establishment of a performance bond for roads, drainage and erosion control;
9. Establishment of a performance bond for water improvements in favor of Nolensville/College Grove Utility District;
10. Establishment of a performance bond for the wastewater collection system;
11. Submission of landscaping plans and establishment of a performance bond for landscaping improvements;
12. Execution of Performance Agreements for the above-referenced sureties;
13. Execution of a Stormwater Maintenance Agreement and submission of an Operation and Maintenance Plan for stormwater improvements; and
14. Submission of the approved Final Plat in .dwg format on recordable media based on the Tennessee State Plane Coordinate System prior to signature and recording of the plat.

THE VILLAGES AT TRIUNE EAST

MURFREESBORO ROAD & HORTON HIGHWAY

TRIUNE COMMUNITY, WILLIAMSON COUNTY, TN

CONCEPT PLAN

GENERAL INFORMATION

SUBJECT PROPERTY OWNERS

GREG SANFORD
MAP 113,
PARCEL 57.06
BK. 8743,
PG. 929
MAP 113,
PARCEL 57.09
BK. 8743,
PG. 927

JOHN E POWELL AND
NATALIA POWELL,
HUSBAND AND WIFE
MAP 113, PARCEL 57.13
BK. 9148, PG. 627
LOT 2, P.B. 14, PG. 71

PARAMONT CAPITAL LLC
MAP 113, PARCEL 72.03
BK. 9046, PG. 623

JOHN R. DOLAN, III,
AND KIMBERLY L. DOLAN,
HUSBAND AND WIFE
MAP 113, PARCEL 72.02
BK. 4986, PG. 238

DEVELOPER

Ashby Communities, LLC
P.O. Box 190 Arrington, TN 37014
Contact: John Powell
Phone: 615-496-8681

CIVIL ENGINEER

Crunk Engineering LLC
7112 Crossroads Boulevard, Suite 201
Brentwood, TN 37027
Contact: Will Crunk, PE
Phone: 615.873.1795
Email: will@crunkeng.com

SURVEYOR

CEC, INC.
117 SEABOARD LANE, SUITE E-100
FRANKLIN, TN 37067
CONTACT: JAMES COOLEY
jcooley@cecinc.com

UTILITIES

WATER: NOLENSVILLE/COLLEGE GROVE UTILITY DISTRICT
615-776-2511
2002 JOHNSON INDUSTRIAL BLVD.
NOLENSVILLE, TN 37135

SANITARY SEWER: SUPERIOR WASTEWATER SYSTEMS, LLC
615-834-1222
9539 MULLENS ROAD
ARRINGTON, TN 37014

ELECTRIC: MIDDLE TENNESSEE ELECTRIC
2156 EDWARD CURD LANE
FRANKLIN, TN 37067

GAS: ATMOS ENERGY
810 CRESCENT CENTRE DRIVE, SUITE 600
FRANKLIN, TN 37067



LOCATION MAP

SCALE: 1" = 2,000'

Sheet List Table	
Sheet Number	Sheet Title
C0.0	COVER SHEET
C1.0	EXISTING CONDITIONS
C2.0	OVERALL SITE LAYOUT PLAN
C2.1	SITE LAYOUT PLAN
C2.2	SITE LAYOUT PLAN
C2.3	LOT TABLES
C3.0	OPEN SPACE PLAN

FLOOD NOTE:
THERE IS NO PORTION OF THE SUBJECT
PROPERTIES THAT LIES WITHIN THE 100 YEAR
FLOODPLAIN BASED ON FEMA PANEL
47187C0385G DATED 12/20/2024.

NATURAL GAS NOTE:
DEVELOPER TO NOTIFY THE OPERATOR OF THE
NATURAL GAS TRANSMISSION PIPELINE AS
REQUIRED BY TCA 13-3-414.

THE VILLAGES AT TRIUNE EAST

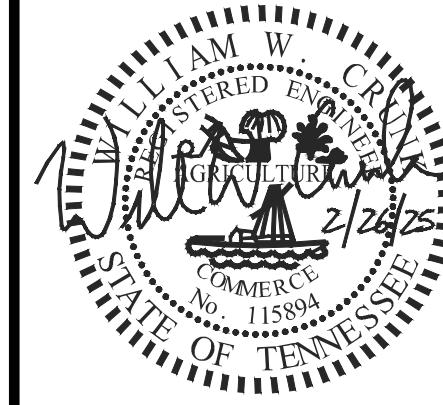
TRIUNE, WILLIAMSON COUNTY, TENNESSEE

REVISIONS	DATE
No. 1	02/26/2025

C0.0
COVER SHEET

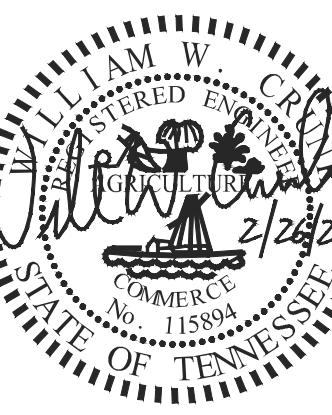
ATTACHMENT 13-1A

CRUNK ENGINEERING LLC
7112 CROSSROADS BOULEVARD
BRENTWOOD, TN 37027
(615) 873-1795
www.crunkeng.com



ATTACHMENT 13-1B

CRUNK ENGINEERING LLC
12 CROSSROADS BOULEVARD
SUITE 201
BRENTWOOD, TN 37027
(615) 873-1795
WWW.CRUNKENG.COM



THE VILLAGES AT TRIUNE EAST

TRIUNE, WILLIAMSON COUNTY, TENNESSEE

TRIUNE MIXED USE DEVELOPMENT (EAST)			
RESIDENTIAL SITE DATA TABLE (CONSERVATION SUBDIVISION)			
ZONING		TCA-3	TCA-4
MINIMUM LOT AREA	SINGLE FAMILY	8,000 SQ.FT	8,000 SQ.FT
	MULTI-FAMILY	1 ACRE	1 ACRE
MAXIMUM GROSS RESIDENTIAL DENSITY		2 UNITS PER ACRE	2 UNITS PER ACRE
MINIMUM LOT WIDTH	SINGLE FAMILY	40 FT	40 FT
	MULTI-FAMILY	150 FT	150 FT
FRONT YARD SETBACK	SINGLE FAMILY	25 FT, 15 FT (ALLEY LOT)	25 FT, 15 FT (ALLEY LOT)
	MULTI-FAMILY	35 FT	35 FT
SIDE YARD SETBACK	SINGLE FAMILY	5 FT	5 FT
	MULTI-FAMILY	10 FT	10 FT
REAR YARD SETBACK	SINGLE FAMILY	30 FT, 15 FT (ALLEY LOT)	30 FT, 15 FT (ALLEY LOT)
	MULTI-FAMILY	30 FT	30 FT
OPEN SPACE REQUIREMENT (ACRES)		50%, 30.33 ACRES	50%, 60.96 ACRES
TOTAL OVERALL AREA (ACRES)		33.16	30.62
SINGLE FAMILY TOTAL AREA (ACRES)		21.94	20.38
MULTI-FAMILY TOTAL AREA (ACRES)		6.3	10.22
SINGLE FAMILY LOTS (NON ALLEY LOADED)		18	2
ALLEY LOADED SINGLE FAMILY LOTS		18	23
MULTI-FAMILY UNITS		27	35
TOTAL RESIDENTIAL PROVIDED		63	60
TOTAL SITE ACREAGE		63.78	
TOTAL UNITS PROVIDED		123	
OVERALL DENSITY		1.93	

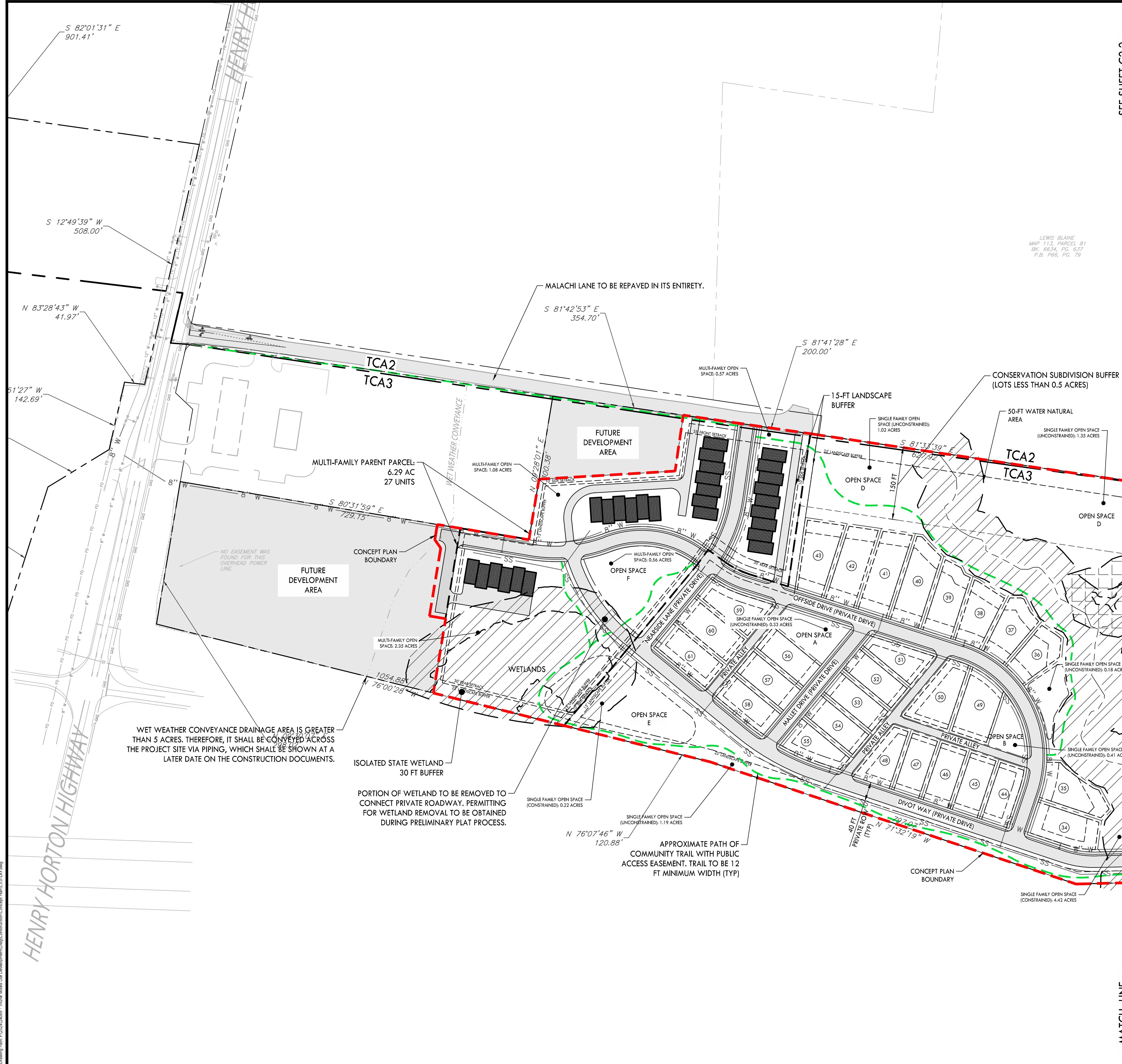
RESOURCE PROTECTION NOTE:

THIS SITE HAS BEEN REVIEWED FOR THE PRESENCE OF STEEP SLOPES, HILTOPS AND RIDGETOPS, SLIPPAGE SOILS, SPECIAL FLOOD HAZARDS, HISTORICAL AND CULTURAL RESOURCES, AND KARST FEATURES. AREAS FALLING WITHIN THESE CATEGORIES, IF ANY, HAVE BEEN NOTED ON THE PLAN AND CAN BE FOUND ON THE NATURAL RESOURCE PROTECTION PLAN. THERE ARE NO HILTOPS OR RIDGETOPS IN THESE LOTS. THERE ARE NO SLIPPAGE SOILS INDICATED ON THE PROPERTY BY THE NRCS WEB SOIL SURVEY. THERE ARE NO HISTORICAL OR CULTURAL RESOURCES KNOWN ON THE PROPERTY.

NOTES:

C2.0

OVERALL SITE LAYOUT PLAN



ATTACHMENT 13-1C

THE VILLAGES AT TRIUNE EAST

TRI-LINE WILLIAMSON COUNTY TENNESSEE

12 CROSSROADS BOULEVARD
SUITE 201
BRENTWOOD, TN 37027
(615) 873-1795
www.crunkeng.com

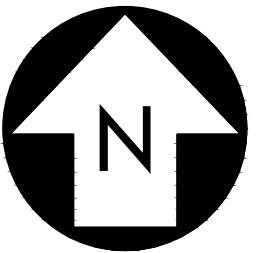


REVISIONS	DATE				
No.					
02/26/2025	24069				

02/28/2023

C2.1

SITE LAYOUT PLAN



A horizontal scale bar with tick marks at 0, 50, 100, and 200 inches. The text "GRAPHIC SCALE" and "1"=100'" is centered below the scale.

A horizontal scale bar with tick marks at 0, 50, 100, and 200. Below the scale, the text "GRAPHIC SCALE" is centered, followed by "1\" data-bbox="510 250 580 280"="100'".



THE VILLAGES AT TRIUNE EAST

TRIUNE, WILLIAMSON COUNTY, TENNESSEE

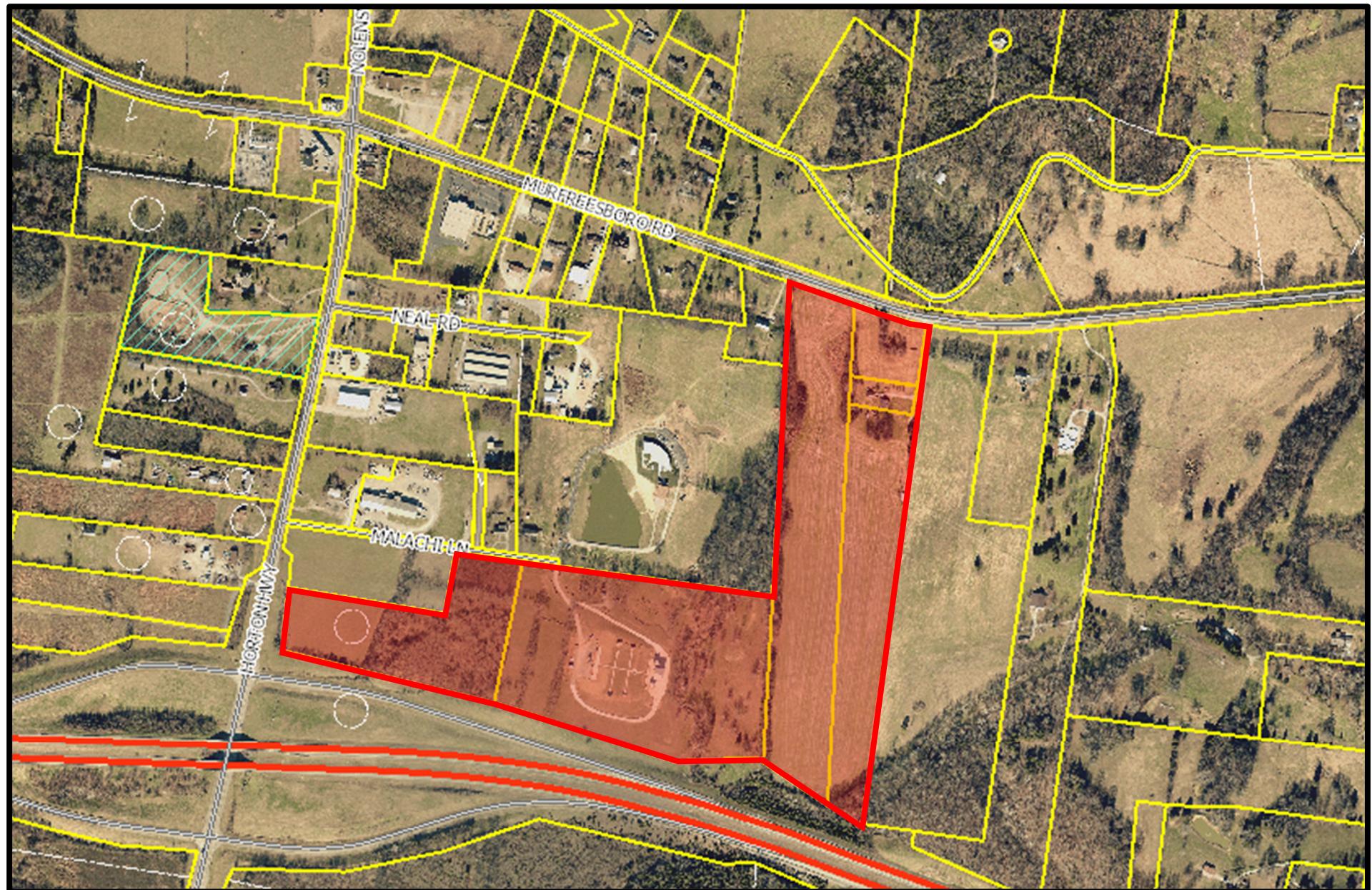
2/26/2025 24069

C2.2

ATTACHMENT 13-1D

A horizontal graphic scale with a black bar. The scale is marked at 0, 50, 100, and 200. Below the scale, the text "GRAPHIC SCALE" is centered, and below that, "1"=100'".

ATTACHMENT 13-2



ATTACHMENT 13-3



MEMORANDUM

To: Aaron Holmes, Williamson County Planning Department
From: Kayla Ferguson, P.E., AICP; Burch Transportation, LLC
Date: 3/3/2025
Subject: Triune Mixed-Use TIS Review

This memorandum provides the findings of the independent review of the Triune Mixed-Use TIS submitted to Williamson County Planning on 2/20/2025 for a concept plan submittal. The review focused on the following three items: consistency with assumptions discussed in the traffic study scoping and included in the executed MOUA, review of the traffic operational analyses, and evaluation of recommended infrastructure improvements. Based on this review, we identify any necessary modifications to the traffic study and/or the recommendations that ensure consistency with the County's Traffic Study Guidelines and mitigate impacts of the proposed project.

General Project Information and Traffic Study Scope

The Triune Mixed-Use development proposal includes a new development plan located on either side of Horton Highway (US 41A/SR 11) between Murfreesboro Road (SR 96) and I-840 in the Triune area of Williamson County. The proposed development plan is referred to as Triune East and Triune West based on its bifurcation via Horton Highway. The two sites will each include a mix of residential unit types and commercial space and have six total accesses proposed – two on Murfreesboro Road and four on Horton Highway. Based on the proposed density and trip generation of the development, a Traffic Impact Study was required. A traffic study scoping call was conducted with the applicant's traffic study preparer on August 21, 2024. The outcome of this meeting was an agreed upon set of assumptions and study parameters for the traffic study. Table 1 identifies key traffic study elements and an evaluation of their consistency with the agreed upon scope. As noted, the traffic study submitted accurately reflects the current concept plan and the scope as agreed upon in the MOUA.

Table 1: Review of Traffic Study Scope Elements

Project Characteristic	Documented in Traffic Study	Consistent with MOUA?
Proposed Land Use and Density	342 single-family residential units 98 multifamily residential units 42,400 sf restaurant space 54,400 sf retail space 45,000 sf supermarket 16,000 sf hardware store 50,400 sf office space 318-room hotel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Trip Generation	AM: 1,184 total / 612 enter / 572 exit PM: 1,777 total / 938 enter / 839 exit	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>Notes: Exact trip totals are higher than presented in MOUA, but calculations are appropriate and correct.</i>
Buildout and Background Growth	Buildout Horizon: 2026 / 2031 Annual Growth Rate: 1.0% Site Specific Growth: Burns Property, Troubadour, Kings Chapel, Hardeman Springs, Fiddler's Glen, and Patterson Road Development	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Study Area	Segments: Murfreesboro Road; Horton Hwy Intersections: <ul style="list-style-type: none">• Horton Highway / I-840 EB ramp• Horton Highway / I-840 WB ramp• Horton Highway / Murfreesboro Road• Horton Highway and Malachi Lane/Site Access• Horton Highway / Triune East Site Access• Horton Highway / Triune West Site Access• Malachi Lane / Site Access• Murfreesboro Road / Triune West Site Access• Murfreesboro Road / Triune East Site Access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>Notes: Additional site accesses were included to reflect changes in the site plan following the MOUA execution.</i>

Traffic Operational Analyses

The operational analyses for the intersections and roadway segments within the study area were based on methods from *Highway Capacity Manual*. The following bullets highlight a review of the analysis as documented in the TIA:

- Data to support the traffic analyses was collected from 7:00-9:00 AM and 4:00-6:00 PM on Thursday, September 5, 2024 when local schools were in session.
- Based on the data collected and capacity analysis, there are multiple critical turning movements that operate at LOS E or worse during existing peak hour conditions. More specifically, minor street left turn movements on the I-840 eastbound and westbound ramps as well as multiple movements at the signalized intersection of Murfreesboro

Road and Horton Highway/Nolensville Road all currently operate unacceptably during at least one if not both peak hours.

- Background and projected capacity analysis is divided into two horizon years. The first represents a 2026 buildout year, which is expected to include all of the proposed residential density in the Triune East and Triune West developments. The second represents a 2031 buildout year, which is expected to include all of the non-residential density.
- Continued growth in the region as well as this specific area of the County add significant peak hour volumes to the critical intersections over the 7-year buildout horizon. This causes already-failing movements to further deteriorate with significant increases in average vehicular delays during peak hours before construction of the Triune mixed-use development. The most significant delay is predicted for vehicles turning left from the stop-controlled I-840 eastbound ramp onto Horton Highway, averaging ~5 minutes per vehicle in the AM peak hour and ~27 minutes per vehicle in the PM peak hour in 2031.
- Addition of the proposed Triune Mixed-Use project causes significant increases in delays for aforementioned critical turning movements at existing intersections. Table 2 highlights the specific scenario in which critical turning movements are expected to operate at LOS E (indicated with green shading) and the corresponding vehicular delay expressed in seconds per vehicle. For the 2026 and 2031 projected scenarios, the additional delay added by the proposed project is shown in parentheses.
- As shown in Table 2, the intersection of Horton Highway and Murfreesboro Road has multiple movements that already operate at LOS E, but the relative increase of delay caused by the Triune Mixed-Use development is low. For example, the proposed development is expected to add a maximum of 36 seconds to any of these movements, specifically the westbound through/right turn movement. It should be noted that TDOT has plans to eventually widen the Murfreesboro Road in the vicinity of the Triune Mixed-Use project. The widening of Murfreesboro Road will also include capacity improvements at this intersection that will help to alleviate the existing and projected delays. However, no funding is allocated for this project and the anticipated completion is, therefore, unknown.
- By contrast, delays added to the unsignalized I-840 ramps with completion of the proposed project are significant. Traffic signal warrant analyses were conducted to determine if and when traffic volumes would justify the need for traffic signals at these locations. According to methodology set forth in the MUTCD and the typical requirement to satisfy an 8-hour volume warrant on State Routes like Horton Highway, both of these ramp intersections warrant traffic signal control under existing conditions. Further, the study notes that additional capacity will be needed along Horton Highway, specifically right turn lanes onto the I-840 ramps, in addition to traffic signal control to mitigate projected delays.

Table 2: Summary of Critical Existing Intersection Operations

Intersection	Critical Movement	Peak Hour	Average Delay in Seconds/Vehicle (Development-Induced Increase)				Projected 2031
			2024 Existing	2026 Background	2031 Background	Projected 2026	
Horton Highway and Murrfreesboro Road	NB Left Turn	AM	77 sec	101 sec	114 sec	96 sec (-5)	132 sec (+18)
	NB Left Turn	PM					
	SB Through/Right Turn	AM	80 sec	114 sec	122 sec	124 sec (+10)	145 sec (+23)
	SB Through/Right Turn	PM					
	WB Through/Right Turn	AM	77 sec	99 sec	118 sec	56 sec (+17)	55 sec (+11)
	WB Through/Right Turn	PM					
	EB Left Turn	AM		76 sec	89 sec	107 sec (+8)	154 sec (+36)
	EB Left Turn	PM					
	EB Through/Right Turn	AM				66 sec (-10)	83 sec (-6)
	EB Through/Right Turn	PM					
I-840 WB Ramps and Horton Highway	WB Left Turn	AM		65 sec	85 sec	60 sec (+23)	52 sec (+10)
	WB Left Turn	PM	38 sec	126 sec	171 sec	373 sec (+308)	761 sec (+676)
	WB Right Turn	AM			38 sec	712 sec (+586)	1,193 sec (+1,022)
	WB Right Turn	PM				38 sec (+0)	161 sec (+123)
I-840 EB Ramps and Horton Highway	AM	96 sec	215 sec	305 sec	489 sec (+274)	1,754 sec (+1,449)	
	PM	552 sec	1,177 sec	1,613 sec	2,444 sec (+1,267)	6,655 sec (+5,042)	

- Based on the presented traffic volumes and the methodologies in *NCHRP Report 457 – Evaluating Intersection Improvements: An Engineering Study Guide*, turn lanes are warranted at the following site accesses during different build years (shown in parentheses) for the proposed development:
 - Northbound right turn lane on Horton Highway at southern Site Access (2026)
 - Southbound right turn lane on Horton Highway at southern Site Access (2031)
 - Northbound right turn lane on Horton Highway at Malachi Lane/Site Access (2026)
 - Northbound left turn lane on Horton Highway at Malachi Lane/Site Access (2026)
 - Southbound right turn lane on Horton Highway at Malachi Lane/Site Access (2026)
 - Southbound left turn lane on Horton Highway at Malachi Lane/Site Access (2026)
 - Eastbound right turn lane on Murfreesboro Road at West Site Access (2026)
 - Westbound left turn lane on Murfreesboro Road at West Site Access (2026)
 - Westbound left turn lane on Murfreesboro Road at East Site Access (2031)
- Deceleration lengths for the recommended turn lanes are based on a 35-mph speed, which is 10 mph lower than the 45-mph posted speed limit south of the site on Horton Highway and on Highway 96. This is typical in constrained situations where vehicles are assumed to begin decelerating in the adjacent through lane. North of the project site, the posted speed limit is 35 mph on Horton Highway near the Highway 96 traffic signal.
- Recommended storage lengths were sourced from the *Highway Capacity Manual* based on facility type and context as well as TDOT's review of the preliminary design plans. The recommended storage lengths are expected to be sufficient to accommodate projected queues output from the capacity analysis.
- Intersection sight distance was not evaluated in the TIS as requested in the scoping call by TDOT but were later provided with proposed site plans submitted to the County for review. These exhibits show the available sight distance at the proposed intersections of Highway 96 and the Triune East and Triune West accesses. Based on examination of those exhibits, sufficient intersection sight distance is available at these locations. Exhibits were not provided for the site accesses on Horton Highway; however, based on street view imagery, it is anticipated that intersection sight distance at these locations is sufficient.
- Per TDOT's request, SIDRA analysis was conducted for the intersection of Horton Highway and Malachi Lane/Site Access. The significant volume northbound and southbound on Horton Highway causes a single lane roundabout to operate at LOS F with significant queues under projected conditions. A multilane roundabout that provides additional capacity for these movements would improve LOS and resolve queue issues; however, this was not recommended in the TIS based on potential property restrictions.

Based on the review of traffic study, it appears that the operational analyses are based on reasonably correct peak hour volumes, intersection laneage, and traffic control.

Recommended Infrastructure Improvements

Based on the operational analysis as well as signal and turn lane warrants, the following infrastructure improvements are recommended in the TIS. The timing of each improvement is denoted in parentheses. For each set of improvements, a response is noted below.

1. Murfreesboro Road with Triune East Site Driveway (Phase 1 – 2026 and Phase 2 – 2031)

- Implement unsignalized intersection control (stop on minor street approach)
- Construction of northbound Site Driveway shared left/right turn lane
- Construction of westbound Murfreesboro Road left turn lane (595 feet total length including taper, deceleration and storage)

Review Evaluation: This recommended improvement is consistent with the analysis presented and expectations. Design and construction plans for improvements at this intersection should be approved by TDOT and Williamson County prior to application of any building permits for Phase 2, which includes all non-residential components of the Triune East and Triune West sites. Construction of all recommended turn lanes should be completed before issuance of building permits for Phase 2.

2. Improvements at Horton Highway and Murfreesboro Road (Phase 1 – 2026 and Phase 2 – 2031)

- Optimization of traffic signal timings including cycle lengths and splits

Review Evaluation: This recommended improvement is consistent with the analysis presented and expectations. This should be completed following completion of both phases in 2026 and 2031.

3. Murfreesboro Road with Triune West Site Driveway (Phase 1 – 2026)

- Implement unsignalized intersection control (stop on minor street approach)
- Construction of westbound Murfreesboro Road left turn lane (595 feet total length including taper, deceleration and storage)
- Construction of eastbound Murfreesboro Road right turn lane (360 feet total length including taper, deceleration and storage)
- Site Driveway northbound left turn lane (100 ft of storage plus taper) and northbound right turn lane

Review Evaluation: This recommended improvement is consistent with the analysis presented and expectations. Design and construction plans for these turn lane improvements should be approved by TDOT and Williamson County prior to submittal of the preliminary plat for Phase 1, which includes all residential components of the Triune East and Triune West sites. Construction of all

recommended turn lanes should be completed before submittal of the final plat for Phase 1.

4. Improvements at Horton Highway and Malachi Lane/Site Access (Phase 1 – 2026)

- Implementation of signalized intersection control
- Construction of Horton Highway northbound left turn lane (355 feet total length including taper, deceleration and storage) and northbound right turn lane that extends through the upstream proposed driveway.
- Construction of Horton Highway southbound left turn lane (460 feet total length including taper, deceleration and storage) and southbound right turn lane (360 feet total length including taper, deceleration and storage)
- Construction of eastbound Site Driveway to include one left turn lane (100 ft of storage plus taper), one through lane, and one right turn lane (100 ft of storage plus taper)
- Construction of westbound Malachi Lane left turn lane (200 ft of storage plus taper) and westbound through/right turn lane
- Due to the proximity of Malachi Lane with the existing gas station and proposed Triune East/West Site Driveways, northbound turn lanes will extend beyond those driveways.

Review Evaluation: This recommended improvement is consistent with the analysis presented and expectations. With implementation of traffic signal control, left turn movements should all be protected-permitted phasing and should include right turn overlaps where applicable.

Design and construction plans for improvements at this intersection should be approved by TDOT and Williamson County prior to submittal of the preliminary plat for Phase 1, which includes all residential components of the Triune East and Triune West sites. Construction of all recommended turn lanes should be completed before submittal of the final plat for lots 1 through 24 in Phase 1. The installation of traffic signal control should be completed before submittal of the final plat for the 25th lot.

5. Horton Highway with Triune East/West Site Driveway (Phase 1 – 2026)

- Implement unsignalized intersection control (stop on minor street approach)
- Right-in-right-out (RIRO) operation for both East and West site driveways
- Construction of Horton Highway northbound right turn lane (255 feet total length including taper, deceleration and storage) and southbound right turn lane (230 feet total length including taper, deceleration and storage)

Review Evaluation: This recommended improvement is consistent with the analysis presented and expectations. Design and construction plans for these turn lane improvements should be approved by TDOT and Williamson County prior to submittal

of the preliminary plat for Phase 1, which includes all residential components of the Triune East and Triune West sites. Construction of all recommended turn lanes should be completed before submittal of the final plat for Phase 1.

6. Horton Highway with I-840 EB and WB Ramps (Phase 1 – 2026)

- The installation of traffic signal control should be implemented but should not be the sole responsibility of the developer for the Triune development. Instead, solutions with TDOT and Williamson County regarding funding of these regional improvements should be explored before full build-out of the Triune Development. However, construction of residential components for Phases 1-3 of Triune East and West should be permitted under existing traffic control with coordination with TDOT and Williamson County.

Review Evaluation: As noted in the TIS analyses, the existing unsignalized intersections of Horton Highway and the I-840 EB and WB Ramps both operate unacceptably under existing peak hour conditions. The minor street stop-controlled ramp movements experience heavy delays due to the high northbound and southbound volumes on Horton Highway. Eight-hour volume warrants as outlined in the MUTCD warrant the installation of a traffic signal at these locations in 2024. The need for this signalization is further compounded with additional background development growth and the proposed Triune Mixed-Use development.

Based on coordination with TDOT, the need for signalization and additional capacity at these ramps has already been identified through the RSAR safety process. However, funding has not been allocated for the design or construction in TDOT's current 3-Year Plan that extends through 2027. Therefore, the installation of traffic signals and right turn deceleration lanes on Horton Highway should be completed before building permits are issued for any non-residential land uses in Phase 2 of the Triune Mixed-Use development. In addition and as recommended in the TIS, the Triune Mixed-Use development should coordinate with TDOT and Williamson County to participate in the funding of these improvements.

7. Malachi Lane with Triune East Site Driveway (Phase 1 – 2026)

- Implement unsignalized intersection control (all-way stop)

Review Evaluation: Based on the projected volumes at this intersection and historic crash data, all-way stop control is unlikely to be warranted. Therefore, it is recommended that this intersection be designed and constructed as a two-way stop intersection with stop-control implemented for the northbound approach of the Triune East access.

All of the above infrastructure improvements should be constructed in tandem with the specific phase identified above. For additional clarity, the following figures highlight the specific improvements and their timing.

Figure 2a: Summary of Recommended Off-Site Improvements and Associated Timing per TIS Recommendations and 3rd Party Review

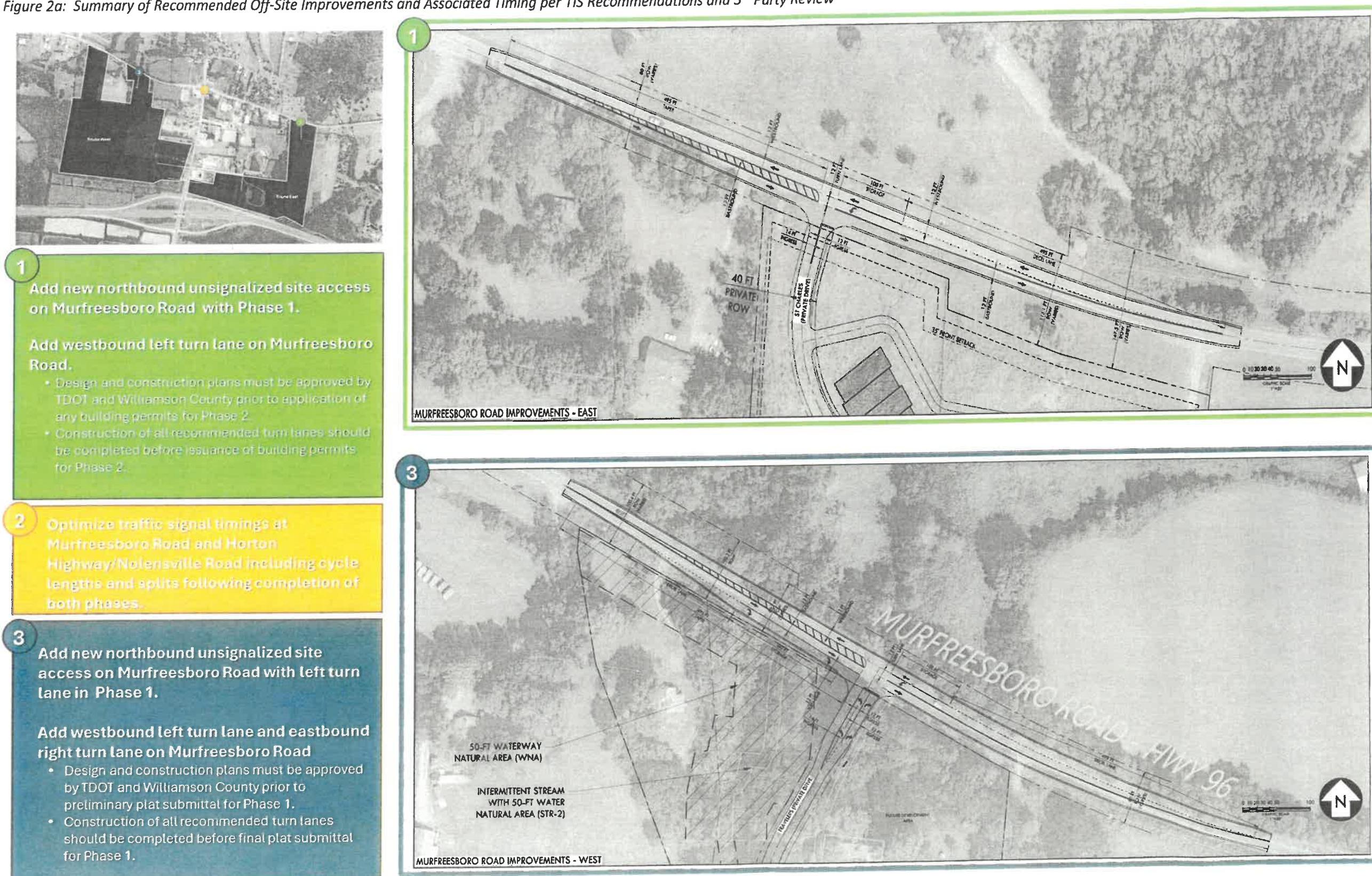


Figure 2b: Summary of Recommended Off-Site Improvements and Associated Timing per TIS Recommendations and 3rd Party Review



4

Add new eastbound site access on Horton Highway with dedicated left, through, and right turn lanes.

Add westbound left turn lane on Malachi Lane. Add northbound and southbound left and right turns lanes on Horton Highway.

- Design and construction plans must be approved by TDOT and Williamson County prior to preliminary plat submittal for Phase 1.
- Construction of all recommended turn lanes should be completed before final plat submittal for lots 1-24 in Phase 1.

Convert to signalized traffic control,

- Installation of traffic signal control should be completed before final plat submittal including the 25th lot.

5

Add new unsignalized access on Horton Highway with right-in-right-out(RIRO) operation for both East and West site driveways.

Add northbound right turn lane and southbound right turn lane on Horton Highway.

- Design and construction plans must be approved by TDOT and Williamson County prior to preliminary plat submittal for Phase 1.
- Construction of all recommended turn lanes should be completed before final plat submittal for Phase 1.

6

TDOT to add northbound and southbound right turn lanes on Horton Highway and signalize I-840 ramps.

- While not the sole responsibility of the developer, the installation of traffic signals and right turn deceleration lanes on Horton Highway should be completed before building permits are issued for any non-residential land uses in Phase 2.

7

Add new northbound unsignalized site access on Malachi Lane in Phase 1.

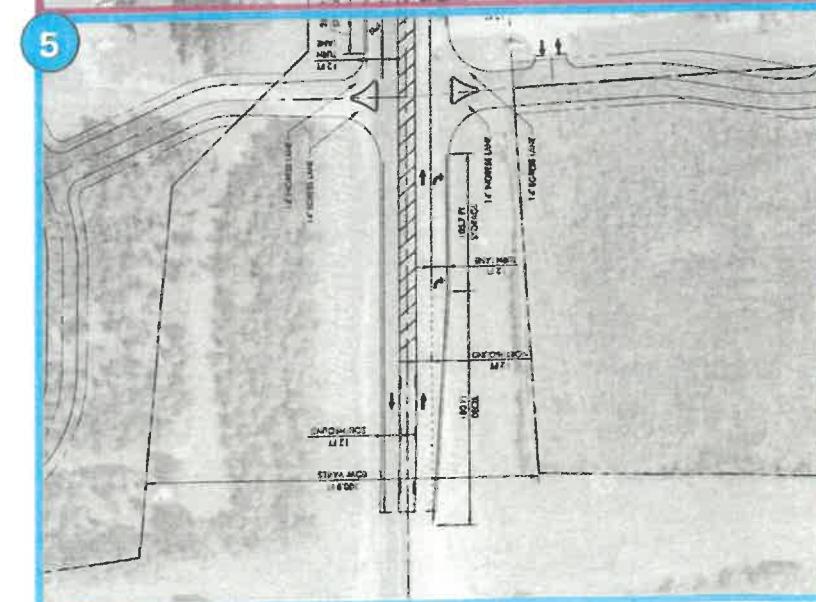
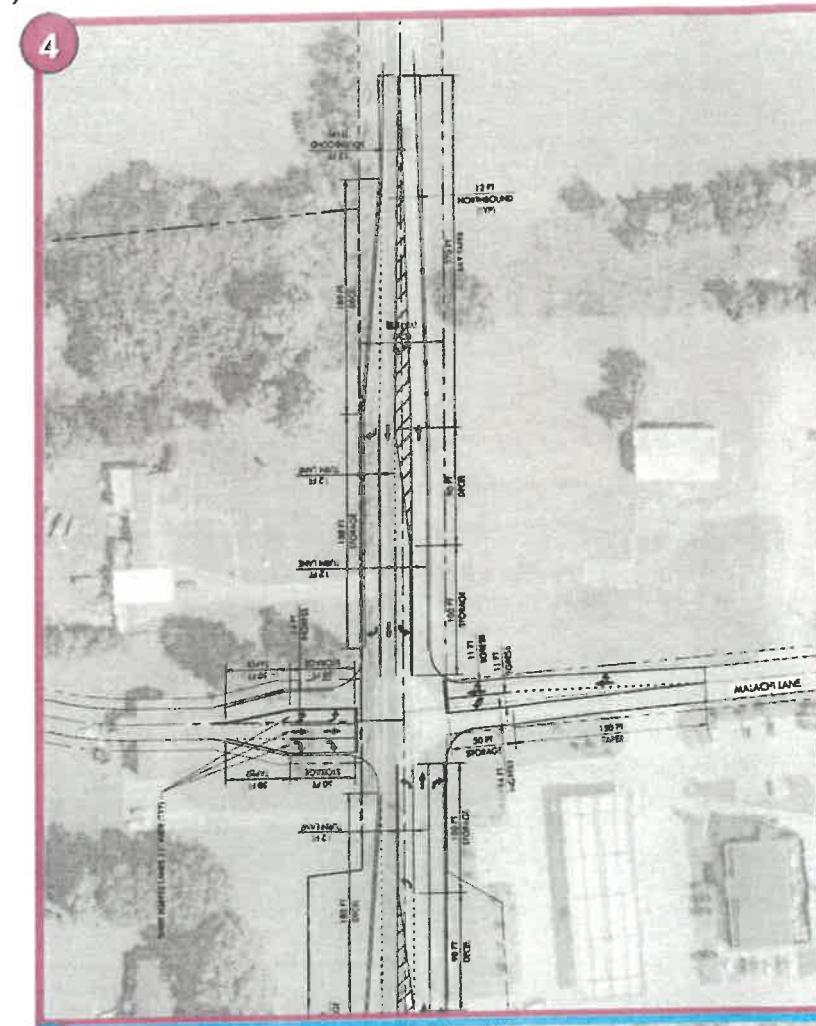


Figure 1: Location of Recommended Off-Site Improvements per TIS Recommendations and 3rd Party Review



Conclusion – Study Acceptance

The Triune Mixed-Use TIS submitted February 2025 includes all of the typically required traffic study components and identifies reasonable and beneficial infrastructure improvements to be made as a result of the proposed development. At this time, we recommend acceptance of the current traffic study and its recommendations. Timing of the various improvements associated with the various development phases should be incorporated into the conditions of approval as noted in the review comments.

Should you have any questions or need additional information, please contact me.

Sincerely,



Kayla Ferguson, PE, AICP
Burch Transportation, LLC

ITEM 15

FINAL PLAT REVIEW FOR WYELEA, SECTION 1, CONTAINING 16 LOTS ON 154.24 ACRES LOCATED OFF DEL RIO PIKE IN THE 10TH VOTING DISTRICT (1-2024-411)

Attachment	15-1	Final Plat
	15-2	Aerial Photograph
Area		154.24 acres
Lots		16
Zoning		Rural Preservation – 5 (RP-5)
Water		City of Franklin
Sewer		Nontraditional Wastewater Treatment and Disposal System
Development Option		Conservation Subdivision
Chapter 1101 Status		Rural
File Number		(1-2024-411)

This item was deferred from the February Planning Commission. A Preliminary Plat for this development was approved at the June 2024 meeting. The applicant is now requesting Final Plat approval of Section 1 of the development, which includes sixteen (16) lots, 85.76 acres of Open Space, and the treatment and disposal areas for the wastewater treatment system. A Landscaping Plan has been reviewed and approved by Staff.

The County Attorney has advised that there is a required edit to the homeowners association documents that must be addressed before they can be recorded and prior to execution of the Final Plat.

Staff recommends approval of the Final Plat with the following conditions:

1. A Zoning Certificate must be obtained for the completed Nontraditional Wastewater Treatment and Disposal System. Prior to issuance of the Zoning Certificate, the applicant shall provide the following:
 - a. A letter from TDEC indicating that the Nontraditional Wastewater Treatment and Disposal System was installed and is functioning;
 - b. As-built drawings showing the location of all system components and a sealed certification letter from the design engineer indicating that said

expansion was constructed in accordance with the approved construction plans and specifications;

- c. A letter from the owner/utility provider indicating that it has accepted the said system and is currently operating same;
- d. Per the recommendation of the County's Wastewater Consultant, establishment of a Performance Bond for the Treatment and Disposal System in the amount of \$174,429; and
- e. Execution of Performance Agreements for the above referenced surety as it relates to the Nontraditional Wastewater Treatment and Disposal System.

2. Establishment of a Performance Bond for Roads, Drainage and Erosion control in the amount of \$1,263,000;
3. Per the recommendation of the County's Wastewater Consultant, establishment of a performance bond for the wastewater collection system in the amount of \$203,000;
4. Establishment of a Maintenance Bond for Water Improvements in favor of the City of Franklin in the amount of \$3,177,000;
5. Establishment of a Performance Bond for Landscaping Improvements in the amount of \$28,458
6. Execution of Performance Agreements for the above referenced sureties;
7. Submittal of the corrected HOA documents, consistent with the requirements of the Zoning Ordinance. Approval of these documents by the County Attorney is required prior to execution and recordation of the Final Plat. The HOA documents, once approved, must be recorded concurrently with the recording of the Final Plat;
8. Execution of a Stormwater Maintenance Agreement and submission of an Operation and Maintenance Plan for stormwater improvements; and
9. Submission of the approved Final Plat in .dwg format on recordable media based on the Tennessee State Plane Coordinate System prior to signature and recording of the plat.

LEGEND	IRON PIN FOUND	FIRE HYDRANT	UTILITY POLE	P.U.D.E.	BOUNDARY
	IRON PIN SET	SANITARY SEWER MH	GUY ANCHOR	ADDRESSES	CENTERLINE
	CONC. MON. FOUND	SANITARY SEWER CO	COMMUNICATION BOX	HANDICAP SPACE	BUFFER
	CONC. MON. SET	AREA DRAIN	COMMUNICATION MH	SANITARY SEWER	WATER FEATURE
	CONTROL POINT FOUND	CURB INLET	GAS METER	8" SA	8" SA
	CONTROL POINT SET	STORM MH	GAS VALVE	4" W	TREE LINE
	BENCH MARK	ELECTRIC METER-BOX	EVERGREEN TREE	UNDERGROUND ELEC	RIGHT OF WAY
	WATER METER	ELECTRIC MH	SIDEWALK	OVERHEAD ELEC	R.O.W.
	WATER VALVE	LIGHT POLE	MIN. BUILDING SETBACK	GAS	P.V.M.T.
				COM	P.U.D.E.
					GREEN INFRASTRUCTURE EASEMENT

PLAT NOTES

- THE PURPOSE OF THIS PLAT IS TO CREATE 16 RESIDENTIAL LOTS, 5 OPEN SPACES AND 2 WASTE WATER LOTS.
- SUBJECT PROPERTY IS PRESENTLY IDENTIFIED AS A PORTION OF PARCEL 13.00, ON WILLIAMSON COUNTY TAX MAP 051. SAID PARCEL IS FURTHER IDENTIFIED AS A PORTION OF THE PROPERTY DESCRIBED IN BK 8799, PG 670, IN THE REGISTERS OFFICE OF WILLIAMSON COUNTY, TENNESSEE.
- SUBJECT PROPERTY IS ZONED AS FOLLOWS:
 - 3.1. ZONING: RP-5
 - SETBACKS
 - FRONT : 35'
 - SIDE : 5'
 - REAR : 30'
 - CORNER : 17.5'
- 3.2. PROPOSED USE: CONSERVATION SUBDIVISION
- 3.3. TOTAL AREA: 154.243 ACRES +/-
- 3.4. OPEN SPACE: 85.763 ACRES +/-
- 3.5. AREA IN LOTS: 69.620 ACRES +/-
4. THIS PROPERTY LIES WITHIN ZONES "X" AND "AE" AREAS DETERMINED TO HAVE MINIMAL FLOOD HAZARD AS DETERMINED FROM ELEVATIONS SHOWN ON FIRM MAPS FOR WILLIAMSON COUNTY, TENNESSEE, AND MAP NUMBERS 47187C0183G AND 47187C0184G, EFFECTIVE DATE DECEMBER 22, 2016.
5. I HEREBY CERTIFY THAT THIS IS A CATEGORY IV SURVEY AND WAS CONDUCTED IN ACCORDANCE WITH RULE 0820-03.11 (GLOBAL POSITION SYSTEMS SURVEYS) ACCORDING TO THE CURRENT TENNESSEE MINIMUM STANDARDS OF PRACTICE AS PROMULGATED BY THE TENNESSEE STATE BOARD OF EXAMINERS FOR LAND SURVEYORS. THIS SURVEY WAS CONDUCTED WITH DUAL-FREQUENCY RTK GPS EQUIPMENT BASED ON THE TDOT CORPS NETWORK.
- a. POSITIONAL ACCURACY: 0.07'
- b. DATE OF SURVEY: 06/23/2023
- c. DATUM/EPPOCH: TENNESSEE STATE PLANE (NAD83). OCCUPATIONS FOR CONTROL POINTS ARE 3 MINUTES EACH. SIDE SHOTS ARE 3 SECONDS.
- d. GEOD 3, ZONE 7 REVISED.
- e. NO COMBINED GRID FACTORS WERE USED.
6. ALL CORNERS SHOWN ON THE FACE OF THE SURVEY WILL BE SET WITH 5/8 IRON ROD WITH CAP BEARING THIS SURVEYORS COMPANY NAME.
7. THIS PROPERTY DOES CONTAIN A WATERWAY NATURAL AREA (WNA) AS DEFINED BY THE WILLIAMSON COUNTY ENGINEERING DEPARTMENT AND IT IS SHOWN ON THIS FINAL PLAT.
8. 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.
9. 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.
10. THIS PROPERTY HAS BEEN EVALUATED IN RELATION TO ARTICLES 13 AND 19 OF THE WILLIAMSON COUNTY ZONING ORDINANCE FOR RESOURCE PROTECTION. THE RESOURCES INCLUDE, BUT ARE NOT LIMITED TO, WOODLAND AND TREE PROTECTION, WATERWAY PROTECTION, WETLAND PROTECTION, STEEP SLOPE PROTECTION, AND HISTORIC AND CULTURAL RESOURCES PROTECTION.
11. ALL LAND DISTURBANCE ACTIVITIES SHALL BE SUBJECT TO THE WILLIAMSON COUNTY STORM WATER MANAGEMENT REGULATIONS AND ANY LAND DISTURBANCE ACTIVITIES OVER ONE (1) ACRE WILL REQUIRE A NOTICE OF COVERAGE FROM THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION.
12. DRIVEWAY CULVERTS, WHERE NEEDED, SHALL BE 15' IN DIAMETER.
13. ALL BUILDERS SWALES FOR SURFACE STORM RUNOFF SHALL NOT EXCEED A DEPTH OF ONE FOOT.

CERTIFICATE OF APPROVAL OF SUBDIVISION NAME AND STREET NAMES

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

W.C.E.M.A. OR AUTHORIZED IT REPRESENTATIVE DATE

CERTIFICATE OF ADDRESSES

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

CERTIFICATE OF 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 PLANNING COMMISSION TO ASSURE COMPLETION OF ALL REQUIRED IMPROVEMENTS IN CASE OF DEFAULT.

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 THE COLLECTION SYSTEM AND ALL SYSTEM COMPONENTS, AND REQUIRING ALL HOMES ON THIS PLAT TO CONNECT TO THE TENNESSEE WASTEWATER SYSTEMS, INC. (TWS) SYSTEM, FULLY MEETS THE REQUIREMENTS OF TWS, AND IS HEREBY APPROVED AS SHOWN.

DATE 20

SURVEYOR: JOEY C. WILSON II, PE, RLS
WILSON & ASSOCIATES, P.C.
108 BEASLEY DRIVE
FRANKLIN, TN 37064
(615)794-2275
JWILSON@WILSONPC.COM

IT DEPARTMENT DATE TITLE

DATE

COUNTY ENGINEER

COUNTY ROAD SUPERINTENDENT

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 BK 8799, PG 670 R.O.W.C., AND THAT I (WE) HEREBY ADOPT THIS PLAN OF SUBDIVISION WITH MY (OUR) PERSONALITY, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINE, AND THAT OFFERS OR REVOCABLE DEDICATION FOR ALL PUBLIC STREETS, UTILITIES AND OTHER FACILITIES HAVE BEEN FILED AS REQUIRED BY THESE REGULATIONS.

CERTIFICATE OF APPROVAL FOR RECORDING

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH 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 RECORDING IN THE OFFICE OF THE COUNTY REGISTER OF DEEDS.

JOEY C. WILSON II, TENNESSEE RLS NO. 2089
WILSON & ASSOCIATES, P.C.
ENGINEERING/SURVEYING/ENVIRONMENTAL
108 BEASLEY DRIVE, FRANKLIN, TN 37064
OFFICE: 615.794.2275 FAX 615.794.2176
JWILSON@WILSONPC.COM

CERTIFICATE OF APPROVAL OF WATER SYSTEMS

I HEREBY CERTIFY THAT:

- (1) THE WATER SYSTEM DESIGNATED WYELEA SECTION 1, HAS BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR
- (2) A PERFORMANCE AGREEMENT AND SURETY IN THE AMOUNT OF \$_____ FOR THE WATER SYSTEM HAS BEEN POSTED WITH CITY OF FRANKLIN TO ASSURE COMPLETION OF SUCH SYSTEM

I HEREBY CERTIFY THAT THE PLAN SHOWN AND DESCRIBED HEREON IS 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.

JOEY C. WILSON II, TENNESSEE RLS NO. 2089
WILSON & ASSOCIATES, P.C.
ENGINEERING/SURVEYING/ENVIRONMENTAL
108 BEASLEY DRIVE, FRANKLIN, TN 37064
OFFICE: 615.794.2275 FAX 615.794.2176
JWILSON@WILSONPC.COM

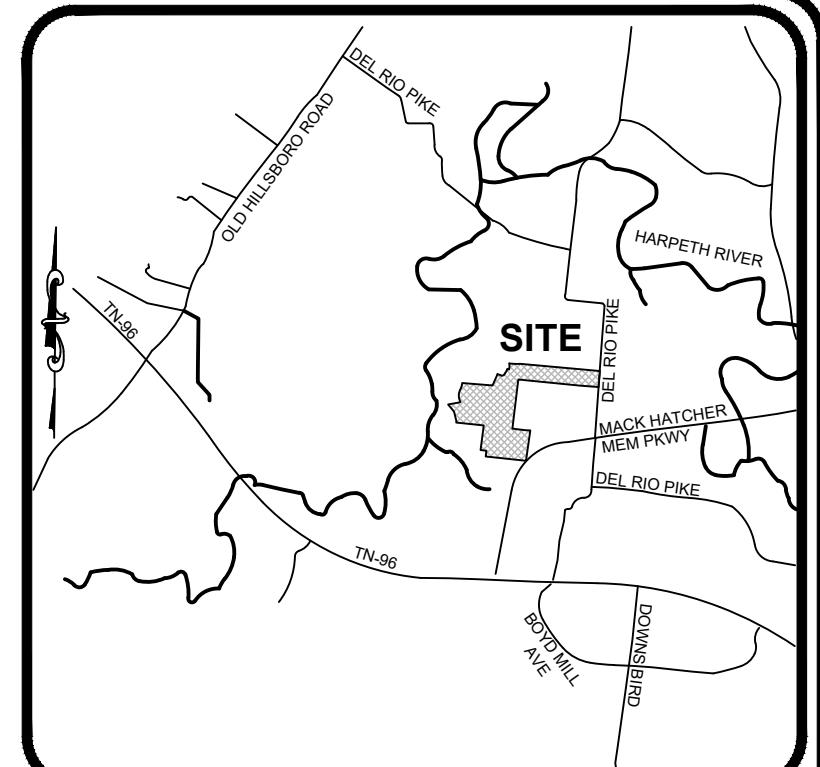
SIGNATURE OF OWNER DATE

THIS APPROVAL SHALL BE INVALID IF NOT RECORDED DATE

DIRECTOR OF WATER MANAGEMENT DEPARTMENT DATE

(*CRITICAL LOT LEGEND:

THIS SITE HAS BEEN REVIEWED FOR THE PRESENCE OF STEEP SLOPES, HILLTOPS AND RIDGETOPS, SLIPPERY SOILS, AND KARST FEATURES.



VICINITY MAP
NOT TO SCALE

Parcel Area Table

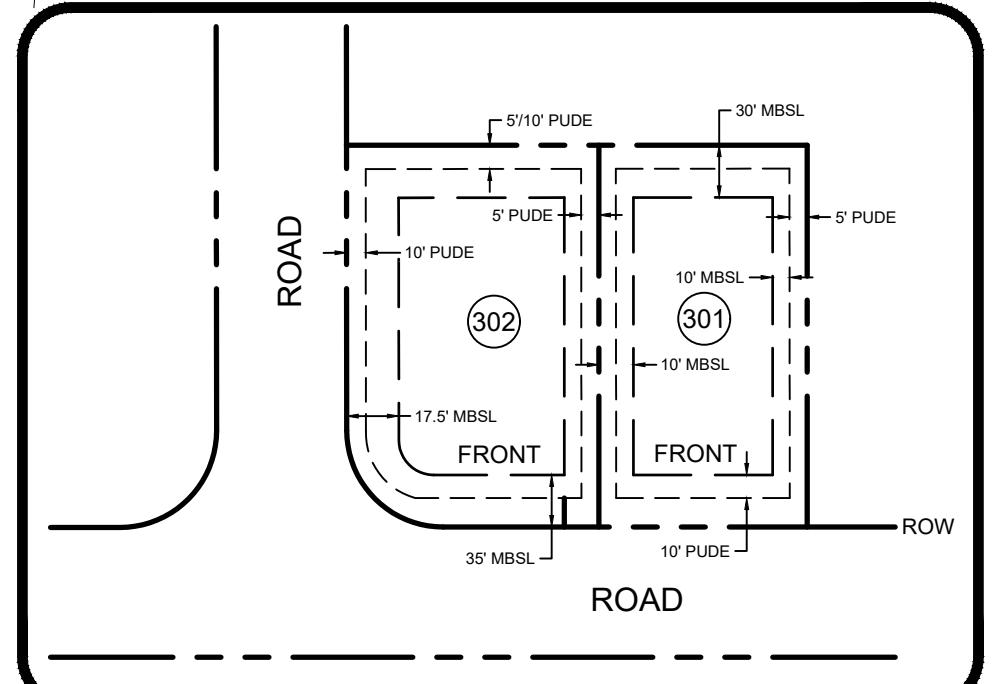
Parcel #	Area (SF)	Area (AC)
1	132964.45'	3.052
2	114016.29'	2.617
3	145801.01'	3.347
4	138929.10'	3.189
5	136837.75'	3.141
6	107190.41'	2.461
7	110749.61'	2.542
8	108238.17'	2.485
9	115657.25'	2.655
10	110954.42'	2.547
29	207430.31'	4.762
30	156656.96'	3.596
31	132410.13'	3.040
32	168851.43'	3.876
34	86651.04'	1.989
35	116355.59'	2.671

Open Space Area Table

Parcel #	Area (SF)	Area (AC)
O.S. 1	374230.54'	8.591
O.S. 2	75640.78'	1.736
O.S. 3	2339280.40'	53.702
O.S. 4	81002.25'	1.860
O.S. 5	866086.37'	19.883

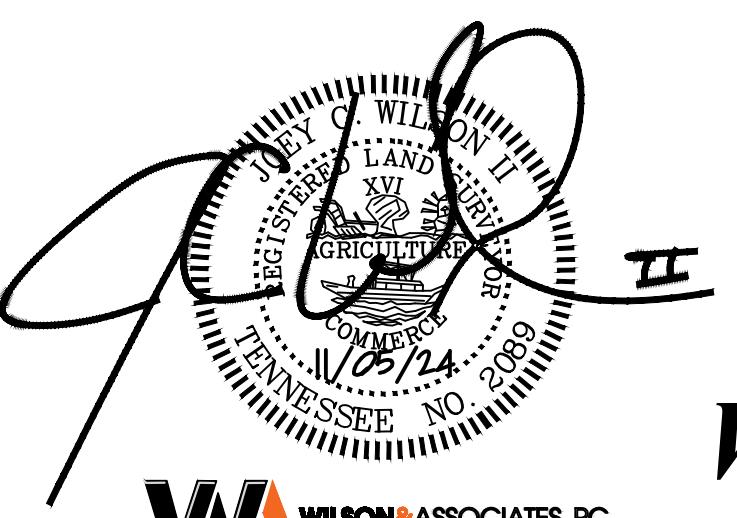
Waste Water Area Table

Parcel #	Area (SF)	Area (AC)
LOT 1	501021.88'	11.502
LOT 2	49589.51'	1.138



TYPICAL LOT LAYOUT
N.T.S.

ATTACHMENT 15-1



450 0 225 450 900
GRAPHIC SCALE: 1" = 450'

WYELEA FARMS

SECTION 1

FINAL SUBDIVISION PLAT

3021 DEL RIO PIKE, FRANKLIN
WILLIAMSON COUNTY - TENNESSEE - 37069

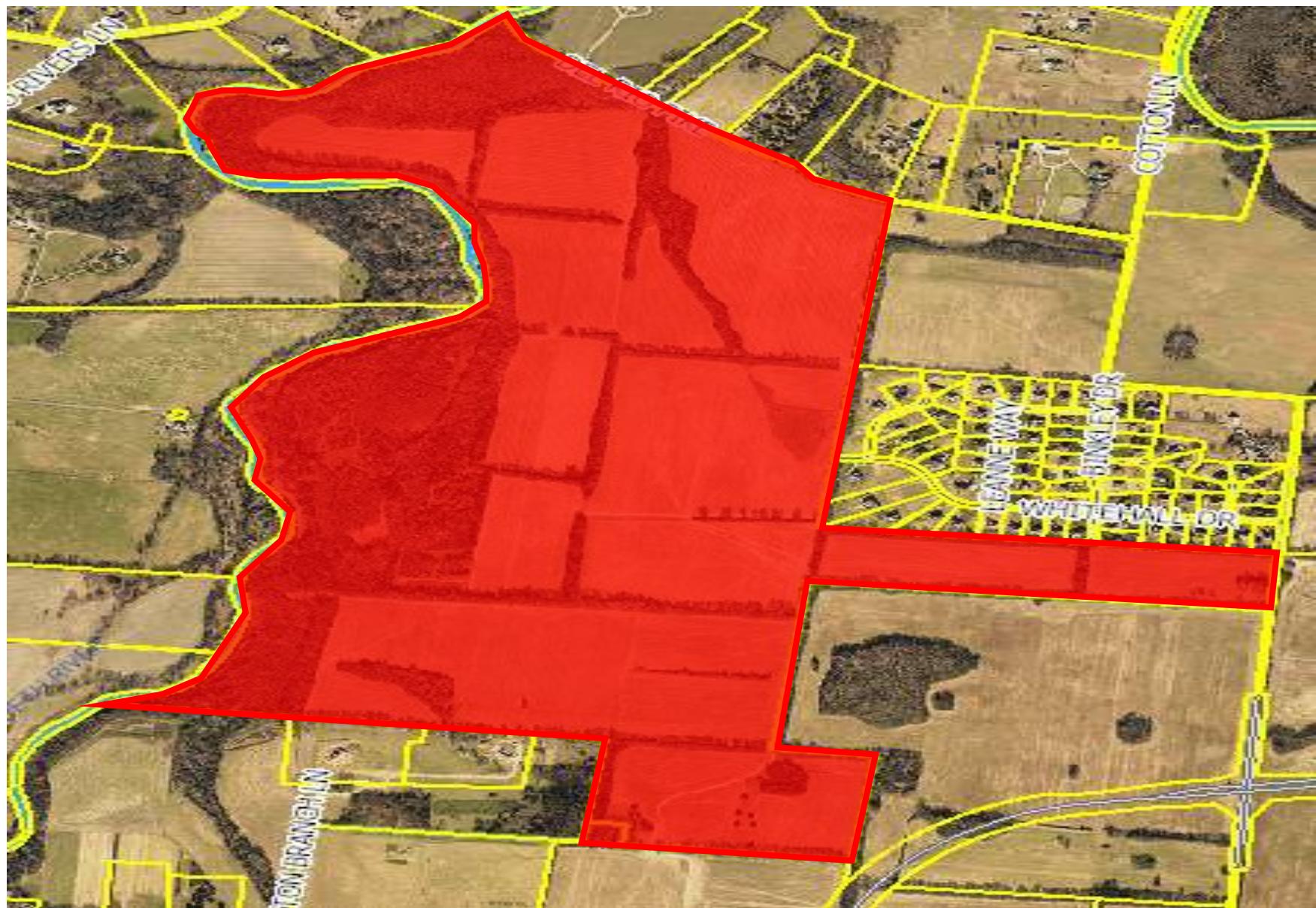
TOTAL ACRES: 154.243 TOTAL NO. OF LOTS: 16
ACRES NEW RD/ST: 7.858 (ROW) L.F. OF NEW RD/ST: 8187.64
ACRES OPEN SPACE: 85.772 CIVIL DISTRICT: 5TH
DRAWN BY: AS CLOSURE ERROR: SEE NOTE
SCALE: 1" = 450' DATE: 11/05/2024

WA PROJECT NO. 20-1577

SHEET 1 OF 8

RECORDING STAMP
HERE
IF YOU CAN READ THIS
YOU ARE HOLDING AN
UNRECORDED COPY

ATTACHMENT 15-2



ITEM 16

RESOLUTION TO ADOPT THE ARRINGTON VILLAGE SPECIAL AREA PLAN

Attachment 16-1 Arrington Village Special Area Plan
16-2 Resolution

The Arrington Village Special Area Plan was previously provided to each member of the Planning Commission. A brief presentation will be given at the March meeting.

Staff recommends adoption of the Plan and its inclusion in the Comprehensive Land Use Plan.

ATTACHMENT 16-2

RESOLUTION OF THE WILLIAMSON COUNTY, TENNESSEE REGIONAL PLANNING COMMISSION TO ADOPT THE ARRINGTON VILLAGE SPECIAL AREA PLAN

WHEREAS, Williamson County, Tennessee, by and through its Regional Planning Commission, has adopted a Comprehensive Land Use Plan; and

WHEREAS, the Comprehensive Land Use Plan called for the creation of a Special Area Plan for each of the six distinct communities identified by the Plan, which included Arrington; and

WHEREAS, the Regional Planning Commission, by and through its Staff, endeavored to study and gather public input in order to create the Arrington Village Special Area Plan; and

WHEREAS, an Arrington Citizens Advisory Committee was formed to facilitate the development of the Plan; and

WHEREAS, an Open House for the public and a series of Public Workshops were held in Arrington in order to discern the wishes of the community; and

WHEREAS, a Vision Statement and Goals and Objectives were created as a result of this process based upon the information gathered at the public involvement meetings; and

WHEREAS, the Community Development Staff, on behalf of the Regional Planning Commission, has created a Special Area Plan for Arrington in accordance with the desires and wishes of the community and based upon the Vision Statement and Goals and Objectives, with said Plan proposed to be incorporated into the Comprehensive Land Use Plan; and

WHEREAS, a copy of the Arrington Village Special Area Plan is attached to this Resolution and incorporated herein; and

WHEREAS, the Regional Planning Commission finds that it is in the best interest of Williamson County to adopt the attached Arrington Village Special Area Plan and incorporate same into the Comprehensive Land Use Plan.

WHEREAS, at their March 10th, 2025 meeting, the Williamson County Board of Commissioners confirmed its support of the Arrington Village Special Area Plan, offered its endorsement of the Plan, and supports the Plan's inclusion in the Comprehensive Land Use Plan; and

NOW THEREFORE, BE IT RESOLVED, by the Williamson County Regional Planning Commission that the attached Arrington Village Special Area Plan is hereby adopted and effective on this the 20th day of March, 2025.

NOW THEREFORE, BE IT FURTHER RESOLVED, that the Williamson County Regional Planning Commission directs that a copy of the Arrington Village Special Area Plan be spread upon the Minutes of the Regional Planning Commission.

Adopted this 20th day of March, 2025

Sammie McCoy, Chairman

Aaron V. Holmes, Secretary

ITEM 17

CONCEPT PLAN REVISION FOR STEPHENS VALLEY, CONTAINING 791 LOTS ON 726.45 ACRES LOCATED OFF SNEED ROAD IN THE 8TH VOTING DISTRICT (1-2024-209).

Attachment	17-1	Concept Plan
	17-2	Aerial Photograph
	17-3	Aerial Photograph of Location of Proposed Roadway Connection
	17-4	Site Plan for Residence Located on Lot 306
Area		726.45 acres
Lots		791
Zoning		Suburban Infill and Conservation (SIC)
Water		Harpeth Valley Utilities District
Sewer		Harpeth Valley Utilities District
Development Option		Conservation Subdivision
Chapter 1101 Status		Rural
File Number		(1-2024-209)

A Concept Plan for this development was approved at the April 2016 meeting, and the applicant is requesting revised Concept Plan approval in order to add a connection street from Stephens Valley Boulevard to Pasquo Road on the Davidson County side of the development. No additional lots are proposed. The property is zoned Suburban Infill and Conservation (SIC), and Concept Plan approval is the first stage in the development review process. Because the Concept Plan contains more than forty-nine (49) lots, a Public Hearing is required.

The subject property straddles the boundary between Williamson and Davidson Counties and is located on Pasquo Road, just south of the terminus of Sneed Road and approximately ½ mile south of Highway 100. The Williamson County portion of the development encompasses approximately 726 acres and is bordered by the Timberline and Natchez Bend developments to the east and the United States Park Service land, including the Natchez Trace Parkway, to the southeast, south and west. A TVA easement transects the property in a north-south direction.

A Traffic Access Analysis was performed by the applicant and reviewed by the County's Traffic Consultant for the original Concept Plan approval. No changes are proposed.

Water and sewer service is provided by the Harpeth Valley Utilities District.

The Williamson County portion of the site contains a number of natural resources requiring protection by the Zoning Ordinance, including areas of woodlands, moderate and steep slopes, slippage soils, Trace Creek and its associated floodplain, and several other perennial or intermittent streams that require Waterway Natural Area (WNA) buffers. During the review, Staff noted numerous WNA buffers were inaccurately labeled and not properly aligned, and the regulatory floodplain and floodway were illustrated incorrectly.

The applicant is proposing a new roadway connecting Stevens Valley Boulevard, which is in Williamson County, with Pasquo Road, which is in Davidson County. The Metropolitan Planning Commission approved a Preliminary Specific Plan (SP) showing the new connection in March 2024; however, this approval occurred without consulting Williamson County Staff. A Final SP is currently under review by Metro Planning Staff.

As proposed, the roadway will encroach into an area of Open Space within Section 3. Situated adjacent to this Open Space is an existing residence (Lot 306). Based upon Staff's on-site observations and the Site Plan for the existing dwelling (See Attachment 17-4), the proposed road right-of-way could potentially be located as close as five (5) feet from the existing dwelling.

While not opposed to the idea of the connection, Staff is concerned about the proximity of the proposed road to the existing residence on Lot 306 as it is currently depicted. Rather than eliminating this open space strip, Staff has suggested that the road be relocated to the north of the open space strip in order to provide a sufficient buffer from this existing residence.

At this time the applicant has requested deferral to the April meeting to address Staff's comments. Staff concurs with the request.

The notice for the Public Hearing has been published, and, as required by Section 3.12 of the Zoning Ordinance, the Public Hearing must be held as advertised.

STEPHENS VALLEY CONCEPT PLAN (REVISED)

WILLIAMSON COUNTY, TN

STEPHENS VALLEY CONCEPT PLAN (REVISED)

6160 Pasquo Rd
Williamson County, Tennessee
Map 15 & 25 - Parcel(s) 4, 7, 8, 8.01, 8.02, 2

PROJECT CONTACTS

OWNER | DEVELOPER

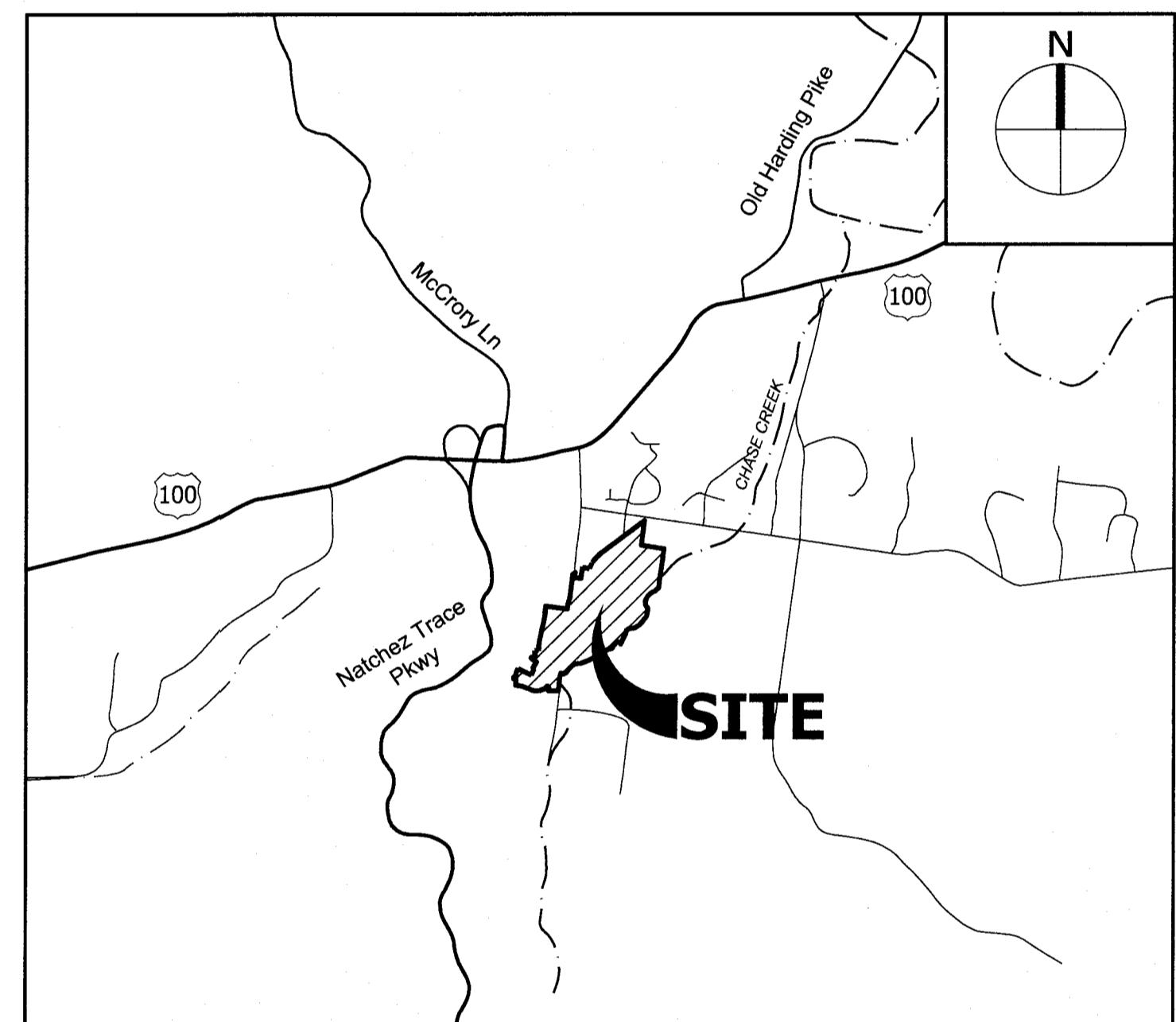
ROCHFORD REALTY AND CONSTRUCTION COMPANY, INC.

2200 ABBOTT MARTIN RD
NASHVILLE, TN 37221

PLANNER | ENGINEER

CSDG

CONTACT: JEREMY WESTMORELAND, P.E.
2305 KLINE AVE, SUITE 300
NASHVILLE, TN 37211
PH: (615) 248-9999
E-MAIL: jeremyw@csdgtn.com



VICINITY MAP

N.T.S.

DISTRICT 9.2
FEMA MAP 47187C0064H & 47187C0063G -
12.20.2024 & 12.22.16 (RESPECTIVELY) -
ZONE X WHICH IS DETERMINED TO BE
OUTSIDE THE 500 YEAR FLOODPLAIN.
TOTAL SITE ACREAGE = 726.45 AC.

PURPOSE NOTE:

The Development Team was notified by both Williamson County and Davidson County Emergency Management Services (EMS) that the initial concept plan, previously approved by both jurisdictions, presented several life safety concerns. Over the past three years, we have collaborated closely with both EMS departments to evaluate and explore a range of solutions to address these concerns. Key issues identified include the long block configuration, single points of access from each county, and the division of multiple lots by the county line. As part of this collaborative process, both departments requested that we consider adding an additional connection road and minimizing the number of lots split by the county boundary, as reflected in the revised plan. Both Williamson and Davidson County EMS departments have expressed their support for this proposed solution. Based on these discussions and the identified safety improvements, we are formally requesting the additional curb cut shown on the Revised Concept Plan to implement these necessary changes.

ATTACHMENT

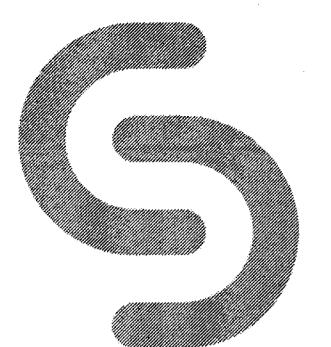
ATTACHMENT 17-1A

DRAWN BY: MRM
CHECKED BY: JW

COVER SHEET

C0.00

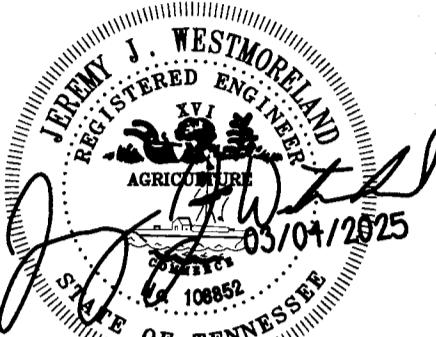
PROJECT NO.: 23-045-01



CSDG
Planning | Engineering
Landscape Architecture

2305 Kline Ave, Ste 300
Nashville, TN 37211
615.248.9999
csdgtn.com

SEAL



STEPHENS VALLEY CONCEPT PLAN (REVISED)

6160 Pasquo Rd
Williamson County, Tennessee
Map 15 & 25 - Parcel(s) 4, 7, 8, 8.01, 8.02, 2

ISSUE SET:
CONCEPTUAL PLAN
ISSUE DATE: 02/18/2024

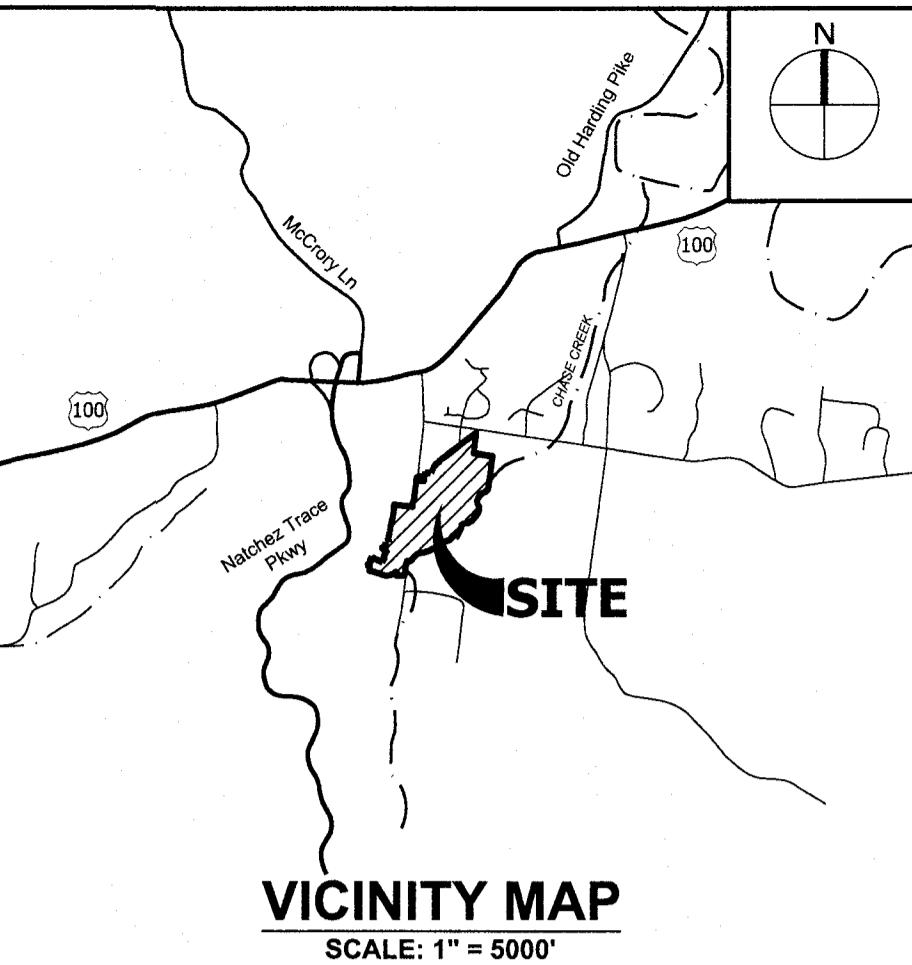
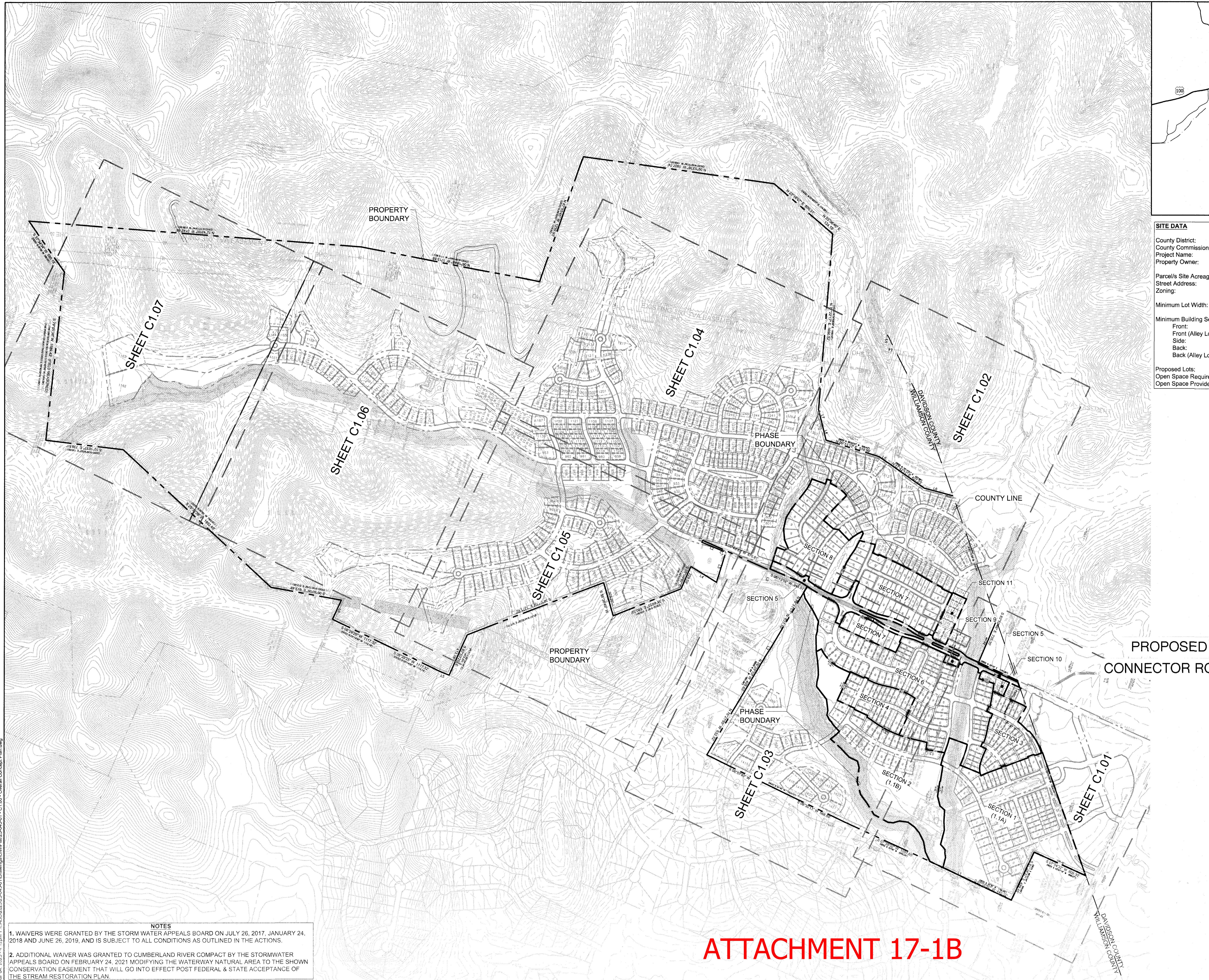
REVISION HISTORY:
Rev. Description Date

DRAWN BY: MRM
CHECKED BY: JW

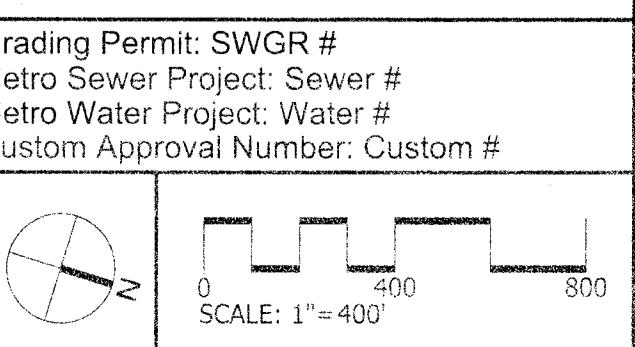
OVERALL CONCEPT PLAN

C1.00

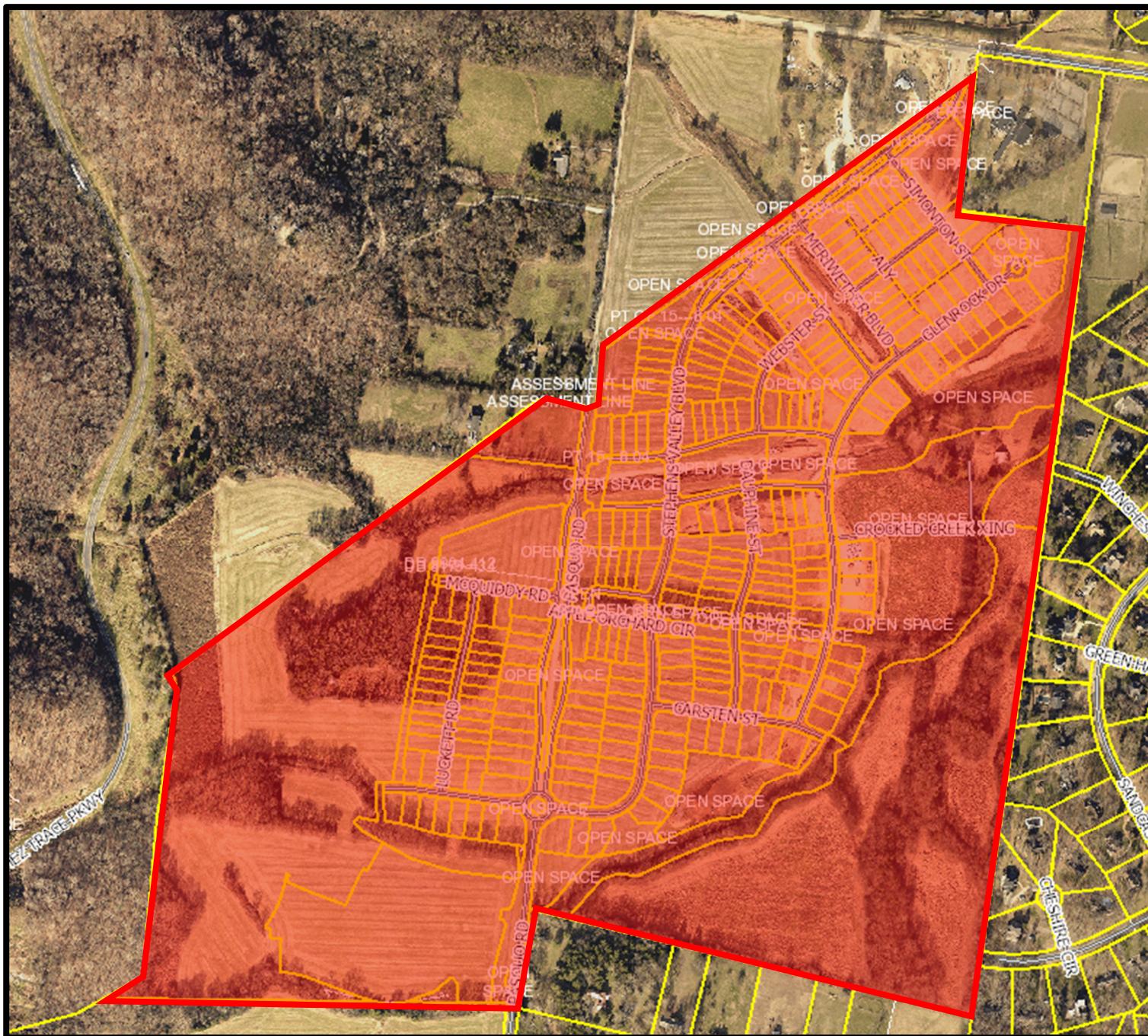
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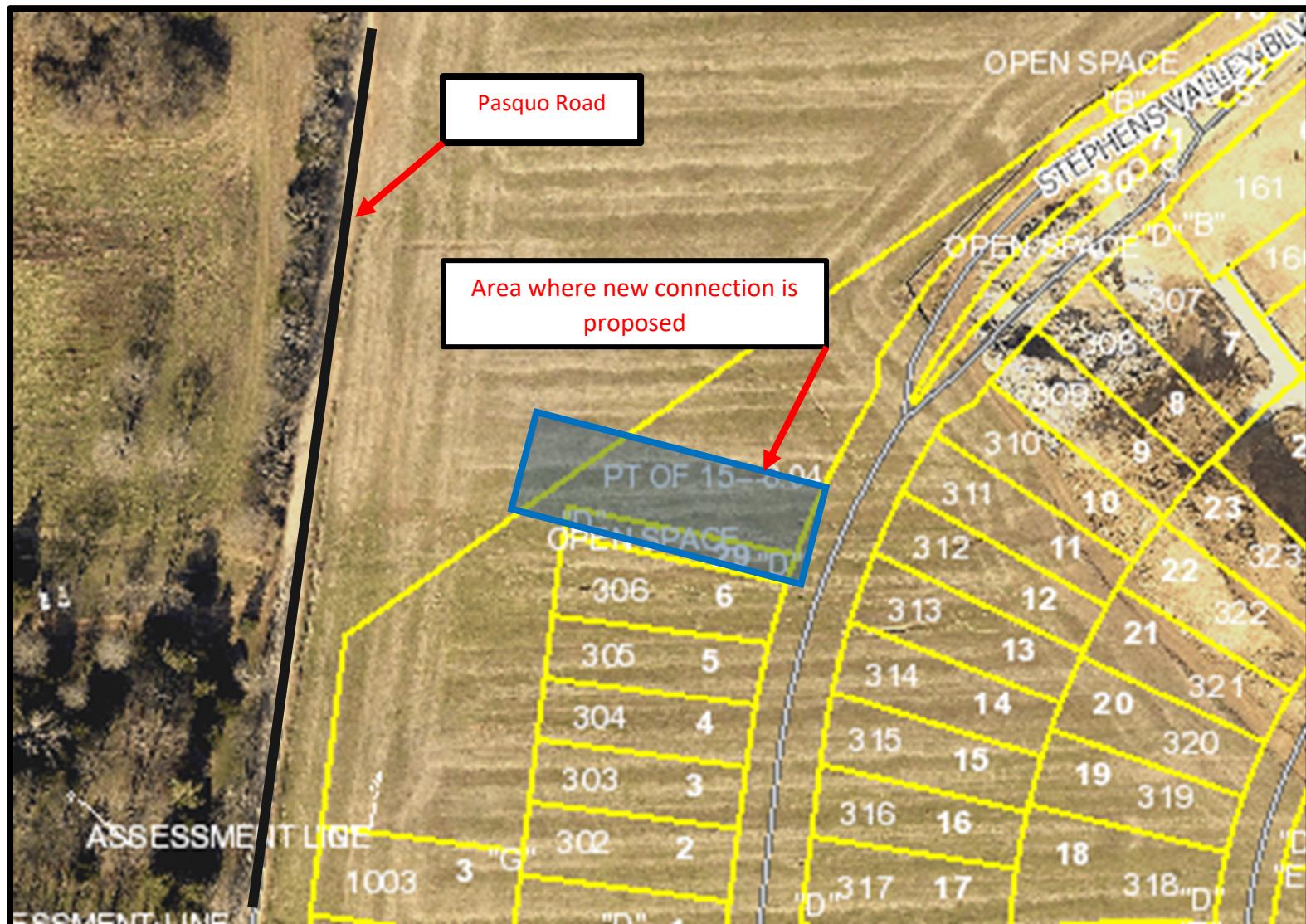
SITE DATA	
County District:	9.2
County Commissioners:	Matt Williams and Chas Morton
Project Name:	Stephens Valley
Property Owner:	Rochford Realty and Construction Company, Inc.
Parcel/s Site Acreage:	726.45± AC (31,644,162 SF)
Street Address:	6160 Pasquo Rd
Zoning:	SIC (Suburban Infill & Conservation)
Minimum Lot Width:	60'
Minimum Building Setback:	
Front:	25'
Front (Alley Loaded):	15'
Side:	5'
Back:	30'
Back (Alley Loaded):	15'
Proposed Lots:	791
Open Space Required:	60%
Open Space Provided:	61.7%



ATTACHMENT 17-2



ATTACHMENT 17-3



ATTACHMENT 17-4

