



Municipal Planning & Design Review Commission
Regular Meeting Agenda
Thursday, April 11, 2024, 5:30 PM
City Hall, Lakeland, Tennessee 38002

- I. CALL TO ORDER:
- II. ROLL CALL:
- III. APPROVAL OF MINUTES OF PREVIOUS MEETING:
 1. **Regular Meeting Minutes** - February 8, 2024
 2. **BOC & MPC Special Called Joint Meeting** - February 29, 2024
- IV. PUBLIC DISCUSSION:
- V. REPORTS OF OFFICERS AND COMMITTEES:
- VI. OLD BUSINESS:
- VII. NEW BUSINESS:
 1. **Action** - approval of patio fence at Portales Tapas and Tequila from the Design Review Commission
 2. **Action** - approval of Evergreen PD Final Development Plan
 3. **Action** - approval of Heathfield Mixed-Use PD Outline Plan
 4. **Action** - approval of Equestria PD Preliminary Development Plan
 5. **Action** - approval of the updated City of Lakeland Traffic Calming Policy
 6. **Action** - approval of the City of Lakeland Residential Street and Infrastructure Conversion Policy
 7. **Action** - approval of a Zoning Text Amendment concerning placement and design standards of hotels and motels in C-2
- VIII. ANNOUNCEMENTS:

IX. ADJOURNMENT:

**LAKELAND MUNICIPAL PLANNING & DESIGN REVIEW COMMISSION
REGULAR MEETING MINUTES
THURSDAY, FEBRUARY 8, 2024, 5:30 PM
CITY HALL, LAKELAND, TENNESSEE 38002**

I. CALL TO ORDER BY CHAIR:

The meeting was called to order at 5:30PM by Chair Adam Henry on Thursday, February 8, 2024.

II. ROLL CALL BY RECORDER:

Commissioner Jim Atkinson	Present
Wyatt Bunker	Absent
Sal Feraci	Absent
Carl Helton	Present
Adam Henry (Chair)	Present
Amber Hitchcock	Present
Shawn Rowland	Absent

Others present: Planning Director Paul Luker, City Planner Alex Barthol, Community Development Specialist Lisa West, City Manager Michael Walker, City Recorder Cheyenne Carter

III. APPROVAL OF PREVIOUS MEETING MINUTES:

1. **Regular Meeting Minutes** – January 11, 2024.

Commissioner Atkinson moved to bring this item to the floor seconded by Amber Hitchcock.

When the question was called, the minutes were approved, voice vote, 4 in favor 0 against (4-0).

IV. PUBLIC DISCUSSION:

None

V. REPORTS OF OFFICERS AND COMMITTEES:

None

VI. OLD BUSINESS:

None

VII. NEW BUSINESS:

1. **Action** – approval of Ashmont PD Area 2 Preliminary Development Plan.

Commissioner Atkinson moved to bring this item to the floor seconded by Amber Hitchcock.

City Planner Alex Barthol presented this item.

Discussion ensued.

**LAKELAND MUNICIPAL PLANNING & DESIGN REVIEW COMMISSION
REGULAR MEETING MINUTES
THURSDAY, FEBRUARY 8, 2024, 5:30 PM
CITY HALL, LAKELAND, TENNESSEE 38002**

For the record: Developers Vince Smith and Corey Brady addressed the board's questions at the board's request.

Discussion ensued.

Amber Hitchcock motioned to approve the Ashmont PD Area 2 Preliminary Development Plan seconded by Commissioner Atkinson.

When the question was called, the Ashmont PD Area 2 Preliminary Development Plan was approved as presented, voice vote, 4 in favor 0 against (4-0).

VIII. ANNOUNCEMENTS:

Planning Director Paul Luker made an announcement regarding the joint meeting with the Board of Commissioners and the Municipal Planning Commission as it relates to the P.U.L.S.E. Plan.

IX. ADJOURNMENT:

There being no other business on which to act, the meeting was adjourned without objection at 5:37 p.m. on Thursday, February 8, 2024.

These minutes were approved on April 11, 2024.

Shawn Rowland
Secretary

ATTEST:

Cheyenne Carter
City Recorder



**BOARD OF COMMISSIONERS &
MUNICIPAL PLANNING COMMISSION
SPECIAL CALLED JOINT MEETING MINUTES
THURSDAY, FEBRUARY 29, 2024, 5:30 P.M.
CITY HALL, LAKELAND, TENNESSEE 38002**

I. CALL TO ORDER BY MAYOR:

The meeting was called to order by Mayor Josh Roman at 5:30 p.m. on Thursday, February 29, 2024.

II. INVOCATION:

Offered by Mayor Josh Roman.

III. PLEDGE:

Mayor Josh Roman led the pledge to the flag.

IV. MUNICIPAL PLANNING COMMISSION ROLL CALL BY RECORDER:

Commissioner Jim Atkinson	Present
Wyatt Bunker	Absent
Sal Feraci	Present
Carl Helton	Present
Amber Hitchcock	Present
Shawn Rowland	Present
Chair Adam Henry	Present

V. BOARD OF COMMISSIONERS ROLL CALL BY RECORDER:

Commissioner Jim Atkinson	Present
Commissioner Michele Dial	Absent
Commissioner Connie McCarter	Present
Vice Mayor Wesley Wright	Present
Mayor Josh Roman	Present

Staff personnel in attendance were Planning Director Paul Luker, City Engineer Emily Harrell, Staff Planner Alex Barthol, Community Development Specialist Lisa West, and City Manager Michael Walker (*serving as Recorder pro Tempore during the Special Called Joint Meeting*).

For the Record: Mayor Roman moved that Robert's Rules of Order be relaxed for the presentation and discussion portion of the meeting, approved without objection by the Board of Commissioners.

VI. REPORTS:

- Presentation and Discussion** – Lakeland Transportation Plan 2024 and Lakeland PULSE Comprehensive Plan 2024.

Planning Director Paul Luker introduced the presentation and representatives of Kimley-Horn continued the presentation.

Discussion ensued.



**BOARD OF COMMISSIONERS &
MUNICIPAL PLANNING COMMISSION
SPECIAL CALLED JOINT MEETING MINUTES
THURSDAY, FEBRUARY 29, 2024, 5:30 P.M.
CITY HALL, LAKELAND, TENNESSEE 38002**

VII. PUBLIC COMMENTS:

Trey Sowell of Seed Tick LLC, 100 block of Plainview Road, addressed the joint Municipal Planning Commission and Board of Commissioners.

For the record: At 6:35pm, Mayor Roman called for a 5-minute recess without objection. The Joint Meeting resumed at 6:39pm.

VIII. REGULAR AGENDA:

1. Municipal Planning Commission Business:

a. Action – recommending approval of the Lakeland Transportation Plan 2024.

For the Record: Mayor Roman recognized Municipal Planning Commission Chair Adam Henry, who chaired the meeting during the Municipal Planning Commission business.

Sal Feraci motioned to bring the item to the floor, seconded by Carl Helton.

Sal Feraci made a recommendation that it be approved with the condition that the area adjacent to Donelson Farms Parkway to be reviewed in conjunction with future use of that property.

Shawn Rowland motioned to approve the Lakeland Transportation Plan 2024 with the aforementioned condition, seconded by Sal Feraci.

When the question was called, the Lakeland Transportation Plan 2024 was recommended for approval by the Municipal Planning Commission with the condition noted above, voice vote, 6 in favor, 0 against:

b. Action – recommending approval of the Lakeland PULSE Comprehensive Plan 2024.

Amber Sawyer motioned to bring this item to the floor, seconded by Sal Feraci.

Sal Feraci proposed the same condition as item a. above, as well as a condition to review density and land use south of Interstate 40 and North of Highway 64.

Sal Feraci motioned to approve with the aforementioned conditions, seconded by Carl Helton.



**BOARD OF COMMISSIONERS &
MUNICIPAL PLANNING COMMISSION
SPECIAL CALLED JOINT MEETING MINUTES
THURSDAY, FEBRUARY 29, 2024, 5:30 P.M.
CITY HALL, LAKELAND, TENNESSEE 38002**

When the question was called, the Lakeland PULSE Plan 2024 was recommended for approval by the Municipal Planning Commission with conditions, voice vote, 6 in favor, 0 against:

2. Board of Commissioners Business:

a. Resolution – approving the Lakeland Transportation Plan 2024.

For the Record: Mayor Roman resumed chairing the meeting. Mayor Roman noted that the resolution considered included the conditions established by the Municipal Planning Commission.

Mayor Roman motioned to bring this item to the floor, seconded by Commissioner Atkinson.

Discussion ensued.

When the question was called, the resolution was approved by the Board of Commissioners, roll call vote, 4 in favor, 0 against:

Commissioner Atkinson	Yea
Commissioner McCarter	Yea
Vice Mayor Wright	Yea
Mayor Roman	Yea

b. Resolution – approving the Lakeland PULSE Comprehensive Plan 2024.

For the Record: Mayor Roman noted that the resolution considered included the conditions established by the Municipal Planning Commission.

Vice-Mayor Wright motioned to bring this item to the floor, seconded by Commissioner Atkinson.

Discussion ensued.

When the question was called, the resolution was approved by the Board of Commissioners, roll call vote, 4 in favor, 0 against:

Commissioner Atkinson	Yea
Commissioner McCarter	Yea
Vice Mayor Wright	Yea
Mayor Roman	Yea

IX. ANNOUNCEMENTS:

None.



**BOARD OF COMMISSIONERS &
MUNICIPAL PLANNING COMMISSION
SPECIAL CALLED JOINT MEETING MINUTES
THURSDAY, FEBRUARY 29, 2024, 5:30 P.M.
CITY HALL, LAKELAND, TENNESSEE 38002**

X. ADJOURNMENT:

There being no other business on which to act, the meeting was adjourned without objection at 6:58 p.m. on Thursday, February 29, 2024.

These minutes were approved by the Board of Commissioners on April 4, 2024.

Josh Roman
Mayor

ATTEST:

Cheyenne Carter
City Recorder

These minutes were approved by the Municipal Planning Commission on April 11, 2024.

Adam Henry
Chair

ATTEST:

Shawn Rowland
Secretary

Meeting Date: Thursday, April 11, 2024

Project: Portales Tapas and Tequila - Site Plan

Staff Contact: Alex Barthol, Staff Planner

PROJECT INFORMATION

Location: 9845 Lake District Drive, Suite 133 Lakeland, TN 38002.

Parcel ID: L0159 00601

Applicant: Mayra Sevilla

Representative: Mayra Sevilla

STAFF RECOMMENDATION

Staff Recommends approval of the application as submitted.

BACKGROUND

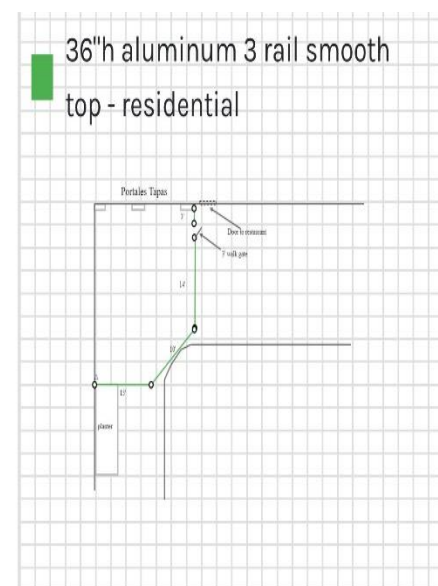
The subject property is located at 9845 Lake District Drive in the Lake District PD. The restaurant signage was approved in May of 2023 and the restaurant opened in November of 2023.

REQUEST

The applicant is seeking approval of a Site Plan to fence in an approximately five hundred (500) square foot patio area.

ELEVATIONS

The proposes fence is a thirty-six (36) inch wrought iron style with a swing gate near the restaurant entrance.



FENCE FOOTAGE CONTAINED IN THIS

EXAMPLE MOTIONS

1. Motion to approve the Portales Tapas and Tequila Site Plan subject to the following conditions:
 - a. Conditions as determined by the Planning Commission
2. Motion to approve the Portales Tapas and Tequila Site Plan application without conditions.
3. Motion to deny the Portales Tapas and Tequila Site Plan application:
 - a. Reason for denial



CITY OF LAKE LAND

Application for Site Plan Approval

Case No. _____ Date of Application 12/01/23

Name of Applicant Mayra Seulla / Portales tapas & Tequila LLC

Address 9845 lake district Drive suite 133

Daytime Telephone Number 9013381328 Fax Number _____

E-mail portales tapas - tequila@gmail.com

Name of Property Owner The lake District LLC

Address 9845 lake district drive Telephone Number 435-680-7467

Name of Project Planning/Engineering Firm Patio Construction

Name of Project Manager or Contact Person Mayra Seulla

Address 9845 lake district drive

Telephone Number 9013381328 Fax Number _____

E-mail portales tapas - tequila@gmail.com

Name of Development _____ Parcel ID# _____

Location of Development _____

Acreage _____ Acres Zoning District(s) _____ Multiple Phases? ☐ Check if YES

Total Gross Building Area _____ Floor Area Ratio (FAR) _____ No. of Parking Spaces _____

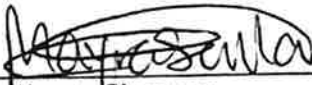
Amount of Open Space _____ Acres Open Space as Percent of Total Acreage _____ %

Have any variances been granted by the Board of Zoning Appeals? _____ If yes, provide description and date(s).

Approval requested (Check One): Preliminary ☒ Final ☐

Date of Preliminary Site Plan approval, if applicable _____

In general, the Municipal Planning Commission (MPC) meets the third Thursday of each month at 5:30 p.m. in the Board Chambers of City Hall, at 10001 Highway 70. See attached schedule for filing deadlines. Eight (8) copies of all required materials, in addition to the required filing fee shall be submitted to the City for staff review by the application deadline. Additional copies, as directed by staff, must be provided for Municipal Planning Commission agenda packets. Contact the City at 901-867-2717 to confirm deadline and meeting dates and times.


Applicants Signature

12/01/23
Date

Property Owners Signature (if different from applicant)

Date

CITY OF LAKELAND
10001 Highway 70
Lakeland, TN 38002
Office: (901) 867-2717 Fax: (901) 867-2063
www.lakelandtn.gov

PRE-APPLICATION CONFERENCE WITH CITY STAFF

The applicant or its designated design professional shall conduct a pre-application conference with City staff a minimum of thirty (30) days in advance of submitting a site plan and related documents for review and approval by the City.

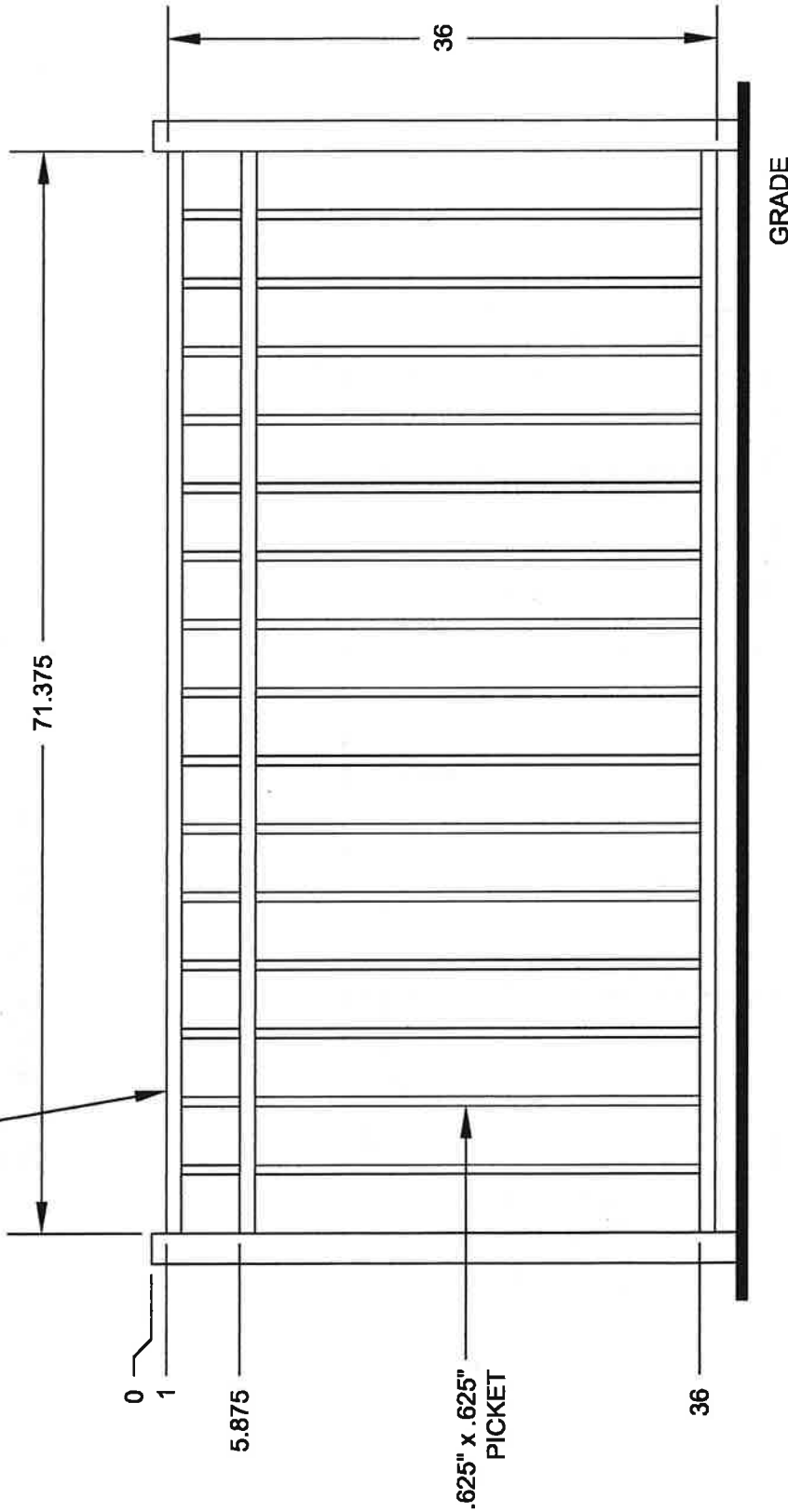
A pre-application conference shall not be required for the submittal of a final site plan if a preliminary site plan has been submitted and has received approval by the Planning Commission. An applicant has the option of submitting an application for a final site plan to the Planning Commission that had not received prior approval of a preliminary site plan. In such instances, the applicant shall submit plan documents that conform to the plan submittal requirement for both a preliminary and final site plan and related documents.

EFFECTIVE PERIOD OF SITE PLANS

The preliminary site plan approval granted by the Planning Commission, including such conditions as may be a part of the record, shall be effective for a period of one (1) year from the date of approval granted by the Planning Commission. The applicant may request in writing an extension upon the effective period of the preliminary site plan approval from the Planning Commission for a period not to exceed one (1) year from date of expiration of approval of the initial approval of the preliminary site plan granted by the Planning Commission. The approval of an extension by the Planning Commission may be subject to providing revisions to the preliminary site plan in compliance with design standards adopted by the City since the initial approval of the preliminary site plan had been granted by the Planning Commission.

The final site plan approval granted by the Planning Commission, including such conditions as may be a part of the record, shall be effective for a period of one (1) year from the date of approval granted by the Planning Commission. The applicant may request in writing an extension upon the effective period of the final site plan approval from the Planning Commission for a period not to exceed one (1) year from date of expiration of approval of the initial approval of the final site plan granted by the Planning Commission. Any modifications to the final site plan may require reconsideration of approved site plan by the Planning Commission and/or the Design Review Commission.

1.00" x 1.125" CHANNEL
 .065" TOPWALL
 .070" SIDEWALL



THE INFORMATION CONTAINED
 IN THIS DRAWING IS
 PROTECTED BY COPYRIGHT
 AND PATENT LAWS OF THE
 UNITED STATES AND OTHER
 COUNTRIES. ANY
 REPRODUCTION IN PART OR
 AS A WHOLE WITHOUT WRITTEN
 PERMISSION IS PROHIBITED.

PROJECT NAME:

Barrette
 OUTDOOR LIVING

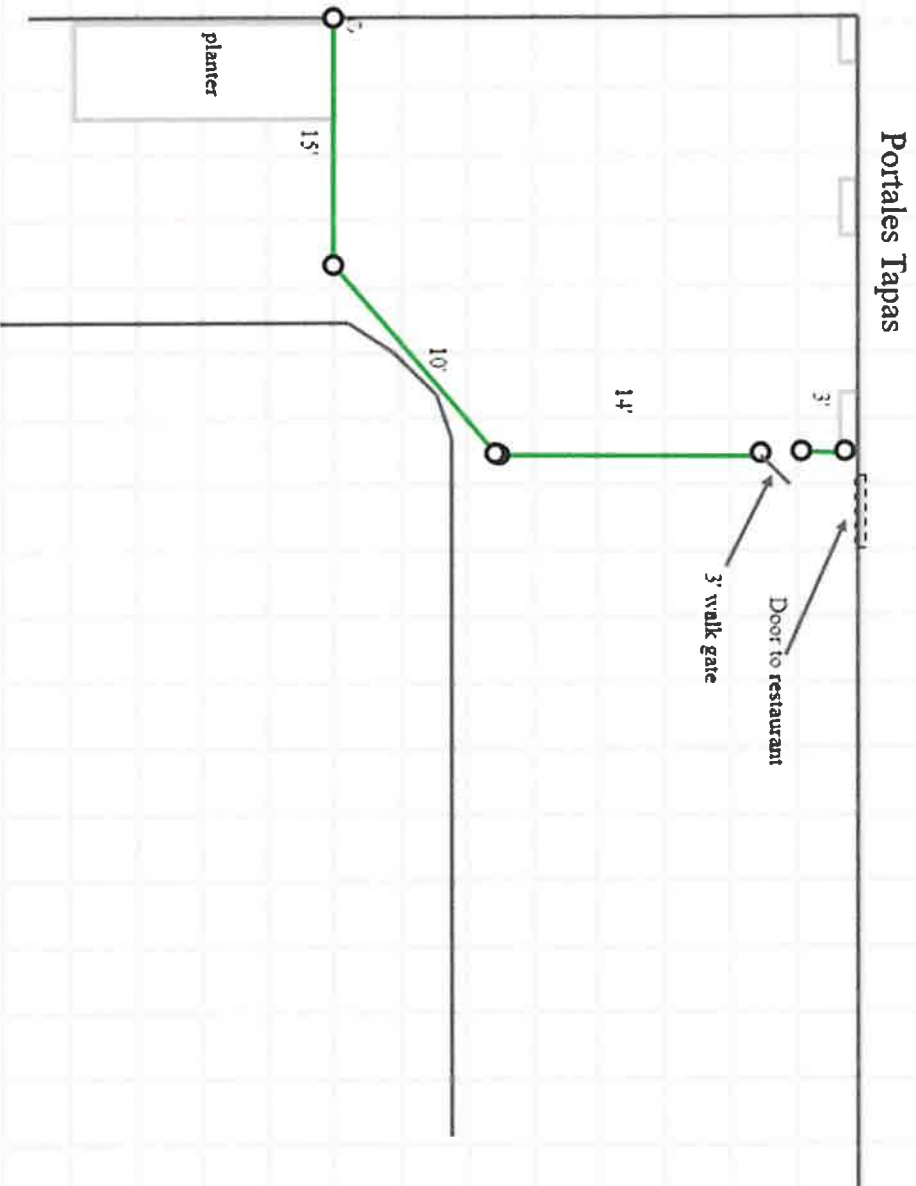
71.375" PANEL SERIES-A
3-CH 36" RESIDENTIAL - FLUSH BTM - RACKABLE

DRAWN: jhindman
 DATE: 3/7/2024

APPROVAL SIGNATURE (REQUIRED):

PART NUMBER: Q20101649-R0
 QUO NUMBER: DC-36400
 QUO-#: Q20101649-R0

36" n aluminum 3 rail smooth top - residential





Meeting Date: Thursday, April 11, 2024

Project: Evergreen Planned Development – Phase 1 Final Development Plan

Staff Contact: Alex Barthol, Staff Planner

PROJECT INFORMATION

Location: North side of Old Brownsville Rd, north of Ivy Creek Lane

Parcel ID: L0140 00326

Zoning District: AG (PUD)

Site Area: 79.36 acres

Applicant: Evergreen PD, LLC

Representative: Wesley Wooldridge, P.E., I.S.A.C.A.

STAFF RECOMMENDATION

City Staff recommends approval of the application with conditions.

BACKGROUND:

The subject property is located north side of Old Brownsville Rd, north of Ivy Creek Lane. The plan was first approved by the Board of Commissioners in 2007 and extended on August 5, 2010 and again on November 10, 2014. The PD expired in 2017 before being extended on January 16, 2020. The latest amendment was approved by the Board of Commissioners on October 8, 2020.

DISCUSSION

The applicant is seeking approval of a Final Development Plan application for Phase 1 of the Evergreen Planned Development. This phase included forty-one (41) lots, some border common open space, and two subdivision entrances off Old Brownsville Road with a fifty (50) foot scenic corridor.

ANALYSIS AND RECOMMENDATION:

Upon review by City Staff, the application is in basic compliance with the City of Lakeland Land Development Regulations. City Staff recommends approval of the Final Development Plan with the following conditions:

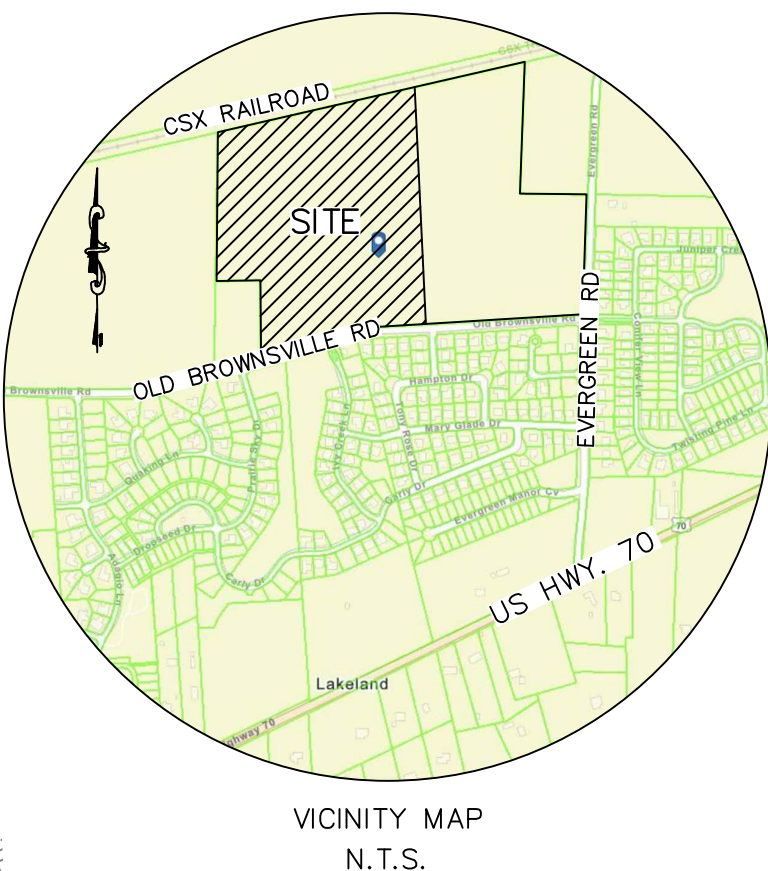
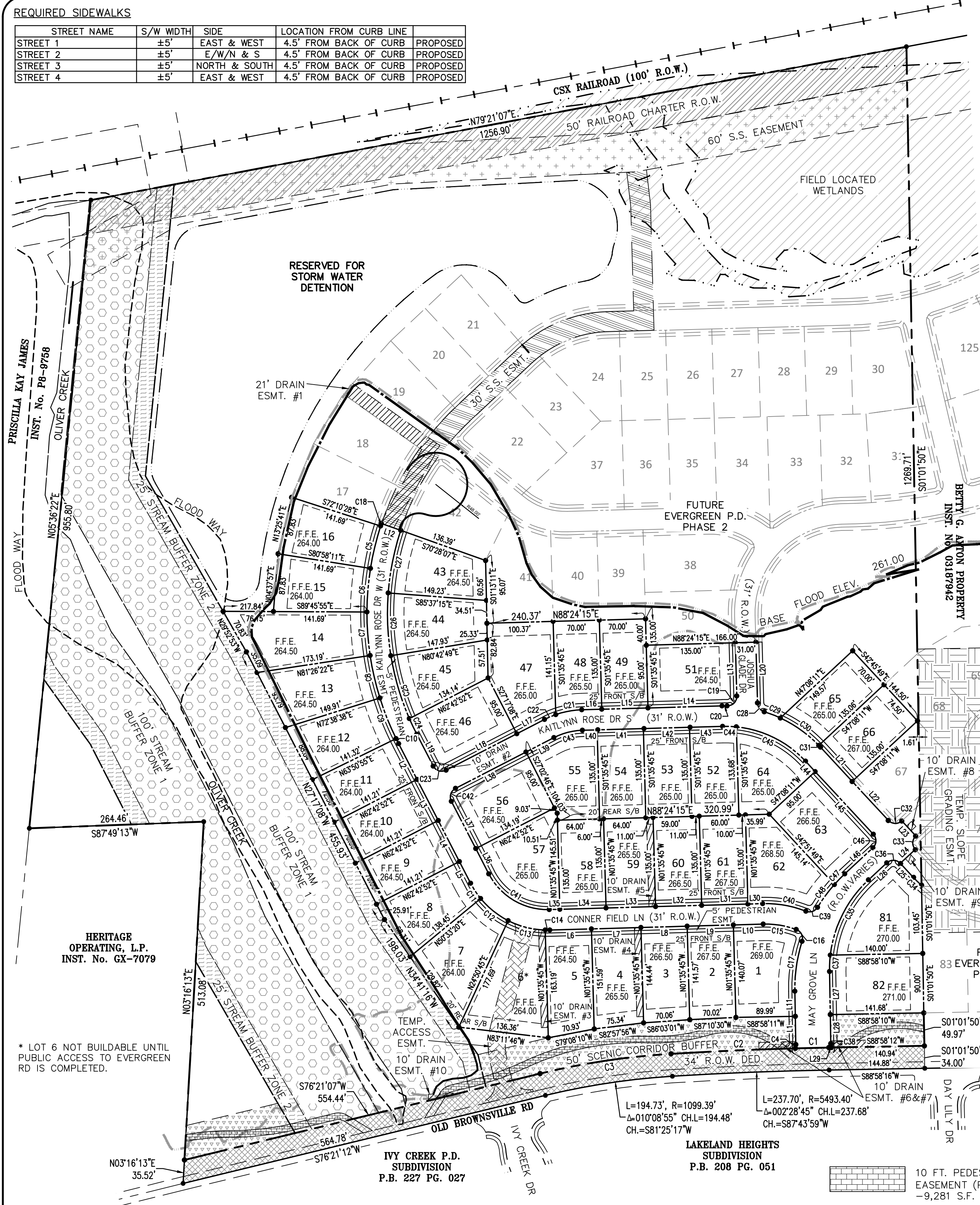
- Add a note to ensure the maintenance of all common open spaces, scenic corridor, and stream buffer.

EXAMPLE MOTIONS

1. Motion to approve the Evergreen Planned Development FDP subject to the following conditions:
 - a. Conditions recommended by Staff.
 - b. Conditions as determined by the Planning Commission
2. Motion to approve the Evergreen Planned Development FDP without conditions.
3. Motion to deny the Evergreen Planned Development FDP application:
 - a. Reason for denial

REQUIRED SIDEWALKS

STREET NAME	S/W WIDTH	SIDE	LOCATION FROM CURB LINE	
STREET 1	±5'	EAST & WEST	4.5' FROM BACK OF CURB	PROPOSED
STREET 2	±5'	E/W/N & S	4.5' FROM BACK OF CURB	PROPOSED
STREET 3	±5'	NORTH & SOUTH	4.5' FROM BACK OF CURB	PROPOSED
STREET 4	±5'	EAST & WEST	4.5' FROM BACK OF CURB	PROPOSED



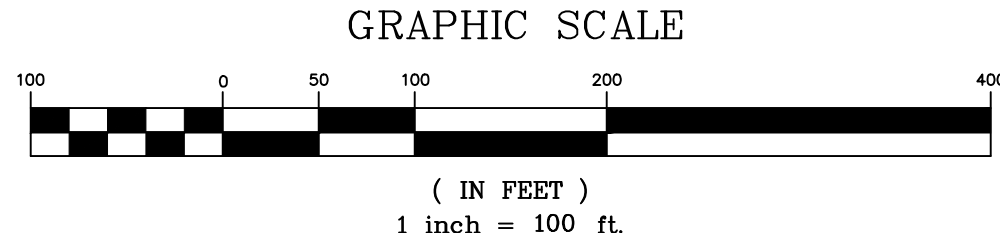
- NOTE:
1. THERE IS A 5' UTILITY EASEMENT ADJACENT TO ALL SIDE AND REAR LOT LINES WITH THE EXCEPTION OF THOSE SIDE LOTLINES WITH PUBLIC DRAINAGE EASEMENTS.
 2. THERE IS A 5' PEDESTRIAN EASEMENT ALONG ALL LOTS OFFSET 4.5' FROM THE BACK OF CURB.
 3. SETBACK REQUIREMENTS:
FRONT - 25'
SIDE - 5'
REAR - 20'
 4. ALL STORM DRAIN EASEMENTS ARE PUBLIC
 5. ALL SIDE YARD AND REAR YARD SWALES SHALL BE MAINTAINED BY THE PROPERTY OWNER. THE PROPERTY OWNER CANNOT ALTER THE DIRECTION OF DRAINAGE FROM ITS DESIGNATED PATH PER THE APPROVED GRADING PLAN
 6. CONSTRUCTED DRIVEWAYS ON ALL INDIVIDUAL LOTS WILL SERVE THE DUAL FUNCTION OF PROVIDING MLG&W AN 'ACCESS EASEMENT' ACROSS THE 9' STREET TREE EASEMENT ON EACH LOT. ACCESS EASEMENTS ARE NOT GRAPHICALLY SHOWN ON THIS PLAT.

- STORM DRAINAGE EASEMENTS
- SANITARY SEWER EASEMENTS
- TEMP. ACCESS EASEMENT - 7,443 S.F.
- TEMPORARY SLOPE GRADING EASEMENT - 43,000 S.F.
- 34 FT. OLD BROWNSVILLE R.O.W. DEDICATION - 38,779 S.F.
- 50 FT. SCENIC CORRIDOR BUFFER - 38,805 S.F.
- 100 FT. STREAM SIDE MANAGEMENT BUFFER ZONE 1 - 236,442 S.F.
- 25 FT. STREAM SIDE MANAGEMENT BUFFER ZONE 2 - 52,749 S.F.
- 60 FT. SANITARY SEWER ESMT. - 69,358 S.F.
- 50 FT. RAILROAD CHART R.O.W. - 62,998 S.F.
- FIELD LOCATED WETLANDS

FINAL PLAT
**EVERGREEN
PLANNED DEVELOPMENT
PHASE 1**
LAKELAND, TENNESSEE

DIST. 01- BLOCK 40- PARCEL 71
TOTAL AREA: 1,838,232 SF, (42.20 ACRES)
TOTAL LOTS: 41, EXISTING ZONING: AG
DATE: FEB., 2024 SCALE: 1"= 100'
DEVELOPER: EVERGREEN LLC
ADDRESS: 10971 CHAPEL HILL RD
LAKELAND, TN

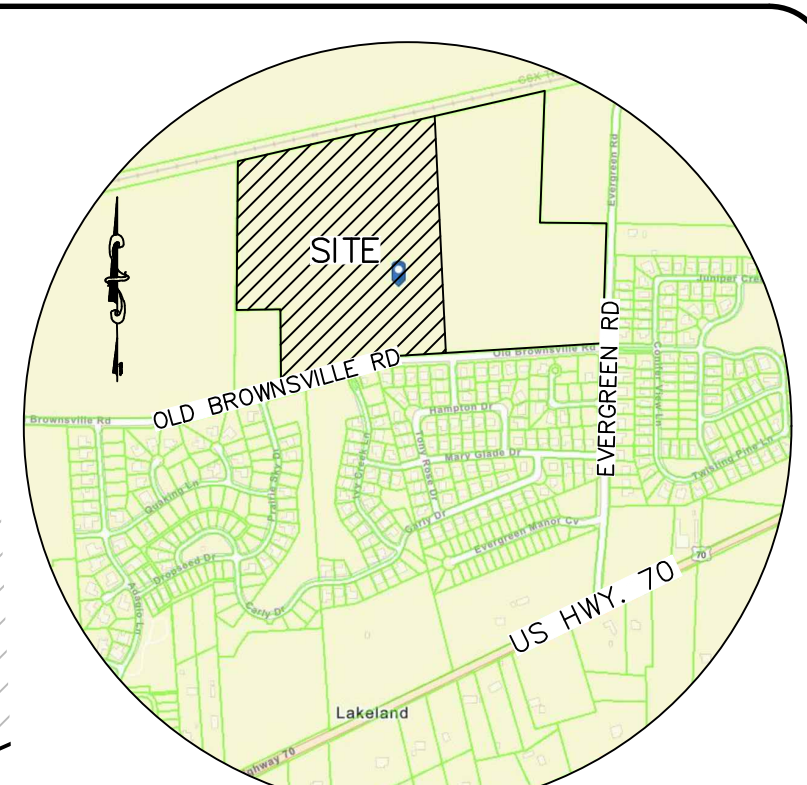
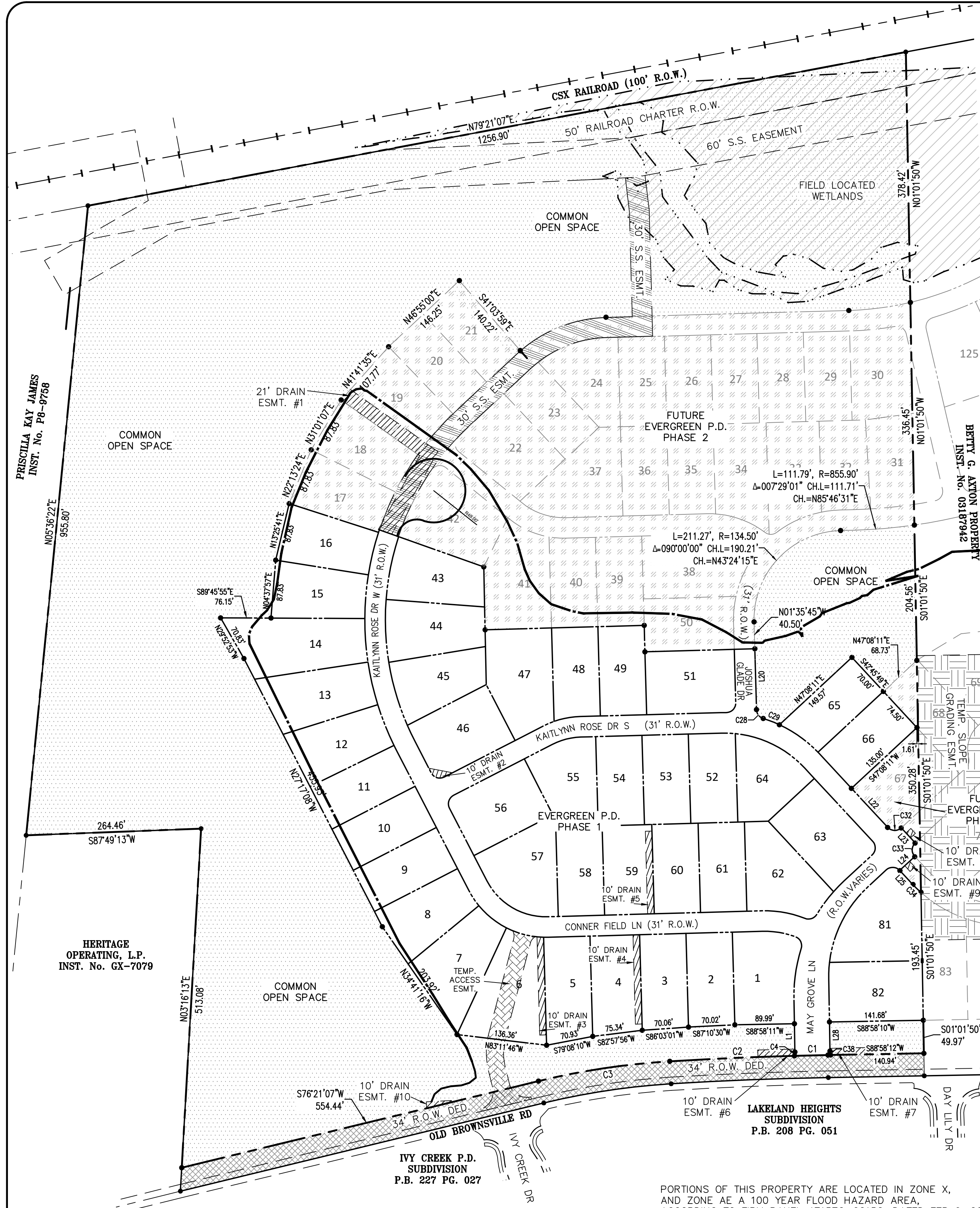
RENAISSANCE GROUP, INC.
9700 VILLAGE CIRCLE, STE. 100
LAKELAND, TN 38002
(901) 332-5533 VOICE (901) 332-5534 FAX EMAIL@RGROUP.BIZ



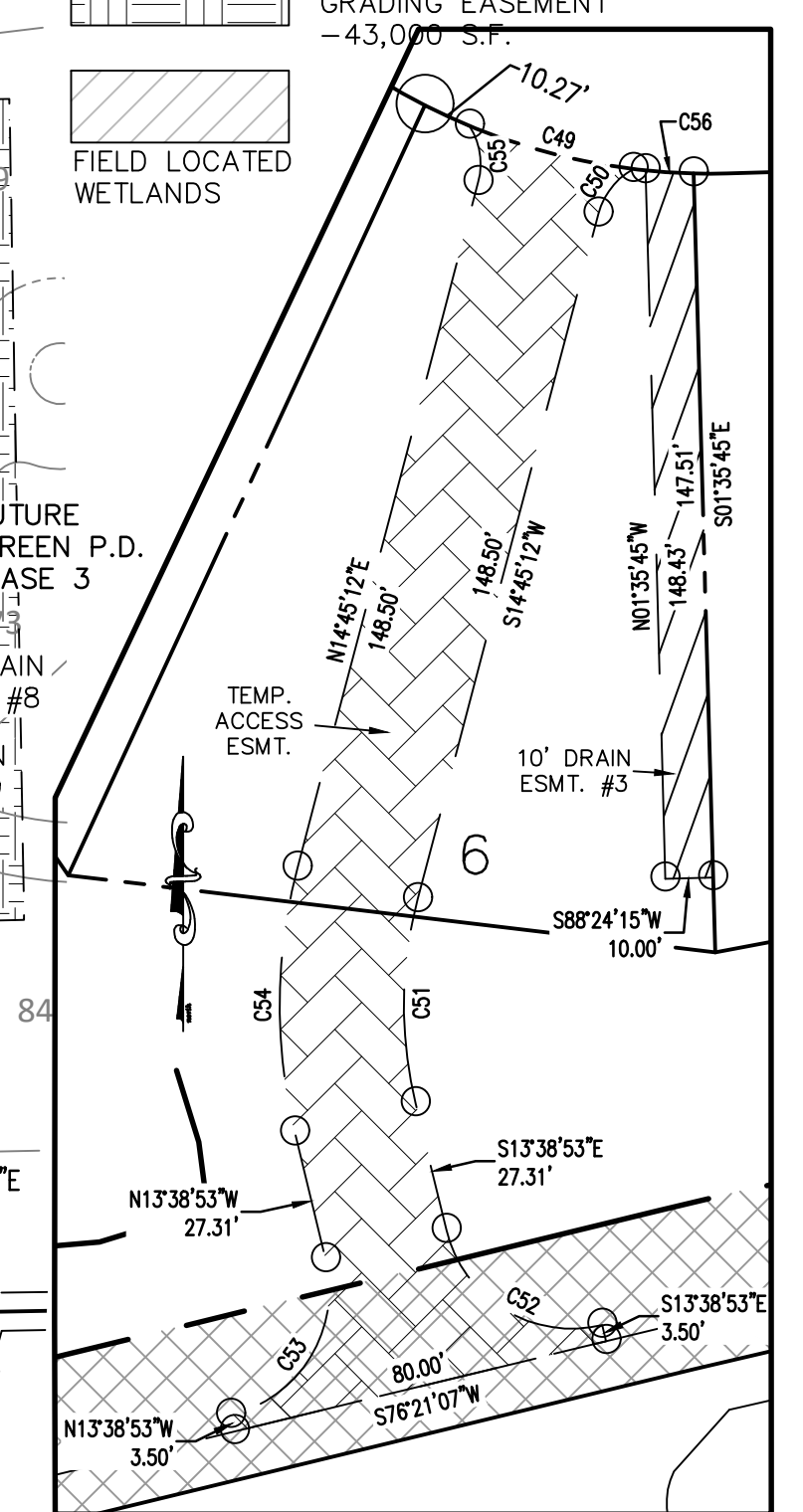
PORTIONS OF THIS PROPERTY ARE LOCATED IN ZONE X, AND ZONE AE A 100 YEAR FLOOD HAZARD AREA, ACCORDING TO FIRM PANEL 47157C-0215G, DATED FEB 6, 2013. BASE FLOOD ELEVATION: 261.00

NOTE: THE AREAS DENOTED AS "RESERVED FOR STORM WATER DETENTION" MAY NOT BE ALTERED WITHOUT FIRST OBTAINING THE WRITTEN PERMISSION FROM THE CITY OF LAKELAND DEPARTMENT ON ENGINEERING. THE STORM WATER DETENTION SYSTEM LOCATED IN THIS AREA SHALL BE OWNED AND MAINTAINED BY THE HOMEOWNER'S ASSOCIATION. SUCH MAINTENANCE SHALL BE PERFORMED SO AS TO ENSURE THAT THE SYSTEM OPERATES IN ACCORDANCE WITH THE APPROVED DRAINAGE PLANS ON FILE IN THE CITY OF LAKELAND DEPARTMENT OF ENGINEERING. SUCH MAINTENANCE SHALL INCLUDE, BUT NOT BE LIMITED TO: REMOVAL OF SEDIMENTATION, FALLEN OBJECTS, DEBRIS AND TRASH, MOWING, OUTLET CLEANING AND REPAIR OF DRAINAGE STRUCTURES.

PRIOR TO RECORDING OF THE FINAL PLAT, AN AS-BUILT SURVEY OF THE DETENTION POND SHALL BE PERFORMED BY A REGISTERED LAND SURVEYOR. THE DEVELOPER'S ENGINEER SHALL SUBMIT THE AS-BUILT SURVEY WITH CALCULATIONS OF THE INCREMENTAL STORAGE AREA AND VOLUME AT MINIMUM 1' ELEVATION INCREMENTS, ALONG WITH A COMPARISON TO THE DESIGN INFORMATION PROVIDED IN THE DRAINAGE REPORT. THE ENGINEER SHALL SUBMIT A LETTER AND SUPPORTING MATERIALS TO THE CITY ENGINEER, DOCUMENTING THE AS-BUILT FUNCTIONALITY OF THE DETENTION POND.



- VICINITY MAP
N.T.S.
- COMMON OPEN SPACE
-20.87 AC. (909,214 S.F.)
 - PHASE 1 LOTS & R.O.W.
-13.85 AC. (603,083 S.F.)
 - FUTURE PHASE 2 & 3
LOTS & R.O.W.
-6.59 AC. (287,224 S.F.)
 - OLD BROWNSVILLE
R.O.W. DEDICATION
-0.89 AC. (38,779 S.F.)
 - STORM DRAINAGE
EASEMENTS
 - SANITARY SEWER
EASEMENTS
 - TEMP. ACCESS
EASEMENT
-7,443 S.F.
 - TEMPORARY SLOPE
GRADING EASEMENT
-43,000 S.F.
 - FIELD LOCATED
WETLANDS



TEMP. ACCESS & 10' STORM DRAIN #3
EASEMENTS SC: 1" = 40'

PORTIONS OF THIS PROPERTY ARE LOCATED IN ZONE X,
AND ZONE AE A 100 YEAR FLOOD HAZARD AREA,
ACCORDING TO FIRM PANEL 47157C-0215G, DATED FEB 6, 2013.
BASE FLOOD ELEVATION: 261.00

GRAPHIC SCALE

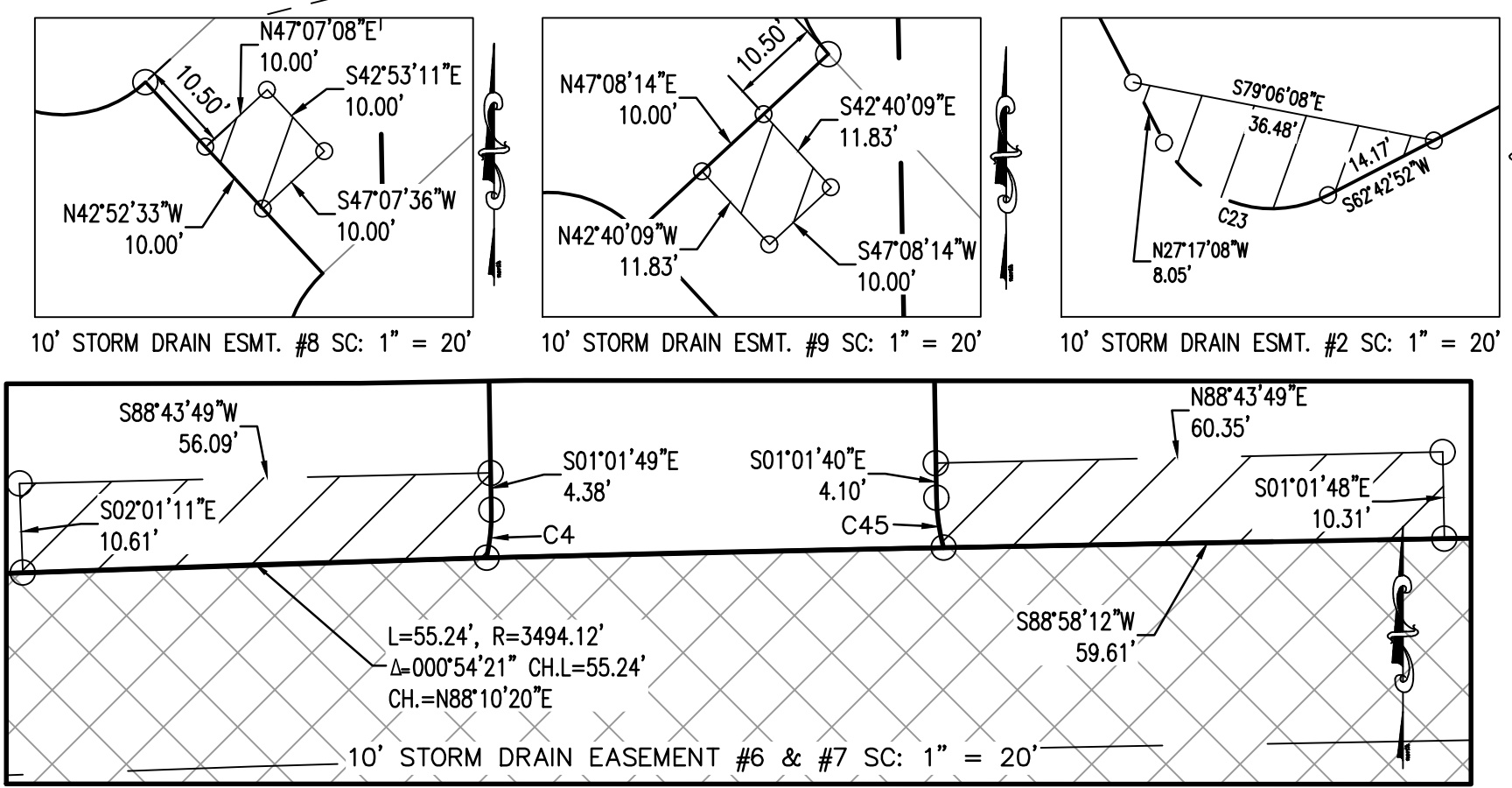


(IN FEET)
1 inch = 100 ft.

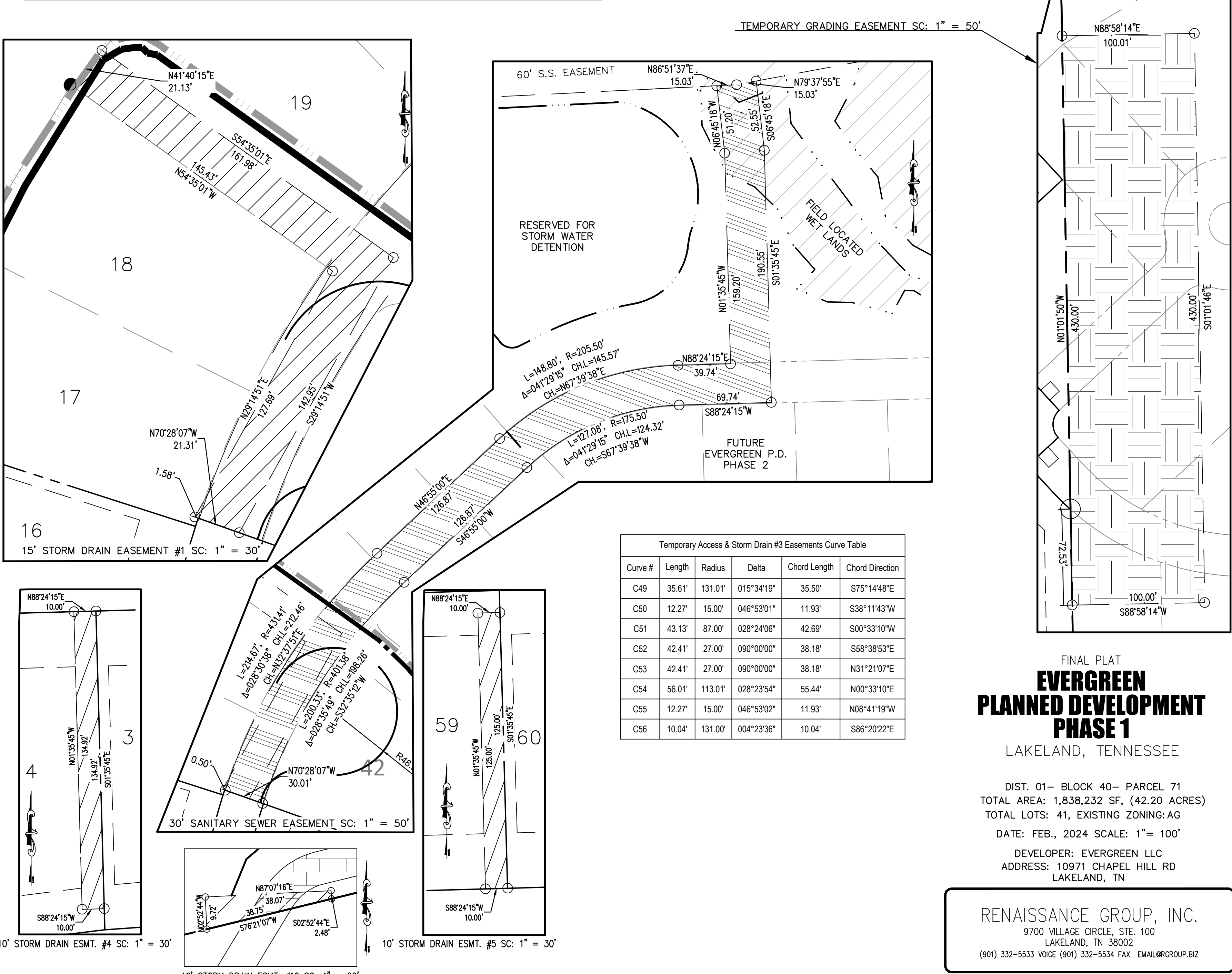
FINAL PLAT EVERGREEN PLANNED DEVELOPMENT PHASE 1 LAKELAND, TENNESSEE

DIST. 01- BLOCK 40- PARCEL 71
TOTAL AREA: 1,838,232 SF, (42.20 ACRES)
TOTAL LOTS: 41, EXISTING ZONING: AG
DATE: FEB. 2024 SCALE: 1"= 100'
DEVELOPER: EVERGREEN LLC
ADDRESS: 10971 CHAPEL HILL RD
LAKELAND, TN

RENAISSANCE GROUP, INC.
9700 VILLAGE CIRCLE, STE. 100
LAKELAND, TN 38002
(901) 332-5533 VOICE (901) 332-5534 FAX EMAIL@RGROUP.BIZ



Evergreen P.D. Curve Table						Evergreen P.D. Curve Table						Evergreen P.D. Line Table			Evergreen P.D. Line Table			Evergreen P.D. Lot AreaTable				Evergreen P.D. Lot Finish Floor Elevation Table			
Curve #	Length	Radius	Delta	Chord Length	Chord Direction	Curve #	Length	Radius	Delta	Chord Length	Chord Direction	Line #	Length	Direction	Line #	Length	Direction	Parcel #	Area	Parcel #	Area	Parcel #	F.F.E.	Parcel #	F.F.E.
C1	50.47'	5534.00'	000°31'21"	50.47'	S88°42'36"W	C25	99.41'	400.00'	014°14'20"	99.15'	N16°24'21"W	L1	42.75'	S01°01'49"E	L24	31.00'	S47°08'14"W	1	13,129	48	9,530	1	269.00	48	265.50
C2	188.70'	5534.00'	001°57'13"	188.69'	S87°28'19"W	C26	95.40'	400.00'	013°39'57"	95.18'	N02°27'13"W	L2	60.97'	S27°17'08"E	L25	27.36'	S42°51'53"E	2	9,857	49	9,450	2	267.50	49	265.00
C3	200.75'	1134.00'	010°08'35"	200.49'	S81°25'24"W	C27	96.87'	400.00'	013°52'30"	96.63'	N11°19'01"E	L3	70.00'	S27°17'08"E	L26	37.73'	N47°08'11"E	3	10,010	51	12,783	3	266.50	51	264.50
C4	5.75'	24.50'	013°26'22"	5.73'	S05°41'22"W	C28	17.99'	14.50'	071°04'15"	16.85'	S37°07'53"E	L4	70.00'	S27°17'08"E	L27	65.12'	N01°01'49"W	4	11,101	52	9,576	4	265.50	52	265.00
C5	66.16'	431.00'	008°47'43"	66.10'	S13°25'41"W	C29	26.17'	196.00'	007°39'03"	26.15'	S68°50'29"E	L5	36.89'	S27°17'08"E	L28	44.00'	N01°01'49"W	5	11,011	53	9,450	5	264.50	53	265.00
C6	66.16'	431.00'	008°47'43"	66.10'	S04°37'57"W	C30	71.87'	196.00'	021°00'38"	71.47'	N54°30'38"W	L6	63.01'	N88°24'15"E	L29	3.94'	S88°58'12"W	6	15,945	54	9,450	6	264.00	54	265.00
C7	66.16'	431.00'	008°47'43"	66.10'	S04°09'46"E	C31	3.90'	196.00'	001°08'27"	3.90'	N43°26'06"W	L7	75.00'	N88°24'15"E	L30	22.33'	S88°24'15"W	7	13,462	55	11,097	7	264.00	55	265.00
C8	66.16'	431.00'	008°47'43"	66.10'	S12°57'30"E	C32	22.78'	14.50'	089°59'56"	20.51'	S87°51'51"E	L8	70.00'	N88°24'15"E	L31	70.00'	S88°24'15"W	8	11,065	56	12,721	8	264.50	56	264.50
C9	66.16'	431.00'	008°47'43"	66.10'	S21°45'13"E	C33	22.78'	14.50'	090°00'04"	20.51'	S02°08'09"W	L9	70.00'	N88°24'15"E	L32	70.00'	S88°24'15"W	9	9,885	57	12,777	9	264.50	57	265.00
C10	8.53'	431.00'	001°08'02"	8.53'	S26°43'06"E	C34	18.87'	200.00'	005°24'17"	18.86'	S45°34'02"E	L10	45.32'	N88°24'15"E	L33	75.00'	S88°24'15"W	10	9,885	58	9,450	10	264.00	58	265.00
C11	27.80'	131.00'	012°09'32"	27.75'	S33°21'54"E	C35	130.57'	185.00'	040°26'13"	127.87'	N26°55'04"E	L11	38.01'	S01°01'49"E	L34	70.00'	S88°24'15"W	11	10,012	59	10,125	11	264.00	59	265.50
C12	53.78'	131.00'	023°31'20"	53.40'	S51°12'20"E	C36	22.78'	14.50'	089°59'03"	20.51'	S87°52'02"E	L12	31.01'	S70°28'07"E	L35	16.00'	S88°24'15"W	12	11,160	60	9,450	12	264.00	60	266.50
C13	58.46'	131.00'	025°34'11"	57.98'	S75°45'04"E	C37	24.96'	185.00'	007°43'46"	24.94'	N02°50'04"E	L13	80.66'	S01°35'45"E	L36	43.10'	N27°17'08"W	13	12,575	61	9,450	13	264.50	61	267.50
C14	7.00'	136.79'	002°55'50"	7.00'	N89°56'03"E	C38	6.03'	24.50'	014°05'29"	6.01'	N08°04'33"W	L14	112.21'	S88°24'15"W	L37	80.50'	N27°17'08"W	14	15,657	62	12,811	14	264.50	62	268.50
C15	50.97'	134.50'	021°42'39"	50.66'	S80°44'25"E	C39	20.31'	14.50'	080°15'30"	18.69'	S71°25'13"W	L15	70.00'	S88°24'15"W	L38	120.08'	N62°42'52"E	15	10,816	63	13,650	15	264.00	63	266.50
C16	22.12'	14.50'	087°25'15"	20.04'	S26°10'28"E	C40	66.86'	165.50'	023°08'43"	66.40'	N80°01'24"W	L16	30.34'	S88°24'15"W	L39	47.69'	N62°42'52"E	16	10,816	64	10,571	16	264.00	64	265.00
C17	76.64'	236.50'	018°33'59"	76.30'	S08°15'10"W	C41	112.24'	100.00'	064°18'37"	106.44'	N59°26'26"W	L17	47.27'	S62°42'52"W	L40	22.38'	N88°24'15"E	43	11,208	65	9,804	43	264.50	65	265.00
C18	3.92'	431.00'	000°31'14"	3.92'	N18°05'09"E	C42	22.78'	14.50'	090°00'00"	20.51'	N17°42'52"E	L18	120.50'	S62°42'52"W	L41	70.00'	N88°24'15"E					44	11,614	66	10,055
C19	23.35'	14.50'	092°15'21"	20.91'	S44°31'56"W	C43	44.84'	100.00'	025°41'23"	44.46'	N75°33'34"E	L19	54.27'	N27°17'08"W	L42	70.00'	N88°24'15"E	45	10,946	81	14,541	45	264.50	81	270.00
C20	7.72'	196.00'	002°15'21"	7.72'	S89°31'56"W	C44	20.88'	165.00'	007°14'56"	20.86'	S87°58'17"E	L20	91.88'	S01°35'45"E	L43	50.18'	N88°24'15"E	46	12,772	82	12,737	46	264.50	82	271.00
C21	40.29'	131.00'	017°37'15"	40.13'	S79°35'37"W	C45	119.46'	165.00'	041°28'56"	116.87'	S63°36'21"E	L21	70.60'	N42°51'49"W	L44	21.52'	S42°51'53"E	47	14,363			47	265.00		
C22	18.45'	131.00'	008°04'07"	18.43'	S66°44'56"W	C46	22.78'	14.50'	090°00'00"	20.51'	S02°08'11"W	L22	80.50'	S42°51'56"E	L45	129.58'	S42°51'53"E								
C23	22.78'	14.50'	090°00'00"	20.51'	N72°17'08"W	C47	22.44'	236.50'	005°26'12"	22.43'	S44°25'05"W	L23	31.00'	S42°51'56"E	L46	58.09'	S47°08'11"W								
C24	26.25'	400.00'	003°45'36"	26.25'	N25°24'19"W	C48	42.96'	236.50'	010°24'31"	42.90'	S36°29'43"W														



I. GENERAL STATEMENT AND INTENT

Evergreen is a 79.6-acre planned residential development located at northwest corner of Evergreen Road and Old Brownsville Road originally approved by the City of Lakeland Board of Commissioners in July 2007.

Evergreen Planned Development is hereby amended as provisioned to voluntarily incorporate recommendations provided by the City of Lakeland Municipal Planning Commission at the January 16, 2020 public hearing. This Outline Plan was prepared in collaboration with planners, landscape architects, and civil engineers licensed to practice in the State of Tennessee. It shall serve as a master plan for the overall development graphically illustrating the intent to develop a distribution of single-family lots, common areas, public road hierarchy, landscape buffers, etc. in accordance with these provisions, subject to final engineering design and approval. As amended, Evergreen Planned Development contains a maximum of 138 single-family detached lots, 35.4-acres of common open space, and preserves 91% of the existing trees surveyed, with an overall density of 1.73 dwelling units per acre.

These planned development conditions are based substantially upon the City of Lakeland's Land Development Regulations. Where conflicts exist, the conditions herein shall apply. Where these conditions are silent upon a particular provision, the City of Lakeland Land Development Regulations shall apply.

Current Ownership: Evergreen, LLC
Current Zoning: AG (PD Overlay)

II. SURVEYOR'S DESCRIPTION

Description of the Betty G. Axton property recorded in Instrument No. 03187942 in Lakeland, Shelby County, Tennessee:

Beginning at a found pk nail at the centerline intersection of existing pavement of Old Brownsville Road and Evergreen Road; thence westwardly with the centerline of existing pavement of said Old Brownsville Road the following calls: south 88 degrees 58 minutes 10 seconds west, 1,179.44 feet to a point of curvature; along a curve to the left having a radius of 5,500.00 feet, delta angle of 02 degrees 28 minutes 34 seconds, chord = south 87 degrees 43 minutes 53 seconds west - 237.68 feet, an arc length of 237.70 feet to a point of compound curve; along a curve to the left having a radius of 1,100.00 feet, delta angle of 10 degrees 08 minutes 35 seconds, chord = south 81 degrees 25 minutes 18 second west - 194.48 feet, an arc length of 194.73 feet to a point of tangency; south 76 degrees 21 minutes 00 seconds west, 564.78 feet to a set pk nail in the east line of the Heritage Operating, L.P. property recorded in Instrument No. GX-7079; thence north 03 degrees 16 minutes 06 seconds east with the east line of said property recorded in Instrument No. GX-7079, 548.62 feet to a found iron pipe; thence south 87 degrees 49 minutes 06 seconds west with the north line of said property recorded in Instrument No. GX-7079, passing a found rebar at 262.44 feet and on for a total distance of 264.46 feet to a point in the east line of the Priscilla Kay James property recorded in Instrument No. P8-9758; thence north 05 degrees 36 minutes 16 seconds east with the east line of said property recorded in Instrument No. P8-9758, 955.80 feet to a set 1/2" rebar with plastic cap in the south line of the Louisville & Nashville Railroad (100' R.O.W.); thence north 79 degrees 21 minutes 00 seconds east with the south line of said Louisville & Nashville Railroad, 2,236.13 feet to a set 1/2" rebar with plastic cap in the west line of Parcel II of the Pea Point, LLC property recorded in Instrument No. EW-0012; thence south 03 degrees 26 minutes 00 seconds west with the west line of said property recorded in Instrument No. EW-0012, 891.08 feet to a found rebar; thence south 83 degrees 52 minutes 27 seconds east with the south line of said property recorded in Instrument No. EW-0012, passing a found iron pipe at 197.29 feet and on for a total distance of 219.09 feet to a set pk nail in the centerline of existing pavement of said Evergreen Road; thence southwardly with the centerline of existing pavement of said Evergreen Road the following calls: south 04 degrees 36 minutes 58 seconds west, 180.65 feet to a point of curvature; along a curve to the right having a radius of 6,760.00 feet, delta angle of 01 degree 27 minutes 03 seconds, chord = south 05 degrees 20 minutes 30 seconds west - 171.17 feet, an arc length of 171.18 feet to a point of reverse curvature; along a curve to the left having a radius of 1116.25 feet, delta angle of 03 degrees 16 minutes 21 seconds, chord = south 04 degrees 25 minutes 51 seconds west - 63.75 feet, an arc length of 63.76 feet to a point of tangency; south 02 degrees 47 minutes 40 seconds west, 160.92 feet to a point of curvature; along a curve to the right having a radius of 2,058.75 feet, delta angle of 03 degrees 58 minutes 59 seconds, chord = south 04 degrees 47 minutes 09 seconds west - 143.09 feet, an arc length of 143.12 feet to a point of tangency; south 06 degrees 46 minutes 39 seconds west, 79.56 feet to the point of beginning and containing 79.617 acres of land.

III. PERMITTED USES

- A. A maximum of 138 single-family detached residential lots shall be permitted.
- B. All common open space shall be limited to passive recreational uses. The Open Space definitions and regulations outlined in §III.4 of the Lakeland Land Development Regulations (LDRs) SHALL NOT apply.
- C. Streamside Management Buffer. Land use shall be in accordance with the City of Lakeland Streamside Management Regulations.
- D. Accessory Uses shall be regulated by The City of Lakeland Land Development Regulations Article III Zoning Regulations, Section 2.N Accessory Uses and Structures for the R2 Suburban Manor District.

IV. BULK REGULATIONS

- A. Minimum Lot Size: 9,450sf
- B. Minimum Lot Width: 70-foot
- C. Maximum Building Height: 35-foot
- D. Maximum Density: 1.73 Dwelling Units per Acre
- E. Building Setbacks:
 - Front Yard: 25 feet
 - Street Side Corner Side Yard: 25 feet
 - Side Yard Setback: 5 feet
 - Corner Street Side Yard: 25 feet
 - Rear Yard Setback: 20 feet
- G. The City of Lakeland Land Development Regulations (LDRs) Article III Zoning Regulations, Section 3 Building Type Standards governing the R2 Suburban Manor classification shall apply as modified herein.
- H. Evergreen PD shall be exempt from the Maximum Building Coverage & Maximum Impervious Surface provisions prescribed in Article III Zoning Regulations, Section 3.Q.1.h Building Type Standards: Suburban Manor.
- I. Accessory Uses shall be regulated by The City of Lakeland Land Development Regulations Article III Zoning Regulations, Section(s) 2.N,O,&P Accessory Uses and Structures for the R2 Suburban Manor District as modified herein. Refer to Table 2.O-1. Accessory Use and Structure Table of the LDRs.
- J. Subdivision entry signs, if desired by the developer, shall be designed, located and constructed in accordance the City of Lakeland Sign Ordinance.

V. QUANTITATIVE DATA

- A. Gross Site Area: 79.61 Acres
- B. Rights-of-way:
 - 1. Old Brownsville/ Evergreen: ±2.30 Acres
 - 2. Interior Roads: ±6.17 Acres
- C. Net Land Area: ±77.31 Acres
- D. Number of Lots/Use: 138 Single Family Detached Residential Lots
- E. Gross Density: 1.73 Dwelling Unit Per Acre
- F. Total Lot Area: ±36.14 Acres - 45.1%
- G. Total Common Open Space: ±35.10 Acres - 45.4%
- H. Wet Detention Area: ±7.88 Acres - 10%

VI. PUBLIC ROADWAYS, ACCESS, AND PEDESTRIAN CIRCULATION

- A. Public Roadways
 - 1. Old Brownsville Road shall be dedicated 34' from centerline to provide for one half of a 68' public right of way. No improvements shall be required.
 - 2. Evergreen Road shall be dedicated 34' from centerline to provide for one half of a 68' public right of way. A 22' rural cross section shall be fully improved by the developer, subject to engineering approval.
 - 3. Internal Public Roads/ Standard Sections shall be dedicated as a 31' public right-of-way and constructed having a 31' urban cross section and right-of-way. Right-of-way shall be established at the back of curb. Pedestrian and utility easements shall be conveyed where applicable.
 - 4. Cul-de-sacs shall be dedicated as a public right-of-way having a 50' radius and constructed having a 50' urban cross section with an internal common area landscape island having a 18' radius and mountable curb (Subject to Shelby County Fire Approval). The Internal island shall be privately owned, landscaped, and maintained by the Home Owner's Association. Right-of-way shall be established at the back of curb.
 - 5. All public roads shall be constructed in accordance with the City of Lakeland Standards and subject to the approval of the City Engineer.
- B. Vehicular Access
 - 1. Permanent vehicular access shall be limited to the two points of illustrated.
 - 2. Temporary construction access shall be permitted subject to the City Engineer's review and approval.
 - 3. All vehicular access locations and design shall be subject to City Engineer's review and approval.
 - 4. All common open space shall be accessible to the public.
- C. Pedestrian Circulation
 - 1. Pedestrian sidewalks shall be stubbed to all public right-of-ways for future connection.
 - 2. A public 5' wide concrete sidewalk shall be constructed 4.5-feet behind the back of curb, along both sides of all internal public roads. Pedestrian easements shall be conveyed where applicable.
 - 3. A public 10' wide asphalt walking trail shall be installed at the developer's expense, and concurrent with phase, within the 50' wide landscape buffer paralleling Old Brownsville Road as generally illustrated on the Preliminary Development Plan. Said trails shall terminate at zone 1 of the Streamside Management Buffer to allow future connection by the City of Lakeland. The final alignment shall be determined with the corresponding phase construction drawings.
 - 4. Sidewalks required upon individual lots shall be installed incrementally, concurrent with individual home construction.
 - 5. All sidewalks required with common open space areas shall be developed incrementally, concurrent with each associated development phase.
 - 6. The developer shall be responsible for the construction of all sidewalks and/or walking trails required within common open space boundary.
 - 7. The individual lot owner/builder shall be responsible for the construction of all sidewalks required within the private lot boundary.

VII. STREET TREE AND LANDSCAPE STANDARDS

- A. Street Tree Standards
 - 1. Street trees (3" caliper or greater) shall be required along both sides of all internal streets as generally illustrated on the Master Plan. In instances where existing large deciduous shade trees are preserved within 35-feet of the sidewalk, these provisions may be waived.
 - 2. Street trees shall be planted behind the sidewalk within 14' of the back of curb and shall be no closer than 5' from the aforementioned sidewalk.
 - 3. Street Trees shall not be permitted within any platted utility easement, within 10-feet of any fire hydrant or electrical transformer, or within the site triangle of intersecting streets.
 - 4. The spacing of street trees shall be adjusted to accommodate driveways, trails, existing trees, regulatory signage, etc.
 - 5. Deviations from the street tree planting requirements shall be approved on a case by case basis by the Homeowners' Association Architectural Control Committee and the City of Lakeland's planning designee.
 - 6. Common Open Space Areas:
 - a. One (1) Large Deciduous Shade Tree (3" caliper or greater) shall be installed at a ratio equivalent to 1 tree per each 40 linear feet of frontage;
 - b. Street Trees located within Common Open Space areas shall be installed prior to the approval of the Final Development Plan and recording of the plat.
 - 7. Individual Lots:
 - a. One (1) Large Deciduous Shade Tree (3" caliper or greater) shall be installed in the front yard of any lot having LESS than 85-foot of frontage measured at the property line;
 - b. Two (2) Large Deciduous Shade Trees (3" caliper or greater) shall be installed in the front yard of any lot having GREATER than 85-foot of frontage measured at the property line;
 - c. Three (3) Large Deciduous Shade Trees (3" caliper or greater) shall be installed in the front yard of any lot having GREATER than 135-foot of frontage measured at the property line;
 - d. All corner lots shall be required two (2) or more additional street trees along the corner side yard as generally illustrated on the Outline Plan and specified above;
 - e. Street trees shall be installed prior to the release of the building permit deposit by home builder on all public streets within the development concurrent with individual lot construction;
 - f. Each property owner is responsible for the street tree on his or her property.
- B. Landscape Standards
 - 1. The landscaping requirements outlined by Article III, Section 5 of Lakeland's Land Development Regulations (LDRs) shall apply as modified herein.
 - 2. Common Area landscaping, where applicable, shall be owned and maintained by a property owners' association.
 - 3. Landscape Materials and Specifications. The landscape materials and methods specified shall be consistent and compatible throughout the common areas of the development.
 - 4. All neighborhood entries, boulevards, and street islands shall be highlighted with shrubs, ground cover, and small ornamental trees in addition to the required street tree landscaping.
 - 5. All formal landscaped areas including boulevards, street islands, neighborhood entrances, and signage areas shall be irrigated with an automated system having proper head to head coverage. Natural/Undisturbed Areas excluded.
 - 6. All common open space landscaping shall be reviewed and approved by the Lakeland's Design Review Commission and installed accordingly.
 - 7. A 50-foot wide Landscape Buffer (Scenic Corridor Designation) shall be maintained along the development's entire Old Brownsville Road frontage:
 - a. To the greatest extent possible, all trees of ecological value shall be preserved. Understory brush and invasive species may be removed.
 - b. Where gaps or voids of existing vegetation exist, the developer shall supplement the landscape buffer with a mix of evergreen and deciduous plant material at a density consistent with the surrounding buffer areas.
 - D. Lighting. Site lighting shall be provided in accordance with Article III, Section 13 of Lakeland's Land Development Regulations (LDRs) and/or Memphis, Light, Gas and Water standards.
 - E. Perimeter Fencing
 - a. A capped, cedar wood privacy fence of consistent design shall be installed along the rear lot line of Lots 1-6, 82-97, and the street side yard of Lots 109 and 110.
 - b. Masonry columns shall be installed 40' - 50' o.c.
 - c. The required fencing for Lot 1, 81, 109 and 110 may be incorporated into a neighborhood entry feature if desired by the developer.
 - d. Perimeter fencing shall be installed incrementally by the builder of each lot, concurrent with individual lot construction.
 - e. Perimeter fencing shall be owned by the individual property owner and maintained by the Homeowner's Association.

VIII. PROTECTION OF NATURAL FEATURES

- A. Preservation of the natural resources currently existing on the subject property is of the utmost importance to the City of Lakeland and Evergreen development partnership. The existing natural resources on site include large areas of young, intermediate and mature hardwood trees, open agricultural fields and rolling topography. One stream located at the west end of the property flows in a northerly direction through the property, and a small wetland is located at the north end of the property adjacent to the railroad.

The natural features identified have been incorporated into the design of the Evergreen Planned Development with the reservation of large common open spaces, wetland preservation areas, and streamside management buffers. Although this property will require significant fill to elevate proposed components of the planned development beyond flood elevation, the overwhelming majority of natural tree growth has been retained. Approximately 44% of the gross site area has been reserved as common open space in an effort to preserve approximately 91% of the existing tree canopy while also providing future residents with approximately 35 acres of passive recreational space. 76 of the 138 lots front or adjoin a common open space feature.

- B. Tree Density Calculations:
 - 1. Existing Site Density Factor: 2430 Density Units (Pre Development)
 - 2. Retained Site Density Factor: 2211 Density Units (Post Development)
- C. Stream Drainage Basin Calculations:
 - 1. Unnamed Tributary: 493.00 acres (+/-)
- D. Streamside Management Buffers
 - 1. A minimum 250-foot wide streamside management buffer is required in accordance with the Streamside Management Buffer Regulations along the unnamed tributary for the Loosahatchie River along the west boundary of the subject property. The drainage basin associated with this stream exceeds 320 acres.
 - 2. Zone 1: 25 + 75 = 100 feet from top of bank (each side of stream).
 - 3. Zone 2: 25 feet from Zone 1 limit (each side of stream).

IX. USPS CENTRALIZED MAIL DELIVERY, UTILITIES, SEWER AND DRAINAGE

- A. Unless otherwise approved by the United States Post Office Tennessee District Manager, and/or local Postmaster, centralized mail delivery shall be provided in accordance with USPS provisions. A Neighborhood Delivery Center or Cluster Box Units shall be installed by the developer, concurrent with phasing, in common open space areas and landscaped in accordance with City standards. Final details shall be subject to USPS and DRC approval.
- B. Water Connection: Evergreen Planned Development shall be served by the existing water services located in the Old Brownsville Road and Evergreen Road right-of-ways.
- C. Electrical Services: All internal electric shall be underground. Perimeter electrical services shall be maintained or improved in accordance with Memphis Light Gas and Water standards.
- D. Gas Services: Evergreen Planned Development shall be served by the existing gas services located in the Old Brownsville Road and Evergreen Road right-of-ways in accordance with Memphis Light Gas and Water standards.
- E. Sewer Disposal: Evergreen Planned Development shall be served by the Clear Creek Interceptor subject to Sewer Board Approval.
- F. A 60' Sanitary Sewer Easement shall be granted in support of the City of Lakeland Clear Creek Interceptor.
- G. A 90' temporary construction easement shall be granted allowing construction access for the implementation of the Clear Creek Interceptor.
- H. Drainage improvements including privately owned, on-site detention shall be provided in accordance with the Lakeland Land Development Regulations and subject to the approval of the City Engineer.
- I. All Grading, Drainage and Sewer plans shall be reviewed and approved by the City Engineer.
- J. Private Drainage/Detention: The following note shall be placed on the final plat of any development requiring on-site storm water detention facilities: The areas denoted by "Reserved for Storm Water Detention" shall not be used as a building site or filled without first obtaining written permission from the City Engineer. The storm water detention systems located in these areas, except for those parts located in a public drainage easement, shall be owned and maintained by the Homeowners' Association. Such maintenance shall be performed so as to ensure that the system operates in accordance with the approved plan on file in the City Engineer's Office. Such maintenance shall include, but not be limited to, removing sedimentation, fallen objects, debris and trash, mowing, outlet cleaning, and repairing of drainage structures.
- K. Maintenance of the private detention facilities shall be included in the Maintenance, Management and Funding Plans adopted by the Home Owners' Association.
- L. The City of Lakeland shall maintain all public drainage facilities.

X. ARCHITECTURAL PROVISIONS

- A. The architectural provisions and material composition of all structures shall be in accordance with The City of Lakeland Land Development Regulations (LDRs) Article III Zoning Regulations, Section 3 Building Type Standards as modified herein.
- B. 80% of the single-family home's facade (exclusive of windows and doors) shall be brick, stone, or combination thereof. No more than 20% of the exterior facade shall be composed of cementitious siding.
- C. All homes shall have minimum 2-car attached garage. 3-car garages are permitted and encouraged where possible.
- D. Accessory Structures shall be regulated by The City of Lakeland Land Development Regulations Article III Zoning Regulations, Section 2.N,O&P Accessory Uses and Structures for the R2 Suburban Manor District as modified herein. Refer to Table 2.O-1. Accessory Use and Structure Table of the LDRs.
- E. A Declaration of Covenants, Conditions and Restrictions shall be applicable to all properties within the planned development and an Owner's Association with Architectural Review Committee shall be maintained to assure that development within the community are completed to the high standards anticipated by the residents of the City and to assure that all features and amenities of the planned development which are considered to be common assets are continuously maintained in a quality manner.
- F. The Declaration shall be recorded prior to the recording of the Final Plat. The instrument shall be reference on the Final Plat at the time of its recording.
- XI. PHASING OF DEVELOPMENT (Preliminary phase delineations are illustrated on the Outline Plan)
 - A. Evergreen Planned Development is planned to be constructed in a minimum of four phases. Phases may be combined or divided into additional phases in response to unknown future economic and market conditions.
 - B. The construction of the Phase One shall commence within one year of the approval of the construction documents by the appropriate governmental agencies and bodies.
 - C. Construction of subsequent phases will overlap the home building process of the preceding phase. As homes are being constructed in a preceding phase, infrastructure improvements will be made for areas within the subsequent phase. Home construction will be market driven, therefore it is anticipated that each phase is a minimum 24 month process. Full build-out should take 4 or more years.

- D. Phase One shall consist of the following:
 - The dedication of right-of-way for Old Brownsville Road directly related to Phase One as illustrated;
 - The excavation and construction of the western most lake/stormwater detention facility;
 - The development of 41 lots (1-19, 43-49, 51-63, 65, 66 and 81-82) and associated infrastructure;
 - The implementation of landscape and irrigation in all common open space areas directly related to Phase One as illustrated.
- E. Phases Two shall consist of the following:
 - The construction of a 31-foot wide temporary drive providing secondary vehicular access to Old-Brownsville Road in general alignment with Ivy Creek Lane;
 - The development of 27 lots (17-41, and 50) and associated infrastructure;
 - The implementation of landscape and irrigation in all common open space areas directly related to Phases Two as illustrated.
- F. Phase Three shall consist of the following:
 - The additional dedication of right-of-way for Old Brownsville Road and Evergreen Road directly related to Phase Two as illustrated;
 - The demolition the 31-foot wide temporary drive constructed in Phase Two;
 - The development of 39 lots (67-80, 83-103, and 106-109) and associated infrastructure;
 - The implementation of landscape and irrigation in all common open space areas directly related to Phases Three as illustrated.
- G. Phase Four shall consist of the following:
 - The dedication of right-of-way for Evergreen Road directly related to Phase Four as illustrated;
 - The excavation and construction of the eastern most lake/stormwater detention facility;
 - The development of 31 lots (104, 105, and 110-138) and associated infrastructure;
 - Construction of the 6' private walking trail traversing the center common open space;
 - The implementation of landscape and irrigation in all common open space areas directly related to Phases Four as illustrated.

XII. EXPIRATION /TERMINATION/ AMENDMENT OF THE OUTLINE PLAN

- A. In the event that approval of the Phase One Preliminary Development Plan is not obtained for the planned development within 3 years of the approval of the Outline Plan by the Lakeland Board of Commissioners, the Outline Plan shall be deemed to have expired.
- B. Termination of the Planned Development. If a Final Development Plan has not been approved for any phase of the planned development within the approved completion period, the Coard of Commissioners may, in its discretion, terminate any prior Outline Plan and/or Preliminary Development Plan approval for the remaining phase of phases by giving written notice to the applicant.
- C. Extension of completion period. Upon the request of the applicant and review and recommendation of the Planning Commission, the Board of Commissioners may extend for a reasonable time, not to exceed three (3) years, the expiration date of the planned development.
- D. Notice of revocation - If any portion of the planned development is terminated under the provisions of this Article, the planned development is terminated, such designation shall be removed from the Official Zoning Map and a notice of revocation shall be placed on the recorded development plan. The zoning regulations applicable before the development was approved shall then be in effect. However, if any portion of the property is constructed or developed as provided by the approved planned development, the remaining developed portion(s) of the property shall be in conformance with the approved planned development regardless of the existing conventional zoning district of the property.
- E. Procedures for Amendment. The procedure for amendment of the Outline Plan, Preliminary Development Plan and/or Final Development Plan shall be as provisioned by The City of Lakeland Ordinance 14-214.

RESOLUTION 2020/10-01 & 2020/10-04

- 1. The concept sanitary sewer plan submitted by the owner of record of parcels of property located within the corporate limits of the City of Lakeland, further identified by the Shelby County Tax Assessor Parcel Identification L0140 00071, to service a proposed development upon said parcel known as Evergreen Planned Development, Producing a maximum of 130 gpm of flow that may be created at a later date is hereby approved for a period of three (3) years from the date of passage of this resolution.
- 2. A development contract shall not be executed for any phase of the Evergreen Planned Development until the new Clear Creek Interceptor is constructed providing capacity for the additional sanity sewer generated from the development.
- 3. If at any point in time, subsequent to Preliminary Development Plan approval, approval(s) of the proposed development on said parcel of property by the Lakeland Municipal Planning Commission and/or Lakeland Board of Commissioners should lapse due to passage of time, this resolution shall become null and void and no approval of any concept sanitary sewer for the above parcel shall exist. Additionally, neither the owner of record nor any entity with development interests upon said parcel shall retain any right of approval, vested or otherwise, for said parcel of land.

RESOLUTION 2020/10-05

- 1. Cluster mailbox locations shall be approved by MPC/DRC prior to installation.
- 2. Must comply with the requirements of the floodplain overlay district.
- 3. Perimeter fencing shall be installed by the developer with the associated phase.
- 4. The approval of this requested should be contingent upon the Clear Creek sewer interceptor being constructed.

RESOLUTION 2020/10-06

- 1. Cluster mailbox locations shall be approved by MPC/DRC prior to installation.
- 2. Must Comply with the requirements of the floodplain overlay district.
- 3. No building permit shall be issued for Lot 6 until the construction of the second entrance along Evergreen Road is complete and the temporary access is removed from lot 6.
- 4. Perimeter fencing shall be installed by the developer along lots 1-5 and lot 82. The fencing along lot 6 shall be installed with the construction of a structure on said lot.
- 5. The approval of this requested should be contingent upon the Clear Creek sewer interceptor being constructed.

FINAL PLAT

EVERGREEN
PLANNED DEVELOPMENT
PHASE 1
LAKELAND, TENNESSEE

DIST. 01— BLOCK 40— PARCEL 71
TOTAL AREA: 1,838,232 SF, (42.20 ACRES)
TOTAL LOTS: 41, EXISTING ZONING: AG

DATE: FEB., 2024 SCALE: 1"= 100'

DEVELOPER: EVERGREEN LLC
ADDRESS: 10971 CHAPEL HILL RD
LAKELAND, TN

RENAISSANCE GROUP, INC.
9700 VILLAGE CIRCLE, STE. 100
LAKELAND, TN 38002
(901) 332-5533 VOICE (901) 332-5534 FAX EMAIL@RGROUP.BIZ

CERTIFICATE OF MORTGAGEE AND DEDICATION

We, the Mortgagee, _____, do hereby freely consent to the Subdivision of this property in accordance with the Final Plat; dedicate the Public Improvements, Easements, or lands herein specifically identified for dedication, to the appropriate agencies as outlined in this Plat and approved by the Municipal Planning Commission of Lakeland, Tennessee for the purposes of operation, construction and maintenance of these improvements, as needed for the proper development and maintenance of said Subdivision.

Date: _____

Signature of Authorized Agent of Mortgagee

NOTARY PUBLIC CERTIFICATE

STATE OF TENNESSEE
COUNTY OF SHELBY

Subscribed and sworn to before me this _____ day of _____, 2024.

_____/_____
Notary Public Signature Printed

Residing in _____County My Commission expires _____

CERTIFICATE OF OWNER(S) AND DEDICATION

The undersigned , _____, (etc.) hereby certify that they are the owner of the foregoing property and that the plat is with the free consent and in accordance with the desires of the above named owners, proprietors, do hereby dedicate to the City of Lakeland all Public Improvements, Easements, or lands herein specifically identified for dedication, for the purposes of operation, construction and maintenance of these improvements, as needed for the proper development and maintenance of said Subdivision.

Date: _____

Signature of Owner

Include Notary Seal and Signature

NOTARY PUBLIC CERTIFICATE

STATE OF TENNESSEE
COUNTY OF SHELBY

Subscribed and sworn to before me this _____ day of _____, 2024.

_____/_____
Notary Public Signature Printed

Residing in _____County My Commission expires _____

CERTIFICATE OF SURVEYOR

State of Tennessee County of Shelby I, _____ hereby certify that this plat was prepared from notes taken during an actual survey made by me during the month of _____ 2020, and that this Plat or Site Plan correctly represents said survey. All bearings are referenced to the 1983 Tennessee State Plane Coordinate System; all new property corners are marked in accordance with Lakeland Subdivision Standards; the precision of the unadjusted survey is 1:10,000 or greater and all special flood hazard areas are properly located as per the latest Flood Insurance Rate Map. All dimensions are expressed in feet and decimals. All bearings, distances, and field information are true and correct to the best of my knowledge.

In witness whereof, I the said _____, a Land Surveyor, hereunto set out hand and affix my seal this ____day of _____, 2024.

Tennessee Registration No. _____

CERTIFICATE OF ENGINEER

I J. WESLEY WOOLDRIDGE, a Professional Engineer, do hereby certify that the design of public and private improvements provided for in the Final Plat are in accordance with acceptable engineering practices, the Tennessee Department of Environment and Conservation, City of Lakeland Manual for Public Works and Materials Specifications, and all City of Lakeland ordinances, including Subdivisions.

In witness whereof, I the said J. WESLEY WOOLDRIDGE, a Professional Engineer, hereunto set out hand and affix my seal this _____day of FEBRUARY, 2024.

Tennessee Registration No. 104878

Professional Engineer

Date



CERTIFICATE OF MUNICIPAL PLANNING COMMISSION APPROVAL – SUBDIVISION

I, _____ do hereby certify that the City of Lakeland Municipal Planning Commission has approved this Final Plat The signing of this certificate shall in no way be deemed to constitute or effect an acceptance of the dedication of any street, improvement, or other ground shown upon the plat.

Date: _____

MPC Secretary

CERTIFICATE OF CITY ENGINEER

The Final Plat is reviewed and deemed compliant with the Land Development Regulations, subject to any waivers, modifications, or variances thereof granted by the City of Lakeland.

Date: _____

City Engineer

FINAL PLAT
**EVERGREEN
PLANNED DEVELOPMENT
PHASE 1**
LAKELAND, TENNESSEE

DIST. 01– BLOCK 40– PARCEL 71
TOTAL AREA: 1,838,232 SF, (42.20 ACRES)
TOTAL LOTS: 41, EXISTING ZONING: AG

DATE: FEB.,2024 SCALE: 1”= 100’

DEVELOPER: EVERGREEN LLC
ADDRESS: 10971 CHAPEL HILL RD
LAKELAND, TN

RENAISSANCE GROUP, INC.
9700 VILLAGE CIRCLE, STE. 100
LAKELAND, TN 38002
(901) 332–5533 VOICE (901) 332–5534 FAX EMAIL@RGROUP.BIZ



Municipal Planning and Design Review Commission

Meeting Date: Thursday, April 11, 2024

Project: Heathfield Mixed Use PD - Outline Plan

Staff Contact: Alex Barthol, Staff Planner

PROJECT INFORMATION

Parcel ID: L0150 00541

Zoning District: AG: Agriculture

Site Area: 31.44 acres

Applicant: Seed Tick, LLC

Representative: John McCarty, PE (McCarty Granberry Engineering)

STAFF RECOMMENDATION

City Staff recommends approval of the Heathfield Mixed Use PD Outline Plan with conditions.

BACKGROUND AND ADJACENT USES:

Heathfield Mixed Use PD Outline Plan is proposed on a currently undeveloped piece of property. Adjacent uses include the approved Heathfield on Scott's Creek residential development to the north, Lakeland Meadows PD to the east, the Lakeland Town Center Mixed Use development to the south, and Lakeland Preparatory School to the West.

The application is proposing 20 acres of C1-Community Commercial on the Hwy 70 frontage and 11 acres of R6-Attached District uses to permit townhouses along future Seed Tick Road. Additionally, the development provides common open space for community gatherings in the form of a village green, amphitheater and a pedestrian trail system connecting to the adjacent neighborhoods.

RELATIONSHIP TO COMPREHENSIVE LAND USE PLAN

Lakeland's Comprehensive Land Use Plan Update, adopted June of 2023, recommends "Mixed-use Commercial" for all the property.

The goals for “Mixed-Use Commercial” are to create central, commercial uses that serve the surrounding neighborhoods. These developments should be appropriately scaled to complement surrounding uses and existing character.

RELATIONSHIP TO THE MAJOR ROAD PLAN

Seed Tick is designated as 2-lane roadway.

Highway 70 is designated as a future 6-lane Roadway.

All other internal streets would be classified as local streets.

RELATIONSHIP TO THE PARKS AND RECREATION PLAN

There are no parks shown in the City’s Parks Master Plan for this area therefore City Staff is recommending payment in lieu of parkland dedication for this development. Details for a trail system will be provided as part of the preliminary development plan process.

ANALYSIS AND RECOMMENDATION:

Upon review by City Staff, the application is in basic compliance with the City of Lakeland Land Development Regulations, however, there are technical deficiencies in the submission in regard to the Outline Plan written conditions. City Staff recommends approval of the application subject to the proposed amendments to the Outline Plan Conditions. The proposed amendments are as follows:

IV. Access and Circulation

- Streets B, C, & D need to be urban neighborhood with 54-foot Right-of-Way.
- E. Seed Tick Road needs 10-foot asphalt trail noted.
- Add F. additional 24-foot Right-of -Way dedication at Hwy 70

VIII. Stream Buffer Requirements

- Zone 1
 - remove A.5
- Zone 2
 - A.2- additional stream buffer may be required based on slope and drainage space

EXAMPLE MOTIONS

1. Motion to approve the Heathfield Mixed Use PD Outline Plan subject to the following conditions:
 - a. Conditions as determined by the Planning Commission
 - b. Conditions proposed by staff
2. Motion to approve the Heathfield Mixed Use PD Outline Plan without conditions.
3. Motion to deny the Heathfield Mixed Use PD Outline Plan application:
 - a. Reason for denial

MIXED-USE COMMERCIAL

DESCRIPTION

The proposed Mixed-Use Commercial land uses are located along both I-40 and Highway 70. The goal of this designation is to create central, commercial uses that serve the surrounding neighborhoods. These developments should be appropriately scaled as to complement surrounding uses and existing character.

INTENT

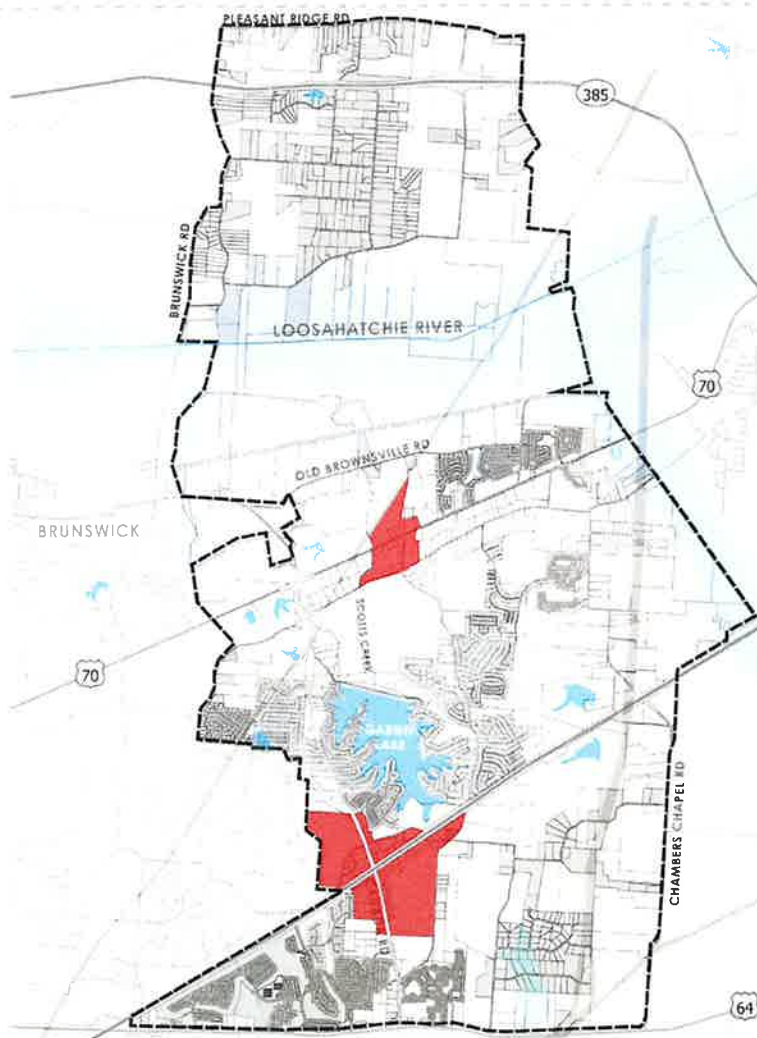
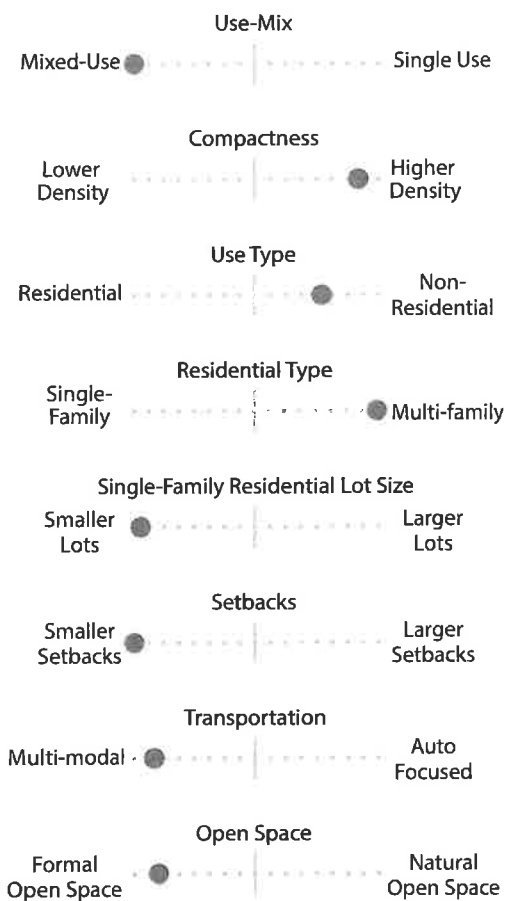
- Provide accessible commercial space in centralized, compact areas occupied by businesses that serve Lakeland resident's needs.
- Multi-family residential housing options may accompany the commercial uses only where deemed appropriate.
- Formal open space should accompany developments.
- Multi-modal transportation such as sidewalk and bike paths should be easily accessible.

APPROPRIATE LAND USES

SINGLE-FAMILY MULTI-FAMILY OFFICE COMMERCIAL INSTITUTIONAL LIGHT INDUSTRIAL



CHARACTERISTICS



I. Outline Plan General Guidelines

- A. The Heathfield Mixed Use Plan Development Outline Plan shall serve as the land use and transportation plan and define the planning objective to be achieved for the development of the Heathfield Mixed Use Planned Development.
- B. The Common Open Spaces will be developed with details that encourage the use of the spaces.
- C. A Declaration of Covenants and Restrictions shall be applicable to all property in the development. A Property Owner's Association shall be established to assure that improvements and common open spaces are maintained in a quality manner.
- D. A comprehensive signage system will be implemented to insure continuity in the development.
- E. The Heathfield Mixed Use Planned Development shall adhere to the landscaping guidelines in the landscape plan.

II. LAND USE AND DEVELOPMENT REGULATIONS

AREA 1: C1 COMMUNITY COMMERCIAL & NO NEIGHBORHOOD OFFICE DISTRICTS as modified

- A. This area is intended to permit conventional retail, service, boutique lodging and office uses.
- B. ALLOWABLE USES: Neighborhood Retail, General Retail, Liquor Store, Neighborhood Personal Services, General Services, Regional Services, Child Day Care, Outdoor Entertainment, Neighborhood Office, Taproom/Brewery, Independent Living, Assisted Living, Nursing Home and Boutique Hotels (less than 100 rooms). Any use not explicitly listed shall be prohibited.
- C. Design for commercial areas shall follow the Architectural Pattern Book as described in the PD Booklet, in lieu of the non-residential architectural guidelines in the Land Development Regulations.

AREA 2: R5 URBAN MANOR & R6 ATTACHED DISTRICT as modified

- A. This area is intended to permit single family and attached single family dwellings as well as a boutique lodging.
- B. ALLOWABLE USES: Uses allowed within the R5 - Urban Manor District as modified herein. Homes may be accessed from a street or alley. Attached Townhomes shall be permitted as allowed in the R6 - Attached District, as modified herein. Townhomes may be fee-simple lots. All Townhomes may be accessed from an alley.
- C. Design for residential areas shall follow the Architectural Pattern Book as described in the PD Booklet, in lieu of the non-residential architectural guidelines in the Land Development Regulations.

III. BULK REGULATIONS:

AREA 1: C1 - COMMUNITY COMMERCIAL DISTRICT

- a. Minimum Lot Width: 50-feet
- b. Minimum Lot Size: N/A
- c. Building Setbacks:
- US Highway 70: 40'
- Internal Street: 20-feet
- Internal Private Dr.: 10-feet
- Side Yard: 7.5-feet
- Rear Yard: 7.5-feet
- d. Min. Bldg. Separation: 10-feet (detached only)
- e. Maximum Building Height:
- Hotel: 3-story
- All other uses: 2-story

AREA 2: R6 - ATTACHED DISTRICT

- a. Minimum lot width: 26-feet
- b. Minimum lot size: n/a
- c. Building setbacks:
- Seed Tick Rd: 40'
- Internal street: 15-feet behind sidewalk
- Internal private drive: 10-feet behind sidewalk
- Rear load alley: 7-feet
- Min. bldg. separation: 10-feet (detached only)

IV. Access and Circulation:

- A. Dedicate and improve Street A to 66 feet wide Right-of-Way with 34 feet of pavement section and sidewalks with 11' planting zones where on-street parking will occur on both sides of the roadway to match Urban Collector Standards in Area 1 & Area 2 except where on-street parking is not appropriate. Additional width for turn lanes should be added at critical intersections.
- B. Dedicate and Improve Streets B & C to 31 feet Right-of-Way with 26 feet of pavement section and sidewalks with 9' planting zones.
- C. Private Internal Streets will be improved to provide two 12' travel lanes.
- D. Public Streets in area 2 serving single family and single family attached residential will be dedicated to 31 feet Right-of-Way with 26 feet of pavement section and sidewalks with 9' planting zones.
- E. Seed Tick Road shall be dedicated and improved to 31 feet wide Right-of-Way with 20 foot wide scenic corridor landscape easements on each side.

V. Landscaping/Screening/Open Space:

- A. All Common Open Spaces shall have landscaping to enhance the aesthetic value of the overall development.
- B. Common Open Space shall meet the City of Lakeland Zoning Ordinance and Design Guidelines.
- C. No perimeter fence may exceed six feet in height without approval. A 6' ornamental fence shall be an option for any lot line abutting a common open space.
- D. See the Landscape Plans submitted with the Master Development Plan for additional requirements.
- E. There is a 20' Scenic Corridor Buffer along Seed Tick Road with landscaping requirements and restrictions that shall be adhered to according to the Lakeland Zoning Regulation and are to be maintained by the property owner.

VI. Drainage:

- A. A Grading and Drainage plan will be submitted to the City Engineer concurrent with construction plans for review by the City prior to commencement of construction.
- B. Onsite detention will be provided to prevent any downstream drainage issues related to the development of the subdivision.
- C. Adequate EPSC measures will be in place during construction.
- D. Detention to be located in C.O.S. areas and used in conjunction as attenuation for the development.
- E. The property is located in Zone X which is not located in a Special Flood Hazard Area per FEMA FIRM Map Number 47157C0215GF dated February 6, 2013.
- F. All grading shall be in accordance with TDEC and City of Lakeland Regulations. All grading shall be reviewed and approved by the Town Engineer.
- G. Stormwater Detention facilities shall be owned and maintained by the Property Owner's Association.

VII. Utilities

- A. The water system shall be capable of producing a minimum residual pressure of 20 PSI at a minimum fire flow of 1,500 gpm and shall be approved by and constructed in accordance with the requirements of the City of Lakeland.
- B. The sewer system shall be approved by and constructed in accordance with the requirements of the City of Lakeland.
- C. There shall be a 5 foot wide utility easement along all lot lines.

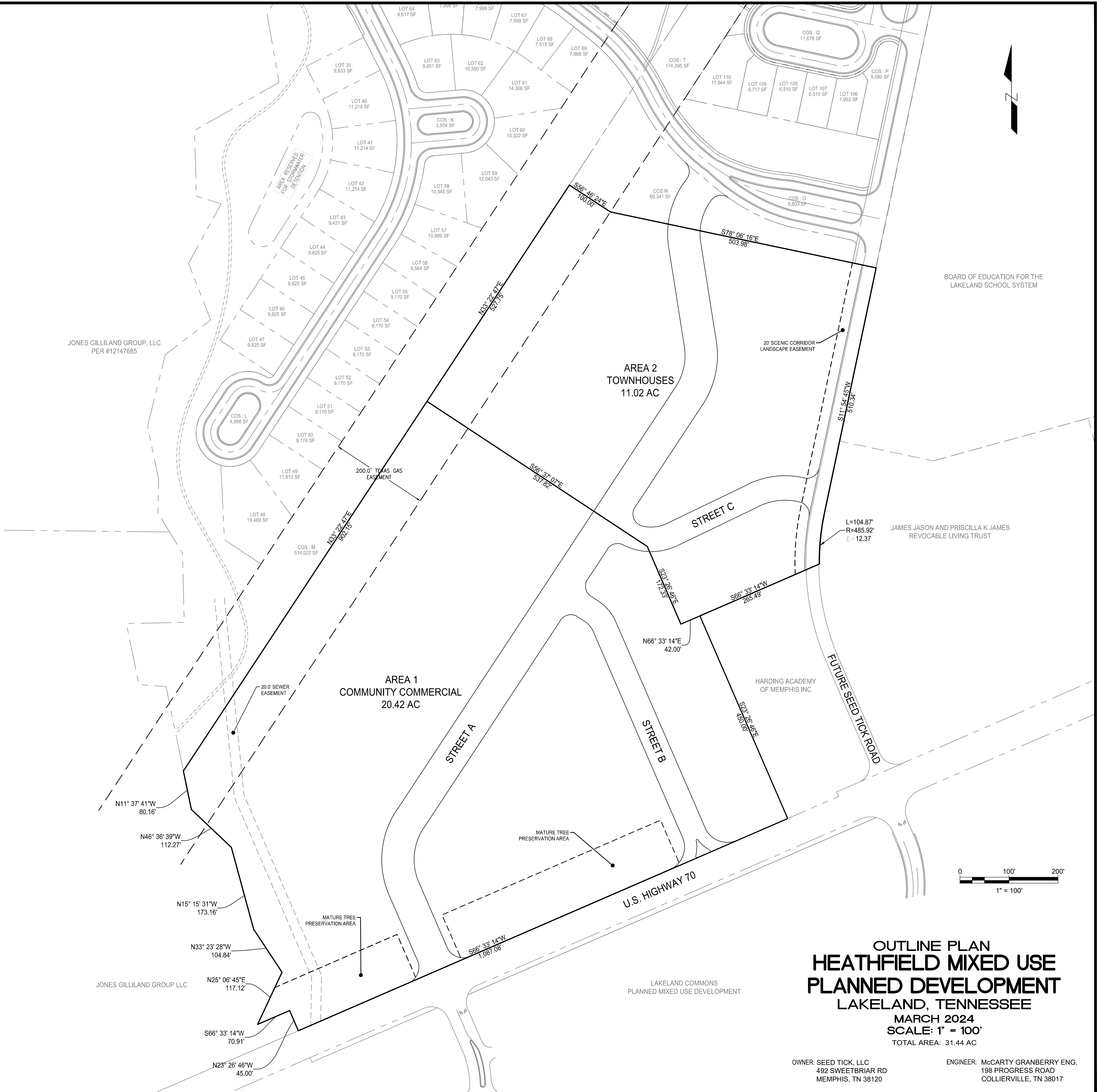
VIII. Stream Buffer Requirements

ZONE 1 - STREAMSIDE SECTION

- A. Allowable uses within the streamside section are restricted to:
1. Flood control structures
 2. Utility rights-of-way
 3. Footpaths
 4. Road crossings, where permitted
 5. Stormwater management facilities, with approval of the City Engineer

ZONE 2 - OUTER SECTION

- A. Allowable uses within the outer section are restricted to:
1. Biking or hiking paths.
 2. Stormwater management facilities, with the approval of the City Engineer
 3. Recreational uses as approved by the Planning Commission
 4. Limited tree clearing with approval from the Planning Commission



LEGAL DESCRIPTION
Tax ID# L0150 00492C (Portion of)

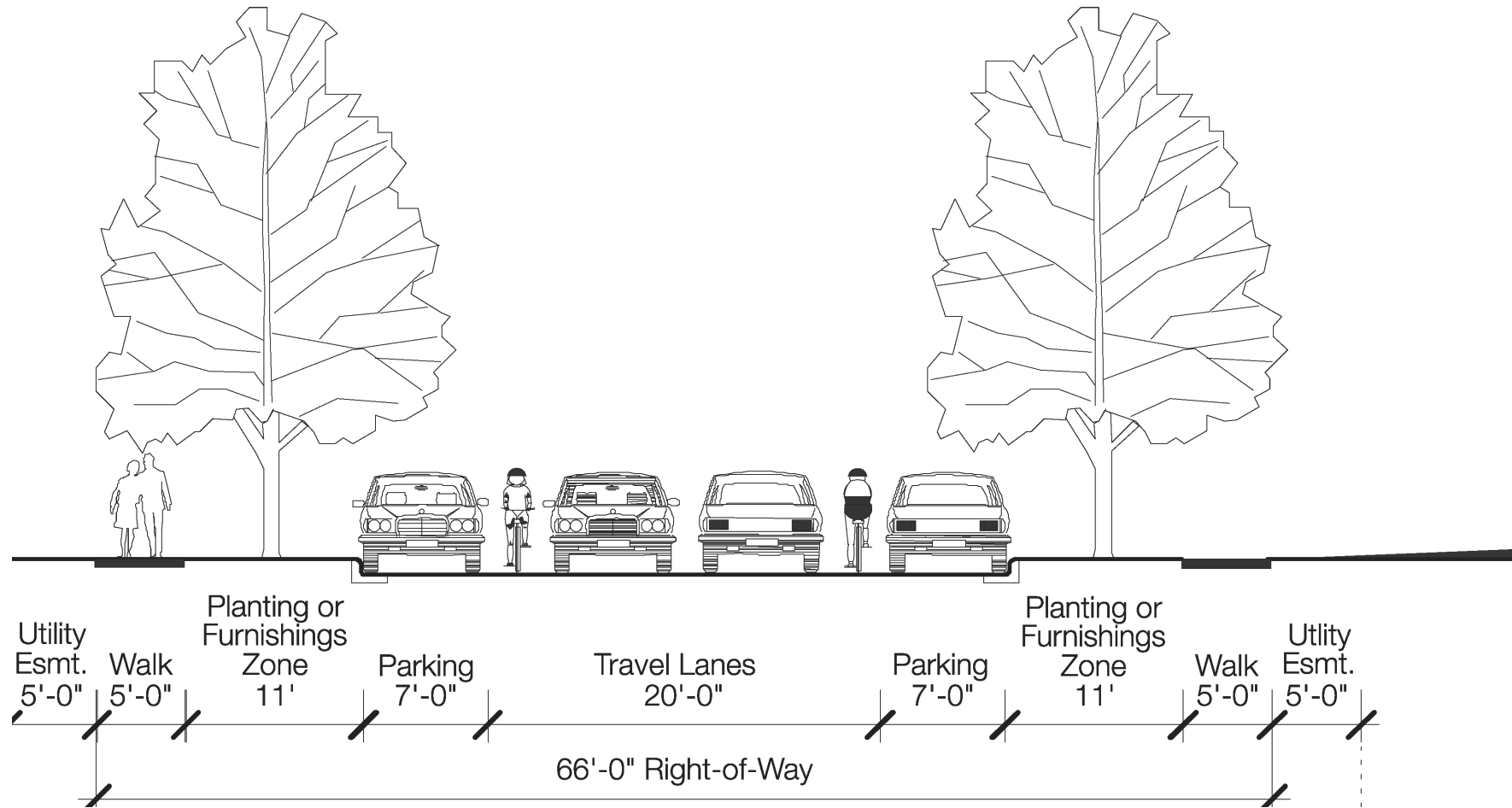
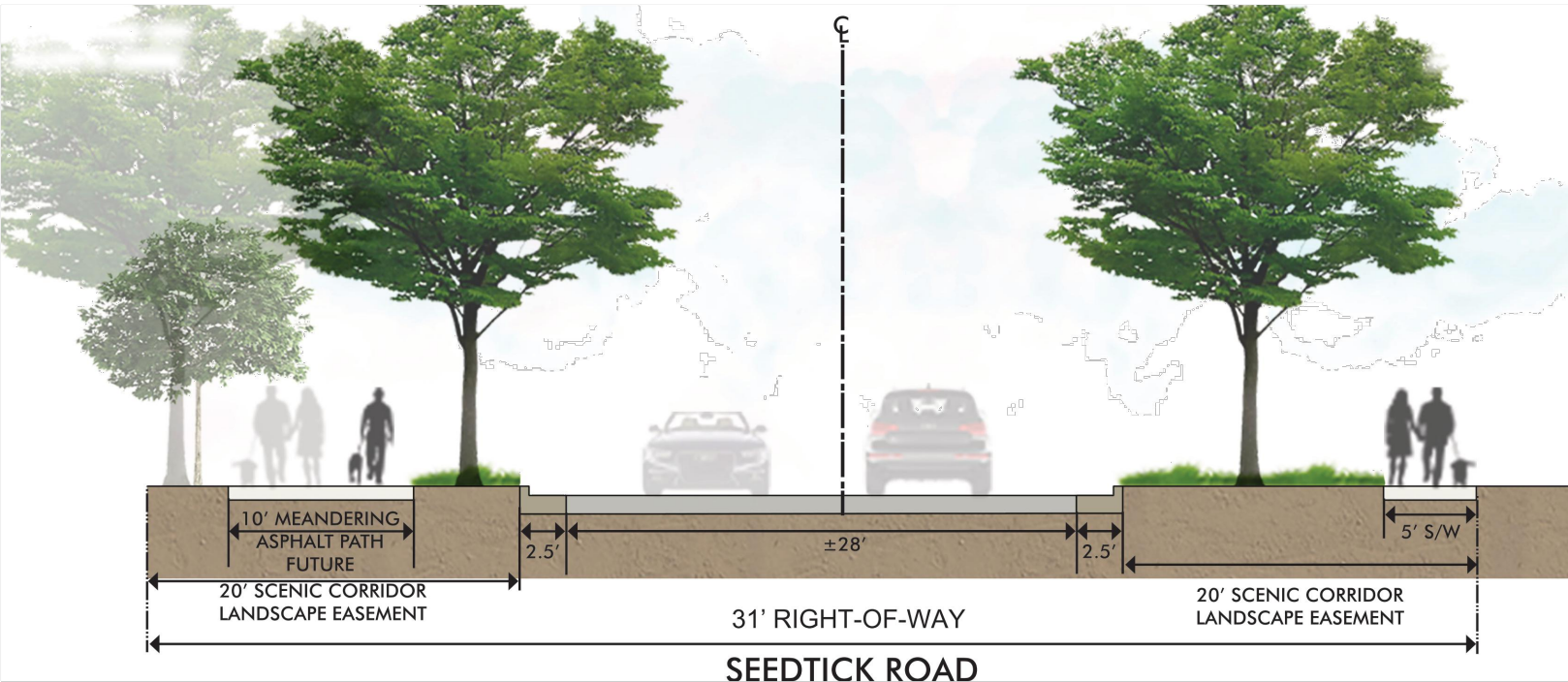
Being a portion of Parcel I and a portion of Parcel II of the 'Harding Academy of Memphis, Inc.' property as recorded in Instrument Number 05182497 at the Shelby County Register's Office, City of Memphis, State of Tennessee being more particularly described by metes and bounds as follows:

Commencing at the physical centerline intersection of U.S. Highway No. 70 (ROW varies) and Seed Tick Road; thence with a portion of the centerline of said U.S. Highway 70, South 66 degrees 33 minutes 14 seconds West a distance of 298.61' to a point; thence departing from and perpendicular to said centerline, North 23 degrees 26 minutes 46 seconds West a distance of 30.00 feet to a point (found iron pin) in the north line of said U.S. Highway No. 70, said point being the southeast corner of the Ray James Irrevocable Trust Agreement property as recorded in Quit Claim #16047012 at the Shelby County Register's Office, City of Memphis, State of Tennessee and being the **TRUE POINT OF BEGINNING** of the property herein described; thence with a portion of said north line of U.S. Highway No. 70, South 66 degrees 33 minutes 14 seconds West a distance of 1,087.08' to a point (found iron pin); thence North 23 degrees 26 minutes 46 seconds West a distance of 45.00' to a point (found iron pin); thence South 66 degrees 33 minutes 14 seconds West a distance of 70.91' to a point in the center of Scott's Creek; thence departing from said north line with the centerline of said Scott's Creek and the east line of the Jones Gilliland Group, LLC property (#12147685) the following twenty-seven (27) calls;

1. North 25 degrees 06 minutes 45 seconds East a distance of 117.12'
2. North 33 degrees 23 minutes 28 seconds West a distance of 104.84'
3. North 15 degrees 15 minutes 31 seconds West a distance of 173.16'
4. North 46 degrees 36 minutes 39 seconds West a distance of 112.27'
5. North 11 degrees 37 minutes 41 seconds West a distance of 80.16'

thence departing from said centerline of Scott's Creek along the centerline of the 200' Texas Gas Easement, North 33 degrees 22 minutes 47 seconds East a distance of 1,429.90' to a point; thence departing the said gas easement centerline, South 56 degrees 46 minutes 24 seconds East a distance of 100' to a point on the east line of said gas easement; thence South 78 degrees 06 minutes 16 seconds East a distance of 503.98' to a point on west line of the Board of Education for the Lakeland School System property; thence with the said west line South 11 degrees 54 minutes 45 seconds West a distance of 510.34 feet to a point of curvature (set iron pin); thence in a southwesterly direction along the arc of a curve to the left having a radius of 485.92' (Long Chord = South 05 degrees 43 minutes 27 seconds West, 104.66') an arc distance of 104.87' to a point (set iron pin) of intersection with the easterly prolongation of the north line of said Ray James Irrevocable Trust Agreement property; thence departing from said proposed west right of way line of Seed Tick Road with said easterly prolongation and said north line being 450' north of and parallel with said north right of way line of U.S. Highway 70 (30' from centerline), South 66 degrees 33 minutes 14 seconds West a distance of 265.49' to the northwest corner of the remainder of the Harding Academy property; thence South 23 degrees 26 minutes 46 seconds East a distance of 450.00 feet to said **TRUE POINT OF BEGINNING**.

Said described property described containing 31.44 acres, more or less.



OUTLINE PLAN
HEATHFIELD MIXED USE
PLANNED DEVELOPMENT
LAKELAND, TENNESSEE
MARCH 2024
SCALE: 1" = 100'
TOTAL AREA: 31.44 AC

OWNER: SEED TICK, LLC
492 SWEETBRIAR RD
MEMPHIS, TN 38120

ENGINEER: McCARTY GRANBERRY ENG.
198 PROGRESS ROAD
COLLIERVILLE, TN 38017

Architectural Guidelines

Heathfield on
Scott's Creek

Lakeland, TN

Seed Tick, LLC.

DRAFT 03/14/24



02 Table of Contents

03 Design Intent

04 Placemaking & Concept Plan

05 Lot Diagrams

- 05 Live-Work Townhomes
- 06 Townhomes
- 07 Hotel
- 08 Retail/Mixed Use

09 Design Standards

- 09 Building Design
- 11 Storefront Design
- 13 Townhome Frontage Elements
- 15 Townhome Windows
- 16 Townhome Doors
- 17 Townhome Details
- 18 Garages
- 19 Exterior Colors

Developer:

Trey Sowell
Seed Tick LLC
492 Sweetbrier Road
Memphis, TN 38120
tssowell@gmail.com

Prepared by:



LRK Inc.
50 S.B.B. King Boulevard Suite 600
Memphis, TN 38103
T 901 521 1440
www.lrk.com


**MCCARTY
GRANBERRY**
ENGINEERING

McCarty Granberry Engineering
198 Progress Road
Collierville, TN 38017
T 901 221 0075
www.mccartygranberry.com





Design Intent and General Design Standards

The intent of Seed Tick, LLC at Heathfield on Scott's Creek is to create a vibrant neighborhood defined by exceptional quality in the design and construction of retail shops and restaurants, hospitality, housing, and public space.

A primary foundational consideration at Heathfield on Scott's Creek is a focus on long-term stewardship of the property. This commitment ultimately enables the creation of a place where the appropriateness and quality of proposed development drives design and decision making. The vision and principles used to inform the planning and design process are not inwardly focused but seek to balance and development potential of the site by taking a broader view of the surrounding context in a manner that builds near and long-term value for both existing and future residents.

To that end, Heathfield on Scott's Creek is designed around a significant investment in the geographic heart of Lakeland. This investment occurs in a multitude of ways and means including the creation of a retail town center anchored by a boutique hotel, townhomes, construction of parks and open spaces, including the expansion of the City's greenbelt system along Scott's Creek.

Heathfield on Scott's Creek will be composed of a variety of complimentary uses, supportive of a vibrant neighborhood that builds upon the existing character of the City of Lakeland. Integration of these uses through cohesive and well-tested urban design principles will result in a unique place of outstanding quality creating a lasting experience.

This vibrant mix of uses, along with the ample parks and open spaces, will be woven together by way of intentional place making design, pedestrian oriented development, as well as walkable and bike-able streets, and trails. Streets designed with sidewalks, street trees, and on-street parking with both pedestrians and vehicles in mind. The successful implementation, specifically for architecture and urban design of the Town Center, is the primary focus of this Design Guideline document.



Placemaking - Town Center Retail, Hospitality & Residential

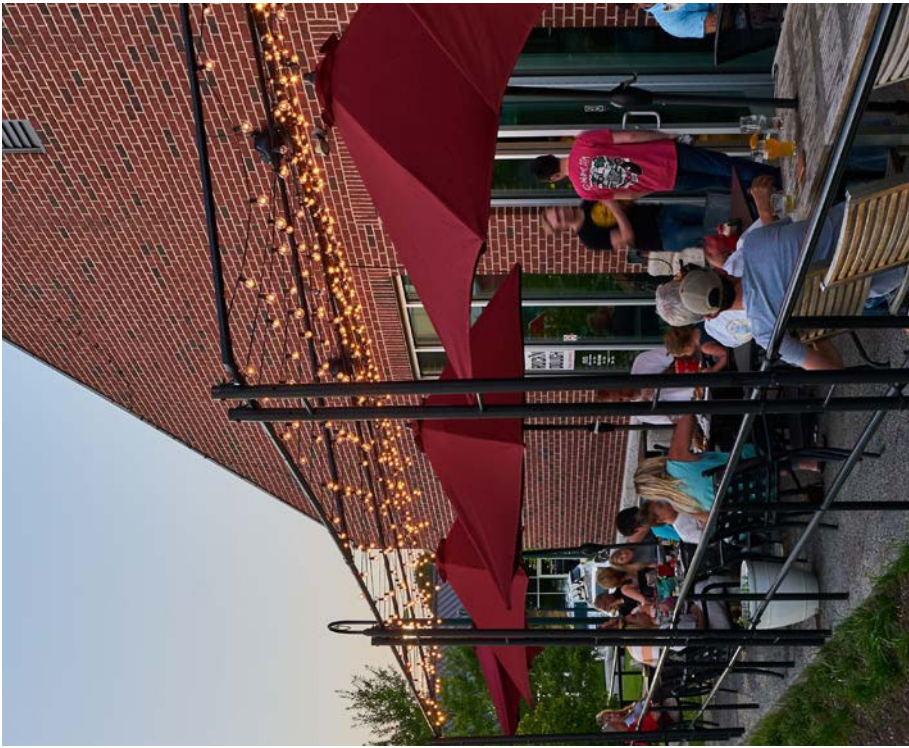
The Town Center at Heathfield on Scott's Creek acts as a vibrant front door for the neighborhood and surrounding area by providing a grand public space to meet, to play on the lawn, to listen to music, and enjoy seasonal festivities. Integrated within this setting, a mix of unique retail shops, restaurants, and housing options will better ensure the services and amenities will be accessible for all residents of Lakeland to enjoy.

Design consists of well scaled buildings which build upon local architectural traditions defined by tall interior spaces and ample transparency along streets and sidewalks. Buildings containing a mix of retail, hospitality, and housing options will line streets, sidewalks, and frame new public space while off-street parking and service areas will be located to the rear of buildings to minimize adverse impacts to the public realm. The front facade and primary entrance will be addressed to adjoining streets and sidewalks to create a pedestrian oriented streetscape. A high degree of transparency, specifically on ground floor storefronts of buildings, will be required.

Proximity to the Lakeland City Hall, Lakeland Preparatory School, Future Lakeland Elementary School, and Recreation Facilities in concert with the Town Center creates an ideal location for a hospitality anchor. Such locations appeal to residential visitors who prefer to stay in a unique place near shops and authentic dining options. A well-designed hotel provides opportunity for seamless transition from higher intensity retail use to lower intensity residential use. Neighborhood streets and sidewalks transition to townhomes with porches and stoops located close to the street to create a pedestrian oriented, walkable streetscape while access to garage parking will be provided by alleys located to the rear of buildings.

Shops, restaurants, a hotel, and residences interconnected by streets designed with on-street parking, decorative furnishings, and wide sidewalks. The pedestrian experience is paramount with emphasis placed on safety and comfort. Intersections defined by highly visible crosswalks designed in a way to slow traffic while creating a unique moment and place. Furnishings, such as benches, waste receptacles, and bike corrals as well as planters and landscaping create a comfortable experience encouraging visitors to stay and return. Street trees, pedestrian scaled street lighting, awnings, and signage all work together to create an active and enjoyable space. Sidewalk widths suitable for both pedestrian circulation as well as a place where dining and shops spill onto the sidewalk creating a vibrant destination for both visitors and residents.

Great places are defined by quality as well as design. A common characteristic of retail, hospitality, and residential areas will be the high standards. Ensuring that the development meets or exceeds the City of Lakeland requirements, is the purpose of these Design Guidelines.



Concept Site Plan

Throughout the design process, the design team created numerous concept plans and vignettes, debated various approaches, and weighed alternatives. Each iteration was rooted in analysis and guided by the vision of a vibrant Town Center. The refined result of this lengthy process is presented as the Concept Site Plan for the Town Center at Heathfield on Scott's Creek. Unique to this specific setting, the commitment by the Owner to guide and build a thriving neighborhood for generations to come is commendable. This dedication to good stewardship of the Heathfield on Scott's Creek and surrounding neighborhoods presents a rare opportunity to create a place of enduring quality and value.

Streets, sidewalks, and multi-use trails are designed in a way to give equal value to pedestrians, bicyclists, and vehicles. Streets and roadways designed to provide pedestrian comfort, connectivity, while also calming traffic. The street, sidewalk, and trail system will provide residents means to safely walk to nearby destinations including Lakeland City Hall, educational anchors, and amenities while shoppers, visitors, and employees are encouraged to park once and walk to a variety of shops, cafes, and restaurants. Buildings located to aid in the concealment of off-street parking, loading, and service areas minimizing visibility from the public realm. Interwoven within this network is a hierarchy of parks and open spaces. These parks, plazas, and open spaces vary from the vibrant Town Center to parks activated by regular programming. Residents, employees, and visitors are always within a very short walk of the nearest green space. Site and building design is carefully crafted to be cohesive, engaging, and functional. The design reflects an intentional, balanced mix of uses that are not mutually exclusive, but instead are mutually beneficial to the neighborhood and community at large. These range of uses, properly calibrated in their scale and location, result in a neighborhood Town Center defined by its economic and environmental sustainability.

The Town Center provides a wide range and scale of retail and restaurant offerings. A boutique hotel anchors the Village Green and is a short walk to the Town Center. A future phase holds the edge of the existing gas easement and multi-use trails meander through the tall, swaying grass within the easement. The single family development north of the Town Center connects residents via a boardwalk style road, bisecting the tall grasses. Traditional townhomes line New Seed Tick Road, providing an alternative to single family homes to the north, the perfect space for residents from young professional to empty nesters seeking life in a walkable community. A variety of housing options, guided by proven urban design principles, has been found to generate places of unique and enduring character.



The location, configuration, and pattern of developed areas, open space and other features is preliminary and subject to change.

This page intentionally left blank

Townhomes Rear Loaded

Typical Lot Dimensions:

Typical Lot: 26' x 130'

Alley Lot: 33' x 130'

Corner Lot: 51' x 130'

Int. Corner Lot: 36' x 130'

Typical Lot Square Footage:

Typical Lot:	3,380 S.F.
Alley Lot:	4,290 S.F.
Corner Lot:	6,630 S.F.
Int. Corner Lot:	4,680 S.F.

Buildable Area:

Typical Lot:	2,639 S.F.
Alley Lot:	2,994 S.F.
Corner Lot:	2,994 S.F.
Interior Corner Lot:	2,994 S.F.

Setbacks:

Front:	21'-6"
Rear:	7' OR 20' Min. Rear Garage Setback
Side:	
Alley:	7'-0" along Alley, with 3'-6" Encroachment
Corner:	25'-0" along Street, with 3'-6" Encroachment
Int. Corner:	10'-0" setback, with 3'-6" Encroachment

Maximum Height: 36'

Maximum Density: 8 D.U.A.

Hotel

Typical Lot Size: No minimum lot size
Lot Width: No minimum lot width

Maximum Allowable Developable Units: 100 rooms

Setbacks:

Front: 15’ (min.) ; 22’ (max.) from back of curb along public R.O.W and interior drives,
Forecourt: 31’ (min) setback permitted where incorporated into a forecourt condition; 30’ (min.) forecourt width or no more than 50% of the primary building facade

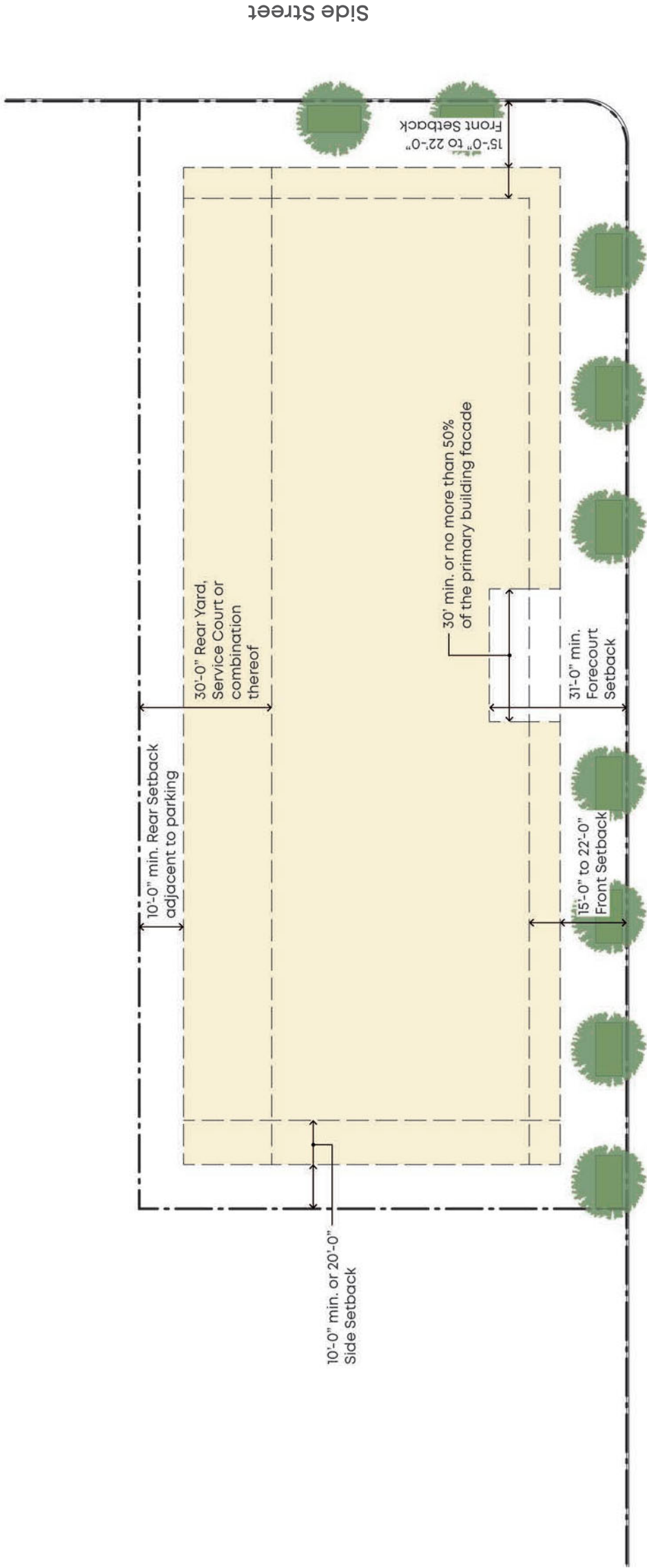
Rear: 30’ rear yard, service court, combination thereof; or 10’ min. rear setback where adjacent to parking

Side: 20’ adjoining residential, otherwise 10’

Maximum Height: 40’

Notes:

Parking to be located to the rear or side of buildings.
Parking may be shared with Town Center Retail.



Frontage Street



Retail/Mixed Use

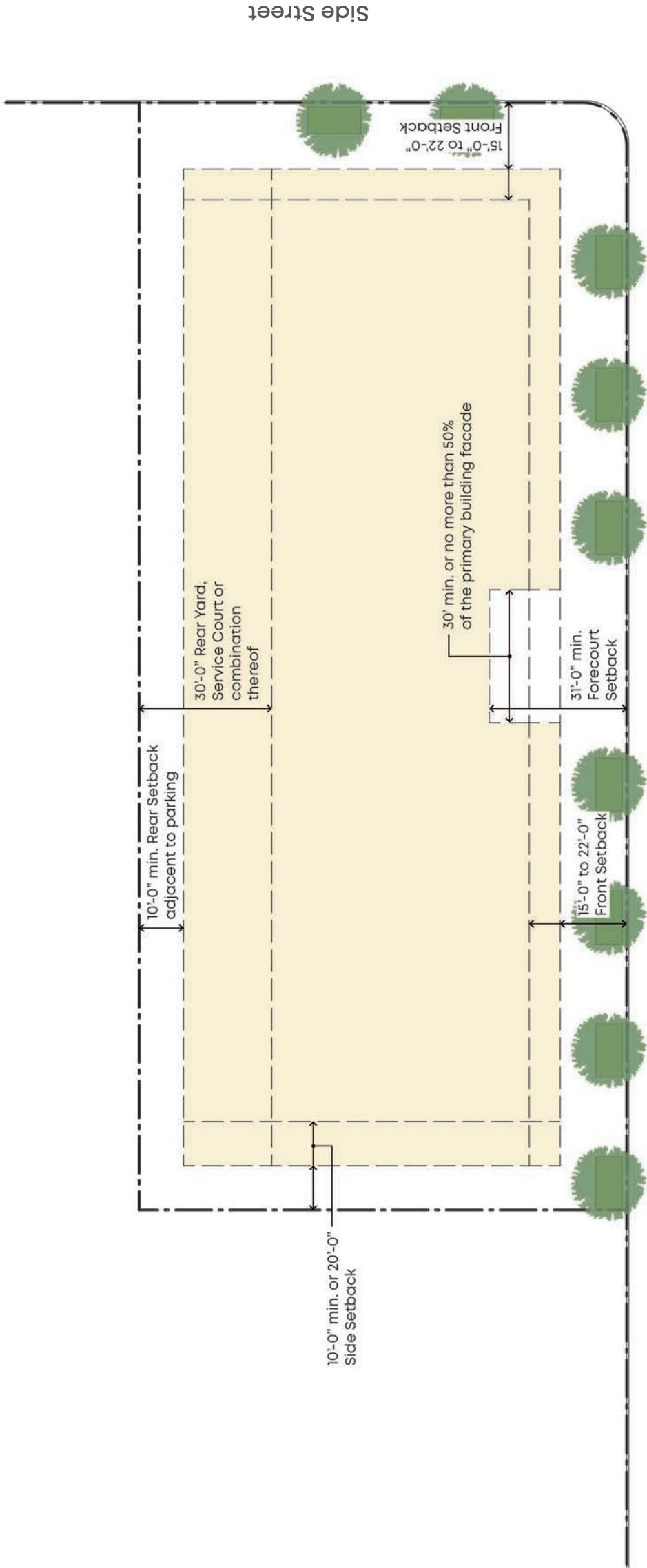
Typical Lot Size: No minimum lot size
Lot Width: No minimum lot width

Maximum Floor Area Ratio (FAR): 0.35 (Retail) 0.50 (Mixed-Use)

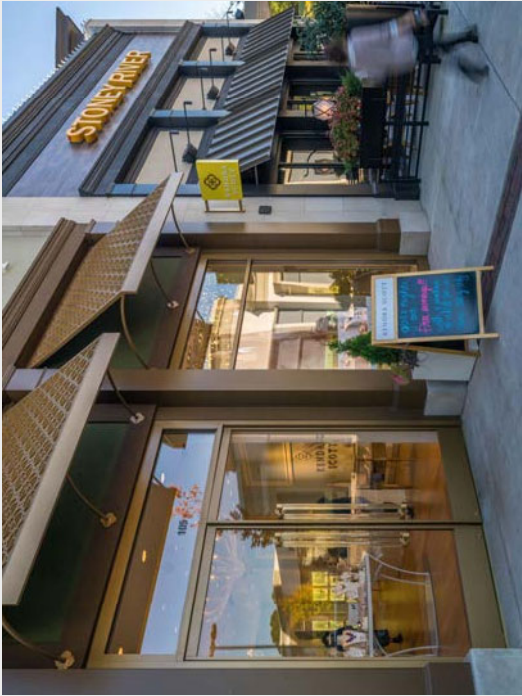
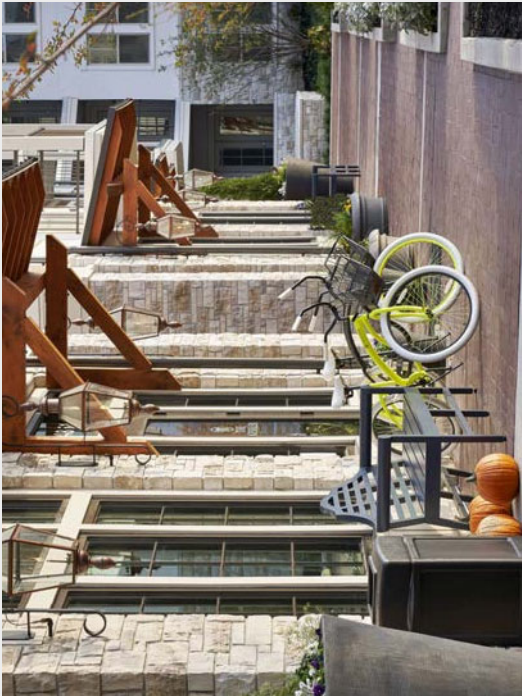
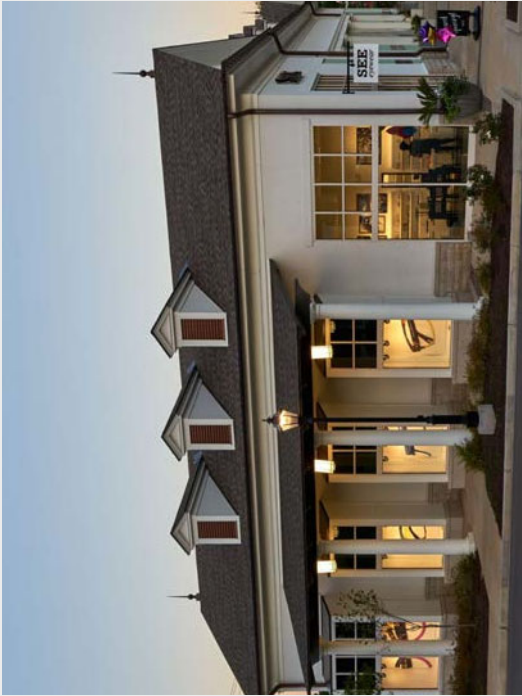
Maximum No. of Residential Units: 12 D.U.A. D.U.A. will be calculated as follows: Total number of proposed residential units divided by sum of parcel acreage in addition to designated and approved publicly accessible Parks and Open Spaces.

Setbacks:	
Front:	15' (min.) ; 22' (max.) from back of curb along public R.O.W and interior drives,
Front:	50' (min.) along US Highway 70
Forecourt:	31' (min) setback permitted where incorporated into a forecourt condition; 30' (min.) forecourt width or no more than 50% of the primary building facade
Rear:	30' rear yard, service court, combination thereof; or 10' min. rear setback where adjacent to parking
Side:	20' adjoining residential, otherwise 10'
Maximum Height:	35' (58' Mixed-Use)

Notes:
Ground Floor uses where fronting on public streets reserved for retail, commercial or amenity spaces. Parking to be located to the rear or side of buildings.



Frontage Street



Building Design

Design Principles

- New non-residential buildings should be designed to present a harmonious appearance in terms of style and use of exterior materials, fenestration, and roof type.
- Exterior walls shall be appropriately articulated to reduce the massing of buildings and to provide visual interest that will be consistent with the community’s identity, character, and scale. The exterior facade shall have a hierarchy defined in some part by the stepping of the front facade of the building either forward or back.
- Said hierarchy shall relate in some readily understandable manner to the allotted tenant spaces. Breaks in the building line may be achieved through offsets, dormers, gables, or towers, pillars, posts, or columns, windows, decorative cornices, first-floor colonnades, port-cocheres, porches, porticos, arcades, and terraces.

Base, Body, Cap

- Buildings should incorporate a three-part hierarchy of base, body, and cap to emphasize verticality and to maintain a balanced facade composition.
- The “base” of the building both anchors the building and engages the public realm. The height of the base varies depending on the overall building height.
- The “body” of the building comprises the middle of the building, mainly defined by its structural composition.
- The “cap” of the building should terminate the “body” of the building. The height of the cap varies depending on the overall building height. On shorter buildings the cap may simply consist of the roof structure, eaves, and cornice trim.
- The transitions from base, body, and cap may be expressed through a shift in plane, a change in building materials, or architectural elements.

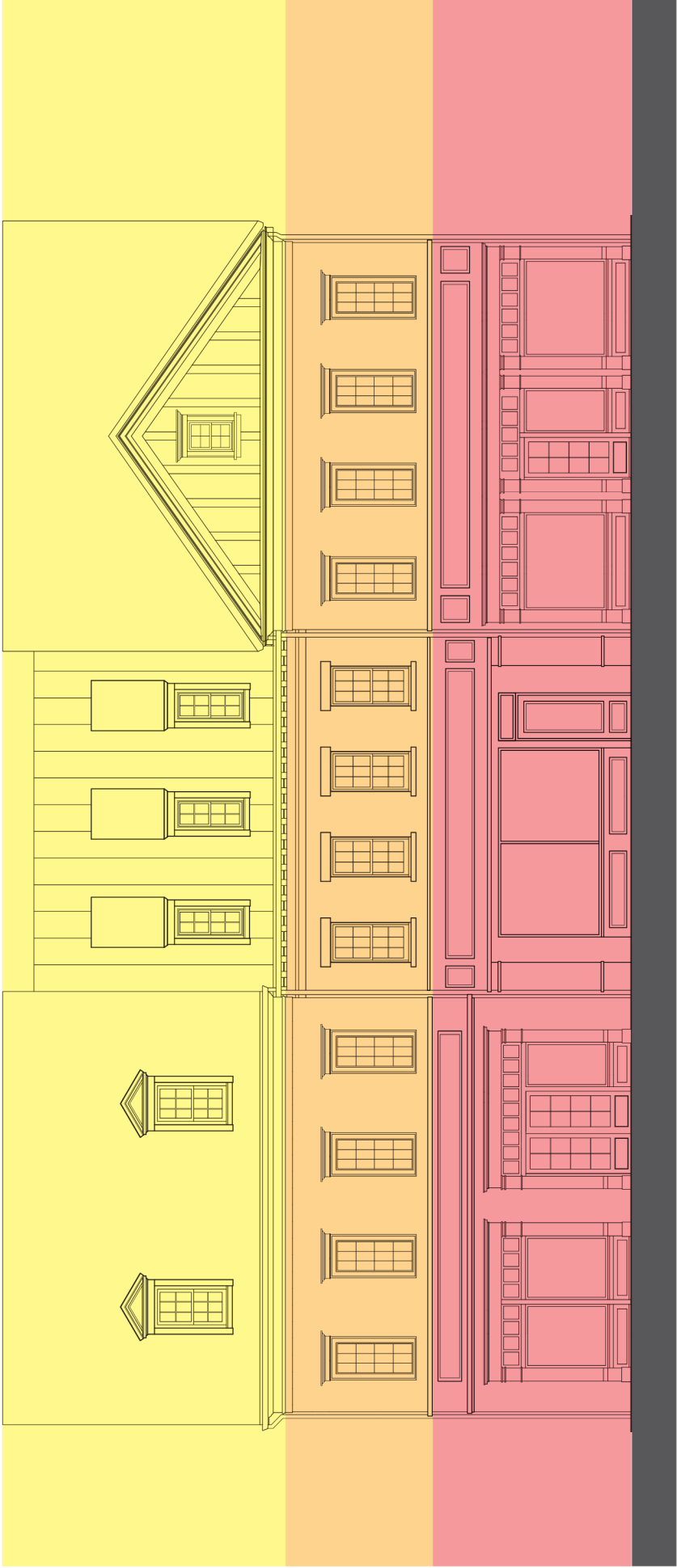
Special Conditions

Termination of Views

- Buildings located at the termination of view corridors, vistas or street axes shall emphasize prominent features such as increased height, massing, and ornamental elements as the focal point of the view.
- Such buildings shall avoid aligning the driveways, curb cuts, or garage doors with the vista or axis, wherever possible.

Corner and Multiple Frontages

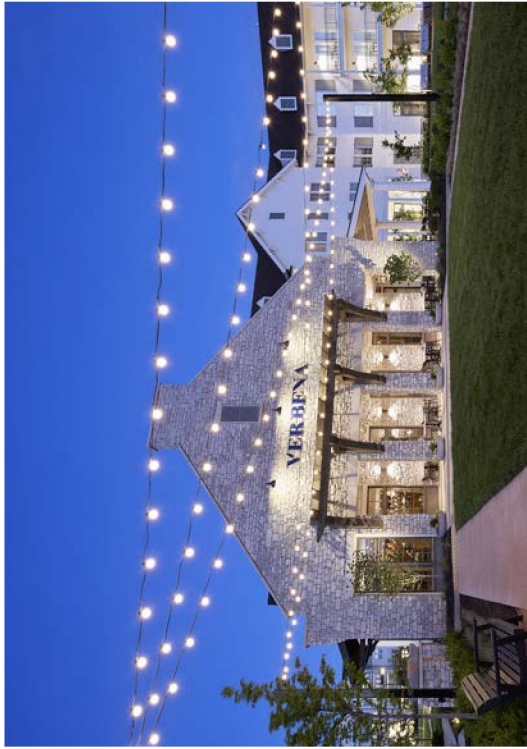
- Buildings on lots with two or more facades visibly exposed to the street or common open space shall be designed specifically to respond to these more prominent locations.
- Architectural character, materials, and detailing shall continue from the front facade around the corner to the corner side facade appropriately addressing both primary and secondary street frontages.
- The building shall generally be located parallel to the primary street.
- Architectural massing, such as projecting wings or bays and curved corners, are encouraged to articulate the corner facade.



Cap

Body

Base



Massing & Scale

- Buildings should be composed of simple volumes and avoid overly complex massing.
- Building facades shall not be greater than thirty (30) feet in width without building wall offsets, including projections, recesses, and vertical breaks. The minimum projection or depth of any individual offset shall not be less than twenty-four (24) inches and shall occur at least every thirty (30) linear feet of the building’s facade. Exceptions shall be subject to review and approval.
- All entrances to a building shall be defined and articulated by utilizing lintels, pediments, pilasters, porticoes, porches, overhangs, railings, balustrades, and other details that are appropriate to the architectural character and style.
- Non-residential buildings should accommodate fourteen (14) to sixteen (16) feet ground floor ceiling heights as measured from the finished floor at the primary entrance.

Rhythm, Composition, and Alignment

- Building facades shall be comprised of a series of patterns that create an inherent rhythm, generally by utilizing symmetry, repeated bays with expressed structural elements, and the repetition of windows and doors.
- Building facades are typically divided into repeated bays on the ground floor. Upper stories may be consistent across two, three or five bays, unifying the building.
- Setbacks, reveals, and projections in the vertical plane of the facade shall be used to enhance the legibility of the composition.
- Building cornices, sill heights, floor levels, decorative moldings, and windows shall be carefully designed to align so that there is a general consistency within a single building.

Openings & Transparency

- Building openings should generally stack in alignment above other openings and solid areas in the facade should stack above structural elements.
- Upper story windows shall generally align from one level to the next. Unifying patterns shall include a common window lintel and sill line, as well as aligned vertical centerlines.
- Upper windows shall not be blocked or covered from view with any mechanical equipment or other non-transparent materials.
- Window spacing shall be consistent and balanced on a single facade. Windows shall generally be equally distributed across the face of the building.
- Window sashes and trims shall be painted in accent colors that coordinate with the storefront below and other architectural details on the building facade.
- Ground floor commercial uses, such as retail and restaurants, shall be more transparent than office or residential uses to improve the streetscape experience and entice customers to engage with the window display. Ground floors of retail buildings shall be designed with 60% to 75% transparency, excluding doors. Colored or mirrored glazing and glass block are prohibited.
- Maintain transparency by space utilization, within the building, that does not lead to the need to install blinds or other coverings at the interiors of ground floor windows and doors. Spaces not appropriate for view from the exterior shall be placed at the interior of the use, leaving the spaces behind the storefronts largely open and visible to passersby.



Storefront Design

General Design Principles

- Storefront design shall be simple and let the natural architectural elements of the building speak clearly. Retail space storefronts shall be part of a harmoniously designed whole and contribute to the overall pedestrian and customer experience and enhance the business district's unique identity and integrity.
 - Multiple storefronts within the same building shall be visually compatible in terms of scale, alignment, and general storefront design, and distinguish between various shops using color, signage, and awnings.
 - Storefronts shall maintain a typical rhythm at the ground level, each with its own entry. Where appropriate, folding or sliding doors or other operable windows shall be implemented to open the business activity to the sidewalk.
 - Storefronts shall be designed with elements found in traditional retail design, such as large horizontal display widows with kick plates below, clerestory windows above, appropriate awnings, and signs. When used, contemporary storefronts shall be compatible with traditional design approaches including maintaining the pattern of building elements such as location of doors, windows, and bays.
- Display Windows**
- To promote visibility for potential customers, storefronts shall not be obstructed by covering or blocking the window. Colored, mirrored, or tinted glass is prohibited.
 - Using aluminum or wood frame windows that provide thermal insulation and prevent condensation is ideal.
 - Window heights and sizes shall be aligned and unified when appropriate.
 - Residential windows shall not be used on commercial shopfronts

Window Base

- Window bases shall be made from sturdy, easy-to-maintain materials as appropriate with the overall building aesthetic.
- Base heights and materials shall be consistent across multiple storefronts in the same building.

Transom Windows

- Shall use the same compatible material and design that are part of the overall storefront system.
- Transoms shall not be filled or covered by masonry, wood, or any other non-transparent material.
- All interior elements shall be kept at least eight (8) inches behind or away from the transom window so it is legible as a distinct architectural element.
- Mechanical systems that are concealed in the ceiling shall not drop down below the display area or windows.

Doors

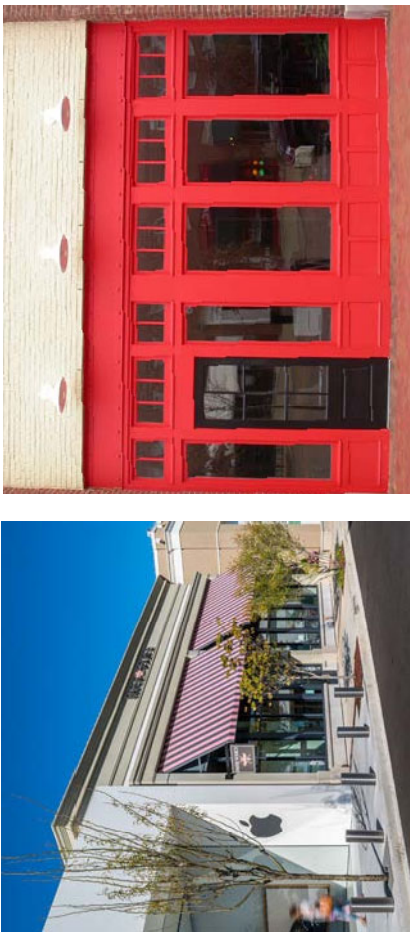
- Storefront entrances shall be emphasized with additional detailing, recessing the entry, or including entry and ground signage.
- Doors shall be compliance with applicable building code and accessibility requirements.

Awnings & Canopies

- Awnings of commercial establishments shall be made of fabric material such as canvas, exclusive of structural members. Awnings may be retractable with a mechanism fully capable of being operative on a daily basis if desired.
- Operable and open-ended awnings are encouraged; rounded and hooped awnings are discouraged.
- Canopies of commercial establishments shall be made of high quality fabric, metal, or glass and be supported by metal rods, wires, cables, or brackets.
- Tenant signage on awnings and canopies is encouraged.
- Awnings and canopies shall have a maximum projection of ten (10) feet from the building facade and not less than three (3) feet.
- Awnings and canopies shall have a clear height of at least eight (8) feet from finish floor height at entry.



APPROPRIATE STOREFRONTS

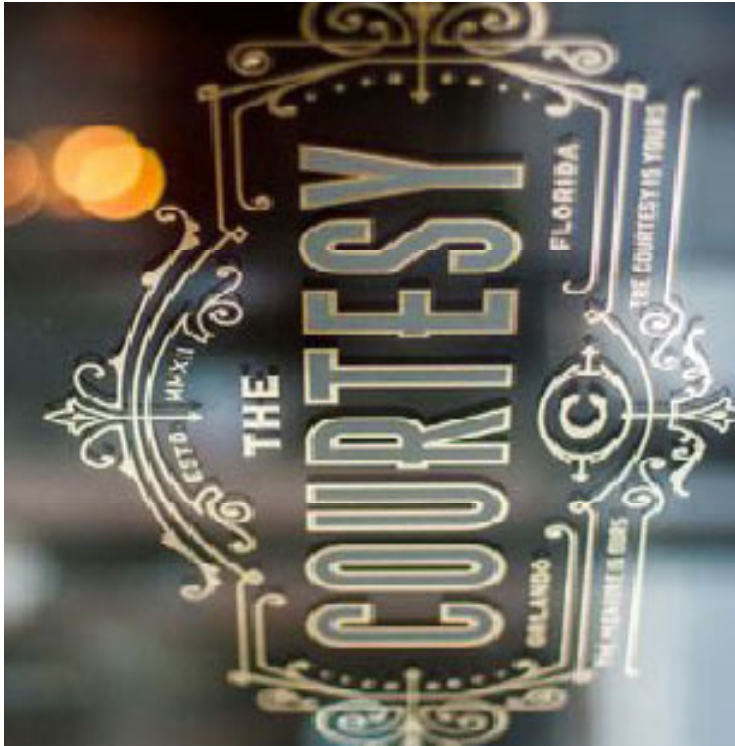


INAPPROPRIATE STOREFRONTS



Storefronts should have consistent elevation and not a mix of inconsistent architectural details.

Ill proportioned and awkward composition make this storefront inappropriate.



Building Signage

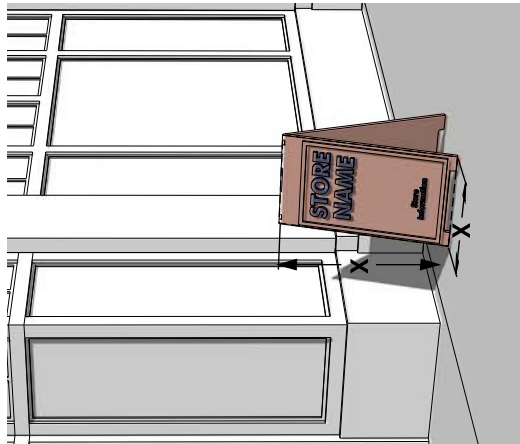
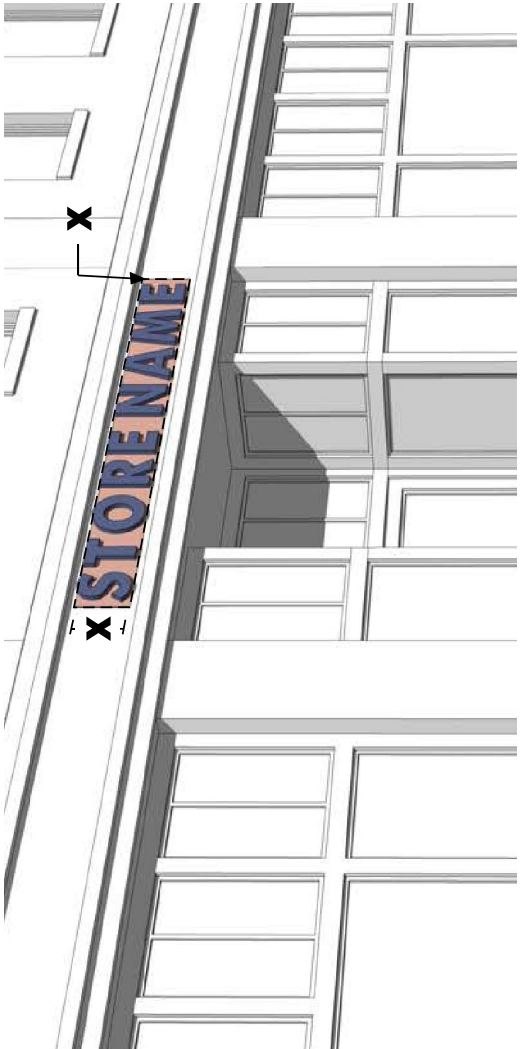
Heathfield on Scott’s Creek will convey a sense of tradition, elevated quality, and style by establishing provisions that will assure signage is compatible and consistent with the character and environment of the neighborhood. Signs should enhance the visual environment of the immediate neighborhood and the City of Lakeland, protect against visual blight, promote general safety, ensure compatibility with the character of the neighborhoods, and provide the essential identity of, and direction to the site. Signage should be legible and well-crafted as well as designed to avoid visual clutter.

Creativity in the design of signage is encouraged and should be carefully integrated with the site and building design to create a unified appearance. Such signage may include wall mounted, awning and canopy, hanging, blade mounted, directory, window, sandwich board, free standing (monument), and post mounted signage. Signage regulations will not violate or exceed the regulatory standards as currently defined by the City of Lakeland.



Signage should not obscure or block key architectural features, the normal flow of pedestrian or vehicular traffic, or sight lines to adjacent properties. Architecturally, building signage should utilize and/or enhance the architectural elements of the building and be placed in a logical relation to the overall composition of the building’s facade.

The general location, arrangement, and standards for signs shall be part of a consistent theme in compliance with the Lakeland Sign Ordinance. If waivers are requested and item is waived, each compliance with the standard that is waived shall be individually and expressly waived in writing.

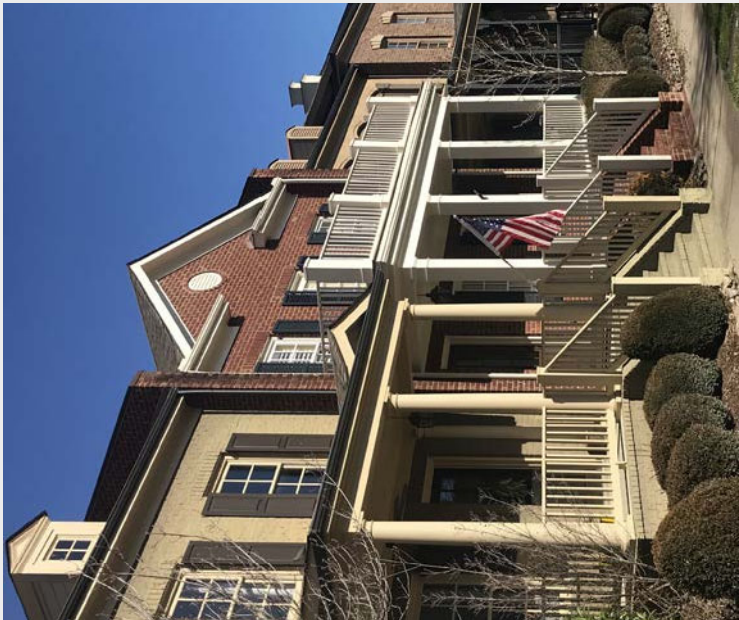
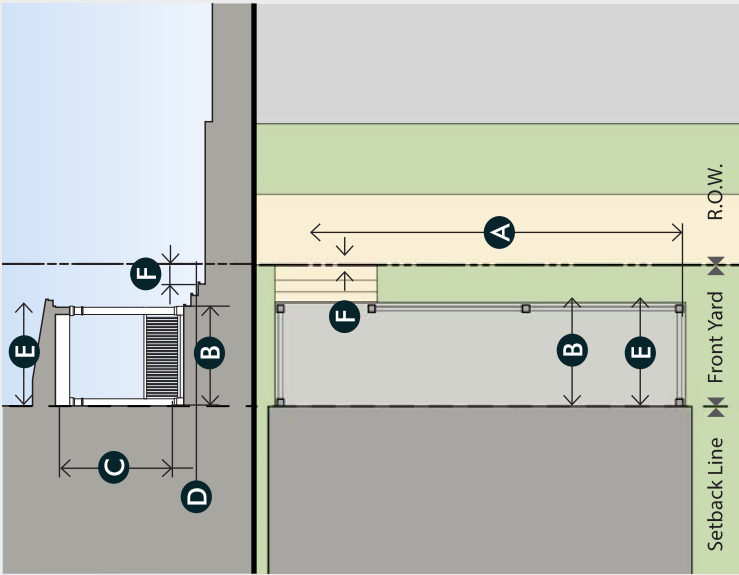


Frontage Elements

PROJECTING PORCH

The facade is setback from the R.O.W. with an attached porch that is open on three sides. A projecting porch may encroach into the Front Yard. All habitable space is located behind the Setback Line.

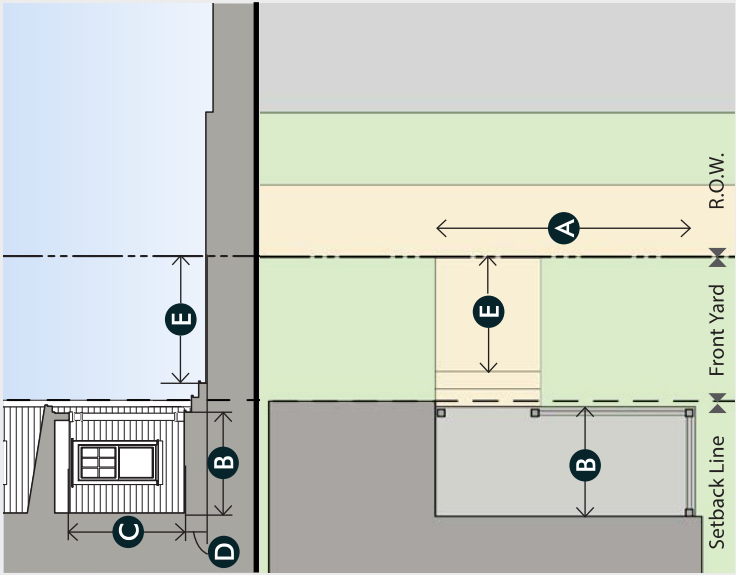
RECOMMENDED DIMENSIONS	
Width	12' min. A
Depth	
Along Front	7' min. B
Along Side (wrap-around)	5' min.
Height, clear	8' min. C
Finish level above sidewalk	18" min. D
ENCROACHMENTS	
A projecting porch may encroach into the setback per lot type.	E
Steps and railing from the porch may encroach up to but not beyond the R.O.W.	F



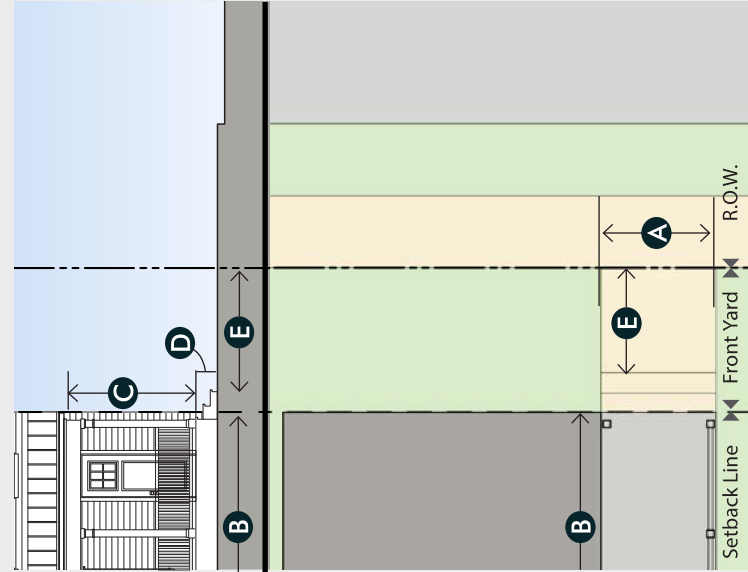
ENGAGED PORCH

The facade is setback from the R.O.W. with an attached porch that is open on two adjacent sides with the two remaining sides engaged to the building. All habitable space is located behind the Setback Line.

RECOMMENDED DIMENSIONS	
Width	12' min. A
Depth	7' min. B
Height, clear	8' min. C
Finish level above sidewalk	18" min. D
ENCROACHMENTS	
Steps and railing from the porch may encroach up to but not beyond the R.O.W.	



Frontage Elements



SIDE PORCH

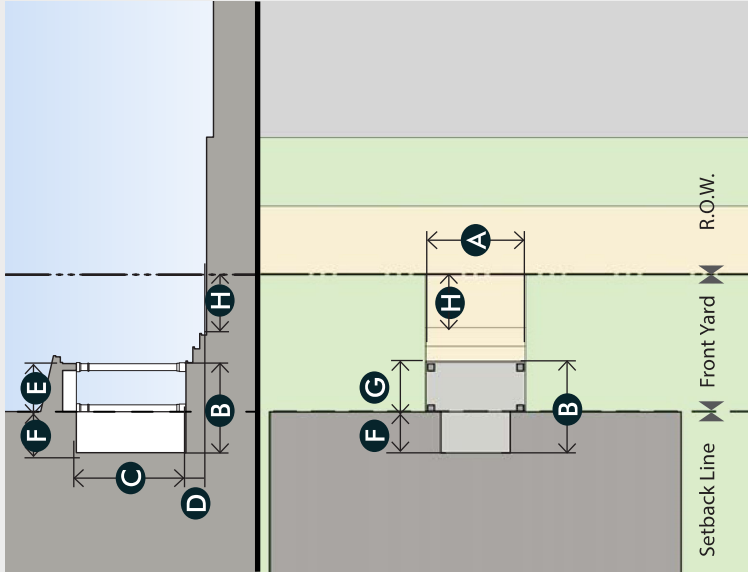
The facade is setback from the R.O.W. with an attached porch along one side of the building that is open on at least two adjacent sides. All habitable space is located behind the Setback Line but may be in encroachment zone.

RECOMMENDED DIMENSIONS

Width	7' min. A
Depth	12' min. B
Height, clear	8' min. C
Finish level above sidewalk	18" min. D

ENCROACHMENTS

Steps and railing may encroach up to but not beyond the **E** R.O.W.



STOOP

The facade is setback from the R.O.W. with a recessed entry and/or projecting stoop. A projecting stoop may encroach into the Front Yard. All habitable space is located behind the Setback Line.

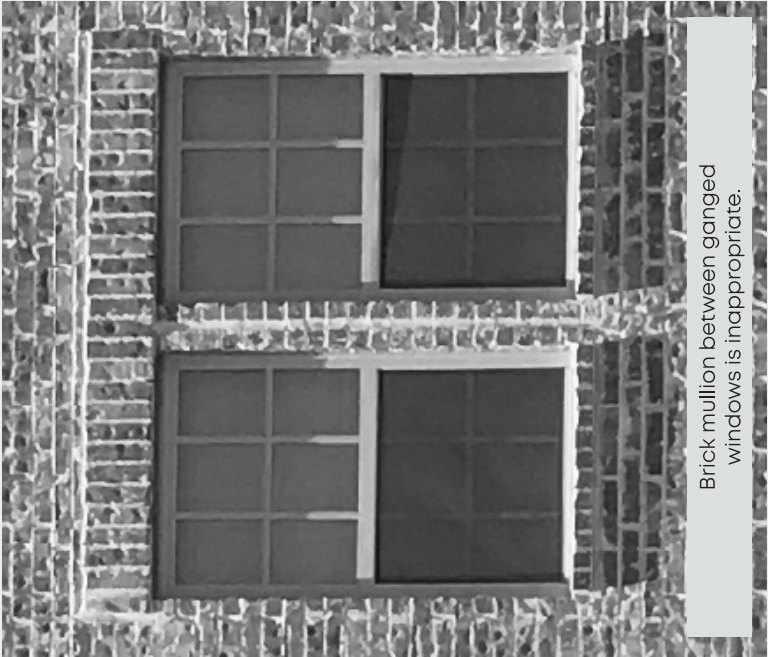
RECOMMENDED DIMENSIONS

Width	4' min.; 12' max. A
Landing depth	4' min. B
Height, clear	8' min. C
Finish level above sidewalk	18" min. D
Covered entry projection	5' max. E
Depth of recessed entries	6' max. F
Height	1 story max.

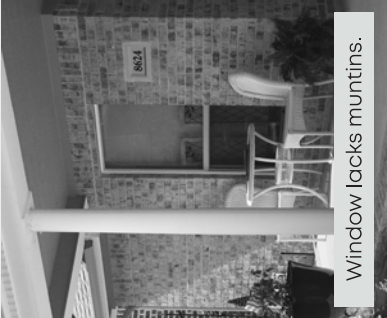
ENCROACHMENTS

Covered entries may encroach up to 5' into the setback. **G**
Steps and railing may encroach up to but not beyond the **H** R.O.W.

Architectural Details–Windows



Brick mullion between ganged windows is inappropriate.



Window lacks muntins.



Surround and lack of brick mould make this window inappropriate.



Header and sill are too wide.



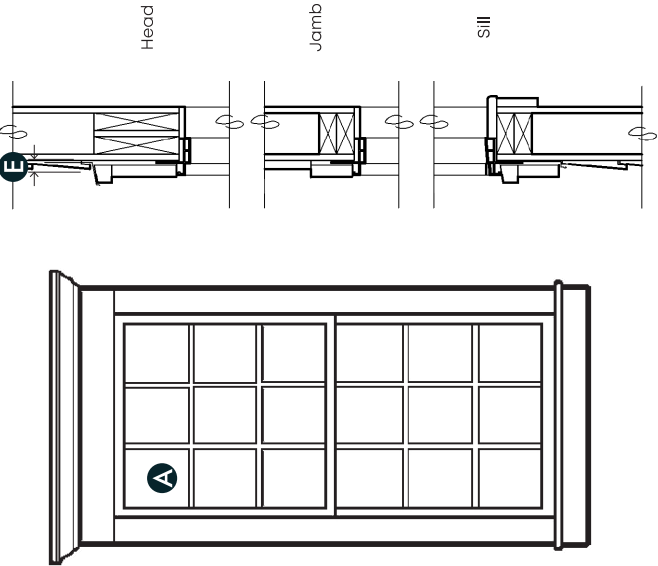
Horizontally-proportioned panes must be appropriate to style.

INAPPROPRIATE



APPROPRIATE

SIDING CLAD DETAIL

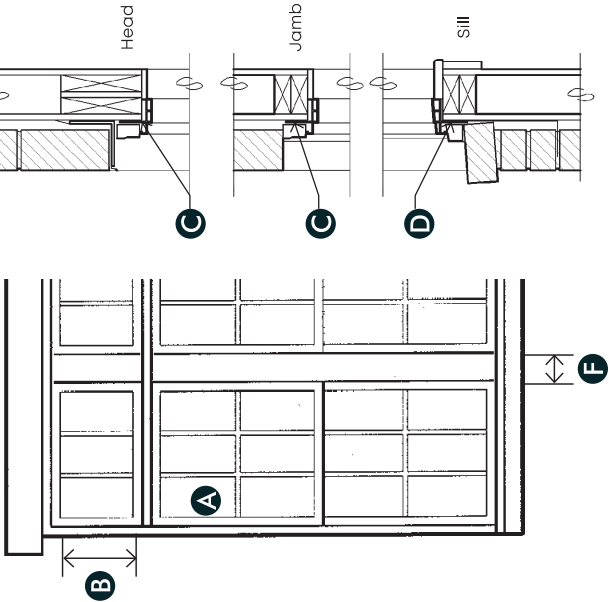


Head

Jamb

Sill

BRICK OR STONE CLAD DETAIL



Head

Jamb

Sill

WINDOWS

TYPE, STYLE, & SIZE

- Window types, styles, sizes, and pane configurations shall be appropriately designed and selected to be compatible with the building’s overall design, style, and character.
- Window types, styles, and sizes shall generally be consistent along street and common space frontages.
- Windows that operate as sliders shall not be used along street or common space frontages.
- Tab mounted windows flush or nearly flush to the exterior face of the wall shall not be used.
- Window proportions shall be appropriate to the architectural style.
- Window muntins, if used, shall be true or simulated divided lites appropriate to the architectural style.
- Window panes shall be square or vertically proportioned, unless otherwise appropriate to the style. **A**
- The minimum glass height of a transom shall be 12”. If above a divided lite window, the transom height shall be similar to the height of a lite below. **B**
- Head heights shall be in proper proportion to the scale and mass of the house.
- First floor windows shall have an 8'-0”(min.) head height and shall align with the front door head height or front door transom head height if a door less than 8'-0” is used.

MATERIALS

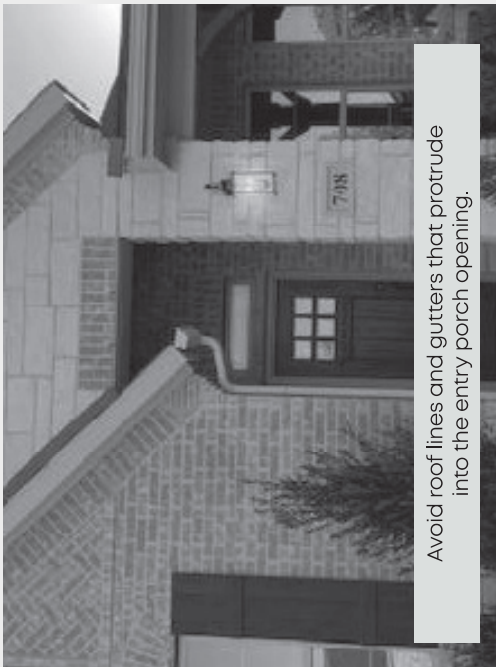
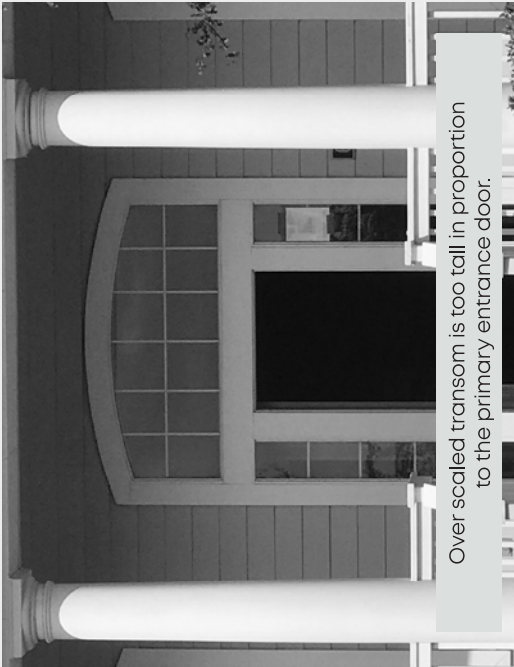
- Tinted or reflective glass shall not be used.

HEADER, JAMB, & SILL

- Window casings, trim, and mouldings shall be appropriately designed and selected to be compatible with the building’s overall design, style, and character.
- Openings for windows in brick or stone clad walls shall use a brick mould at the head and jamb, but not the sill. **C**
- Openings for windows in brick or stone clad walls shall use a projecting sill nose placed between the brick mould jambs and the sill. **D**
- Window surround trim on siding clad walls shall project a minimum of 1/4” from the face of the adjacent siding. **E**

GANGED WINDOWS

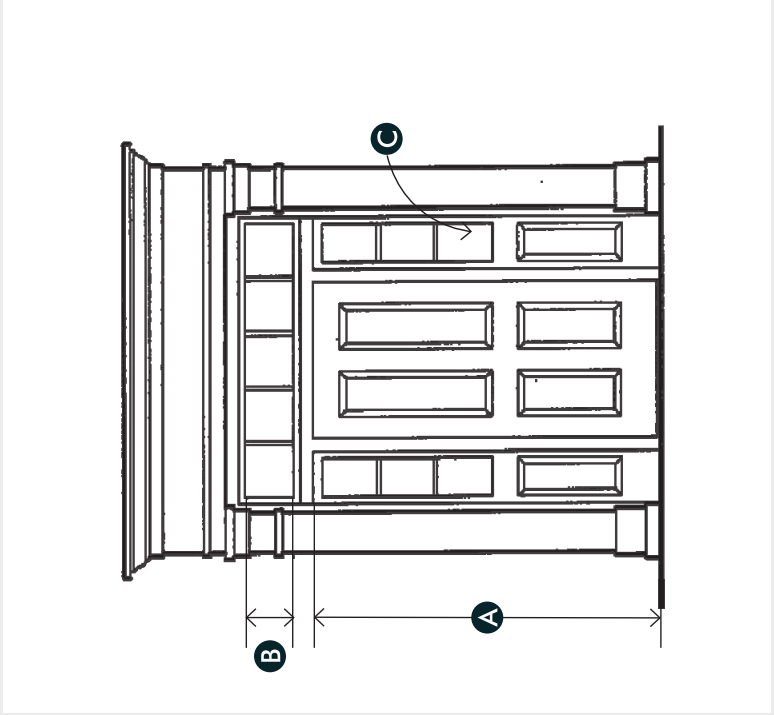
- Multiple windows shall have a mullion between the windows.
- A continuous header or casing, as appropriate to the style, shall be used for the set of ganged windows. **F**
- Mullions between ganged windows shall not be finished with brick.



INAPPROPRIATE



APPROPRIATE



ENTRIES & DOORS

TYPE, STYLE, & SIZE

- The primary entrance (front door) to a home shall embody the character, scale, proportion and detail of the overall house and its appropriate architectural style.
- The entry shall be easily identifiable from the street.
- When a porch is not provided, the entry shall provide at least minimal protection from the elements.
- Over-scaled, out of proportion, overbearing or deeply recessed (“dark”) entries shall not be used.
- Storm, screen, or security doors must be appropriate to the architectural style and approved by the Town Architect.
- Taller doors (8'-0" in height) are generally encouraged. **A**

MATERIALS

- Doors shall be wood or have a wood-like appearance.
- Colored, tinted or reflective glass shall not be used.

HEADER, JAMB, & SILL

- Door casings, trim, and mouldings shall be appropriately designed and selected to be compatible with the building's overall design, style, and character.
- Openings for doors in brick or stone clad walls shall use a brick mould at the head and jamb.
- Door surround trim on siding clad walls shall project a minimum of 1/4" from the face of the adjacent siding.

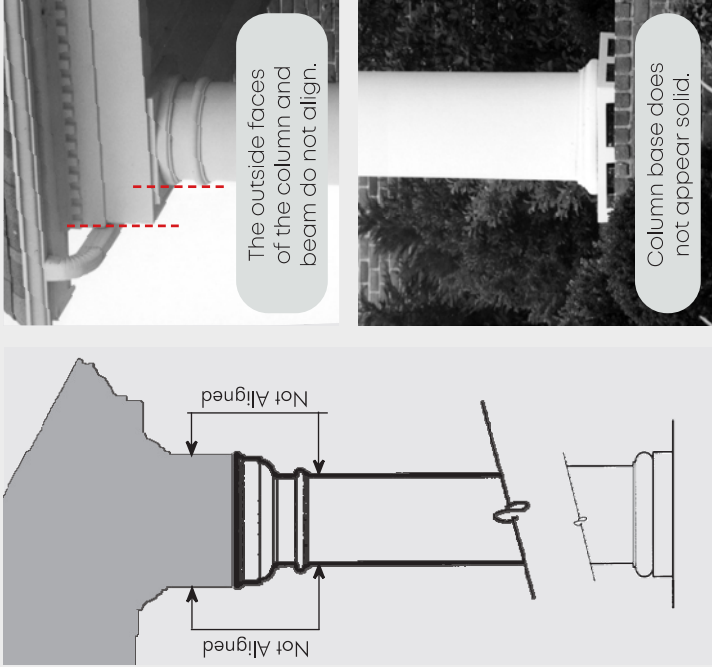
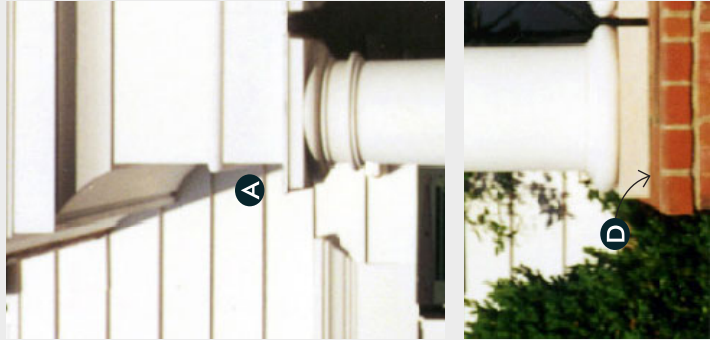
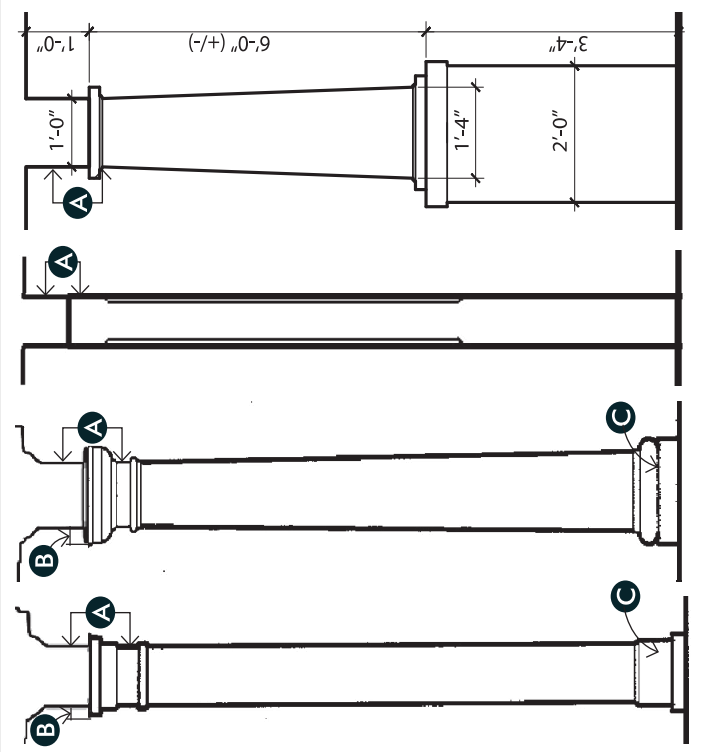
TRANSOMS & SIDELIGHTS

- If doors shorter than 8'-0" are used, a transom shall be used.
- Transoms shall have a 12" min. glass height. **B**
- Transoms, sidelights, and doors shall read as a unit with continuous casing trim.
- Mullions between doors, transoms, and sidelights shall use trim painted to match the brick mould or trim surround.
- Masonry shall not be used on mullion between doors, transoms, and sidelights.
- Over-scaled or separate unit transoms shall not be used.
- Sidelights shall have a design similar to the entrance door. **C**

Architectural Details

COLUMNS

- Whether job-built or manufactured, columns shall adhere to 'classic' time-tested scale and proportions appropriate for the style of the building.
- Columns shall be of wood, masonry, or a composite material and properly flashed.
- The face of the column shaft shall align with the face of the frieze board or beam above. **A**
- The column cap shall project beyond the face of the frieze board or beam. **B**
- The column base is typically larger than the cap and shall be, or 'appear' as, solid stone, brick, or wood. **C**
- Visible aluminum vent blocks are inappropriate and shall not be used.
- The foundation or porch edge shall be extended beyond the edge of the frieze or beam above to allow proper column alignment. **D**

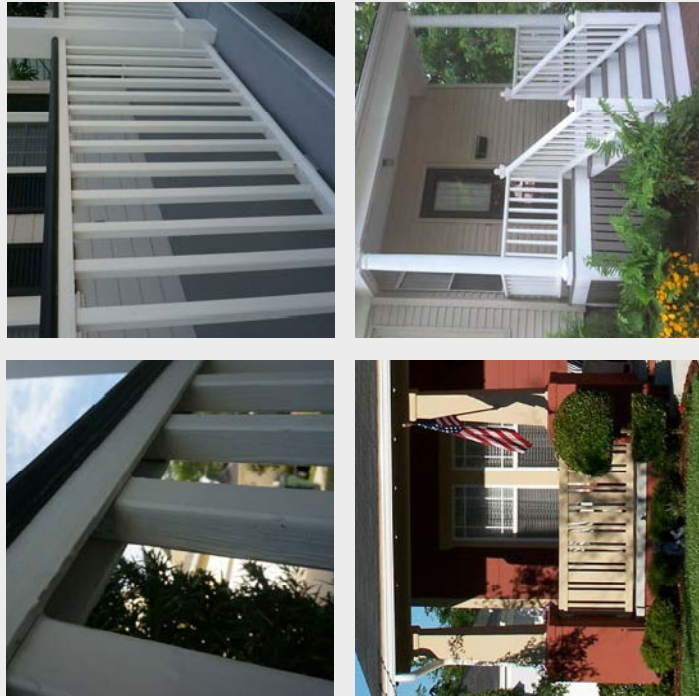
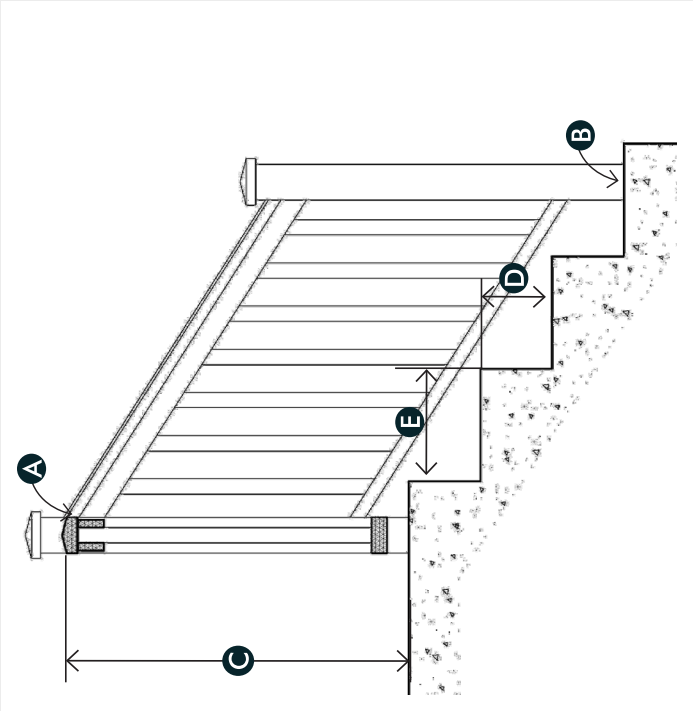


APPROPRIATE

INAPPROPRIATE

EXTERIOR RAILINGS & STAIRS

- Railings and railing materials shall be appropriate to the style of the house and porch.
- All stair railings shall be terminated on a vertical post or column. **A**
- Newel posts shall sit on the bottom stair tread. **B**
- Railings shall return to the adjacent column or wall.
- Porch railings, stair railings, and rail returns shall all use matching colors and materials.
- Railings shall be between 34" and 38" above the stair nosing or porch floor surface. **C**
- Riser dimensions shall be 4" min. and 7" max. **D**
- Tread dimensions shall be 11" min. and 17" max. **E**
- Steps shall be at least 4' in width. If the space between porch columns is less than 6', the porch steps shall be the full width of the bay.



APPROPRIATE

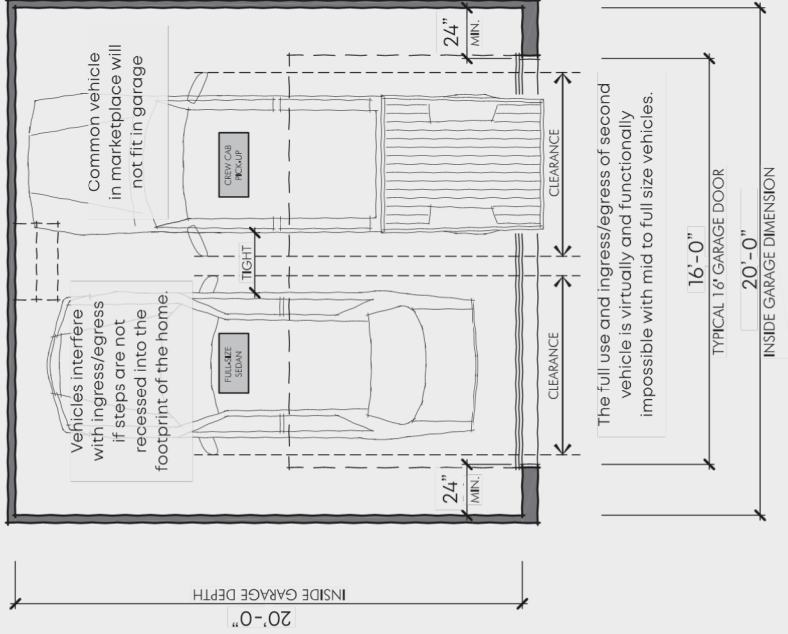
INAPPROPRIATE

Railing lacks profile detail and is out of character with the rest of the home.

Garages

NARROW GARAGE

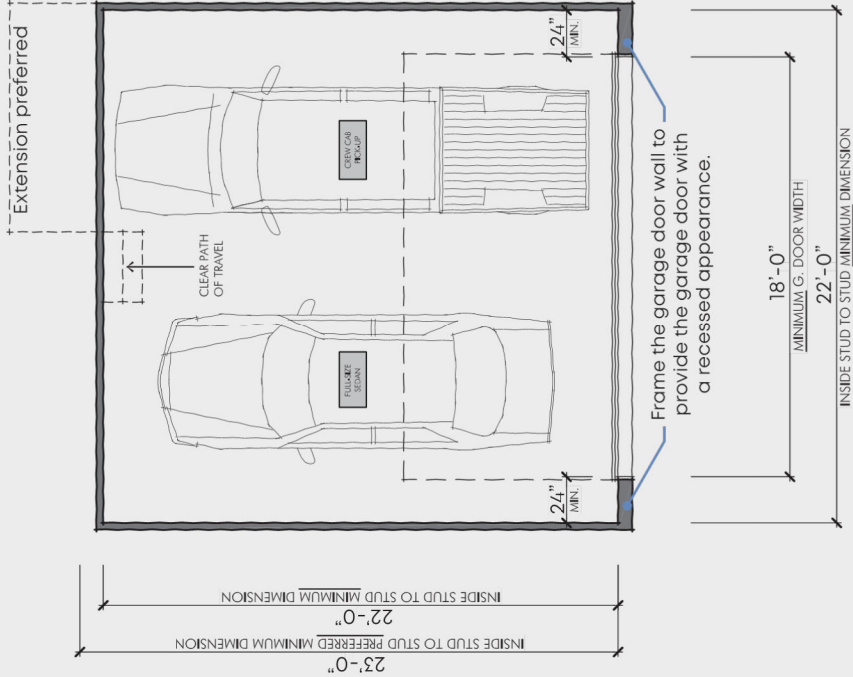
This type and size of garage / garage door virtually becomes a shallow one-vehicle garage, or is only valid for two small/mini sized vehicles. This inadequate level of design creates issues for valid vehicle parking in the community and reduces values for all.



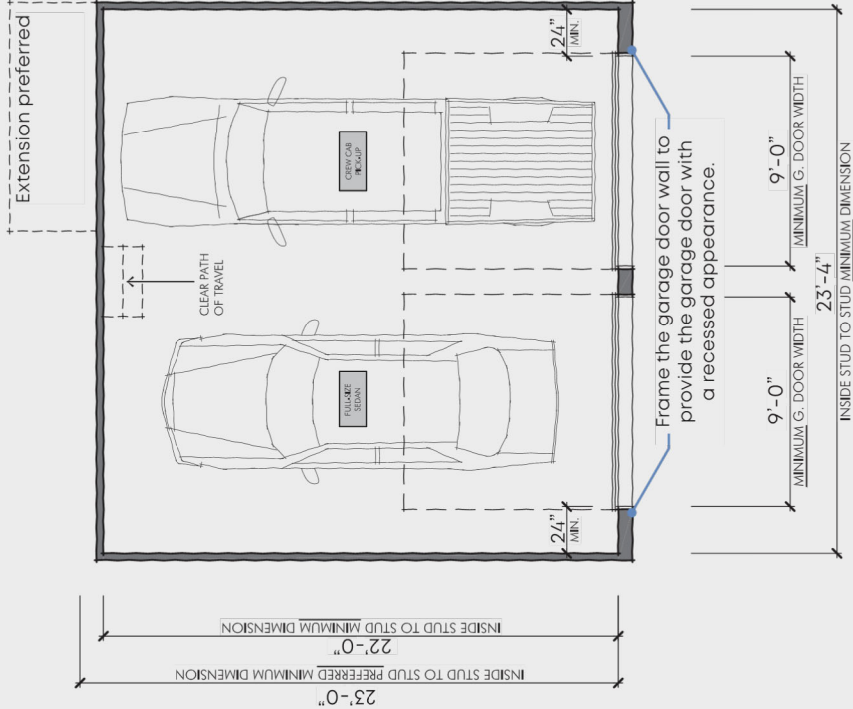
Narrow two car garage effectively becomes a single car garage.

INAPPROPRIATE

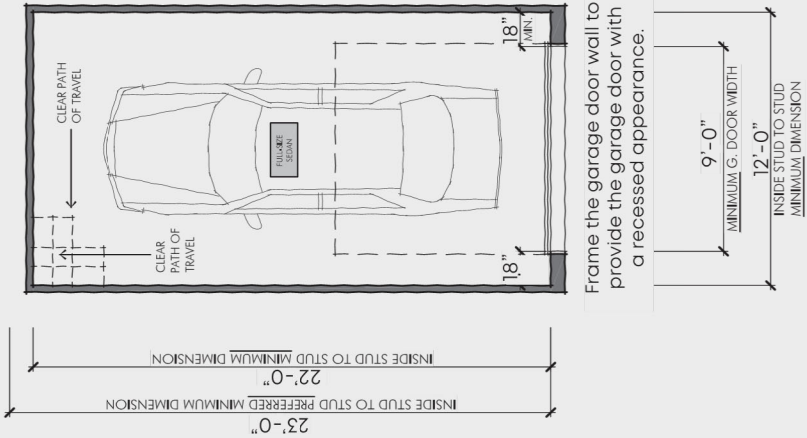
ONE DOUBLE DOOR



TWO SINGLE DOORS



ONE SINGLE DOOR



RECOMMENDED DIMENSIONS

INTERIOR CLEAR SPACE

Clear Width	22' minimum
Clear Depth	22' minimum

If required, stairs should be located so that vehicles do not interfere with ingress/egress from the home. When possible, stairs should be recessed into the foot print of the home.

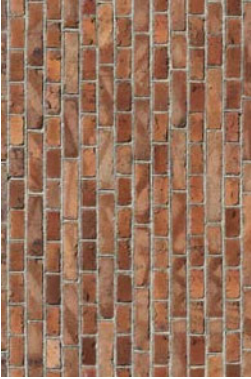
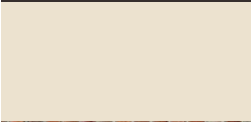
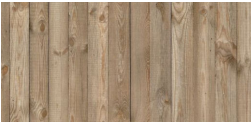
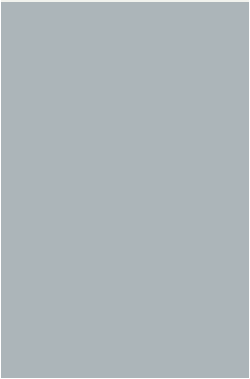
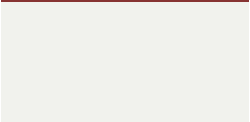
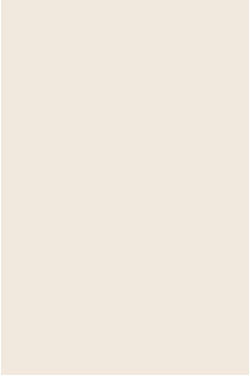
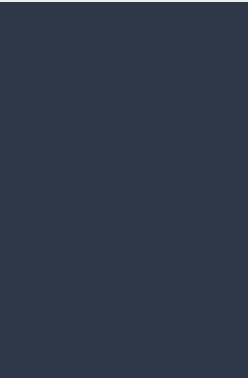
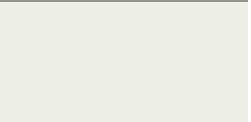
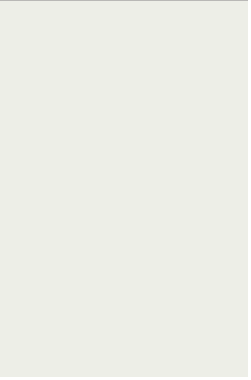
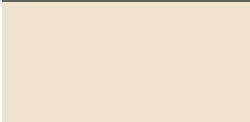
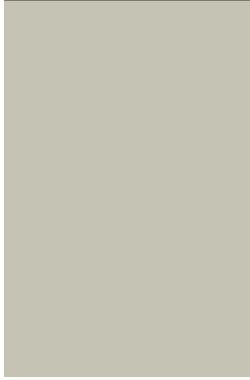
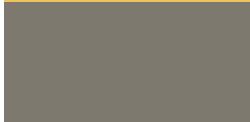
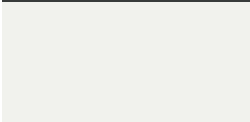
GARAGE DOORS

Height	7' minimum 8' recommended
Width	
Single Door	9' minimum 10' recommended
Double Door	18' minimum



APPROPRIATE

Exterior Colors

Primary	Trim	Accent	Primary	Trim	Accent
					
					
					
					
					

SAMPLE EXTERIOR COLOR PALETTES

COLORS & TONES

- Paint, stucco, and brick colors must be submitted and approved by the Town Architect.
- All home colors shall be appropriate to the home style.
- Bright and primary colors are typically not approved by the ARC and shall be avoided.
- When appropriate to the design, the brick may be painted.
- MEP stacks, vents, and other wall/roof penetrations shall have a matte baked-on finish, and the color shall match the abutting wall/roof material.
- All non-copper flashing shall be painted to blend into surrounding tones unless specifically approved by Town Architect.
- Accent colors usage shall be limited to doors, windows, shutters, projecting bays, and awnings appropriate to the home style.
- When light-tone neutral colors are used for the primary home color, accent colors shall be limited to medium-tone or dark-tone neutral colors.
- When medium-tone neutral colors are used for the primary home color, accent colors shall be limited to light-tone neutral colors.
- When dark-tone neutral colors are used for the primary home color, accent colors shall be limited to light-tone neutral colors.



Municipal Planning and Design Review Commission

Meeting Date: Thursday, April 11, 2024

Project: Equestria PD - Preliminary Development Plan

Staff Contact: Alex Barthol, Staff Planner

PROJECT INFORMATION

Location: 10355 Memphis-Arlington Road

Parcel ID: L0151 00121C, L0151 00111

Zoning District: AG: Agriculture

Site Area: 86.33 acres

Applicant: Gary Taylor

Representative: Josh Burnette (Renaissance Design Studio, LLC)

STAFF RECOMMENDATION

City Staff recommends approval of the Equestria PD Preliminary Development Plan with conditions.

BACKGROUND:

Equestria is a planned residential development having a combined area of 86.33-acres. The subject property is located on the south side of Memphis Arlington Road and is bound to the east by the Oakwood Grove PD, the west by the Grove at Lakeland PD. The Equestria PD Outline Plan was approved by the Municipal Planning Commission on September 14, 2023 and the Board of Commissioners on February 15, 2024.

RELATIONSHIP TO COMPREHENSIVE LAND USE PLAN

The "Future Land Use Map" adopted by the MPC in July 2023 shows the subject property as "Neighborhood Residential". The Equestria PD conforms to the recommendations of the plan in regards to use and character.

RELATIONSHIP TO THE MAJOR ROAD PLAN

Memphis-Arlington is designated as 2-lane roadway.

Lakeland Trace is designated as a future 2-lane Roadway.

All other internal streets would be classified as local streets.

Lakeland Trace will be extended north from Ramblewood Drive to Memphis Arlington in the first phase of construction.

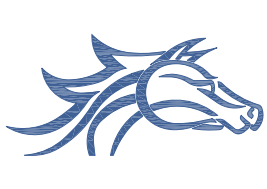
ANALYSIS AND RECOMMENDATION:

Upon review by City Staff, the application is in basic compliance with the approved Outline Plan Conditions as well as the City of Lakeland Land Development Regulations. All proposed lots are in basic compliance with the established minimum lot size, as well as the required twenty (20) percent of total lots being over 15,000 square feet. City Staff recommends approval of the applications with the following conditions:

- Lot 67 and lot 119 need 34-feet of common open space from the edge of the right-of-way on the rear of the lots
- Change the name of Zeba Road to Bridle Grove Drive to match the existing road in Oakwood Grove.
- Pg 22 and pg 37- The scenic corridor needs to be identified in the graphic and the 50-foot dimension needs to be called out.
- Pg46- The 69-foot Rural Right-of Way- labeling needs to be changed to 66-feet to match what has been previously approved.
- Pg48- The scenic corridor needs to be identified in the graphic and the 50-foot dimension needs to be called out. The sidewalk needs to be removed.
- All conditions of approval from the Outline Plan need to be added to this document as well.

EXAMPLE MOTIONS

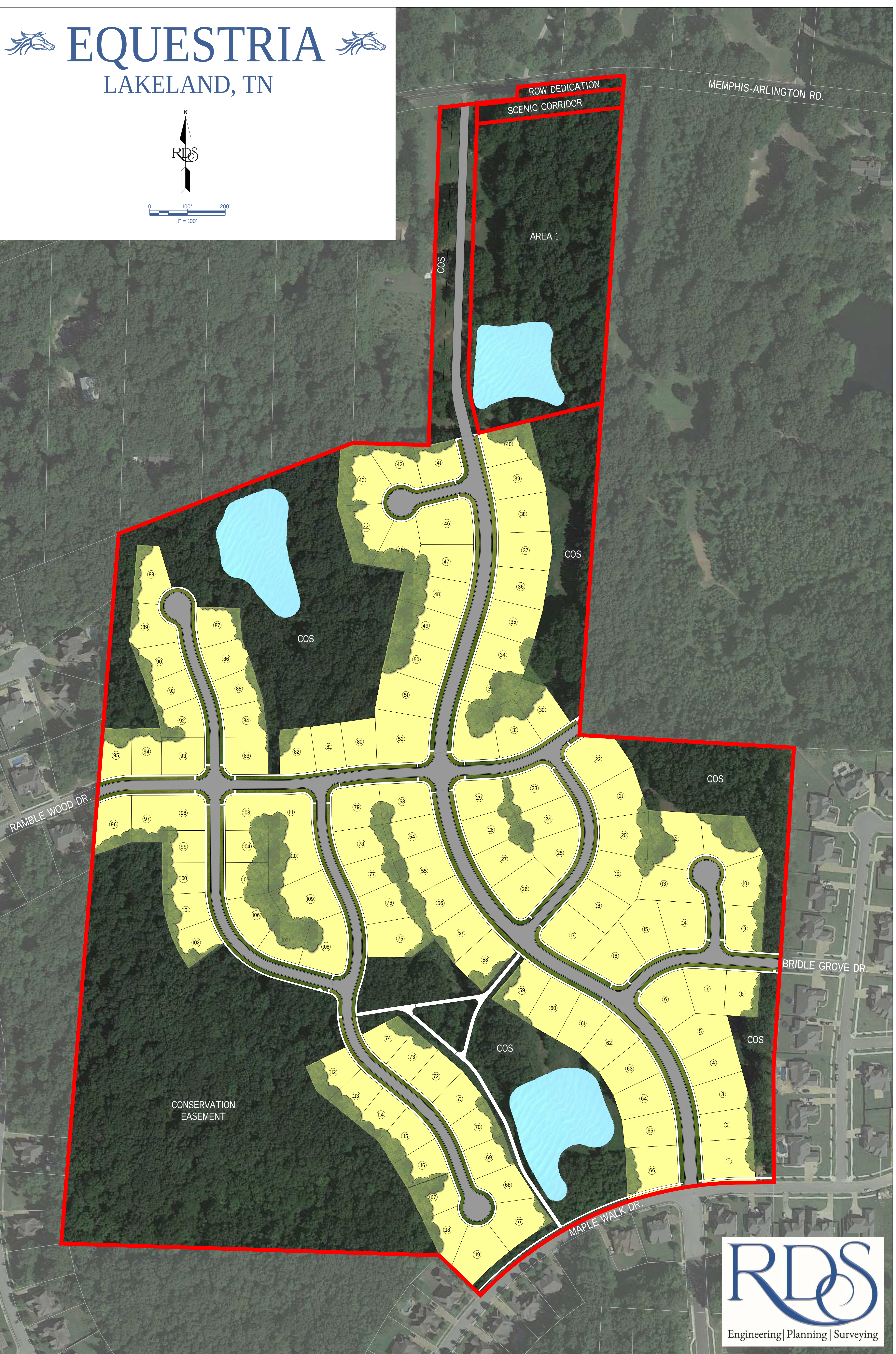
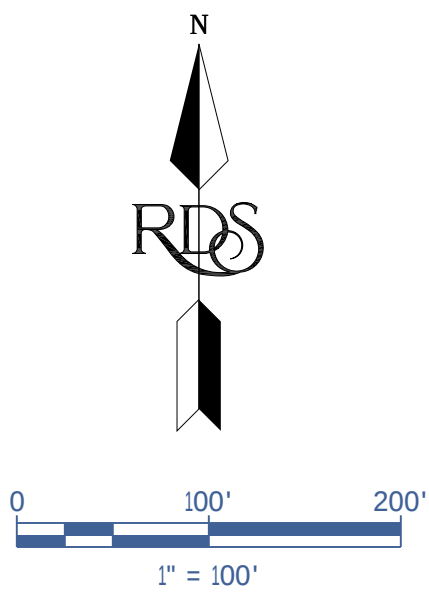
1. Motion to approve the Equestria PD PDP subject to the following conditions:
 - a. Conditions recommended by staff
 - b. Conditions as determined by the Planning Commission
2. Motion to approve the Equestria PD PDP without conditions.
3. Motion to deny the Equestria PD PDP application:
 - a. Reason for denial



EQUESTRIA

LAKELAND, TN





I. OUTLINE PLAN GENERAL STATEMENT

EQUESTRIA IS AN 86.36-ACRE PLANNED RESIDENTIAL DEVELOPMENT LOCATED IN LAKELAND, TENNESSEE, ON THE SOUTH SIDE OF MEMPHIS-ARLINGTON ROAD AND WEST OF CHAMBERS CHAPEL ROAD. THE 119-LOT RESIDENTIAL DEVELOPMENT IS IMMEDIATELY ADJACENT TO THE GROVE AT LAKELAND P.D. TO THE WEST AND THE LEVITT AND SONS PROPERTY ON THE EAST. IN KEEPING WITH THE INTENT OF CONSERVATION DESIGN, ATTENTION AND SENSITIVITY HAVE BEEN GIVEN TO NATURAL FEATURES SUCH AS VEGETATION, WATER BODIES, AND TOPOGRAPHY. THESE FEATURES ARE MAJOR ELEMENTS OF THE NEIGHBORHOOD AND HAVE BEEN MAINTAINED WHERE FEASIBLE. THE DESIGN OF THE DEVELOPMENT HAS TAKEN INTO ACCOUNT THE CONNECTIVITY OF ROADWAYS AND OPEN SPACE WITH THE ADJACENT APPROVED DEVELOPMENT, THE GROVE AT LAKELAND P.D., AND FUTURE ADJACENT DEVELOPMENTS. 15.19 ACRES OF THE TOTAL SITE WILL BE PLACED IN CONSERVATION EASEMENTS WHERE NO FUTURE DEVELOPMENT CAN OCCUR, THEREFORE PRESERVING THE NATURAL RESOURCES OF THE LAND. THE EQUESTRIA PLANNED DEVELOPMENT (PD) IS A SUBURBAN NEIGHBORHOOD THAT INCORPORATES ELEMENTS OF ITS PREVIOUS USE AS A HORSE FARM INTO THE COMMON OPEN SPACE AND CONSERVATION AREAS. CONTINUOUS GREEN SPACE CONNECTS THE DEVELOPMENT THROUGHOUT ITS BOUNDARY AND TIES TO ADJACENT OPEN SPACES AND FUTURE DEVELOPMENTS.

THE PROPERTY WILL BE DIVIDED INTO TWO AREAS.

AREA 1 IS A 7.40-ACRE RESIDENTIAL OUT PARCEL. 0.24 ACRES (34' FROM CENTERLINE) OF RIGHT-OF-WAY FOR MEMPHIS-ARLINGTON ROAD WILL BE DEDICATED AS PART OF THIS PLAN. THERE IS ALSO A 50' CONSERVATION EASEMENT ALONG THE ROAD FRONTAGE OF AREA 1. THIS AREA IS ENTITLED TO ONE HOME. A SEPARATE PDP SHALL BE SUBMITTED FOR THIS AREA IF ANY DEVELOPMENT IS PROPOSED IN THE FUTURE.

AREA 2 IS A 78.96-ACRE PARCEL THAT WILL INCLUDE 119 RESIDENTIAL LOTS AND COMMON OPEN SPACES.

II. RELATIONSHIP TO THE COMPREHENSIVE PLAN

EQUESTRIA LIES WITHIN THE RURAL RESIDENTIAL LAND USE CLASSIFICATION AND TYPE II NEIGHBORHOOD CLASSIFICATION. ALL LOTS WILL CONSIST OF ONE SINGLE FAMILY DETACHED HOME. LARGE COMMON OPEN SPACES AROUND THE EXTERIOR OF THE DEVELOPMENT WILL BUFFER EQUESTRIA FROM ADJACENT SUBDIVISIONS. IN ADDITION, EQUESTRIA WILL PROVIDE AN ADDITIONAL CONNECTION FROM MEMPHIS-ARLINGTON TO MAPLE WALK DRIVE WHICH WILL ALLEVIATE TRAFFIC IN ADJACENT NEIGHBORHOODS. LOTS WILL GENERALLY CONFORM TO THE SUBURBAN MANOR BULK REGULATIONS. TO PROVIDE SOME CONTEXT, EQUESTRIA PLANNED DEVELOPMENT WAS APPROVED IN 2008 AND HAS SINCE EXPIRED. IT IS THE INTENT OF THIS PLANNED DEVELOPMENT TO BE IDENTICAL TO THE ORIGINALLY APPROVED; THEREFORE, THE NEWLY PROPOSED ROAD NETWORK, REAR LOT LINES, COMMON OPEN SPACE AREAS, AND LOT SIZES ARE NEARLY IDENTICAL TO THE 2008 PLAN. SINCE 2008, THE ZONING AND LAND DEVELOPMENT REGULATIONS HAVE BEEN UPDATED AND HAVE ALSO BEEN ACCOMMODATED WITH THIS PLAN. HOWEVER, SOME LOT AREAS IN THIS PLAN ARE SMALLER THAN THE MINIMUM REQUIRED AREA FOR SUBURBAN MANOR AS SPECIFIED IN THE UPDATED

ZONING REGULATIONS, AND FRONT AND REAR SETBACKS ARE LESS THAN THE MINIMUM OF SUBURBAN MANOR IN ORDER TO PRESERVE THE ORIGINALLY AGREED AND APPROVED COMMON OPEN SPACE AREA AND CONSERVATION EASEMENTS AREA.

III. PARKLAND DEDICATION

A PARK AREA WILL NOT BE DEDICATED IN THE DEVELOPMENT. THERE IS A CONSERVATION EASEMENT WITH A TRAIL CONNECTION SHOWN ALONG MEMPHIS ARLINGTON ROAD, BUT THERE IS NO PHYSICAL LAND NEEDED NEAR THIS SITE. THEREFORE, PAYMENT IN-LIEU-OF DEDICATION IS PROPOSED.

PARKLAND DEDICATION PAYMENT CALCULATION:

$$D = L \times A \times P \times M$$

D = REQUIRED PARKLAND DEDICATION IN ACRES

L = NUMBER OF LOTS FOR DEVELOPMENT

A = AVERAGE FAMILY SIZE FOR THE CITY BASED ON U.S. CENSUS 2020 (2.83)

P = PARKLAND RATIO 0.010

M = DENSITY MULTIPLIER (78.96 ACRES/119 LOTS = 0.66 OR MULTIPLIER OF 1.12)

$$D = 119 \text{ LOTS} \times 2.83 \times 0.010 \times 1.12$$

REQUIRED - 3.77 ACRES

IV. QUANTITATIVE DATA

NUMBER OF LOTS: 119 SINGLE FAMILY DETACHED RESIDENTIAL LOTS

TOTAL SITE AREA: 86.36 ACRES

AREA 1 AREA: 7.40 ACRES

AREA 2 AREA: 78.96 ACRES

RESIDENTIAL LOT AREA:

AREA 1: 7.40 ACRES

AREA 2: 33.62 ACRES

TOTAL RESIDENTIAL AREA: 40.78 ACRES

AREA 2 DENSITY: 1.51 DU/ACRE

ROAD DEDICATION:

MEMPHIS-ARLINGTON ROAD: 0.24 ACRES - 0.28%

INTERIOR ROADS: 11.53 ACRES - 13.24%

TOTAL ROAD DEDICATION: 11.77 ACRES - 13.52%

COMMON OPEN SPACE:

CONSERVATION EASEMENTS 15.05 ACRES - 17.68%

RECREATIONAL OPEN SPACE 18.76 ACRES - 29.95%

TOTAL COMMON OPEN SPACE: 33.81 ACRES - 47.59%

TOTAL NUMBER OF LOTS DIRECTLY ABUTTING OR FACING OPEN SPACE: 74 (62.2% OF ALL LOTS)

V. LAND USES PERMITTED

USES PERMITTED IN ACCORDANCE WITH R-2 MEDIUM DENSITY RESIDENTIAL (SUBURBAN MANOR) IN THE CITY OF LAKELAND ZONING ORDINANCE:

1. SINGLE FAMILY DETACHED RESIDENTIAL
2. ACCESSORY BUILDINGS, AS PERMITTED BY THE CITY OF LAKELAND ZONING ORDINANCE
3. HOME OCCUPATIONS
4. PARKS/RECREATION
5. PRIVATE NEIGHBORHOOD CLUBHOUSE AND/OR PAVILIONS
6. PRIVATE NEIGHBORHOOD CLUBHOUSE AND/OR PAVILIONS

VI. BULK REGULATIONS AND SIMILAR REQUIREMENTS

THE FOLLOWING BULK REGULATIONS OF THE RESIDENTIAL (R-2) SUBURBAN MANOR SHALL APPLY WITH THE FOLLOWING EXCEPTIONS:

1. 20% OF ALL LOTS SHALL BE A MINIMUM OF 15,000 SQUARE FEET IN SIZE
2. SINGLE FAMILY RESIDENTIAL AREA "2-A" - 80' X 113.50' LOT

BUILDING SETBACKS:

FRONT SETBACK: 15 FEET*

*LOTS THAT BACK TO AREA "2-D" SHALL MAINTAIN 20' FRONT YARD SETBACK ALONG RAMBLEWOOD DRIVE

FRONT PORCH ENCROACHMENT: 4 FEET

SIDE YARD SETBACK: 5 FEET (SUM OF 10 FEET)

REAR YARD SETBACK: 20 FEET

MINIMUM LOT WIDTH: 80 FEET

MINIMUM LOT AREA: 10,000 SF INCLUDING GRASS STRIP & SIDEWALK

3. SINGLE FAMILY RESIDENTIAL AREA "2-B" - 80' X 137.50 LOT

*DRIVEWAYS FOR LOTS IN AREA 2-B SHALL NOT BE PERMITTED TO CONNECT TO LAKELAND TRACE IF SAID LOTS FRONT MULTIPLE ROADS.

BUILDING SETBACKS:

FRONT SETBACK: 25 FEET

FRONT PORCH ENCROACHMENT: 4 FEET

SIDE YARD SETBACK: 5 FEET (SUM OF 10 FEET)

REAR YARD SETBACK: 20 FEET

MINIMUM LOT WIDTH: 80 FEET

MINIMUM LOT AREA: 11,000 SF

4. SINGLE FAMILY RESIDENTIAL AREA "2-C" - 80' X 118.5' LOT

BUILDING SETBACKS:

FRONT SETBACK: 15 FEET

FRONT PORCH ENCROACHMENT: 4 FEET

SIDE YARD SETBACK: 5 FEET (SUM OF 10 FEET)

REAR YARD SETBACK: 20 FEET

MINIMUM LOT WIDTH: 80 FEET

MINIMUM LOT AREA: 10,000 SF INCLUDING GRASS STRIP AND SIDEWALK

5. SINGLE FAMILY RESIDENTIAL AREA "2-D" - 80' X 123.5' LOT

BUILDING SETBACKS:

FRONT SETBACK: 20 FEET

FRONT PORCH ENCROACHMENT: 4 FEET

SIDE YARD SETBACK:	5 FEET (SUM OF 10 FEET)
REAR YARD SETBACK:	20 FEET
MINIMUM LOT WIDTH:	80 FEET
MINIMUM LOT AREA:	10,000 SF INCLUDING GRASS STRIP & SIDEWALK

VII. DESIGN GUIDELINES

ARCHITECTURAL GUIDELINES

1. A HOMEOWNER'S ASSOCIATION ARCHITECTURAL CONTROL COMMITTEE (ACC) SHALL BE ESTABLISHED. THIS COMMITTEE, OR THEIR DESIGNATED ARCHITECT, WILL REVIEW ALL PROPOSED STRUCTURES, SITE PLANS, BUILDING ELEVATIONS, LANDSCAPING, AND CONSTRUCTION MATERIALS. THE ACC SHALL ADHERE TO THESE DESIGN GUIDELINES AND THE OVERALL PROVISIONS OF THE PDP AND SUBSEQUENT DEVELOPMENT PLANS, WHICH SHALL ALSO BE UTILIZED BY THE CITY OF LAKE LAND IN THE PERMIT ISSUANCE PROCESS.
2. SETBACKS ARE INDICATED IN THIS OUTLINE PLAN. THE ACC OR THEIR DESIGNATED ARCHITECT RESERVES THE RIGHT TO ABSOLUTE CONTROL OF THE PRECISE SITE AND LOCATION OF ANY STRUCTURE UPON ALL PARCELS IN ACCORDANCE WITH THE CITY OF LAKE LAND DESIGN GUIDELINES.
3. HOME STYLES FOR THIS DEVELOPMENT SHALL STAY CONSISTENT WITH FRENCH AND EUROPEAN ARCHITECTURE. DETAILS VARY BUT FRENCH AND EUROPEAN INSPIRED HOMES ARE DISTINGUISHED BY THEIR DISTINCTIVE HIPPED ROOFS AND FLARED EAVES. SOME OF THE FEATURES IN THESE HOMES INCLUDE, BUT ARE NOT LIMITED TO, BRICK AND STONE FACADES, HIPPED AND ARCHED-TOP DORMERS, MULTI-PANED WINDOWS USING EITHER SQUARE GRIDS OR DIAMOND PATTERNS, WOOD SHUTTERS, IRON BALCONIES OR TERRACES, DECORATIVE HALF-TIMBERING, ROUND TOWERS, ARCHED DOORWAYS, AND DECORATIVE COPPER ACCENTED ELEMENTS SUCH AS FLASHING, ROOF TOP FINIALS AND CUPOLAS. ARCHITECTURALLY CONSISTENT PORCHES ARE ENCOURAGED ON FRONT FACADES.
4. HOMES BUILT IN EQUESTRIA PLANNED RESIDENTIAL DEVELOPMENT SHALL BE IN GENERAL COMPLIANCE AS TO FORM, STYLE, AND ARCHITECTURE, BUT MAY DEViate AS TO SIZE, FOOTPRINT, OR DECORATIVE DETAILING, SO LONG AS OTHERWISE COMPLIANT WITH THE DESIGN GUIDELINES HEREIN.
5. GARAGES SHALL BE REVIEWED BASED ON THE LOCATION, DESIGN, AND ORIENTATION TO THE HOME. ALTHOUGH REAR-LOAD AND SIDE-LOAD GARAGES ARE PREFERRED, FRONT-LOAD GARAGES MAY BE PERMISSIBLE IF SCREENED BY AN ARCHITECTURAL PORTE-COCHÈRE WITH REVIEW AND APPROVAL.
6. WINDOWS AND DOORS SHALL BE TRUE DIVIDED-LIGHT WINDOWS OR SIMULATED DIVIDED-LIGHT WINDOWS, AND THEY SHALL BE REQUIRED ON ALL FRONT ELEVATIONS.

ALL DOORS VISIBLE FROM THE STREET SHALL BE STAIN-GRADE WOOD OR APPROVED EQUAL.

7. ROOFING MATERIALS SHALL BE AT LEAST 25-YEAR ARCHITECTURAL SHINGLES IN AN APPROVED COLOR. COLORS MAY VARY BUT MUST BE REVIEWED AND APPROVED.
8. SHUTTERS, WHEN USED, SHALL BE SIZED TO COVER THE RESPECTIVE OPENING. SHUTTERS SHALL BE WOOD OR SYNTHETIC TO SIMULATE WOOD, AND BE PAINTED OR STAINED.
9. HVAC UNITS, UTILITY METERS, POOL EQUIPMENT, CONNECTION BOXES, ETC. SHALL BE PLACED IN REAR OR SIDE YARDS OUT OF THE VIEW FOR A PUBLIC WAY, STREET, OR FRONT OF THE HOME. HVAC UNITS SHALL BE SCREENED FROM THE PUBLIC VIEW, WHERE NECESSARY, WITH LANDSCAPING OR APPROVED FENCING/WALL.
10. POOL HOUSES, GAZEBOS, CABANAS, DETACHED GARAGES, AND ANY AND ALL OUTBUILDINGS AND DETACHED STRUCTURES SHALL BE PERMITTED ONLY WITH FULL REVIEW AND APPROVAL. ALL OUTBUILDINGS MUST BE CONSTRUCTED OF THE SAME BUILDING MATERIALS AND DETAILING AS THE PRIMARY RESIDENCE. ALL PLANS MUST BE REVIEWED AND APPROVED BY THE ACC AND NECESSARY GOVERNING BODIES AS REQUIRED FOR CONSTRUCTION PERMITTING. TEMPORARY, PREFABRICATED, OR MODULAR OUTBUILDINGS SHALL NOT BE PERMITTED. POOL HOUSES, GARAGES, AND OTHER ACCESSORY STRUCTURES SHALL UTILIZE A DESIGN THAT IS SUBORDINATE TO, COMPLEMENTARY TO, AND INTEGRAL WITH THE HOUSE DESIGN.
11. ACCESSORY STRUCTURES ARE PERMITTED IN ACCORDANCE WITH THE CITY OF LAKELAND ZONING REGULATIONS.
12. LANDSCAPE PLANS MUST BE REVIEWED AND APPROVED BY THE ACC OR THEIR DESIGNATED ARCHITECT. ALL LANDSCAPING MUST BE COMPLETED WITHIN TWO (2) WEEKS OF THE COMPLETION OF THE HOUSE.
13. TREES - AS A CONSERVATION OVERLAY SUBDIVISION, TREES ARE THE DEVELOPMENT'S MOST IMPORTANT ATTRIBUTE, AND MUCH ATTENTION HAS BEEN GIVEN TO THIS IMPORTANT NATURAL RESOURCE DURING THE DESIGN OF THE DEVELOPMENT. THE PROTECTION AND LONG-TERM MAINTENANCE OF THESE TREES IS IMPERATIVE TO THE SUCCESSFUL FUTURE AND NATURAL BEAUTY OF THIS COMMUNITY. CARE AND SERIOUS CONSIDERATION MUST BE GIVEN BEFORE THE REMOVAL OF ANY TREES IN THIS DEVELOPMENT. AFTER THE INITIAL CONSTRUCTION OF EACH HOUSE, ANY TREE REMOVAL BY THE LOT OWNER MUST RECEIVE PRIOR APPROVAL IN WRITING BY THE ACC. THE ACC SHALL CONSULT WITH A CERTIFIED ARBORIST WHEN RENDERING DECISIONS REGARDING TREE REMOVAL REQUESTS. IN ADDITION, ANY TREE REMOVAL OR MAINTENANCE MUST CONFORM TO THE CITY OF LAKELAND'S TREE MANAGEMENT ORDINANCE.
14. FENCING FOR THIS DEVELOPMENT IS UNIQUE TO ITS ARCHITECTURE AND THE LOCATION OF SPECIFIC LOTS IN THEIR PROXIMITY TO COMMON AREAS. NO FENCE SHALL BE ERECTED, PLACED, OR ALTERED ON ANY LOT NEARER TO ANY STREET THAN

THE MINIMUM BUILDING SETBACK LINE. ALL FENCES SHALL BE CONSTRUCTED OF CEDAR WOOD, MASONRY BRICK, A COMBINATION THEREOF, OR ORNAMENTAL IRON. THE FENCE ON ANY LOT FACING A STREET MUST BE EITHER A 6-FOOT CEDAR CAPPED WOOD FENCE OR ORNAMENTAL IRON. LOTS WITH REAR YARDS ADJACENT TO COMMON AREAS MUST USE ORNAMENTAL IRON FENCING.

15. IN-GROUND SWIMMING POOLS ARE PERMISSIBLE WITH REVIEW AND APPROVAL BY THE ACC. CONSTRUCTION OF THE POOL MUST NOT DISTURB NEIGHBORS' YARDS OR PROPERTY OWNED AND/OR MAINTAINED BY THE HOA. THE USE OF A NEIGHBOR'S YARD FOR CONSTRUCTION ACCESS IS NOT PERMITTED UNLESS THE NEIGHBOR HAS GIVEN WRITTEN CONSENT. THE USE OF PROPERTY OWNED AND/OR MAINTAINED BY THE HOA FOR CONSTRUCTION ACCESS IS NOT PERMITTED, UNLESS THE APPLICANT REQUESTS A REVIEW AND IS GRANTED WRITTEN PERMISSION. IF APPROVED, THE APPLICANT MUST SIGN A WAIVER OF DAMAGE AND POST A CONSTRUCTION DEPOSIT FOR REPAIRS OF DAMAGE TO PROPERTY OWNED AND/OR MAINTAINED BY THE HOA.
16. DUPLICATE ELEVATIONS WITHIN DIRECT SIGHT-LINE VIEW OF ANY SIMILAR ELEVATIONS SHALL NOT BE ALLOWED IN THE EQUESTRIA PD.

VIII. LANDSCAPING AND SCREENING

1. SUBDIVISION LANDSCAPING SHALL COMPLY WITH THE LAKELAND DESIGN GUIDELINES FOR LANDSCAPING AND OTHER APPLICABLE CITY REGULATIONS, AND SHALL BE PRESENTED FOR LAKELAND DRC FINAL APPROVAL. LANDSCAPING REQUIREMENTS MAY BE FURTHER REFINED WITH THE FDP. NEW WAIVER REQUESTS SHALL NOT BE INTRODUCED WITH AN FDP, BUT SHALL REQUIRE A PRELIMINARY DEVELOPMENT PLAN (PDP) AMENDMENT.

IX. STREET TREE STANDARDS

1. STREET TREES SHALL BE PLANTED ON ALL PUBLIC STREETS WITHIN THE DEVELOPMENT.
2. STREET TREE LOCATIONS AND SPECIES SELECTION SHALL BE IN CONFORMANCE WITH THE CITY OF LAKELAND LANDSCAPING AND SCREENING REQUIREMENTS AND TREE SPECIES SELECTION LIST.
3. STREET TREES LOCATED WITHIN COS SHALL BE INSTALLED BY THE DEVELOPER.
4. THE HOA SHALL MAINTAIN ALL STREET TREES WITHIN COS.
5. STREET TREES LOCATED ON RESIDENTIAL LOTS SHALL BE INSTALLED BY THE BUILDER AS INDICATED ON THE DETAILED STREET TREE PLAN IN THE PDP SET. MAINTENANCE, REMOVAL, AND REPLACEMENT OF SAID STREET TREES SHALL BE THE RESPONSIBILITY OF THE LOT OWNER.

6. THE HOA WILL MONITOR AND ENFORCE MAINTENANCE AND REPLACEMENT OF STREET TREES.

7. THE FOLLOWING STANDARDS APPLY TO STREET TREE PLANTINGS.

A.	MINIMUM DISTANCE ON CENTER	15 FEET
B.	TYPICAL DISTANCE ON CENTER	35 FEET
C.	MAXIMUM DISTANCE ON CENTER	40 FEET
D.	MAXIMUM DISTANCE FROM BACK OF CURB	14 FEET
E.	MINIMUM DISTANCE FROM SIDEWALK	5 FEET
F.	MINIMUM DISTANCE FROM DRIVEWAYS	5 FEET
G.	MINIMUM STREET TREE EASEMENT	9 FEET

8. SITE LIGHTING

NO PUBLIC OR PRIVATE STREET LIGHTING IS PROPOSED WITHIN THE EQUESTRIA PLANNED RESIDENTIAL DEVELOPMENT.

9. SIGNS

SUBDIVISION ENTRY SIGNS MAY BE LOCATED AT THE INTERSECTION OF LAKELAND TRACE AND MEMPHIS-ARLINGTON ROAD. SUBDIVISION IDENTIFICATION SIGNS SHALL BE PERMITTED AT THE INTERSECTIONS OF LAKELAND TRACE AND SHOLEAH LANE, SHOLEAH LANE AND RAMBLEWOOD DRIVE, AS WELL AS LAKELAND TRACE AND RAMBLEWOOD DRIVE. SUBDIVISION ENTRY SIGNS SHALL HAVE A MINIMUM 10-FOOT SETBACK, SHALL COMPLY WITH THE LAKELAND SIGN REGULATIONS, AND SHALL BE PRESENTED FOR LAKELAND DRC FINAL APPROVAL. MASONRY WALLS ASSOCIATED WITH ENTRY FEATURES SHALL NOT EXCEED SIX (6) FEET IN HEIGHT.

ARCHITECTURAL/DECORATIVE ELEMENTS ASSOCIATED WITH THE ENTRY FEATURE SHALL NOT EXCEED EIGHT (8) FEET. THE MATERIALS FOR THE SIGN, BASE, WALL, OR OTHER ELEMENTS SHALL BE CONSTRUCTED OF ANY OF THE FOLLOWING ELEMENTS: NATURAL STONE, STONE VENEER, BRICK MASONRY, AND WOOD. A GENERALIZED LOCATION SKETCH FOR EACH SIGN IS PROVIDED IN THE PDP SET. A CONCEPTUAL ELEVATION IS PROVIDED HEREIN. SIGN LOCATIONS AND DESIGNS MAY BE FURTHER REFINED WITH THE FDP. NEW WAIVER REQUESTS SHALL NOT BE INTRODUCED WITH AN FDP, BUT SHALL REQUIRE A PDP AMENDMENT.

10. FENCES AND WALLS

SUBDIVISION FENCES AND WALLS MAY BE LOCATED THROUGHOUT THE EQUESTRIA PLANNED RESIDENTIAL DEVELOPMENT. THESE FENCES AND WALLS SHALL COMPLY WITH THE LAKELAND DESIGN GUIDELINES FOR FENCES AND WALLS (TITLE 14, CHAPTER 7, FENCES AND WALLS), AND SHALL BE PRESENTED FOR LAKELAND DRC FINAL APPROVAL. MASONRY WALLS SHALL NOT AT ANY POINT EXCEED SIX (6) FEET IN HEIGHT. PRIVACY FENCES SHALL NOT AT ANY POINT EXCEED SIX (6) FEET IN HEIGHT. MASONRY

WALLS SHALL BE CONSTRUCTED OF ANY OF THE FOLLOWING ELEMENTS: NATURAL STONE, STONE VENEER, AND BRICK MASONRY WITH WOOD ARCHITECTURAL ELEMENTS. PRIVACY FENCES SHALL BE CONSTRUCTED OF CEDAR WOOD, MASONRY BRICK, A COMBINATION THEREOF, OR ORNAMENTAL IRON. THE FENCE ON ANY LOT FACING A STREET MUST BE EITHER A 6-FOOT CEDAR CAPPED WOOD OR ORNAMENTAL IRON. A GENERALIZED LOCATION SKETCH AND GENERALIZED RENDERING OF EACH TYPE OF FENCE WILL BE PROVIDED WITH THE FDP. FENCE AND WALL LOCATIONS AND DESIGNS MAY BE FURTHER REFINED WITH THE FDP. NEW WAIVER REQUESTS SHALL NOT BE INTRODUCED WITH AN FDP, BUT SHALL REQUIRE A PDP AMENDMENT.

X. IRRIGATION

A FULLY AUTOMATED IRRIGATION SYSTEM SHALL BE INSTALLED FOR ALL LANDSCAPED AREAS. THIS IRRIGATION SYSTEM SHALL COMPLY WITH THE LAKELAND DESIGN GUIDELINES FOR IRRIGATION PLANS (TITLE 14, CHAPTER 9, LANDSCAPING AND SCREENING) AND SHALL BE PRESENTED FOR LAKELAND DRC FINAL APPROVAL.

XI. ROADS, ACCESS, CIRCULATION AND DESIGN

A. RELATIONSHIP TO MAJOR ROAD PLAN

1. EQUESTRIA PLANNED RESIDENTIAL DEVELOPMENT PROVIDES CONNECTIVITY AS PROPOSED WITH THE MAJOR ROADS PLAN BY EXTENDING LAKELAND TRACE FROM MAPLE WALK DRIVE TO MEMPHIS-ARLINGTON ROAD. EAST-WEST CONNECTIVITY IS PROPOSED WITH THE CONTINUATION OF RAMBLEWOOD DRIVE, FROM THE GROVE AT LAKELAND TO THE EAST PROPERTY LINE OF EQUESTRIA.
2. MEMPHIS-ARLINGTON ROAD SHALL BE DEDICATED 34 FEET FROM CENTERLINE TO PROVIDE FOR ONE HALF OF A 68-FOOT PUBLIC RIGHT-OF-WAY (ROW) DIRECTLY ADJACENT TO DEVELOPMENT FRONTAGE WITH PAYMENT IN LIEU OF IMPROVEMENTS.

B. ACCESS AND SIGNALIZATION

1. MAJOR ACCESS WILL BE PROVIDED VIA LAKELAND TRACE FROM MEMPHIS ARLINGTON ROAD AND MAPLE WALK DRIVE. NO SIGNALS WILL BE NECESSARY WITH THE DEVELOPMENT OF THIS SUBDIVISION.
2. MINOR OR LOCAL ACCESS WILL BE PROVIDED VIA RAMBLEWOOD DRIVE EXTENSION FROM THE GROVE AT LAKELAND P.D. AND BRIDLE GROVE.
3. DESIGN OF ACCESS POINTS WILL BE IN ACCORDANCE WITH THE CITY OF LAKELAND DESIGN STANDARDS AND APPROVAL OF THE CITY ENGINEER.

C. PUBLIC ROAD STANDARDS

1. ALL INTERNAL STREETS SHALL BE PUBLIC AND DESIGNATED IN ACCORDANCE WITH THE CITY OF LAKELAND DESIGN STANDARDS AND SUBJECT TO APPROVAL BY THE LAKELAND CITY ENGINEER. SEE TYPICAL SECTION FOR EACH R.O.W. TYPE (NOTE: UTILITY EASEMENT IS OUTSIDE OF RIGHT-OF-WAY)

D. CONNECTIVITY

1. LAKELAND TRACE SHALL BE EXTENDED FROM THE GROVE AT LAKELAND. P.D. NORTH TO MEMPHIS-ARLINGTON. LAKELAND TRACE SHALL BE CONSTRUCTED FROM MEMPHIS-ARLINGTON TO MAPLE WALK DRIVE DURING THE INITIAL PHASE OF DEVELOPMENT.
2. RAMBLEWOOD DRIVE CONNECTIONS SHALL BE REVIEWED AND POTENTIALLY REVISED TO COMPLY WITH THE UPDATED TRANSPORTATION PLAN.
3. NEFISON DRIVE SHALL NOT CONNECT TO MAPLE WALK DRIVE.
4. INTERNAL CIRCULATION SHALL BE PROVIDED BETWEEN PHASES, SECTIONS, AND/OR LOTS DEPENDING UPON THE REQUIRED VEHICLE PATTERN.

E. ROW AND VEHICULAR LANE WIDTHS

1. 54' ROW - GARNIZON COVE, GARNIZON DRIVE, POMMEL COVE, ZEEBA DRIVE, BRIDLE GROVE, RAMBLEWOOD DRIVE, SHOLEAH LANE, AND NEFISON DRIVE
2. 66' ROW - LAKELAND TRACE

F. PEDESTRIAN ACCESS

1. SIDEWALKS ARE REQUIRED IN ACCORDANCE WITH THE CITY OF LAKELAND SUBDIVISION REGULATIONS.
2. A 10-FOOT-WIDE ASPHALT PUBLIC TRAIL SHALL BE CONSTRUCTED WITHIN THE CONSERVATION EASEMENT LOCATED WITHIN THE MEMPHIS-ARLINGTON SCENIC CORRIDOR. THE DESIGN, CONSTRUCTION, AND MAINTENANCE SHALL BE THE RESPONSIBILITY OF THE DEVELOPER AND HOA.
3. A TRAIL SYSTEM SHALL BE PROVIDED CONNECTING TO TRAILS IN ADJACENT NEIGHBORHOODS AND COMMON OPEN SPACE IN ACCORDANCE WITH THE LAND DEVELOPMENT REGULATIONS.

XII. SEWER, WATER, AND DRAINAGE

1. THE PROPOSED METHOD OF SEWAGE DISPOSAL FOR THIS DEVELOPMENT WILL CONNECT TO AN EXISTING 10" SANITARY SEWER LINE BENEATH MAPLE WALK DRIVE.

2. ALL SEWER WITHIN THE EQUESTRIA PLANNED DEVELOPMENT SHALL BE TIED TO THE PROPOSED PUBLIC SEWER. EXISTING PRIVATE SEPTIC SEWER SYSTEMS AND ASSOCIATED LEACH FIELDS SHALL BE DEMOLISHED IN ACCORDANCE WITH THE HEALTH DEPARTMENT REQUIREMENTS.
3. THE PROPOSED WATER LINE WITHIN THE DEVELOPMENT WILL BE CONNECTED TO AN EXISTING WATER LINE IN MEMPHIS-ARLINGTON ROAD, AN EXISTING WATER LINE BENEATH RAMBLEWOOD DRIVE, AN EXISTING WATER LINE BENEATH MEMPHIS-ARLINGTON ROAD, AND AN EXISTING WATER LINE BENEATH MAPLE WALK DRIVE. THE PROPOSED WATER SYSTEM SHALL BE CAPABLE OF PRODUCING A MINIMUM RESIDUAL PRESSURE OF 20 PSI AT A MINIMUM FIRE FLOW OF 1500 GPM AND SHALL BE APPROVED BY AND CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF MLGW.
4. THE EXISTING PRIVATE WATER SUPPLY WELL, LOCATED WITHIN THE EQUESTRIA PLANNED DEVELOPMENT, SHALL REMAIN IN PLACE FOR POSSIBLE USE AS THE WATER SOURCE FOR REQUIRED IRRIGATION.
5. DRAINAGE IMPROVEMENTS, INCLUDING ON-SITE DETENTION, SHALL BE PROVIDED IN ACCORDANCE WITH THE CITY OF LAKE LAND STORMWATER MANAGEMENT HANDBOOK AND SUBJECT TO THE REVIEW AND APPROVAL OF THE CITY ENGINEER.
6. STORMWATER RUN-OFF SHALL UTILIZE, TO THE EXTENT POSSIBLE, THE NATURAL DRAINAGE PATTERNS OF THE SITE. WHERE STORMWATER IS DIRECTED INTO AREAS OF COS AND/OR CES, STEPS SHALL BE TAKEN TO DECREASE VELOCITIES AND DETRIMENTAL EFFECTS TO THE NATURAL FEATURES. METHODS SHALL BE PROVIDED WITH THE FDP SUBJECT TO THE REVIEW AND APPROVAL OF THE CITY ENGINEER.
7. DETENTION CALCULATIONS AND STORMWATER STRUCTURES AND CONVEYANCES WILL BE PROVIDED WITH FDP DOCUMENTS SUBJECT TO REVIEW AND APPROVAL OF THE CITY ENGINEER.
8. ALL ELECTRIC SHALL BE UNDERGROUND.
9. ALL GRADING & DRAINAGE AND SANITARY PLANS SHALL BE SUBMITTED TO AND APPROVED BY THE CITY ENGINEER.
10. THE FOLLOWING NOTE SHALL BE PLACED ON THE FINAL PLAT OF ANY DEVELOPMENT REQUIRING ON-SITE STOMATA DETENTION FACILITIES: THE AREAS DENOTED BY "RESERVED FOR STORMWATER DETENTION: SHALL NOTE BE USED AS A BUILDING SITE OR WITHOUT FIRST OBTAINING WRITTEN PERMISSION FROM THE CITY ENGINEER. THE STORM WATER DETENTION SYSTEMS LOCATED IN THESE AREAS, EXCEPT FOR THOSE PARTS LOCATED IN THE PUBLIC DRAINAGE EASEMENT, SHALL BE OWNED AND MAINTAINED BY THE HOMEOWNERS' ASSOCIATION. SUCH MAINTENANCE SHALL BE PERFORMED SO AS TO ENSURE THAT THEY OPERATE IN ACCORDANCE WITH THE APPROVED PLAN ON FILE IN THE CITY ENGINEER'S OFFICE. SUCH MAINTENANCE SHALL INCLUDE, BUT NOT BE LIMITED TO: REMOVING SEDIMENTATION, FALLEN OBJECTS,

DEBRIS, AND TRASH; MOWING; OUTLET CLEANING; AND REPAIRING DRAINAGE STRUCTURES.

XIII. PROTECTION OF NATURAL FEATURES

- A. THE EXISTING NATURAL RESOURCES ON SITE INCLUDE LARGE AREAS OF YOUNG, INTERMEDIATE, AND MATURE HARDWOOD TREES ALONG WITH OPEN FIELDS. AN EXISTING POND WILL BE PRESERVED AS A NATURAL FEATURE INCLUDED IN COS B. TREE PROTECTION FENCING SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES. THE NATURAL FEATURES OF THE PROPERTY HAVE BEEN INCORPORATED INTO THE DESIGN OF THE PROJECT WITH THE USE OF CONSERVATION EASEMENTS, COMMON OPEN SPACES, AND LIMITED GRADING ON LOTS. HIGH VALUE HARDWOOD STANDS, AND STEEP SLOPES ARE PROTECTED AND REMAIN INTACT IN SEVERAL LOCATIONS BY MINIMIZING DISTURBANCE AND INCORPORATING THEM INTO OPEN SPACE AREAS. THE RESULT WILL BE RETENTION OF HABITAT CORRIDORS, VEGETATIVE FILTERS, RETENTION OF LARGE WOODLAND TRACTS, INCREASED RECREATIONAL OPPORTUNITIES, AND A SIGNIFICANT CONTRIBUTION TO THE GREEN INFRASTRUCTURE FOR THE CITY OF LAKE LAND.
- B. ANY SPECIMEN TREES, WHEREIN CONSTRUCTION IMPACT ENCROACHES ON MORE THAN 25% CRITICAL ROOT ZONE, SHALL BE TREATED, WITH FINAL APPROVAL BY THE NATURAL RESOURCES BY ONE OF THE FOLLOWING METHODS:
 - 1. REMOVAL AND REPLACEMENT ACCORDING TO THE DENSITY TABLES IN THE LAKE LAND MANAGEMENT ORDINANCE.
 - 2. TREATMENT BY A CERTIFIED ARBORIST FOR CONSTRUCTION IMPACT MITIGATION WITH TECHNIQUES SUCH AS ROOT STIMULATOR, GROWTH REGULATOR, ROOT PRUNING, VERTICAL MULCHING, ETC.
 - 3. ADJUSTING THE GRADING PLAN TO REMOVE THE CONSTRUCTION IMPACT FROM THE ROOT ZONE.
- C. NO DEVELOPMENT ACTIVITIES WILL BE ALLOWED BETWEEN THE "LIMITS OF GRADING" AND SIDE LOT LINES AS DESIGNATED ON THE GRADING AND DRAINAGE PLAN WITHOUT PERMISSION FROM THE CITY OF LAKE LAND. DEVELOPMENT ACTIVITIES INCLUDE GRADING, INFRASTRUCTURE, ACCESSORY BUILDINGS, AND FENCING.
- D. EACH BUILDER MUST GENERATE AND PROVIDE A DISTURBANCE PLAN TO BE APPROVED BY THE CITY OF LAKE LAND BEFORE CONSTRUCTION. SAID LOT DISTURBANCE PLAN SHALL INCLUDE, AT A MINIMUM: LINES AND DIMENSIONS, BUILDING LAYOUT, DRIVEWAY LAYOUT, LIMITS OF GRADING, TREE PROTECTION PRACTICES, AND EXISTING TREES TO BE REMOVED AND SAVED. EACH BUILDING PERMIT APPLICATION SHALL BE IN ACCORDANCE WITH THE CITY OF LAKE LAND TREE MANAGEMENT ORDINANCE.
- E. TREE PROTECTION

1. TREE REMOVAL DURING INITIAL INFRASTRUCTURE IMPROVEMENTS - TREE PROTECTION MEASURES WILL BE IN PLACE IN ACCORDANCE WITH THE APPROVED TREE MANAGEMENT PLAN BEFORE ANY CLEARING, LAND DISTURBANCE, OR CONSTRUCTION ACTIVITY BEGINS WILL REMAIN IN PLACE UNTIL ALL IMPROVEMENTS ARE COMPLETE.
2. TREE REMOVAL DURING HOME CONSTRUCTION - EACH BUILDER SHALL SUBMIT A LOT DISTURBANCE PLAN TO BE APPROVED BY THE CITY OF LAKE LAND BEFORE HOUSE CONSTRUCTION AND CONFORM TO THE REQUIREMENTS OF THE CITY OF LAKE LAND TREE MANAGEMENT ORDINANCE.
3. TREE REMOVAL ON OWNER-OCCUPIED LOTS -AFTER INITIAL CONSTRUCTION OF EACH HOUSE, ANY TREE REMOVAL BY THE LOT OWNER MUST RECEIVE PRIOR APPROVAL IN WRITING BY THE ARCHITECTURAL CONTROL COMMITTEE. THE ACC SHALL CONSULT WITH AN INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA) CERTIFIED ARBORIST WHEN RENDERING DECISIONS REGARDING TREE REMOVAL REQUESTS. IN ADDITION, ANY TREE REMOVAL OR MAINTENANCE MUST CONFORM TO THE CITY OF LAKE LAND'S TREE MANAGEMENT ORDINANCE.

XIV. EXPIRATION/TERMINATION OF THE OUTLINE PLAN

1. IN THE EVENT THAT APPROVAL OF THE FIRST FINAL DEVELOPMENT PLAN (FDP) IS NOT OBTAINED FOR PLANNED DEVELOPMENT WITHIN THREE (3) YEARS OF THE APPROVAL OF THE OUTLINE PLAN BY THE LAKE LAND BOARD OF COMMISSIONERS, THE OUTLINE PLAN SHALL BE DEEMED TO HAVE EXPIRED.
2. IN THE EVENT THAT ANY PORTIONS OF THE PLANNED DEVELOPMENT (PD) HAVE NOT OBTAINED FDP APPROVAL AFTER SIX (6) YEARS FROM THE DATE OF THE BOARD OF COMMISSIONERS APPROVAL OF THE OUTLINE PLAN, THE OUTLINE PLAN SHALL BE DEEMED TO HAVE EXPIRED FOR THOSE REMAINING PORTIONS OF THE PD.
3. EXTENSION OF COMPLETION PERIOD - UPON THE REQUEST OF THE APPLICANT AND REVIEW RECOMMENDATION OF THE PLANNING COMMISSION, THE BOARD OF COMMISSIONERS MAY FOR A REASONABLE TIME, NOT TO EXCEED ONE (1) YEAR, THE EXPIRATION DATE OF THE PD.
4. NOTICE OF REVOCATION - IF AN OUTLINE PLAN EXPIRES UNDER THE PROVISIONS OF THIS ARTICLE, AND THE PD TERMINATED, SUCH DESIGNATION SHALL BE REMOVED FROM THE OFFICIAL ZONING MAP. THE ZONING REGULATIONS APPLICABLE BEFORE THE DEVELOPMENT WAS APPROVED SHALL THEN BE IN EFFECT.
5. AMENDMENTS - ADMINISTRATIVE MINOR REVISIONS TO PLAT DOCUMENTS ARE PERMITTED IN ACCORDANCE WITH THE SUBDIVISION REGULATIONS. ANY OTHER TYPES OF AMENDMENT TO THE OUTLINE PLAN OR PDP/FDP SHALL APPROVED BY THE MUNICIPAL PLANNING COMMISSION (MPC) AND BOARD OF COMMISSIONERS

THROUGH PUBLIC MEETINGS, WITH SUCH MEETINGS TO REQUIRE PUBLICATION AND MAILING NOTICE AT LEAST FIFTEEN (15) DAYS BEFORE THE MEETING(S).

XV. PRELIMINARY/FINAL DEVELOPMENT PLAN DELIVERABLE ITEMS

A PRELIMINARY DEVELOPMENT PLAN (PDP) OR FINAL DEVELOPMENT PLAN (FDP) SHALL BE SUBMITTED TO PROVIDE CERTAIN DETAILED DOCUMENTS NOT PROVIDED WITH THE OUTLINE PLAN INCLUDING:

1. PRELIMINARY PLAT DOCUMENT FOR ENTIRE SUBDIVISION WITH FIRST PHASE PDP OR FDP
2. TREE SURVEY AS REQUIRED, INCLUDING TREE DENSITY CALCULATIONS
3. DETAILED STREET TREE PLAN, INCLUDING IRRIGATION SCHEMATIC
4. COVENANTS AND RESTRICTIONS
5. WITH THE FIRST PDP, DETAILED GRADING PLAN THAT DEMONSTRATES WHY THIS LEVEL OF GRADING IS REQUIRED TO DEVELOP THE SITE AND SHALL MINIMIZE GRADING WHERE POSSIBLE THROUGHOUT THE SITE. INCLUDING BUT NOT LIMITED TO, CONSIDERING PREPARING LOTS FOR NON-SLAB-ON-GRADE CONSTRUCTION AND INCORPORATING OTHER METHODS AS NEEDED.
6. DETAILED DRAINAGE PLAN
7. DETAILED DESIGN FOR SEWER IMPROVEMENTS
8. MATERIALS LISTS FOR ALL BUILDING TYPES
9. DESIGN STANDARDS FOR RESIDENTIAL STRUCTURES
10. MAINTENANCE, MANAGEMENT, AND FUNDING PLAN FOR ALL COMMON ELEMENTS
11. STREAMSIDE MANAGEMENT BUFFER PLAN
12. DETAILED INFORMATION ON EXISTING AND PROPOSED UTILITIES, INCLUDING THE PROPOSED UPGRADE TO THE EXISTING OVERHEAD ELECTRIC LINES THAT RUN ALONG MEMPHIS-ARLINGTON ROAD, AND HOW THIS UPGRADE WILL MINIMIZE IMPACT TO THE SCENIC CORRIDOR. ELECTRIC LINES SHALL BE BURIED IF MLGW AGREEMENT IS OBTAINABLE.

City of Lakeland, TN

Neighborhood Traffic Calming Policy



Lakeland City Hall
10001 Highway 70
Lakeland, TN 38002
(901) 867-2717

Prepared By: Kimley»Horn

Table of Contents

1. Application1

2. Traffic Calming Review and Implementation Process1

3. Modification and Removal of a Traffic Calming Device4

4. Special Requirements for Installation of Speed Humps.....4

5. Project Screening and Evaluation4

6. Traffic Calming Toolbox.....7

1. Application

This policy applies to local, residential streets. Collector and arterial streets and streets that are located in commercial zoning districts will not be considered for traffic calming.

2. Traffic Calming Review and Implementation Process

Projects that are being considered for the Neighborhood Traffic Calming Policy (NTCP) must follow the procedure that is outlined below.

Step 1: Request for Traffic Calming Measures

Any resident of Lakeland may contact the City Engineer's Office concerning traffic concerns such as speeding or accidents on the street in front of his/her house or in his/her neighborhood. Prior to implementing any traffic control measures, the City Engineer will conduct a cursory review of the issues brought to their attention. This may include reviewing speed studies or collection of accident data and traffic volumes. Other traffic issues will be examined as the need arises. This evaluation will typically include a site visit. If the desire is to move toward installation of traffic calming measures as requested by the resident, the following criteria must generally be met:

- The Average Daily Traffic (ADT) volume is greater than or equal to 500 vehicles per day or 50 vehicles during a single hour.
- The 85th percentile speed is at least 7 mph faster than the posted speed limit.
- The posted speed limit is 30 mph or less. The legal speed limit for Lakeland on local streets is 25 mph.
- The street is a through street.
- The maximum grade on the section of roadway that is being considered for traffic calming measures does not exceed eight percent.
- The combination of vertical and horizontal curves along the roadway is not such that would result in an inadequate stopping sight distance for motorists as they encounter the traffic calming devices.
- A petition of support for traffic calming measures is signed by a majority of residents in a neighborhood where the traffic control measure is being considered.

If the Engineering staff determines that the street segment does not exceed the values listed above in either traffic volume or speed, then the project will be terminated. All documentation of the traffic study including the City Engineer's recommendation, traffic volume data, traffic speed and accident data (if collected) will be handed over to the applicant upon completion of the studies.

The project will be ineligible for the NTCP for a period of two years unless the City Engineer determines that changing conditions have resulted in a traffic volume or speeding problem. If the City Engineer determines that a street segment has a traffic volume or a traffic speeding problem, but the above criteria are not met, then the City Engineer will work with the Shelby County Sheriff's Office and neighborhood association to address the problem with education and enforcement efforts.

Step 2: Conduct Education and Enforcement Efforts

All projects in the NTCP will begin with education and enforcement efforts, which will involve the coordinated efforts of the City of Lakeland, the Shelby County Sheriff's Office, and the neighborhood association group. The neighborhood association group must actively participate in the process in order for the project to continue in the NTCP. Education and enforcement efforts will be applied for a period of not less than three months and not more than six months. If the City Engineer determines that these efforts have not sufficiently addressed the identified problem, then the project will proceed to **Step 3**.

If the City Engineer determines that the education and enforcement efforts have addressed the identified problem, then the project will be considered complete. Engineering staff will continue to monitor the project for a period of one year. If the identified problem returns during this time, then the Applicant will be notified, and the project will proceed to **Step 3**. If the identified problem does not develop during this one year period, then the project will be considered complete. If the identified problem returns after this one year period, or if a new traffic volume or speeding problem develops after this one year period, the homeowner's association group must return to **Step 1** in order to be considered for the NTCP again.

Step 3: Evaluate Problems and Identify Possible Solutions

If the City Engineer determines that a street segment has traffic volume or a traffic speed exceeding the criteria outlined in **Step 1** and the education and enforcement efforts were not effective, then the project will be included in the NTCP. The City Engineer will identify various options which are the most feasible and appropriate traffic calming solutions to address the identified traffic problems.

A homeowner's association (HOA) or homeowner's group (applicant) must then submit a written request for traffic calming on a specific street segment or segments to the Engineering Department. The applicant must identify the perceived traffic problem and must include contact information for a representative of the association/group. Individual citizens are not eligible to initiate projects for the NTCP, unless a HOA does not exist.

Examples of traffic calming techniques are provided in **Section 5**. The City Engineer will then attend a publicized neighborhood meeting to present the results of the initial analyses and the identified solutions. Based on comments received at the meeting, the City Engineer will revise the solutions as appropriate. The project will then proceed to **Step 4**.

Step 4: Circulation of a Petition

The applicant begins Step 4 with submitting a written request to initiate traffic calming measures. Upon receipt of the written request from the applicant, the City Engineer will begin this process by defining the petition area. The petition area will typically include the following:

- Properties along the street that is being considered for traffic calming measures
- Properties along streets where access is substantially dependent upon the street that is proposed to be calmed
- Properties along any street that is expected to receive significant increases, as determined by the City Engineer, in traffic volumes or types as a result of the traffic calming installation

Engineering staff will prepare a petition packet that includes the petition form, a copy of the NTCP policy, a map of the study area, the names and addresses of the property owners within the petition area, and an explanation of the NTCP procedures. The petition packet will be given to the Applicant, who will be responsible for acquiring the signatures on the petition.

Prior to conducting any work on the street, the petition and the traffic calming request must be presented at a neighborhood meeting that is publicized by the City of Lakeland in a manner that is consistent with Lakeland's standard procedures. Engineering staff will attend the meeting to present the traffic calming request, identify the study area, and to explain the NTCP procedures.

After the meeting, the requester must obtain supporting signatures, or "yes" votes, that represent 51 percent of the households within the petition area. Missing signatures will be counted as "no" votes. The requester will have 90 days after the date of the neighborhood meeting to submit the petition results to the Engineering Department.

If the petition is successful, then the proposed project will proceed to **Step 5**. If the petition fails, or if the petition is not returned by the petition deadline, then the project is terminated, and the neighborhood will be ineligible to submit another request for traffic calming for a period of one year.

Step 5: Develop Construction Documents

Based on the feasible and appropriate solutions identified by the Engineering staff during **Step 3**, the Engineering staff will develop a complete set of construction documents for the proposed traffic calming measures.

Step 6: Prioritize the Project

Projects that reach **Step 5** will be prioritized by the Engineering staff based on a variety of factors such as the traffic speeds, traffic volumes, and implementation costs. Engineering staff will notify the applicant of the project's status at this time. This prioritization will be used by Engineering staff to develop construction schedules for projects.

Step 7: Install the Proposed Traffic Calming Measures

The Project will be implemented according to priority and the availability of funding. Projects that have the highest priority will be implemented first. If sufficient funding is not available for all traffic calming projects, the highest priority will be implemented first. A lower-priority project can be implemented ahead of schedule if the neighborhood association group elects to pay 100 percent of the implementation costs. Installation of the traffic calming measures will be performed by City crews or a contractor that is selected by the City.

Step 8: Monitor the Effectiveness of the Traffic Calming Measures

Approximately three months after the proposed traffic calming devices have been installed, the City Engineer will evaluate the project to determine if the traffic calming devices have sufficiently addressed the traffic problem. If the traffic problem has been resolved, then the project will be considered complete. If the traffic problem has not been resolved, then the City Engineer will consider other solutions that were identified during **Step 3**. If an alternate solution is selected by the City Engineer or the HOA, then the project will return to **Step 4** to be further discussed. If Engineering staff determines that there are no feasible alternatives, then the project will be terminated and will not be considered for

inclusion in the NTCP again unless changing conditions have resulted in a feasible alternative. If this is the case, it will be the responsibility of the neighborhood association group to submit another written request for traffic calming to the City Engineering Department and the entire NTCP process must be repeated.

3. Modification and Removal of a Traffic Calming Device

3.1. Process

If Engineering staff determines that a traffic calming device should be modified or removed due to public health/safety reasons, then Engineering staff, with assistance from Public Works, shall modify or remove the device. If the neighborhood association/group wishes to remove or significantly alter a traffic calming device, then the neighborhood must conduct the same petitioning process outlined in **Step 4**. If the petition supporting the removing/modification is successful, then the neighborhood must pay for the costs that are associated with the removal/modification. A traffic calming device will not be removed until all payment agreements have been finalized. If the removal/modification is initiated by the neighborhood association group, then the neighborhood will be ineligible to participate in the NTCP for a period of five years.

4. Project Screening and Evaluation

Each NTCP will be evaluated and prioritized based on the criteria identified below. The screening and evaluation outlined in this section will be performed as a part of **Step 6**. These criteria are intended to capture the key characteristics of a specific location and include the following:

1. Traffic Conditions

- Vehicular volume
- Vehicular Speed
- Crash History

2. Community Information

- Number/density of potential users
- Proximity to people/trip generators

In addition to the quantitative criteria listed above, each project will be evaluated based on the following qualitative criteria (if applicable):

- Any future planned traffic/safety related improvements in the area
- Any existing/planned on-street bicycle facilities
- Coordination with other agencies/municipalities/utilities

The table below summarizes the screening criteria and the maximum number of points that may be assigned to each category.

Category	Criteria	What is measured?	Maximum Points
Transportation	Vehicular Volume	Roadway ADT	20
	Vehicular Speed	85 th Percentile Speed	30
	Crash History	Crash History (5 years)	20
		Bicycle/Pedestrian Related	10
Transportation Subtotal:			80
Community	User Density	Dwelling Units per linear mile	10
	Location Proximity	Distance to generators such as schools, parks, public transportation, etc.	10
Community Subtotal:			20
Total:			100

4.1. Vehicular Volume

Criteria	Points
ADT > 2,000 vehicles/day	20
1,500 vehicles/day < ADT < 2,000 vehicles/day	15
500 vehicles/day < ADT < 1,500 vehicles/day	10
ADT < 500 vehicles/day	0

4.2. Vehicular Speed

Criteria	Points
85 th Percentile Speed 16+ mph over posted speed limit	30
85 th Percentile Speed 11-15 mph over posted speed limit	25
85 th Percentile Speed 6-10 mph over posted speed limit	15
85 th Percentile Speed 1-5 mph over posted speed limit	10
85 th Percentile Speed at or below posted speed limit	0

4.3. Crash History (Total over past 5 years)

4.3.1. Add 10 points if any of the crashes in the 5-year history involved a pedestrian or bicyclist

Criteria	Points
6 total vehicle-only crashes	20
4 total vehicle-only crashes	15
2 total vehicle-only crashes	5
0 or 1 total vehicle-only crashes	0
Any crash involving bicycle or pedestrian?	10

4.4. User Density

Criteria	Points
50+ dwelling units per linear mile	10
30-49 dwelling units per linear mile	7
10-29 dwelling units per linear mile	4
Less than 10 dwelling units per linear mile	0

4.5. Location Proximity

Criteria	Points
Directly adjacent to generator	10
0 – 0.5 miles from generator	6
0.51 – 1.0 miles from generator	2
1+ miles from generator	0

5. Traffic Calming Toolbox

This section provides an overview of the different kinds of available traffic calming treatments that may be implemented as a part of this process. The traffic calming treatments included in this section are separated into three categories: passive, vertical, and horizontal. The estimated cost of each traffic calming treatment has been categorized using the following tiers:

- LOW: Less than \$5,000
- MEDIUM: \$5,000 - \$10,000
- HIGH: \$10,000 - \$25,000
- VERY HIGH: \$25,000+

In addition, smaller and less expensive traffic calming alternatives to the horizontal and vertical treatments are provided that may be applied in lieu of or in conjunction with the horizontal/vertical treatments.

5.1. Passive Traffic Calming Measures

1) Education

A majority of traffic problems are the result of human behavior. Education efforts such as neighborhood meetings, instructional seminars, workshops, etc. can help implement and direct traffic calming applications.

COST:	Low
ADVANTAGES:	Flexibility related to scheduling and duration; ability to address wide range of concerns/issues; inexpensive
DISADVANTAGES:	Difficult to measure effectiveness; community participation; may not generate immediate results

2) Targeted Enforcement

Through partnership with the Shelby County Sheriff's Office, targeted speed limit enforcement can be implemented in certain areas in response to citizen requests. Targeted speed limit enforcement may be considered to evaluate the level of speed reduction possible with more permanent traffic calming measures, and can be used in conjunction with new physical traffic calming measures to increase awareness.

COST:	Low - High (depending on duration of enforcement)
ADVANTAGES:	Immediate impact; inexpensive (if used temporarily); does not slow emergency vehicles; no design needed
DISADVANTAGES:	Problems may return after enforcement ends; expensive to implement over longer periods of time; requires additional coordination with SCSO

5.2. Vertical Traffic Calming Measures

1) Speed Cushion

Speed cushions are narrower speed humps that are typically installed in the center of each travel lane. Speed cushions are typically six feet in width and between seven to ten feet in length. Emergency vehicles are able to straddle speed cushions due to wider wheel track as opposed to speed humps, which extend the full length of the roadway.

COST:	Low
ADVANTAGES:	Inexpensive; effective at reducing vehicle speed; less expensive than speed humps; does not impact emergency vehicle speed
DISADVANTAGES:	Larger passenger vehicles may be able to straddle speed cushions; impacts maintenance equipment; increases noise/air pollution; can cause vehicles to enter opposing lanes of traffic as a way to avoid speed cushion

2) Raised Crosswalk

Raised crosswalks are located at pedestrian crossings and should be elevated to a height that matches the adjacent sidewalk, such that the raised crosswalk is flush with the curb and/or top of sidewalk at each end. Raised crosswalks must be installed with the appropriate sidewalk transitions on both sides in order to be compliant with the Americans with Disabilities Act of 1990.

COST:	Medium - High
ADVANTAGES:	Increases safety for pedestrians; effective at reducing vehicle speed; ability to improve aesthetics with brick or textured materials
DISADVANTAGES:	More expensive than speed humps; impacts maintenance equipment; increases noise/air pollution; cannot be installed if no sidewalk currently exists at each end; may include additional design and construction to ensure ADA compliance; potential drainage impacts

3) Raised Intersection

Raised intersections create a safer lower vehicular speed intersection by raising the entire intersection to be flush with the top of sidewalk adjacent to the roadway. They are similar to other vertical traffic calming measures in reinforcing slow vehicular speeds and increasing visibility of pedestrians at the intersection.

COST:	High
ADVANTAGES:	Effective at reducing vehicle speeds, Increases safety for pedestrians
DISADVANTAGES:	Very costly, only effective at minor lower-volume intersections, potential drainage impacts from raising the entire intersection.

5.3. Horizontal Traffic Calming Measures

1) Traffic Circle

Traffic circles are raised islands placed in intersections, forcing traffic to circulate around the raised island. The traffic circle is typically circular in shape and can include landscaping within the raised island. The raised island in the center of the intersection typically measures between 16 – 24 feet in diameter. Traffic circles can be controlled by Yield signs on all approaches, Stop signs on all approaches, or a combination of free-flow conditions along the major street and Stop signs along the minor street. Traffic circles prevent motorists from speeding through intersections by impeding the through movement.

COST:	High
ADVANTAGES:	Effective at reducing vehicle speed; ability to improve aesthetics with landscaping; reduces severity/number of crashes
DISADVANTAGES:	Difficult to navigate for larger vehicles; may require additional right-of-way; increased cost/labor for maintenance of improvements; may result in increased traffic volumes on side streets; potential drainage impacts

2) Roundabout

Roundabouts are typically larger than traffic circles and require additional right-of-way. The central island diameter of a roundabout typically measures between 55 – 110 feet. Roundabouts may require raised splitter islands to channel approaching traffic to the right.

COST:	Very High
ADVANTAGES:	Enhanced safety compared to new traffic signal; less expensive to maintain/operate than traffic signal; ability to improve aesthetics with landscaping; minimal or no impact to emergency vehicle response times; reduces vehicle speed on higher-volume roadways
DISADVANTAGES:	May require additional right-of-way and major reconstruction of an existing intersection; increases travel distance for pedestrians; potential drainage impacts

3) Chicane

Chicanes are curb extensions that alternate from one side of the street to the other, creating an S-shaped travel pattern. Raised landscape islands or delineators are usually provided at both ends of a chicane in order to enhance the motorist's awareness of the need for a lateral shift. Along a section of roadway that contains a chicane, on-street parallel parking may be restricted along property frontages due to curb and gutter.

COST:	High
ADVANTAGES:	Reduces vehicle speed by forcing horizontal deflection; easy to navigate for emergency vehicles; ability to improve aesthetics with landscaping
DISADVANTAGES:	Requires additional design considerations to prevent motorists from deviating out of appropriate lane; potential drainage impacts; requires curb realignment; increased cost/labor for maintenance

4) Intersection Bulbout

Intersection bulbouts may also be referred to as intersection narrowing or curb extensions. These curb extensions reduce the width of the roadway at intersections, reducing speeds when motorists experience the physical perception of a narrow roadway. The curb extensions may consist of concrete curb, bollards, or any other obstruction deemed appropriate. Intersection treatments reduce vehicle travel speeds by tightening the curb radii. Bulbouts improve pedestrian safety by providing a refuge for pedestrians and reducing the required crossing distance. Intersection treatments can be retrofitted into an existing intersection without modifying the existing drainage, or they can be designed to provide additional sidewalk width for increased pedestrian use or street furniture. As a result, pedestrian comfort and safety at the intersection are increased.

COST:	Medium – High
ADVANTAGES:	Increases pedestrian safety; easy to navigate for large vehicles and emergency vehicles; prevents parking near intersections; ability to improve aesthetics with landscaping
DISADVANTAGES:	Intersection treatments increase the difficulty for right-turn movements for emergency vehicles; may conflict with on-street bike lanes; minor reduction in on-street parking; increased cost/labor for maintenance

5) Center Island Median

Center island medians are raised islands located along the centerline of a street that narrow the travel lanes at that location in each direction. The presence of a median, resulting in a smaller roadway width, reduces speeds when motorists experience the physical perception of a narrow roadway. The medians are often landscaped to provide visual amenity; they can also contain curb extensions that consist of concrete curbing, a line of bollards, or any other obstruction deemed appropriate. The median island can act as a “gateway” when placed at the entrance to a neighborhood. A median island of adequate width can also be referred to as a “pedestrian refuge” if located at a crosswalk and the median is accommodating for pedestrians.

COST:	Medium – High
ADVANTAGES:	Ability to improve aesthetics with landscaping; eliminates possibility of vehicles using median to make illegal passing maneuvers; reduces vehicle speed
DISADVANTAGES:	May impact driveway access to adjacent properties; increased cost/labor for maintenance of landscaping; limited effectiveness due to absence of vertical deflection

6) Striping

Roadway striping serves to delineate function within different areas of the street. Striping is a simple solution that can be used to delineate narrower travel lanes, clearly mark pedestrian crossings, and create buffer areas between parking, bike lanes, and various other elements to raise driver awareness and reduce vehicle speeds.

COST:	Low
ADVANTAGES:	Inexpensive; effective at reducing vehicle speed and organizing the roadway based on function; easy to install
DISADVANTAGES:	Some maintenance responsibilities over time; does not physically deter drivers from speeding

Neighborhood Traffic Calming Policy

April 2024



TABLE OF CONTENTS

01 - Overview.....	04
02 - Traffic Calming Review and Process.....	06
03 - Project Screening & Evaluation.....	08
04 - Modifications & Special Requirements.....	09
05 - Traffic Calming Toolbox.....	10

WHAT IS TRAFFIC CALMING?

Traffic calming is defined by the Institute of Traffic Engineers (ITE) as the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. The objective of traffic calming is to increase the safety for all street users by reducing the speed and volume of vehicular traffic to acceptable levels.

This policy applies to local, residential streets. Collector and arterial streets and streets that are located within commercial zoning districts will not be considered for traffic calming. Projects that are being considered for the Neighborhood Traffic Calming Policy (NTCP) must follow the procedure that is outlined in this document and the adopted NTCP report.

What are the Neighborhood Traffic Calming Policy Goals?



Provide a framework to **ADDRESS RESIDENTIAL SAFETY AND LIVABILITY CONCERNS** through the collaboration of neighborhoods and City of Lakeland Staff.



SUPPORT GROWTH in a way that can protect neighborhoods from the negative impacts of traffic by implementing innovative and effective transportation solutions.



STEP 1: MAKE A REQUEST

Request a review from City Staff

Review will be based on the following criteria:

1. Average Daily Traffic (ADT)
2. 85th Percentile Speed
3. Posted Speed Limit
4. Roadway Classification, Grade, & Sight Distance



STEP 2: EDUCATION & ENFORCEMENT

All projects will begin with education and enforcement efforts to address the identified problem. This will involve the coordinated efforts of the City of Lakeland, the Shelby County Sheriff's Office, and the *active participation* of the neighborhood association group.

If City Staff determines that the education and enforcement efforts have addressed the identified problem, then the project will be considered complete. Staff will continue to monitor the project for a period of one year. If the identified problem returns during this time, then the Applicant will be notified, and the project will proceed.



STEP 3: PROPOSE A SOLUTION

Request traffic calming improvements on a specific street segment or segments to the Engineering Department and provide a description of the perceived traffic problem and contact information for association/group representative leading the application.

City Staff will attend a publicized neighborhood meeting to present potential solutions to address the identified traffic problems. Based on comments received at this meeting, the City Staff will revise the solutions as appropriate.

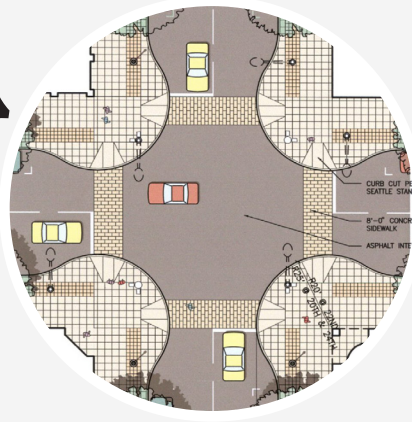


STEP 4: CIRCULATE A PETITION

City Staff will define the petition area based on project location and impact.

Petition packet will be provided to the Applicant by City Staff for circulation – 51% or greater support is required of all households within petition area.

Applicant will have 90 days after the date of the neighborhood meeting to submit the petition results to City Staff.



STEP 5 & 6: CONSTRUCTION DOCS & PRIORITIZATION

STEP 5: If approved, City Engineering Staff will develop a set of construction documents for the project.

STEP 6: Staff will prioritize traffic calming projects based on a variety of factors such as traffic speed, volume, and implementation costs.

Projects with highest priority will be implemented first according to availability of funding.

A lower-priority project may be implemented ahead of schedule if the neighborhood association group elects to pay 100% of implementation costs.



STEP 7 & 8: INSTALLATION & EVALUATION

STEP 7: The approved project will be implemented based on its priority ranking and the availability of funding.

STEP 8: Post construction, the City Engineer will evaluate the project approximately three months after traffic calming devices have been installed to determine if the traffic problem has been sufficiently addressed.

Other solutions may be considered by the City Engineer if the problem has not been resolved.

HOW ARE NEIGHBORHOOD TRAFFIC CALMING PROJECTS PRIORITIZED?

Each NTCP project will be evaluated and prioritized based on the criteria identified below and scored by Staff based on a total of 100 points. The screening and evaluation will be performed as a part of **Step 6** in the approval process. These criteria are intended to capture the key characteristics of a specific location and include the following:

Evaluation Criteria:

Existing Traffic Conditions:

- Vehicular Volume
- Vehicular Speed
- Crash History

Community Information:

- Number/Density of potential users
- Proximity to people/trip generators

Additional Qualitative Criteria:

- Any future planned traffic/safety related improvements in the area.
- Any existing/planned on-street bicycle facilities
- Coordination with other agencies/municipalities/utilities

Screening Criteria and Maximum Points:

CATEGORY	CRITERIA	WHAT IS MEASURED?	MAXIMUM POINTS
TRANSPORTATION	VEHICULAR VOLUME	ROADWAY ADT	20
	VEHICULAR SPEED	85TH PERCENTILE SPEED	30
	CRASH HISTORY	CRASH HISTORY (5 YEARS)	30
TRANSPORTATION SUBTOTAL:			80
LOCATION PROXIMITY	USER DENSITY	DWELLING UNITS PER LINEAR MILE	10
	LOCATION PROXIMITY	DISTANCE TO GENERATORS SUCH AS SCHOOLS, PARKS, PUBLIC TRANSPORTATION, ETC.	10
COMMUNITY SUBTOTAL:			20
TOTAL:			100

MODIFICATION AND REMOVAL OF AN APPROVED NTCP PROJECT

If Engineering staff determines that a traffic calming device should be modified or removed due to public health/safety reasons, then Engineering staff, with assistance from Public Works, shall modify or remove the device.

If the neighborhood association/group wishes to remove or significantly alter a traffic calming device, then the neighborhood must conduct the same petitioning process outlined in Step 4. If the petition supporting the removal/modification is successful, then the neighborhood must pay for the costs that are associated with the removal/modification. A traffic calming device will not be removed until all payment agreements have been finalized. If the removal/modification is initiated by the neighborhood association group, then the neighborhood will be ineligible to participate in the NTCP for a period of five years.

Passive Traffic Calming Measures:

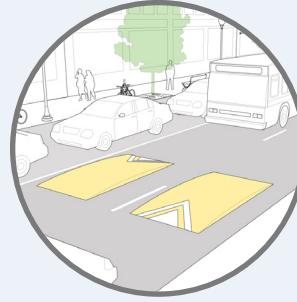


EDUCATION



TARGETED
ENFORCEMENT

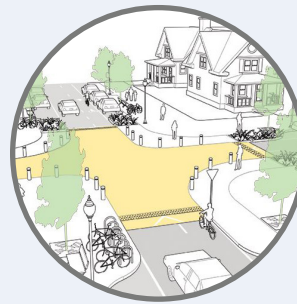
Vertical Traffic Calming Measures:



SPEED CUSHION

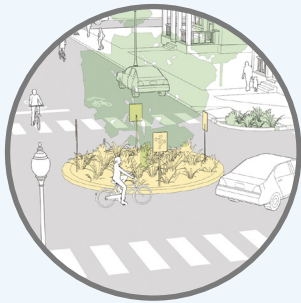


RAISED CROSSWALK



RAISED INTERSECTION

Horizontal Traffic Calming Measures:



TRAFFIC CIRCLE



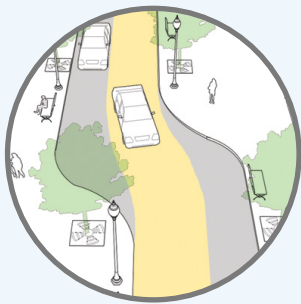
INTERSECTION BULB-OUT



ROUNDBOUT



CENTER ISLAND MEDIAN



CHICANE



STRIPING

Education

A majority of traffic problems are the result of human behavior. Education efforts such as neighborhood meetings, instructional seminars, workshops, etc. can help implement and direct traffic calming applications.



Traffic Calming Metrics:

\$ \$ \$ \$ Cost = Low (less than \$5,000)



Pros:

- Flexibility related to scheduling and duration; ability to address wide range of concerns/issues; inexpensive.



Cons:

- Difficult to measure effectiveness; community participation; may not generate immediate results.

Targeted Enforcement

Through partnership with the Shelby County Sheriff's Office, targeted speed limit enforcement can be implemented in certain areas in response to citizen requests. Targeted speed limit enforcement may be considered to evaluate the level of speed reduction possible with more permanent traffic calming measures, and can be used in conjunction with new physical traffic calming measures to increase awareness.



Traffic Calming Metrics:



Cost = Medium (Depending on duration of time utilized)



Pros:

- Immediate impact; inexpensive (if used temporarily); does not slow emergency vehicles; no design needed.



Cons:

- Problems may return after enforcement ends; expensive to implement over longer periods of time; requires additional coordination with SCSO.

Speed Cushions

Speed cushions are narrower speed humps that are typically installed in the center of each travel lane. Speed cushions are typically six feet in width and between seven to ten feet in length. Emergency vehicles are able to straddle speed cushions due to wider wheel track as opposed to speed humps, which extend the full length of the roadway.



Traffic Calming Metrics:



Cost = Low (less than \$5,000)



Pros:

- Inexpensive; effective at reducing vehicle speed; less expensive than speed humps; does not impact emergency vehicle speed.



Cons:

- Larger passenger vehicles can straddle speed cushions; vehicles may leave lane to avoid cushions.

Raised Crosswalk

Raised crosswalks are located at pedestrian crossings and should be elevated to a height that matches the adjacent sidewalk, such that the raised crosswalk is flush with the curb and/or top of sidewalk at each end.



Traffic Calming Metrics:



Cost = High (\$10,000 - \$25,000)



Pros:

- Increases safety for pedestrians; reduces vehicle speed; ability to improve aesthetics with textured materials



Cons:

- Requires sidewalk on both sides of installation; potential drainage impacts, may need additional design to meet ADA requirements.

Raised Intersection

Raised intersections create a safer, lower vehicular speed intersection by raising the entire intersection to be flush with the top of sidewalk adjacent to the roadway. They are similar to other vertical traffic calming measures in reinforcing slow vehicular speeds and increasing visibility of pedestrians at the intersection.



Traffic Calming Metrics:

\$\$\$ Cost = Very High (\$25,000+)



Pros:

- Effective at reducing vehicle speeds; improves safety and comfort of pedestrians



Cons:

- Very costly; only effective at minor lower-volume intersections; potential drainage impacts from raising the entire intersection

Traffic Circle

Traffic circles are raised islands placed in intersections, forcing traffic to circulate around the raised island and typically measure between 16 – 24 feet in diameter. Traffic circles can be controlled by Yield signs on all approaches, Stop signs on all approaches, or a combination of free-flow conditions depending on street classifications. Traffic circles prevent motorists from speeding by impeding through movement.



Traffic Calming Metrics:



Cost = High (\$10,000 - \$25,000)



Pros:

- Effective at reducing vehicle speed; ability to improve aesthetics with landscaping; reduces severity/ number of crashes



Cons:

- Difficult to navigate for larger vehicles; may require additional right-of-way; potential drainage impacts

Roundabout

Roundabouts are typically larger than traffic circles and require additional right-of-way. The central island diameter of a roundabout typically measures between 55 – 110 feet. Roundabouts may require raised splitter islands to channel approaching traffic to the right.



Traffic Calming Metrics:

\$\$\$ Cost = Very High (\$25,000+)



Pros:

- Less expensive to operate than traffic signal; can improve aesthetics; minimal impact to emergency vehicle response times; reduces vehicle speeds.



Cons:

- May require additional right-of-way and major intersection reconstruction; increases pedestrian travel distance; potential drainage impacts

Chicanes

Chicanes are curb extensions that alternate from one side of the street to the other, creating an S-shaped travel pattern. Raised landscape islands or delineators are usually provided at both ends of a chicane in order to enhance the motorist's awareness of the need for a lateral shift.



Traffic Calming Metrics:

\$\$\$ \$

Cost = Very High (\$25,000+)



Pros:

- Reduces vehicle speed by forcing horizontal deflection; easy to navigate for emergency vehicles; ability to improve aesthetics with landscaping.



Cons:

- potential drainage impacts; requires curb realignment; increased cost/labor for maintenance of landscaping.

Intersection Bulb-out

Intersection bulb-outs, also known as curb extensions, reduce the width of the roadway at intersections and reduce speeds when motorists experience the physical perception of a narrow roadway. Bulb-outs improve pedestrian safety by providing a refuge for pedestrians and reducing the required crossing distance. As a result, pedestrian comfort and safety at the intersection are increased.



Traffic Calming Metrics:

\$\$\$ Cost = High (\$10,000 - \$25,000)



Pros:

- Increases pedestrian safety; easy to navigate for large vehicles and emergency vehicles; prevents parking near intersections; ability to improve aesthetics with landscaping.



Cons:

- Harder turns for emergency vehicles; may conflict with on-street bike lanes; minor reduction in on-street parking; increased cost/labor for maintenance of landscape.

Center Island Median

Center island medians are raised islands located along the centerline of a street that narrow the travel lanes at that location in each direction. The presence of a median, resulting in a smaller roadway width, reduces speeds when motorists experience the physical perception of a narrow roadway. A median island of adequate width can also be referred to as a “pedestrian refuge” if located at a crosswalk.



Traffic Calming Metrics:

\$ \$ \$ \$

Cost = High (\$10,000 - \$25,000)



Pros:

- Ability to improve aesthetics with landscaping; eliminates possibility of vehicles using median to make illegal passing maneuvers; reduces vehicle speed.



Cons:

- May impact driveway access to adjacent properties; increased cost/labor for maintenance of landscaping.

Striping

Roadway striping serves to delineate function within different areas of the street. Striping is a simple solution that can be used to delineate narrower travel lanes, clearly mark pedestrian crossings, and create buffer areas between parking, bike lanes, and various other elements to raise driver awareness and reduce vehicle speeds.



Traffic Calming Metrics:



Cost = Low (less than \$5,000)



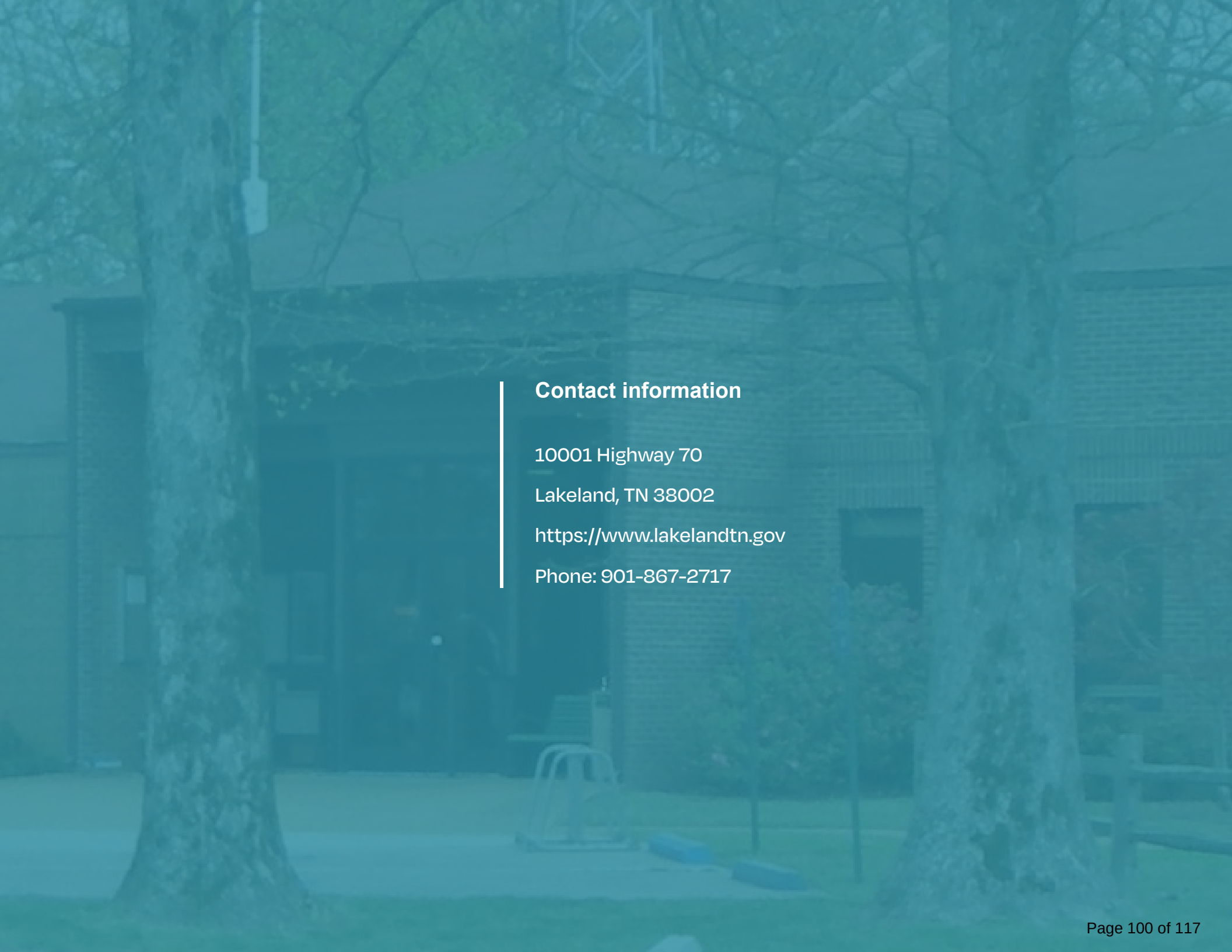
Pros:

- Inexpensive; effective at reducing vehicle speed and organizing the roadway based on function; low cost



Cons:

- Some maintenance responsibilities over time.
- Does not physically deter drivers from speeding



Contact information

10001 Highway 70

Lakeland, TN 38002

<https://www.lakelandtn.gov>

Phone: 901-867-2717

RESOLUTION 2009/08-53
A RESOLUTION ADOPTING TRAFFIC CALMING POLICY
FOR THE CITY OF LAKELAND

FILE COPY

WHEREAS, the City of Lakeland desires to implement a traffic calming policy for local streets.

NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE CITY OF LAKELAND TENNESSEE THE FOLLOWING NEIGHBORHOOD TRAFFIC CALMING PROGRAM IS ADOPTED:

SECTION 1. NEIGHBORHOOD TRAFFIC CALMING POLICY (NTCP) FOR THE CITY OF LAKELAND, TENNESSEE

APPLICATION

This policy applies to local, residential streets. Collector and arterial streets and streets that are located in commercial zoning districts will not be considered for traffic calming.

PROCESS

Projects that are being considered for the NTCP must follow the procedure that is outlined below.

Step 1: Request for Traffic Calming Measures

Any resident of Lakeland may contact the City Engineer's Office concerning traffic concerns such as speeding or accidents on the street in front of his/her house or in his/her neighborhood. Prior to implementing any traffic control measures, the City Engineer will conduct a cursory review of the issues brought to their attention. This may include reviewing speed studies or collection of accident data and traffic volumes. Other traffic issues will be examined as the need arises. This evaluation will typically include a site visit. If the desire is to move toward installation of traffic calming measures as requested by the resident, the following criteria must generally be met:

- The Average Daily Traffic (ADT) volume is greater than or equal to 500 vehicles per day or 50 vehicles during a single hour.
- The 85th percentile speed is at least 7 mph faster than the posted speed limit.
- The posted speed limit is 30 mph or less. The legal speed limit for Lakeland on local streets is 25 mph.
- The street is a through street.
- The maximum grade on the section of roadway that is being considered for traffic calming measures does not exceed eight percent.
- The combination of horizontal and vertical curves along the roadway is not such that would result in inadequate stopping sight distance for motorist as they encounter the traffic calming devices.
- A petition of support for traffic calming measures is signed by a majority of residents in a neighborhood where the traffic control measure is being considered.

If the Engineering staff determines that the street segment does not exceed the values listed above in either traffic volume or speed, then the project will be terminated. All documentation of the traffic study including the City Engineer's recommendation, traffic volume data, traffic speed and accident data (if collected) will be handed over to the applicant upon completion of the studies.

RESOLUTION 2009/08-53
A RESOLUTION ADOPTING TRAFFIC CALMING POLICY
FOR THE CITY OF LAKE LAND

FILE COPY

The project will be ineligible for the NTCP for a period of two years unless the City Engineer determines that changing conditions have resulted in a traffic volume or speeding problem. If the City Engineer determines that a street segment has a traffic volume or a traffic speeding problem, but the above criteria are not met, then the City Engineer will work with the Shelby County Sheriff's Office and neighborhood association to address the problem with education and enforcement efforts.

Step 2: Evaluate Problems and Identify Possible Solutions.

If the City Engineer determines that a street segment has traffic volume or a traffic speed exceeding the criteria outlined in Step 1, then the project will be included in the NTCP. The City Engineer will identify various options which are the most feasible and appropriate traffic calming solutions to address the identified traffic problems.

A homeowner's association (HOA) or homeowner's group (applicant) must then submit a written request for traffic calming on a specific street segment or segments to the Engineering Department. The applicant must identify the perceived traffic problem and must include contact information for a representative of the association/group. Individual citizens are not eligible to initiate projects for the NTCP, unless a HOA does not exist.

Examples of traffic calming techniques are provided in Appendix A. The City Engineer will then attend a publicized neighborhood meeting to present the results of the initial analyses and the identified solutions. Based on comments received at the meeting, the City Engineer will revise the solutions as appropriate. The project will then proceed to Step 3.

Step 3: Conduct Education and Enforcement Efforts

All projects in the NTCP will begin with education and enforcement efforts, which will involve the coordinated efforts of the City of Lakeland, The Shelby County Sheriff's Office, and the neighborhood association group. The neighborhood association group must actively participate in the process in order for the project to continue in the NTCP. Education and enforcement efforts will be applied for a period of not less than three months and not more than six months. If the City Engineer determines that these efforts have not sufficiently addressed the identified problem, then the project will proceed to Step 4.

If the City Engineer determines that the education and enforcement efforts have addressed the identified problem, then the project will be considered complete. Engineering staff will continue to monitor the project for a period of one year. If the identified problem returns during this time, then the Applicant will be notified, and the project will proceed to Step 4. If the identified problem does not develop during this one year period, then the project will be considered complete. If the identified problem returns after this one year period, or if a new traffic volume or traffic speeding problem develops after this one year period, the homeowner's association group must return to Step 1 in order to be considered for the NTCP again.

Step 4: Circulation of a Petition

Should education and enforcement efforts not be successful, the applicant may proceed with the request to initiate other traffic calming measures such as structural roadway measures. Upon receipt of the written request from the applicant, the City Engineer will begin this process by defining the petition area. The petition area will typically include the following:

RESOLUTION 2009/08-53
A RESOLUTION ADOPTING TRAFFIC CALMING POLICY
FOR THE CITY OF LAKE LAND

FILE COPY

- Properties along the street that is being considered for traffic calming measures
- Properties along streets where access is substantially dependent upon the street that is proposed to be calmed.
- Properties along any street that is expected to receive significant increases, as determined by the City Engineer, in traffic volumes or types as a result of the traffic calming installation.

Engineering staff will prepare a petition packet that includes the petition form, a copy of the NTCP policy, a map of the study area, the names and addresses of the property owners within the petition area, and an explanation of the NTCP procedures. The petition packet will be given to the Applicant, who will be responsible for acquiring the signatures on the petition.

Prior to conducting any work on the street, the petition and the traffic calming request must be presented at a neighborhood meeting that is publicized by the City of Lakeland in a manner that is consistent with Lakeland's standard procedures. Engineering staff will attend the meeting to present the traffic calming request, identify the study area, and to explain the NTCP procedures.

After the meeting, the requester must obtain supporting signatures, or "yes" votes, that represent 51 percent of the households within the petition area. Missing signatures will be counted as "no" votes. The requester will have 90 days after the date of the neighborhood meeting to submit the petition results to the Engineering Department.

If the petition is successful, then the proposed project will proceed to Step 5. If the petition fails, or if the petition is not returned by the petition deadline, then the project is terminated, and the neighborhood will be ineligible to submit another request for traffic calming for a period of one year.

Step 5: Develop Construction Documents

Based on the feasible and appropriate solutions identified by the Engineering staff during Step 2, the Engineering staff will develop a complete set of construction documents for the proposed traffic calming measures.

Step 6: Prioritize the Project

Projects that reach Step 5 will be prioritized by the Engineering staff based on a variety of factors such as traffic speeds, traffic volumes, and implementation costs. Engineering staff will notify the applicant of the project's status at this time. This prioritization will be used by Engineering staff to develop construction schedules for projects.

Step 7: Install the Proposed Traffic Calming Measures

The Project will be implemented according to priority and the availability of funding. Projects that have the highest priority will be implemented first. If sufficient funding is not available for all NTCP, the highest priority will be implemented first. A lower-priority project can be implemented ahead of schedule if the neighborhood association group elects to pay 100 percent of the implementation costs and as long as doing so does not affect the construction schedules of higher priority projects. Installation of the traffic calming measures will be performed by City crews or by a contractor that is selected by the City.

RESOLUTION 2009/08-53
A RESOLUTION ADOPTING TRAFFIC CALMING POLICY
FOR THE CITY OF LAKE LAND

FILE COPY

Step 8: Monitor the Effectiveness of the Traffic Calming Measures

Approximately three months after the proposed traffic calming devices have been installed, the City Engineer will evaluate the project to determine if the traffic calming devices have sufficiently addressed the traffic problem identified during Step 2. If the traffic problem has been resolved, then the project will be considered complete. If the traffic problem has not been resolved, then the City Engineer will consider other solutions that were identified during Step 2. If an alternate solution is selected by the City Engineer or the HOA, then the project will return to Step 4 to be further discussed. If Engineering staff determines that there are no feasible alternatives, then the project will be terminated and will not be considered for inclusion in the NTCF again unless changing conditions have resulted in a feasible alternative. If this is the case, it will be the responsibility of the neighborhood association group to submit another written request for traffic calming to the City Engineering Department and the entire NTCF process must be repeated.

MODIFICATION OR REMOVAL OF A TRAFFIC CALMING DEVICE

Process

If Engineering staff determines that a traffic calming device should be modified or removed due to public health/safety reasons, then Engineering staff, with assistance from Public Works, shall modify or remove the device. If the neighborhood association/group wishes to remove or significantly alter a traffic calming device, then the neighborhood must conduct the same petitioning process outlined in Step 4. If the petition supporting the removing/modification is successful, then the neighborhood must pay for the costs that are associated with the removal/modification. A traffic calming device will not be removed until all payment agreements have been finalized. If the removal/modification is initiated by the neighborhood association group, then the neighborhood is initiated by the neighborhood association group, then the neighborhood will be ineligible to participate in the NTCF for a period of five years.

SPECIAL REQUIREMENTS FOR INSTALLATION OF SPEED HUMPS

Speed Hump Criteria

Local Streets considered for speed humps should be no wider than 35 feet in pavement width with a speed limit of 30 mph or less. Any street without a posted speed limit sign has a posted speed limit of 25 mph. Street must be approved by the fire department prior to the installation of speed humps.

Project Approval Criteria

Speed hump projects will be evaluated on the basis of existing speeds and volumes. Once a speed hump request has been evaluated and determined to meet the City's criteria, the request will be ranked according to the date a verification statement endorsing the speed humps is received from the neighborhood association, organization, or individual. For a street to be considered for speed humps, the conditions spelled out above must be met.

EXHIBIT A **TRAFFIC CALMING TECHNIQUES-BENEFITS, DISADVANTAGES, AND COST**

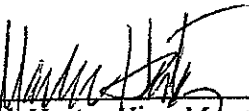
Type	Potential Benefits			Potential Disadvantages			*Cost/Block
	Speed Reduction	Traffic Volume Reduction	Noise and Pollution	Residential Access Limitations	Emergency Vehicle Response Time	Maintenance	
Enforcement/Education	☒	☐	☒	☐	☐	☐	\$50 to \$500
STOP Signs	☐	☐	☒	☐	☒	☐	\$50 to \$500
Lower Posted Speed Limit	☒	☐	☐	☐	☐	☐	\$50 to \$500
Striping	☒	☐	☐	☐	☐	☐	\$200 to \$750
Speed Table	☒	☒	☐	☐	☒	☒	\$200 to \$750
Curb Extension	☒	☐	☐	☒	☐	☒	\$750 to \$5000
Raised Median	☒	☐	☐	☒	☒	☒	\$750 to \$5000
Road Diet	☒	☐	☒	☐	☐	☐	\$5000 to \$20,000
Traffic Circle	☒	☒	☒	☐	☒	☒	\$5000 to \$20,000
☒ Substantial Benefit/Disadvantage ☐ Minor Benefit/Disadvantage ☐ No Benefit/Disadvantage *Cost/Block is the estimated cost per residential block length commonly measured at 300 feet.							

FILE COPY

RESOLUTION 2009/08-53
A RESOLUTION ADOPTING TRAFFIC CALMING POLICY
FOR THE CITY OF LAKELAND

FILE COPY

PASSED AND ADOPTED by the Board of Commissioners of Lakeland, Tennessee on this 06th day of August, 2009, public welfare requiring.



Mark Hartz, *Vice-Mayor*

ATTEST:



Sondra D. Thomas, CMC
City Recorder



Residential Street and Infrastructure Conversion Policy

Any application by residential property owners requesting re-designation of a private street to a public street or public street to private street shall be subject to review and approval by the Planning Commission and the Board of Commissioners as described in this policy and any other considerations as may be deemed appropriate with respect to the application.

I. GENERAL PROVISIONS

A. What is Covered

Within this policy document the terms street and infrastructure refer to public or private residential streets, sanitary sewer lines, stormwater drain lines, and related apparatus as to all the same, that are within public rights-of-way or easements. Sewer lines serving individual lots, parking spaces, and parking lots are not addressed.

B. Planning Commission Authorization

The Planning Commission has authority to approve the conversion of private streets and the installation of gates, barricades or other barriers that limit the free movement of traffic. All private streets shall meet or exceed the City standards as outlined in the City of Lakeland's Land Development Regulations. The referenced City standards are deemed necessary to protect the health, safety, and general welfare of the residents of the City and to assure that private streets are designed, built, and maintained to acceptable standards. All subdivisions with private streets shall be developed and maintained in compliance with these City standards.

C. Board of Commissioners Final Approval

The Board of Commissioners has authority for final approval of any proposal to convert streets and infrastructure from either public to private, or private to public, ownership.

D. City Maintenance of Private Streets

The City shall have no obligation to maintain any private street or related improvements; however, if the City has infrastructure under a private street and maintenance work is required on said infrastructure, the City shall repair any section of the private street that the City disturbs to repair its infrastructure in a workmanlike manner, to meet the standard of workmanlike quality then prevailing at the time and place of construction. The City shall warrant its work for one calendar year.

E. Disaster Response

The City reserves the right to limit its disaster response within a private street subdivision, such as collection of brush and debris, street clearing and similar measures, based on the availability of state or federal disaster relief funding and the availability of City work forces.

F. Indemnification

By submitting an application, the applicant agrees to indemnify and hold the City harmless for and from any and all claims, demands, suits, damages, liabilities, judgment costs or expenses, including but not limited to attorneys' fees and costs, actually or allegedly, directly or indirectly, arising out of or related to the re-designation of a private street to a public street or public street to private street.

II. POLICIES AND PROCEDURES FOR PRIVATE TO PUBLIC CONVERSION

A. Preliminary Approval of the Planning Commission

- i. If an applicant seeks to convert a private street, and related infrastructure, to a public street and public ownership, the applicant shall file an application with the Planning Department seeking the preliminary approval of the Planning Commission. Such an application shall not be required to contain all the detail that would be required with respect to the final application to the Planning Commission as set out hereinafter but same shall contain at least the following, plus such other information as the Planning Director shall require:
 - a. A plat or plan of the subdivision or planned unit development; and
 - b. A map showing adjacent properties which would, or might be, affected if the application were approved.
- ii. An analysis of the expected cost of conversion and the expense that the City would incur over the next ten (10) years in maintaining the private street(s) and related improvements if same were converted to public property (e.g., sanitary sewer lines, drainage lines, paving, curb and gutter, sidewalks, streetlights, and similar infrastructure) shall be submitted by the applicant for review by the City.
- iii. The Planning Commission shall consider said application. If it gives its preliminary approval, the applicant may request final approval from the Planning Commission in compliance with the process set forth herein. If the Planning Commission denies preliminary approval, the applicant may appeal that action to the Board of Commissioners by submitting to the Planning Director a letter stating the appeal and giving the reasons/justification for it. The applicant has 30 calendar days from the date of the Planning Commission denial to make the appeal. Otherwise, no further action shall be taken by the Planning Commission with respect to an application to convert such private street(s) to public streets. Notwithstanding the grant of preliminary approval by the Planning Commission, nothing hereinabove shall be construed to diminish in any way the authority of the Board of Commissioners to grant or withhold preliminary or final approval to accept a

private street for perpetual maintenance by the City. No reapplication for the same request shall be accepted within one year of the Planning Commission's and/or the Board of Commission final decision.

B. General Requirements

A private street may be converted to a public street if all provisions of this policy are met. The following infrastructure may also be converted to public use and ownership with the conversion of the private street: street pavement and subsurface, curbs and gutters and stormwater, sanitary sewer, and all related apparatus. Sidewalks shall be open for public use in either the public right-of-way or within a pedestrian easement, but all maintenance of sidewalks shall remain the responsibility of the abutting property owner or the homeowners' association. Parking spaces, parking lots, and alleys are not eligible for designation as public right-of-way.

C. Planning Commission Final Approval Process

If preliminary approval is granted by the Planning Commission, the applicant making the request for conversion shall provide the following information:

i. Homeowner's Association Application:

Following preliminary approval, and before a private street conversion application is placed on the Planning Commission agenda, the following shall be submitted to the Planning Department in accordance with the standard filing deadlines:

- a. A formal request to convert the private street or streets from private to public by the Board of Directors of the homeowner's association that owns the street or streets.
- b. A petition indicating the approval from the required percentage of members of the homeowner's association, pursuant to the governance documents of the homeowner's association, to convert the street or streets from private to public.
- c. A copy of the current homeowner's association bylaws or master deed where the required percentage to amend the plat or plan or otherwise authorize the conversion is enumerated.
- d. A diagnostic review of all infrastructure associated with the private street or streets (see subparagraph ii below).
- e. An implementation plan by which the homeowner's association will address any infrastructure improvements (see subparagraph iii below).
- f. A list, in a format acceptable to the Planning Department, of the names and addresses of all property owners within 300 feet of a street that is proposed to be converted.

ii. Diagnostic Review:

The diagnostic review submitted to the Planning Department with the homeowner's association's application shall be accompanied by all maintenance records

regarding all infrastructure associated with the private street or streets. The diagnostic review shall be performed by a professional engineer licensed in the State of Tennessee. The homeowner's association shall bear the sole financial responsibility for its preparation. The City engineer may require the homeowner's association to submit core samples of the street subsurface and surface if he/she finds the age of the subdivision or other considerations warrants such a submittal. The diagnostic review shall analyze and graphically locate all infrastructure associated with the private street, included but not limited to the following:

- a. Sanitary sewer, including a video inspection.
- b. Stormwater, with the exception of detention and retention ponds.
- c. Street subsurface.
- d. Curb and gutter.
- e. Curb and gutter subsurface.
- f. Location and condition of sidewalks.
- g. Type of streetlights (pole and light fixture) and information on the amount of illumination provided.
- h. Other items which the City considers necessary.

iii. Implementation Plan:

If the diagnostic review demonstrates that either due to initial installation, lack of proper maintenance or other cause, any of the infrastructure to be converted to public ownership does not meet City standards, an implementation plan shall be submitted that indicates the cost and timeline with which such substandard infrastructure will be upgraded to City standards by the homeowner's association. If the implementation plan does not address any of the following items of infrastructure that do not meet City standards, the request to convert the private street or streets shall not be placed on the Planning Commission agenda:

- a. Street pavement and subsurface.
- b. Curbs and gutters.
- c. Stormwater infrastructure, with the exception of detention and retention ponds.
- d. All sanitary sewer infrastructure, with the exception of private service connections.
- e. Sidewalk repairs.
- f. Streetlight repair and improvement.

iv. Planning Commission Review:

Once the Planning Department has reviewed the diagnostic review and found the implementation plan to be satisfactory, the request to convert the private street or streets to public use and ownership may be placed on the next available Planning Commission agenda. The Planning Commission may deny a request if it finds the implementation plan impracticable or not in the best interests of the City in terms of health, safety, or welfare. The Planning Commission may deny a request that it finds would involve the City taking

ownership of the infrastructure listed in subparagraph iii (Implementation Plan) above that does not meet City standards. However, it has the discretion to approve a request for a private street conversion in the following situations:

- a. Curb and gutter type that does not meet City standards, provided sufficient base exists.
- b. Street width that does not meet City standards, provided adequate emergency access exists.
- c. Intersection radii that do not meet City standards, provided adequate emergency access exists.
- d. The absence of sidewalks on both sides of the street.
- e. Streetlight type, if the streetlights do not meet City standards for the level of illumination, and type of light fixture and/or pole, they shall remain under the ownership and maintenance of the adjacent property owners or the homeowner's association.
- f. Storm drainage that does not meet current standards but is adequate for the demands placed on it.
- g. Sewer systems that do not meet current City standards but were built to standards in effect at the time of construction and are adequate to meet the demands placed upon them, unless there is a safety issue (for example, the existence of asbestos pipe).

If the Planning Commission denies final approval, the applicant may appeal that action to the Board of Commissioners by submitting to the Planning Director a letter stating the appeal and giving the reasons/justification for it. The applicant has 30 calendar days from the date of the Planning Commission denial to make the appeal.

D. Revised Plat or Plan

If conversion is given final approval, the revised subdivision plat or planned development plan shall include notes that the plat or plan is being re-recorded to convert the private street or streets to public right-of-way. Additional notes shall address the conversion of all sanitary sewer lines. Only stormwater infrastructure that is in and under the street shall be converted to public ownership; all detention and retention ponds shall remain in common areas owned by the homeowner's association. If streetlights are to remain private, a note should be placed onto the plat to that effect. The revised plat or plan shall be submitted prior to Board of Commissioners approval. The revised plat or plan shall not be re-recorded until all construction is complete and accepted by the City as per the implementation plan. New as-built plans shall be submitted by the homeowner's association to the City prior to the re-recording of the plat or plan.

E. Board of Commissioners Approval.

The Board of Commissioners shall have final authority to accept a private street for perpetual maintenance by the City. In the event upgrades are to be made based on the diagnostic review, the homeowners association shall enter into a contract with the City and post a letter of credit, cash or certificate of deposit in the amount equal to 100% of the cost of improvements made in order to

cause the private street and all related improvements to meet City standards and to provide a one-year warranty period, commencing from the date of the re-recording of the plat or development plan. Such contract shall provide that any deficiencies occurring within said one (1) year warranty period shall be repaired at the expense of the homeowners' association and that an additional one (1) year warranty period shall apply as to any work done during the initial warranty period and successively thereafter as to any work done during any phase of the warranty period as same may be extended due to work done on deficiencies occurring during the warranty period. The Board of Commissioners may reject any request if, in its opinion, acceptance of the streets would create an undue financial burden or excessive liability risk for the City.

F. Homeowners' Association Obligations

The homeowner's association of the development requesting the conversion of private streets to public streets shall bear the full cost for the diagnostic review, video inspection of stormwater and sanitary sewer infrastructure, surveying, plat recording, redesign, redrafting of as-built plans, amendments to the association master deed and bylaws, inspections, testing, certification and construction modifications required to bring the streets into conformance with the technical standards and construction provisions for public streets and other improvements required in the City's subdivision regulations. In addition, the Board of Commissioners may establish reasonable application fees to recover administrative and legal costs associated with the review and processing of the application for conversion.

G. Removal of Barriers, Signs, and Traffic Control Devices

In the event a private street is converted to a public street by action of the Board of Commissioners the homeowner's association shall remove any gates, barricades, speed bumps or other barriers that prevent the free movement of traffic, and install appropriate regulatory signs, street marking and street signs consistent with City standards prior to the subdivision plat or planned development plan being re-recorded. If a private street is converted to public, private guards shall no longer regulate ingress to and egress from the subdivision. These costs shall be paid by the homeowner's association and not by the City. City maintenance of the infrastructure shall not commence until such items are removed and the plat is re-recorded.

H. Effective Date of Conversion

The conversion of a private street to a public street will become effective upon the homeowners' association fulfillment of the requirements placed upon it by the City and/or Planning Commission as evidenced by the re-recording of the subdivision plat or planned development plan. If the HOA/applicant fails to complete the requirements within 3 years of the date of approval of the initial application the approval shall be automatically rescinded.

III. POLICIES AND PROCEDURES FOR PUBLIC TO PRIVATE CONVERSION

A. Preliminary Approval of the Planning Commission

- i. If an applicant seeks to convert a public street, and related infrastructure, to a private street and private ownership, the applicant shall file an application with the Planning Department seeking the preliminary approval of the Planning Commission. Such an application shall not be required to contain all the detail that would be required with respect to the final application to the Planning Commission as set out hereinafter but same shall contain at least the following, plus such other information as the Planning Director shall require:
 - a. A plat or plan of the subdivision or planned unit development.
 - b. A map showing adjacent properties which would or might be affected if the application were approved.
- ii. The Planning Commission shall consider said application. If it gives its preliminary approval, the applicant may request final approval from the Planning Commission in compliance with the process set forth herein. If the Planning Commission denies preliminary approval, the applicant may appeal that action to the Board of Commissioners by submitting to the Planning Director a letter stating the appeal and giving the reasons/justification for it. The applicant has 30 calendar days from the date of the Planning Commission denial to make the appeal. Otherwise, no further action shall be taken by the Planning Commission with respect to an application to convert such private street(s) to public streets. Notwithstanding the grant of preliminary approval by the Planning Commission, nothing hereinabove shall be construed to diminish in any way the authority of the Board of Commissioners to grant or withhold preliminary or final approval to accept a private street for perpetual maintenance by the City. No reapplication for the same request shall be accepted within one year of the Planning Commission's and/or the Board of Commission final decision.

B. General Requirements

i. Connectivity

No existing subdivision or planned unit development may convert from public to private streets when the creation of private streets and/or gated communities would eliminate traffic movement between existing subdivisions or prevent reasonable vehicle access for development of future subdivisions on tracts adjacent to the site.

ii. Homeowners' Association Obligations

An incorporated homeowner's association shall be responsible for any and all costs to convert a public street to a private street, including, but not limited to, any voluntary diagnostic review that is performed of the infrastructure to be converted to private use and ownership, upgrades to said infrastructure if deficiencies are found, and costs associated with changing street identification signs, appropriate regulatory signs, or street markings. If gates or any other means to regulate ingress

to and egress from the development are proposed, such improvements should be reviewed and acted upon by the Planning Commission prior to their installation.

C. Planning Commission Final Approval Process

Any final application by property owners requesting re-designation of a public street as a private street shall be subject to review and recommendation by the Planning Commission. A gate installation plan may be filed in conjunction with an application to convert a public street to private use and ownership. The application shall include, at a minimum, the following information:

i. Homeowners' Association Application

- a. An application for conversion of an existing public street to a private street shall be accompanied by a petition containing the signatures of one hundred (100) percent of the lot owners in the subdivision or planned development. The petition shall be accompanied by the subdivision plat or planned development plan. The text of the petition shall identify a contact person representing the subject property owners, including address and telephone. The petition shall include an acknowledgment that the proposed change in street designation, if approved by the City, may affect both routine municipal and other emergency service delivery, will result in the elimination of street maintenance and associated services by the City and will result in the assessment of maintenance fees by a legally incorporated homeowners association to meet ongoing and future street maintenance obligations.
- b. Proof that a properly incorporated homeowners association exists, with authority to own and maintain the infrastructure which they propose and to assess fees for its maintenance.
- c. A list, in a format acceptable to the Planning Department, of the names and addresses of all property owners within 300 feet of a street that is proposed to be converted.

ii. Revised Plat or Plan.

The conversion of a public street to a private street shall be processed through revisions to the existing subdivision plat or planned development plan. In addition, the lot owners shall be required to meet all of the general, technical, legal and financial requirements for private street subdivisions as specified in this policy, the City's Subdivision Regulations, and the Private Streets Standards Policy. The sanitary sewer infrastructure located within the public right-of-way shall remain public and an easement shall be indicated on the plat prior to re-recording.

iii. Streetlights

Prior to the re-recording of the plat or plan, the streetlights within the subdivision shall be removed from the City grid and an account shall be established with Memphis Light, Gas and Water Division in the name of the homeowner's association for billing of

streetlights. Upon the discretion of Memphis Light, Gas and Water Division, the homeowner's association may be responsible to reimburse Memphis Light, Gas and Water Division for any capital costs it incurred with the installation and maintenance of the streetlights.

iv. Homeowners' Association Obligations

The incorporated homeowner's association shall be responsible for any and all costs to convert a public street to a private street, including, but not limited to, any voluntary diagnostic review that is performed of the infrastructure to be converted to private use and ownership, upgrades to said infrastructure if deficiencies are found, and costs associated with changing street identification signs and appropriate regulatory signs and street markings.

D. Board of Commissioners Approval

The Board of Commissioners shall have final authority to approve or reject the conversion of a public street to a private street and may approve such conversion subject to any additional conditions that the board deems necessary for the public health, safety and welfare of the petitioning property owners and the residents of the City. The Board of Commissioners shall establish reasonable application fees to recover administrative and legal costs associated with the review and processing of the application for conversion of a public street subdivision to a private street subdivision.

E. Effective Date of Conversion

The conversion of a public street to a private street will become effective upon the homeowner's association's fulfillment of the requirements placed upon it by the Board of Commissioners or Planning Commission and the re-recording of the plat or plan. If the HOA/applicant fails to complete the requirements within 3 years of the date of approval the preliminary application by the Planning Commission or Board of Commissioners, the approval shall be automatically rescinded.

F. Petition for Road Closures

All homeowners' petitions for road closures shall be processed as public to private street conversion.

Meeting Date: April 11, 2024

Subject: Amendments to the Land Development Regulations:
Article I Administration and Article III Zoning Regulations regulating the
approval and placement of hotels/motels the City of Lakeland

Applicant: City of Lakeland

Staff Contact: Paul Luker, Planning Director

STAFF RECOMMENDATION

Staff recommends that the Planning Commission forward this amendment to the Board of Commissioners with a favorable recommendation.

DISCUSSION

BACKGROUND:

The City Administration has recently received complaints and expressions of concern about the future placement of hotels in Lakeland. These concerns stem from the recent acquisition and demolition of two blighted motel properties. The City of Lakeland accomplished this long sought-after task with a great deal of effort and tax-payer expense. For those reasons, it is desired to have additional land use controls and development standards for future hotel/motel development.

ANALYSIS:

The proposed revision will require the following changes to the Land Development Regulations:

1. Article I. Section 3. C.d.: add the following paragraph: 4. Conditional Uses. The MPC shall review and approve applications for Conditional Use Permits.
2. Article I Section 3. D: delete Paragraph "a" re-letter remaining paragraphs as follows: a. Zoning Variance, b. Zoning Appeal, c. Boundary Interpretation.
3. Article I Section 4. Process Chart: Amend the Process Chart to move Conditional Use Permit Review and Decision from BOA to MPC.
4. Article III. Section 2. M. 3 (Development Standards for Uses): Hotel/Motel. In the districts where Hotel/Motel is permitted with development standards (0), the following applies: Hotel/Motels shall be constructed so that controlled access is provided through a lobby.

External individual room access is not permitted. **The building(s) shall be at least three (3) stories tall. Building architecture shall adhere to “Building Type Standards” set forth in Article III. Section 3.**

5. Article III. Section 2. L (Use Table): Amended to show the following: Hotels/Motels, as defined in Article III. Section 2. C. 3 is a Conditional Use in the C-2 Regional Commercial District.

EXAMPLE MOTIONS

1. Motion to recommend the Board of Commissioners approve the proposed text amendments to the Land Development Regulations as presented
2. Motion to recommend the Board of Commissioners approve the proposed text amendments to the Land Development Regulations with edits
3. Motion to recommend the Board of Commissioners disapprove the proposed text amendments to the Land Development Regulations
 - a. Reason for denial