



City of Bartlett
A. Keith McDonald, Mayor

BOARD OF MAYOR AND ALDERMEN MEETING AGENDA

THURSDAY, DECEMBER 30, 2021 - BARTLETT CITY HALL - 6:00 PM

INVOCATION

Opening Prayer by Danny Sinquefield, Faith Baptist Church

PUBLIC HEARINGS

Individuals will have a maximum of three minutes to speak either for or against the item, with a total of 20 minutes for each side.

- I. Resolution 35-21, a resolution to approve a special use permit for Union Depot residential mixed use development located at 6896 Highway 70 within the "RS-10" single family residential and "O-R-1" office zoning districts.

UNFINISHED BUSINESS

- I Resolution 35-21, a resolution to approve a special use permit for Union Depot residential mixed use development located at 6896 Highway 70 within the "RS-10" single family residential and "O-R-1" office zoning districts. (Kim Taylor, Director of Planning and Economic Development)

ADJOURNMENT



Board of Mayor and Aldermen

6400 Stage Road
Bartlett, TN 38134

SCHEDULED

RESOLUTION (ID # 3075)

Meeting: 12/30/21 06:00 PM
Department: Planning and Economic Development
Category: Special use permit
Prepared By: Penny Medlock
Initiator: Kim Taylor
Sponsors:
DOC ID: 3075

Resolution 35-21, a resolution to approve a special use permit for Union Depot residential mixed use development located at 6896 Highway 70 within the "RS-10" single family residential and "O-R-1" office zoning districts.

WHEREAS, an application has been made for a Special Use Permit to allow a Residential Mixed Use Development to be located at 6896 Highway 70, within the "RS-10" Single Family Residential and "O-R-1" Office Zoning Districts.

WHEREAS, according to Article 6, Section 29 of the Bartlett Zoning Ordinance, a Special Use Permit is required within the "RS-10" Single Family Residential and "O-R-1" Office Zoning Districts to allow a Residential Mixed Use Development.

WHEREAS, the Planning Commission reviewed the proposed Special Use Permit to allow a Residential Mixed Use Development to be located at 6896 Highway 70 on Monday, November 29, 2021, in accordance with their regulations and approved the favorable recommendation of approval of the Special Use Permit; and

WHEREAS, the Board of Mayor and Aldermen held a Public Hearing on the 30th day of December, 2021, and approved the Special Use Permit to allow a Residential Mixed Use Development to be located at 6896 Highway 70, subject to the following conditions:

Engineering Conditions:

General:

- 1) A Subdivision Contract will be required to cover all associated fees and bond.
- 2) All new utilities shall be underground.
- 3) Drainage Study will be required to insure that adequate detention is provided. Full detention calculations will be required. If Kirby Lakes are to be used for additional detention, a hydraulic study may need to be conducted.
- 4) The commercial area along the Highway 70 frontage is currently not accounted for in the detention and there are no future drain lines set to which they can connect. This area needs to be included in the detention basin design.

- 5) Drainage areas are over 5 acres and sedimentation basins may be required by TDEC during construction.
- 6) Site is 73.9 acres, which typically requires an Individual TDEC SWPPP permit.
- 7) Sewer connections to existing lines will need to show size and capacity of downstream gravity lines for capacity calculations. Design should meet requirements of Bartlett and Memphis or provide city with alternatives acceptable to service site adequately.
- 8) Sewer holding tank design and outflow rates will need to be resubmitted. Tanks appear too small and outflow rates too large.
- 9) Sewer will need to be routed as discussed in design or the city shall be provided with a revised design.
- 10) Site is located across the areas of two separate water distribution pressure planes. (1 & 2) Depending on finished floor elevations and number of stories, fire flows may be challenging. Extensions of 16" mains from the Highway 70 elevated tank will be required. Loops within the subdivision and oversized pipelines may be considered as well as a possible extension along Kirby Whitten to achieve required fire flows. Preliminary design indicates a 16" line from the water tank through the site to Kirby Whitten and to the south side existing 12" on Hwy 70 or Hwy 64.
- 11) Some multiple story units may require private water distribution pumps to insure minimum operating pressures are maintained for buildings over two stories.
- 12) Blue line stream to the northeast will require a 90' buffer (160 acres). This shall be hatched and called out as non-buildable. Developer should consider relocating the northern most commercial lot to the northeast property line (north of the blue line stream) as existing location is in a low area and significantly floods.
- 13) Minimum finished floor shall be set for lots with close proximity of the stream.
- 14) TDOT typically requires 57' ROW dedication on Highway 70 in front of the development. This shall include an additional 10' full- depth lane plus shoulder work, to be constructed by developer. This will provide a left turn lane along the Hwy 70 frontage for movement into and out of the site. Final requirements for improvements will need to be approved by TDOT.
- 15) All five exits need a traffic study to determine traffic volume, turning movements, and the potential need for traffic signals. These shall also be checked for sight distance issues.
- 16) Angle parking along the public streets inside the development will require drivers to back into public roads. This is not ideal for safety, especially if backing vehicles and oncoming traffic do not have good visibility around any nearby curves/turns (for

example near the exit of the traffic circle). A divider between the active roadway and parking area, much like a service road with one access in and one access out of the designated parking area, would be safer for drivers on the road and for parkers. Also parallel parking would be safer than on-street angle parking. Chicanes or slip lane needs to be designed for these locations.

- 17) Item IV I needs to be removed from the development conditions. The right for 90 degree parking off any ROW will not be allowed.
- 18) 30 MPH is the minimum speed limit by ordinance in Bartlett. That may be high for this dense of an area considering parking, pedestrians, street widths, turns, cut-through traffic, etc. but if it is lowered here, other neighborhoods will want lower speed limits as well. In addition, are the police prepared/permitted to write speeding tickets for speed limits below 30 without modifying the ordinance?
- 19) If sidewalk runs through a driveway, there should be enough driveway for vehicles to park in the driveway without encroaching on the sidewalk. Otherwise, the sidewalk is not ADA compliant or pedestrian friendly. When driveways are short, it often happens that parked vehicles will block the sidewalk. If there is plenty of room to park in the driveway without encroaching on the sidewalk, suggest stating in covenants or HOA documents that no parked vehicles should block the sidewalk. Wheelchair users cannot go around in the street, especially if there is a valley gutter entry to the driveway.
- 20) The exit to Kirby Whitten and Summer should be "Street Type A" or larger to allow at least a few cars to stack, waiting to make a left turn onto Kirby Whitten, while allowing right turners to pass.
- 21) Who is responsible for maintaining the middle of the traffic circle? Will this be Common Open Space?
- 22) The road around the traffic circle is 30' wide. Is that one lane? Is parking allowed on the outside edge?
- 23) Need clarity on which roads are private. Service drives that are set with an inverted crown will need to be private.
- 24) Signage plans shall be submitted, public signs must meet MUTCD, private signs should also. This includes decorative sign posts; a note shall be added to plans for who is responsible to buy/install/maintain them in the future if they are not our standard.
- 25) Sign easements are needed for signs.
- 26) Item VII C should include "If this design requirement changes redesign of the site will be necessary."
- 27) Design of the roundabout must meet ADA requirements.

- 28) Valley Gutter is shown on the proposed cross-section. Bartlett typically uses 6-18 or 6-30 curb and gutter. Valley Gutter has been an issue for the city in the past and we recommend it not be used.

Planning Comments:

1. The applicant could develop the “RS-10” single family zoning district area with a standard “RS-10” subdivision identical to the neighboring Kirby Lakes and Briarwood Subdivisions with no public notice required through a standard subdivision process approved by the Planning Commission.
2. The applicant will have five years from the date of the approval of the Special Use Permit for the Residential Mixed Use Development to record the final plat for subdivision of the subject property, or to obtain site plan approval and a current building permit should no subdivision of land be necessary. Otherwise, the underlying zoning will apply to any future development of the property.

Planning Conditions:

1. The applicant shall update Section II, Uses Permitted of the Outline Plan to reflect the uses permitted in Article VI, Section 29, Subsection (D), the Residential Mixed Use Overlay District section of the Bartlett Zoning Ordinance.
2. According to Article VI, Section 29, Subsection (F) of the Bartlett Zoning Ordinance, the building height shall be listed in Article V, Chart 2. The underlying zoning districts have height requirements of 35 feet or two stories. The applicant shall make provisions in the future development application submittals to ensure adequate water pressure throughout buildings for both fire protection and domestic use. Also, the applicant may need to obtain a height variance.
3. The applicant shall show in the future development submittals that the proposed density will not exceed the available sewer and water capacity, and the proposed location and intensity of the land use should not cause traffic congestion or preclude the amenities of good housing.
4. The concept plan shows two street extensions connecting to the Briarwood Subdivision, the applicant may need to revise the street layout to eliminate those two street extensions.
5. The applicant shall show in the future plans, adequate guest parking for residential tenants and residents.

6. The applicant shall show in the future plans, the parking diagram for the townhome lots.
7. Should the Special Use Permit be approved by the Board of Mayor and Aldermen, the applicant shall submit a Master Plan with Outline Plan, Construction Plan, and Final Plan with Outline Plan to the Planning Commission, and Site Plan applications for approval by the Planning Commission and Design Review Commission.
8. The applicant should include a phasing plan for the development with the Master Plan submittal with the intent that Construction Plans, Final Plans, and Site Plans will follow in coordination with each phase.
9. The applicant shall be present at the corresponding Board of Mayor and Aldermen meetings to make decisions relative to any changes that maybe suggested by the Board of Mayor and Aldermen.
10. The owner/applicant shall be present at the meeting in order to make decisions relative to any changes that may be suggested by the Planning Commission.

WHEREAS, the Board of Mayor and Aldermen have determined that this Special Use Permit should be approved;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF BARTLETT, TENNESSEE, that the Special Use Permit to allow a Residential Mixed Use Development to be located at 6896 Highway 70, incorporating the above listed conditions, is approved.

ADOPTED THIS 30th DAY OF DECEMBER, 2021.

W.C. Pleasant, Register to the
Board of Mayor and Aldermen

A. Keith McDonald, Mayor

Penny Medlock, City Clerk

UNION DEPOT

PLANNED DEVELOPMENT
Bartlett, Tennessee



dt DESIGN STUDIO

PREPARED FOR:
BLUE SKY COMMUNITIES, INC.
177 CRESCENT DRIVE
COLLIERVILLE, TN 38017

UNION DEPOT PLANNED DEVELOPMENT

Bartlett, Tennessee

Packet Pg. 7

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Collierville, TN 38017
901.870.1315

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Memphis, TN 38117
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Memphis, TN 38115
901.360.9805

Contact: Will Sawtelle - sawtelle@bellsouth.net

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DISCLAIMER:
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November 1, 2021

Ms. Kim Taylor
Director of Planning
City of Bartlett
6400 Stage Road
Bartlett, TN 38134

**RE: UNION DEPOT
RESIDENTIAL MIXED-USE DEVELOPMENT**

Dear Ms. Taylor:

We are pleased, on behalf of the developer, to submit this application for the Union Depot Development. The developer is very excited about this proposed community and recognizes the importance of its location to the future growth and prominence of the City of Bartlett. We feel strongly that the Union Depot location, creativity in sustainable design, enhanced character, and superior architectural vision will make Union Depot a model of high-caliber development practices, raising the bar for future development in the City of Bartlett.

As far as the name “Union Depot,” some may know that Bartlett, Tennessee was once known as Union Depot with a focus on stagecoach and rail transportation. The area was settled in 1829 and incorporated as Bartlett in 1866, named after Major Gabriel M. Bartlett, a large land holder along Stage Road.

The Union Depot Community is located in the northwest corner of U.S. Highway 64 and Summer Avenue within the City of Bartlett. Having approximately 74.9 acres with road frontage on Summer Avenue and Kirby Whitten Road allows for the ingress and egress needed for development. The site is currently zoned RS-10 and O-R-1, with our request for a residential mixed-use overlay district.

As you know, the property was home to the Tennessee Baptist Children’s Home for many years and has long been vacant of that use. This plan now provides a great opportunity for a unique type of development that brings life back into the property. For some residents, it will serve as a live/work environment and for other residents and visitors, it will allow strolling down neighborhood streets to the Village Center for dinner, shopping, or just visiting with community neighbors. “Walkability” and “Creativity” have been given a prominent role in the design of Union Depot to allow for interaction of residents in the Village Center or within provided open space.

Union Depot is a planned mixed-use development that will provide multiple living opportunities or entertainment venues. Along with the interconnected circulation system, the plan includes a mix of four (4) residential markets including single-family, townhomes, loft units over retail, and an area of flats and lofts. In addition to its residential components, Union Depot will include ground-floor retail for shops and restaurants for the enjoyment of the public. There will also be an opportunity for retail fronting Summer Avenue. This retail element, along with the interior retail, will add character, stability, and sustainability to the surrounding area of the City of Bartlett.

We believe the Union Depot plan presented herein offers the City of Bartlett a unique opportunity to be proactive regarding the development of this area and to set a tone of high quality for future development. The approval of this development will be an important step in creating an extraordinary community in which the City of Bartlett and the developer will be proud to have all taken part. The developer’s commitment to this project is sincere in pledging to make Union Depot an integral part of the growth and prominence of the City of Bartlett.

The staff’s favorable response to this development application will be very much appreciated, and if I can be of any help with regards to this application, please do not hesitate to contact me.

Sincerely,



Robert Dalhoff
Principal
DALHOFF THOMAS design studio

The Union Depot traditional neighborhood is located on 74.9± acres in the middle of the property known as the Tennessee Baptist Children's Home. The property has frontage on Summer Avenue on the east and Kirby Whitten Road on the west and is located within the City of Bartlett, Tennessee. This area continues to experience tremendous growth and change, and Union Depot will only add to the investment currently taking place in this part of Bartlett.

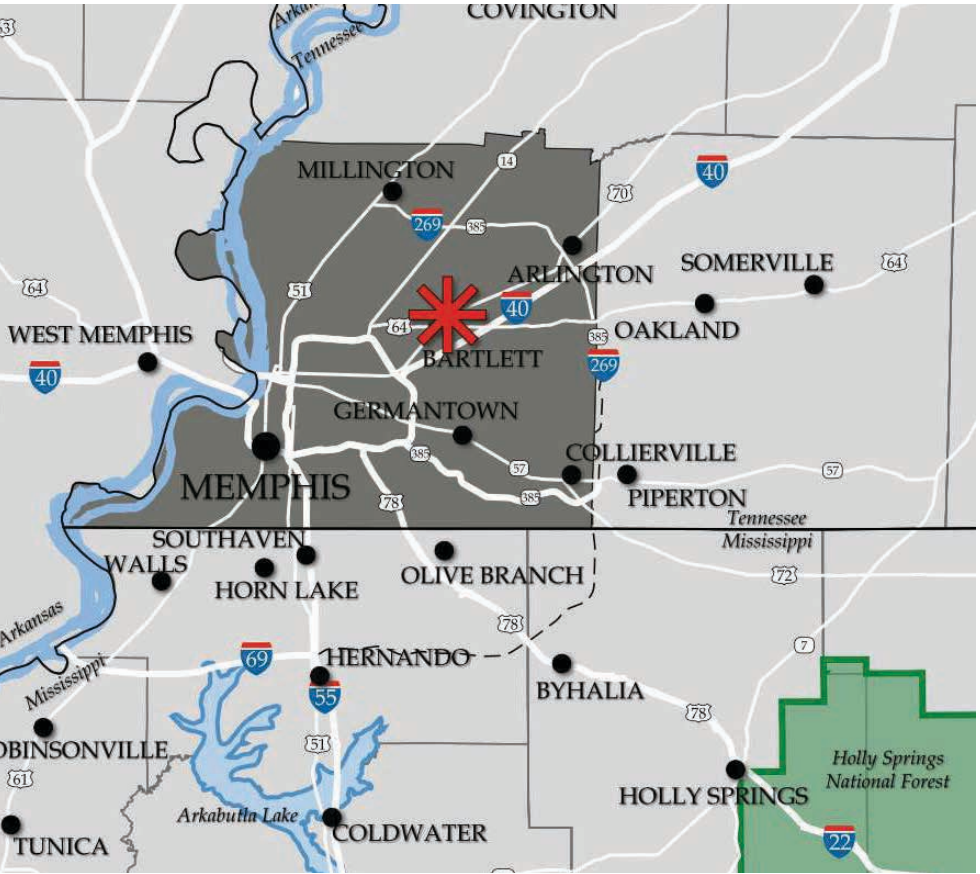


REGIONAL LOCATION

Union Depot is located within close proximity to the Memphis city limits, which is approximately 1,000± linear feet south of the property, and it is included within the Memphis Metropolitan Area containing a population of over 1.34 million. Union Depot’s location within the Memphis Metropolitan Area will provide its residents with everything that a large city has to offer while living in the comfort and safety of a small town.

IMMEDIATE LOCATION

The subject property has approximately 1,650 linear feet of Summer Avenue frontage on its eastern boundary, and along its western boundary there is 250 linear feet of frontage on Kirby Whitten Road.



Bartlett, TN Demographics:

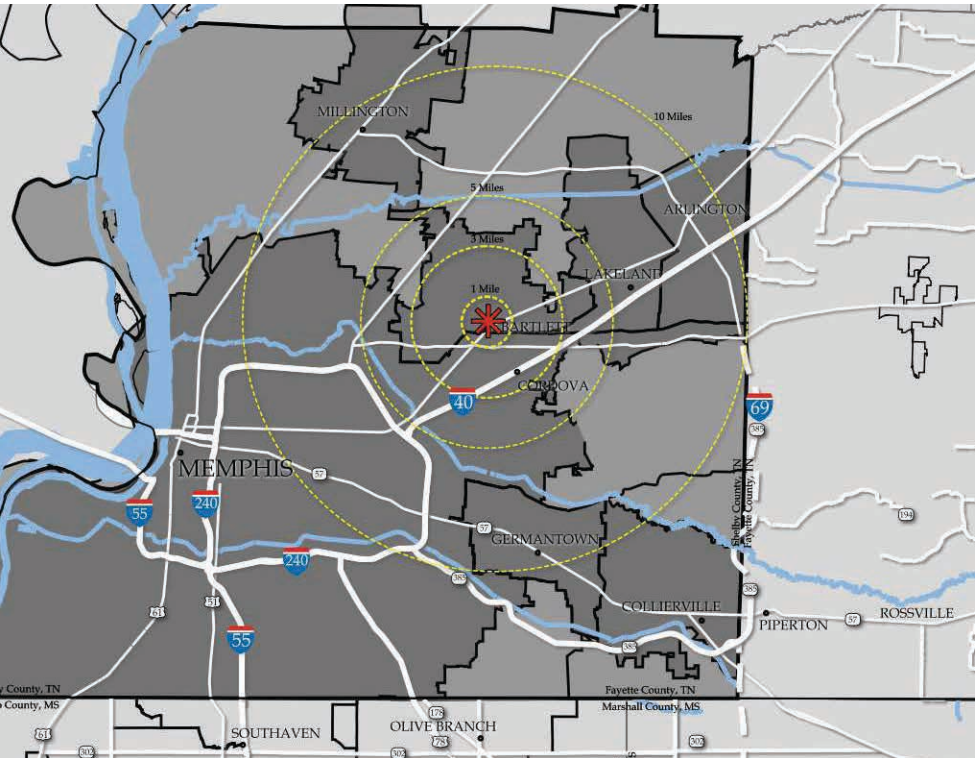
Population (2020).....	57,786
Median resident age	41.8 years
Population increase since 2010	4.4%
Average household income (w/in 1 Mile).....	\$74,980
Average household income (w/in 3 Miles).....	\$81,492

Bartlett, TN Profile:

Total Land Area	26.65 square miles
Population density	2,049.2 people/ square mile
Family Households	88.6 %
Cost of Living Index (compared to state of TN)	93.3/ 87.6

CURRENT MUNICIPALITIES

The property falls entirely within the City of Bartlett, a municipality of Shelby County. Approximately 929,744 people reside within the County, which has experienced a 0.2% growth in population since 2010. The US Census Bureau estimates for 2020 show Bartlett had an approximate population of 57,786 encompassed in 26.65 square miles.

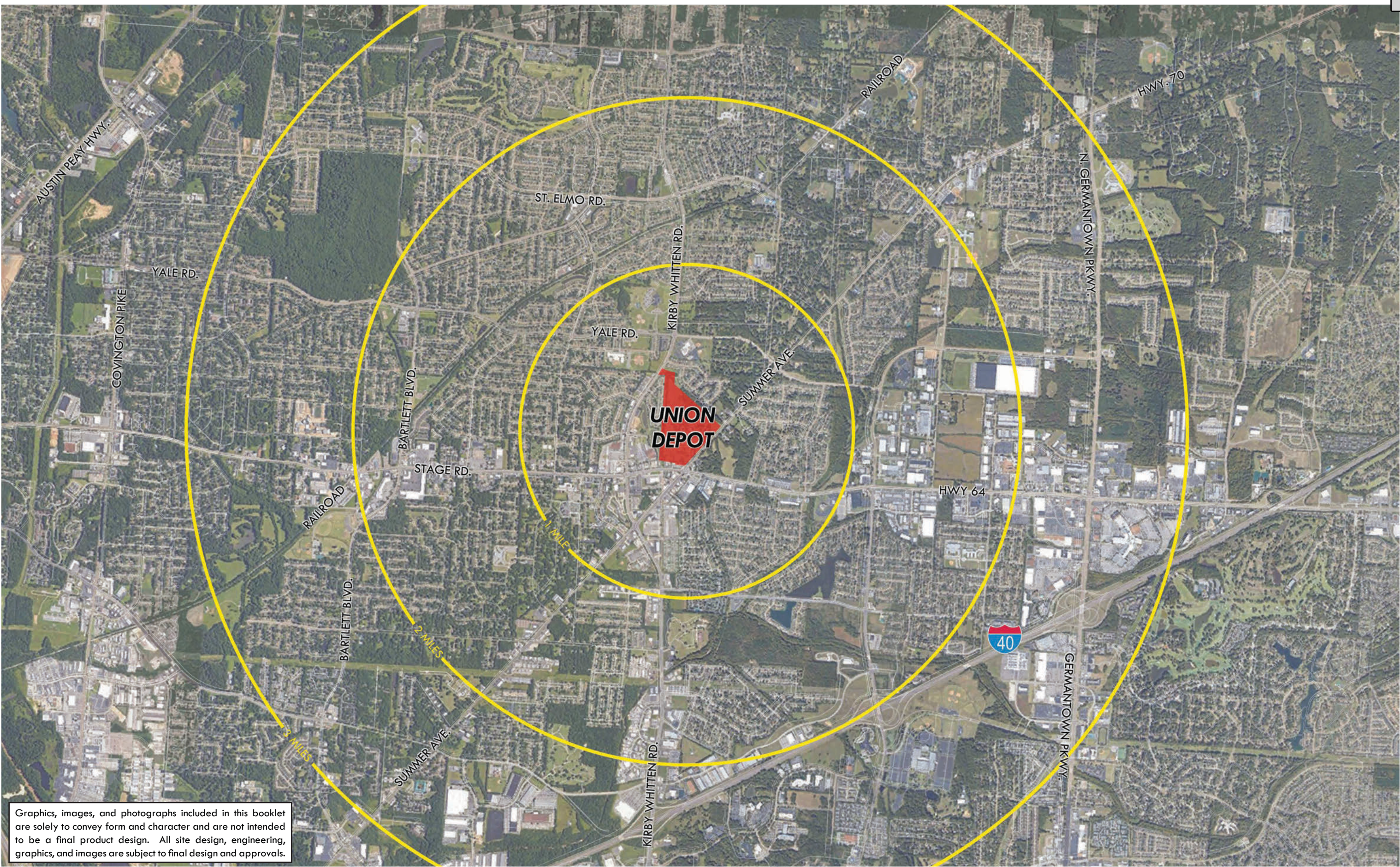


Travel Miles to Surrounding Cities:

Memphis, TN	8
Germantown, TN.....	11
Olive Branch, MS	20
Collierville, TN.....	24
Horn Lake, MS	30
Hernando, MS	38
Senatobia, MS.....	53
Tunica, MS	55
Batesville, MS	76
Oxford, MS.....	78
Tupelo, MS.....	108

Travel Miles to Landmarks:

Baptist Hospital - Memphis.....	7.5
University of Memphis.....	10
Downtown Memphis.....	15
Memphis International Airport	19



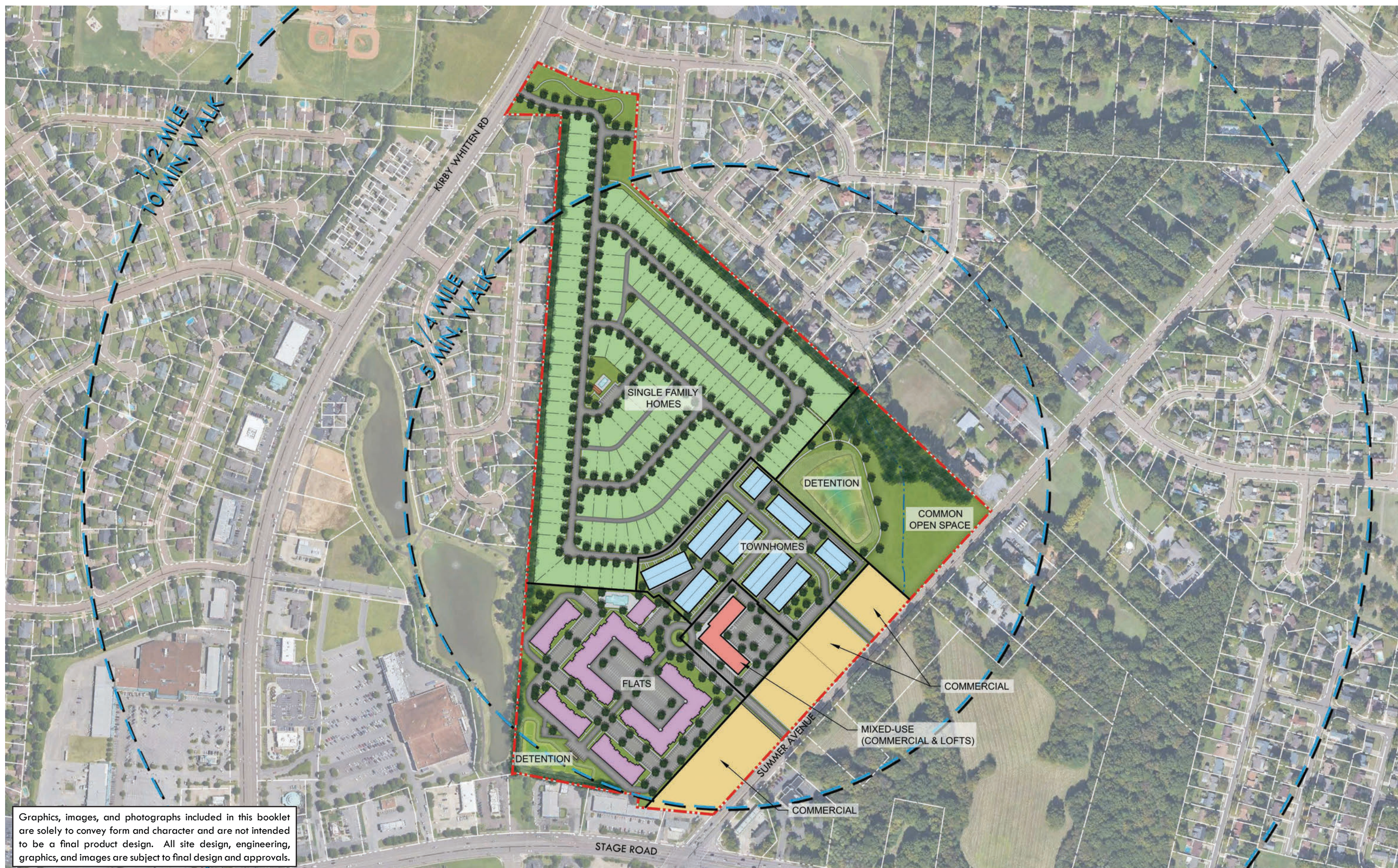
UNION DEPOT PLANNED DEVELOPMENT



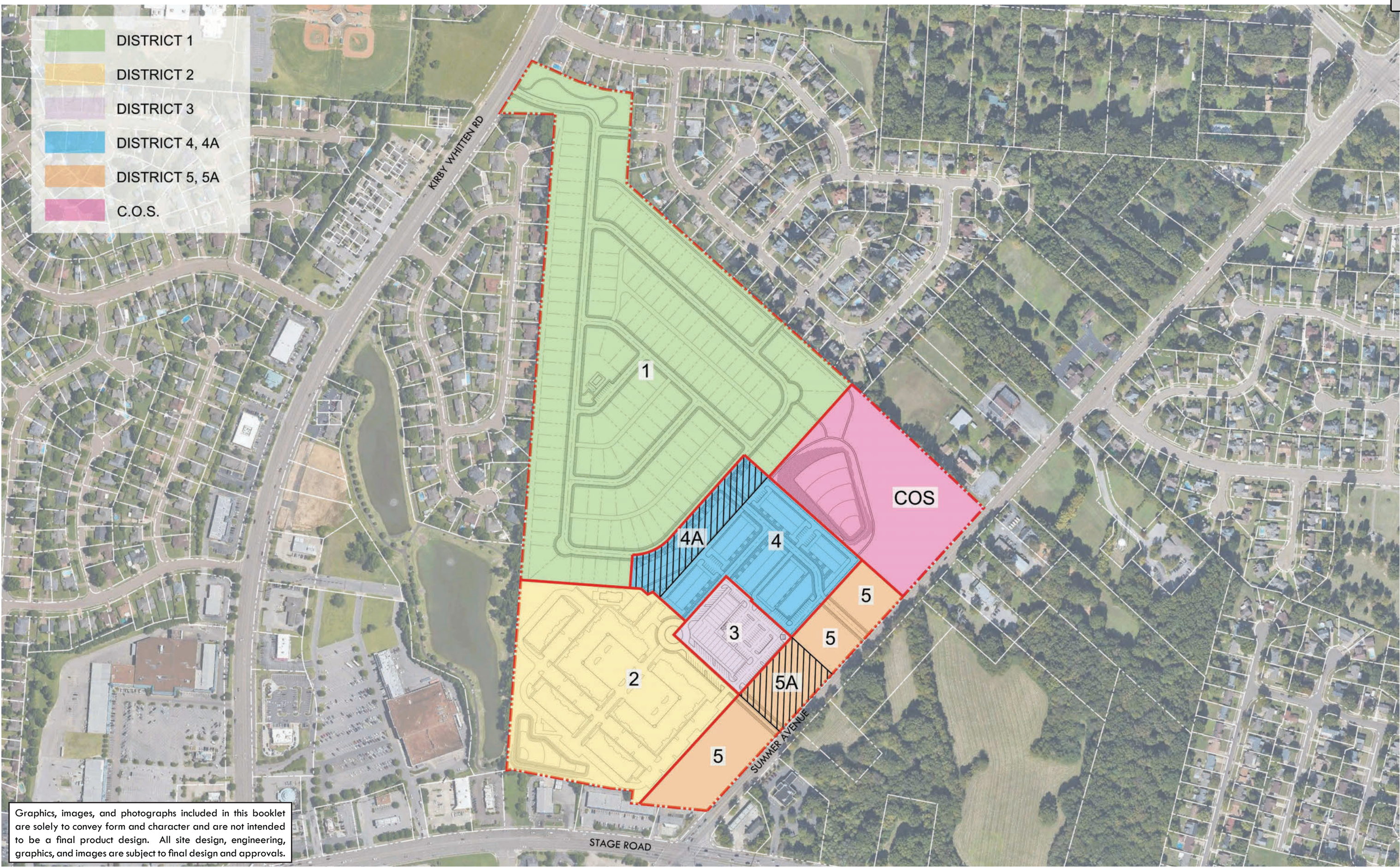
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UNION DEPOT PLANNED DEVELOPMENT



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UNION DEPOT PLANNED DEVELOPMENT



UNION DEPOT PLANNED DEVELOPMENT

DISTRICT 1 - APPROPRIATE IMAGES



DISTRICT 2 - APPROPRIATE IMAGES



UNION DEPOT PLANNED DEVELOPMENT

DISTRICT 3 - APPROPRIATE IMAGES



DISTRICT 4 - APPROPRIATE IMAGES

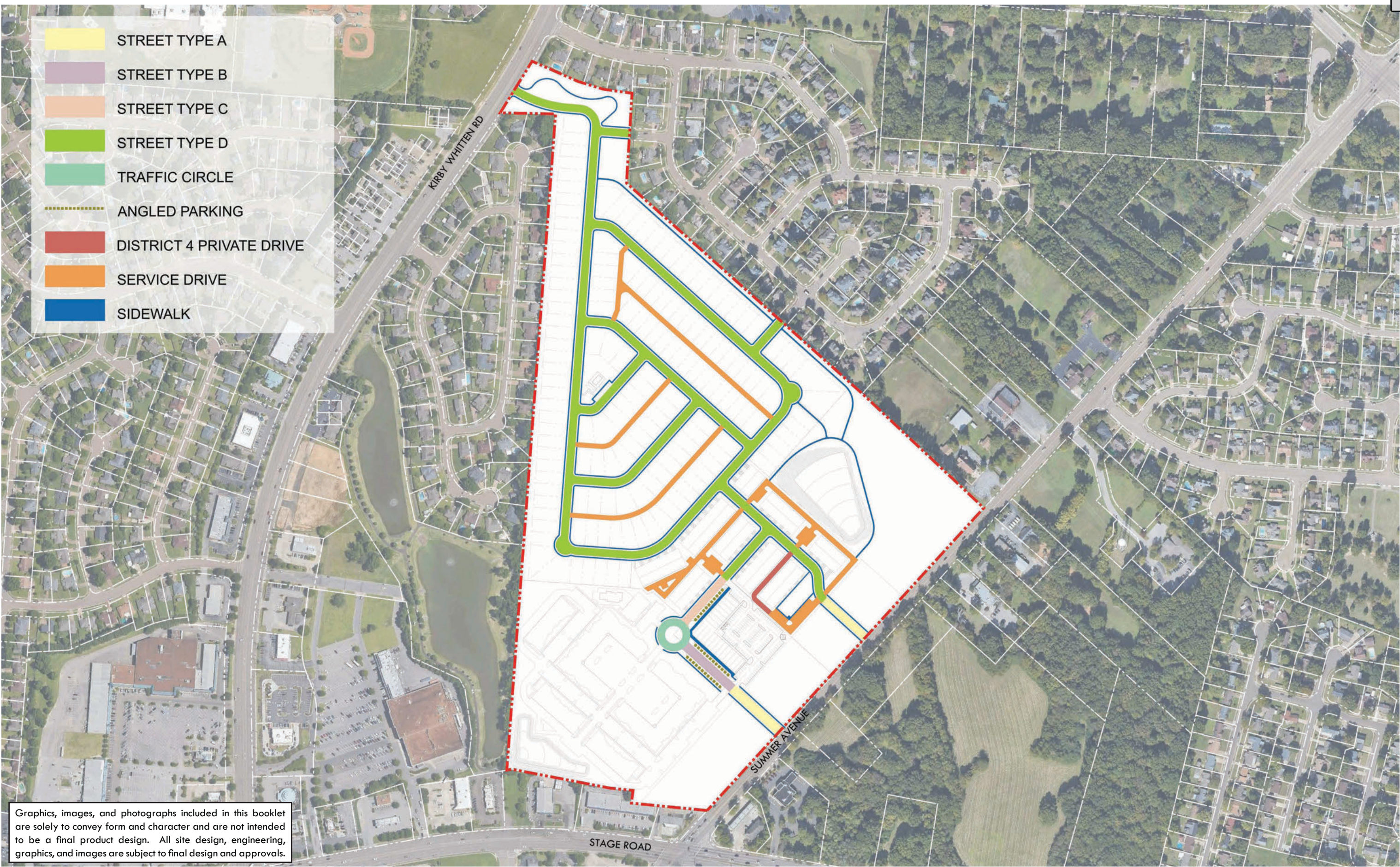


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DISTRICTS 5 & 5A - APPROPRIATE IMAGES



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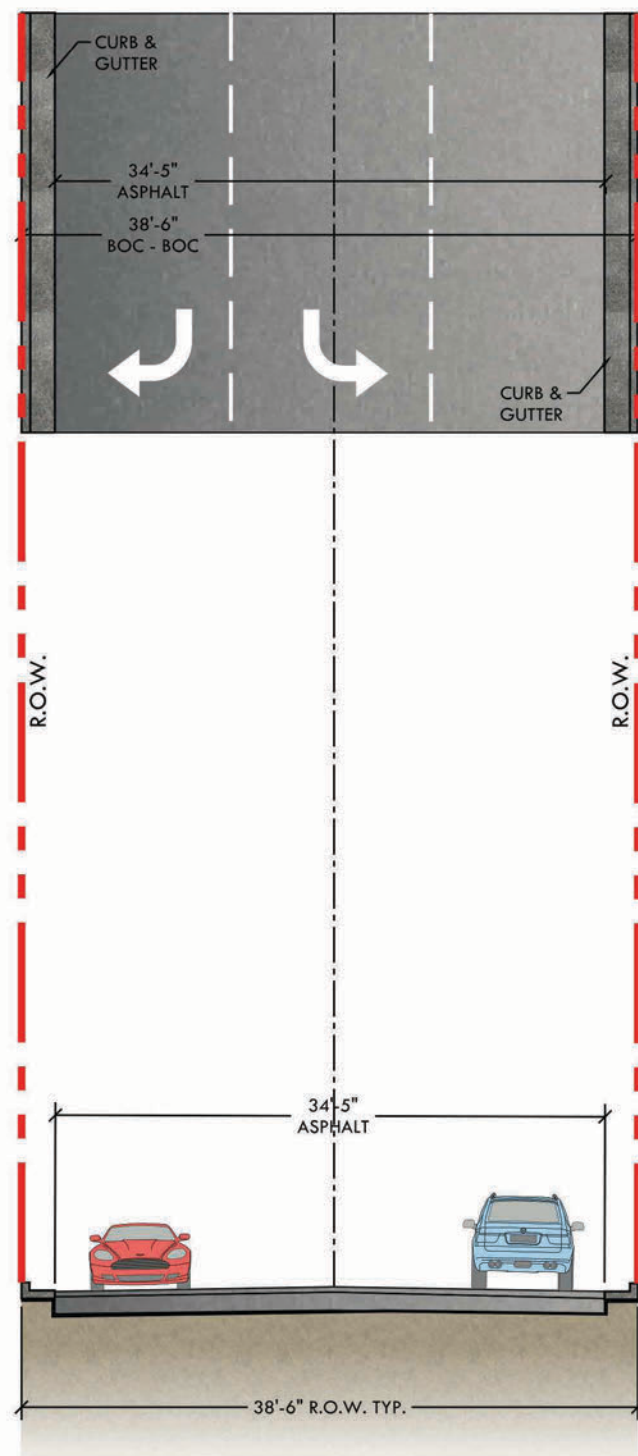


- STREET TYPE A
- STREET TYPE B
- STREET TYPE C
- STREET TYPE D
- TRAFFIC CIRCLE
- ANGLED PARKING
- DISTRICT 4 PRIVATE DRIVE
- SERVICE DRIVE
- SIDEWALK

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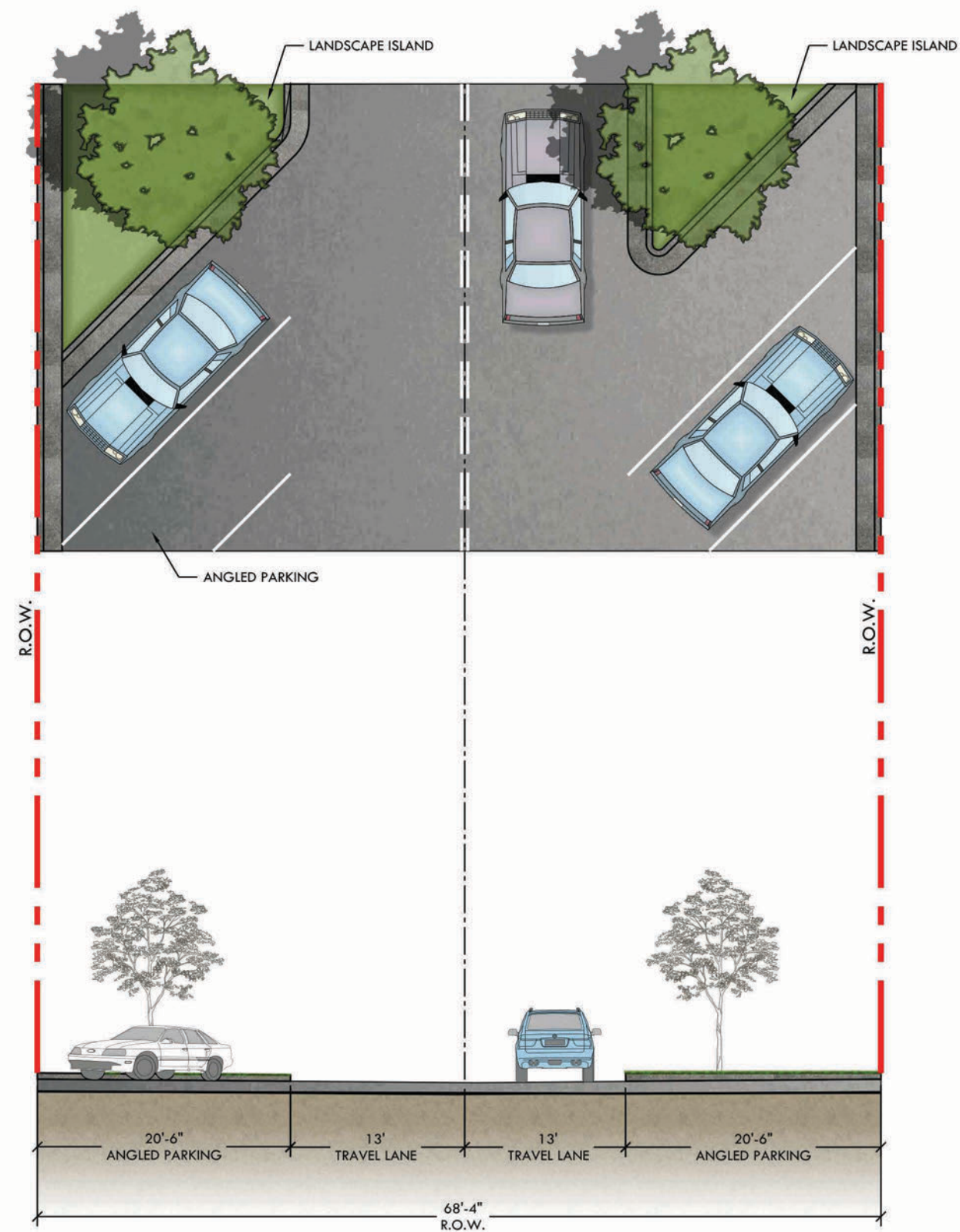
UNION DEPOT PLANNED DEVELOPMENT

STREET TYPE A

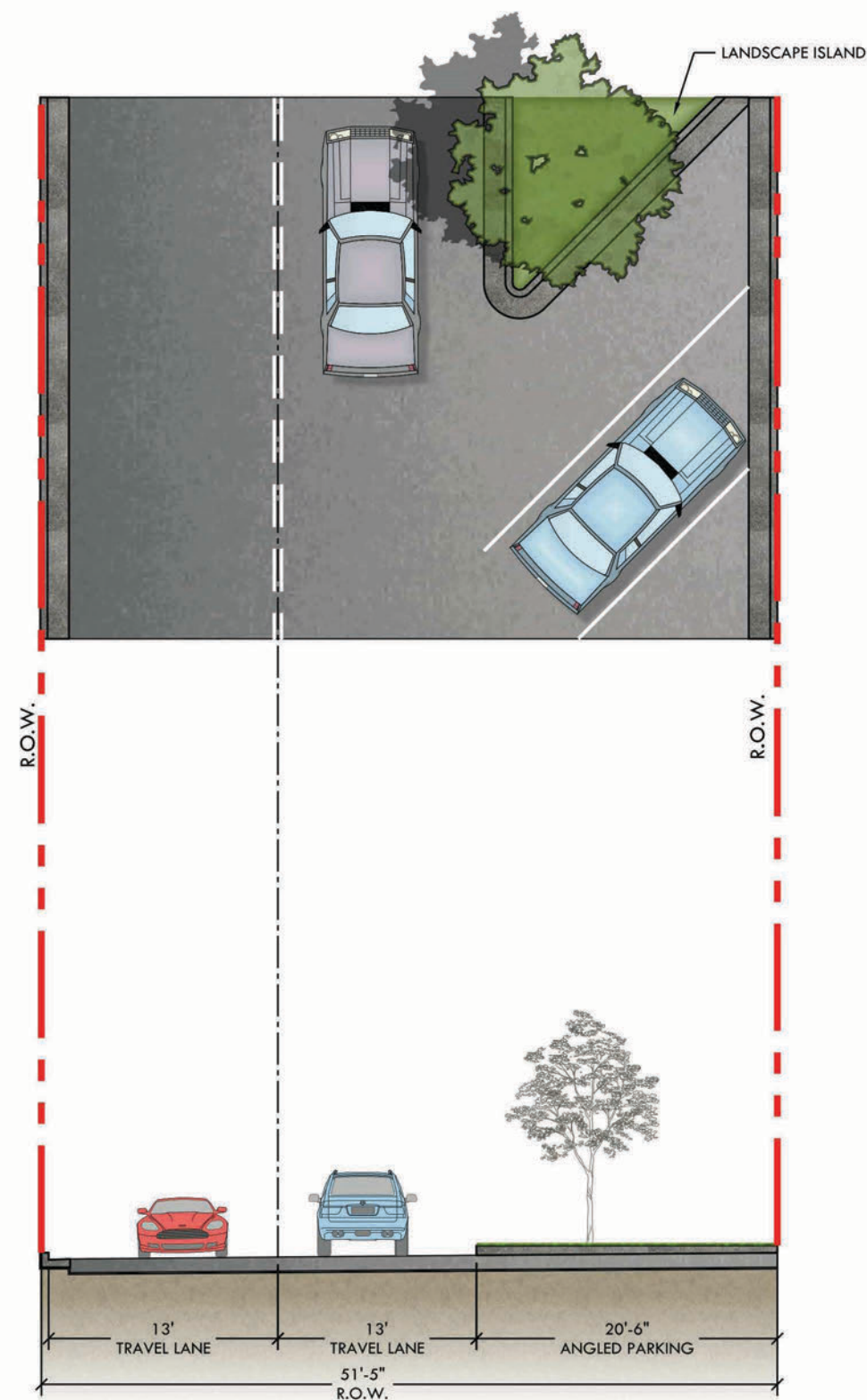


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STREET TYPE B

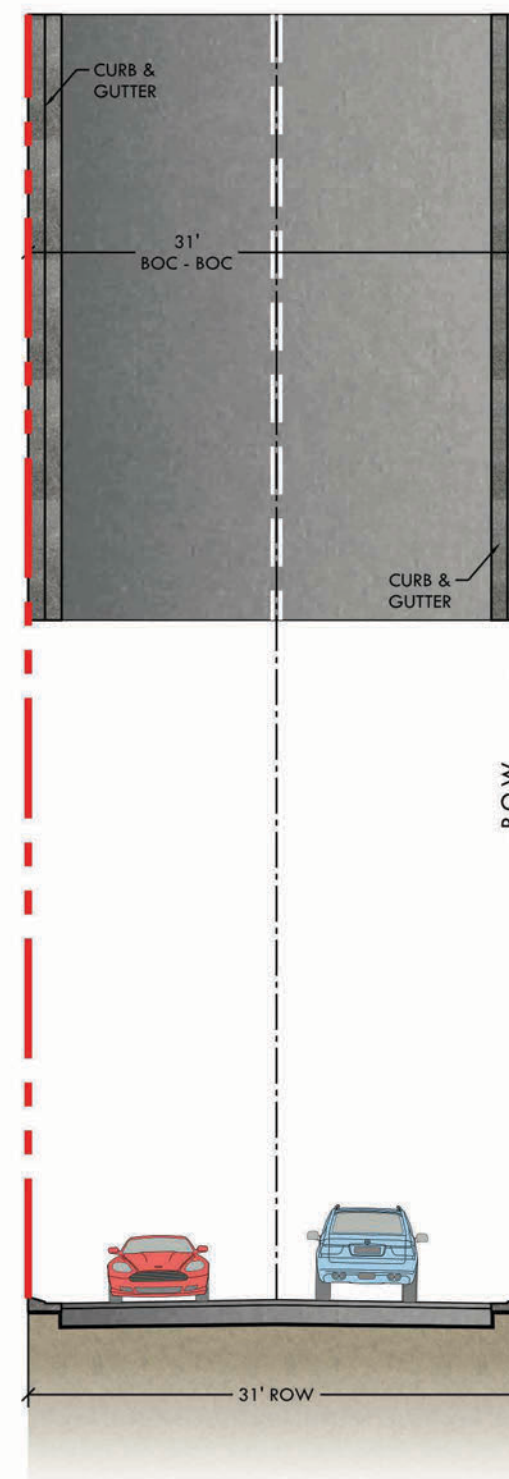


STREET TYPE C

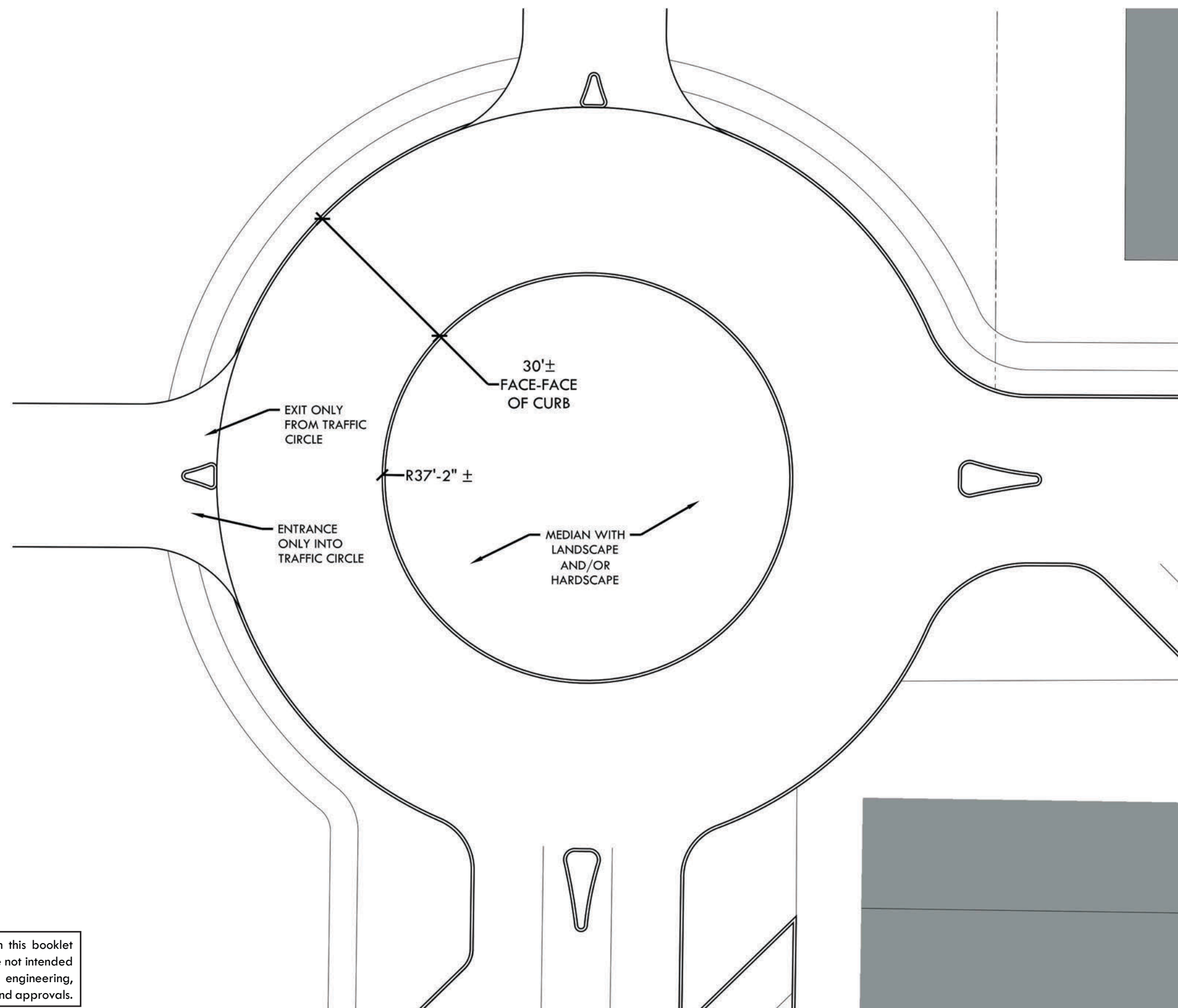


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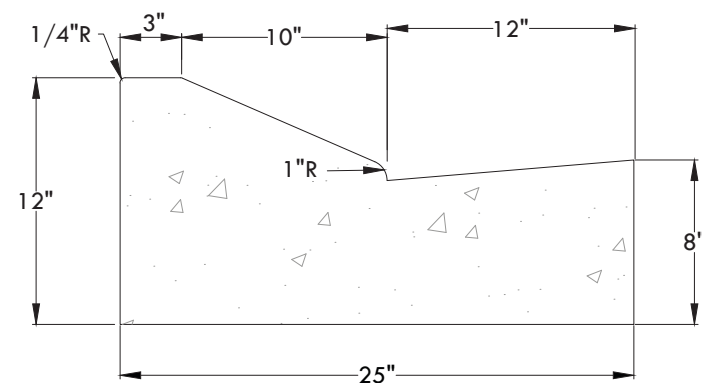
STREET TYPE D



TRAFFIC CIRCLE



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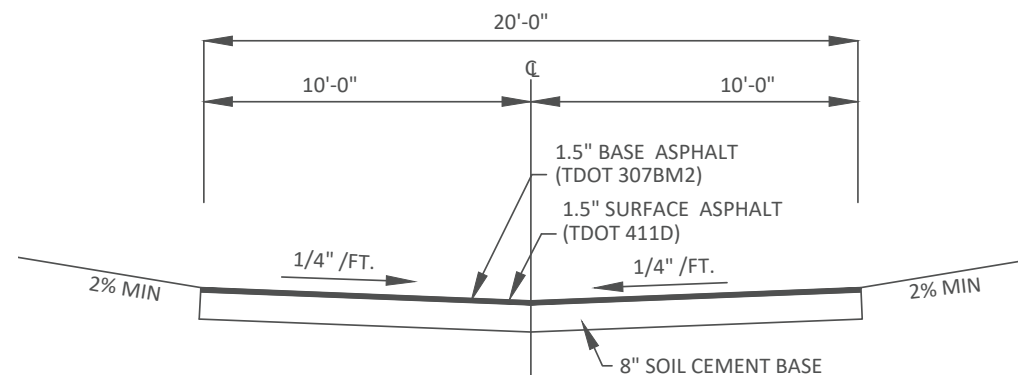
(MODIFY TO MATCH PAVEMENT:
CATCH AND SPILL AS REQUIRED)

*OR EQUAL APPROVED BY THE CITY OF BARTLETT ENGINEER

VALLEY CURB & GUTTER, TYP. - NTS

NOTE:

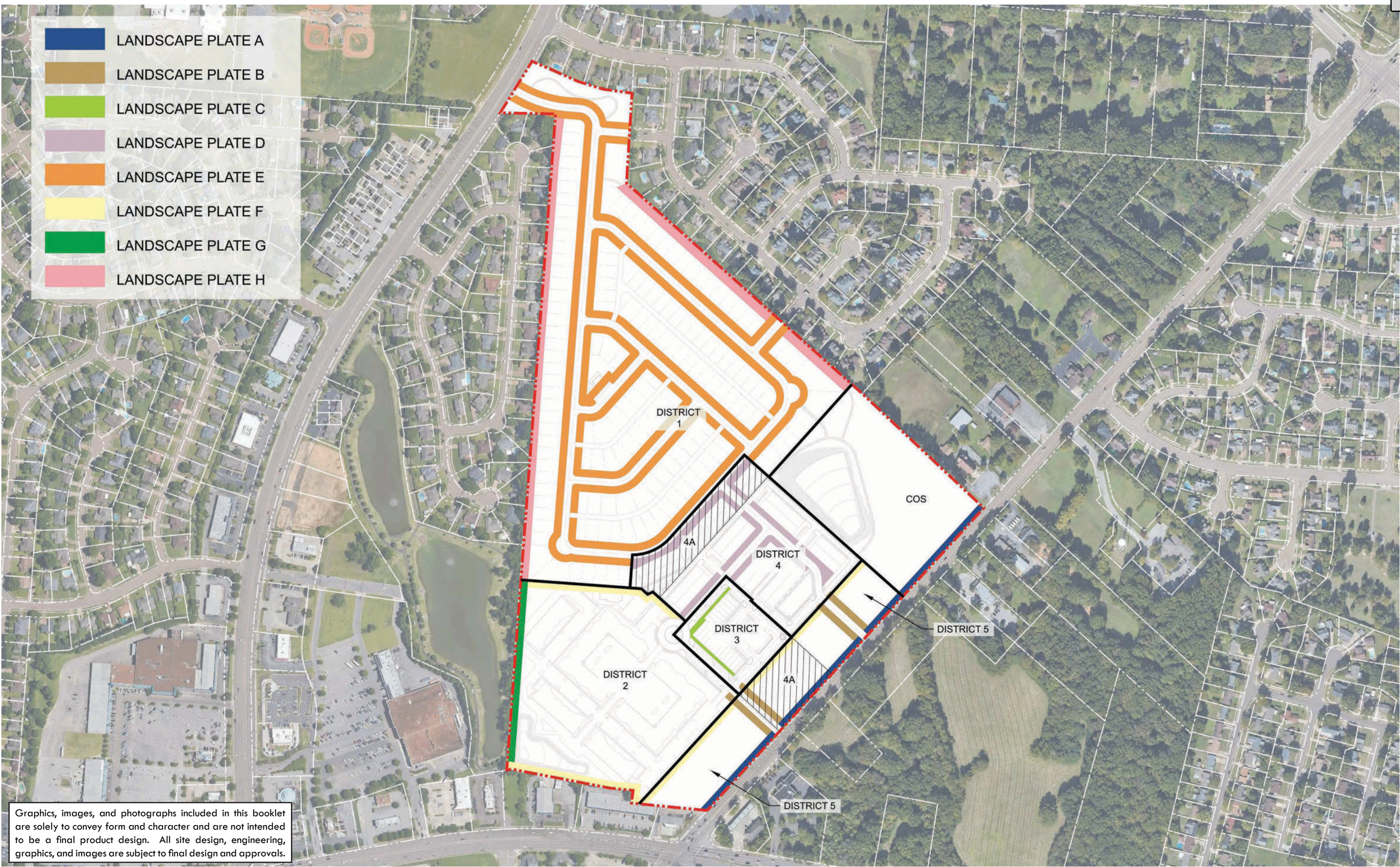
VALLEY CURB & GUTTER MAY BE USED AS AN OPTION TO STANDARD
6-30 CURB AND GUTTER WITHIN DISTRICT 1.



*OR EQUAL APPROVED BY THE CITY OF BARTLETT ENGINEER

20' SERVICE DRIVE, TYP. - NTS

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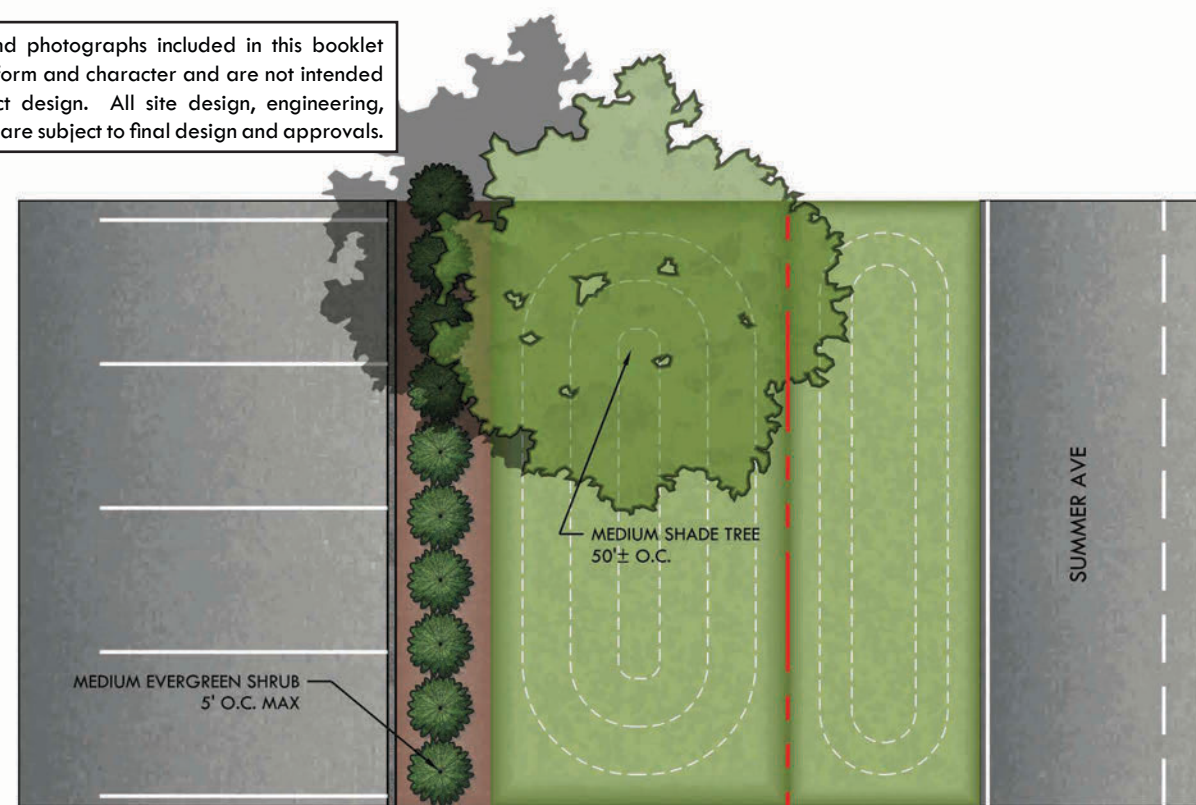


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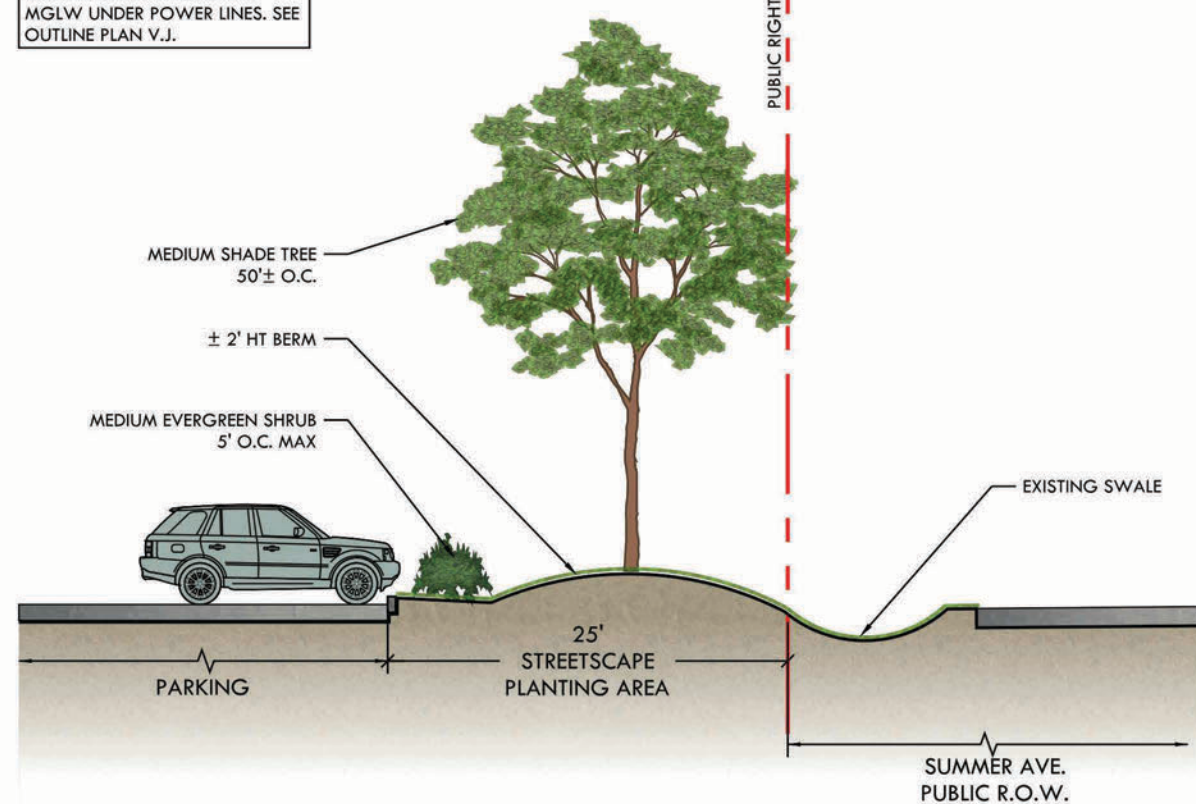
UNION DEPOT PLANNED DEVELOPMENT

LANDSCAPE PLATE A

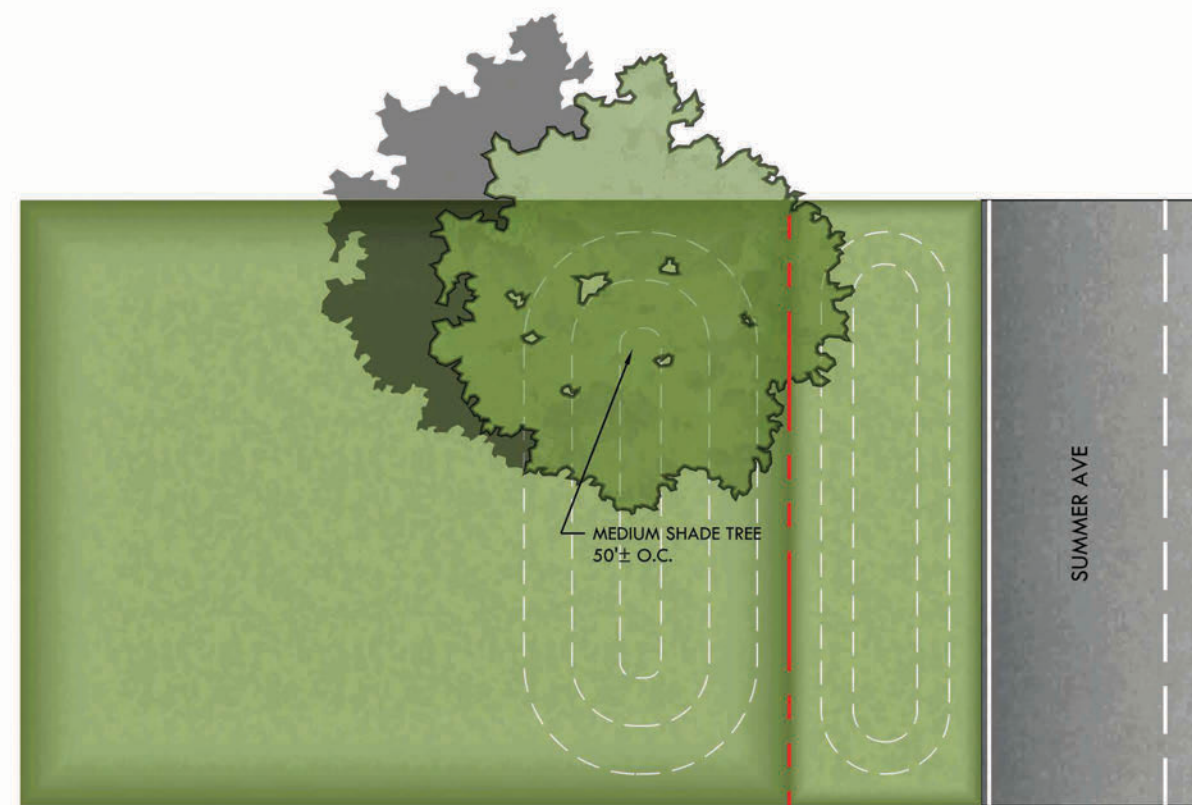
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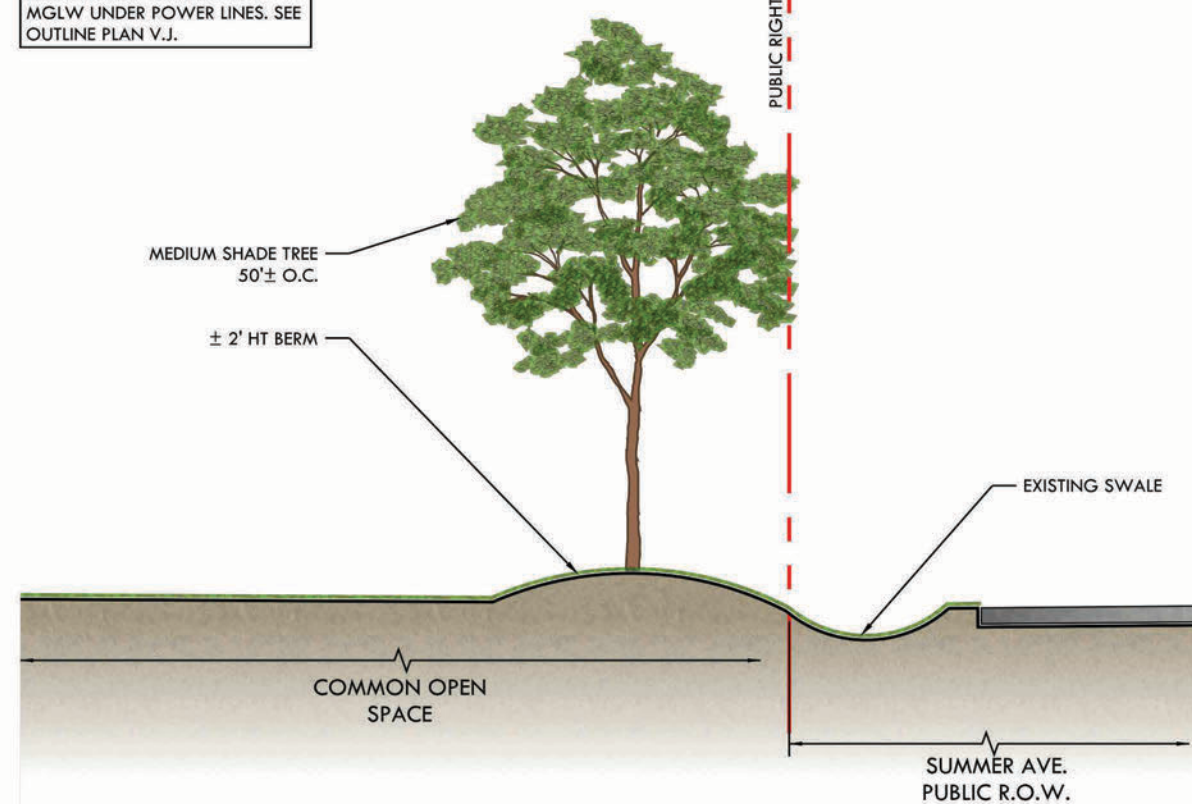
NOTE:
TREES MAY BE A SMALLER
MATURE SIZE IF REQUIRED BY
MGLW UNDER POWER LINES. SEE
OUTLINE PLAN V.J.



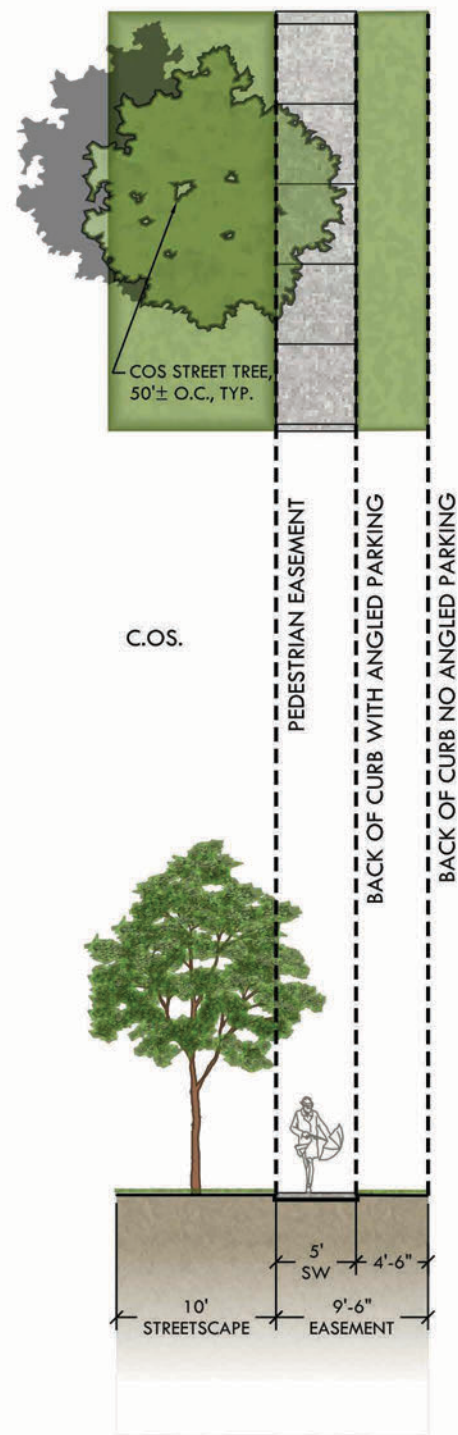
DISTRICT 5 & 5A



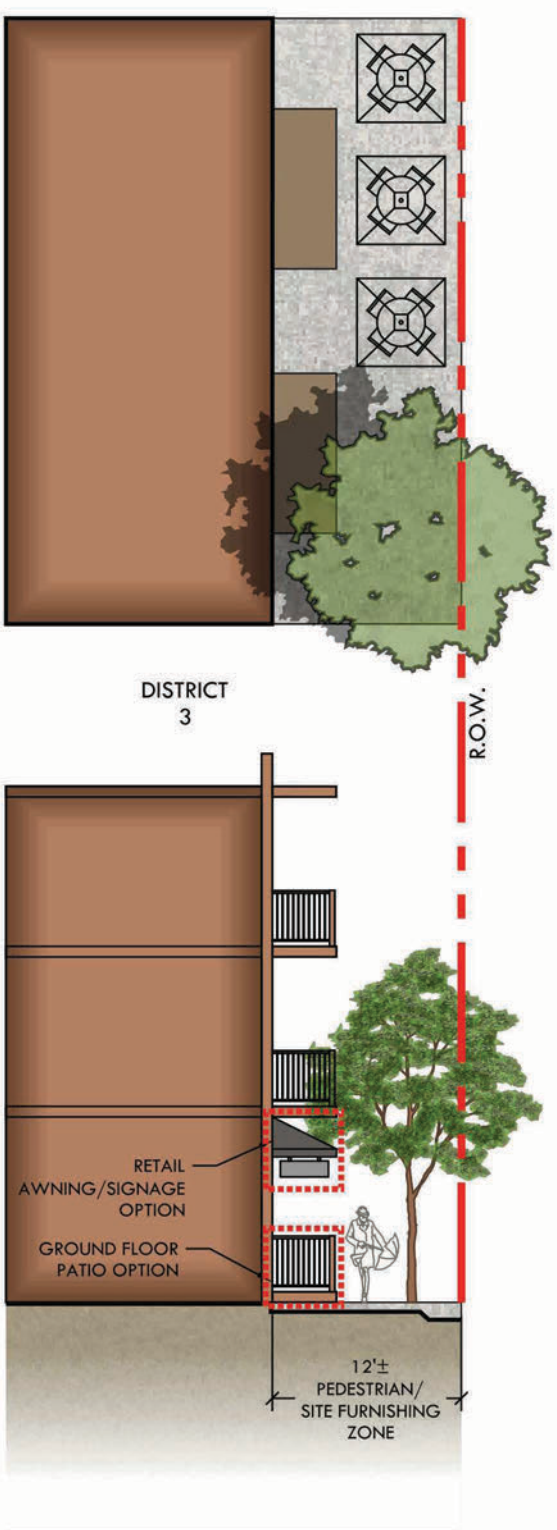
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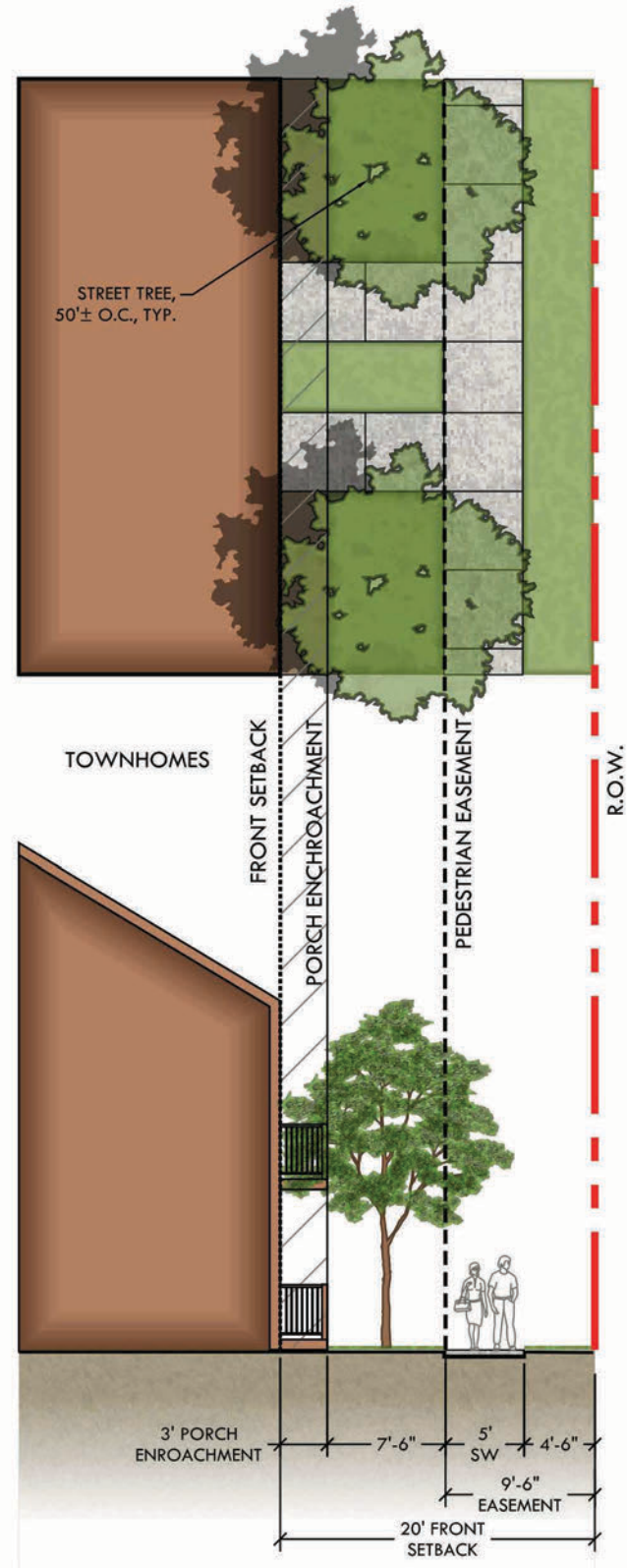


COMMON OPEN SPACE

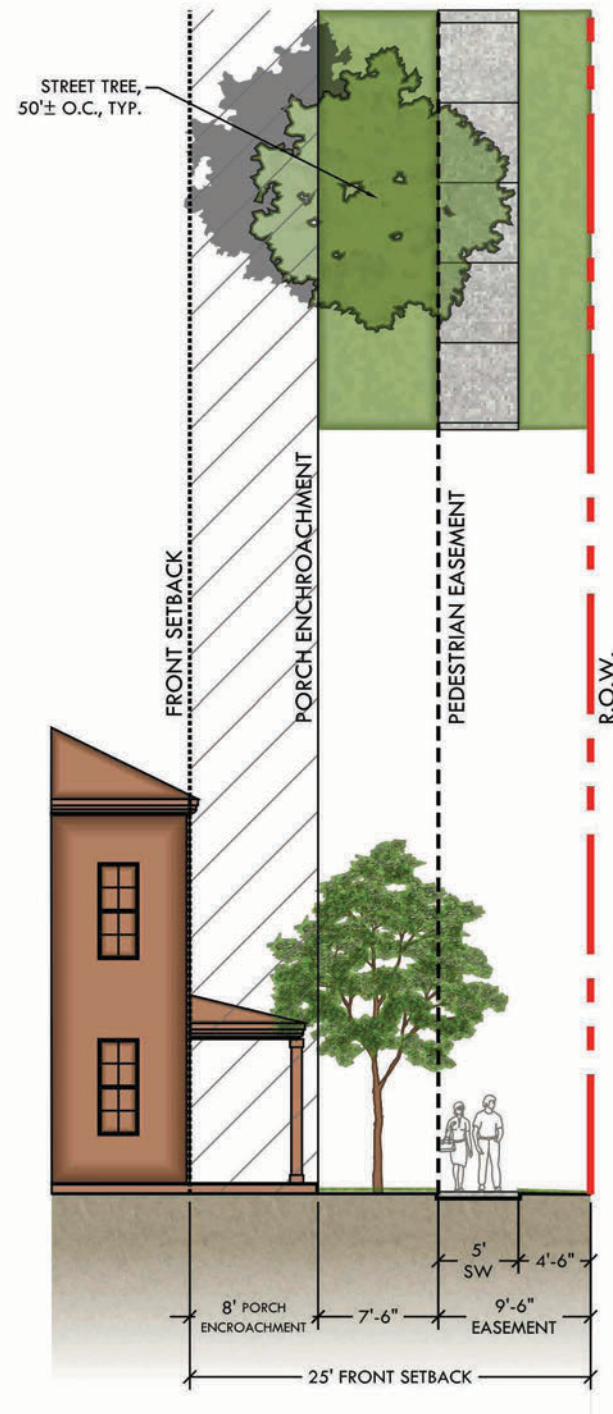


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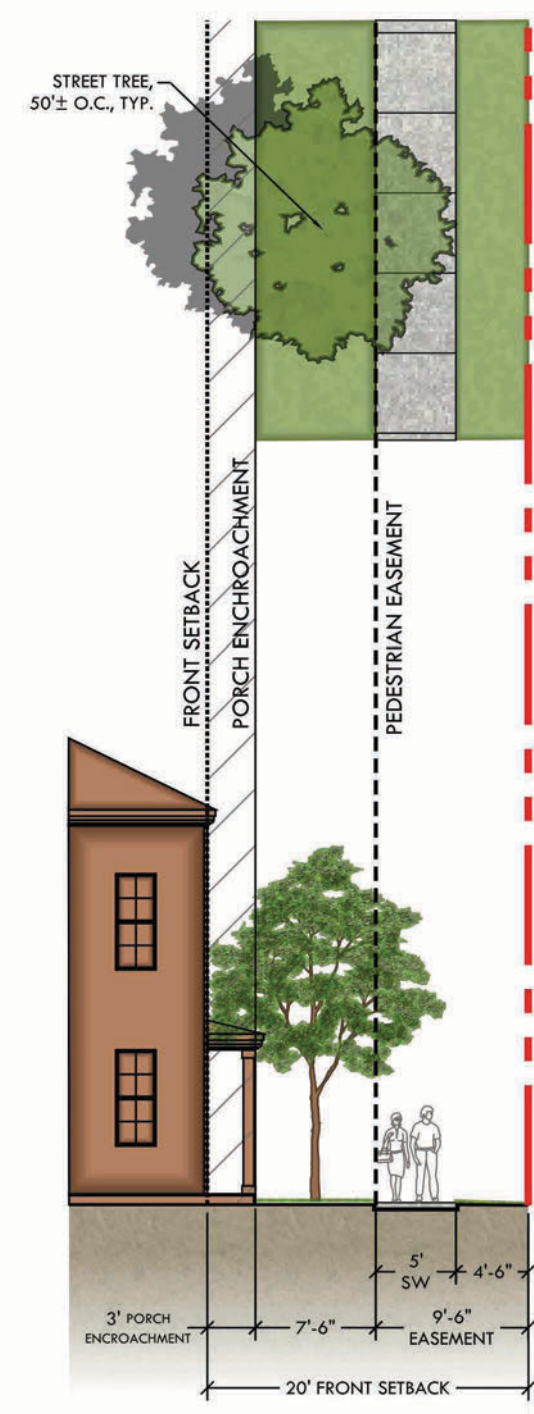




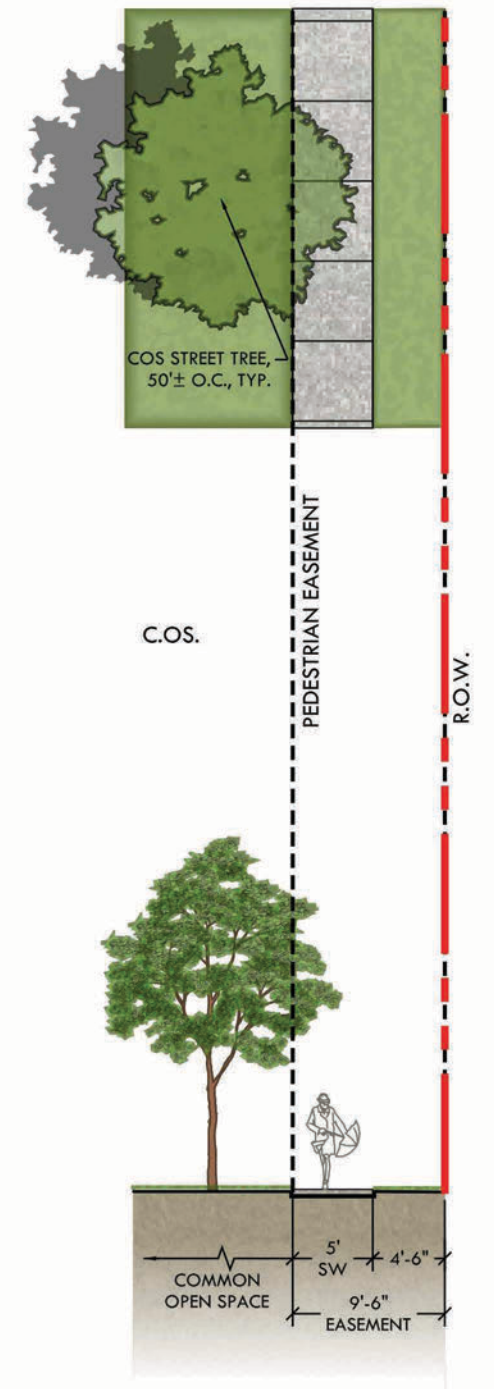
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FRONT-LOADED

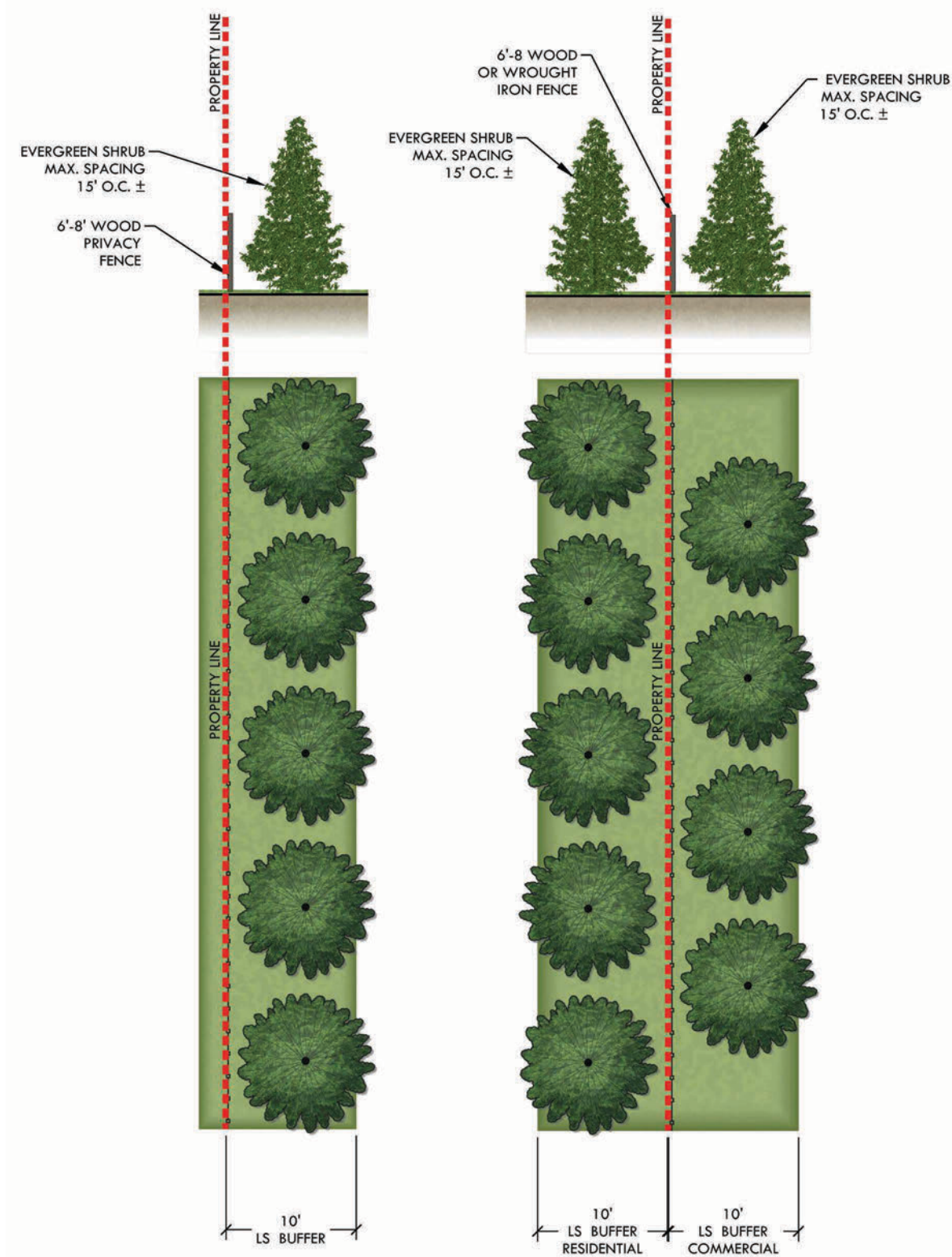


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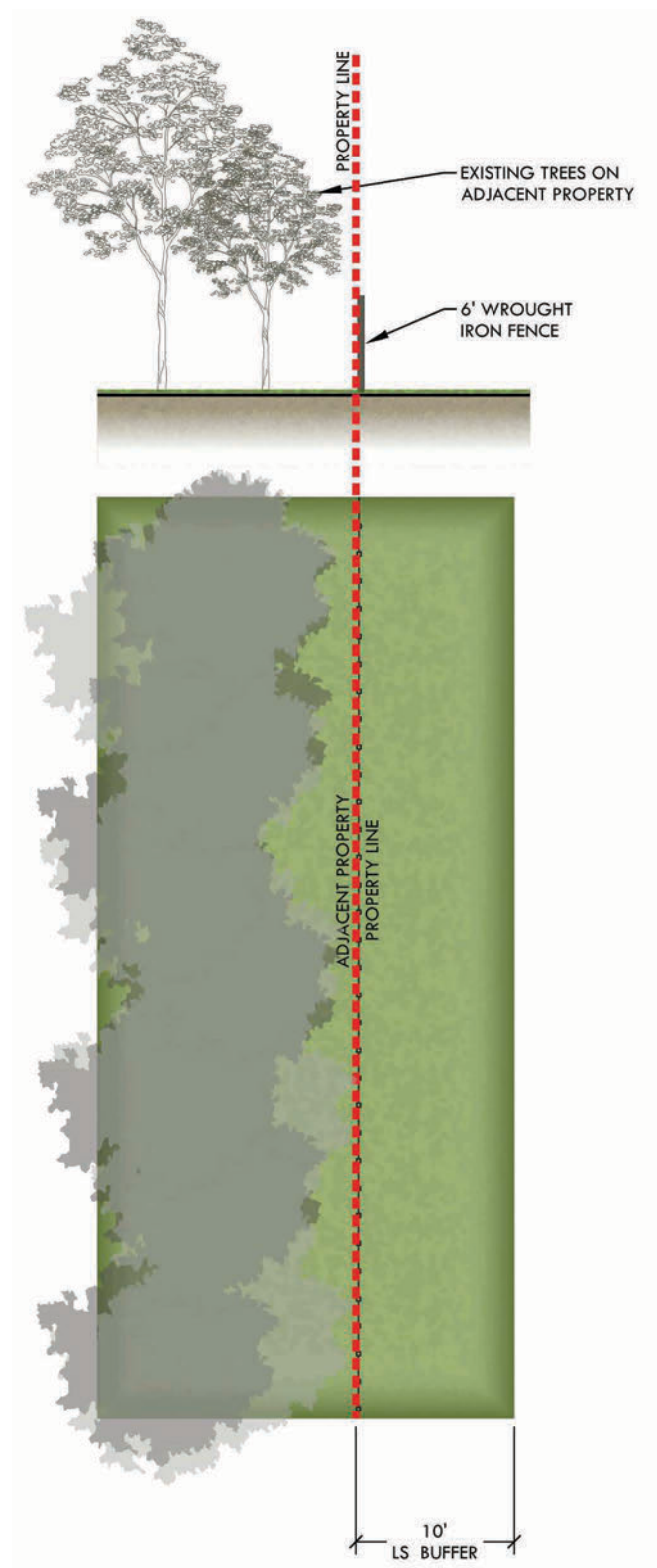
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LANDSCAPE PLATE F

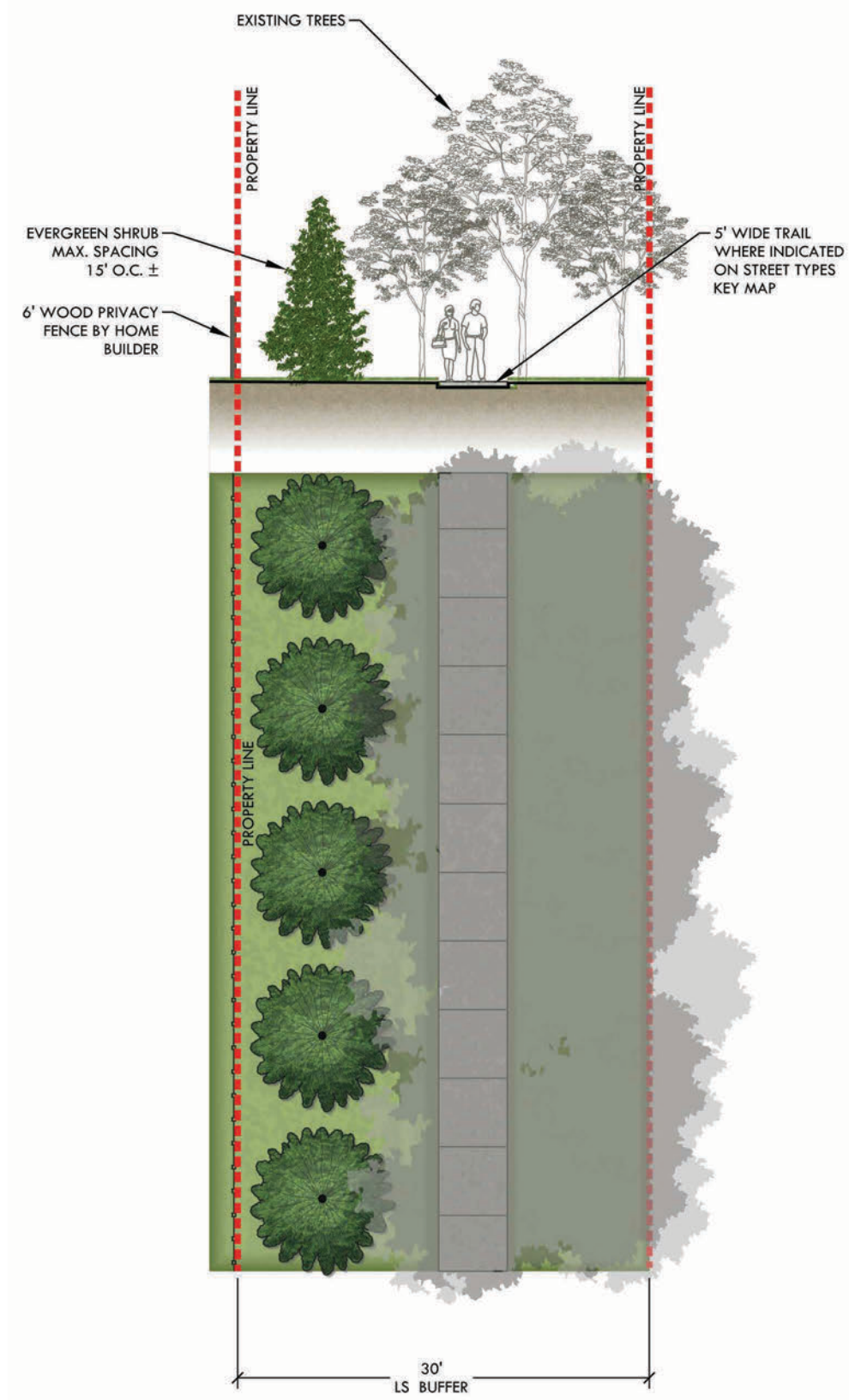


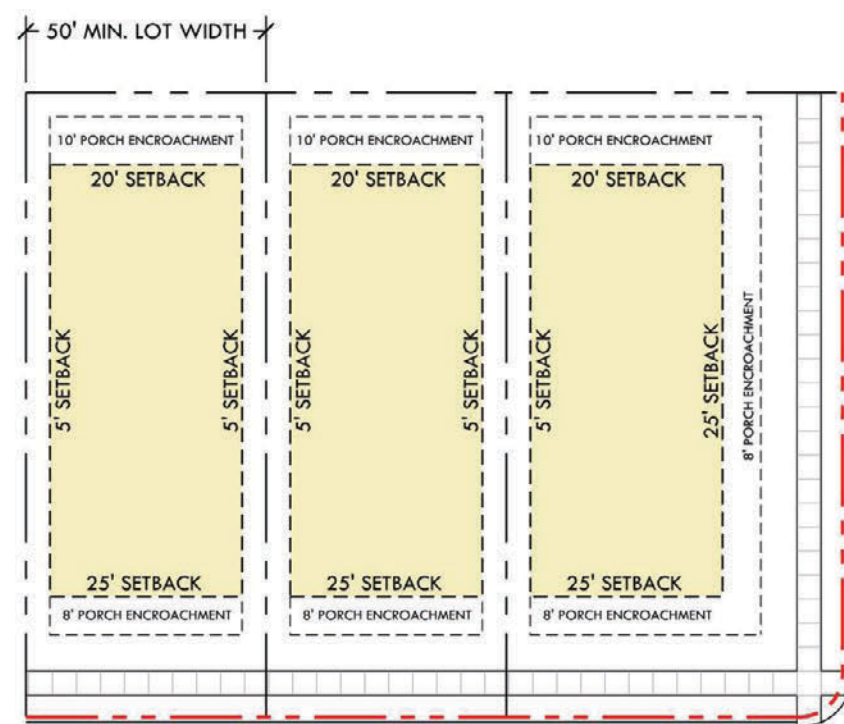
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LANDSCAPE PLATE G

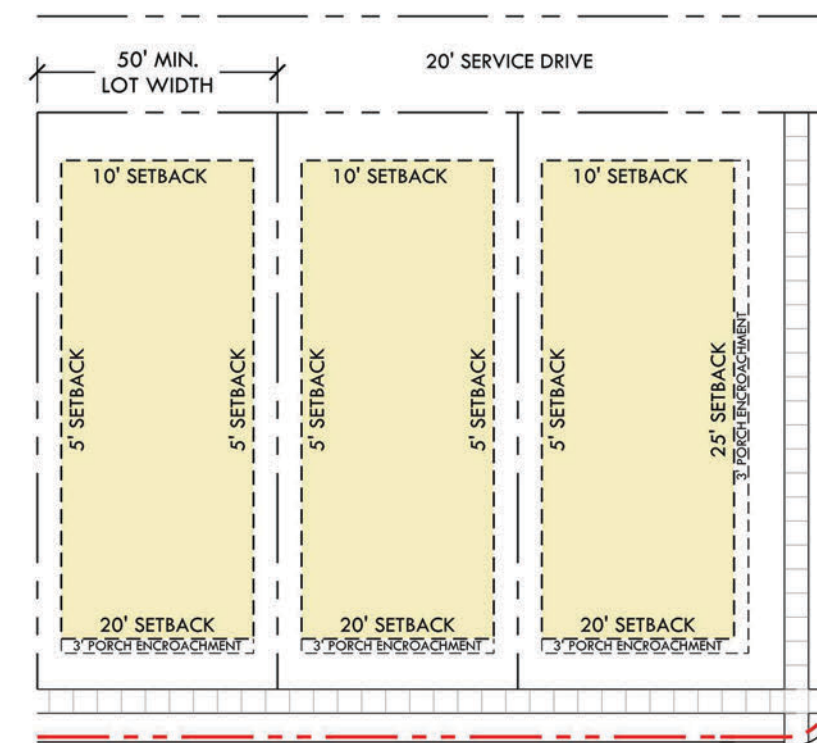


LANDSCAPE PLATE H



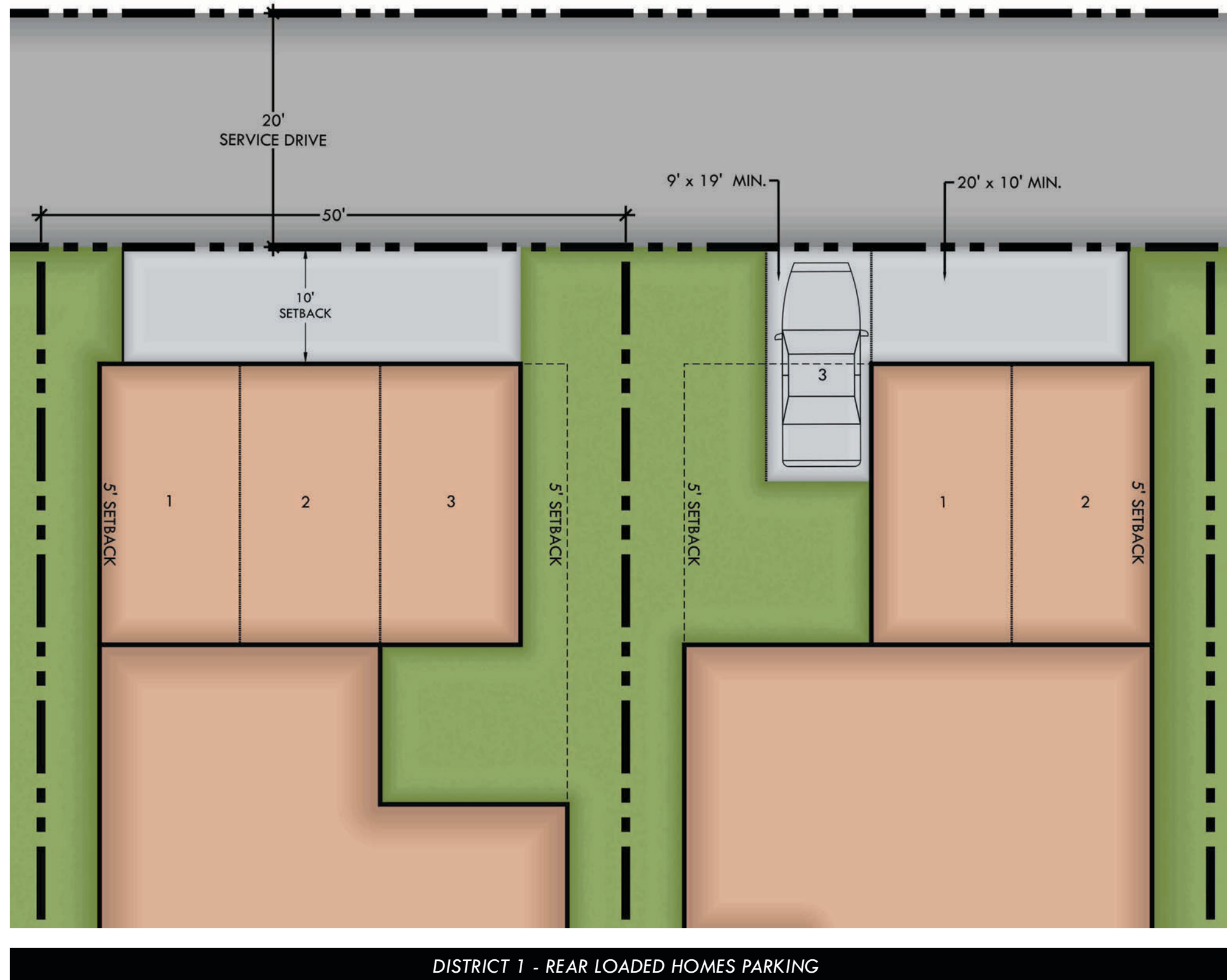


DISTRICT 1 - FRONT LOADED HOMES



DISTRICT 1 - REAR LOADED HOMES

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OUTLINE PLAN TEXT

I. GENERAL STATEMENT

Union Depot Planned Development, a 74.9 acre ± tract of land located in Bartlett, Tennessee, is a Planned Development that provides a compatible and complementary mixture of residential products and commercial uses. It is the intent of the Developer that Union Depot maintains a urban neighborhood setting through the use of unifying architectural guidelines and cohesive landscaping criteria. From distinctive entrances into the established Districts, as well as corresponding open space, Union Depot will establish itself as a unique and carefully planned development that will stand apart from other developments with its own “Sense of Place.”

The Outline Plan shall serve as the land use and transportation plan for development of the site. It is understood that internal roadways and lot arrangements may be adjusted somewhat at the time of final design to take advantage of topography, utilities, storm drainage, detention, and market conditions along with other site considerations. The Conceptual Development Plan shall serve as the conceptual visual plan for the project as a statement of intent for the development.

Due to the size of this project and the necessarily general nature of the Conceptual Development Plan, final plans for each phase will be required. Prior to the development of a given phase, the Developer will submit to the City of Bartlett for approval a Final Site Plan which will illustrate not only the spatial relationship of areas and lots within the phase to be undertaken, but also how those areas and lots relate to adjacent phases. The plan will further provide a visual statement which outlines how the new phase contributes to the completion of the overall vision. It is the intent of this provision to help assure that the neighborhood will develop in such a way that each phase develops in a way that aligns with overall development goals, but also allows some flexibility in final design and engineering.

The following general guidelines shape the overall intent of the development:

- A. Declaration of Covenants, Conditions and Restrictions, hereinafter the “Declaration” shall be applicable to all properties within the planned development. A Homeowners Association and Business Association shall be maintained to assure that development within the neighborhood is completed to the high standards anticipated by the residents and to assure that all features and amenities of the neighborhood which are considered to be common assets, are continuously maintained in a quality manner. Declarations may be separated between residential uses and the business uses including the mixed-use areas.
- B. The community should be developed so that it not only preserves and protects, but also enhances surrounding property. Union Depot will reflect sensitivity to the adjacent land uses.
- C. Final Plans for common open spaces may incorporate water, landscaping, walking trails, and other design features which will contribute to the development’s appeal and encourage walkable passive recreation within Union Depot. The Conceptual Development Plan, common areas, and walkways may be modified as final design and engineering documents are completed.
- D. Any internal District boundary may shift up to 75’ in any direction without the need to revise the Outline Plan.
- E. District 4A has the option of being developed, in all or in part, with the same uses and bulk regulations as District 1, to be approved with Final Plans. In this case, all regulations for District 1 shall apply.
- F. District 5A has the option of being developed, in all or in part, with the same uses and bulk regulations as District 3, to be approved with Final Plans. In this case, all regulations for District 3 shall apply.
- G. The proposed units shown in the plan data chart represents the conceptual buildings shown in the Conceptual Development Plan. Due to the flexible nature of this Planned Development, as Districts may increase or decrease in size, there is no limit to the number of units or density allowed for any District. Instead, the final number of units provided will be driven by the bulk regulations and parking requirements. Number and types of units will be submitted with Final Plans for each phase.

II. USES PERMITTED

- A. District 1 (and optionally, 4A)

Uses allowed in the R-TH District as modified herein. Single-Family detached homes and accessory structures are allowed throughout this area. Single-Family lots may be front loaded from public streets or rear loaded with access from private service drives, as described within this document.
- B. District 2

Uses allowed within the R-M District as modified herein. Additionally, complementary uses such as a clubhouse and pool amenity area, along with additional amenities, shall be allowed. Flats shall be allowed on the ground floor and above the clubhouse / leasing office.
- C. District 3 (and optionally, 5A)

Uses allowed within the R-M and C-G Districts, as modified herein. Residential loft uses and complementary residential amenity spaces are allowed on the ground, second, third, and fourth floors. Allowed ground floor Retail/Commercial/Office uses include, but are not limited to:

1. Antique Store

2. Art or Photo Studio

3. Bakery, retail

4. Barber and/or Beauty Shop

5. Bookstore (with or without restaurant)

6. Boutique Hotel

7. Catering Establishment

8. Clothing & Shoe Store

9. Drug Store or Pharmacy

10. Dry Cleaning Establishment (Pick up only)

11. Florist

12. Grocery Store

13. Interior Design Store/Studio

14. Jewelry Store

15. Music/Dance Studio

16. Party/reception halls

17. Photography Studio

18. Restaurants (indoor and/or outdoor seating), without drive-in or drive-thru facilities

19. Specialty Gift Shop

20. Accountant’s office

21. Architects/Engineers

- 22. Art Gallery
 - 23. Attorney’s Office
 - 24. Graphic Designer
 - 25. Insurance Office
 - 26. Licensed Counseling
 - 27. Psychiatrist’s Office
 - 28. Real Estate Office
 - 29. Sales Office for Developer
 - 30. Seamstress/Tailor
 - 31. Taproom/Brewery
 - 32. Travel Agent
 - 33. Other Office Uses, Retail Shops, Sales, and Services, which are similar to those uses described above and which would be typically found in a main street environment, may be approved by the developer and City Planning Staff.
- D. District 4 and 4A
- Attached Townhomes shall be permitted as allowed in the R-TH District, as modified herein. Townhomes may be fee-simple lots. All Townhomes shall be accessed from the rear service drive.
- E. District 5 and 5A
- Retail/Commercial uses shall be permitted by the allowable uses listed in the C-G Planned Commercial District as modified herein.
- The following uses shall be permitted, but not limited to:
- 1. Antique Store
 - 2. Art or Photo Studio
 - 3. Automobile Rental Satellite
 - 4. Bakery, retail
 - 5. Banks / Credit Union / or Savings Institution
 - 6. Barber and/or Beauty Shop
 - 7. Bookstore (with or without restaurant)
 - 8. Catering Establishment
 - 9. Cell Phone Retailer
 - 10. Church
 - 11. Clothing & Shoe Store
 - 12. Computer & Electronics
 - 13. Convenience Store (with or without fuel pumps)
 - 14. Doctor or Dentist Offices

- 15. Drug Store or Pharmacy
- 16. Dry Cleaning Establishment (pick up only)
- 17. Emergency Medical Facility
- 18. Eyeglass Store
- 19. Florist
- 20. Furniture Store
- 21. Grocery Store
- 22. Hardware Store
- 23. Health Club/Spa & Gym
- 24. Hotel/Hospitality Use
- 25. Interior Design Store/Studio
- 26. Jewelry Store
- 27. Medical Offices
- 28. Merchandise Showrooms
- 29. Music/Dance Academy
- 30. Music Recording Studio
- 31. Nursery School
- 32. Nutrition/Health Food Store
- 33. Office Uses
- 34. Party/Reception Halls
- 35. Pet Grooming
- 36. Pharmacy
- 37. Photography Studio
- 38. Print Shop
- 39. Restaurants (indoor and/or outdoor seating), with or without drive-in or drive-thru facilities
- 40. Specialty Food Store
- 41. Specialty Gift Shop
- 42. Taproom/Brewery
- 43. Veterinary Clinic
- 44. Other Office Uses, Retail Shops, Sales and Services, which are similar to those uses described above, and may be approved by the developer and City Planning Staff.

F. Common Open Space Areas:

These areas are to be developed or preserved to create passive and active recreation amenities such as trails, park benches, open green space, or pools/amenities. Additionally, detention ponds are allowed in these areas and earth-work activities required to develop adjacent development.

III. BULK REGULATIONS

Development of the neighborhood will be guided by the Outline Plan, and the area use descriptions provided above. Development of individual parcels must be in compliance with the provisions for dimensional regulations and access and circulation conditions provided below.

Other restrictions not specifically addressed here or elsewhere in the conditions (and its attachments) including, but not limited to, setbacks, side and rear yard requirements, minimum lot areas, accessory uses, and parking and loading areas shall be as defined in the City of Bartlett Zoning Ordinance as applicable to the referenced Zoning District for the particular parcel in question. Where provisions of this Outline Plan are in conflict with the above-referenced Ordinance, these provisions shall apply.

A. Plan Data

SITE DATA				
GENERAL SITE INFO				
TOTAL SITE ACREAGE		74.9 AC ±		
RESIDENTIAL				
DISTRICT	RES. UNITS	DESCRIPTION	ACREAGE	DENSITY
1	158 ±	SINGLE-FAMILY RESIDENTIAL	35.0 AC ±	4.5 DUA ±
2	334 ±	FLATS	13.9 AC ±	24.0 DUA ±
3	62 ±	MIXED-USE (COMMERCIAL/LOFTS)	2.7 AC ±	23.0 DUA ±
4 & 4A	92 ±	TOWNHOME RESIDENTIAL	8.1 AC ±	11.3 DUA ±
5 & 5A	N/A	COMMERCIAL	6.6 AC ±	N/A
TOTAL RES. UNITS		646 ±		
TOTAL RES. ACREAGE		66.3 AC ±		
COMMON OPEN SPACE				
MIN. COS ACREAGE		15.0 AC		
MIN. PERCENT COS		20.0% OF TOTAL SITE ACREAGE		
GROSS RES. DENSITY		8.6 DUA ± OF TOTAL SITE ACREAGE		

B. Building Setbacks and Standards

Height limitations as outlined below shall not apply to architectural features.

1. District 1 (and optionally, 4A)
- a. Minimum Lot Width.....45'

b. Minimum Lot Size 5,400 SF

c. Minimum heated space per house..... 2,200 SF

d. Minimum Front Setback
(Front-Loaded Lots) 25'
(Rear-Loaded Lots)..... 20'

e. Minimum Side Setback (Each Side)..... 5'

f. Minimum Rear Setback
(Front-Loaded Lots) * 20'
(Rear-Loaded Lots)..... 10'

g. Max. Front Setback Porch Encroachment
(Front-Loaded Lots) 8'
(Rear-Loaded Lots)..... 3'

h. Max. Rear Setback Porch Encroachment
(Front-Loaded Lots) * 10'

i. Max. Appurtenance Encroachment * 3'

j. Maximum Height..... 2 stories

k. All front-facing garages shall be set back a minimum of 7' from the front façade of the home.
- * Notes: (e) The Minimum Rear Setback adjacent to surrounding Single-Family parcels is 50' as measured from the Development boundary. (g) Includes lots that back up to the development boundary. (h) Appurtenances such as bay windows and fireplaces may encroach on any setback by the maximum distance indicated.
2. District 2
- a. Minimum separation between buildings..... 10'

b. Minimum Front Setback 12' from back of curb

c. Minimum Side Setback 5'

d. Minimum Rear Setback
(Clubhouse Building)..... 10'
(Otherwise) 25'

e. A balcony is allowed on all second, third, and fourth story units

f. Maximum Height..... 4 stories / 48'

3. District 3 (and optionally, 5A)

a. Minimum separation between buildings.....10'

b. Minimum Front Setback..... 12' from back of curb
(Along Summer Avenue, for 5A).....64'

c. Minimum Side Setback 5'

d. Minimum Rear Setback.....25'

e. Max. Ground-Floor Awning/Patio Encroachment..... 6'

f. Max. Ground-Floor Window Encroachment 3'

g. Max. Upper-story Balcony Encroachment..... 6'

h. Maximum Height.....4 stories
4. District 4 and 4A

a. Minimum separation between buildings.....10'

b. Minimum Lot Width..... 18'

c. Minimum Front Setback.....20'

d. Minimum Side Setback 5'

e. Minimum Rear Setback..... 5'

f. Max. Front Setback Porch/Balcony Encroachment.... 3'

g. Maximum Height.....3 stories
5. District 5 and 5A

a. Minimum separation between buildings.....20'

b. Minimum Front Setback
(Fronting Summer Avenue).....64'
(Otherwise)40'

c. Minimum Side Setback10'

d. Minimum Rear Setback.....40'

e. Max. Ground-Floor Awning Encroachment 6'

f. Max. Ground-Floor Window Encroachment 3'

g. Maximum Height.....3 stories
- C. Design Standards for District 3
1. In general, store fronts shall orient toward a main street or drive.

2. Entries: Primary entries shall address a public street, private drive, or designated pedestrian connection. Secondary entries may face parking areas or loading areas.

3. Façades: Building façades must be articulated at a minimum with windows, entries, and/or display bays. Façades shall not consist of an undifferentiated blank wall when facing a public street or sidewalk. Towers or other special vertical elements may be used in a limited fashion to focus views to the area from surrounding streets. Consistent design elements shall be used throughout the store front area to ensure that the entire mixed-use center functions as a unit.

D. There shall be no lot coverage limits for any District.

IV. ROADWAYS, ACCESS, AND PARKING

- A. There is no requirement to dedicate or improve Summer Avenue/HWY 70.

B. All public streets interior to the development shall be dedicated and improved according to the Street Types described within the Union Depot PD Booklet, in accordance with the Union Depot Outline Plan and approved by the City Engineer. The typical street sections utilize an alternative right-of-way measured to the back of curb. Diagonal and on-street parking are allowed in specific locations and Street Types as described within the PD Booklet.

C. Parking and loading spaces for all Districts shall be in accordance with the City of Bartlett Zoning Regulations. District 2 and 3 will follow the Dwellings, Multi-Family, Low-/Mid-Rise parking requirements.

D. City staff may approve a credit of up to 20% toward parking requirements for District 3 at the time of Final Plans, if provided evidence that proposed uses will share a certain amount of parking spaces by utilizing them during different times of the day. Parking for District 3 may also be provided within District 5A even if it is not developed with the same uses as District 3, provided all other parking needs for District 5 and 5A are met.

E. All dedicated public improvements required herein shall be made to the specifications of the City of Bartlett, unless otherwise approved.

F. All corner radii at intersections of public streets within the development may be a minimum of 15' at the face of curb.

G. The Private Drive within District 4 may be a minimum of 20 feet in width of pavement, with no curb and gutter. All private drives shall be owned and maintained by the Homeowners' Association.

H. Service drives may be a minimum of 20 feet in width of pavement, with no curb and gutter. All service drives shall be owned and maintained by the Homeowners' Association.

I. Head-in parking may be provided within any COS area directly off of the ROW of an interior public street in order to provide convenient resident access to common amenities.

V. LANDSCAPING, SCREENING, AND OPEN SPACE

- A. Common Open Space areas within Union Depot PD include a minimum of 15.0 acres, or 20.0% of the total site area. These spaces may vary from the areas shown on the Conceptual Development Plan with final design and engineering, but will not go below this minimum.

B. All Common Open Space areas, medians, streetscape areas, and neighborhood greens are to be preserved and maintained by a Homeowners Association and/or Business Owners Association. At the time that the Phase 1 Final Plan is submitted, the articles of incorporation and bylaws of the Business and Homeowners Associations shall be submitted to staff for review.

C. All common open space may have amenities such as hardscape plazas, pool areas, shade structures, walking trails, sidewalks, open lawn areas, shelter structures, bike racks, lighting, fencing, and benches where appropriate. These areas and amenities shall be submitted to the City with Final Plans.

- D. A Landscape Plan shall be submitted to the City as part of each final plan for development.
- E. Parking lots for non-residential uses shall provide one internal landscaped island for every 100 linear feet of parking. Landscaped islands shall consist of, at minimum, one shade tree, 2.5 inches in caliper, and low shrubs or ground-cover at least 10 inches high.
- F. The minimum street tree size shall be 2.5 inches in caliper.
- G. Refuse containers and loading areas shall be screened from view of public roadways and residential properties adjacent to the development.
- H. Landscape Plates, including streetscapes and buffers, shall be as described within the Landscape Plates section of the Union Depot PD Booklet. All on-center tree spacing required by the Landscape Plates are approximate average spacing and may vary along any particular street frontage to work with building façade rhythm, lot layout, utilities, driveway locations, and pedestrian facilities.
- I. Where a Landscape Plate requires fencing between two Districts and landscape on both sides, the first District or portion thereof to develop shall install the fence and the required landscape on its side of the fence.
- J. All required landscaping shall be located on the property such that it shall not interfere with any utility easements and may be altered according to MLGW requirements, including utilization of trees with a smaller mature size than required underneath power lines.
- K. Through the Development Agreement process, the Developer may work with City staff to make Landscape Plate modifications.
- L. Union Depot may utilize landscape features such as, but not limited to, masonry columns, icon markers, public art, rail fencing, and ornamental metal fencing as additional streetscape features or entrance treatments at any entrance into the development or into a District. Such features shall be submitted to the City with Final Plans.

VI. SIGNAGE

- A. Union Depot may provide up to 2 overall development identity ground signs (up to 1 on each side of the street) at each public street entrance into the development. These overall development signs shall not count toward the maximum signage allowed for any particular District. Such signage shall be submitted to the City with Final Plans.
- B. Signage for District 1 shall be in conformance with the Residential District regulations of the City of Bartlett Zoning Ordinance. All residential subdivision entrance signage shall be submitted to the City of Bartlett for review and approval with the submission of the respective final plan where such signage occurs.
- C. Signage for Districts 2-5 is envisioned to be inspired by traditional historic main street environments, including signage types such as, but not limited to, wall signs painted directly on brick building façades and blade signs. Prior to approval of any sign permits within these Districts, a signage package for the District(s) shall be approved by the City of Bartlett.
- D. Portable and temporary signs shall not be permitted except temporary construction and realtor signs shall be permitted. Temporary Café style signage shall be allowed to be placed within the sidewalk area, as long as it does not impede ADA access and is removed at the end of each business day.

VII. DRAINAGE FACILITIES & SERVICES

- A. The stormwater drainage system shall be designed and constructed to the drainage design standards of the City of Bartlett stormwater management program and State of Tennessee Department of Environmental Quality.
- B. A Storm Water Pollution Prevention Plan (SWPPP) will be filed with the state authorities prior to commencement of construction.

- C. The drainage plan submitted to the City Engineer must include a written determination from the State of Tennessee regarding their jurisdiction over watercourses on this site.
- D. Grading, drainage, and engineering construction plans to be approved by the City Engineer.
- E. All public storm drainage shall require a public easement.
- F. The following note shall be placed on the final plat of any development requiring on-site drainage facilities: The areas denoted by “Reserved for Stormwater Retention” shall not be used as a building site or filled without first obtaining written permission from the City Engineer. Stormwater detention systems located in these areas, except for those parts located in a public drainage easement, shall be owned and maintained by the respective property owner. Such maintenance shall be performed so as to insure that the system operates in accordance with the approved plan on file in the City Engineer’s office. Such maintenance shall include, but is not limited to removal of sedimentation, fallen objects, debris, trash mowing, outlet cleaning and repair of drainage structures.
- G. All construction improvements within the development shall be in compliance with erosion and sediment control guidelines and ordinances of the City of Bartlett and the State of Tennessee.

VIII. SANITARY SEWER & SERVICES

- A. A Master Sanitary Sewer Concept Plan shall be submitted at the time Phase One Plan is submitted for review and approval. The City of Bartlett will provide sanitary sewer service.
- B. Sanitary sewer improvements shall be provided by the Developer under contract in accordance with the subdivision regulations and specifications of the City of Bartlett and the State of Tennessee.
- C. Sizes of sanitary sewer lines shall be determined at the time the final construction plans are submitted to the City Engineer.
- D. Sanitary Sewer Plans shall be submitted to the Tennessee Department of Environmental Quality (TDEQ) for written approval.
- E. All sanitary sewer located in a private drive or otherwise outside of a public right-of-way shall be within a public easement.

IX. WATER SERVICE / UTILITIES

- A. A Master Water Service Concept Plan shall be submitted at the time the Phase 1 Plan is submitted for review and approval. The City of Bartlett will provide public potable water service.
- B. Public water improvements shall be provided by the Developer under contract in accordance with the subdivision regulations and specifications of the City of Bartlett and the State of Tennessee.
- C. All water services shall be constructed in compliance with the City of Bartlett and the State of Tennessee regulations.
- D. All water services located in a private drive or otherwise outside of public right-of-way shall be within a public easement.
- E. All utilities and services (telephone, cable, etc.) to be installed underground, except for any 3-phase electric service.
- F. Street light plans to be submitted for review and approval by City, as part of final plans. All street lighting shall be either an MLGW approved fixture or the street lighting within any District may be as described below:

A private street light may be installed at a uniform distance behind the back of curb throughout the District. The lighting will be maintained by the appropriate Owners’ Association.

X. DEVELOPMENT PHASING

- A. A Preliminary Phasing Plan for Union Depot PD shall be submitted to the City of Bartlett with Final Plans for Phase 1.
- B. The Preliminary Phasing Plan is subject to change as plans are finalized and as market demands fluctuate. Construction of phases may be singular or a mix to meet current and future market demands.
- C. The synchronization of Phases of Union Depot Planned Development may be modified by Developer at any time to allow for current and future market demands.
- D. A final site plan/plat for each phase shall be made in accordance with the City of Bartlett Zoning Ordinance and Subdivision Regulations. A final plan for each area or portion thereof shall be submitted for review by the City of Bartlett Planning Commission in order to establish that it substantially conforms to the conditions of the Union Depot PD Outline Plan.
- E. Minor changes to lot configuration may occur with the final plans.