City of White House, Tennessee

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Memo

Planning Commission Meeting – August 10, 2026

To: City of White House Planning Commissioners

From: Ceagus Clark, Director of Planning & Codes

Date: 8/5/2026

Re: Cover Page for the Planning Commission Staff Notes; meeting scheduled Monday 8/10/2026

The August 10, 2026 Planning Commission meeting agenda includes the following items:

Consent Agenda: subdivision bond extension requests for Summerlin, Phase 3; Moss Farm, Phase 1; and Springbrook Reserve, Phase 4; and a Final Plat request for Calista Farms, Phase 2.

Regular Agenda: Site Plan approval for Nashville Ready Mix, deferred from the July 13, 2026 meeting; a Site Plan Revision for Creekside Crossing; Site Plan approval for Home2 Suites by Hilton; and three requests for recommendation to the Board of Mayor and Aldermen for subdivision acceptance of Copes Crossing, Phases 1A, 1B, and 2.

Please note this agenda was amended on August 5, 2026.

Do not hesitate to reach out with questions.

Ceagus

Ceagus Clark, GISP
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CONSENT AGENDA – Staff Notes

Planning Commission Meeting – August 10, 2026

Items 1 through 3 are subdivision performance bond extension requests. The bonds currently on file are summarized below.

Project	Expiration Date	Bond Amount	Amount w/ 15% Inflation Factor
Summerlin, Phase 3	10/1/2026	$263,414.00	$302,926.10
Moss Farm, Phase 1	10/16/2026	$1,691,716.00	$1,945,473.40
Springbrook Reserve, Phase 4	10/16/2026	$1,367,250.86	$1,572,338.49

Item 1 – Summerlin, Phase 3 / Goodall Builders – Subdivision Bond Extension Request

Property Information

Applicant: Goodall Builders
Development: Summerlin, Phase 3
Current Bond Amount: $263,414.00
Current Expiration Date: October 1, 2026
Bond Amount with 15% Inflation Factor: $302,926.10



Request

Goodall Builders requests an extension of the subdivision performance bond guaranteeing completion of the required public improvements for Summerlin, Phase 3.

Section A.5-3(3) of the Unified Development Ordinance, Inflation Factor, requires that whenever a surety or security instrument is extended or renewed, the cost of completing all remaining improvements be reanalyzed and the surety amount adjusted accordingly, with a fifteen (15) percent inflation factor applied to the revised cost estimate. Staff has no record of an updated cost reanalysis for this bond.

Staff recommends the Commission condition any extension on receipt of a reanalyzed cost estimate, inclusive of the fifteen (15) percent inflation factor, prior to execution of the extension. Extensions are limited to one (1) additional year.

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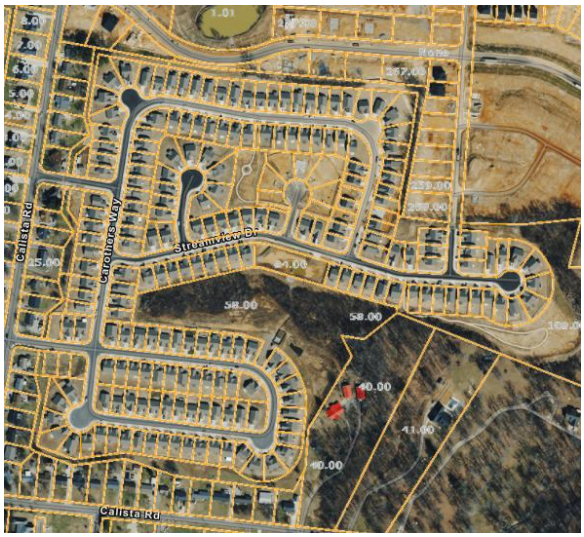
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Item 2 – Moss Farm, Phase 1 – Subdivision Bond Extension Request

Property Information

Development: Moss Farm, Phase 1
Current Bond Amount: $1,691,716.00
Current Expiration Date: October 16, 2026
Bond Amount with 15% Inflation Factor: $1,945,473.40



The applicant requests an extension of the subdivision performance bond guaranteeing completion of the required public improvements for Moss Farm, Phase 1.

As with Item 1, Section A.5-3(3) of the Unified Development Ordinance requires the cost of remaining improvements to be reanalyzed upon extension, with a fifteen (15) percent inflation factor applied to the revised estimate. Staff has no record of an updated cost reanalysis for this bond.

This is the largest bond on the current tracker. Staff recommends the Commission condition any extension on receipt of a reanalyzed cost estimate, inclusive of the fifteen (15) percent inflation factor, prior to execution of the extension.

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Item 3 – Springbrook Reserve, Phase 4 / LGI – Subdivision Bond Extension Request

Property Information

Applicant: LGI Homes
Development: Springbrook Reserve, Phase 4
Current Bond Amount: $1,367,250.86
Current Expiration Date: October 16, 2026
Bond Amount with 15% Inflation Factor: $1,572,338.49



Request

LGI requests an extension of the subdivision performance bond guaranteeing completion of the required public improvements for Springbrook Reserve, Phase 4.

Section A.5-3(3) of the Unified Development Ordinance requires the cost of remaining improvements to be reanalyzed upon extension, with a fifteen (15) percent inflation factor applied to the revised estimate. Staff has no record of an updated cost reanalysis for this bond.

Staff recommends the Commission condition any extension on receipt of a reanalyzed cost estimate, inclusive of the fifteen (15) percent inflation factor, prior to execution of the extension.

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Item 4 – Calista Farms, Phase 2 – Final Plat Approval

Property Information

Development: Calista Farms, Phase 2
Request: Final Plat Approval



Staff Analysis

During a review of the subdivision records, staff could not locate Planning Commission approval of the Final Plat for Calista Farms, Phase 2 in the meeting minutes. Although the City has a performance bond on file and the project has continued through development, staff has placed this item on the Consent Agenda to establish a formal record of Final Plat approval.

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AGENDA – Staff Notes

Planning Commission Meeting – August 10, 2026

Item 5 – Nashville Ready Mix / Klober Engineering Services – Site Plan Approval

(Deferred from the July 13, 2026 Planning Commission Meeting)

Property Information

Applicant/Engineer: Klober Engineering Services (Josh Lyon, P.E.)
Owner: HST Holdings, LLC
Developer: Nashville Ready Mix, Inc.
Location: 131 Center Drive, White House, TN
Parcel: Robertson County Tax Map 95, Parcel 75
Zoning: I-2, Heavy Industrial District
Proposed Use: 1,000 sq. ft. office building and ready-mix concrete batch plant

Request

Klober Engineering Services requests Site Plan approval for a 1,000 sq. ft. office building and concrete batch plant facility on an 8.42-acre site zoned I-2. This item was deferred from the July 13, 2026 meeting. The staff analysis and findings presented in July are carried forward below without change.

Staff Analysis

The applicant is requesting Planning Commission approval of a Site Plan for the construction of a ready-mix concrete batch plant at 131 Center Drive. The proposed development includes a 1,000-square-foot office building, concrete batch plant, aggregate storage bins, material stockpile areas, truck circulation, settling basins, stormwater management facilities, and associated site improvements.

Zoning – The subject property is zoned I-2 (Heavy Industrial). The proposed ready-mix concrete batch plant is consistent with the intent of the I-2 District, which is intended to accommodate heavier industrial uses and manufacturing activities that require larger sites and separation from less intensive land uses.

Site Design – The proposed Site Plan provides internal circulation for employee vehicles, delivery vehicles, concrete mixer trucks, and tractor trailers. Truck turning movements have been incorporated into the plans demonstrating adequate maneuverability throughout the site while minimizing conflicts between operational traffic and employee parking. The site layout includes designated material storage areas, operational work areas, stormwater facilities, and adequate access to the proposed office building.

Traffic – Traffic was a significant component of staff's review. The applicant submitted a Traffic Impact Study evaluating existing traffic conditions, projected background traffic, cumulative impacts from previously approved developments, and traffic generated by the proposed facility. The study estimates the facility will generate approximately 30 to 40 truck trips per day, with approximately eight entering and eight exiting truck trips during the peak hour.

The study identifies the Highway 76/Loves Lane (Dee Cee Court) intersection as the primary traffic concern within the study area. Existing analysis indicates the intersection currently operates at Level of Service (LOS) D during the AM peak hour and is projected to operate at LOS E during the PM peak hour. Level of Service is a nationally recognized traffic engineering measure used to evaluate how efficiently an intersection operates. It is graded on a scale from A to F, with LOS A representing free-flowing traffic and LOS F representing severe congestion and excessive delays.

According to the Traffic Impact Study, the existing operating conditions at this intersection are primarily influenced by regional traffic volumes, truck stop activity, surrounding industrial development, and previously approved developments. The study concludes the projected traffic generated by the proposed facility is not expected to change the overall operating condition of the intersection or require additional roadway improvements. The study also evaluated the intersections providing direct access to the site, including Industrial Drive and SCT Drive, and concluded those intersections are expected to continue operating at acceptable Levels of Service following development of the proposed facility.

Landscaping and Buffering – The applicant has revised the plans to provide the required Type D bufferyard along the western property boundary adjacent to Agricultural property located within the Urban Growth Boundary. A final landscape plan demonstrating compliance with all applicable landscaping and bufferyard requirements shall be submitted prior to issuance of permits.

Stormwater and Grading – The applicant revised the grading and drainage plans to address staff review comments. Stormwater runoff from aggregate storage areas is proposed to be routed through a series of settling basins prior to discharge into the site's detention facilities. Additional stormwater structures have been identified, water quality treatment has been incorporated, and grading modifications have been made to improve overall site drainage. Final approval of stormwater, grading, and utility improvements remains subject to review by the City Engineer and all applicable regulatory agencies.

Architecture and Site Improvements – The applicant has submitted equipment elevations for the proposed batch plant and office building. Site lighting is proposed to consist primarily of wall-mounted security lighting on the office building with operational lighting mounted on plant equipment as necessary. All lighting shall comply with the City's lighting standards.

Findings of Fact

1. The proposed ready-mix concrete batch plant is a permitted use within the I-2 Heavy Industrial Zoning District, subject to Planning Commission approval of the Site Plan.
2. The proposed development is consistent with the purpose and intent of the I-2 District and is compatible with the surrounding industrial development pattern.
3. The Site Plan provides adequate internal circulation for employee vehicles, delivery vehicles, concrete mixer trucks, and tractor trailers while maintaining safe site access and maneuverability.
4. The submitted Traffic Impact Study concludes that the proposed development is expected to generate approximately 30 to 40 truck trips per day.

5. The intersections (Industrial Drive/Center Drive) providing direct access to the site are projected to continue operating at acceptable Levels of Service following construction of the proposed development.
6. The proposed Site Plan incorporates required buffering, landscaping, stormwater management facilities, grading improvements, and other site design elements necessary to mitigate impacts to adjacent properties and comply with applicable City development standards.

Item 6 – Creekside Crossing / T-Square Engineering – Site Plan Revision

Property Information

Applicant/Engineer: T-Square Engineering, Inc. (Justin Eade, P.E.)
Developer: Steffen Agency (Thomas Steffen)
Owner of Record: Creekside Condo Homes, LLC, c/o Todd Jackson
Location: 2735 Highway 31W, White House, TN
Parcel: Robertson County Tax Map 117D, Group B, Parcel 010.00 (the agenda lists Group D; the deed, plat, and plan set reference Group B)
Zoning: NCRPUD, Neighborhood Center Residential Planned Unit Development
Site Area: 3.79 acres (the "South Site" of the approved Deer Crossing / Creekside PUD)
Proposed Use: 40 attached townhome units, replacing 48 previously approved multifamily units

Request

T-Square Engineering requests approval of a Site Plan Revision to the previously approved Final Master Development Plan for the South Site of the Creekside Crossing PUD. No changes are proposed to the middle or northern sites of the PUD.

Staff Analysis

Summary of Changes –This will complete the project next to Colorado which was approved in 2015**.** The applicant has summarized the proposed changes from the approved plan as follows:

- Three multifamily buildings totaling 48 units replaced with 40 attached townhomes.
- Multifamily parking garage removed.
- Center amenity area removed; the dog park is relocated closer to the wet detention pond and increased from approximately 1,000 square feet with turf to approximately 3,500 square feet of natural grass.
- Individual attached garages and driveways replace shared multifamily surface parking.
- Grading, access points, and overall street orientation remain largely unchanged.
- Water and sewer service layouts revised, with decreased capacity demand for both.
- Wet stormwater pond and outlet structure remain unchanged.

Density and Site Data – The revision reduces the unit count from 48 to 40, a net decrease of eight units. The applicant reports a density of 10.55 units per acre on the 3.79-acre South Site, with 100,624 square feet (2.31 acres) of open space, or 61 percent of the site. Building footprints total 36,800 square feet, pavement 26,998 square feet, and sidewalk 711 square feet.

Parking – The parking table provides two (2) spaces per two-bedroom unit for a total of 80 required spaces, plus one (1) visitor space per five (5) units for eight (8) additional spaces. Total parking required is 88 spaces and total parking provided is 88 spaces. Three visitor parking areas are distributed through the site.

Access and Circulation – Access points remain unchanged from the approved plan. Internal circulation is provided by a private residential drive with a 25-foot perimeter boundary buffer, five-foot sidewalk, stop signs and stop bars at both access points, ADA ramps at a maximum 1:12 slope, and a mailbox kiosk with seating. Trash collection is proposed to be provided individually to each unit rather than by a central dumpster enclosure.

Stormwater – The applicant submitted a revised stormwater report demonstrating that the proposed townhome development will reduce impervious surface compared to the previously approved multifamily plan. As a result, the analysis indicates reduced peak stormwater runoff for all design storm events. The existing wet detention pond is proposed to remain unchanged and will continue to provide the required water quality treatment. Because the development reduces impervious area, the existing water quality facilities provide an additional factor of safety. Site soils are not suitable for infiltration; therefore, the existing detention system remains the proposed best management practice. Final approval of the stormwater design remains subject to review by the City Engineer.

Existing Infrastructure – The property was previously approved for a 48-unit apartment complex, and much of the site infrastructure was installed at that time but never placed into service. The proposed townhome development will reuse portions of the existing water, sewer, and stormwater infrastructure where feasible. Prior to construction, the existing storm drainage system must be televised (CCTV) and approved by the City to verify its condition before reuse.

Landscaping and Buffering – The landscape plan provides the required perimeter buffering, interior parking lot landscaping, and street trees for the development. Existing vegetation will be preserved where possible and supplemented with new plantings as needed to ensure compliance with the City's landscaping and buffering requirements.

Utilities – Water service is provided by White House Utility District and sanitary sewer by the City of White House. The applicant notes that reducing from 48 apartments to 40 townhomes lowers the anticipated water and sewer demand, and that final water and sewer design will be completed following Site Plan approval. Final utility design remains subject to review by City staff and White House Utility District.

Findings of Fact

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1. The subject property is zoned NCRPUD and was previously approved as part of the Creekside Crossing / Deer Crossing Planned Unit Development. The request is limited to the portion of the PUD referred to as the South Site.
2. The proposed revision reduces the approved unit count from 48 multifamily units to 40 attached townhome units, decreasing overall density on the South Site.
3. Building locations and orientations, access points, and street orientation remain consistent with the approved Final Master Development Plan.
4. The proposed Site Plan provides 88 off-street parking spaces against a requirement of 88 spaces, including eight (8) visitor spaces.
5. Ownership and maintenance responsibilities for common areas and stormwater facilities remain unchanged from the approved plan.
6. This site will have to have a civil plan review and will be subject to final review by City staff, the City Engineer, and White House Utility District, and to verification of the condition of the existing in-ground infrastructure, the proposed Site Plan Revision will not adversely affect the public health, safety, or welfare.

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Item 7 – Home2 Suites by Hilton / Arnold Consulting Engineering Services, Inc. – Site Plan Approval

Property Information

Applicant/Engineer, Surveyor & Landscape Architect: Arnold Consulting Engineering Services, Inc. (Dale Shivers; Alston Shivers)
Developer: DSA Enterprises (Sunil Patel)
Architect: Parekh Architect PLLC (Sid Parekh)
Location: Edenway Drive, White House, TN
Parcel: Robertson County Tax Map 106, Parcel 063.00 (Sherry L. Eden, Deed Book 2302, Page 987)
Zoning: C-2, General Commercial
Site Area: 2.34 acres (101,859 sq. ft.)
Proposed Use: Four-story hotel

Request

Arnold Consulting Engineering Services requests Site Plan approval for a hotel on Edenway Drive. The agenda advertises a 130-unit hotel; the plan set dated July 29, 2026 shows 123 rooms and bases the parking calculation on 123 rooms. Staff recommends the Commission confirm the final room count on the record, as the parking requirement of one space per guest unit is driven directly by that number.

Site Data

Standard	Required / Permitted	Provided
Front setback (Edenway Dr.)	35 ft	84 ft
Front yard (Edenway Dr.)	20 ft (2/3 landscaped = 13.33 ft)	15 ft
Side yards (north / south)	10 ft / 10 ft	10 ft / 10 ft
Rear yard (east)	20 ft	20 ft
Building height	53 ft max	51 ft (4 stories)
Building footprint	N/A	20,119 sq. ft.
Gross building area	N/A	74,067 sq. ft.
Lot coverage / impervious	N/A	77.82% (1.819 ac)
Floor area ratio	N/A	0.1975
Parking (1 space per guest unit)	123 spaces	123 spaces (118 standard, 5 ADA, 2 EV)
Site access	Per City standards	1 access point to Edenway Drive
Interior landscaping	1 canopy tree / 2,000 sq. ft. VUA (24 trees)	24 trees

Standard	Required / Permitted	Provided
Traffic study	Required only above threshold	Trip generation analysis performed; volumes below threshold, full study not required

Staff Analysis

Review Staff has advised the applicant's engineer that the Site Plan is sufficient to move forward to the Planning Commission, but that several items remain outstanding and will be addressed during Civil Plan review. The City's review process is structured so that the initial submittal is reviewed for Planning Commission action, with the more detailed Civil Plan review occurring afterward. Although the review in the permitting portal shows as approved, the associated comments note that landscaping, pipe sizing, and other engineering details will be finalized during Civil Plan review. The Commission should understand this item as a Site Plan action, not a completed engineering approval.

ZoningThe property is zoned C-2, General Commercial. A hotel is an appropriate commercial use within the district and within this corridor, which is characterized by highway commercial and lodging uses in proximity to Highway 76 and Interstate 65. The site is approximately 258 feet from the centerline of Tennessee Highway 76 and takes access from Edenway Drive, a 50-foot right-of-way with 48 feet of pavement.

Site Design and Access – The proposed layout wraps parking around a centrally placed building. The plan includes an ADA landing area flush with the parking spaces, stamped concrete pavement at the entry, a dumpster enclosure with split-face block to match the building, two EV charging spaces, and a pool area.

Access is the principal site design item before the Commission. During the pre-application meeting, staff discussed a single entrance with the possibility of improving and tying into the neighboring property's access to the north. The Public Services Director and the City Engineer are in agreement that the preferred approach is a shared access easement through the property to the north rather than separate access points onto Edenway Drive. The Public Services Director has asked the applicant to clarify why the design ended up with the access configuration shown. Staff recommends the Commission hear that explanation on the record and determine whether to condition approval on pursuit of a shared access easement.

Front Yard – The development summary table on Sheet C2 identifies a required front yard of 20 feet along Edenway Drive, two-thirds of which must be landscaped, and shows 15 feet provided. Staff requested the front yard be increased and dimensioned to meet the standard. The applicant responded that the change is not feasible based on the site grading. The applicant separately reports that 75 percent of the front yard area provided is landscaped, which exceeds the two-thirds landscaping ratio but does not resolve the width deficiency. This is the principal unresolved zoning item on the plan, and the Commission should determine whether to require compliance, direct the applicant to the Board of Zoning Appeals for a variance, or accept the reduced dimension as part of the Site Plan action.

Traffic – The applicant performed a trip generation analysis for the proposed hotel. The projected volumes fell below the threshold that would trigger a full Traffic Impact Study, and the plan set accordingly notes that a traffic study is not required. The Commission should understand this as the conclusion of an analysis rather than a waiver of review. Access configuration, addressed above, remains the operative traffic-related item on this site.

Parking and Circulation – The plan provides 123 total spaces against a requirement of one space per guest unit. Five ADA spaces are provided with van-accessible signage, wheel stops, handicap ramps, and accessible routes. Standard stalls are 9 feet wide with 24-foot drive aisles at the primary circulation loop.

Landscaping – The revised landscape plan meets the City's landscaping requirements by providing the required interior parking lot trees, perimeter buffering, and street trees. Existing vegetation will be preserved where practical and supplemented with new plantings as needed. The applicant also revised the plans to include interior landscape island dimensions, adjoining zoning district labels, and updated planting details in response to staff comments.

Site Lighting – The applicant submitted a site lighting plan in response to staff comments. The plan includes photometric data demonstrating that lighting levels are designed to provide adequate site illumination while minimizing light spill onto adjacent properties. Required notes prohibiting light trespass and flashing or strobe lighting have also been included.

Stormwater – Because the site is 77.82 percent impervious and parking demand consumes the balance of the site, no surface detention is available. The design routes runoff to an ADS SC-800 underground chamber system, then to an Arcadia AR6 OK-110 hydrodynamic separator for water quality treatment, then out through an existing under-drive drain by way of a newly constructed storm box. The report calculates a 2.73-acre watershed with a curve number of 91.11, requiring 5.66 cfs of water quality treatment against a device capacity of 6.19 cfs, and states the unit achieves the required 80 percent TSS removal.

Two engineering items remain open. First, Sheet C3 carries a note stating that the storm system has not been finalized and that design of the underground chamber, water quality unit, and storm piping is still being finalized. Second, the executive summary of the drainage report uses water quality and water quantity language interchangeably, and staff has asked the engineer to correct the reference. Staff recommends any approval be expressly conditioned on final stormwater design approval by the City Engineer prior to issuance of a grading or building permit.

Erosion Prevention and Sediment Control – In response to staff comments, the temporary EPSC measures were separated onto dedicated sheets and three-phase EPSC plans are now provided on Sheets C4.0 through C4.2, including silt fence, inlet protection, temporary construction entrance, and Flexamat slope armoring. The plan set still requires the CGP/NPDES cover page or permit number to be added and impervious surface to be reported in acres.

Architecture – In response to a staff comment requesting a cleaner rendering, the applicant submitted a dual-brand Tru and Home2 Suites by Hilton rendering set. The Commission should note that the

submitted file is a prototype rendering package dated February 2024 prepared for another location, not dimensioned elevations for this site, and it depicts a dual-brand configuration while the application before the Commission is for a single Home2 Suites building. Staff recommends the Commission require site-specific, dimensioned building elevations with an exterior material schedule prior to building permit.

Sanitary Sewer – Sanitary service is provided by the City of White House through a grinder pump and 410 linear feet of force main tying into an existing 8-inch force main, with a 66-foot encasement pipe under the roadway. The Wastewater Director, Travis Garmon, has completed the Sewer Availability Review and has made the developer aware of the necessary on-site infrastructure and off-site improvements. Full construction plan submission and review will be required beyond Site Plan approval. The general locations of sewer infrastructure shown on the Site Plan are described as mostly acceptable, with minor revisions required.

The Wastewater Department has identified the following revisions to the Site Plan:

- The landscape plan must be revised to show no trees, bushes, or shrubs over top of sewer lines or the grinder pump station. Landscaping is currently shown over the grinder pump and must be relocated.
- Force mains are required to be SDR21 PVC.
- Gravity services are required to be SDR26 PVC; SDR35 is not permitted. The plan set currently calls for SDR-35 PVC sanitary services.
- Gravity service line sizing must be confirmed with engineering flow calculations; the 4-inch service shown is likely undersized.
- Gravity mains must be a minimum of 8-inch SDR26 per Tennessee Design Criteria.
- Cleanouts must be shown on gravity service lines prior to reaching the main, located in concrete traffic-rated boxes with steel lids.
- Gravity services may not be cored directly into manholes; they must tap the gravity line, with taps no closer than four (4) feet from a manhole.
- Show the routing of electrical conduit for power to the grinder pump station and the location of the grinder pump control panel.
- Call out and show bollards surrounding the grinder pump tank and control panel. The panel is to be free-standing rather than mounted directly to bollards, with adequate working room between the panel and the tank.

The Wastewater Department has further identified information that will be required with the full construction plan submittal, including a plan view of the off-site force main; blowup details and means of connection for all force main taps, including the tie-in to the 8-inch main near the Highway 76 intersection and all grinder pump service lines to be re-tapped; profiles of the gravity service and force main, both on-site and off-site; grinder pump station, grease interceptor, and manhole details; manhole inflow protectors, exterior seam wraps, and Xypex additive or equivalent; electrical details for station power and controls including a panel detail; and details on the pumps selected for the site.

Staff recommends the applicant contact both Public Services and Wastewater following the Planning Commission meeting to work through the outstanding civil review comments.

Staff Review Comment Summary

The following condenses the review comment log for the Commission's awareness. Comments from cclark are planning and zoning; comments from Jason are engineering.

Source	Comment	Applicant Response
Planning	Increase and dimension the front yard from 15 feet to the required standard	Not feasible based on grading
Planning	Provide two-thirds of the required front yard as landscaping	Front yard landscaping is at 75%
Planning	Clarify tree and evergreen installation sizes	Shown on planting schedule
Planning	Each qualifying interior planting area must be dimensioned	Island dimensions added
Planning	Landscape sheet does not identify adjoining zoning districts	Adjoining zoning added
Planning	Provide a cleaner rendering for the Planning Commission	Architectural elevations added
Planning	Obtain final Public Services, utility-provider and agency approvals	Noted
Engineering	Add contour labels so grading can be reviewed	Contour labels added
Engineering	Add more existing contour labels on this side of development	Existing contour labels added
Engineering	Add site lighting plan and detail sheets	Added as Sheets SL1 and SL2
Engineering	Separate the temporary EPSC measures and details	Reflected on Sheets C4.0–4.2
Engineering	Provide three-phase EPSC plans and details	Shown on Sheets C4.0–4.2
Engineering	Reveal how drainage will be changed on the upper side	No drainage routed toward neighboring property
Engineering	Reveal drainage impacts on this side of the property	Drainage report updated
Engineering	Add existing and proposed drainage maps	Included in the drainage report
Engineering	This number may need revision once drainage is finalized	Values updated
Engineering	Provide clarification of the flow calculation	Q=CIA used for water quality calculation
Engineering	Ensure the drainage report is clear on how water quality is met	Justification added to the executive summary

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Source	Comment	Applicant Response
Engineering	Provide storm piping for the roadside ditch being removed	Roadside ditches not feasible given site grading
Public Services	Clarify why the design ended up with the access points shown; shared access through the property to the north is preferred	Pending
Wastewater	Relocate landscaping shown over the grinder pump station and sewer lines	Pending
Wastewater	Force mains to be SDR21 PVC; gravity services SDR26 PVC (SDR35 not permitted)	Pending
Wastewater	Confirm gravity service sizing with flow calculations; 4-inch likely undersized	Pending
Wastewater	Add cleanouts in traffic-rated boxes, grinder pump conduit routing, control panel location, and bollards	Pending

Items for Commission Awareness

- Room count: agenda advertises 130 units; plans show and calculate parking for 123 rooms.
- Front yard is 15 feet where 20 feet is required. Applicant states compliance is not feasible due to grading.
- Sheet C3 states the storm system, underground chamber, water quality unit, and storm piping are not finalized.
- Roadside ditch piping comment remains unresolved; applicant states ditches are not feasible given site grading.
- Architectural submittal is a 2024 dual-brand prototype rendering, not site-specific dimensioned elevations.
- Possible retaining wall encroachment of up to 5.9 feet across the property line.
- Public Services and the City Engineer prefer a shared access easement through the property to the north rather than separate access points onto Edenway Drive; the applicant has been asked to explain the configuration shown.
- Landscaping is shown over the grinder pump station and must be relocated.
- Wastewater has completed the Sewer Availability Review and identified pipe material, sizing, cleanout, and grinder pump detail revisions that must be made; full construction plans are required beyond Site Plan approval.
- The permitting portal shows the review as approved, but the associated comments state that landscaping, pipe sizing, and other engineering details will be finalized during Civil Plan review.
- Plan corrections still outstanding: impervious surface in acres, and the CGP/NPDES cover page or permit number.

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Findings of Fact

1. The subject property is zoned C-2, General Commercial, and a hotel is an appropriate use within the district subject to Planning Commission approval of the Site Plan.
2. The proposed four-story building at 51 feet complies with the 53-foot maximum height standard, and the front, side, and rear setbacks meet or exceed the applicable minimums.
3. Off-street parking is provided at one space per guest unit, including five ADA spaces and two electric vehicle charging spaces, consistent with the parking requirement for the use.
4. The proposed front yard of 15 feet does not meet the 20-foot standard identified on the plan; the applicant has stated compliance is not feasible due to site grading, and the Commission must determine the appropriate disposition of this item.
5. Interior and perimeter landscaping, as revised, meets the applicable canopy tree and perimeter coverage requirements.
6. Stormwater management is proposed through an underground chamber system and hydrodynamic separator sized to treat the required flow and achieve 80 percent TSS removal; final design has not been completed and remains subject to City Engineer approval.
7. The Wastewater Director has completed the Sewer Availability Review and determined that the general locations of sewer infrastructure shown are mostly acceptable subject to minor revisions, with full construction plan submission and review required beyond Site Plan approval.
8. The Public Services Director and the City Engineer have identified a shared access easement through the property to the north as the preferred access approach for this site.
9. The applicant revised the plan set in response to staff and engineering review comments, resolving the majority of comments, with the items listed above remaining open at the time of packet preparation. Staff finds the Site Plan sufficient to advance to the Planning Commission, with the remaining items to be resolved during Civil Plan review.

Approval Conditions/Stipulations since this will still have a civil review, staff recommends the following conditions:

- Final stormwater, grading, and drainage design approval by the City Engineer prior to issuance of any grading or building permit, including finalization of the underground chamber system, water quality unit, and storm piping.
- Correction of the drainage report executive summary to distinguish water quality from water quantity.
- Submittal of site-specific, dimensioned architectural elevations with an exterior material schedule prior to building permit.
- Addition of the CGP/NPDES permit number or cover page and reporting of impervious surface in acres on the plan set.

- Resolution of the retaining wall encroachment prior to certificate of occupancy.
- Final approvals from Public Services, White House Utility District, and all applicable utility providers and regulatory agencies.
- Confirmation of the final room count and, if it exceeds 123, provision of parking at one space per guest unit.
- Coordination with the Public Services Director and the City Engineer on access, including good faith pursuit of a shared access easement through the property to the north.
- Revision of the landscape plan to remove all trees, shrubs, and bushes from over sewer lines and the grinder pump station.
- Compliance with all Wastewater Department revision notes, including force main SDR21 PVC, gravity service SDR26 PVC, gravity mains at a minimum of 8-inch SDR26, verified gravity service sizing, cleanouts in traffic-rated boxes, taps no closer than four feet from a manhole, and grinder pump conduit, control panel, and bollard details.
- Submittal and approval of full sanitary sewer construction plans by the Wastewater Department prior to construction.

{Public Hearing}

Items 8, 9, and 10 – Copes Crossing, Phases 1A, 1B, and 2 / Pulte Group – Recommendation to the Board of Mayor and Aldermen for Subdivision Acceptance

Property Information

Applicant/Developer: Pulte Group
Developments: Copes Crossing, Phase 1A; Copes Crossing, Phase 1B; Copes Crossing, Phase 2
Request: Recommendation to the Board of Mayor and Aldermen for acceptance of the public improvements.

Request

Pulte Group requests that the Planning Commission recommend to the Board of Mayor and Aldermen acceptance of the streets, drainage improvements, and other public improvements within Copes Crossing, Phases 1A, 1B, and 2. Each phase is a separate public hearing and a separate action, though the applicable standards are identical and are presented together below.

Applicable Regulations

Acceptance of public improvements is governed by Article III of the Subdivision Regulations. Section 3-102.201, Certificate of Satisfactory Completion. The governing body shall not accept dedication of required public improvements, nor release or reduce any surety guaranteeing their construction, until the appropriate governmental representative submits a certificate stating that all required improvements have been satisfactorily completed. The project owner or developer must submit a written request to accept improvements to the Planning Commission and Board of Mayor and Aldermen, with the value of improvements listed on a form provided by the City Engineer.

City of White House, Tennessee

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Section 3-103, Maintenance of Improvements. The applicant is required to maintain all improvements, including all lot improvements, until acceptance by the governing body. Prior to dedication, the applicant must file a maintenance bond in an amount considered adequate by the City Engineer and in a form satisfactory to legal counsel, assuring the satisfactory condition of the required improvements for a period of one (1) year after the date of acceptance. The minimum amount of the maintenance bond shall not be less than ten (10) percent of the total or principal amount of improvements, as determined by the City Engineer.

Sections 2-105.1(2) and 5-104.3(14), "As-Built" Plans. Streets and stormwater management facilities and improvements will not be officially accepted by the Mayor and Board of Aldermen until "as-built" plans have been prepared and submitted by the project engineer and subsequently approved by the City Engineer.

Section 5-104.3(13), Signage. All street names and regulatory and warning signs must be installed and verified by the Superintendent of Public Works.

Staff Recommendation

For each of the three phases, staff recommends the Planning Commission forward a favorable recommendation to the Board of Mayor and Aldermen for acceptance of the public improvements, conditioned upon the following:

- Posting of a one (1) year maintenance bond in an amount not less than ten (10) percent of the total or principal amount of the improvements for that phase, as determined by the City Engineer, in a form satisfactory to the City Attorney, filed prior to dedication.

The one-year maintenance period runs from the date of acceptance by the Board of Mayor and Aldermen, not from the date of the Planning Commission recommendation.