SPRING HILL
MUNICIPAL PLANNING COMMISSION
WORK SESSION AGENDA
Monday, January 25, 2016
199 Town Center Parkway
5:30 PM

Call meeting to order

Stipulation of members present

Concerned Citizens (Non-Agenda)

Chairman's comments

All items with changes for the agenda must be resubmitted by 12:00 PM (noon) on Monday, February 1, 2016 (both paper and electronic copies).

Items to be reviewed

Bonds and/or Public Infrastructure to be considered

1. **Resolution 16-06:** To Establish a Performance Bond for Woodland Trace Phase 2.

2. **Resolution 16-07:** To Establish a Maintenance Bond for Woodland Trace Phase 2.

3. **Resolution 16-08:** To Reduce the Performance Bond and Establish a Maintenance Bond for TN Spring Hill Wilkes

Old Business

1. **FPL 122-2015:** Submitted by Stanford and Associates, Inc. for property located on Port Royal Road. The property is zoned B-4 (Central Business District) and contains approximately 10.50 acres. The applicant requests final plat approval for 5 commercial lots.

2. **NCP 126-2015**: Submitted by Sawyer Land Surveying, LLC for property located at 2411 Depot Street. The property is zoned R-4 and contains approximately 10.83 acres. The applicant request approval for a Neighborhood Concept Plan for 40 single family residential lots.

3. **RZN 130-2015** Submitted by Kiser & Vogrin Design, LLC for property located at 4820 Main St. The property is zoned R-2 and contains approximately 20 acres. The applicant is requesting rezoning of the property from R-2 to B-2 and R-4.

4. **ADM 131-2015:** Submitted by the Planning Department. The proposal is to amend the zoning ordinance to include provisions for Planned Zoning Districts.

New Business

1. **ADM 135-2016**: Submitted by Civil Site Design Group for property located at McCormick Crossing at Beechcroft Rd. The property is zoned R-2 (Medium Density) and contains 24.5 acres. The applicant requests to amend the approved preliminary plat for Meadows at Spring Hill.

2. **STP 125-2015**: Submitted by T-Square Engineering Inc. for property located at 3793 Old Port Royal Rd North. The property is zoned M-1, Light Industrial, and contains approximately 6.79 acres. The applicant request site plan approval for a 5,250 sq/ft storage facility.

3. **STP 133-2016**: Submitted by LeCraw Engineering for property located at 4925 Main Street. The property is zoned B-3 (Intermediate Business District) and contains approximately .91 acres. The applicant request site plan approval for a 7,900 S.F. retail tire store.

4. **SKP 134-2016**: Submitted by Carter Engineering Consultants. The property is located on Port Royal Road. The property is zoned B-4 (Central Business District) and contains approximately 1.07 acres. The applicate requests sketch plan approval for a restaurant containing 3,652 square feet and associated parking.

5. **SKP 136-2016:** Submitted by Batson & Associates for property located on Miles Johnson Parkway. The property is zoned B4 (Central Business District) and contains approximately 5.01 acres. The applicant is requesting sketch plan approval for a 64,000 S.F. assisted living facility.

6. **RZN 138-2016** Submitted by Huntley Gordon for property located at 5238 Main Street. The property is zoned B-2 and contains approximately 2.3 acres. The applicant request approval for rezoning from a B-2 (Neighborhood Shopping District) to B-4 (Central Business District).

Other Business:

Annexation of Rippavilla
Revised 2016 Meeting Schedule

Round Table

Adjourn

City of Spring Hill
199 Town Center Parkway
P.O. Box 789

Spring Hill, TN 37174
Phone 931-486-2252 Ext. 211
Fax: 931-486-3596

City of SPRING HILL TENNESSEE est. 1809

Application for Surety

Property Information	**Project Name:** Woodland Trace **Phase:** 2 **Section:** ____ **Number of Lots Approved:** 111 **Number of Lots Remaining:** 88 **Surety Type:** ____ Maintenance ____ Performance ____ Restoration **Posted With:** ✓ Letter of Credit ____ Performance Bond ____ Insurance Bond ____ Cash **Surety Amount:** $ 94,571.25 **Expiration Date:** ___/___/___ **Automatic Renewal Clause included with Surety:** (Yes) No (Circle One) **Purpose of Surety:** water, sewer, storm.
Financial Information	Marty Smith **Name of Financial Institution:** Community First **Surety #:** ____ **Contact Person:** ~~Marty Smith~~ **Email:** ~~[illegible]~~ msmith@cfbk.com **Address:** 501 South Campbell Blvd. **City, State, Zip:** Columbia TN 38401 **Phone Number:** (931) 490-6686 **Fax Number :**(___) ____
Contact Information	**Name of Owner/Developer or Representative:** (Jason Beavers) Ole South Prop. ~~[illegible]~~ **Address:** 2602 Robert Rose Dr. Suite 300 **City, State, Zip:** Murfreesboro, TN 37129 **Phone Number:** (615) 692-2814 **Fax Number:**(615) 896-9380

Action Request

I (we) request that the following action be taken:

✓ Establish New Surety
____ Request Final Inspection and Release of Surety
____ Request Reduction of Surety Amount
____ Request extension of surety for (1) year
____ Request Maintenance Bond
(Please provide proof of difficulty below)

Explanation for Proof of Difficulty:

Applicant Signature	10/26/10 Date	City Staff Signature	1/15/10 Date

RESOLUTION 16-06 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A PERFORMANCE BOND FOR WOODLAND TRACE PHASE 2

WHEREAS, a Performance Bond is required to be established for this development prior to recording of a Final Plat; and

WHEREAS, the Performance Bond is guaranteeing the construction of certain improvements on 88 lots; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
Signage and street lights; and

WHEREAS, to date, the improvements have not been completed and/or accepted by the City and, therefore, a Performance Bond is required; and

WHEREAS, it is the recommendation of the Codes Department that a Performance Bond be established in the amount of **$9,240.00**; and

WHEREAS, it is anticipated that the date of completion for the above referenced public improvements will be within the time prescribed for the bond and it is required that an automatic renewal clause, to the benefit of the City of Spring Hill, be included within the bond in case such improvements are not completed in a timely manner; and

WHEREAS, upon completion of the public improvements listed above, the Developer will be required to file a "maintenance" bond guaranteeing performance of the public improvements for an additional one (1) year period with the Planning Commission after the dedication and acceptance of such public improvements by the Board of Mayor and Aldermen.

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Performance Bond for Woodland Trace Phase 2 in the amount of **$9,240.00.**

Passed and adopted this 8th day of February, 2016.

_____
Paul Downing, Chairman

_____
Dara Sanders, Secretary

City of
SPRING HILL
TENNESSEE
est. 1809

Utility Information Sheet

Development_____WOODLAND TRACE_____

Phase__2__ Section____ #of lots__88__

Cost to install Utility's (Performance Bond)

Signage____$1,200.00_____

Street Lights_____$7,200.00_____

Sidewalks feet_____PRIVATE_____

Final Paving

Road linear feet_____PRIVATE_____

Road width _____PRIVATE_____

Final Paving cost_____PRIVATE_____

TOTAL COST = $8,400.00

PLUS 10% = $840.00

TOTAL PERFORMANCE BOND = $9,240.00

RESOLUTION 16-07 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO ESTABLISH A MAINTENANCE BOND FOR WOODLAND TRACE PHASE 2

WHEREAS, a Maintenance Bond is required to be established for this development prior to recording of a Final Plat; and

WHEREAS, the Maintenance Bond is guaranteeing the workmanship and materials of certain improvements existing on 88 lots, and the repair of such should damage occur during covered period; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
Sewer, Water, Storm Water Drainage and Basins, Signage, Street Lights and

WHEREAS, to date, the improvements have been completed, but not accepted by the City and, therefore, a Maintenance Bond is required; and

WHEREAS, it is the recommendation of the Codes Department that a Maintenance Bond be established for twelve (12) months, in the amount of **$67,871.25**; and

WHEREAS, it is anticipated that the date of completion for the above referenced public improvements will be within the time prescribed for the bond and it is required that an automatic renewal clause, to the benefit of the City of Spring Hill, be included within the bond in case such improvements are not completed in a timely manner.

NOW, THEREFORE, BE IT RESOLVED, that the Spring Hill Planning Commission approves the establishment of a Maintenance Bond for Woodland Trace Phase 2 in the amount of **$67,871.25.**

Passed and adopted this 25th day of January, 2016.

_____
Paul Downing, Chairman

_____
Dara Sanders, Secretary

Utility Information Sheet

Development_____Woodland Trace_____

Phase__2__ Section____ #of lots__88__

Cost to install Utility's (Maintenance Bond)

Sewer line_____$13,480.00_____

Water line_____$190,086.00_____

Storm Water_____$14,271.50_____

Curbing_____

Binder_____

Signage_____$1,200.00_____

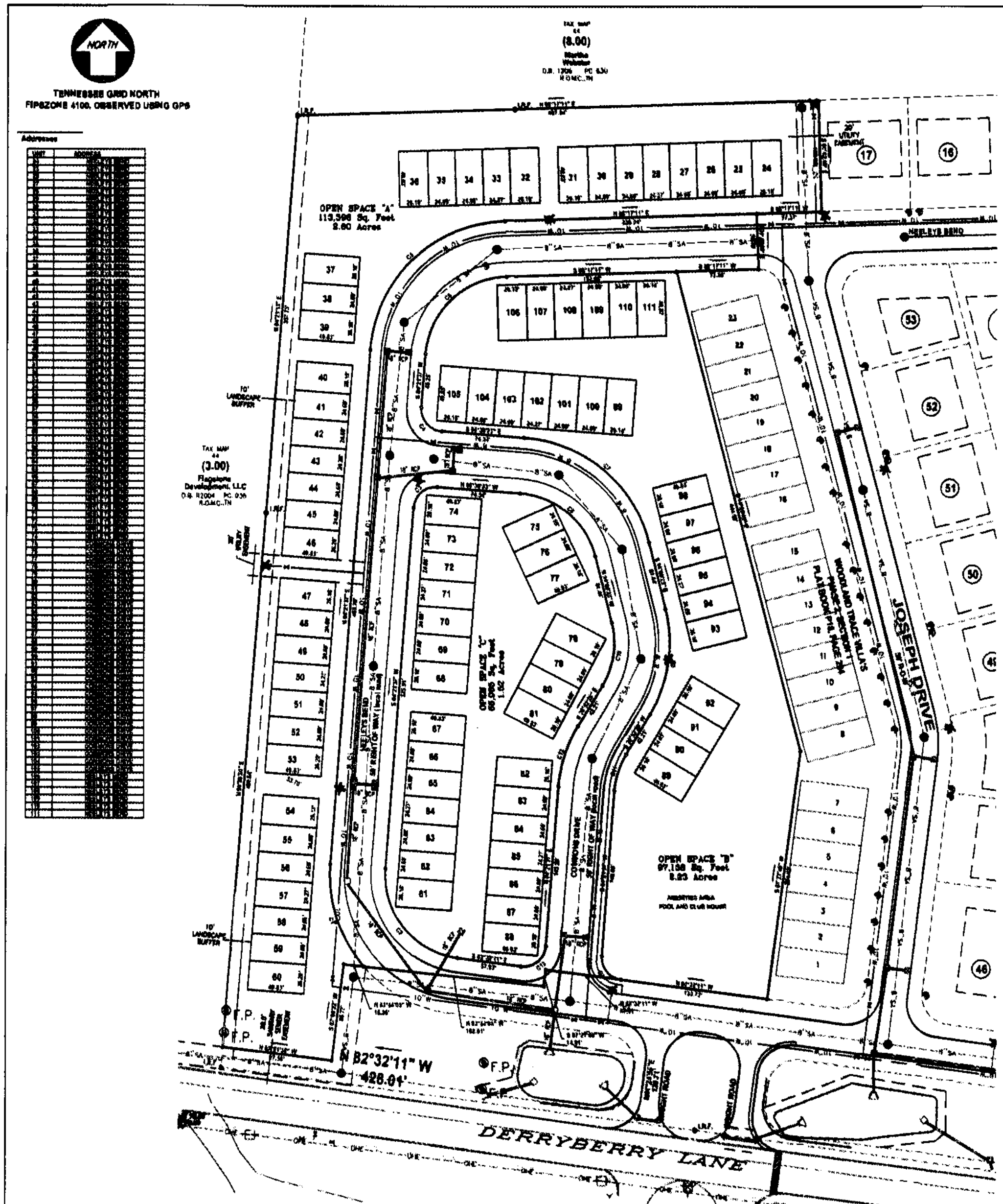
Street Lights_____$7,200.00_____

Sidewalks _____

TOTAL = $226,237.50

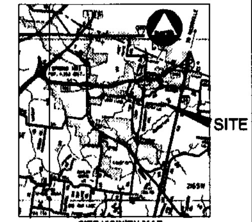
30% = $67,871.25

TOTAL MAINTENANCE BOND = $67,871.25



Curve Table

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
C2	[illegible]	113.77'	[illegible]	[illegible]	[illegible]
C3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
C4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
C5	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
C6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
C7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
C8	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
C9	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
C10	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
C11	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
C12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
C13	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
C14	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]



SITE VICINITY MAP
N.T.S.

SITE SUMMARY

CURRENT ZONING - R2 - PUD
SITE AREA - 8.18 ACRES
AREA IN DEDICATED RIGHT OF WAY - 1.83 ACRES
AREA IN FLOOD PLAIN - 0.00 ACRES
NUMBER OF PROPOSED UNITS - 88 TOWNHOMES

CERTIFICATE OF OWNERSHIP AND DEDICATION

[illegible]

Date ____ 2015 Owner ____

Title (if acting for partnership or corporation)

CERTIFICATE OF APPROVAL OF WATER SYSTEM

[illegible]

Date ____ 2015 Name, Title and Agency of Authorized Approving Agent

CERTIFICATE OF APPROVAL OF SEWER SYSTEM

[illegible]

Date ____ 2015 Name, Title and Agency of Authorized Approving Agent

CERTIFICATE OF SURVEY ACCURACY

[illegible]

10-26 2015 Allen B. O'Leary, RLS TN # 1987

CERTIFICATE OF APPROVAL FOR RECORDING

[illegible]

Date ____ 2015 Secretary, Planning Commission

CERTIFICATE OF APPROVAL OF PUBLIC WAYS FOR BOND POSTING

[illegible]

Date ____ 2015 Appropriate Governmental Representative

CERTIFICATE OF COMMON AREAS DEDICATION

[illegible]

Date ____ 2015 Owner - OLE SOUTH PROPERTIES, LLC

CERTIFICATE OF APPROVAL FOR SUBDIVISION NAMES AND STREET NAMES

[illegible]

Date ____ 2015 Maury County Emergency Communication

OPEN SPACE NOTE:

ALL OPEN SPACE AREA IS TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION, CREATED FOR THE PURPOSE OF MAINTAINING ALL COMMON OPEN SPACE AND GROUNDS INCLUDING THE DETENTION AREAS SHOWN ON THIS PLAT.

ALLEN B. O'LEARY
TENNESSEE NO. 1987

GRAPHIC SCALE

(IN FEET)
1 inch = 60 ft.

**AMENITIES NOTE:
100% OF THE AMENITIES SHALL BE INSTALLED BEFORE 50% OF THE LOTS ARE COMPLETED

Purpose of Plat

[illegible]

OWNER INFORMATION
OLE SOUTH PROPERTIES INC.
301 EAST MAIN STREET, SUITE 300
MURFREESBORO, TN 37130

Surveyor's Notes

1. [illegible]
2. [illegible]
3. [illegible]
4. [illegible]
5. [illegible]
6. [illegible]
7. This property currently identified as a portion of Tax Map No. 44 Parcel No. 7.00, Maury County. For designation shown thus (#) indicates Parcel Numbers for said map.
8. Plat reference n/a
9. Deed reference Book R2278, Page 1361
10. Bearings based on Tennessee State Plane, Fipszone 4100.
11. [illegible]
12. [illegible]
13. [illegible]
14. [illegible]
15. [illegible]
16. [illegible]
17. [illegible]
18. [illegible]
19. [illegible]
20. [illegible]
21. [illegible]
22. [illegible]

FINAL PLAT
HORIZONTAL PROPERTY REGIME FINAL ELEMENT PLAT
WOODLAND TRACE VILLA'S
PHASE 2, SECTION 2
R-2 PUD
MAURY COUNTY - SPRING HILL, TENNESSEE
OLE SOUTH PROPERTIES, INC.

O'LEARY & ASSOCIATES
LAND SURVEYING
2558 Nashville Highway * Columbia, TN 38401 * (931) 489-2088
allen@olearyaa.com

RESOLUTION 16-08 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE

A RESOLUTION TO REDUCE THE PERFORMANCE BOND AND ESTABLISH A MAINTENANCE BOND FOR TN SPRING HILL WILKES, LLC

WHEREAS, a Performance Bond is in place guaranteeing the completion of certain improvements for TN Spring Hill Wilkes, LLC in the amount of **$220,000.00**; and

WHEREAS, the following improvements are required pursuant to the Final Plat for the Shops at Campbell Station:

Site work associated with the construction of a dedicated right turn lane in front of SunTrust Bank at the intersection of U.S. 31 Columbia Pike and Campbell Station Parkway; and

WHEREAS, to date, the improvements have been completed and approved through inspections by the City and therefore a Maintenance Bond is required; and

WHEREAS, a Maintenance Bond is guaranteeing the workmanship and materials of certain improvements for TN Spring Hill Wilkes, LLC and the repair of such should damage occur during covered period; and

WHEREAS, it is the recommendation of the City Engineer that the Performance Bond in the amount of **$220,000.00** be reduced to 30% according to Section IV 4.3 Spring Hill Subdivision Regulations, establishing a Maintenance Bond in the amount of **$66,000.00** for twelve (12) months; and

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that the Performance Bond be reduced to establish a Maintenance Bond for TN Spring Hill Wilkes, LLC in the amount of **$66,000.00** is hereby approved.

Passed and adopted this 8th day of February, 2016.

_____
Paul Downing, Chairman

_____
Dara Sanders, Secretary

City of
SPRING HILL
TENNESSEE
est. 1809

Utility Information Sheet

Development_____TN Spring Hill Wilkes, LLC_____

Phase____ Section____ #of lots____

Cost to install Utility's (Maintenance Bond)

Sewer line_____N/A_____

Water line_____N/A_____

Storm Water_____N/A_____

Curbing_____*_____

Binder_____*_____

Signage_____N/A_____

Street Lights_____N/A_____

Sidewalks_____*_____

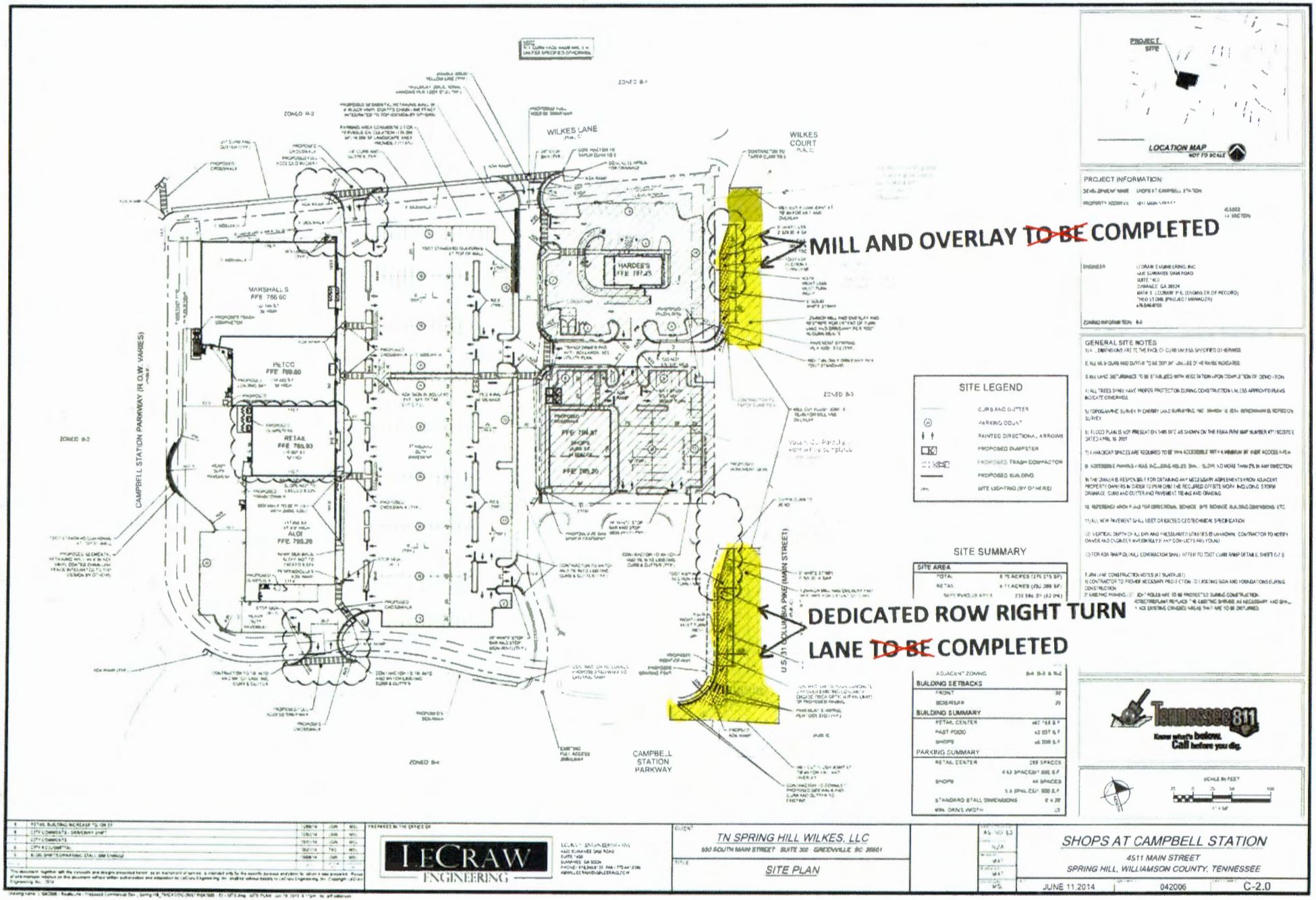
Final Paving_____*_____

TOTAL = $220,000.00 (* Work Items Included in Total Lump Cost)

30% = $66,000.00

TOTAL MAINTENANCE BOND = $66,000

EXHIBIT A


MILL AND OVERLAY ~~TO BE~~ COMPLETED
DEDICATED ROW RIGHT TURN LANE ~~TO BE~~ COMPLETED
WILKES LANE
WILKES COURT
CAMPBELL STATION PARKWAY (R.O.W. VARIES)
U.S. 31 COLUMBIA PIKE (MAIN STREET)
CAMPBELL STATION PARKWAY
MARSHALL'S
PETCO
RETAIL
HARDEE'S
SITE LEGEND
CURB AND GUTTER
PARKING COUNT
PAINTED DIRECTIONAL ARROWS
PROPOSED DUMPSTER
PROPOSED TRASH COMPACTOR
PROPOSED BUILDING
SITE LIGHTING (BY OTHERS)
SITE SUMMARY
SITE AREA
BUILDING SETBACKS
BUILDING SUMMARY
PARKING SUMMARY
PROJECT INFORMATION
GENERAL SITE NOTES
LOCATION MAP
NOT TO SCALE
Tennessee 811
Know what's below. Call before you dig.
LECRAW ENGINEERING
TN SPRING HILL WILKES, LLC
SITE PLAN
SHOPS AT CAMPBELL STATION
4511 MAIN STREET
SPRING HILL, WILLIAMSON COUNTY, TENNESSEE
JUNE 11, 2014
042006
C-2.0

Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: January 25, 2016
SUBJECT: FPL 122-2016 (Reserve Commercial Park)

FPL 122-2015: Submitted by Stanford and Associates, Inc. for property located on Port Royal Road. The property is zoned B-4 (Central Business District) and contains approximately 10.50 acres. The applicant requests final plat approval for 5 commercial lots.

Property description and history: This undeveloped property is located at the intersection of Reserve Boulevard and Port Royal Road, north of Saturn Parkway. The western portion of the property is located within the 100-year floodplain. The property to the east is developed for the Kroger Commercial Subdivision and contains a variety of retail businesses, professional offices, and restaurants.

In February of 2015, the Planning Commission approved a preliminary plat application (PPL 15-41) for the subject property for four commercial lots and an internal private drive to intersect with Port Royal Road, and individual lots have been subsequently final platted.

January 11th Planning Commission meeting: The Planning Commission deferred this item to the February meeting to allow the applicant additional time to revise a note on the plat. This note has been removed in its entirety from the plat.

Request: The property owner requests approval of a final plat application for five commercial lots, which will finalize the subdivision of Reserve Commercial Park.

Access: The internal private drive is currently under construction and near completion. Direct access onto Port Royal is not permitted.

Streets and sidewalks: Port Royal Road and Reserve Boulevard are currently improved at this location. Sidewalks have not been constructed at this location. Staff has recommended sidewalk construction with the site plan application (STP 42-2015) submitted for the subject property.

Engineering Comments: None.

Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: January 25, 2016
SUBJECT: NCP 126-2015 (2411 Depot Street)

NCP 126-2015: Submitted by Mark Sawyer, RLS for property located at 2411 Depot Street. The property is zoned R-4 and contains approximately 10.83 acres. The applicant request approval for a neighborhood concept plan for 40 residential lots.

Property description: This property is located s located north of the intersection of Beechcroft Road and Depot Street. In October of 2015, the Board of Mayor and Aldermen rezoned the property from B-3, Intermediate Business, to R-4, High Density, for the purpose of future single-family detached development.

Request: The applicant requests approval of a Neighborhood Concept Plan (NCP) for 40 single-family residential lots.

The NCP is a new application type established by the Board of Mayor and Aldermen to replace the Sketch Plat application. When a residential property, containing 20 lots or more, is to be subdivided and requires Preliminary Plat approval, the applicant is required to first be processed as the NCP, which shows generally the location of a lot lines and the extension of streets and utility infrastructure.

January 11th Planning Commission meeting: This item was deferred by the Planning Commission, as requested by the applicant and recommended by staff, to allow the applicant additional time to address access and street connectivity.

The applicant has since coordinated with the owner of the adjacent property to the northeast (master planned for Autumn Ridge), and the proposal has been modified to indicate a future street connection. Staff finds in favor of the modification.

Streets and sidewalk: The applicant proposes to extend one public street from Depot Street (collector) through the subject property to end at the eastern property boundary. Depot Street is constructed as a two-lane street with approximately 19 feet of pavement and open ditch. Street improvements to Depot Street have not been proposed.

Bulk and area requirements: Based on the information provided on the plat, it appears that the proposal has the ability to meet the minimum bulk and area requirements of the underlying R-4, High Density, zoning district. Minor adjustments to lot width may be required and easily accommodated at the time of preliminary plat.

DEPOT STREET
RUBEN ROAD
RUBEN'S LANDING
PLAT BK P13, PG 323
R.O.M.C. TENN.
ALICE DRIVE
E.G. DEVELOPMENT
DEED BOOK R1678, PAGE 439, R.O.M.C.
ROBERT J. RUSSELL, JR.
ANN C. RUSSELL
DEED BOOK 711, PAGE 158, R.O.M.C.
SUBDIVISION UNDER CONSTRUCTION
APPROXIMATE LOCATION OF COUNTY LINE
DETENTION AREA
ROBERT J. RUSSELL, JR.
ANN C. RUSSELL
DEED BOOK 473, PAGE 251, R.O.M.C.
MAURY COUNTY
WILLIAMSON COUNTY
LANCASTER DRIVE
KINCAID STREET
KINLAN SUBDIVISION
PLAT BOOK 8 PAGE 5
R.O.M.C. TENN.
GLEN H. HOPKINS
DEED BOOK R1436 PAGE 94
R.O.M.C. TENN.
OLD MILITARY LANE
WITT HILL DRIVE
OPEN SPACE

Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: January 25, 2016
SUBJECT: RZN 130-2015 (4820 Main Street)

RZN 130-2015: Submitted Kiser Vogrin Design by for property located at 4820 Main Street. The property is zoned R-2, (Medium Density) and contains approximately 20.0 acres. The applicant requests approval to rezone the property from R-2, (Medium Density) to B-2 (Neighborhood Shopping District) and R-4 (High Density).

Property description: This property, located southeast of the intersection of Main Street (arterial) and Buckner Road (arterial), is currently developed for a single-family dwellings (approximately 4 dwelling units/acre) and is zoned R-2, Medium Density Residential. The properties to the north, east, and south are zoned R-2, Medium Density Residential and developed for single-family residences. The properties to the west within the city limits are zoned B-4, Central Commercial District, and R-2 Planned Unit Development.

Request: The applicant requests to rezone the property from R-2, (Medium Density) to B-2 (Neighborhood Shopping District) and R-4 (High Density) to allow for a mixed use development that would include retail and professional offices adjacent to Main Street, transitioning to townhomes and single-family dwellings to the east. Staff has included the B-2 and R-4 zoning districts in this packet for the Planning Commission's reference of the permitted uses, height restrictions, and bulk and area requirements. The proposed land use breakdown is as follows:

B-2 (Neighborhood Shopping District) – 4 acres (approximately)

R-4 (High Density Residential) – 16 acres (approximately)
53 townhome units
31 single-family detached lots
5.36 dwelling units/acre

January 11th Planning Commission meeting: This item was deferred by the Planning Commission to allow the applicant additional time to address several concerns regarding the combination of uses, density, tree preservation, buffering, open space, and reports of on-going drainage and flooding issues.

Additional information has been submitted, and the number of townhome units have been decreased from 55 and single family detached lots decreased from 34, with an overall density reduction from 5.5 dwelling units per acre.

Preliminary Development Plan: Because the applicant has requested to rezone a portion of the property to R-4 with the intent of including single-family attached dwellings, the Zoning Ordinance requires that a preliminary development plan be submitted with the application. While a preliminary development plan is not required for the portions of the property to be zoned B-2, Neighborhood Shopping District, or the single-family detached area, the applicant has included the proposed single-family lots and the general intent for the area proposed to be zoned B-2, Neighborhood Shopping District.

The plan shows one street connection to Main Street, aligning with Williford Court (an entrance into the Tanyard Springs neighborhood), and one internal street. No other street connections are proposed. Due to the street network constructed for the single-family development to the north, east, and south, additional connectivity is difficult to impossible as future street connections to and through the subject property were not planned or required.

Should this rezoning request be approved, the applicant would be required to submit multiple subdivision and development requests to achieve the concept illustrated in the plan. Staff expects a traffic impact study to be prepared

and submitted and that significant street improvements to Main Street would be required to mitigate for the development's impact on this arterial.

Spring Hill Rising: 2040: The City's comprehensive plan, Spring Hill Rising: 2040, provides considerations for future zoning and development requests. Among those considerations are opportunities for enhancing existing or emerging neighborhoods with sensitive new development, allowing for a variety of quality housing options for all stages of life, and encouraging higher density residential development in new activity centers.

The future land use designation of the property is **Mixed Use Neighborhood Area**, which are primarily residential but include low to moderate intensity balanced mixtures of retail and office uses based on traditional, compact small town form, offering Spring Hill the ability to live, shop, work, and play in their own neighborhood. This is intended to be a transitional area between Residential Neighborhood Areas (to the north, east, and south of the subject property) and more intense areas, such as Community Commerce (to the west of the subject property).

The City's goal "We will promote a variety of quality housing options" addresses Spring Hill's need for housing diversity, meaning something other the typical 2,000+ square-foot, 3 to 5 bedroom house. In order to ensure that all residents can find a home in Spring Hill that meets their needs in every stage of life – from adolescence to young professional to parenthood to retirement – Spring Hill must permit the development of a variety of housing types.

The City's goal "We will grow smarter" promotes Smart Growth principles, traditional neighborhood design, context-sensitive infill, and quality corridor development. Specifically, this goal aims to ensure that new development within existing neighborhoods is of appropriate scale and intensity in relation to existing development and that it achieves the desired development patterns for the neighborhood.

"We will create a balanced transportation network" addresses the City's ongoing transportation issues and opportunities. This goal encourages efficient, multi-modal transportation options that increase mobility and access to jobs and services, reduce travel times and congestions, and are fiscally sustainable. Staff finds that this proposal will not contribute to a multi-modal transportation network and will result in additional demand and congestion on Main Street. At the same time, though, "We will invest in our community" recommends maximizing efficient use of existing infrastructure by encouraging development activity in areas already served by public utilities.

Dara Sanders

From: Rick Graham
Sent: Thursday, January 07, 2016 10:47 AM
To: Andrea Barany
Cc: BOMA Group; Victor Lay; Dan Allen; Dara Sanders; Jamie Page
Subject: RE: Tanyard Springs and Cadence Crossing

Ms. Barany,

Thank you for your email and you bring up some great points for our consideration on this development request. We just were brought this application and we have a lot of work and due diligence ahead of us.

Please contact us again anytime, as we go through the process.

Make a great day,

Rick Graham
Mayor, City of Spring Hill, Tennessee

Cell: 615.489.5494 Email: rgraham@springhilltn.org Website: Springhilltn.org

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From: Andrea Barany <abarany@hotmail.com>
Sent: Thursday, January 7, 2016 10:07 AM
To: Rick Graham
Cc: Susan Zemek; jbryant@c-dh.net; josh@brentwoodhomepage.com; Jonathan; Bruce Hull; Victor Lay; Dan Allen
Subject: Tanyard Springs and Cadence Crossing

Good morning,

My name is Andrea Barany and I am a resident of the Tanyard Springs subdivision. I live on Tanyard Springs Drive and as I am sure you all are well aware of, it is steadily becoming a dangerously unsafe road to live on. The concerns we have regarding the reckless speeding through our neighborhood and the growing concern that sooner than later it will result in someone getting hurt, or worse, are well documented with the city so I won't spend time here spelling them out again.

We have recently been made aware of the Cadence Crossing proposal for the property across the street from our neighborhood. We are extremely concerned with the inevitable problems that will come with adding yet another development in an area of Spring Hill that is already insufficient in handling the increasing population and traffic. I understand that traffic studies have been done on Tanyard Springs Drive and that they will be completed as part of the Cadence Crossing proposal and that one of the options presented would be to put a traffic signal at the intersection of Main Street and the Tanyard Springs Entrance (Williford Court). My husband is a member of the Tanyard Springs HOA board and I am aware of the steps the city is taking to work with our neighborhood in decreasing the appeal of cutting through. We understand that it isn't feasible to close the road off entirely so your work in helping us make it a less desirable option is very much appreciated. What we don't understand is how anyone could possibly think that adding a traffic signal at the entrance of our neighborhood would do anything but the *opposite* of discouraging people to cut through. I guarantee that facing a couple of stop signs and speed humps will be worth dealing with to those who cut through in order to

be able to turn left with a traffic light there; thus making the traffic even heavier than it already is and inconveniencing those of us who actually live there even more than we already are on a daily basis. This is not even taking into consideration the increased traffic with the extension of Miles Johnson Pkwy. We will have to deal with people from the other end of Spring Hill trying to avoid the mess that is Hwy. 31. I admittedly do not know what the regulations are regarding spacing between traffic lights but it would appear to make much more sense, if the city is truly hearing our concerns as a subdivision, to put a traffic light at the intersection of Main Street and Wilkes Lane. Wilkes Lane is the road where all of the subdivisions whose residents use our neighborhood as a cut through (Shannon Glenn, The Arbors, etc.) are located off of so if they were able to just go straight and have an option to turn left at a light placed there, then it really would make cutting through our neighborhood a less popular option.

I understand that as part of any new development you have to consider what the impact would be on hypothetical residents and hypothetical businesses; however, the immense concerns that those of us who already live here and pay taxes here have should take precedence over anything else. As elected officials, I would certainly hope that making our legitimate concerns a priority over cramming yet another development in an already congested area would be your objective as well.

We love Spring Hill and are so fortunate to call it our home- we just want it to continue to be a wonderful place to live. Thanks so much for all you do and we appreciate you taking our concerns into consideration when making your decisions. Have a wonderful week!

Andrea Barany

Mixed Use Neighborhood Areas

Mixed Use Neighborhood Areas are primarily residential but include low to moderate intensity balanced mixture of retail and office uses based on traditional, compact small town form, offering Spring Hill the ability to live, shop, work, and play in their own neighborhood. This is a transitional area between Residential Neighborhood areas and City Neighborhood Areas or more intense areas, such as Gateway, Community Commerce, and Medical Arts Areas.

These areas offer a mixture of housing types and residential densities ranging from small lot single-family detached dwellings to urban residential structures within walking distance of the goods and services required for daily living. Goods and services are limited to corner locations and major intersections. Vertically-integrated mixed use, placing residential uses above ground floor office and retail uses, is strongly encouraged. Development patterns reinforce traditional, pedestrian-oriented form.

Greenspace is characterized by street trees, planters, planting strips, and pocket parks. Existing natural and historic features of properties are maintained and incorporated into the design and utilized for greenways.

The transportation network is complete and connected in a block-and-street layout. Streets are designed to balance all modes of transportation and to promote activity and safe access for all users. Parking for mixed use and multi-family development is provided on-street and behind or beside buildings.

Primary future land uses include single-family dwellings, small-scale multi-family buildings (not complexes), professional offices (such as routine healthcare, insurance, studios, and professional and personal services), eating places, light retail, places of worship, schools, municipal services, community centers, and small scale entertainment.

Design Principles

Site Design

- Vehicular access provided by alleys and driveways
- Shallow building setbacks, zero to 10 feet in depth
- Buildings in mixed-use node areas are located at the edge of sidewalk
- Moderate to high lot coverage

Density/Intensity

- Moderate density
- Low to moderate intensity
- One to three story buildings

Green Space

- Moderately dense street trees
- Street trees located in sidewalks with urban tree wells
- Neighborhood and pocket parks

Transportation

- Complete and highly connected street network that accommodates the needs of automobiles but promotes pedestrians and cyclists.
- Bike lanes, greenways, and wide sidewalks

Infrastructure

- Municipal water and sewer service

1.8(3.2) Such spaces are located to draw a minimum of vehicular traffic to and through streets having predominantly residential frontage;

1.8(3.3) Such spaces are located no farther than four hundred (400) feet from the nearest boundary of the lot occupied by the activities to which they are accessory;

1.8(3.4) Such spaces are in the same ownership as the use(s) to which they are accessory and necessary instruments are executed to ensure the required number of spaces will remain available throughout the life of such use(s), and

1.8(3.5) Such spaces conform to all applicable district regulations of the district in which they are located.

Section 2. (B-2) Neighborhood Shopping District.

Intent. To provide for certain frequently needed basic household commercial services at locations convenient to residential area, without altering their residential character. Secondly, to eliminate lengthy trips for everyday needs to major shopping areas, and so reduce traffic at these locations.

2.1 Uses Permitted

2.1(1) Loft style work/live apartments (Changed by Ord. 05-35.)

2.1(2) Grocery, drug and hardware stores, meat or fruit markets, legitimate theaters, barber or beauty shops, shoe repair shops, branch laundry or dry cleaning establishments where no laundering or cleaning is to be done on the premises, offices, restaurants with no drive-in/drive-thru service, and other retail businesses or services which are essential to the convenience of the neighboring residents, and, in addition, any accessory use or building customarily incidental to the above permitted uses. (See definition on Convenience Commercial).

2.2 Uses Permitted on Appeal.

2.2(1) Filling stations

2.2(2) Movie theaters

2.2(3) Off-site parking lots

2.3 Uses Prohibited.

Uses not specifically permitted.

2.4 Lot Area, Lot Width, Yards and Building Area. (Changed by Ordinance 12-14)

2.4(1) Lot Area.

No minimum lot area is required, however, off-street parking and loading/unloading requirements shall be observed.

2.4(2) Lot Width.

Lot width at the building setback line shall be seventy-five (75) feet.

2.4(3) Yards.

All principal and accessory structures shall be set back from the right-of-way lines of streets the minimum distance of thirty (30) feet.

On lots adjacent to a residential zone, all buildings shall be located so as to conform with the side yard requirements of the adjacent residential zone.

Rear yards shall be a minimum of twenty (25) feet for one story buildings and five (5) feet for each additional story.

A minimum Buffer Yard of twenty-five (25) feet shall be required. (Changed by Ord. 07-30.)

2.4(4) Building Area.

Maximum building area shall be forty percent (40%) of the total lot area.

2.5 Height.

Buildings hereafter constructed shall not exceed fifty (50) feet in height.

2.6 Location of Accessory Structures.

2.6(1) With the exception of signs, accessory structures shall not be erected in any required front or side yards.

2.6(2) Accessory structures shall be located at least five (5) feet from all rear lot lines and from any building on the same lot.

Section 3. (B-3) Intermediate Business District.

Intent. This district is designed primarily to provide sufficient space primarily along arterial and collector streets for establishment and uses engaged in wholesale and retail trade, offering a wide variety of products and services.

3.1 Uses Permitted.

3.1(1) Automobile sales and service, bank, barbershop or beauty parlor, bus terminals, churches, clinics, dry cleaning and laundry establishments, filling stations, funeral homes, hotels, movie theaters, legitimate theaters, manufacture of articles to be sold at retail on the premises (provided such manufacturing is incidental to the retail business and employs not more than five (5) operators), motels, offices, outdoor advertising signs and outdoor advertising structures, parking lots, parking garages, places of amusement, printing and engraving establishments, public buildings, public and private clubs, retail businesses, used car lots, wholesale businesses, microbrewery, microdistillery, day care centers, restaurants, retirement and assisted living facilities, and full medical care nursing homes.

within fifteen (15) feet of any vehicular entrance and/or exit to the park. (Changed by Ord. 07-30.)

Section 5. (R-4) Residential District (High Density).

Intent: To accommodate relatively large numbers of dwelling units in relation to land area at locations where large volumes of traffic can be safely handled; public schools, water, sewerage, and other community facilities are readily available; and commercial services are within normal walking distance.

Within the R-4 Residential Districts, as shown on the municipal zoning map, the following shall apply:

5.1 Uses Permitted.

5.1(1) Single-detached dwellings.

5.1(2) Duplex dwellings.

5.1(3) Townhouses.

5.1(4) Condominiums, in accordance with Subsection 5.7 of this Article.

5.1(5) Triplex dwellings.

5.1(6) Quadruplex dwellings.

5.1(7) Zero-lot line dwellings.

5.2 Uses Permitted on Appeal.

5.2(1) Uses or structures permitted on appeal in R-1, Residential Districts.

5.2(2) Rooming houses.

5.2(3) Boarding houses.

5.3 Uses Prohibited.

5.3(1) Mobile homes on individual lots, mobile home parks, planned unit developments, apartments, all commercial uses and all industrial uses that are not specifically permitted, permitted on appeal, or permitted by implication, are strictly prohibited.

5.4 Lot Area, Lot Width, Yards and Building Area.

The principal structure or structures shall be located to comply with the following requirements:

5.4(1) Lot Area, Lot Width, and Building Area.

5.4(1.1) For single-family, two family and three-family dwellings:

Minimum lot Area for single family ....…… 6,000 sq. ft.
Minimum lot area for each additional family ……. 3,000 sq. ft.
Minimum lot width at building line ..……..... 40 feet
Minimum rear yard .....……..... 25 feet
Minimum side yard:.....……..... 5 feet
Minimum rear buffer yard:.....……... 25 feet
(Changed by Ord. 07-30; 09-30.)

5.4(1.2) For single multi-family buildings:

Minimum lot area for four-unit building ..…….…..... 19,000 sq. ft.
Minimum lot area for each additional dwelling unit, after first four (4) and not to exceed
eighteen (18) units…….……... 2,400 sq. ft.
Minimum lot width at building line ……..... 75 feet
Minimum rear yard .....……..... 25 feet
Minimum side yard:
For one or two-story buildings ..……..... 10 feet
Plus an additional five (5) feet for each additional story
Minimum rear buffer yard ……..... 25 feet
(Changed by Ord. 07-30.)

5.4(2) Front Yards.

All principal and accessory structures shall be set back from the right-of-way lines of streets the minimum distance shown below, according to their classifications as indicated on the latest official municipal thoroughfare plan.

Arterial Street .....……..... 50 feet
Collector Streets .....……..... 40 feet
Minor Streets .....……..... 30 feet

5.4(3) Building Area.

On any lot or tract containing a multi-family structure or structures, the area occupied by all structures, including accessory structures, shall not exceed fifty percent (50%) of the total area. On any other lot, the total building area shall not exceed thirty-five percent (35%). Accessory structures shall not cover ore than thirty percent (30%) of any required rear yard.

5.5 Height.

Principal structures shall not exceed fifty (50) feet in height.

Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: January 25, 2015
SUBJECT: ADM 131-2015 (Planned Zoning District)

ADM 131-2015: Submitted by the Planning Department. The proposal is to amend the zoning ordinance to include provisions for Planned Zoning Districts.

Project description: As the City of Spring Hill continues to grow in size, our needs and expectations become more intricate, sophisticated, and complex, and our zoning and development tools are not designed to accomplish these needs and expectations. The Spring Hill Board of Mayor and Aldermen have authorized funding to hire a consultant team for the purposes of updating the City's zoning and subdivision regulations, which will address these needs comprehensively; however, the Administration and staff have identified an immediate need for tool (Planned Zoning District) to address specific needs throughout the City.

A Planned Zoning District (PZD) could be considered a hybrid approach to zoning, as it combines the practices of standard "base" zoning (AG, R-2, R-4, B-2, etc.) and Planned Unit Developments. Spring Hill's Provisions for Planned Unit Development Districts contain very specific criteria and do not promote flexibility in form, density, or use that is currently needed. While several of the City's base zoning district provide for maximum flexibility in use, they do not promote predictability and protect for neighboring properties/residents or the City.

A PZD combines the predictability and strict scrutiny of a Planned Unit Development with the flexibility for development afforded with base zoning districts, but it also creates opportunities for creativity and innovation that are not possible under the standard criteria of the City's zoning and subdivision regulations, such as but not limited to form-based zoning districts, urban sidewalks with tree wells, alternative storm water management techniques, flexible parking standards, and permeable pavement.

A Planned Zoning District is a tool that is used in multiple cities throughout the nation, and Planned Unit Developments are often written to function similarly to a Planned Zoning District. Staff has written a new article of the Zoning Ordinance that combines the best practices of many different models so that this PZD process could be specific to Spring Hill.

January 11th Planning Commission meeting: The Planning Commission deferred this item to the February voting meeting. No changes have been made.

Request: Staff proposes to amend the City's zoning ordinance to include new provisions that would permit a property owner to submit a new type of zoning and development application. This proposal does not change any existing zoning district or process. The following chart outlines a summary of the attached proposal:

Code Section	Proposal	Purpose
Article 14, Amendment	Add "Planned Zoning District" to all notification requirements	A PZD is a rezoning application and requires notice. The City's notification requirements list the type of rezoning application specifically.
Article 18, Planned Zoning District	Create a new article for "Planned Zoning District"	This new article will establish the enabling legislation for a property owner to submit an application for a PZD.
Section 1, Applicability	Make the PZD an option for any property located within the City Limits	

Section 2, Purpose	Identify the purpose of a PZD	A PZD is intended to be a special tool for a property and for the City to permit and encourage projects that cannot be achieved through the standard "base" zoning districts (R-2, R-4, B-2, etc.). This tool is meant to encourage redevelopment, economic development, and cultural enrichment. It may be a single-use development (such as Rippavilla) or a mixed-use development (such as that planned for the Children's Home property).
Section 3, Rezoning	Outline the requirements for a PZD	A PZD is designed to be customized zoning, similarly to a Planned Unit Development, but to also provide more flexibility in the development of the property. This section outlines the information that must be submitted for the Planning Commission and Board of Mayor and Aldermen (BOMA) to consider. It also explains that the Planning Commission and BOMA may limit the PZD below the criteria proposed.
Section 4, Submittal Requirements	Establish standard criteria for the submittal of the required information outlined in Section 3	This section permits an applicant to submit an application for zoning only (to create the customized zoning district) or to submit an application for zoning and development (to create the customized zoning district and to subdivide the property by zoning district or develop the property in accordance with the proposed criteria)
Section 5, Phasing	Create flexibility in the phasing or implementation of the project	A PZD can range in scope, complexity, or size. For example, someone could submit a single-use PZD application for a one-acre property that is already developed or a mixed-use PZD application for a 600-acre property that isn't developed. These two examples have different phasing needs. This section sets the standard vesting periods enforced by the City but also permits a property owner to submit a phasing plan that would extend the vesting rights specific to the complexities of the project.

Since the work session meeting, staff has made the following changes to the proposal, which are also reflected in red font in the attached document:

1. Section 3(A) – included a sentence stating "projects determined to be a refuge from the requirements of an equivalent base zoning district shall not be accepted by the Planning Department (see Article XVII, Appeals, Section 4)", as discussed during the meeting.

   Staff has also included an additional sentence stating "should the Planning Department find that the project cannot be accomplished by requesting rezoning approval for a base zoning district or that the proposed PZD would

provide additional protection for neighboring properties than a base zoning district, the PZD application may be accepted and presented to the Planning Commission and Board of Mayor and Aldermen." The purpose of this language is to clarify that the Planning Department may forward an application to the Planning Commission for review. For example: should a property submit a PZD application that meets the City's single-family detached criteria for the R-4 zoning district but prohibits the attached dwellings that are permitted in the R-4 zoning district, this technically could be considered something that can be accomplished under the base R-4 zoning district. However, the PZD proposal would provide additional protection for the neighboring properties and possibly the City's best interest; therefore, a PZD may be the appropriate tool. In this event, the Planning Department would likely present the application to the Planning Commission.

Should a property owner submit a PZD application that is identical to the base R-5 zoning district (apartments), the Planning Department would not be permitted to accept the application, and the applicant would submit a rezoning application to the R-5 zoning district in order to proceed with the project.

2. Section 3(H) – included a new subsection requiring a maintenance organization for common open space if it is to be held by an organization other than a public agency.

3. Section 4(A) and (B) – corrected the cross references.

<u>Open space and amenities</u>. Staff has not made changes to the proposal with regard to requirements for open space and amenities. Further, staff cautions against including requirements for open space and amenities. The City has adopted zoning districts that already require open space and amenities. The PZD is intended to be a tool for special projects that would be an asset to Spring Hill but cannot be accomplished under the provisions of the City's base zoning districts.

The inclusion of such requirements would begin to dictate the form and compromise the flexibility and application of this tool, rendering it pointless. For example: should open space and amenity requirements be included in the basic requirements of the enabling legislation for Planned Zoning Districts –

- This tool would no longer be an option for something like the Northfield Workforce Development and Conference Center, which has requested to be annexed into the City. Currently, the Zoning Ordinance does not have the means to permit the Northfield Workforce Development and Conference Center to operate should it be annexed.

- A downtown environment would not be permitted under the PZD. A traditional downtown environment, similarly to that envisioned for the Children's Home property or for the Downtown/Town Center Area of the Future Land Use Plan, has streets lined with attached buildings. These buildings typically cover 90% to 100% of the lot area, as "open space" is provided in the form of town squares or city parks.

- Residential or mixed-use developments adjacent to existing dedicated open space or city parks would be required to include additional open space or amenities that could be considered redundant and would unnecessarily increase the cost of living in that neighborhood, as these residents would bear the burden of establishing a maintenance organization and paying for the maintenance of these redundant and unnecessary areas.

<u>Even if open space and amenity requirements are not included in the basic requirements of the enabling legislation for Planned Zoning Districts, the Planning Commission and Board of Mayor and Aldermen will always have the authority to require these provisions if determined appropriate in individual applications.</u>

<u>Procedural requirements</u>. Staff also has not made changes to include procedural requirements, as these are already adopted under Article IV, Section 8 of the Zoning Ordinance. It is important to keep in mind that the proposed Article 18 only creates the enabling legislation to propose customized zoning districts and customized phasing for Planning Commission consideration and Board of Mayor and Aldermen approval. The subdivision and development of properties regulated by these customized zoning districts must follow the standard development review process as established by Article IV, Section 8. The required process for any modification to or variance from a zoning district applies to a PZD –

modification to the district requires Planning Commission recommendation and Board of Mayor and Aldermen approval, and a variance from the application of the district requirements must be approved by the Board of Zoning Appeals.

Submittal requirements. Finally, based on staff's experience in administering and enforcing a tool similar to this proposal, the requirement for a booklet has remained in the proposed draft. The availability of having the requirements of an approved PZD in booklet form (this proposal does not include binding and formatting requirements) is simple, predictable, and efficient in administering the requirements adopted for the property. The booklet could be two pages (a cover page with the project name and a page outlining the zoning criteria) or 200 pages, depending on the complexity of the project.

ARTICLE XVIII
PLANNED ZONING DISTRICT

Section 1. Applicability

Any property located within the city limits is eligible for a Planned Zoning District (PZD).

Section 2. Purpose

The intent of the PZD is to permit and encourage comprehensively planned zoning and developments that cannot be achieved through the current base zoning districts of this Zoning Ordinance and whose purpose is redevelopment, economic development, cultural enrichment, or to provide a single-purpose or mixed-use planned development and to permit the concurrent processing of zoning and development. The Board of Mayor and Aldermen may consider any of the following factors in review of a PZD application:

A. *Flexibility.* Providing for flexibility in the distribution of land uses, in the density of development and in other matters typically regulated in zoning districts.

B. *Compatibility.* Providing for compatibility with the surrounding land uses.

C. *Harmony.* Providing for an orderly and creative arrangement of land uses that are harmonious and beneficial to the community.

D. *Variety.* Providing for a variety of housing types, employment opportunities or commercial or industrial services, or any combination thereof, to achieve variety and integration of economic and redevelopment opportunities.

E. *No negative impact.* Does not have a negative effect upon the future development of the area:

F. *Coordination.* Permit coordination and planning of the land surrounding the PZD and cooperation between the City and private developers in the urbanization of new lands and in the renewal of existing deteriorating areas.

G. *Open space.* Provision of more usable and suitably located open space, recreation areas and other common facilities that would not otherwise be required under conventional land development regulations.

H. *Natural features*. Maximum enhancement and minimal disruption of existing natural features and amenities.

I. *Comprehensive Plan*. Comprehensive and innovative planning and design of mixed use yet harmonious developments consistent with the guiding polices, principles, and recommendations of the Comprehensive Plan.

J. *Special Features*. Better utilization of sites characterized by special features of geographic location, topography, size or shape.

K. *Recognized zoning consideration*. Whether any other recognized zoning or municipal code consideration would be violated in this PZD.

Section 3. Rezoning

Property may be rezoned to the PZD by the Board of Mayor and Aldermen in accordance with the requirements of this chapter.

A. A PZD shall not be used as a refuge from the requirements of an equivalent base zoning district. Projects determined to be a refuge from the requirements of an equivalent base zoning district shall not be accepted by the Planning Department (see Article XVII, Appeals, Section 4). Should the Planning Department decide that the project cannot be accomplished by requesting rezoning approval for a base zoning district or that the proposed PZD would provide additional protection for neighboring properties than a base zoning district, the PZD application may be accepted and presented to the Planning Commission and Board of Mayor and Aldermen.

B. Proposed districts shall identify all uses, permitted by right or on appeal, subject to Board of Mayor and Aldermen approval of the PZD request.

C. Residential densities shall be determined on the basis of the following:

1. The densities of surrounding development;

2. The densities allowed under the current Zoning;

3. The development goals and other polices of the City's Comprehensive Plan;

4. The topography and character of the Natural environment; and

5. The impact of a given density on the specific site and adjacent properties.

D. *Building setback*. There shall be no minimum building setback requirement except as may be determined by the Planning Commission and the Board of Mayor and Aldermen during review of the zoning plan based on the uses within the development and the proximity of the development to existing or prospective development on adjacent properties.

E. *Building height*. There shall be no maximum building height except as may be determined by the Planning Commission and Board of Mayor and Aldermen during the review of the zoning plan based on the uses within the development and the proximity of the development to existing or prospective development on adjacent properties. A lesser height may be established by the Planning Commission or Board of Mayor and Alderman when it is deemed necessary to provide adequate light and air to adjacent property and to protect the visual quality of the community.

F. *Building area*. The Planning Commission and Board of Mayor and Aldermen shall review specific proposed lot coverages with generally correspond to the guidelines for lot coverage in the respective residential, office commercial or industrial district which most depicts said development scheme.

G. *Design and development*. The Planning Commission and Board of Mayor and Aldermen shall review specific proposed design and development criteria if the proposal intends to incorporate techniques and specifications beyond those permitted in the City's Zoning Ordinance and Subdivision Regulations.

H. *Maintenance Organization*. In any instance where common open space is to be conveyed to an organization other than a public agency, the Planning Commission and the Board of Mayor and Aldermen shall require that the landholder provide for and establish an organization for the ownership and maintenance of any common open space.

1. Such organization shall not be dissolved nor shall it dispose of any common open space, by sale or otherwise (except to an organization conceived and established to own and maintain the common open space), without first offering to dedicate the same to the City and the said dedication be approved by the Planning Commission.

2. In the event that the organization established to own and maintain common open space, or any successor organization shall at any time after the establishment of the PZD fail to maintain the common open space in reasonable order and condition in accordance with the final approved plan, the Planning Department may serve written notice upon such organization and/or the owners or residents of the property. Should the organization fail to maintain the common open space thirty (30) days after the issuance of written notice, the Planning Department shall call upon any public or private agency to maintain the common space for a period of one (1) year. When the Planning Department determines that the organization is not prepared for the maintenance for yearly periods. The cost of such maintenance shall be assessed proportionately against the properties within the PZD that have a right to enjoyment of the common open space, and shall become a lien on said properties.

Section 4. Submittal Requirements

An application shall not be considered complete until the required submittal information has been provided to the Planning Department.

A. Application type.
   1. Zoning only. A PZD application may be submitted to establish the zoning criteria of a property, in accordance with Section 3 of this article.

   2. Zoning and development. An applicant may elect to submit a PZD application with a ~~preliminary plat or site plan~~ development application, in accordance with the requirements of Article IV, Sections 8.1 and 8.2.

B. All PZD applications shall include a booklet and concept plan:
   1. *Booklet*. Describe the intent of each proposed district and list all zoning, design, and development criteria, as outlined in Section 3 of this Article.

   2. *Concept Plan*. Illustrate the general development form and arrangement permitted by the proposed districts.

Section 5. Phasing

Standard vesting periods shall apply for an application requiring preliminary approval, as outlined in Article IV, Section 8.4.

A. Exception. The Board of Mayor and Aldermen may approve a phasing plan granting extended vesting periods than the standard. The proposed phasing plan shall include the action that commences the initial vesting period and all subsequent actions that extend the initial vesting period, similar to the organization of Article IV, Section 8.4. The initial vesting period shall not exceed 15 years for undeveloped properties.

Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: January 25, 2016
SUBJECT: ADM 135-2016 (Meadows at Spring Hill)

ADM 135-2016: Submitted by Civil Site Design Group for property located at McCormick Crossing at Beechcroft Rd. The property is zoned R-2 (Medium Density) and contains 24.5 acres. The applicant request to modified the approved preliminary plat for Meadows at Spring Hill.

Property description and history: This property is located north of Beechcroft Road, west of the railroad tracks and north of the Magna manufacturing facility (also known as Project Angus). The Planning Commission approved a sketch plat application for this property in 2005. A portion of the subdivision received preliminary and final plat approval and several of the lots have been sold and developed for single-family homes. Because activity on the property ceased in 2009 with the recordation of the final plat, the applicant has submitted a new sketch plat application for Planning Commission consideration.

In 2015, the Planning Commission approved a new sketch plat application for 620 single-family lots and preliminary plat application for 64 single-family lots.

Request: The applicant has submitted modification to the preliminary plat to divide Phase 2, Section 1, into two areas in order to delay improvements necessary for water pressure. The previous City Engineer advised the applicant of the need to obtain Planning Commission approval of this modification.

Spring Hill Planning Commission Regular Meeting

TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: September 14, 2015
SUBJECT: PPL 69-2015 (Meadows at Spring Hill)

PPL 69-2015: Submitted by Sawyer Land Surveying for the Meadows at Spring Hill. The property is zoned R-2, Medium Density Residential, and contains approximately 24.47 acres. The applicant requests preliminary plat approval of Phase Two to include 64 single-family residential lots.

Property description and history: This property is located north of Beechcroft Road, west of the railroad tracks and north of the Magna manufacturing facility (also known as Project Angus). The Planning Commission approved a sketch plat application for this property in 2005. A portion of the subdivision received preliminary and final plat approval and several of the lots have been sold and developed for single-family homes. Because activity on the property ceased in 2009 with the recordation of the final plat, the applicant has submitted a new sketch plat application for Planning Commission consideration.

In March of 2015, the Planning Commission approved a new sketch plat application for 620 single-family lots.

Request: The applicant requests preliminary plat approval for Phase Two, Section 1, to include 64 lots extending from McCormick Crossing (currently serving the existing residences in the Meadows at Spring Hill).

Streets and sidewalks: The overall subdivision plans several internal streets designed to collector and local street classifications. This section of Phase Two proposes to extend several local streets through the project area. Sidewalks are proposed to be constructed on both sides of all streets. Staff requests that the right-of-way dimensions be labeled on the proposed street extensions.

Bulk and area requirements: The R-2 zoning district requires a minimum lot width of 80 feet at the building line, or front setback. Staff identified deficiencies in the lot width for three proposed lots at the work session meeting. The applicant has resolved this issue, and staff finds that the proposal meets the minimum bulk and area requirements of the R-2 zoning district.

Recommendation: Staff recommends approval of PPL 69-2015, subject to the following conditions of approval:

1. Prior to the issuance of permits, an updated plat (one hard copy and one PDF) be submitted to the Planning Department to reflect the following modifications:
   a. The right-of-way dimensions shall be labeled on all proposed streets.

Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: January 25, 2016
SUBJECT: STP 125-2015 (Port Royal Storage)

STP 125-2015: Submitted by T-Square Engineering Inc. for property located at 3793 Old Port Royal Rd North. The property is zoned M-1, Light Industrial, and contains approximately 6.79 acres. The applicant request site plan approval for a 5,250 sq/ft storage facility.

Property description: The subject property is located southeast of the intersection of Port Royal Road and Old Port Royal Road/Reserve Boulevard and is currently developed for mini-storage with 21 metal buildings and an area for outdoor storage of motor and recreational vehicles.

Request: The applicant requests site plan approval of an additional metal storage building. The additional storage building is proposed to replace the outdoor storage of motor and recreational vehicles.

Streets and sidewalk: Old Port Royal Road is designated as a Local street in the Major Thoroughfare Plan and has sufficient right-of-way. While no sidewalk currently exists at this location, staff does not find that the proposal warrants sidewalk construction.

Access: The development is currently accessed by two curb cuts. Changes to access are not proposed.

Parking: The proposal does not require an off-street parking lot.

Building design: The applicant proposes to utilize an identical building design to the existing 21 metal storage buildings.

Planning Revisions: The following revisions are requested:

1. Staff cannot verify compliance with the building setback requirements of the underlying M-1 zoning district. Please revise the plans to show all required building setbacks.
2. Add all required notes as listed in Article IV, General Provisions.

Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: January 25, 2016
SUBJECT: STP 133-2016 (Tire Discounters)

STP 133-2016: Submitted by LeCraw Engineering for property located at 4925 Main Street. The property is zoned B-3 (Intermediate Business District) and contains approximately .91 acres. The applicant request site plan approval for a 7,900 S.F. retail tire store.

Property description and history: The subject property is located northwest of the intersection of Campbell Station Parkway and Main Street and is an out lot of the Shops at Campbell Station. The property to the north is developed for a Hardee's, and the property to the south is developed for a bank.

In 2014, the Planning Commission approved a site plan application for the subject property to permit the development of a multi-tenant commercial building.

Request: The applicant has submitted a new site plan application for a retail tire store. Based on discussions with the applicant, the use of the property will include other automobile maintenance services in accordance with the provisions of the B-3 zoning district.

Streets and sidewalk: Main Street is designated as an Arterial in the Major Thoroughfare Plan and requires a minimum of 95 feet of right-of-way. This right-of-way requirement has increased since the previous site plan application was approved in 2014, and additional dedication is required. The proposal does reflect this requirement.

Access: The Shops at Campbell Station was planned for limited access onto Main Street and with a network of internal drives. The applicant proposes to connect to the private drive to the north and to the bank to the south. Direct access onto Main Street is not permitted.

Parking: The applicant proposes 32 parking spaces, which meets the City's parking ratio.

Building design: The applicant proposes a one-story building, facing Main Street, and constructed primarily of brick.

Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: January 25, 2016
SUBJECT: SKP 134-2015

SKP 134-2016: Submitted by Carter Engineering Consultants. The property is located on Port Royal Road. The property is zoned B-4 (Central Business District) and contains approximately 1.07 acres. The applicate requests sketch plan approval for a restaurant containing 3,652 square feet and associated parking.

Property description and history: This undeveloped property is located northeast of the intersection of Reserve Boulevard and Port Royal Road and is an out lot of the Kroger commercial development. In 2014, the Planning Commission approved a site plan application to allow for the development of the property for an automobile maintenance business, though permits were not pursued.

Request: The applicant requests sketch plan approval for a drive-thru restaurant with 3,652 square feet and 53 parking spaces.

Streets and sidewalk: Beechcroft Road is designated as a Collector in the Major Thoroughfare Plan, which requires a minimum of 75 feet of right-of-way. Typically, the applicant would be required to dedicate a minimum of 37.5 feet of right-of-way from centerline; however, the subject property doesn't technically have street frontage, as a separate lot containing the regional detention area is located between the street and the property. Instead, the property is accessed by a network of internal private streets. The applicant will be required to extend a public sidewalk along the property's frontage along all private streets/drives.

Access: There are two existing curb cuts onto the internal private streets: one located on the north side of the property (at the main entrance to the Kroger development from Port Royal Road) and one at the east side of the property. The applicant proposes to close the curb cut on the north side and improve the four-way stop intersection to include a dedicated right turn lane to relieve existing and future congestion. Staff is in favor of this proposal, as it will allow for a better functioning four-way stop intersection and will prevent traffic associated with the drive-thru from stacking onto the private street and Port Royal Road.

Parking: The applicant proposes 53 parking spaces and has designed the site to accommodate nine stacking vehicles. While staff finds that the proposal has provided sufficient parking to meet the minimum requirements of the zoning ordinance, the ratio utilized in the parking data is incorrect. The City requires 3 square feet of parking per one square foot of customer service area. Staff requests confirmation of the customer service area and compliance with this ratio. Bike rack installation details will be required at site plan application.

Building design: The applicant proposes one-story building with a façade of primarily brick veneer. Staff requests that the notes on the elevations be revised to include cardinal direction points. For example: Side (north) Elevation.

Planning Revisions: The following revisions are requested:

1. Identify the centerline of Port Royal Road and dimension to the east side of the existing right-of-way.
2. The City requires 3 square feet of parking per one square foot of customer service area. Staff requests confirmation of the customer service area and compliance with this ratio.
3. Revise the notes on the elevations to include cardinal direction points. For example: Side (north) Elevation.
4. Correct the zoning designation noted on the plan.

REAL ESTATE DEPARTMENT
FAX (615) 871-2409 □ 2620 ELM HILL PIKE □ NASHVILLE, TN 37214 □ PHONE (615) 871-2540

January 19, 2016

City of Spring Hill
Planning Commission
Spring Hill, Tennessee

Re: Approved traffic signal in front of the Kroger store on Port Royal Road

To Whom It May Concern:

When the Kroger project on Port Royal Road was approved by the City of Spring Hill in 2007, the City included a future traffic signal in front of the Kroger store on Port Royal Road as part of the approval. The traffic signal was not installed at that time because there wasn't enough development or traffic along that road to justify the expense; however, Kroger has known and expected all along that at some point, a traffic signal would be necessary and that we would need to move forward with design and installation of the signal.

Since 2007, Port Royal Road has experienced a significant increase in both residential and commercial development and traffic counts are markedly higher than they were in 2007. Additional planned development, including a 37,000 square foot expansion of the Kroger store in the near future, will only make the current traffic situation even worse.

Kroger received a cost estimate from RPM Transportation Consultants, LLC in 2014 for the design and installation of the approved traffic signal. Kroger recognizes the need for this approved traffic signal and we are prepared to move forward with the design and installation of the traffic signal as soon as we are able to reach an agreement with the property owners across the street on cost allocation.

Feel free to contact me should you have any questions.

Regards,

John A. Corbitt
Real Estate Manager

Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: January 25, 2016
SUBJECT: SKP 136-2015 (Traditions)

SKP 136-2016: Submitted by Batson & Associates for property located on Miles Johnson Parkway. The property is zoned B-4 (Central Business District) and contains approximately 5.01 acres. The applicant is requesting sketch plan approval for a 64,000 S.F. assisted living facility.

Property description: This undeveloped property is located on the east side of Miles Johnson Parkway, north of Duplex Road and southeast of Main Street. A stream runs contiguous to the southern boundary. The area shown is a small portion of the lot in its entirety. The "property line" shown is only a proposed boundary; it has not been approved, and a request to subdivide the property has not been submitted.

The majority of the surrounding properties are zoned B-4 and are undeveloped. The property to the west has obtained Planning Commission approval of a preliminary plat application for five (5) commercial lots with two curb cuts onto Miles Johnson Parkway and a network internal shared drives.

Request: The applicant requests sketch plan approval for an assisted living facility and associated parking. As indicated in the submitted plan, the applicant proposes a total build out of the facility in two phases.

Streets and sidewalk: Miles Johnson Parkway is designated as a Collector in the Major Thoroughfare Plan, which requires a minimum of 75 feet of right-of-way. Sufficient right-of-way exists. Staff's recommendation for sidewalk construction or a fee in-lieu of sidewalk construction will be made at the time of site plan application.

Access: The applicant proposes two curb cuts onto Miles Johnson Parkway. The proposed curb cut at the southern portion of the proposed development area is almost aligned with the approved curb cut on the west side of the street for the Harvey commercial subdivision. The proposed driveway at the northern portion of the proposed development area does not align with the second approved curb cut on the west side of the street for Harvey commercial subdivision.

The driveway locations and interconnectivity for the property to the west was carefully and thoughtfully planned in a manner that promotes best access management practices by limiting the number of driveways onto a public street. Staff finds that the same consideration and attention is deserved on the east side of Miles Johnson Parkway.

Planning and Public Works staff have made similar comments to the applicant and have requested that the applicant plan to limit and align new curb cuts onto Miles Johnson Parkway with those approved on the west side. Staff has also requested that the applicant for this development provide provisions for interconnectivity. This plan has not been designed to resolve staff's concerns.

Parking: The applicant proposes 110 parking spaces with the initial development of the property and has planned for an 18 parking spaces with a future expansion. The City's zoning ordinance does not have a parking ratio for an assisted living facility. Typically, staff would apply an adopted ratio for a similar use to determine the number of required parking spaces; however, staff finds that the City's zoning ordinance does not have an adopted ratio for the proposed use. Staff finds that it falls upon the Planning Commission to determine the number of parking spaces, as it is the responsibility of the Board of Zoning Appeals to consider variance requests from the adopted ratios in the Zoning Ordinance.

Staff has request that the applicant provide a detailed description of the proposed use and a parking needs assessment or analysis of the standard parking needs for this type of use for the Planning Commission's determination. This information has not yet been submitted.

Building design: The applicant proposes one-story building with a façade of primarily brick.

Planning Revisions: The following revisions are requested:

1. Prior to being added to the February 8th Planning Commission agenda, the applicant shall submit a detailed description of the activities associated with the proposed use, as well as an analysis of the standard parking needs for this type of use.

Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Dara Sanders, City Planner
MEETING: January 25, 2016
SUBJECT: RZN 138-2015 (5238 Main Street)

RZN 138-2015: Submitted by Huntley Gordon for property located at 5238 Main Street. The property is zoned B-2 (Neighborhood Shopping District) and contains approximately 2 acres. The applicant requests approval to rezone the property from B-2 (Neighborhood Shopping District) to B-4 (Central Business District).

Property description and history: This property is currently developed for a single-family dwelling. The properties to the north, northwest, and southeast are developed for nonresidential uses. In December of 2015, the Board of Mayor and Aldermen rezoned the property from R-1, Low Density Residential, to B-2, Limited Retail.

Request: The applicant now requests to rezone the property from B-2, Limited Retail, to B-4, Central Business District.

Spring Hill Rising: 2040: The City's comprehensive plan, Spring Hill Rising: 2040, provides considerations for future zoning and development requests. Among those considerations are opportunities for enhancing existing or emerging neighborhoods with sensitive new development, allowing for a variety of quality housing options for all stages of life, and encouraging higher density residential development in new activity centers.

The future land use designation of the property is **Downtown/City Center**, which is characterized by a compact, walkable environment typical of town centers. Development creates and promotes our sense of place and community, and it encourages active living and community interaction. Future development emphasizes connectivity and uses that general a high level of activity. These are not developments that are designed to accommodate the automobile and related services.

The City's goal "We will grow smarter" promotes Smart Growth principles, traditional neighborhood design, and quality corridor development. Specifically, this goal aims to ensure that new development within existing neighborhoods is of appropriate scale and intensity in relation to existing development and that it achieves the desired development patterns for the neighborhood.

Discussion: Staff does not find that the proposed B-4 zoning district at this location promotes the City's planning policies and principles and would be detrimental to the public good. The B-4 zoning district is designed produce a development form specifically for accommodating the vehicle, which is counterproductive to the intent of the Downtown/City Center character area. The requested zoning district is the primary tool for encouraging and permitting suburban, high traffic volume development associated with big box shopping centers, gas stations, and drive-thru fast food businesses. Further, the B-4 zoning district permits mini-warehousing and manufacturing uses that are more appropriate outside of a downtown area and central commercial corridor. The traditional development form surrounding area, which was historically the City's original downtown, has been compromised for decades with the suburban development form permitted under the B-4 zoning district, and approval of this request will continue to allow for the deterioration of what was once the heart of this town.

Staff does not find in favor of rezoning the property to the most intense, highest traffic generating, and unpredictable zoning district available in the Zoning Ordinance. Further, staff finds that sufficient undeveloped and underutilized property currently regulated by the B-4 zoning district exists in the immediate area, as indicated in the attached exhibit. Staff finds that the property can be sufficiently developed and used for nonresidential purposes and in accordance with the City's planning policies and principles under the current zoning designation of the property. Finally, staff finds that the property can be used for a wide variety of commercial uses with the current B-2 zoning designation.

1.8(3.2) Such spaces are located to draw a minimum of vehicular traffic to and through streets having predominantly residential frontage;

1.8(3.3) Such spaces are located no farther than four hundred (400) feet from the nearest boundary of the lot occupied by the activities to which they are accessory;

1.8(3.4) Such spaces are in the same ownership as the use(s) to which they are accessory and necessary instruments are executed to ensure the required number of spaces will remain available throughout the life of such use(s), and

1.8(3.5) Such spaces conform to all applicable district regulations of the district in which they are located.

Section 2. (B-2) Neighborhood Shopping District.

Intent. To provide for certain frequently needed basic household commercial services at locations convenient to residential area, without altering their residential character. Secondly, to eliminate lengthy trips for everyday needs to major shopping areas, and so reduce traffic at these locations.

2.1 Uses Permitted

2.1(1) Loft style work/live apartments (Changed by Ord. 05-35.)

2.1(2) Grocery, drug and hardware stores, meat or fruit markets, legitimate theaters, barber or beauty shops, shoe repair shops, branch laundry or dry cleaning establishments where no laundering or cleaning is to be done on the premises, offices, restaurants with no drive-in/drive-thru service, and other retail businesses or services which are essential to the convenience of the neighboring residents, and, in addition, any accessory use or building customarily incidental to the above permitted uses. (See definition on Convenience Commercial).

2.2 Uses Permitted on Appeal.

2.2(1) Filling stations

2.2(2) Movie theaters

2.2(3) Off-site parking lots

2.3 Uses Prohibited.

Uses not specifically permitted.

2.4 Lot Area, Lot Width, Yards and Building Area. (Changed by Ordinance 12-14)

2.4(1) Lot Area.

No minimum lot area is required, however, off-street parking and loading/unloading requirements shall be observed.

2.4(2) Lot Width.

Lot width at the building setback line shall be seventy-five (75) feet.

2.4(3) Yards.

All principal and accessory structures shall be set back from the right-of-way lines of streets the minimum distance of thirty (30) feet.

On lots adjacent to a residential zone, all buildings shall be located so as to conform with the side yard requirements of the adjacent residential zone.

Rear yards shall be a minimum of twenty (25) feet for one story buildings and five (5) feet for each additional story.

A minimum Buffer Yard of twenty-five (25) feet shall be required. (Changed by Ord. 07-30.)

2.4(4) Building Area.

Maximum building area shall be forty percent (40%) of the total lot area.

2.5 Height.

Buildings hereafter constructed shall not exceed fifty (50) feet in height.

2.6 Location of Accessory Structures.

2.6(1) With the exception of signs, accessory structures shall not be erected in any required front or side yards.

2.6(2) Accessory structures shall be located at least five (5) feet from all rear lot lines and from any building on the same lot.

Section 3. (B-3) Intermediate Business District.

Intent. This district is designed primarily to provide sufficient space primarily along arterial and collector streets for establishment and uses engaged in wholesale and retail trade, offering a wide variety of products and services.

3.1 Uses Permitted.

3.1(1) Automobile sales and service, bank, barbershop or beauty parlor, bus terminals, churches, clinics, dry cleaning and laundry establishments, filling stations, funeral homes, hotels, movie theaters, legitimate theaters, manufacture of articles to be sold at retail on the premises (provided such manufacturing is incidental to the retail business and employs not more than five (5) operators), motels, offices, outdoor advertising signs and outdoor advertising structures, parking lots, parking garages, places of amusement, printing and engraving establishments, public buildings, public and private clubs, retail businesses, used car lots, wholesale businesses, microbrewery, microdistillery, day care centers, restaurants, retirement and assisted living facilities, and full medical care nursing homes.

Section 4. (B-4) Central Business District

Intent. To recognize the area of best overall accessibility to all portions of the community, so as to accommodate the widest range of comparison goods stores, specialty shops, business and personal services, or other commercial activities compatible in close grouping and thus suited to shopping by pedestrians.

4.1 Uses Permitted.

4.1(1) "Uses Permitted" in B-1, B-2, and B-3 Districts.

4.1(2) Places of amusement and assembly, hotels, public garages or other motor vehicle services. Mini-warehouse storage units limited to indoor storage only.

4.1(3) Any retail or wholesale business or service.

4.1(4) The making of articles to be sold at retail on the premises, provided, however, that any manufacturing shall be restricted to light manufacturing incidental to a retail business or service where the products are sold principally on the premises by the producer to the consumer and where not more than five (5) operatives are employed in such manufacture.

4.1(5) Any accessory use or building customarily incidental to the above permitted uses.

4.1(6) Apartments, in accordance with Article VII, Subsection 2.1(1).

4.1(7) Restaurants.

4.1(8) Establishments that sell or serve intoxicating beverages

4.1(9) Movie Theaters

4.1(10) Drive-in/drive-thru businesses

4.2 Uses Permitted on Appeal.

Any other use, except uses allowed in industrial districts.

4.3 Uses Prohibited.

Any use which in the opinion of the Board of Zoning Appeals, would be injurious because of offensive fumes, odors, just or objectionable features hazardous to the community on account of fire, explosion, health or aesthetics even when conducted under adequate safeguards.

4.4 Lot Area, Lot Width, Yards and Building Area.

4.4(1) No minimum lot area is required, however, off-street parking and loading/unloading requirements shall be observed.

4.4(2) Lot Width.

Downtown/City Center

Downtown/City Center is the heart of Spring Hill. It is a place that belongs to everyone and embodies the “small town feel” and culture that we have worked so diligently to protect. This is where our community comes together to enjoy and celebrate our quality of life.

Downtown/City Center is characterized by a compact, walkable environment typical of town centers. Development creates and promotes our sense of place and community, and it encourages active living and community interaction. Future development emphasizes connectivity and uses that generate a high level of activity. These are not developments that are designed to accommodate the automobile and related services.

Buildings are typically two or more stories and reinforce traditional pedestrian scale. They have shallow setbacks and are used to frame the street. Green space is characterized by street trees, planters, planting strips, formal public spaces, and a town square, though existing natural and historic features of properties are maintained and incorporated into the design.

The transportation network is complete and connected in a block-and-street layout. Streets are designed to accommodate all modes of transportation but to promote pedestrian access, activity, and safety.

Primary future land use includes appropriate mixtures of residential, professional offices, eating places, places of worship, small-scale retail, entertainment, cultural uses, community recreational uses, and municipal services.

Design Principles

Site Design

- Vehicular access is provided by alleys and private driveways
- Building setbacks are 10 feet or less in depth
- Moderate to high lot coverage
- Parking lots are not adjacent to or visible from the street

Density/Intensity

- Moderate to high density
- Low to moderate intensity
- One to three story buildings

Green Space

- Formal landscaping
- Moderately dense street trees, bushes, and planting strips
- Public spaces
- Town square

Transportation

- High pedestrian connectivity
- Bike lanes and greenways
- Complete and connected street network

Infrastructure

- Municipal water and sewer service