



City of

SPRING HILL

TENNESSEE

est. 1809

AGENDA PACKET

Municipal Planning Commission

Planning Commission

February 23, 2026

05:30 pm



SPRING HILL MUNICIPAL PLANNING COMMISSION

Elizabeth Droke, Chairman
Sam Isbell
Matt Fitterer, Mayor
Amanda Rondeau

Ryan Connolly, Vice Chairman
Greg Groninger
Jaimee Davis, Alderman

City of Spring Hill
199 Town Center Parkway
Spring Hill, TN 37174

AGENDA PLANNING COMMISSION

February 23, 2026
05:30 pm

A. CALL TO ORDER

B. ROLL CALL

C. CHAIRMAN COMMENTS

Audience members wishing to speak to an agenda item will have the opportunity to speak at the beginning of the agenda and will have five minutes to address the Planning Commission. No rebuttal remarks are permitted. For those of you who are not able to attend the in-person meetings, please submit your public comments regarding agenda and non-agenda items to PCPublicComment@springhilltn.org.

D. PUBLIC COMMENT (NON-AGENDA ITEMS)

E. DRAFT FEBRUARY 9, 2026, PLANNING COMMISSION REGULAR MEETING MINUTES

Attachment: [DRAFT Regular Meeting Minutes 2.9.26.pdf](#)

F. BONDS

1. PC Resolution 26-6 to Release Maintenance Bond for Barton Hills Phase 1b.2
2. PC Resolution 26-7 to Release to Existing Performance Bond and Establish a Maintenance Bond for Barton Hills Phase 1b.2

Attachment: [Bond Packet.pdf](#)

G. OLD BUSINESS

H. NEW BUSINESS

1. RZN 1940-2025

Submitted by the Richmond Company for Spring Hill Commerce Center. The property is located on the east side of I-65, known as a 25-acre tract (2860 Clark Road). The property is zoned (AG) Agricultural District. The applicant is requesting to rezone from AG to (I-2) General Industrial. Planner: Kyle Spires

Attachment: [RZN 1940-2025 Rezoning for a future portion of Spring Hill Commerce Center sr.pdf](#)

Attachment: [Vicinity Map Rezone.pdf](#)

Attachment: [Planning Commission Application rev - RZN 1940-2025.pdf](#)

2. RZN 2011-2026

Submitted by the Richmond Company for Spring Hill Commerce Center. The property is located on the east side of I-65, known as a 19-acre tract (0 Clark Road). The property is zoned (AG) Agricultural District. The applicant is requesting to rezone from AG to (I-2) General Industrial. Planner: Kyle Spires

Attachment: [RZN 2011-2026 Rezoning for a future portion of Spring Hill Commerce Center sr.pdf](#)

Attachment: [Vicinity Map Rezone.pdf](#)

Attachment: [Planning Commission Application rev - RZN 1940-2025.pdf](#)

3. PDM 1964-2025

Submitted by Ragan Smith for Arbor Valley, Phases 7 & 8. The property is zoned PUD with a base zoning of (R-2) Single-Family District with the overall PUD containing approximately 259 acres. The applicant is requesting to modify the development plan by

adjusting lot and road layouts and reduce density. Planner: Tobias Faucher

Attachment: [PDM 1964-2025 Arbor Valley Phase PUD sr.pdf](#)

Attachment: [Arbor Valley Phase 7 8 PDMModifiedMinor 2026.02.09.pdf](#)

Attachment: [Arbor Valley Phase 7 8 PDMModifiedMinor Development Comparison 2025.10.22.pdf](#)

4. RZN 1995-2026

Submitted by Southeast Venture, LLC for June Lake, Collector Road PZD. The property is located to the west of I-65, and south of Thompson Station Road East. The property is zoned (PZD), Planned Zoning District and is approximately 702 acres. The applicant is requesting to amend the PZD street classification types. Planner: Gil Morin

Attachment: [RZN 1995-2025 June Lake PZD sr.pdf](#)

Attachment: [June Lake PZD Standards Updated 1.20.26.pdf](#)

Attachment: [June Lake Collector Site Location Exhibit.pdf](#)

I. OTHER BUSINESS

J. ROUND TABLE

K. ADJOURN

-

**SPRING HILL
MUNICIPAL PLANNING COMMISSION
REGULAR MEETING MINUTES
MONDAY, FEBRUARY 9, 2026
5:30 P.M.**

A. CALL TO ORDER

Chairman Droke called the meeting to order at 5:30PM.

B. ROLL CALL

Members Present: Mayor Matt Fitterer, Chairman Liz Droke, Vice Chairman Ryan Connolly, Commissioner Jamiee Davis, Commissioner Sam Isbell, Commissioner Greg Groninger, and Commissioner Amanda Rondeau.

Staff Present: Development Director Dara Sanders, Senior Planner Gilles Morin, City Engineer Karol Czerwonka, Associate Engineer Ryan Turley, Associate Planner Kali-Flynn Burke, Planning Tech Lucretia Sappington, and City Attorney Patrick Carter.

C. CHAIRMAN COMMENTS: *“Audience members wishing to speak to an agenda item will have the opportunity to speak at the beginning of the agenda and will have five minutes to address the Planning Commission. No rebuttal remarks are permitted. If you have any comments regarding agenda and non-agenda items, please submit your public comments to PCPublicComment@springhilltn.org.”*

D. PUBLIC COMMENT (NON-AGENDA ITEMS)

E. PUBLIC COMMENT (AGENDA ITEMS)

F. ACCEPTANCE OF MEETING MINUTES DECEMBER 8, 2025, REGULAR MEETING MINUTES.

Mayor Fitterer made a motion for approval of December 8, 2025, meeting minutes. The motion was seconded by Commissioner Connolly. The motion to approve December 8, 2025, meeting minutes passed by a vote of 7-0.

G. APPROVAL OF THE AGENDA

Mayor Fitterer made a motion to approve the agenda. The motion was seconded by Commissioner Connolly. The motion to approve the agenda passed by a vote of 7-0.

H. CONSENT AGENDA

1. PC Resolution 26-1 to Release the Existing Performance Bond and Establish a Maintenance Bond for Sanctuary Bluff Apartments
2. PC Resolution 26-2 to Release the Maintenance Bond for Sanctuary Bluff Apartments
3. PC Resolution 26-3 to Release the Maintenance Bond for Barton Hills Phase 1A
4. PC Resolution 26-4 to Dedication of Road ROW and Public Utilities Barton Hills Phase 1A
5. PC Resolution 26-5 to Release the Existing Performance Bond and Establish a Maintenance Bond for Brandon Woods Traffic Signal
6. PC Resolution 26-6 to Establish a Performance Bond for Legacy Pointe Phase 1A

Mayor Fitterer made a motion to approve consent agenda with all staff associated conditions of approval and findings of fact. Commissioner Connolly seconded the motion. The motion to approve the consent agenda passed by a vote of 7-0.

I. OLD BUSINESS**J. NEW BUSINESS**

1. **STP 1965-2025:** Submitted by Kimley Horn for **Platinum Storage**. The property is located on the north side of Beechcroft Road, east of Dr. Robertson Road, best known as 830 Beechcroft Road. It is zoned I1 and is approximately 7.67 acres. The applicant is requesting site plan approval for the expansion of the existing storage facility, which includes covered RV and boat storage. **Planner: Kali-Flynn Burke**

Mayor Fitterer made a motion to approve STP 1965-2025 with all staff associated conditions of approval.

Standard Conditions:

1. Planning Commission approval shall remain valid for a period of three (3) years, during which time all action must be taken in accordance with the Unified Development Code, Articles 13.1.E and 17.8.
2. Project shall be constructed as approved unless otherwise approved for modification. The modification may be denied if the proposal alters the proposed use, increases the overall area of the project, increases the density of the development, or increases any local government expenditure necessary to implement or sustain the proposed use.
3. Project shall adhere to the City of Spring Hill's adopted accessibility standards.
4. Project shall be constructed in accordance with the City of Spring Hill's adopted Major Thoroughfare Plan.
5. The project must not locate the required landscaping within any utility or drainage easements.
6. One (1) electronic and one (1) 11x17 hard copy of approved plan shall be submitted to the Planning Office no later than 45 days post the PC approval meeting date. This shall include a landscape plan and elevations and accurate depictions of all approved adjacent site plans.

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7. The temporary crossing of the existing creek must be designed and approved prior to the approval of the construction plans.
8. Right-of-way dedication shall be shown per the City of Spring Hill's Major Thoroughfare Plan for roadway classification and per requirements outlined in the UDC.
9. All infrastructure (roadways, utilities, etc.) shall be designed according to the City of Spring Hill Standards and Specifications and meet all requirements within the UDC.
10. Any roadway improvements shall be designed according to the City of Spring Hill, TDOT, AASHTO, and MUTCD standards and specifications.
11. The photometrics for the proposed development shall meet all the UDC standards and requirements.
12. All sidewalks and pedestrian ways shall meet current ADA requirements. Spot elevations shall be provided to ensure there is adequate ADA access to the site.
13. Erosion control measures meeting TDEC and all City regulations will be required to be provided prior to approval of construction plans by the Engineering and Public Works Departments.
14. The applicant must provide a plan and profile for the access drive, this access drive shall meet AASHTO, TDOT, and City of Spring Hill Standards.
15. Typical Sections for all paving shall be provided along with a Geo-Technical Report.
16. A Fire Exhibit to show that the site meets the intent of the Fire Code Checklist, Engineering Checklist, and IFC must be provided.
17. Any proposed grading outside of the property line shall have a signed letter of consent or proof of temporary easement from the adjacent property owner prior to the issuance of a grading permit.
18. All storm sewer plans and profiles must comply with all City regulations and checklist requirements before the Engineering and Public Works Department will approve the construction plans.
19. All stormwater calculations must meet the requirements of the UDC, as well as applicable state and federal regulations, and shall be submitted prior to approval of construction plans by the Engineering and Public Works Departments. Any site layout or building square footage changes necessary to meet these regulations will be reviewed by the City Planning or Development Director to determine whether the project must return to the Planning Commission for approval.
20. Any proposed retaining walls shall be submitted for review and approval by Building Codes simultaneously with engineering site plan reviews and must be approved before the issuance of a grading permit.
21. Record drawings of the development will be required prior to the issuance of the Certificate of Occupancy (COs) for all installed infrastructure. Final Record Drawing Submittal is required prior to the release of bonds and to include the full design sent in both electronic files and hard copies. The electronic files must be geographically referenced in NAD83 and NAVD88 and provided in a format that can be integrated into the City GIS and must meet all City Requirements.
22. A Long-term maintenance/management plan that meets all UDC requirements as listed in but not limited to Article 15.7, will be required prior to approval of construction plans by the Engineering Department and before a pre-construction meeting can be held.
23. No sewer and water hookups shall be allowed until corresponding infrastructure is installed, tested, and accepted by the City.
24. Bonds will be required to be posted per the UDC, including bonds for the final asphalt pavement, sidewalks, traffic control devices, streetlights, ditches and drainage systems.

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25. The applicant must provide complete and sufficient information in the applicable design, satisfactorily addressing the City Engineer's comments before any permits or a pre-construction meeting can occur. Any disagreement on information, design, or accuracy of information between the City Engineer and applicant that cannot be resolved must be heard by the Planning Commission for the final determination.
26. Any additional requirements as determined during construction and engineering review for the sole purpose of meeting public health, safety, and welfare as determined by the City Engineer, Development Director, Public Works Director, and City Administrator will require field changes or site design revisions as necessary to fully address the concerns. Site layout or building square footage changes required to meet public health, safety, and welfare will be reviewed by the Planning Director or Development Director to determine if the project will be required to go back through Planning Commission approval process. The development representative will hold the right to go before Planning Commission if resolutions to address concerns between staff and the development cannot be agreed upon.

Site Specific Conditions:

1. Prior to submitting an application for Engineering, the following information is required to be added to the plans and resubmitted to the Planning Division for review and approval:
 - a. Please show where the HVAC units will go on the site plan.
 - b. Please move the bike rack to a finished surface and not grass.
 - c. Please show the shrubs planting material.
2. This portion of the property is prohibited from connecting to the City's sanitary sewer system and is prohibited from increasing sanitary sewer demand from the overall property. A flow meter shall be installed for the property prior to the issuance of a certificate of occupancy to establish a baseline, and the property shall not be permitted to exceed the baseline established by Spring Hill Water
3. Should engineering and building plans indicate a sanitary sewer connection or an increase in sanitary sewer demand, the Planning Division shall bring STP 1965-2025 back to the Planning Commission for reconsideration or revocation. Should the property exceed the established sanitary sewer baseline as a result of this expansion, the certificate of occupancy may be subject to revocation.
4. Prior to issuing of a Certificate of Occupancy, the applicant shall address the existing non-compliant parallel accessible parking space located on the site, subject to review and approval by the Building Official.
5. Provide space for vehicle turnaround to be approved by the City Engineer during engineering review.

Commissioner Connolly seconded the motion. Motion to approve STP 1965-2025 passed by a vote of 7-0.

2. **ADM 1973-2025:** Submitted by Andrew Kozlowitz for **2981 Stewart Campbell Pointe**. The property is located on the south side of Stewart Campbell Pointe, to the west of Hunt Valley Drive. It is zoned R-2 and is approximately 0.249 acres. The applicant is requesting an easement reduction from 20' to 10' for the rear PUDE. **Planner: Gil Morin**

Mayor Fitterer made a motion to favorably recommend ADM 1973-2025 to the Board of Mayor and Aldermen.

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P.C. Regular Meeting Minutes 2-9-2026

Commissioner Connolly seconded the motion. The motion to favorably recommend ADM 1973-2025 to the board of Mayor and Aldermen passed by a vote of 7-0.

K. OTHER BUSINESS

- There was a discussion regarding June Lake, Pod K, and bonds about sidewalks.
- Election of Officers: Mayor Fitterer nominated Liz Droke for Chairman. Ryan Connolly seconded the vote. Chairman Droke was elected by a vote of 7-0. Mayor Fitterer nominated Ryan Connolly for Vice Chairman. Chairman Droke seconded the vote. Vice Chairman Connolly was elected by a vote of 7-0.

L. COMMISSION COMMENT

Mayor Fitterer let the Planning Commission know he appreciated the Commissioners completing their statement of interest forms.

M. STAFF COMMENT

Development Director Sanders addressed fraud issues happening with Development Services Invoices. She cautioned everyone to be careful and verify invoices with Development Services before paying them.

N. ADJOURN

Chairman Droke adjourned the meeting at 6:07 PM.

X _____
Liz Droke, Chairman

X _____
P.C. Secretary

Spring Hill Planning Commission Bond Agenda



TO: Spring Hill Planning Commission
FROM: Missy Stahl, CIP Director
Will Goats, Project Manager
MEETING: February 23, 2026
SUBJECT: Release the maintenance bond and release the existing performance bond and establish a maintenance bond

Background: A maintenance bond was established in the amount of \$300,319.00 for Barton Hills Phase 1b.2 in March 2024. The maintenance bond guarantees that certain improvements installed have been functioning in accordance with plans for a minimum of twelve months, to include water, sewer, storm water infrastructure, and street binder.

A performance bond was establish in the amount of \$373,234.00 for Barton Hills Phase 1b.2 in March 2024. The performance bond guarantees installation of improvements to include curbing, sidewalks, street lights, street signs, stormwater surface maintenance, and final asphalt. Final topping was completed in January 2025.

A walk through was conducted and all punch list items have been completed. A certificate of satisfaction has been signed by City staff.

Request:

- Approve Resolution 26-07 to release the maintenance bond for Barton Hills Phase 1b.2
- Approve Resolution 26-08 to release the performance bond and establish a maintenance bond for Barton Hills Phase 1b.2

**RESOLUTION 26-07 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE**

**A RESOLUTION TO RELEASE THE MAINTENANCE BOND FOR
BARTON HILLS PHASE 1B SECTION 2**

WHEREAS, a Maintenance Bond is currently in place for said development; and

WHEREAS, the existing Letter of Credit, considered a “maintenance surety” based on current subdivision regulations, guaranteed that the following improvements, which may include but not be limited to, water, sewer, stormwater infrastructure, street binder; and

WHEREAS, to date, the improvements noted heretofore have been constructed and have been functioning properly for a minimum period of twelve (12) months; and

WHEREAS, it is the recommendation of City staff that the Maintenance Bond for Barton Hills Phase 1b Section 2 in the amount of \$300,319.00 be released.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that release of the Maintenance Bond for Sanctuary Bluff Apartments in the amount of **\$300,319.00** is hereby approved.

Passed and adopted this 9th day of March, 2026.

Liz Droke, Chairman

Gilles Morin, Secretary

**RESOLUTION 26-08 OF THE
PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE**

**A RESOLUTION TO RELEASE THE EXISTING PERFORMANCE BOND AND
TO ESTABLISH AS A MAINTENANCE BOND FOR
BARTON HILLS PHASE 1B SECTION 2**

WHEREAS, a Performance Bond is in place guaranteeing the completion of certain improvements for Barton Hills Phase 1b Section 2 in the amount of **\$373,234.00**; and

WHEREAS, the following improvements are required pursuant to the Final Plat:
Curbing, Sidewalks, Street Lights, Street Signs, Stormwater Surface Maintenance, and Final topping to all streets with 1 ½ inches of hot mix asphalt; and

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

WHEREAS, a Maintenance Bond letter of credit is guaranteeing the workmanship and materials of certain improvements for Sanctuary Bluff Apartments and the repair of such should damage occur during covered period; and

WHEREAS, it is the recommendation of City staff that the Letter of Credit in the amount of **\$373,234.00** be reduced to 30% according to Section 15.19 of the Spring Hill Unified Development Code, establishing a Maintenance Bond letter of credit in the amount of **\$111,970.00** for a minimum of twelve (12) months from date of work completed.

NOW, THEREFORE BE IT RESOLVED, by the Spring Hill Planning Commission that the existing bond letter of credit be reduced to establish a Maintenance Bond letter of credit for Barton Hills Phase 1b Section 2 in the amount of **\$111,970.00** is hereby approved.

Passed and adopted this 9th day of March, 2026.

Liz Droke, Chairman

Gilles Morin, Secretary



CERTIFICATE OF SATISFACTORY COMPLETION

Date: 2-20-26

Copperstone Development Partners, LLC
Barton Hills
Phase 1b.2

Development Name: Barton Hills

Phase or Section of Construction: Phase 1b.2

Public Improvements: Water, Sewer, Stormwater Infrastructure, Street Binder, Curbing, Sidewalks, Street Lights, Street Signs, Stormwater Surface Maintenance, and Final topping to all streets with 1 1/2 inches of hot mix asphalt

I hereby certify that I have supervised and inspected the improvements to ensure that the design intent has been achieved.

Record Drawings have been submitted by Applicant's engineer to the City pursuant to ordinance requirements.

Approved By:
City of Spring Hill Public Works Director



199 TOWN CENTER PARKWAY P.O. BOX 789 SPRING HILL, TN 37174
PHONE (931)486-2252 NASHVILLE LINE (615)248-6307 WILLIAMSON CO. (615)599-2614 FAX (931)486-0516

Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
 FROM: Kyle Spires, Associate Planner
 MEETING: February 23, 2026
 SUBJECT: RZN 1940-2025 (Rezoning for a future portion of Spring Hill Commerce Center)



RZN 1940-2025: Submitted by The Richmond Company for one parcel located east of I-65, north of Jim Warren Roadway that is a portion of the overall **Spring Hill Commerce Center Planned Development**. This parcel is a 25-acre tract (2860 Clark Road) The property is zoned (AG) Agriculture District. The applicant is requesting to rezone from AG to (I-2) General Industrial.

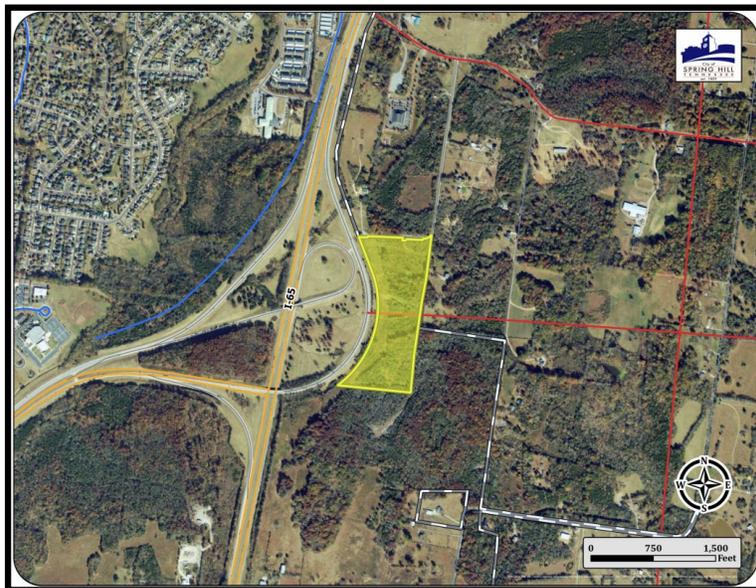
Property Description and History: The site is located north of Jim Warren Roadway, east of Interstate 65, and south of Duplex Road.

The Spring Hill Commerce Center Planned Development was approved by the Board of Mayor and Alderman in 2023 by Ordinance 22-26. This Planned Development rezoned the surrounding parcels to PD, I-2 and allowed for the proposed development of a 700-acre industrial park east of interstate 65.

A separate amendment was approved by Ordinance 25-04 in May 2025 amending the Planned Development approval to strike conditions of approval and add a new subdistrict with associated design standards. The parcel in this rezoning request is shown as part of a cul-de sac to the north for the expansion of Jim Warren Roadway on the conceptual plan; however, the rezoning request is required to officially include this parcel.

This parcel was annexed as part of resolution 25-13 (ANX 1620-2024 and ANX 1621-2024).

Request: The applicant is requesting to rezone the subject property from AG to I-2, with the intent of adding the property to the Spring Hill Commerce Center Planned Development. The applicant has proposed a condition of approval that “the subject property is ineligible for development approval until it is incorporated into the Spring Hill Commerce Center Planned Development”.



Public Notice Requirements: Public notice was provided meeting the requirements outlined in the Unified Development Code (UDC) and T.C.A. Title 13, Chapter 7, Part 2, § 203.

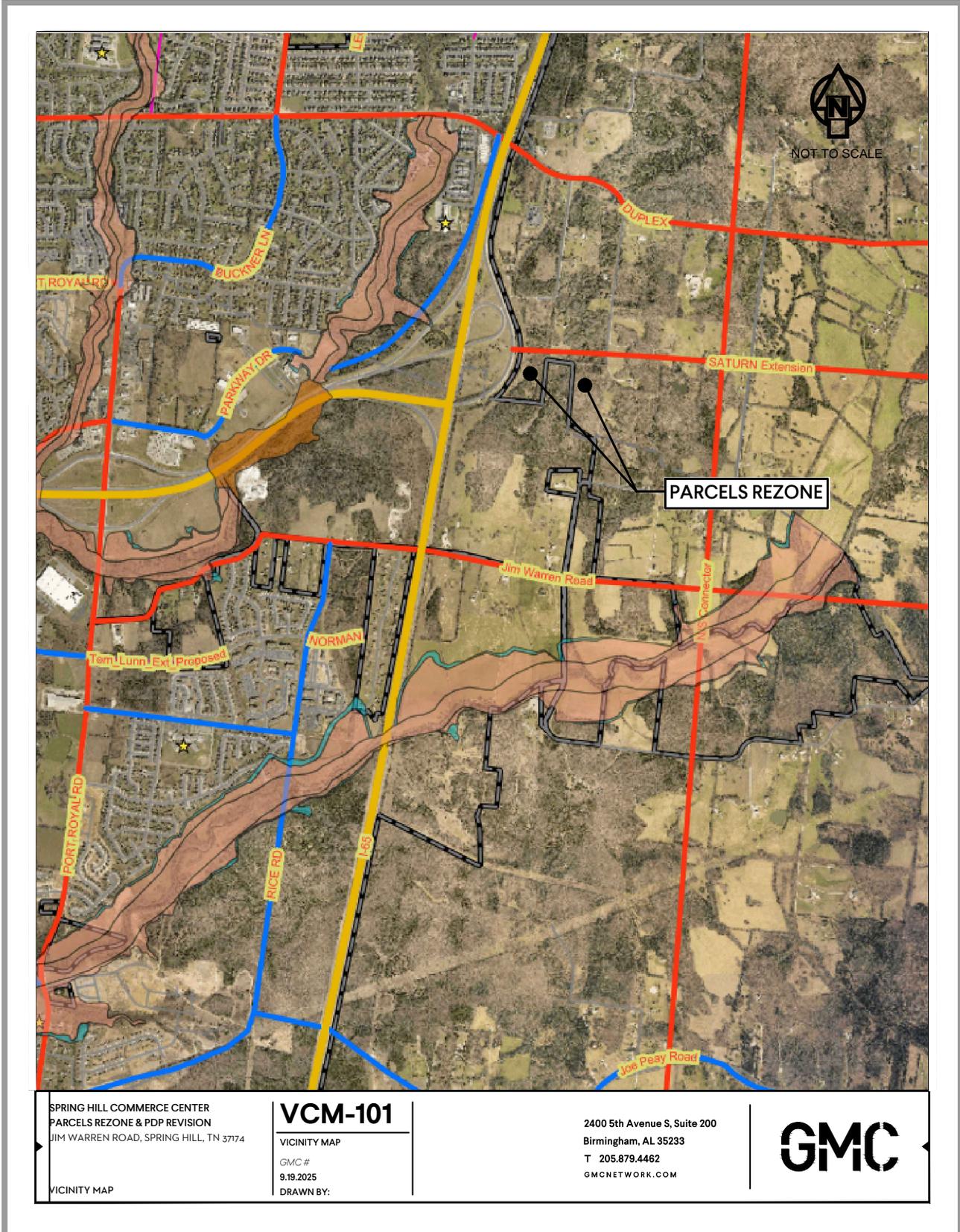
Spring Hill Rising: 2040: The City's comprehensive plan, Spring Hill Rising: 2040, provides considerations for future zoning and development requests. When considering a rezoning application, recommendations and decisions should be based on the vision statement, goals, policies, strategies, future land use map, and character areas. A city is ever changing in its environment and needs, and the future land use map alone cannot predict these changes.

Staff finds that this rezoning request aligns with the future land use zoning map as Gateway Area and aligns with the vision statements in the plan the City's goal, "We will invest in our community", specifically investing in the potential for more job opportunities in the Planned Development. More information is outlined in the approval standards below.

Approval Standards: The decision on any rezoning is a matter of legislative discretion that is not controlled by any standards; however, the Unified Development Code requires that the following approval standards are considered:

1. **The consistency of the proposed amendment with the Comprehensive Plan and any adopted land use policies.**
The request for rezoning, particularly the intent to include the subject property in the Spring Hill Commerce Center project, is consistent with the Spring Hill Comprehensive Plan. The Comprehensive Plan calls for this site to be a Gateway area; these areas are for high intensity development that focus primarily on employment facilities.
2. **The compatibility with the existing use and zoning of nearby property.**
This zoning would be compatible with the nearby parcels.
3. **The extent to which the proposed amendment creates nonconformities.**
There is currently no development on the property as it sits vacant. The rezoning would not create a nonconformity.
4. **The trend of development in the general area of the subject property.**
There is no current trend of development in the area. However, since this parcel is part of the overall planned development it will match the development of the surrounding area and align with the Spring Hill future land use goals.
5. **That there are no adverse impacts on public health, safety, and welfare.**
Staff does not see any issues with impacts on public health, safety, and welfare, due to the applicant's proposed condition of approval.
6. **Whether adequate public facilities are available, including but not limited to, schools, parks, police, and fire protection, streets, and utilities, or whether adequate public facilities are reasonably capable of being installed with development.**
The overall Planned Development is still progressing through the adequate public facilities review process. However, it is governed by development agreements and ordinances that ensure the necessary infrastructure will be provided to serve these sites when the time comes.

Discussion: The Unified Development Code does not permit property to be rezoned directly from AG to Planned Development. This request represents the initial step in a two-step rezoning process. Approval would allow the property to transition from AG to I-2, with the understanding that a subsequent request may be made to rezone the property from I-2 to PD, if approved. The subject property is included within the proposed Spring Hill Commerce Center Planned Development area.



Planning Commission Application

City of Spring Hill Planning Department

5000 Northfield Lane, Ste. 600, Spring Hill, TN
37174 Phone: (931) 486-2252 FAX: (931) 486-3506



FOR STAFF USE ONLY

Date Submitted: _____ Fee: _____ Case Number: _____

Date: 9/26/2025 Project Name: Spring Hill Commerce Center
 Property Address/Location: 2860 Clark Road (Map 170, Parcel 009.00), and 0 Clark Road (Map 170, Parcel 027.00)
 Current/Proposed Zoning District(s): AG / I-2 Property Size: 44 acres +/-
 Description of Request: to rezone the properties annexed by Resolution 25-13 (ratifying resolution 24-286) from Agricultural (AG) to General Industrial Zoning District (I-2)

Type of request being made	Materials required to be submitted with application
<input type="checkbox"/> Annexation	<input type="checkbox"/> Letter of request – Provide full details of the requested action. If an amendment, provide comparison of approved and proposed features, cloud changes on the plan. <input type="checkbox"/> Proof of Ownership <input type="checkbox"/> One (1) folded 24"x36" hard copies of the proposal, one (1) set of 11 x 17 proposal drawings, including all required information as outlined in the applicable checklist. Including a vicinity map with an aerial image, the project boundaries outlined in yellow, names of all adjacent streets. Must show a minimum ½ mile radius. <input type="checkbox"/> A CD or USB thumb drive containing a copy of all required submittal items in PDF Format. Note to the applicant: * Applications and all required submittals must be received by the Planning Department by the prescribed day and time. * Both the applicant/representative and property owner Must sign the application. Applications not signed by the Property owner will not be accepted. * All applications must be accompanied by a completed submittal checklist.
<input checked="" type="checkbox"/> Rezoning or Text Amendment	
<input type="checkbox"/> Administrative Subdivision (Lot Split/Max. 2 lots)	
<input type="checkbox"/> Minor Subdivision (up to 4 lots)	
<input type="checkbox"/> Neighborhood Concept Plan	
<input type="checkbox"/> Preliminary Plat	
<input type="checkbox"/> Final Plat	
<input type="checkbox"/> Concept Plan	
<input type="checkbox"/> Site Plan	
<input type="checkbox"/> Site Plan Modification, Minor Site	
<input type="checkbox"/> Plan Modification, Major Planned	
<input type="checkbox"/> Development (Concept)	
<input type="checkbox"/> Planned Development (Preliminary)	
<input type="checkbox"/> Planned Development (Final)	
<input type="checkbox"/> PD Modification, Administrative	
<input type="checkbox"/> PD Modification, Minor	
<input type="checkbox"/> Other: _____	

Planning Commission Submittal Information

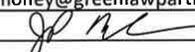
This application and referenced procedures have been assembled with the purpose of defining a standard process for the submittal and review of development applications. To submit items for Planning Commission review, the procedures outlined in this application shall be for all Planning Commission application types (Subdivision, Rezoning, Planned Development, Site Plan, Concept plan, Modifications, Annexation, etc.):

1. Refer to Article 13 of the UDC for additional information on each individual application type and for a complete list of the submittal requirements.
2. For a copy of the Planning Commission agenda and staff's reports go to the following link. <http://www.springhilltn.org/129/Planning-Commission> and select "View all Agendas and Minutes".

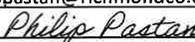
Required Signatures

PROPERTY OWNER(S) OR AUTHORIZED AGENT:

I/we certify under penalty of perjury that I am/we are the owner(s) of the property that is the subject of this application and that I/we have read this application and consent to its filing. (If signed by the authorized agent, a letter from each property owner must be provided indicating that the agent is authorized to act on her/his behalf.) I understand that the Applicant listed below is the point of contact for the City of Spring Hill concerning this application.

Property Owner (printed): GV Spring Hill LLC
 Address: C/O Greenlaw Partners, 2211 Michelson Drive, Suite 200
Irvine, CA 92612
 Phone Number: _____ Mobile # 781-738-7460
 Email: jmahoney@greenlawpartners.com
 Signature: 

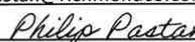
Date: 9/19/2025

Authorized Agent (printed): The Richmond Company, Inc.
 Address: 23 Concord Street, Wilmington, MA 01887
 Phone Number: _____ Mobile # 978-815-4832
 Email: ppastan@richmondco.com
 Signature: 

Date: 9/18/2025

APPLICANT:

NOTE: I have read the attached checklist and have complied with all requirements listed and understand that this application may be deemed incomplete if the submittal lacks any of the information required for the application type, and if incomplete will not be heard by the Planning Commission. I also understand that other information may be requested by staff, the Planning Commission and/or the Board of Mayor and Aldermen during review, relevant to the request. As the point of contact for this application I understand that it is my responsibility to share information with others as needed.

Applicant Name (printed): The Richmond Company, Inc.
 Address: 23 Concord Street, Wilmington, MA 01887
 Phone Number: _____ Mobile # 978-815-4832
 Email: ppastan@richmondco.com
 Signature: 

Date: 9/18/2025

Spring Hill Planning Commission Work Session

TO: Spring Hill Planning Commission
FROM: Kyle Spires, Associate Planner
MEETING: February 23, 2026
SUBJECT: RZN 2011-2026 (Rezoning for a future portion of Spring Hill Commerce Center)



RZN 2011-2026: Submitted by The Richmond Company for one parcel located east of I-65, north of Jim Warren Roadway that is a portion of the overall **Spring Hill Commerce Center Planned Development**. This parcel is a 19-acre tract (0 Clark Road) The property is zoned (AG) Agriculture District. The applicant is requesting to rezone from AG to (I-2) General Industrial.

Property Description and History: The site is located north of Jim Warren Roadway, east of Interstate 65, and south of Duplex Road.

The Spring Hill Commerce Center Planned Development was approved by the Board of Mayor and Alderman in 2023 by Ordinance 22-26. This Planned Development rezoned the surrounding parcels to PD, I-2 and allowed for the proposed development of a 700-acre industrial park east of interstate 65.

A separate amendment was approved by Ordinance 25-04 in May 2025 amending the Planned Development approval to strike conditions of approval and add a new subdistrict with associated design standards. Part of these amended changes showed this parcel in this rezoning request as part of the new subdistrict on the conceptual plan which has been proposed as an airport; however, the rezoning request is required to officially include this parcel in this subdistrict.

This parcel was annexed as part of resolution 25-13 (ANX 1620-2024 and ANX 1621-2024).

Request: The applicant is requesting to rezone the subject property from AG to I-2, with the intent of adding the property to the Spring Hill Commerce Center Planned Development. The applicant has proposed a condition of approval that “the subject property is ineligible for development approval until it is incorporated into the Spring Hill Commerce Center Planned Development”.



Public Notice Requirements: Public notice was provided meeting the requirements outlined in the Unified Development Code (UDC) and T.C.A. Title 13, Chapter 7, Part 2, § 203.

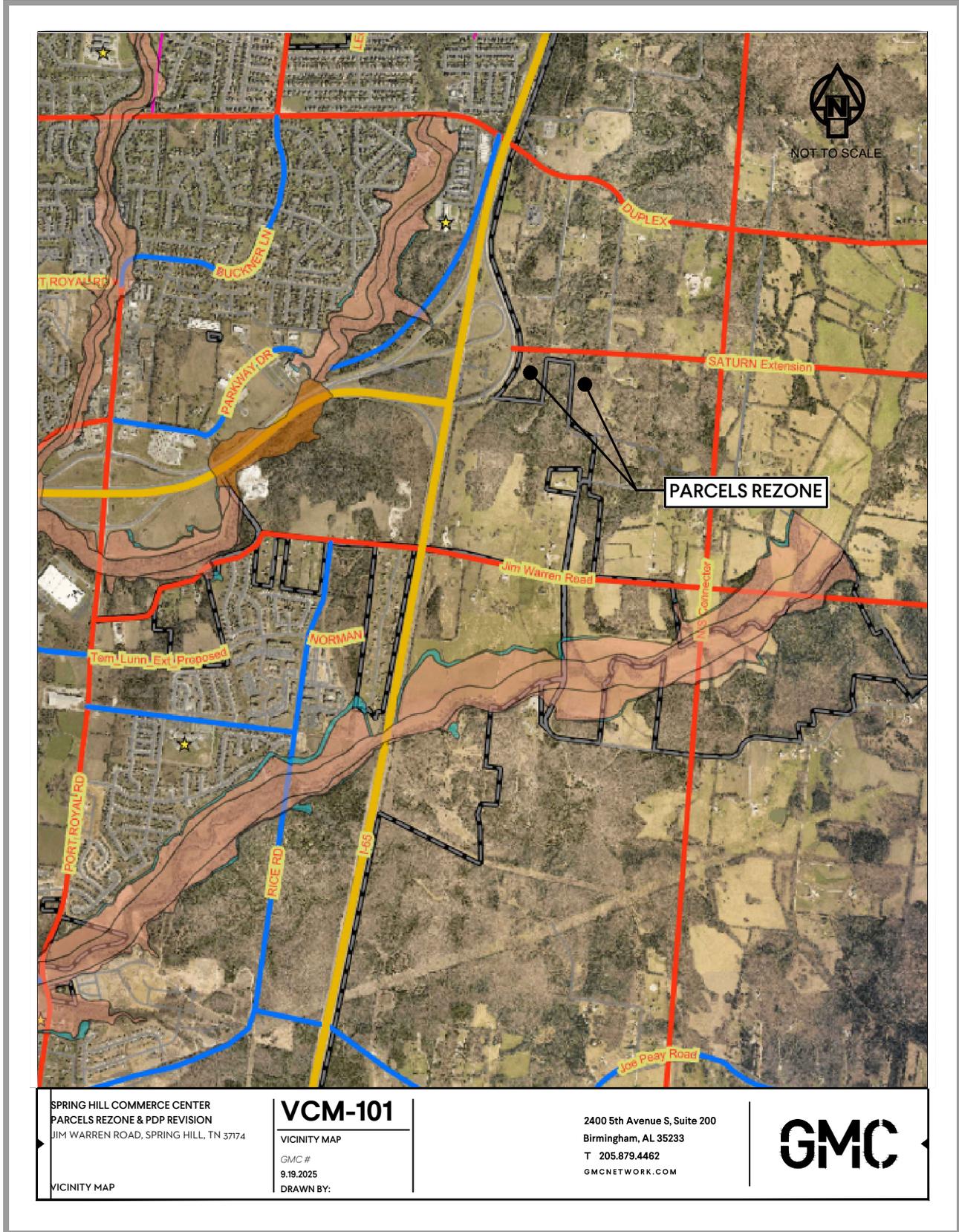
Spring Hill Rising: 2040: The City's comprehensive plan, Spring Hill Rising: 2040, provides considerations for future zoning and development requests. When considering a rezoning application, recommendations and decisions should be based on the vision statement, goals, policies, strategies, future land use map, and character areas. A city is ever changing in its environment and needs, and the future land use map alone cannot predict these changes.

Staff finds that this rezoning request aligns with the future land use zoning map as Gateway Area and aligns with the vision statements in the plan the City's goal, "We will invest in our community", specifically investing in the potential for more job opportunities in the Planned Development. More information is outlined in the approval standards below.

Approval Standards: The decision on any rezoning is a matter of legislative discretion that is not controlled by any standards; however, the Unified Development Code requires that the following approval standards are considered:

1. **The consistency of the proposed amendment with the Comprehensive Plan and any adopted land use policies.**
The request for rezoning, particularly the intent to include the subject property in the Spring Hill Commerce Center project, is consistent with the Spring Hill Comprehensive Plan. The Comprehensive Plan calls for this site to be a Gateway area; these areas are for high intensity development that focus primarily on employment facilities.
2. **The compatibility with the existing use and zoning of nearby property.**
This zoning would be compatible with the nearby parcels, the amendment to the plan ORD 25-04 added this parcel as part of the new subdistrict in the planned development conceptual plan.
3. **The extent to which the proposed amendment creates nonconformities.**
There is currently no development on the property as it sits vacant. The rezoning would not create a nonconformity.
4. **The trend of development in the general area of the subject property.**
There is no current trend of development in the area. However, since this parcel is part of the overall planned development it will match the development of the surrounding area and align with the Spring Hill future land use goals.
5. **That there are no adverse impacts on public health, safety, and welfare.**
Staff does not see any issues with impacts on public health, safety, and welfare, due to the applicant's proposed condition of approval.
6. **Whether adequate public facilities are available, including but not limited to, schools, parks, police, and fire protection, streets, and utilities, or whether adequate public facilities are reasonably capable of being installed with development.**
The overall Planned Development is still progressing through the adequate public facilities review process. However, it is governed by development agreements and ordinances that ensure the necessary infrastructure will be provided to serve these sites when the time comes.

Discussion: The Unified Development Code does not permit property to be rezoned directly from AG to Planned Development. This request represents the initial step in a two-step rezoning process. Approval would allow the property to transition from AG to I-2, with the understanding that a subsequent request may be made to rezone the property from I-2 to PD, if approved. The subject property is included within the proposed Spring Hill Commerce Center Planned Development area.



Planning Commission Application

City of Spring Hill Planning Department

5000 Northfield Lane, Ste. 600, Spring Hill, TN
37174 Phone: (931) 486-2252 FAX: (931) 486-3506



FOR STAFF USE ONLY

Date Submitted: _____ Fee: _____ Case Number: _____

Date: 9/26/2025 Project Name: Spring Hill Commerce Center
 Property Address/Location: 2860 Clark Road (Map 170, Parcel 009.00), and 0 Clark Road (Map 170, Parcel 027.00)
 Current/Proposed Zoning District(s): AG / I-2 Property Size: 44 acres +/-
 Description of Request: to rezone the properties annexed by Resolution 25-13 (ratifying resolution 24-286) from Agricultural (AG) to General Industrial Zoning District (I-2)

Type of request being made	Materials required to be submitted with application
<input type="checkbox"/> Annexation	<input type="checkbox"/> Letter of request – Provide full details of the requested action. If an amendment, provide comparison of approved and proposed features, cloud changes on the plan. <input type="checkbox"/> Proof of Ownership <input type="checkbox"/> One (1) folded 24"x36" hard copies of the proposal, one (1) set of 11 x 17 proposal drawings, including all required information as outlined in the applicable checklist. Including a vicinity map with an aerial image, the project boundaries outlined in yellow, names of all adjacent streets. Must show a minimum ½ mile radius. <input type="checkbox"/> A CD or USB thumb drive containing a copy of all required submittal items in PDF Format. Note to the applicant: * Applications and all required submittals must be received by the Planning Department by the prescribed day and time. * Both the applicant/representative and property owner Must sign the application. Applications not signed by the Property owner will not be accepted. * All applications must be accompanied by a completed submittal checklist.
<input checked="" type="checkbox"/> Rezoning or Text Amendment	
<input type="checkbox"/> Administrative Subdivision (Lot Split/Max. 2 lots)	
<input type="checkbox"/> Minor Subdivision (up to 4 lots)	
<input type="checkbox"/> Neighborhood Concept Plan	
<input type="checkbox"/> Preliminary Plat	
<input type="checkbox"/> Final Plat	
<input type="checkbox"/> Concept Plan	
<input type="checkbox"/> Site Plan	
<input type="checkbox"/> Site Plan Modification, Minor Site	
<input type="checkbox"/> Plan Modification, Major Planned	
<input type="checkbox"/> Development (Concept)	
<input type="checkbox"/> Planned Development (Preliminary)	
<input type="checkbox"/> Planned Development (Final)	
<input type="checkbox"/> PD Modification, Administrative	
<input type="checkbox"/> PD Modification, Minor	
<input type="checkbox"/> Other: _____	

Planning Commission Submittal Information

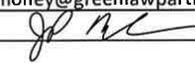
This application and referenced procedures have been assembled with the purpose of defining a standard process for the submittal and review of development applications. To submit items for Planning Commission review, the procedures outlined in this application shall be for all Planning Commission application types (Subdivision, Rezoning, Planned Development, Site Plan, Concept plan, Modifications, Annexation, etc.):

1. Refer to Article 13 of the UDC for additional information on each individual application type and for a complete list of the submittal requirements.
2. For a copy of the Planning Commission agenda and staff's reports go to the following link. <http://www.springhilltn.org/129/Planning-Commission> and select "View all Agendas and Minutes".

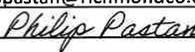
Required Signatures

PROPERTY OWNER(S) OR AUTHORIZED AGENT:

I/we certify under penalty of perjury that I am/we are the owner(s) of the property that is the subject of this application and that I/we have read this application and consent to its filing. *(If signed by the authorized agent, a letter from each property owner must be provided indicating that the agent is authorized to act on her/his behalf.) I understand that the Applicant listed below is the point of contact for the City of Spring Hill concerning this application.*

Property Owner (printed): GV Spring Hill LLC
 Address: C/O Greenlaw Partners, 2211 Michelson Drive, Suite 200
Irvine, CA 92612
 Phone Number: _____ Mobile # 781-738-7460
 Email: jmahoney@greenlawpartners.com
 Signature: 

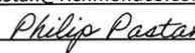
Date: 9/19/2025

Authorized Agent (printed): The Richmond Company, Inc.
 Address: 23 Concord Street, Wilmington, MA 01887
 Phone Number: _____ Mobile # 978-815-4832
 Email: ppastan@richmondco.com
 Signature: 

Date: 9/18/2025

APPLICANT:

NOTE: I have read the attached checklist and have complied with all requirements listed and understand that this application **may be deemed incomplete if the submittal lacks any of the information required for the application type, and if incomplete will not be heard by the Planning Commission.** I also understand that other information may be requested by staff, the Planning Commission and/or the Board of Mayor and Aldermen during review, relevant to the request. As the point of contact for this application I understand that it is my responsibility to share information with others as needed.

Applicant Name (printed): The Richmond Company, Inc.
 Address: 23 Concord Street, Wilmington, MA 01887
 Phone Number: _____ Mobile # 978-815-4832
 Email: ppastan@richmondco.com
 Signature: 

Date: 9/18/2025

Spring Hill Planning Commission Work Session



TO: Spring Hill Planning Commission
 FROM: Tobias Faucher, Assistant Planner
 MEETING: February 23, 2026
 SUBJECT: PDm 1964-2025 (Arbor Valley Phase 7 & 8)

PDm 1964-2025: Submitted by Ragan Smith for Arbor Valley Phase 7 & 8. The property is zoned R-2, Planned Unit Development (PUD). It is located on the north side of Beechcroft Road, to the west of Saturn Parkway, and is approximately 256 acres. The applicant requests to modify the PUD to reallocate dwelling units and dwelling types in Phase 7 & 8 to remain compliant with the original approved unit count.

Request: The applicant requests modifying the PUD to introduce 67 single family detached dwellings within Phase 7 and 74 cottages within Phase 8 to maintain compliance with the approved overall density. Phase 7 was originally approved for 54 single family detached dwellings, 14 villas, and 22 cottages. Phase 8 was originally approved for 14 single family detached dwellings and 56 cottages.

Property Description and History: The site is undeveloped with areas that have been cleared and others still wooded. An unnamed tributary to McCutcheon Creek is located to the eastern edge of the property. The applicant is required to provide 30' wide buffer to protect the creek.

On April 17, 2017, BOMA approved the rezoning request and the Preliminary Master Development Plan (PUD 249-2016) to rezone from R-2 to R-2, PUD (ORD: 17-06). The planned unit development consisted of 228 cottages, 136 villas, and 220 single family homes with open spaces and amenities. The total unit count was 584. A Final Master Development Plan (PUD 374-2017) was approved by the Planning Commission on July 10, 2017, for 225 cottages (-3), 136 villas, and 220 single family homes with open spaces and amenities. The total unit count was reduced to 581.

As of the publication of this report, the project has constructed Phases 1A, 1B, and 2. Phases 3, 4, 5, and 6 have been approved and Phases 7 & 8 are proposed.

The dwelling unit and types have been modified several times since the original approval. The existing unit allocation is compared with the latest proposal in the tables below.

See the approximate approved units in the table below:

See the proposed units in the table below:

	Single-Family	Villa	Cottage	Total Units
Phase 1	41	14	57	112
Phase 2	42	-	-	42
Phase 3	48	-	-	48
Phase 4	-	44	42	86
Phase 5	24	-	-	24
Phase 6	-	-	128	128
Phase 7	52	14	22	88
Phase 8	14	-	56	70
TOTAL	221	136	224	598

	Single-Family	Villa	Cottage	Total Units	Change
Phase 1	41	14	57	112	+/- 0
Phase 2	42	-	-	42	+/- 0
Phase 3	48	-	-	48	+/- 0
Phase 4	-	44	42	86	+/- 0
Phase 5	24	-	-	24	+/- 0
Phase 6	-	-	128	128	+/- 0
Phase 7	67	-	-	67	-21
Phase 8	-	-	74	74	+4
TOTAL	222	70	289	581	581

Residential Types and Density: The overall proposed residential component is 581 dwelling units, approximately 2.27 units per acre, which includes the open spaces required for the PUD. The unit types are single-family detached homes, villas, and cottages. The villas are a two-family housing type, and the cottages are town homes.

Access and Site circulation: The Planned Unit Development has three access points off Beechcroft Road. The access

point to the east (closest to the RR), using streets through Meadows of Spring Hill. The master plan proposed three stub outs to abutting property for future connections. The stub outs are from Phase 5, 6, and 8. The approved plan provides townhome access by way of alleys. This method meets access management best practices because it reduces curb cuts on the street and provides on-street parking opportunities for residents and guests.

Residential community entrances usually don't justify traffic signals because they generate low off-peak traffic. However, a signal would be warranted if at least 45% of The Meadows' exiting traffic uses a single access point. Since both developments will build out over time, the need for a signal depends on development pace. Updated traffic counts and signal warrant analyses should be conducted at 75% and 100% build-out of the project, as recommended in the TIS attached to the original approval for this project in 2017.

Streets and Sidewalks: Sidewalks are proposed along all street frontages throughout the development. There is a 6' planting strip between the curb and sidewalk.

Parking: Parking is shown on the table below.

	Use	Proposed	Meets Requirements
Auto Spaces	Single Family Lots (PH7) 2sp/lot	134	Yes
	Townhomes (PH8) 4sp./unit	296	Yes
Bicycle Spaces	N/A	0	Yes

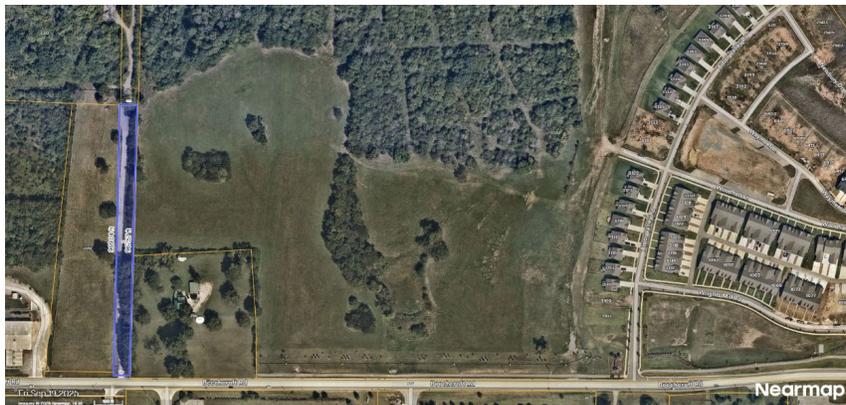
Landscaping: No landscaping plan has been submitted with the modification.

Design Standards and Materials: The proposed building designs appear to combine brick and siding into each façade. More detail was provided to show exterior materials. Still more detail shall be shown with preliminary plat submittals.

Feedback from the Historic Commission: This item was presented to the Spring Hill Historic commission on January 8, 2026. Historic commission recommended that Planning Commission approve this item with the following conditions.

1. The applicant shall establish a preservation easement providing a 250' buffer around the Polk house property lines.
2. The applicant shall increase the density of the tree line surrounding the Polk House using native tree species approved by the UDC.

Request from staff: Staff requests feedback from the Planning Commission for potential roadway improvements to the gravel road abutting the western project boundary and the Polk House. ROW has already been dedicated to the city. See the image below for clarification (ROW highlighted in blue).



Summary: Ragan Smith requests a modification to the Arbor Valley PUD to reallocate unit types in Phases 7 and 8 while maintaining the approved total of 581 units. The changes increase single-family homes in Phase 7 and increase cottages in Phase 8. The revised layout increases the setback from the historic Polk House, reducing its potential impact.

Discussion: This request can move forward, however, no individual approvals would be allowed because of Ordinance 25-29.

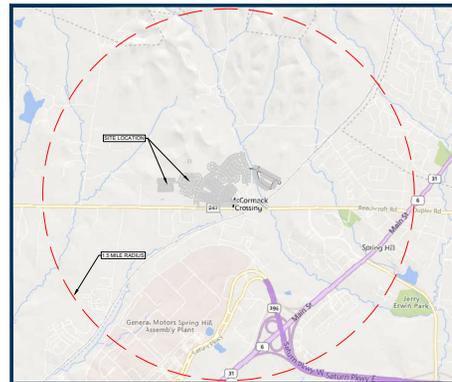
SITE DATA:

PROJECT INFORMATION:
 NAME: ARBOR VALLEY PUD
PROPERTY INFORMATION:
 STREET ADDRESS: BEICHROFT ROAD
 CITY: SPRING HILL
 COUNTY: MAURY
 STATE: TN
 TAX MAP: 06024
 PARCEL: 01930
 TOTAL ACREAGE: 268.87 ACRES
 ZONING: R-2 PUD

PD MODIFICATION, MINOR
 FOR
ARBOR VALLEY - PHASES 7 & 8
 GOODALL HOMES



A Berkshire Hathaway Company



LOCATION MAP
SCALE

PROJECT NARRATIVE:
 THE PURPOSE OF THIS PD MODIFICATION, MINOR APPLICATION/SUBMITTAL IS TO FORMALIZE THE LAYOUT FOR PHASE 7 AND 8 OF THE ARBOR VALLEY DEVELOPMENT WHILE KEEPING CONSISTENT WITH THE PREVIOUSLY APPROVED PUD.
 THIS MODIFICATION INTRODUCES 67 SINGLE FAMILY DETACHED DWELLINGS WITHIN PHASE 7 AND 74 TOWNHOMES WITHIN PHASE 8 TO MAINTAIN COMPLIANCE WITH THE APPROVED OVERALL DENSITY. WITH THIS MODIFICATION, THE PLAN MINIMIZES SITE DISTURBANCE, PRESERVES MORE OPEN SPACE, AND REDUCES INFRASTRUCTURE DEMANDS, ULTIMATELY LESSENING THE DEVELOPMENT'S IMPACT.
 THE PROJECT WILL CONSIST OF THE INSTALLATION OF WATER, SANITARY SEWER AND STORM SEWER INFRASTRUCTURE, AS WELL AS ROADS AND SIDEWALKS.

CITY OF SPRING HILL,
 MAURY COUNTY, TENNESSEE

CONTACTS

OWNER/DEVELOPER:
 GOODALL HOMES
 TONY WYMAN
 393 MAPLE STREET, SUITE 100
 GALLATIN, TN 37066
 (615) 451-5029
 TONY.WYMAN@GOODALLHOMES.COM

LANDSCAPE ARCHITECTURE:
 RAGAN SMITH ASSOCIATES
 TROY GARDNER, P.L.A.
 315 WOODLAND STREET
 NASHVILLE, TN 37206
 (615) 244-8591
 TGARDNER@RAGANSMITH.COM

CIVIL:
 RAGAN SMITH ASSOCIATES
 SAM CHRISTMAN, P.E.
 315 WOODLAND STREET
 NASHVILLE, TN 37206
 (615) 244-8591
 SCHRISTMAN@RAGANSMITH.COM



SITE PUD APPROVALS
 ORIGINAL: 4/17/2017 (PUD 204-2014P)
 REVISION: 7/10/2017 (PUD 204-2017)
 REVISION: 4/10/2019 (PUD 400-2019)

THE ORIGINAL APPROVAL OF APPLICATION PUD 204-2016 ON APRIL 17, 2017 SHALL CONTINUE TO BE THE OFFICIAL APPROVAL DATE FOR VESTING PURPOSES.

NOTE: THE IMPROVEMENTS CODE IN EFFECT FOR THIS DOCUMENT WAS ADOPTED MAY 20, 2014, PERIOD APRIL 2016.

CONDITIONS OF APPROVAL UPON PLANNING COMMISSION APPROVAL ON JULY 21, 2017

1. PROVIDE IDEC APPROVALS FOR WETLAND ACTIVITY PRIOR TO GRADING PERMITS.
2. ARCHITECTURAL COMMENTS PROVIDED BY APPLICANT SHALL BE ADHERED TO.
3. PROVIDE WATER TOWER ACCESS DETAILS. PLANNING COMMISSION ACKNOWLEDGES THE WATER TANK MAY BE REMOVED FOLLOWING TECHNICAL REVIEW BY CITY STAFF AND CITY ENGINEERING CONSULTANTS.
4. PROVIDE SIDEWALK CONNECTIONS THROUGH SECTION 5.
5. ADDITIONAL GUEST PARKING MAY BE REQUIRED IN THE VILLAS AND COTTAGES AREAS AT PRELIMINARY PLAT REVIEW.
6. BEICHROFT ROAD IMPROVEMENTS AS LISTED IN THE TRAFFIC STUDY WILL BE PROVIDED BY THE DEVELOPER.
7. SINGLE FAMILY HOME AREA SHALL BE REVISED AS DEPICTED IN COLLECTED EXHIBIT A.

INDEX OF SHEETS

SHEET	DESCRIPTION
CVR	COVER SHEET
C2.0	EXISTING CONDITIONS
C0.1	OVERALL PROPOSED MASTER PLAN
S3.0	APPROVED 2019 OVERALL DEVELOPMENT PLAN
C1.1	OVERALL DEVELOPMENT PLAN
C2.0	PHASE 7 & 8 - MASTER PLAN
C2.1	PHASE 7 & 8 - TYPICAL LOT DIAGRAM & STREET SECTION
C2.2	PHASE 7 & 8 - ARCHITECTURAL CHARACTER

ARBOR VALLEY - PH. 7 & 8
 FOR
 GOODALL HOMES

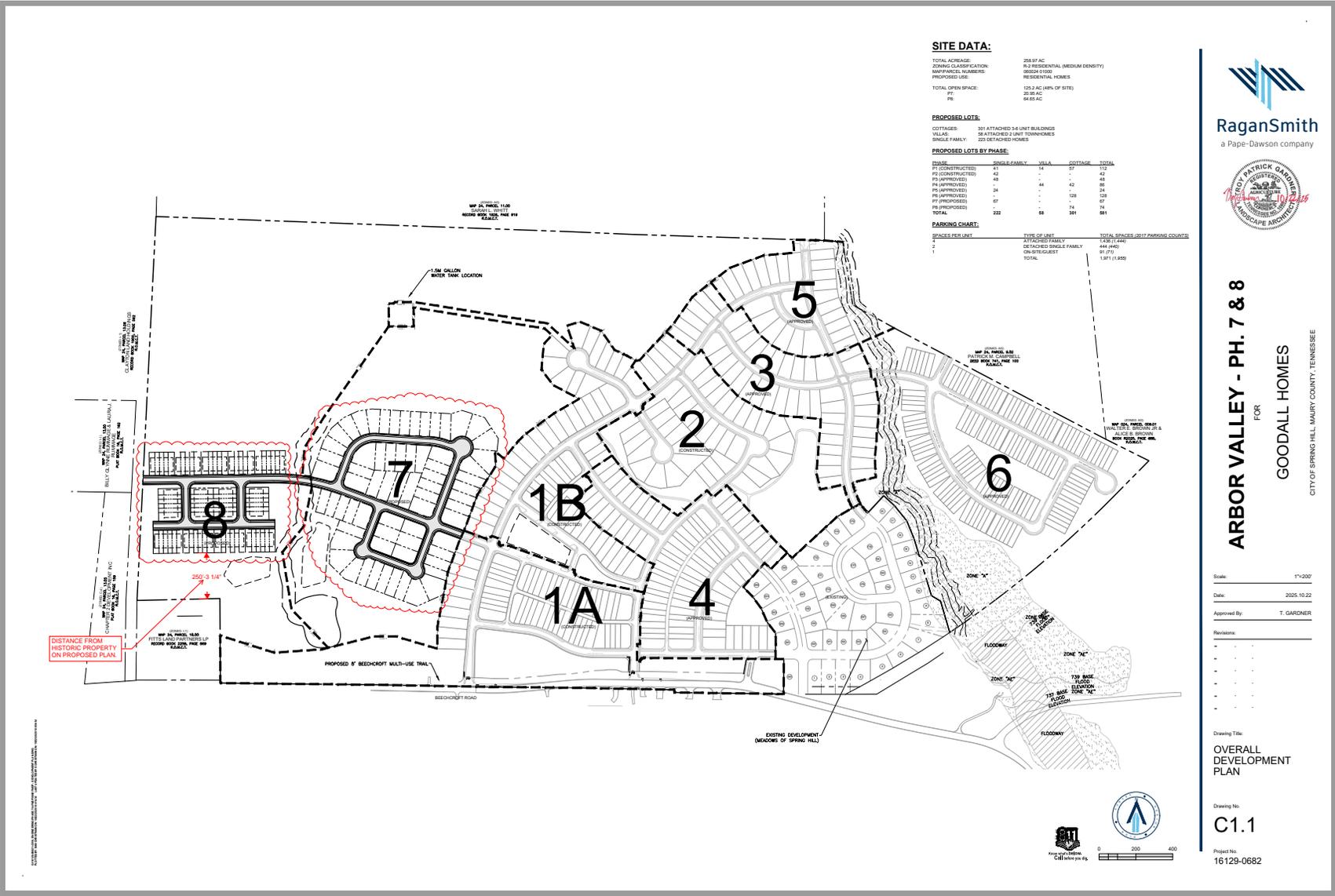
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 Approved By: T. GARDNER

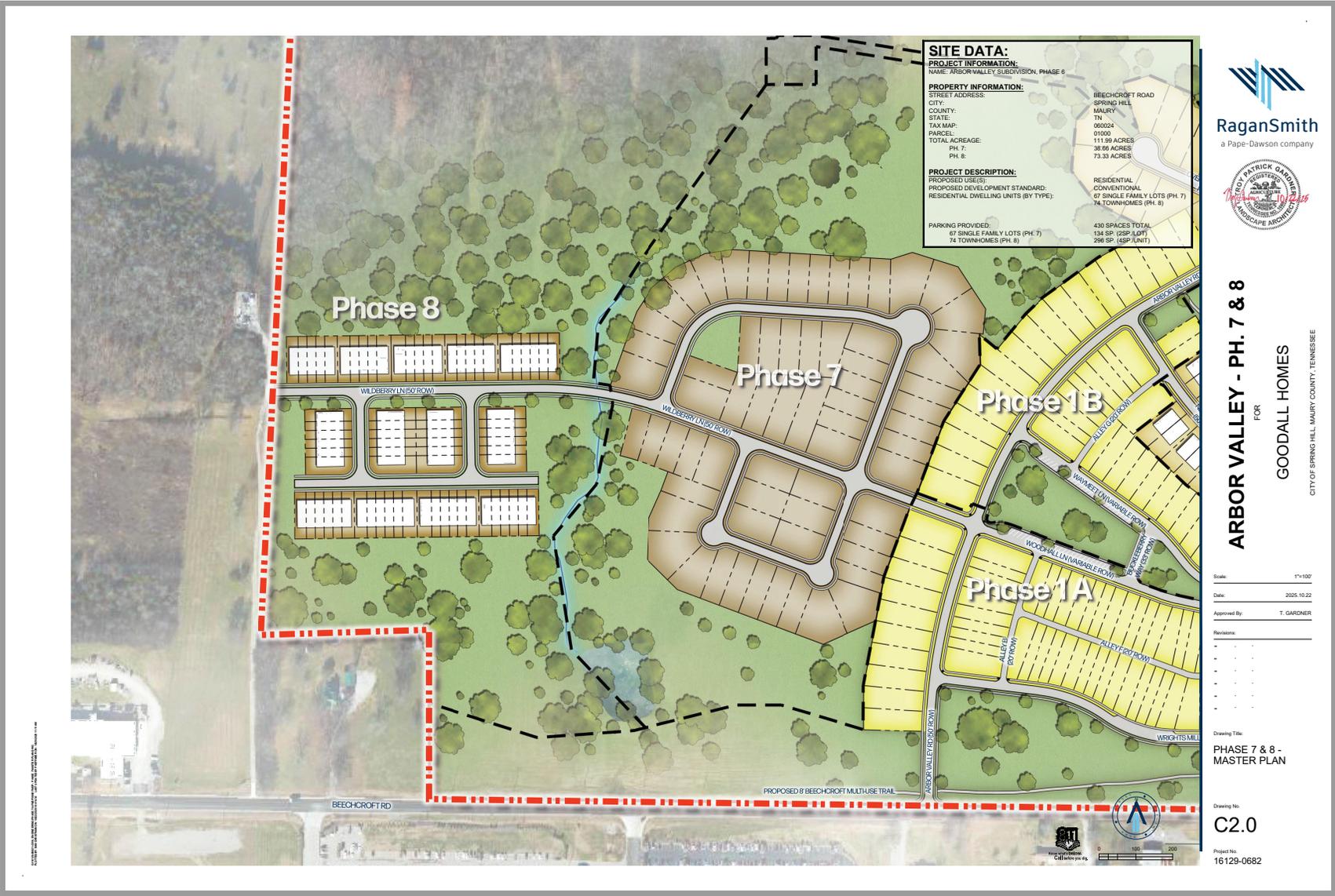
Revisions:

Drawing Title:
COVER

Drawing No:
CVR

Project No:
 16129-0682





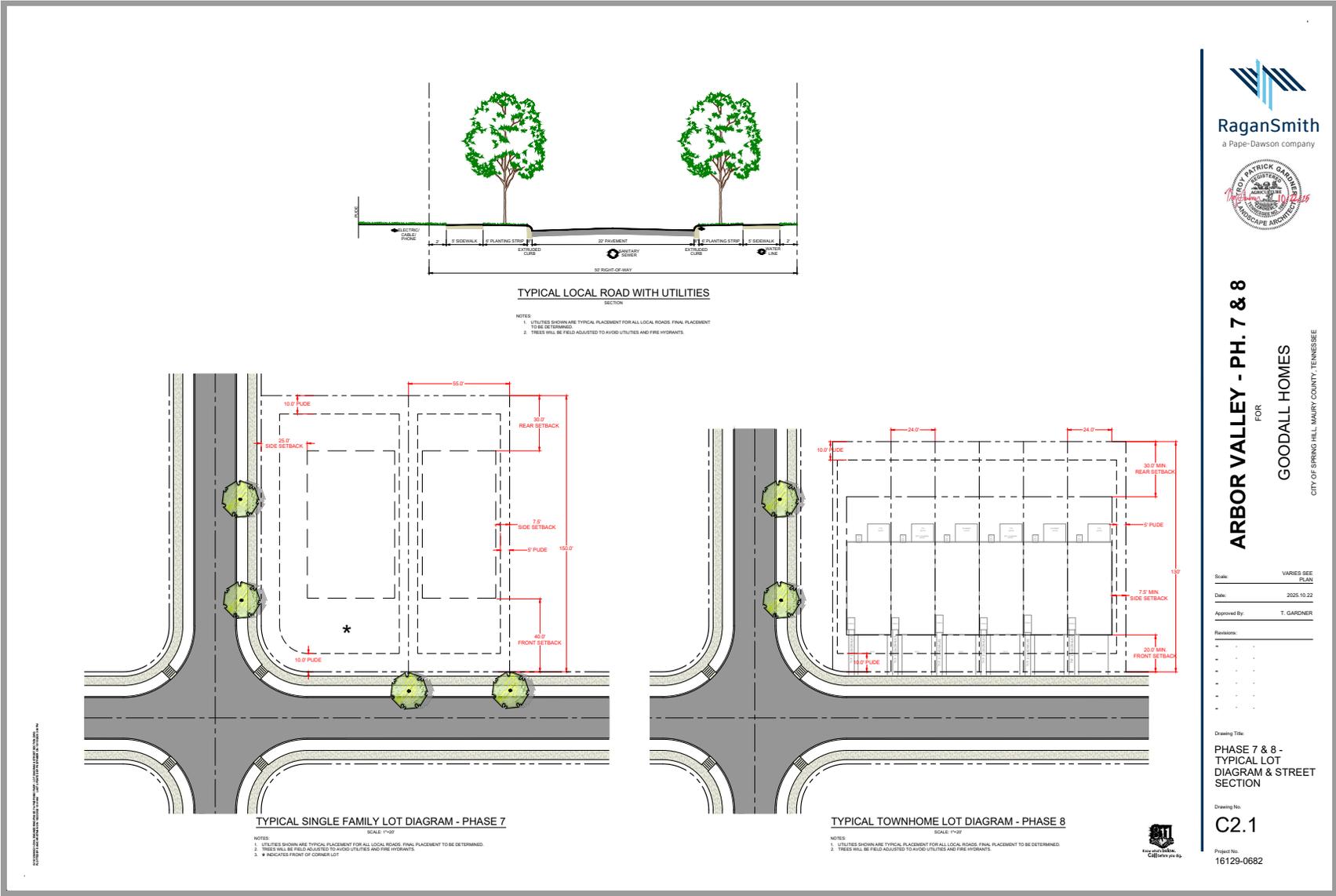
RaganSmith
a Pape-Dawson company



ARBOR VALLEY - PH. 7 & 8

FOR
GOODALL HOMES

CITY OF SPRING HILL, MAURY COUNTY, TENNESSEE





SINGLE FAMILY DETACHED HOME -
FRONT LOADED
FRONT ELEVATION



SINGLE FAMILY DETACHED HOME -
FRONT LOADED
FRONT ELEVATION



SINGLE FAMILY DETACHED HOME -
FRONT LOADED
FRONT ELEVATION



RaganSmith
a Pape-Dawson company



ARBOR VALLEY - PH. 7 & 8

FOR
GOODALL HOMES

CITY OF SPRING HILL, MAURY COUNTY, TENNESSEE



FRONT LOAD TOWNHOME
FRONT ELEVATION

<p>Harvest Slate Trim SW Pure White</p> <p>Siding</p> <p>Everest Gray Gray Mortar</p>	<p>Vintage Wicker Trim SW Samovar Silver</p> <p>Siding</p> <p>Cortez Ivory Mortar</p>	<p>White Trim SW Urban Bronze</p> <p>Siding</p> <p>Rivertooths Gray Mortar</p>	<p>Vintage Wicker Trim SW Taupe Tone</p> <p>Siding</p> <p>Maywell Ridge Ivory Mortar</p>	<p>White Trim SW Gauntlet Gray</p> <p>Siding</p> <p>Cortez Gray Mortar</p>
<p>White Trim SW Analytical Gray</p> <p>Siding</p> <p>Scoutstone Ivory Mortar</p>	<p>Harvest Slate Trim SW Essential Gray</p> <p>Siding</p> <p>Scoutstone Ivory Mortar</p>	<p>Vintage Wicker Trim SW Pewter Green</p> <p>Siding</p> <p>Everest Gray Ivory Mortar</p>	<p>White Trim SW Black Bottom</p> <p>Siding</p> <p>Scoutstone Ivory Mortar</p>	<p>White Trim SW Anonymous</p> <p>Siding</p> <p>Scoutstone Ivory Mortar</p>

TOWNHOME EXTERIOR
MATERIALS



LEFT SIDE ELEVATION



RIGHT SIDE ELEVATION

FRONT LOAD TOWNHOME
SIDE ELEVATION

NOTE: ELEVATIONS PROVIDED BY GOODALL HOMES. THE ELEVATIONS ARE CONCEPTUAL IN NATURE AND NOT TRUE REPRESENTATIONS.

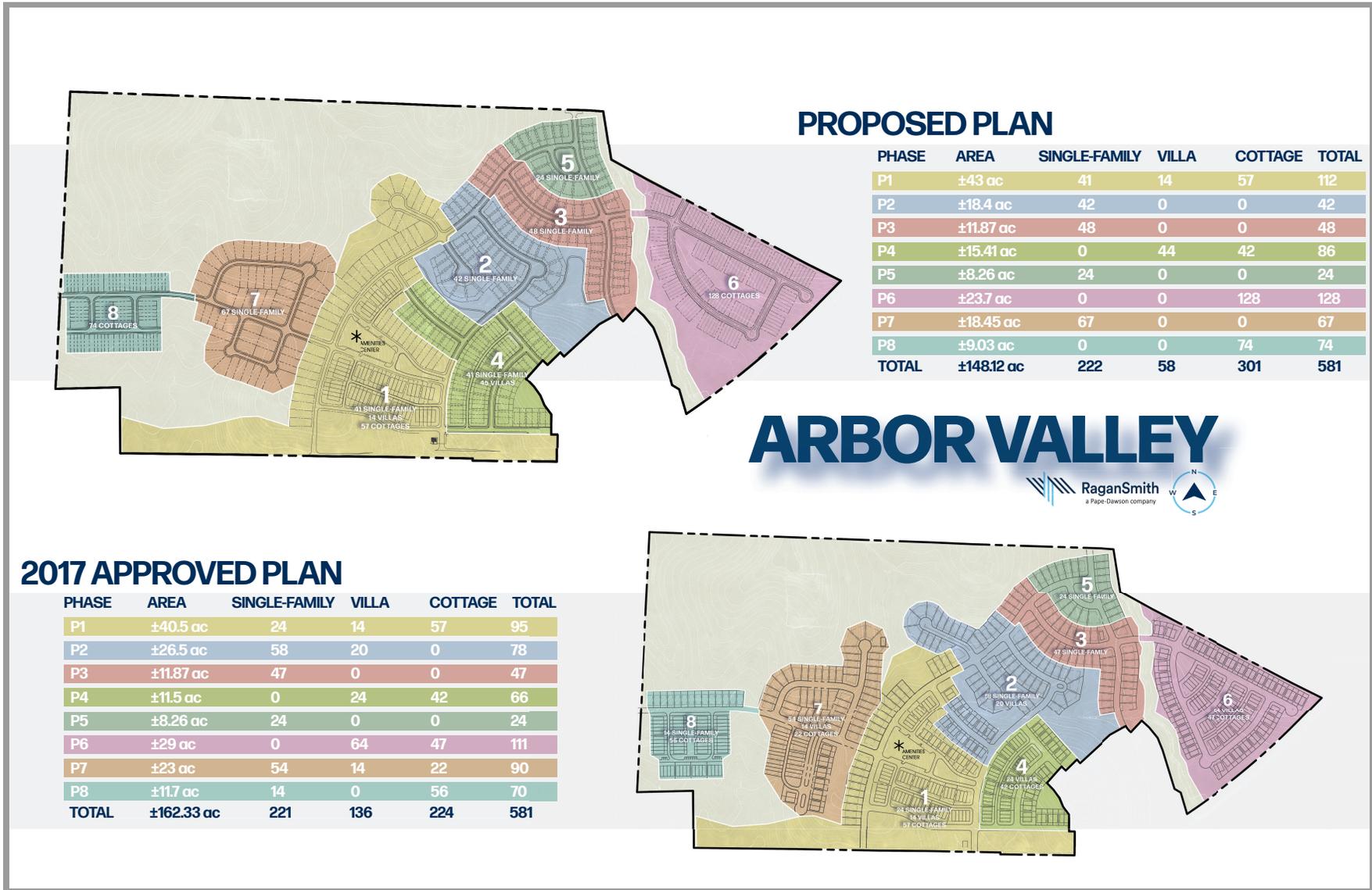
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Date: 2025.10.22
Approved By: T. GARDNER

Revisions:

Drawing Title:
PHASE 7 & 8 -
ARCHITECTURAL
CHARACTER

Drawing No:
C2.2

Project No:
16129-0682



PROPOSED PLAN

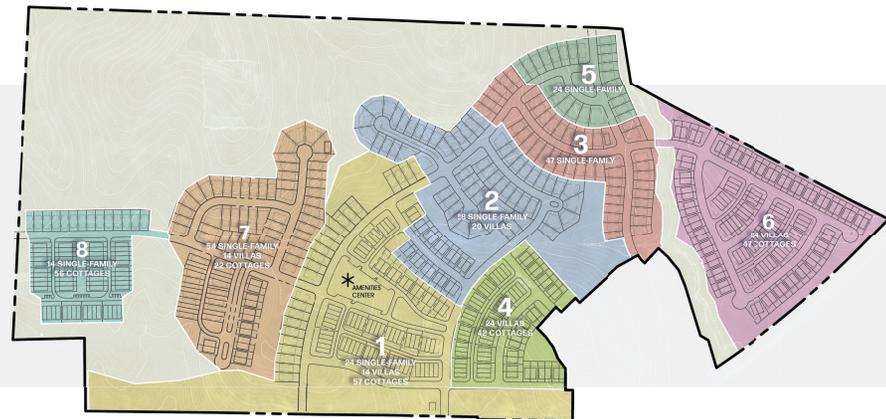
PHASE	AREA	SINGLE-FAMILY	VILLA	COTTAGE	TOTAL
P1	±43 ac	41	14	57	112
P2	±18.4 ac	42	0	0	42
P3	±11.87 ac	48	0	0	48
P4	±15.41 ac	0	44	42	86
P5	±8.26 ac	24	0	0	24
P6	±23.7 ac	0	0	128	128
P7	±18.45 ac	67	0	0	67
P8	±9.03 ac	0	0	74	74
TOTAL	±148.12 ac	222	58	301	581

ARBOR VALLEY



2017 APPROVED PLAN

PHASE	AREA	SINGLE-FAMILY	VILLA	COTTAGE	TOTAL
P1	±40.5 ac	24	14	57	95
P2	±26.5 ac	58	20	0	78
P3	±11.87 ac	47	0	0	47
P4	±11.5 ac	0	24	42	66
P5	±8.26 ac	24	0	0	24
P6	±29 ac	0	64	47	111
P7	±23 ac	54	14	22	90
P8	±11.7 ac	14	0	56	70
TOTAL	±162.33 ac	221	136	224	581



Spring Hill Planning Commission Work Session



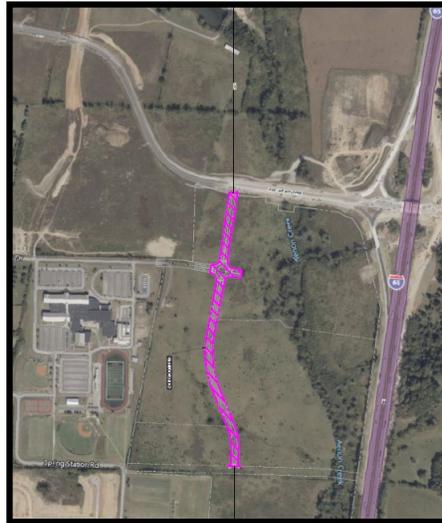
TO: Spring Hill Planning Commission
FROM: Gil Morin, AICP, Senior Planner
MEETING: February 23, 2026
SUBJECT: RZN 1995-2026 (June Lake, Collector Road, PZD)

RZN 1995-2026: Submitted by Southeast Venture for **June Lake, Collector Road, PZD**. The property is located to the west of I-65, and south of Thompson Station Road East. The property is zoned Gateway Planned Zoning District (PZD) and is approximately 702 acres.

Request: The applicant is requesting to amend the PZD street classification types. Specifically, the request is to amend the southern portion of the roadway network from Arterial 'C' to a Major Collector 'D' street standard. This portion of the road will extend from Spring Station Drive on the south to June Lake Boulevard to the north.

Property Description and History: The June Lake PZD (originally called 2660 Buckner Lane Gateway PZD) was created by Ordinance 17-05 on May 18, 2017. It was subsequently amended by Ordinance 20-09, Ordinance 24-18, and Ordinance 25-07. The PZD street standards are found in Section 7.

This modification to the PZD standards reflects the current development plan for the area of June Lake that the roadway crosses and aligns with the approved PPL 1812-2025 (June Lake Collector Road) and PPL 1813-2025 (June Lake Windfall Phase 1) on July 14, 2025. The vicinity map below shows the location of the portion of the road related to the request.



The June Lake PZD currently designates this road as a divided Arterial Street with four 12' travel lanes, two 4' bike lanes (one on each side), 6' wide green zones (grass trip), 2' gutters, and 8' sidewalks. Traveling from the south the proposed collector road will extend approximately 1800' to a proposed single lane roundabout at Twin Lakes Drive. From the roundabout it will continue approximately 700' to June Lake Boulevard.

The applicant is proposing two 11' travel lanes with an 11' middle turn lane (typical), 6' sidewalks with 11' wide green zones (grass trip), from the curb. The proposed collector does propose 16 parallel on-street parking spaces to the east side of the proposed street. There are no proposed bike lanes on the Collector.

Zoning, Bulk, and Area Requirements: The setback requirements are shown in the June Lake, Gateway Planned Zoning District Standards, Section 5.

Access and Site Circulation: The overall site has connections to Thompson Station Road East, Buckner Lane, Buckner Road, Twin Lakes Drive, Spring Station Drive, and I-65.

Parking: No changes are currently proposed.

Landscape: No changes are currently proposed.

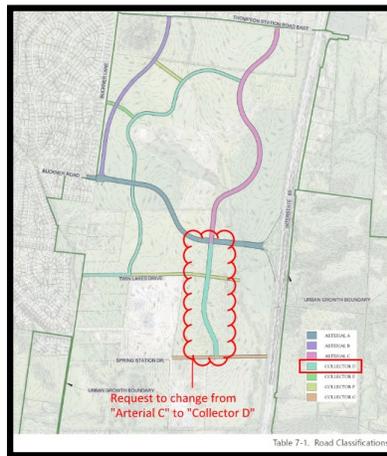
Design Standards and Materials: No changes are currently proposed.

Streets and Sidewalks: The street will connect June Lake Boulevard to Spring Station Drive. It includes a connection to Twin Lake Drive with the proposed roundabout and its continuation with a stub out to undeveloped property to the east.

The applicant has submitted an Internal Circulation Study that has been reviewed by Spring Hill’s, third party engineer. There were several intersections expected to operate at a Level of Service (LOS) E and one (June Lake Boulevard and Marston Avenue) expected LOS F. LOS D or better is required per Spring Hill TIA requirements. These failing Levels of Service are primarily the result of the residential development (Windfall) previously approved July 14, 2025.

The June Lake development team has committed to improving the LOS for these intersections. However, they are currently acquiring additional traffic counts to determine the scale of improvements needed to improve LOS. The additional data will not be available prior to the Work Session. Staff will continue to update the Planning Commission as additional material is submitted.

Street Exhibit:



Street Classifications	UDC ROW Width Requirement	June Lake Street Standards	Proposed Street ROW Width
Existing Street Standard: Arterial "C"	95'	102'	N/A
Proposed Street Standard: Major Collector "D"	75'	71'	72'

Discussion: Staff would like Planning Commission feedback on the request in relation to removing vehicle travel lanes and bike lanes. The absence of bike lanes could be exacerbated because of the proximity to the school. The overall street would have bike lanes from Thompson Station East south to June Lake Boulevard. The bike lanes would end on the south side of June Lake Boulevard for the portion of the street closest to the school. When bike lanes end, there must be clear direction for a cyclist to continue.

ORDINANCE 20-09

AN ORDINANCE TO AMEND ORDINANCE NO. 17-05 WHICH CREATED AND ADOPTED THE PLANNED ZONING DISTRICT KNOWN AS 2660 BUCKNER LANE, BY AMENDING ORDINANCE NO. 86-47, THE SAME BEING THE ZONING ORDINANCE OF THE CITY OF SPRING HILL, SAID PROPERTY BEING WILLIAMSON COUNTY TAX MAP 166, PARCEL 02300 AND TAX MAP 154, PARCEL 06203

WHEREAS, this amendment was recommended by the Spring Hill Municipal Planning Commission and forwarded to the Board of Mayor and Aldermen on the 11th of May 2020; and

WHEREAS, the purpose of this Ordinance is to amend the 2660 Buckner Lane Planned Zoning District (PZD), by revising certain exhibits and plans associated with this PZD. Amendments include revisions to reflect the proposed I-65 interchange at Buckner Road and city road widening projects for Buckner Lane and Buckner Road.; and

WHEREAS, other amendments include the shifting of land uses between phases of the development, while maintaining the land use allowances approved in 2017 for the PZD; and

WHEREAS, all property to be rezoned herein is located within the corporate limits of the City of Spring Hill; and

WHEREAS, that all Ordinances or parts of Ordinances in conflict herewith are hereby repealed.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF SPRING HILL, TENNESSEE, BOARD OF MAYOR AND ALDERMEN WHILE IN REGULAR SESSION ON July 20, 2020, as follows:

SECTION 1. The 2660 Buckner Lane PZD is hereby amended by replacing and readopting the following exhibits as attached hereto:

- Exhibit A. Gateway Planned Zoning District Standards, dated May 20, 2020
- Exhibit B. Subdistrict Boundary Map with Legal Descriptions, dated May 20, 2020
- Exhibit C. Gateway PZD Phasing Plan, dated May 20, 2020
- Exhibit D. Road and Infrastructure Improvements by Phase, dated May 29, 2020, with maps dated April 20, 2020

SECTION 2. The 2660 Buckner Lane PZD is further amended by adopting a new Exhibit E as follows and attached hereto:

- Exhibit E. Land Use Comparison 2017 and 2020, dated May 20, 2020

SECTION 3. No other changes intentionally or otherwise are authorized to the 2660 Buckner Lane PZD.

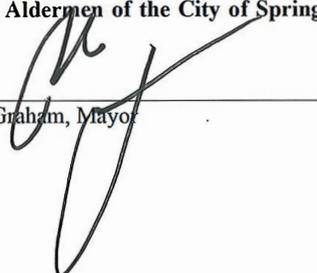
BE IT FURTHER ORDAINED

In case of conflict between this ordinance or any part hereof, and the whole part of any existing ordinance of the City, the conflicting ordinance is repealed to the extent of the conflict but no further. If any section, clause, or provision or portion of this ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, such holding shall not affect any other section, clause, or provision or portion of this ordinance.

This ordinance shall take effect on the earliest date allowed by law.

Passed and adopted by the Board of Mayor and Aldermen of the City of Spring Hill, Tennessee, on this 17th day of August, 2020.

PASSED:

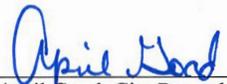


Rick Graham, Mayor

Passed on First Reading: June 15, 2020

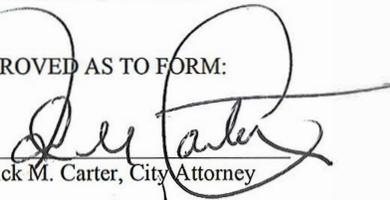
Passed on Second Reading: August 17, 2020

ATTEST:



April Goad, City Recorder

APPROVED AS TO FORM:



Patrick M. Carter, City Attorney

ORDINANCE 24-18

AN ORDINANCE TO AMEND ORDINANCE NO. 17-05, WHICH CREATED AND ADOPTED THE PLANNED ZONING DISTRICT KNOWN AS 2660 BUCKNER LANE, BY AMENDING ORDINANCE NO. 18-21, THE SAME BEING THE ZONING ORDINANCE OF THE CITY OF SPRING HILL, SAID PROPERTY BEING A 4-ACRE PORTION OF WILLIAMSON COUNTY TAX MAP 166, PARCEL 02300 FROM GATEWAY RESIDENTIAL MIXED-USE TO GATEWAY COMMERCIAL RETAIL

PDM 1612-2024 (JUNE LAKE)

WHEREAS, this amendment was recommended by the Spring Hill Municipal Planning Commission and forwarded to the board of mayor and Aldermen on the 9th of September 2024; and

WHEREAS, the purpose of the Ordinance is to amend the 2660 Buckner Lane Planned Zoning District (PZD), by revising certain exhibits and plans associated with PZD. Amendments include adjusting zoning districts to reflect the revised location of June Lake Boulevard to connect to the 1-65 interchange; and

WHEREAS, all property to be rezoned herein is located within the corporate limits of the City of Spring Hill; and

WHEREAS, that all Ordinances or parts of Ordinances in conflict herewith are hereby repealed.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF SPRING HILL, TENNESSEE, BOARD OF MAYOR AND ALDERMEN, WHILE IN REGULAR SESSION on November 4, 2024, amends the 2660 Buckner Lane PZD by rezoning a 4-acre Williamson County Tax Map 166, Parcel 02300, from Gateway Residential mixed-use to Gateway Commercial Retail as described in Exhibit A attached hereto.

NOW, THEREFORE, BE IT FURTHER ORDAINED BY THE CITY OF SPRING HILL, TENNESSEE, BOARD OF MAYOR AND ALDERMEN, that all Ordinances or parts of Ordinances in conflict herewith are hereby repealed.


Jim Hagaman, Mayor

ATTEST:


April Goad, City Recorder

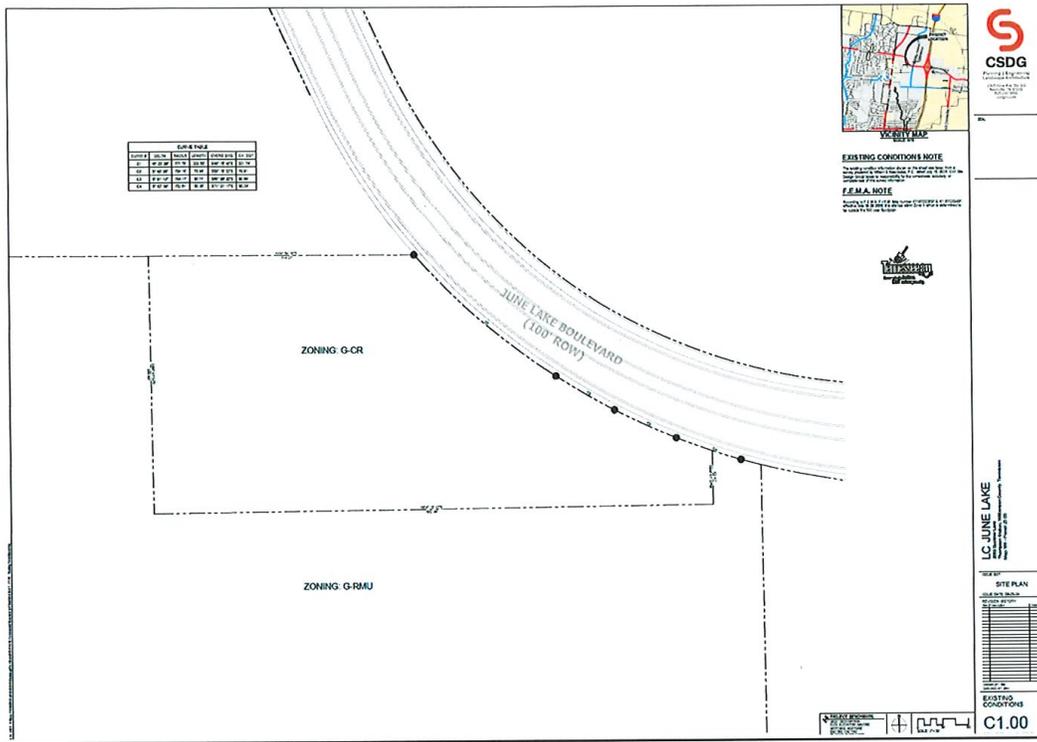
LEGAL FORM APPROVED:


Patrick Carter, City Attorney

Passed on First Reading: November 4, 2024

Passed on Second Reading: November 18, 2024

EXHIBIT A:



ORDINANCE 25-07

AN ORDINANCE TO AMEND ORDINANCE NO. 15-05, WHICH CREATED AND ADOPTED THE SUMMARY TABLES OF LAND USES FOR THE PZD, BY AMENDING ORDINANCE NO. 15-20 THE MATRIX TABLE WILL CHANGE MEDICAL OFFICES OR CLINICS FROM SPECIAL USE TO PERMITTED USE, WITHOUT APPORVAL FROM BOARD OF ZONING APPEALS.

PDA 1718-2025 (JUNE LAKE GATEWAY)

WHEREAS, the purpose of the Ordinance is to amend the Summary of Land Use tables, by amending certain land uses of the PZD. Amendments include adjusting Commercial Retail (G-CR) and Commercial Office (G-CO). The proposed amendment would allow Medical Offices or Clinics within G-CR and G-CO subdistricts as permitted use without approval from the Board of Zoning Appeals.

WHEREAS, all the property hereby affected within the limits of the PZD; and

WHEREAS, the Spring Hill Municipal Planning Commission forwarded the request to the Board of Mayor and Aldermen on March 10, 2025, with a recommendation for approval; and

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF SPRING HILL, TENNESSEE, BOARD OF MAYOR AND ALDERMEN, WHILE IN REGULAR SESSION on March 17, 2025, amends the 2660 Buckner Lane PZD by adjusting the Land Use tables of the PZD, by changing Commercial Retail (G-CR) and Commercial Office (G-CO), to allow Medical Offices or Clinics within G-CR and G-CO subdistricts as permitted use without approval from the Board of Zoning Appeals.

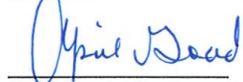
NOW, THEREFORE, BE IT FURTHER ORDAINED BY THE CITY OF SPRING HILL, TENNESSEE, BOARD OF MAYOR AND ALDERMEN, that all Ordinances or parts of Ordinances in conflict herewith are hereby repealed.

SECTION 1: The rezoning of the referenced tax parcels shall be as displayed as shown on the vicinity map that is attached.



Matt Fitterer, Mayor

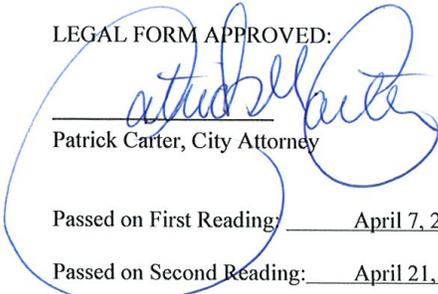
ATTEST:


April Goad, City Recorder

*Ordinance 25-07
April 21, 2025
Page 1 of 2*

ORD 25-07, 1718-2025 (June Lake Gateway) Amendment

LEGAL FORM APPROVED:



Patrick Carter, City Attorney

Passed on First Reading: April 7, 2025

Passed on Second Reading: April 21, 2025

*Ordinance 25-07
April 21, 2025
Page 2 of 2*

ORD 25-07, 1718-2025 (June Lake Gateway) Amendment

JUNE LAKE[®]

Gateway Planned Zoning District Standards Originally Approved as 2660 Buckner Lane Gateway PZD

Spring Hill, Tennessee
Originally Approved May 18, 2017
Major Modification Approved August 17, 2020

Exhibit A

Prepared For |



Original Exhibit
Prepared By |





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Founder

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General Provisions

VISION

The vision for the project is to develop a mixed use community that brings together residential, commercial, office, institutional and recreational uses into a healthy and pedestrian friendly environment where people can live, work, shop and play. Key elements of the vision include the following:

- Create a walkable, live, work, shop and play community
- Be an inviting 'front door' for Spring Hill from the Interstate
- Become a Class A employment center for Spring Hill
- Add neighborhood and regional scale retail options
- Provide varied housing choices in a design controlled environment
- Preserve and enhance natural site features
- Be a part of the regional traffic solution

PURPOSE

The purpose and intent of the Gateway Planned Zoning District (PZD) is to permit and encourage the development of a compatible mix of residential, commercial, office, and institutional uses immediately adjacent for a parcel located prominently along the Interstate 65 growth corridor serving the City of Spring Hill, Tennessee. The Gateway PZD is intended to maintain a walkable, pedestrian scale, business-focused mixed-use gateway into the City of Spring Hill. The goal of the Gateway PZD is to encourage the location of businesses that can serve as an employment center for the City of Spring Hill and the surrounding region while providing for the orderly development of property in relation to surrounding land uses. The Gateway PZD provides a comprehensive zoning standard for the orderly development of the district and corresponding subdistricts that includes permitted uses, yard and bulk standards, subdistrict standards, and development standards that address open space, parking, landscaping, screening, lighting and signage.

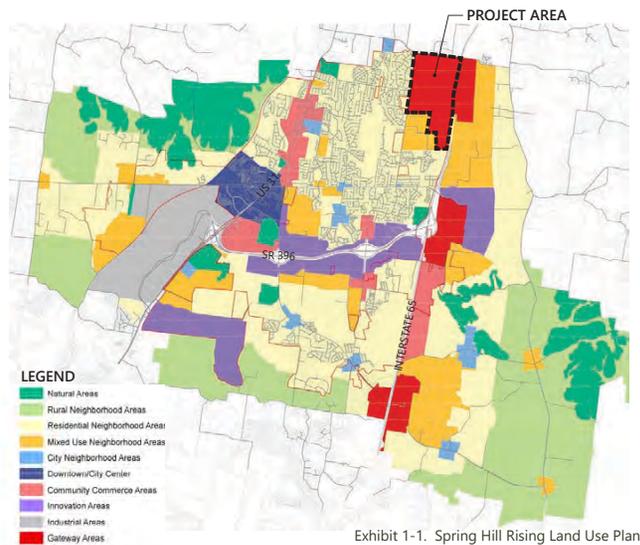
APPLICABILITY

The Gateway Planned Zoning District (PZD) shall apply to the entire parcel along with corresponding subdistricts provided in the PZD. Any parcel located within the Gateway PZD is subject to these requirements. Any developments located within the geographic limits of the Gateway PZD shall conform to the requirements set forth in the Gateway PZD. The use of land and buildings or structures, and the construction, reconstruction, alteration, expansion or relocation of buildings or structures on a lot or site within the geographic limits of the Gateway PZD shall conform to the development standards set forth in the Gateway PZD and corresponding subdistrict.

General Provisions

SPRING HILL RISING 2040 – GATEWAY AREAS

The Spring Hill Rising 2040 Plan adopted by the City of Spring Hill in November 2015 identifies Gateway Areas that will contain the highest intensity development in the community providing an employment center containing a variety of corporate offices while also providing a mix of high density single family and multifamily residential, retail and entertainment uses in a pedestrian-oriented setting that encourage urban style living.



DESIGN PRINCIPLES FOR THE GATEWAY AREAS

The Spring Hill Rising 2040 Plan provides the following Design Principles for Gateway Areas:

Site Design

- Vehicular access provided by an internal, complete and connected street network
- Shallow setbacks to achieve a compact urban environment

Density/Intensity

- High density and intensity
- Five to 10 story buildings

Green Space

- Formal landscaping within built areas
- Alternative storm water techniques incorporated into landscaping
- Moderately dense street trees and planting strips
- Greenway

Transportation

- Highly connected and complete street network
- Balances all transportation needs including vehicles, public transit, bicycles, and pedestrians

Infrastructure

- Municipal water and sewer services

General Provisions - Amendments

PURPOSE

The purpose and intent of this section is to provide a means for amending the gateway planned zoning district map and subdistrict maps or the text of the gateway planned zoning district.

INITIATION

An application to amend the gateway planned zoning district map or subdistrict maps or the text of the gateway planned zoning district may be initiated by city of spring hill board of mayor and alderman or planning commission, or a person may submit an application that has the authority to submit an application using an application form provided by the city of spring hill.

PROCEDURES

The following procedures shall be followed for an application to amend the gateway planned zoning district map or subdistrict map or text of the gateway planned zoning district.

PRE-APPLICATION MEETING

The applicant shall meet with the planning director for a pre-application meeting to informally discuss the proposed zoning map or text amendment, prior to filing the formal application. the application should provide general information concerning the amendment and the purpose for the proposed amendment.

APPLICATION SUBMITTAL

The applicant shall submit a completed application including supporting documentation using a form provided by the city of spring hill. city staff shall review the application and supporting documentation to confirm completeness for formal consideration by the city.

STAFF REVIEW

The planning director or designated staff shall review the application for the zoning map or text amendment and shall prepare a detailed report and recommendation to the planning commission for their consideration.

PUBLIC NOTICE

The following public notice requirements shall be followed for a zoning map amendment or text amendment within the gateway planned zoning district or subdistricts.

1. A zoning map amendment shall provide the following public notices:
 - a. A notice shall be published in a newspaper of general circulation a minimum of fifteen (15) days but not more than thirty (30) days prior to the public hearing scheduled for the work session of the planning commission that identifies the location of the property (including a map illustration), applicant information, proposed change in zoning classification, and date, time and place of the public hearing for the planning commission and the board of mayor and aldermen.
 - b. A letter notification mailed by the applicant certified mail at least ten (10) days prior to the work session of the planning commission to affected property owner(s) located within 500 feet of the property proposed for a zoning map amendment that identifies the location of the property (including a map illustration), applicant information, the proposed change in zoning classification, and date, time and place of the public hearing for the planning commission and the board of mayor and aldermen.

General Provisions - Amendments

- c. A notification sign shall be placed by the city of spring hill a minimum of seven (7) days in advance of the work session of the planning commission on the property proposed for an amendment to the zoning map that includes the proposed change in zoning classification, and date, time and place of the public hearing for the planning commission and the board of mayor and aldermen.
- 2. A zoning text amendment shall provide the following public notice:
 - a. A notice shall be published in a newspaper of general circulation a minimum of fifteen (15) days but not more than thirty (30) days prior to the public hearing scheduled for the work session of the planning commission that described in general terms the proposed text amendment, justification for the proposed text amendment, and date, time and place of the public hearing for the planning commission and the board of mayor and aldermen.
- 3. The following diagram illustrates generally the public notice requirements for a zoning map amendment or text amendment for the gateway planned zoning district.

Amendment Type	Notice Type		
	Newspaper	Mailed	Sign
Zoning	X	X	X
Text	X		

PLANNING COMMISSION RECOMMENDATION

The planning commission shall review and make a recommendation to the board of mayor and aldermen on all proposed zoning map and text amendments for the gateway planned zoning district. the planning commission shall conduct a public hearing for all zoning map and text amendments to the gateway planned zoning district. the planning commission shall provide a recommendation to the board of mayor and aldermen for approval, approval with modifications, or denial of the application.

BOARD OF MAYOR AND ALDERMEN

The board of mayor and aldermen shall hold a public hearing on the application for zoning map or text amendment. after the close of the public hearing, the board of mayor and aldermen shall consider the application, relevant support materials, staff report, the planning commission's recommendation, and comments given by the public. the board of mayor and aldermen shall approve, approve with modifications, or deny the application. the board of mayor and alderman may also remand the application back to the planning commission for further consideration.

ZONING MAP AMENDMENT APPROVAL CRITERIA

The amendment should promote public health, safety, and general welfare, as well as efficient and orderly development. in determining whether to approve or deny an application for an amendment to the zoning map of the gateway planned zoning district or a subdistrict located within the gateway planned zoning district, the following criteria shall be considered:

- 1. The zoning map amendment is consistent with the spring hill rising 2040 comprehensive plan and future comprehensive plans prepared by the city of spring hill;

General Provisions - Amendments

2. Essential facilities or public infrastructure are available or can be made available in sufficient capacity to serve the land area and uses allowed by the proposed zoning map designation.
3. The zoning map amendment is compatible with the present zoning and conforming uses of the gateway planned zoning district and subdistricts and surrounding property and the character of the gateway planned zoning district.

SEVERABILITY

If any portion of the Gateway Planned Zoning District is held to be invalid, unconstitutional, or unenforceable by a court of competent jurisdiction, such determination shall not affect the validity of the remaining portions of the Gateway Planned Zoning District.

ZONING TEXT AMENDMENT APPROVAL CRITERIA

The amendment should promote public health, safety, and general welfare, as well as efficient and orderly development. In determining whether to approve, approve with conditions, or deny an application for a text amendment to the text of the gateway planned zoning district, the following criteria shall be considered:

1. The text amendment is consistent with the spring hill rising comprehensive plan and future comprehensive plans prepared by the city of spring hill;
2. The text amendment is compatible with the present zoning and conforming uses of the gateway planned zoning district and subdistricts and surrounding area and the character of development within the gateway planned zoning district.

CONFLICT BETWEEN GATEWAY PZD AND ZONING ORDINANCE

In the event there is a conflict between the Gateway PZD and the Zoning Ordinance for the City of Spring Hill, the provisions of the Gateway PZD shall take precedence over those of conflicting standards contained in the Zoning Ordinance for the City of Spring Hill, as amended. Nothing in the Gateway PZD shall be deemed to repeal or amend any provision in the Zoning Ordinance for the City of Spring Hill.



Development Approval Procedures

PURPOSE

The intent of this Section is to establish procedures and standards for the review and approval of site development plans that are compliant with land uses permitted by right or as a Use Permitted on Appeal by the Board of Zoning Appeals within the Gateway Planned Zoning District.

APPLICABILITY

This Section shall be applicable to any residential, commercial, office or other non-residential development project regardless of size of parcel including new construction, expansions, or renovations. No building permit or development approvals shall be granted unless all requirements are met in accordance with the Site Development Plan approval.

SITE DEVELOPMENT PLAN SUBMITTAL REQUIREMENTS

The following standards shall apply for the submittal of a site development plan.

1. A Site Development Plan shall be required for both new construction and development and for changes or additions to existing site development plans.
2. A completed Site Development Plan application shall be filed with the City of Spring Hill.
3. The Site Development Plan application fee shall be paid at the time of application submittal as required by the City of Spring Hill.
4. A site development plan drawn to scale no smaller than fifty (50) feet to one (1) inch prepared and sealed by a licensed registrant covering the entire site proposed for development. The site development plan should include the following plan documentation:
 - a. Existing conditions and development of adjacent surrounding property

- b. Name of the propose development
- c. Name(s) of owner (or owner representative) and contact information
- d. Survey data including boundaries of parcel(s) being developed
- e. Acreage of total site
- f. Acreage of streets, easements and other land uses
- g. Zoning classification (including Gateway subdistrict classification)
- h. Existing streets, driveway, and easements within and adjacent the site
- i. Proposed lot lines, lot and block numbers, and approximate dimensions
- j. Vicinity map
- k. Typical cross-sections of proposed grading, roadways, paving and sidewalks
- l. Topographic data map drawn at same scale as site plan
- m. Utilities and services (water, sanitary sewer, electric, natural gas, telecom, etc.)
- n. Lighting plan
- o. Grading and drainage plan
- p. Storm water management plan
- q. Parking and Loading Facilities (if applicable)
- r. Access control, streets and sidewalks
- s. Tree protection plan (if applicable)
- t. Landscape and Hardscape plans
- u. Phasing plan (if applicable)
- v. Building elevations

Development Approval Procedures

SITE DEVELOPMENT PLAN REVIEW AND APPROVAL PROCESS

The following Site Development Plan review and approval process shall be followed for all development projects located within the Gateway PZD.

1. Pre-Application Meeting
 - a. The applicant shall meet with City staff including the Planning Director to discuss the Site Development Plan and supporting documentation along with site development requirements.
2. Site Development Plan Application
 - a. The applicant shall file a completed application to the Planning Director or designee along with sufficient copies of the Site Development Plan and supporting documentation including payment of required site development plan review fees and other fees as required by the City of Spring Hill.
 - b. The applicant shall submit a copy of the Site Development Plan and supporting documentation to the appropriate designated representative of the Property Owners Association.
3. Staff Review
 - a. City staff shall perform a review of the Site Development Plan and supporting documentation.
 - b. Staff will hold a Staff Review meeting following submittal of the completed application and supporting documentation during which time City staff shall provide input and comments to the applicant on revisions and refinements that need to be addressed by the applicant and their design professionals in advance of presentation of the plan documentation to the Planning Commission for its scheduled work session.
 - c. The applicant shall provide requested revisions with the required revisions deadline.
4. Planning Commission – Work Session

- a. The Planning Commission shall review the Site Development Plan and supporting documentation during a scheduled Work Session.
 - b. The applicant will be provided with an opportunity to make a brief presentation of the Site Development Plan and supporting documentation.
 - c. The Planning Commission will provide comments and input to the applicant on design considerations for the Site Development Plan and supporting documentation that should be addressed prior to formal consideration by the Planning Commission.
 - d. The Planning Commission may allow public input during the Work Session from affected property owners.
 - e. The applicant shall address comments and requested revisions identified by the Planning Commission during the Work Session, if applicable, including submitting a revised Site Development Plan and supporting documentation within the required time period provided by the Planning Commission.
5. Planning Commission – Approval of Site Development Plan
 - a. Upon submittal of a revised Site Development Plan and supporting documentation by the applicant, the Planning Commission will review and approve, approve with conditions, or disapprove the application for Site Development Plan approval.
 - b. Conditions of approval will be documented in the minutes of the Planning Commission.

MINOR CHANGES TO APPROVED SITE DEVELOPMENT PLAN

1. Minor changes to the approved Site Development Plan may be approved by the Planning Director or designee upon certification in writing to the Planning Commission that the proposed revision

Development Approval Procedures

does not alter the basic design nor any specified conditions of the Site Development Plan as agreed upon by the Planning Commission.

2. The Planning Director or designee shall condition the following to constitute a minor change in an approved Site Development Plan:
 - a. Reduction of the size or height of any building or sign.
 - b. Required open space is to be increased.
 - c. An increase in the gross floor area of the structure(s) not exceeding 5%.
 - d. An increase in the approved floor area ratio not exceeding 3%.
 - e. Movement of buildings and/or signs by no more than ten (10) feet provided that such movement does not cause a violation of the Gateway PZD or a condition attached to the Site Development Plan approval by the Planning Commission.
 - f. Landscaping or hardscape materials approved in the site development plan that are replaced by similar landscaping or hardscaping materials to an equal or greater extent.
 - g. Rearrangement of a parking area that does not affect the number of required parking spaces or alter access locations or design.
 - h. Changes required by other authorities having jurisdiction that do not cause a violation of the Gateway PZD or a condition attached to the Site Development Plan approval by the Planning Commission.
3. Should the Planning Director or designee determine that the requested modification to the approved site development plan is not minor, a revised site development plan shall be submitted and reviewed for approval by the Planning Commission. The revised site development plan shall follow all requirements of this Section including payment of plan review fees.

PRELIMINARY AND FINAL SUBDIVISION PLATS

1. The Subdivision Regulations adopted by the City of Spring Hill Planning Commission dated April 8, 2013, as amended, shall apply to all subdivisions and developed sites located within the Gateway Planned Zoning District and corresponding Subdistricts.
2. No land located within the Gateway PZD shall be subdivided until the subdivider submits a plat as required by the Subdivision Regulations and subsequently obtains approval of the plan by the Planning Commission and records the approved plat with the county register.
3. Land shall not be subdivided until proper provisions have been made for roadways, drainage, water, sanitary sewer, other public utilities, and for other required public improvements and services. The existing and proposed public improvements shall generally conform to and be properly related to the development plan.
4. Major subdivisions as defined in the Subdivision Regulations, shall require the following steps of approval:
 - a. Pre-Application Conference – Attend Pre-Application Conference with City Staff
 - b. Preliminary Plat – Prepared in accordance with Subdivision Regulations for approval by Planning Commission
 - c. Approval from other Regulating Authorities (where required)
 - d. Construction Plans – Prepared in accordance with Subdivision Regulations for approval by Planning Commission
 - e. Final Plat – Prepared in accordance with Subdivision Regulations for approval by Planning Commission



Concept Plan

CONCEPT PLAN

The Concept Plan for June Lake illustrates the vision for creating a mixed use community that brings together residential, commercial, office, institutional and recreational uses while promoting a healthy lifestyle and pedestrian-friendly environment. The Concept Plan supports the City's design principles to achieve a more compact urban form that allows for density while also balancing intensity within the Gateway District with the need to preserve green spaces and provide a design that is responsive to surrounding land use patterns.

- a. Gateway – Residential Subdistrict (70.5 A.C.)
- b. Gateway – Residential/Mixed Use Subdistrict (233 A.C.)
- c. Gateway – Commercial Retail (81 A.C.)
- d. Gateway – Commercial Office (167 A.C.)
- e. Gateway – Flex (41 A.C.)
- f. Gateway - Community Greenspace (+/- 110 A.C.)
- g. Gateway - Potential Future Connection

Total Development Acreage (excluding proposed right-of-way corridors): +/- 702.5*

(*Refer to legal descriptions for subdistrict boundaries, included as an attachment to this exhibit. Subdistrict boundaries include proposed right of ways and community green spaces within the described tracts. Approximate acreage listed for each parcel/land use type does not include proposed road right of ways between development parcels. Total project area is approximately 784 acres, inclusive of proposed internal road right ways.)

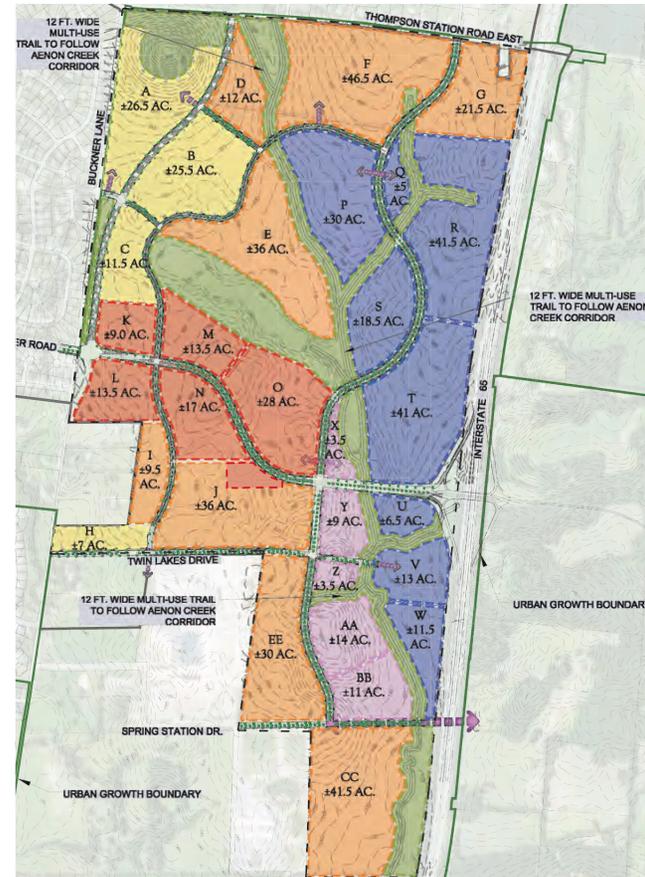


Exhibit 3-1. Concept Plan



Subdistrict Boundaries

DISTRICT BOUNDARY MAP

The Gateway Planned Zoning District ("Gateway District") consists of five distinct Subdistricts illustrated in Exhibit 3-1. The Gateway District also includes general development standards that will apply to individual Subdistricts or generally to all Subdistricts. The Subdistricts within the Gateway District are:

- a. Gateway – Residential Subdistrict (G-R)
- b. Gateway – Residential/Mixed Use Subdistrict (G-RMU)
- c. Gateway – Commercial Retail (G-CR)
- d. Gateway – Commercial Office (G-CO)
- e. Gateway – Flex (G-F)
- f. Gateway - Community Greenspace

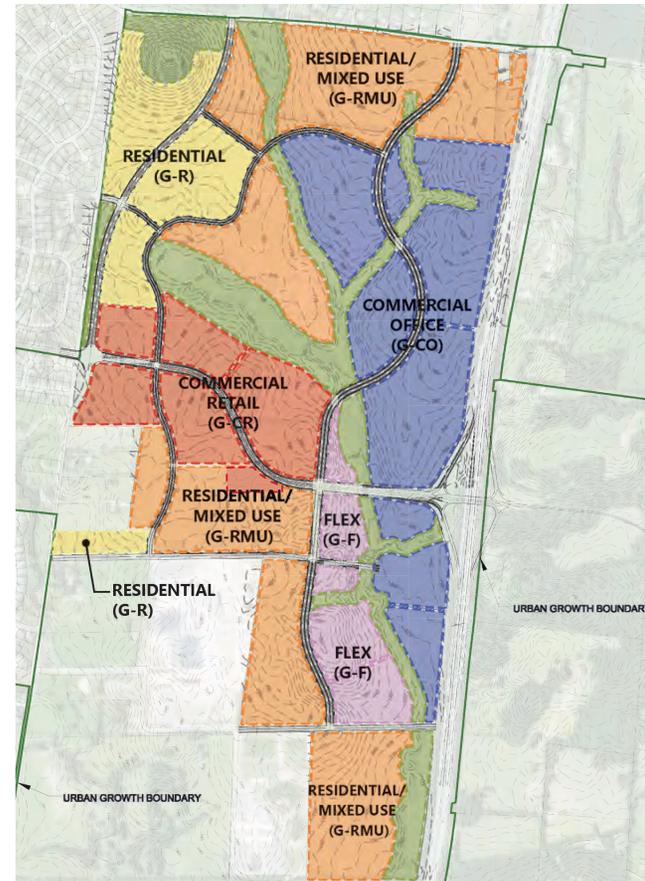


Exhibit 3-2. Gateway Planned Zoning District Subdistrict Map



Modified by PDm 1116-2022 Approved 1.20.22; Ordinance 25-07 Approved 4.21.25

Permitted Uses

PERMITTED USES

Permitted land uses for each Subdistrict located within the Gateway District are provided in [Table 4-1](#). The land uses are organized by general categories and by Subdistricts located within the Gateway District. Uses permitted on appeal are referenced in [Table 4-1](#). Uses permitted on appeal require review and approval by the Board of Zoning Appeals as a permitted special exception.

Summary Table of Land Uses					
P = Permitted S = Use Permitted on Appeal LW = Use Allowed w/ Live Work					
Land Uses	Development Categories				
	Gateway - Residential	Gateway - Residential/Mixed Use	Gateway - Commercial Retail	Gateway - Commercial Office	Gateway - Future Flex
Agricultural					
Agricultural Activities	P	P	P	P	P
Residential					
Single-family detached dwelling	P	P			S
Single-family attached dwelling (2 or less dwellings)	P	P			S
Townhouses (3 to 8 dwelling units)		P			S
Condominiums		P			S
Triplex dwellings		P			S
Quadplex dwellings		P			S
Zero-lot line dwellings	P	P			S
Multifamily		P			P
Accessory Dwellings	P	P			S
Work/Live (including loft-style)		P	P	S	S
Senior Housing or Independent Living	S	P			S
Community Living/Assisted Living/Retirement Home		P			S
Cottages	P	P			
Residential above ground floor commercial			P	P	S
Home Occupation	P	P	P	P	P
Commercial					
Retail uses			P	P	P
Convenience Commercial			P	P	
Business Service	LW	P	P	P	P
Financial Institutions			P	P	P
ATM			P	P	P
Leasing/Sales Office		LW	P	P	P
Indoor Theater			P		
Ground floor commercial below Residential		P	P	S	S
Home Improvement Sales			P		
Day Care			P	P	S
Hair Salon			P	P	S
Personal Care Services		LW	P	S	S
Dry Cleaning			P	S	S
Food Services		LW	P	P	P
Grocery store/meat or produce market			P		
Restaurant/café (including drive-thru)			P	P	S
Restaurant/café (excluding drive-thru)			P	P	S
Coffee Shop		LW	P	P	P

Summary Table of Land Uses					
P = Permitted S = Use Permitted on Appeal LW = Use Allowed w/ Live Work					
Land Uses	Development Categories				
	Gateway - Residential	Gateway - Residential/Mixed Use	Gateway - Commercial Retail	Gateway - Commercial Office	Gateway - Future Flex
Commercial					
Liquor Sales			P		S
Neighborhood bar/pub			P		S
Micro-brewery or micro-distillery			S		
Performing Arts Studios			LW	P	S
Professional Offices			LW	P	P
Pharmacy			P	P	P
General Office			LW	P	P
Hospital or FSED				P	P
Nursing/Convalescent Home				S	P
Hospice			LW	S	S
Medical Office or Clinics				P	P
Hotel				P	P
Work/Live (including loft-style)			P	P	S
Veterinarian Services (except outdoor kennel)				P	S
Wholesale Sales			LW	P	S
Public/Institutional					
Place of Worship			P	S	S
Schools and education facilities			P	S	S
Business School				S	P
College or University				S	P
Vocational School				S	P
Parks & Recreation Facilities			P	P	P
Open Space Uses			P	P	P
Trails and Greenways			P	P	P
Civic Institutions				S	P
Public Buildings and Uses (including fire hall)			P	P	P
Transit Facilities including Stops			P	P	P
Other					
Accessory Structure (Non-dwelling)			P	P	P
Utilities including substation and water tank			P	P	P
Telecommunication Towers/Antennas				S	S
Outdoor Storage				P	
Parking Structure (Primary Use)				P	P

Table 4-1. Permitted Uses

Yard, Bulk and Height Requirements Minor modification approved by Spring Hill Planning Commission March 13 2023; PDM 1374-2023

Land Use	Minimum Lot Area	Minimum Lot Width	Rear Yard	Minimum Side Yard		Minimum Front Yard			Minimum Buffer Yard Requirement (See Screening Standards for additional requirements)	Max Building Coverage (% of total land area) (1)	Maximum Floor Area Ratio (FAR) (3)	Maximum Height (excludes basement)	Maximum Impervious Surface	
				1-2 Story	3 or more stories	Arterial	Collector or Boulevard (2)	Local (2)						
Agricultural Uses (All Subdistricts)														
Agricultural Use	5 ac	100 ft	25 ft	10 ft	15 ft	50 ft	40 ft	30 ft	No Minimum	No Minimum	No Minimum	50 ft	90%	
Gateway - Residential (G-R)														
Single Family Detached Dwelling (front loaded)	5,000 sf	35 ft	20 ft	5 ft	7.5 ft	20 ft	15 ft	10 ft	25 ft	No Minimum	No Minimum	3 Stories	90%	
Single Family Attached Dwelling (2 or less dwelling units; excludes multifamily)	3,000 sf	25 ft	20 ft	0 ft	0 ft	20 ft	15 ft	10 ft	25 ft	No Minimum	No Minimum	3 Stories	90%	
Single Family Attached and Detached Dwelling w/ rear-loaded garage (excluding multifamily)	4,400 sf - Single Family Detached; 3,000 sf - Single Family Attached	Detached - 35 ft; Attached - 25 ft	20 ft (See Note 5)	Detached - 5ft; Attached - 0 ft	5 ft	20 ft	15 ft	10 ft	25 ft	No Minimum	No Minimum	3 Stories	90%	
Cottage (Single Family Detached, Front or Rear Loaded); See Note 4	3,000 sf	35 ft	20 ft	5 ft	N/A	20 ft	15 ft	10 ft	25 ft	No Minimum	No Minimum	2 Stories*	90%	
Gateway - Residential Mixed-Use (G-RMU)														
Single Family Detached Dwelling (front loaded)	5,000 sf	40 ft	25 ft	5 ft	5 ft	25 ft	20 ft	15 ft	25 ft	No Minimum	No Minimum	3 Stories	90%	
Single Family Attached Dwelling (Excluding Multifamily)	4,400 sf - Single Family Detached; 2,400 sf - Single Family Attached	20 ft	20 ft	5 ft	5 ft	25 ft	20 ft	15 ft	25 ft	No Minimum	No Minimum	3 Stories	90%	
Single Family Attached and Detached Dwelling w/ rear-loaded garage (excluding multifamily)	4,400 sf - Single Family Detached; 2,400 sf - Single Family Attached	Detached - 35 ft; Attached - 25 ft	20 ft (See Note 5)	Detached - 5ft; Attached - 0 ft	5 ft	20 ft	15 ft	10 ft	25 ft	No Minimum	No Minimum	3 Stories	90%	
Multifamily (building)	1,750 sf	75 ft	25 ft	10 ft	15 ft	25 ft	25 ft	20 ft	25 ft	50%	N/A	5 Stories	90%	
Work/Live (Including loft-style); See Note 6	2,000 sf	20 ft	20 ft	0 ft	0 ft	0-20 ft	0-10 ft	0-10 ft	25 ft	See Commercial Use Maximum	See Commercial Use FAR	3 Stories	90%	
Senior Housing or Independent Living	1 Acre	100 ft	20 ft for 1-story plus 5 ft for each additional story	10 ft	15 ft	35 ft	35 ft	30 ft	25 ft	50%	N/A	3 Stories	90%	
Community Living/Assisted Living/Retirement Home	1 Acre	100 ft	20 ft for 1-story plus 5 ft for each additional story	10 ft	15 ft	35 ft	35 ft	30 ft	25 ft	50%	N/A	3 Stories	90%	
Residential (Above Ground Floor Commercial) Cottage (Single Family Detached, Front or Rear Loaded); See Note 4	2,000 sf	20 ft	20 ft	0 ft	0 ft	0-20 ft	0-10 ft	0-10 ft	25 ft	See Commercial Use Maximum	See Commercial Use FAR	5 Stories	90%	
Gateway - Commercial Retail (G-CR)														
Office Use	No Minimum	No Minimum	20 ft for 1-story plus 5 ft for each additional story	10 ft	10 ft plus 5 ft for each additional story over 3 stories	35 ft	30 ft	25 ft	25 ft	50%	1.5	3 Stories	90%	
Convenience Store	No Minimum	No Minimum		10 ft		35 ft	30 ft	25 ft	25 ft	25 ft	50%	0.5	50 ft	90%
Financial/Bank	No Minimum	No Minimum		10 ft		35 ft	30 ft	25 ft	25 ft	25 ft	50%	1.5	3 Stories	90%
Personal Services	No Minimum	No Minimum		10 ft		35 ft	30 ft	25 ft	25 ft	25 ft	50%	0.5	50 ft	90%
Medical Office	No Minimum	No Minimum		10 ft		35 ft	30 ft	25 ft	25 ft	25 ft	50%	1.5	3 Stories	90%
Theater	No Minimum	No Minimum		20 ft		35 ft	30 ft	25 ft	25 ft	25 ft	50%	1.5	50 ft	90%

Table 5-1. Yard, Bulk and Height Requirements

Minor Modification Approved by Spring Hill Planning Commission March 13 2023; PDm 1374-2023 Yard, Bulk and Height Requirements

Land Use	Minimum Lot Area	Minimum Lot Width	Rear Yard	Minimum Side Yard		Minimum Front Yard			Minimum Buffer Yard Requirement (See Screening Standards for additional requirements)	Max Building Coverage (% of total land area) (1)	Maximum Floor Area Ratio (FAR) (3)	Maximum Height (excludes basement)	Maximum Impervious Surface
				1-2 Story	3 or more stories	Arterial	Collector or Boulevard (2)	Local (2)					
Gateway - Commercial Retail (G-CR)													
Retail and/or Commercial Use	No Minimum	No Minimum	20 ft for 1-story plus 5 ft for each additional story	10 ft	10 ft plus 5 ft for each additional story over 3 stories	35 ft	30 ft	25 ft	25 ft	50%	0.5	50 ft	90%
Food Services (Includes Grocery)	No Minimum	No Minimum		10 ft		35 ft	30 ft	25 ft	25 ft	50%	0.5	50 ft	90%
Restaurant	No Minimum	No Minimum		10 ft		35 ft	30 ft	25 ft	25 ft	50%	0.5	50 ft	90%
Restaurant Drive-IN/Drive-Through	No Minimum	No Minimum		10 ft		35 ft	30 ft	25 ft	25 ft	50%	0.5	50 ft	90%
Hotel	No Minimum	No Minimum		10 ft		35 ft	30 ft	25 ft	25 ft	50%	1.5	5 Stories	90%
Day Care	No Minimum	No Minimum	10 ft	35 ft	30 ft	25 ft	25 ft	50%	0.5	50 ft	90%		
Gateway - Commercial Office (G-CO)													
Office Use	No Minimum	No Minimum	20 ft for 1-story plus 5 ft for each additional story	10 ft	10 ft plus 5 ft for each additional story over 3 stories	35 ft	30 ft	25 ft	25 ft	50%	3.0	10 Stories	90%
Financial/Bank	No Minimum	No Minimum		10 ft		35 ft	30 ft	25 ft	25 ft	50%	2.0	6 Stories	90%
Medical Office	No Minimum	No Minimum		10 ft		35 ft	30 ft	25 ft	25 ft	50%	2.0	6 Stories	90%
Retail and/or Commercial Use	No Minimum	No Minimum		10 ft		35 ft	30 ft	25 ft	25 ft	50%	0.5	50 ft	90%
Hotel	No Minimum	No Minimum		10 ft		35 ft	30 ft	25 ft	25 ft	50%	2.0	7 Stories	90%
Food Services	No Minimum	No Minimum		10 ft		35 ft	30 ft	25 ft	25 ft	50%	0.5	50 ft	90%
Restaurant	No Minimum	No Minimum		10 ft		35 ft	30 ft	25 ft	25 ft	50%	0.5	50 ft	90%
Hospital	No Minimum	No Minimum		10 ft		35 ft	30 ft	25 ft	25 ft	50%	3.0	10 Stories	90%
Public/Institutional Uses (as permitted in each Subdistrict)													
Place of Worship	No Minimum	No Minimum	20 ft for 1-story plus 5 ft for each additional story	10 ft	10 ft plus 5 ft for each additional story over 3 stories	35 ft	35 ft	30 ft	25 ft	50%	1.5	50 ft	90%
Schools and education facilities (including elementary, secondary, vocational, trade and colleges and universities)	No Minimum	No Minimum		10 ft		35 ft	35 ft	30 ft	25 ft	50%	0.5	50 ft	90%
Public Buildings and Uses (including fire hall)	No Minimum	No Minimum		10 ft		35 ft	35 ft	30 ft	25 ft	50%	0.5	50 ft	90%
All Other Civil and Institutional Uses	No Minimum	No Minimum		10 ft		35 ft	35 ft	30 ft	25 ft	50%	0.5	50 ft	90%
Other (As Permitted in each Subdistrict)													
Accessory Structure	No Minimum	No Minimum	5 ft	5 ft	N/A	Not Allowed in Front Yard			25 ft	No Minimum	No Minimum	20 ft	90%
Utilities Including Substation and Water Tank	No Minimum	No Minimum	50 ft	50 ft	50 ft	50 ft	50 ft	40 ft	25 ft	No Minimum	No Minimum	None	90%
Telecommunication Towers/Antennas	No Minimum	No Minimum	50 ft	50 ft	50 ft	50 ft	50 ft	50 ft	25 ft	No Minimum	No Minimum	100 ft	90%
Outdoor Storage	No Minimum	No Minimum	50 ft	50 ft	50 ft	Not Allowed in Front Yard			25 ft	No Minimum	No Minimum	20 ft	90%
Parking Structure (on and off-site)	No Minimum	No Minimum	20 ft for 2-story plus 5 ft for each additional story	10 ft	10 ft plus 5 ft for each additional story over 3 stories	35 ft	35 ft	30 ft	25 ft	No Minimum	No Minimum	4 Stories	90%
Notes:													
1. Maximum building coverage inclusive of heated space only; not inclusive of parking structures. Where not specifically defined, maximum building coverage is determined by allowable lot area and appropriate setbacks.													
2. Application of a traditional neighborhood development with Main Street style building placement within the G-CR, G-CO, and G-F Subdistricts, the front setback may be reduced to a minimum build-to setback ranging from 0' to 20'.													
3. Within the G-CO Subdistrict parking structures shall count toward meeting allowable building area defined by FAR.													
4. 70% of the cottages built within any single phase of the June Lake development program are allowed to have a height of 2 stories. The remaining 30% are limited to a maximum height of 1.5 stories.													
5. Rear yard may be reduced to 5-10 ft.													
6. 50% of gross floor area shall be used for work activities													

Table 5-1. Yard, Bulk and Height Requirements (con't)



Subdistrict Standards

GATEWAY – RESIDENTIAL SUBDISTRICT (G-R)

1. Intent

The Gateway Residential Subdistrict (G-R) will accommodate a range of residential uses including single-family detached.

2. Permitted Uses and Uses Permitted on Appeal

Land uses permitted in the Gateway – Residential Subdistrict (G-R) are as provided in [Table 4-1](#). Uses permitted on appeal are as provided in [Table 4-1](#). Uses permitted on appeal require review and approval by the Board of Zoning Appeals as a permitted special exception.

3. Yard, Bulk and Height

Yard, bulk and height requirements are as provided in [Table 5-1](#).

4. Accessory Structures

- a. With the exception of permitted signage, accessory structures shall not be constructed in any required front or side yard.
- b. Accessory structures shall be located at least five (5) feet from rear and side lot line and from any building on the same parcel.

5. Development Standards

- a. Residential neighborhoods should be designed to be responsive to topography and natural features to guide the location and orientation of streets, lots and open spaces.
- b. Residential lots located within the Residential Subdistrict directly adjoining the residential neighborhoods to the west of the Gateway District shall be of equal or larger average lot size to the existing residential lots.
- c. Common open spaces and amenities should be incorporated into the layout and design of streets within residential neighborhoods. Amenities should be conveniently located to serve the entire neighborhood.

d. Residential neighborhoods should provide a variety of housing types and densities to meet the housing needs of the community.

e. Homes shall be articulated to break down the scale and provide diversity in style and massing along the street edge.

f. To avoid monolithic appearance, facades for all single family detached homes shall have varying but complementary roof lines.

g. Each façade section shall vary in architectural styles, materials, and color from the adjacent lot for visual interest and diversity. Facades shall have a consistent architectural theme unifying the building types selected for each neighborhood.

h. Foundations should be raised a minimum of 14 inches in height measured at finished grade to enhance visual appearance.

i. Corner residences should be designed with common architectural elements, materials and colors, and detailing on each façade facing a public street. Porches and other architectural elements are encouraged on each façade facing a public street.

j. Porches are encouraged throughout neighborhoods to create opportunities for interaction along streetscapes.

k. The front porch may encroach into the front yard setback a maximum of two feet.

l. Roof materials shall be of architectural style shingles, metal, or other materials approved by Property Owners Association (POA).

m. Lots with front facing garages shall have the garage front recessed a minimum of three feet behind the main building façade.

n. Fencing shall be permitted in front, side and rear yards. Ornamental metal, masonry, stone, wood or combinations of these materials shall be acceptable. Fences installed in

Subdistrict Standards

a front yard shall be a maximum height measured from the finished grade of 36 inches and the style and materials shall complement the architectural character of the residence. Fences installed along front property line shall include the planting of shrubbery to further enhance the design character of the fencing.

GATEWAY – RESIDENTIAL/MIXED USE (G-RMU)

1. Intent

The Gateway Residential Subdistrict (G-R) will accommodate a range of residential uses including single-family detached and attached, multifamily, and live-work.

2. Uses Permitted and Uses Permitted on Appeal

Land uses permitted in the Gateway – Residential/Mixed Use Subdistrict (G-RMU) are as provided in [Table 4-1](#). Uses permitted on appeal are as provided in [Table 4-1](#). Uses permitted on appeal require review and approval by the Board of Zoning Appeals as a permitted special exception.

3. Yard, Bulk and Height

Yard, bulk and height requirements are as provided in [Table 5-1](#).

4. Accessory Structures

- a. With the exception of permitted signage, accessory structures shall not be constructed in any required front or side yard.
- b. Accessory structures shall be located at least five (5) feet from rear and side lot line and from any building on the same parcel.

5. Development Standards

- a. Single-family attached and multifamily neighborhoods should be transit-supportive including the provision for transit stops

in close proximity to neighborhood entrances.

- b. Buildings within single-family attached and multifamily neighborhoods should be clustered to define open spaces and activity areas.
- c. Pedestrian connectivity shall be provided between residences, parking areas, open spaces and amenities. Lighting shall be provided in parking areas.
- d. Useable active and passive open space and community amenities shall be incorporated into the neighborhood design to enhance livability.
- e. Building architecture should be designed with architectural elements, materials and colors, and detailing complementary to the primary façade.
- f. Where porches are provided, the minimum depth of the porch shall be six feet.
- g. Accessory structures including detached carports and garages, carriage units, amenity buildings, mail kiosks, etc. shall be design with architectural elements, materials and colors, and detailing that complements the primary buildings in the neighborhood.
- h. A primary building entrance shall be oriented toward the higher street classification adjoining the site or to an internal formal open space.

GATEWAY – COMMERCIAL RETAIL SUBDISTRICT (G-CR)

1. Intent

The Gateway Commercial Retail Subdistrict (G-CR) will accommodate a variety of commercial retail uses offering a wide array of products and services.

Subdistrict Standards

2. Uses Permitted and Uses Permitted on Appeal

Land uses permitted in the Gateway –Commercial Retail Subdistrict (G-CR) are as provided in [Table 4-1](#). Uses permitted on appeal are as provided in [Table 4-1](#). Uses permitted on appeal require review and approval by the Board of Zoning Appeals as a permitted special exception.

3. Yard, Bulk and Height

Yard, bulk and height requirements are as provided in [Table 5-1](#).

4. Accessory Structures

- a. With the exception of permitted signage, accessory structures shall not be constructed in any required front or side yard.
- b. Accessory structures shall be located at least five (5) feet from rear and side lot line and from any building on the same parcel.

5. Development Standards

- a. Buildings should be oriented toward streets and conveniently accessible to streets and pedestrian circulation systems.
- b. Buildings shall be designed to provide a variety of architectural elements, offsets and recesses, changes in materials and colors, varying roof lines, and other design elements to create visual interest. Each side of a building visible from a public street or gathering place should be designed with multi-sided attention to materials and architectural character.
- c. Building entrances shall be distinct from the building façade and clearly visible from parking areas, streets and public spaces. Sidewalks and courtyards leading to building entrances are encouraged.
- d. A unifying palette of non-reflective, natural materials and colors should be used on all sides of buildings.

e. Restaurants and cafés located in the Commercial Retail Subdistrict are encouraged to provide outdoor seating areas to enhance the pedestrian experience.

f. A primary building entrance shall be oriented toward the higher street classification adjoining the site or to an internal formal open space.

GATEWAY – COMMERCIAL OFFICE SUBDISTRICT (G-CO)

1. Intent

The Gateway Commercial Office Subdistrict (G-CO) will accommodate a variety of office and supporting uses offering a wide array of services and products.

2. Uses Permitted and Uses Permitted on Appeal

Land uses permitted in the Gateway – Commercial Office Subdistrict (G-CO) are as provided in [Table 4-1](#). Uses permitted on appeal are as provided in [Table 4-1](#). Uses permitted on appeal require review and approval by the Board of Zoning Appeals as a permitted special exception.

3. Yard, Bulk and Height

Yard, bulk and height requirements are as provided in [Table 5-1](#).

4. Accessory Structures

- a. With the exception of permitted signage, accessory structures shall not be constructed in any required front or side yard.
- b. Accessory structures shall be located at least five (5) feet from rear and side lot line and from any building on the same parcel.

5. Development Standards

- a. Buildings should be oriented toward streets and conveniently accessible to streets and pedestrian circulation systems.

Subdistrict Standards

- b. Buildings shall be designed to provide a variety of architectural elements, offsets and recesses, changes in materials and colors, varying roof lines, and other design elements to create visual interest. Each side of a building visible from a public street or gathering place should be designed with multi-sided attention to materials and architectural character.
- c. Building entrances shall be distinct from the building façade and clearly visible from parking areas, streets and public spaces. Sidewalks and courtyards leading to building entrances are encouraged.
- d. A unifying palette of non-reflective, natural materials and colors should be used on all sides of buildings.
- e. A primary building entrance shall be oriented toward the higher street classification adjoining the site or to an internal formal open space.

GATEWAY – FLEX SUBDISTRICT (G-F)

1. Intent

The Gateway Flex Subdistrict (G-F) is located within the interior of the Gateway District and is intended to allow various commercial retail and offices uses permitted in the Gateway Commercial – Retail and Gateway Commercial – Office Subdistricts while also providing a suitable transition in land uses that includes the flexibility to include a limited mix of residential uses depending upon future market demand. The resulting land use pattern in the Flex Subdistrict will be compatible and complementary with surrounding residential, commercial and office subdistricts and land uses located within the Gateway District.

2. Uses Permitted and Uses Permitted on Appeal

Land uses permitted in the Gateway – Flex Subdistrict (G-F) are as

provided in [Table 4-1](#). Uses permitted on appeal are as provided in [Table 4-1](#). Uses permitted on appeal require review and approval by the Board of Zoning Appeals as a permitted special exception.

3. Yard, Bulk and Height

Yard, bulk and height requirements are as provided in [Table 5-1](#).

4. Accessory Structures

- a. With the exception of permitted signage, accessory structures shall not be constructed in any required front or side yard.
- b. Accessory structures shall be located at least five (5) feet from rear and side lot line and from any building on the same parcel.

5. Development Standards

- a. Uses permitted in the Gateway Residential, Gateway Residential/Mixed-Use, Gateway Commercial-Retail, and Gateway Commercial-Office Subdistricts are allowed as provided in [Table 4-1](#).
- b. Permitted residential land uses including single family detached and attached, multifamily and live-work (as permitted in [Table 4-1](#)) shall not exceed 50 percent of the total land area of the Gateway Flex Subdistrict.
- c. Higher density residential and commercial-retail and commercial-office land uses shall incorporate design elements that soften transitions in scale and massing to protect light and privacy adjacent lower density residences.
- d. Buffer yards shall be provided along property lines where residential uses abut permitted non-residential land uses. Multifamily land uses shall incorporate buffer yards along property lines abutting single-family attached and detached residential uses and non-residential land uses.
- e. Single-family attached and detached residential land uses including live-work (excluding multifamily) shall not exceed

Subdistrict Standards

- 3 stories in building height. Multifamily residential shall not exceed 5 stories.
- f. Commercial-retail and commercial-office sites adjacent to residential property or subdistricts shall adhere to the following design considerations:
 - 1) Buildings closest to adjacent residential property shall be compatible in height and scale as a transition to non-residential uses.
 - 2) Commercial-retail uses with high activity areas such as a drive-through shall locate such features so as to minimize impacts to adjacent or nearby residential property.
 - 3) Loading and service areas including refuse container enclosures are located away from, or design and oriented to minimize impacts to, adjacent residential property.
 - g. Commercial-Retail and Commercial-Office buildings shall incorporate well designed facades on all sides of the building that are adjacent to residential property and shall conform to development standards provided in Section 8.5 and Section 9.5.
 - h. A primary building entrance shall be oriented toward the higher street classification adjoining the site or to an internal formal open space.



Street Standards

STREET TYPES

The Gateway District will provide a hierarchy of streets organized into a planned street network of interconnected streets providing multiple access points for enhanced accessibility and emergency access. The following street sections are provided to illustrate the various types of streets including arterials, collectors, boulevards, local streets and alleys/rear lanes permitted in the Gateway District and its subdistricts. The sections are provided to ensure consistent quality of street design throughout the Gateway District.

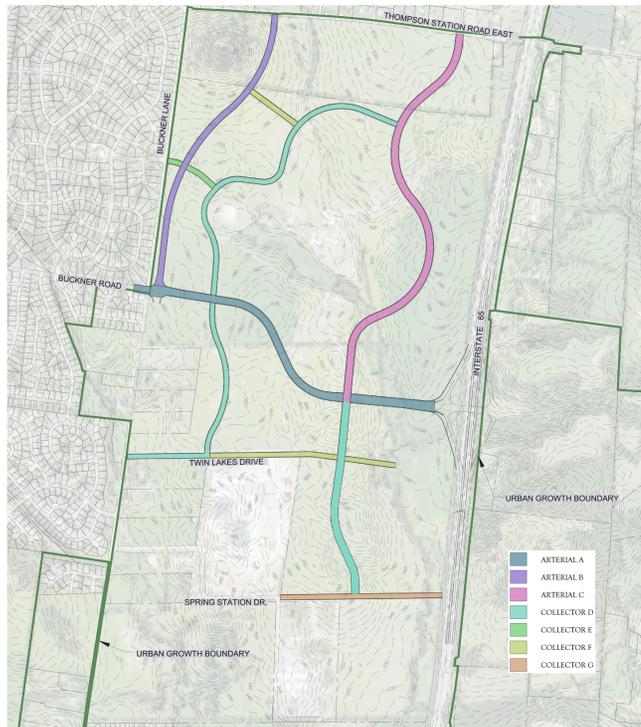
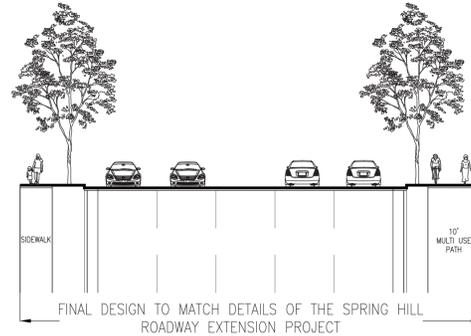
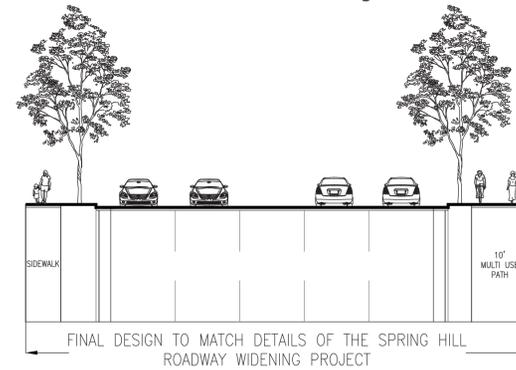


Table 7-1. Road Classifications

1. Arterial 'A' – Buckner Road Extension

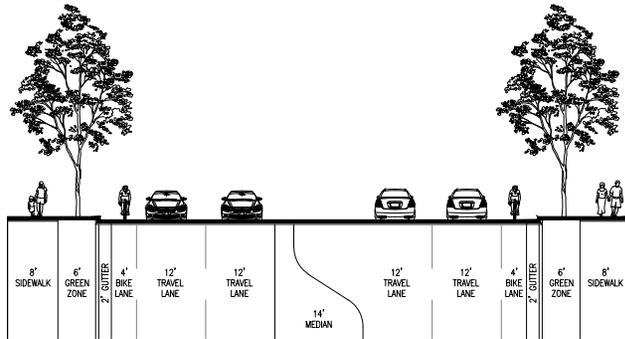


2. Arterial 'B' – Buckner Lane Widening

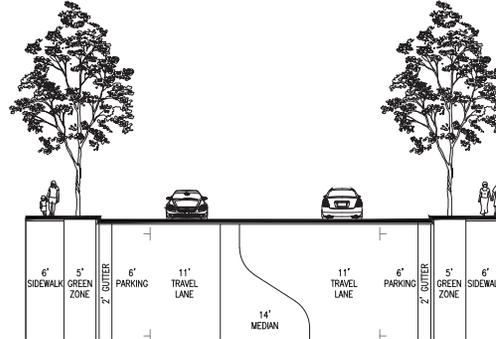


Street Standards

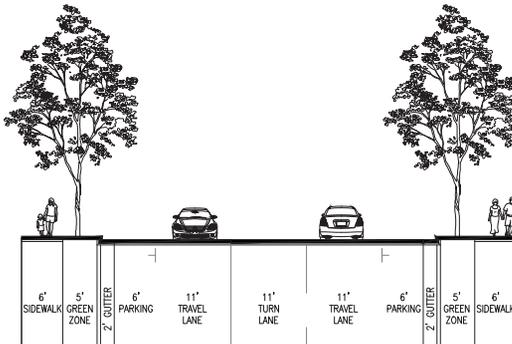
3. Arterial 'C' – Five Lane with Median and Pocket Turn Lanes



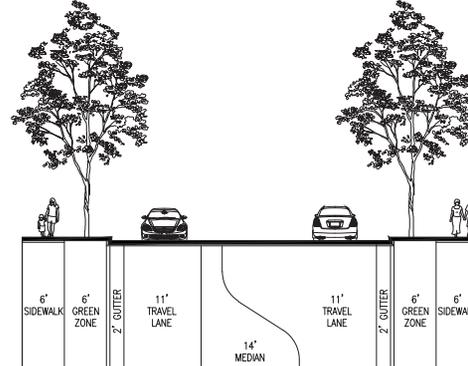
5. Residential Collector 'E' – 3-Lane Median Divided with Pocket Left Turns



4. Major Collector 'D' – 3-Lane with On-Street Parking

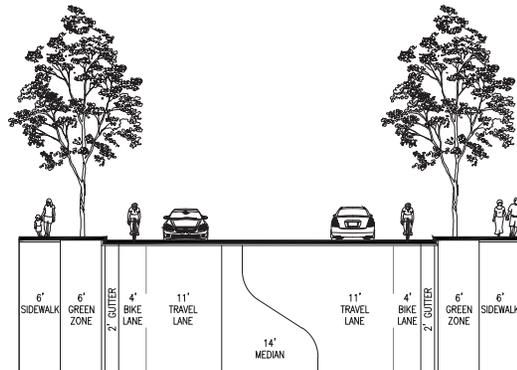


6. Minor Collector 'F' – 3-Lane with Median & Pocket Left Turns

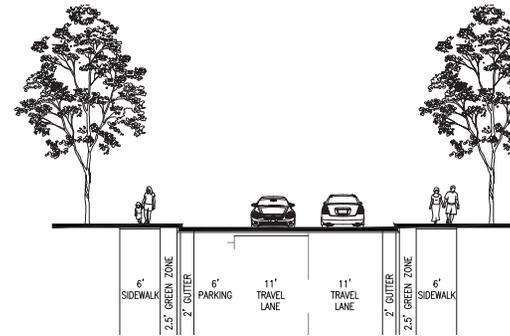


Street Standards

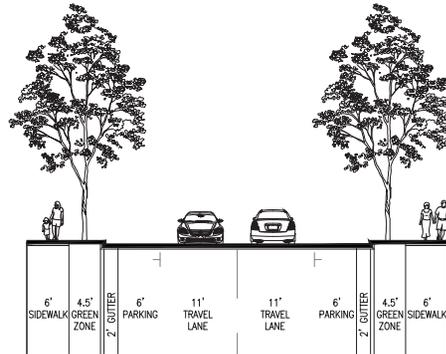
7. Major Collector 'G' – 3-Lane with Median & Pocket Left Turns



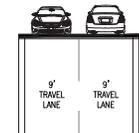
9. Local Street 'I' – 2 Lanes with On-Street Parking on One Side of Street



8. Local Street 'H' – 2 Lanes with On-Street Parking on Both Sides of Streets



10. Alley/Rear Lane 'A' – 2 Lanes





Street Standards

GENERAL STREET STANDARDS

1. Streets should be designed to provide connectivity with surrounding street system and street circulation system within the Gateway District.
2. Streets should be designed to provide safe and convenient access for vehicles, cyclists, and pedestrians within the Gateway District and surrounding community.
3. Streets shall include the installation of sidewalks on both sides of the street unless otherwise illustrated in typical street sections. Sidewalks shall be a minimum of 5 feet in width unless otherwise illustrated in typical street sections contained in Section 7, Street Standards.
4. Pedestrian crossings shall be provided at street intersections.
5. Bicycle lanes a minimum of four feet in width shall be installed along arterial streets, with the exception of the Buckner Lane realignment/widening. Bicycle lanes may be installed along collector streets.
6. All streets within the Gateway District should be constructed with curb and gutter unless otherwise illustrated in typical street sections.
7. Traffic calming measures shall be considered in street design to limit excessive traffic speeds through proper street layout including minimum street widths, short block lengths, raised medians, on-street parking, and other calming measures based upon street classification.
8. Roundabouts shall be permitted to manage traffic turn movements and provide traffic calming.
9. Raised or flush medians shall be allowed on arterial and collector streets. Median breaks shall be allowed where sufficient street geometrics are present.
10. On-street parking shall be allowed on local and collector streets as illustrated in typical street sections in Section 7-1. On-street parking may be parallel or angled parking as illustrated in typical sections and may include bulb-outs.
11. Street landscaping shall be permitted provided landscape materials do not obstruct vehicle sight distance in accordance with AASHTO standards.
12. Transit stops including associated shelters and pull-off lanes shall be permitted along streets located within the Gateway District.
13. Street furnishings including benches, bicycle racks, trash receptacles, etc., shall be permitted along all types of streets within a street furnishing zone located four feet behind back of curb.



Pedestrian and Open Space Standards

PEDESTRIAN CIRCULATION

1. Pedestrian circulation shall be incorporated into design to enhance pedestrian movement and connectivity.
2. Pedestrian walkways shall be provided between parking areas, buildings and gathering places.
3. Benches, seat walls, trash receptacles, and other pedestrian amenities located along sidewalks shall not be placed in a manner to interfere with or obstruct pedestrian movement.

SIDEWALKS

1. Streets shall include the installation of sidewalks on both sides of the street unless otherwise illustrated in typical street sections.
2. Sidewalks shall be a minimum of five feet in width unless otherwise illustrated in typical street sections.
3. Widened sidewalks are encouraged along ground floor retail areas, courtyards and plazas, and outdoor cafes.
4. Pedestrian crossings shall be provided at street intersections.

WALKWAYS

1. Walkways shall be permitted that are either natural or improved surfaces and should be designed to accommodate multiple uses including pedestrian and cyclists. Improved surfaces may include asphalt, concrete or stone dust.
2. Walkways will connect with sidewalks to link neighborhoods with commercial office and retail areas and amenities located throughout the Gateway District.
3. Walkways should be designed to follow natural contours where practical with passing space or rest areas provided along steeper slopes.

4. Wayfinding, informational and interpretive signs shall be allowed along walkways.
5. Walkways shall be a minimum of five feet in width to allow for passing and walking two abreast. Multiuse walkways should be a minimum of eight feet in width.
6. Walkways that cross streets should intersect at 90 degrees and should include signage and/or markings on the walkway warning pedestrians of street crossing.
7. Walkways are encouraged to conveniently connect residential, commercial, office and institutional and recreational uses together along with connection to public transit.

SPRING HILL BICYCLE AND GREENWAY PLAN

The Gateway District will meet and ensure compliance with all requirements set forth in the Spring Hill Bicycle and Greenway Plan. As the extension of Buckner Road and specific parcel development occur, required improvements will be implemented as required by the Spring Hill Bicycle and Greenway Plan.

COMMON OPEN SPACE

Common open space is land area or water dedicated or reserved for the use and enjoyment of all owners and occupants of the Gateway District and its Subdistricts. The creation of common open space provides a variety of benefits including preserving green space and sensitive habitats, enhances property values, creating a stronger sense of community, linking the community together, providing gathering places, providing for a variety of passive and active recreational opportunities, and promoting a healthy lifestyle. The following standards shall apply to common open space:

1. Common open spaces shall contain amenities and other recreational uses beneficial to promoting a healthy lifestyle.



Pedestrian and Open Space Standards

Common open space may include passive recreational uses, active recreational uses, community gardens, and natural areas.

2. Common open space shall be conveniently located and accessible for land uses permitted within the Gateway District.
3. Street furniture including benches, planters, trash receptacles, etc. shall be incorporated into open spaces and other natural features and walkways.
4. The minimum open space requirement for the Gateway District shall be 20 percent measured in aggregate over the entire Gateway District. Individual phases of development may have less than 20 percent open space provided the overall open space for the entire Gateway District is 20 percent of the total land area.
5. Common open spaces may include improved and unimproved land such as bodies of water, streams and buffers, slopes in excess of 15 percent, and environmentally sensitive areas.
6. Formal open space located internal to parcels shall be designed to provide a mix of active and passive activity areas including features such as specialty hardscape, seating, plazas, entertainment venues, etc. A maximum of 50 percent of designated formal open spaces may contain plantings.
7. Stormwater facilities and drainageways designed as an amenity shall count toward open space requirements.
8. Courtyards, rooftop gardens, plazas and other similar gathering places shall count toward common open space requirements.

OWNERSHIP AND MAINTENANCE OF COMMON OPEN SPACE

1. Common open space shall either be conveyed to a public entity which will agree to maintain the common open space and any related improvements or be conveyed to a Property Owners Association (POA) for maintenance of the common open space.

2. An organization for the ownership and maintenance of any common open space shall be established and shall not be dissolved or shall it dispose of any common open space without first offering to dedicate such property to the City subject to the City accepting responsibility for ownership and maintenance of such property.

TRANSIT-SUPPORTIVE DESIGN

1. Transit-supportive design shall be provided to support the mix of land uses permitted in the Gateway District.
2. Sidewalks, walkways and pathways shall be provided to encourage pedestrian circulation and connectivity.
3. Bicycle parking and storage facilities are encouraged in commercial, office and mixed-use areas.
4. Parking areas and private parking structures may be utilized for ride-share and park-and-ride services.
5. Transit facilities including transit stops and shelters shall be permitted to support transit services.
6. Bus pullouts shall be allowed on all street types except Arterial streets. Bus pullouts should not be installed at mid-block locations.



Access, Parking and Loading Area Standards

ACCESS

1. Curb cuts for entrances and service drives onto public streets shall not be located within 50 feet from the curb line of an intersecting street measured from the nearest point of the driveway.
2. Driveways shall not be constructed within the radius return of a street intersection.
3. Driveway width for non-residential land uses shall be a minimum of 12 feet and a maximum of 30 feet and a driveway or curb cut for non-residential land uses shall not be closer than 10 feet to any property line or closer than 40 feet to another curb cut or access drive on the same side of the street.
4. No more than two curb cuts shall be permitted for any property with frontage of 300 feet or less on any one street.
5. No driveway to an arterial shall be allowed within 125 feet of an intersecting road. On collector and local streets, no driveway shall be allowed within 30 feet of an intersecting road.
6. Left turn storage lanes and deceleration lanes shall be allowed on arterial streets.
7. Shared access easements shall be allowed along arterial, collector and local streets.

PARKING

1. Parking requirements for land uses located within each Subdistrict shall be as provided in [Table 9-1, Minimum Parking Requirements](#).
2. On-street parking shall be permitted on local and collector streets designed with sufficient width and may include angled or parallel parking spaces.
3. On-street parking spaces shall generally be a width of eight feet measured from face of curb and a length of twenty-two feet. On-street parking spaces may also be provided for motorcycles utilizing smaller space dimensions.

Use Type	Minimum number of spaces/1,000 sf.	Additional Requirements
Agricultural Uses		
Agricultural Use	---	2 spaces/dwelling unit
Residential Uses		
Single-family detached dwelling	---	2 spaces/dwelling unit
Single-family attached dwelling (excluding multifamily)	---	2 spaces/dwelling unit
Multifamily	---	0-1 BR: 1.5 spaces; 2BR: 2.5 spaces; 3+ BR: 3 spaces
Work/Live (including loft-style)	---	0-1 BR: 1.5 spaces; 2BR: 2.5 spaces; 3+ BR: 3 spaces
Senior Housing or Independent Living	---	1 space/housing unit
Community Living/Assisted Living/Retirement Home	---	1 space/housing unit
Residential above ground floor commercial	---	0-1 BR: 1.5 spaces; 2BR: 2.5 spaces; 3+ BR: 3 spaces
Office and Commercial Uses		
Office Use	3.3	
Convenience Store	4	
Financial/Bank	3.3	5 queue spaces for each service lane
Personal Services	2.5	
Medical Office	4	
Theater	4	1 space/4 seats
Retail and/or Commercial Use	4 spaces for structures up to 250,000 sf; 3.0 spaces for structure 250,000 sf or more	
Food Services (includes Grocery)	5 spaces	0.75 spaces/employee on largest shift
Restaurant (excluding outdoor dining area)	10 spaces	0.75 spaces/employee on largest shift
Restaurant - Drive-In/Drive-Through	7 spaces; if no dining area provided 1 space per 300 sf of building area	8 queue spaces for each service lane; Stacking lanes should be located to side or rear of building
Hotel	---	1 space/guest room; 0.75 spaces/employee on largest shift; 0.2 spaces/person of max. occupant load in assembly areas
Hospital	---	3 spaces/bed
Day Care	2	1 space/employee; 5 stacking/standing spaces
Public/Institutional Uses		
Place of Worship	---	1 space/ 5 seats
Schools and education facilities (including elementary, secondary, vocational, trade and colleges and universities)	---	1 space/5 seats, or 2 spaces/3 employees, or 1 space per 1,000 sf of gross floor area, whichever is greater
Public Buildings and Uses (including fire hall)	2	Additional parking may be required to accommodate shift changes
All other Civil and Institutional Uses	---	1 space/3 persons rated capacity

Table 9-1. Minimum Parking Requirements

Access, Parking and Loading Area Standards

4. Off-street parking spaces shall generally be a width of nine feet measured from face of curb and a length of eighteen feet.
5. Angled on-street parking shall utilize either a 45 degree or 60 degree orientation.
6. Required off-street parking shall be located on the same parcel with the primary use or structure unless otherwise permitted.
7. Off-street parking areas serving non-residential uses may be located in front yard provided the parking area is directly accessible to the main entrance of the tenant and is screened along the frontage facing the public street with a screening wall, berm, and/or landscaping materials.
8. Off-street parking areas serving multifamily residential shall be located in the rear or side yard and shall not be located in the front yard facing a public street.
9. Off-street parking shall be designed to minimize direct views of parked vehicles from the street right-of-way.
10. Off-street parking shall be designed with a hierarchy of circulation that includes interconnected drives and direct access to parking spaces.
11. Off-street parking areas should avoid large, unbroken expanses of pavement by dividing parking into small paved areas separated by landscaping, access drives, or structures.
12. Off-street parking areas shall be surfaced with asphalt, concrete, brick, or stone pavers installed and maintained to dispose of all surface water accumulation.
13. Off-street parking should be arranged for convenient and safe access of pedestrians and vehicles. Parking shall be designed to provide a continuous circulation pattern.
14. Parking garage structures shall meet all area, height, bulk and setback requirements for a permitted principal building in the Subdistrict in which the facility will be located.
15. Off-street parking areas shall not be used for the purpose of displaying equipment, material or supplies or for the sale, repair or dismantling of vehicles.
16. Off-street parking requirements may be reduced up to a total combined maximum of 25% by utilizing on-street parking, transit-friendly design, and/or shared parking based on the following criteria:
 - a. Off-street parking requirements may be reduced by one space for each on-street parking space provided (1:1 ratio) up to a maximum reduction of 25% of the total required off-street parking requirement with the provision on-street parking located along streets directly adjoining the property. On-street parking that does not directly abut the property shall not count toward the reduction in off-street parking requirements.
 - b. Off-street parking requirements may be reduced up to a maximum of 25% with the provision of transit supportive design to include elements such as installation of bicycle racks, preferred carpool parking spaces, and/or transit stops within ¼ mile of property to promote transit and alternative forms of transportation to reduce vehicle traffic.
 - c. Where two or more adjacent non-residential uses have distinct and different peak parking usage periods, off-street parking requirements may be reduced up to a maximum of 25% with the provision of shared parking. Shared parking spaces shall be located within 1,250 feet of the primary entrance of all uses served and should not be separated from the use they serve by an arterial or collector street.
 - d. A parking study shall be submitted when requesting a reduction in off-street parking requirements utilizing on-street parking, transit supportive design, and/or shared parking in order to quantify the appropriate reduction in required off-street parking.

Access, Parking and Loading Area Standards

BICYCLE FACILITIES

1. Adequate short and long-term bicycle parking facilities shall be provided in the Commercial-Retail (G-CR), Commercial-Office (G-CO) and Flex Subdistricts for non-residential uses. Multifamily, live-work, and residential above ground floor retail residential uses shall have adequate bicycle parking facilities for residents.
2. Short-term bicycle parking is encouraged for uses permitted in the Commercial-Retail (G-CR), Commercial-Office (G-CO) and Flex Subdistricts for non-residential uses, especially for shoppers, customers, messengers and other visitors to the site. Short-term bicycle parking facilities may include a single or tandem rack or other device to enable one or more bicycles to be secured. Short-term bicycle parking facilities when provided should be located conveniently to the entrance of the building such facilities serve.
3. Developments with surface or structured parking areas with 50 or more automobile parking spaces shall provide long-term bicycle parking facilities for employees, residents, and commuters, which shall comply with the following standards:



- a. Bicycle parking spaces shall be conveniently located, but in no case shall such facilities be located farther than 100 linear feet from the primary building entrance.
- b. One bicycle parking space shall be provided for every 20 off-street parking spaces
- c. The bicycle parking facility shall include a rack or other device to enable bicycles to be secured.

LOADING AREAS

1. Loading areas or similar spaces including loading docks, service entrances, and maintenance areas shall be shielded from view from adjacent public streets, pedestrian corridors and open spaces using screening measures in accordance with [Section 11, Screening Standards](#).





Landscaping Standards

GENERAL LANDSCAPING

1. Existing trees to be preserved shall be protected during construction.
2. Plant materials used for erosion and sediment control and steep slopes should achieve 100 percent soil coverage within two years of installation.
3. Street Trees.
 - a. Street trees shall be planted along public streets a minimum of one shade tree planted along the frontage length at an average of 50-foot intervals. Spacing may vary slightly based upon residential types and to avoid conflicts with driveways, lighting, and street furnishings.
4. All shade tree species shall be classified as a large shade tree by industry standards. The minimum size at planting shall be 2 1/2-inch caliper and shall meet American Nursery Standards, current edition.

PARKING AREA LANDSCAPING STANDARDS

1. Off-street parking should be screened by landscaping or buildings.
2. Parking areas adjoining a public street shall be screened to a height of three feet by walls, berms, landscaping or a combination of these. If landscaping is used, the planting bed shall be a minimum of 6 feet wide and shall contain shade tree plantings at 40 foot intervals along the perimeter street.
3. Native plant materials are encouraged.
4. Plantings shall be evergreen for year-round screening and reach a minimum height of 24-inches at maturity.
5. Landscaping in parking areas shall be irrigated.
6. If berms are used, the berm shall be constructed a minimum of three feet tall with undulations for visual interest including openings for pedestrian pathways.

IRRIGATION

1. Irrigation shall be provided to ensure longevity and health of planting areas.
2. Irrigation systems and all irrigated landscape areas shall be automatically controlled.
3. Irrigation systems may include a combination of spray systems, drip systems, and other suitable systems based upon the irrigation needs of specific plant materials.
4. Irrigation systems shall be installed below ground with spray heads located flush with ground surface.
5. Irrigation backflow preventers shall be screened or concealed.

MAINTENANCE

1. Trees and landscape materials should be watered deeply to promote deep rooting and should be fertilized as recommended by horticultural practices for the species.
2. Trees and shrubbery should be pruned in accordance with recommended trimming standards for the species to maintain intended shapes and sizes and to ensure the health and safety of the public.
3. Dead plant materials shall be replaced with comparable plant materials.





Screening Standards

BUFFER STANDARDS

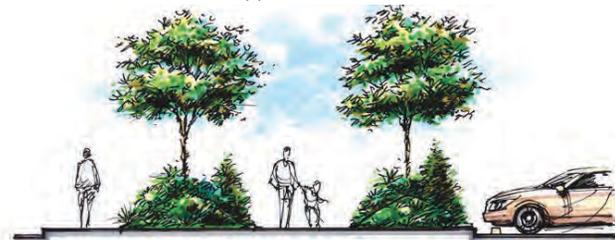
1. Commercial, office, and multifamily residential parcels adjoining single family attached and detached residential neighborhoods shall provide landscaped buffers a minimum of 25 feet in width along common property lines consisting of a variety of evergreen and deciduous trees, shrubbery, and other landscape treatments to provide a visual screen between land uses.
2. The buffer yard should normally run parallel to the property. However, design variations, especially when used to incorporate natural vegetation and terrain features, shall be considered. The depth of the buffer yard may vary slightly along a property line provided that:
 - a. The total land area of the buffer yard is equal to or greater than the total land area required if the buffer yard ran parallel to the property line; and
 - b. Additional supplemental screening measures such as berms, walls and/or additional landscaping are provided where appropriate to ensure proper screening.
3. Berms, screening walls or fences may be utilized within buffer areas to further complement landscape buffers.
4. The use of earthen berms within a buffer yard may be incorporated into the design of the buffer yard provided disturbance to existing vegetation can be minimized.

GENERAL SCREENING

1. Mechanical Systems
 - a. Roof-mounted equipment including HVAC, exhaust fans, plumbing penetrations, solar equipment, telecommunication equipment, mechanical systems, and ventilation vents, shall not be visible from public streets. The use of parapet walls around the entire perimeter of flat roofs may be used to properly screen roof-mounted mechanical equipment from

public view.

- b. Ground-mounted equipment including HVAC and other building systems located on the outside of the building at ground level shall not be visible from public streets or public spaces.
 - c. For ground-mounted equipment, screening consisting of screening wall around the perimeter of the equipment with sufficient access for maintenance shall be provided.
 - d. Screening should include both a screening wall and landscaping around the perimeter of the wall.
2. Service and Loading Areas
 - a. Service and loading areas should be oriented toward the rear of buildings out of public view. Where service areas are in public view, proper screening measures that include a combination of a screening wall and landscaping shall be provided.
 - b. Refuse collection areas shall be screened with a screening wall a minimum of eight (8) feet in height (taller if a larger refuse container is utilized) with lockable gates.
3. Screening Walls
 - a. Screening walls should be designed with materials that complement the primary building and include landscaping to further enhance appearance.





Lighting Standards

GENERAL STANDARDS

1. Streetscapes

- a. Street lights shall be placed along the street for all street types except alleys/rear lanes.
- b. Street lights shall be spaced in accordance with the City of Spring Hill lighting design requirements with adjustments in location as needed in consideration of property line placement and landscaping.
- c. Street lights may be placed in medians where the median is of sufficient width to maintain a minimum distance of three feet or more from back of curb to the face of the light fixture pole.
- d. Street light fixtures shall be designed or shielded to prevent glare upon adjoining property and residential areas.
- e. Street light fixture locations shall be designed to avoid conflicts with landscape materials including trees.
- f. Street lights shall be sufficient to provide lighting along streets and sidewalks including street intersections and pedestrian crossings.



Gateway Planned Zoning District Standards

2. Parking Areas

- a. Light fixtures shall be provided within all parking areas.
- b. Light fixtures shall be recessed and directed downward or shielded to minimize glare to adjacent residential properties.
- c. Lighting shall be designed to provide adequate safety and uniform lighting throughout the entire parking area.

3. Other Public Spaces

- a. Pedestrian-scale lighting should be utilized in public spaces to encourage pedestrian activity throughout the community.
- b. Lighting in public spaces should define pedestrian spaces.
- c. Pedestrian-scale lighting should be placed at consistent intervals.
- d. Lighting shall be designed to minimize light spill onto adjacent residential areas.



June Lake | Spring Hill, Tennessee



Sign Standards

GENERAL STANDARDS

The purpose of these signage standards is to establish specific sign standards that ensures signs are design for the purpose of identifying a business or location in an attractive and functional manner. The following general standards shall apply to signage in the Gateway District:

1. A sign plan shall be submitted with the Site Development Plan for each phase of development that details the size and location, materials and illumination of each sign.
2. All permanent, on premise signage shall be constructed of rigid, durable, low-maintenance, weather-resistant material such as wood, MDO plywood, hard plastic, aluminum, steel, glass, Plexiglas, fiberglass or other approved composite material.
3. Appropriate materials for sign background or supports included brick, natural stone, wood, EIFS used in combination with brick or stone, and metal panels when used with brick or stone. Prohibited materials for sign backgrounds or supports include exposed metal poles, smooth-face concrete block, and metal panels or plastic when used without brick or natural stone accents.
4. On premises, permanent signage should not be constructed of non-rigid materials including, but not limited to, vinyl, fabric, canvas, or corrugated plastic with the exception of approved permitted canopies, awnings and porticoes.
5. Signs shall be constructed in accordance with applicable provisions of the National Electric Code including providing a minimum horizontal and vertical clearance from electrical lines.
6. The height of freestanding signs shall be measured from the average finished grade at the base of the sign to the highest element of the sign.
7. Sign area shall include the total area of the sign including background, frame, ornamentation and copy area.
8. Signs shall not be located so as not to obscure the view of

pedestrians or vehicular traffic as defined by AASHTO standards.

9. Signs, together with their supporting structure, shall be maintained in good, safe repair and shall be maintained in quality condition, including periodic application of paint or other weatherproofing materials to prevent rust or decay.
10. Private development signage shall not be placed on public property or within a public right-of-way.

PERMITTED SIGNS

Permitted Signs allowed within the Gateway District and Subdistricts shall be as provided in Table 13-1. The following signs shall be permitted in the various subdistricts located within the Gateway District.

Table of Permitted Signs by Subdistrict					
Permitted Sign Type	Subdistricts				
	Gateway - Residential	Gateway - Residential/ Mixed Use	Gateway - Commercial Retail	Gateway - Commercial Office	Gateway - Future Flex
Wall Sign		P	P	P	P
Awning Sign		P	P	P	P
Canopy Sign		P	P	P	P
Projecting Sign		P	P	P	P
Hanging Sign		P	P	P	P
Window Sign		P	P	P	P
Monument Sign	P	P	P	P	P
Monument Sign (Multiple Tenant)			P	P	P
Skyline Sign				P	P
Entry Sign	P	P	P	P	P
Menu Board Sign			P	P	P
Sandwich Board Sign		P	P	P	P
Temporary Sign	P	P	P	P	P

Table 13-1. Permitted Signs by Subdistrict

Sign Standards

1. Wall Sign

A wall sign is a building sign that is attached parallel to the building façade. A wall sign may be painted on the building façade. The following standards shall apply:

- a. Wall signs shall complement architectural elements and details.
- b. A wall sign cannot project more than 14 inches from the building façade on which it is installed.
- c. Should the wall sign have an exposed raceway, the raceway shall be finished to match the building façade.
- d. For multiple tenants located on a ground floor, one (1) wall sign shall be permitted for each tenant with an exterior entrance.
- e. For a property facing more than one public street, one (1) wall sign shall be permitted for each façade facing a public street not to exceed a maximum of two (2) wall signs per property. Wall signs shall not be permitted on any façade where a



Gateway Planned Zoning District Standards

Skyline Sign has been installed on the same building façade.

- f. A wall sign shall have a maximum sign area of 1.5 square feet of sign area per 1 linear foot of building façade or 36 square feet, whichever is greater.
- g. Wall signs may be internally or externally illuminated. External illumination shall be directed upon the sign area.

2. Awning Sign

A sign displayed on an awning or canopy face that is attached to the front façade of a building. The following standards shall apply:

- a. One awning sign shall be permitted per awning and shall be placed on the valance portion of the awning only.
- b. Buildings with frontage upon two or more public streets may have a one awning sign per awning for each street not to exceed a total of two awning signs for the entire building or tenant space.
- c. Maximum sign area for awning sign shall be 25 percent of the awning face.
- d. Awning signs shall not extend more than 10 feet from the building façade face.
- e. Awnings signs shall not be internally or externally illuminated.

3. Canopy Sign

A sign that is attached to a rigid structure that may be attached to a building façade and may be supported by columns, posts or braces extending to the ground. The following standards shall apply:

- a. One canopy sign per building façade face.
- b. The canopy sign shall be placed on the valance portion of the canopy only.
- c. The canopy sign shall not exceed 25 percent of the canopy

Sign Standards

face.

- d. The canopy sign shall not project above or below the canopy or roofline.
- e. No more than one canopy sign shall be allowed for any leasable tenant space.
- f. Canopy signs shall not be internally or externally illuminated.

4. Projecting Sign

A sign attached to a building and extending in whole or part more than eighteen inches beyond the façade of the building. The following standards shall apply:

- a. The projecting sign shall not be located lower than eight feet above ground level.
- b. Maximum sign area shall be six square feet per face with an aggregate of twelve square feet for both sides of sign.
- c. Projecting sign shall only be located above the ground level of the building.



Gateway Planned Zoning District Standards

- d. The projecting sign shall not project more than four feet from the building façade on which it is affixed.
- e. The projecting sign shall be mounted perpendicular to the building façade on which it is affixed.
- f. No more than one projecting sign shall be allowed for any leasable tenant space.
- g. Projecting signs shall not be internally or externally illuminated.

5. Hanging Sign

A sign suspended from and located entirely beneath a covered porch, portico, covered walkway or awning. The following standards shall apply:

- a. One hanging sign is permitted per building façade face per tenant.
- b. Maximum sign area shall be four square feet with an aggregate of eight square feet.
- c. Minimum ground clearance shall be eight feet and shall not extend more than four feet from the building façade face.
- d. Hanging signs shall not be mounted above the roofline.
- e. Hanging signs shall not be internally or externally illuminated.

6. Window Sign

A sign located fully within the interior of a building and mounted within 2 feet of the inside of a window or grouping of windows or door. The following standards shall apply:

- a. A window sign shall not exceed 30 percent of the aggregate window and door area.
- b. Window signs shall only be permitted on the ground floor of a building.
- c. Window signs may be painted on the interior of the window or constructed of vinyl, paper, cloth of other similar material.

Sign Standards

- d. Signs containing hours of operation or names of professionals shall not exceed six square feet and shall not be calculated as part of total allowable window sign area.
- e. Visible exposed neon and LED signs are not allowable window signs.

7. Monument Sign

A ground-mounted sign that is attached along its entire perimeter to a continuous pedestal constructed of brick and/or stone and located on the same parcel. The following standards shall apply:

- a. A monument sign must be set back a minimum of 10 feet from the front property line.
- b. Each property facing a public street is permitted one (1) monument sign per street. Where a property has more than two separate street frontages, only two (2) monument signs shall be permitted with no more than one (1) monument sign per street.
- c. The maximum height of a monument sign facing an arterial street is 10 feet. The maximum height of a monument sign facing a collector, boulevard or local street is 5 feet. Maximum height shall be measured from the average finished grade of the pedestal supporting the sign.
- d. The maximum sign area per sign face for a monument sign facing an arterial street is 64 square feet. The maximum sign area per sign face for a monument sign facing a collector, boulevard or local street is 48 square feet.
- e. The base of the sign shall be a minimum of two feet in height.
- f. The base shall be fully landscaped.
- g. Monument signs may be internally or externally illuminated.
- h. Businesses selling motor fuel to the public may have one permanently mounted fuel price sign located within the permitted monument sign. The sign area for the fuel sign shall

not exceed 24 square feet per sign face and shall be combined with the maximum allowable sign area for a monument sign based upon the street classification of street upon which the monument sign is located. Only one fuel price sign shall be permitted on a property regardless of the number of street frontages.



8. Monument Sign (Multi-tenant non-residential uses)

A ground-mounted sign serving multiple tenants that is attached along its entire perimeter to a continuous pedestal constructed of brick and/or stone and located on the same parcel. The following standards shall apply:

- a. A multi-tenant monument sign shall be permitted for a property containing five (5) or more tenants located in a single building or multiple buildings on the same property. The sign must be located on the same property that each tenant occupies.
- b. The sign shall be designed to complement the architecture and materials of the primary building(s) located on the property.

Sign Standards

- c. The monument sign shall be set back a minimum of 15 feet from the front property line.
 - d. One multitenant monument sign shall be permitted for a parcel containing multiple tenants.
 - e. The maximum height of the monument sign facing an arterial street is 12 feet. The maximum height of a monument sign facing a collector, boulevard or local street is 10 feet. Maximum height shall be measured from the average finished grade of the pedestal supporting the sign.
 - f. The maximum sign area per sign face for a monument sign facing an arterial street is 96 square feet. The maximum sign area per sign face for a monument sign facing a collector, boulevard or local street is 64 square feet.
 - g. The base of the sign shall be a minimum of two feet in height.
 - h. Monument signs for multiple tenants may be internally or externally illuminated. External illumination shall be directed solely upon the sign area.
9. Skyline Sign
- A building sign attached parallel to the façade of a building and located on the upper band of a building. The following standards shall apply:
- a. A building sign attached flat to or mounted away from the building façade. The skyline sign may be parallel to the building façade and shall be located in the upper band of a building
 - b. A skyline sign is only allowed on a building greater than 75 feet in height.
 - c. The maximum area of a skyline sign is 400 square feet.
 - d. The maximum height of a skyline sign is 14 feet.
 - e. The maximum width of a skyline sign is 30 percent of the façade length.
- f. No portion of the skyline sign shall extend above the roof line or above the parapet wall of a building with a flat roof.
 - g. No more than one skyline sign per façade facing a public street is allowed.
 - h. No wall signs are permitted on façade utilized for skyline sign.
 - i. Raceways are not permitted on skyline signs.
 - j. A skyline sign may be internally illuminated.



10. Entry Sign

An illuminated or non-illuminated entry sign that is either free-standing or placed on the face of an entrance wall to a development. The following standards shall apply:

- a. Free-standing entry signs shall be located within a common open space or a private lot with an easement dedicated to a property owners association for access and maintenance of the sign.

Sign Standards

- b. One entry sign shall be allowed if located within a median of a primary entrance if within a common open space and not within the public right-of-way.
- c. Only one entry sign shall be allowed on each side of a primary entrance.
- d. An entry sign may be incorporated into the design of an entry wall located on either side of an entryway.
- e. Maximum sign area for an entry sign shall be 32 square feet per side with a total of 64 square feet aggregate for both sides for a sign placed in a median.
- f. Maximum height shall be six feet measured from average finished grade at base of sign.
- g. The base of the entry sign shall be landscaped.
- h. Entry signs may be externally illuminated provided the light source is shielded from adjacent buildings and streets. External illumination shall be directed solely upon the sign area.

11. Menu Board Sign

A permanently mounted sign used in conjunction with a restaurant providing drive-through services. The following standards shall apply:

- a. Menu boards shall be permitted for restaurants providing drive-through services.
- b. One menu board sign is permitted per restaurant and may be free-standing or wall-mounted.
- c. Menu boards shall not be located within the required front yard of a property.
- d. Maximum sign area for a menu board sign shall be 24 square feet.

- e. Maximum height of six feet measured from average finished grade at base of sign.
- f. Menu board signs may be internally illuminated.

12. Sandwich Board Sign

A portable sign that is self-supporting on the ground with two flat faces constructed of durable materials. The following standards shall apply:

- a. Sandwich board signs shall be constructed of quality and durable wood or metal. Grained plywood shall not be an acceptable materials.
- b. Edges shall be covered with molding.
- c. Sandwich boards shall not utilize changeable copy.
- d. Erasable slate chalk boards shall be permitted.



Sign Standards

13. Temporary Sign

Temporary signs are not permanently anchored to the ground or affixed to a structure and are not considered a portable sign. The following standards shall apply:

- a. Maximum sign area for a temporary sign shall be 32 square feet per side with a total of 64 square feet aggregate for both sides.
- b. Maximum height of six feet measured from average finished grade at base of sign.
- c. Minimum set back of fifteen feet unless otherwise regulated. The temporary sign shall not obstruct pedestrian or vehicular visibility.
- d. No more than one temporary sign shall be allowed per parcel.

PROHIBITED SIGNS

Prohibited signs in the Gateway District shall include airborne signs, animated signs, balloons, banners, billboards, blade banners, electronic display screen signs (except a menu board sign), electronic message center signs, feather flags flashing signs, inflatable signs, off premise signs, portable signs, private signs on utility poles, pennants, portable signs, roof signs, rotating signs, snipe or hand-tacked signs, streamers, stringers, vehicle or trailer signs, and wind signs. Signs shall not be located in a public right-of-way. Search lights, beacons, or similar devices are prohibited. Signs emitting audible sound, odor or visible matter such as smoke or steam shall be prohibited.

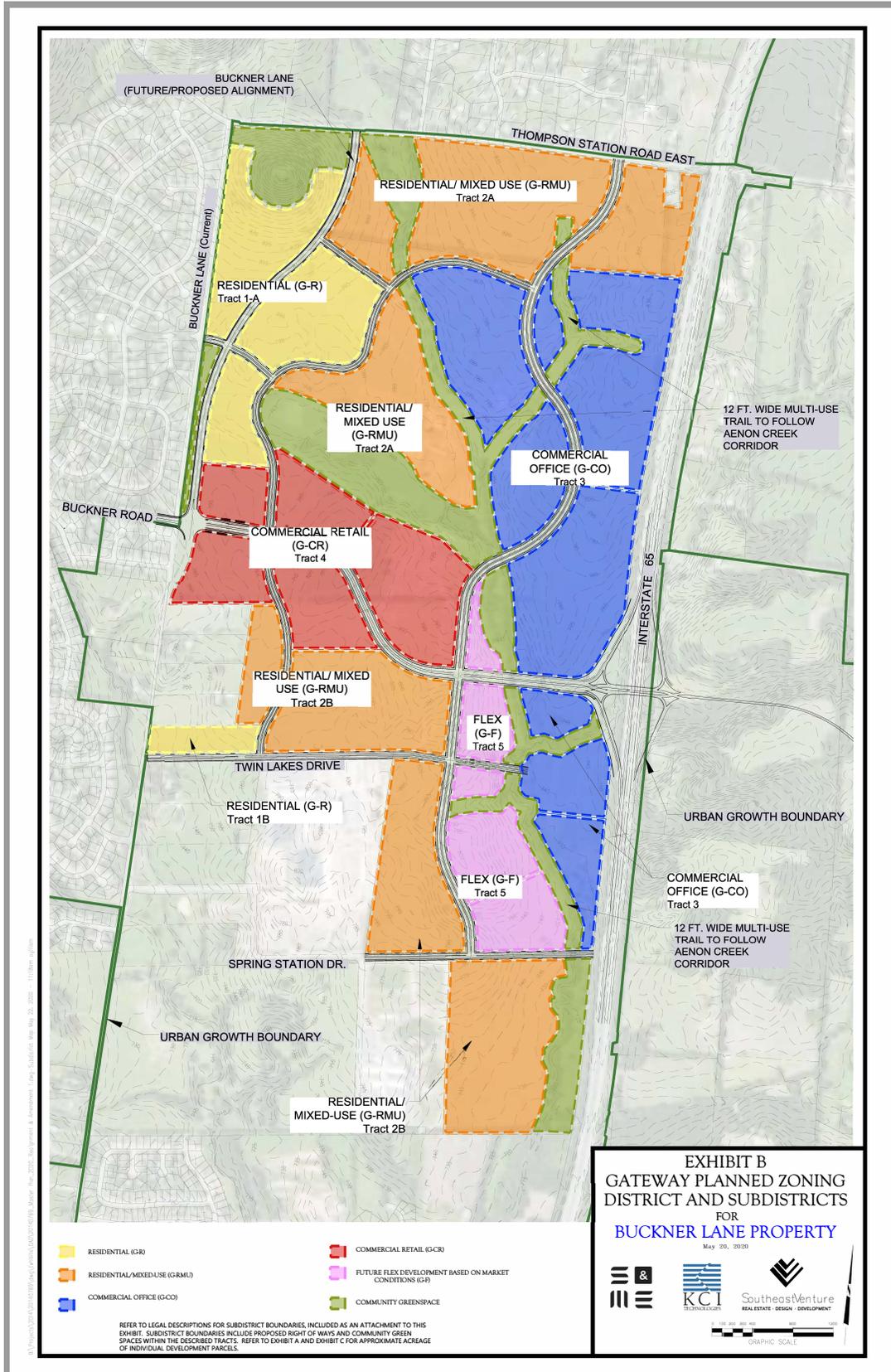
SIGNS EXCLUDED FROM REGULATION

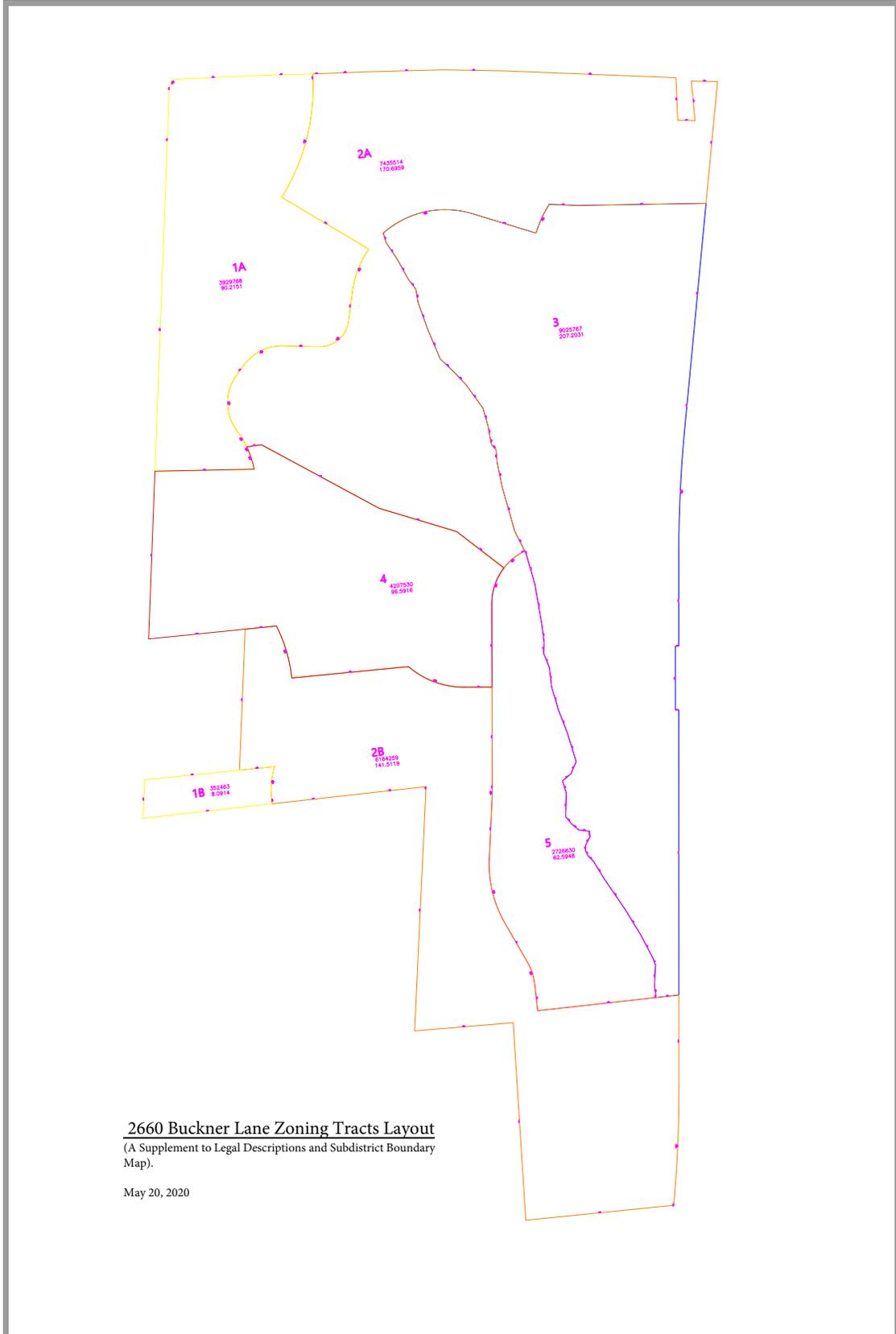
Excluded signs as referenced in the Zoning Ordinance of Spring Hill as amended shall be excluded in the Gateway District with the exception of those signs specifically permitted in the Gateway District.

SIGN ILLUMINATION

1. External illumination shall be permitted provided the illumination is a white, steady, stationary light of reasonable intensity that does not move or change color and is directed solely at the sign.
2. The external light source shall be shielded from adjacent properties, streets and sidewalks and shall not be of sufficient brightness to cause glare or other nuisances to adjacent properties.
3. Internal illumination shall be permitted provided the internal illumination provides white, steady, stationary lighting through translucent materials that does not move or change colors.
4. Channel letters may be internally lit or back-lit.
5. No sign shall contain or be illuminated by flashing or intermittent lights.
6. Visible transformers are prohibited.
7. Interior or exterior illumination shall not be of such intensity as to cause glare or impair vision for pedestrians or vehicular traffic.
8. Neon, rope lighting or bare light bulbs in any form on a sign or the exterior of a building or any other structure is prohibited.







2660 Buckner Lane Zoning Tracts Layout
(A Supplement to Legal Descriptions and Subdistrict Boundary Map).

May 20, 2020

Residential (G-R) Tract 1A Description

Being a tract of land lying in the 11th council district of Williamson County, Tennessee.

POINT OF COMMENCEMENT being a found concrete monument lying on the Southwest Right-of-Way (ROW) intersection of interstate 65 and Thomson's Station Road East; thence, along the Southern ROW of said Thomson's Station Road East with the following: N 83°04'16" W 225.41' to a found 1/2" iron rod; thence N 83°06'19" W 130.00' to a found concrete monument; thence N 03°06'52" E 25.36' to a point; thence N 82°09'52" W 1472.76' to a point; thence N 83°25'53" W 518.91' to a point; thence N 85°53'08" W 628.78' to a point; thence N 86°39'25" W 426.77' to a point; thence N 86°10'20" W 61.50' to a point lying on the said Southern ROW of Thomson's Station Road East at its intersection with the centerline of a proposed road, said point being the true and actual Point of Beginning.

thence, along said centerline of a proposed road, S 04°02'33" W 65.22' to a point;

thence with a curve to the right having an arc length of 1042.16', a radius of 1802.29', a central angle of 33°07'50" and having a chord bearing and distance of S 20°37'46" W, 1027.70' to a point lying on the centerline intersection of proposed roads;

thence along the centerline of a proposed road S 53°38'23" E 866.59' to a point lying on the centerline intersection of proposed roads;

thence along said centerline with the following: with a curve to the left having an arc length of 386.65', a radius of 800.00', a central angle of 27°41'31" and having a chord bearing and distance of S 26°56'50" W, 382.90' to a point;

thence S 13°06'04" W 263.73' to a point;

thence with a curve to the right having an arc length of 365.55', a radius of 250.00', a central angle of 83°46'43" and having a chord bearing and distance of S 54°59'25" W, 333.85' to a point;

thence N 83°07'13" W 308.97' to a point;

thence with a curve to the left having an arc length of 385.46', a radius of 400.00', a central angle of 55°12'48" and having a chord bearing and distance of S 69°16'23" W, 370.72' to a point;

thence S 41°39'59" W 106.58' to a point;

thence with a curve to the left having an arc length of 510.95', a radius of 400.00', a central angle of 73°11'15" and having a chord bearing and distance of S 05°04'21" W, 476.91' to a point;

thence with a reverse curve to the right having an arc length of 363.00', a radius of 800.00', a central angle of 25°59'53" and having a chord bearing and distance of S 18°31'20" E, 359.90' to a point lying on the centerline of a proposed road;

thence, leaving said centerline of a proposed road, N 85°35'56" W 850.02' to a point lying on the Eastern ROW of Buckner Lane;

thence, along said Eastern ROW of Buckner Lane with the following: N 07°42'54" E 2425.87' to a point;

thence N 07°42'54" E a distance of 830.47' to a point;

thence N 11°24'07" E 44.74' to a point lying on the Southeast ROW intersection of said Buckner Lane and said Thomson's Station Road East;

thence along said Southern ROW of Thomson's Station Road East with the following: with a curve to the right having an arc length of 92.44', a radius of 65.00', a central angle of 81°29'11" and having a chord bearing and distance of N 52°08'43" E, 84.85' to a point;

thence S 87°06'42" E 621.40' to a point;

thence S 86°10'20" E 542.84' to the point of beginning;

Tract having an area of 3,929,768 square feet or 90.215 acres.

Bearings based on Tennessee State Plane Coordinate System

Residential (G-R) Zoning Tract 1B Description

Being a tract of land lying in the 11th council district of Williamson County, Tennessee.

Point of beginning being a found 5/8" iron rod, lying on the Eastern ROW of Buckner Lane, being the Southwest corner of lot 4 of final plat of section 1 of Twin Lakes subdivision as recorded in Plat Book 12, Page 115, and being the northwest corner of the tract herein described;

thence, leaving the ROW of said Buckner Lane, N 89°48'18" E 815.00' to a point;

thence N 89°42'27" E 303.25' to a point lying on the centerline of a proposed road;

thence, along the centerline of said proposed road with the following: with a curve to the left having an arc length of 263.43', a radius of 600.00', a central angle of 25°09'22" and having a chord bearing and distance of S 11°49'14" W, 261.32' to a point;

thence S 00°45'27" E a distance of 58.39' to a point lying on the centerline intersection of a proposed road and Twin Lakes Drive;

thence, along the centerline of said Twin Lakes Drive, S 89°09'16" W 1113.92' to a point lying on the centerline of said Twin Lakes Drive and its intersection with the Eastern ROW of Buckner Lane;

thence, along the Eastern ROW of Buckner Lane, N 08°25'28" E 329.84' to the point of beginning;

Tract having an area of 352,463 square feet or 8.091 acres.

Bearings based on Tennessee State Plane Coordinate System

Residential/Mixed Use (G-RMU) Zoning Tract 2A Description

Being a tract of land lying in the 11th council district of Williamson County, Tennessee.

Point of Beginning being a found concrete monument lying on the Southwest Right-of-Way (ROW) intersection of interstate 65 and Thomson's Station Road East;

Thence, along the Western ROW of interstate 65, S 10°57'54" W 1047.01' to a point;

Thence, leaving the ROW of interstate 65, N 85°23'20" W 1103.34' to a point;

thence N 82°02'36" W 238.63' to a point lying on the centerline of a proposed road;

thence, along the centerline of said proposed road, with a curve to the left having an arc length of 271.87', a radius of 1000.00', a central angle of 15°34'37" and having a chord bearing and distance of S 30°20'55" W, 271.03' to a point lying on the centerline intersection of proposed roads;

thence, along the centerline of said proposed road with the following: N 67°26'23" W 568.01' to a point;

thence with a curve to the left having an arc length of 816.85', a radius of 800.00', a central angle of 58°30'10" and having a chord bearing and distance of S 83°18'32" W, 781.83' to a point;

thence, leaving the centerline of said proposed road with the following: S 11°40'05" E 89.02' to a point

thence S 28°34'38" E 163.47' to a point;

thence S 23°17'02" E 202.25' to a point;

thence S 32°01'36" E 105.18' to a point;

thence S 03°38'15" E 117.92' to a point;

thence S 14°15'42" E 241.52' to a point;

thence S 17°19'53" E 274.98' to a point;

thence S 40°54'19" E 164.68' to a point;

thence S 37°41'43" E 146.13' to a point;

thence S 30°14'45" E 247.31' to a point;

thence S 10°28'32" E 156.48' to a point;

thence S 04°24'04" E 94.45' to a point;

thence S 05°57'13" E 69.92' to a point;

thence S 36°18'27" E 57.67' to a point;

thence S 00°38'20" W 110.58' to a point;

thence S 06°05'01" E 213.86' to a point;

thence S 10°13'40" E 393.39' to a point;

thence S 21°07'30" E 190.96' to a point lying on the centerline of a proposed road;

thence, along said centerline of a proposed road with the following: S 66°03'58" W 31.77' to a point;

thence, with a curve to the left having an arc length of 199.36', a radius of 500.00', a central angle of 22°50'41" and having a chord bearing and distance of S 54°38'38" W, 198.04' to a point;

thence, leaving said centerline of a proposed road, N 46°46'43" W 510.65' to a point;

thence N 67°44'03" W 692.56' to a point;

thence N 56°03'15" W 1143.91' to a point;

thence S 87°43'21" W 126.99' to a point lying on the centerline of a proposed road;

thence, along said centerline of a proposed road with the following: with a curve to the left having an arc length of 160.46', a radius of 800.00', a central angle of 11°29'32" and having a chord bearing and distance of N 25°46'31" W, 160.19' to a point;

thence with a reverse curve to the right having an arc length of 510.95', a radius of 400.00', a central angle of 73°11'15" and having a chord bearing and distance of N 05°04'21" E, 476.91' to a point;

thence N 41°39'59" E 106.58' to a point lying on the centerline intersection of proposed roads;

thence, continuing along said centerline of a proposed road with the following: with a curve to the right having an arc length of 385.46', a radius of 400.00', a central angle of 55°12'48" and having a chord bearing and distance of N 69°16'23" E, 370.72' to a point;

thence S 83°07'13" E 308.97' to a point;

thence with a curve to the left having an arc length of 365.55', a radius of 250.00', a central angle of 83°46'43" and having a chord bearing and distance of N 54°59'25" E, 333.85' to a point;

thence N 13°06'04" E 263.73' to a point;

thence with a curve to the right having an arc length of 386.65', a radius of 800.00', a central angle of 27°41'31" and having a chord bearing and distance of N 26°56'50" E, 382.90' to a point lying on the centerline intersection of proposed roads;

thence, along the centerline of a proposed road, N 53°38'23" W 866.59' to a point lying on the centerline intersection of proposed roads;

thence, along said centerline of a proposed road with the following: with a curve to the left having an arc length of 1042.16', a radius of 1802.29', a central angle of 33°07'50" and having a chord bearing and distance of N 20°37'46" E, 1027.70' to a point;

thence N 04°02'33" E 65.22' to a point lying on said centerline of a proposed road and its intersection with the Southern ROW of Thomson's Station Road East;

thence, along said Southern ROW of Thomson's Station Road East with the following: S 86°10'20" E 61.50' to a point;

thence S 86°39'25" E 426.77' to a point;

thence S 85°53'08" E 628.78' to a point;

thence S 83°25'53" E 518.91' to a point;

thence S 82°09'52" E 1472.76' to a point;

thence, leaving said Southern ROW of Thomson's Station Road East, S 03°06'11" W 364.54' to a point;

thence S 83°06'19" E 148.72' to a point;

thence N 00°02'16" W 340.93' to a point lying on the Southern ROW of Thomson's Station Road East;

thence, along said Southern ROW of Thomson's Station Road East, S 83°04'16" E 225.41' to the point of beginning,

Tract having an area of 7,435,514 square feet or 170.696 acres.

Bearings based on Tennessee State Plane Coordinate System

Residential/Mixed Use (G-RMU) Zoning Tract 2B Description

Being a tract of land lying in the 11th council district of Williamson County, Tennessee.

POINT OF COMMENCEMENT being a found concrete monument lying on the Southwest Right-of-Way (ROW) intersection of interstate 65 and Thomson's Station Road East; thence, along the Western ROW of said interstate 65 with the following: S 10°57'54" W 2596.23' to a point; thence S 11°07'09" W 377.25' to a found concrete monument; thence with a curve to the left having an arc length of 1101.70', a radius of 11756.58', a central angle of 5°22'09" and having a chord bearing and distance of S 08°16'16" W, 1101.29' to a point; thence S 05°34'11" W 774.00' to a found concrete monument; thence N 85°21'16" W 30.00' to a point; thence S 05°33'36" W 547.76' to a found concrete monument; thence S 84°26'25" E 30.00' to a found iron rod with cap; thence S 05°33'12" W 2439.16' to a point lying on the Western ROW of said interstate 65, said point being the true and actual Point of Beginning;

thence, along the Western ROW of said interstate 65 with the following: S 05°33'12" W 788.83' to a found concrete monument;

thence with a curve to the right having an arc length of 1006.98', a radius of 11179.08', a central angle of 5°09'40" and having a chord bearing and distance of S 08°06'07" W, 1006.64' to a found concrete monument;

thence S 13°40'52" W 5.92' to a found 1/2" iron rod;

thence, leaving the Western ROW of said interstate 65, and with the line of Wades Grove Subdivision, S 89°49'51" W 1272.20' to a found iron rod with cap;

thence, leaving the line of said Wades Grove Subdivision, and with the line of Williamson County Board of Education with the following: N 01°56'41" E 1694.64' to a point;

thence N 89°13'52" W 846.09' to a point;

thence, N 08°15'08" E 2068.04' to a found 1/2" iron rod lying on the Southern ROW terminus of Twin Lakes Drive;

thence N 08°17'32" E 26.32' to a point lying on the centerline terminus of said Twin Lakes Drive;

thence, along the centerline of said Twin Lakes Drive, S 89°14'33" W 620.37' to a point;

thence S 89°14'33" W 704.28' to a point lying on the centerline intersection of Twin Lakes Drive and a proposed road;

thence, along the centerline of said proposed road with the following, N 00°45'27" W 58.39' to a point;

thence with a curve to the right having an arc length of 263.43', a radius of 600.00', a central angle of 25°09'22" and having a chord bearing and distance of N 11°49'14" E, 261.32' to a point;

thence, leaving the centerline of said proposed road, S 89°42'27" W 303.25' to a found 1/2" iron rod lying at the Southeastern corner of lot 4 of Twin Lakes Subdivision;

thence, with the boundary of said Twin Lakes Subdivision, N 07°51'40" E 1208.67' to a point lying at the Northeastern corner of lot 1 of said Twin Lakes Subdivision;

thence, leaving the boundary of said Twin Lakes Subdivision, N 89°47'59" E 269.19' to a point lying on the centerline of a proposed road;

thence, along the centerline of said proposed road, with a curve to the right having an arc length of 466.29', a radius of 1293.58', a central angle of 20°39'11" and having a chord bearing and distance of S 10°49'29" E, 463.77' to a point;

thence, leaving the centerline of said proposed road, N 90°00'00" E 1002.57' to a point lying on the centerline of a proposed road;

thence, along the centerline of said proposed road with the following: with a curve to the left having an arc length of 527.96', a radius of 730.37', a central angle of 41°25'02" and having a chord bearing and distance of S 64°28'33" E, 516.54' to a point;

thence S 84°37'42" E 229.84' to a point lying on the centerline intersection of proposed roads;

thence, along the centerline of said proposed road, S 05°25'26" W 851.34' to a point lying on the centerline intersection of proposed roads;

thence, along the centerline of said proposed road with the following: S 05°25'26" W 5.71' to a point;

thence with a curve to the right having an arc length of 95.80', a radius of 2000.00', a central angle of 2°44'40" and having a chord bearing and distance of S 06°47'46" W, 95.79' to a point;

thence S 08°10'06" W 522.39' to a point;

thence with a curve to the left having an arc length of 569.60', a radius of 1000.00', a central angle of 32°38'08" and having a chord bearing and distance of S 08°08'58" E, 561.93' to a point;

thence S 24°25'51" E 383.66' to a point;

thence with a curve to the right having an arc length of 206.91', a radius of 500.00', a central angle of 23°42'37" and having a chord bearing and distance of S 12°36'43" E, 205.44' to a point;

thence S 00°45'25" E 224.84' to a point lying on the centerline intersection of proposed roads;

thence, along the centerline of said proposed road, N 89°14'35" E 1216.08' to the point of beginning,

Tract having an area of 6,164,259 square feet or 141.512 acres

Bearings based on Tennessee State Plane Coordinate System

Commercial Office (G-CO) Zoning Tract 3 Description

Being a tract of land lying in the 11th council district of Williamson County, Tennessee.

POINT OF COMMENCEMENT being a found concrete monument lying on the Southwest Right-of-Way (ROW) intersection of interstate 65 and Thomson's Station Road East; thence, along the Western ROW of said interstate 65, S 10°57'54" W a distance of 1047.01' to a point; said point being the true and actual Point of Beginning.

thence, along the Western ROW of said interstate 65 with the following: S 10°57'54" W 1549.21' to a point;

thence S 11°07'09" W 377.25' to a found concrete monument;

thence with a curve to the left having an arc length of 1101.70', a radius of 11756.58', a central angle of 5°22'09" and having a chord bearing and distance of S 08°16'16" W, 1101.29' to a point;

thence S 05°34'11" W 774.00' to a found concrete monument;

thence N 85°21'16" W 30.00' to a point;

thence S 05°33'36" W 547.76' to a found concrete monument;

thence S 84°26'25" E 30.00' to a found iron rod with cap;

thence S 05°33'12" W 2439.16' to a point lying on the Western ROW of said interstate 65 and its intersection with the centerline of a proposed road;

thence, Leaving the Western ROW of interstate 65 and along the centerline of said proposed road, S 89°14'35" W 199.86' to a point;

thence, leaving the centerline of said proposed road and with the following: N 06°42'59" E 22.28' to a point;

thence N 02°43'39" W 75.61' to a point;

thence N 08°00'53" E 183.35' to a point;

thence N 15°31'47" W 65.17' to a point;

thence N 21°59'29" W 221.67' to a point;

thence N 25°51'48" W 256.47' to a point;

thence N 28°42'41" W 312.00' to a point;

thence N 26°04'17" W 181.14' to a point;

thence N 38°40'58" W 69.48' to a point;

thence N 19°11'42" W 44.03' to a point;
thence N 08°08'07" E 51.14' to a point;
thence N 33°42'43" E 78.24' to a point;
thence N 00°00'00" W 47.01' to a point;
thence N 77°50'15" W 94.40' to a point;
thence N 43°14'06" W 81.89' to a point;
thence N 34°18'11" W 77.29' to a point;
thence N 07°26'30" E 201.95' to a point;
thence N 12°12'31" W 109.45' to a point;
thence N 54°53'15" E 95.50' to a point;
thence N 29°13'09" E 112.63' to a point;
thence N 11°34'11" W 259.70' to a point;
thence N 15°37'24" W 204.14' to a point;
thence N 11°08'09" W 210.02' to a point;
thence N 00°58'16" W 170.61' to a point;
thence N 16°50'06" W 129.89' to a point;
thence N 09°08'25" E 87.79' to a point;
thence N 01°26'00" W 145.47' to a point;
thence N 04°13'45" W 370.39' to a point;
thence N 10°42'02" W 264.54' to a point;
thence N 21°07'30" W 27.08' to a point lying on the centerline of a proposed road;
thence, leaving the centerline of said proposed road and with the following: N 21°07'30" W 190.96' to a point;
thence N 10°13'40" W 393.39' to a point;
thence N 06°05'01" W 213.86' to a point;
thence N 00°38'20" E 110.58' to a point;

thence N 36°18'27" W 57.67' to a point;

thence N 05°57'13" W 69.92' to a point;

thence N 04°24'04" W 94.45' to a point;

thence N 10°28'32" W 156.48' to a point;

thence N 30°14'45" W 247.31' to a point;

thence N 37°41'43" W 146.13' to a point;

thence N 40°54'19" W 164.68' to a point;

thence N 17°19'53" W 274.98' to a point;

thence N 14°15'42" W 241.52' to a point;

thence N 03°38'15" W 117.92' to a point;

thence N 32°01'36" W 105.18' to a point;

thence N 23°17'02" W 202.25' to a point;

thence N 28°34'38" W 163.47' to a point;

thence N 11°40'05" W 89.02' to a point lying on the centerline of a proposed road;

thence, along the centerline of said proposed road with the following: with a curve to the right having an arc length of 816.85', a radius of 800.00', a central angle of 58°30'10" and having a chord bearing and distance of N 83°18'32" E, 781.83' to a point;

thence S 67°26'23" E 568.01' to a point lying on the centerline intersection of proposed roads;

thence, along the centerline of said proposed road, with a curve to the right having an arc length of 271.87', a radius of 1000.00', a central angle of 15°34'37" and having a chord bearing and distance of N 30°20'55" E, 271.03' to a point;

thence, leaving the centerline of said proposed road, S 82°02'36" E a distance of 238.63' to a point;

thence S 85°23'20" E 1103.34' to the point of beginning,

Tract having an area of 9,025,767 square feet or 207.203 acres.

Bearings based on Tennessee State Plane Coordinates

Commercial Retail (G-CR) Zoning Tract 4 Description

Being a tract of land lying in the 11th council district of Williamson County, Tennessee.

POINT OF COMMENCEMENT being a found concrete monument lying on the Southwest Right-of-Way (ROW) intersection of interstate 65 and Thomson's Station Road East; thence, along the Southern ROW of said Thomson's Station Road East with the following: N 83°04'16" W 225.41' to a found 1/2" iron rod; thence N 83°06'19" W 130.00' to a found concrete monument; thence N 03°06'52" E 25.36' to a point; thence N 82°09'52" W 1472.76' to a point; thence N 83°25'53" W 518.91' to a point; thence N 85°53'08" W 628.78' to a point; thence N 86°39'25" W 426.77' to a point; thence N 86°10'20" W 604.34' to a point; thence N 87°06'42" W 621.40' to a point; thence with a curve to the left having an arc length of 92.44', a radius of 65.00', a central angle of 81°29'11" and having a chord bearing and distance of S 52°08'43" W, 84.85' to a point lying on the Eastern ROW of Buckner Lane; thence, along the Eastern ROW of said Buckner Lane with the following: S 11°24'07" W 44.74' to a point; thence S 07°42'54" W 830.47' to a point; thence S 07°42'54" W 2425.85' to a point lying on the Eastern ROW of Buckner Lane, said point being the true and actual Point of Beginning.

thence, leaving the Eastern ROW of said Buckner Lane, S 85°35'56" E 850.02' to a point lying on the centerline of a proposed road;

Thence, along the centerline of said proposed road, with a curve to the left having an arc length of 202.54', a radius of 800.00', a central angle of 14°30'21" and having a chord bearing and distance of N 12°46'34" W, 202.00' to a point;

Thence, leaving the centerline of said proposed road and with the following: N 87°43'21" E 126.99' to a point;

thence S 56°03'15" E 1143.91' to a point;

thence S 67°44'03" E 692.56' to a point;

thence S 46°46'43" E 510.65' to a point lying on the centerline of a proposed road;

thence, along the centerline of said proposed road with the following: with a curve to the left having an arc length of 329.85', a radius of 500.00', a central angle of 37°47'51" and having a chord bearing and distance of S 24°19'21" W, 323.90' to a point;

thence S 05°25'26" W 713.45' to a point lying on the centerline intersection of proposed roads;

thence, along the centerline of said proposed road with the following: N 84°37'42" W a distance of 229.84' to a point;

thence with a curve to the right having an arc length of 527.96', a radius of 730.37', a central angle of 41°25'02" and having a chord bearing and distance of N 64°28'33" W, 516.54' to a point;

thence, leaving the centerline of said proposed road, N 90°00'00" W 1002.57' to a point lying on the centerline of a proposed road;

thence, along the centerline of said proposed road, with a curve to the left with an arc length of 466.29', a radius of 1293.58', a central angle of 20°39'11" and having a chord bearing and distance of N 10°49'29" W, 463.77' to a point;

thence, leaving the centerline of said proposed road, S 89°47'59" W 269.19' to a point lying on the Northeastern corner of lot 1 of Twin Lakes Subdivision;

thence, along the boundary of Twin Lakes Subdivision, S 89°47'59" W 829.94' to a point lying on the Eastern ROW of Buckner Lane;

thence, along the Eastern ROW of said Buckner Lane, N 07°42'54" E 1436.72' to the Point of Beginning,

Tract having an area of 4,207,530 square feet or 96.592 acres.

Bearings based on Tennessee State Plane Coordinate System

Future Flex Development Based on Market Conditions (G-F) Zoning Tract 5 Description

Being a tract of land lying in the 11th council district of Williamson County, Tennessee.

POINT OF COMMENCEMENT being a found concrete monument lying on the Southwest Right-of-Way (ROW) intersection of interstate 65 and Thomson's Station Road East; thence, along the Western ROW of said interstate 65 with the following: S 10°57'54" W 2596.23' to a point; thence S 11°07'09" W 377.25' to a found concrete monument; thence with a curve to the left having an arc length of 1101.70', a radius of 11756.58', a central angle of 5°22'09" and having a chord bearing and distance of S 08°16'16" W, 1101.29' to a point; thence S 05°34'11" W 774.00' to a found concrete monument; thence N 85°21'16" W 30.00' to a point; thence S 05°33'36" W 547.76' to a found concrete monument; thence S 84°26'25" E 30.00' to a found iron rod with cap; thence S 05°33'12" W 2439.16' to a point lying on the Western ROW of said interstate 65 and the centerline terminus of a proposed road; thence, leaving the ROW of interstate 65 and along the centerline of said proposed road, S 89°14'35" W 199.86' to a point, said point being the true and actual Point of Beginning;

thence, along the centerline of said proposed road, S 89°14'35" W 1016.23' to a point lying on the centerline intersection of proposed roads;

thence, along the centerline of said proposed road with the following: N 00°45'25" W 224.84' to a point;

thence with a curve to the left having an arc length of 206.91', a radius of 500.00', a central angle of 23°42'37" and having a chord bearing and distance of N 12°36'43" W, 205.44' to a point;

thence N 24°25'51" W 383.66' to a point;

thence with a curve to the right having an arc length of 569.60', a radius of 1000.00', a central angle of 32°38'08" and having a chord bearing and distance of N 08°08'58" W, 561.93' to a point;

thence N 08°10'06" E 522.39' to a point;

thence with a curve to the left having an arc length of 95.80', a radius of 2000.00', a central angle of 2°44'40" and having a chord bearing and distance of N 06°47'46" E, 95.79' to a point;

thence N 05°25'26" E 5.71' to a point lying on the centerline intersection of proposed roads;

thence, continuing along the centerline of said proposed road, N 05°25'26" E 851.34' to a point lying on the centerline intersection of proposed roads;

thence, continuing along the centerline of said proposed road with the following: N 05°25'26" E 713.45' to a point;

thence with a curve to the right having an arc length of 329.85', a radius of 500.00', a central angle of 37°47'51" and having a chord bearing and distance of N 24°19'21" E, 323.90' to a point;

thence with a compound curve to the right having an arc length of 199.36', a radius of 500.00', a central angle of 22°50'41" and having a chord bearing and distance of N 54°38'38" E, 198.04' to a point;

thence N 66°03'58" E 31.77' to a point;

thence, leaving the centerline of said proposed road and with the following: S 21°07'30" E 27.08' to a point;

thence S 10°42'02" E 264.54' to a point;

thence S 04°13'45" E 370.39' to a point;

thence S 01°26'00" E 145.47' to a point;

thence S 09°08'25" W 87.79' to a point;

thence S 16°50'06" E 129.89' to a point;

thence S 00°58'16" E 170.61' to a point lying on the centerline of a propose road;

thence, leaving the centerline of said proposed road and with the following: S 11°08'09" E 210.02' to a point;

thence S 15°37'24" E 204.14' to a point;

thence S 11°34'11" E 259.70' to a point;

thence S 29°13'09" W 112.63' to a point;

thence S 54°53'15" W 95.50' to a point;

thence S 12°12'31" E 109.45' to a point;

thence S 07°26'30" W 201.95' to a point;

thence S 34°18'11" E 77.29' to a point;

thence S 43°14'06" E 81.89' to a point;

thence S 77°50'15" E 94.40' to a point;

thence S 00°00'00" E 47.01' to a point;

thence S 33°42'43" W 78.24' to a point;

thence S 08°08'07" W 51.14' to a point;

thence S 19°11'42" E 44.03' to a point;

thence S 38°40'58" E 69.48' to a point;

thence S 26°04'17" E 181.14' to a point;

thence S 28°42'41" E 312.00' to a point;

thence S 25°51'48" E 256.47' to a point;

thence S 21°59'29" E 221.67' to a point;

thence S 15°31'47" E 65.17' to a point;

thence S 08°00'53" W 183.35' to a point;

thence S 02°43'39" E 75.61' to a point;

thence S 06°42'59" W 22.28' the Point of Beginning,

Tract having an area of 2,726,630 square feet or 62.595 acres.

Bearings based on Tennessee State Coordinate System

**EXHIBIT D – Updated 5/29/2020
BUCKNER LANE AND UTILITY IMPROVEMENTS BY PHASE**

The following table and drawings document the responsible party and show the roadway and utility improvements required to be constructed prior to the Development for Phases 1, 2 and 3-5 of the 2660 Buckner Lane property.

The legend below allocates the required infrastructure improvements to the Responsible Party.

LEGEND

-  Infrastructure improvements highlighted in blue below shall be the shared responsibility of the City of Spring Hill and/or 2660 Buckner Lane development. The apportionment of the obligation for the completion of these improvements shall be equitably assigned between the City and the 2660 Buckner Lane Development in accordance with the source of the relative demand serving as the proximate cause for the need of such improvement.
-  Infrastructure improvements highlighted in green below shall be the responsibility of 2660 Buckner Lane Development.
-  Infrastructure improvements highlighted in yellow below shall be the responsibility of the City of Spring Hill.

DEVELOPMENT PROGRAM (1)	ROAD/ INTERSECTION IMPROVEMENTS	WATER SYSTEM IMPROVEMENTS	SANITARY SEWER SYSTEM IMPROVEMENTS
PHASE 1			
Single Family = 259 du Cottage, Townhouse, Multifamily = 638 du Retail/Restaurant/Grocery = 100,000 sf Horizon Years 2020- 2023	<u>Buckner Lane</u> <ul style="list-style-type: none"> Realign Buckner Lane between Thompson Station Road and a point approximately 150 LF south of Buckner Road. Widen Buckner Lane between Thompson Station Road and a point approximately 150 LF south of Buckner Road to provide minimum two travel lanes in each direction with center turn lane or landscaped median with turn lanes. At the intersection with Buckner Road, provide a roadway cross-section that is adequate for 7 travel lanes, north to a point to safely transition to the 5-lane cross-section detailed above. Construct Buckner Road to a point approximately 250-feet east of Buckner Lane. 	<ul style="list-style-type: none"> Connect to 10-inch water main near intersection of Buckner Lane and Buckner Road Connect to 6-inch water main on Buckner Lane near Thompson Station Road Install water distribution network within 	<ul style="list-style-type: none"> Connect to 18-inch sewer main located on Buckner Lane south of Buckner Road Install sanitary sewer collection system within Phase 1 of development Developer to install, own,

<p>Note: The Horizon Years are the period of time within which this Phase of the development is anticipated to occur. The actual year of construction of a specific item of work in each Phase shall be determined in conjunction with the approval of such development by the City.</p>	<ul style="list-style-type: none"> Construct Buckner Road to a point approximately 250-feet west of Buckner Lane. This section of roadway shall include an east-bound left-turn lane and one travel lane each way. Buckner Lane improvements are not to include bike lanes. Buckner Lane improvements will have 6' sidewalk on west (Southbound) side and 10' multi-use trail along east (Northbound) side of roadway. <ul style="list-style-type: none"> Construct Buckner Road, from a point approximately 250-feet east of Buckner Lane, east to I-65. Construct/widen Buckner Lane from a point approximately 150' South of Buckner Road to a point approximately 600' South of Buckner Road, corresponding with corner of 2660 Buckner Lane project property per the City's Buckner Lane widening project. Construct I-65 Interchange, in conjunction with Buckner Road construction. Widen Buckner Lane from a point approximately 600 LF south of Buckner Road corresponding with corner of 2660 Buckner Lane project property to Duplex Road, per the City's Buckner Lane widening project. <p><u>Intersection of Buckner Lane and Thompson Station Rd East</u></p> <ul style="list-style-type: none"> Widen Thompson Station Road to provide westbound left turn lane Widen Thompson Station Road to provide eastbound right turn lane with channelization to an added lane on Buckner Lane in southbound direction Install traffic signal control w/ permissive/protected left turn signal phasing for Thompson Station Road westbound Pedestrian facilities integrated within intersection design <p><u>Intersection of Buckner Lane and Westchester Lane/Residential Loop</u></p> <ul style="list-style-type: none"> Extend Westchester Lane to intersect with realigned Buckner Lane and reconstruct Westchester Lane approach to include separate eastbound left turn lane and shared through/right turn lane Align proposed new residential street with Westchester Lane to include westbound left turn lane and shared through/right turn lane at intersection Stop controls to be installed on Westchester Lane and new residential street <p><u>Intersection of Buckner Lane and Buckner Road</u></p> <ul style="list-style-type: none"> The exhibit below documents the extend of the responsibility of 2660 Buckner Lane Development. 	<p>Phase 1 of development</p>	<p>and maintain a Temporary on-site lift station for sanitary sewer to serve the residential parcels in Phase 1, until gravity sewer is connected to the development and access is provided for all residents. Temporary lift station to be de-commissioned once gravity sanitary sewer main is extended along Aeon Creek (See Phase 2 improvements.)</p>
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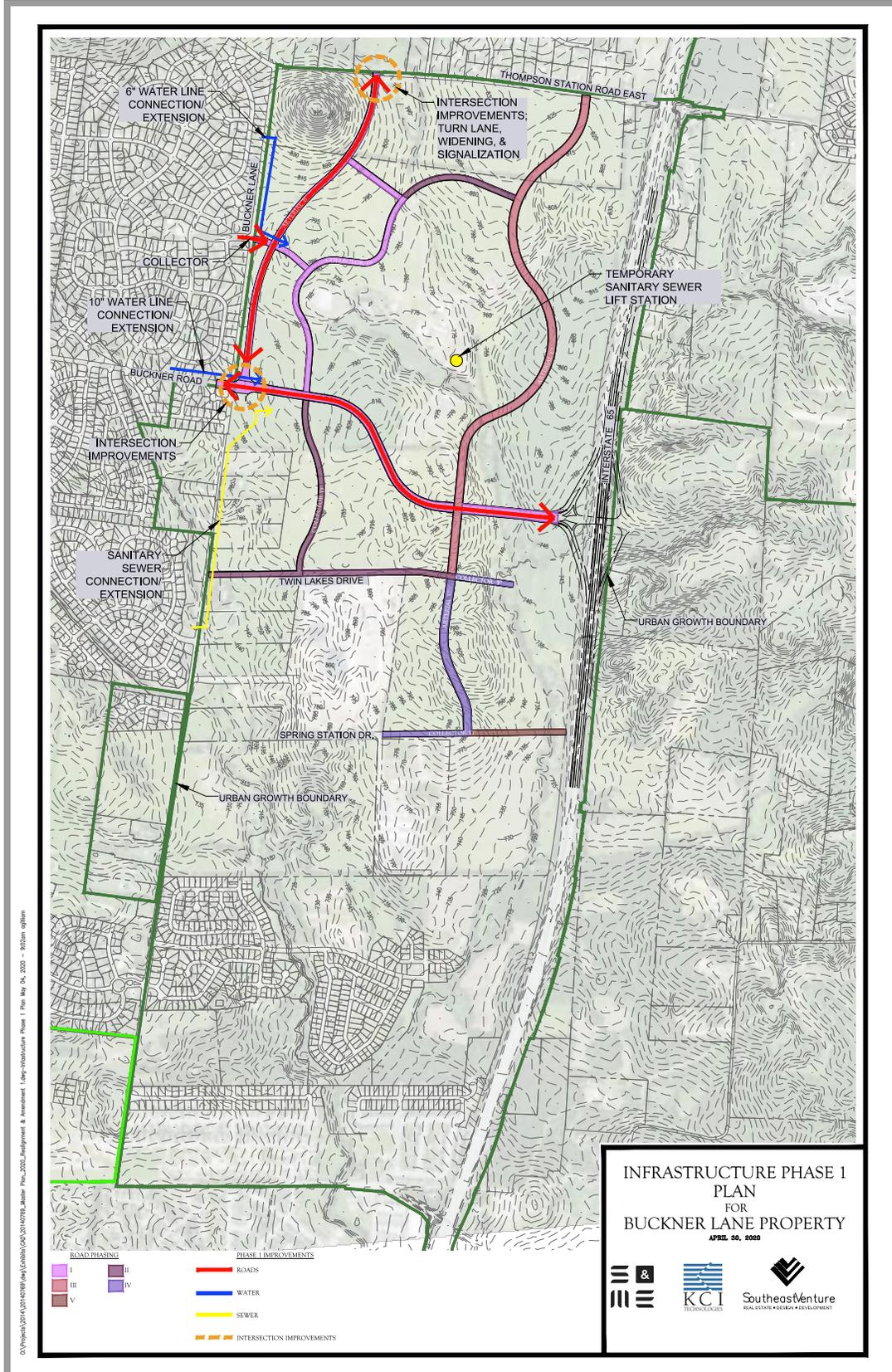


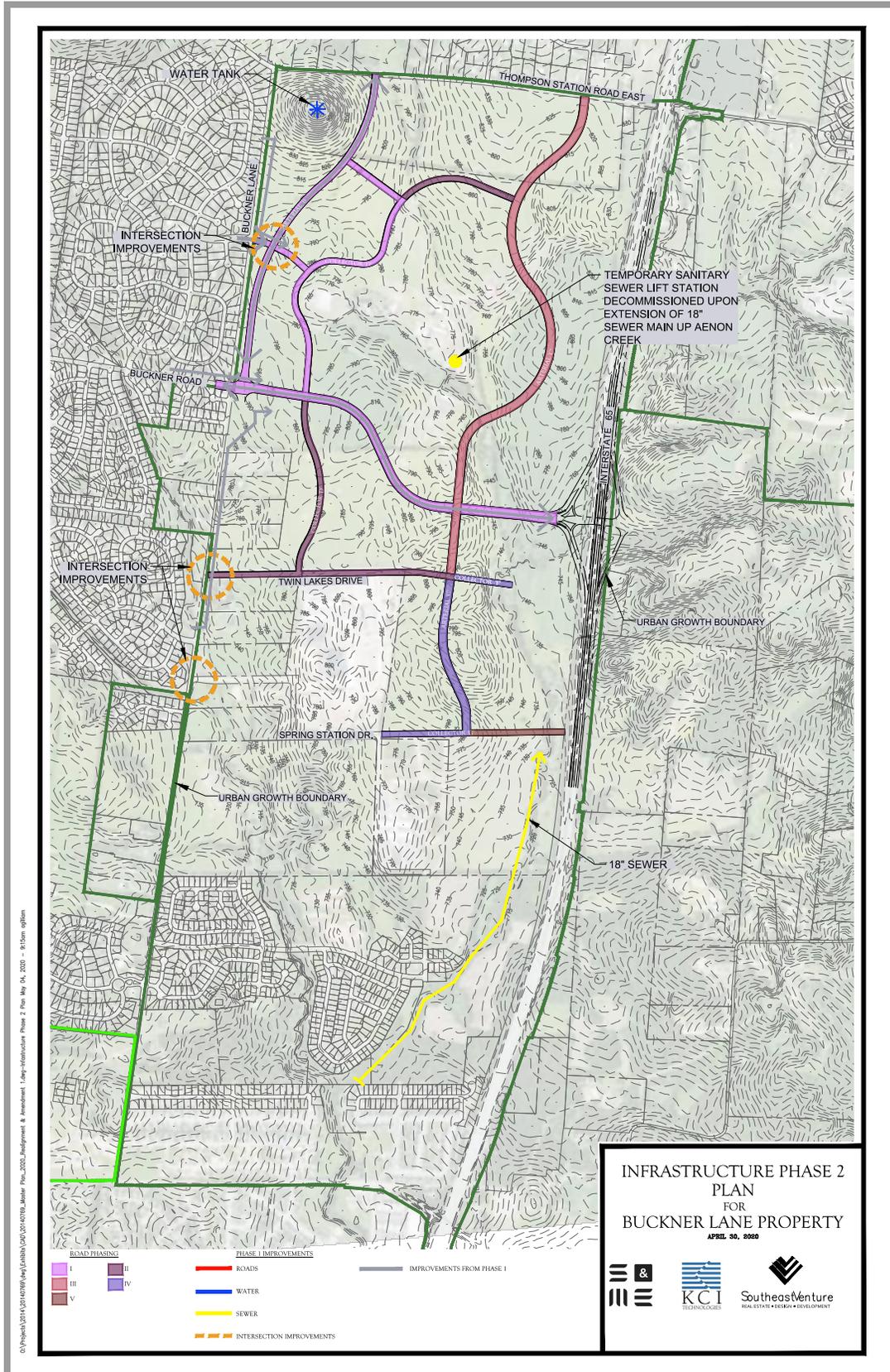
PHASE 2			
DEVELOPMENT PROGRAM (1)	ROAD/INTERSECTION IMPROVEMENTS	WATER SYSTEM IMPROVEMENTS	SANITARY SEWER SYSTEM IMPROVEMENTS
<p>Single Family = 242 du</p> <p>Cottage, Townhouse, Multifamily = 600 du</p> <p>Retail/Restaurant/Grocery = 651,410 Sf</p> <p>Horizon Years 2023 – 2028</p> <p>Note: The Horizon Years are the period of time within which this Phase of the development is anticipated to occur. The actual year of construction of a specific item of work in each Phase shall be determined in conjunction with the approval of such development by the City.</p>	<p><u>Buckner Road</u></p> <ul style="list-style-type: none"> Widen Buckner Road between Buckner Lane and Columbia Pike per the City's Buckner Road Study 	<ul style="list-style-type: none"> Install 1.5M gallon water storage tank (Water storage tank to be constructed by developer and be operational prior to the issuance of a certificate of occupancy for any use in Phase 2, including: Single Family, Cottage, Townhouse, Multifamily, and Retail/Restaurant) 	
	<p><u>Intersection of Buckner Lane and Westchester Lane/Residential Loop Road</u></p> <ul style="list-style-type: none"> Install traffic signal control when traffic study indicates signal warrants are met Eastbound approach of Westchester Lane and the westbound approach of Residential Loop Road should include one left turn lane and one shared through/right turn lane The northbound approach of Buckner Lane should include one left turn lane, one through lane, and one shared through/right turn lane The southbound approach of Buckner Lane should include one left turn lane, two through lanes and one right turn lane 	<ul style="list-style-type: none"> Connect to 6-inch water main on Twin Lakes Drive Connect to 8-inch water main south of Spring Station Middle School (Rudder Drive) Install water distribution system within Phase 2 of development 	<ul style="list-style-type: none"> Extend 18-inch sewer main from south of development along Aeonon Creek and Wade's Grove Subdivision Install sanitary sewer collection system within Phase 2 of development
	<p><u>Intersection of Buckner Lane and Twin Lakes Drive</u></p> <ul style="list-style-type: none"> Install traffic signal control when traffic study indicates traffic signal warrants are met 		

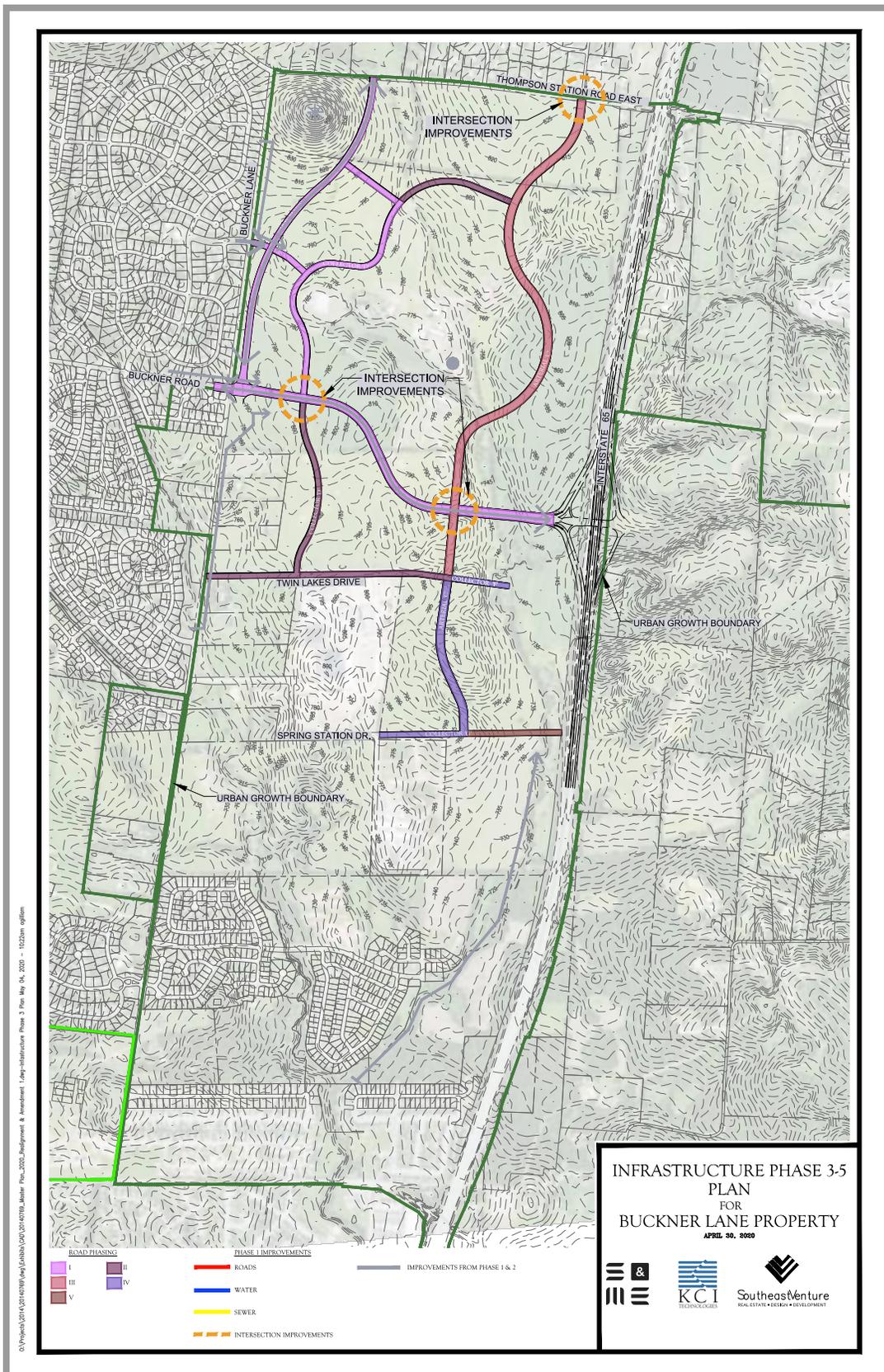
	<p><u>Intersection of Buckner Lane and Spring Station Drive</u></p> <ul style="list-style-type: none"> • Install traffic signal control when traffic study indicates traffic signal warrants are met <p><u>Intersection of Buckner Lane and Road C</u></p> <ul style="list-style-type: none"> • Eastbound/Westbound approaches of Road C should include one shared lane for all turning movements • Northbound/Southbound approaches of Buckner Lane should include one left turn lane, one through lane, and one shared through/right turn lane <p><u>Intersection of Buckner Road Extension and Road D</u></p> <ul style="list-style-type: none"> • Install all-way stop control • Northbound/Southbound approaches of Road D to include one shared lane for all turning movements • Eastbound/Westbound approaches of Buckner Rd Extension to include one shared through/left turn lane and one shared through/right turn lane <p><u>Intersection of Buckner Road Extension and Road E</u></p> <ul style="list-style-type: none"> • Install all-way stop control • Northbound approach of Road E to include one shared through/left turn lane • Southbound approach of Road E to include one shared through/right turn lane • Eastbound approach of Buckner Rd Extension to include one left turn lane and one right turn lane 		<ul style="list-style-type: none"> • Possible pump station(s) needed as development of Phase 2 continues
PHASES 3-5			
DEVELOPMENT PROGRAM (1)	ROAD/INTERSECTION IMPROVEMENTS	WATER SYSTEM IMPROVEMENTS	SANITARY SEWER SYSTEM IMPROVEMENTS
<p>Single Family = 273 du Cottage, Townhouse, Multifamily = 914 du</p>	<p><u>Intersection of Buckner Road Extension and Road C</u></p> <ul style="list-style-type: none"> • Install all-way stop control • Northbound/Southbound approaches of Road C to include one shared lane for all turning movements 	<p>Install water distribution network within remaining phases of development</p>	<p>Install sanitary sewer collection system within remaining phases of development</p>

<p>Retail/Restaurant = 530,452 sf</p> <p>Office = 3,902,250 sf</p> <p>Hotel Rooms = 400</p> <p>Horizon Years 2028 - 2040</p> <p>Note: The Horizon Years are the period of time within which this Phase of the development is anticipated to occur. The actual year of construction of a specific item of work in each Phase shall be determined in conjunction with the approval of such development by the City.</p>	<ul style="list-style-type: none"> Eastbound/Westbound approaches of Buckner Road Extension to include one shared through/left turn lane and one shared through/right turn lane <p><u>Prepare Updated Traffic Impact Study</u></p> <p>The determination of the need for additional off-site road and intersection improvements as a part of this Phase 3 shall be established by an updated Traffic Impact Study which shall be prepared to re-evaluate street and intersection levels of service following construction of the Interstate Interchange. The updated Traffic Impact Study will determine if off-site road or intersection improvements in conjunction with ongoing City road and intersection improvements are needed based upon assigned traffic impacts associated with remaining phases of development for the 2660 Buckner Lane Project.</p>		<p>City sewerage treatment plant capacity to be upsized to accommodate overall long-term growth and development of the City of Spring Hill</p>
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Footnote: The development totals represented above are stand-alone totals by each individual phase.







**2660 Buckner Lane - EXHIBIT E Land Use and Development Program 2017/2020
Comparison**

Phasing and Absorption - as Adopted 05/2017

Development Phase	Phase(s)	Land Uses and Development Program					Horizon Year
		Single Family (d.u.)	Cottage, Townhouse, Multifamily	Retail/ Restaurant (s.f.)	Office (s.f.)	Hotel (Rooms)	
Phase 1	1	159		280,962			2021
Phase 2	1-2	342	1,238	470,448			2026
Phases 3-5	3	273	914	530,452	3,902,250	400	2037
FULL BUILDOUT		774	2,152	1,281,862	3,902,250	400	2037

Phasing and Absorption - as Proposed with Modification Request 04/2020

Development Phase	Phase(s)	Land Uses and Development Program					Horizon Year
		Single Family (d.u.)	Cottage, Townhouse, Multifamily	Retail/ Restaurant (s.f.)	Office (s.f.)	Hotel (Rooms)	
Phase 1	1	259	638	100,000			2023
Phase 2	2	242	600	651,410			2027
Phase 3	3	273	914	530,452	3,902,250	400	2040
FULL BUILDOUT		774	2,152	1,281,862	3,902,250	400	2040

*** NOTE: Final Buildout quantities shall remain as adopted.**

May 20, 2020

**RESOLUTION 20-32
OF THE PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE**

**A RESOLUTION TO RECOMMEND APPROVAL OF APPLICATION
PDM 823-2020 (2660 Buckner Lane – Alexander Farms) TO THE BOARD
OF MAYOR AND ALDERMAN**

WHEREAS, pursuant to TCA 13-4-103, authority is granted to the Municipal Planning Commission to make recommendations relating to the plan and development of the municipality to public officials; and

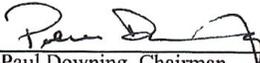
WHEREAS, the Planning Commission had a regular meeting on the 11th day of May, 2020 and heard public testimony and input regarding application PDM 823-2020; and

WHEREAS, the Planning Commission considered the materials submitted by the applicant and the reports written by City Staff;

NOW, THEREFORE BE IT RESOLVED, that the Spring Hill Planning Commission forwards a recommendation of approval for application PDM 823-2020 to the Board of Mayor and Alderman, subject to the following conditions:

1. Exhibit A, Concept Plan, Page 17. Show acreage for each of the use areas, including open space, and an overall total. Repeat the trail note for the upper left reach of Aeonon Creek.
2. Exhibit A, Streets, modify page 31 by applying the graphic used in Arterial B to Arterial A. Add note that final design will comply with the city's street design projects for these streets.
3. Exhibit B, Subdistrict Boundaries. Revise title to read: "Exhibit B, Gateway Planned Zoning District and Subdistricts for Buckner Lane Property." Revise the date to either the May 4 submittal date or the current date. Provide legal descriptions for each use category. The labeled use areas on the exhibit should match the names on the legal descriptions.
4. Exhibit C, Phasing Plan needs to have the subdistrict acronyms (G-R, G-RMU, etc.) added for each development site. The Plan needs to be labeled "Exhibit C, Phasing Plan."
5. Exhibit D, Buckner Lane and Utility Improvements by Phase. Revise the developer item (tan) as follows:
 - a. On page 2, change: *Widen Buckner Lane from a point 150 LF south of Buckner Road to Duplex Road per the City's Buckner Lane Study* to *Widen Buckner Lane from a point approximately 600 LF south of Buckner Road corresponding with corner of 2660 Buckner Lane project property to Duplex Road per the City's Buckner Lane widening project*.
6. Exhibit D, insert the following as a blue item, shared responsibility:
 - a. *Widen Buckner Lane from a point approximately 150 LF South of Buckner Road to a point approximately 600 LF south of Buckner Road corresponding with corner of 2660 Buckner Lane project property per the City's Buckner Lane widening project*."
7. Exhibit D. Add a note to the temporary lift station as follows: *Developer to own and maintain the temporary on-site lift station until gravity sewer is connected to the development and access is provided for all residents.*
8. Exhibit D. Revise Phase 2 Water System Improvement note in line 1 to read as follows: *Install 1.5M gallon water storage tank (Water storage tank to be constructed by developer and operational prior to the issuance of a certificate of occupancy for any use in Phase 2, including; Single-Family, Cottage, Townhouse, Multifamily, and Retail/Restaurant).*
9. Adopt a new Exhibit E, Land Use and Development Program 2017-2020 Comparison.

Passed and adopted this 11th day of May, 2020.


Paul Downing, Chairman


Steve Foote, Secretary

PC Resolution 20-32 PDM 823-2020 (2660 Buckner Lane) rev



January 20, 2022

Jason Brouillette
S&ME Inc
658 Grassmere Park Suite 100
Nashville TN 37211

RE: June Lake Cottages Minor Revision - PDm 1116-2022

Mr. Brouillette,

The City of Spring Hill Planning Department has received your application for a Planned Development Minor Modification and has concluded your request can be approved administratively. The application PDm 1116-2022; to add cottages to "Land Uses", the "Yard, Bulk, and Height Requirements", and the "Notes" sections of the PZD Standards Book, has been approved.

Please contact the Planning Department if you have any questions or require further assistance.

Sincerely,

A handwritten signature in cursive script that reads "Jake McQueen".

Jake McQueen
Associate Planner



OFFICE OF THE PLANNING DIRECTOR

199 Town Center Parkway • Spring Hill, Tennessee 37174

931-486-2252, ext 233

www.springhilltn.org



March 27, 2023

Southeast Venture
Don Alexander
4030 Armory Oaks Dr
Nashville, TN 37204

RE: PDm 1374-2023 (June Lake)

Mr. Conar:

We are pleased to inform you that your application **PDm 1374-2023** was approved by the Spring Hill Planning Commission on March 13, 2023 with the following condition(s):

- 1. All previous conditions of approval apply to this requested modification. This includes but is not limited to any conditions related to the traffic impact study and water and sewer capacity allotment.*
- 2. The approval of this modification does not extend the vesting timeline of June Lake Master Plan community.*
- ~~3. None within the impervious coverage should be updated to 100% to avoid confusion.~~*
- 4. None within the minimum lot and minimum width requirements must be updated to read "no minimum".*
- 5. Each development must ensure that stormwater infrastructure is design in a manner to address 90 percent impervious coverage of the lot at the time of platting and site plan to ensure adequate infrastructure is in place for full build out of sights. The city engineer must receive a stormwater drainage report from each site plan and preliminary plat submittal to ensure that this has been achieved.*
- 6. With the increase in impervious coverage and buildable lot area, all future submittal must comply with the IFC.
 - a. Specifically, house lay, fire walls given close proximity of buildings, and additional needs for fire lanes and fire hydrants.**
- 7. With increase an building lot coverage ground mounted mechanical equipment locations may be effected and cannot be located within PUDE. Roof mounted mechanical equipment must be screened by parapet wall.*

Exhibit A - Attached to include Planned Zoning District Standards Table

The applicant must revise preliminary plat, final plat, or site plan and provide final design per the Planning Commissions, Board of Mayor and Alderman or the Board of Zoning Appeals approval as heard on March 13, 2023 prior to applying for any permits or future applications. All revisions must be provided to the Planning Department in PDF and hardcopy format.

Please contact the Planning Department if you have any questions or require further assistance at 931-486-2252 ext. 255.

Sincerely,
City of Spring Hill Planning Commission



December 26, 2024

Kasey LeRoy
2305 Kline Avenue
Nashville, TN 37211

RE: BZA 1651-2024 (June Lake AA BB)

Ms. LeRoy

We are pleased to inform you that your application **BZA 1651-2024** was approved by the Spring Hill Board of Zoning Appeals on November 19, 2024, with the following condition(s):

1. *An approved special use will expire one year from the date of approval according to the provisions of Article 13.3.G of the UDC. Site plan approval through the Spring Hill Planning Commission will be required prior to the expiration of this special use.*
2. *The development must be reasonably consistent with the special use request submitted to the BOZA, subject to changes and conditions imposed by the Planning Commission.*
3. *When future applications come through for these two pods, a traffic study/trip generation memo may be required upon submittal.*

Please contact the Planning Department if you have any questions or require further assistance at 931-451-0904

Sincerely,

City of Spring Hill

