

Spring Hill Planning Commission Voting Meeting



TO: Spring Hill Planning Commission
FROM: Gilles Morin, Senior Planner
MEETING: December 8, 2025
SUBJECT: PDF 1969-2025 (Legacy Pointe, Heavy Retail)

PDF 1969-2025: Submitted by Manhard Consulting for **Legacy Pointe, Heavy Retail**. The property is located to the east of The Crossings Shopping Center, and to the north of Saturn Parkway, on Crossing Circle. It is zoned Planned Development (PD) with a base zoning of C-5 and is approximately 44.8 acres.

Update: This item was discussed on November 24, 2025. This item was not placed on consent, and the following was discussed:

Planning Commission:

1. A concern was expressed about the lack of emergency vehicle turning template.
 - a. The applicant has provided a truck turn exhibit.
2. Screening the battery storage area was discussed.
 - a. It doesn't appear the applicant is proposing screening.
3. The AMC entrance should be shown on the proposed plan.
 - a. The revised plan shows the AMC access across the street. Also, the applicant re-aligned the southwest access point with AMC.
4. A concern was expressed about the proposed chain link fencing.
 - a. The chain link fencing was replaced with ornamental metal fencing. Please provide fence details with post Planning Commission submittal.

Staff:

1. Please revise setbacks to reflect Arterial standards.
 - a. The setbacks will need to be revised on the post Planning Commission submittal.
2. Please revise plans to reflect the Traffic Access Study recommendations.
 - a. The plans were revised to reflect the study recommendations.
3. Please provide additional design elements to break up facade massing.
 - a. Additional elements were added to elevations.
4. Please acknowledge signage shown on the plan requires variance from Board of Zoning Appeals.
 - a. A note was added to reflect this request.
5. Clarify parking stall measurements are 9' from inside of line to inside of other line.
 - a. Measurements were added to parking stalls to confirm compliance.

Request: The applicant is requesting site plan approval for a one-story, approximately 166,740 sf building, and a fueling station with 12 dispensers, a canopy, associated parking, and landscaping. The proposed service building for the fueling is approximately 198 sf.

Property Description and History: Legacy Pointe (previously referred to as Spring Hill Crossings) Planned Development was approved on March 22, 2023. It has since had four approved revisions regarding phasing, conditions of approval, and use and bulk standards. The most recent was approved June 16, 2025. The overall property contains approximately 213.1 acres. The infrastructure was approved by the Planning Commission on October 9, 2023 (PDF 1476-2023, PPL 1475-2023).

Zoning, Bulk, and Area Requirements: The setbacks for the property are shown in the table below:

Setbacks	Required	Provided	Meets Requirements
Front (Arterial)	*25'	Not shown > 25'	Yes
Interior Side	*10'	Not shown > 15'	Yes
Rear	*20'	60'	Yes

*Legacy Pointe Bulk Standards-Commercial: Lot appears to meet the setbacks established by the plan development. However, eastern side yard is measured from a proposed lot line.

Height:

Maximum Height	Proposed Height (Maximum)	Meets Requirements
40'	33' (from top of parapet)	Yes

Access and Site Circulation: The development is proposing four full vehicular access points. Two on the north side of Crossings Circle, and two on the south side of Legacy Point Trail. The two at Legacy Point Trail are directly across the street from 360 multi-family units (Legacy Pointe, Phase 2A; PDF 1719-2025). More details are outlined in the Traffic Access Study section below.

Site circulation is auto orientated; however, safe pedestrian access is provided from the 5.5' sidewalk along Legacy Point Trail at the entrance across the street from the main entrance to the multi-family site. This would allow a pedestrian to safely travel to the main entrance of the proposed building.

Traffic Access Study: Based on the evaluation of the development plan provided for the Legacy Pointe, Proposed Heavy Retail Building, the following specific recommendations will help provide safe and efficient traffic operations at the project access locations and affirm adherence to the City's UDC requirements. A summary of the conclusions are listed below.

- 1) Crossings Circle and Project Access #1
 - a. The access should be constructed with one lane for entering traffic and two lanes for existing with a minimum of 75' of storage.
 - b. Per UDC, Article 16, Section C, Table 16-2, a westbound right-turn deceleration lane with a minimum storage of 75' should be provided.
 - c. Per UDC, Article 16, Section D.2.a, the proposed driveway spacing to the existing AMC Theater driveway does not meet the requirement of 200' of spacing for an arterial street. The current spacing is 136.98'. Crossing Circle is designated as an Arterial Street on the Spring Hill Major Thoroughfare Plan (MTP).
- 2) Crossings Circle and Project Access #2
 - a. The access should be constructed with one lane for entering traffic and two lanes for existing with a minimum of 75' of storage.
 - b. Per UDC, Article 16, Section C, Table 16-2, a westbound right-turn deceleration lane with a minimum storage of 75' should be provided.
- 3) Legacy Point Trail and Project Access #3

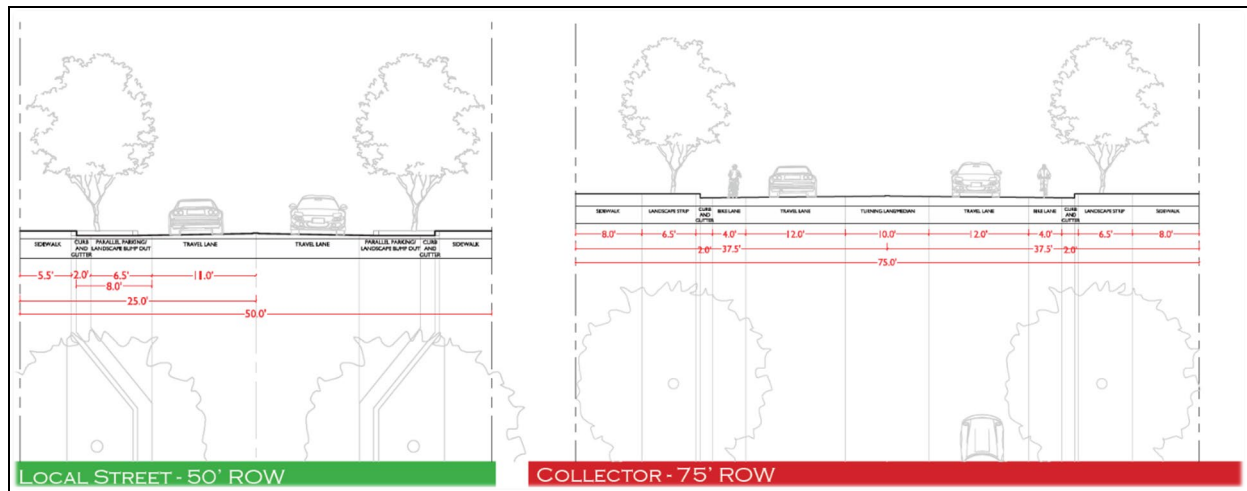
The access should be constructed with one lane for entering traffic and one lane for existing with a minimum of 75' of storage.
- 4) Legacy Point

The access should be constructed with one lane for entering traffic and one lane for existing with a minimum of 75' of storage.

The applicant provided revisions that addressed the conclusions of the Traffic Access Study.

Fire Access: The applicant has provided an Emergency Access Plan turning template.

Streets and Sidewalks: The internal roadway network will have direct access from local roads: Crossings Circle and Legacy Point Trail. Crossings Circle is classified as a Collector Street by Legacy Pointe - PD with 75' ROW. However, the MTP designates the street as an Arterial. Legacy Point Trail is a Local Street with 50' ROW. The street cross sections from the PD are shown below.



ROW Dedication: The master development will dedicate ROW to the City of Spring Hill. This dedication is part of the overall plan for Legacy Pointe.

Building & Site Design: The main building is oriented to the south (facing Saturn Parkway) with the primary entrance at the southeast corner. The majority of the proposed parking is concentrated to the south and east of the building. The proposed fueling station is to the western side of the site. The proposed development is required to follow the design standards for the Heavy Retail, Rental and Service Standard for the Planned Development. Prototype designs must reflect these design standards and be compatible with the site's immediate surroundings. These standards were adopted by BOMA on June 16, 2025.

See the summary below:

Façade Design:

- Building façades in excess of 100' must include no less than two of the following elements: color change, texture change, material module change, or a wall articulation change of no less than 12" in depth, such as a reveal, pilaster, or projecting rib, to visually break up the massing of the ground floor into segments of no more than 50'. *Applicants have revised plans and they comply.*
- Vents, air conditioners, and other utility elements are prohibited as part of a front or corner-side façade, except where such elements are enclosed, camouflaged, screened, obscured, architecturally integrated into the facade, or otherwise not readily apparent to a casual observer. *HVAC equipment and trash compactor is screened with a revised ornamental metal fence. There still appears to be a proposed bale, pallet recycle area and a tire and battery storage with no apparent screening.*

Fenestration Design:

- The Primary Building Facade must maintain a minimum of 5% transparent glass and/or spandrel glass, measured between at minimum two and 20' in height from grade. *Applicant demonstrated 5% transparency.*

Roof Design:

- Mechanical equipment on roofs must be screened from view from all sides using parapet walls and/or architecturally integrated screen elements of equal or greater height. *Applicant has stated that all rooftop equipment is screened. Sightline drawings confirm roof design is compliant.*

Site Elements:

- When provided, trash receptacles must be coordinated and made of metal, wrought iron, stone or other durable material. *Proposed trash compactor is screened with a revised ornamental metal.*
- Fences must be metal picket with a maximum height of 6'. *Much of the proposed fencing is greater than 6'.*

Building Materials:

- *All building materials appear to comply. The chain link was replaced with ornamental metal fencing.*

Signage: The applicant is proposing two monument signs, however, the UDC only allows one. Also, the proposed signs are larger than the UDC allows. The applicant has submitted a variance request for the requested signage.

- *Applicant has made it clear that the signage shown on the proposed plan is dependent on variance approval.*

The UDC requirements for Freestanding signs are subject to the following:

- a. One freestanding sign - standard is permitted per lot.
- b. Freestanding sign - standard are limited to a maximum area of 32 square feet and a maximum height of eight feet.

Parking: The applicant is proposing a total of 667 vehicular parking spaces. The applicant must measure parking spaces from inside edge of white line to inside edge of opposite white line. Legacy Pointe has shared parking standards for the Planned Development. The standards below are the ULI standards for retail in Legacy Pointe. A retail use must be within the range below.

	Weekday Base Ratio	Weekend Base Ratio
Retail	3.6 spaces/1000 sf	4 spaces/1000 sf

The proposed parking for Heavy Retail is:

- 166,740 sf: 4 x 1000 sf spaces = 667 spaces (Includes pick-up spots)

Proposed **Legacy Pointe PD requirements** for parking is better shown in the table below:

	Use/Ratio for PD	UDC Minimum	Provided	Meets Code
Auto Spaces	4/1000 sf	N/A	667	Yes
Bicycle Spaces	1 per 20 auto spaces	33 racks	33	Yes

Sewer Capacity: A master water and sewer analysis was provided in the overall pattern book for this project. A more detailed analysis was submitted and approved for this site. Sewer drawdown was also provided for these specific plans and summarized in the chart below:

	Phase 1A ¹	Phase 1B ¹	Phase 2A ¹	Heavy Retail ²	TOTAL
Total Reservation	300,000 GPD				
Sewage Flows	107,443 GPD	40,866 GPD	42,034 GPD	16,674 GPD	207,017 GPD
Remaining Reservation					<u>92,983 GPD</u>

¹Approved

²Not approved

Traffic Impact Study: A master traffic study was provided in the overall master development for this project. It was revised to account for the change of use for this portion of the development to Heavy Retail.

Landscaping & Buffering: The applicant has provided a landscape plan. All proposed materials are permitted. All landscape not regulated by the Planned Development must adhere to UDC, Article 11.

Recommendation: Staff recommends **approval** of PDF 1969-2025 (Legacy Pointe, Heavy Retail) with the following 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 be constructed in accordance with the City of Spring Hill's adopted Major Throughfare Plan.
4. 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.
5. Each project access should be located and designated so that departure sight triangles and required stopping sight distance requirements are met, as specified by AASHTO. All intersections should be designed such that

departure sight triangles are clear of all sight obstructions, including buildings, signs, vertical and horizontal curves, utility poles, trees, etc.

6. All project access and driveways shall meet the City's UDC requirements for alignment, layout, design, and spacing as it relates to existing intersections, driveways, access locations, etc.
7. A designated truck route should be prepared for the site with appropriate signing and guidance for use of specific routes and access locations. For the designated routing, all turning radii should be designed to accommodate the typical truck size (WB-67 or WB-50) used by the end user of the facility.
8. 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.
9. The project must not locate the required landscaping within any utility or drainage easements.
10. The photometrics for the proposed development shall meet all the UDC standards and requirements.
11. The applicant must provide a plan and profile for all access drives, these access drives shall meet AASHTO, TDOT, and City of Spring Hill Standards.
12. All sidewalks and pedestrian ways shall meet current ADA requirements.
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. Intersection sight distance and stopping sight distance calculations shall be shown for all access drives and roadways with a connecting project access. Intersection departure sight triangles per AASHTO shall be shown for all project accesses (vertical and horizontal).
15. A Fire Exhibit to show that the site meets the intent of the Fire Code Checklist, Engineering Checklist, and IFC must be provided.
16. 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.
17. 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.
18. All sewer plan and profiles meeting TDEC and City regulations and checklists will be required prior to approval of construction plans by the Engineering and Utility Departments. All lines greater than 6" will be required to be profiles.
19. 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.
20. Any roadway improvements shall be designed according to the City of Spring Hill, TDOT, AASHTO, and MUTCD standards and specifications.
21. Typical sections for all paving shall be provided along with a Geo-Technical Report.
22. 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 Planner or Development Director to determine whether the project must return to the Planning Commission for approval.
23. 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.
24. 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 reference to NAD83 and NAVD88 and provided in a format that can be integrated into the City GIS and must meet all City Requirements.
25. No sewer and water hookups shall be allowed until corresponding infrastructure is installed, tested, and accepted by the City.
26. Bonds will be required to be posted per the UDC, including bonds for final asphalt pavement, sidewalks, traffic control devices, streetlights, ditches and drainage systems.

27. 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.
28. 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 final determination.
29. 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. Required upgrades per the Traffic Access Study for Crossings Circle and Project Access #1:
 - a. The access should be a two-way stop-controlled with the project access under stop control. All signing and pavement markings shall adhere to the latest edition of the MUTCD.
 - b. The project's access should be constructed with one lane entering traffic and two lanes (one left-turn and one right-turn) for exiting traffic with a minimum of 75 feet of storage, measured from the stop line. This is to accommodate one WB-67 combination truck at the stop line without creating interference with operations at the first internal intersection, parking aisle or parking space.
 - c. Per the City's UDC requirements (Article 16 Section C Table 16-2), a westbound right-turn deceleration lane with a minimum storage of 75 feet should be provided. The turn lane design, including tapers, shall be completed according to the AASHTO, TDOT, and the City of Spring Hill design standards and specifications. **NOTE:** the UDC required left-turn lane is accounted for by the center two-way left-turn lane on Crossings Circle.
 - d. Per the City's UDC (Article 16 Section D.2.a), the current driveway spacing, for the Project Access #1 to the existing AMC Theaters driveway on the south side of Crossings Circle, does not meet the requirement of 200 feet of spacing for an arterial street. The driveway should be relocated to align directly with the AMC Theater driveway or shifted to the east to meet the 200 feet spacing. If shifted to the east, consideration should be given to the potential access for the development parcel on the south side of Crossings Circle.
2. Required upgrades per the Traffic Access Study for Crossings Circle and Project Access #2:
 - a. The access should be a two-way stop-controlled with the project access under stop control. All signing and pavement markings shall adhere to the latest edition of the MUTCD.
 - b. The project's access should be constructed with one lane for entering traffic and two lanes (one left-turn and one right-turn) for exiting traffic with a minimum of 75 feet of storage, measured from the stop line. This is to accommodate one WB-67 combination truck at the stop line without creating interference with operations at the first internal intersection, parking aisle or parking space. The throat length may be reduced to 50 feet between the stop line and the first internal intersection, parking aisle or parking space, if the access is not part of the designated truck route for the site.
 - c. Per the City's UDC requirements (Article 16 Section C Table 16-2), a westbound right-turn deceleration lane with a minimum storage of 75 feet should be provided. The turn lane design, including tapers, shall be completed according to the AASHTO, TDOT, and the City of Spring Hill design standards and specifications. **NOTE:** The UDC required left-turn lane is accounted for by the center two-way left-turn lane on Crossings Circle.
3. Required upgrades per the Traffic Access Study for Legacy Point Trail and Project Access #3:

- a. The access should be a two-way stop-controlled with the project access under stop control. All signing and pavement markings shall adhere to the latest edition of the MUTCD.
 - b. The project's access should be constructed with one lane for entering traffic and one lane for existing traffic with a minimum of 75 feet of storage, measured from the stop line. This is to accommodate one WB-67 combination truck at the stop line without creating interference with operations at the first internal intersection, parking aisle or parking space. The throat length may be reduced to 50 feet between the stop line and the first internal intersection, parking aisle or parking space, if the access is not part of the designated truck route for the site.
4. Required upgrades per the Traffic Access Study for Legacy Point Trail and Project Access #4:
 - a. The access should be a two-way stop-controlled with the project access under stop control. All signing and pavement markings shall adhere to the latest edition of the MUTCD.
 - b. The project's access should be constructed with one lane for entering traffic and one lane for existing traffic with a minimum of 75 feet of storage, measured from the stop line. This is to accommodate one WB-67 combination truck at the stop line without creating interference with operations at the first internal intersection, parking aisle or parking space. The throat length may be reduced to 50 feet between the stop line and the first internal intersection, parking aisle or parking space, if the access is not part of the designated truck route for the site.
5. A traffic control plan, for work on any public roadway (Crossings Circle, Legacy Point Trail) open to travel at the time of construction of the improvements, will be required to be submitted to Engineering for review and approval.
6. Setbacks shall be shown from the future ROW on all applicable streets within the MTP.
7. All signage must meet UDC requirements, unless a variance is approved. No sign may obstruct any sight triangle.
8. Sewer shall not exceed 16,674 GPD and shall be tracked with flow meters approved by Spring Hill Water. It is the developers' responsibility to purchase and install flow meters.