

Planning Commission Voting Meeting

TO: Spring Hill Planning Commission
FROM: Benjamin Pavlic, Associate Planner
MEETING: October 12, 2026
SUBJECT: SPm 2173-2026 (Project Blue)

SPm 2173-2026: Submitted by DCi for **Project Blue**. The property is located to the east side of I-65 and to the south of Jim Warren Road, known as 3446 Jim Warren Road. It is zoned (PD) Planned Development with a base zoning of (I-2).

Update: This item was discussed on September 28, 2026, and was placed on the consent agenda.

Planning Commission: No additional comments.

Staff:

1. Please add a narrative describing the scope of the project to the plan set's cover sheet.
 - a. The applicant provided a narrative on the cover sheet.
2. Please clarify the intent of the Site Layout Plan on Sheet A2.1 that appears to portray parking changes.
 - a. The applicant added a note to the Site Layout Plan stating that it is for conceptual purposes only.
3. Please clarify if changes to sewer usage are proposed.
 - a. The applicant stated, "No changes to sewer usage are anticipated, and there are no proposed sewer changes in this minor site plan modification request."

Request: The applicant is requesting site plan approval to modify the elevations of an approximately 184,239 square-foot industrial manufacturing building that is a portion of the Spring Hill Commerce Center PD.

Property Description and History: The site abuts the east side of I-65. The area was historically farmland, while the northern, eastern, and southern portions remain wooded. The overall site is in both Maury County and Williamson County.

The Spring Hill Commerce Center Planned Development (previously known as South Nashville Commerce Center and Project Suitcase) was approved by Ordinance 22-26 (PDP 1323-2022) in January 2023, rezoning the site to PD I-2 and establishing vision book regulations and conditions of approval.

PPL 1505-2023 was approved in December 2023 and redesigned the Jim Warren roadway for the Planned Development. Final plat approval has not been received as of October 2026.

PDM 1670-2024 amended the conditions of approval established by Ordinance 22-26 and was deferred until Ordinance 25-04 was approved in May 2025. Ordinance 25-09 and Resolution 25-24 were also approved in May 2025, the former to extend the PDP's vesting period by one year until January 2027, and the latter to amend a development agreement (Resolution 23-115) that supersedes previous conditions

of approval that come into conflict with the development agreement (chiefly the TIS study and road design regarding curb and gutter, sidewalks, and MUT trails).

Williamson Tax Map 170, Parcel 009.00 (the far north of the site) was annexed as part of Resolution 25-13 (ANX 1621-2024) in January 2025, and it was later rezoned in April 2026 from Agricultural to I-2 by Ordinance 26-03 (RZN 1940-2025). This rezoning had the following condition of approval: “The subject property is ineligible for development approval until it is incorporated into the Spring Hill Commerce Center Planned Development.” Ordinance 26-12 (PDA 2097-2026) incorporated the parcel into the PD in August 2026.

Project Blue received site plan approval for a 184,239 square foot industrial manufacturing building and its associated parking, landscaping and lighting in June 2026 under PDF 2068-2026. The elevations approved with PDF 2068-2026 are those proposed to be modified.

Spring Hill Rising: Spring Hill Rising designates this property as a **Gateway Area**. Gateway areas contain the highest intensity of development within Spring Hill. They are characterized by a complete and connected street network that balances the needs of all modes of transportation, including pedestrians, public transit, and cyclists. As prominent gateways to the city, design is held to the highest standard.

Bulk, Area, and Zoning Requirements: The modified elevations include an addition to the building’s eastern face. The addition includes enclosed area as well as a canopy; including both elements, the addition is approximately 1,148 square feet. The addition will meet the setback and area requirements defined in the SHCC regulations and within the I-2 zoning district. Additional changes to the building’s footprint or the site’s layout would require new planned development final modification submittal and approval.

Access and Site Circulation: The site will be accessed from the extension of the Industrial Collector, north of Jim Warren Road. This modification does not include changes to access and site circulation.

Parking: This modification does not include changes to parking. Changes to the site’s parking as a result of the updates to the elevations would require new planned development final modification submittal and approval.

The parking amounts originally approved by PDF 2068-2026 are tabulated below:

Required Standard Auto Parking Ratio	Proposed Building GFA	Required	Proposed	Meets Code
Industrial, Light (1/1,000 GFA 1 st 40,000 GFA, then 2,500 GFA > 40,000 GFA)	130,997	76	161	Yes ¹
Office (1 per 300 GFA)	53,242	177	178	Yes
TOTAL	184,239 ²	252	340	Yes ¹

¹Parking more than 125% minimum shown as pervious. Applicant is proposing pervious parking per PDF 2068-2026.

²Square footage of the building excluding the proposed addition.

Stormwater/Drainage: This modification does not include changes to stormwater/drainage.

Utilities: The proposed development is expected to utilize 15,204 GPD of the allocated 20,000 gallons per day of sewer capacity per Ordinance 25-29. This modification does not include changes to utilities or sewer usage.

Proposed BLDG	Allowed	Daily Use	Remainder
185,387 SF ¹	14,135 GPD	15,204	4,796
	20,000 GPD		

¹Square footage of the building including the proposed enclosed area and canopy addition.

Site Elements: This modification does not include changes to site elements. Additional changes to the site's elements and amenities would require new planned development final modification submittal and approval.

Landscape: This modification does not include changes to landscaping. Additional changes to the site's landscaping proposed as a result of the updates to the elevations would require new planned development final modification submittal and approval.

Building and Site Design: The proposed façades meet the standards for the SHCC PD. The overall height of the structure will be reduced from approximately 37.5' to approximately 35'.

The building materials are painted tilt-up concrete and a clear, aluminum storefront with a varying palette of white and gray. The south elevation proposes 75% painted concrete, the most of any of the elevations, which meets SHCC PD requirements.

Industrial Districts Design Standards: The Spring Hill Commerce Center standards are shown below:

Roof Design

- Green roof, blue roof, and white roof designs are encouraged. *A white roof is shown in the modification's plans.*
- Mechanical equipment on roofs must be screened from view from all sides by the use of parapet walls or enclosures designed to conceal the equipment as required by this Code. *Rooftop mechanical equipment is no longer proposed.*

Site Design

- In multi-building complexes, a distinct visual link must be established between various buildings through the use of architectural features or site design elements such as court-yards, plazas, landscape, and walkways to unify the project. *Architecture is intended to be consistent and unified with future phases of development.*
- Parking lots must be adequately buffered from the primary roadway, and no parking is allowed within the required front setback. *No changes to approved are proposed.*
- Developments should provide a pedestrian link to adjacent non-residential uses, where applicable, to provide safe pedestrian access between the site and commercial uses outside the development. *No changes to approved are proposed.*

Recommendation: Staff recommends **approval** of SPm 2173-2026 (Project Blue) with the following conditions of approval.

Standard Conditions:

1. All previous project requirements and conditions of approval shall apply.
2. One (1) electronic copy of the approved plan(s) shall be submitted to the Planning Office no later than 45 days after the Planning Commission approval meeting date.
3. The approval of this modification does not extend the vesting rights of the development.
4. Any variation to the alignment and/or conditions of the site would require returning to the Planning Commission for a planned development final modification.

Site Specific Conditions: None