

Planning Commission Voting Meeting

TO: Spring Hill Planning Commission
FROM: Gilles Morin, AICP, Senior Planner
MEETING: October 12, 2026
SUBJECT: STP 2171-2026 (Enterprise Rent-A-Car)

STP 2171-2026: Submitted by Heather Max for **Enterprise Rent-A-Car**. The property is located on the south side of North Old Port Royal Road, to the east of Port Royal Road, best known as 3789 North Old Port Royal Road. It is zoned (I-1) Light Industrial and is approximately 6.6 acres.

Update: This item was discussed on September 28, 2026, and was not placed on the consent agenda.

Planning Commission:

1. Staff requested feedback on the applicability of the following improvements: Landscape, pervious pavement, bicycle parking, and sidewalks.
 - a. The Planning Commission indicated these improvements are needed because the improvements are permanent while the proposed use may not be.

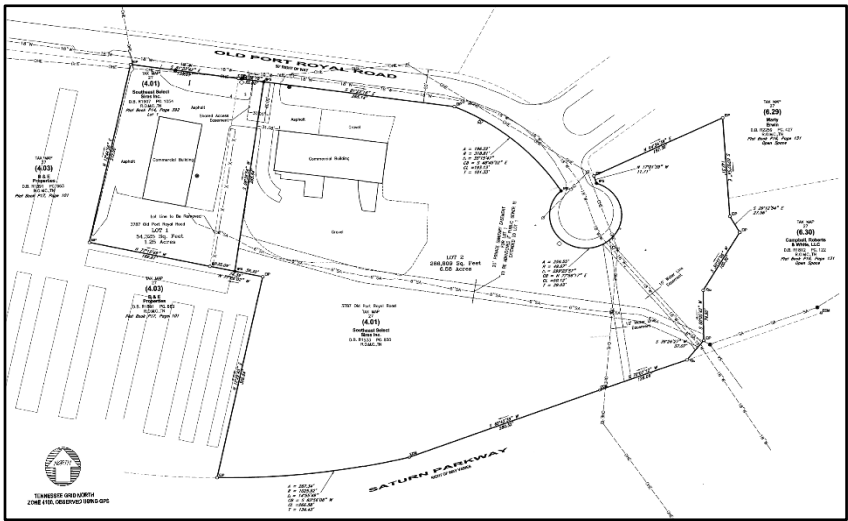
Staff:

1. Staff commented on the following topics.
 - a. Landscape
 - i. Originally the applicant did not have all the required landscape islands but has addressed the requirement with revision #2.
 - b. Parking
 - i. Originally the applicant did not propose pervious pavement but has since shown previous spaces for all excess parking with revision #2.
 - ii. The applicant is proposing to install two u-shaped bicycle racks.
 - c. Sidewalks
 - i. The applicant is not proposing a sidewalk. More details regarding the sidewalk are outlined in the discussion section of this report.

Request: The applicant is requesting site plan approval for improvements that include parking for employees, the public, and fleet inventory, with landscape and a detention area. The request would allow Enterprise to relocate the existing business to a new location.

Property Description and History: The subject site currently contains a single building that was previously used as a warehouse. It is a long, single-story structure with a metal exterior. The building features two large, white roll-up doors designed for vehicle access, on the front facade. Most of the area surrounding the building consists of a gravel surface. The remainder of the site has some trees and turf. The property appears to be used as vehicle storage for the auto mechanic shop next door. The existing parking area and grassy areas are currently used for vehicle storage. The property is immediately north of Saturn Parkway, between Port Royal Road and I-65.

UDC, Table 8-1 identifies a “Vehicle rental car business – with an outdoor storage/display area” as a special use in I-1 and requires special use approval. The applicant received a Special Use Permit on June 16, 2026, from the Board of Zoning Appeals.



Spring Hill Rising: The property is designated **Innovation Area** by the Comprehensive Plan. Innovation Areas accommodate a concentration of regional medical, technology, and research facilities and ancillary uses. Spring Hill Rising Policy: Improve regional transportation connectivity and options. While the description of Innovation Area focuses on medical, technology, and research facilities, the proposed use would provide ancillary services and support for large-scale innovation centers.

Bulk, Area, and Zoning Requirements: This site exceeds the setback and area requirements for I-1 zoning. The building is setback 136’ from North Old Port Royal Road (approximately 123’ from the future right-of-way line) and 31’ from the western property line. This request does not include new buildings. See the setbacks for I-1 below:

Required Setbacks (I-1)	Existing	Required	Meets Code
Front	123’	30’	Yes
Interior Side	31’ (smallest)	10’	Yes
Rear	Not shown	10’	Yes

Access and Site Circulation: The existing business connects to North Old Port Royal Road by a 30’ shared access easement with the abutting property. The applicant is proposing new gated access to the cul-de-sac. To date the Fire Marshall has not reviewed the proposed gate. The elevation of the cul-de-sac is significantly lower than the property so the slope must not be too severe. More detailed review will be required during engineering review.

Landscape: The applicant provided a landscape plan. Staff provided comments; that were not originally addressed. However, the applicant has addressed all staff concerns regarding landscape. All landscape islands have been added to the landscape plan.

The Franz Fontaine Hornbeam is no longer shown on their plan. The replacement trees are Arnold Tulip Poplar, Princeton Elm, and Musashino Zelkova. Princeton Elm and Musashino Zelkova are not listed in the UDC recommended plant list, however, the Planning Commission can approve deviations. Neither tree is

listed on the official Tennessee Invasive Plant Council watch or regulatory list and are excellent urban-tolerant choices.

Please see a summary of the tree plantings below:

	Required	Provided	Meets Code
Interior Trees	25		Yes
Willow Oak		9	
Princeton Elm ¹		6	
Musashino Zelkova ¹		10	
Perimeter Trees	18		Yes
Arnold Tulip Poplar		18	
Street Trees	11		Yes
Red Glory Maple		11	

¹ Princeton Elm nor Musashino Zelkova are not listed in the UDC. However, staff recommends approval of both species.

The landscape notes identify 54 proposed trees; this amount is reflected on the Landscape Plan. The applicant revised the plan to accurately depict all proposed trees and correct the planting schedule.

Diversity among required plant material is required for visual interest and to reduce the risk of losing a large population of plants due to disease. Plant Diversity Requirements indicate the percentage of diversity required based on the total quantity of species being used is 40%. The revised Landscape Plan meets the diversity requirement.

Impervious Surface: There is existing roof area, asphalt, concrete and gravel surfaces. Existing impervious coverage is approximately 17% of the site and the proposed is 30%. The maximum allowed in I-1 is 80%. The gravel areas would constitute nonconforming conditions under current UDC. See a summary of the existing and proposed impervious areas below.

	Existing Impervious (sf)	Proposed Impervious (sf)
Roof Area	9,181 (including shed to be demolished)	9,028
Asphalt	6,120	73,922
Concrete	2,961	2,866
Gravel	30,726	None
TOTAL	48,988	85,816

Parking: The existing asphalt, concrete and gravel surfaces have no striped parking stalls. A parking summary is shown below:

	Requirement	Required	Provided	Meets Code
Auto	Vehicle Rental: 1 per 300 GFA of office	10	10	Yes ²
	Warehouse: 1 per 300 GFA + 1 per 20,000 GFA of warehouse area ³	1	181	
	TOTAL	11	191	
Bicycle	1 rack: 2 spaces	2 spaces	2 racks, 4 spaces	Yes

²Total proposed spaces exceed 125%. Parking was reduced from 203 to 191 spaces, and excess parking is designated as pervious pavement. Total proposed spaces also exceed 150%, however, the applicant has provided justification for the excess parking.

Streets and Sidewalks: The applicant identifies North Old Port Royal Road with a 50' R.O.W. on Sheet V-1.0. That information is incorrect as it is 62.5'. Please update this sheet with the proper R.O.W. on the post Planning Commission set of drawings. North Old Port Royal Road is a designated Collector Street in the Spring Hill Major Throughfare Plan. The UDC minimum ROW width is 75' for Collector Streets. There are no sidewalks on North Old Port Royal but there is a multi-use path on the north side of the street. Staff received Planning Commission feedback regarding providing a sidewalk along their portion of the property being improved. Staff agree the applicant should provide a sidewalk. However, this side of North Old Port Royal Road is not curb and gutter. It has a long, continuous strip of crushed stone or riprap located in a shallow roadside swale designed to allow water to flow towards Saturn Parkway. Staff have proposed a condition of approval that outlines two options for the applicant. The proposed options for a sidewalk would provide connectivity to the multi-use path on the north side of the street.

Bicycle and Greenway Plan: The Spring Hill Bicycle and Greenway Plan calls for proposed bike lanes along Reserve Boulevard that extend across Port Royal Road and includes Old Port Royal Road as a mid-term project priority. Mid-term projects are intended to be implemented by 2030³. Based on the previous recommendation of the green field development across the street, Kingsley-Place, to provide a 12' multi-use path instead of bike lanes, staff recommend against the requirement to provide a bike lane fronting the subject property. A better option would be to provide a pedestrian connection from the building to the existing multi-use path that will be extended by Pooch-Playhouse.

Utilities: The applicant has provided a stamped letter from a registered engineer stating the new business will not increase sanitary sewer. Ordinance 25-29, Section 3 allows a site or building with existing or previous flows equal or less than new flows may be accepted, processed, or approved.

Discussion: The applicant has addressed all of staff concerns except for sidewalks. **The applicant has provided the following justification for not providing a sidewalk:** *"Applicant respectfully requests Planning Commission guidance regarding the sidewalk requirement along North Old Port Royal Road. The property frontage contains existing mature trees and established vegetation. Construction of a sidewalk within the available frontage would likely require removal of several mature trees. The roadway frontage also contains an existing drainage swale and lacks curb and gutter improvements, resulting in additional construction challenges. Furthermore, should North Old Port Royal Road be widened or reconstructed in the future, any sidewalk installed as part of the current project could be removed and rebuilt as part of those roadway improvements. Given these conditions, the applicant respectfully requests consideration of the existing site constraints and future roadway planning when evaluating the sidewalk requirement."*

While staff understand the applicant's concern, the City requires pedestrian facilities along all development frontages as stated in Section 16.6 unless exempted by the Planning Commission. If the Planning Commission exempts sidewalks, a fee-in-lieu of must be paid to the City. Site Specific Condition #1 would require the sidewalk as approved by the City Engineer or Site Specific #2 would require the fee-in-lieu.

Although the roadway currently lacks curb, gutter, and shoulder, the sidewalk could serve as a pedestrian connection to the site for people using the multi-use trail on the north side of the road. Staff believe an adequate connection could be provided without building a sidewalk along the entire frontage. A sidewalk could extend from the ADA stall east to the intersection with Parkway Drive. A ramp from the subject

property to the street with a crosswalk across the street would provide pedestrian connectivity. There are also two potential locations for the proposed sidewalk. Option 1 would be within the future right-of-way. This option would require the street to be improved to curb and gutter while also addressing drainage. Option 2 would be between the drainage swale and the front parking area.

Recommendation: Staff recommend **approval** of STP 2171-2026 (Enterprise Rent-A-Car) with the following conditions of approval.

Standard Conditions:

1. All infrastructure and site improvements, including roadways, utilities, stormwater facilities, sidewalks, access drives, and associated improvements, shall be designed and constructed in accordance with the City of Spring Hill Unified Development Code (UDC), adopted standards and specifications, approved plans, and all other applicable local, state, and federal requirements.
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. All proposed roadways, intersections, access drives, driveway connections, and associated transportation improvements shall be designed and constructed in accordance with applicable City of Spring Hill, TDOT, AASHTO, ADA, and MUTCD requirements, as applicable.
4. Intersection sight distance and stopping sight distance shall be evaluated for all applicable project accesses and intersections. Required horizontal and vertical sight triangles shall be shown on the plans and maintained free of landscaping, structures, signs, utilities, or other obstructions that would interfere with required sight distance.
5. A long-term maintenance and management plan for applicable stormwater facilities and stormwater-control measures shall be provided in accordance with the UDC and applicable City requirements prior to construction plan approval and/or the pre-construction meeting, as applicable.
6. The applicant shall provide complete engineering plans, calculations, reports, and supporting information necessary to demonstrate compliance with applicable City requirements and satisfactorily address all Engineering, Public Works, Utilities, Fire, and other applicable departmental review comments prior to approval of construction plans, issuance of applicable permits, or scheduling of the pre-construction meeting, as applicable.
7. No grading, construction, or other work shall occur outside the development property without documentation demonstrating the applicant's legal right to perform the work. A signed property-owner authorization, temporary construction easement, permanent easement, or other documentation acceptable to the City shall be provided prior to issuance of the applicable permit and before work occurs on the affected property.
8. Record drawings are required prior to the signature of the final plat or issuance of a Certificate of Occupancy, as applicable. The submittal shall include the complete record drawing/design set and topographic survey in electronic format as well as pdf format, accurately depicting all constructed improvements, utilities, infrastructure, grading, drainage features, easements, property boundaries, and bridges. Electronic files shall be georeferenced to NAD83 horizontal datum and NAVD88 vertical datum, provided in a format compatible with and capable of integration into the City's GIS, and shall comply with all applicable City standards and requirements.

9. The Developer shall provide all required performance and maintenance bonds in a form and amount acceptable to the City of Spring Hill and in accordance with the City's Unified Development Code and applicable City standards before the final plat can be signed by the Secretary of the City of Spring Hill Planning Commission. The posted bonds shall cover all required improvements and shall remain in effect until the improvements are completed, inspected, accepted, and released by the City. No financial security shall be reduced, released, or allowed to expire without prior written approval from the City.
10. Additional modifications or corrective measures identified during engineering review or construction that are necessary to address public health, safety, welfare, or compliance with applicable requirements shall be incorporated into the plans or construction as directed by the appropriate City authority. Changes affecting elements approved by the Planning Commission shall be reviewed to determine whether additional Planning Commission approval is required.

Site Specific Conditions:

1. Provide a continuous, ADA-compliant pedestrian connection from the development's main building entrance to the nearest existing public sidewalk/multiuse trail and street crossing as approved by the City Engineer. Where a pedestrian crosswalk does not currently exist at the appropriate crossing location, provide a new ADA-compliant crosswalk, including required pavement markings, curb ramps, signage, and other applicable pedestrian improvements. All improvements shall be shown on the construction plans prior to approval.
2. If the Planning Commission exempts the sidewalk a fee-in-lieu to include costs of engineering, design, geotechnical, grading, clearing, excavation and embankment and material placement and drainage for a five foot wide sidewalk or a width otherwise required for the sidewalk must be provided by the applicant.
3. Update Sheet V-1.0 to show the correct R.O.W. of Old Port Royal Road North with post Planning Commission submittal.