

SpringHill**RISING**:2040

A vision for the future of Spring Hill, Tennessee.

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Acknowledgements

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Introduction

The purpose of this *Comprehensive Plan* is to establish a vision for Spring Hill for the next 25 years. Once a small town at the edge of the Cumberland Region, the city has experienced tremendous growth and development over the last 20 years and is now a city of over 35,000 residents.

The Cumberland Region has grown in population and prominence as major corporations and businesses have decided to locate in the region. Spring Hill has played an important part in this growth with the location of the Saturn/GM plant in the area and the relocation of thousands of residents and job seekers to the city due to Spring Hill's relative proximity to major job centers in Nashville and Williamson County. This rapid population growth and development has put a strain on existing community infrastructure and services, changed the community character of the Spring Hill area, and put increased pressure on rural and natural areas to be developed.

In an effort to manage these trends and development pressures, the community of Spring Hill has come together to establish a framework to guide growth, change and development in a manner that respects the past, retains a sense of place and enhances the quality of life for existing and future residents and visitors. By working together, citizens, elected officials, professional leaders, property owners, and major employers have created a strategic vision and guide for Spring Hill's future.

Community Snapshot

Spring Hill covers approximately 17 square miles and is located 35 miles south of Nashville, TN. The city is situated within two counties, Maury and Williamson, and is part of the greater Cumberland Region that includes Cheatham, Davidson, Dickson, Maury, Montgomery, Robertson, Rutherford, Sumner, Williamson and Wilson counties.

Spring Hill's population grew to 29,036 in 2010, an increase of 276% between 2000 and 2010. Likewise, Spring Hill is projected to grow by another 78% from 2010 to 2030. While growth presents great challenges for Spring Hill, it also generates new opportunities for economic expansion, community development and quality of life improvements for current and future residents.

Why We Plan

More than just a land use document, the comprehensive plan serves as an important management tool for promoting a community that is healthy socially, environmentally and economically. It describes the community's vision and directs how the city will develop over time, how it will function in the future, the quality of life opportunities that citizens will be able to experience, and the mechanisms for accomplishing that vision.

It recognizes that the community is keenly aware of its cultural and natural resource-based heritage, which is integral to a vibrant sense of place and unique identity. The plan provides the foundation by which policies on land use, community and neighborhood preservation, economic development, transportation, infrastructure, and quality of life decisions are made.

The comprehensive plan will help the community to become more certain about where development will occur, what it will be like, when it will happen, and how to meet the costs of development. It provides direction for land developers and homeowners on future land use, transportation and utility networks, and policies guiding the future development of the City, thereby enabling landowners to protect their investments and focus their efforts.

The plan will allow the planning commissions, the Board of Mayor and Aldermen, and other boards to make fair and consistent decisions on projects and policies. In addition, the plan will also help local governments wisely invest limited public funds in infrastructure, such as roads, water and sewer, schools, parks and green space, and other facilities to maintain and improve the quality of life for the community.

The Process

To help guide the development of this plan, an initial *Community Assessment* was conducted to analyze existing trends and historic development patterns and identify preliminary issues and opportunities. In addition to the analysis of available data, the stakeholders who participated in the planning process identified a collective vision for the future, first by identifying the primary issues and opportunities impacting the area during a series of visioning workshops.

Creating a functional comprehensive plan begins with defining a common vision for the future development of the community. A community vision is the overall image of what the community wants to be and what it wants to look like at some point in the future. It is the starting point for creating a plan and actions to implement the plan.

A successful visioning process requires meaningful participation from a wide range of community stakeholders. Spring Hill residents, property owners, business owners, and other stakeholders contributed greatly to the production of the plan. Due to the participation involved, the plan should generate local pride and enthusiasm about the future of Spring Hill and, therefore, encourage citizens to remain engaged in the development process and ensure that the city implements the plan.

Public Participation

In order to develop a successful update to the plan, substantial citizen participation was crucial. The reality is that a plan of this nature should be the citizen's plan and not necessarily that of just the elected officials, planning commission, or the consultant team. Priority was given to getting citizen participation throughout the development of the plan.

Steering Committee

The first accomplishment of the update was to appoint a steering committee to advise on the public input component throughout the process and to provide policy direction to staff during the planning process. This committee is a volunteer group of the community members, City staff, the Planning Commission, and Aldermen.

Community Survey

This survey was put together by the Comprehensive Plan Steering Committee. The questions in this survey revisited the vision and goals of our current Comprehensive Plan, which was adopted in 2011. The responses provided the Steering Committee with the information they needed to update the community's vision and goals.



Steering Committee discuss character areas.

Once completed for publication, the City of Spring Hill made the survey accessible to the public through the City's website and social media for approximately one month. The response to this survey was overwhelmingly successful with 1,847 participants and 2,708 responses to the three open-ended questions (included in Appendix C).

The highest priority communicated in the survey was transportation, specifically long-term approaches and solutions to resolving current conditions and planning for a complete and balanced network for all modes of transportation. The second priority was to create a downtown, a common community space that belongs to everyone. Other key themes in the survey responses were related to housing, job growth, development, and recreation, specifically to provide choices in housing, employment, development form, and recreational opportunities to meet the needs and expectations of a growing and evolving community through all stages of life.

More importantly, the responses to the survey confirmed that the vision and goals of the Comprehensive Plan had not changed significantly.



Visioning Workshop

The Steering Committee hosted a public visioning workshop to present the results of the community survey and to rank the key issues of the survey responses. The results of this exercise indicate that, to the participants, highest priorities are to require better development and growth, to promote economic and employment diversity, and to develop a downtown environment. These priorities directly influenced the goals, policies, and strategies recommended in this plan.

Preferred Community Character

A community character survey (also known as Visual Preference Survey) is a means to obtain public opinions about the visual appearance of the built environment. This survey exercise, administered during a Visioning Workshop in 2010, produced anecdotal data that was interpreted and incorporated into the planning process. Survey participants rated a series of images organized into seven sub-sections: Transportation Landscape/Streetscape, Housing Types, Activity Centers, Employment Areas, and Public Buildings. Results are described in the following pages.

Most Preferred

Overall, the images depicting well-designed buildings, streets designed at human scale, dense landscaping, walkable neighborhoods, parks, and town centers were preferred. The images below share two commonalities: usable open space and built environments that encourage interaction and street life. The participants' most preferred overall image was the "Public Fountain" image that depicts a large urban fountain surrounded by an inviting public plaza with places to sit, gather and socialize.



Least Preferred

Least preferred images tended to portray buildings that are either redundant in design or are minimally articulated, developments with excessive pavement, streets that aren't designed well for pedestrians, and minimal or no landscaping. The least favorite overall image was the "Track House" image, with a residential street constructed with no sidewalks and in a neighborhood of homes that have few distinguishable features that make it unique and attractive.



Transportation

Most Preferred

Participants generally preferred transportation images portraying comfortable and attractive streets framed by either mature street trees or buildings.

Multi-use trail – Multi-use trails can provide connections between and within neighborhoods and provide opportunities for recreation and connection with nature.

Urban streets – Narrow streets with buildings and street trees adjacent to the roadway make a street interesting and comfortable to walk, bike and drive down.

Landscaped streets –Landscaping streets with mature trees and other vegetation can make a street visually appealing and attractive.

Tree-lined Boulevard – Tree-lined boulevards create a street that is visually appealing and comfortable to drive and walk down.

Urban commercial street – Well-designed urban streets encourage walking while also supporting commercial uses



Least Preferred

Visual Clutter – Utility poles or obtrusive signs can diminish an otherwise attractive street.

Urban streets – Urban streets can be narrower than suburban or rural roads.

Wide roadways –Roadways with multiple lanes and long sight distances create high-speed roadways that are unsafe for automobiles and pedestrians.

Limited residential character – Suburban neighborhood streets with deep setbacks between the building and street, similar house types, and no street trees creates a street that is unattractive to drive and walk.

Empty roadway – Roadways in suburban or urban settings that are wide and not lined with trees or buildings can feel empty and lacking in character.



Landscape and Streetscape

Most Preferred

Participants generally preferred landscape and streetscape images portraying well-maintained landscaping strips and street trees.

Landscaping strips – Trees and shrubs can make a parking area or building front more appealing and interesting.

Pedestrian-Oriented street design – Buildings with well-designed pedestrian environments improve pedestrian access to commercial buildings.

Parking lot landscaping – Planting strips in parking lots can make an otherwise unattractive place feel more inviting and unique.

Appropriately scaled signage – Signage that is integrated in the landscape and surrounding context improves the visual character of an area.

Streetscapes – Urban streetscapes, with street trees, brick pavers and lamp posts, create visually appealing streets that support pedestrians and adjacent businesses



Least Preferred

Participants generally did not prefer commercial areas lacking landscaping or appealing streetscape amenities.

No streetscape – Roads with no defining features at the edge of the public right-of-way, such as buildings, sidewalks with street trees, or landscaping strips, lack character and visual appeal.

Large parking lots – Large, open parking lots with no landscaping strips or streetscape elements to break up the circulation lanes make parking lots unsafe for pedestrians.

Minimal landscaping – A limited amount of trees or other landscaping make this image less desirable.

No landscaping – A lack of landscaping between a sidewalk and a parking lot or roadway makes for an unattractive pedestrian space, especially in front of commercial buildings.

Balancing landscaping and buildings – Buildings and their surrounding landscaping should complement one another, which is not the case in this image.



Neighborhoods

Most Preferred

Participants generally preferred small-scale housing with natural features such as trees and yards defining the space around the house.

Residential streets – Neighborhoods with small side yards and that have the majority of landscaping in the front or rear create compact and attractive areas to live.

Suburban landscaping – Suburban residential development is defined by a balance between built features and natural features, with landscaping generally surrounding a building on all sides.

Human-scaled houses – Single-family detached houses that are well proportioned, address the street, and that are close to the street create a friendly, neighborhood feeling.

Yard features – Residential yard features, such as picket fences and mature trees, help create attractive neighborhoods.

Interesting architecture – Interesting and balanced architecture creates uniqueness along a street and within a neighborhood.



Least Preferred

Participants generally did not prefer large residential buildings or residential streets lacking character.

Mundane neighborhood streets – Limited variations in architecture and building type and no street trees or other interesting street features fail to create a sense of place along this street.

Suburban landscaping – Suburban residential development is defined by a balance between built features and natural features, with landscaping generally surrounding a building on all sides.

Yard clutter – Utility poles and new construction advertising detract from the visual appeal of the building and landscaping.

Deep, open setbacks – Deep building setbacks and a lack of landscape features to fill the space between the building and roadway fails to make this street an attractive residential environment.

Apartment complexes – Apartment complexes, with buildings oriented towards the middle of the site, create unattractive spaces at the edge of developments



Activity Centers

Most Preferred

Participants generally preferred “Main Street” type images that depict commercial areas supported by walkable, pedestrian-friendly streets.

Street activity – Outdoor dining, retail businesses oriented towards pedestrians, and other traditional town center activities create places where people want to linger and socialize.

Walkable streets – Sidewalks with interesting storefronts, well maintained and unobstructed walkways, street trees, and on-street parking make walking enjoyable, inviting and safe.

Mixed use – Ground level commercial uses, with residential or office above, support a walkable community that depends less on the automobile to support businesses and meet residential needs.

Balancing buildings and landscaping – Buildings and landscape features that are well-proportioned with one another help create visually appealing places.

Streetscapes – Streetscapes help create an attractive town center by enhancing the visual appeal of commercial and mixed use buildings



Least Preferred

Participants generally did not prefer stand alone or commercial buildings with no landscaping or streetscape features.

Rural stand alone commercial – Rural, stand alone commercial buildings typically do not provide a wide range of commercial services.

Inappropriate building additions – This building fails to integrate the commercial addition with the original residential building.

No landscaping of pedestrian environment – This building lacks street trees or pedestrian features that help blend the building into its surroundings.

Limited sidewalk – The small sidewalk makes accessing this building by foot difficult and unpleasant.

Auto-oriented commercial buildings – One-story commercial buildings that are separated from the street by a parking lot fail to create a pedestrian-friendly commercial area



Employment Areas

Most Preferred

Participants generally preferred large commercial buildings with more traditional architectural features.

Balanced architecture – Buildings with appropriate architectural features, such as windows of appropriate proportion and traditional materials, make this building visually appealing.

Traditional building materials – Traditional building materials, such as brick, are desired over more modern materials such as steel and glass.

Human-scaled buildings – Buildings that are moderate in size and integrated into the surrounding landscape create a more inviting workplace than a tall office building surrounded by parking.

Landscaping – Appropriate landscaping, such as trees and planting strips, can buffer the views of large parking areas.

Streetscapes – Streetscapes create attractive areas around businesses and improve the visual character around commercial buildings.



Least Preferred

Participants generally did not prefer conventional office park buildings and stand alone commercial buildings.

Big box office buildings – Large office buildings with not windows or other interesting architectural features make this building and the area surrounding it unattractive.

Stand alone buildings – Large buildings that stand alone are not preferred.

Large parking lots – Wide open parking lots, limited landscaping and one story buildings that do not frame the parking lot, create spaces that are visually unattractive and undesirable to be in.

Awkward building forms – This building, with a front building elevation that is atypical, was not preferred.

Corporate office parks – Corporate office parks, with tall glass and metal building facades, are not preferred.



Public Buildings

Most Preferred

Participants generally preferred images that depict formal public buildings that establish the building and surround area as important public space.

Formal public plaza—formal public plazas, framed by buildings, establish areas as important civic and community places.

Mixed use public institutions—civic buildings that locate administrative offices and recreation areas in close proximity can be a center for community activities.

Multi-story buildings—multi-story buildings in a traditional downtown setting are a desirable type of public building



Least Preferred

Participants generally did not prefer public buildings lacking character or landscaping.

Temporary school facilities—portable classrooms are an undesirable school feature.

Limited landscaping—public buildings with minimal landscaping are not well integrated into the community landscape.

Large urban buildings—public buildings that are several stories tall are undesirable.

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Issues and Opportunities

The Issues and Opportunities chapter presents a summary of the Community Assessment as well as the public's opinions about current conditions in the area and the desires for what the community wants to be in the future. This input forms the basis for goals, policies, and strategies presented as part of the Community Vision (see Chapter 3). The Community Assessment portion of the comprehensive plan identified a preliminary list of issues and opportunities based on a review of demographics, economic trends and local observations concerning Spring Hill. That list has been refined based on community input that was received in the public visioning workshops and from questionnaires. Upon a review of all input gathered, the information was prioritized, resulting in an updated list that highlights primary issues and opportunities related to the following Vision Themes:

- ⇒ Transportation
- ⇒ Housing
- ⇒ Community Facilities, Infrastructure, and Services
- ⇒ Natural and Cultural Resources
- ⇒ Economic Development
- ⇒ Intergovernmental Coordination
- ⇒ Land Use and Community Character



Transportation

Primary Issues

Congestion on I-65 – As the Cumberland Region Grows, traffic congestion has increased on I-65, increasing travel times to areas outside of Spring Hill and from other areas to Spring Hill.

Road Safety - Multiple roadways throughout the city experience safety issues that include substandard lane widths, lack of shoulders, and lack of sight distance

US 31 Needs Improvements - US-31 needs improvements that address access control, safety, and peak-hour traffic congestion

Lack of Direct Connection to I-65 - Spring Hill lacks a direct connection to I-65, with its only connection via Saturn Parkway

Road Improvements Needed - Road improvements are needed in already developed areas and in rural areas experiencing growth

Unsafe Roads for Pedestrians and Bicyclists - Many streets, especially those primary roads like US 31, are unsafe for pedestrians and bicycles and need enhancements to provide safety

Lack of Transportation Options - Additional transportation options are needed, particularly for children and the elderly

Lack of well-connected street network - The absence of a well-connected street network creates congestion, especially along major roads because there are no alternate routes

Primary Opportunities

Saturn Parkway and I-65 - Spring Hill's connection to I-65 via Saturn Parkway provides opportunities for new economic development

I-65 Provides Connections to Other Regions - The city can take advantage of its proximity to I-65, Nashville and Huntsville.

Road Improvements - Road improvements can be implemented as growth and development occur, improving safety, reducing travel times and the distance residents have to travel to meet their daily needs.



Housing

Primary Issues

Rapid Housing Development – Demand for new residential development has put a strain on municipal service delivery and the city’s ability to invest in infrastructure maintenance and expansion.

Lack of Housing Options - Spring Hill is project to double in population in the next 25 years. This equates to a need for a range of housing options (e.g. types, price points, etc.) beyond the single family detached house to provide affordable housing opportunities to the full range of income levels and life cycle stages (young professionals, families, retirement, etc.) and allow residents to grow, live and age in the city.

Decreasing Rental Opportunities – Rental units, as a percent of all housing units, have decreased in the city. This trend has reduced the rental opportunities for those in the community who need to rent.

Primary Opportunities

Continued Housing Demand – As Spring Hill’s population continues to grow, the city will be able to diversify its housing stock and provide a greater variety of housing choices for new and existing residents.

Affordability - Spring Hill’s housing affordability, in relation to other areas in Williamson County, will continue to make the city an attractive place to live.

Improving Neighborhoods - Continued housing demand will allow Spring Hill to create new neighborhoods and enhance existing neighborhoods with new residential development.

Infill Development - Spring Hill has many opportunities within the existing city boundaries for new development. New infill development can preserve rural and natural areas in Spring Hill’s Urban Growth Boundary that make the area unique.



Community Facilities, Infrastructure, and Services

Primary Issues

Lack of Major Water Source - There are no major water bodies or sources of water in close proximity to the City, and additional long-term water supply is needed if growth is going to continue.

Continued Expansion of Public Safety and Utility Service Area - Sprawl development patterns will continue to strain municipal budgets with continued demand for expanded service areas and infrastructure.

Additional Schools and Parks Needed - Continued residential development in Spring Hill will require new schools and parks.

Primary Opportunities

New Schools - Planned expansion of school facilities creates the opportunity to locate new schools within existing neighborhoods and the opportunity to enhance existing schools while planning for adaptive reuse of school property.

Maximizing Existing Infrastructure - The existing infrastructure system can accommodate additional growth in already developed areas, maximizing the current investment in facilities and services.

Comprehensive Utility Plan - Developing a comprehensive utilities plan will help coordinate utility agencies involved in providing public services as well as provide strategic service delivery throughout the city and its Urban Growth Boundary.



Natural and Cultural Resources

Primary Issues

Lack of Major Water Body - There are no major water bodies or sources of water in close proximity to the city.

Rural and Natural Areas Being Developed - New development is consuming rural and natural areas that are important for environmental functions and rural character of the city.

Limited Cultural Resources - Spring Hill is fortunate to have several culturally and historically significant resources, but they are underutilized when compared to other cities in the region such as Franklin and Columbia. Spring Hill has historically been deficient in terms of taking advantage of its resources as a source of community identity and tourist based economic growth.

Rural Historic Properties Threatened - Rural historic properties are threatened by development extending into rural areas.

Decreasing Water Quality - New development will continue to degrade water quality and other natural hydrologic features if significant and enforceable regulations for stormwater, river protection, and sediment pollution are not implemented to mitigate developed area's impact on natural systems



Primary Opportunities

Rural Character Preservation - Spring Hill has the opportunity to preserve rural and natural areas that have not been developed.

Open Space Preservation - Enhanced open space requirements for new development can reduce some of the negative environmental impacts of development activity, such as preservation of floodplains and steep slopes

Preserving Cultural and Natural History - Preservation initiatives can help identify and preserve those environmental and cultural features necessary to protect, ensuring future generations can enjoy Spring Hill's natural and cultural legacies.



Economic Development

Primary Issues

Lack of Employment Diversity - The majority of jobs in Spring Hill are associated with Manufacturing and Retail Trade industries

Small Business Support Needed - Additional support for small businesses is needed to ensure new and existing small businesses can be competitive and successful

Slowing Population Growth - The tremendous population growth rates Spring Hill has experienced will not continue indefinitely, requiring the City to adjust its economy away from industries such as construction

Many Residents Still Travel to Other Areas For Work - Spring Hill still struggles to be competitive with office and commercial businesses in other areas, as many residents commute to areas like Franklin, Brentwood and Nashville for work

Primary Opportunities

New Business Opportunities - The growing labor force, with rising levels of educational attainment, will be attractive for businesses looking to locate in the Nashville Region

New Industry Opportunities - Given the city's projected population growth, Spring Hill has the opportunity to diversify its economy and ensure greater economic stability

New Industrial Development - Spring Hill has positive attributes, such as convenient access to Saturn Parkway and I-65 that can attract new industrial development to the city

Tourism – Increased tourism can allow the city to preserve and capitalize on its environmental, cultural and historic features



Intergovernmental Coordination

Primary Issues

Multiple Governments – The City of Spring Hill is located within two counties, Maury to the south and Williamson to the north thus requiring additional focus and effort on coordination.

Multiple Organizations – As a result of being part of two counties, Spring Hill is also part of multiple organizations including Maury Alliance, Williamson County Economic Development Commission, Nashville Area MPO, etc.



Primary Opportunities

Influence – Being a member jurisdiction of multiple governments and organizations, Spring Hill has the unique opportunity to have a voice at numerous tables that if used to its advantage can result in more opportunities for funding improvements to the city.

Participation— Participating in the prioritization and investment in regional projects, such as transportation or water quality improvement projects, with organizations including Maury County, Williamson County, various economic development authorities, and the Metropolitan Planning Organization.

Land Use and Community Character

Primary Issues

Automobile Dependency - The current development pattern, with long distances between where residents live, work, shop and recreate, requires an automobile to be an active and productive member of the community.

Farm Land Disappearing - Productive agricultural land and farms need to be preserved and enhanced as development pressures increase in rural areas.

Existing Zoning Regulations Segregate Uses - Existing development regulations require the separation and segregation of uses, which creates longer travel distances and a reliance on the automobile to meet one's daily needs for work, living, shopping and recreation.

Rural Character Threatened - Continued growth in rural areas will put development pressure on rural areas of Spring Hill and its Urban Growth Boundary area, impacting the rural character that makes Spring Hill unique.

Primary Opportunities

New Town Center - The development of a town center, with a civic center as the focal point, will create an important community activity center for civic life, shopping and other entertainment activities.

Mixed Use Activity Centers - Mixed use development can be concentrated along existing major corridors, major road intersections, and in the proposed town center area.

Higher Density Residential Development Located in New Activity Centers - Townhomes and other higher density residential housing types can be concentrated around retail/commercial centers to create mixed-use environments and additional housing options for new and existing residents.

Strong Development Connection to Areas North and South - The traditional development corridor along US Hwy 31, connecting Spring Hill to Nashville and Maury County, will allow the city to maximize its infrastructure and economic connections to surrounding areas of the Cumberland Region.

Concentrating New Development within Existing City Boundaries - Concentrating the majority of growth within the existing city boundaries will reduce development of rural and natural areas surrounding the city.

Improving Neighborhoods - Existing neighborhoods can be preserved and enhanced with sensitive new infill development and revitalization.

Future Development and Transportation - Future developments within Spring Hill should focus on supporting and integrating multi-modal transportation options (examples include integration of sidewalks, bicycle lanes, bicycle paths, multi-use paths, and greenways).



Community Vision

Spring Hill is a growing community with unique issues and opportunities related to its historical development and projected future growth. In order to manage the future growth and enhance the quality of life, the City has identified a vision for the future development for Spring Hill. The Community Vision chapter, which was developed with an extensive public countywide visioning process, is presented with the following sections:

⇒ Community Vision Statement

⇒ Policy Framework

The Vision Statement describes the overall idea of what the community desires to be in the future. The Policy Framework organizes a series of goals, policies, and strategies that address the community's issues and opportunities.

Policy Framework

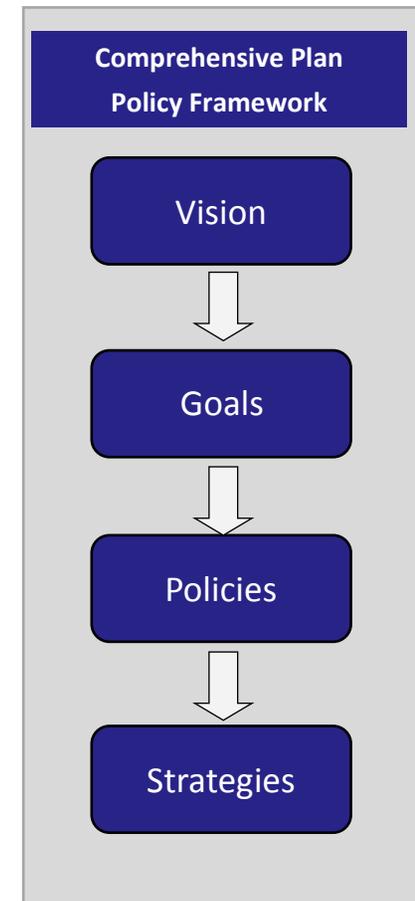
In order to implement the community's vision of the future for Spring Hill, the Comprehensive plan must be guided by a policy framework related to growth and development.

This plan is based on a **VISION** for growth and development over the next 25 years. Developed with input from citizens, elected officials, and community stakeholders, the vision focuses attention on the future and defines the ideal image of what the community should be in the future.

To achieve the community vision, **GOALS** are developed to help define the desired future state of the community. Goals also provide guidance related to the long-term decision making of the community. Goals are presented in the Community Vision Chapter.

Because goals are typically related to big picture ideas and a long term view of development, **POLICIES** are used to guide everyday decisions related to achieving the community vision. Policies are more specific than goals and provide measurable actions. Policies are presented in this plan by the Future Development Map, Character Area Policy and policy statements presented with the associated goals and strategies in the Community Vision chapter.

In order to accomplish the vision, goals, and polices of the community, **STRATEGIES** are created. Strategies are specific action steps that when completed should achieve the vision, goals, and policies of the community. Strategies are represented in this plan by the Character Area implementation strategies and the strategies associated with goal and policy statements presented in the Community Vision chapter. For further description and explanation of terms and implementation tools described by strategies, refer to the Implementation Program and *Appendix G: Glossary of Terms and Development Concepts*.



Community Vision Statement

The Community Vision Statement is a formal description of the community's desired future. Input gathered during the vision process (described in Chapter 1 and Appendix B) forms the basis for the statement presented below. The Vision Themes, presented following the Community Vision Statement, and Chapter 4: Future Development Guide, tie these descriptions of a desired future to specific goals, policies, and strategies.

"In the year 2040, Spring Hill is a community that has maintained its small town feel and sense of place. We have improved the quality of life for our citizens and are a community that provides choices and opportunities for all stages of life, and we have continued to grow economically and socially while preserving our natural and cultural legacies. We have embraced our history, preserved our natural resources and community identity, all while promoting economic development and growth.

Our city's development pattern reflects the expectations of the community and commitment to building and maintaining an authentic sense of community, with logical locations for neighborhoods, activity centers and civic institutions. We have kept pace with the city's growth, investing in our schools, parks, roads and public services to improve the health and well-being of Spring Hill. We have also made a strong commitment to economic and community development by creating a collaborative business infrastructure that is productive, competitive and diverse."

Policies for Achieving Our Vision

To achieve our vision, we work tirelessly and in a cooperative fashion, recognizing that what we have in Spring Hill is special and requires the full attention and devotion of all stakeholders to continue to grow in ways that build a stronger, sustainable community. We continue to seek ways to improve the quality of life in the city through regional and local collaboration, ongoing civic dialogue, and commitment to making Spring Hill an even more desirable place to live, work, and play.

Goal One: We will create a balanced transportation network.

Goal Two: We will promote a variety of quality housing options.

Goal Three: We will invest in our community.

Goal Four: We will protect and promote our natural and cultural resources.

Goal Five: We will achieve a sustainable and diverse economy.

Goal Six: We will promote and engage in partnerships for intergovernmental coordination.

Goal Seven: We will grow smarter.

We will create a balanced transportation network

Encourage efficient, multi-modal transportation options that increase mobility and access to jobs and services, reduce travel times and congestion, and are fiscally sustainable.

Policy: Establish citywide, multi-modal transportation plan

Create a coordinated transportation strategy that supports the future development goals of the community and increases the efficiency, safety and breadth of the city's transportation system.

Strategy: Develop a citywide, multi-modal transportation plan that accommodates all travel modes including walking, biking, driving, public transportation, rail, and air.

Strategy: Develop street typologies guide that promotes context sensitive street designs and appropriate street cross sections.

Strategy: Develop and adopt an access management regulations.

Policy : Improve transportation connectivity, safety, and options

Support transportation enhancements that reduce automobile dependency and that improve safety and alternative transportation modes, including walking and biking.

Strategy: Develop, maintain, and implement a citywide greenway master plan.

Strategy: Strengthen street design requirements in the subdivision regulations and development regulations pertaining to street continuation between existing and new developments.

Strategy: Require sidewalks in all new development.

Strategy: Prepare an existing conditions analysis of the sidewalks to identify substandard facilities and prioritize repair/replacement projects.

Strategy: Review and modify access management regulations to promote orderly and efficient traffic circulation along corridors identified in the Future Development Guide.

Strategy: Review and modify site design requirements to promote context sensitive street design and multimodal transportation options such as pedestrian and bicycle facilities.

Policy: Improve regional transportation connectivity and options

Support transportation enhancements that improve connections and travel options to areas outside of Spring Hill.

Strategy: Work with regional and state transportation agencies to create meaningful transportation connections to other areas of the Cumberland region and state.

Strategy: Work with Cumberland region transportation agencies and governments to connect Spring Hill to a regional transit system.

We will promote a variety of quality housing options.

Promote a variety of housing choices to make it possible for all who work in the community to live in the community.

Policy : Promote housing diversity in new development areas

Plan for a variety of housing types, styles and price points as development occurs in greenfield areas, including affordable and high end products to support the housing needs of the county.

Strategy: Adopt zoning districts that promote a range of housing types and densities.

Strategy: Develop zoning districts and incentives that encourage housing diversity.

Strategy: Conduct housing study to identify the state of the current housing stock and the future housing needs of the city.

Policy : Promote housing diversity within existing developed areas

Plan for a variety of housing types, styles and price points as infill opportunities emerge, including affordable and high end products, to support the housing needs of the city.

Strategy: Adopt infill development guidelines that promote a range of housing types and that promote context sensitive infill standards to preserve and enhance the character of existing development.

Strategy: Develop incentive programs for infill development that encourages infill development within existing city limits.

Policy: Promote quality, affordable housing options

Ensure that all residents have access to quality affordable housing options, make “aging in place” a viable option for residents and ensuring those who work in the city have homes available in their price range enabling them to live and work in Spring Hill.

Strategy: Conduct housing study to identify the state of the current housing stock and the future housing needs of the city.

Strategy: Create incentives such as density bonuses or expedited permit processing for affordable housing development.

Strategy: Adopt incentives to encourage senior housing within existing neighborhoods and in close proximity to important services such as medical facilities, churches, or community centers.

Strategy: Permit development of accessory dwelling units or cottage housing development.

Policy: Create opportunities to stabilize and enhance transitional neighborhoods or areas in need of revitalization.

Support reinvestment opportunities in neighborhoods that are in need of revitalization and improved quality of life.

Strategy: Develop financing tools for landowners that facilitate investment in struggling neighborhoods. Tax rebates, small low interest loan programs, or federal Community Development Block Grant (CDBG) funds for interior and exterior renovations or home energy improvements can improve the visual character and quality of life of neighborhoods.

Strategy: Expand code enforcement efforts that address dilapidated housing or poorly maintained vacant lots in order to stabilize the surrounding area.

Strategy: Develop small area neighborhood plans to identify specific issues within neighborhoods and prioritize reinvestment strategies and projects

Strategy: Develop policies for improving existing neighborhoods through installing sidewalks, moving utilities below ground, and stormwater improvement.

We will invest in our community

Ensure that infrastructure expansion and services keep pace with development, that parks and recreation enhances quality of life and support a healthy lifestyle, that equitable and sufficient water resources and services support a healthy and sustainable community.

Coordinate infrastructure expansion with future development.

Policy: Maximize efficient use of existing infrastructure Encourage development activity in areas already served by public utilities to maximize public investments in current infrastructure system and to limit capital improvement expenditures on new infrastructure.

Strategy: Coordinate utilities infrastructure improvements with infill redevelopment and new development efforts to minimize energy use and maximize investment in existing infrastructure.

Policy: Coordinate infrastructure expansion Coordinate infrastructure expansion to areas identified as appropriate for new development and redevelopment.

Strategy: Develop policies to limit water/sewer expansion into rural areas.

Strategy: Establish new funding sources and rate schedules to maintain and repair existing and newly added infrastructure. Develop and implement impact fees on new development to offset City costs to maintain new infrastructure or provide additional capacity to serve new development.

Strategy: Establish provisions to ensure capital improvements needed to accommodate future development are provided concurrent with new development.

Strategy: Update development review process to coordinate development approval with existing capacity and planned facilities.

Strategy: Develop, adopt, and implement a master utility plan.

Enhance and protect water resources and services to meet the future needs of the community.

Policy: Prioritize water infrastructure investments Ensure that water infrastructure investments improve the quality of life

Strategy: Identify new water resources and water conservation measures to meet future drinking water needs.

Strategy: Develop a regional strategy to manage water resources that secures access to water.

Strategy: Develop capital improvements plan that encourages investment in water conservation and new water resources.

Enhance access to quality parks and recreational activities.

Policy: Enhance existing parks and create new parks Support safe and healthy recreation opportunities in the community with enhancements to existing parks and the creation of new parks

Strategy: Develop a recreation master plan to access current facilities, determine future needs and prioritize short and long-range capital investments.

Strategy: Develop incentives that encourage developers to create publicly accessible neighborhood parks as part of their development projects.

Strategy: Inventory and assess the viability of converting existing private open space into public open space.

Enhance and create community facilities and services that support our quality of life.

Policy: Prioritize infrastructure investments Ensure that infrastructure investments improve the quality of life within existing communities and new development.

Strategy: Develop capital improvements plan that encourages investment in existing services and facilities. Emphasize infrastructure expansion only to areas identified to accommodate growth and that enhances the quality of life in already developed areas.

We will protect and promote our natural and cultural resources

Preserve historic and cultural resources that help define the community's sense of place and rich history, and ensure that the integrity and access to natural resources are protected

Policy: Promote the preservation of important historic properties, structures, and landscapes.

Strategy: Apply to the Certified Local Government (CLG) Program to become eligible for federal historic preservation funds.

Strategy: Conduct cultural resources survey to create a working inventory list of Spring Hill's historic and cultural resources.

Strategy: Seek local designation of existing National Register properties to ensure long-term preservation of the resources, and/or identify incentives for their preservation

Strategy: Pursue Main Street designation by National Trust for Historic Preservation and Tennessee Department of Economic Development.

Policy: Coordinate the creation of a greenway system.

Coordinate a greenway system that can connect the community with Spring Hill's important natural resources.

Strategy: Develop a city-wide Bike and Greenway Plan.

Strategy: Amend the zoning and subdivision regulations to ensure the implementation of the Bike and Greenway Plan.

Strategy: Pursue public-private partnerships to implement the Bike and Greenway Plan.

Policy: Preserve and enhance access to important natural resources.

Preserve the natural and ecological functions of the community's natural resources.

Strategy: Discourage development in environmentally sensitive areas, as delineated in the Natural development category (see Future Development Guide and Map).

Strategy: Utilize conservation easements and other land preservation tools to preserve important natural areas on either public or private lands.

Strategy: Review and modify development regulations to incorporate the recommendations from the Duck River Watershed Growth Readiness Report (See Natural and Cultural Resources chapter of Appendix A for more details).

Policy: Preserve and enhance access to open space and rural areas

Protect a range of open spaces, including tree canopies and viewsheds, which are available and easily accessible by the community to enjoy.

Strategy: Utilize the Future Land Use Map to guide appropriate locations for new development and to preserve areas desired to remain rural and agricultural.

Strategy: Incorporate minimum open space and tree protection requirements into development standards.

Strategy: Adopt a Conservation Subdivision Ordinance to maximize open space/natural vegetation preservation in new subdivision development.

Policy: Improve water quality protection.

Support the health and natural function of the community's waterways.

Strategy: Adopt a Conservation Subdivision Ordinance to maximize open space/natural vegetation in new subdivision development.

Strategy: Establish site design and development regulations that address watershed protection, such as ordinances for aquatic buffers, erosion and sediment control, and stormwater operation and maintenance.

We will achieve a sustainable and diverse economy

Promote coordinated economic development that provides a stable tax base, necessary community services, and a range of job opportunities to allow our community to work where they live.

Policy: Focus different types of economic development opportunities in appropriate areas

Guide economic development investment and activity using the Future Development Guide and Map.

Strategy: Encourage location of large retail business and industrial facilities within the special districts identified in the Future Land Use Plan and Map.

Strategy: Encourage location of neighborhood services along the corridors and within the centers and appropriate districts identified in the Future Land Use Plan and Map.

Strategy: Locate major commercial activity along the corridors and within the centers identified in the Future Land Use Plan and Map.

Strategy: Promote new and existing farms in rural areas. Work with Tennessee Farm Bureau and University of Tennessee Extension Service to promote existing programs and create new programs.

Strategy: Provide opportunities for professional jobs to reduce dependence on commuting.

Strategy: Incentivize and recruit technology and research industries to locate in Spring Hill.

Policy: Promote a range of job opportunities that meet the needs of residents and that are matched appropriately with the skill levels of residents

Continue to provide job training opportunities that enhance the community's job opportunities and quality of life.

Strategy: Continue to coordinate adult education opportunities that enhance the job skills of Spring Hill's workforce and that meet the needs of existing or desired businesses.

Strategy: Continue to coordinate agricultural training and services with Farm Bureau and University of Tennessee Extension Service to support agricultural activity in rural areas.

Policy: Encourage mixed-use activity centers

Promote mixed-use development that locates job opportunities in close proximity to places to live.

Strategy: Adopt zoning regulations that promote mixed-use development in strategic areas to create opportunities to live in close proximity to job opportunities.

Strategy: Allow for and incentivize locating neighborhood services in close proximity to residential districts.

Policy: Continue to establish Spring Hill as a regional economic center within the Cumberland Region

Continue to create business opportunities that support the community and promote Spring Hill as a regional center for economic activity.

Strategy: Coordinate working relationships with planning staff, local businesses and local economic development organizations to ensure new and existing business developments are in line with the principles of the Future Development Guide.

Strategy: Continue to promote commercial services that meet the regional needs of Spring Hill and surrounding areas.

Strategy: Identify development incentives to encourage professional employment opportunities.

Strategy: Concentrate industrial and commercial development in appropriate locations with existing supporting infrastructure.

We will promote and engage in partnerships for intergovernmental coordination

Coordinate planning and development efforts between Spring Hill and its neighboring municipalities to ensure orderly development and services.

Policy: Promote partnerships between municipal governments and school boards

Create working partnerships between jurisdictions to promote orderly development patterns and the provision of necessary infrastructure and services.

Strategy: Refine communication and coordination efforts regarding development activity to ensure orderly and efficient development patterns.

Strategy: Coordinate school site selection between planning officials, neighborhoods, and the school board to identify school locations within or near existing neighborhoods.

Policy: Work with regional agencies and surrounding communities

Develop working relationships with regional agencies and surrounding communities to coordinate growth management.

Strategy: Continue to work with regional agencies such as the South Central Tennessee Development District, Nashville Area Metropolitan Planning Organization, Metropolitan Transit Authority and Regional Transportation Authority and organizations such as Cumberland Region Tomorrow to coordinate planning and development efforts in the region.

Strategy: Continue to work with surrounding communities to coordinate planning and development efforts at the borders of Spring Hill.

Policy: Work with state agencies

Work with state agencies to identify funding opportunities for community development

Strategy: Continue to work with state agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection.

Policy: Work with federal agencies

Work with federal agencies to identify funding opportunities for community development

Strategy: Continue to work with federal agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection.

We will grow smarter

Establish a new culture of planning that increases awareness and predictability for everyone

Policy: Promote Smart Growth Principles and Traditional Neighborhood Design

Require that new growth promotes walkability, connectivity, housing choice, public open space and local opportunities for goods and services throughout our City.

Strategy: Amend the zoning and subdivision regulations that discourage sprawl and include a range of densities and intensities among a variety of rural, residential, nonresidential, and mixed-use districts to reflect and implement the community's vision and goals.

Strategy: Provide for major mixed-use centers and urban villages in employment and retail centers or important intersections.

Strategy: Develop and implement design standards that result in human-scaled, walkable environments.

Policy : Ensure context-sensitive redevelopment and infill

Ensure that new development within existing neighborhoods is of appropriate scale and intensity in relation to existing development and that it achieves the desired development patterns for the neighborhoods.

Strategy: Allow for flexibility in setbacks and lot sizes to accommodate infill development that is compatible with the surrounding properties.

Strategy: Develop an inventory that identifies lots suitable for infill development and buildings suitable for redevelopment.

Strategy: Develop neighborhood plans that identify specific needs of area, identify design strategies, and prioritize infrastructure and facilities investments.

Policy: Encourage mixed use centers within town centers

Encourage the mixing of different residential, commercial, and office uses that promote compact, interconnected development.

Strategy: Adopt a mixed use zoning district or develop a mixed use overlay zoning district that allows for a vertical mix of higher density residential, office, and commercial uses, that promotes compact, interconnected development, and that continues traditional "Main Street" development patterns.

Policy : Promote quality corridor development

Encourage corridor development that improves the visual character and function of the suburban corridors.

Strategy: Develop context sensitive corridor plans that along major thoroughfares.

Strategy: Amend the zoning and subdivision regulations to address site design, access management, visual character, and other design standards.

Principles To Guide Zoning and Subdivision Regulation

The City's current zoning and subdivision regulations were first adopted in 1986, and they have the characteristics of a code that has been amended incrementally and has not been comprehensively reviewed or amended since its adoption. The catalyst for these regulations was anticipation of growth associated with the General Motors decision to locate in Spring Hill with a campus exceeding 2,000 acres. Rapid growth did come, but not as expected. The majority of the growth occurred through annexation of property and expansion into Williamson County. Neighborhoods were built because of affordable houses and excellent public schools in close proximity to jobs within in the Nashville metropolitan area.

Spring Hill's population in 1990 was determined to be **1,506**. Compare that to a population of **7,715** in 2000 and **29,036** in 2010. This exponential growth hasn't gone unnoticed. Significant traffic congestion, poor connectivity, an unbalanced housing stock, lack of diversity and identity in development form, and land use compatibility are among the primary concerns, all of which are a direct result of the current zoning and subdivision regulations.

Our current zoning and subdivision regulations have led to poor development.

They are inadequate in meeting the needs of an evolving community, and they will not achieve the vision outlined in this plan.

Zoning and subdivision regulations are the primary tools for implementing this plan. New regulations will help to preserve the character of our community while creating opportunities for the smarter physical and economic growth of the City. The principles included in this section are intended to provide direction for zoning and subdivision regulation in the City of Spring Hill.

These principles are intended to guide comprehensive amendments to the City's regulations, as well as small changes, in order to achieve the visions and goals of this plan.

Principles To Guide Zoning and Subdivision Regulation

Consistency with the Comprehensive Plan

- Create zoning districts and regulations to provide staff and the Planning Commission with tools to implement the community's vision and goals.
- Increase opportunities for public awareness and input in development review.

Usability and Administration

- Eliminate obstacles to development by deregulating routine matters, minimizing nonconformities, and eliminating unnecessary or redundant regulations.
- Make administrative provisions and processes consistent, predictable, and understandable for anyone reading the regulations.
- Make the regulations understandable by modernizing terms and using tables, illustrations, matrices, and charts.
- Provide for approval criteria in all land use and development decisions.

Zoning Districts

- Create professional office and institutional zoning districts that accommodate large office, medical, and education centers.
- Refine industrial districts to accommodate a range of industrial development.
- Establish a greater range in single-family and multi-family zoning districts (for example: 4 du/acre, 8 du/acre, 10 du/acre, 12 du/acre).
- Establish a greater range in the intensities of commercial districts.
- Create commercial districts specifically designed to encourage pedestrian-oriented, walkable shopping environments near neighborhoods.
- Create commercial districts where shoppers arrive primarily by vehicle but where parking is not prominently visible.
- Adjust design standards to address the scale of each commercial district.
- Tailor sign regulations (type, size, and location) specific to zoning districts.
- Adopt form-based zoning districts or hybrid zoning districts to implement specific land use categories.
- Adopt downtown zoning districts and associated design regulations.
- Create districts for mixed-use development of various scales.
- Incentivize mixed-use districts with minimal procedural regulation.

Land Uses

- Adopt a use structure that organizes uses by category or units of similar uses.
- Create regulatory conditions for uses that could have a negative impact.
- Establish criteria for uses permitted on appeal.

Transportation

- Require bicycle parking facilities and associated installation standards.
- Adopt access management standards.
- Create standards for a walkable environment.
- Incorporate Complete Streets principles into regulations.
- Require street trees for all streets.

Sustainability and Environmental Standards

- Zoning can support and encourage sustainable development by incorporating measures that encourage or incentivize sustainable development practices.
- Adopt standards for pervious parking lot pavement.
- Adopt low impact development standards.
- Establish parking maximums, as well as parking minimums.
- Consider requiring additional trees or alternative stormwater management techniques or if a proposed parking lot exceeds the established parking ratio.
- Allow urban agriculture in appropriate locations.
- Permit renewable energy sources with property protections to minimize potentially negative impacts.
- Adopt hillside/hilltop protection requirements.
- Adopt a tree preservation ordinance.
- Adopt Conservation Subdivision regulations for housing in rural areas.
- Establish cottage housing development standards for infill development.
- Allow for public access to open space and preserved environmental assets.
- Include new landscaping standards to provide buffering where needed but still promote connectivity.
- Create a landscape manual to require native species and appropriate street and parking lot trees.

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Future Land Use Plan

Presents a strategy and guide for the way in which Spring Hill should develop to achieve its vision.

The future land use plan is presented in narrative form in this section through the description of character areas, which are then depicted in the Future Land Use Map. This policy represents and describes unique characteristics and development patterns, and it is linked to the goals, policies, and strategies to achieve the community's vision.

Character Area Planning

Character Area-based planning focuses on the way an area looks and how it functions. Tailored strategies are applied to each area, with the goal of enhancing the existing character/function or promoting a desired character for the future. Character Areas define areas that presently have unique or special characteristics that need to be preserved, have potential to evolve into unique areas or require special attention because of unique development issues.



Relationship between future land use plan and zoning

There are two primary tools commonly used to guide development in a community: **development regulations** and a **comprehensive plan**. Below is a brief description of each and how they are used to help a community achieve their community vision.

Development regulations consist generally of zoning and subdivision regulations. Zoning is a regulatory tool and legal designation that provides specific rights and standards to a parcel of property. Zoning is used to establish specific standards related to use, intensity, density, and dimensional site standards related to minimum lot sizes, setbacks, parking, landscaping, circulation, etc. Subdivision regulations establish standards for design and layout of lots, streets, utilities, and other public improvements related to development. In a conventional residential development, zoning defines the density and standards for lots within a subdivision and subdivision regulations control the process and design for subdividing land, dedicating streets in public right-of-way and installing utilities.

To help guide decision making related to development, a **comprehensive plan** is prepared and adopted by a local government. A comprehensive plan includes goals for the community, analysis of existing conditions and trends in the community, descriptions and illustrations of a future vision of the physical, social and environmental elements of the community, and policies and guidelines intended to implement the vision and goals.

To achieve the community vision for this comprehensive plan, the *Future Land Use Plan* describes the desired community character and development pattern for different parts of the city. The *Future Land Use Plan*, in addition to the goals, policies and strategies described in the *Community Vision* section of this plan, should be used to make decisions about development applications and rezoning applications. This plan should be used to encourage applicants to include elements of the development that support the unique vision for the character area they are developing within and to assist the Board of Mayor and Aldermen, Planning Commission, and staff in land use decisions and regulatory changes.

In summary, the *Future Land Use Plan* does not grant nor take away a property owner's right to development his or her property. Instead, it provides guidance for how a property should develop to support the desired community character and development pattern.

Character Areas

These character areas are intended to provide general guidance for land use decisions that will shape development growth for the next twenty years. Each area is presented in a narrative that incorporates the intent of the area, primary future land uses, and a description of the character of the area.



Natural Areas



Rural Neighborhood Areas



Residential Neighborhood Areas



Mixed Use Neighborhood Areas



City Neighborhood Areas



Community Commerce Areas



Downtown/City Center



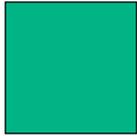
Industrial Areas



Innovation Areas



Gateway Areas



Natural Areas

The Natural Development Category applies to areas that have natural, cultural, and historic resources that are important to preserve. The intent of this category is to preserve the natural character of the area, to preserve the natural functions of the environment, and to provide areas where residents and visitors can enjoy nature. Examples of this category include natural wildlife habitat, water bodies, and public preserves and parks.

To preserve the natural character of this area, the land should be left in an undisturbed state. Examples of important features that warrant preserving include rivers, streams, wetlands, floodplains, important wildlife habitats, and steep slopes.

Preserved areas can be both public and private. Public natural areas can be in the form of parks or government owned land. Privately owned natural areas can be in the form of conservation easements or undesirable areas for development because of sensitive natural features.

Emphasis should be placed on connecting natural features to support a healthy natural environment. When natural environments are interrupted or segregated by the built environment, their functional health is reduced.

Building and development is rare in this category. When development does occur, it is typically associated with civic uses such as parks, community centers, and camping grounds and infrastructure such as power lines or roads. Every effort should be made to minimize the physical impact of any development on the surrounding natural environment.

Opportunities to connect and enjoy nature are an important part of a community. This category should provide these opportunities through public preserves and low impact recreational activities. Examples of public preserves include federal, state, and local parks that can provide access to nature. Examples of low impact recreational activities include boating, hiking, fishing, and camping.



Design Principles

Site Design

- Preserve scenic views, natural habitats, and rural character
- Design buildings and sites to blend with surrounding landscape and reduce visual impacts.
- Preserve hillsides, hilltops, and tree canopy

Density/Intensity

- Natural landscape with limited density and intensity

Green Space

- Natural landscape
- Maintain connections between natural features, important agricultural land, and historic features

Transportation

- Pedestrian connectivity primarily through trails and greenways
- Streets are undesired, but should incorporate low impact street cross sections when necessary

Infrastructure

- Limited municipal water and sewer



Rural Neighborhood Areas

Rural Neighborhood Areas are defined by agricultural uses, low density residential uses, and limited low intensity non-residential uses where appropriate to preserve and enhance the rural character of the area.

The development pattern is defined by sparsely scattered buildings that are usually a combination of residential homes and structures for agricultural activities. Spacing between buildings is usually wide and they are separated by large tracts of land. Some rural areas may have clusters of residential buildings that are closer to one another and the street to create rural 'hamlets' (such as Culleoka, Hampshire and Santa Fe), which are intended to preserve the integrity of existing natural, environmental, or historic features.

Agricultural activities are a defining feature of this category and include pasture land, crop fields, and activities relating to harvesting the land. Other non-residential uses should be limited to those that provide essential services to the rural community, such as schools, post offices, small grocery store, or feed stores. These buildings should be located on smaller lots, oriented close to the street, and clustered together to minimize the development of the surrounding rural landscape.

Transportation is characterized by a road network that generally follows contours and other natural features. Typical rural road cross sections consist of the roadway, shoulders, and ditch and swales with no curbs or sidewalks. The nature of the road network and low frequency of intersections limits mobility options to motorized vehicles and increases trip distance and time.

Civic services such as schools, community centers, and post offices are located at primary intersections. Water and sewer service is limited and are discouraged from expanding into rural areas. Instead, water and sewer should be handled on site with best management practices to limit negative environmental impacts.

Farm land and natural features are the main types of green space in rural areas and are mostly located on private land. Public access to green space is typically at regional parks and through greenways that emphasize the preservation of land in a natural state.



Design Principles

Site Design

- Deep building setbacks for residential and agricultural uses or moderate building setbacks to locate a nonresidential building close to the street
- Small building footprints in relation to the lot size
- Access generally provided by a private drive

Density/Intensity

- Low density and intensity
- Up to one du/two acres
- Higher density and intensity through a conservation subdivision design

Green Space

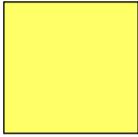
- Natural landscape
- Maintain connections between natural features
- Maintain and preserve important agricultural land and historic features
- Informal landscaping

Transportation

- Pedestrian connectivity primarily through trails and greenways
- Street network with significant distance between intersections
- Rural roadways with low impact street cross sections

Infrastructure

- Limited municipal water and sewer



Residential Neighborhood Areas

The Residential Neighborhood Area represents a transition between natural, and rural settings and more intense environments, such as mixed use areas, city neighborhood areas, and community commerce areas. The intent of this category is to preserve natural features in the built environment, enhance the access to housing options and urban amenities such as jobs, retail services, and public services, and to create new opportunities to enhance the quality of life.

The development pattern of Residential Neighborhood Areas varies from a low to moderate density with clusters of similar one- and two-story residential dwellings in both conventional subdivision development and traditional neighborhood form. New development should integrate different housing types of appropriate scale and context and increase the connections between neighborhoods and other areas.

While these areas are primarily residential, the Residential Neighborhood Area encourages a traditional neighborhood development that incorporates low-intensity nonresidential uses intended to serve the surrounding neighborhood on corners and along connecting corridors. Buildings are located close to the street and designed to the scale and form of the surrounding neighborhood.

Transportation design is a context-sensitive, block-and-street layout that promotes walkable, cyclist-friendly streets with slow design speeds. A typical street cross section includes curb, gutter, and sidewalks. Cyclists typically share the road, but a bike lane is the standard for major streets.

Green space is largely located on private properties and associated with the yard area surrounding buildings. Public green space is typically in the form of parks with recreation facilities such as ball parks or small neighborhood parks. Existing historic and natural features and assets, such as streams and trees, are preserved and incorporated into the neighborhood.



Design Principles

Site Design

- Residential lots are accessed from residential streets or from an alley when fronting onto a major street
- Shallow to moderate front setbacks 30 feet or less in depth
- Scale and lot coverage ranges based on context
- Residential neighborhood developments are walkable and pedestrian-oriented with parking located away from the street and adjacent residences.

Density/Intensity

- Moderate density and intensity
- Higher density and intensity through a conservation subdivision design

Green Space

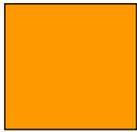
- Natural environmental assets are incorporated into the neighborhood
- Maintain and preserve important natural land and historic features
- Neighborhood and Community Parks

Transportation

- Complete and connected street network that balances the needs of automobiles, pedestrians, and cyclists.
- Bike lanes and greenways
- Neighborhood services are pedestrian-oriented

Infrastructure

- Municipal water and sewer
- Schools and places of worship



Mixed Use Neighborhood Areas

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

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

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

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

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



Design Principles

Site Design

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

Density/Intensity

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

Green Space

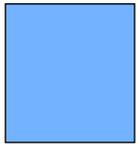
- Moderately dense street trees
- Street trees located in sidewalks with urban tree wells
- Neighborhood and pocket parks

Transportation

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

Infrastructure

- Municipal water and sewer service



City Neighborhood Areas

City Neighborhood Areas are more densely developed than Residential Neighborhood Areas and include a balanced and varying combination of uses. City Neighborhood Areas are “pockets of citiness” that are essential to Spring Hill’s neighborhoods, and each area is sensitive to the surrounding neighborhoods it serves.

These areas are characterized by compact, walkable urban development. They are intended to serve the residents of the surrounding neighborhoods instead of a regional population. Development emphasizes connectivity and housing diversity by accommodating a mix of housing types and sizes with redevelopment.

Neighborhood services are the most prominent use in City Neighborhood Areas and are located along major corridors and in nodes, instead of limited to intersections. The transportation network is complete and connected in a block-and-street layout. Streets are designed to accommodate all modes of transportation but to promote pedestrian access, activity, and safety.

Greenspace on individual lots is reduced. Due to the density and intensity of this area, parks and greenways provide necessary green space and recreational opportunities, though existing natural and historic features of properties are maintained and incorporated into the design.

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

Design Principles

Site Design

- Vehicular access is provided by alleys and private driveways
- Shallow building setbacks from zero to 15 feet
- Moderate to high lot coverage

Density/Intensity

- Moderate to high density and intensity
- Two to four story buildings

Green Space

- Formal landscaping
- Moderately dense street trees, bushes, and planting strips
- Parks and greenways

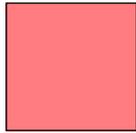
Transportation

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

Infrastructure

- Municipal water and sewer service





Community Commerce Areas

Community Commerce Areas provide regional commercial services for Spring Hill and our neighboring communities.

The general development pattern is centered at, or in close proximity to, the major intersection with single use commercial, office, transportation, professional, and entertainment services. This is a primarily automobile-oriented development form. Buildings have shallow to moderate setbacks and use landscaping to frame the street and screen large parking areas needed to serve intense, regional uses.

The transportation network relies on public street connectivity and interconnected development on private property. Streets are designed primarily for vehicles but also accommodate all modes of transportation to promote activity and safe access for all users.

Greenspace is characterized by trees and landscaping along streets. Existing natural and historic features of properties are maintained and incorporated into the design and contribute to the City's greenway network.

Primary future land uses include professional and regional offices, eating places, large-scale retail, municipal services, community centers, automobile-related services (not to include wrecking, towing, and restoration), transportation hubs, and large-scale entertainment. Secondary land uses include multi-family development.



Design Principles

Site Design

- Vehicular access is provided by side streets, frontage, roads, and interconnectivity
- Shallow to moderate setbacks 50 to 20 feet in depth
- Moderate lot coverage with medium building footprint in relation to the lot size

Density/Intensity

- Moderate density and intensity
- One to five story buildings

Green Space

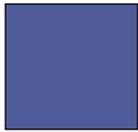
- Formal landscaping
- Alternative stormwater management
- Moderately dense street trees, bushes, and planting strips

Transportation

- Primarily automobile-oriented street design but accommodates all modes of transportation to promote safety for all users
- High pedestrian connectivity

Infrastructure

- Municipal water and sewer service



Downtown/City Center

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

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

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

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

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



Design Principles

Site Design

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

Density/Intensity

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

Green Space

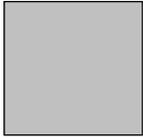
- Formal landscaping
- Moderately dense street trees, bushes, and planting strips
- Public spaces
- Town square

Transportation

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

Infrastructure

- Municipal water and sewer service



Industrial Areas

Industrial Areas are those areas that cannot conform to one of the other designated areas and are located throughout the county and include existing industrial areas or areas that have been designated for future industrial development. They focus on light industrial uses, including clean manufacturing centers, technology/data centers, and other uses that would typically occupy large, campus-style developments. These areas also include civic and institutional uses that serve essential city-wide and regional services.

Building development is variable to promote the specific needs of large-scale activities or businesses and accommodate large footprint distribution facilities. Appropriate landscaping and open space between buildings and adjacent land uses should be provided to help limit negative visual and noise impacts of activity within the surrounding area.

The transportation network is designed to accommodate primarily automobiles and heavy and large truck traffic associated with industrial or shipping activity. Access to these areas are controlled with limited connections to surrounding development and should be located along a major street.

Primary future land uses include automobile-related services (including wrecking, towing, and restoration), light and heavy industrial uses, manufacturing, transportation services, warehousing, storage, animal boarding, recycling, and municipal services.



Design Principles

Site Design

- Vehicular access provided by side streets or frontage roads
- Deep to moderate setbacks are general 30 to 50 feet in depth
- Moderate lot coverage
- Variable buffer distances to accommodate unique uses

Density/Intensity

- Moderate density and intensity
- One to three story buildings

Green Space

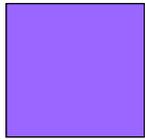
- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips

Transportation

- Moderate vehicular connectivity with generous to moderate distances between intersection
- Greenways

Infrastructure

- Municipal water and sewer service



Innovation Areas

Innovation Areas accommodate a concentration of regional medical, technology, and research facilities and ancillary uses.

This area incorporates transit-oriented development principles and design. Building development should be variable to promote the specific needs of an area that accommodates a variety of scale and building design that supports the goal of encouraging a walkable development form, and mixed-use opportunities are encouraged.

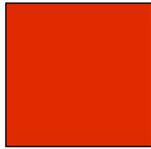
Appropriate landscaping and open space between buildings and adjacent land uses should be provided to enhance the appearance of the area and buffer negative visual and noise impacts of activity within these areas on surrounding areas. Open space should be retained and landscaping incorporated into site design and parking areas. Front-yard parking should be discouraged.

Future development should reflect unified development pattern that includes connectivity between uses, controlled signage (height, size, type) to prevent “visual clutter” and supporting commercial uses to serve workers and patrons of these developments. The area should include an extensive pedestrian circulation system that makes walking convenient. It should also accommodate housing that would benefit from proximity to innovation areas.

Primary future land uses include technology and research centers, hospitals, clinics, specialized medical offices, professional offices, restaurants, lodging, and municipal services.



Design Principles	
Site Design	
<ul style="list-style-type: none"> • Vehicular access provided by side streets or frontage roads • Transit-oriented development form • Deep to moderate setbacks are 40 to 20 feet • Moderate lot coverage 	
Density/Intensity	
<ul style="list-style-type: none"> • Moderate density and intensity • One to seven story building 	
Green Space	
<ul style="list-style-type: none"> • Formal landscaping • Moderately dense street trees, bushes, and planting strips • Greenways 	
Transportation	
<ul style="list-style-type: none"> • Internal transit system and pedestrian-oriented internal street network. 	
Infrastructure	
<ul style="list-style-type: none"> • Municipal water and sewer 	



Gateway Areas

Gateway Areas contain the highest intensity of development in Spring Hill. While these areas will focus primarily on employment, they also offer a mix of high density housing, retail, and entertainment choices in a scale that is walkable and encourage urban style living.

Gateway areas are characterized by a complete and connected street network that balances the needs of all modes of transportation, including vehicles, pedestrians, cyclists, and public transit. As prominent gateways to the city, design is held to the highest standard.

These are the most dense and intense development patterns within the City and contain the tallest and greatest variety of buildings. They include high-density residential uses, local and regional retail, hotels, entertainment, professional office, corporate offices, and high-technology uses.

Primary future land uses include technology and research facilities, conference centers, national headquarters, regional and professional offices, eating places, retail, places of worship, universities and colleges, professional training centers, municipal services, community centers, and small scale entertainment. Secondary future land uses include high density single-family and multi-family residential.



Design Principles

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 with built areas
- Alternative stormwater techniques incorporated into landscaping
- Moderately dense street trees and planting strips
- Greenways

Transportation

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

Infrastructure

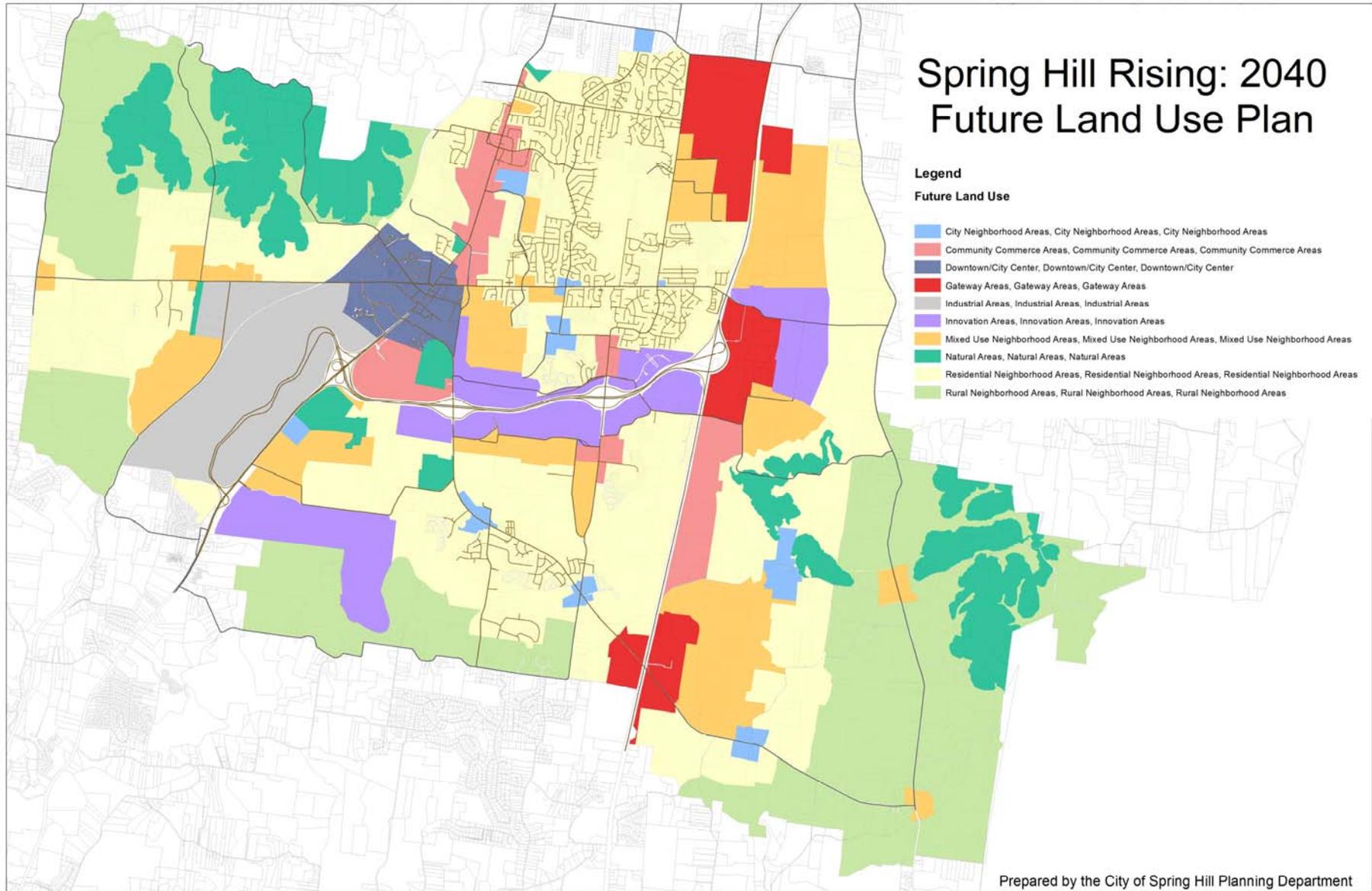
- Municipal water and sewer service

Spring Hill Rising: 2040 Future Land Use Plan

Legend

Future Land Use

- City Neighborhood Areas, City Neighborhood Areas, City Neighborhood Areas
- Community Commerce Areas, Community Commerce Areas, Community Commerce Areas
- Downtown/City Center, Downtown/City Center, Downtown/City Center
- Gateway Areas, Gateway Areas, Gateway Areas
- Industrial Areas, Industrial Areas, Industrial Areas
- Innovation Areas, Innovation Areas, Innovation Areas
- Mixed Use Neighborhood Areas, Mixed Use Neighborhood Areas, Mixed Use Neighborhood Areas
- Natural Areas, Natural Areas, Natural Areas
- Residential Neighborhood Areas, Residential Neighborhood Areas, Residential Neighborhood Areas
- Rural Neighborhood Areas, Rural Neighborhood Areas, Rural Neighborhood Areas



Prepared by the City of Spring Hill Planning Department

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How Do We Use This Plan?

As discussed earlier, the plan offers information for the Planning Commission, the Board of Mayor and Aldermen, and other boards and community stakeholders for consideration make fair and consistent decisions on projects and policies. In addition, the plan will also help local governments wisely invest limited public funds in infrastructure, such as roads, water and sewer, schools, parks and green space, and other facilities to maintain and improve the quality of life for the community.

Tennessee Code Annotated Article 13, Chapter 4, Section 202, requires that any land use decision made after the adoption of this plan must be consistent with this plan. The recommendations of this plan are meant to be considered as a whole during the decision making process. They should never be compartmentalized. The vision statement, goals, policies, strategies, future land use map, and character area are meant to be carefully considered with each decision made.

For example, when City staff, the Planning Commission, and the Board of Mayor and Aldermen consider a rezoning application, their recommendations and decisions should not be based solely on the future land use map. A city is ever changing in its environment and needs, and the future land use map cannot predict these changes. While the future land use and character area designation of a property may recommend “Residential Area”, an application may be submitted for a nonresidential use that meets several of the City’s goals in achieving the community vision. The Board of Mayor and Aldermen may determine that achievement of one or more goals outweighs the significance of a character area applied to the future land use map, and this decision would still be considered consistent with the plan, as required by State law.

Implementation Program

The Implementation Program outlines the overall strategy for achieving the community's vision for future development and for implementing the future development guide. This chapter includes an implementation chart for each goal, policy, and strategy that indicates a recommended timeline for achieving the community's vision. Organizing a system to ensure that this plan is consulted regularly is key to its implementation.

Means to achieving this recommended implementation are as follows:

- Continue the Steering Committee to monitor progress of the plan.
- Set annual implementation goals at the beginning of each year.
- Review implementation progress in annual public hearings at the Planning Commission and Board of Mayor and Aldermen meetings.
- Use the plan to guide annual departmental goals, the budget, the capital improvement program, and grant proposals.
- Plan a public process every five (5) years to review implementation progress and to confirm or revise the vision and goals.
- Update the plan completely at least every 25 years.

Implementation Plan for Our Goals

Goals, Actions, and Strategies	Short Term 2015-2020	Medium Term 2020-2025	Long Term 2025-2040	Ongoing
We will promote a variety of housing options				
<p>Promote housing diversity in new development areas Plan for a variety of housing types, styles and price points as development occurs in greenfield areas, including affordable and high end products to support the housing needs of the county.</p>				X
<p>Review and update various zoning districts (including PUDs), to incorporate Traditional Neighborhood Design principles in new development that promote a diversity of housing types.</p>	X			
<p>Develop zoning districts and incentives that encourage housing diversity.</p>	X			
<p>Conduct housing study to identify the state of the current housing stock and the future housing needs of the city.</p>	X			
<p>Promote housing diversity within existing developed areas Plan for a variety of housing types, styles and price points as infill opportunities emerge, including affordable and high end products, to support the housing needs of the city.</p>				X
<p>Adopt infill development guidelines that promote a range of housing types and that promote context sensitive infill standards to preserve and enhance the character of existing development.</p>	X			
<p>Develop incentive programs for infill development that encourages infill development within existing city limits.</p>	X			

Goals, Actions, and Strategies	Short Term 2015-2020	Medium Term 2020-2025	Long Term 2025-2035	Ongoing
<p>Promote quality, affordable housing options Ensure that all residents have access to quality affordable housing options, make “aging in place” a viable option for residents and ensuring those who work in the city have homes available in their price range enabling them to live and work in Spring Hill.</p>				X
<p>Conduct housing study to identify the state of the current housing stock and the future housing needs of the city</p>	X			
<p>Create incentives such as density bonuses or expedited permit processing for affordable housing development</p>	X			
<p>Adopt incentives to encourage senior housing within existing neighborhoods and in close proximity to important services such as medical facilities, churches, or community centers.</p>	X			
<p>Permit development of accessory dwelling units or cottage housing development</p>	X			
<p>Create opportunities to stabilize and enhance transitional neighbor hoods or areas in need of revitalization. Support reinvestment opportunities in neighborhoods that in need of revitalization and improved quality of life.</p>				X
<p>Develop financing tools for landowners that facilitate investment in struggling neighborhoods. Tax rebates, small low interest loan programs, or federal Community Development Block Grant (CDBG) funds for interior and exterior renovations or home energy improvements can improve the visual character and quality of life of neighborhoods</p>		X		
<p>Expand code enforcement efforts that address dilapidated housing or poorly maintained vacant lots in order to stabilize the surrounding area</p>		X		
<p>Develop small area neighborhood plans to identify specific issues within neighborhoods and prioritize reinvestment strategies and projects</p>			X	

Goals, Actions, and Strategies	Short Term 2015-2020	Medium Term 2020-2025	Long Term 2025-2035	Ongoing
Develop policies for improving existing neighborhoods through installing sidewalks, moving utilities below ground, and stormwater improvement.	X			
<p>We will achieve a sustainable and diverse economy Promote coordinated economic development that provides a stable tax base, necessary community services, and a range of job opportunities to allow our community to work where they live.</p>				
<p>Focus different types of economic development opportunities in appropriate areas Guide economic development investment and activity using the Future Development Guide and Map.</p>	X			
Encourage location of large retail business and industrial facilities within the special districts identified in the Future Land Use Plan and Map	X			
Encourage location of neighborhood services along the corridors and within the centers and appropriate districts identified in the Future Land Use Plan and Map	X			
Locate major commercial activity along the corridors and within the centers identified in the Future Land Use Plan and Map				X
Promote new and existing farms in rural areas. Work with Tennessee Farm Bureau and University of Tennessee Extension Service to promote existing programs and create new programs				X
Provide opportunities for professional jobs to reduce dependence on commuting		X		
Incentivize and recruit technology and research industries to locate in Spring Hill		X		

Goals, Policies, and Strategies	Short Term 2015-2020	Medium Term 2020-2025	Long Term 2025-2035	Ongoing
<p>Promote a range of job opportunities that meet the needs of residents and that are matched appropriately with the skill levels of residents Continue to provide job training opportunities that enhance the community’s job opportunities and quality of life.</p>				X
<p>Continue to coordinate adult education opportunities that enhance the job skills of Spring Hill’s workforce and that meet the needs of existing or desired businesses</p>				X
<p>Continue to coordinate agricultural training and services with Farm Bureau and University of Tennessee Extension Service to support agricultural activity in rural areas</p>				X
<p>Encourage mixed-use activity centers Promote mixed-use development that locates job opportunities in close proximity to places to live.</p>	X			
<p>Adopt zoning regulations that promote mixed-use development in strategic areas to create opportunities to live in close proximity to job opportunities</p>	X			
<p>Allow for and incentivize locating neighborhood services in close proximity to residential districts</p>	X			
<p>Continue to establish Spring Hill as a regional economic center within the Cumberland Region. Continue to create business opportunities that support the community and promote Spring Hill as a regional center for economic activity.</p>				
<p>Coordinate working relationships with planning staff, local businesses and local economic development organizations to ensure new and existing business developments are in line with the principles of the Future Development Guide</p>	X			
<p>Continue to promote commercial services that meet the regional needs of Spring Hill and surrounding areas</p>				X

Goals, Actions, and Strategies	Short Term 2015-2020	Medium Term 2020-2025	Long Term 2025-2035	Ongoing
Identify development incentives to encourage professional employment opportunities	X			
Concentrate industrial and commercial development in appropriate locations with existing supporting infrastructure			X	
<p style="text-align: center;">We will invest in our community</p> <p>Ensure that infrastructure expansion and services keep pace with development, that parks and recreation enhances quality of life and support a healthy lifestyle, that equitable and sufficient water resources and services support a healthy and sustainable community.</p>				X
<p>Maximize efficient use of existing infrastructure. Encourage development activity in areas already served by public utilities to maximize public investments in current infrastructure system and to limit capital improvement expenditures on new infrastructure.</p>	X			
Coordinate utilities infrastructure improvements with infill redevelopment and new development efforts to minimize energy use and maximize investment in existing infrastructure.				X
<p>Coordinate infrastructure expansion. Coordinate infrastructure expansion to areas identified as appropriate for new development and redevelopment.</p>				X
Develop policies to limit water/sewer expansion into rural areas	X			
Establish provisions to ensure capital improvements needed to accommodate future development are provided concurrent with new development	X			
Update development review process to coordinate development approval with existing capacity and planned facilities	X			

Goals, Actions, and Strategies	Short Term 2015-2020	Medium Term 2020-2025	Long Term 2025-2035	Ongoing
Develop, adopt, and implement a master utility plan			X	
Prioritize water infrastructure investments. Ensure that water infrastructure investments improve the quality of life				X
Identify new water resources and water conservation measures to meet future drinking water needs.	X			
Develop a regional strategy to manage water resources that secures access to water		X		
Develop capital improvements plan that encourages investment in water conservation and new water resources		X		
Enhance existing parks and create new parks. Support safe and healthy recreation opportunities in the community with enhancements to existing parks and the creation of new parks				X
Develop a recreation master plan to access current facilities, determine future needs and prioritize short and long-range capital investments		X		
Develop incentives that encourage developers to create publicly accessible neighborhood parks as part of their development projects	X			
Inventory and assess the viability of converting existing private open space into public open space	X			

Goals, Actions, and Strategies	Short Term 2015-2020	Medium Term 2020-2025	Long Term 2025-2035	Ongoing
Prioritize infrastructure investments. Ensure that infrastructure investments improve the quality of life within existing communities and new development	X			
Develop capital improvements plan that encourages investment in existing services and facilities. Emphasize infrastructure expansion only to areas identified to accommodate growth and that enhances the quality of life in already developed areas		X		
We will promote and engage in partnerships for intergovernmental coordination Coordinate planning and development efforts between Spring Hill and its neighboring municipalities to ensure orderly development and services.				X
Promote partnerships between municipal governments and school boards. Create working partnerships between jurisdictions to promote orderly development patterns and the provision of necessary infrastructure and services	X			
Refine communication and coordination efforts regarding development activity to ensure orderly and efficient development patterns	X			
Coordinate school site selection between planning officials, neighborhoods, and the school board to identify school locations within or near existing neighborhoods				X
Work with regional agencies and surrounding communities. Develop working relationships with regional agencies and surrounding communities to coordinate growth management				X
Continue to work with regional agencies such as the South Central Tennessee Development District, Nashville Area Metropolitan Planning Organization, Metropolitan Transit Authority and Regional Transportation Authority and organizations such as Cumberland Region Tomorrow to coordinate planning and development efforts in the region				X

Goals, Actions, and Strategies	Short Term 2015-2020	Medium Term 2020-2025	Long Term 2025-2035	Ongoing
Continue to work with surrounding communities to coordinate planning and development efforts at the borders of Spring Hill				X
Work with state agencies. Work with state agencies to identify funding opportunities for community development	X			
Continue to work with state agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection				X
Work with federal agencies. Work with federal agencies to identify funding opportunities for community development	X			
Continue to work with federal agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection.				X
We will create a balanced transportation network Encourage efficient, multi-modal transportation options that increase mobility and access to jobs and services, reduce travel times and congestion, and are fiscally sustainable				
Establish citywide, multi-modal transportation plan. Create a coordinated transportation strategy that supports the future development goals of the community and increases the efficiency, safety and breadth of the city’s transportation system				X
Develop a citywide, multi-modal transportation plan that accommodates all travel modes including walking, biking, driving, public transportation, rail, and air		X		

Goals, Actions, and Strategies	Short Term 2015-2020	Medium Term 2020-2025	Long Term 2025-2035	Ongoing
Develop street typologies guide that promotes context sensitive street designs and appropriate street cross sections	X			
Develop and adopt an access management regulations	X			
Improve transportation connectivity, safety, and options Support transportation enhancements that reduce automobile dependency and that improve safety and alternative transportation modes, including walking and biking				X
Develop, maintain, and implement a citywide greenway master plan				X
Strengthen street design requirements in the subdivision regulations and development regulations pertaining to street continuation between existing and new developments	X			
Require sidewalks in all new development	X			
Prepare an existing conditions analysis of the sidewalks to identify substandard facilities and prioritize repair/replacement projects	X			
Review and modify access management regulations to promote orderly and efficient traffic circulation along corridors identified in the Future Development Guide		X		
Review and modify site design requirements to promote context sensitive street design and multimodal transportation options such as pedestrian and bicycle facilities	X			

Goals, Actions, and Strategies	Short Term 2015-2020	Medium Term 2020-2025	Long Term 2025-2035	Ongoing
<p>Improve regional transportation connectivity and options Support transportation enhancements that improve connections and travel options to areas outside of Spring Hill.</p>				X
<p>Work with regional and state transportation agencies to create meaningful transportation connections to other areas of the Cumberland region and state</p>			X	
<p>Work with Cumberland region transportation agencies and governments to connect Spring Hill to a regional transit system</p>			X	
<p style="text-align: center;">We will protect and promote our natural and cultural resources Preserve historic and cultural resources that help define the community's sense of place and rich history, and ensure that the integrity and access to natural resources are protected</p>				
<p>Promote the preservation of important historic properties, structures, and landscapes</p>				X
<p>Apply to the Certified Local Government (CLG) Program to become eligible for federal historic preservation funds</p>	X			
<p>Conduct cultural resources survey to create a working inventory list of Spring Hill's historic and cultural resources</p>	X			
<p>Seek local designation of existing National Register properties to ensure long-term preservation of the resources, and/or identify incentives for their preservation</p>				X
<p>Pursue Main Street designation by National Trust for Historic Preservation and Tennessee Department of Economic Development</p>	X			

Goals, Actions, and Strategies	Short Term 2015-2020	Medium Term 2020-2025	Long Term 2025-2035	Ongoing
<p>Coordinate the creation of a greenway system. Coordinate a greenway system that can connect the community with Spring Hill's important natural resources</p>				X
<p>Develop a city-wide Bike and Greenway Plan</p>	X			
<p>Amend the zoning and subdivision regulations to ensure the implementation of the Bike and Greenway Plan</p>	X			
<p>Pursue public-private partnerships to implement the Bike and Greenway Plan</p>				X
<p>Preserve and enhance access to important natural resources. Preserve the natural and ecological functions of the community's natural resources</p>				X
<p>Discourage development in environmentally sensitive areas, as delineated in the Natural development category (see Future Development Guide and Map).</p>	X			
<p>Utilize conservation easements and other land preservation tools to preserve important natural areas on either public or private lands</p>				X
<p>Review and modify development regulations to incorporate the recommendations from the Duck River Watershed Growth Readiness Report (See Natural and Cultural Resources chapter of Appendix A for more details)</p>	X			
<p>Preserve and enhance access to open space and rural areas Protect a range of open spaces, including tree canopies and viewsheds, which are available and easily accessible by the community to enjoy</p>	X			
<p>Utilize the Future Land Use Map to guide appropriate locations for new development and to preserve areas desired to remain rural and agricultural</p>	X			

Goals, Actions, and Strategies	Short Term 2015-2020	Medium Term 2020-2025	Long Term 2025-2035	Ongoing
Incorporate minimum open space and tree protection requirements into development standards	X			
Adopt a Conservation Subdivision Ordinance to maximize open space/natural vegetation preservation in new subdivision development	X			
<p>Improve water quality protection. Support the health and natural function of the community’s waterways</p>				X
Adopt a Conservation Subdivision Ordinance to maximize open space/natural vegetation in new subdivision development	X			
Establish site design and development regulations that address watershed protection, such as ordinances for aquatic buffers, erosion and sediment control, and stormwater operation and maintenance	X			
<p style="text-align: center;">We will grow smarter</p> <p>Establish a new culture of planning that increases awareness and predictability for everyone</p>				X
<p>Promote Smart Growth Principles and Traditional Neighborhood Design Require that new growth promotes walkability, connectivity, housing choice, public open-space, and local opportunities for goods and services throughout our City</p>	X			
Amend the zoning and subdivision regulations that discourage sprawl and include a range of densities and intensities among a variety of rural, residential, nonresidential, and mixed-use districts to reflect and implement the community’s vision and goals	X			

Goals, Actions, and Strategies	Short Term 2015-2020	Medium Term 2020-2025	Long Term 2025-2035	Ongoing
Provide for major mixed-use centers and urban villages in employment and retail centers or important intersections			X	
Develop and implement design standards that result in human-scaled, walkable environments.	X			
<p>Ensure context-sensitive redevelopment and infill Ensure that new development within existing neighborhoods is of appropriate scale and intensity in relation to existing development and that it achieves the desired development patterns for the neighborhoods</p>				X
Allow for flexibility in setbacks and lot sizes to accommodate infill development that is compatible with the surrounding properties	X			
Develop an inventory that identifies lots suitable for infill development and buildings suitable for redevelopment	X			
Develop neighborhood plans that identify specific needs of area, identify design strategies, and prioritize infrastructure and facilities investments			X	
<p>Encourage mixed use centers within town centers Encourage the mixing of different residential, commercial, and office uses that promote compact, interconnected development</p>				X
Adopt a mixed use zoning district or develop a mixed use overlay zoning district that allows for a vertical mix of higher density residential, office, and commercial uses, that promotes compact, interconnected development, and that continues traditional “Main Street” development patterns	X			

Goals, Actions, and Strategies	Short Term 2015-2020	Medium Term 2020-2025	Long Term 2025-2035	Ongoing
<p>Promote quality corridor development Encourage corridor development that improves the visual character and function of the suburban corridors.</p>				X
<p>Develop context sensitive corridor plans that along major thoroughfares</p>			X	
<p>Amend the zoning and subdivision regulations to address site design, access management, visual character, and other design standards</p>	X			