



ALL ABOARD

• Thompson's Station
Comprehensive Plan

GENERAL PLAN



Kimley»»Horn



Adopted
March 14, 2023



ACKNOWLEDGMENTS

BOARD OF MAYOR AND ALDERMEN (2023)

Brian Stover, *Mayor*
Shaun Alexander, *Vice Mayor*
Andrew Zinn, *Alderman*
Kreis White, *Alderman*
Bob Whitmer, *Alderman*

PLANNING COMMISSION (2023)

Sheila Shipman, *Chair*
Luis Parra, *Vice Chair*
Shaun Alexander, *Alderman*
Trent Harris, *Commissioner*
Tara Rumpler, *Commissioner*
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Tara Rumpler, *Commissioner*
Kreis White, *Commissioner*

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Elizabeth Oliver, *AICP, STV, Inc.*

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INTRODUCTION

New residents and businesses are relocating to Middle Tennessee at a rapid pace, including the Town of Thompson's Station, just 45 minutes south of the city. The Town of Thompson's Station is currently known by residents as a small-town, rural community, where the "country meets the town."



THE PURPOSE

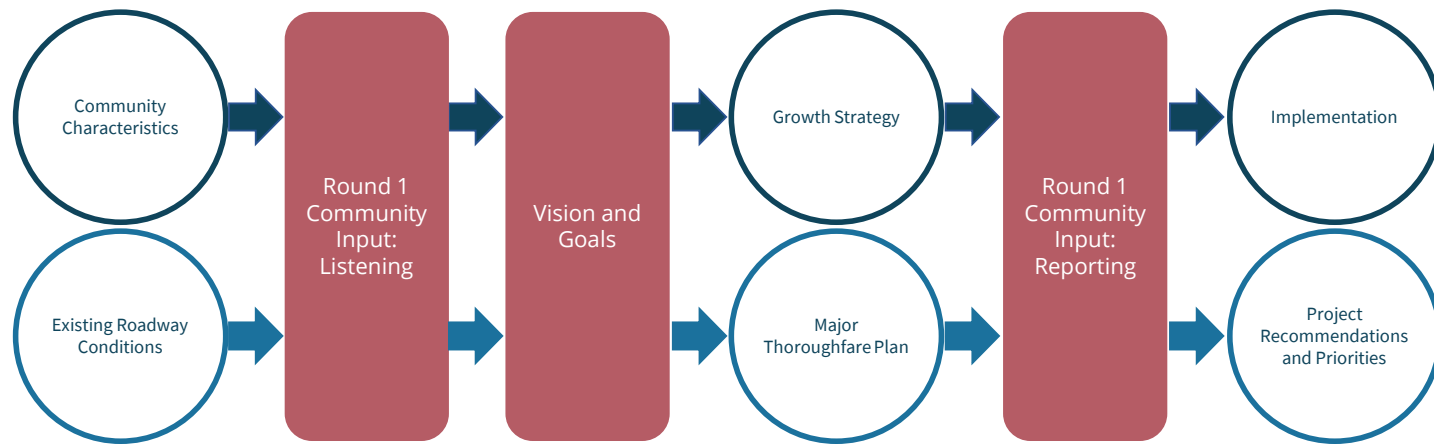
All Aboard Thompson's Station is the community's collective vision and plan for how and where the Town will grow. The overarching goal of All Aboard is to create a new Comprehensive Plan to forecast, direct, and manage growth by providing a long term, wholistic vision for land use, infrastructure, mobility, community character and facilities. The plan will be consulted by Town leadership to make informed, consistent decisions and by residents, business owners and the development community to develop an understanding of the Town's long term direction.

ONE PROCESS, TWO PLANS

All Aboard Thompson's Station is one process resulting in two plans. The Comprehensive Plan provides a overall strategy for aligning future growth with the various elements of the community itself. Concurrently, the Major Thoroughfare Plan provides a blueprint for future mobility. Both documents are interrelated, but can stand on their own.



COMPREHENSIVE PLAN



MAJOR THOROUGHFARE PLAN





COMMUNITY CHARACTERISTICS

The Community Characteristics chapter depicts the existing identity of the Town of Thompson's Station and synthesizes information relevant to growth and development. Understanding the character of the existing community helps establish resident and staff priorities which are then used to build a vision for the Town's future. The following Community Characteristics were analyzed:

- A. Demographics
- B. Development Trends
- C. Land Use
- D. Housing
- E. Employment and Activity
- F. Environment and Natural Resources
- G. Transportation and Mobility

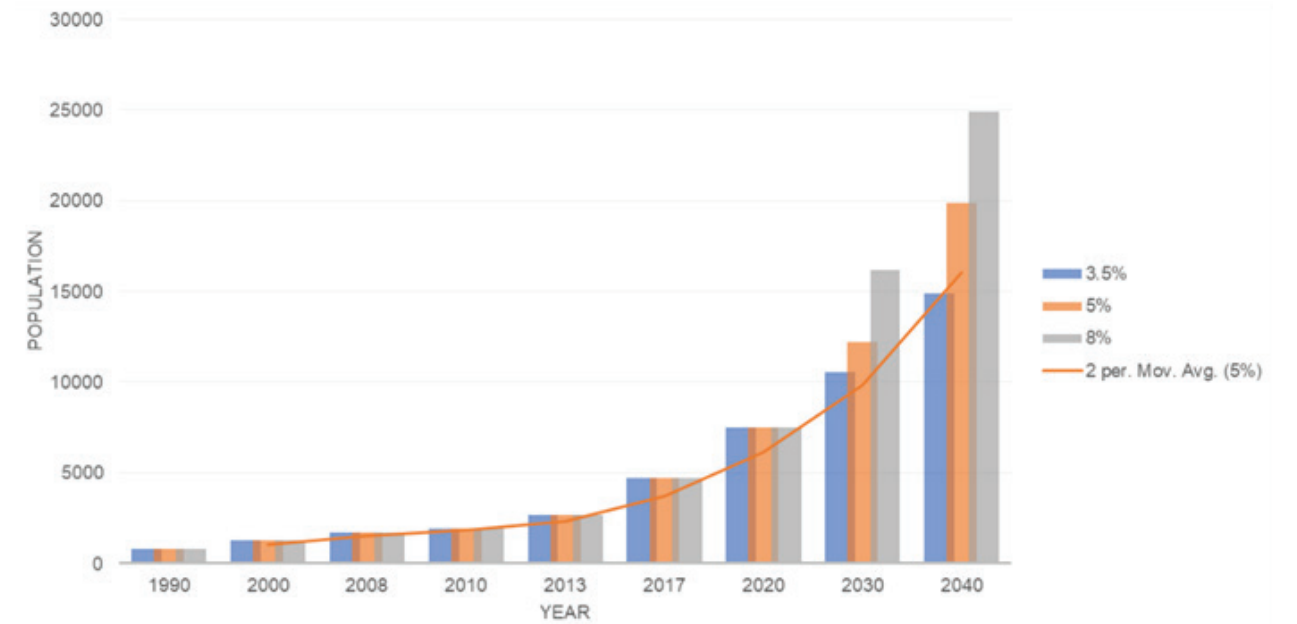
A. DEMOGRAPHICS



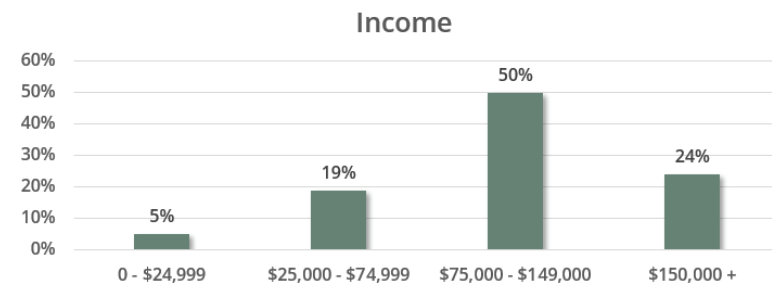
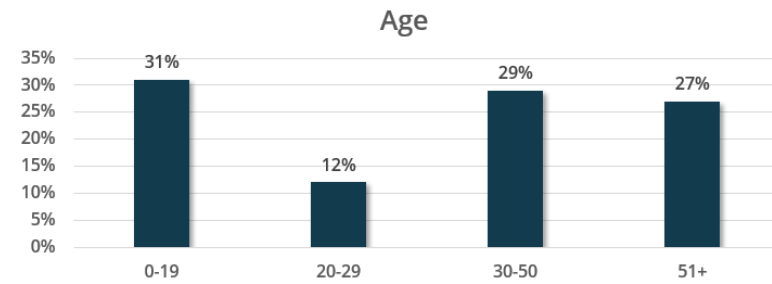
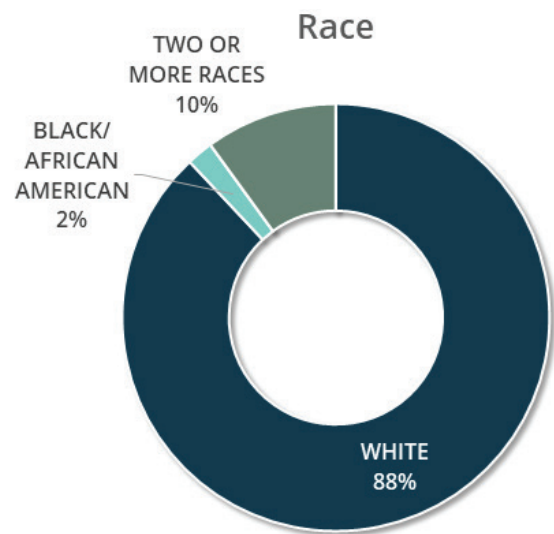
The Town of Thompson's Station is relatively small compared to its Williamson County neighbors Franklin and Spring Hill. The Town had approximately 7,500 people as of the 2020 Census. The Town is predominantly white, and just under one in three residents is under the age of 20. Approximately 75% of the households in Thompson's Station have an income of \$75,000 or greater. The median income in Thompson's Station - \$104,250 - is 50% higher than the median income of \$70,262 for the Nashville-Davidson-Murfreesboro region.

Not unlike many communities in Middle Tennessee, Thompson's Station is growing rapidly. The Town has more than tripled in population between 2010 and 2020, and recent projections estimate the population will more than double by 2040 to almost 20,000. This is consistent with projections for Williamson and Maury Counties, which are projected to grow by 70 and 40 percent, respectively, by 2060.

TOWN POPULATION PROJECTIONS

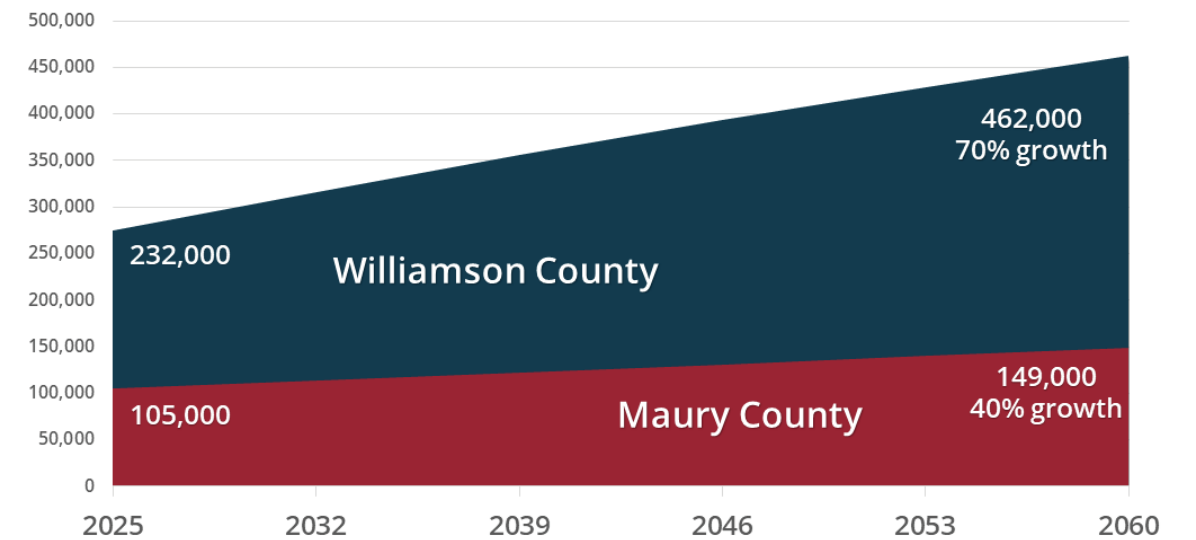


TOWN DEMOGRAPHICS

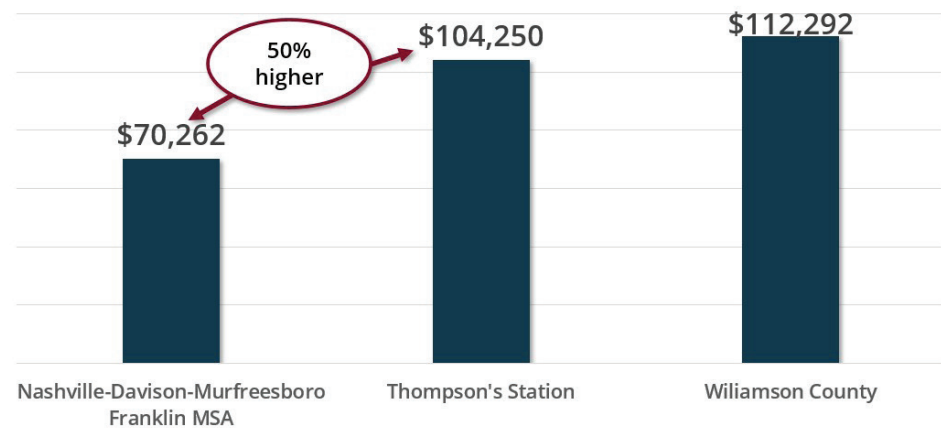


Note: Persons of Hispanic ethnicity represent 1.3 percent of the population.

COUNTY POPULATION PROJECTIONS



MEDIAN INCOME



DEMOGRAPHICS KEY TAKEAWAYS

- Household income is significantly higher than the region
- One in three residents is under the age of 20
- Population will more than double by 2040

B. DEVELOPMENT TRENDS



Land consumption in Thompson's Station has progressed steadily in the years between 2010 and 2019. Most of the Town's new development was residential, establishing the Town as a prime location for young families and retirees to plant their roots. A significant portion of land in the Town is still undeveloped.

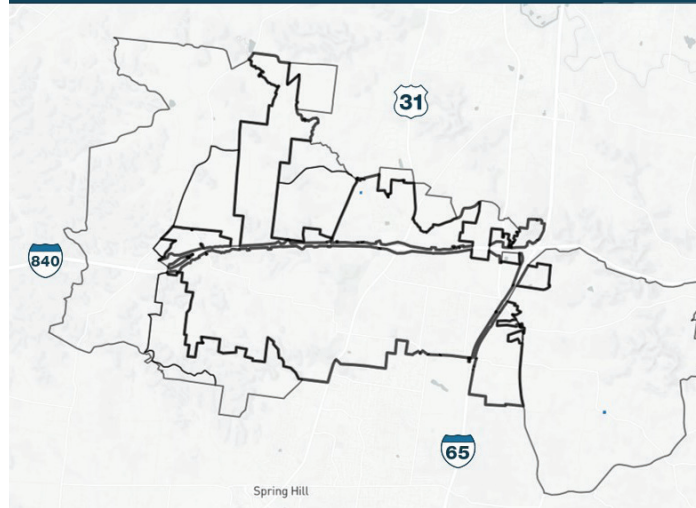


DEVELOPMENT TRENDS KEY TAKEAWAYS

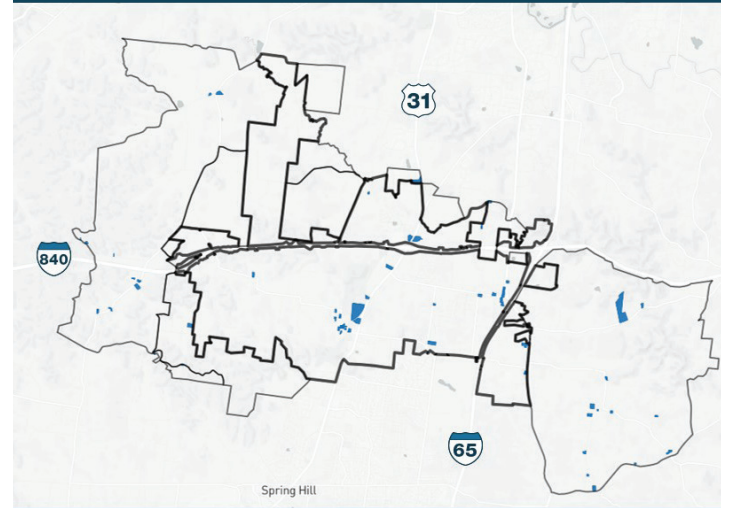
- Steady land consumption
- Significant amount of residential development from 2010 to present
- A majority of land is still undeveloped



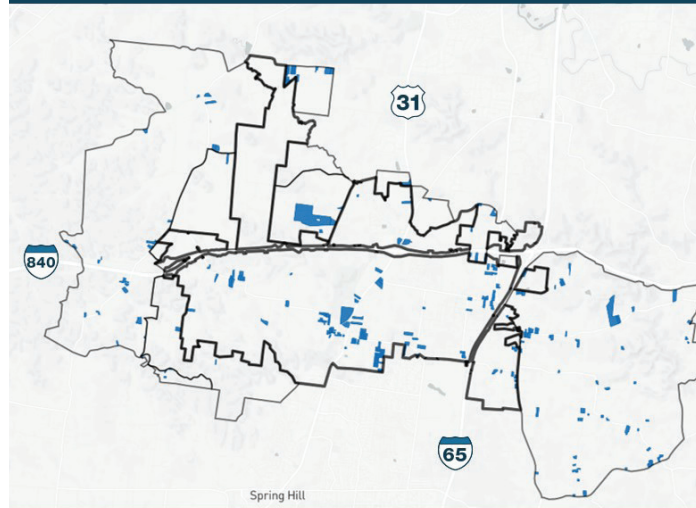
YEAR BUILT - 1793 TO 1900



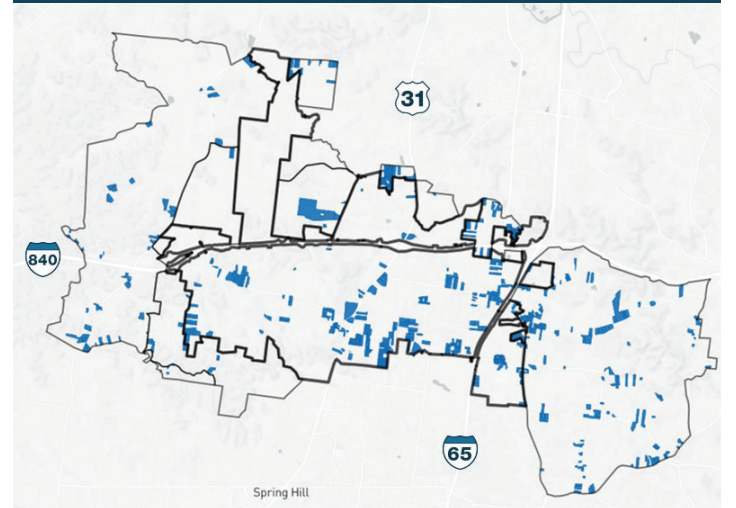
YEAR BUILT - 1900 TO 1950



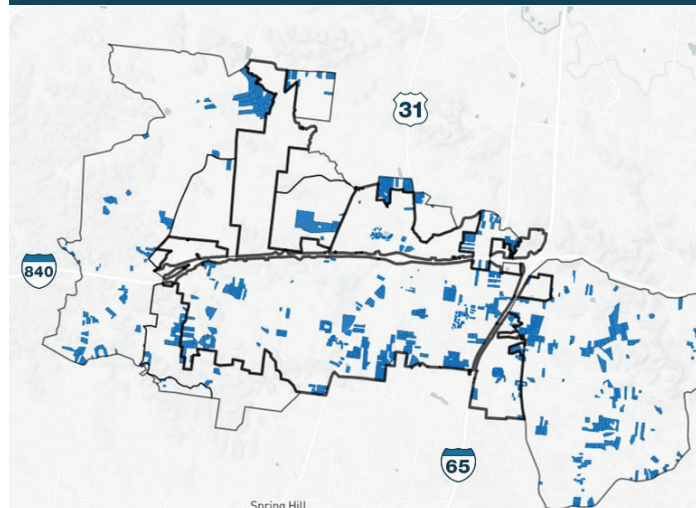
YEAR BUILT - 1950 TO 1980



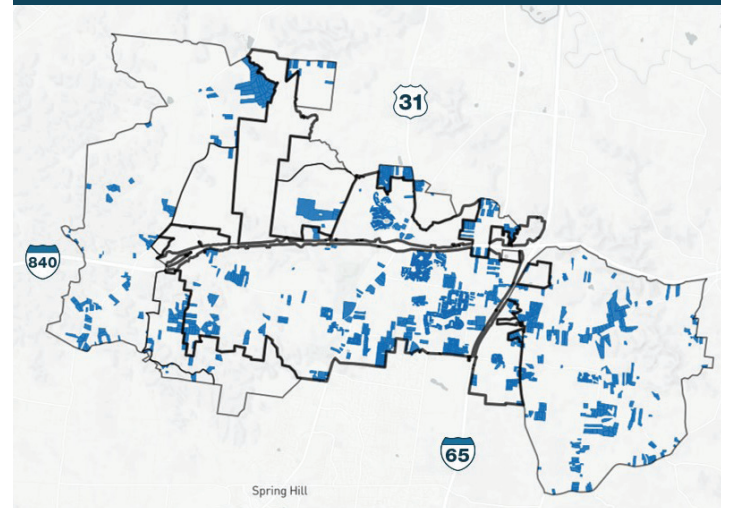
YEAR BUILT - 1990 TO 2000



YEAR BUILT - 2000 TO 2010



YEAR BUILT - 2010 TO 2019

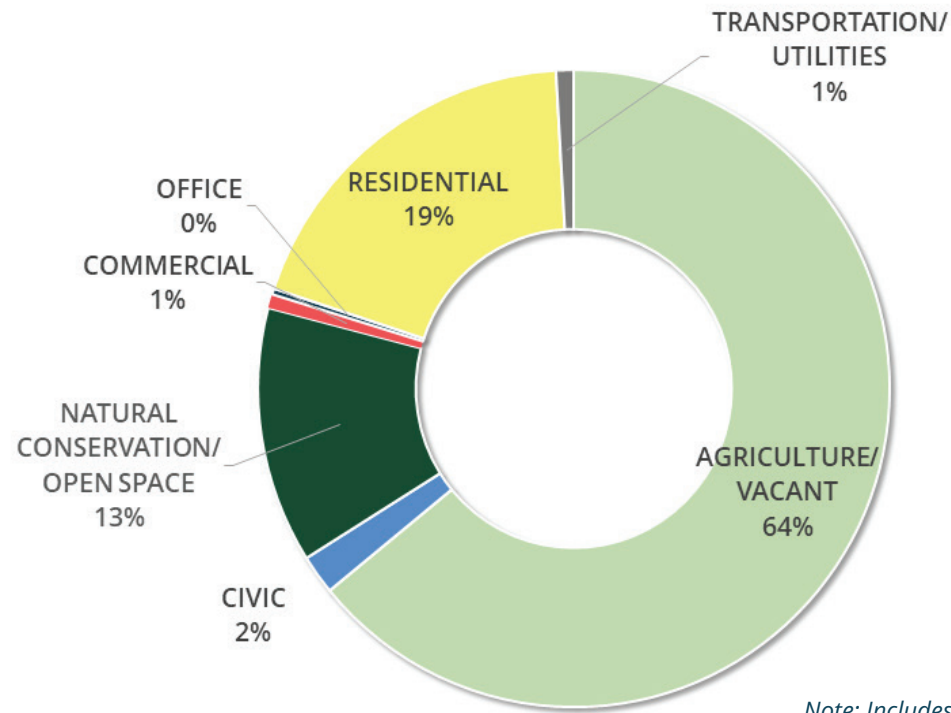


C. LAND USE



The existing primary use types in Thompson's Station are residential and agricultural/vacant. There are limited parcels in the Town that are designated commercial in use. As the Town grows, it is inevitable that additional commercial uses will be part of that growth. It is important to Town staff and residents that any intended commercial uses are developed in conjunction with the surrounding Town aesthetic of "where the country meets the town".

TOWN LAND USE SUMMARY

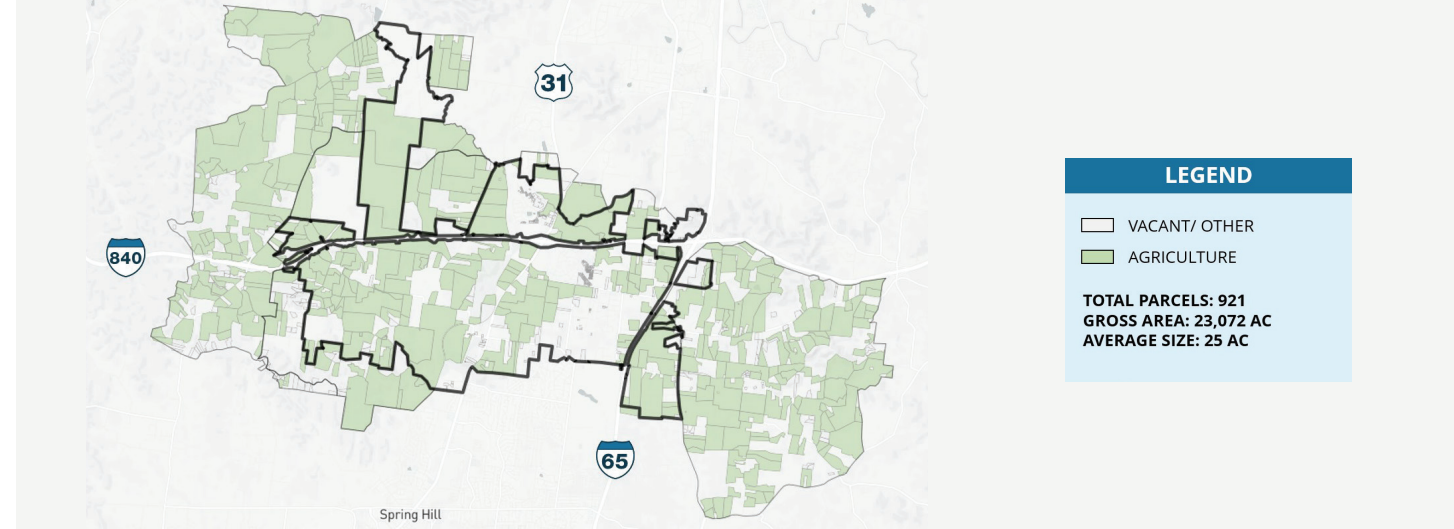


Note: Includes land in the UGB planning area.

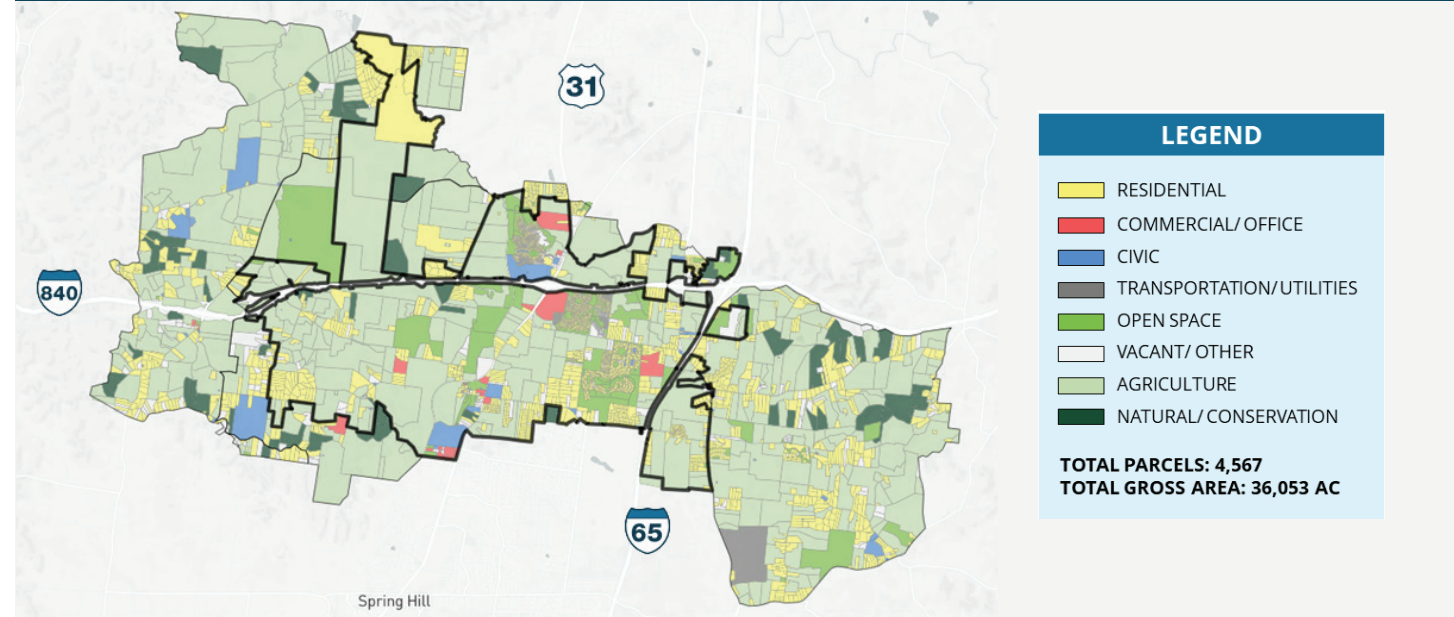
LAND USE KEY TAKEAWAYS

- Majority of planning area is residential or agricultural/vacant
- Large land tracts under single ownership
- Limited commercial land use

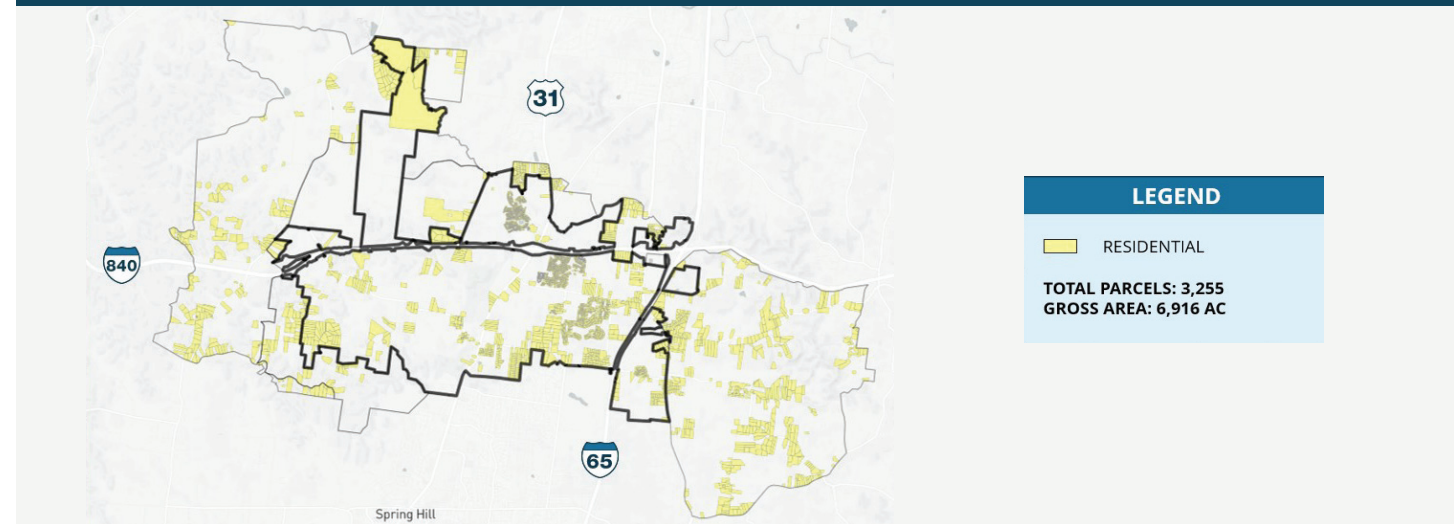
AGRICULTURE/ VACANT



LAND USE - OVERALL

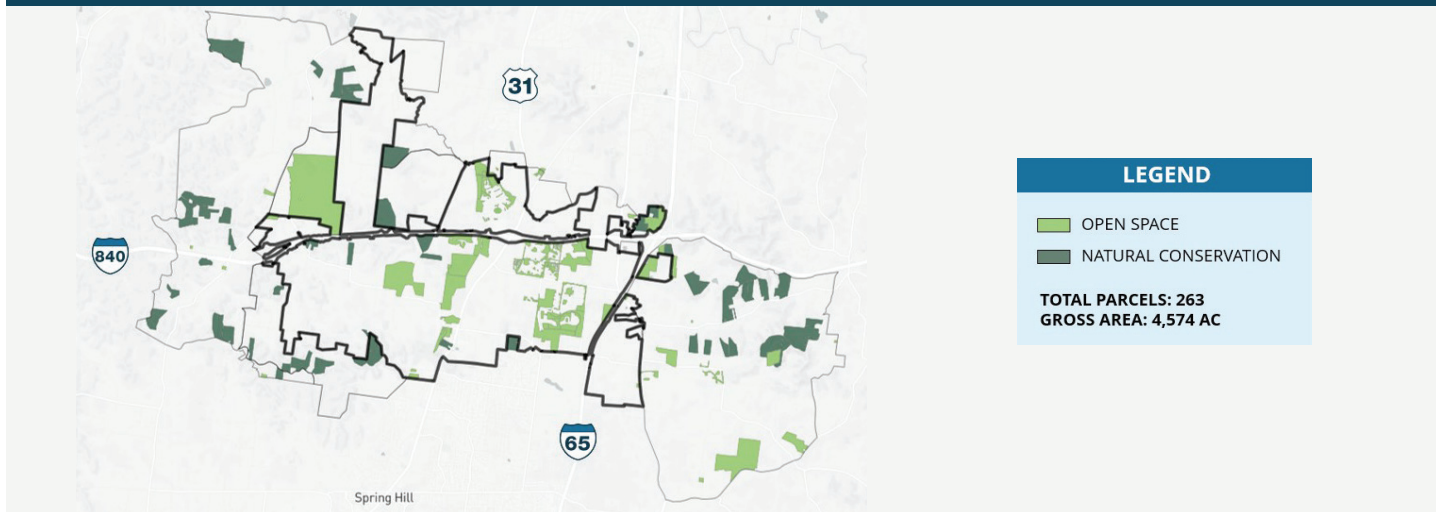


LAND USE - RESIDENTIAL

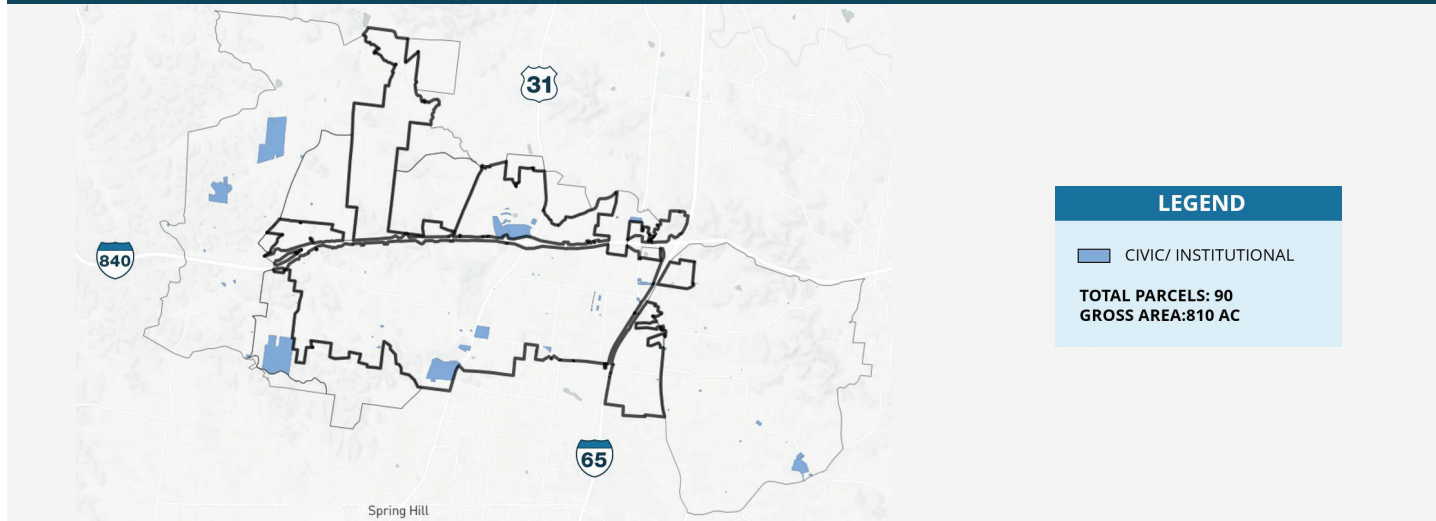




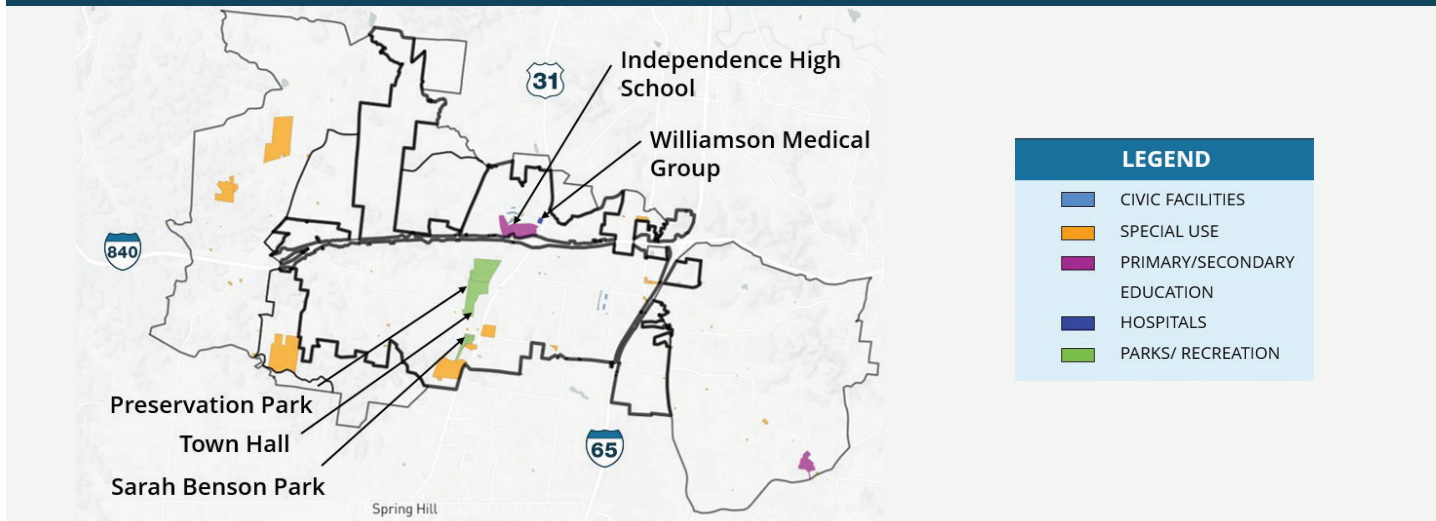
LAND USE - NATURAL AREA



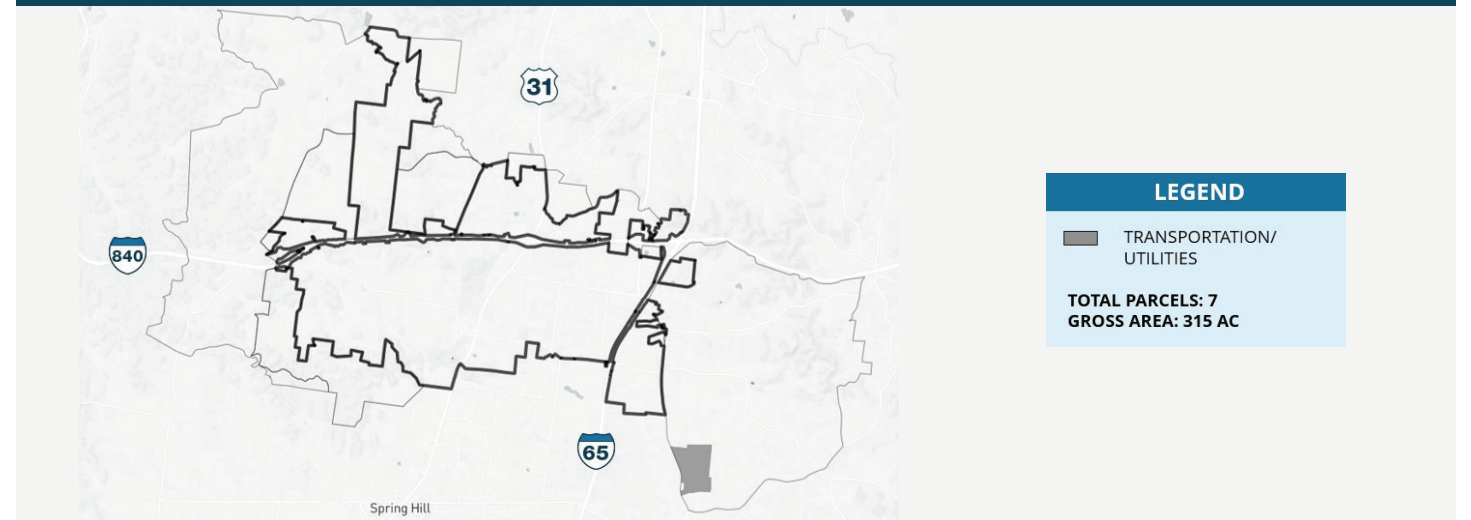
LAND USE - CIVIC/INSTITUTIONAL



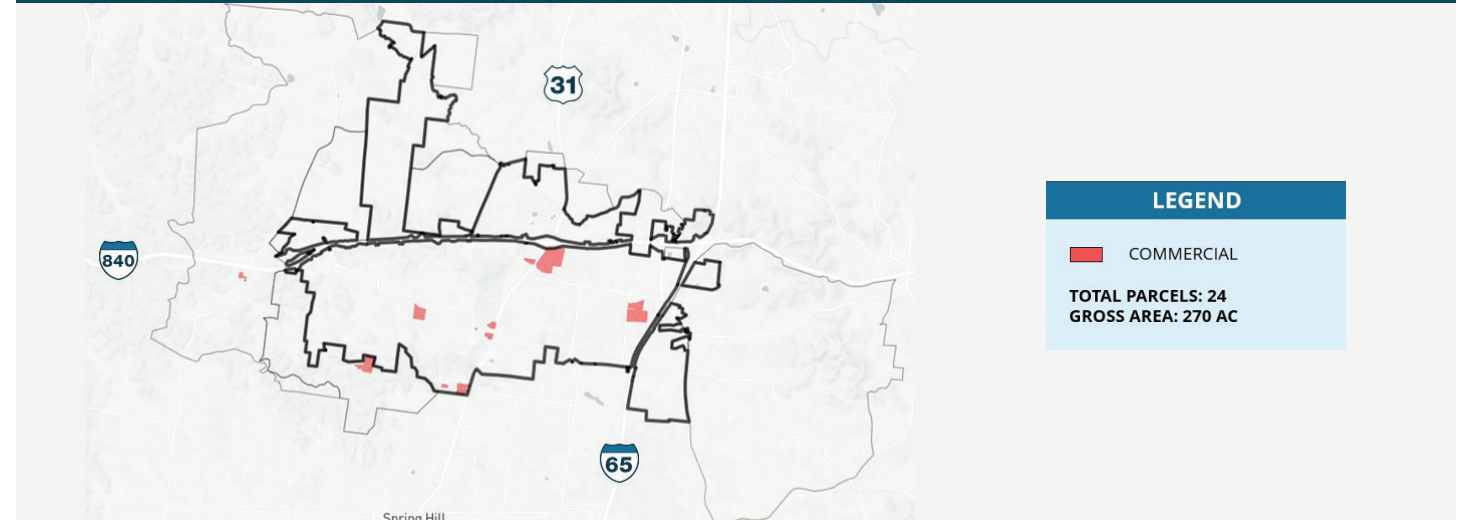
CIVIC AND PUBLIC FACILITY BREAKDOWN



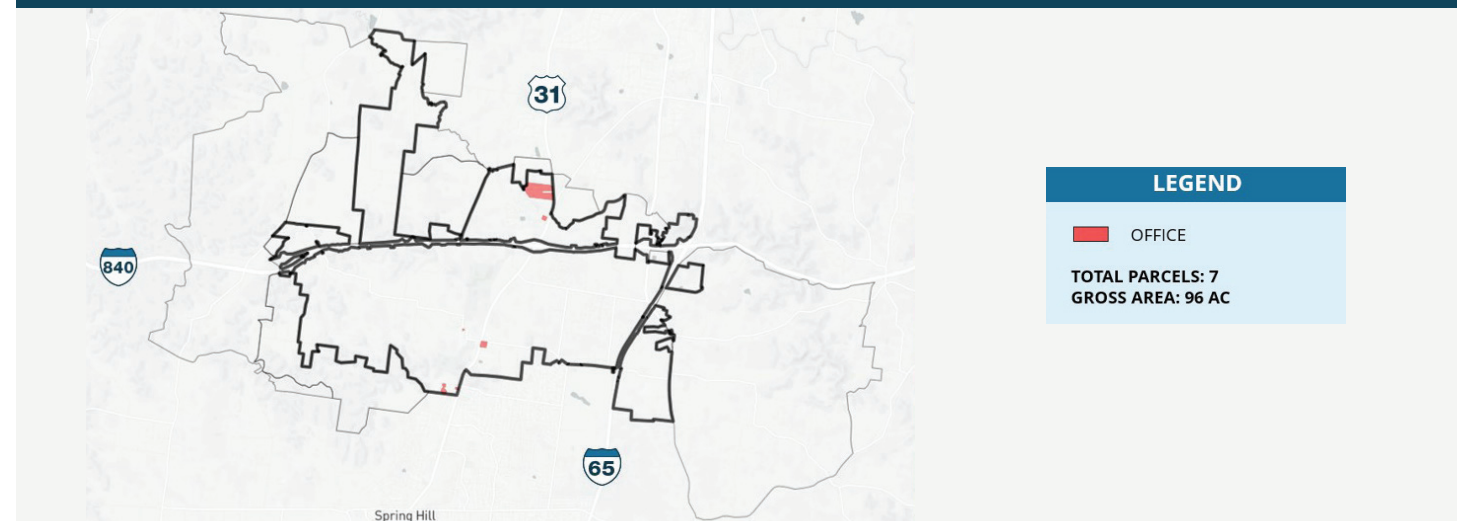
LAND USE - TRANSPORTATION/ UTILITIES



LAND USE - COMMERCIAL



LAND USE - OFFICE

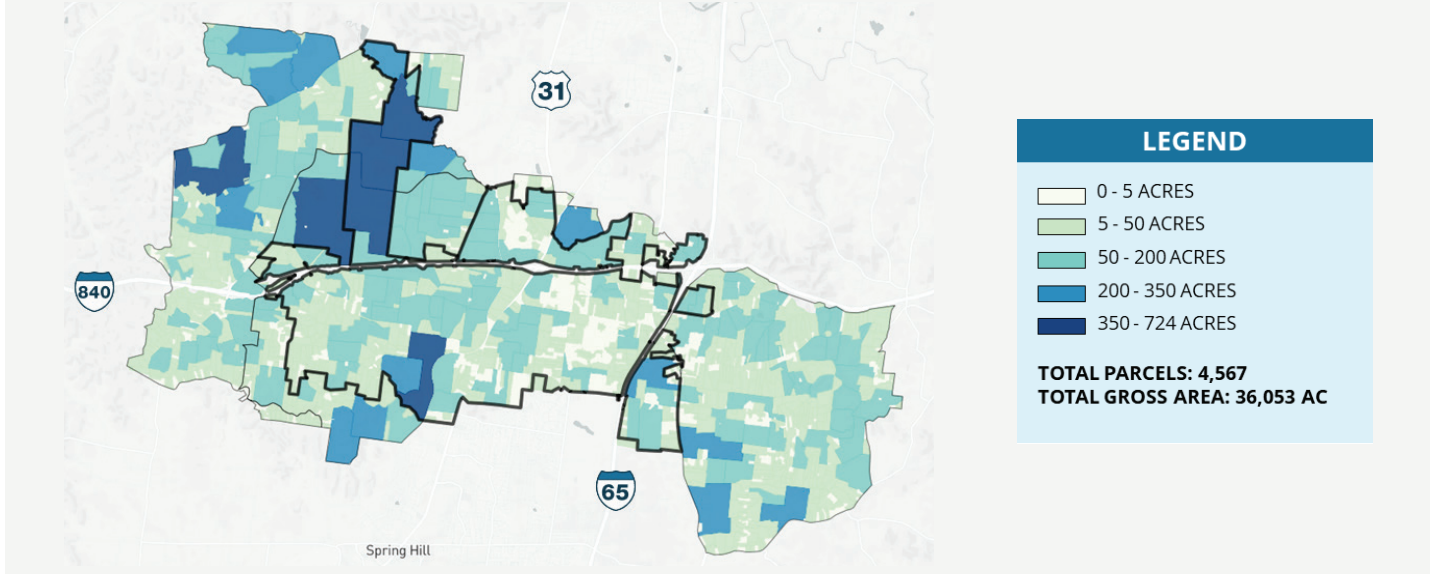


C. LAND USE

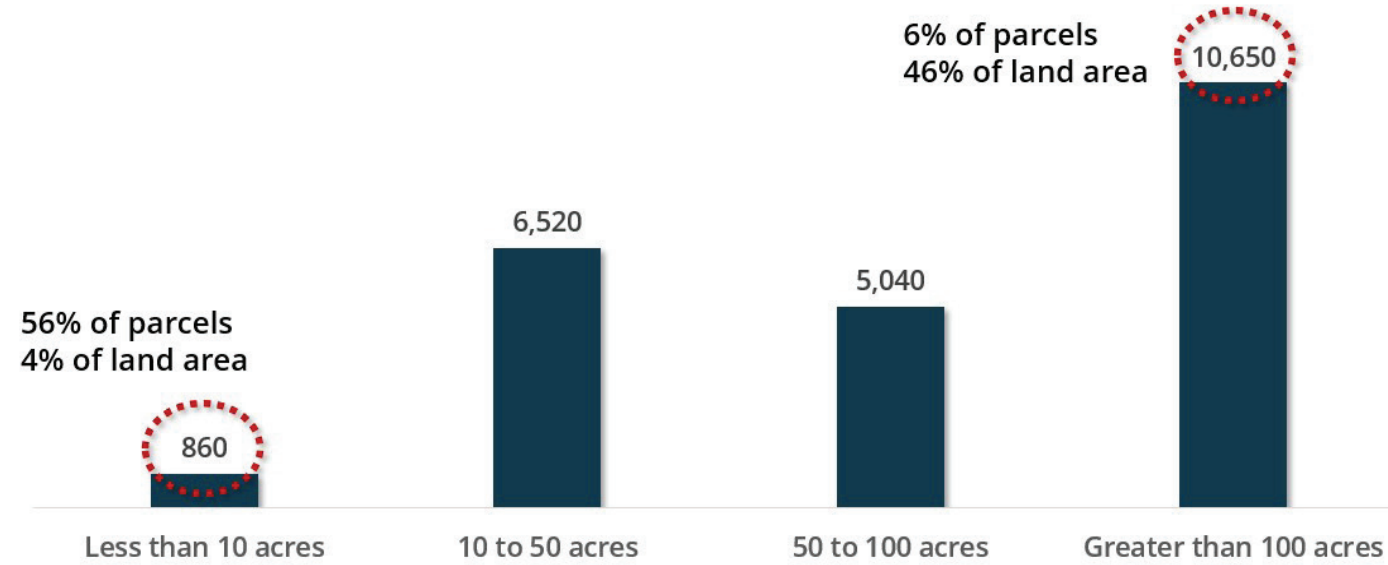


Thompson's Station Town limits and the Urban Growth Boundary areas are composed of approximately 4,600 parcels. These 4,600 parcels make up approximately 36,000 acres of gross area. Large tracts of land in the Town are under single ownership, which offers prime development potential for interested developers. These tracts of land are important to properly characterize on the future land use map to ensure that developers provide a development that is conducive to the Town's goals for growth.

PARCEL AREA



AGRICULTURE/ VACANT LAND AREA BY PARCEL SIZE



Note: Includes land in the UGB planning area.

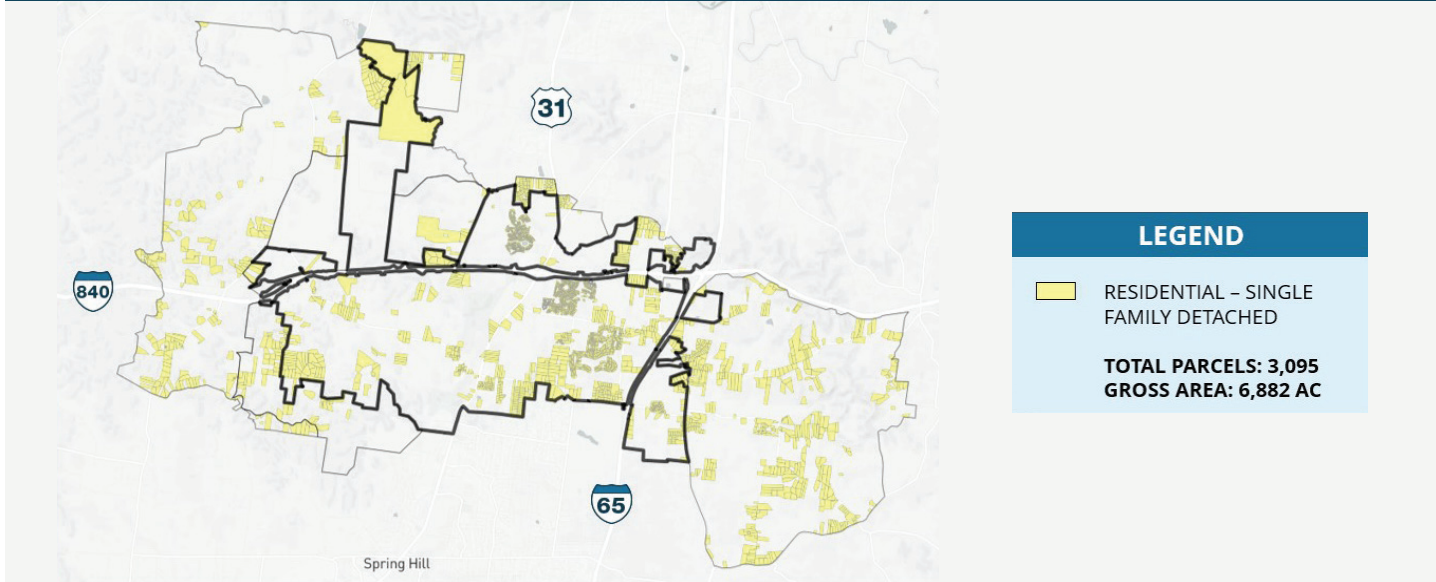


D. HOUSING

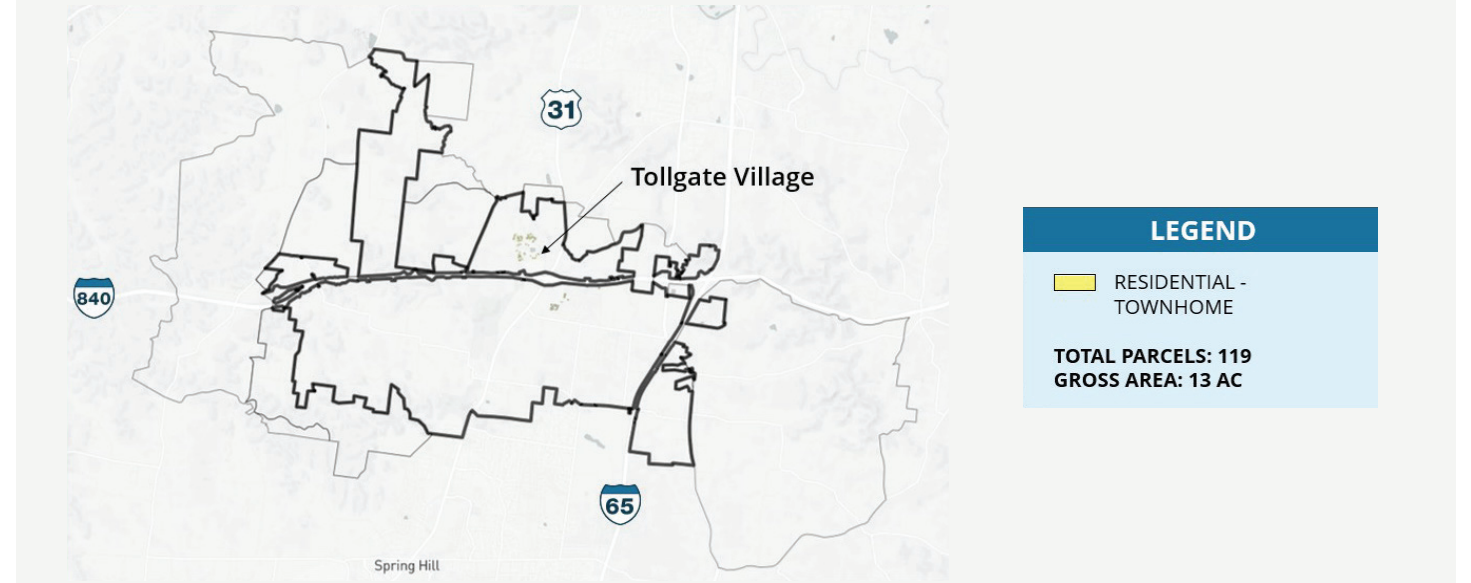


Single family detached housing dominates residential uses within the Town. Thompson's Station is viewed by new residents as a prime spot to establish roots and grow a family, or to ease into during retirement. Residents who move to Thompson's Station value their privacy and space, as much of the existing lots are 1-10 acres in size. Multifamily and townhome living options also exist in the town, but they are limited. As the Town grows, more demand for diverse housing options will emerge to accommodate the growing Town population; however, higher density housing options should be considered sparingly and in keeping with the Town's goals for growth to maintain the Town's rural, small-town character.

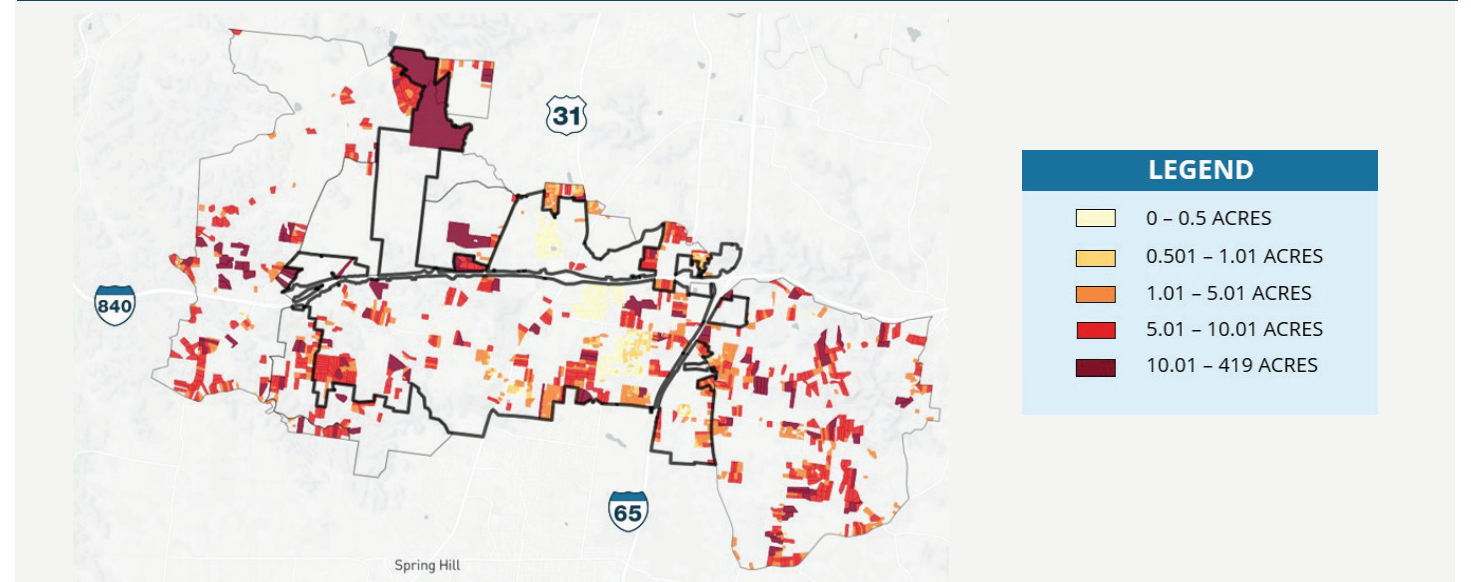
SINGLE FAMILY DETACHED



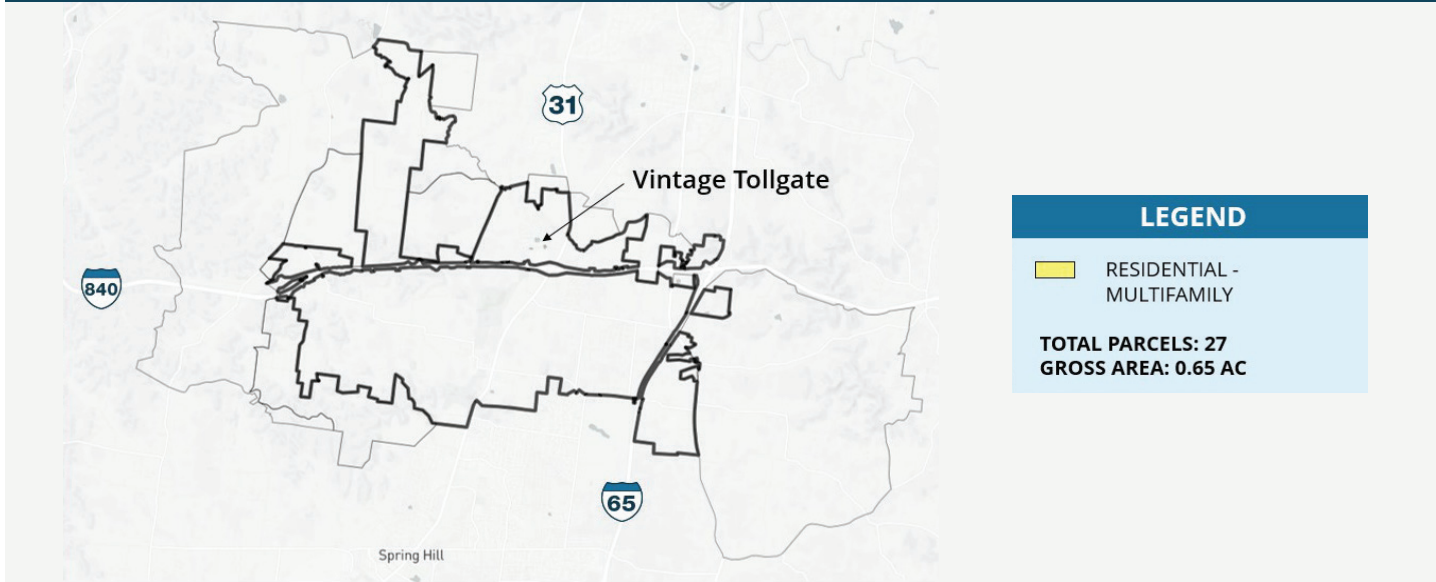
TOWNHOME



SINGLE FAMILY DETACHED - LOT SIZE



MULTIFAMILY



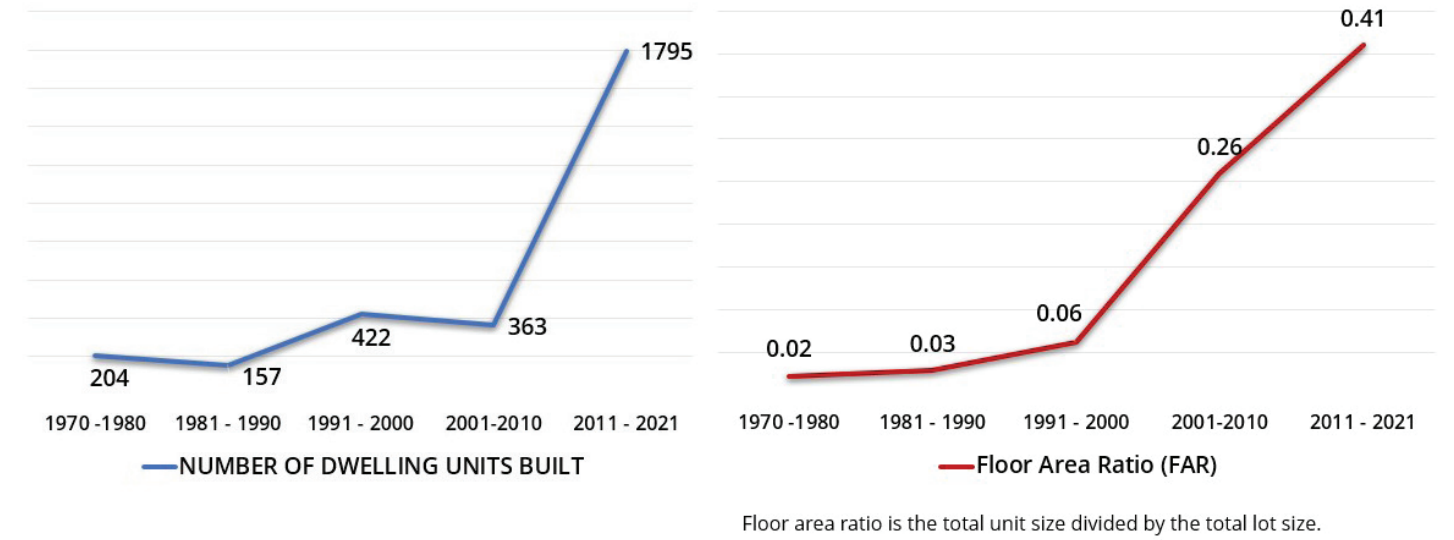
HOUSING KEY TAKEAWAYS

- Primarily single family detached residential land use
- Growth boom over the last decade
- Lots are getting smaller

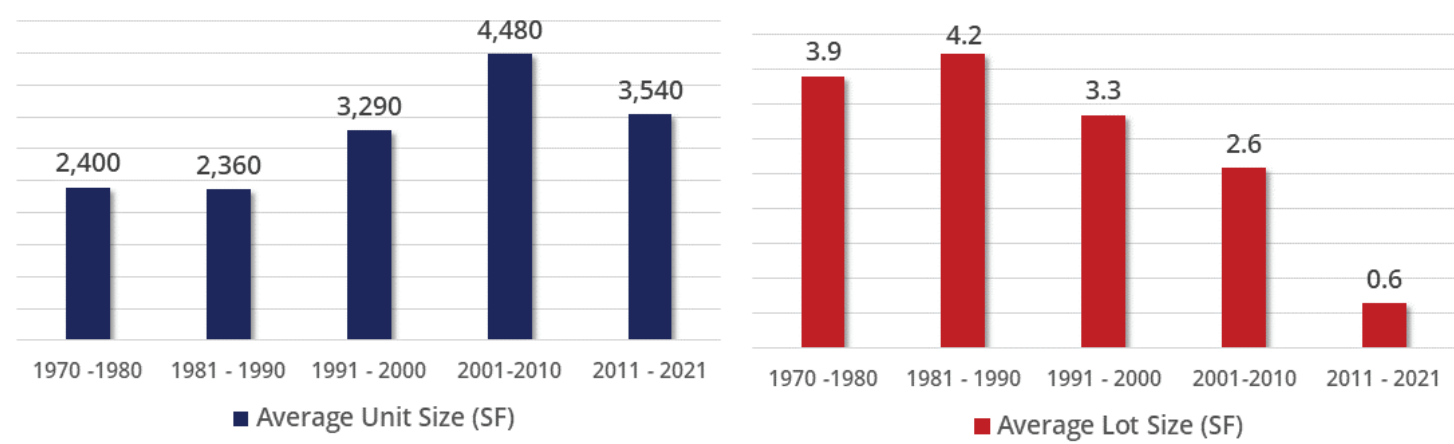


Since 2010, the Town has experienced a growth boom, primarily in residential housing. To keep up with market demand and maximize profit, developers have started making lot sizes smaller throughout the nation, and Thompson's Station is no exception. The average lot size as of 2021 in the Town is 0.6 acres, compared to the average lot size of 4.2 acres in 1990. The average home size in the Town has remained steady for decades at approximately 3,500 square feet. Regionally, Thompson's Station housing characteristics follow similar trends to Spring Hill and Williamson County – predominantly single family detached with a small amount of multifamily housing options. In contrast, Franklin's housing is composed of approximately 75% single family detached and 25% multifamily/ townhome uses.

DWELLING UNIT TRENDS

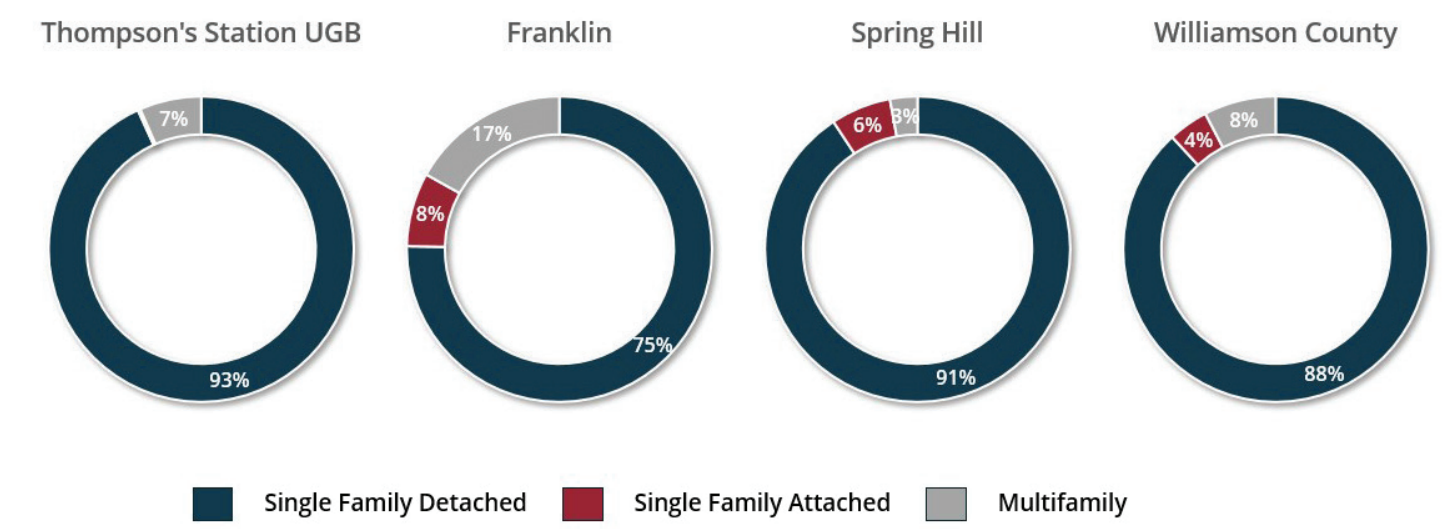


DWELLING UNIT TRENDS



Note: Dwelling unit data includes units in the UGB planning area.

REGIONAL DWELLING UNIT COMPARISON



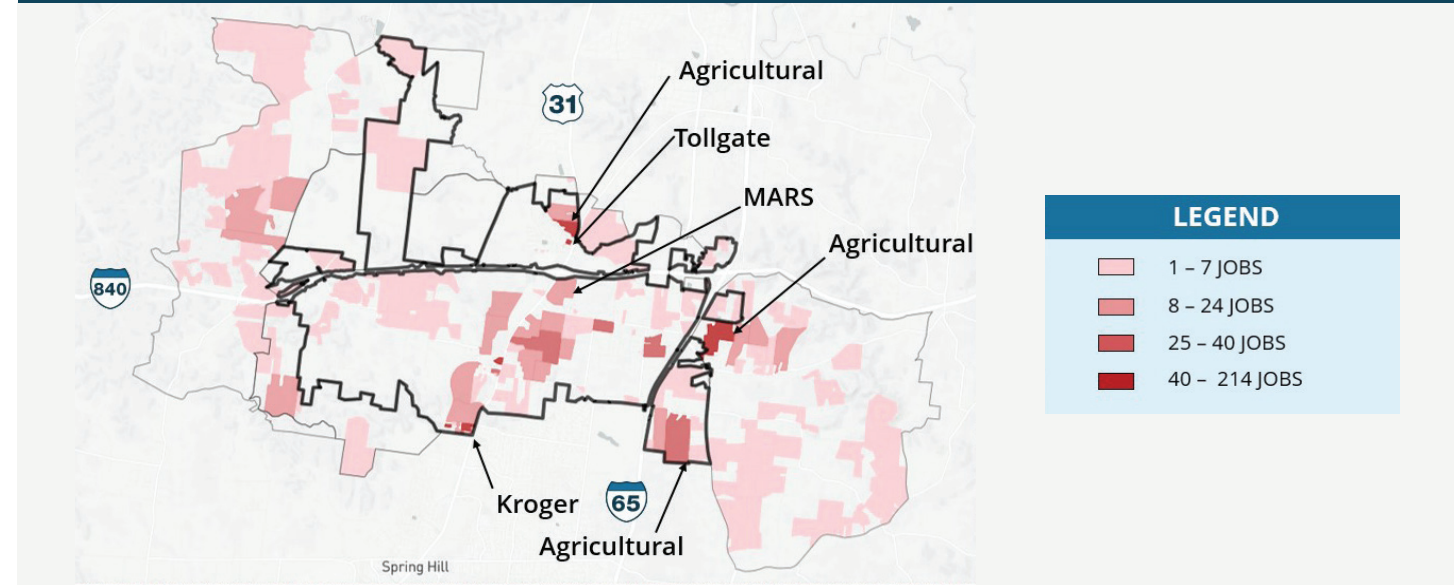
E. EMPLOYMENT AND ACTIVITY



Thompson's Station employment and housing data suggest that the majority of Thompson's Station residents leave the Town for work, establishing Thompson's Station as a "bedroom community". For the jobs that exist within the Town, employment is food service/ retail in nature focused in Tollgate Village, MARS facility, and the Heritage Commons shopping center. Additionally, the agricultural legacy of the Town is still thriving, with 27% of jobs focused in the agricultural and industrial industries.

EMPLOYMENT SUMMARY	
Employment Type	% Of Jobs
Agriculture/ Industrial/Manufacturing/Construction/ Utilities	27%
Restaurants/ Retail/Arts & Entertainment	37%
Office	28%
Public Administration And Education/ Accommodation	4%
Medical	3%

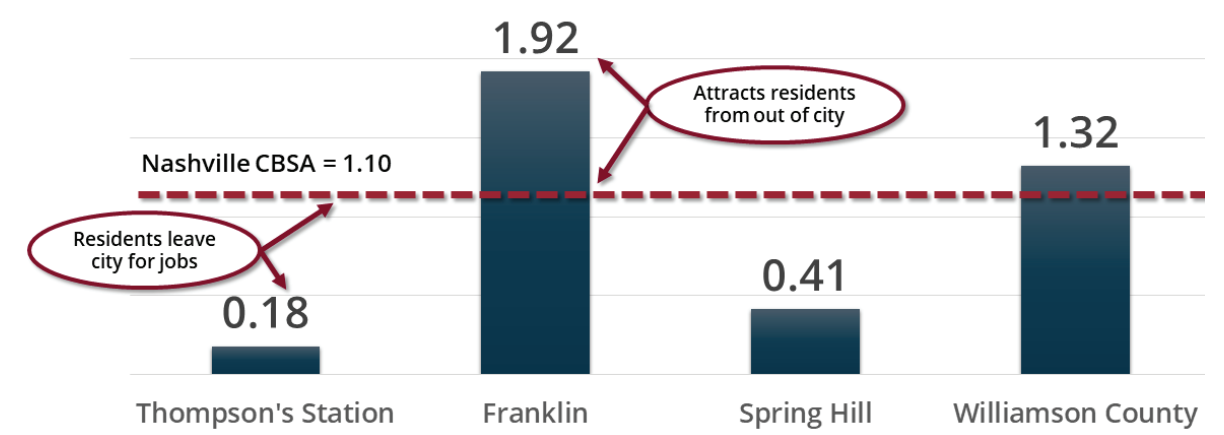
EMPLOYMENT



EMPLOYMENT AND ACTIVITY KEY TAKEAWAYS

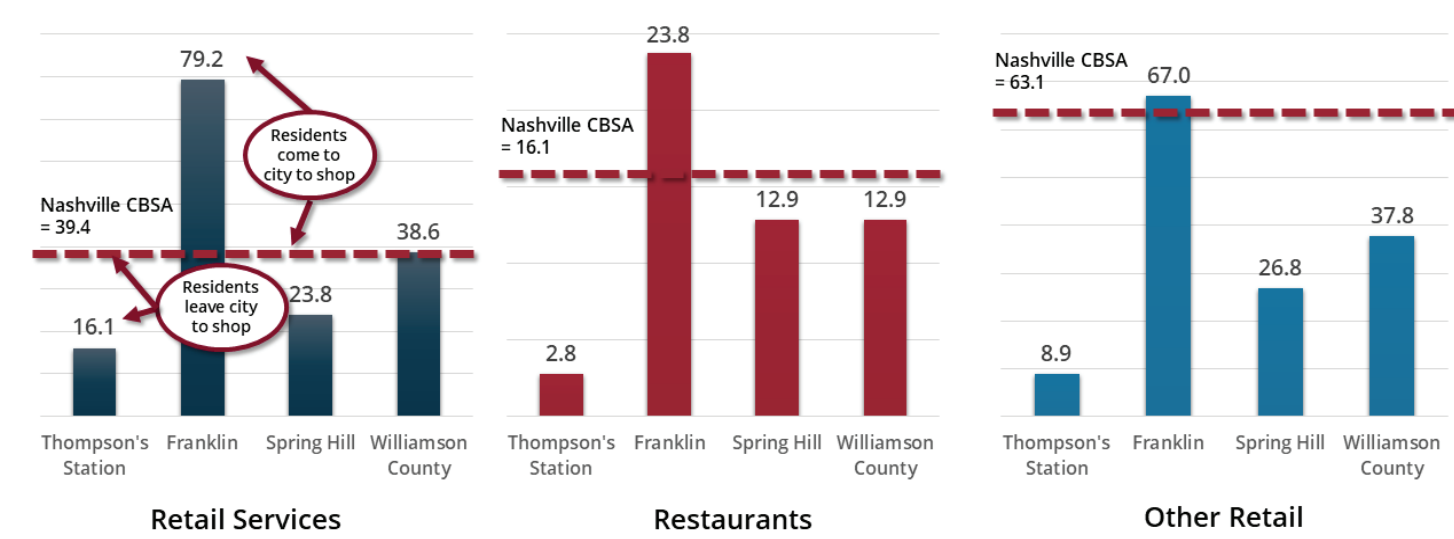
- Most residents leave Thompson's Station to work and shop
- Employment focused at Tollgate Village, MARS and Heritage Commons shopping center
- Agricultural legacy is still present

JOBS TO HOUSING RATIO COMPARISON



An analysis of retail and restaurant uses suggests that residents in Thompson's Station also leave the Town for a majority of their shopping, dining and service needs. Feedback received during public involvement for the plan indicate that residents want to see more commercial uses in the Town, but not at the expense of its rural, small-town character.

RETAIL ACTIVITY (square feet per capita)

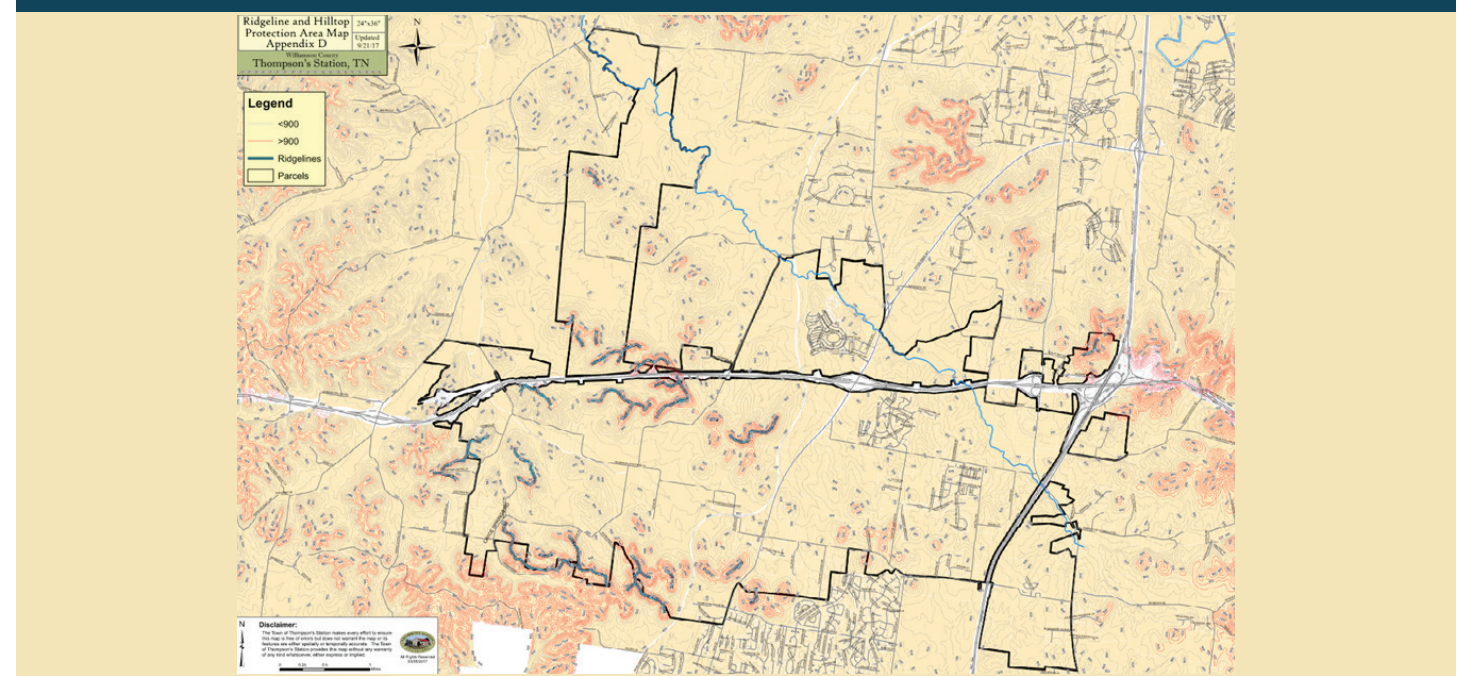


F. ENVIRONMENTAL AND NATURAL

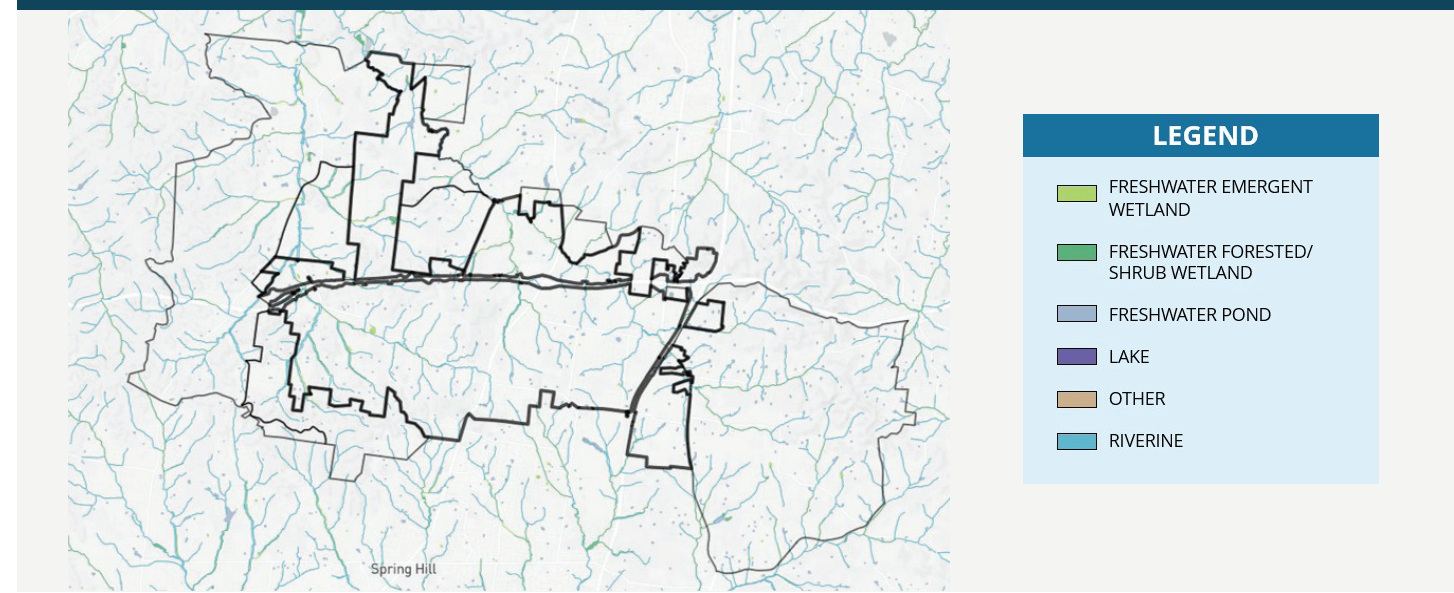


Thompson's Station is characterized by large tracts of land that are open and natural spaces, creating a rural, pastoral setting that has attracted new residents for decades. The Town has few environmental constraints, such as floodplains or wetlands, that would deter developers or require excessive permitting; however, new development should be mindful of impacts to the surrounding environment and consider appropriate mitigation measures to protect the natural environment that has become identifiable of the Town. Additionally, the Town has established a map of specific hilltops and ridgelines that should be protected. Development that minimizes impacts to environmental features is not only better for the environment, it also maintains the natural landscape that attracts residents to the community.

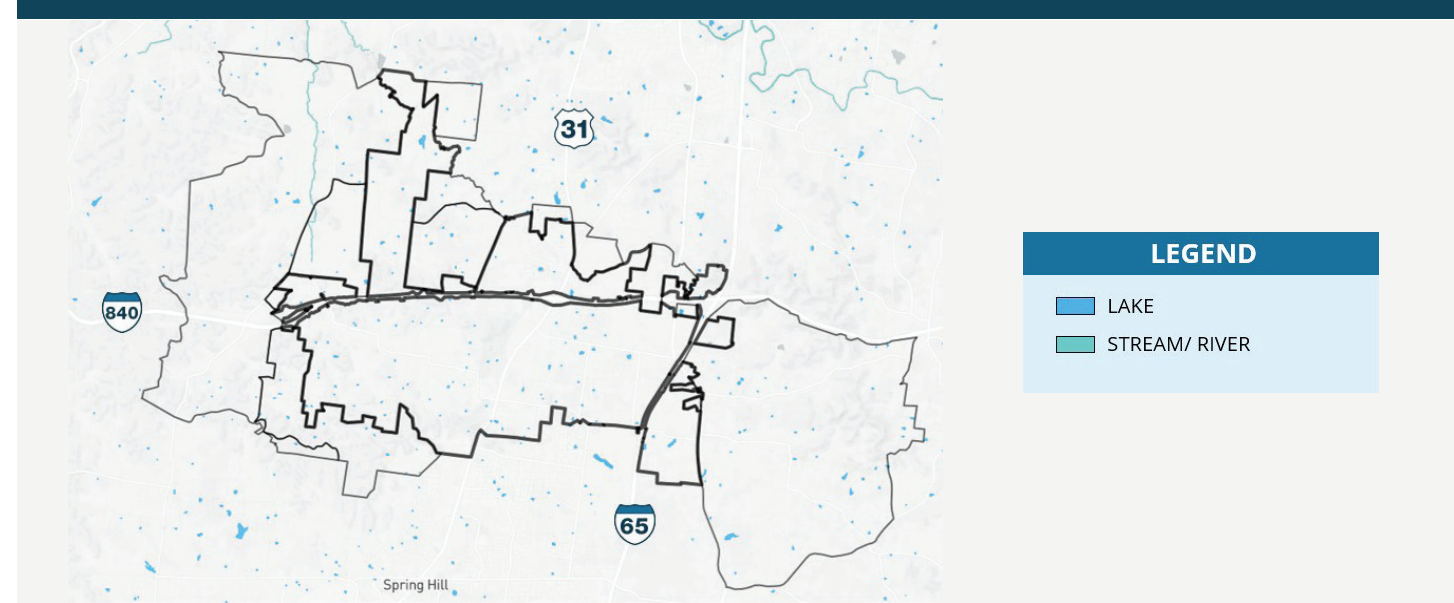
HILLTOPS AND RIDGELINES



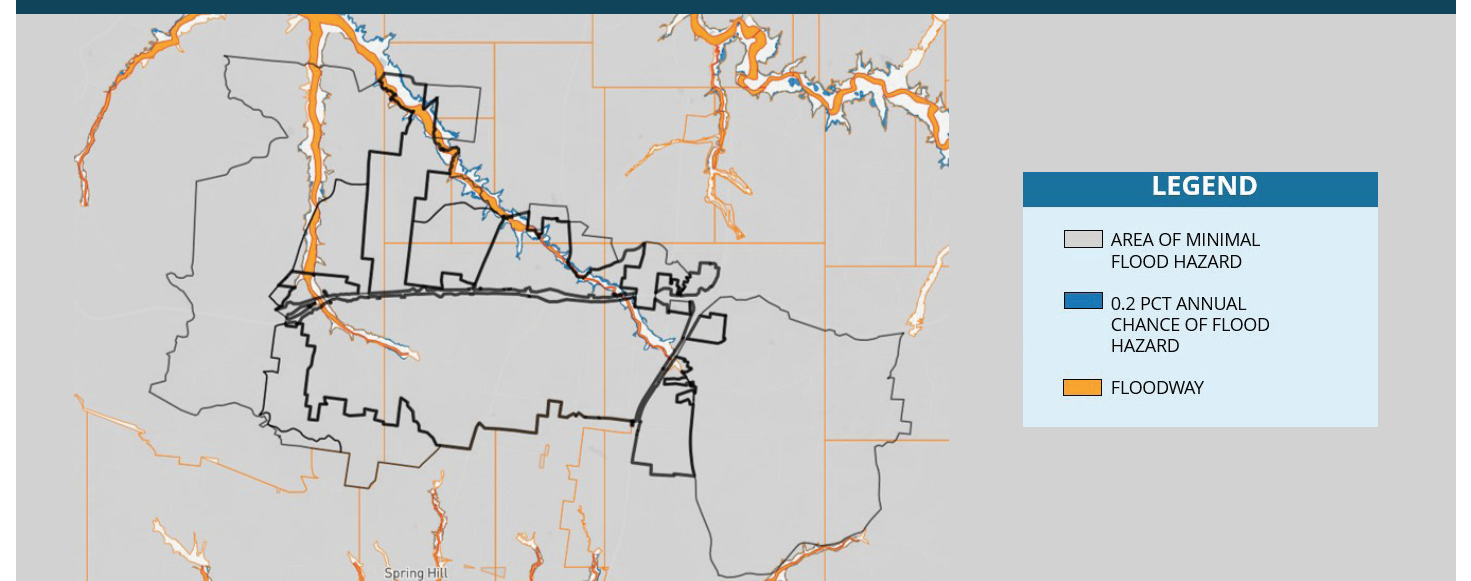
WETLANDS



HYDROGRAPHY



FLOOD HAZARD FEMA



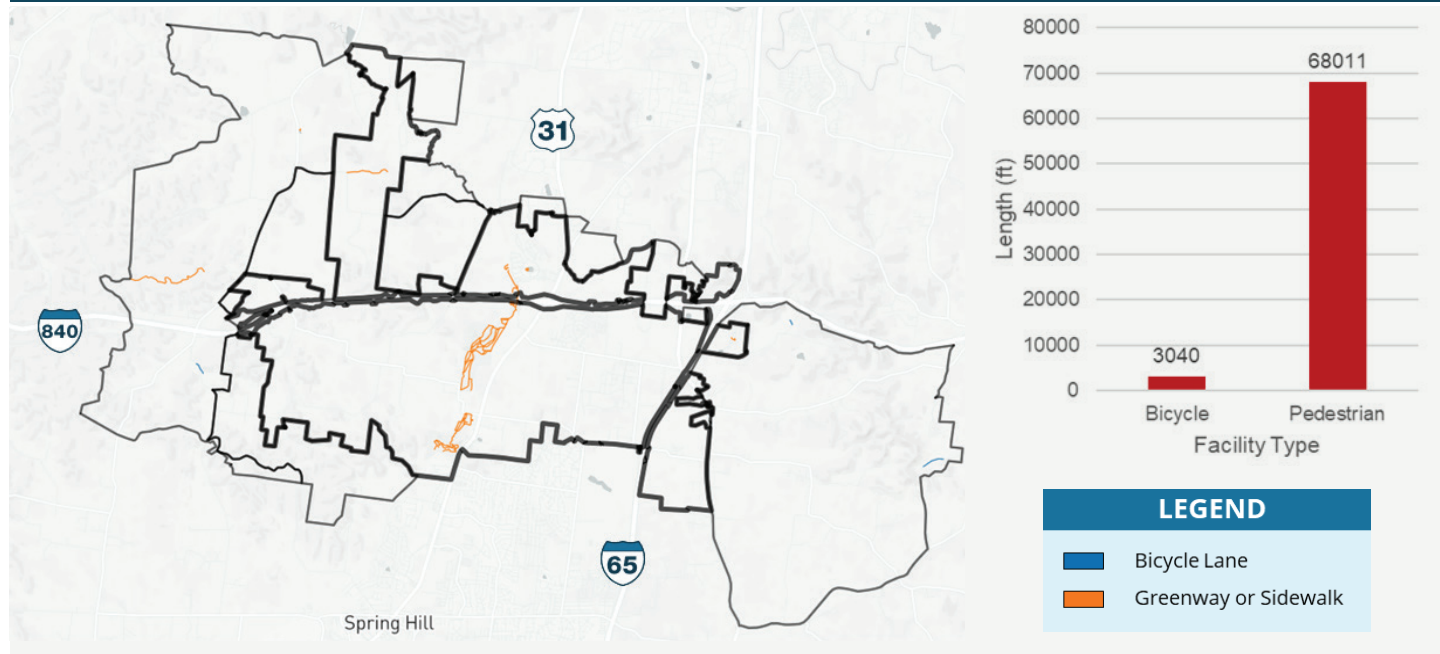
- ### ENVIRONMENTAL AND NATURAL KEY TAKEAWAYS
- Open and natural spaces are prominent major assets
 - Few environmental constraints
 - Protecting hilltops, ridgelines, and riparian are a priority



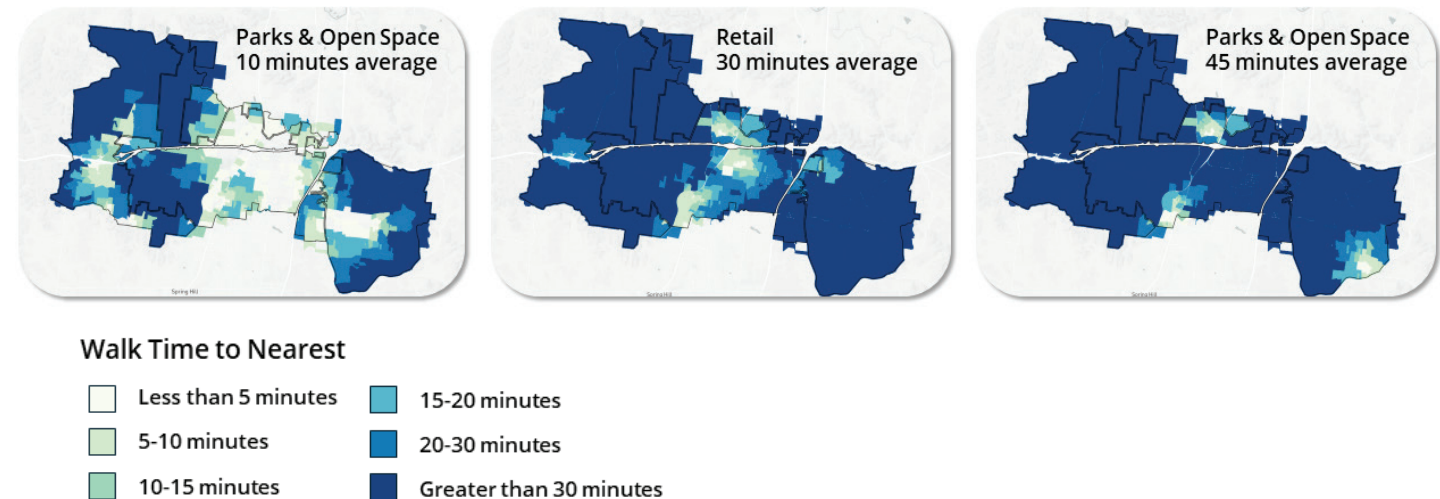
The Town of Thompson's Station currently has pedestrian facilities, but they are largely recreational and disconnected, located primarily at Preservation Park. For a pedestrian interested in walking to any parks/ open space or retail establishments, the average walk time is over 30 minutes. Thoughtfully considering the locations of additional retail space or parks will result build in a more interconnected Town. Additionally, there are almost no bicycle lanes in the Town. As the Town continues to grow, it will be important that alternative means of transportation are considered. The transportation and mobility analysis was performed in close coordination with the Major Thoroughfare Plan, which recommends strategies to address level of service and safety concerns.

Although the majority of the roads within the Town are local, there are a handful of arterials and collectors. Two freeways also exist within the Town limits - I-840 and I-65, and the close proximity the town is to those freeways makes the Town a primary location for new residents. However, there are transportation challenges that come with the Town's location, including level of service and crashes. Columbia Pike south of I-840 and Thompson's Station Road East, west of I-65, in particular, have a LOS of F, indicating that alternative transportation design measures should be taken to correct the level of service, especially as the Town continues to grow. Prime crash hot spots between 2018-2020 were Columbia Pike and Thompson's Station Road. The Major Thoroughfare Plan analyzed project recommendations that would correct level of service and crash concerns.

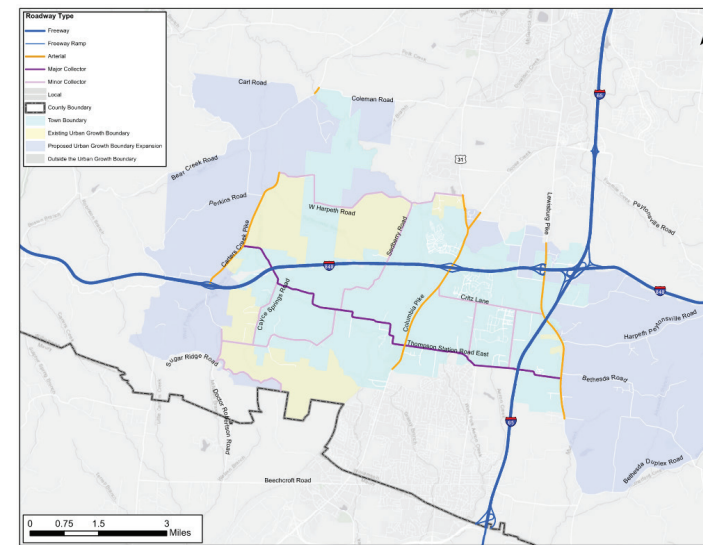
MULTIMODAL MOBILITY



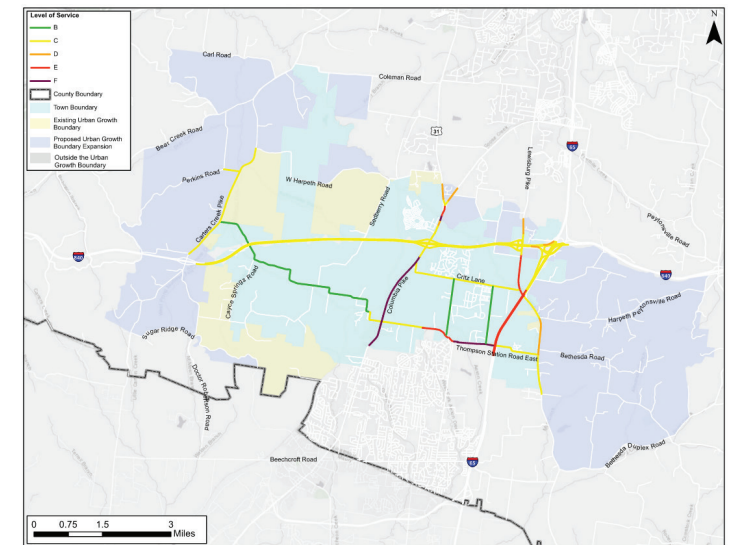
WALKABILITY



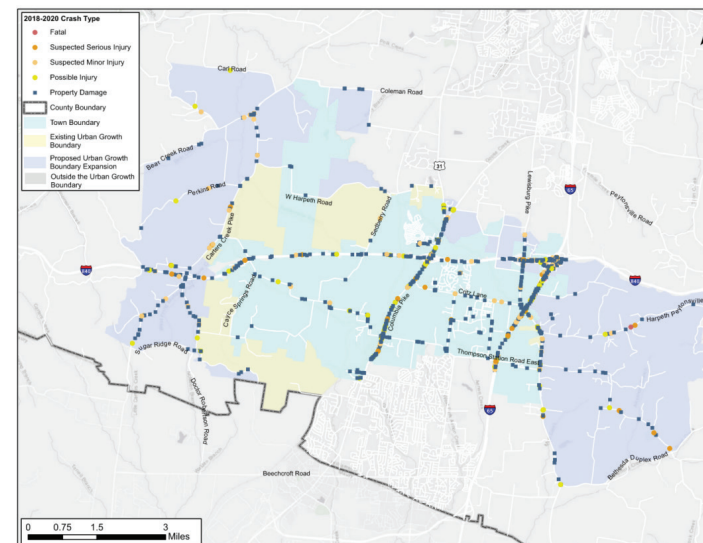
FUNCTIONAL CLASSIFICATION



LEVEL OF SERVICE



2018-2020 CRASH MAP



TRANSPORTATION AND MOBILITY KEY TAKEAWAYS

- Congestion and vehicle crash hot spots on Thompson's Station Road and Columbia Pike
- Lack of bicycle and pedestrian facilities
- Not many places within walking distance
- Major Thoroughfare Plan will address level of service and safety concerns



COMMUNITY ENGAGEMENT

For any community plan to truly be effective, it must engage in meaningful dialogue with residents and stakeholders. All Aboard Thompson's Station includes a robust community engagement process achieved through two distinct phases:

- A. Round 1: Listening
- B. Round 2: Reporting

A. ROUND 1: LISTENING



The first engagement process took place in April 2022 and included a workshop with the Thompson's Station Board of Mayor and Aldermen and Planning Commission, a communitywide open house, and an online survey. This process gathered, processed, and responded to input from the community. The intent of the stakeholder engagement activities is to understand community values and priorities, and focus the comprehensive plan content on addressing these values and priorities



100+ survey respondents | **50+** written comments | **20+** in-person event participants

B. ROUND 2: REPORT

The second engagement process took place in September of 2022 and included a communitywide open house and online survey. The first engagement process allowed the design team to gather feedback for what the residents wanted to see from the future growth of their town. The design team then used that feedback in the design process to generate a comprehensive plan that made sense in the context of Thompson's Station. The second engagement process focused on reporting the draft plan elements developed from initial resident feedback, including the draft land use and thoroughfare plans.. Including the draft thoroughfare and land use plans.

LAND USE TYPE	Do you think Thompson's Station needs more of, the same amount of, or less of each land use type?		
	MORE	ABOUT RIGHT	LESS
PRESERVATION	●●●●		
RURAL	●●●●●●		●
NEIGHBORHOOD RESIDENTIAL		●●●●	●●
MIXED RESIDENTIAL			●●●●
NEIGHBORHOOD MIXED USE	●		●●●●
TOWN CENTER	●●	●●●●	
COLUMBIA PIKE CORRIDOR	●●●●●●		●
LEWISBURG PIKE CORRIDOR	●●●●●●		●
BURWOOD GATEWAY	●●●●●●	●	
SPECIAL DEVELOPMENT DESIGNATION	●	●	●
CROSSROADS COMMERCIAL	●●●●		



30+ survey respondents | **10+** written comments | **20+** in-person event participants

WHAT WE HEARD...

- TRANSPORTATION:** Streets should be designed in close coordination with land use to ensure that one supports the other. Streets should be designed as places, not just conduits for moving vehicles from point A to point B.
- MULTIMODAL MOBILITY:** Residents want more opportunities for walking and cycling.
- LAND USE:** Plans for new growth strike a balance between demand for new residents and preservation of rural character.
- COMMUNITY CHARACTER:** Thompson's Station should protect its rural, small-town identity.
- COMMUNITY FACILITIES:** Thompson's Station needs more civic, recreational, and public spaces.



GROWTH FRAMEWORK

The Growth Framework section details the framework for future development in Thompson's Station. The conceptual growth strategy incorporates key elements from the existing community characteristics and results of public engagement to create a growth vision that maintain the Town's distinctive character.

- A. Vision and Policy Recommendations
- B. Growth Strategy



VISION STATEMENT

The Town of Thompson's Station has cultivated a lasting identity as a rural, small-town community, despite Middle Tennessee's fast-paced growth both north and south of its borders. In the face of impending growth pressure, the All Aboard Comprehensive Plan will leverage the Town's unique characteristics and heritage to grow sustainably to ensure it will remain the place "where the country meets the town" for generations to come.



TRANSPORTATION & MULTIMODAL MOBILITY

Thompson's Station will prioritize fixing existing infrastructure and design future infrastructure so that it is thoughtfully coordinated with planned growth. The Town will enhance mobility and community connectivity through the design of sidewalks, trails, and greenways.

TRANSPORTATION POLICY NO. 1: CONTEXT SENSITIVE DESIGN

Streets are places, not just conduits for moving vehicles from point A to point B. Streets should respond to the character of the community. They are the "front door" to our community; we should design streets that are both functional and attractive.

RECOMMENDATION: Use the Land Use Context Map in conjunction with recommended typical sections in the Major Thoroughfare Plan to guide context-sensitive street design in Thompson's Station.

TRANSPORTATION POLICY NO. 2: FIX IT FIRST AND KEEP IT THAT WAY

Existing transportation facilities should be fixed building new facilities. All facilities should be kept in a good state of repair to avoid more costly fixes down the road.

RECOMMENDATION: Develop a pavement and asset management plan to ensure Thompson's Station transportation facilitates adhere to a regular maintenance schedule.

TRANSPORTATION POLICY NO. 3: THE TRANSPORTATION AND LAND USE CONNECTION

Transportation and land use decisions should complement each other. To that end, transportation investments should reflect intentional thought on their impact on land use.

RECOMMENDATION: Decisions on transportation investment priorities in the Major Thoroughfare Plan should take into consideration the timing and location of future growth as identified in the Future Land Use Map.

TRANSPORTATION POLICY NO. 4: ACCESS AND MOBILITY

Access management should be used as a tool to preserve roadway capacity and safety and to direct growth to desired locations. Public and private infrastructure investments should address multimodal access to all parts of the Town.

RECOMMENDATION: Develop guidelines for access management, including driveway spacing and cross-parcel access and implement through the Land Development Ordinance (LDO).

TRANSPORTATION POLICY NO. 6: COMPLETE AND SAFE STREETS FOR ALL

Streets should be planned and designed to provide a safe a comfortable environment for all users. They should not be designed with a "one-size-fits-all" approach , but rather specific to the needs of each situation. Transportation should provide functional, recreational and health benefits.

RECOMMENDATION: Design of new streets and improvements to existing streets should prioritize facilities for bicycles and pedestrians consistent with typical sections in the Major Thoroughfare Plan. The Town should emphasize and advocate for these facilities on new streets and street improvements within the Town and UGB that are the responsibility of the Tennessee Department of Transportation, Williamson County and others.

RECOMMENDATION: Decisions on future transportation facilities, including streets and greenways/trails, should take into account benefits to bicycle and pedestrian connectivity.



LAND USE AND COMMUNITY CHARACTER

Thompson's Station will embrace a land use strategy that promotes sustainable growth and preserves its rural, small-town identity.

LAND USE POLICY NO. 1: KEEP IT SMALL AND RURAL

The Town should emphasize its rural, small town look and feel through preservation of existing structures and development controls on future development. Large scale, strip-center style retail and other developments with large parking lots, nondescript buildings, and an unengaging built environment should be discouraged. Open space should be used as a tool to preserve rural character.

RECOMMENDATION: Update the Land Development Ordinance (LDO) to replace the Sector map with the Future Land Use Map placetype designations.

RECOMMENDATION: Refine LDO subdivision regulations to require clustering and other techniques to preserve open space.

LAND USE POLICY NO. 2: MAKE SMART DECISIONS

Growth decisions should strike a balance between the demand for new residents and the desire to preserve open spaces and rural land. Land use decisions should be made with consideration of their impacts on other aspects of Thompson's Station, including transportation, schools and infrastructure.

RECOMMENDATION: Ensure that rezoning requests and other regulatory decisions closely adhere to the spirit and intent of the placetypes in the Future Land Use Map.

RECOMMENDATION: Coordinate land use decisions closely with the prioritization of projects in the Major Thoroughfare Plan.

LAND USE POLICY NO. 3: KEEP IT LOCAL

Thompson's Station should provide an environment for local business to succeed – retail, restaurant, services.

RECOMMENDATION: Ensure that regulatory and permitting processes are fair but not overly burdensome on small businesses.



COMMUNITY FACILITIES

Thompson's Station will invest in community facilities to ensure access and availability to safe infrastructure, recreational and civic opportunities, schools, and all resources the community needs to thrive.

COMMUNITY FACILITIES POLICY NO. 1: FELLOWSHIP AND FUN

The Town should provide accessible places for people to gather and play. Parks, playgrounds, public spaces should be located within a convenient walk of most residents.

RECOMMENDATION: Complete a Parks Master Plan that identifies new park locations in existing and future underserved locations within the town.

RECOMMENDATION: Refine open space standards in the land development ordinance that result in accessible and functional open spaces in new neighborhoods.

COMMUNITY FACILITIES POLICY NO. 2: CIVIC OPPORTUNITIES

The Town should actively seek out opportunities for more civic places for residents, including a library, performing arts facility, community center and public art.

RECOMMENDATION: Coordinate with the Williamson County Public Library to advocate for the return of a library branch to Thompson's Station.

RECOMMENDATION: Conduct a feasibility study for a new performing arts and/or community center. This could potentially be accomplished concurrent with the upcoming Parks Master Plan.

RECOMMENDATION: Create Community Identity and Gateway Plan in order to recommend a set of unified Street Signs, Welcome Signs, and street other elements to provide a strong branding for the community's identity.

COMMUNITY FACILITIES POLICY NO. 3: SCHOOLS

Schools can be a growth magnet and land use and infrastructure decisions should treat them as such. Schools should be planned intentionally and not as an afterthought.

RECOMMENDATION: Continue to coordinate with Williamson County Schools to ensure that future school siting decisions complement the Future Land Use Map.

COMMUNITY FACILITIES POLICY NO. 4: INFRASTRUCTURE AS A TOOL TO GUIDE GROWTH

Water, sewer, broadband and other infrastructure decisions should be coordinated closely to ensure they are consistent with land use decisions.

RECOMMENDATION: Conduct a study of long term water and sewer demand based on population projections and the Future Land Use Map to ensure alignment ensure alignment with HB&TS for water services and the Town's overall wastewater treatment planning and capital improvements plan for wastewater.

COMMUNITY FACILITIES POLICY NO. 5: UTILITIES

Note: Utilities recommendations are under review by the Utility Board and will be included in this plan upon their approval from the Board
















PHILOSOPHY AND APPROACH

The design team used a number of resources during the development of the comprehensive plan, including the previous land use strategy and plan, community workshops, and online surveys to help guide the plan, placing a premium on resident input throughout the process. Through community Town and staff interaction, the design team structured the future land use map to prioritize the rural, residential setting that has come to define the Town.

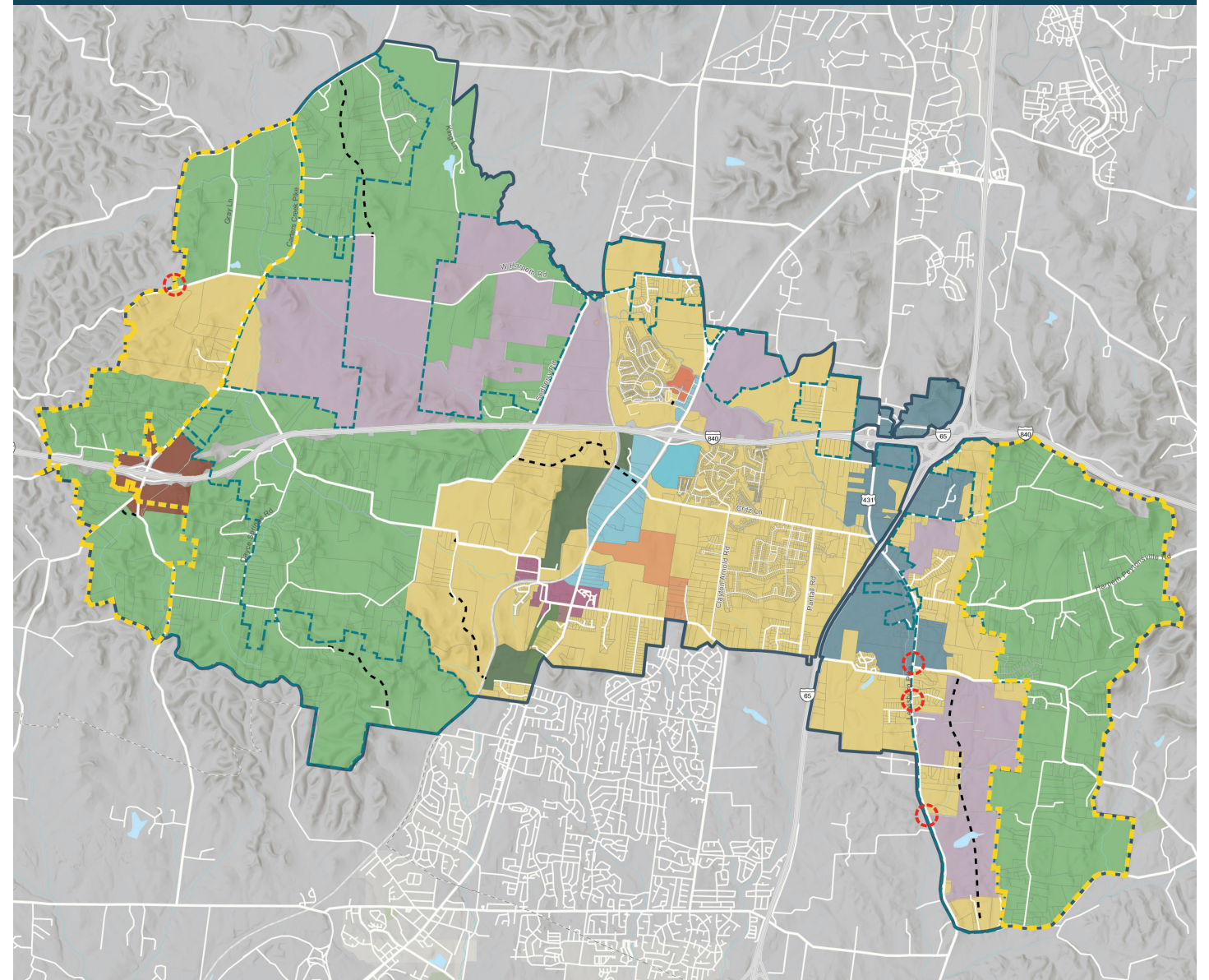


FUTURE LAND USE MAP

The Future Land Use Map presents Thompson's Station's long term vision for land use and character. It is not a regulatory document, but should be consulted when considering development approvals and amendments or other changes to land development regulations.

-  **URBAN GROWTH BOUNDARY**
-  **FIVE-YEAR RE-EVALUATION AREA**
-  **PRESERVATION**
Restricted use reserved for protection and improvement of the natural environment.
-  **RURAL**
Rural or agricultural setting with few single-family homes on large lots (greater than one acre).
-  **NEIGHBORHOOD RESIDENTIAL**
Single family neighborhoods of one and two story homes on 0.67 to 1.0 acre lots in a rural or pastoral setting. Sidewalks connect residents to integrated open space within a 5 minute walk.
-  **MIXED RESIDENTIAL**
Neighborhoods with a range of housing products, including single family detached homes on lots from 0.33 to 1.0 acres, and townhomes, rowhomes and other single-family attached housing options on smaller lots in a walkable setting with integrated open spaces.
-  **NEIGHBORHOOD MIXED USE**
Mix of small scale office, service and niche retail, moderate density residential through adaptive reuse and redevelopment.
-  **TOWN CENTER**
A mix of retail, office and multifamily residential uses in a central, large scale setting integrated with larger recreational and civic spaces.
-  **COLUMBIA PIKE CORRIDOR**
A special designation for places along Columbia Pike that includes a mix of retail, office, service and multifamily residential uses with a distinct character. Buildings are oriented toward a walkable Columbia Pike, and direct driveways are replaced by a well-connected local street network and cross-parcel access.
-  **LEWISBURG PIKE CORRIDOR**
A special designation for places along Lewisburg Pike that includes a mix of retail, office, service and multifamily residential uses with a distinct character. Buildings are oriented toward a walkable Lewisburg Pike, and direct driveways are replaced by a well-connected local street network and cross-parcel access.
-  **BURWOOD GATEWAY**
A special designation for the Burwood community that includes a mix of retail, service, light industrial uses and a mix of moderate density single family detached and attached homes.
-  **SPECIAL DEVELOPMENT DESIGNATION**
A special designation for large parcels of land that will require developers to update the Land Use Map based on a specific master plan. The specific master plan will be submitted to the Planning Commission for review and approval.
-  **CROSSROADS COMMERCIAL**
Small-scale retail and local service located at the intersection of collector and arterial roads.

FUTURE LAND USE

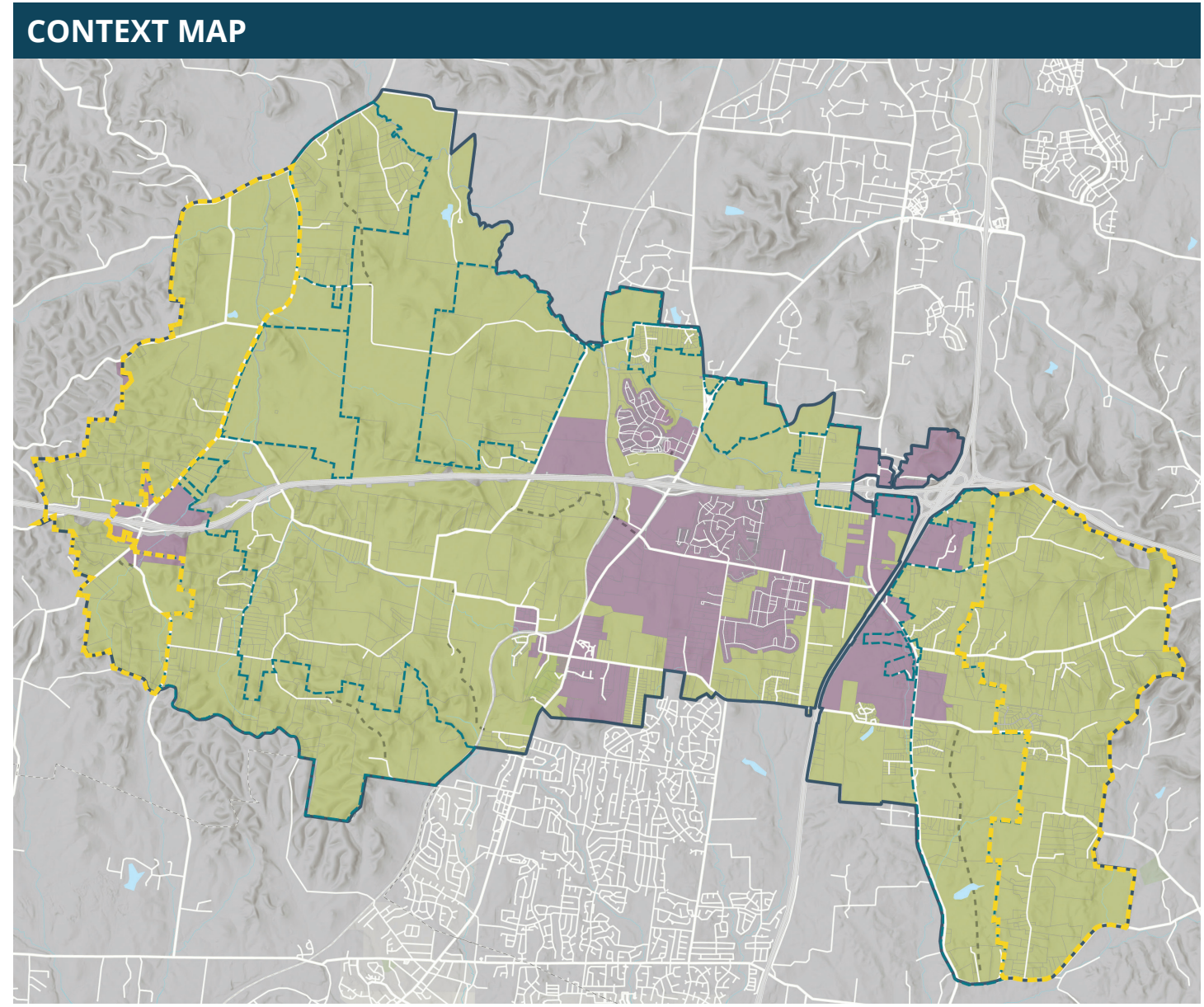




The Context Map is a synthesis of future land use placetypes that conveys the overall character of places in Thompson's Station. There are two distinct types of character areas:

TOWN: These locations have a more urban or village feel. Buildings are grouped closer to each other and to the street and public spaces are more organized and formal.

COUNTRY: These locations have a more rural or suburban character. Buildings have more landscaping and natural buffers between each other and are set back from the street. Open spaces are more natural and less formal.



LEGEND

- FIVE-YEAR RE-EVALUATION AREA
- URBAN GROWTH BOUNDARY
- TOWN**
Town character areas are places with a mix of activities, buildings are closer together and to the street, and streets, open spaces and landscaping are more formally organized.
- COUNTRY**
Country character areas are more rural and pastoral in nature. Buildings are set back farther from the street with lots of natural open spaces.

CHARACTER AREAS

Place types are the building blocks for the Future Land Use map. Each place has a unique look and feel, and the locations of these place types will help guide the development of Thompson's Station in a way that aligns with resident values. There are three key roles that place types serve:

- Depict the different land use types envisioned for Thompson's Station
- Communicate the unique look and feel of an area
- Convey development characteristics such as lot size, use mix, setbacks, open space and transportation.

The Thompson's Station Future Land Use Map incorporates 11 different place types that capture the intended future character and feel of the Town. Each place type is described in greater detail on the following pages. These place types consist of:

- Preservation
- Rural
- Neighborhood Residential
- Mixed Residential
- Neighborhood Mixed Use
- Town Center
- Columbia Pike Corridor
- Lewisburg Pike Corridor
- Burwood Gateway
- Special Development Designation
- Crossroads Commercial

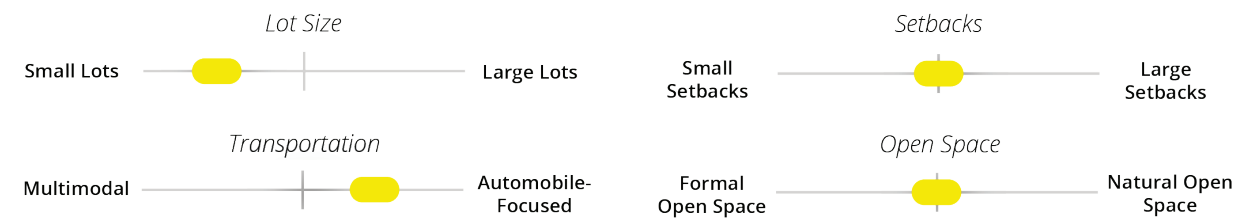




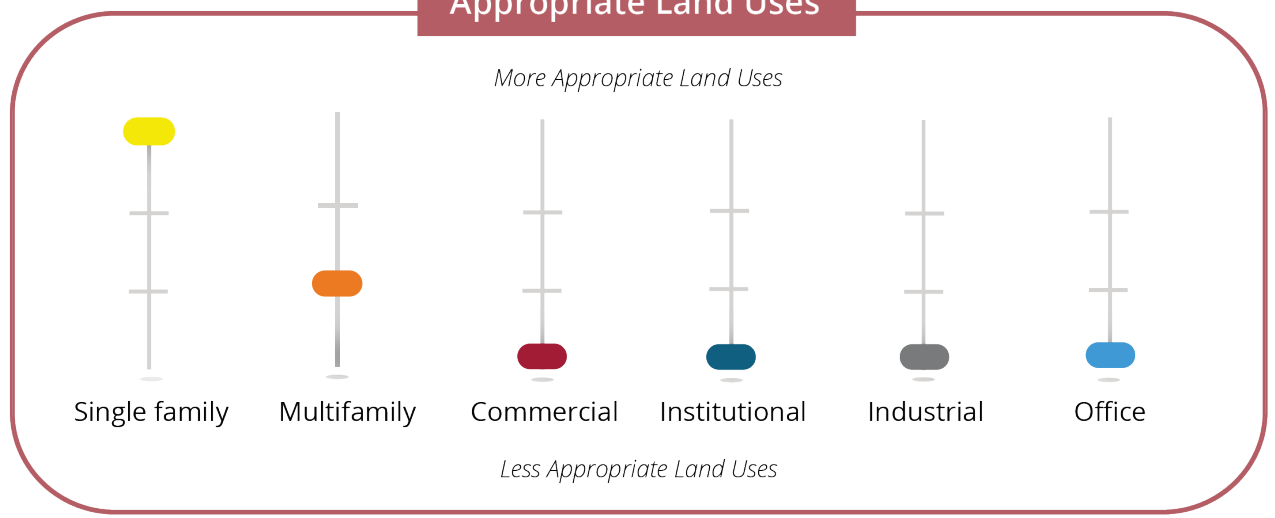
NEIGHBORHOOD RESIDENTIAL

Single family neighborhoods of one and two story homes on 0.67 to 1.0 acre lots in a suburban and walkable setting. Sidewalks connect residents to integrated open space within a 5 minute walk.

Appropriate zoning districts: D1, D2



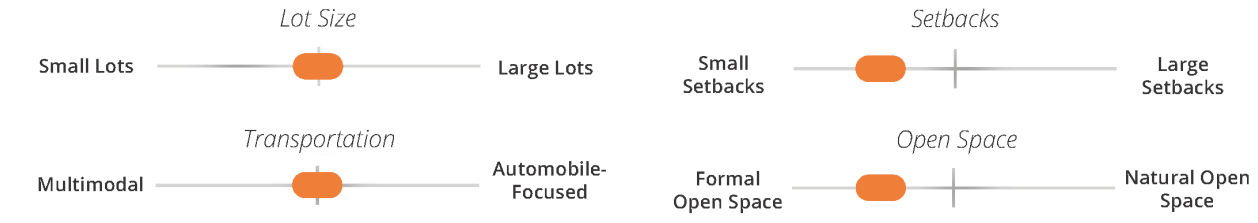
Appropriate Land Uses



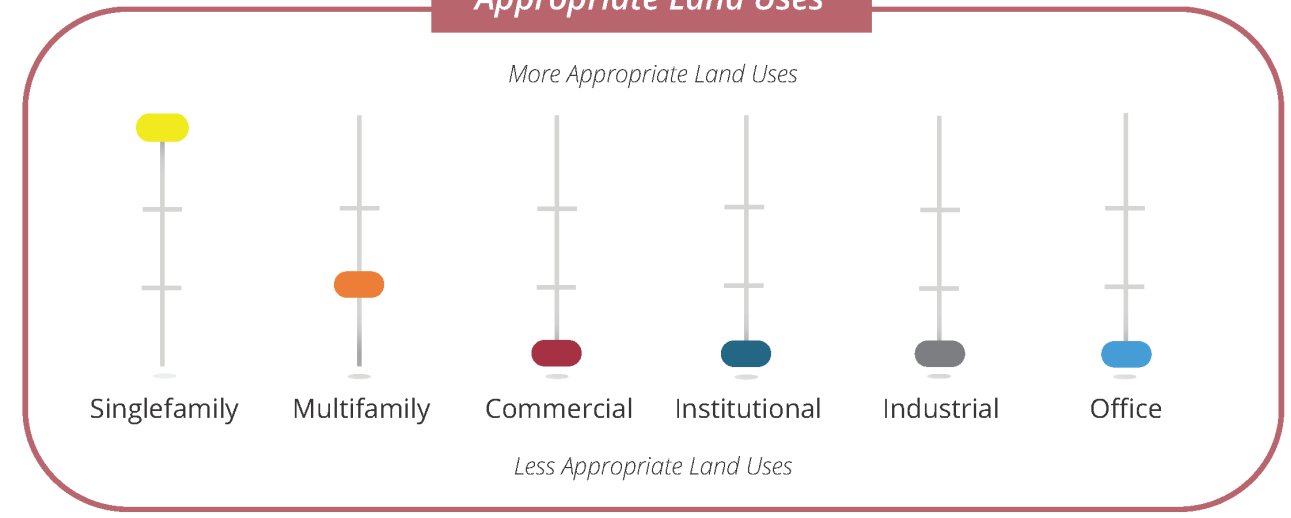
MIXED RESIDENTIAL

Neighborhoods with a range of housing products, including single family detached homes on lots from 0.33 to 3.0 acres, and townhomes, rowhomes and other single-family attached housing options on smaller lots in a walkable setting with integrated open spaces. Planned developments are encouraged.

Appropriate zoning districts: D1, D2, D3



Appropriate Land Uses

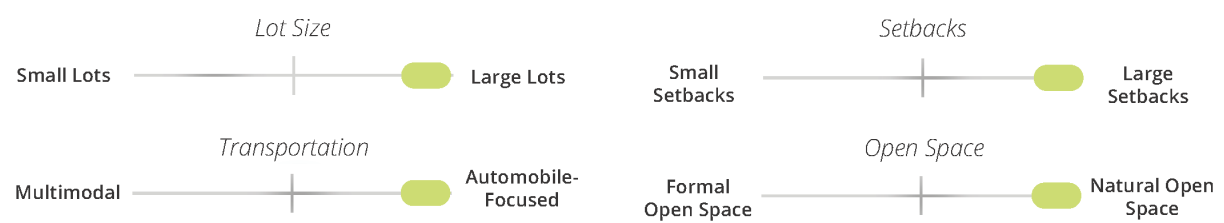
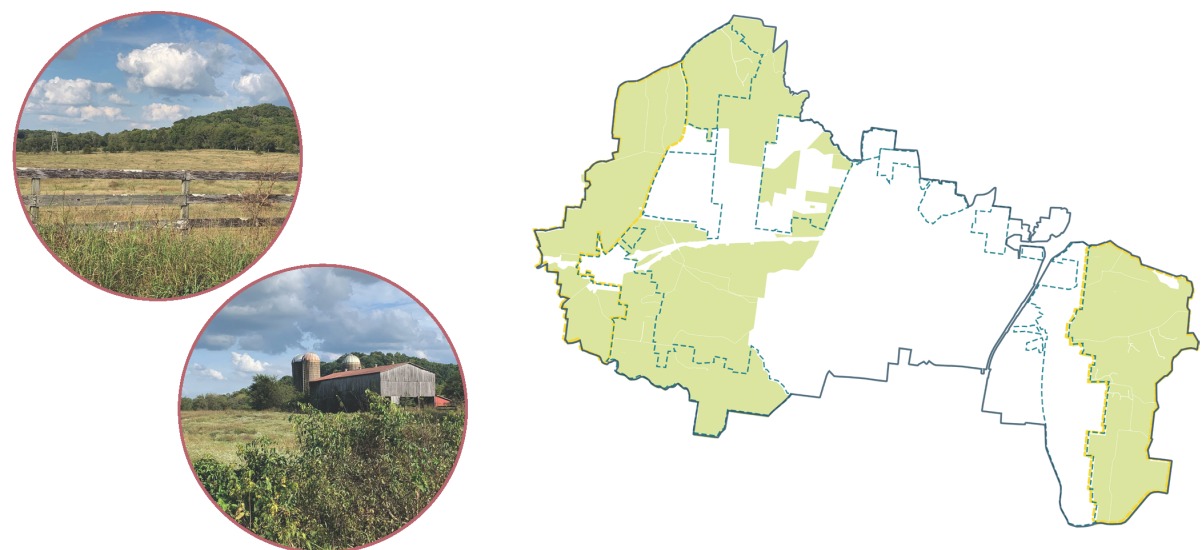




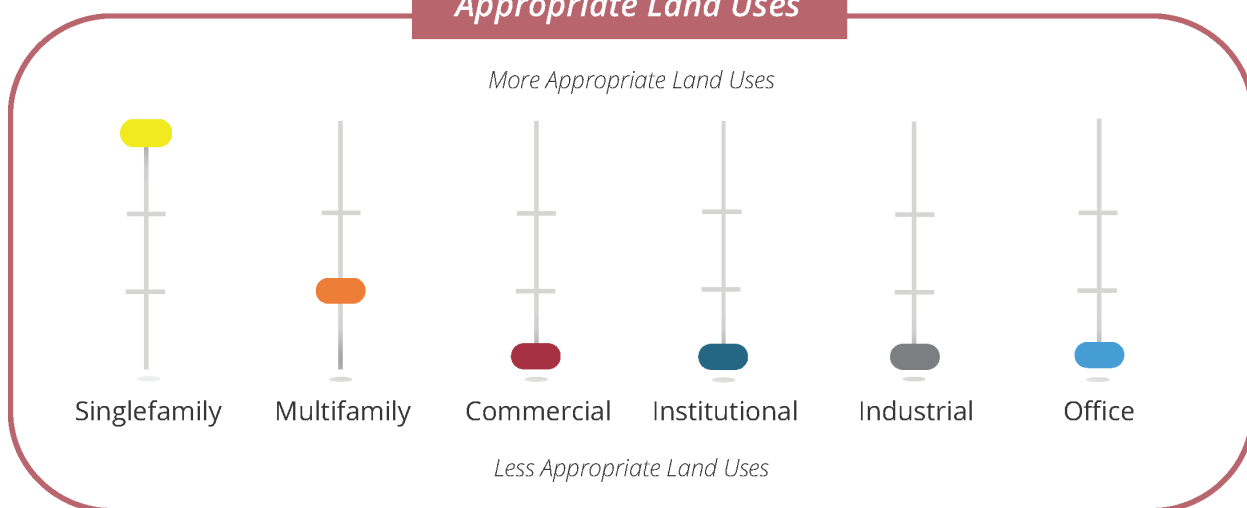
RURAL

Rural or agricultural setting with few single-family homes on large lots (greater than one acre).

Appropriate zoning districts: T1, T2. *D1 zoning may be appropriate in certain circumstances on existing family farms only if land is included in a conservation easement*



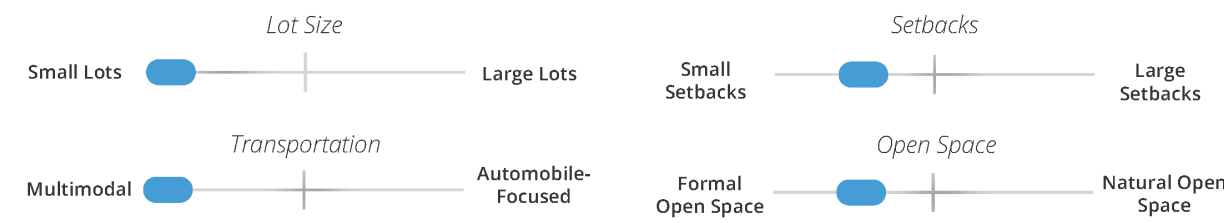
Appropriate Land Uses



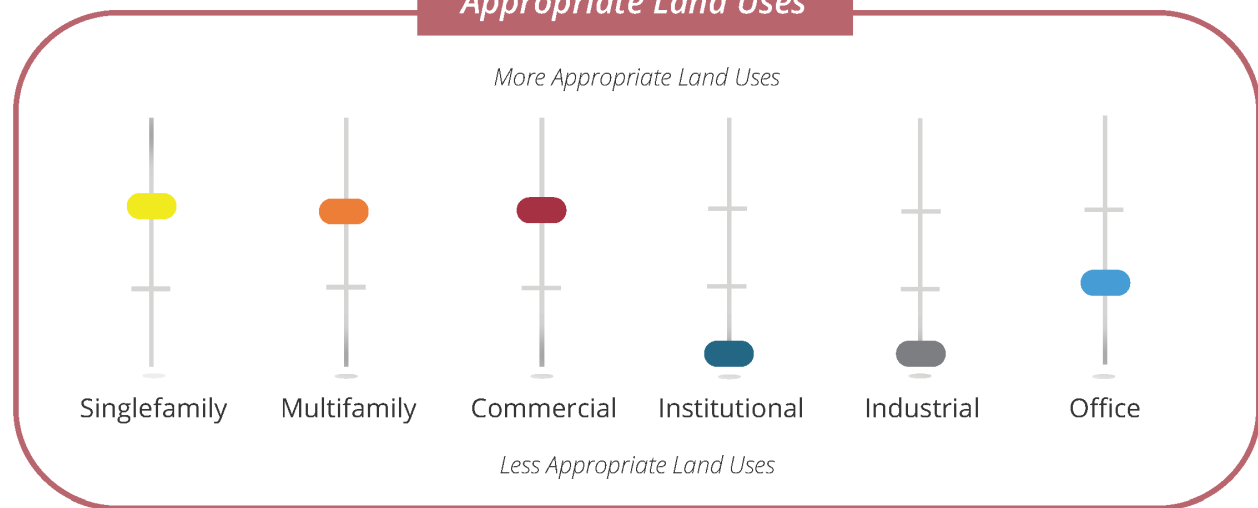
NEIGHBORHOOD MIXED-USE

A neighborhood-scale mix of locally-oriented retail, office and service uses with multi-family residential and formal open and civic space in a compact, walkable setting. Located central to, and connected to, Neighborhood and Mixed Residential placetypes.

Appropriate zoning districts: T3, T4, NC



Appropriate Land Uses

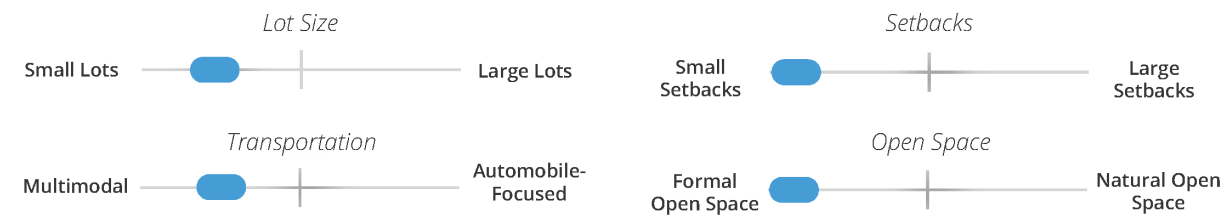




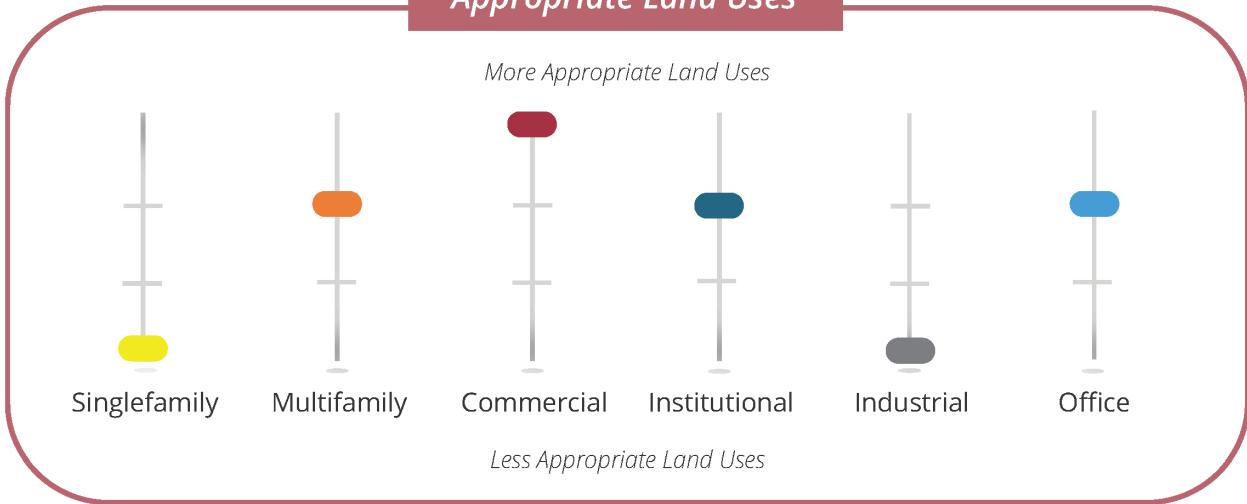
TOWN CENTER

A mix of retail, office and multifamily residential uses in a central, large scale setting integrated with larger recreational and civic spaces. This area is to be designed to be the heart of the community with an intense mixture of uses and a high quality, timeless, and long lasting built environment that includes an array of multimodal options.

Appropriate zoning districts: T4, T5



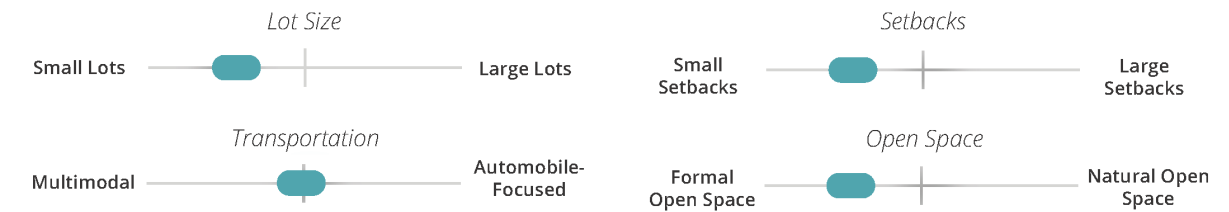
Appropriate Land Uses



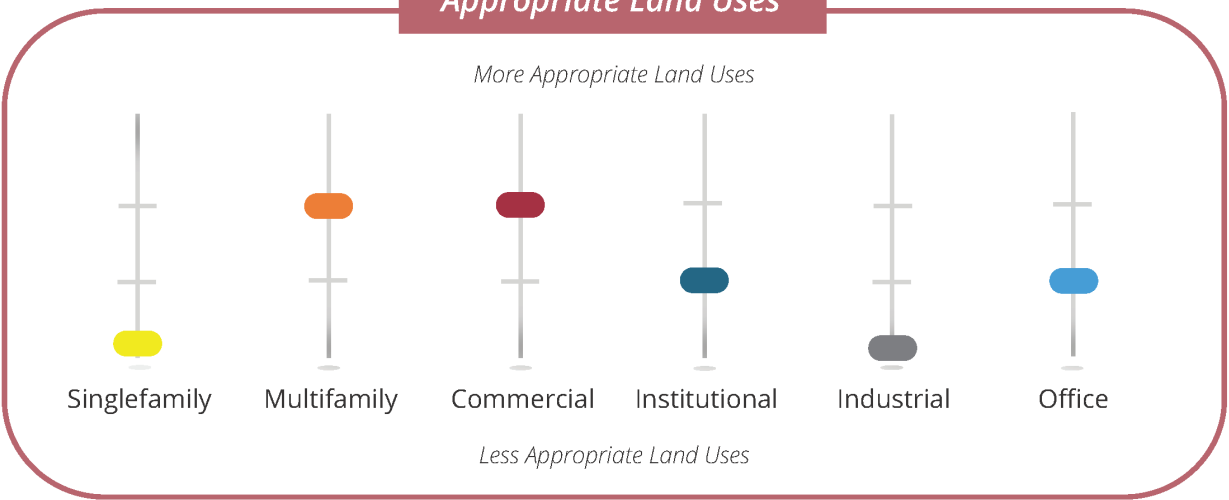
COLUMBIA PIKE CORRIDOR

A special designation for places along Columbia Pike that includes a mix of retail, office, service and multifamily residential uses with a distinct character. Buildings are oriented toward a walkable Columbia Pike, and direct driveways are replaced by a well-connected local street network and cross-parcel access.

Appropriate zoning districts: T3, T4, T5, CC



Appropriate Land Uses





LEWISBURG PIKE CORRIDOR

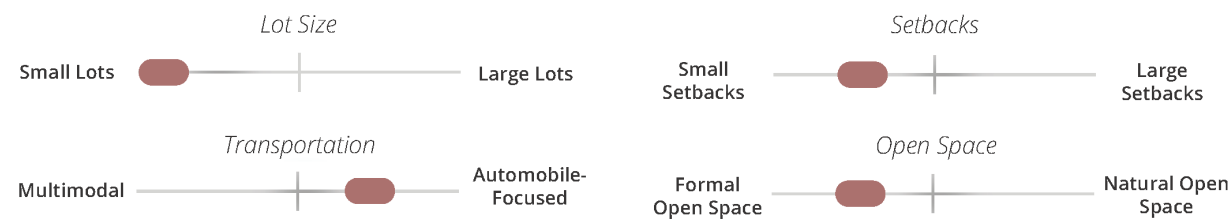
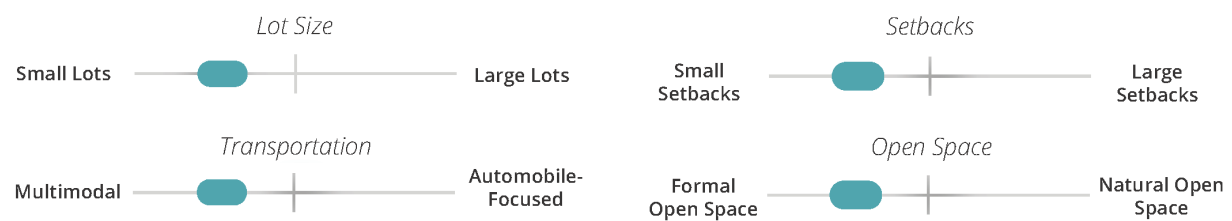
A special designation for places along Lewisburg Pike that includes a mix of retail, office, service and multifamily residential uses with a distinct character. Buildings are oriented toward a walkable Lewisburg Pike, and direct driveways are replaced by a well-connected local street network and cross-parcel access.

Appropriate zoning districts: T3, T4, T5 CC

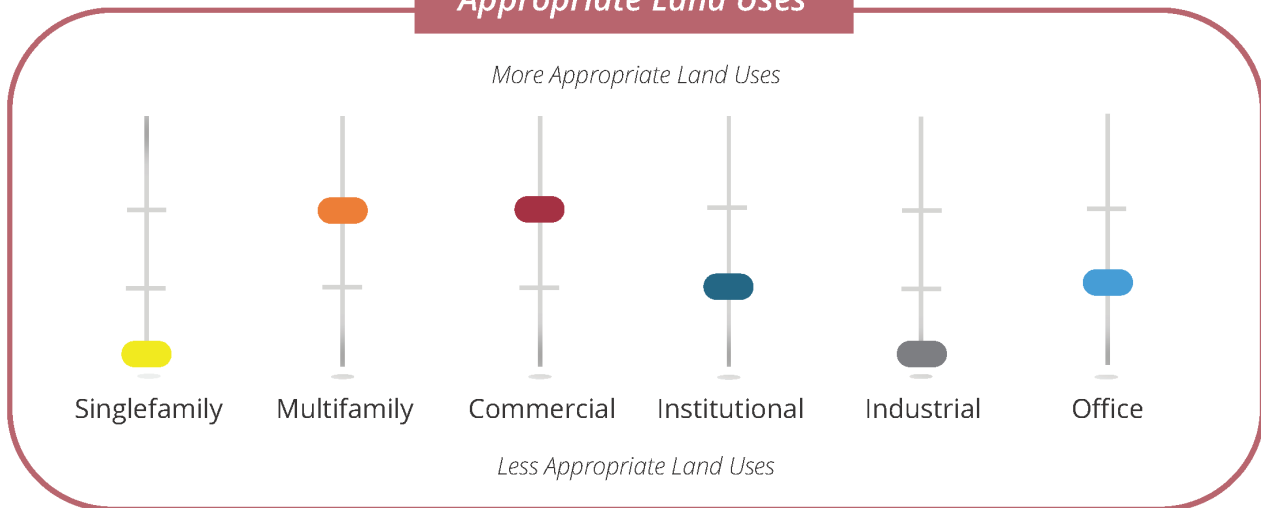
BURWOOD GATEWAY

A special designation for the Burwood community that includes a node of retail, service, office-flex, and innovation/maker uses. A mix of moderate density single family detached and attached homes may be appropriate as part of a planned development.

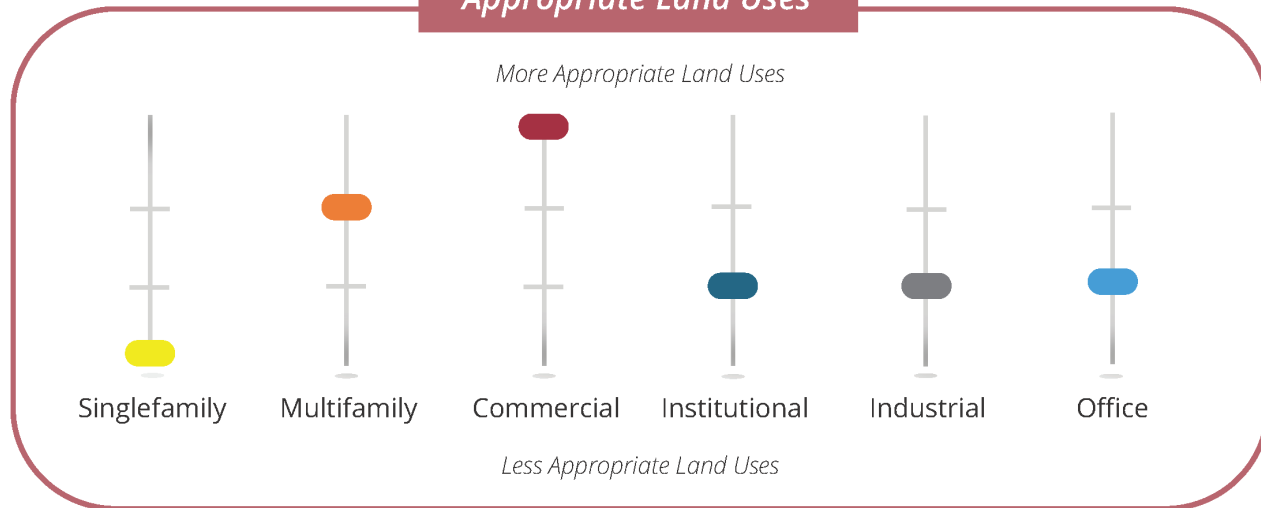
Appropriate zoning districts: T3, T4, NC, CC



Appropriate Land Uses



Appropriate Land Uses

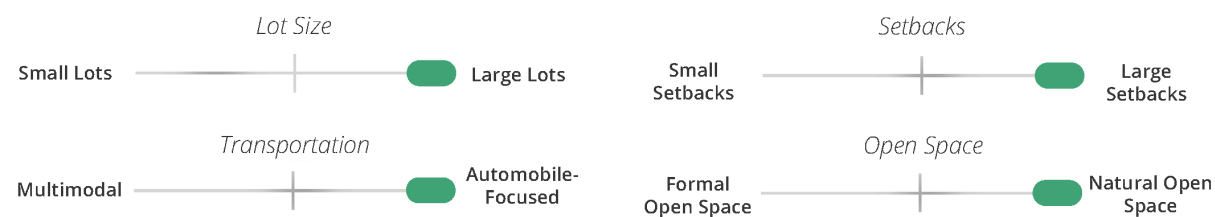




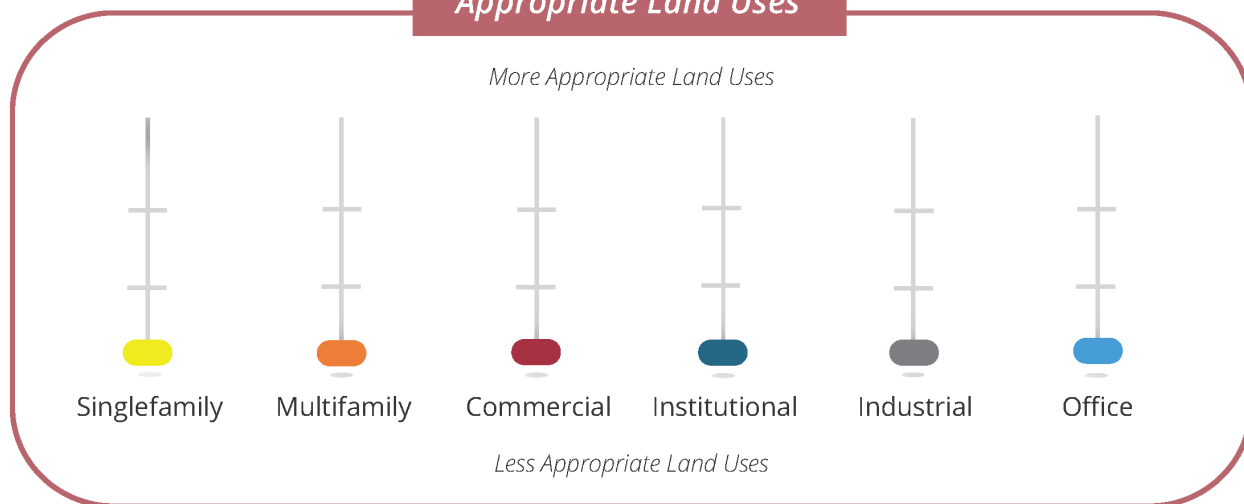
PRESERVED LAND

Land that is formally preserved for open space.

Appropriate zoning districts: T1



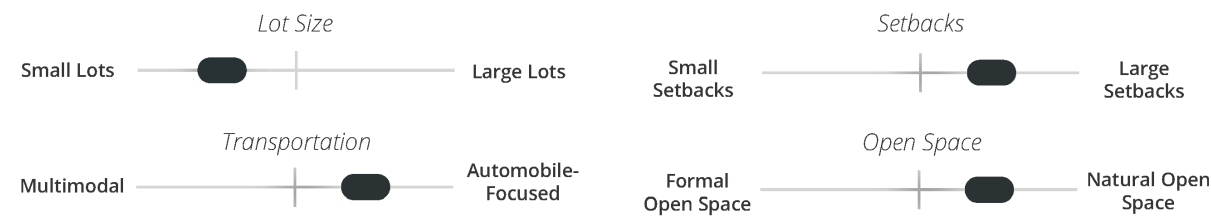
Appropriate Land Uses



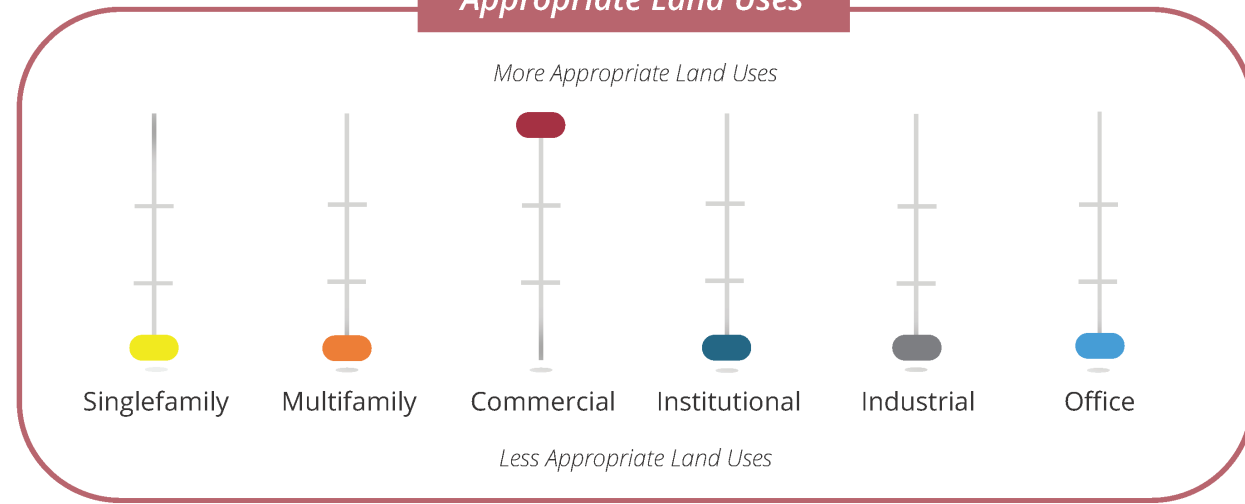
CROSSROADS COMMERCIAL

Small-scale retail and local service located at the intersection of collector and arterial roads.

Appropriate zoning districts: NC, CC, or as part of a planned development.



Appropriate Land Uses





CONCLUSION AND IMPLEMENTATION

The final chapter wraps up the plan by focusing on the implementation of the recommendations of All Aboard. This includes an action plan that collates the policy recommendations provides guidance on how the plan will be implemented and used. The chapter ends with a final conclusion for All Aboard Thompson's Station.

- A. Implementation
- B. Conclusion



HOW THE PLAN WILL BE IMPLEMENTED

Adopting the plan is the first step toward shaping the Town's future, followed by implementing the short- and long-term policy recommendations identified in the plan. Some of the short-term actions should include revisions to the land development ordinance and working through development processes to ensure they align with the Growth Strategy. Long-term actions include continued planning; guiding transportation projects; monitoring, evaluating, and amending the plan as conditions change; and coordination with other agencies.

HOW THE TOWN WILL USE THE PLAN

All Aboard is designed as a reference document to inform land use decisions and by the Town. It is intended to be used in the following ways:

PLANNING COMMISSION: To inform decisions as development proposals are evaluated without restricting the ability of staff and elected officials to adapt to changes in market conditions and community preferences.

TOWN STAFF: To align department policies, budget decisions, and incremental choices with the community's long-term vision, particularly as it relates to growth and development.

BOARD OF MAYOR AND ALDERMEN: To clarify the community's vision and encourage consistency as decisions are made.

HOW OTHERS WILL USE THE PLAN

All Aboard Thompson's Station can be used by a variety of groups and individuals with diverse interests in the Town and its future, such as:

BUSINESSES: To identify where the Town is targeting growth and investment and where development decisions may be streamlined.

RESIDENTS: To understand future objectives for growth and development and how supportive policies will positively affect quality of life.

Regional Leaders and Agencies: To foster ongoing dialogue that maintains forward progress toward common goals.

DEVELOPMENT COMMUNITY: To learn what and where certain types of growth are desired and understand expectations for good design and purposeful planning.

PLAN AMENDMENTS: All Aboard is a living document and may be updated or amendment as circumstances and outlooks evolve. Any property owner may request an amendment to update the Future Land Use Map. This request will be reviewed by the Planning Commission, who will then refer the proposed amendment to the Board of Mayor and Aldermen (BOMA) to vote on its adoption.

POLICY RECOMMENDATION IMPLEMENTATION MATRIX

All Aboard Thompson's Station includes three topic areas of Transportation and Multimodal Mobility, Land Use and Community Character and Community Facilities. Each topic area includes specific policy recommendations. These policies are shown below with additional detail for partnerships, time frame and resource needs.

RECOMMENDATION		PARTNERSHIPS	TIME FRAME	RESOURCE NEEDS
Transportation Policy No. 1: Context Sensitive Design	Use the Land Use Context Map in conjunction with recommended typical sections in the Major Thoroughfare Plan to guide context-sensitive street design in Thompson's Station.	Community Development Department Design Review Commission Private Sector TDOT	Ongoing	\$
Transportation Policy No. 2: Fix It First and Keep It That Way	Develop a pavement and asset management plan to ensure Thompson's Station transportation facilitates adhere to a regular maintenance schedule.	Community Development Department Maintenance Department	Years 3-5	\$\$\$
Transportation Policy No. 3: The Transportation and Land Use Connection	Decisions on transportation investment priorities in the Major Thoroughfare Plan should take into consideration the timing and location of future growth as identified in the Future Land Use Map.	Community Development Department Town Administration BOMA	Years 1-3	\$
Transportation Policy No. 4: Access and Mobility	Develop guidelines for access management, including driveway spacing and cross-parcel access and implement through the Land Development Ordinance (LDO).	Community Development Department	Ongoing	\$\$
Transportation Policy No. 5: Complete and Safe Streets for All	Design of new streets and improvements to existing streets should prioritize facilities for bicycles and pedestrians consistent with typical sections in the Major Thoroughfare Plan. The Town should emphasize and advocate for these facilities on new streets and street improvements within the Town and UGB that are the responsibility of the Tennessee Department of Transportation, Williamson County and others.	Community Development Department Design Review Commission Private Sector TDOT	Year 1	\$
	Decisions on future transportation facilities, including streets and greenways/trails, should take into account benefits to bicycle and pedestrian connectivity.	Community Development Department Town Administration BOMA	Year 1	\$

A. IMPLEMENTATION

RECOMMENDATION		PARTNERSHIPS	TIME FRAME	RESOURCE NEEDS
Land Use Policy No. 1: Keep It Small and Rural	Update the Land Development Ordinance (LDO) to replace the Sector map with the Future Land Use Map placetype designations.	Community Development Department Town Administration BOMA	Year 1	\$
	Refine LDO subdivision regulations to require clustering and other techniques to preserve open space.	Community Development Department BOMA Planning Commission	Year 1	\$\$
Land Use Policy No. 2: Make Smart Decisions	Ensure that rezoning requests and other regulatory decisions closely adhere to the spirit and intent of the placetypes in the Future Land Use Map.	Community Development Department Planning Commission	Ongoing	\$
	Coordinate land use decisions closely with the prioritization of projects in the Major Thoroughfare Plan.	Community Development Department Planning Commission	Ongoing	\$
Land Use Policy No. 3: Keep It Local	Ensure that regulatory and permitting processes are fair but not overly burdensome on small businesses.	Community Development Department Planning Commission	Ongoing	\$
Community Facilities Policy No. 1: Fellowship and Fun	Complete a Parks Master Plan that identifies new park locations in existing and future underserved locations within the town.	Community Development Department Parks Board	Years 1-3	\$\$\$
	Refine open space standards in the land development ordinance that result in accessible and functional open spaces in new neighborhoods.	Community Development Department BOMA Planning Commission	Years 1	\$\$

RECOMMENDATION		PARTNERSHIPS	TIME FRAME	RESOURCE NEEDS
Community Facilities Policy No. 2: Civic Opportunities	Coordinate with the Williamson County Public Library to advocate for the return of a library branch to Thompson's Station.	Community Development Department Town Administration Williamson County Library	Ongoing	\$
	Create Community Identity and Gateway Plan in order to recommend a set of unified Street Signs, Welcome Signs, and street other elements to provide a strong branding for the community's identity.	TDOT	Years 1-2	\$\$
	Conduct a feasibility study for a new performing arts and/or community center. This could potentially be accomplished concurrent with the upcoming Parks Master Plan.	Community Development Department Town Administration BOMA	Years 5-8	\$\$\$
Community Facilities Policy No. 3: Schools	Continue to coordinate with Williamson County Schools to ensure that future school siting decisions complement the Future Land Use Map.	Community Development Department Planning Commission Williamson County Schools	Ongoing	\$
Community Facilities Policy No. 4: Infrastructure as a Tool to Guide Growth	Conduct a study of long term water and sewer demand based on population projections and the Future Land Use Map to ensure alignment with the Thompson's Station wastewater department's service and capital improvements plan.	Community Development Department Wastewater Department Utility Board	Years 1-3	\$\$\$

B. CONCLUSION

All Aboard Thompson's Station charts a new course for the Town's future built on community input, thoughtful collaboration, and hard work. The continued success of Thompson's Station as a community of choice in the region and beyond will be achieved through community stewardship and the diligent work of local leaders. Moving forward, the plan will be an important tool to guide the community's growth and to ensure that Thompson's Station remains a place where "the town meets the country."

