

Minutes of the Meeting
of the Municipal Planning Commission
of the Town of Thompson's Station, Tennessee
August 24, 2021

Call to Order:

The meeting of the Municipal Planning Commission of the Town of Thompson's Station was called to order at 6:00 p.m. on August 24, 2021.

Members and staff present were Chairman Trent Harris; Commissioner Tara Rumpler; Commissioner Sheila Shipman; Commissioner Bob Whitmer; Commissioner Kreis White; Planning Director Micah Wood; Planning Technician Jennifer Banaszak and Town Attorney Andrew Mills. Alderman Alexander and Commissioner Parra were unable to attend.

Minutes:

The minutes of the July 27, 2021 regular meeting were presented.

Commissioner Whitmer made a motion to approve the July 27, 2021 meeting minutes. The motion was seconded and carried by all present.

Public Comment:

Dee Carlson – 2736 Village Dr. – Voiced concerns regarding sewer, established streets and traffic.

Melissa Floreth – 2843 Station South Dr. – Opposition against traffic and a through street connection.

Rick Atkinson – 2724 Village Dr. – Concerns regarding a street connection and safety.

Bill Berry – 4720 Columbia Ave. – Opposition to through street connection. Asked about widening Hwy. 31.

Tanner Foust – 2811 Station South Dr. – Voiced traffic and density concerns; opposition against through street connection.

BJ Dinnery – 2729 Village Dr. – Opposed to neighborhood dynamic change. Density concerns. Wants something that fits within the neighborhood.

Lillian Martin – 2727 Village Dr. – Concerns regarding traffic and connection. Does the planned neighborhood have power line clearance?

Linda Rojas – 2728 Village Dr. – Traffic and nature concerns.

Anne Murphy – 2720 Village Dr. – Concerns about traffic counts and extra lanes on Hwy 31.

Henry Ray – 2827 Station South – Safety, flooding and water drainage concerns.

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Steve Carr – 2623 Thompson’s Station Road East – Questions regarding a traffic study, who is to repair and maintain the farm fencing. Concerns about a turning lane

Heather Foust – 2811 Station South Dr. – Traffic, safety and emergency personnel concerns.

Paul Shauk – 2810 Dudley Dr. – Questions and concerns regarding a runoff water study, retention ponds, traffic and sewer plans. Believes that this is too much development.

Betsy Hester – Williamson County Councilwoman – Voiced concerns for constituent’s traffic.

The following items were emailed to the Town Planner and were read into public comment by various members of the Planning Commission:

Brandon Bell – Thompson’s Station Alderman & Vice Mayor –

I have a few concerns I wanted to share about the preliminary plat that is on tonight's agenda for Parson's Valley.

- 1) On the townhomes, would it be best to have the separation space between the maximum 6 unit buildings be dedicated open space? It's important to maintain that opening in perpetuity.
- 2) I am concerned about the "back yard" of the townhome facing Columbia Pike. I would rather see a true street on the west side of the townhome units.
- 3) Since the project is being constructed in phases, will the streets for all phases be completely installed before first occupancy occurs? If not, please confirm fire department access (and dead ends), secondary access requirements, etc.
- 4) It would be helpful if the applicant labels each street with the proposed section type.
- 5) I am concerned about the minimal amount of on-street parallel parking provided on Road A where you have townhomes on one side and front-loaded single-family homes on the other. The townhome parallel parking will be heavily used (historical data from Tollgate Village), meaning there will be little to no overflow or guest parking for the single-family homes. If Road A had single family lots on both sides of the street, this wouldn't be as big of an issue.
- 6) Want to confirm that there will be a dedicated left-turn lane (for southbound traffic) and a dedicated right-turn deceleration lane (northbound traffic) on Columbia Pike.

In my opinion, it appears there are items that should be modified or corrected on this preliminary plat before it is approved.

Shaun Alexander – Thompson’s Station Alderman -

Commissioners,

Some of you were here when Parsons Valley originally came before Planning and may recall the discussions happening at that time. The proposed development looked very similar, although I believe less dense, as they were relying on other means of sewer vs. the current proposed connection to our sewer plant which allows for a higher density of houses and less room for open land/infrastructure.

The neighboring communities, Village Drive and Station South, are both independent neighborhoods with generally larger lots that might resemble what our current D-1 zoning looks like. If you talk to many of the folks who live in these neighborhoods, they're used to having fields of undeveloped land in their backyard, several who claim that when they built houses here, there would be no development behind them. As we know, that never stands the test of time, but still a reality for the residents here. As I've talked with many of them at their front doors, a primary concern was learning of the D-3 zoning overlay and what their lifestyle is going to look like having a high density development now connecting to their quiet streets.

The last time this came before planning commission, the residents of Village Drive and Station South knew that 'stopping' this development wasn't a reality, but creating a buffer between the developments and not allowing vehicle traffic from this almost 350 home development to start using their quiet streets could be a reality. We had a different planning director back then, and Micah's predecessor said that although it was possible to remove the street connections between the 3 developments, it was not advisable and went against best planning practices. I'm paraphrasing a bit, but I believe Micah has a similar sentiment and I am confident he will share that with the commission tonight. It seemed at that time that the planning commissioners were aligned with requiring only pedestrian connections between the two, and not vehicle connections, given that Parsons Valley will already have 3 main entry points...the same as Canterbury at a fraction of its size. There are likely residents there to speak tonight on this exact issue.

Although I am unfortunately unable to be there tonight due to Covid protocol, I would be unable to support this preliminary plat approval in its current condition until the referenced connections could be addressed with the community. Although this particular development and connections I believe are part of the Major Thoroughfare Plan, given the circumstances and the impacts to these small communities, I believe an exception can be made and is warranted.

In addition to the concerns about traffic connections, I hope the commission will be willing to address the following items as part of the overall discussion:

- What other traffic considerations need to be taken into account related to the 31 signal mentioned in the TIS? This references a study to understand if turn lanes can be added. I would recommend this be made part of any other contingencies.
- I would ask the commission to consider a contingency, if an approval motion is made, that all required TIS improvements be completed prior to issuance of any certificate of occupancy.

- I don't follow the TIS information as it relates to no additional improvements on TS road East. We are finding that widening/turn lanes help the flow of traffic on Critz, and although I realize these are different traffic loads, TS Road East is about to be a connector to June Lake and potentially an extension point of New Port Royal road into Spring Hill. I hope this can be a discussion point before any votes are cast. I have given my comments and concerns to the town counsel on this matter.
- Consider if the developer would be willing to do an improved buffer between the other 2 developments in addition to the Level 3 required by the LDO.

Raymond & Liesa LaCroix – 2713 Village Dr. -

Good afternoon.

As longtime residents of Village Drive in Thompsons Station (25 years and counting), we have seen our town grow and change. We recognize that development is inevitable and that property owners have the right to develop their land as they wish, in accordance with town ordinances.

However, the rights of residents in existing Thompsons Station neighborhoods must be given equal consideration. The proposed Parsons Valley plan calls for connecting Station Drive and the south end of Village Drive with the new development. This will result in excessive traffic on Village Drive - it will be used as a "cut through" for motorists. Village Drive was not designed for through traffic; we are a dead-end road with 19 homes - a quiet, residential street where we enjoy our solitude and where children ride their bikes.

We DO NOT want our streets to be connected to the new development. Please consider the wishes of current residents before you approve the plans for Parsons Valley.

Corey Napier – Thompson's Station Mayor –

I will do my best to get over there tonight but in case I don't here are some of my concerns. Much like Pleasant Creek concerns they revolve around approving subdivision plats and respective layouts that are accretive to the overall quality of life in the future not only for residents to come but those already adjacent. Like many such proposals I have seen over the years, imagination appears to be lacking with a concentration it seems on maximizing houses and not much in the way of amenities and safety and health and wellness. New subdivisions should endeavor to address TS values and aspirations and this one does not as outlined.

For example, identified and set- aside riparian zones along waterways or a neighborhood park (not median in the road) would be a nice feature and smart planning. What are they "giving up or adding to" that improves our brand and town?

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Buffering for consistent viewsapes and ROW needs to come with both 31 and TS Rd East. I think the houses are too close to major roads and need further setback with plenty of buffering (trees, landscaping, nice fencing etc.). Btw, is the tree plan provided? Does it honor preservation of legacy trees and such?

Complementary green space/fencing/walking paths and setbacks. A park or several large green spaces for neighborhood gatherings and social events. Set asides for areas like a community pool or two for other physical activities? They should not look to the town to provide all of that.

Connectivity to the greater whole....where are the trailheads set aside for future walking and bike trails? I am happy going on the record as opposing most cul de sacs and encouraging connections for safety and health reasons. I don't believe Station south etc. was planned for those to be permanent in light of things like this. Also, any traffic improvements, subdivision entrances and trailways need to be addressed and marked on any plat prior to being accepted. It should be on their land and not expected to be placed in ours or State's ROW. Most likely, TS Rd will have to be widened.....are they giving us that ROW now? Should they?

Road tie ins to TS Rd....the traffic study is old, the population is only going way higher, June Lake and more SH connectivity to the east will drive more traffic to the already F intersection at TS Rd and 31. Are we supposed to anticipate a roundabout on TS Rd or some traffic signal that close to the other intersection? Southbound, left hand turns into Parsons off of 31? Exactly how is that supposed to work without another light close to TS Rd intersection....not enough set back. Will be a total cluster if we end up trying to cram two more lights that close to TS Rd at 31. Does the town need to do its own traffic study? I would argue it does.

A second, parallel road to the east of 31 is envisioned as another major outlet to that road and to address fire safety and traffic accident management not to mention subdivisions like Parsons and others north like Roderick to have a "back entrance" alternative. PC needs to be thinking in terms of that context. Are the roads within Parsons wide enough for fire engines etc? We had a concern with high density houses on Roderick plan years ago where turn radius(es) were too tight.

Bottom line, I think this plan is inadequate and needs quite a bit more work. Further, why is there such a rush? Any possible sewer connectivity is several years away. I suggest PC and staff take more time and hash through things that could bring more joy and peace and anticipates where we are going here in the next few months with thoroughfare planning and additional codes updates. The code is only the minimum not the maximum of what could be done....

Town Planner Report:

Mr. Wood gave an update on the following:

1. Our next Growth Plan Update will take place 9/21/2021 (could be virtual or in-person).

AGENDA ITEMS:

1. Parsons Valley Preliminary Plat – For the creation of 349 residential lots and 18 open space lots located at 4738 Columbia Pike.

Mr. Wood reviewed his Staff report and recommends approval with the following conditions and contingencies:

1. The applicant shall pay the 25% deposit of the wastewater treatment tap fees for the project and sign the approved Reservation Agreement within 60 days of the approval of this plat, as required by the Wastewater Capacity Reservation Ordinance (Ordinance 2020-007). Failure to pay the 25% deposit to the Town within 60 days shall render the approval void *ad initio*.
2. The applicant shall revise the Site Data Table to update the correct amounts of Open Space and Proposed Density.
3. The applicant shall revise the townhome parking exhibit to provide for additional guest parking. It is recommended that Guest/Overflow parking stalls be provided in the open space areas behind lots 1-7 and opposite lot 24. 12 stalls are desired. 6 stalls would be the minimum recommendation.
4. The applicant shall set a pre-application meeting with Town Staff prior to the submittal of the construction plans for this development.
5. Prior to the approval of construction plans, the developer shall enter into a development agreement for the project.
6. Prior to the approval of construction plans, the developer shall obtain any necessary permits through the Tennessee Department of Environment and Conservation.
7. Prior to the approval of construction plans, all applicable codes and regulations shall be addressed to the satisfaction of the Town Engineer.
8. Prior to the submittal of the first final plat for this subdivision, a copy of the CCRs shall be submitted for Town review.
9. Any signage proposed for the subdivision shall comply requirements set forth within the Land Development Ordinance and shall be located within the open space and maintained by the homeowner's association.
10. Streetlights shall be incorporated in accordance with the Land Development Ordinance and shall be documented on the construction drawings.
11. All recommendations within the traffic study shall be completed.
12. All open space amenities shall require TSPC approval prior to permitting for each amenity.

Mr. Khris Pascarella with Pearl Street Partners, Mr. Greg Gamble with Gamble design Collaborative and Michael Ray with ELI came forward to answer any questions regarding the prospective development. Extensive discussion related to the Parsons Valley development ensued.

The applicant requested a deferral until the October 26, 2021 planning commission meeting.

After discussion, Commissioner Whitmer made a motion to defer Item 1, Parson’s Valley Preliminary Plat, at the applicant’s request, to the October 26, 2021 planning commission meeting. A workshop will be held on September 28, 2021 prior to the September planning commission meeting. The motion was seconded and carried by all present.

- 2. Consideration of Ordinance 2021-012, an amendment to the Land Development Ordinance to clean up and clarify certain sections in Appendix C related to Plat Certificates.**

Mr. Wood reviewed his report and recommends that the Planning Commission provide a favorable recommendation onto the BOMA for these text amendments.

After discussion, Commissioner White made a motion to accept the Consideration of Ordinance 2021-12, an amendment to the Land Development Ordinance to clean up and clarify certain section in Appendix C. The motion was seconded and carried by all present.

- 3. Land Development Manual – Public notice for the Community Development Department’s administrative manual.**

Mr. Wood gave a summary of the Land Develop Manual and described its intent for applicants going forward.

BOND ACTIONS/REPORT

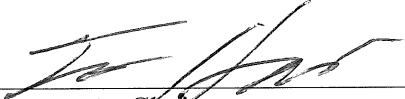
- 1. Bond Actions**

- a. Littlebury- Request to reduce and extend the bonds for Section 1 until April 23, 2022**

After discussion, Commissioner Whitmer made a motion to approve the Littlebury request to reduce and extend the bonds for Section 1 until April 23, 2022. The motion was seconded an approved by all present.

- b. Update on Long Held Bonds**

There being no further business, the meeting was adjourned at 8:06 p.m.



Trent Harris, Chair

Attest: 

Micah Wood, Secretary