Town of Thompson's Station
Municipal Planning Commission
Meeting Agenda
April 26, 2016

Meeting Called To Order

Pledge Of Allegiance

Minutes-

Consideration Of The Minutes Of The March 29, 2016 Meeting.

Documents: 03292016 PC MIN.PDF

Public Comments-

Unfinished Business:

1. Land Development Ordinance Amendments (File Zone Amend 2016-004).

Documents: ITEM 1 - STAFF REPORT LDO AMENDMENTS.PDF

New Business:

2. Residential Business For An Event Venue Located At 1850 Lewisburg Pike (Look Away Farms) (RB 2016-001).

Documents: ITEM 2 - APPLICANT PACKET.PDF, ITEM 2 - STAFF REPORT FOR LOOK AWAY FARMS.PDF

3. Preliminary Plat For The Creation Of The Four Parcels Within The Roderick Place Development Located At 4624 Columbia Pike. (File: 2016-001).

Documents: ITEM 3 - STAFF REPORT RODERICK COMMERCIAL PLAT.PDF, ITEM 3 - RODERICK COMMERCIAL PRELIMINARY PLAT.PDF

4. Preliminary Plat For The Development Of The Whistle Stop Neighborhood Located At 1565 Thompson's Station Road West And 1715 School Street (File: PP 2016-002).

Documents: ITEM 4 - WHISTLE STOP PLANS.PDF, ITEM 4 - STAFF REPORT WHISTLE STOP PLAT.PDF, ITEM 4 - TRAFFIC STUDY WHISTLE STOP.PDF

5. Rezone For Pleasant Creek Located At Along The West Side Lewisburg Pike From D1 Low Intensity Residential To TC Transect Community (File: Zone Amend 2016-003).

Documents: ITEM 5 - STAFF REPORT PLEASANT CREEK REZONE.PDF, ITEM 5 - PLEASANT CREEK REZONE MAP.PDF, ITEM 5 - PLEASANT CREEK TRANSECT MAP.PDF

6. Request To Modify A Contingency For The Phase 7 Preliminary Plat Within Bridgemore Village (PP 2015-008).

Documents: ITEM 6 - MEMO FOR BV PHASE 7 CONTINGENCY.PDF, ITEM 6 - JAN 2016 STAFF REPORT BV PHASE 7.PDF, ITEM 6 - LETTER DATED MARCH 15.PDF

Adjourn

This meeting will be held at 7:00 p.m. at the Thompson's Station Community Center
1555 Thompson's Station Rd West

Minutes of the Meeting
of the Municipal Planning Commission
of the Town of Thompson 's Station, Tennessee
March 29, 2016

Call to Order:
The meeting of the Municipal Planning Commission of the Town of Thompson's Station was called to order at 7:00 p.m. on the 29th day of March, 2016 at the Thompson's Station Community Center with the required quorum. Members and staff in attendance were: Chairman Jack Elder; Secretary Don Blair; Commissioner Ben Dilks; Commissioner Sarah Benson; Commissioner Debra Bender; Commissioner Darren Burress; Town Administrator Joe Cosentini; Town Planner Wendy Deats; Town Attorney Todd Moore and Town Clerk Jennifer Jones.

Pledge of Allegiance.

Minutes:
The minutes of the February 23, 2016 meeting were previously submitted with revisions.

> **Commissioner Benson moved for approval of the February 23rd, 2016 meeting minutes with revisions. The motion was seconded and carried unanimously.**

Public Comment:

Jason Bailey – 3108 Pleasantville Bridge Rd. Voiced opposition to elementary/middle school on Clayton Arnold Rd.

Michael Caterelli – 3001 Paper Mill Bridge Rd. - Voice communication concerns and new school concerns.

Lise Davis – 1500 Davis Hollow Rd. – Density and Environmental concerns over Two Farms.

Ann Goetze - 4680 Carters Creek Pike – Concerns over sustainability, TDOT growth plan, transportation, and environment regarding Two Farms.

Tom Mason – 1388 Hunter Rd. – Has Two Farms concerns with regard to traffic, inadequate roads, and being an unguided development.

Kayla Wright – 3275 Kinnard Springs Rd. – Has issues with property rights, the tax burden and traffic about Two Farms.

Joy Cornay – 4806 Carters Creek Pike – Has concerns over Two Farms with regards to history, environment, tax payer expenses, and transportation.

Karen Sumrall – 3565 Robbins Nest Rd. – Voiced concerns over new school regarding traffic, infrastructure, development and inadequate notification.

David Turk – 2801 Wilder Village Ct. – Has secondary access concerns over new school and connectivity to Bridgemore Village.

Michael Jaeger – 3604 Robbins Nest Rd. – Has aesthetic concerns about new school fitting in with surrounding developments.

Drew Hendry – 3809 Robbins Nest Rd. – Voiced traffic concerns over proximity of new school.

Rebecca Morgan – North Petway, Franklin – Opposed to Two Farms development. Concerned over preservation and growth.

Todd Kaestner – 3210 Del Rio Pk. – Williamson County Commissioner opposed to Two Farms development and concerned over city/county services, lack of citizen representation, and tax payer expense.

Bob Chambers – 3316 Bartrams Bridge Rd. – Has traffic concerns over the new school.

Tiffany Borgelts – 3332 Bartrams Bridge – Voiced concerns over new school with regard to communication, traffic, timeline and no representation.

Carole Schneider – Bridgemore Village – Voiced traffic and safety concerns over new school.

Mark Darcy – 3043 Carters Creek Pike – Voiced concerns over the zoning change of Two Farms.

John Peterson – 3448 Colebrook Dr. – Is for growth and progress within Thompson's Station. Participated in the charrettes work session and is pleased with the density to greenspace ratio.

Chairman Elder closed public comment.

Town Planner Report:

None

Unfinished Business:

Unfinished business will be heard at the end of the meeting.

New Business:

2. Site plan for the addition of an 1,800 square foot building for expansion of the existing automotive facility located at 4713 Trader's Way (File: SP 2016-001; DR 2016-001)

Mrs. Deats reviewed her report and recommended approval based on the consistency with the Land Development Ordinance with the following contingencies:

1. Prior to issuance of grading or building permits, construction plans shall be submitted and approved. Any upgrades to the utility infrastructure necessary for the project shall be incorporated into the construction plans and shall be completed by the applicant.

2. Prior to the issuance of grading or building permits, the landscape plan shall be revised to incorporate a buffer along the east property line and incorporated additional shrubs consistent with the existing planting along the project frontage.

3. Prior to installation of the landscaping, the landscaping, the applicant shall meet with staff to confirm location of all landscaping.

4. Any change of use or expansion of the project site shall conform to the requirements set forth within the Land Development Ordinance and shall be approved prior to the implementation of any changes to the project.

Gerald Bucy, a consulting engineer representing the applicant, came forward to answer questions and concerns regarding the site. Commissioner Bender had concerns about parking adequacy. Commissioner Benson voiced concerns over lighting while Commissioner Roberts asked about long term vehicle storage. Commissioner Burress suggested adding a landscape buffer.

After discussion, Commissioner Bender made a motion to approve a recommendation for the site plan for the addition of an 1,800 square foot building for the expansion of an existing automotive facility located at 4713 Trader's Way with Staff's recommended contingencies.

The motion was seconded, and carried by a vote of 4 to 2 with Commissioners Burress and Roberts casting the opposing votes.

The Commission took a brief recess at 8:05 at the request of Town Planner Wendy Deats and resumed at 8:14 pm.

3. Site Plan for the construction of a 233,880 square foot elementary and middle school on a 46.87 acre site located at 2638 and 2640 Clayton Arnold Rd.

Mr. Cosentini reviewed the staff report and recommended approval based on compliance with the LDO with the following contingencies:

1. Prior to the issuance of a certificate of occupancy, all traffic mitigation from the traffic access study shall be completed by Williamson County Schools.

2. Once the school zone boundaries have been established, a traffic study shall be prepared and necessary roadway improvements be completed by Williamson County Schools.

3. Prior to the issuance of grading permits, construction plans shall be submitted and approved. Any upgrades to the utility infrastructure necessary for the project shall be completed by the applicant.

4. The project shall be modified to include a five foot sidewalk along Clayton Arnold Road with five foot landscaped area between the road and sidewalk.

5. The project shall include an additional pedestrian access between the school, fields and neighboring residential uses.

6. Prior to installation of the landscaping, the applicant shall meet with staff for a pre-installation meeting.

7. Prior to the issuance of a certificate of occupancy, all landscaping shall be installed and maintained in a healthy manner.

8. Any change of use or expansion of the project site shall conform to the requirements set forth within the Land Development Ordinance and shall be approved prior to the implementation of any changes to the project.

Derrick Howard, an architect with Goodwyn, Mills and Cawood came forth to present a slideshow and answer questions on behalf of the applicant regarding site lighting, fencing material and the secondary access.

Brett Smith with Ragan Smith came forward to discuss and answer questions regarding trees and landscaping.

Jason Golden, Deputy Superintendent and General Counsel for Williamson County Schools came forward to answer questions regarding the secondary/emergency access.

After discussion, Commissioner Burress made a motion to approve a recommendation to approve the site plan for the construction of a 233,880 square foot elementary and middle school on a 46.87 acre site located at 2338 and 2640 Clayton Arnold Rd with the following staff recommended contingencies and the addition of two other contingencies:

1. Prior to the issuance of a certificate of occupancy, all traffic mitigation from the traffic access study shall be completed by Williamson County Schools

3. Prior to the issuance of grading permits, construction plans shall be submitted and approved. Any upgrades to the utility infrastructure necessary for the project shall be completed by the applicant.

6. Prior to installation of the landscaping, the applicant shall meet with staff for a pre-installation meeting.

7. Prior to the issuance of a certificate of occupancy, all landscaping shall be installed and maintained in a healthy manner.

8. Any change of use or expansion of the project site shall conform to the requirements set forth within the Land Development Ordinance and shall be approved prior to the implementation of any changes to the project.

9. Fencing on the south side of the school to be consistent with fencing throughout the Bridgemore neighborhood.

10. The secondary/emergency entrance to be removed to allow for walkability.

The motion was seconded and carried by a vote of 5 to 1 with Commissioner Dilks casting the opposing vote, based on the school 's unwillingness to meet contingencies 2, 4 and 5.

4. Rezone for Phase 2 of Two Farms at Thompson's Station (Map 119 1.00; Map 131 11.00 and Map 131 11.03).

Mr. Cosentini reviewed the Staff report and recommended approval to the Board of Mayor and Aldermen based on the findings for General Plan consistency.

Mike Abott on behalf of Beacon Development came forward to answer questions regarding the rezone.

After discussion, Chairman Elder made a motion to recommend approval to the Board of Mayor and Aldermen the Rezone for Phase 2 of Two Farms at Thompson's Station (Map 119 1.00; Map 131 11.00 and Map 131 11.03).

The motion was seconded and carried by a vote of 5 to 1 with Commissioner Bender casting the opposing vote.

The commission took a brief recess at 9:58 and reconvened at 10:02.

5. Revised Concept Plan for Roderick Place to develop 87 residential lots, 56 rental units and 127,606 square feet of commercial uses located at 4626 Columbia Pike and 4624 Columbia Pike.

Mr. Cosentini reviewed the Staff report and recommended approval of the modified plan to the Board of Mayor and Aldermen.

Jeff Roziak with Kiser/Vogrin Design came forward to discuss changes and answer questions on behalf of the applicant.

After discussion, Commissioner Dilks moved to recommend approval to the Board of Mayor and Aldermen the Revised Concept Plan for Roderick Place to develop 87 residential lots, 56 rental units and 127,606 square feet of commercial uses located at 4626 Columbia Pike and 4624 Columbia Pike.

The motion was seconded and carried unanimously.

<u>Unfinished Business:</u>

1. Land Development Ordinance Amendments (File Zone Amend 2016-004).

Commissioner Bender moved to defer item until Planning Commission Meeting on April 26, 2016.

The motion was seconded and carried unanimously.

There being no further business, Chairman Elder made a motion to adjourn. The motion was seconded and the meeting was adjourned at 10:28 p.m.

_____
Jack Elder, Chairman

Attest: _____
Don Blair, Secretary

Thompson's Station Planning Commission
Staff Report – Item 1 (Zone Amend 2016-004)
April 26, 2016
Land Development Ordinance Amendments

PROJECT DESCRIPTION

These are Staff and BOMA initiated amendments of the Land Development Ordinance.

PROPOSED REVISIONS

Table 2.3 Community Types, Areas and Civic Space (page 24). Subdivisions require 45% open space, however this limits the ability of property owners to create minor subdivisions in compliance with all development standards in into large lots based on acreage. A minor subdivision is the subdividing of a lot into no more than four lots. Staff recommends a note be incorporated with this table as follows:

(3) Minor subdivisions may be exempt from the requirement for designated open space.

Section 3.6.11 Debris and Waste (page 49). Dumpsters are required to manage trash and debris on construction sites however; the timing for the placement or location of the dumpster on site is not specified or regular care and maintenance addressed within the section. Therefore, Staff recommends the following revisions:

No cut trees, timber, construction debris, junk, rubbish, or other waste materials of any kind shall be buried in any land, left on any lot, or deposited in any natural drainage way (such as sinkholes, underground streams/ channels, ~~or~~ wet weather stream beds or floodways) or public way at the time of the issuance of the certificate of occupancy for the lot, ~~and removal of such waste shall be required prior to issuance of any certificate of occupancy.~~ Waste shall not be left or deposited in any area of the subdivision at any times. Debris dumpsters with lids shall be required for construction debris disposal. A dumpster shall be required for every two adjacent lots at the time any construction activity begins. ~~Such~~ The ~~-~~dumpsters shall be of adequate size, maintained in a clean manner, the location shall be placed with clear site distance. The dumpsters ~~and~~ shall be removed in a timely manner upon the completion of construction activities. All natural, vegetated material shall be shredded, chipped, or other means to us on site. Burning of materials on site shall be prohibited unless otherwise approved by the Planning Commission.

Section 3.9.10 Use Zoning District Design Criteria (page 61). The hierarchy of streets is that the local roads handle less volume and take access from any street types. Collectors handle more volume than local roads however less volume than arterials and are designed to limit access in order to create local roads within development. Collectors have a volume of 300 – 6,000 and arterials have a volume greater than 3,000. This overlap in volume does not provide clarity for roadway classifications. Given that the arterial is intended to have a higher volume of traffic than a collector road, therefore, Staff recommends the following revisions:

iii. Arterial – Design capacity and service restriction – Arterials are intended to serve anticipated traffic volumes greater than ~~three thousand (3,000)~~ six thousand (6,000).

Table 4.3. T2 Lot Standards (page 78). Revise the table pertaining to access width to setback requirement of 12 feet. The T2 zone is a Rural zone which promotes farm and agricultural uses. Vehicles and equipment found within this zone cannot make the turning radius for a 12 foot wide access drive. Therefore, Staff is recommending either the removal of the access width requirement or an increase of the requirement to a width that is adequate.

Table 4.1 Land Use and Building Type (page 73). Remove group homes from the permitted use table as an allowable use in the T2 district.

Table 4.1 Land Use and Building Type (page 73). Options include:

1. Removal of apartments from the T4 transect district only.
2. Removal of apartments from the T5 transect district only.
3. Maintain the code as it was intended and adopted and recommend rezones to transect community selectively where adjacent land uses and infrastructure support this type of development.

Removal of apartments reduces the effectiveness of the transect zones in providing multiple housing options consisting of a mixture of ownership and rental properties. The transect zoning was intended to create walkable communities with the density to support non-residential uses. Rezones are not permitted by right and therefore, can be denied by the Planning Commission if the Commission determines the transect community zoning is not compatible with the surrounding land uses and would have a negative impact. Therefore, Staff recommends that option 3 be considered as the appropriate means to regulate the intensity and type of development within the Town. Furthermore, it should be noted that if options 1 or 2 are preferred, a more comprehensive review of the LDO will be necessary to ensure that all potential conflicts are addressed related to the elimination of apartments within the transect zones.

Table 4.9 D3 Lot Standards (page 84). Lot width is 50 feet for single family residential; however, townhome lots have a reduced width that is not identified within the table. Therefore, Staff is recommending that a lot width of 20 feet be identified for townhome development to conform to the other districts where townhomes are permitted.

Section 4.11.1 Non-Residential Use Property Development Standards (page 96). Recommendation is to strike the requirement for a masonry wall because it reduces walkability between land uses.

F. ~~Masonry walls shall be required for noise attenuation between non-residential and residential land uses. Masonry walls shall be designed to match the architecture.~~

Section 4.11.1 Non-Residential Use Property Development Standards (page 96). This section regulates development of properties for commercial purposes. This standard references residential buildings, therefore, Staff recommends the following modification to the text:

G. Each development shall include trash areas that will be designed to accommodate two trash bins, one which will be designed for recycling. The trash enclosure shall be enclosed by a masonry wall that matches the architecture of the ~~residential~~ buildings on site.

Section 4.17.3 Prohibited Signs (page 116). Electronic signs are prohibited; however, fuel pricing signs use digital signs to effectively display gas prices. Staff recommends that digital copy be permitted for fuel pricing signs.

Table 4.22 General Sign Restrictions (page 117). Wall signage is permitted for commercial buildings with a maximum height of 18 inches for the text of the sign. However, wall signs are often two or three lines of text including the company logo. The code allows for multiple lines of text in

the commercial district, however, does not identify a provision for multiple lines of text within the transect zones. Therefore, Staff recommends the addition of the "36 inches for more than one line of copy.

Section 5.1.1 Penalties (page 125). Modify the text to read as follows:
It shall be unlawful to erect, construct, reconstruct, alter, maintain or use any building or structure, or to use any land in violation of any regulation in this ordinance. Any person violating any of the provisions of this zoning regulations article shall be guilty of a Class C misdemeanor, and conviction shall result in a monetary penalty not to exceed fifty dollars ($50.00) and the repayment of administrative costs incident to the correction of the municipal violation in the amount of two hundred fifty dollars ($250.00) for each separate offense. Each day any violation of this ordinance shall continue shall constitute a separate offense.

Section 5.1.2 Remedies (page 125). Modify the text to read as follows:
In addition to the penalties reference above ~~and other remedies,~~ upon the recommendation of the Town Planner or Building Official, or upon the request of a property owner who would be specifically damaged by a violation of this ordinance, the Town Administrator may direct the Town Attorney to institute an injunction, mandamus, or other appropriate action or proceeding to prevent such unlawful erection, construction, reconstruction, alteration, repair, conversion, maintenance, or use; or to correct or abate such violation; or to prevent occupancy of such building, structure, or land. Where construction, excavation, demolition, grading or any other activity has begun on any building, dwelling, structure, sign or use in violation of this ordinance or any other Town ordinance, the Town Administrator may, in addition to taking other authorized enforcement action, issue a stop work order pending the responsible party or parties bringing such construction, use or other activity into compliance with the ordinances of the Town. The party or parties may appeal the issuance of a stop work order to the Board of Zoning Appeals and the BZA shall hold a hearing on the order in accordance with § 5.5.4 of this ordinance. The BZA hearing on an appeal of a stop work order shall be heard as soon as possible after publishing the required notice, but not soon than fifteen (15) days after the filing of such appeal with the Town Planner, and not greater than thirty (30) days from the filing of such appeal.

Section 5.2.5 Site Plans (page 127). The administrative section of the code requires site plans be provided for resource conservation developments, planned resource conservation developments and non-residential developments, however, the code does not have a provision for resource conservation developments therefore, the language should be modified as follows:

Site plan review and approval shall be required for ~~resource conservation developments, planned resource conservation developments and~~ all multi-family and nonresidential developments.

Section 5.2.8 Development Agreement Required Prior to Construction (page 131). Modify the section as follows:

No construction or installation of infrastructure, including but not limited to roads, drainage or wastewater infrastructure, may be installed prior to the approval of a development agreement. Applicant may begin preliminary site development and grading work only after:

a. Preliminary plat approval;
b. Construction plan approval by the Town Engineer(s) and Town Planner; and
c. The issuance of a grading permit by the Town Planner.

Following the preliminary plat and construction plan approval, a ~~completed "Development Agreement" shall be prepared and executed prior to the construction of any infrastructure within any development to which these regulations are applicable.~~ A draft development agreement shall be prepared by the Town Planner. The draft development agreement shall substantially conform~~ing~~ to the Development Agreement contained in Appendix "A" and shall ~~be prepared by the Town Planner. The draft agreement shall reference the design i~~ncorporate~~d~~ by reference both ~~within~~ the approved plat, including any conditions on said approval, and the approved construction plans. The draft development agreement ~~and~~ shall require ~~be sufficient in form to assure~~ that ~~proposed~~ construction methods and materials meet or exceed minimum standards established by the Town.

The Town Planner shall send t~~T~~he draft development agreement ~~shall be sent~~ to the applicant for approval. Upon acceptance and signature of the agreement by the applicant, the proposed development agreement shall be forwarded to the Board of Mayor and Aldermen for consideration ~~approval~~ at its next regularly scheduled meeting.

Section 5.2.9 ~~Bond~~ Surety Required (page 131).

Prior to recording the final subdivision plat, the ~~application~~ applicant shall provide a ~~bond~~ surety conforming to Section 5.2.10 ~~Bond Standards and Requirements guaranteeing construction or the remaining required improvements.~~ The amount and form of such ~~bond~~ surety shall be sufficient to guarantee to the Town, satisfactory construction, installation, and dedication, free and clear of any encumbrances, of the incomplete portion of the required improvements. If a development agreement has not already been ~~provided~~ approved as specified in Section 5.2.8 ~~Development Agreement Required Prior to Construction,~~ such an agreement shall be provided at this time. The approval of the development agreement shall follow the same procedure as set forth in Section 5.2.8. Such surety instruments shall comply with all statutory requirements and shall be satisfactory to the Town Attorney as to form, sufficiency, and manner of execution, as set forth in these regulations.

Section 5.2.10 ~~Bond~~ Surety Standards and Requirements (page 131).

a. General

All improvements proposed in conjunction with any subdivision must be covered by an adequate ~~bond~~ surety. If such improvements are ~~unless such work is~~ completed prior to filing of any final plat for any portion of the development site, the Town may elect to accept such improvements and require surety for the maintenance as set forth in this ordinance.

b. Amount of ~~bond~~ surety

The developer shall post a good and sufficient ~~bond~~ surety with the Town in the amount of one hundred ten (110%) of the Town Engineers' estimate of cost to assure completion of the work. Good and sufficient surety shall include the types of ~~bond~~ surety specified in Section 5.2.10c. ~~Types of bond.~~ Each ~~bond~~ surety shall reference and secure compliance with the development agreement ~~be accompanied by a "Development Agreement" as per~~ required by Section 5.2.8 ~~Development Agreement Required Prior to Construction, and Appendix "A"~~ where the developer agrees to make and install the improvements in accordance with the approved plans and specifications.

c. Types of ~~bond~~ surety

Subject to the standards and requirement of this Article and acceptance by the Planning Commission and approval by the Town Attorney, the following types of ~~bond~~ surety may be accepted for purposes of guaranteeing completion of improvements required by these regulations: ~~Each bond must remain in effect for at least one (1) year.~~

1. Irrevocable Standby Letter of Credit; or

2. Cash Escrow or bank assignment of certificates of deposit with a federally insured bank having assets of at least $50 million.
3. ~~Cash Builders Bond~~

Notwithstanding the foregoing, any other surety accepted by the Town under prior regulations may remain in effect and may be extended; however any developments approved after the effective date of this ordinance must be secured by the surety types herein.

Irrevocable standby letters of credit

An irrevocable standby letter of credit may be utilized as the means of providing ~~bond~~ surety for improvements required under the various provisions of these regulations provided it meets the following requirements:

a. Any letter of credit shall be drafted so as to represent an obligation of the financial institution to the town and not an obligation to the permittee;
b. ~~All letters of credit, shall be governed and construed in accordance with the Uniform Customs and Practice for Documentary Credit (1983 Revision), International Chamber of Commerce, Publication 400 and Tenn Code Ann Section 47-5-101 through 47-5-118.~~ Such letter shall be valid for one (1) year and shall be automatically renewed for successive one (1) year periods until released by the Town;
c. Said letters may be revoked only after giving the Town 90 days prior written notice with the opportunity to cash the letter and ~~S~~such notice shall be by certified mail, return receipt requested;
d. All letters of credit shall be cashable in Williamson County, or in a County which adjoins Williamson County (within 60 mile radius) and shall be substantially in the form as show in Appendix B;
e. The financial institution issuing the letter of credit or bond must demonstrate its good standing with the State of Tennessee and shall not issue in excess of 10% of its total capital to an applicant; and
f. ~~This~~ The branch of the issuing financial institution shall be located within a 60 mile radius of Thompson's Station, TN. This branch must also be available for contact and for making draws on the letter of credit or ~~bond~~ surety.

The Town Finance Director shall be the accepting authority for all letters of credit and ~~bonds~~ surety and will make a determination on the above referenced items and shall also consider the Thomson Bank Watch or Schushenoff rating of A. If an outside rating system is utilized, a minimum of 2 major rating agencies shall be required of no less than BBB. In addition, the bank must have a passing grade by the FDIC with no deficiencies. All letters of credit, shall be governed and construed in accordance with the Uniform Customs and Practice for Documentary Credit (1983 Revision), International Chamber of Commerce, Publication 400 and Tennessee Code Annotated Section 47-5-101 through 47-5-118.

Upon acceptance and qualification of the letters of credit, the Town Finance Director shall forward said letters to the Town Attorney for final review.

Escrow deposits for improvements

a. No changes
b. Procedures on Escrow Fund

All escrows shall be held by the town, kept in its bank accounts, and be totally under the control of the town. A detailed "escrow agreement" shall be prepared and approved by the Town Attorney and shall be appropriately endorsed by all parties to

such agreement at the time of creation of any escrow account. The Town Administrator may execute such escrow agreement on behalf of the Town and designate the Finance Director to administer said account. The developer's tax identification number shall be used for the escrow and the developer shall be responsible for paying tax on any interest credited to the escrow account.

c. Delete performance bond section.

d. Time to post ~~bond~~ surety.

Surety Bond must be posted within 60 days of the Planning Commission action establishing the ~~bond~~ surety amount. Failure to post the ~~bond~~ surety within the allotted time period will require re-approval of the final plat. All review fees will apply.

RECOMMENDATION

Staff is requesting the Planning Commission recommend to the Board of Mayor and Aldermen these Staff initiated amendments to the Land Development Ordinance.

To Town of Thompson Station

Proposed business use at 1850 Lewisburg Pike ,Franklin

A Venue space for events like Wedding, Corporate functions, meeting , Banquets, church parties, and all Like events . All food and drinks by outside Lic. Contractors

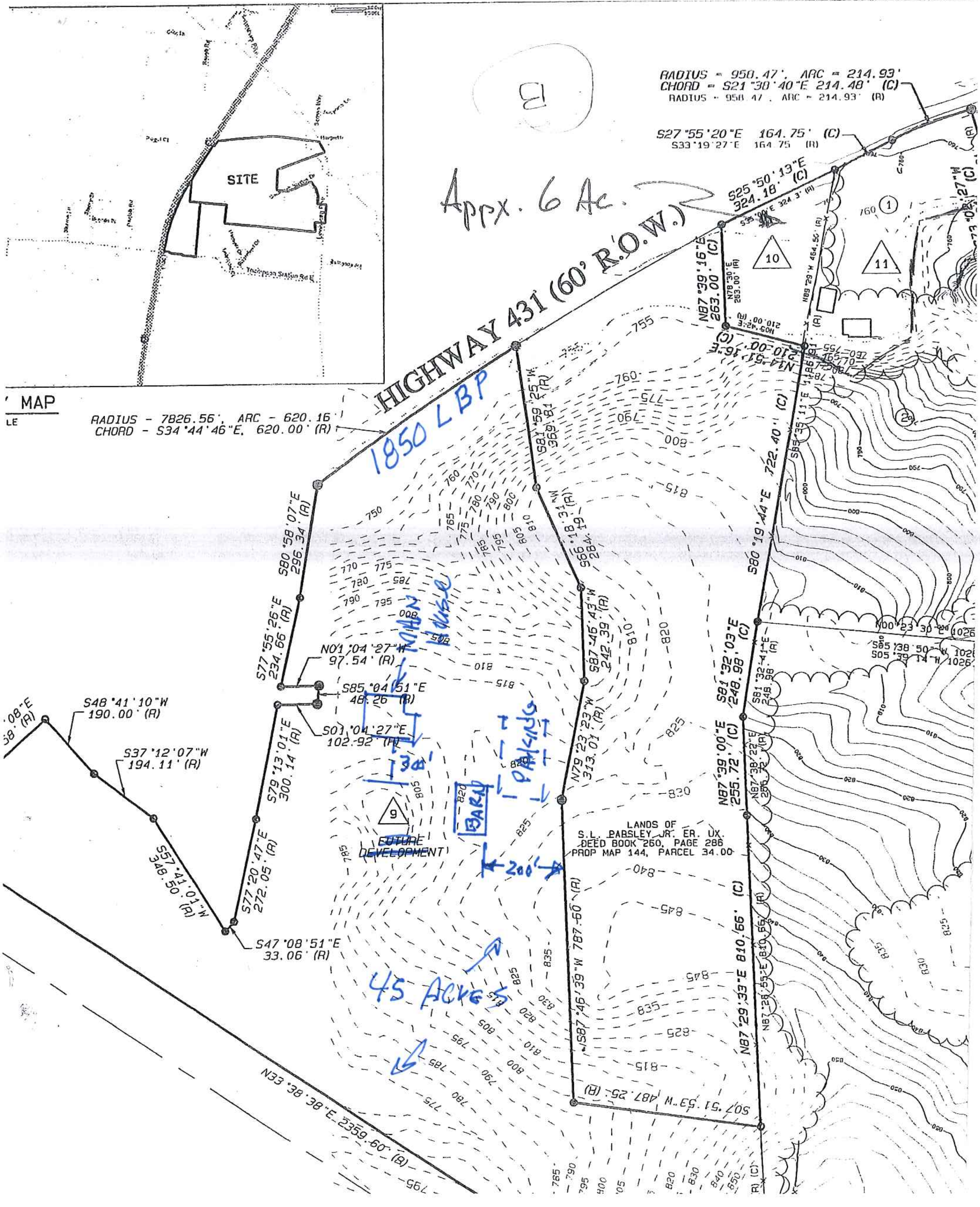
Parking for 150 + cars

Hours of operation 11:00 am to 11:30 pm

Est number of events per year four to eight

1850 Lewisburg Pike • Franklin, TN 37064 • 615/591-5339

Exhibit B

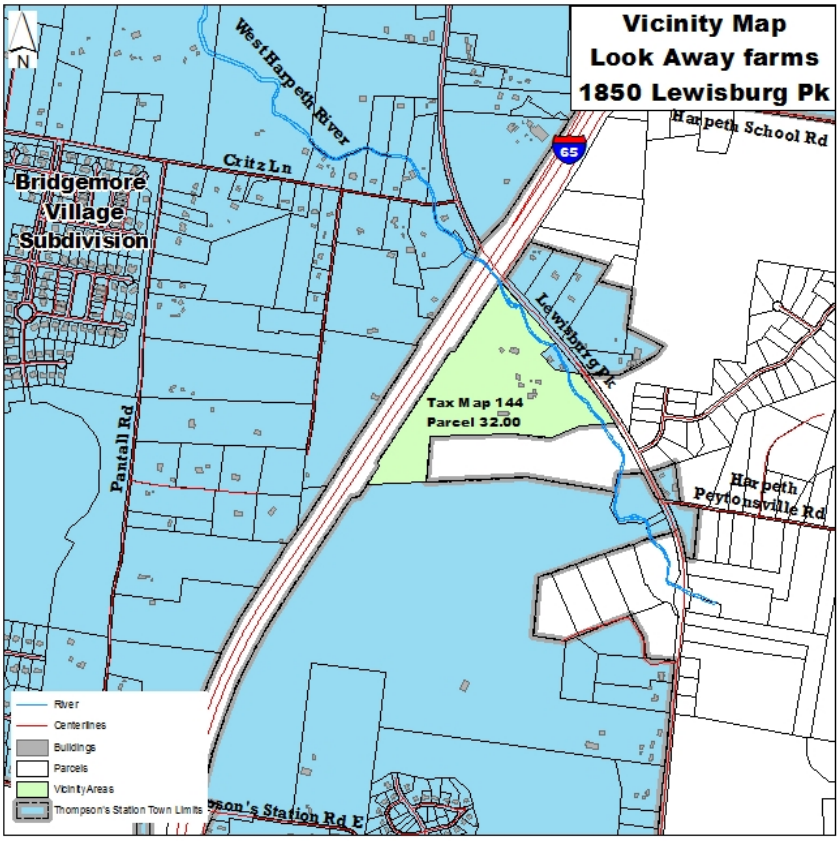

SITE
B
Appx. 6 Ac.
RADIUS = 958.47', ARC = 214.93'
CHORD = S21°38'40"E 214.48' (C)
RADIUS = 958.47', ARC = 214.93' (R)
S27°55'20"E 164.75' (C)
S33°19'27"E 164.75 (R)
S25°50'13"E 324.18' (C)
HIGHWAY 431 (60' R.O.W.)
1850 LBP
MAP
RADIUS - 7826.56', ARC - 620.16'
CHORD - S34°44'46"E, 620.00' (R)
NB7°39'16"E 263.00' (C)
N78°30'E 263.00' (R)
S81°59'25"W 369.81' (R)
S80°58'07"E 296.34' (R)
S66°18'31"W 284.19' (R)
S80°19'44"E 722.40' (C)
S77°55'26"E 234.66' (R)
N01°04'27"W 97.54' (R)
S85°04'51"E 48.26' (R)
S01°04'27"E 102.92' (R)
S87°46'43"W 242.39' (R)
S81°32'03"E 248.98' (C)
N79°23'23"W 313.01' (R)
NB7°39'00"E 255.72' (C)
S48°41'10"W 190.00' (R)
S37°12'07"W 194.11' (R)
S79°13'01"E 300.14' (R)
S77°20'47"E 272.05' (R)
S57°41'01"W 348.50' (R)
S47°08'51"E 33.06' (R)
Main House
Parking
30'
Barn
FUTURE DEVELOPMENT
200'
LANDS OF S.L. PARSLEY JR. ER. UX.
DEED BOOK 260, PAGE 286
PROP MAP 144, PARCEL 34.00
S87°46'39"W 787.60' (R)
NB7°29'33"E 810.66' (C)
45 Acres
S07°51'53"W 487.25' (R)
N33°38'38"E 2359.60' (R)
N00°23'30"E 1026
S05°38'50"W 1026
S05°39'14"W 1026
9
10
11


BARN
PARKING

Thompson's Station Planning Commission
Staff Report – Item 2 (File: RB 2016-001)
April 26, 2016
Residential Business to permit events at Look Away Farms.

PROJECT DESCRIPTION

The applicant, Darrel Reifschneider, owner of Look Away Farms has submitted a request to permit events at his farm and residence located at 1850 Lewisburg Pike.



BACKGROUND

The project site is 51.9 acres and is located along the west side of Lewisburg Pike, south of Critz Lane, north of Harpeth Peytonsville Road. The site is bounded by Interstate 65 to the north and west, residential (across Lewisburg Pike) to the east and vacant County land to the south. The site is developed with a single-family residence and several outbuildings, including an approximately 5,000 square foot barn where events are proposed to take place. The site is zoned D1 Low Intensity Residential which permits residential business upon approval.

ANALYSIS

Residential Business

Residential Businesses are permitted for "larger residential properties which are conducive to both residential and business land uses" (LDO Section 4.11.3). The standards regulating residential businesses are in place to promote and encourage economic activity that will not be a nuisance and can be maintained in consistency with the surrounding community and land uses.

The *italicized* text is the Land Development Ordinance standard with Staff response below.

1. A residential business may not be permitted on lots less than one (1) acre in size.

The property is 51.9 acres.

2. The residents of the property must be engaged in the business. Additional non-residents may be employed in the residential business providing all parking can be provided on-site and the use does not become a nuisance to the community. Adequate parking for all employees shall be indicated on the site plan.

The property owner resides on site and will manage the scheduling and operation of all events that occur on site. All parking for any staff that may be employed for an event will be provided on site adjacent to the barn.

3. With the exception of land uses that require cultivation of the land, all residential business uses shall be maintained within an enclosed building, not to exceed 5000 square feet.

No new construction is required for the proposed residential business. The site has multiple buildings on site including an enclosed barn where the events are proposed to occur.

4. All storage of materials used for the residential business shall be kept within an enclosed structure or shall be completely screened from the roadways and adjacent properties.

Any materials that are available on site will be stored in within the barn or other enclosed structure on site. However, it is more likely that any materials necessary for each individual event will be brought on site for the event on a case by case basis.

5. All buildings utilized for the business shall maintain a minimum setback of 50 feet from any property line.

No new construction is required for the residential business. The site has multiple buildings that are all located within the required setbacks and the applicant intends to use the existing barn.

6. Any land alterations necessary for the installation of any accessory structure shall be subject to review and approval of a grading plan.

No alterations to the land is necessary as part of the residential business.

7. All businesses shall comply with the code requirements for buffer yard performance standards.

The project site is over 50 acres with rolling hillsides and natural vegetation to offer adequate buffering during the time of events. In addition, Interstate 65 bound the property to the north and west and larger residential parcels along with Lewisburg Pike are situated to the east and south. These other properties also have varying topography with vegetation typical for farms and large lot developments.

8. Any business that exceeds the thresholds within the Noise Ordinance shall be required to soundproof the building.

The Town does not have a noise ordinance at this time, noise impacts to the surrounding land uses are not anticipated given the site's size, location of the barn, proximity to Interstate 65 and the distance to neighboring housing.

9. No activities, materials or equipment related to the residential business may negatively impact visibility from the public right-of-way or neighboring residences.

The proposed events will be conducted within the barn which is located toward the rear of the site. All activities are proposed within the barn, no materials or equipment associated with the event business will be visible from the neighboring residences or the public right-of-way.

10. Any proposed signage shall be required to obtain a sign permit prior to the installation of any signs.

The site has a sign identifying the farm as "Look Away Farms." No other signs are proposed with this request and any sign requested will be required to conform to the requirements set forth within the Land Development Ordinance.

RECOMMENDATION

Based on the project's consistency with the Land Development Ordinance, Staff recommends that the Planning Commission approve the request for events to be held within the barn at Look Away Farms.

ATTACHMENTS

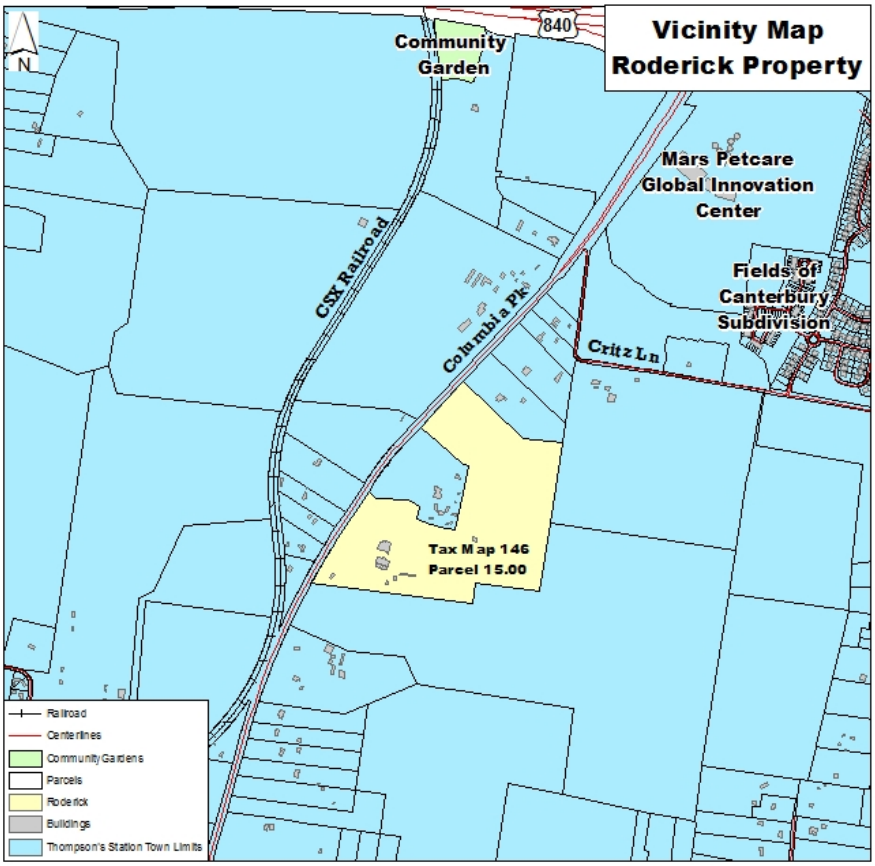
Application packet

Thompson's Station Planning Commission
Staff Report – Item 3 (File: PP 2015-007)
April 26, 2016

Preliminary Plat for the minor subdivision of 66.3 acres to create of one commercial lot, two open space lots and one lot for future development located at 4624 Columbia Pike within Roderick Place.

PROJECT DESCRIPTION

The applicant, Kiser/Vogrin Design has submitted a preliminary plat application to subdivide 66.3 acres in order to create four lots within Roderick Place located at 4624 Columbia Pike.



ANALYSIS

Preliminary Plat

The preliminary plat provides an analysis of the site's special features and the response to those features (LDO Section 5.4.3). Typically, a minor subdivision is the creation of less than five lots and subject to administrative review. However, a minor subdivision cannot include the construction of a roadway. A roadway is necessary for access to the proposed commercial lot. Therefore, this preliminary plat is subject to review and approval by the Planning Commission.

The purpose of this plat is to subdivide 66.3 acres into four lots and to dedicate and construct a public roadway. The plat consists of two open space lots totaling 2.39 acres, one 1.89 acre commercial lot, ¼ acre of right-of-way and the remaining 61.76 acres will be further subdivided upon approval of the concept plan for Roderick Place.

Commercial Lot

The project site is located within the Specific Plan zoning district. The commercial lot is 1.89 acres and will be developed with the Roderick Market which consists of a restaurant and service station with store. Access to the commercial lot will be provided upon the construction of a new roadway (Seabiscuit Lane). The roadway is also the southernmost access for the overall Roderick Place development. Seabiscuit Lane shall be constructed along the north side of the commercial lot with a driveway entrance approximately 200 feet from the intersection with State Route 6/Columbia Pike (Highway 31). The creation of the commercial lot is consistent with the requirements set forth within the land Development Ordinance.

Open Space Lots

Two open space lots are proposed for a total of 2.39 acres. Additional open space will be platted as the remaining sections in Roderick Place are approved and platted.

Remaining Lot

The remaining portion of this project site, 61.76 acres, will be subdivided as part of the future development of the Roderick Place neighborhood.

Construction Plans

Construction plans are submitted and will be reviewed for compliance with all engineering standards set forth within the Land Development Ordinance. Approval of the plat is dependent on approval of the construction plans. During the review of the construction drawings, any engineering issues that are identified, including but not limited to grading, drainage, etc. will be required to be addressed adequately prior to approval. Should any issues require the revision of the plat, it will be the responsibility of the applicant to revise the preliminary plat accordingly to meet all engineering related standards. Any major modifications to the preliminary plat will be subject to review by the Planning Commission.

Construction Route

All construction traffic for the site shall use the existing driveway from Columbia Pike until Seabiscuit Lane is constructed. Once Seabiscuit Lane is constructed traffic will use this road during the construction of the market and the restaurant. Once the construction of this site is complete and other sections within the Roderick Place development are approved and platted, all construction will follow a route approved by the Planning Commission at the time of preliminary plat submittal.

Sewer

Connection to the Town's sewer is necessary and the developer will be required to meet all requirements in order to obtain future entitlements. However, the project site was granted 385 sewer taps with the original approval in 2007. At this time, there is limited infrastructure available to connect to the Town's system, therefore; the applicant will be required to evaluate the infrastructure in proximity to the site, prepare a plan to install and connect to the system in a manner that will meet the needs of the proposed project and conform to the Town's requirements. The information will be provided to the Town during the construction plan process and all improvements shall be required to be completed by the applicant.

RECOMMENDATION

The project, as proposed, is consistent with the approvals granted for the Specific Plan; therefore Staff recommends the Planning Commission approve the preliminary plat for the Roderick Market with the following contingencies:

1. Prior to issuance of grading permits, construction plans shall be submitted and approved. Any upgrades to the utility infrastructure necessary for the project shall be incorporated into the construction plans and shall be completed by the applicant including wastewater approval by the Board of Mayor and Aldermen.
2. The construction entrance/route shall be utilized throughout the construction of the project site.
3. Prior to approval of the construction plans, the street section for Columbia Pike to include a southbound left turn lane into the project site and a northbound right turn lane shall be reviewed and approved by Tennessee Department of Transportation (TDOT).
4. All road improvements shall be completed by the Developer in accordance with the traffic study recommendations and conclusions.
5. Any change of use or expansion of the project site shall conform to the requirements set forth within the Zoning Ordinance and shall be approved prior to the implementation of any changes to the project.

ATTACHMENTS

Preliminary Plat

PRELIMINARY PLAT SUBMITTAL

RODERICK PLACE - VILLAGE MARKET

THOMPSON'S STATION, TENNESSEE

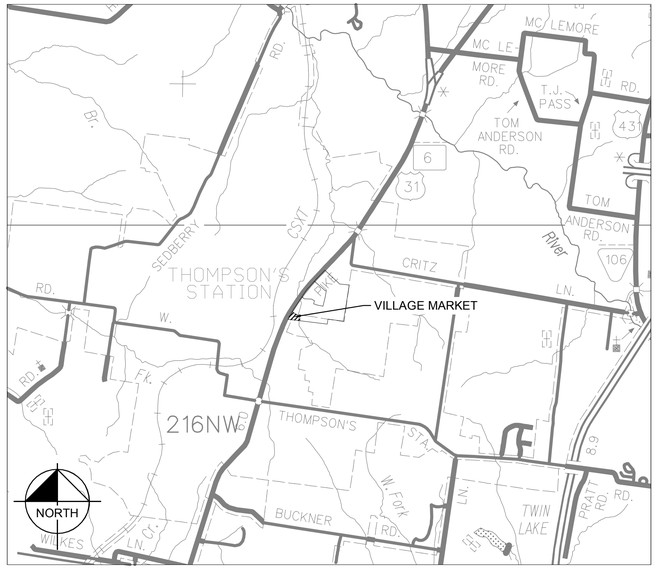
JANUARY 27, 2016; MARCH 1, 2016

SITE DATA TABLE	
PROJECT NAME:	RODERICK PLACE
ADDRESS:	4626/4624 COLUMBIA PIKE
TOWN:	THOMPSON'S STATION
COUNTY:	WILLIAMSON
STATE:	TENNESSEE
TOTAL SITE AREA:	66.3 ACRES (2,888,028 SF)
FRONT SETBACK:	15'
SIDE SETBACK & PUDE:	5'
REAR SETBACK:	15'
REAR PUDE:	5'
EXISTING USE:	RESIDENTIAL
PROPOSED USE:	COMMERCIAL
PROPOSED SINGLE FAMILY:	N/A
SINGLE FAMILY DWELLING UNIT MAX. DENSITY:	N/A
PARCEL INFO:	
PARCEL A:	4626 COLUMBIA PIKE, THOMPSON'S STATION, TN
OWNER	KMK ACRES, LLC
DEED BOOK AND PAGE:	DB 6363, PG 951
TAX MAP AND PARCEL:	MAP 146, PARCEL 15.01
PARCEL B - TO BE SUBDIVIDED:	4624 COLUMBIA PIKE, THOMPSON'S STATION, TN
OWNER	KMK ACRES, LLC
DEED BOOK AND PAGE:	DB 1500, PG 191
TAX MAP AND PARCEL:	MAP 146, PARCEL 15.00
ZONING CLASSIFICATION:	
JURISDICTION:	TOWN OF THOMPSON'S STATION
EXISTING ZONING:	SPECIFIC PLAN - HIGH INTENSITY DISTRIC
LANDSCAPING REGULATIONS:	
REQUIRED OPEN SPACE	2.27 AC. (98,887 SF) - 50%
PROVIDED OPEN SPACE	2.39 AC. (104,209 SF) - 53%
DEVELOPER:	C & L DEVELOPMENT, LLC PO BOX 241 THOMPSON'S STATION, TN 37179 PHONE: (615) 595-5877 CONTACT: LEON HERON
ENGINEER:	KIMLEY-HORN AND ASSOCIATES, INC 214 OCEANSIDE DRIVE NASHVILLE, TN 37204 (615) 564-2701 BRETT CREASMAN, PE

FLOODPLAIN NOTE:
THIS SITE LIES IN ZONE "X" AS DETERMINED AND DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY. NO PORTIONS OF THIS PROJECT FALL WITHIN THE 100 YEAR FLOODPLAIN , PER THE FEMA FIRM MAP NUMBER 47187C0304SF, DATED SEPTEMBER 29, 2006.

OPEN SPACE AND MAINTENANCE:
A THIRD PARTY MAINTENANCE GROUP SET UP BY THE DEVELOPER SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF SQUARES, PARKS, OPEN SPACES, AMENITY AREAS, ALLEYS AND OTHER DESIGNATED PUBLIC SPACES. THE MAINTENANCE OF LANDSCAPING, IRRIGATION, PARK COMPONENTS AND OTHER ITEMS LOCATED WITHIN THE OPEN SPACES SHALL ALSO BE THE RESPONSIBILITY OF THE THIRD PARTY MAINTENANCE GROUP. UPON ACCEPTANCE BY THE CITY, OF THE PUBLIC INFRASTRUCTURE SYSTEM (STREETS, SANITARY SEWER, AND STORM DRAINAGE COMPONENTS) THE TOWN WILL MAINTAIN THOSE COMPONENTS.

SINKHOLE NOTE:
THERE ARE NO KNOWN SINKHOLES WITHIN THIS DEVELOPMENT. IF SINKHOLES SHOULD BE FOUND, THEY SHALL BE REMEDIATED PER TOWN OF THOMPSON'S STATION REGULATIONS.



VICINITY MAP
NOT TO SCALE

PROJECT NARRATIVE:
THE PURPOSE OF THIS PLAT IS TO SUBDIVIDE EXISTING PARCEL 15.00 INTO 1 COMMERCIAL LOT, 2 OPEN SPACE LOTS, 1 FUTURE LOT AND RIGHT OF WAY.

GENERAL NOTES

1. BEARINGS SHOWN HEREON ARE BASED ON TENNESSEE STATE PLANE COORDINATE SYSTEM OF 1983.

2. THE ZONING FOR THIS PROPERTY IS (SP) SPECIFIC PLAN.

3. MINIMUM REQUIRED SETBACK LINES:
YARD FRONTING STREET .....15'
REAR YARD.....15'
SIDE YARD.....5'

4. SUBJECT PROPERTY IS A PORTION OF PARCEL 15.00 AS SHOWN ON WILLIAMSON COUNTY TAX MAP 146.

5. CONTOUR ELEVATION INFORMATION SHOWN AS PROVIDED BY AND DATUM SPOT CHECKED BY HARRAH AND ASSOCIATES.

6. BENCHMARK DESCRIPTION: PK NAIL ON EASTERLY EDGE OF PAVEMENT ON COLUMBIA HIGHWAY.
N538699.543
E1701962.162
ELEVATION = 778.08

7. NO PORTIONS OF THIS PROJECT FALL WITHIN THE 100-YR FLOODPLAIN, AS OBTAINED FROM INFORMATION CONTAINED IN FEMA FIRM COMMUNITY NUMBER 47187. PANEL NO. C03045 F, DATED SEPTEMBER, 29 2006.

PREPARED BY:

Kimley»Horn

214 Oceanside Drive, Nashville, TN 37204
Main: 615.564.2701 | www.kimley-horn.com

Harrah & ASSOCIATES
SURVEYORS • PLANNERS
504 AUTUMN SPRINGS COURT
SUITE B-15
FRANKLIN, TENNESSEE 37067
(615) 778.0863
rogeh@harrahgroup.com

SHEET INDEX	
NUMBER	DESCRIPTION
C0-00	COVER SHEET
C2-01	RODERICK MARKET PRELIMINARY PLAT - OVERALL
C2-02	RODERICK MARKET PRELIMINARY PLAT - ENLARGEMENT
L2.0	NATURAL RESOURCE INVENTORY

ROGER HARRAH LS 2039

UTILITY AND GOVERNING AGENCIES CONTACT LIST

TOWN OF THOMPSON'S STATION
POST OFFICE BOX 100
THOMPSON'S STATION, TN 37179

WATER DEPARTMENT
HB&TS
505 DOWNS BOULEVARD
FRANKLIN, TENNESSEE 37064
(615) 794-7796
CONTACT: TOM PUCKETT

APPLICANT/LANDSCAPE ARCHITECT
KISER+VOGRIN DESIGN
5005 MERIDIAN BLVD. STE. 100
FRANKLIN, TENNESSEE 37067
PHONE: (615) 620-7171
CONTACT: JEFF ROSIAK

OWNER
C & L DEVELOPMENT LLC
PO BOX 241
THOMPSON'S STATION, TN 37179
PHONE: (615) 595-5877
CONTACT: LEON HERON

ELECTRIC
MIDDLE TN ELECTRIC
2156 EDWARD CURD LN.
FRANKLIN, TN 37067
PHONE: (615) 595-4693
CONTACT: DALE HOOD

ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
214 OCEANSIDE DRIVE
NASHVILLE, TENNESSEE 37204
PHONE: (615) 564-2876
CONTACT: BRETT CREASMAN, P.E.

GAS
ATMOS ENERGY
200 NOAH DRIVE
FRANKLIN, TN 37064
PHONE: (615) 794-2596
CONTACT: RON MYATT

SURVEYOR
HARRAH & ASSOC.
504 AUTUMN SPRINGS CT.
FRANKLIN, TN 37067
PHONE: (615) 778-0863
PHONF: (615) 778-0865
CONTACT: ROGER HARRAH, RLS

Tennessee811

PLAN REVISIONS		
REVISION NO.	DATE	REMARKS

FILE NUMBER	SHEET NUMBER	TOTAL SHEETS
11809600	C0-00	4

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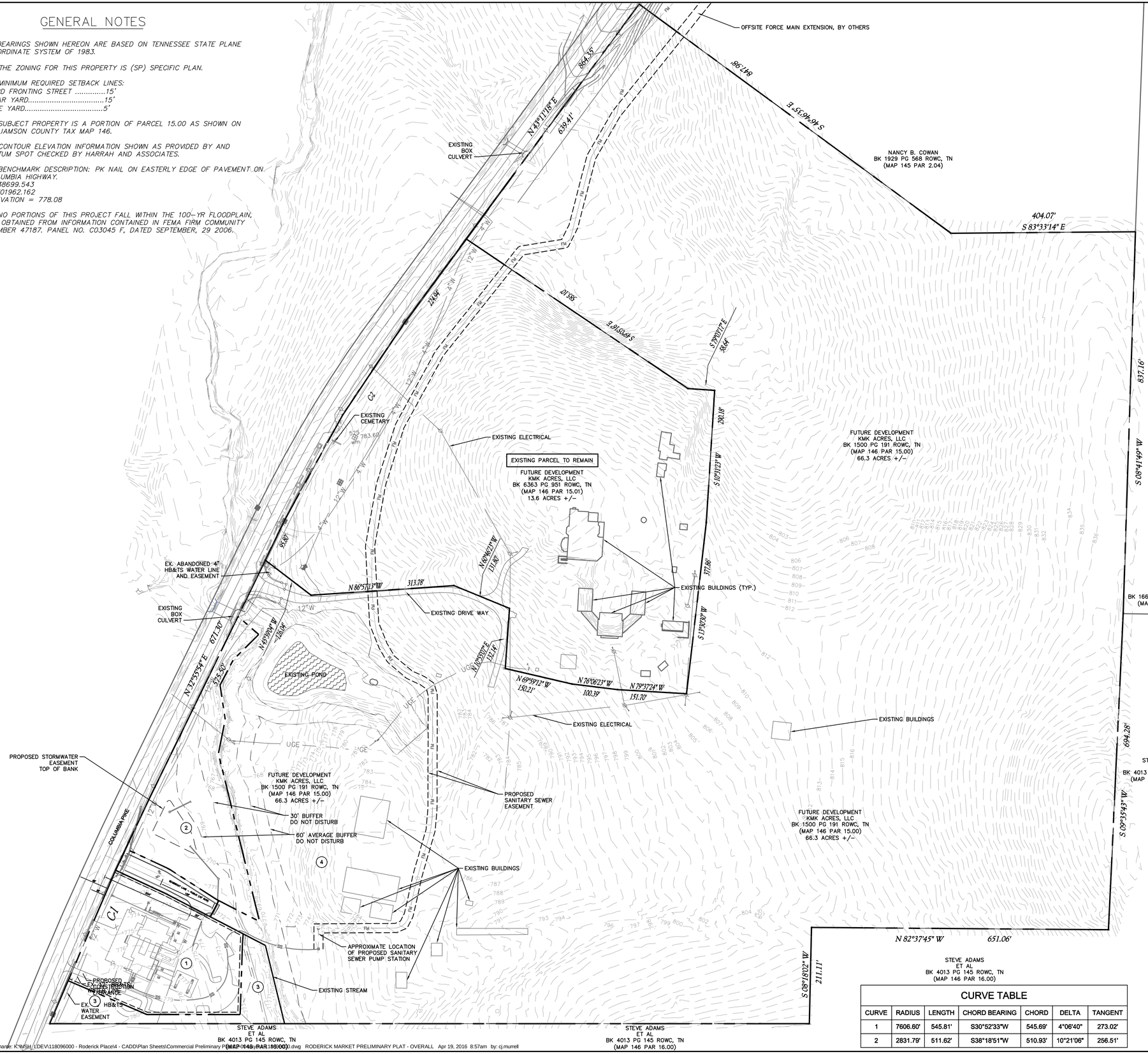

PARCEL AREA TABLE

Parcel #	Area	Segment Lengths	Segment Bearings
1	82723	153.76 204.37 187.79 263.64 123.42 108.04 81.02 23.21	S8° 50' 15.97"W N83° 05' 23.00"W N59° 51' 10.02"W N30° 08' 49.98"E S58° 06' 20.63"E S55° 33' 43.54"E S55° 33' 43.54"E S10° 27' 54.33"W
2	74610	126.85 215.44 223.51 60.28 79.23 62.31 75.92 76.34 379.09 17.86 75.86 6.79 3.27 3.74 120.53 7.87 98.64	N32° 06' 30.13"E N32° 53' 23.13"E N32° 52' 57.11"E S42° 01' 03.75"E S52° 02' 16.92"W S34° 17' 55.12"W S1° 42' 26.49"E S18° 13' 45.05"W S8° 50' 46.44"E N57° 23' 23.72"W N55° 33' 43.54"W N55° 33' 43.54"W N55° 33' 43.54"W N53° 00' 39.45"W N50° 27' 35.37"W N54° 20' 44.15"W N58° 13' 52.92"W
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4	2688185	136.94 126.15 313.78 131.80 132.14 150.21 100.39 151.70 377.86 290.18 58.64 586.26 95.12 544.47 848.46 404.47 837.66 693.76 651.15 211.09 1149.88 176.49 55.11 81.02 40.00 6.79 75.86 17.86 379.09 76.34 75.92 62.31 79.23 60.28	N32° 52' 57.11"E S45° 39' 04.46"E S86° 57' 12.83"E S60° 46' 22.56"E S10° 55' 06.72"W S69° 59' 12.21"E S76° 06' 22.85"E S79° 37' 23.98"E N13° 30' 30.50"E N10° 31' 22.82"E N79° 03' 16.78"W N49° 05' 16.36"W N43° 08' 03.17"E N43° 16' 33.86"E S46° 45' 46.53"E S83° 33' 14.00"E S8° 46' 00.00"W S9° 34' 26.31"W N82° 37' 40.02"W S8° 18' 37.17"W N83° 04' 55.36"W N6° 50' 46.44"W N55° 33' 43.54"W N55° 33' 43.54"W N34° 26' 16.46"E S55° 33' 43.54"E S55° 33' 43.54"E S57° 23' 23.72"E N6° 50' 46.44"W N18° 13' 45.05"E N1° 42' 26.49"W N34° 17' 55.12"E N52° 02' 16.92"E N42° 01' 03.75"W
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CURVE TABLE

CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA	TANGENT
1	7606.60'	545.81'	S30°52'33"W	545.69'	4°06'40"	273.02'
2	2831.79'	511.62'	S38°18'51"W	510.93'	10°21'06"	256.51'

PROPOSED UTILITY LEGEND:

- PROPOSED WATER EASEMENT
- SS — PROPOSED SANITARY SEWER LINE
- W — PROPOSED WATER LINE
- FM — PROPOSED FORCE MAIN
- PROPOSED GATE VALVE
- PROPOSED FIRE HYDRANT ASSEMBLY
- PROPOSED STORM LINE
- PROPOSED STORM INLET

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

Kimley»Horn & Associates
214 Oceanside Dr
Nashville, TN 37204
PHONE: 615 564 2701
www.Kimley-Horn.com

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Harrah & ASSOCIATES
554 AUTUMN SPRINGS COURT
SUITE B-101
FRANKLIN, TENNESSEE 37067
(615) 778-0863
rogerharrah@harrah.com

RODERICK COMMERCIAL
PRELIMINARY PLAT
THOMPSON'S STATION, TENNESSEE

ROGER HARRAH
REGISTERED LAND SURVEYOR
ACKNOWLEDGE
TENNESSEE NO. 2039
7/6/16

No.	REVISIONS	DATE	BY
1	PER TOTS COMMENTS	03/29/2016	

DESIGNED BY:	CJM
DRAWN BY:	CJM
CHECKED BY:	BRC
DATE:	3/1/2016

KHA PROJECT NO.
118096000

RODERICK MARKET PRELIMINARY PLAT - OVERALL

SHEET NUMBER
C2-01

Drawing name: K:\NSH_LDEV\118096000 - Roderick Place\4 - CADD\Plan Sheets\Commercial Preliminary Plat\118096000.dwg RODERICK MARKET PRELIMINARY PLAT - OVERALL Apr 19, 2016 8:57am by: cj.murrell

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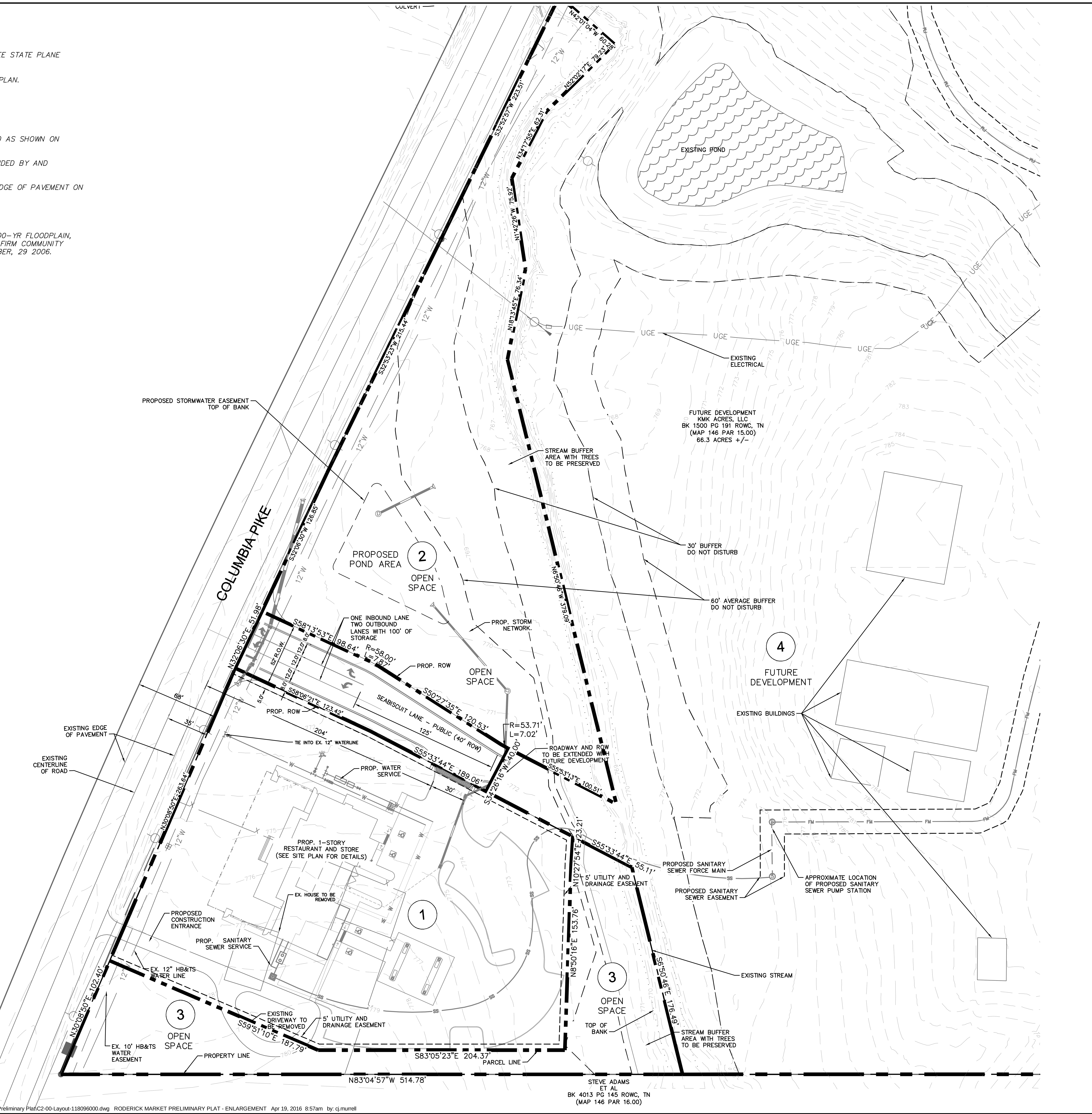

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FRANKLIN, TENNESSEE 37067
(615) 778.0863
rogeh@harrahgroup.com

RODERICK COMMERCIAL PRELIMINARY PLAT

THOMPSON'S STATION, TENNESSEE

ROGER HARRAH
REGISTERED LAND SURVEYOR
AGRICULTURE COMMERCE
TENNESSEE NO. 2039

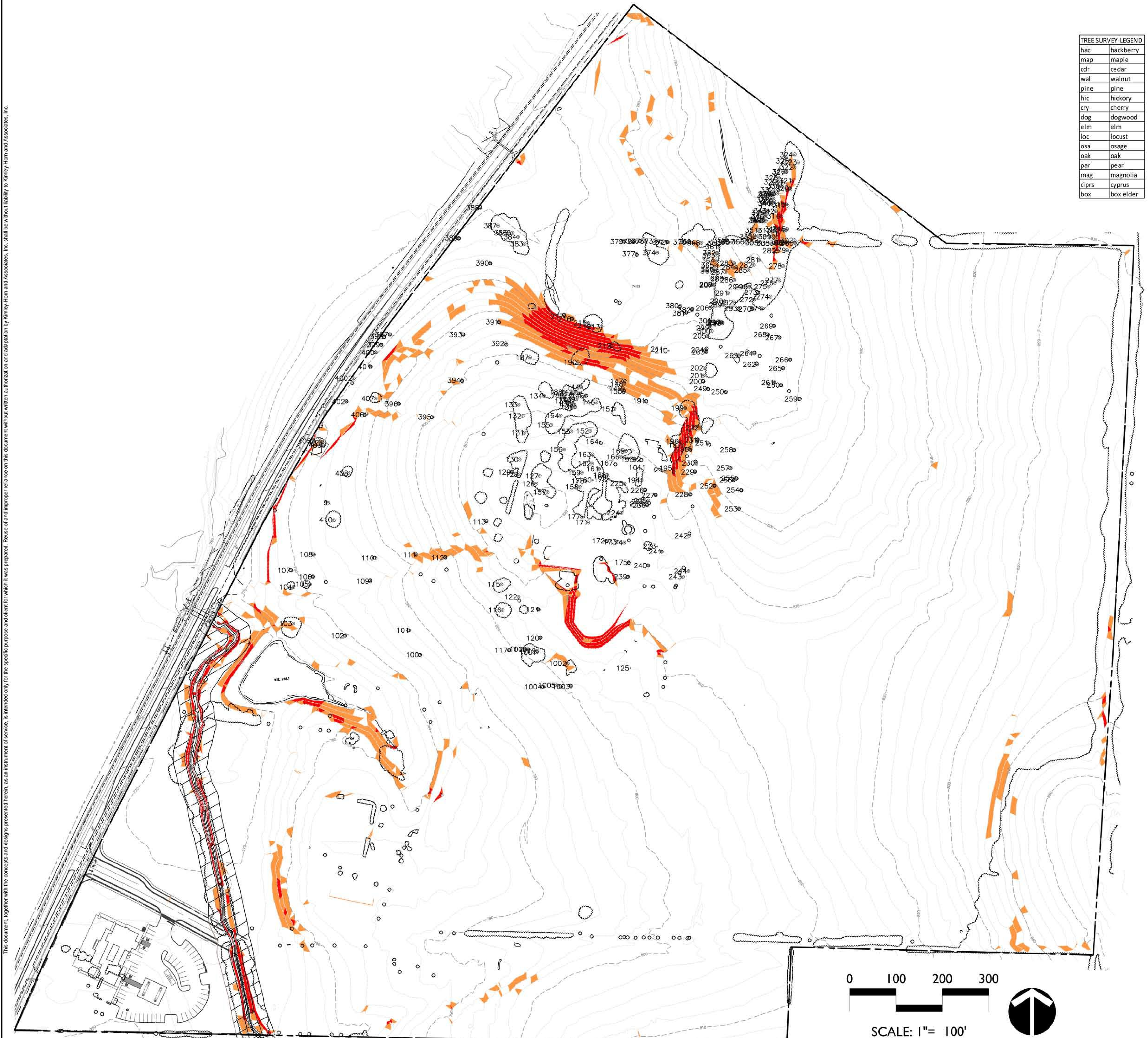
No.	REVISIONS	DATE	BY
1	PER TOTS COMMENTS	03/29/2016	

DESIGNED BY:	CJM
DRAWN BY:	CJM
CHECKED BY:	BRC
DATE:	3/1/2016

KHA PROJECT NO.
118096000

RODERICK MARKET PRELIMINARY PLAT - ENLARGEMENT

SHEET NUMBER
C2-02



TREE SURVEY-LEGEND

hac	hackberry
map	maple
cdr	cedar
wal	walnut
pine	pine
hic	hickory
cry	cherry
dog	dogwood
elm	elm
loc	locust
osa	osage
oak	oak
par	pear
mag	magnolia
ciprs	cyprus
box	box elder

TREE SURVEY-POINT DESCRIPTION

Point #	Description	Point #	Description	Point #	Description	Point #	Description
100	51 hac	201	24 hac	302	14 elm	389	22 wal
101	60 tree	202	12 hac	303	28 wal	390	20 map
102	6 map	203	12 elm	304	16 wal	391	12 hic
103	36 cdr	204	22 hac	305	10 hac	392	18 oak
104	10 ciprs	205	20 wal	306	20 hac	393	6 par
105	10 ciprs	206	20 hac	307	10 hac	394	14 oak
106	12 hac	207	20 wal	308	14 hac	395	6 oak
107	15 map	208	16 hac	309	10 wal	396	10 map
108	17 oak	209	8 hac	310	6 hac	397	20 wal
109	10 red map	210	24 hac	311	20 wal	398	18 wal
110	60 hic	211	26 hac	312	30 map	399	6 dog clust
111	11 cry	212	10 map clust	313	12 wal	400	6 dog clust
112	16 cry	213	20 hac	314	8 hac tri	401	8 dog tri
113	25 tree	214	24 wal	315	12 elm	402	6 par
114	25 wall	215	18 hac	316	10 hac	403	28 hac
115	14 map	216	24 hac	317	10 hac	404	30 hac
116	16 map	217	28 hac	318	18 hac	405	12 dog
117	14 wal	226	20 wal	319	10 hac	406	12 cry
118	16 pine	227	18 wal	320	10 hac	407	8 mag
119	18 map	228	38 hac	321	24 hac	408	12 oak
120	16 wal	229	18 hac	322	24 cry	410	8 mag clust
121	21 hic	230	18 hac	323	32 hac		
122	12 map clust	231	12 wal	324	28 hac		
126	17 mag	232	24 elm	325	8 hac		
127	48 mag	235	16 wal	326	6 hac		
128	22 wal	236	22 wal	327	26 hac		
129	18 hac	237	8 wal	328	18 hac		
130	24 mag twn	238	14 wal	329	26 wal		
131	46 hic	239	16 wal	330	20 wal		
132	17 pine	240	8 map	331	12 hac		
133	50 hol clust	241	8 map	332	14 hac tri		
134	52 hic	242	20 wal	333	14 hac		
135	15 wal	243	22 wal	334	12 hac		
136	15 wal	244	20 wal	335	8 hac twn		
137	15 wal	249	24 wal	336	14 hac		
138	12	250	24 wal	337	6 hac		
139	16 wal	251	26 wal	338	8 hac		
140	7 wal	252	20 wal	339	20 hac		
141	7 wal	253	26 wal	340	12 hac twn		
142	14 wal	254	24 wal	341	20 hac		
143	14 wal	255	22 wal	342	10 elm		
144	36 wal	256	16 wal	343	8 hac		
145	36 wal twn	257	22 wal	344	12 hac		
146	24 map clust	258	28 wal	345	30 hac		
147	24 wal	259	28 wal	346	8 hac		
148	6 wal	260	18 wal	347	12 hac		
149	10 wal	261	22 wal	348	14 oak		
150	72 wal clust	262	18 wal	349	16 hac		
151	17 map	263	20 wal	350	6 hac twn		
152	10 map	264	24 wal	351	12 hac tri		
153	15 map	265	24 wal	352	16 hac twn		
154	15 map	266	24 wal	353	16 map		
155	15 hic	267	26 wal	354	12 wal		
156	25 elm	268	26 wal	355	10 hac		
157	60 hic	269	26 wal	356	12 hac		
158	10 box	270	28 wal	357	16 hac		
159	40 mag clust	271	15 wal	358	12 hac		
160	16 mag clust	272	32 hac	359	14 hac		
161	10 pine	273	16 hac	360	12 cry		
162	10 map	274	16 wal	361	18 wal		
163	8 wal	275	6 loc	362	14 hac		
164	20 dog clust	276	24 wal	363	20 hac		
165	24 wal	277	8 osa clust	364	14 hac		
166	24 wal	278	18 wal	365	14 hac twn		
167	18 wal	279	20 elm	366	16 hac		
168	16 wal	280	18 hac	367	14 hac		
169	8 wal	281	16 wal	368	34 hac		
170	24 wal	282	16 hac	369	26 hac		
171	8 dog	283	12 wal	370	14 hac		
172	30 hic	284	16 wal	371	26 hac		
173	14 map	285	28 hac	372	14 hac		
174	32 wal	286	12 wal	373	32 hac		
175	24 wal	287	8 wal	374	20 osa twn		
187	10 mag clust	288	12 wal	375	28 hac		
188	12 wal	289	16 wal	376	22 hac		
189	10 wal	290	18 wal	377	40 wal		
190	22 oak	291	14 wal	378	30 hac		
191	18 map	292	14 wal	379	26 hac		
192	20 wal	293	28 hac	380	12 hic		
193	18 wal	294	12 wal	381	24 hac		
194	20 mag	295	18 hac	382	26 elm		
195	30 wal	296	14 hac	383	20 pine		
196	18 map	297	12 hac	384	16 pine		
197	22 map	298	18 hac	385	16 pine		
198	24 hac	299	18 hac	386	16 pine		
199	30 map	300	24 hac	387	20 pine		
200	24 elm	301	14 hac twn	388	22 wal		

SLOPE ANALYSIS

NUMBER	COLOR	RANGE BEG.	RANGE END
1	(orange)	15.00%	24.99%
2	(red)	25.00%	100.00%

Kimley-Horn
214 Oceanside Dr
Nashville, TN 37204
Main: 615.564.2701
www.kimley-horn.com

KV+D
KISER VOGRIN DESIGN
5005 Meridian Blvd. Ste. 100
Franklin, TN 37067
Main: 615.813.0864
www.kiservogrin.com

RODERICK COMMERCIAL PRELIMINARY PLAT

THOMPSON'S STATION, TENNESSEE

JEFFREY A. ROSIAK
REGISTERED
AGRICULTURE
COMMERCE
TENNESSEE NO. 698
LANDSCAPE ARCHITECT
01.27.16

REVISIONS

No.	DATE	BY

DESIGNED BY: DK
DRAWN BY: KL
CHECKED BY: JR
DATE: 1/27/2016
KVD PROJECT NO. 14046

NATURAL RESOURCE INVENTORY

SHEET NUMBER
L2.0

SITE DATA

PROJECT NAME: WHISTLE STOP VILLAGE
LOCATION: PARCEL 40, TAX MAP 146
ZONING: PN (PLANNED NEIGHBORHOOD)

	ACRES
LOT AREA	51.63
OPEN SPACE	65.9
RIGHTS OF WAY	13.92
TOTAL AREA	131.45

TOTAL SITE AREA: +/-131.45 AC
TOTAL SITE (144.58 AC) - CSX ROW (13.13 AC)

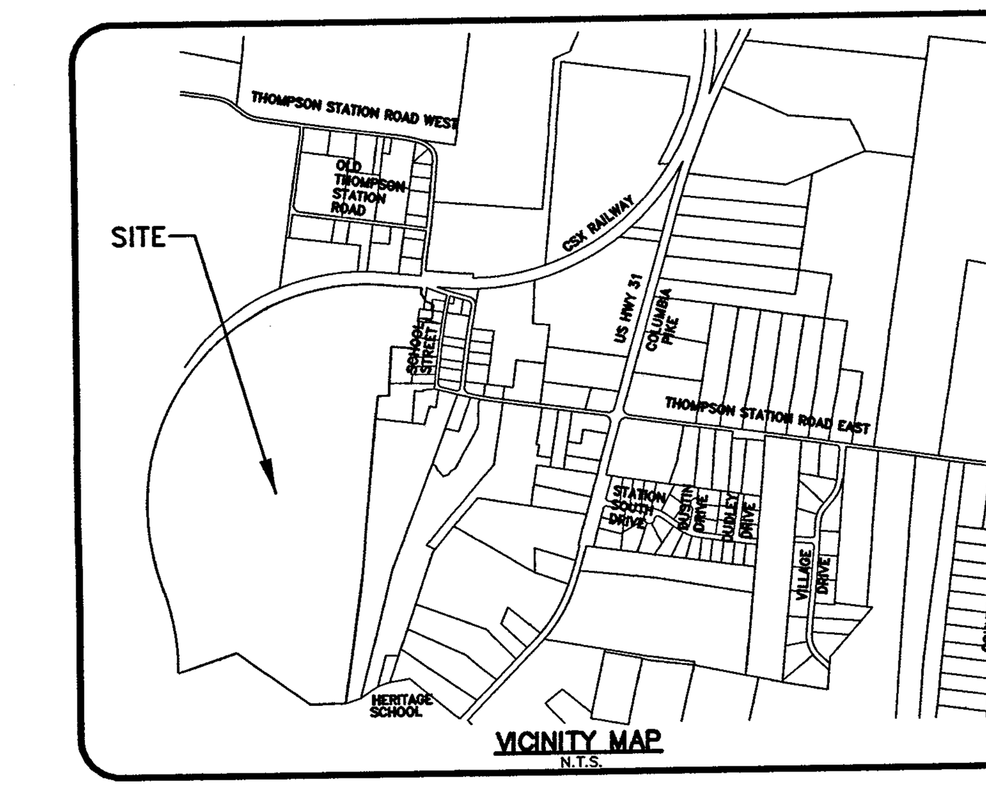
TOTAL ALLOWED DENSITY: 3 DUA
APPROVED WITH 2009 DEVELOPMENT PLAN

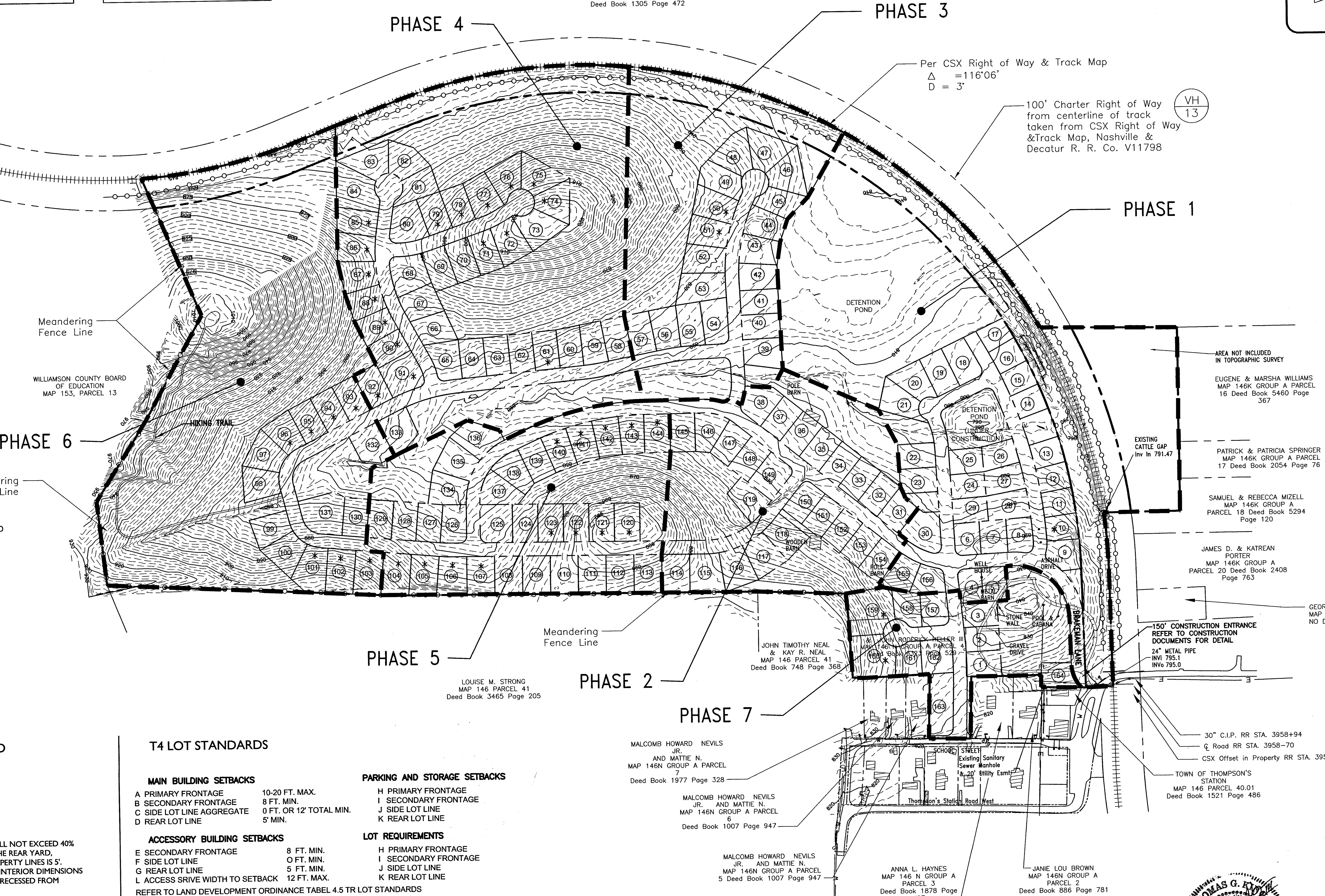
TOTAL PROPOSED HOMES: 164 (0.80 DUA)
SINGLE FAMILY LOT TYPE A: 80' X 130' (TYPICAL)

REQUIRED OPEN SPACE: 50%,
PROVIDED OPEN SPACE: 52%,

OPEN SPACE

	SQUARE FEET	ACRES
A	176,042	4.04
B	11,753	0.27
C	4,042	0.09
D	87,726	2.01
E	40,132	0.92
F	7,009	0.16
G	59,895	1.38
H	1,524,702	35.00
I	94,218	2.16
J	248,343	5.70
K	169,252	3.89
L	3,150	0.07
M	445,050	10.22
	TOTAL	65.9 AC





LEGEND

Iron Rod Existing – iron rod (ex)
Iron Rod Set – iron rod (s)
Deed Call – (100.00')
Fence –
Property Line –
Railroad Track
Utility Pole w guy wire
Trees greater than 20"

SURVEY NOTES:

1. SURVEYOR'S LIABILITY FOR THE DOCUMENT SHALL BE LIMITED TO THE ORIGINAL PURCHASER AND DOES NOT EXTEND TO ANY UNNAMED PERSON OR ENTITIES WITHOUT AN EXPRESSED RE-CERTIFICATION BY WHOSE SIGNATURE APPEARS UPON THE SURVEY.
2. PARCEL NUMBERS SHOWN THUS (00) REFER TO WILLIAMSON COUNTY TAX MAP 146 PARCEL 40 AND MAP 146 N GROUP A PARCEL 4.
3. ALL DISTANCES WERE MEASURED WITH E.D.M. AND GPS EQUIPMENT AND HAVE BEEN ADJUSTED FOR TEMPERATURE.
4. THE PROPERTY DOES NOT LIE WITHIN THE 100 YEAR FLOOD PLANE AND ARE DETERMINED TO BE IN ZONE X AS PER FIRM PANEL NUMBER 47187C0345F, DATED 09-29-06.
5. THIS SURVEYOR WAS NOT PROVIDED WITH A TITLE COMMITMENT. THEREFORE SUBJECT TO THE FINDINGS OF A DETAILED TITLE SEARCH.
6. PRIOR TO ANY CONSTRUCTION, EXCAVATION OR ANY DISTURBANCE OF THE EXISTING GROUND ELEVATION, THE OWNER AND/OR CONTRACTOR SHOULD ASSUME RESPONSIBILITY OF CONTACTING THE LOCAL UTILITY AUTHORITIES FOR EXACT LOCATION OF UNDERGROUND GAS LINES, TELEPHONE AND ELECTRIC CABLES AND WATER LINES ETC., TO AVOID ANY HAZARD OR CONFLICT. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENT ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN THREE (3) NOR MORE THAN TEN (10WORKING DAYS PRIOR TO THE DATE OF EXCAVATION AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. TENNESSEE ONE CALL 1-800-366-1987.
7. PROPERTY DATA TAKEN FROM DEED OF RECORD AND DEEDS FROM ADJOINING PROPERTIES AS NOTED CURRENT DEED OF RECORD FOR PARCEL 40 BEING RECORDED IN DEED BOOK 5775 PAGE 532 REGISTER OFFICE WILLIAMSON COUNTY TENNESSEE.
8. EASEMENT GRANTED TO MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORPORATION OF RECORD IN BOOK 1971, PAGE 174 R.O.W.C.T.
9. CSX INFORMATION TAKEN FOR MAPS PROVIDED BY CXS RAILROAD COMPANY. "RIGHT OF WAY AND TRACK MAP NASHVILLE AND DECATUR R.R. CO. OPERATED BY LOUISVILLE AND NASHVILLE R.R. CO SHEETS V11798 AND V11799 DATED JUNE 30, 1917. FENCE OWNED BY R.R. COMPANY.
10. UTILITIES SHOWN WERE TAKEN FROM FIELD LOCATIONS THAT WERE APPARENT AND COPIED FROM APPROPRIATE GOVERNING AGENCIES MAPS ARE APPROXIMATE AT BEST. THERE MAY BE UTILITIES, THE EXISTENCE OF WHICH ARE UNKNOWN TO THE SURVEYOR.
11. ALL SIDEWALKS, OPEN SPACE, STREET TREES AND DRAINAGE IMPROVEMENT TO BE MAINTAINED BY THE HOME OWNERS ASSOCIATION.
12. ALL OPEN SPACE MAY BE USED AS PUBLIC UTILITY AND DRAINAGE EASEMENT.

* ASTRIC REPRESENTS CRITICAL LOT AND WILL BE SUBJECT TO ENGINEERING SITE PLAN AND FOOTING DETAIL.

PARCEL ID: 146 04000
OWNED BY: WHISTLE STOP FARMS, LLC
WILLIAMSON CO. TAX MAP 146
PARCEL 40
DEED REFERENCE: BOOK 5775,
PAGE 532
ZONING: PLANNED NEIGHBORHOOD

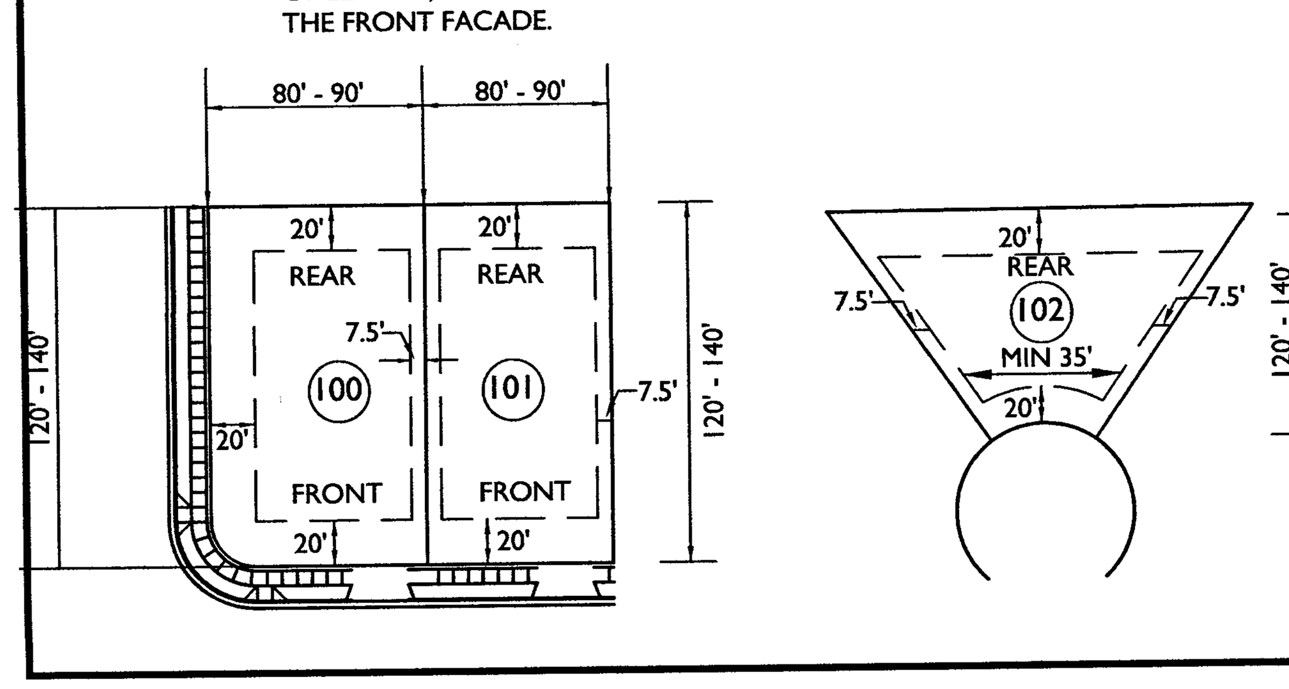
PARCEL ID: 146N A00400
OWNED BY: JOHN RODERICK HELLER, III
WILLIAMSON CO. TAX MAP 146N
PARCEL 40N
DEED REFERENCE: BOOK 6323,
PAGE 529
ZONING: T4

PLANNED NEIGHBORHOOD TYPICAL LOT DIAGRAMS

SINGLE FAMILY LOT

SINGLE FAMILY LOT STANDARDS:
FRONT SET BACK: 20' MIN.
SIDE YARD SETBACK: 7.5' MIN.
REAR YARD SETBACK: 20' MIN.

1. LOT COVERAGE (FOOTPRINT OF ALL STRUCTURES) SHALL NOT EXCEED 40%
2. ALL ACCESSORY STRUCTURES SHALL BE LOCATED IN THE REAR YARD, MINIMUM DISTANCE FROM HOME AND SIDE/REAR PROPERTY LINES IS 5'.
3. GARAGE STANDARDS: 2 CAR GARAGE WITH MINIMUM INTERIOR DIMENSIONS OF 22' X 22'. ALL FRONT LOADED GARAGES SHALL BE RECESSED FROM THE FRONT FACADE.



T4 LOT STANDARDS

MAIN BUILDING SETBACKS

A PRIMARY FRONTAGE	10-20 FT. MAX.
B SECONDARY FRONTAGE	8 FT. MIN.
C SIDE LOT LINE AGGREGATE	0 FT. OR 12' TOTAL MIN.
D REAR LOT LINE	5' MIN.

ACCESSORY BUILDING SETBACKS

E SECONDARY FRONTAGE	8 FT. MIN.
F SIDE LOT LINE	O FT. MIN.
G REAR LOT LINE	5 FT. MIN.
L ACCESS SRIVE WIDTH TO SETBACK	12 FT. MAX.

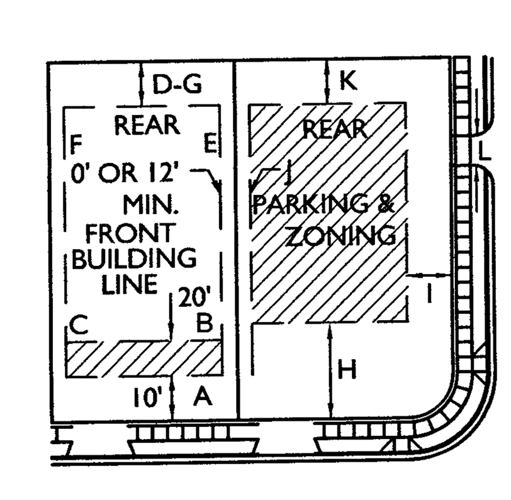
PARKING AND STORAGE SETBACKS

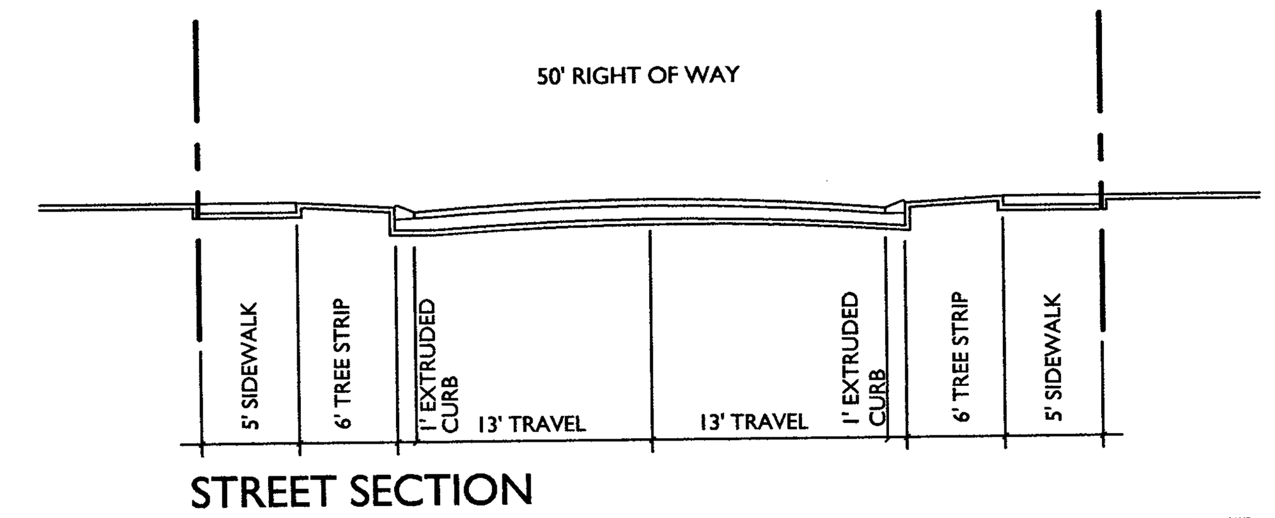
H PRIMARY FRONTAGE
I SECONDARY FRONTAGE
J SIDE LOT LINE
K REAR LOT LINE

LOT REQUIREMENTS

H PRIMARY FRONTAGE
I SECONDARY FRONTAGE
J SIDE LOT LINE
K REAR LOT LINE

REFER TO LAND DEVELOPMENT ORDINANCE TABEL 4.5 TR LOT STANDARDS





STREET SECTION

PLANNED NEIGHBORHOOD DISTRICT

MINIMUM SITE AREA	RESIDENTIAL	COMMERICAL	REQUIRED OPEN SPACE	DENSITY
50 ACRES	100%	20%	50%	2.0

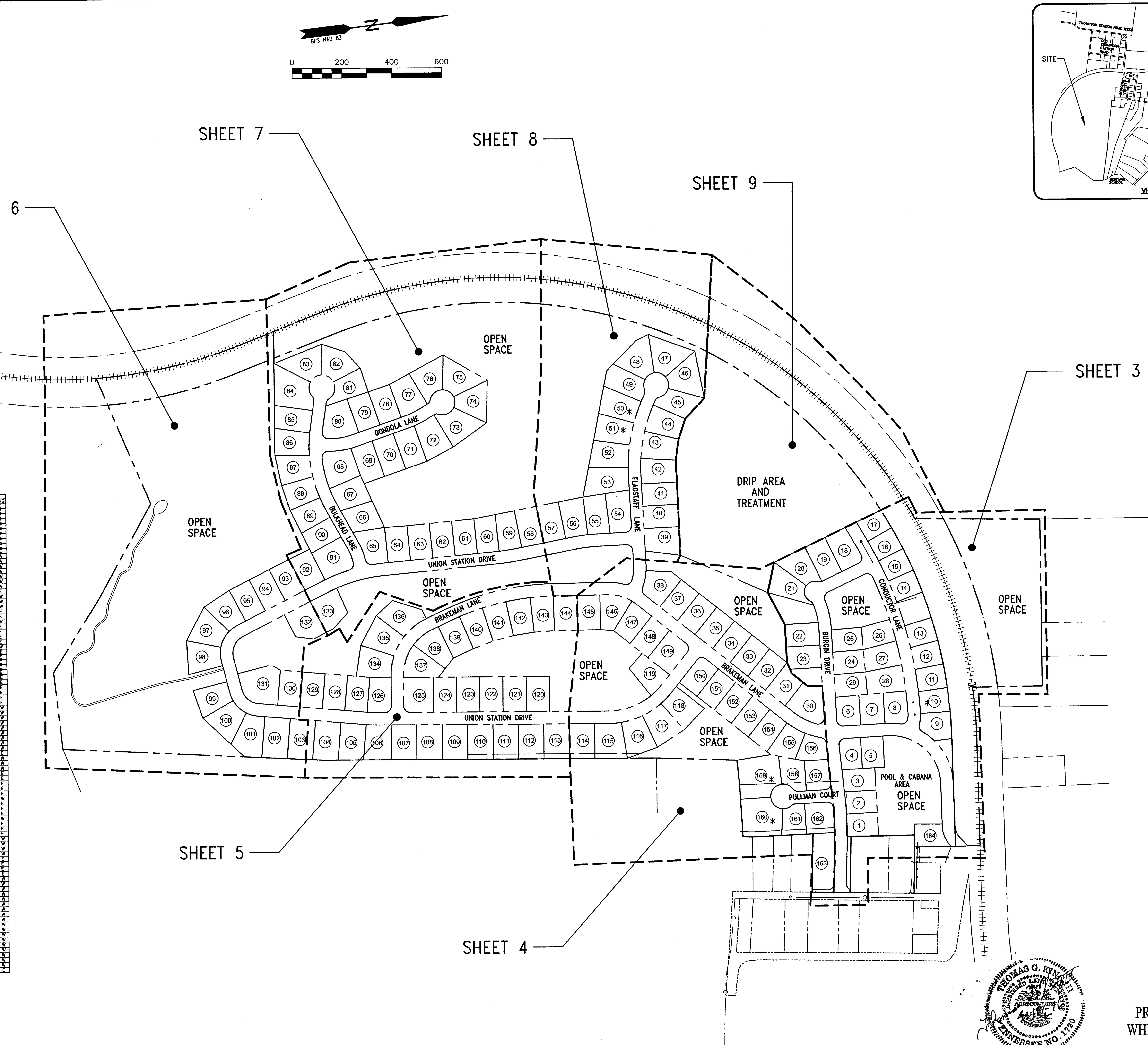
THOMAS G. KNOX III REGISTERED LAND SURVEYOR AGRICULTURE COMMERCE TENNESSEE NO. 1720

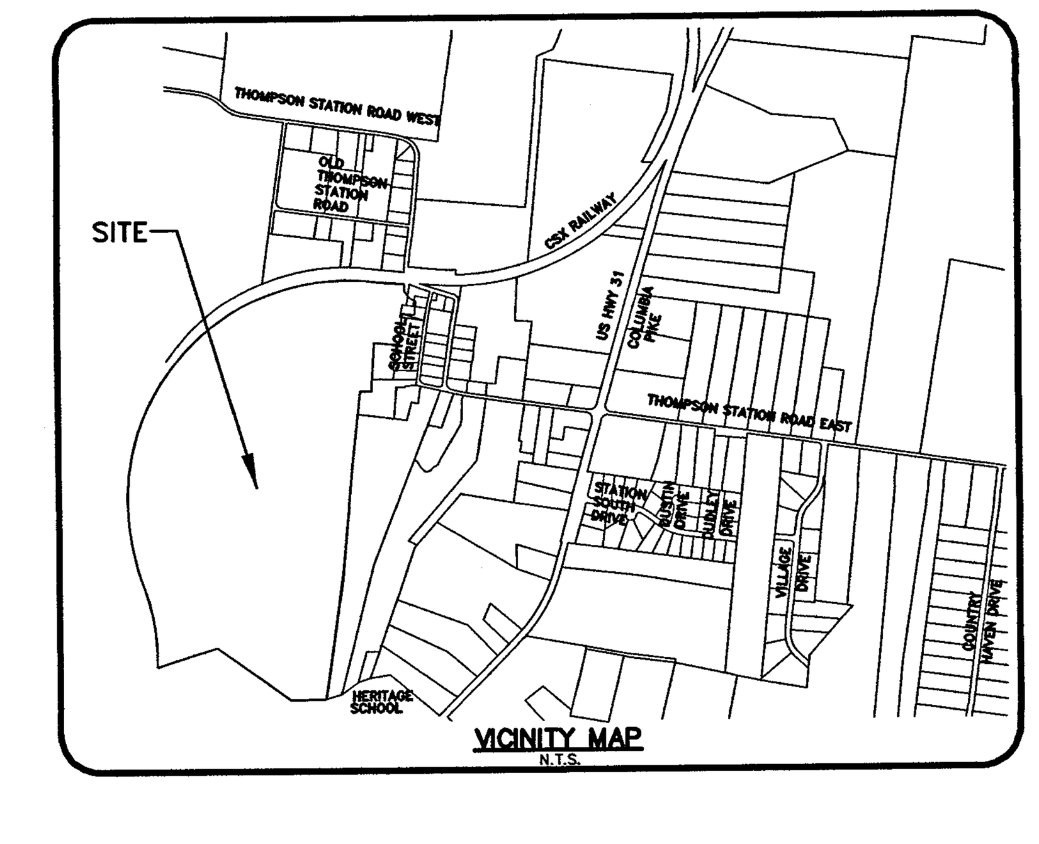
PRELIMINARY PLAT
WHISTLE STOP FARMS

TOWN OF THOMPSON'S STATION,
4th CIVIL DISTRICT WILLIAMSON COUNTY, TENNESSEE

WHISTLE STOP FARMS, LLC
144 SOUTHEAST PARKWAY
SUITE 230
FRANKLIN, TN 37064
PHONE (615) 567-4424

REVISED 04/14/16
DATE 03/23/16





CURVE TABLE					
CURVE	DELTA ANGLE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1	42°56'00.10"	100.00'	74.93'	73.19'	S 74°09'39" W
C2	91°51'42.19"	225.00'	360.74'	323.33'	N 49°41'48" E
C3	41°56'21.25"	300.00'	219.59'	214.72'	N 24°44'08" E
C4	39°36'34.51"	200.00'	138.26'	135.53'	N 25°54'01" E
C5	24°27'21.77"	1025.00'	437.51'	434.20'	N 06°07'57" W
C6	64°36'02.01"	225.00'	253.69'	240.46'	N 50°39'39" W
C7	23°23'43.03"	100.00'	40.83'	40.55'	N 74°41'41" W
C8	26°37'05.36"	1565.00'	727.06'	720.54'	S 80°17'55" W
C9	18°51'57.67"	321.00'	105.70'	105.22'	N 84°34'00" E
C10	7°21'23.09"	1475.00'	189.38'	189.25'	N 85°16'07" W
C11	10°17'25.01"	175.00'	31.43'	31.39'	S 08°54'40" W
C12	51°20'01.71"	300.00'	268.78'	259.88'	N 18°37'41" W
C13	70°56'47.81"	100.00'	123.83'	116.06'	N 47°20'59" E
C14	77°03'06.35"	100.00'	134.48'	124.57'	S 58°39'04" E
C15	21°35'25.95"	650.00'	244.94'	243.49'	S 09°19'48" E
C16	5°34'34.66"	650.00'	63.26'	63.24'	N 01°19'22" W
C17	8°21'14.19"	650.00'	94.77'	94.69'	N 00°03'58" E
C18	31°09'14.65"	200.00'	108.75'	107.41'	N 70°10'48" W
C19	33°13'04.67"	650.00'	376.85'	371.59'	S 69°08'53" E
C20	15°47'10.63"	200.00'	55.10'	54.93'	S 76°03'31" W
C21	37°00'06.28"	500.00'	322.90'	317.32'	N 86°39'59" E
C22	20°02'03.06"	300.00'	104.90'	104.37'	N 02°09'49" W
C23	11°46'28.95"	300.00'	61.65'	61.54'	N 18°04'05" W
C24	42°56'00.10"	75.00'	56.20'	54.89'	S 74°09'39" W
C25	58°11'34.52"	250.00'	253.91'	243.14'	S 66°31'52" W
C26	91°51'42.19"	200.00'	320.66'	287.40'	S 49°41'48" W
C27	51°20'01.71"	275.00'	246.38'	238.23'	S 18°37'41" E
C28	77°03'06.35"	75.00'	100.86'	93.43'	N 58°39'04" W
C29	21°35'25.95"	625.00'	235.52'	234.13'	N 09°19'48" W
C30	5°34'34.66"	675.00'	65.69'	65.67'	N 01°19'22" W
C31	8°21'14.19"	625.00'	91.13'	91.05'	N 00°03'58" E
C32	90°00'00.00"	25.00'	39.27'	35.36'	N 49°14'35" E
C33	19°49'40.31"	175.00'	60.56'	60.26'	S 75°50'35" E
C34	89°06'18.32"	25.00'	38.88'	35.08'	S 21°22'36" E
C35	17°04'49.44"	225.00'	67.07'	66.83'	S 14°38'09" W
C36	24°27'21.77"	1050.00'	448.18'	444.79'	S 06°07'57" E
C37	65°58'25.64"	25.00'	28.79'	27.22'	N 65°25'22" E
C38	91°01'16.20"	25.00'	39.72'	35.67'	S 26°52'00" W
C39	86°24'30.76"	25.00'	37.70'	34.23'	S 61°50'54" E
C40	19°03'08.11"	346.00'	115.05'	114.52'	N 84°28'25" E
C41	20°18'41.97"	2010.00'	712.56'	708.83'	N 79°42'52" E
C42	100°35'12.30"	1810.00'	3177.58'	2784.96'	N 35°38'47" E
C43	82°35'41.30"	1910.00'	2753.36'	2521.08'	N 26°39'01" E
C44	16°33'11.65"	1810.00'	522.92'	521.11'	N 06°22'13" W
C45	17°54'42.90"	1910.00'	597.11'	594.68'	N 05°41'28" W
C46	6°06'05.03"	1910.00'	203.39'	203.30'	S 87°25'23" E
C47	42°55'54.18"	125.00'	93.66'	91.49'	S 74°09'42" W
C48	14°05'25.17"	250.00'	61.48'	61.33'	S 44°28'48" W
C49	76°33'32.59"	25.00'	33.41'	30.97'	S 75°42'51" W
C50	20°23'10.34"	125.00'	44.48'	44.24'	N 76°11'58" W
C51	3°08'00.35"	1590.00'	86.96'	86.94'	N 87°57'33" W
C52	3°14'34.20"	1590.00'	89.99'	89.98'	S 88°51'10" W
C53	3°14'37.31"	1590.00'	90.01'	90.00'	S 85°36'34" W
C54	3°14'30.52"	1590.00'	89.96'	89.95'	S 82°22'00" W
C55	3°40'48.58"	1590.00'	102.13'	102.11'	S 78°54'21" W
C56	3°14'32.94"	1590.00'	89.98'	89.97'	S 75°26'40" W
C57	3°14'12.86"	1590.00'	89.83'	89.81'	S 72°12'17" W
C58	3°14'35.70"	1590.00'	90.00'	89.99'	S 68°57'53" W
C59	0°21'28.17"	1581.04'	9.87'	9.87'	S 67°23'37" W
C60	1°36'16.88"	1540.00'	43.13'	43.13'	N 67°47'30" E
C61	92°45'42.68"	25.00'	40.47'	36.20'	S 65°01'30" E
C62	42°23'57.73"	23.00'	17.02'	16.63'	S 02°33'20" W
C63	70°22'03.70"	42.00'	51.58'	48.40'	S 11°25'43" E
C64	100°39'12.43"	42.00'	73.78'	64.65'	N 83°03'39" E
C65	50°49'39.19"	23.99'	21.28'	20.59'	N 58°08'53" E
C66	14°08'49.50"	296.00'	73.09'	72.90'	N 82°12'26" E
C67	4°43'08.18"	296.00'	24.38'	24.37'	S 88°21'35" E
C68	109°25'13.93"	25.00'	47.74'	40.81'	S 31°17'24" E
C69	90°14'01.48"	25.00'	39.37'	35.43'	N 48°52'58" E
C70	12°38'02.56"	250.00'	55.13'	55.01'	N 10°04'59" E
C71	88°17'02.77"	25.00'	38.52'	34.82'	N 27°44'32" W
C72	14°30'29.87"	75.00'	18.99'	18.94'	N 79°08'18" W
C73	3°28'22.33"	1540.00'	93.34'	93.33'	N 88°07'44" W
C74	3°57'31.72"	1540.00'	106.41'	106.38'	S 88°09'19" W
C75	3°39'10.37"	1540.00'	98.18'	98.17'	S 84°20'58" W
C76	3°21'01.31"	1540.00'	90.05'	90.04'	S 80°50'52" W
C77	6°47'43.87"	1540.00'	182.65'	182.54'	S 75°46'30" W
C78	92°42'45.63"	25.00'	40.45'	36.18'	S 42°35'26" E
C79	2°46'20.64"	1500.00'	72.58'	72.57'	S 87°33'38" E
C80	3°24'23.72"	1500.00'	89.18'	89.17'	S 84°28'16" E
C81	1°10'38.74"	1500.00'	30.82'	30.82'	S 82°10'45" E
C82	89°40'18.87"	25.00'	39.13'	35.25'	S 36°45'16" E
C83	1°47'44.47"	1450.00'	45.44'	45.44'	N 82°29'17" W
C84	3°56'31.88"	1450.00'	99.77'	99.75'	N 85°21'26" W
C85	88°54'21.12"	25.00'	38.79'	35.02'	S 48°13'08" W
C86	4°18'51.19"	200.00'	15.06'	15.06'	S 05°55'23" W
C87	43°27'17.84"	25.00'	18.96'	18.51'	S 13°38'50" E
C88	45°10'35.78"	50.00'	39.42'	38.41'	S 12°47'11" E
C89	83°54'11.40"	50.00'	73.22'	66.85'	S 51°45'12" W
C90	87°15'41.80"	50.00'	76.15'	69.00'	N 42°39'51" W
C91	32°41'00.93"	50.00'	28.52'	28.14'	N 44°06'01" E
C92	55°56'34.37"	25.00'	24.41'	23.45'	N 32°28'14" E
C93	12°14'43.10"	9.00'	1.92'	1.92'	N 04°07'57" E

CURVE TABLE					
CURVE	DELTA ANGLE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C94	92°42'45.63"	25.00'	40.45'	36.18'	S 42°35'26" E
C95	73°40'13.17"	25.00'	32.14'	29.98'	N 54°13'05" E
C96	11°43'43.27"	325.00'	66.53'	66.41'	N 23°14'50" E
C97	14°53'26.37"	325.00'	84.46'	84.23'	N 36°33'25" E
C98	1°42'10.40"	325.00'	9.66'	9.66'	N 44°51'13" E
C99	90°00'00.00"	25.00'	39.27'	35.36'	N 00°42'19" E
C100	90°00'00.00"	25.00'	39.27'	35.36'	S 89°17'41" E
C101	6°42'34.67"	175.00'	20.49'	20.48'	N 42°21'01" E
C102	32°53'59.85"	175.00'	100.49'	99.11'	N 22°32'44" E
C103	5°24'44.52"	1000.00'	94.46'	94.43'	N 03°23'22" E
C104	5°37'35.53"	1000.00'	98.20'	98.16'	N 02°07'48" W
C105	5°37'35.53"	1000.00'	98.20'	98.16'	N 07°45'24" W
C106	5°37'35.53"	1000.00'	98.20'	98.16'	N 13°22'59" W
C107	2°09'50.68"	1000.00'	37.77'	37.77'	N 17°16'42" W
C108	27°35'46.55"	200.00'	96.33'	95.40'	N 32°09'31" W
C109	37°00'15.45"	200.00'	129.17'	126.94'	N 64°27'32" W
C110	90°00'00.00"	25.00'	39.27'	35.36'	S 52°02'20" W
C111	12°35'09.85"	275.00'	60.41'	60.29'	S 38°00'07" E
C112	10°35'13.90"	325.00'	60.05'	59.97'	N 39°00'05" W
C113	15°46'37.56"	325.00'	89.49'	89.21'	N 25°49'09" W
C114	15°46'37.56"	325.00'	89.49'	89.21'	N 10°02'31" W
C115	9°11'32.69"	325.00'	52.14'	52.09'	N 02°26'34" E
C116	4°50'14.96"	525.00'	44.33'	44.31'	N 09°27'28" E
C117	4°50'14.96"	475.00'	40.10'	40.09'	S 09°27'28" W
C118	90°00'00.00"	25.00'	39.27'	35.36'	S 37°57'40" E
C119	17°56'53.40"	250.00'	78.31'	77.99'	S 73°59'13" E
C120	19°49'11.38"	250.00'	86.48'	86.05'	S 55°06'11" E
C121	26°49'06.82"	250.00'	117.02'	115.95'	S 31°47'02" E
C122	22°17'05.84"	275.00'	106.96'	106.29'	S 34°33'46" W
C123	73°32'22.78"	24.23'	31.11'	29.01'	N 81°52'48" E
C124	17°20'47.18"	234.99'	71.14'	70.87'	S 70°45'25" E
C125	6°10'57.15"	225.00'	24.28'	24.27'	S 82°39'57" E
C126	6°04'08.44"	625.00'	66.20'	66.17'	S 82°43'21" E
C127	10°07'40.25"	625.00'	110.48'	110.33'	S 74°37'27" E
C128	10°07'40.25"	625.00'	110.48'	110.33'	S 64°29'46" E
C129	1°45'45.91"	625.00'	19.23'	19.23'	S 58°33'03" E
C130	50°48'22.59"	25.00'	22.17'	21.45'	S 32°15'59" E
C131	60°24'05.42"	50.00'	52.71'	50.30'	S 37°03'50" E
C132	56°37'57.13"	50.00'	49.42'	47.43'	N 84°25'08" E
C133	57°25'58.40"	50.00'	50.12'	48.05'	N 27°23'10" E
C134	55°05'31.54"	50.00'	48.08'	46.25'	N 28°52'34" W
C135	46°43'30.99"	50.00'	40.78'	39.65'	N 79°47'06" W
C136	45°51'31.80"	25.00'	20.01'	19.48'	N 80°13'05" W
C137	2°41'30.88"	675.00'	31.71'	31.71'	N 58°38'05" W
C138	7°38'42.39"	675.00'	90.07'	90.00'	N 63°48'12" W
C139	7°38'42.39"	675.00'	90.07'	90.00'	N 71°26'54" W
C140	7°38'42.39"	675.00'	90.07'	90.00'	N 79°05'36" W
C141	2°50'27.71"	675.00'	33.47'	33.47'	N 84°20'11" W
C142	90°00'00.00"	25.00'	39.27'	35.36'	N 40°45'25" W
C143	3°11'01.68"	675.00'	37.51'	37.50'	N 02°39'04" E
C144	5°10'12.51"	675.00'	60.91'	60.89'	N 01°31'33" W
C145	5°34'34.66"	625.00'	60.83'	60.80'	N 01°19'22" W
C146	3°25'03.37"	675.00'	40.26'	40.26'	N 00°14'36" W
C147	85°54'14.24"	25.00'	37.48'	34.07'	N 40°59'59" E
C148	15°47'10.63"	225.00'	61.99'	61.80'	N 76°03'31" E
C149	8°02'35.48"	475.00'	66.68'	66.63'	N 72°11'13" E
C150	15°15'55.64"	475.00'	126.56'	126.18'	N 83°50'29" E
C151	51°01'13.95"	25.01'	22.27'	21.54'	S 16°40'20" E
C152	4°29'07.49"	467.57'	36.60'	36.59'	N 04°51'51" W
C153	4°05'21.22"	325.00'	23.20'	23.19'	S 10°08'10" E
C154	3°10'58.58"	325.00'	18.05'	18.05'	S 13°46'20" E
C155	8°35'30.37"	325.00'	48.74'	48.69'	S 19°39'34" E
C156	48°11'22.87"	25.00'	21.03'	20.41'	S 00°08'22" W
C157	81°52'37.68"	50.00'	71.45'	65.52'	S 16°42'16" E
C158	51°02'58.79"	50.00'	44.55'	43.09'	S 83°10'04" E
C159	63°09'38.07"	50.00'	55.12'	52.37'	N 39°43'38" E
C160	80°17'31.18"	50.00'	70.07'	64.47'	N 31°59'57" W
C161	48°11'22.87"	25.00'	21.03'	20.41'	N 48°03'01" W
C162	11°46'28.95"	275.00'	56.51'	56.42'	N 18°04'05" W
C163	20°02'03.06"	275.00'	96.16'	95.67'	N 02°09'49" W
C164	98°25'45.29"	25.01'	42.96'	37.87'	N 55°56'40" E
C165	49°30'26.42"	25.00'	21.60'	20.94'	S 50°04'45" E
C166	84°41'44.33"	52.00'	76.87'	70.06'	S 67°40'24" E
C167	62°45'52.18"	52.00'	56.96'	54.16'	N 38°35'48" E
C168	62°58'59.71"	52.00'	57.16'	54.33'	N 24°16'38" W
C169	68°34'16.61"	52.00'	62.23'	58.59'	S 89°56'44" W
C170	49°30'26.42"	25.00'	21.60'	20.94'	S 80°24'49" W
C171	2°34'27.42"	434.19'	19.51'	19.51'	N 74°49'58" W
C172	8°53'10.28"	579.90'	89.94'	89.85'	N 82°05'52" W
C173	9°21'50.98"	525.00'	85.80'	85.71'	S 88°32'35" W
C174	9°42'25.39"	525.00'	88.95'	88.84'	S 79°00'27" W
C175	5°59'19.06"	525.00'	54.87'	54.85'	S 71°09'35" W
C176	15°47'10.63"	175.00'	48.22'	48.06'	S 76°03'31" W
C177	85°54'14.24"	25.00'	37.48'	34.07'	N 53°05'47" W
C178	8°55'14.88"	675.00'	105.10'	104.99'	N 14°36'17" W
C179	1°03'36.18"	675.00'	12.49'	12.49'	N 19°35'43" W
C180	18°26'25.72"	125.00'	40.23'	40.06'	N 29°20'44" W
C181	33°15'25.48"	125.00'	72.56'	71.54'	N 55°11'39" W
C182	25°21'15.15"	125.00'	55.31'	54.86'	N 84°29'59" W
C183	15°41'32.68"	125.00'	34.24'	34.13'	S 74°58'37" W
C184	33°35'13.85"	125.00'	73.28'	72.23'	S 50°20'13" W
C185	21°40'01.28"	125.00'	47.27'	46.99'	S 22°42'36" W
C186	70°56'47.81"	75.00'	92.87'	87.05'	N 47°20'59" E

PRELIMINARY PLAT
WHISTLE STOP FARMS

TOWN OF THOMPSON'S STATION,
4th CIVIL DISTRICT WILLIAMSON COUNTY, TENNESSEE

WHISTLE STOP FARMS, LLC
144 SOUTHEAST PARKWAY
SUITE 230
FRANKLIN, TN 37064
PHONE (615) 567-4424

REVISED 04/14/16
DATE 03/23/16

EUGENE & MARSHA WILLIAMS
MAP 146K GROUP A PARCEL 16
Deed Book 5460 Page 367

PATRICK & PATRICIA SPRINGER
MAP 146K GROUP A PARCEL 17
Deed Book 2054 Page 76

SAMUEL & REBECCA MIZELL
MAP 146K GROUP A PARCEL 18
Deed Book 5294 Page 120

MALCOLM MOSS GIBBS; JOHN M. GIBBS
MAP 146K GROUP A PARCEL 23
Deed Book 1305 Page 472

JAMES D. & KATREAN PORTER
MAP 146K GROUP A PARCEL
20 Deed Book 2408 Page 763

GEORGE C. & LINDA A. BROWN
MAP 146K GROUP A PARCEL
NO DEED

LEGEND

Iron Rod Existing – iron rod (ex)
Iron Rod Set – iron rod (s)
Deed Call – (100.00')
Fence –
Property Line –
Railroad Track
Utility Pole w guy wire
Trees greater than 20"

0 50 100 150

* ASTRIC REPRESENTS CRITICAL LOT AND WILL BE SUBJECT TO ENGINEERING SITE PLAN AND FOOTING DETAIL.

GPS NAD 83

SHEET 3
SHEET 9
SHEET 4
SHEET 8
SHEET 7
SHEET 5
SHEET 6

VICINITY MAP
1"=1000

Thompson's Station Road West

100' Charter Right of Way from centerline of track taken from CSX Right of Way &Track Map, Nashville & Decatur R. R. Co. V11798 (VH 13)

Per CSX Right of Way & Track Map
Δ =116°06'
D = 3°

CSX Offset in Property RR STA. 3958–65
℄ Road RR STA. 3958–70
30" C.L.P. RR STA. 3958+94

4'x7' BOX CULVERT
INV1 791.08
INV2 791.0
TOP OF DECK 796.16

3'X2' STONE BOX
INV1 784.81
INV2 784.72

Meandering Fence Line

100' CHARTER

SIGNAL RAILROAD BOX

A OPEN SPACE
AREA NOT INCLUDED IN TOPOGRAPHIC SURVEY

B OPEN SPACE

C OPEN SPACE

D POOL AND CABANA AREA

E OPEN SPACE

F OPEN SPACE

G OPEN SPACE

H OPEN SPACE
DRIP AREA AND TREATMENT

I OPEN SPACE

J OPEN SPACE

K OPEN SPACE

L OPEN SPACE

PUMP STATION

DETENTION POND (UNDER CONSTRUCTION)
C OPEN SPACE

PROPOSED DETENTION POND

WET WATER CONVEYANCE 30' FROM TOP OF BANK

50' ROW BRAKEMANT LANE

CONDUCTOR LANE 50' ROW

BURGIN DRIVE 50' ROW

BURGIN LANE 50' ROW

PULLMAN COURT

Lot	Area	Acreage
1	11,570 SF	0.27 Ac
2	11,314 SF	0.26 Ac
3	11,688 SF	0.27 Ac
4	10,478 SF	0.24 Ac
5	11,226 SF	0.26 Ac
6	10,999 SF	0.25 Ac
7	11,845 SF	0.27 Ac
8	11,762 SF	0.27 Ac
9	12,570 SF	0.29 Ac
10	10,778 SF	0.25 Ac
11	10,753 SF	0.25 Ac
12	10,581 SF	0.24 Ac
13	10,432 SF	0.24 Ac
14	10,231 SF	0.23 Ac
15	10,168 SF	0.23 Ac
16	10,173 SF	0.23 Ac
17	9,435 SF	0.22 Ac
18	14,600 SF	0.34 Ac
19	13,770 SF	0.32 Ac
20	14,274 SF	0.33 Ac
21	14,635 SF	0.34 Ac
22	12,195 SF	0.28 Ac
23	12,064 SF	0.28 Ac
24	11,231 SF	0.26 Ac
25	10,995 SF	0.25 Ac
26	11,352 SF	0.26 Ac
27	13,345 SF	0.31 Ac
28	14,941 SF	0.34 Ac
29	11,447 SF	0.26 Ac
30		
31		
156		
157		
162		
163		
164	10,894 SF	0.25 Ac

TOWN OF THOMPSON'S STATION
MAP 146 PARCEL 40.01
Deed Book 1521 Page 486

Existing Sanitary Sewer Manhole & 20' Utility Esmt

JANIE LOU BROWN
MAP 146N GROUP A
PARCEL 2
Deed Book 886 Page 781

ANNA L. HAYNES
MAP 146 N GROUP A
PARCEL 3
Deed Book 1878 Page 487

EXISTING HOUSE

METAL BARN TO BE REMOVED

WELL HOUSE

STONE WALL

ASPHALT DRIVE

SCHOOL STREET

Gravel Drive

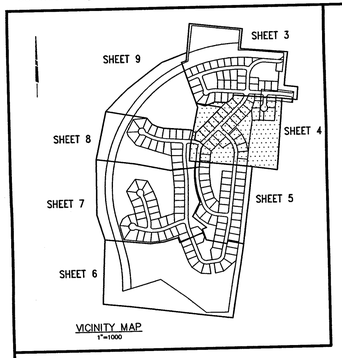
& JOHN RODERICK HELLER III
MAP 146 N GROUP A PARCEL 4
Deed Book 6323 Page 529
T4 ZONING

PRELIMINARY PLAT
WHISTLE STOP FARMS

TOWN OF THOMPSON'S STATION,
4th CIVIL DISTRICT WILLIAMSON COUNTY, TENNESSEE

WHISTLE STOP FARMS, LLC
144 SOUTHEAST PARKWAY
SUITE 230
FRANKLIN, TN 37064
PHONE (615) 567-4424

REVISED 04/14/16
DATE 03/23/16



VICINITY MAP
1"=1000

BURGIN COURT
PULLMAN COURT 50' ROW
BRAKEMAN LANE 50' ROW
UNION STATION DRIVE 50' ROW
FLAGSTAFF LANE
SCHOOL STREET
PROPOSED DETENTION POND
WET WATER CONVEYANCE 50' FROM TOP OF BANK
TIES INTO EXISTING STORM SEWER
ROCK OUT-CROP
Meandering Fence Line

OPEN SPACE (C)
OPEN SPACE (F)
OPEN SPACE (J)
OPEN SPACE (K)

MALCOMB HOWARD NEVILS JR. AND MATTIE N. MAP 146N GROUP A PARCEL 5 Deed Book 1007 Page 947

MALCOMB HOWARD NEVILS JR. AND MATTIE N. MAP 146N GROUP A PARCEL 6 Deed Book 1007 Page 947

MALCOMB HOWARD NEVILS JR. AND MATTIE N. MAP 146N GROUP A PARCEL 7 Deed Book 1977 Page 328

& JOHN RODERICK HELLER III MAP 146 N GROUP A PARCEL 4 Deed Book 6323 Page 529

JOHN TIMOTHY NEAL & KAY R. NEAL MAP 146 PARCEL 41 Deed Book 748 Page 368

LOUISE M. STRONG MAP 146 PARCEL 41 Deed Book 3465 Page 205

LEGEND

Iron Rod Existing – iron rod (ex)
Iron Rod Set – iron rod (s)
Deed Call – (100.00')
Fence –
Property Line –
Railroad Track
Utility Pole w guy wire
Trees greater than 20"

0 50 100 150

GPS NAD 83

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PRELIMINARY PLAT
WHISTLE STOP FARMS

TOWN OF THOMPSON'S STATION,
4th CIVIL DISTRICT WILLIAMSON COUNTY, TENNESSEE

WHISTLE STOP FARMS, LLC
144 SOUTHEAST PARKWAY
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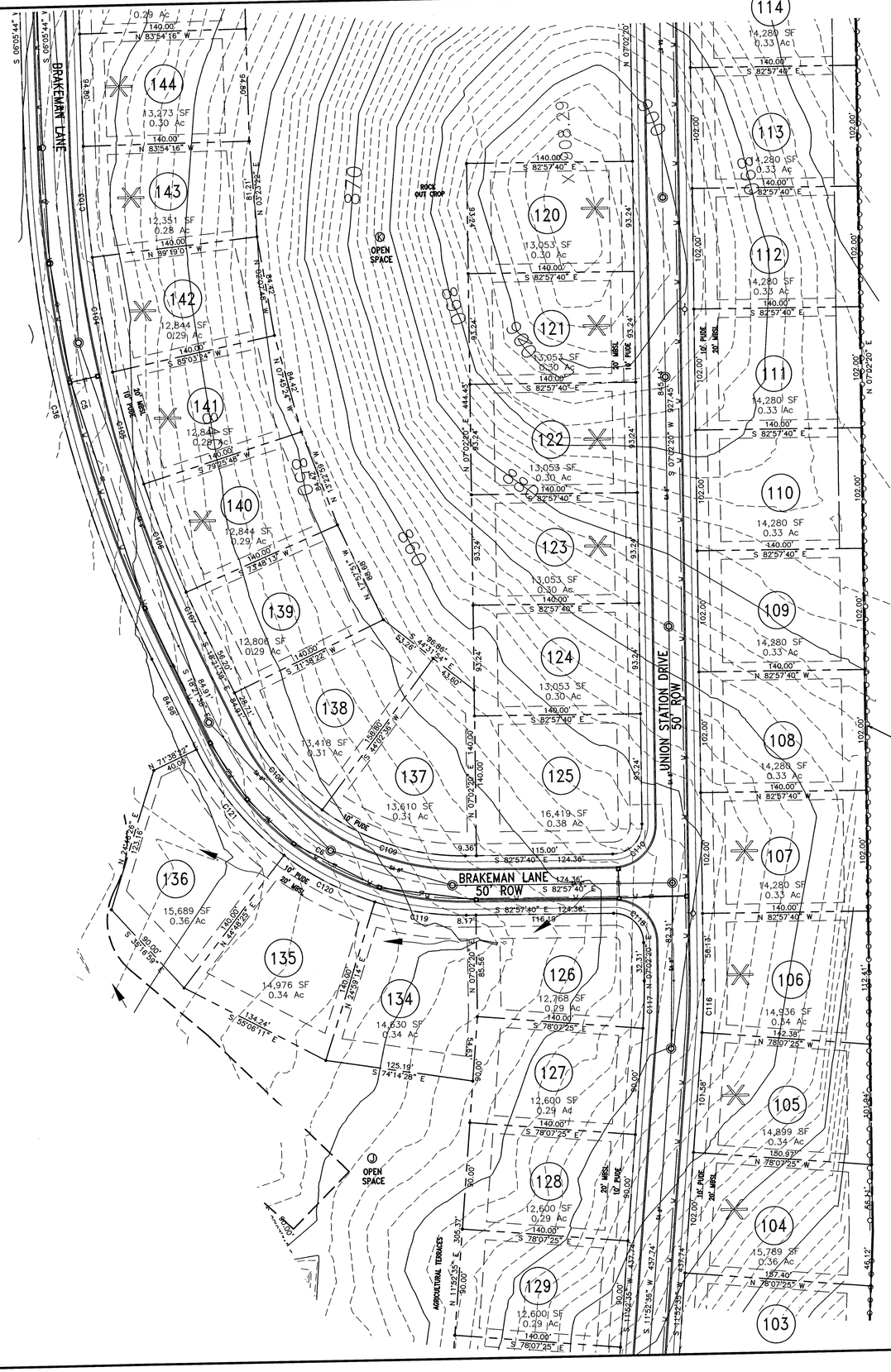
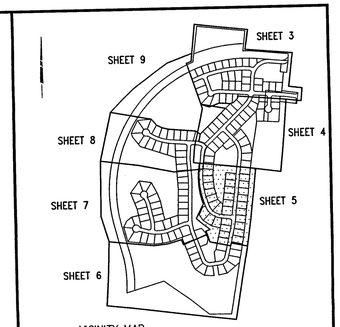
FRANKLIN, TN 37064
PHONE (615) 567-4424

REVISED 04/14/16
DATE 03/23/16

SHEET 4 OF 9





VICINITY MAP
1"=1000

LEGEND

Iron Rod Existing – iron rod (ex)
Iron Rod Set – iron rod (s)
Deed Call – (100.00')
Fence –
Property Line –
Railroad Track
Utility Pole w guy wire
Trees greater than 20"

0 50 100 150

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PRELIMINARY PLAT
WHISTLE STOP FARMS

TOWN OF THOMPSON'S STATION,
4th CIVIL DISTRICT WILLIAMSON COUNTY, TENNESSEE

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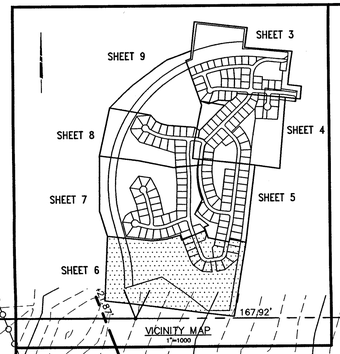

LEGEND

Iron Rod Existing – iron rod (ex)
Iron Rod Set – iron rod (s)
Deed Call – (100.00')
Fence –
Property Line –
Railroad Track
Utility Pole w guy wire
Trees greater than 20"

0 50 100 150

GPS NAD 83

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MALCOLM MOSS GIBBS, JOHN M. GIBBS
MAP 146, PARCEL 12
Deed Book 1305 Page 472

AREA TAKEN FROM WILLIAMSON COUNTY GIS MAPPING

WILLIAMSON COUNTY BOARD OF EDUCATION
MAP 153, PARCEL 13

LOUISE M. STRONG
MAP 146 PARCEL 41
Deed Book 3465 Page 205

UNION STATION DRIVE
50' R.O.W.

OPEN SPACE

HIKING TRAIL

CONTOURS TAKEN FROM WILLIAMSON COUNTY GIS

Meandering Fence Line

100' CHARTER CSX

Meandering Fence Line

Meandering Fence Line

PRELIMINARY PLAT
WHISTLE STOP FARMS

TOWN OF THOMPSON'S STATION,
4th CIVIL DISTRICT WILLIAMSON COUNTY, TENNESSEE

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144 SOUTHEAST PARKWAY
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REVISED 04/14/16
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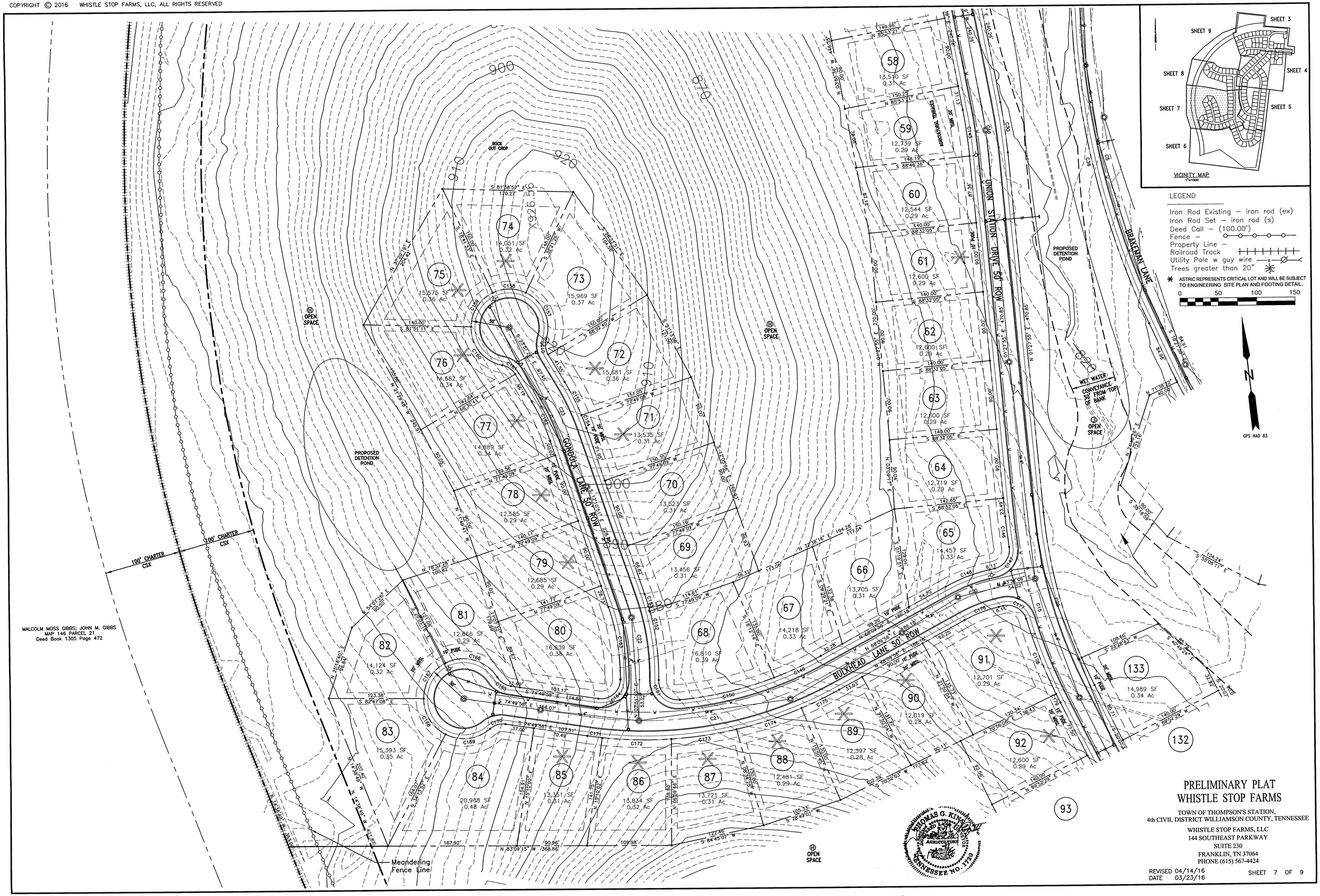
SHEET 6 OF 9



PRELIMINARY PLAT
WHISTLE STOP FARMS

TOWN OF THOMPSON'S STATION,
4th CIVIL DISTRICT WILLIAMSON COUNTY, TENNESSEE

WHISTLE STOP FARMS, LLC
144 SOUTHEAST PARKWAY
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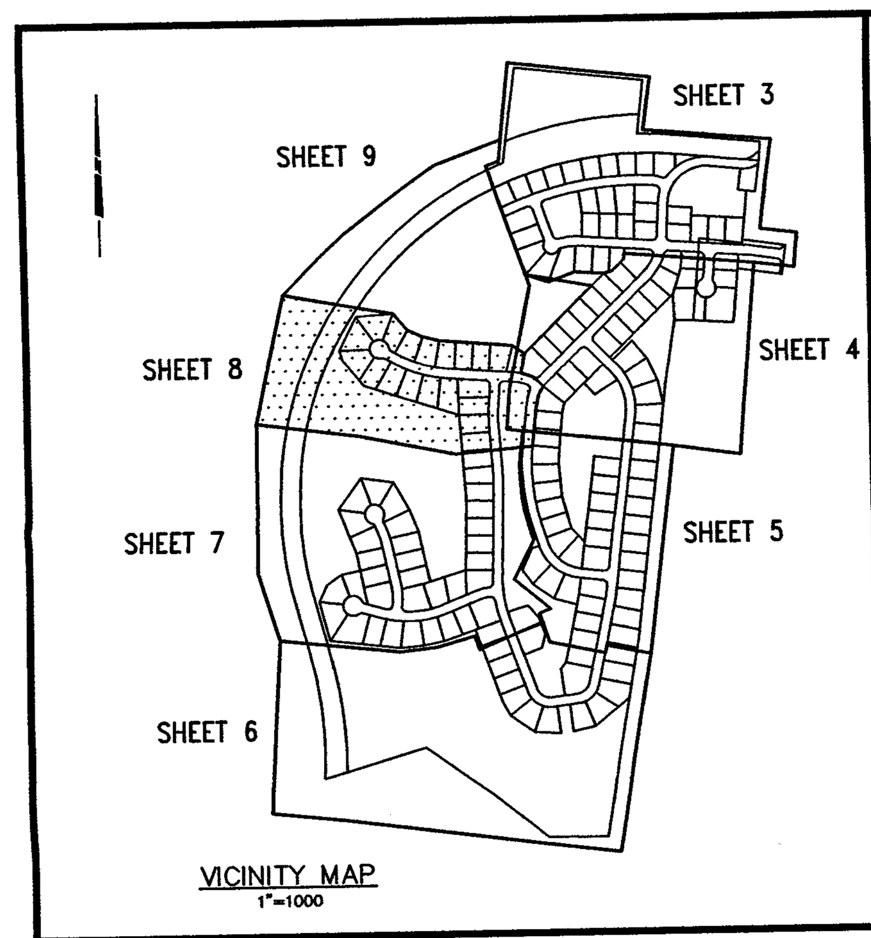
REVISED 04/14/16
DATE 03/23/16

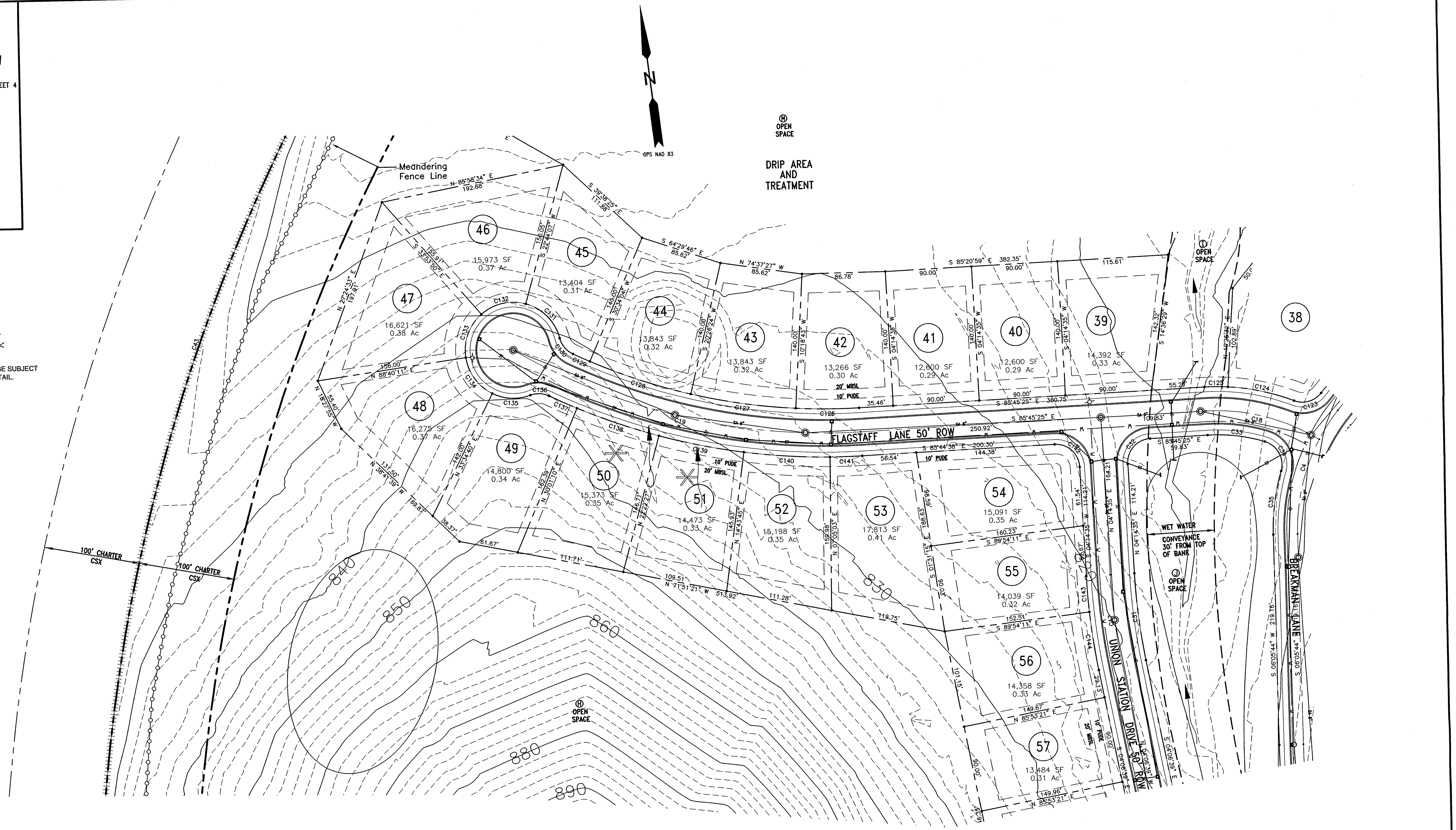


LEGEND

Iron Rod Existing – iron rod (ex)
Iron Rod Set – iron rod (s)
Deed Call – (100.00')
Fence –
Property Line –
Railroad Track
Utility Pole w guy wire
Trees greater than 20"

* ASTRIC REPRESENTS CRITICAL LOT AND WILL BE SUBJECT TO ENGINEERING SITE PLAN AND FOOTING DETAIL.

0 50 100 150



PRELIMINARY PLAT
WHISTLE STOP FARMS

TOWN OF THOMPSON'S STATION,
4th CIVIL DISTRICT WILLIAMSON COUNTY, TENNESSEE

WHISTLE STOP FARMS, LLC
144 SOUTHEAST PARKWAY
SUITE 230
FRANKLIN, TN 37064
PHONE (615) 567-4424

REVISED 04/14/16
DATE 03/23/16

PRELIMINARY PLAT
WHISTLE STOP FARMS

TOWN OF THOMPSON'S STATION,
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144 SOUTHEAST PARKWAY
SUITE 230
FRANKLIN, TN 37064
PHONE (615) 567-4424

REVISED 04/14/16
DATE 03/23/16

SHEET 9 OF 9

TREE INVENTORY – 24" DBH & GREATER

NO.	TREE	SIZE	HEALTH	STATUS
201	HICKORY	31"	FAIR	REMOVED
202	OSAGE	28"	FAIR	REMOVED
203	OSAGE	23"	FAIR	
204	CEDAR	29"	FAIR	REMOVED
205	OSAGE	24"	FAIR	REMOVED
206	OSAGE	28"	FAIR	REMOVED
207	OSAGE	29"	FAIR	REMOVED
208	HICKORY	28"	FAIR	REMOVED
209	OSAGE	25"	FAIR	REMOVED
210	HICKORY	24"	FAIR	REMOVED
211	HICKORY	24"	FAIR	REMOVED
212	OAK	34"	FAIR	REMOVED
219	POPLAR	27"	FAIR	REMOVED
220	HICKORY	26"	FAIR	REMOVED
222	OAK	26"	FAIR	REMOVED
223	OSAGE	24"	FAIR	REMOVED
224	OAK	36"	FAIR	
225	MAPLE	24"	FAIR	REMOVED
226	PECAN	24"	FAIR	REMOVED
227	OAK	36"	FAIR	
229	MAPLE	48"	FAIR	
230	MAPLE	24"	FAIR	
231	MAPLE	24"	FAIR	REMOVED
233	PECAN	24"	FAIR	REMOVED
235	PINE	24"	FAIR	
236	HACKBERRY	39"	FAIR	
237	HACKBERRY	35"	FAIR	
238	HACKBERRY	36"	FAIR	
239	HACKBERRY	40"	DEAD	REMOVED
240	HACKBERY	29"	FAIR	
241	HACKBERRY	26"	FAIR	
242	OAK	36"	FAIR	REMOVED
243	OAK	36"	FAIR	REMOVED
244	OAK	24"	FAIR	
245	MAPLE	48"	FAIR	
246	MAPLE	48"	FAIR	
247	PINE	26"	FAIR	
248	OAK	30"	FAIR	
249	CEDAR	26"	FAIR	
250	MAPLE	28"	FAIR	
251	HACKBERRY	25"	FAIR	
252	MAPLE	45"	FAIR	
253	OAK	48"	FAIR	
254	PINE	25"	FAIR	
255	MAPLE	24"	FAIR	
257	OAK	28"	FAIR	REMOVED
258	OAK	26"	FAIR	REMOVED
259	PECAN	26"	FAIR	REMOVED
260	OAK	48"	FAIR	REMOVED
261	OAK	45"	FAIR	REMOVED
262	OAK	45"	FAIR	REMOVED
263	HACKBERRY	32"	FAIR	REMOVED
264	HACKBERRY	32"	FAIR	REMOVED
265	MAPLE	36"	FAIR	REMOVED
266	OAK	37"	FAIR	REMOVED
267	HACKBERRY	28"	FAIR	REMOVED
268	WALNUT	40"	FAIR	
269	HACKBERRY	28"	FAIR	REMOVED
270	HACKBERRY	28"	FAIR	REMOVED
271	OSAGE	24"	FAIR	
272	OSAGE	30"-TWIN	FAIR	
273	OSAGE	34"	FAIR	
274	OSAGE	48"	FAIR	
275	OAK	38"	FAIR	
276	LOCUST	30"	FAIR	
277	OSAGE	26"	FAIR	REMOVED
278	OSAGE	24"	FAIR	REMOVED
279	OSAGE	38"	FAIR	REMOVED
280	HACKBERRY	24"	FAIR	
281	CEDAR	24"	FAIR	REMOVED
282	HACKBERRY	26"	FAIR	REMOVED
283	CEDAR	26"	FAIR	REMOVED
284	HACKBERRY	33"	FAIR	REMOVED
285	LOCUST	28"	FAIR	
286	OAK	24"	FAIR	REMOVED
287	OAK	24"	FAIR	REMOVED
288	OAK	24"	FAIR	REMOVED
289	OAK	34"	FAIR	
290	OAK	36"	FAIR	
291	OAK	28"	FAIR	
292	HACKBERRY	25"	FAIR	
293	LOCUST	30"	FAIR	
294	HACKBERRY	24"	FAIR	
295	OAK	24"	FAIR	
296	OAK	24"	FAIR	
297	OAK	24"	FAIR	REMOVED
299	LOCUST	28"	FAIR	
302	LOCUST	29"	FAIR	REMOVED
303	LOCUST	26"	FAIR	REMOVED
304	LOCUST	24"	FAIR	
305	LOCUST	34"	FAIR	
306	OAK	24"	FAIR	

NO.	TREE	SIZE	HEALTH	STATUS
307	LOCUST	24"	FAIR	REMOVED
308	LOCUST	26"	FAIR	REMOVED
309	HACKBERRY	24"	FAIR	REMOVED
310	OSAGE	30"	FAIR	REMOVED
311	LOCUST	30"	FAIR	REMOVED
312	LOCUST	24"	FAIR	REMOVED
313	LOCUST	28"	FAIR	REMOVED
314	HACKBERRY	34"	FAIR	
315	HACKBERRY	26"	FAIR	REMOVED
316	HACKBERRY	30"	FAIR	REMOVED
317	HACKBERRY	36"	FAIR	
318	OAK	24"	FAIR	
319	OAK	24"	FAIR	
320	OAK	32"	FAIR	
321	OSAGE	28"	FAIR	
322	HACKBERRY	24"	FAIR	REMOVED
323	OAK	24"	FAIR	
324	OAK	34"	FAIR	
325	OAK	45"	FAIR	
326	OAK	24"	FAIR	
327	OSAGE	24"	FAIR	REMOVED
328	OSAGE	36"	FAIR	REMOVED
329	CEDAR	24"	FAIR	REMOVED
330	OSAGE	44"	FAIR	
331	OAK	41"	FAIR	
332	HACKBERRY	24"	FAIR	
333	HACKBERRY	24"	FAIR	
334	OAK	28"	FAIR	
335	OSAGE	40"	FAIR	
336	OSAGE	30"	FAIR	
337	OSAGE	46"	FAIR	
338	OSAGE	24"	FAIR	
339	OAK	26"	FAIR	
340	OAK	64"	FAIR	
341	MAPLE	24"	FAIR	REMOVED
342	OAK	44"	FAIR	
343	OSAGE	28"	FAIR	
344	OAK	32"	FAIR	REMOVED
345	OAK	30"	FAIR	REMOVED
346	BEECH	34"	FAIR	
347	OAK	32"	FAIR	
348	OAK	32"	FAIR	
349	OAK	42"	FAIR	REMOVED
350	CHERRY	24"	FAIR	
351	CEDAR	24"	FAIR	
352	OAK	24"	FAIR	REMOVED
353	OAK	30"	FAIR	REMOVED
354	OAK	24"	FAIR	REMOVED
355	OAK	30"	FAIR	REMOVED
356	ELM	32"	FAIR	REMOVED
357	OAK	24"	FAIR	REMOVED
358	OAK	24"	FAIR	
359	OAK	28"	FAIR	
360	OAK	26"	FAIR	REMOVED
361	OAK	36"	FAIR	REMOVED
362	OAK	30"	FAIR	REMOVED
363	OAK	33"	FAIR	REMOVED
364	OAK	24"	FAIR	REMOVED
365	OAK	26"	FAIR	REMOVED
366	OAK	32"	FAIR	REMOVED
367	OAK	28"	FAIR	REMOVED
368	OAK	28"	FAIR	REMOVED
369	HACKBERRY	40"	FAIR	REMOVED
370	OAK	24"	FAIR	REMOVED
371	OAK	26"	FAIR	
372	OAK	26"	FAIR	
373	OAK	26"	FAIR	
374	OAK	26"	FAIR	
375	OAK	28"	FAIR	
376	OAK	24"	FAIR	
377	OAK	26"	FAIR	REMOVED
378	OAK	26"	FAIR	REMOVED
379	OAK	50"	FAIR	REMOVED
380	OAK	26"	FAIR	REMOVED
381	OAK	26"	FAIR	
382	OAK	24"	FAIR	
383	OAK	26"	FAIR	
384	OAK	26"	FAIR	
385	OAK	30"	FAIR	
386	OAK	34"	FAIR	
387	OAK	28"	FAIR	
388	OAK	33"	FAIR	
389	OAK	27"	FAIR	
390	OAK	24"	FAIR	
391	OSAGE	24"	FAIR	
392	OAK	24"	FAIR	
393	OAK	24"	FAIR	
394	OAK	25"	FAIR	
395	OAK	25"	FAIR	
396	OAK	26"	FAIR	
397	OSAGE	28"	FAIR	REMOVED
398	OSAGE	28"	FAIR	REMOVED

TOTAL INCHES REMOVED: 2,515 INCHES
REPLACEMENT REQUIRED: 3,773 INCHES

REPLACEMENT RATIO 1.5:1
PER LAND DEVELOPMENT ORDINANCE ADOPTED 9/29/2015

NOTES

1. ALL TREES THAT WILL REMAIN ON SITE SHALL HAVE PROTECTIVE FENCING INSTALLED BE INSTALLED AROUND THE DRIPLINE OF THE TREE TO PROTECT THE ROOT SYSTEM FOR THE TREE.
2. IF EARTHWORK IS NECESSARY WITHIN THE DRIPLINE OF THE PROTECTED TREE, HAND DIGGING SHALL BE REQUIRED.
3. NO EQUIPMENT, SUPPLIES OR ANY OTHER MATERIAL SHALL BE STORED WITHIN THE DRIPLINE OF ANY PROTECTED TREE.
4. NO DIRT OR OTHER FILL MATERIAL SHALL BE STOCKPILED WITHIN THE DRIPLINE.
5. NO SIGNAGE SHALL BE PERMITTED ON ANY PROTECTED TREE.

KEY:

- **TREE 24" DBH OR GREATER**
- **TREE 24" DBH OR GREATER REMOVED**
- **TREE REMOVAL AREA**

TREE SURVEY PROVIDED BY:
THOMAS G. KING III,
RLS #1720

GRAPHIC SCALE 1"=200'
200 0 200 400

TREE PROTECTION PLAN

GDC
GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE
144 SOUTHEAST PARKWAY
SUITE 200
FRANKLIN, TENNESSEE 37064
GREG GAMBLE
greggamble209@gmail.com
615.975.5765

Whistle Stop Farms

Preliminary Plat

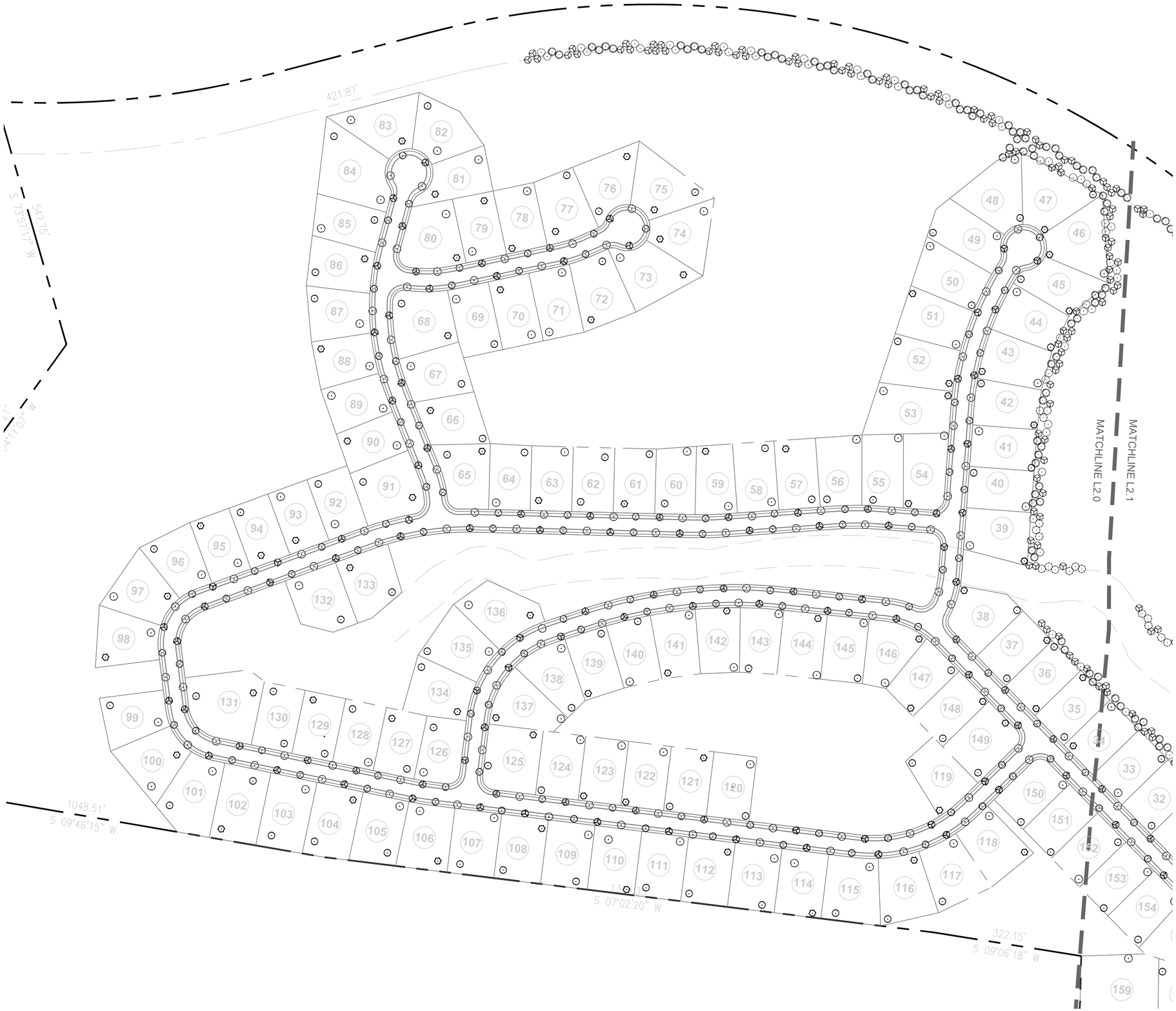
Town of Thompson's Station, Williamson County, Tennessee

GREGORY C. GAMBLE LANDSCAPE ARCHITECT
4.18.16

Revision Date
1. 4.18.2016

Submittal Date
March 23, 2016

SHEET
L1.0



TREE REPLACEMENT	
TOTAL CALIPER INCHES OF TREES REMOVED:	2,515
TOTAL INCHES OF TREE REPLACEMENT REQUIRED:	3,773
REPLACEMENT PROVIDED IN INCHES:	3,774

STREET TREE NOTES

TOTAL TREES PROVIDED: 450 TOTAL INCHES PROVIDED: 1,350

1. STREET TREES INSTALLED AT 3" CALIPER.
2. STREET TREES TO HAVE A STRONG CENTRAL LEADER.
3. STREET TREES SHALL BE CENTERED IN THE 6' TREE STRIP PROVIDED BETWEEN SIDEWALK AND CURB AND GUTTER.
4. TREES SHALL BE PLANTED A MINIMUM OF 2' FROM EDGE OF SIDEWALK AND BACK OF CURB.
5. STREET TREES SHALL BE PLANTED 5' FROM STREET LIGHTS AND UTILITIES.
6. SPECIES SHALL BE ROTATED SO THAT NO TWO ALIKE TREES ARE PLANTED SIDE BY SIDE.

PIN OAK
RED MAPLE

LONDON PLANETREE
TULIP POPLAR

LACEBARK ELM
JAPANESE ZELKOVA

LOT TREES

TOTAL TREES PROVIDED: 326 TOTAL INCHES PROVIDED: 978

1. LOT TREES INSTALLED AT 3" CALIPER.
2. LOT TREES TO BE INSTALLED A MINIMUM OF 5' FROM STREET LIGHTS, UNDERGROUND UTILITIES, UTILIY METERS AND SERVICE LINES, FENCES, WALLS AND OTHER GROUND LEVEL OBSTRUCTIONS.
3. LOT TREES TO BE INSTALLED A MINIMUM OF 10' FROM THE HOME IN EITHER THE FRONT OR REAR YARD.
4. TREE SPECIES TO BE ALTERNATED FOR VARIETY.

PIN OAK
RED MAPLE

SUGAR MAPLE
OVERCUP OAK

LACEBARK ELM
JAPANESE ZELKOVA

SITE TREES

TOTAL TREES PROVIDED: 482 TOTAL INCHES PROVIDED: 1,446
1. LOT TREES INSTALLED AT 3" CALIPER.
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PIN OAK
RED MAPLE

LONDON PLANETREE
TULIP POPLAR

EASTERN RED CEDAR
LOBLOLLY PINE

BALD CYPRESS
RIVER BIRCH

GRAPHIC SCALE 1"=100'
100 0 100 200

TREE REPLACEMENT PLAN

GDC
GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND
LANDSCAPE ARCHITECTURE
144 SOUTHEAST PARKWAY
SUITE 200
FRANKLIN, TENNESSEE 37064
GREG GAMBLE
greggamble209@gmail.com
615.975.5765

Whistle Stop Farms
Preliminary Plat
Town of Thompson's Station, Williamson County, Tennessee

GREGORY C. GAMBLE
TENNESSEE
REGISTERED
LANDSCAPE ARCHITECT
4.18.16

Revision Date
1. April 18, 2016

Submittal Date
March 23, 2016

SHEET
L2.0

TREE REPLACEMENT	
TOTAL CALIPER INCHES OF TREES REMOVED:	2,515
TOTAL INCHES OF TREE REPLACEMENT REQUIRED:	3,773
REPLACEMENT PROVIDED IN INCHES:	3,774

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PIN OAK
RED MAPLE

LONDON PLANETREE
TULIP POPLAR

EASTERN RED CEDAR
LOBLOLLY PINE

BALD CYPRESS
RIVER BIRCH

GRAPHIC SCALE 1"=100'
100 0 100 200

TREE REPLACEMENT PLAN

GDC
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144 SOUTHEAST PARKWAY
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Whistle Stop Farms
Preliminary Plat
Town of Thompson's Station, Williamson County, Tennessee

GREGORY C. GAMBLE
REGISTERED
LANDSCAPE ARCHITECT
4.18.16

Revision Date
1. April 18, 2016

Submittal Date
March 23, 2016

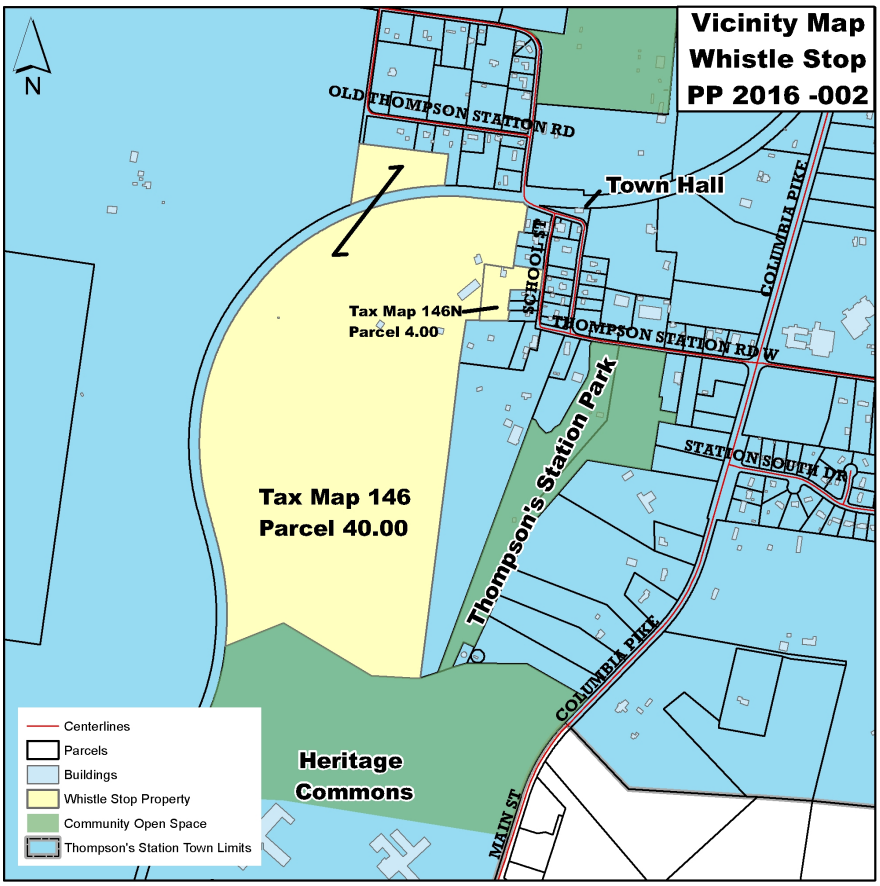
SHEET
L2.1

Thompson's Station Planning Commission
Staff Report – Item 4 (File: PP 2016-002)
April 26, 2016

Preliminary Plat for the creation of 163 residential lots, one commercial lot and 13 open space lots within the Whistle Stop development.

PROJECT DESCRIPTION

The applicant, Whistle Stop Farms, LLC has submitted a preliminary plat application to subdivide 131.45 acres to create 163 residential lots, one commercial lot and 13 open space lots located at 1715 School Street and 1565 Thompson's Station Road West.



BACKGROUND

The project site is located within the Planned Neighborhood district along with T4 and has a BOMA approved concept plan for the development of a single-family neighborhood with one commercial lot adjacent to the town center. The site is bounded by residential to the north (across CSX) and east, agricultural land to the west (across CSX) and institutional and parkland to the south (Heritage Middle and Elementary schools).

ANALYSIS

Preliminary Plat

The preliminary plat provides an analysis of the site's special features and the response to those features (LDO Section 5.4.3). The purpose of this plat is to subdivide the project site into 163

single family residential lots, one commercial lot and 13 open space lots for the development of the Whistle Stop neighborhood.

Lot Standards

Planned Neighborhood standards

Within the Planned Neighborhood zone, front yard setbacks are a minimum of 10 feet, seven and a half (7.5) feet for the side yards and 30 feet for the rear yards. Lot widths will vary between 80 – 90 feet with the exception of cul-de-sac lots.

General residential standards (applicable to the Planned Neighborhood zone)

In addition, the project is subject to the development standards as identified in Section 4.10 of the Land Development Code. Maximum lot coverage of 40% is permitted. The garages must meet minimum interior dimensions of 22 by 22 feet and must be recessed from the front façade.

T4 standards

Within the T4 zone, front yard setbacks will be a maximum of 20 feet, 0 or 12 feet side yards and five (5) feet for rear yards as specified within Table 4.5.

Critical Lots

No development is occurring on slopes in excess of 25%; however, several lots do have slopes between 15% and 20% thereby requiring critical lot designations. Lots 10, 43, 50 – 51, 61, 71 – 72, 74 – 79, 85 – 96, 101 – 107, 120 – 123, 140 – 144 and 159 - 160 are designated as critical lots. A mass grading plan will be reviewed with the construction plans and all critical lots will require engineered site plans to address all site specific issues when building permit is required.

Commercial Lot

One commercial lot is proposed along the northeast border of the site adjacent to Thompson's Station Road West. The lot is .25 acres and will require the review of a site plan by the Planning Commission and review of the architecture by the Design Review Commission prior to the construction of any buildings.

Open Space Lots

Thirteen open space lots are proposed for a total of 65.9 acres of open space resulting in a total of 52% of the overall site. The open space lots will be recorded as final plats are approved in compliance with the approved concept plan for the Planned Neighborhood.

Tree Removal

Eighty eight trees will be removed with a minimum diameter of 24 inches for a total of 2,515 inches in order to create buildable pads for lots and the construction of roadways. All "non-invasive trees of 24 inches in caliper and greater" are subject to the requirements set forth within the LDO for replacement at a ratio of 1.5:1 tree for every removal, thereby requiring the replacement of 3,772.5 inches of trees be planted on site. The landscape plan includes 444 street trees, 326 lot trees and 488 trees on the remaining site for a total of 1,258 trees. These trees will be three inch caliper trees for replacement of a total of 3,774 inches of trees. These trees include Pin Oak, Overcup Oak, Red Maple, Sugar Maple, Tulip Poplar, Lacebark Elm, River Birch, Bald Cypress, Red Cedar, and Loblolly Pine.

Geotechnical
A geotechnical report was submitted with the project and no known sinkholes or other geologic hazards were identified and all development is located outside of slopes exceeding 25% or greater.

Construction Plans
The construction documents provide all the necessary engineering for the development. All engineering issues will be identified and addressed, including but not limited to grading, drainage, etc. prior to the issuance of any grading permits. Therefore, should any issues arise during the construction plan review that requires changes to the preliminary plat; it shall be incumbent on the applicant to revise the preliminary plat accordingly to meet all engineering related standards.

Construction Route
The development will utilize the existing entrance on Thompson's Station Road West as a construction entrance. As the final plat phasing is completed, the applicant will provide additional information related to the construction route. Staff recommends that prior to the approval of construction drawings a construction route is identified and approved.

Traffic Study
A traffic study dated December 2015 is prepared for the project "using existing and background traffic volumes" along with trip generation for the proposed land uses. As a result of the finding within the study, the following recommendations were made:

1. *The new project access on Thompson's Station Road West should be construction as an extension of the east-west portion of Thompson's Station Road West, immediately south of the exiting railroad tracks. With this new leg, the new T-intersection should be built as far south as possible to maximize the separation from the railroad tracks.*
2. *If a second project access is provided on School Street, this access should be constructed to include one entering land and one exiting lane. It is important to note that this access is not needed to provide adequate capacity but will enhance vehicle circulation related to the proposed project. Because this access is not needed to provide adequate capacity within the study area, it can open to residents during the later phases of construction. Specifically, it could be provided at 75% completion of the project without compromising the efficiency of turning movements within the study area. If this access is used as a construction access during the earlier phases of construction, adequate turning radii should be provided at the intersection of School Street and the project access to accommodate delivery vehicles and construction traffic. It is likely that fewer than 15 construction vehicles will enter and exit the project site each day, and so these vehicles will not likely have a significant impact on the peak hour turning movements.*
3. *If a second project access is provided, School Street, as a second access should be widened to include two 10-foot travel lanes from the project access south to the east-west portion of School Street and the southern alignment of Thompson's Station Road West. The improvement could be provided with the reconstruction of Thompson's Station Road West, as described above.*

The project includes an access on School Street and therefore, the above mitigation should be incorporated into the Development Agreement that will be reviewed by the Board of Mayor and Aldermen.

Sewer

The Board of Mayor and Aldermen granted the applicant permission to move forward with the development of an SBR system to manage wastewater contingent on a Development Agreement (DA) being approved by the Board within six months. The DA is dependent on the review of the sewer treatment facility which is currently in process with Tennessee Department of Environment Conservation (TDEC). The wastewater treatment proposal in currently under review, but no approvals have been granted.

RECOMMENDATION

The project, as proposed, is consistent with the approvals granted for the concept plan for the Whistle Stop development; however, because sewer approval has not been granted from TDEC and the Board of Mayor and Aldermen, Staff recommends the Planning Commission defer the project to the May 24, 2016 meeting in order for the applicant to obtain the necessary feedback from TDEC on the wastewater proposal.

ATTACHMENTS

Preliminary Plat
Traffic Study (via email)

F i s c h b a c h
Transportation Group, LLC
Traffic Engineering and Planning

Traffic Impact Study

Whistle Stop
Thompson Station Road West
Thompson's Station, TN

Prepared December 2015
For Jay Franks Properties, LLC

FTG, LLC
P.O. Box 682736
Franklin, TN 37068
(615) 771-8022 phone
Gillian@FTGtraffic.com

Traffic Impact Study

Whistle Stop
Thompson's Station Road West

Thompson's Station, Tennessee

Prepared December 2015

PREPARED FOR:
Jay Franks Properties, LLC
135 Southeast Parkway Court
Franklin, TN 37064

PREPARED BY:
Ms. Gillian L. Fischbach, P.E., PTOE
Fischbach Transportation Group (FTG, LLC)
P.O. Box 682736
Franklin, TN 37068
Phone: (615) 771-8022
FTG Project Number: 10463

Table of Contents

1. INTRODUCTION

This traffic study has been prepared in order to identify the traffic impacts of a residential development that is proposed to be constructed west of School Street in Thompson's Station, Tennessee.

For the purposes of this study, existing and background traffic volumes were established, and capacity analyses were conducted for these conditions. Also, trip generation calculations were performed, and the trips which are expected to be generated by the proposed project were distributed to the roadway system and added to the background traffic volumes. The roadways and intersections which provide access to the site were then re-evaluated to determine the traffic impacts of the proposed project. Access needs for the project were evaluated, and the necessary roadway and/or traffic control improvements were identified. This report presents the results of these analyses and the subsequent recommendations.

2. PROJECT DESCRIPTION

The location of the proposed project is shown in Figure 1. As shown, the project site is located west of School Street in Thompson's Station, Tennessee.

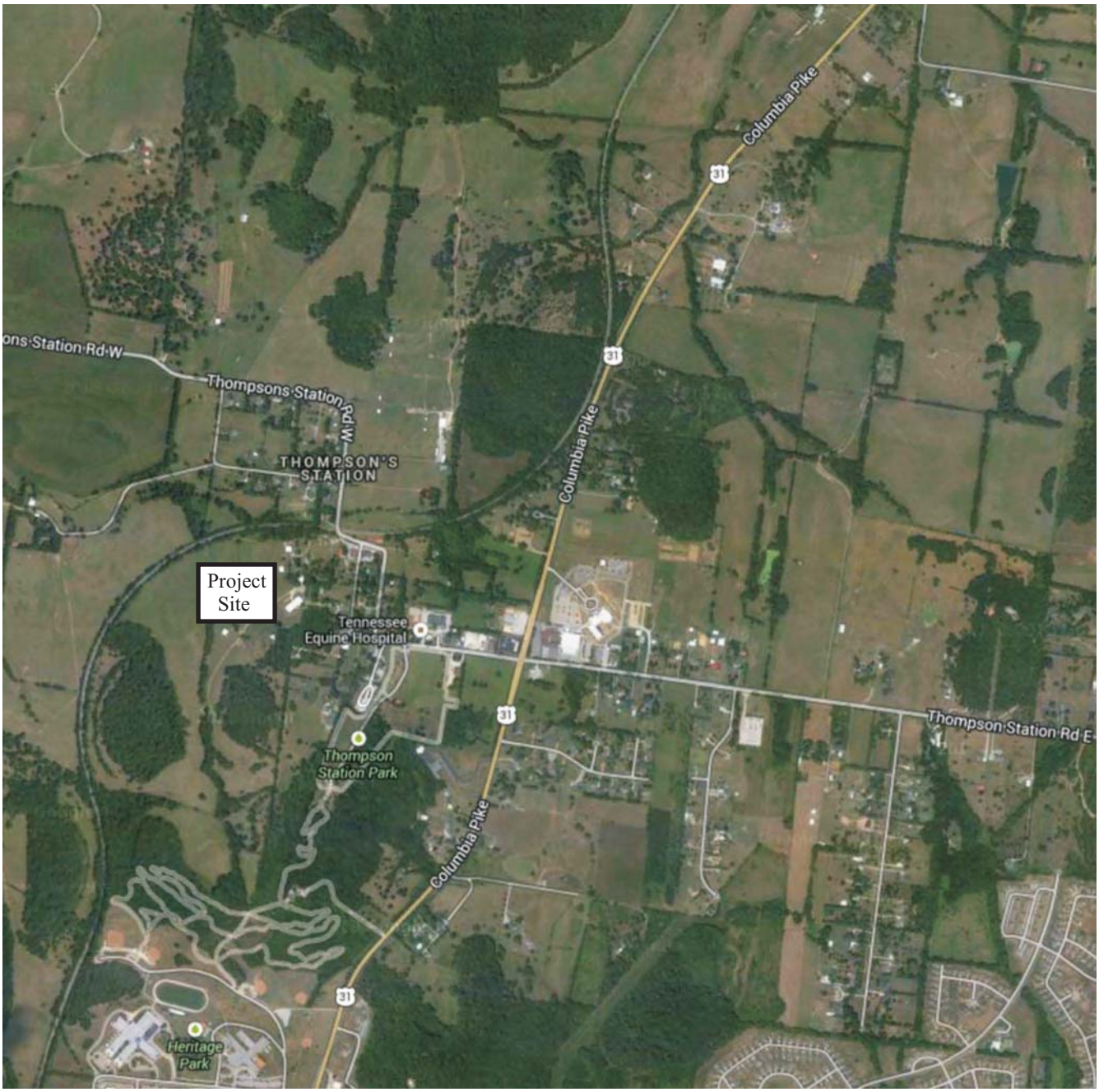
The current project site plan is shown in Figure 2. Currently, the project site is undeveloped, and the developer of the proposed project plans to construct the following land uses:

1. 165 single-family homes,
2. 3,000 square feet of neighborhood retail.

Access to this development is proposed to be provided by extending the northern east-west segment of Thompson's Station Road West. This roadway will be extended west from the existing 90-degree curve in Thompson's Station Road West at the existing railroad crossing.

In large part, economic and market considerations will dictate the pace and timing with which the proposed project is actually completed. The analyses conducted within this study are based on the estimation that the entire project will be completed within three years.

F i s c h b a c h
Transportation Group, LLC
Traffic Engineering and Planning



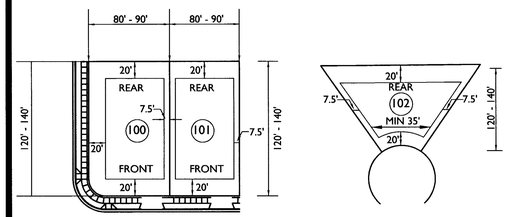
N

No Scale

XX - AM Peak Hour Volumes
(XX) - PM Peak Hour Volumes

Figure 1.
Location of the Project Site

TYPICAL LOT DIAGRAMS



SINGLE FAMILY LOT

SINGLE FAMILY LOT STANDARDS:
FRONT SET BACK: 20' MIN.
SIDE YARD SETBACK: 7.5' MIN.
REAR YARD SETBACK: 20' MIN.

1. LOT COVERAGE (FOOTPRINT OF ALL STRUCTURES) SHALL NOT EXCEED 40%
2. ALL ACCESSORY STRUCTURES SHALL BE LOCATED IN THE REAR YARD, MINIMUM DISTANCE FROM HOME AND SIDE/REAR PROPERTY LINES IS 5'.
3. GARAGE STANDARDS: 2 CAR GARAGE WITH MINIMUM INTERIOR DIMENSIONS OF 22' X 22', ALL FRONT LOADED GARAGES SHALL BE RECESSED FROM THE FRONT FACADE.

PARCEL ID: 146 04000
OWNED BY: WHISTLE STOP FARMS, LLC
WILLIAMSON CO. TAX MAP 146
PARCEL 40
DEED REFERENCE: BOOK 5775,
PAGE 532
ZONING: PLANNED NEIGHORHOOD

PARCEL ID: 146N A00400
OWNED BY: JOHN RODERICK HELLER, III
WILLIAMSON CO. TAX MAP 146N
PARCEL 40N
DEED REFERENCE: BOOK 6323,
PAGE 529
ZONING: T4

1. BOUNDARY & TOPOGRAPHIC INFORMATION TAKEN FROM A SURVEY PROVIDED BY THOMAS G. KING III DATED 3/4/2015 TITLED WHISTLE STOP, LLC.
2. WATER SERVICE TO ALL LOTS PROVIDED BY H.B.&T.S.
3. FLOOD INFORMATION TAKEN FROM FLOOD INSURANCE RATE MAP (FIRM) MAP NUMBER 47187C0345C ZONE X DATED 09/29/2006.
4. ONE 2" CALIPER TREE PER SINGLE FAMILY LOT.
5. FENCIING IN LOT NO GREATER THAN 6 FOOT IN HEIGHT.
6. CONSTRUCTION GRADING TO BE WITHIN LOT, ROW AND DRAINAGE AREAS.
7. MASS GRADING WILL BE REQUIRED WITH CONSTRUCTION DOCUMENTS.

✱ ASTRIC REPRESENTS CRITICAL DUE TO SLOPE OR SOILS CONDITION. ENGINEERING SITE PLAN REQUIRED FOR BUILDING PERMIT.

SURVEY NOTES:

1. SURVEYOR'S LIABILITY FOR THE DOCUMENT SHALL BE LIMITED TO THE ORIGINAL PURCHASER AND DOES NOT EXTEND TO ANY UNNAMED PERSON OR ENTITIES WITHOUT AN EXPRESSED RE-CERTIFICATION BY WHOSE SIGNATURE APPEARS UPON THE SURVEY.
2. PARCEL NUMBERS SHOWN THUS (00) REFER TO WILLIAMSON COUNTY TAX MAP 146 PARCEL40.
3. ALL DISTANCES WERE MEASURED WITH E.D.M. EQUIPMENT AND HAVE BEEN ADJUSTED FOR TEMPERATURE.
4. THE PROPERTY DOES NOT LIE WITHIN THE 100 YEAR FLOOD PLANE AND ARE DETERMINED TO BE IN ZONE X AS PER FIRM PANEL NUMBER 47187C0345F, DATED 09-29-06.
5. THIS SURVEYOR WAS NOT PROVIDED WITH A TITLE COMMITMENT. THEREFORE SUBJECT TO THE FINDINGS OF A DETAILED TITLE SEARCH.
6. PRIOR TO ANY CONSTRUCTION, EXCAVATION OR ANY DISTURBANCE OF THE EXISTING GROUND ELEVATION THE OWNER AND/OR CONTRACTOR SHOULD ASSUME RESPONSIBILITY OF CONTACTING THE LOCAL ELECTRIC CABLES AND WATER LINES ETC. TO AVOID ANY HAZARD OR CONFLICT. IN TENNESSEE, IT IS A REQUIREMENT PER "THE UNDERGROUND UTILITY DAMAGE PREVENT ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN THREE (3) NO MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF EXCAVATION AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. TENNESSEE ONE CALL 1-800-351-1111.
7. PROPERTY DATA TAKEN FROM DEED OF RECORD AND DEEDS FROM ADJOINING PROPERTIES AS NOTED CURRENT DEED OF RECORD FOR PARCEL 40 BEING RECORDED IN DEED BOOK 5775 PAGE 532 REGISTER OFFICE WILLIAMSON COUNTY TENNESSEE. OWNER: WHISTLE STOP, LLC.
8. EASEMENT GRANTED TO MIDDLE TENNESSEE ELECTRIC MEMBERSHIP CORPORATION OF RECORDED IN BOOK 1971, PAGE 174 R.O.W.C.T.
9. CSX INFORMATION TAKEN FOR MAPS PROVIDED BY CXS RAILROAD COMPANY, "RIGHT OF WAY AND TRACK MAP NASHVILLE AND DECATUR R.R. CO." OPERATED BY LOUISVILLE AND NASHVILLE R.R. CO SHEETS V11799 DATED JUNE 30, 1017. FENCE OWNED BY R.R. COMPANY.
10. UTILITIES SHOWN WERE TAKEN FROM FIELD LOCATIONS THAT WERE APPARENT AND COPIED FROM APPROPRIATE GOVERNING AGENCIES MAPS ARE APPROXIMATE AT BEST, THERE MY BE UTILITIES, THE EXISTENCE OF WHICH ARE UNKNOWN TO THE SURVEYOR.
11. MASS GRADING PLAN WILL BE REQUIRED WITH THE CONSTRUCTION DRAWINGS.
12. ALL CRITICAL LOTS WILL BE REQUIRED A GEOTECHNICAL REPORT WITH BUILDING PERMIT APPLICATION.
13. THIS DEVELOPMENT WILL CONSIST OF TWO PHASES. PRELIMINARY PLAT FOLLOWED BY CONSTRUCTION DRAWING FOR EACH PHASE. FINAL PLAT WILL BE BROKEN DOWN IN 20+/- LOT SECTIONS.

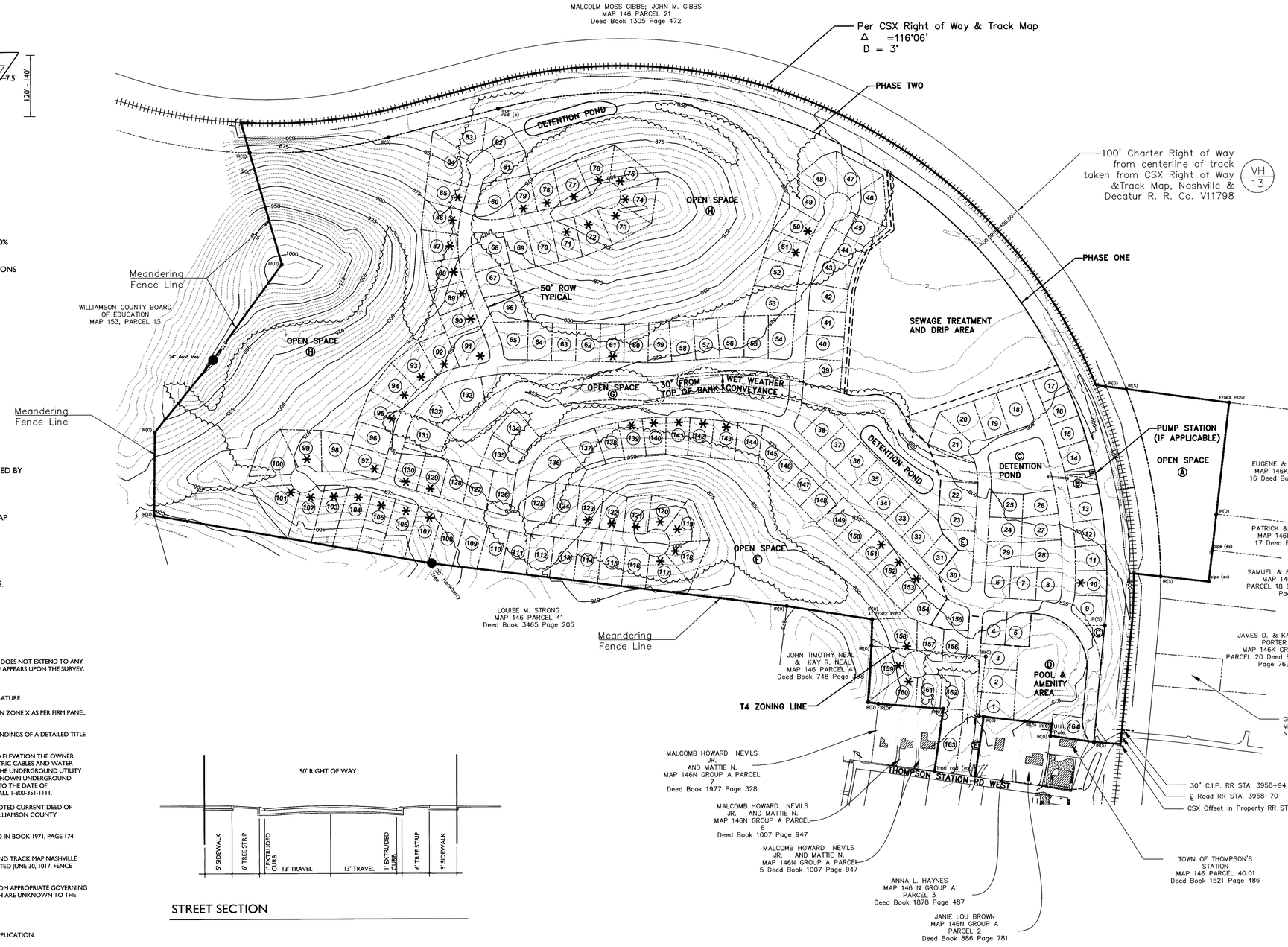
OPEN SPACE

	SQUARE FEET	ACRES
A	247,805	5.69
B	11,753	0.27
C	4,042	0.09
D	87,726	2.01
E	5,614	0.13
F	321,728	7.39
G	193,189	4.44
H	2,043,967	46.92
I	40,132	0.92
	TOTAL	67.86

SCENARIO A
TOTAL BOUNDARY 144.58
REQUIRED OPEN SPACE X50% = 72.29 AC

SCENARIO B
TOTAL BOUNDARY 144.58
LESS CSX CHARTER −13.13
131.45
REQUIRED OPEN SPACE X50% = 65.73 AC

GRAPHIC SCALE 1"=200'
200 0 200 200



STREET SECTION

SITE DATA REVISION 3:

PROJECT NAME: WHISTLE STOP VILLAGE
LOCATION: PARCEL 40, TAX MAP 146
ZONING: PN (PLANNED NEIGHBORHOOD)

TOTAL SITE AREA: +/-131.45 AC
TOTAL SITE (144.58 AC) - CSX ROW (13.13 AC)

TOTAL ALLOWED DENSITY: 3 DUA
APPROVED WITH 2009 DEVELOPMENT PLAN

TOTAL PROPOSED HOMES: 164 (0.80 DUA)
SINGLE FAMILY LOT TYPE A: 80' X 130' (TYPICAL)

REQUIRED OPEN SPACE: 50%,
PROVIDED OPEN SPACE: 52%,

SITE DATA REVISION 2:

TOTAL PROPOSED HOMES: 381 (2.76 DUA)

SINGLE FAMILY LOT TYPE A: 60' X 130' (TYPICAL)	204 UNITS
SINGLE FAMILY LOT TYPE B: 40' X 110' (TYPICAL)	12 UNITS
VILLA HOMES	81 UNITS
INDEPENDANT LIVING APARTMENTS	84 UNITS

REQUIRED OPEN SPACE: 50%,
PROVIDED OPEN SPACE: 51%,

SITE DEVELOPMENT PLAN

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE
144 SOUTHEAST PARKWAY
SUITE 200
FRANKLIN, TENNESSEE 37064
GREG GAMBLE
greggamble2019@gmail.com
615.975.5765

Whistle Stop PUD Subdivision
Site Development Plan, Revision 3

Town of Thompson's Station, Williamson County, Tennessee

date
09-30-15
10-07-15

GCG Job No. 14006
AUGUST 19, 2015

SHEET
C2.0

3. EXISTING TRAFFIC VOLUMES

In order to provide data for the traffic impact analysis, peak hour traffic volumes were counted at the following intersections:

1. Thompson's Station Road West and School Street (at the southern 90-degree curve)
2. Thompson's Station Road West and School Street (west of the northern 90-degree curve)

This data was collected from 7:00 – 9:00 AM and 4:00 – 6:00 PM on typical weekdays in November 2013 when schools were in session. The existing laneage at these intersections is shown in Figure 3, and the existing peak hour traffic volumes are shown in Figure 4.

Using the existing peak hour traffic volumes shown in Figure 4, capacity analyses were conducted for the intersection studied. Specifically, in order to identify current peak hour levels of operation within the study area, the capacity calculations were performed according to the methods outlined in the Highway Capacity Manual 2010 (HCM2010). These analyses result in the determination of a Level of Service (LOS), which is a measure of evaluation is used to describe how well an intersection or roadway operates. LOS A represents free flow traffic operations, and LOS F suggests that the traffic demand exceeds the available capacity. In an urbanized area, LOS D is typically considered to be the minimum acceptable LOS. Table 1 presents the descriptions of LOS for unsignalized intersections.

The results of the capacity analyses for the existing peak hour traffic volumes are shown in Table 2, and Appendix A includes the capacity analyses worksheets. These analyses indicate that all of the critical turning movements at the unsignalized intersections within the study area currently operate at LOS A during both peak hours. Specifically, these intersections accommodate relatively low peak hour traffic volumes. However, it is important to note that the laneage, geometry, and alignment at these intersections are substandard.

F i s c h b a c h
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Traffic Engineering and Planning

XX - AM Peak Hour Volumes
(XX) - PM Peak Hour Volumes
No Scale

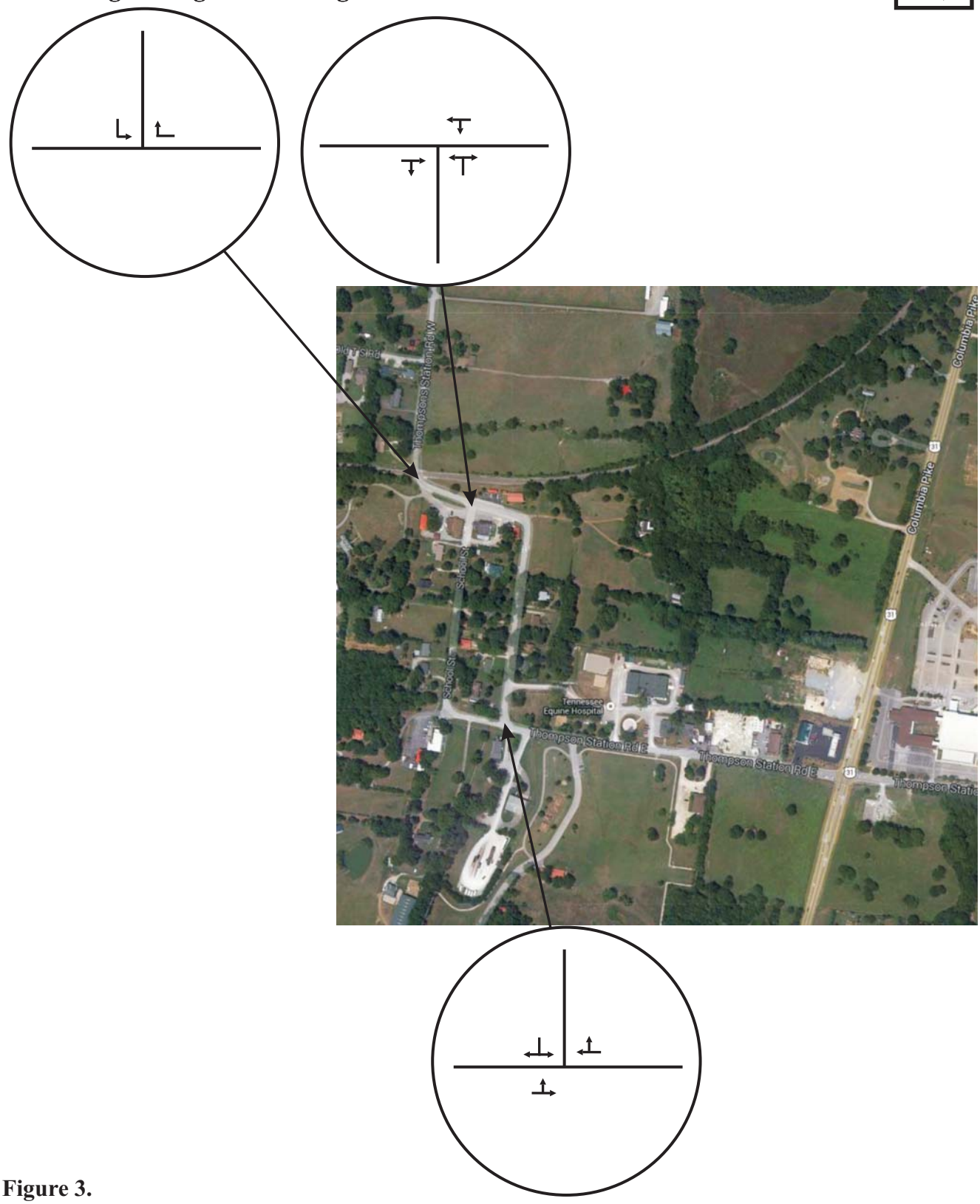

Figure 3.
Existing Laneage within the Study Area

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Transportation Group, LLC
Traffic Engineering and Planning

XX - AM Peak Hour Volumes
(XX) - PM Peak Hour Volumes
No Scale

N

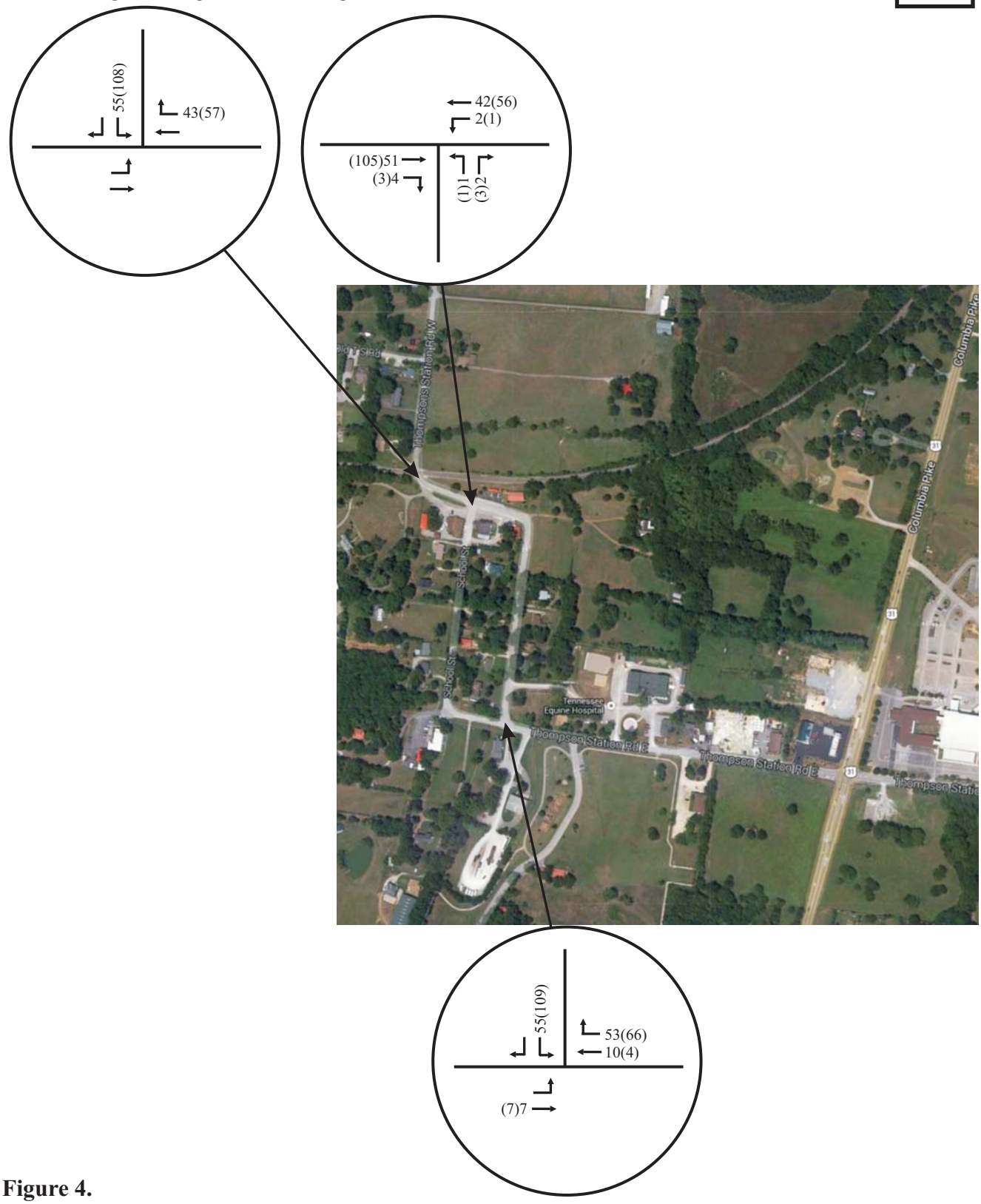


Figure 4.
November 2013 Peak Hour Traffic Volumes

TABLE 1. DESCRIPTIONS OF LOS FOR UNSIGNALIZED INTERSECTIONS

Level of Service	Description	Average Control Delay (sec/veh)
A	Minimal delay	≤ 10
B	Brief delay	> 10 and ≤ 15
C	Average delay	> 15 and ≤ 25
D	Significant delay	> 25 and ≤ 35
E	Long delay	> 35 and ≤ 50
F	Extreme delay	> 50

Source: Highway Capacity Manual 2010 (HCM 2010)

TABLE 2. EXISTING PEAK HOUR LEVELS OF SERVICE

INTERSECTION	TURNING MOVEMENT	AM PEAK HOUR		PM PEAK HOUR	
		LEVEL OF SERVICE	VEHICLE QUEUE	LEVEL OF SERVICE	VEHICLE QUEUE
Thompson's Station Road West and School Street (south)	Eastbound Left Turns / Thrus	LOS A	1 veh	LOS A	1 veh
Thompson's Station Road West and School Street (north)	Westbound Left Turns / Thrus	LOS A	1 veh	LOS A	1 veh
	Northbound Left and Right Turns	LOS A	1 veh	LOS A	1 veh

4. PROJECTION OF BACKGROUND TRAFFIC VOLUMES

In order to account for the traffic growth which will occur within the study area because of typical growth, as well as other approved developments, background traffic volumes were established for the intersections within the study area. Specifically, in order to account for typical growth within the study area, consideration was given to the historical traffic volumes near the project site. The Tennessee Department of Transportation (TDOT) conducts an annual count program throughout the state. This count program includes the annual collection of average daily traffic (ADT) counts at numerous fixed locations. As shown in Table 3, the daily traffic volumes within the study area have grown modestly 2005. However, the intersections studied accommodate relatively low peak hour traffic volumes. Therefore, for the purposes of this study, the existing traffic volumes were increased by 100% to reflect background conditions in Year 2018, as shown in Figure 5.

TABLE 3. HISTORICAL TRAFFIC VOLUMES IN THE STUDY AREA

Year	Station 68 Thompson's Sta Rd ADT	Annual Growth	
2005	2,513		
2006	2,858	13.73%	
2007	3,449	20.68%	
2008	3,483	0.99%	**Overall Growth**
2009	2,916	-16.28%	
2010	2,412	-17.28%	
2011	2,585	7.17%	
2012	2,720	5.22%	
2013	2,723	0.11%	
2014	2,952	8.41%	**1.94%**

Using the background peak hour traffic volumes, capacity analyses were conducted for the intersections within the study area. For these analyses, it was assumed that all existing infrastructure will be maintained and no improvements will be made.

The results of the analyses are shown in Table 4, and Appendix A includes the capacity analyses worksheets. These analyses indicate that all of the critical turning movements at the unsignalized intersections within the study area will operate at LOS A during both peak hours. Specifically, these intersections will continue to accommodate relatively low peak hour traffic volumes.

Fischbach
Transportation Group, LLC
Traffic Engineering and Planning

XX - AM Peak Hour Volumes
(XX) - PM Peak Hour Volumes
No Scale

N

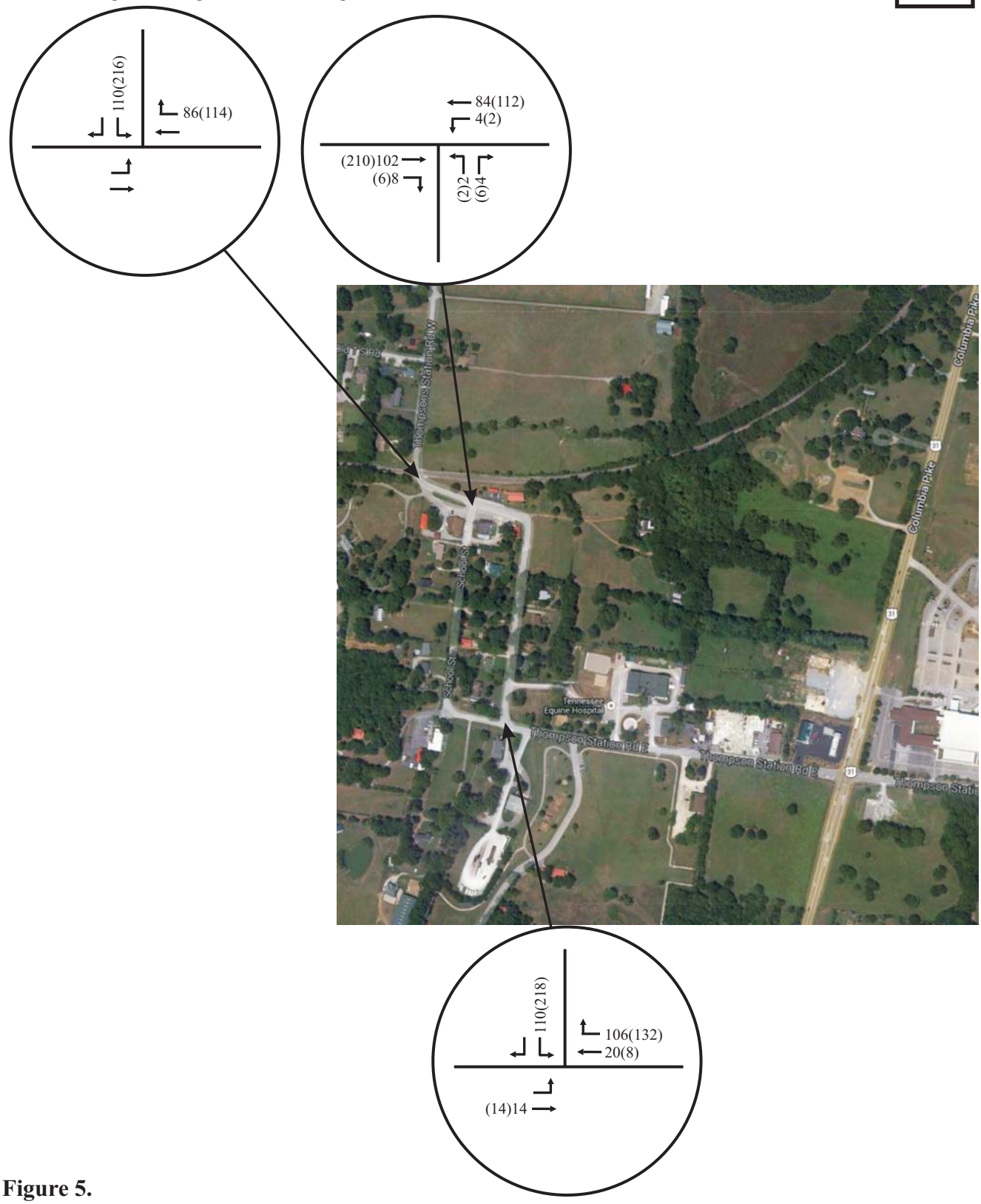


Figure 5.
Background Peak Hour Traffic Volumes

TABLE 4. BACKGROUND PEAK HOUR LEVELS OF SERVICE

INTERSECTION	TURNING MOVEMENT	AM PEAK HOUR		PM PEAK HOUR	
		LEVEL OF SERVICE	VEHICLE QUEUE	LEVEL OF SERVICE	VEHICLE QUEUE
Thompson's Station Road West and School Street (south)	Eastbound Left Turns / Thrus	LOS A	1 veh	LOS A	1 veh
Thompson's Station Road West and School Street (north)	Westbound Left Turns / Thrus	LOS A	1 veh	LOS A	1 veh
	Northbound Left and Right Turns	LOS A	1 veh	LOS A	1 veh

5. IMPACTS OF PROPOSED DEVELOPMENT

5.1 TRIP GENERATION

Trip generation calculations were conducted in order to identify how much traffic will be generated by the proposed project. Trip generation data for daily and peak hour trips were identified from Trip Generation, Ninth Edition, which was published by the Institute of Transportation Engineers (ITE) in 2012. In order to present a conservative analysis for the purposes of these analyses, it was assumed that the villa homes will generate trips as if they were detached single-family homes. Table 5 presents the daily and peak hour trip generations for proposed project, and these trip generation calculations are included in Appendix B.

TABLE 5. TRIP GENERATION

LAND USE	SIZE	DAILY TRAFFIC	GENERATED TRAFFIC			
			AM PEAK HOUR		PM PEAK HOUR	
			ENTER	EXIT	ENTER	EXIT
Single-Family (LUC 210)	165 homes	1,664	31	94	104	61
Specialty Retail (LUC 826)	3,000 sq.ft.	166	10	11	13	16
TOTAL		**1,830**	**41**	**105**	**117**	**77**

5.2 TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT (ONE ACCESS)

For the purposes of this study, it was estimated that the trips generated by the proposed development will access the project site according to the directional distribution shown in Figure 6. The development of this distribution was based on the following factors:

- existing land use characteristics,
- the directions of approach of the existing traffic,
- the access proposed for the project, and
- the locations of population centers in the area.

It is important to note that this directional distribution is based on the provision of just one project access.

The peak hour trip generations and directional distribution were used to add the site-generated trips to the roadway system. Figure 7 includes the peak hour traffic volumes that are expected to be generated by the proposed project.

F i s c h b a c h
Transportation Group, LLC
Traffic Engineering and Planning

XX - Entering Volumes
(XX) - Exiting Volumes
No Scale

N

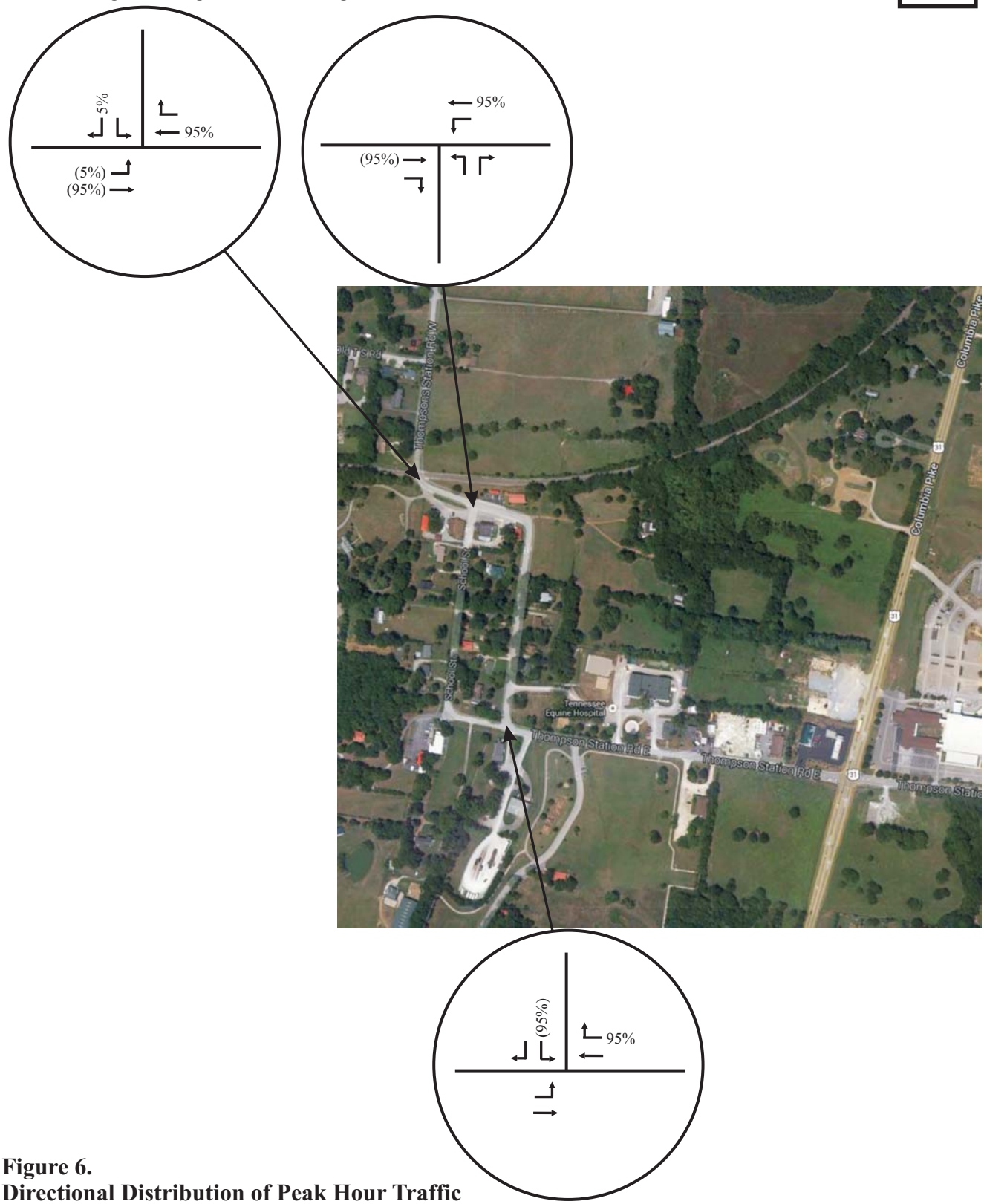


Figure 6.
Directional Distribution of Peak Hour Traffic Volumes Generated by the Proposed Project

F i s c h b a c h
Transportation Group, LLC
Traffic Engineering and Planning

XX - AM Peak Hour Volumes
(XX) - PM Peak Hour Volumes
No Scale

N

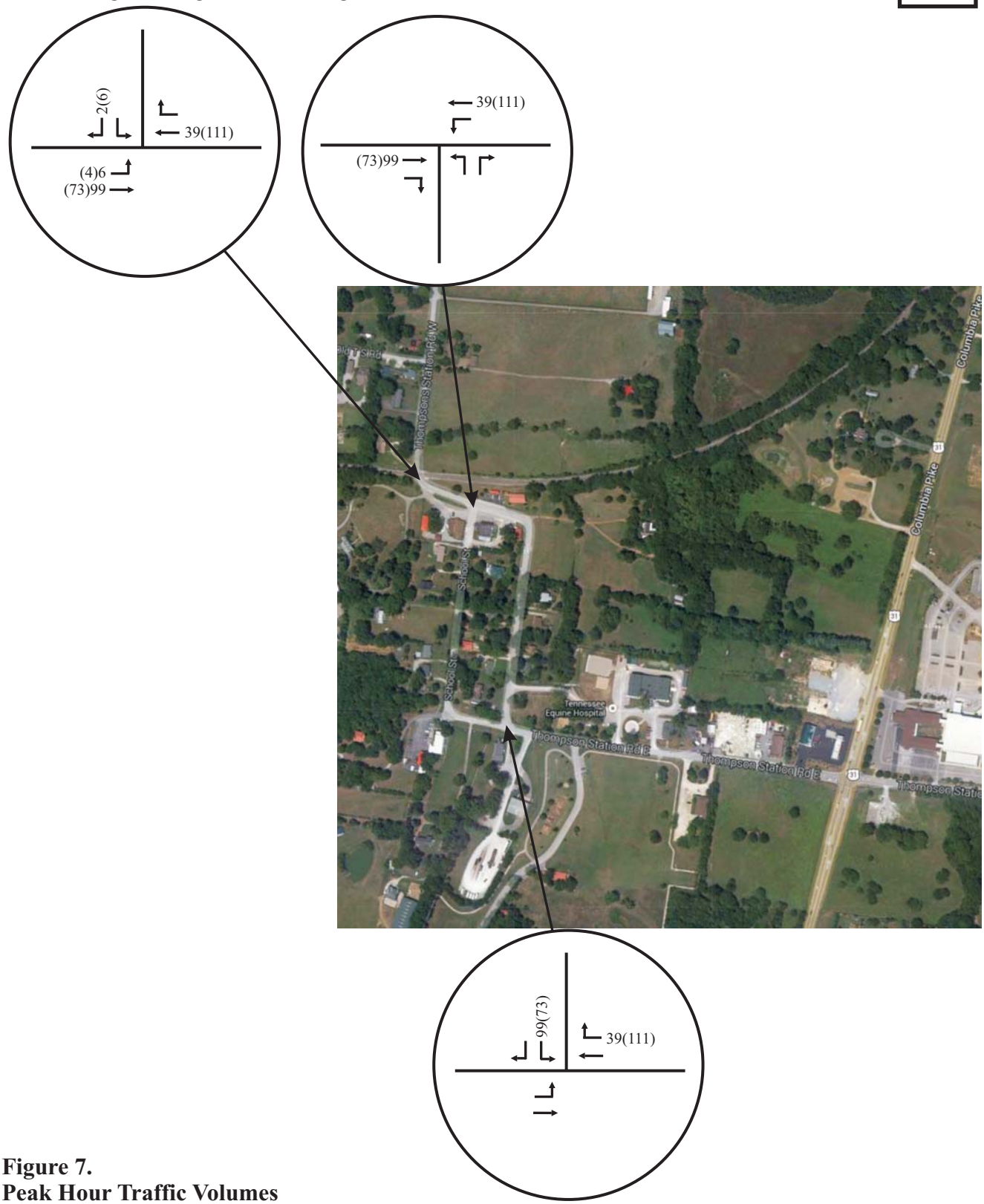


Figure 7.
Peak Hour Traffic Volumes
Generated by the Proposed Project

5.3 CAPACITY ANALYSES (ONE ACCESS)

In order to identify the projected peak hour traffic volumes at the completion of the proposed project, based on the provision of just one project access, the trips generated by the proposed development were added to the background peak hour traffic volumes within the study area. The resulting peak hour volumes are shown in Figure 8.

Using the total projected peak hour traffic volumes, capacity analyses were conducted in order to determine the impact of the proposed project on the roadway system. Specifically, these capacity analyses were used to evaluate the need for roadway and traffic control improvements within the study area. For the purposes of these analyses, the following assumptions were made:

1. The existing laneage and traffic control will be maintained, and no improvements will be made.

2. The new project access will be constructed as a two-lane extension of Thompson's Station Road West from the existing 90-degree curve at the existing railroad crossing.

The results of the capacity analyses for the total projected peak hour traffic volumes are shown in Table 6, and Appendix A includes the capacity analyses worksheets. These analyses indicate that all of the critical turning movements at the unsignalized intersections within the study area will operate at LOS A during both peak hours. Specifically, these intersections will continue to accommodate relatively low peak hour traffic volumes.

Fischbach
Transportation Group, LLC
Traffic Engineering and Planning

XX - AM Peak Hour Volumes
(XX) - PM Peak Hour Volumes
No Scale

N

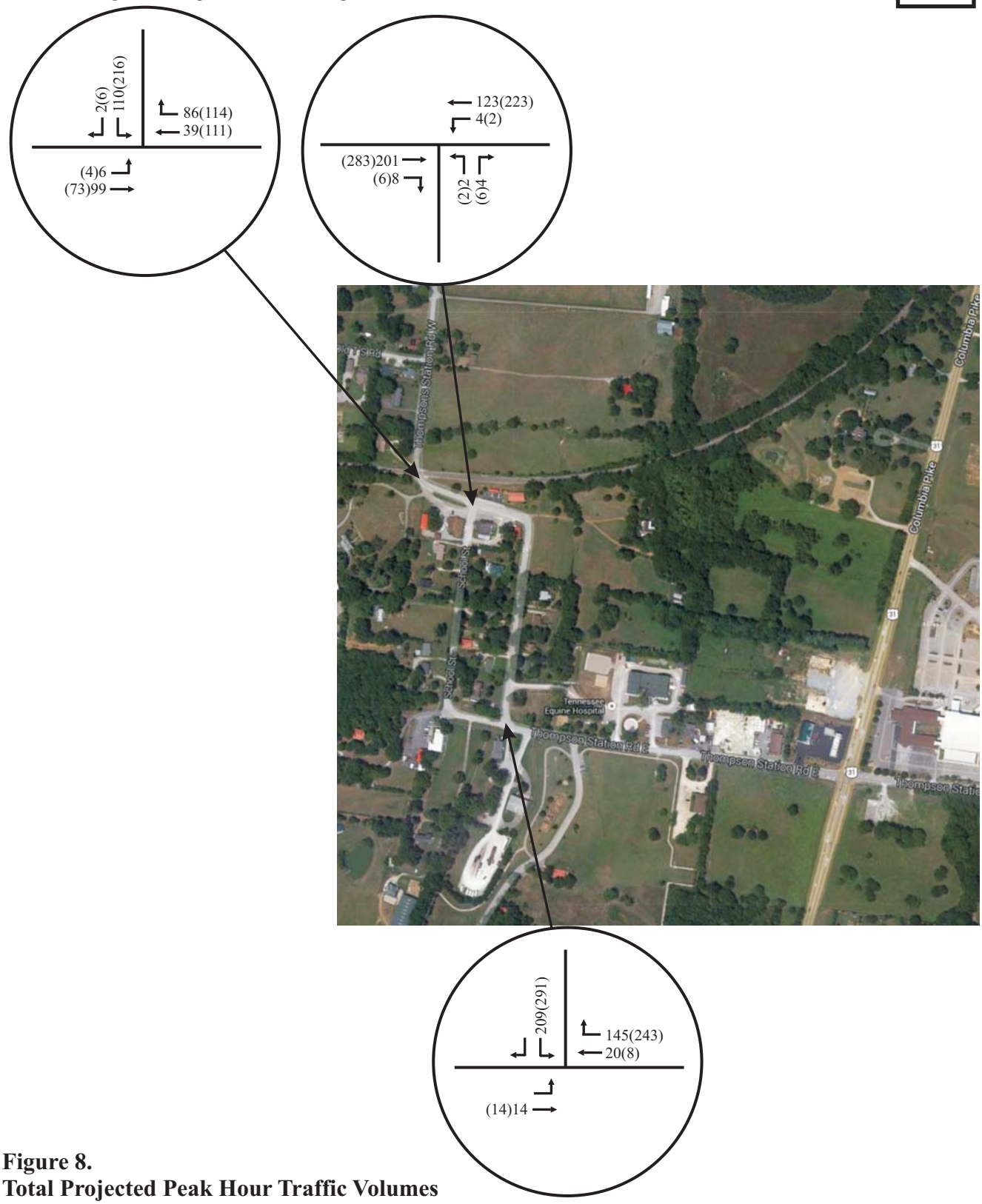


Figure 8.
Total Projected Peak Hour Traffic Volumes at the Completion of the Proposed Project

TABLE 6. TOTAL PROJECTED LEVELS OF SERVICE WITH COMPLETION OF THE PROPOSED PROJECT

(WITH ONE PROJECT ACCESS)

INTERSECTION	TURNING MOVEMENT	AM PEAK HOUR		PM PEAK HOUR	
		LEVEL OF SERVICE	VEHICLE QUEUE	LEVEL OF SERVICE	VEHICLE QUEUE
Thompson's Station Road West and School Street (south)	Eastbound Left Turns / Thrus	LOS A	1 veh	LOS A	1 veh
Thompson's Station Road West and School Street (north)	Westbound Left Turns / Thrus	LOS A	1 veh	LOS A	1 veh
	Northbound Left and Right Turns	LOS A	1 veh	LOS A	1 veh
Thompson's Station Road West and Project Access	Westbound Left Turns / Thrus	LOS A	1 veh	LOS A	1 veh
	Northbound Left and Right Turns	LOS A	1 veh	LOS A	1 veh

5.4 TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT (TWO ACCESSES)

For the purposes of this study, it was estimated that the trips generated by the proposed development will access the project site according to the directional distribution shown in Figure 9. The development of this distribution was based on the following factors:

- existing land use characteristics,
- the directions of approach of the existing traffic,
- the access proposed for the project, and
- the locations of population centers in the area.

It is important to note that this directional distribution is based on the provision of a second project access on School Street.

The peak hour trip generations and directional distribution were used to add the site-generated trips to the roadway system. Figure 10 includes the peak hour traffic volumes that are expected to be generated by the proposed project.

F i s c h b a c h
Transportation Group, LLC
Traffic Engineering and Planning

XX - Entering Volumes
(XX) - Exiting Volumes
No Scale

N

Figure 9.
Directional Distribution of Peak Hour Traffic Volumes Generated by the Proposed Project (with two accesses)

F i s c h b a c h
Transportation Group, LLC
Traffic Engineering and Planning

XX - Entering Volumes
(XX) - Exiting Volumes
No Scale

N

Figure 10.
Peak Hour Traffic Volumes
Generated by the Proposed Project
(with two accesses)

5.5 CAPACITY ANALYSES (TWO ACCESS)

In order to identify the projected peak hour traffic volumes at the completion of the proposed project, based on the provision of two project accesses, the trips generated by the proposed development were added to the background peak hour traffic volumes within the study area. The resulting peak hour volumes are shown in Figure 11.

Using the total projected peak hour traffic volumes, capacity analyses were conducted in order to determine the impact of the proposed project on the roadway system. Specifically, these capacity analyses were used to evaluate the need for roadway and traffic control improvements within the study area. For the purposes of these analyses, the following assumptions were made:

1. The existing laneage and traffic control will be maintained, and no improvements will be made.

2. The northern project access will be constructed as a two-lane extension of Thompson's Station Road West from the existing 90-degree curve at the existing railroad crossing.

3. The project access on School Street will be constructed to include one entering lane and one exiting lane.

The results of the capacity analyses for the total projected peak hour traffic volumes are shown in Table 7, and Appendix A includes the capacity analyses worksheets. These analyses indicate that all of the critical turning movements at the unsignalized intersections within the study area will operate at LOS B or better during both peak hours. Specifically, these intersections will continue to accommodate relatively low peak hour traffic volumes.

F i s c h b a c h
Transportation Group, LLC
Traffic Engineering and Planning

XX - AM Peak Hour Volumes
(XX) - PM Peak Hour Volumes
No Scale

N

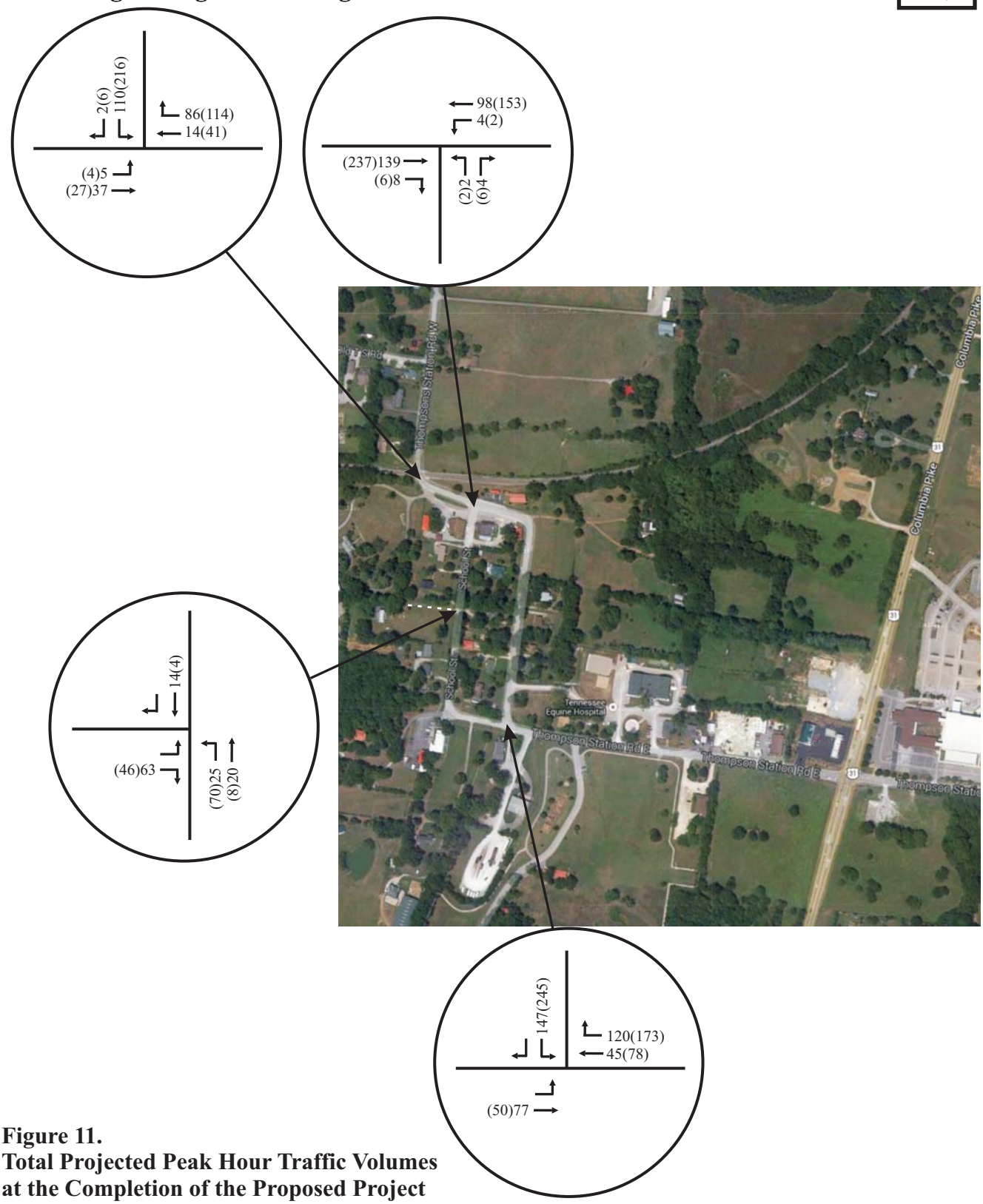


Figure 11.
Total Projected Peak Hour Traffic Volumes at the Completion of the Proposed Project (with two accesses)

TABLE 7. TOTAL PROJECTED LEVELS OF SERVICE WITH COMPLETION OF THE PROPOSED PROJECT

(WITH TWO PROJECT ACCESSES)

INTERSECTION	TURNING MOVEMENT	AM PEAK HOUR		PM PEAK HOUR	
		LEVEL OF SERVICE	VEHICLE QUEUE	LEVEL OF SERVICE	VEHICLE QUEUE
Thompson's Station Road West and School Street (south)	Eastbound Left Turns / Thrus	LOS A	1 veh	LOS B	1 veh
Thompson's Station Road West and School Street (north)	Westbound Left Turns / Thrus	LOS A	1 veh	LOS A	1 veh
	Northbound Left and Right Turns	LOS A	1 veh	LOS B	1 veh
Thompson's Station Road West and Project Access	Westbound Left Turns / Thrus	LOS A	1 veh	LOS A	1 veh
	Northbound Left and Right Turns	LOS A	1 veh	LOS A	1 veh
School Street and Project Access	Northbound Left Turns / Thrus	LOS A	1 veh	LOS A	1 veh
	Eastbound Left and Right Turns	LOS A	1 veh	LOS A	1 veh

6. CONCLUSIONS AND RECOMMENDATIONS

The analyses presented in this study indicate that the following infrastructure improvements should be provided in conjunction with the proposed project:

1. The new project access on Thompson's Station Road West should be constructed as an extension of the east-west portion of Thompson's Station West, immediately south of the existing railroad tracks. With this new leg, the new T-intersection should be built as far south as possible to maximize the separation from the railroad tracks.

2. If a second project access is provided on School Street, this access should be constructed to include one entering lane and one exiting lane. It is important to note that this access is not needed to provide adequate capacity but will enhance vehicle circulation related to the proposed project. Because this access is not needed to provide adequate capacity within the study area, it can be open to residents during the later phases of construction. Specifically, it could be provided at 75% completion of the project without compromising the efficiency of turning movements within the study area. If this access is used as a construction access during the earlier phases of construction, adequate turning radii should be provided at the intersection of School Street and the project access to accommodate delivery vehicles and construction traffic. It is likely that fewer than 15 construction vehicles will enter and exit the project site each day, and so these vehicles will not likely have a significant impact on the peak hour turning movements .

3. If a second project access is provided, School Street should be widened to include two 10-foot travel lanes from the project access south to the east-west portion of School Street and the southern alignment of Thompson's Station Road West. This improvement could be provided with the reconstruction of Thompson's Station Road West, as described above.

In conclusion, the implementation of the above recommendations should be provided in order to provide safe and efficient traffic operations on the roadways and intersections within the study area.

APPENDIX A
CAPACITY ANALYSES

EXISTING CONDITIONS

HCS 2010 Two-Way Stop Control Summary Report

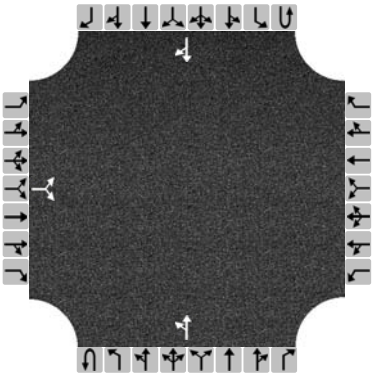
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Dec 2015
Analysis Year	2015
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	10463 (Existing)

Site Information

Intersection	Thompson's Sta and School
Jurisdiction	Thompson's Station, TN
East/West Street	Thompson's Sta Rd, E / School
North/South Street	Thompson's Station Road, E.
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		1		7						10	53				55	1
Percent Heavy Vehicles		0		0						0						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			9							70						
Capacity			988							1554						
v/c Ratio			0.01							0.05						
95% Queue Length			0.0							0.0						
Control Delay (s/veh)			8.7							7.3						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	8.7								1.2							
Approach LOS	A								A							

HCS 2010 Two-Way Stop Control Summary Report

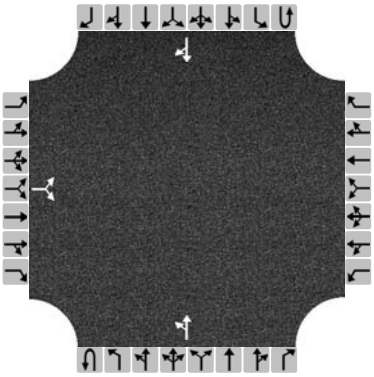
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Dec 2015
Analysis Year	2015
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	10463 (Existing)

Site Information

Intersection	Thompson's Sta and School
Jurisdiction	Thompson's Station, TN
East/West Street	Thompson's Sta Rd, E / School
North/South Street	Thompson's Station Road, E.
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		1		7						4	66				109	1
Percent Heavy Vehicles		0		0						0						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			9							77						
Capacity			916							1478						
v/c Ratio			0.01							0.05						
95% Queue Length			0.0							0.0						
Control Delay (s/veh)			9.0							7.4						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	9.0								0.4							
Approach LOS	A								A							

HCS 2010 Two-Way Stop Control Summary Report

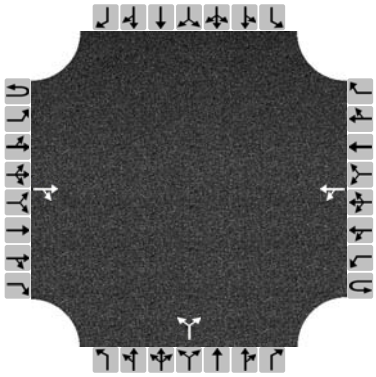
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Dec 2015
Analysis Year	2015
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	10463 (Existing)

Site Information

Intersection	Thompson's Sta, E / School
Jurisdiction	Thompson's Station Road, E.
East/West Street	Thompson's Station Road, E.
North/South Street	School Street
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			51	4		2	42			1		2				
Percent Heavy Vehicles						0				0		0				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						49					3					
Capacity						1555					968					
v/c Ratio						0.03					0.00					
95% Queue Length						0.0					0.0					
Control Delay (s/veh)						7.3					8.7					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					0.3				8.7							
Approach LOS					A				A							

HCS 2010 Two-Way Stop Control Summary Report

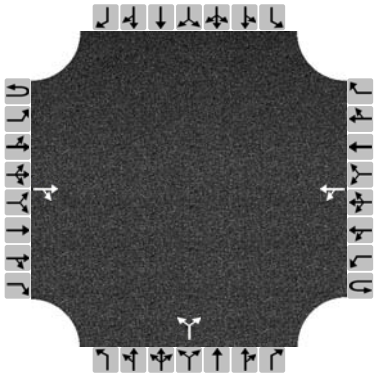
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Dec 2015
Analysis Year	2015
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	10463 (Existing)

Site Information

Intersection	Thompson's Sta, E / School
Jurisdiction	Thompson's Station Road, E.
East/West Street	Thompson's Station Road, E.
North/South Street	School Street
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			105	3		1	56			1		3				
Percent Heavy Vehicles						0				0		0				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						63					4					
Capacity						1480					904					
v/c Ratio						0.04					0.00					
95% Queue Length						0.0					0.0					
Control Delay (s/veh)						7.4					9.0					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					0.1				9.0							
Approach LOS					A				A							

BACKGROUND CONDITIONS

HCS 2010 Two-Way Stop Control Summary Report

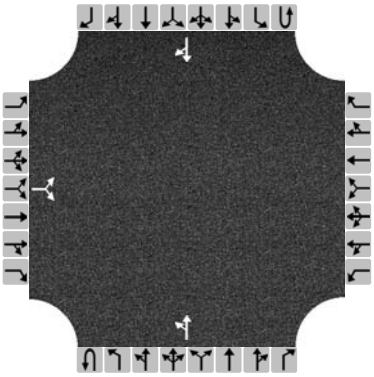
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Dec 2015
Analysis Year	2015
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	10463 (Background)

Site Information

Intersection	Thompson's Sta and School
Jurisdiction	Thompson's Station, TN
East/West Street	Thompson's Sta Rd, E / School
North/South Street	Thompson's Station Road, E.
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		1		14						20	106				110	1
Percent Heavy Vehicles		0		0						0						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			17							140						
Capacity			917							1477						
v/c Ratio			0.02							0.09						
95% Queue Length			0.1							0.0						
Control Delay (s/veh)			9.0							7.5						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	9.0								1.3							
Approach LOS	A								A							

HCS 2010 Two-Way Stop Control Summary Report

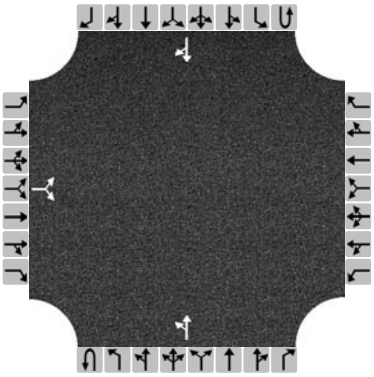
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Dec 2015
Analysis Year	2015
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	10463 (Background)

Site Information

Intersection	Thompson's Sta and School
Jurisdiction	Thompson's Station, TN
East/West Street	Thompson's Sta Rd, E / School
North/South Street	Thompson's Station Road, E.
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		1		14						8	132				218	1
Percent Heavy Vehicles		0		0						0						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			17							156						
Capacity			786							1335						
v/c Ratio			0.02							0.12						
95% Queue Length			0.1							0.0						
Control Delay (s/veh)			9.7							7.7						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	9.7								0.5							
Approach LOS	A								A							

HCS 2010 Two-Way Stop Control Summary Report

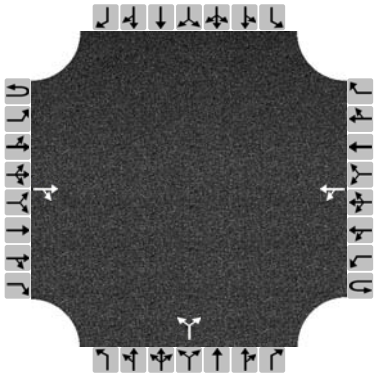
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Dec 2015
Analysis Year	2015
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	10463 (Background)

Site Information

Intersection	Thompson's Sta, E / School
Jurisdiction	Thompson's Station Road, E.
East/West Street	Thompson's Station Road, E.
North/South Street	School Street
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			102	8		4	84			2		4				
Percent Heavy Vehicles						0				0		0				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						97					6					
Capacity						1478					876					
v/c Ratio						0.07					0.01					
95% Queue Length						0.0					0.0					
Control Delay (s/veh)						7.4					9.1					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					0.3				9.1							
Approach LOS					A				A							

HCS 2010 Two-Way Stop Control Summary Report

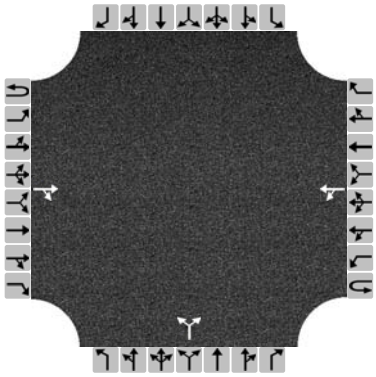
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Dec 2015
Analysis Year	2015
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	10463 (Background)

Site Information

Intersection	Thompson's Sta, E / School
Jurisdiction	Thompson's Station Road, E.
East/West Street	Thompson's Station Road, E.
North/South Street	School Street
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			210	6		2	112			2		6				
Percent Heavy Vehicles						0				0		0				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						126					9					
Capacity						1339					763					
v/c Ratio						0.09					0.01					
95% Queue Length						0.0					0.0					
Control Delay (s/veh)						7.7					9.8					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					0.1				9.8							
Approach LOS					A				A							

TOTAL PROJECTED CONDITIONS (WITH ONE PROJECT ACCESS)

HCS 2010 Two-Way Stop Control Summary Report

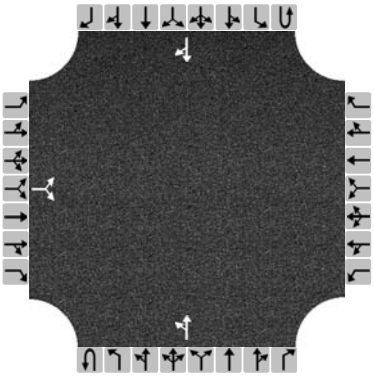
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Dec 2015
Analysis Year	2015
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	10463 (Total with one access)

Site Information

Intersection	Thompson's Sta and School
Jurisdiction	Thompson's Station, TN
East/West Street	Thompson's Sta Rd, E / School
North/South Street	Thompson's Station Road, E.
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		1		14						20	145				209	1
Percent Heavy Vehicles		0		0						0						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			17							183						
Capacity			792							1347						
v/c Ratio			0.02							0.14						
95% Queue Length			0.1							0.0						
Control Delay (s/veh)			9.6							7.7						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	9.6								1.1							
Approach LOS	A								A							

HCS 2010 Two-Way Stop Control Summary Report

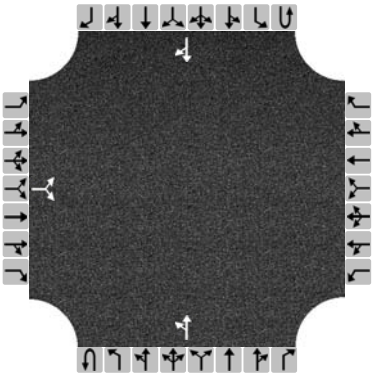
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Dec 2015
Analysis Year	2015
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	10463 (Total with one access)

Site Information

Intersection	Thompson's Sta and School
Jurisdiction	Thompson's Station, TN
East/West Street	Thompson's Sta Rd, E / School
North/South Street	Thompson's Station Road, E.
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		1		14						8	243				291	1
Percent Heavy Vehicles		0		0						0						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			17							279						
Capacity			698							1247						
v/c Ratio			0.02							0.22						
95% Queue Length			0.1							0.0						
Control Delay (s/veh)			10.3							7.9						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	10.3								0.3							
Approach LOS	B								A							

HCS 2010 Two-Way Stop Control Summary Report

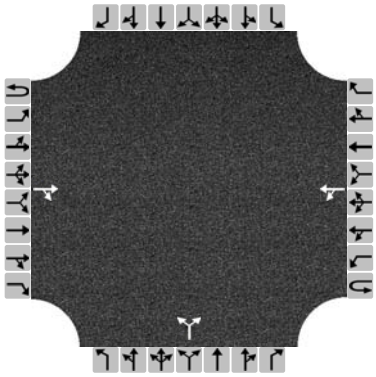
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Dec 2015
Analysis Year	2015
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	10463 (Total with one access)

Site Information

Intersection	Thompson's Sta, E / School
Jurisdiction	Thompson's Station Road, E.
East/West Street	Thompson's Station Road, E.
North/South Street	School Street
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			201	8		4	123			2		4				
Percent Heavy Vehicles						0				0		0				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						141					6					
Capacity						1348					744					
v/c Ratio						0.10					0.01					
95% Queue Length						0.0					0.0					
Control Delay (s/veh)						7.7					9.9					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					0.2				9.9							
Approach LOS					A				A							

HCS 2010 Two-Way Stop Control Summary Report

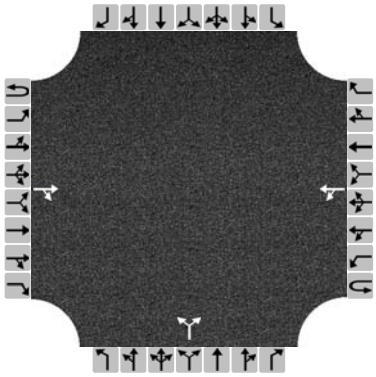
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Dec 2015
Analysis Year	2015
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	10463 (Total with one access)

Site Information

Intersection	Thompson's Sta, E / School
Jurisdiction	Thompson's Station Road, E.
East/West Street	Thompson's Station Road, E.
North/South Street	School Street
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			283	6		2	223			2		6				
Percent Heavy Vehicles						0				0		0				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

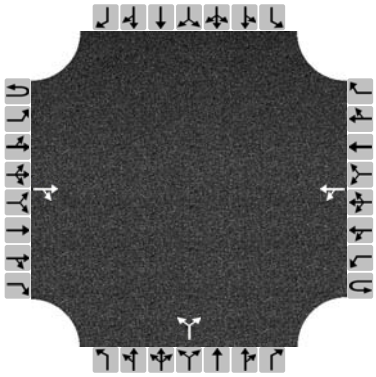
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						250					9					
Capacity						1250					655					
v/c Ratio						0.20					0.01					
95% Queue Length						0.0					0.0					
Control Delay (s/veh)						7.9					10.6					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					0.1				10.6							
Approach LOS					A				B							

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	FTG	Intersection	Thompson's Sta Rd and Project
Agency/Co.	FTG	Jurisdiction	Thompson's Station, TN
Date Performed	Dec 2015	East/West Street	Thompson's Station, E.
Analysis Year	Total (with one access)	North/South Street	Project Access
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	10463		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			110	2		39	86			6		99				
Percent Heavy Vehicles						0				0		0				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						139					117					
Capacity						1476					912					
v/c Ratio						0.09					0.13					
95% Queue Length						0.1					0.4					
Control Delay (s/veh)						7.5					9.5					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					2.5				9.5							
Approach LOS					A				A							

HCS 2010 Two-Way Stop Control Summary Report

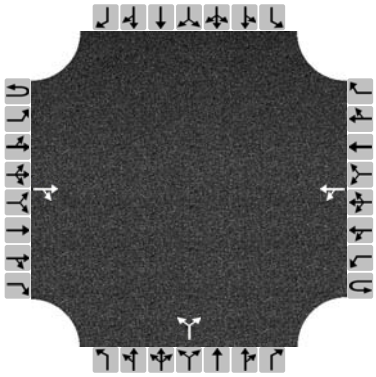
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Dec 2015
Analysis Year	Total (with one access)
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	10463

Site Information

Intersection	Thompson's Sta Rd and Project
Jurisdiction	Thompson's Station, TN
East/West Street	Thompson's Station, E.
North/South Street	Project Access
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			216	6		111	114			4		73				
Percent Heavy Vehicles						0				0		0				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						250					85					
Capacity						1331					766					
v/c Ratio						0.19					0.11					
95% Queue Length						0.3					0.4					
Control Delay (s/veh)						8.0					10.3					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					4.3				10.3							
Approach LOS					A				B							

TOTAL PROJECTED CONDITIONS (WITH TWO PROJECT ACCESSES)

HCS 2010 Two-Way Stop Control Summary Report

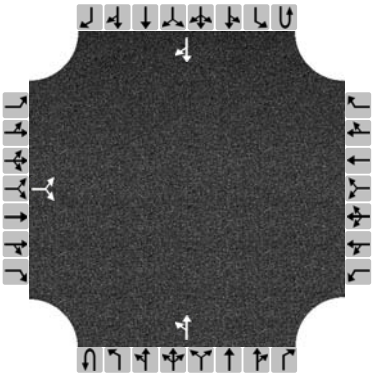
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Dec 2015
Analysis Year	2015
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	10463 (Total with two accesses)

Site Information

Intersection	Thompson's Sta and School
Jurisdiction	Thompson's Station, TN
East/West Street	Thompson's Sta Rd, E / School
North/South Street	Thompson's Station Road, E.
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		1		77						45	120				147	1
Percent Heavy Vehicles		0		0						0						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			87							183						
Capacity			881							1427						
v/c Ratio			0.10							0.13						
95% Queue Length			0.3							0.1						
Control Delay (s/veh)			9.5							7.6						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	9.5								2.3							
Approach LOS	A								A							

HCS 2010 Two-Way Stop Control Summary Report

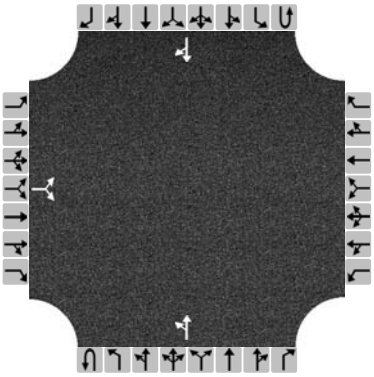
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Dec 2015
Analysis Year	2015
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	10463 (Total with two accesses)

Site Information

Intersection	Thompson's Sta and School
Jurisdiction	Thompson's Station, TN
East/West Street	Thompson's Sta Rd, E / School
North/South Street	Thompson's Station Road, E.
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		1		50						78	173				245	1
Percent Heavy Vehicles		0		0						0						
Proportion Time Blocked																
Right Turn Channelized		No				No				No				No		
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			57							279						
Capacity			760							1302						
v/c Ratio			0.07							0.21						
95% Queue Length			0.2							0.2						
Control Delay (s/veh)			10.1							8.0						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	10.1								2.9							
Approach LOS	B								A							

HCS 2010 Two-Way Stop Control Summary Report

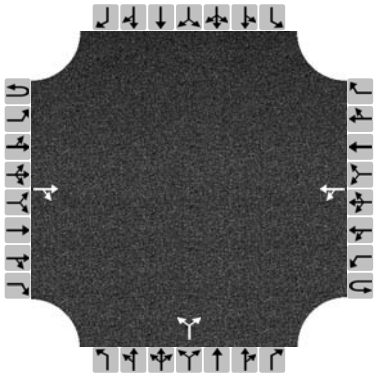
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Dec 2015
Analysis Year	2015
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	10463 (Total with two accesses)

Site Information

Intersection	Thompson's Sta, E / School
Jurisdiction	Thompson's Station Road, E.
East/West Street	Thompson's Station Road, E.
North/South Street	School Street
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			139	8		4	98			2		4				
Percent Heavy Vehicles						0				0		0				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						113					6					
Capacity						1428					825					
v/c Ratio						0.08					0.01					
95% Queue Length						0.0					0.0					
Control Delay (s/veh)						7.5					9.4					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					0.3				9.4							
Approach LOS					A				A							

HCS 2010 Two-Way Stop Control Summary Report

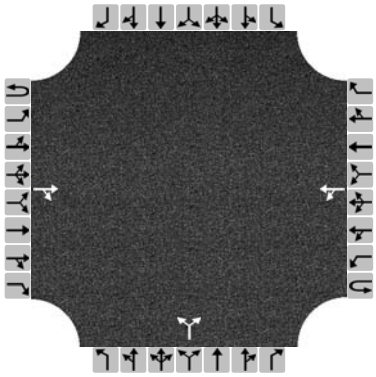
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Dec 2015
Analysis Year	2015
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	10463 (Total with two accesses)

Site Information

Intersection	Thompson's Sta, E / School
Jurisdiction	Thompson's Station Road, E.
East/West Street	Thompson's Station Road, E.
North/South Street	School Street
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			237	6		2	153			2		6				
Percent Heavy Vehicles						0				0		0				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						172					9					
Capacity						1305					722					
v/c Ratio						0.13					0.01					
95% Queue Length						0.0					0.0					
Control Delay (s/veh)						7.8					10.0					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					0.1				10.0							
Approach LOS					A				B							

HCS 2010 Two-Way Stop Control Summary Report

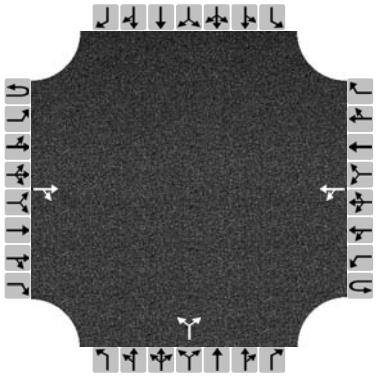
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Dec 2015
Analysis Year	2015
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	10463 (Total with two accesses)

Site Information

Intersection	Thompson's Sta Rd and Project
Jurisdiction	Thompson's Station, TN
East/West Street	Thompson's Station, E.
North/South Street	Project Access
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			110	2		14	86			5		37				
Percent Heavy Vehicles						0				0		0				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						112					47					
Capacity						1476					902					
v/c Ratio						0.08					0.05					
95% Queue Length						0.0					0.2					
Control Delay (s/veh)						7.5					9.2					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					1.1				9.2							
Approach LOS					A				A							

HCS 2010 Two-Way Stop Control Summary Report

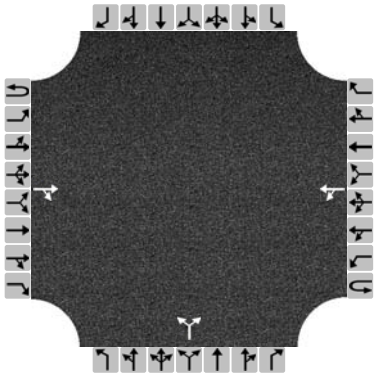
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Dec 2015
Analysis Year	2015
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	10463 (Total with two accesses)

Site Information

Intersection	Thompson's Sta Rd and Project
Jurisdiction	Thompson's Station, TN
East/West Street	Thompson's Station, E.
North/South Street	Project Access
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			216	6		41	114			4		27				
Percent Heavy Vehicles						0				0		0				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						173					34					
Capacity						1331					758					
v/c Ratio						0.13					0.04					
95% Queue Length						0.1					0.1					
Control Delay (s/veh)						7.8					10.0					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					2.3				10.0							
Approach LOS					A				A							

HCS 2010 Two-Way Stop Control Summary Report

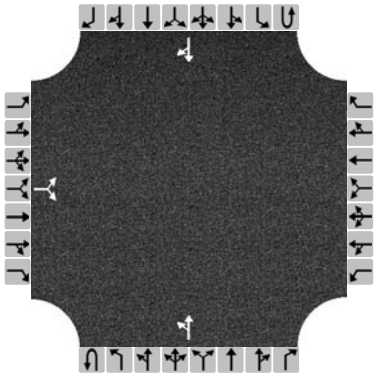
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Dec 2015
Analysis Year	2015
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	10463 (Total with two accesses)

Site Information

Intersection	School St and Project Access
Jurisdiction	Thompson's Station, TN
East/West Street	Project Access
North/South Street	School Street
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		1		63						25	20				14	1
Percent Heavy Vehicles		0		0						0						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			71							50						
Capacity			1066							1614						
v/c Ratio			0.07							0.03						
95% Queue Length			0.2							0.1						
Control Delay (s/veh)			8.6							7.3						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	8.6								4.1							
Approach LOS	A								A							

HCS 2010 Two-Way Stop Control Summary Report

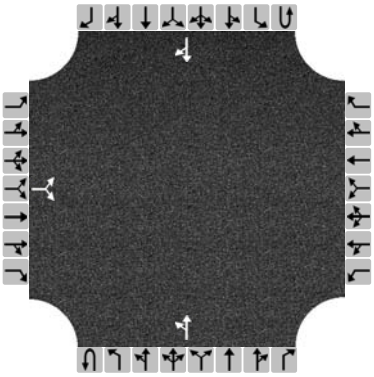
General Information

Analyst	FTG
Agency/Co.	FTG
Date Performed	Dec 2015
Analysis Year	2015
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	10463 (Total with two accesses)

Site Information

Intersection	School St and Project Access
Jurisdiction	Thompson's Station, TN
East/West Street	Project Access
North/South Street	School Street
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		1		46						70	8				4	1
Percent Heavy Vehicles		0		0						0						
Proportion Time Blocked																
Right Turn Channelized		No				No				No				No		
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			52							87						
Capacity			1078							1630						
v/c Ratio			0.05							0.05						
95% Queue Length			0.2							0.2						
Control Delay (s/veh)			8.5							7.3						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	8.5								6.6							
Approach LOS	A								A							

APPENDIX B
TRIP GENERATION

TRIP GENERATION CALCULATIONS - Single-family Homes

The following calculations are based on the data compiled for ITE Land Use Code 210.

Average Daily Traffic

Ln(T) = 0.92 Ln(X) + 2.72
Ln(T) = 0.92 Ln(**165**) + 2.72
T = 1,664 vehicles

Enter = 0.50 (1,664) = 832 vehicles
Exit = 0.50 (1,664) = 832 vehicles

AM traffic during peak hour of adjacent street

T = 0.70 (X) + 9.74
T = 0.70 (**165**) + 9.74
T = 125 vehicles

Enter = 0.25 (125) = 31 vehicles
Exit = 0.75 (125) = 94 vehicles

PM traffic during peak hour of adjacent street

Ln(T) = 0.90 Ln(X) + 0.51
Ln(T) = 0.90 Ln(**165**) + 0.51
T = 165 vehicles

Enter = 0.63 (165) = 104 vehicles
Exit = 0.37 (165) = 61 vehicles

TRIP GENERATION CALCULATIONS – Specialty Retail

The following calculations are based on the data compiled for ITE Land Use Code 826.

Average Daily Traffic

T = 42.78 (X) + 37.66
T = 42.78 (**3.000**) + 37.66
T = 166 vehicle-trips

Enter = 0.50 (166) = 83 vehicles
Exit = 0.50 (166) = 83 vehicles

A.M. traffic during peak hour of adjacent street

T = 6.84 (X)
T = 6.84 (**3.000**)
T = 21 vehicle-trips

Enter = 0.48 (21) = 10 vehicles
Exit = 0.52 (21) = 11 vehicles

P.M. traffic during peak hour of adjacent street

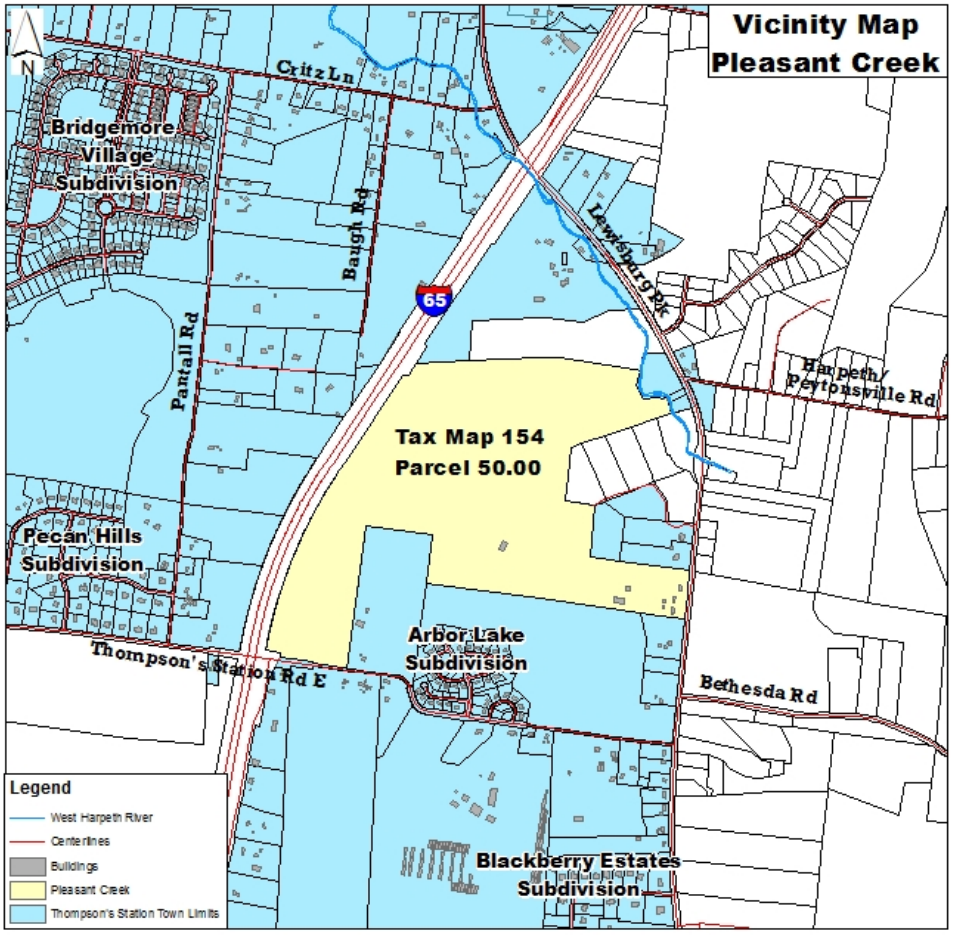
T = 2.40 (X) + 21.48
T = 2.40 (**3.000**) + 21.48
T = 29 vehicle-trips

Enter = 0.44 (29) = 13 vehicles
Exit = 0.56 (29) = 16 vehicles

Thompson's Station Planning Commission
Staff Report – Item 5 (Zone Amend 2016-003)
April 26, 2016
Rezone for Pleasant Creek (Map 154 50.00) from D1 zoning to Transect Community (TC) zoning.

PROJECT DESCRIPTION

A request from Pleasant Creek, LLC to rezone 212.2 acres north of Thompson's Station Road East, along the west side of State Route 106/Highway 431 (Lewisburg Pike), east of Interstate 65 to Transect Community (TC) for the Pleasant Creek neighborhood.



BACKGROUND

The land is zoned D1 which is a low intensity residential district that permits the development of single family residential. The site is bounded by agricultural and residential to the north, residential and vacant land to the east, and residential and commercial (Riverbend Nurseries) to the south.

A transect plan was submitted with the project showing the conceptual development of two villages on the subject site. Development of villages requires wastewater service, transportation adjacency and community adjacency. The project site will provide wastewater service for the development upon approval by TDEC and the Board of Mayor and Aldermen and is within a ¼ mile from an existing residential subdivision and commercial development. However, the project site is not

located within ½ mile of junctions between principal arterials. Therefore, the transect community for the project will need to consist of hamlets which will contain a mix of residential types along with the required 60% open space.

PURPOSE OF A ZONING MAP AMENDMENT OR REZONING REQUEST

Amendments to the zoning ordinance or the zoning map are considered on a case by case basis upon request or petition to the Planning Commission. Zoning to the Transect Community (TC) district is not permitted by right. All proposed map amendments, including amendment to utilize the transect community zoning must be "predicated by a finding that the proposed amendment is consistent with the intent of the Town's General Plan and the proposed amendment will not have a deleterious effect on surrounding properties or the Town as a whole" (LDO 5.3.3).

Changing the zoning of a particular parcel will allow the owner of the parcel to develop or use their property based on the corresponding use table within the Land Development Ordinance (Table 4.1 Land Use and Building Type). The Planning Commission is to evaluate the request based on the General Plan and make a formal recommendation to the Board of Mayor and Aldermen. The recommendation can be one of denial, approval, or approval with conditions.

THE REQUEST BEFORE THE PLANNING COMMISSION

The subject site is located within the G1 – Controlled Growth sector of the General Plan and is zoned as D1– Low Intensity Residential. The applicant is requesting approval of a zone change to the transect zone for the development of two villages consisting of a variety of residential product.

STAFF FINDINGS

The subject property is located north of Thompson's Station Road East and east of Interstate 65. The subject property is located within the G1 – Controlled Growth Sector of the General Plan which permits the development of land as a Transect Community. The site has access to Lewisburg Pike and Thompson's Station Road and is in proximity to State Route 840 north along Lewisburg Pike. The project's characteristics will include the preservation of land, inclusion of civic spaces and development in conjunction with the development standards for each transect district, Staff is supportive of the rezone.

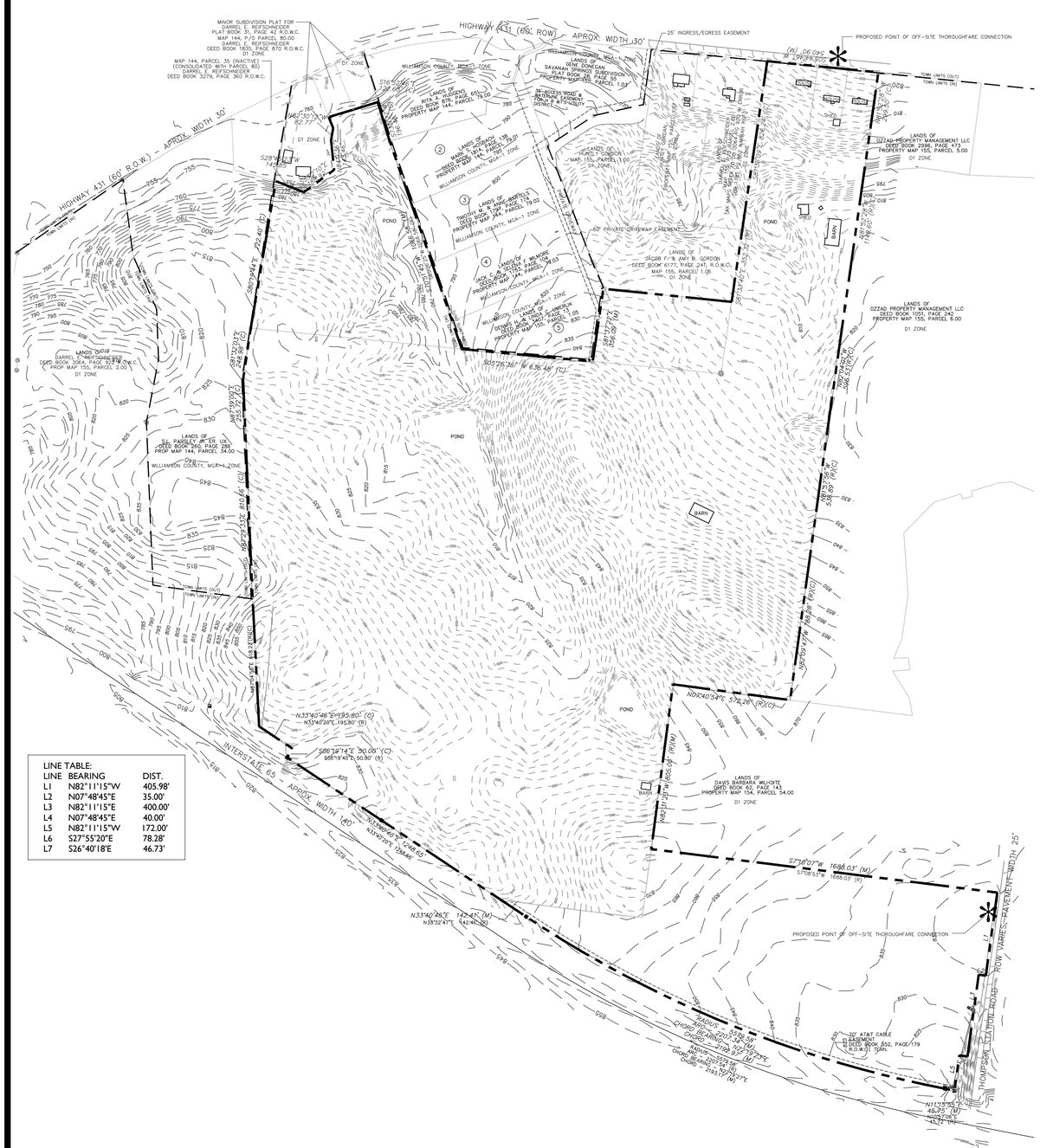
Therefore, Staff finds that the TC zoning for the property north of Thompson's Station Road East is consistent with the General Plan and will be developed in accordance with the Town's Land Development Ordinance so as to not have a negative effect on the surrounding properties. In addition, technical studies related to traffic, geotechnical, biology, archeology and other natural or cultural resources will be required to evaluate the proposal and be reviewed by the Town prior to any formal approvals.

RECOMMENDATION

Based on the findings for General Plan consistency, Staff is supportive of a Planning Commission recommendation to the Board of Mayor and Aldermen to zone the land north of Thompson's Station Road East, east of Interstate 65, along the west side of Lewisburg Pike (State Route 106) (Map 154 50.00) for the Pleasant Creek neighborhood as Transect Community (TC).

ATTACHMENTS

Rezone Map
Draft Transect Plan



LINE TABLE:		
LINE	BEARING	DIST.
L1	N82°11'15"W	405.98'
L2	N07°48'45"E	35.00'
L3	N82°11'15"E	400.00'
L4	N07°48'45"E	40.00'
L5	N82°11'15"W	172.00'
L6	S27°55'20"E	78.28'
L7	S26°40'18"E	46.73'

BASE AND SURVEY DATA PROVIDED BY:
HARRAH & ASSOCIATES
504 AUTUMN SPRINGS COURT, SUITE B-15
FRANKLIN, TN
ROGER HARRAH

COUNSEL:
JOSHUA R. DENTON
GULLETT SANFORD ROBINSON & MARTIN
150 3RD AVE S, #2800
NASHVILLE, TN 37201

SCALE: 1" = 300' - 0"
300 0 300 600 900

LEGAL DESCRIPTION

A parcel of land in the Eleventh Civil District of Williamson County, Tennessee, and a being a portion of the Lands owned by Darrell E. Reifschneider and being more particularly described as follows:

Point of Beginning is at a point in the easterly Right-of-Way of Interstate 65 (Right-of-Way Varies), also being the northwest corner of Property Map 155, Parcel 2.00 of record in Deed Book 3064, Page 922, R.O.W.C., TN, which is included in this description, and also being the southwest corner of Property Map 144, Parcel 32.00 of record in Deed Book 1662, Page 557, Register's Office for Williamson County, Tennessee (R.O.W.C.);

Thence, Leaving said I-65 right-of-way, with the southerly line of Parcel 32.00, generally along a fence, North 87°04'55" East, a distance of 618.23 feet to an iron rod (new) lying at the southwest corner of property conveyed to S.L. Parsley, Jr. as recorded in Deed Book 260, Page 286, R.O.W.C.;

Thence, with the southerly line of said Parsley property and the northerly line of the herein described tract for the next four (4) calls:
1) North 87°29'33" East, a distance of 810.66 feet to an iron rod (new); thence,
2) North 87°39'00" East, a distance of 255.72 feet to an iron rod (new); thence,
3) South 81°32'03" East, a distance of 248.98 feet to an iron rod (old); thence,
4) South 80°19'44" East, a distance of 722.40 feet to an iron rod (new) lying at the common northerly corner of Lot 1 and Lot 2 of the final plat entitled, "Minor Subdivision Plat for Darrel E. Reifschneider" of record in Plat Book 31, Page 42, R.O.W.C.;

Thence, with the common lot line of said Lots 1 and 2 of Plat Book 31, Page 42, R.O.W.C. for the next four (6) calls:
1) South 28°45'23" West, a distance of 145.85 feet to an iron rod (new); thence,
2) South 33°02'10" East, a distance of 188.92 feet to an iron rod (new); thence,
3) North 84°00'36" East, a distance of 143.46 feet to an iron rod (new); thence,
4) South 82°30'12" East, 82.77 feet to an iron rod (new);
5) South 43°25'29" East, a distance of 129.72 feet to an iron rod (new); thence
6.) South 16°52'46" East, a distance of 122.65 feet to an iron rod (new) lying in the northerly line of property conveyed to Rita A. Hudgens of record in Deed Book 876, Page 651, R.O.W.C.;

Thence, with Hudgens' northerly line, South 73°02'27" West, a distance of 196.46 feet to an iron rod (old) lying at the northwest corner of said Hudgens property and the northeast corner of Lot 2 of the final plat entitled, "Savannah Springs" of record in Plat Book 27, Page 40, R.O.W.C.;

Thence, with the northerly line of said Savannah Springs Subdivision, South70°51'45" West, a distance of 1066.58 feet to an iron rod (old) lying at the northwest corner of Lot 5 of said Savannah Springs Subdivision and being the southwest corner of Lot 2 of said Minor Subdivision Plat for Darrel E. Reifschneider;

Thence, with the westerly line of said Lot 5 Savannah Springs Subdivision, South 05°26'36" West, a distance of 636.48 feet to an iron rod (old) at the common lot corner of Lot 6 and Lot 5 of said Savannah Springs Subdivision;

Thence, with the common lot line of said Lots 5 and 6, South 81°37'22" East, a distance of 356.09 feet to an iron rod (old), said iron rod (old) being the northwest corner of property conveyed to Jacob F. and Amy b. Gordon of record in Deed Book 6177, Page 241, R.O.W.C.;

Thence, with the common line of said Lot 6 and said Gordon property, South 05°51'42" West, a distance of 623.77 feet to an iron rod (new) lying at the southwest corner of said Gordon property and the southeast corner of said Lot 6;

Thence, leaving Lot 6, with the southerly line of said Gordon property, South 81°33'40" East, a distance of 352.32 feet to an iron rod (old) lying at the southwest corner of property conveyed to Darrel E. Reifschneider of record in Deed Book 1795, Page 852, R.O.W.C. (Tax Maps refer to Deed Book 3064, Page 920 in error);

Thence, with the southerly line of said Reifschneider property, South 81°36'09" East, a distance of 826.24 feet to an iron rod (old) lying in the westerly right-of-way line of said Highway 431;

Thence, with the westerly right-of-way line of said Highway 431, South 05°44'46" West, a distance of 540.90 feet to an iron rod (old) lying at the northeasterly corner of property conveyed to Ozzad Property Management, LLC of record in Deed Book 2996, Page 473, R.O.W.C.;

Thence, with the northerly line of said Ozzad property, North 81°52'28" West, a distance of 1148.60 feet to an iron rod (new) lying in the northerly line of property conveyed to Ozzad Property Management, LLC of record in Deed Book 1051, Page 242, R.O.W.C.;

Thence, continuing with said Ozzad property for the next three (3) calls:
1) North 82°04'01" West, a distance of 596.53 feet to an iron rod (new); thence,
2) North 81°57'56" West, a distance of 536.89 feet to an iron rod (old); thence,
3) North 82°09'47" West, a distance of 788.28 feet to an iron rod (new) lying in the easterly line of property conveyed to Davis Barbara Wilhoite of record in Deed Book 62, Page 143, R.O.W.C.;

Thence, with the easterly line of said Wilhoite property, North 07°40'54" East, a distance of 572.26 feet to an iron rod (old) at the northwest corner of said Wilhoite property;

Thence, with Wilhoite's north line, North 82°31'23" West, a distance of 805.00 feet to an iron rod (old) at the northeast corner of property conveyed to Darrel E. Reifschneider of record in Deed Book 3064, Page 918, R.O.W.C. and being identified as Parcel 50.00 on Williamson County property map no. 154;

Thence, with the common line of said Wilhoite and Reifschneider, South 07°10'07" West, a distance of 1688.03 feet to an iron rod (new) lying in the northerly right-of-way of Thompson Station Road (right-of-way varies);

Thence, with the northerly right-of-way of said Thompson Station Road for the next five (5) calls:
1) North 82°11'15" West, a distance of 405.98 feet to an iron rod (old); thence,
2) North 07°48'45" East, a distance of 35.00 feet to an iron rod (new); thence,
3) North 82°11'15" West, a distance of 400.00 feet to an rod (old); thence,
4) North 07°48'45" East, a distance of 40.00 feet to an iron rod (new); thence,
5) North 82°11'15" West, a distance of 172.00 feet to a concrete monument (old) lying in the easterly right-of-way of Interstate 65 (right-of-way varies) and being the southwest corner of the herein described tract of land;

Thence, with said easterly right-of-way of Interstate 65 for the next six (6) calls:
1) North 11°15'55" East, a distance of 45.75 feet to a concrete monument (old) at the beginning of a curve; thence,
2) Along said curve concave to the east having a radius of 5579.58 feet and a central angle of 22°40'00" and a distance of 2207.34 feet being subtended by a chord which bears North 22°19'23" East 2192.97 feet to a concrete monument (old); thence,
3) North 33°40'46" East, a distance of 142.41 feet to an iron rod (old); thence,
4) North 33°40'46" East, a distance of 1248.65 feet to a concrete monument (); thence,
5) South 56°19'14" East, a distance of 50.00 feet to an iron rod (old); thence,
6) North 33°40'46" East, a distance of 195.80 feet to the Point of Beginning, containing 9243387 square feet or 212.20 acres, more or less, as calculated by the above described courses and distances, according to an ALTA/ACSM Land Title Survey prepared by Harrah & Associates, Roger Harrah, PLS #2039, dated April 18, 2016.

SITE DATA:

OWNER:
PLEASANT CREEK INVESTMENTS LLC
144 SOUTHEAST PARKWAY, SUITE 230
FRANKLIN, TN 37064
JOHN FRANKS

APPLICANT:
GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY, SUITE 200
FRANKLIN, TN 37064
GREG GAMBLE

PROPERTY IDENTIFICATION:
MAP 154, PARCEL 50

NO 100 YEAR FLOOD PLAIN ON PROPERTY. FEMA MAP#47187C0365F, 9/29/2006

Description of property.
The property, identified as Map 154, Parcel 50, is located east of Interstate 65 and south of Lewisburg Pike. It is comprised of approximately 212 acres, and is a mix of open farm land and woodland. The property is consistent with the gentle rolling terrain of Middle Tennessee and forms a valley that flows into a Creek along Lewisburg Pike. The property is bordered to the west by Interstate 65, to the east by Lewisburg Pike, and to the south by Thompson's Station Road.

Existing Use of Land:
Residential and Agricultural

Current Zoning
Zoning District: D1
Sector: G1 (Controlled Growth Sector)

Proposed Community Unit Type(s):
Accessory dwelling, duplex, multi-family dwelling, town house, senior housing, single family detached

Proposed Designation of Zoning District
Transect Community (TC) - for purposes of a Transect Community Village.

Statement as to how the re-zoning request is consistent with the Thompson's Station General Plan.
The request to re-zone the property at issue, so that it may be developed into a Transect Community Village, is completely consistent with the Thompson's Station General Plan and the Land Development Ordinance ("LDO").

As a preliminary matter, one of the stated goals of the Town's General Plan is the establishment of a Sector Plan and various Growth Sectors. See General Plan at pp. 6, 7 and 20. The Town, through its LDO, adopted the Sector Plan in support and in furtherance of the General Plan. See LDO, Section 2.1. That Sector Plan prescribes the various community types that are expressly permitted within each Growth Sector. The property at issue in this re-zoning request is located within the G1 Controlled Growth Sector.

Thompson's Station has sought to balance its rural atmosphere with a desire for higher-density housing by identifying suitable locations for this type of housing to be in proximity to major thoroughfares. The Town's General Plan states:

> [I]n recent years, ***higher density housing has started to occur in locations suitable to providing easy access to commercial activities.*** These developments, including Tollgate Village, Bridgemore Village and Fields of Canterbury offer a variety of housing ***in proximity to major thoroughfares.*** Interstate 65, State Route 840, ***Lewisburg Pike*** and Columbia Pike provide easy access north of Thompson's Station into the Franklin/Cool Springs area. ***These major roadways also provide valuable opportunities for locating commercial land uses that will have a positive economic impact while maintaining the integrity and rural atmosphere of the community as a whole.***

General Plan at p. 4; see *also* General Plan at pp. 6, 8, 10 (**"locating higher intensity uses near the ***major thoroughfares and freeways***" and locating "higher intensity commercial land uses in proximity to State Route 840 and ***major arterials.***")

As provided for in the Town's General Plan, the properties located near these major roadways are suitable for higher -density housing. The proposed Pleasant Creek development is located adjacent to these major thoroughfares - bordered by a freeway (Interstate 65) and one of two arterials in the Town (Lewisburg Pike). See General Plan at pp. 10-11. Further, the General Plan seeks to "[m]aintain the rural character of the Town ***while permitting hamlets and villages to development (sic) within the Controlled Growth Sector.***" General Plan at p. 7 (emphasis supplied). As noted, in furtherance of the General Plan, the Sector Plan permits hamlets and villages in the G1 Controlled Growth Sector. See LDO, Section 2. The Pleasant Creek development, located in the G1 Controlled Growth Sector, is consistent with the Town's General Plan to utilize these areas for a higher -density housing development in the form of a Transect Community Village. Additionally, in keeping with the community overview and Transect T3/T4 overviews in the General Provisions of the LDO, the Pleasant Creek development will incorporate a variety of housing types, with compact residential design, to allow for a range of open spaces to be distributed throughout the neighborhood.

The following goals further evidence how the proposed re-zoning is consistent with the General Plan:

Goal 1 - Preserve the rural characteristics of the community while accommodating for future growth in an orderly and sustainable manner.
The proposed Transect Community will provide the opportunity for a unique, master -planned neighborhood within the Interstate 65 Corridor. Natural areas identified as environmental resources will be preserved and integrated into an open space network where recreation and preservation co-mingle. A diverse mix of residential housing will be provided with higher intensities closer to Interstate 65 and lower intensities closer to Lewisburg Pike --helping to transition into a more -rural atmosphere. Homes will be clustered adjacent to open space and civic areas will be designed to be focal points and gathering spaces within the neighborhood blocks. These civic spaces shall serve as common destinations for pedestrian sheds, the development of which is expressly encouraged under the LDO, in furtherance of the General Plan.

Goal 2 - Achieve a balanced mix of uses within the Town.
The Transect Community provides the opportunity for a mix of housing types and more recreational opportunities within the community. A clustered mix of housing types allows for a wide range of residential intensities and a range of economic options. Homes for this Transect Community include senior housing, "Big House" condominiums, town homes, and single family detached. Preserved open space areas and parks link the clustered neighborhood blocks through both sidewalks and walking trails within the neighborhood. This connectivity promotes recreation activities and socialization.

Goal 3 - Achieve a balanced mix of non-residential uses within the Town.
There is limited commercial potential within the proposed neighborhood. However, residential use in this location will promote and potentially expand opportunities for commercial uses along Lewisburg near Interstate 65. The BP Market located at Lewisburg Pike and Harpeth Peytonsville Road, and Riverbend Nursery are examples of a local commercial services that are and have been successful in this corridor. Walkable pedestrian connections to Lewisburg Pike and clustered residential housing will promote the success of these neighborhood service retailers. Within the neighborhood, amenities such as a fitness club, residents' pool club, and outdoor gathering spaces will be within walkable distances from the neighborhood clusters, and will promote socialization and recreation among the residents. Senior housing is a proposed use for this neighborhood. This housing type will be supported by the internal amenities as well as benefit from the close proximity to local commercial activities and easy access to major thoroughfares and freeways to Franklin/Cool Springs.

Goal 4 - Encourage design flexibility for future developments, in consideration of site grading, increased impermeable surfaces.
The master-planned neighborhood approach allows for the clustering of homes in areas suitable for development where minimal grading and land disturbance would occur. Stormwater is considered holistically and is held in common to be maintained by a Home Owner's Association.

Goal 5 - Encourage cluster development for preservation of natural and cultural resources where feasible and consistent with surrounding land uses.
The Transect Community provides the opportunity to cluster residential within areas suitable for development. Land with steep slopes, natural features, and wooded areas are set aside for preservation.

Goal 6 - Evaluate the jobs/housing balance and update plans as necessary to ensure that job opportunities are available through the possible development of land as economically feasible.
This property is located in proximity to the Cool Springs Corridor and is recognized as "a desirable place for families to reside who want a rural atmosphere while keeping in proximity to goods and services." Varying intensities of clustered housing are suitable in this location to provide easy access to commercial activities.

Goal 7 - Develop a predictable strategy for the location and intensity of future development.
The recognition of this property as a Transect Community affords the Town a new neighborhood with a diverse residential housing mix. The proposed community, Pleasant Creek, will have access to two main thoroughfares with access to the Interstate 65 corridor. The proposed subdivision will be buffered along Lewisburg Pike by existing large residential lots and preserved natural features. This transition area will maintain the rural character of the Town along Lewisburg Pike and complement future and existing localized neighborhood commercial.

Pleasant Creek PUD Subdivision Rezoning Request

Parcel 02 on Tax Map 155 / Parcel 80 Tax Map 144

Town of Thompson's Station, Williamson County, Tennessee

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

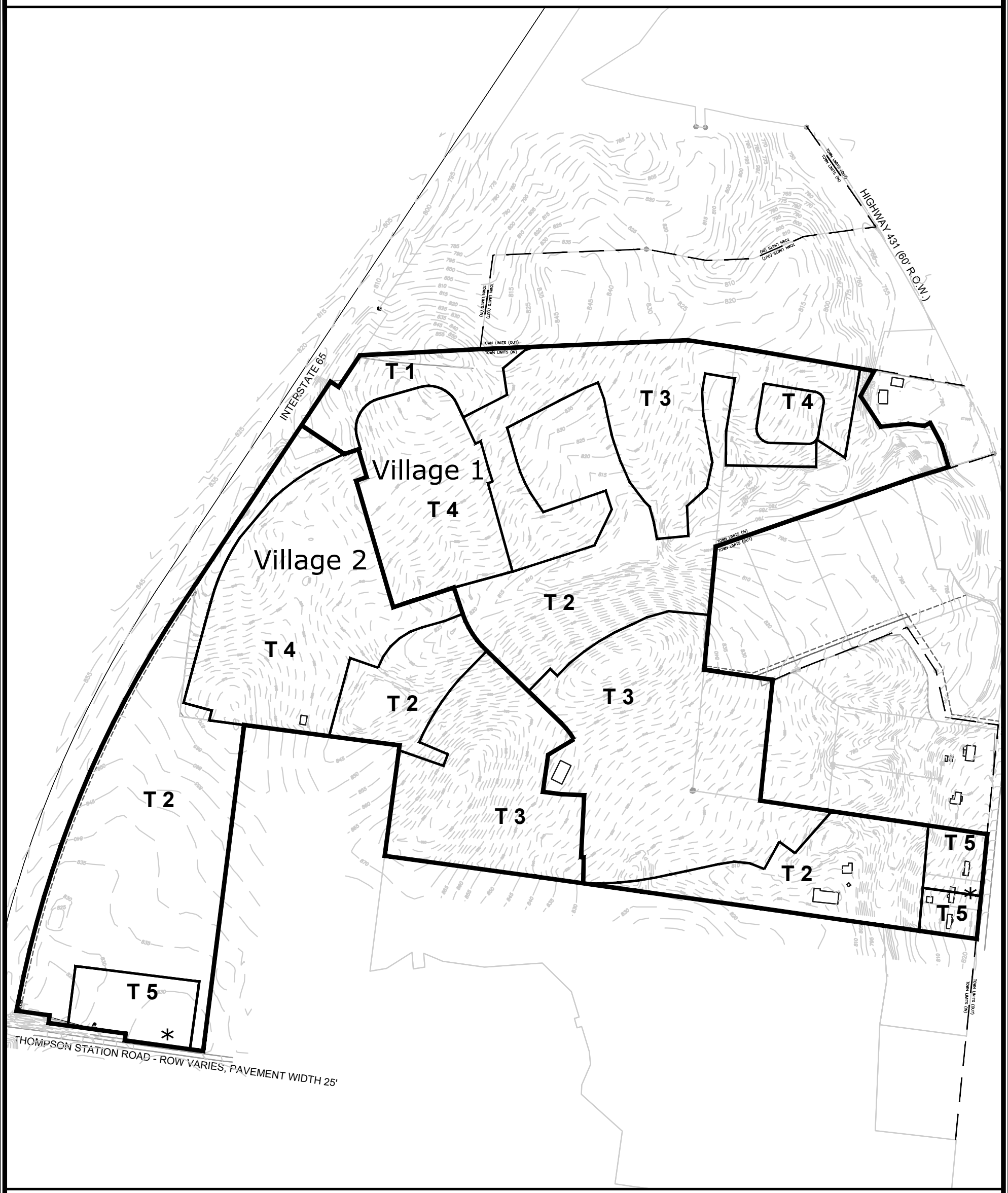
GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY
SUITE 200
FRANKLIN, TENNESSEE 37064
GREG GAMBLE
greggamble209@gmail.com
615.975.5765

rev.	date
1	April 18, 2016
2	April 20, 2016
3	

Date: FEBRUARY 24, 2016

SHEET

C1.0



* Proposed point of off-site thoroughfare connection

CONCEPTUAL DRAFT OF TRANSECT ZONES SUBJECT TO ANY FUTURE APPROVALS AS REQUIRED BY THE LAND DEVELOPMENT ORDINANCE

SCALE: 1" = 500' - 0"

500 0 500 1000

SHEET

EXHIBIT 1

GAMBLE DESIGN COLLABORATIVE
144 SOUTHEAST PARKWAY
SUITE 200
FRANKLIN, TENNESSEE 37064
GREG GAMBLE
greggamble209@gmail.com
615.975.5765

rev.	date
1	MARCH 18, 2016
2	APRIL 7, 2016
3	APRIL 18, 2016

Date: FEBRUARY 24, 2016

Pleasant Creek PUD Subdivision

Conceptual Draft of Transect Zones to Accompany Rezoning Request

MAP 154, Parcel 50

Town of Thompson's Station, Williamson County, Tennessee

GDC
GAMBLE
DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

Phone: (615) 794-4333
Fax: (615) 794-3313
www.thompsons-station.com

1550 Thompson's Station Road W.
P.O. Box 100
Thompson's Station, TN 37179

DATE: April 26, 2016

TO: The Planning Commission

FROM: Wendy Deats, Town Planner

SUBJECT: Item 6 – Request to modify a contingency

On January 26, 2016, the Planning Commission approved a modification to the Bridgemore Village preliminary plat for phases 5 – 11; more specifically phase 7 in order to create 18 single-family lots. The approval included the following contingencies:

1. Prior to the approval of construction plans, all applicable codes and regulations shall be addressed to the satisfaction of the Town Engineer.
2. Prior to the approval of construction plans, a geotechnical report shall be submitted identifying the location of any sinkholes.
3. Prior to the submittal of the final plat, the applicant shall enter into a development agreement for the remaining phases.
4. Prior to the submittal of the final plat for phases 6 and 7, a site plan for the proposed amenities area shall be reviewed and approved.
5. Prior to the submittal of the final plat, all approvals necessary for additional sewer taps shall be obtained from the Board of Mayor and Aldermen.

The modification to the preliminary plat eliminated approximately 46 acres of the development which included the second amenity for the residents. The owner's representative, Henry and Wallace, agreed to relocate the amenity to phase 6 and therefore, a contingency to submit a site plan was incorporated into the project approval. However, phase 6 was purchased by Blueprint Properties, LLC who is requesting that the Planning Commission defer the timing associated with the contingency. Blueprint intends to develop phase 6 in three sections and would like the Planning Commission to permit sections 1 and 2 to move forward through the platting process without the site plan for the amenity area. The request is made in order to give time on the selection of a space for the amenity.

The Land Development Ordinance specifies the requirement for the amenity. Currently, one amenity is in place for phases 1, 2, 3 and 4 which are substantially built out and/or under construction. Phases 5 and 6 are in the beginning phases of construction and utility installation. Given the progress on site and the number of occupied dwellings, the development is approximately 50% complete at this time. In addition, the site selection for this amenity is also a concern to the applicant and another site is under consideration. Therefore, it is in the best interest of the community to maintain the contingency and direct the applicant to plan and submit a site plan for this required amenity as recommended and approved by the Planning Commission in January 2016.

Recommendation
Staff recommends that the Planning Commission affirm the contingencies previously approved.

Attachments
Letter dated March 15, 2016
January 26, 2016 staff report

Thompson's Station Planning Commission
Staff Report – Item 6 (PP 2015-008)
January 26, 2016

Revision to Preliminary Plat for Phases 7 within Bridgemore Village to create 18 single-family lots.

PROJECT DESCRIPTION

A request to modify a portion of the preliminary plat approved for phases 5 – 11; specifically phase 7 within the Bridgemore Village community. The Bridgemore Village is a subdivision located along the south side of Critz Lane, east of Clayton Arnold, west of Pantall Road with access from Critz Lane and Clayton Arnold Road.

BACKGROUND

On May 28, 2013, a revision to increase the number of lots from 490 to 545 was reviewed; however, based on several concerns including the reduced lot sizes, narrow lot widths, no additional amenities for the increased density and no traffic calming for the access from Clayton Arnold the project was revised with increased lot sizes, open space in front of the alley loaded units, an amenities area and traffic calming along Robbins Nest Road.

On September 24, 2013, another revision modifying lot widths that included the elimination of the 60 foot lots and the 80 foot lots for the inclusion of 70 foot lots was approved by the Planning Commission.

On May 26, 2015, a preliminary plat for phases 5 -11 was approved by the Planning Commission with contingencies.

ANALYSIS

Preliminary Plat

The preliminary plat is required to "form the basis of the design process for greenway lands, house locations, street alignments and lot lines" (LDO 5.4.3a). The site is zoned D1 (Low Intensity Residential District) which is "intended for low density residential development" (LDO 1.2.7b). A previous plat was approved for phases 5 -11; however a revision to the plat is necessary due to the sale of 46 acres of land, which results in a substantial change to the overall layout of the site and a loss of amenties/open space within this phase. The overall project site, as revised, is 498 acres with 479 single-family lots. Currently, Bridgemore Village has 258 platted single-family lots within phases 1, 2, 3 and a portion of 4. The remaining portion of phase 4 along with phases 5, 6 and 8 are approved and consist of 203 lots. Phase 7 consists of the remaining 18 single-family lots.

Lot Standards

The single family lots are approximately .25 acre lots with 25 front yard setbacks, a five and 15 foot side yard setback (aggregate of 20 feet) and a 30 foot rear yard setback with lot widths of 85 feet. These setbacks and lot widths meet the minimum requirements for the D1 zone.

Open Space

No open space is proposed within this phase. The amenities area is relocated to phase 6. The development currently has approximately 80 acres of the open space recorded which is approximately 32% of the requirement. The remaining open space was identified on the preliminary plat, which will be recorded upon final plat approvals.

Geotechnical Information
The Subdivision Regulations state that "as a general policy, sinkholes shall be classified as land unsuitable for development and shall not be included in streets and lots." No geotechnical report is submitted at this time for this phase of the development. A geotechnical report should be completed identifying any issues that could impact the development of the site. As a result of the report, all sinkholes should be noted on the plan, placed in open space with appropriate buffers. Therefore, Staff recommends a geotechnical analysis be completed prior to the approval of construction drawings.

Construction Plans
Approval of the preliminary plat provides entitlement to develop the phase and construction plans will be submitted as the project moves forward. The construction documents provide all the necessary engineering for the development. Since the construction drawings have not been submitted at this time, engineering issues have not been identified or addressed, including but not limited to grading, drainage, utilities, etc. Therefore, should any issues arise during the construction plan review that requires changes to the preliminary plat, it shall be incumbent on the applicant to revise the preliminary plat accordingly to meet all zoning and engineering related standards.

RECOMMENDATION
Based on the project's consistency with the Land Development Ordinance, Staff recommends that the Planning Commission approve the preliminary plat with the following contingencies:

1. Prior to the submittal of the final plat, the applicant shall enter into a development agreement.
2. Prior to the approval of construction plans, a geotechnical report shall be submitted for review.
3. Prior to the approval of construction plans, all applicable codes and regulations shall be addressed to the satisfaction of the Town Engineer.

ATTACHMENTS
Revised preliminary plat Phase 7

11-053/0274

RAGAN·SMITH

March 15, 2016

VIA EMAIL & POSTAL MAIL: wdeats@thompsons-station.com

Ms. Wendy Deats
Town Planner
Town of Thompson's Station
1550 Thompson's Station Road W.
Thompson's Station, TN 37179

RE: BRIDGEMORE PHASE 6
THOMPSON'S STATION, TENNESSEE

Dear Wendy:

We are asking on behalf of Caldwell Lucas, with Grove Park Construction, to formally request that the Condition of Approval, that being of a secondary amenity area in Section 6, be specifically "tied" to Phase 6C.

The client is indicating there will be three phases (6A, 6B, and 6C). 6A will be 11 lots, 6B will be 42, and 6C will be 45 lots. This would also give us time to coordinate with the Steering Committee of the HOA, to understand what the residents are wanting for their neighborhood.

Thank you for placing this on the March 29, 2016 agenda. Please call with any questions or comments.

Sincerely,

RAGAN-SMITH ASSOCIATES, INC.

Brett Smith, RLA, AICP
Vice President

BAS:cmm

c: Caldwell Lucas
Brian Rowe
Bob Nichols