

NEXT  STOP

THOMPSON'S STATION

Driehaus Award
ENTRY SUBMISSION
Supporting Graphics

APRIL 8, 2016

PROJECT TEAM

Board of Mayor and Alderman

Mayor Corey Napier

Brandon Bell

Sarah Benson

Brinton Davis

Graham Shepard

Town Staff

Joe Cosentini, Town Administrator

Wendy Deats, Town Planner

Planning Commission

Debra Bender

Sarah Benson

Don Blair

Darren Burrus

Ben Dilks

Jack Elder

Mike Roberts

Board of Zoning Appeals

Archie Buttrey

Mary Herring

Martha Irwin

Roger Nixon

Bob Whitmore

Design Review Commission

Steve Bennett

Wanda Bradley

Mary Khim

Kim Peterson

Daryl Stevens

Consulting Team

Susan Henderson, Project Director, PlaceMakers

Ben Brown, Communications, PlaceMakers

Scott Doyon, Communications, PlaceMakers

Hazel Borys, Economics, PlaceMakers

Andrew von Maur, Design, Andrews University

Paul Crabtree, Civil Engineering, Crabtree Group, Inc.

CONTENTS

Project Team	2
The Basics	3
Public Input	4
Sector Plan Draft One	7
Existing Zoning	8
Thompson's Station's Rural-to-Urban Spectrum: The Transect	9
Housing Types	10
Zoning Map Draft One	11
Illustrative Plan	12
Natural Resources: Stormwater and Trails	13
View Sheds	13
Illustrative Plan: Noted	14
Illustration: Looking South on Highway 31 at Thompson's Station	15
Illustration: Old Town and Parking Plaza	16
Illustration: Transect	17
Thompson's Station Road: Current Street Section	18
Thompson's Station Road: Proposed Street Section	18
Old Town Parking Plaza	19

THE BASICS

Leveraging a historic past for a 21st century future.

Thompson's Station traces its origins to the 18th century and its role in Middle Tennessee's economy to the great railroad era of the 1800s. Now comes projected population and job growth likely to make the region among the most dynamic in the nation over the next quarter-century. Next Stop: Thompson's Station tries to make sure the growth we capture is in character with who we are and what we value.

We have a pretty good idea of the opportunities that we, as a community, want to seize. Principally: An appropriate share of the dramatic growth in population and jobs predicted for the Nashville region.

And we know what we want to avoid: The kinds of sprawling and disconnected development that damages the rural landscape, demands enormous infrastructure investment and requires anybody who wants to get anywhere to endure commuting hassles among the worst in the US.

So how do we get there?

One of the big steps is getting our regulatory framework in line with our ambitions. And we've taken that step together in a public workshop in March 2015.

The idea behind this whole effort is to get ahead of what we know to be coming and to take advantage of lessons learned from communities in our broader region and elsewhere that allowed sprawling development to overwhelm them.

The sort of regulations we want are ones that enable the kinds of places we admire. That means zoning and other rules that allow for ways of getting around beyond just

automobiles. And it means helping to create closer connections between where people live and where they work, shop and play.

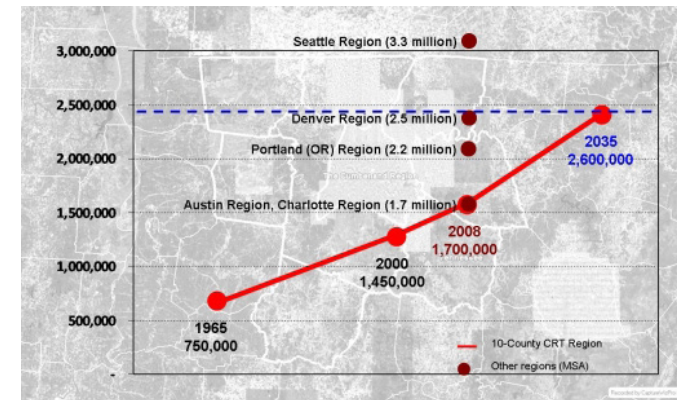
What's happening?

Together, we're taking a close look at the regulatory framework for channeling future growth in Thompson's Station. That means, first of all, evaluating current ordinances for their relevance to our goals as a community. Then, we'll update the whole package of rules to maximize our chances to not only capture our share of expected growth but to also encourage growth in ways that fit with our rural town character and spread its benefits broadly.

Why are we doing this?

By 2035, according to the Nashville Area Metropolitan Planning Organization (MPO) analyses, the 10-county region is expected to be home to as many people as in the Denver region now. The four-county sub-region that includes Williamson County is expected to account for approximately 40% of the total residential growth and a third of the employment growth over the next 25 years.

All that growth brings not only the potential for better opportunities for more choices, it also adds to the pressures to do a better job with transportation and land use policies. We want good jobs and new options for residential living, but not at the expense of even longer and more congested commutes between daily tasks. And we want to avoid degradation of the rural environment that's among the top attractions of living and working in Thompson's Station.



Population & Employment Forecast for the Nashville Area MPO

	Year	MPO	Davidson	Maury	Robertson	Rutherford	Sumner	Williamson	Wilson
People	2006	1,394,928	613,856	77,550	61,708	230,980	148,534	159,094	103,206
	2015	1,637,000	654,879	89,371	73,949	288,734	172,232	229,052	128,783
	2025	1,904,300	702,871	101,595	87,563	349,083	197,500	308,328	157,360
	2035	2,174,914	752,326	114,005	101,324	409,986	223,124	387,970	186,179
Jobs	2006	983,074	559,435	44,773	29,573	131,831	57,236	108,904	51,322
	2015	1,128,118	618,891	50,722	34,251	155,284	64,282	143,628	61,060
	2025	1,316,029	687,059	58,019	40,223	187,195	73,129	196,539	73,865
	2035	1,536,746	755,684	65,964	47,049	226,453	83,053	269,755	88,788
Households	2006	557,156	262,173	30,295	23,196	86,816	57,539	57,805	39,332
	2015	675,667	289,632	36,218	28,874	112,778	70,052	86,646	51,467
	2025	799,466	316,455	41,962	34,884	139,114	82,970	119,252	64,829
	2035	913,442	338,140	47,182	40,511	163,719	95,226	150,917	77,747

Source: Woods & Pool Economics

How's it being done?

How do we get the strategies right for welcoming growth and for harnessing it in ways that preserve and enhance what we value?

The Town issued a Request for Qualifications for consultants experienced in just the sort of regulatory frameworks we want, ones that enable the kinds of growth we want. The consulting firm of PlaceMakers, LLC, was chosen to assemble a team of experts, including Andrew von Maur and Crabtree Group. And they facilitated a public discussion to make sure we aligned goals and regulatory strate-

gies and then drafted ordinances, including a new zoning ordinance, to implement those strategies.

When's everything taking place?

The process began in February 2015, with the PlaceMakers team talking to Thompson's Station staff and elected officials and researching current ordinances, reports and studies.

The concentrated collaboration occurred during a four-day workshop on March 9-12, 2015. Over the first couple days of the workshop, we drilled down more deeply on specific topics with citizens, property owners, business people, staff experts and others. Three general presentation and comment sessions tested ideas evolving during the give-and-take discussions.

Everyone was invited to participate throughout the four days. Community participation made the most of local expertise to anticipate the full range of concerns that should be addressed by new regulations.

What comes out of this?

During the March 2015 workshop, the Town staff and consulting team collected the essentials for a first draft of the new ordinance. After the workshop, the consultants refined that draft based on public comments from the wrap-up presentation and on input from Town staff and elected officials. Then, they brought proposals back to the Town by late spring for the customary public review and editing process for consideration by the Town Planning Commission and Board of Mayor and Aldermen. The Land Development Ordinance including form-based code and use-based code was adopted September 29, 2015.

NEXT STOP THOMPSON'S STATION



OUR REGION'S GOING TO GROW. FAST. SO HOW DO WE CAPTURE OUR SHARE OF OPPORTUNITIES, YET ENSURE OUR GROWTH IS IN CHARACTER WITH WHO WE ARE AND WHAT WE VALUE?

LET'S SHAPE A PLAN TOGETHER.

ATTEND ALL OR PART OF OUR WORKSHOP

MONDAY, MARCH 9, 2015

Kick-Off Open House | 6-7:30 p.m.

TUESDAY, MARCH 10

Topic Meeting: Economic Trends, Issues, Opportunities | 10:30-11:30 a.m.

Topic Meeting: Neighborhoods 4-5:30 p.m.

Board of Mayor and Aldermen Update Meeting | 6:30 p.m.

WEDNESDAY, MARCH 11

Open House: Work-in-Progress Review 10:30-11:30 a.m. or 6:30-7:30 p.m.

THURSDAY, MARCH 12

Concluding Presentation and Discussion 6:30-7:30 p.m.

LOCATION (ALL MEETINGS)

Thompson's Station Community Center
1555 Thompson's Station Road West

PARTICIPATE ONLINE

WWW.NEXTSTOPTS.COM

Everything's here. More information about the process, news as it happens, and lots of opportunities to comment on ideas and work-in-progress.

DREAM BIG. PLAN SMART. BUILD WELL.

Day One Agenda: Confirm Workshop Goals

Some 80 people filled the Thompson's Station Community Center on Monday night, March 9, to help the consultant project team refine goals for the four-day workshop. Attendees represented an impressive cross-section of business people, elected officials, citizen board members and residents.

Judging from the Monday night discussions, one over-reaching principle for the town's new zoning ordinance was confirmed: Retain the rural character of Thompson's Station no matter what — a message received loud and clear by city leadership and staff.

Among the more complex tasks ahead: Resolve differences of opinion about where and how future development can best absorb projected commercial and residential growth without violating the rural preservation principle.

The evening discussion began with a brief overview of options, then intensive discussions at 10 tables. Using maps, community members talked among one another about where within town limits future development seemed most appropriate and where landscapes might be preserved.



Compiling the extensive resident input provided during Monday evening's meeting. Trending ideas? Preserve ru-

ral character; protect and connect existing parks through recreational and equestrian trails; take inspiration from the region's more walkable places, scaled to Thompson's Station; and avoid the mistakes of communities now suffering the consequences of unplanned growth.



Day Two: Advancing the Vision, Imagining the Options

The regional growth projections seem eye-popping. But they're also true, said regional business leaders who briefed the project team on Tuesday, March 10. So get ready for what's coming.

The morning meeting with Thompson's Station and Williamson County business people was one of two information-gathering sessions on Day 2 of the Thompson's Station workshop. In the afternoon, residents shared their experiences as home-buyers and neighborhood dwellers.

Combined with map exercises from the opening evening of the workshop, the discussions gave the team a range of options to explore on the way to a draft regulatory framework for guiding future growth. Here are questions that need to be addressed, according to meeting attendees:

How do we protect the unique character of Thompson's Station even as we plan for the development we need to assure investment and maintain our quality of life?

How might we use zoning to encourage appropriate development intensities in appropriate places? And what might that development look like in those places?

The give and take discussions on Tuesday helped the team identify three potential nodes on which to focus: Historic Thompson's Station where the town offices and Community Center are located; the Four Corners of Route 31 and Thompson's Station Road; and the highway interchanges (840/I-65 and 840/Route 31).

That gives the team the chance to test mixes of commercial and residential uses on a range of scales and types. Residents were invited to critique those ideas on Wednesday, March 11, in two open houses, one at 10:30 a.m. for those able to attend during the workday, and a repeat event at 6:30 p.m.



Reality Checking: The team discusses transportation options with representatives of both the state DOT and the Nashville Metropolitan Planning Organization during an afternoon check-in.

Day Three: Preparing to Present Workshop Results

The results of a week of idea exploration and testing guided the first draft of a framework for channeling expected growth in Thompson's Station over the next two decades. On day three, community members gave a critique of the work in progress.

Here are the directions in which consensus has been building:

The character and chief amenity of Thompson's Station is its historic, rural landscape. So the kinds of new development that will be most welcome are those that preserve and complement that character.

Paying for infrastructure, particularly sewer infrastructure to serve even the most preferred sorts of growth, means providing opportunities for higher intensity, tax-positive development.

To preserve the landscape and still attract developer investment, the best strategy is to cluster development in appropriate places. Locations that seem ideal for clustering include the Route 31/Thompson's Station Road intersection and the historic "Old Town" (where the Town offices and Community Center are).

For the Wednesday critiques, the team presented work-in-progress illustrations of how such development approaches in those locations might look. And Thursday night's wrap-up presentation showed how those ideas have been refined further.

Project website, www.nextstopts.com, keeps everyone abreast of project happenings, and provides a place to check in and share comments.

It's a wrap! Here's an overview of the week's activities.

Another impressive crowd of Thompson's Station residents, business people and officials turned out on Thursday, March 12, to see the concluding presentation of the Town's four-day collaboration.

The workshop's primary goal: To shape a regulatory framework to guide future growth.

The team's Thursday-night presentation can be downloaded on the project website, www.nextstopts.com, under the Resources tab.

Here's a guide to the evolution of ideas over the four days:

In the opening discussion on Monday night, a couple things became clear:

- ★ The guiding principle for everything the team's planners and designers were charged with doing was preservation of the Town's historic, rural character, which is seen as crucial to its unique identity in the Nashville region.
- ★ And for the Town to realize its ambitions to take advantage of regional growth opportunities to enhance its services and quality of life, it needs development that

not only pays its own way initially, but also adds to the long-term tax base.

Over the course of the week, a consensus grew for prioritizing clustering strategies at different scales. That would assure the preservation of landscapes and, at the same time, provide property owners and developers opportunities for a revenue-producing mix of residential and commercial development.

Buy-in for the idea of welcoming urban, neighborhood-style development anywhere in a rural environment wasn't complete, even heading into Thursday night. In spirited back-and-forth discussion, attendees helped one another work through the tradeoffs:

- ★ If growth is coming no matter what, why not use the incentive of more cost-efficient clustered development to encourage developers to keep most of the Town's landscapes in a natural state or in working agriculture? Wouldn't that give us the best of two worlds — a more urbanized place for shopping and for broader housing choice, but within walking or biking distance from horse and hiking trails?
- ★ If it looks as if there are slim chances for congestion relief on Route 31, why not leverage the high car counts to attract retail that would contribute to the tax base?

In the following pages are a before-and-after illustration of how that dual purpose might be achieved at the Four Corners crossroads of Route 31 and Thompson's Station Road:

The larger plan for the areas carries through on a desire to develop Four Corners as a more commercially intensive downtown neighborhood, which then creates opportunities to connect with Old Town and to integrate it as a western gateway. The illustrative plan on pages 12 through 14 demonstrates the possibilities for how the two distinct areas could, over time, become one, including a newly proposed street providing an additional connection to Old Town.

Reflecting this enhanced connectivity, Old Town is now modestly reconfigured to better highlight its historic character. Page 16 shows a detail of that proposal, as well as an elevation view of its adjacent buildings.

The role of a regulatory framework is to make clustering scenarios easier for property owners and developers by clarifying the rules that apply in specific locations. The zoning approach preferred here is one that assigns a range of options depending upon where land is located along the continuum from the most rural sections within Town limits to the areas where the most intense development is appropriate.

On pages 9 and 17 are illustrations of the five broad land use categories for Thompson's Station. In each, zoning rules can address character and context-appropriate scales that achieve the desired clustering and preserve landscapes.

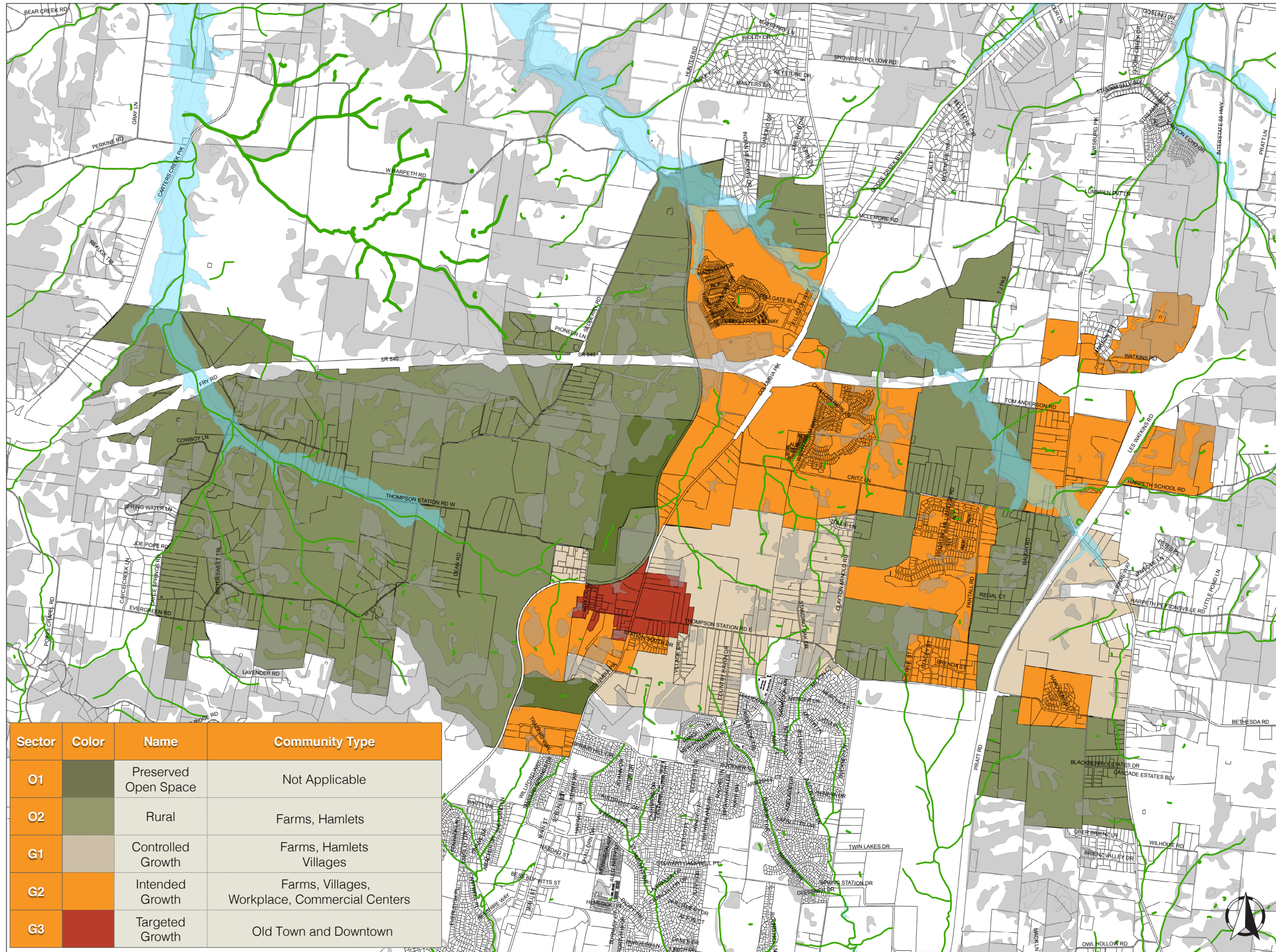
The team's presentation (on the project website, www.nextstopts.com, under the Resources tab) offers examples from the new zoning code for how each new zone addresses development and open space.

Over the next few months, this first draft of the regulatory framework will be refined into a draft that will be reviewed and further tweaked by the community and the Thompson's Station Planning Commission. Sometime this summer, a final draft is likely to be considered for adoption by the Board of Mayor and Aldermen.

But even that is not the end of the process. Success requires commitment and consistency. Once adopted, the growth guiding strategy and the zoning ordinance that enables it need the continuing support of citizens, Town staff and elected officials. And that commitment has already begun.



SECTOR PLAN



PREVIOUS ZONING

This map demonstrates zoning entitlements under the previous Thompson's Station Zoning Regulations.

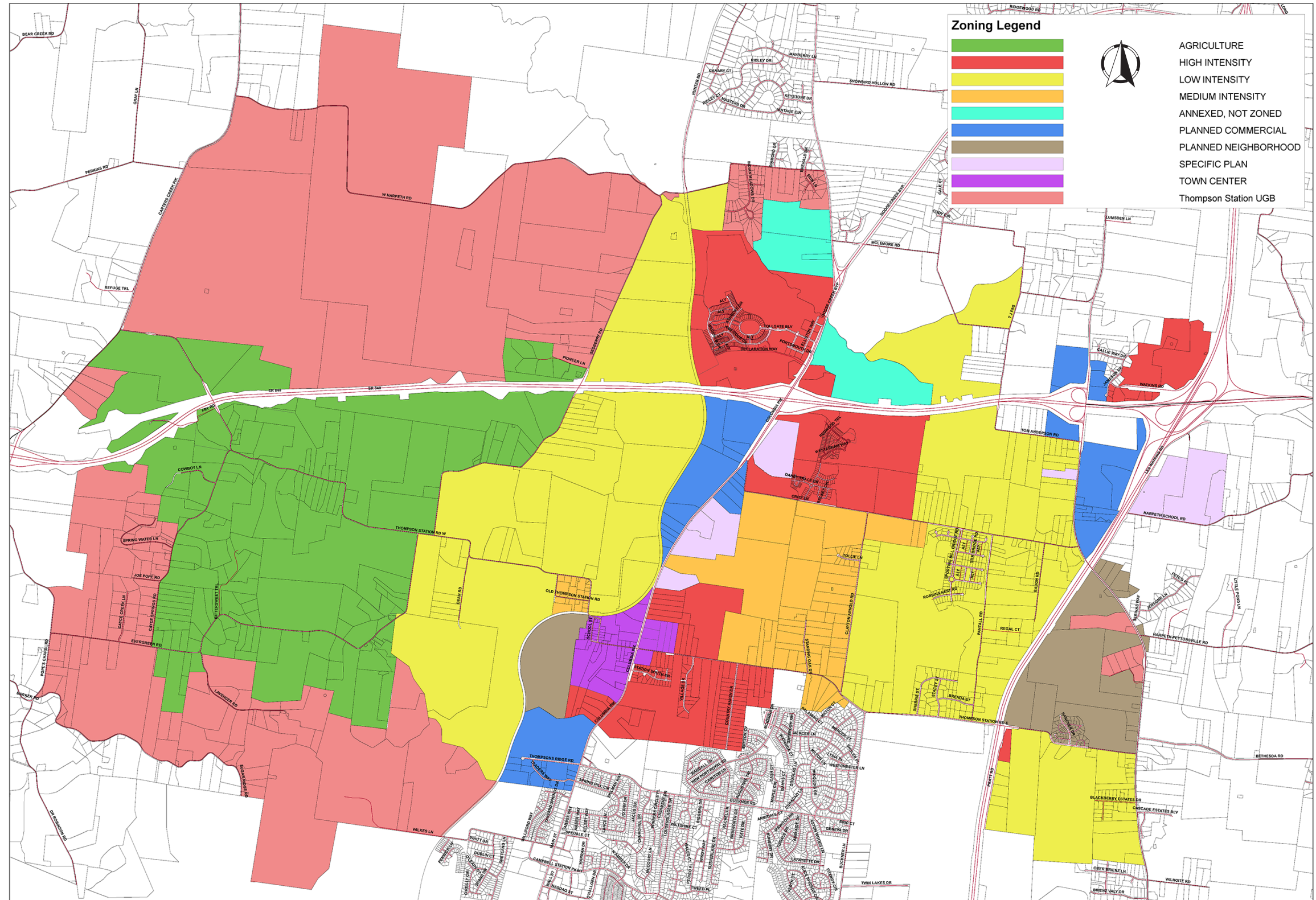
Previous zoning regulations were based on specific land uses, which segregate land uses into distinct pods.

Automobile-focused street standards and large blocks prevented a pedestrian-friendly environment, and did not protect the rural landscape, because potential development was not clustered.

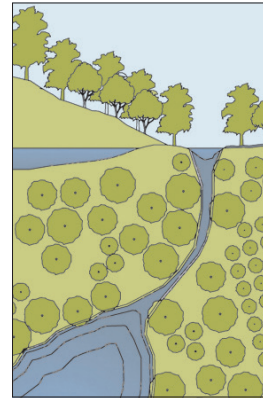
As a result, vehicle miles travelled (VMT) was drastically increased as an automobile was required for nearly every trip.

Per a Center for Neighborhood Technology (CNT) analysis, Thompson's Station has more than two autos per household and each household drives almost 26,000 miles per year.

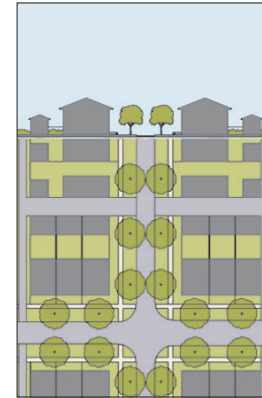
Thompson's Station residents pay almost half their annual household income in transportation plus housing costs. This would be a very good place to better connect homes and daily tasks.



THOMPSON'S STATION'S RURAL-TO-URBAN SPECTRUM: THE TRANSECT



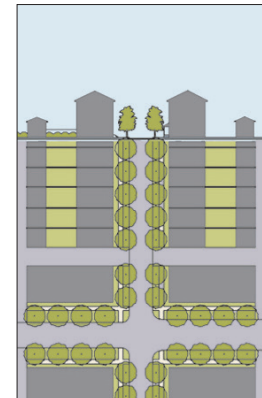
T1 Natural Lands approximating or reverting to a natural condition, including lands unsuitable for settlement due to topography, hydrology or vegetation and lands that have been permanently protected from development. This includes national parks, state parks and most land trust lands.



T4 General Urban Mix of uses, primarily residential. Houses, townhouses, duplexes, small apartment buildings, live-work units. Variable setbacks, medium-sized blocks. T4 is important as a buffer zone between T3 and T5. T4O Open allows higher densities than T4, and restricted retail, offices, rowhouses and apartments.



T2 Rural Sparsely settled open or cultivated lands. Woodland, agricultural land, and grassland. Typical buildings are farmhouses, agricultural buildings, cabins, and estate homes. The Rural zone includes lands that are not currently slated for development, but that have not been permanently protected, either.



T5 Urban Center Higher density mixed-use buildings of retail, offices, townhouses, apartments and cultural. Finely-gridded streets, street trees, buildings close to wide sidewalks.



T3 Sub-Urban Low density residential, mostly single-family detached. Some mixed use, home occupations, outbuildings, above-garage apartments or granny flats out back. Naturalistic plantings, deep setbacks. Blocks may be large and irregular.

HOUSING TYPES

Single Family

Cottage Courts / Pocket Neighborhoods

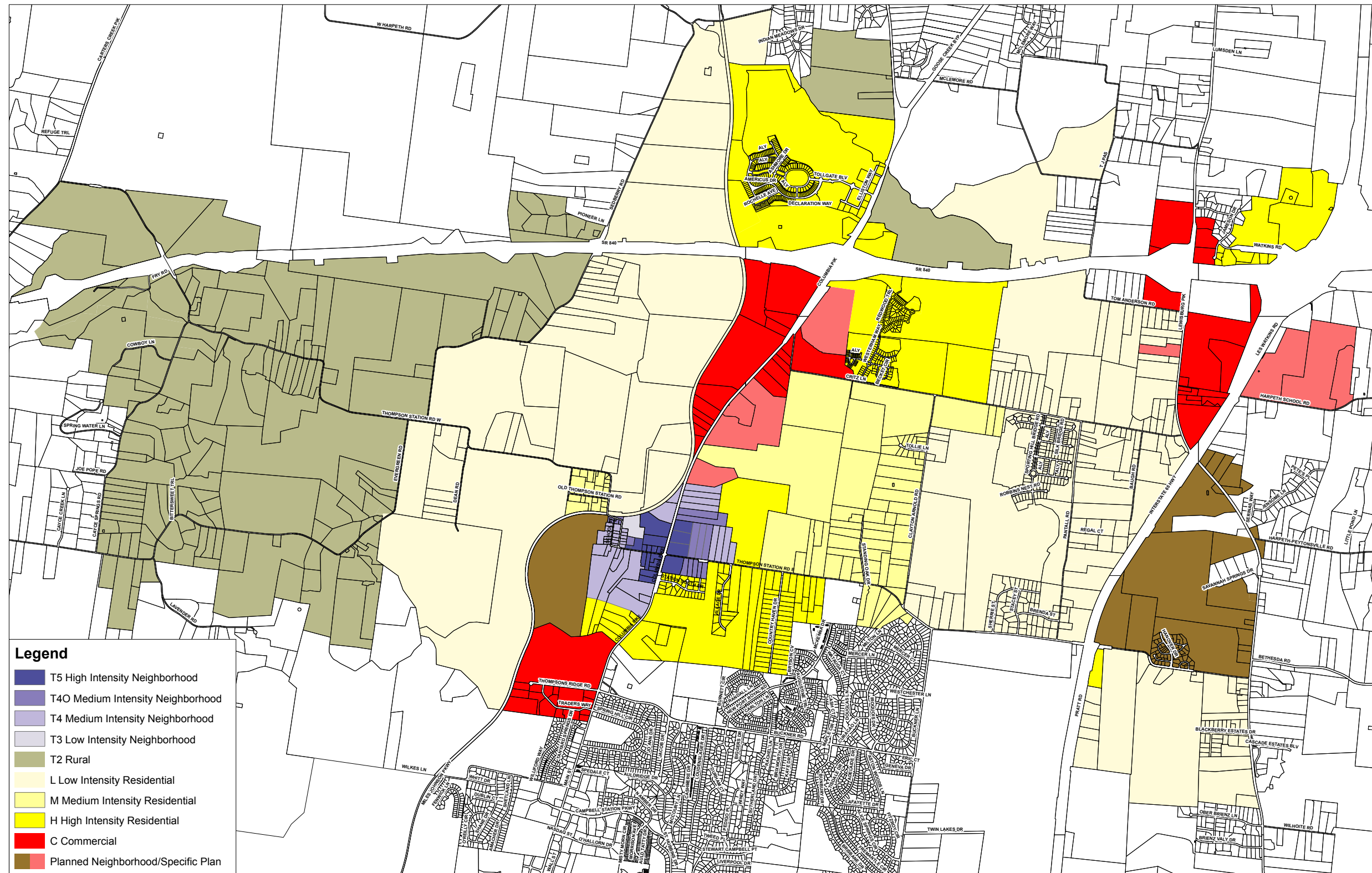
Ancillary Dwellings / Granny Flats

Multi-Family off Main Street

Multi-Family on Main Street



UPDATED ZONING MAP



ILLUSTRATIVE PLAN



NATURAL RESOURCES: STORMWATER AND TRAILS



VIEW SHEDS



ILLUSTRATIVE PLAN: NOTED



ILLUSTRATION: LOOKING SOUTH ON HIGHWAY 31 AT THOMPSON'S STATION



ILLUSTRATION: OLD TOWN AND PARKING PLAZA

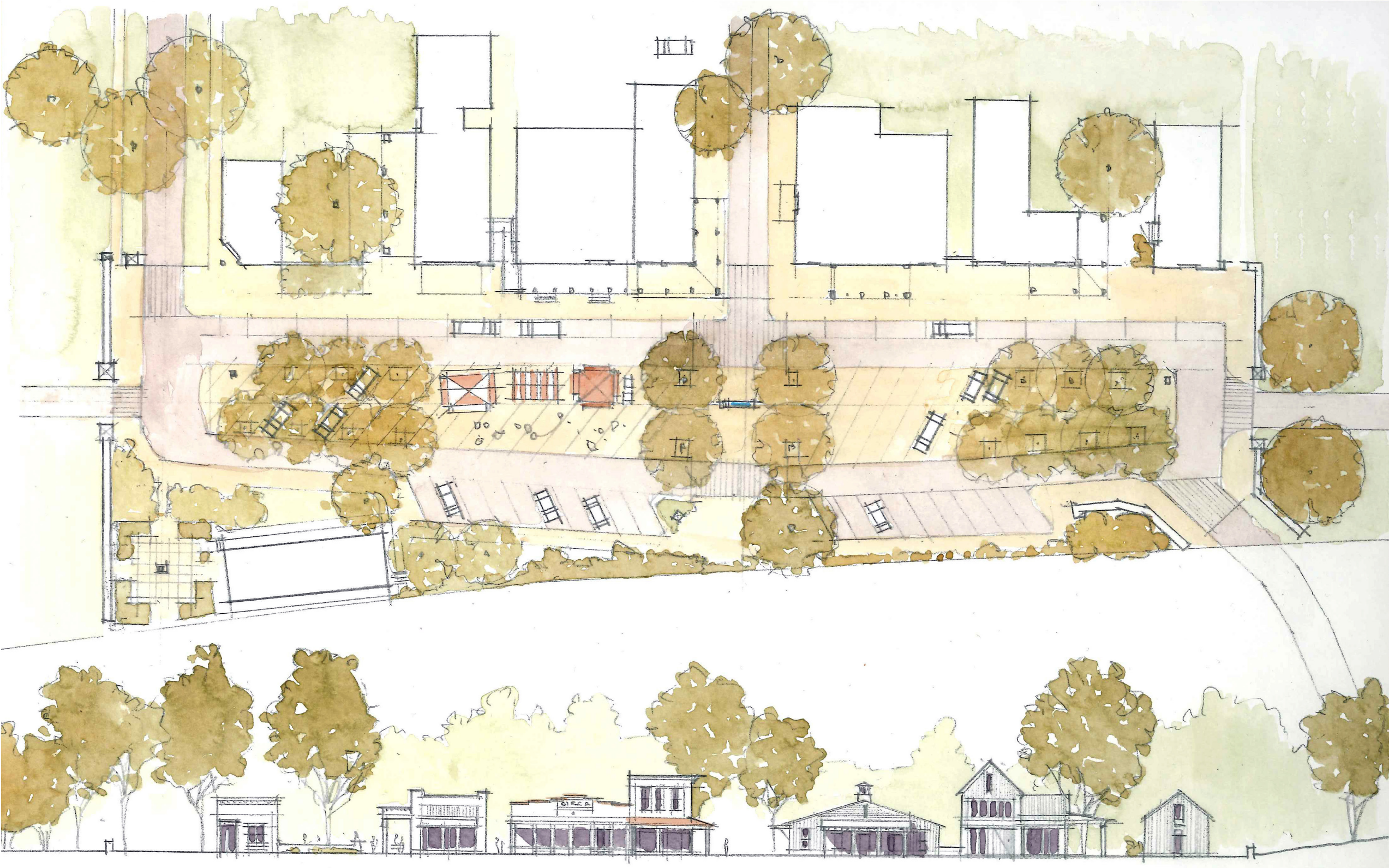


ILLUSTRATION: THOMPSON'S STATION TRANSECT



T1 Natural Lands approximating or reverting to a natural condition, including lands unsuitable for settlement due to topography, hydrology or vegetation and lands that have been permanently protected from development. This includes national parks, state parks and most land trust lands.

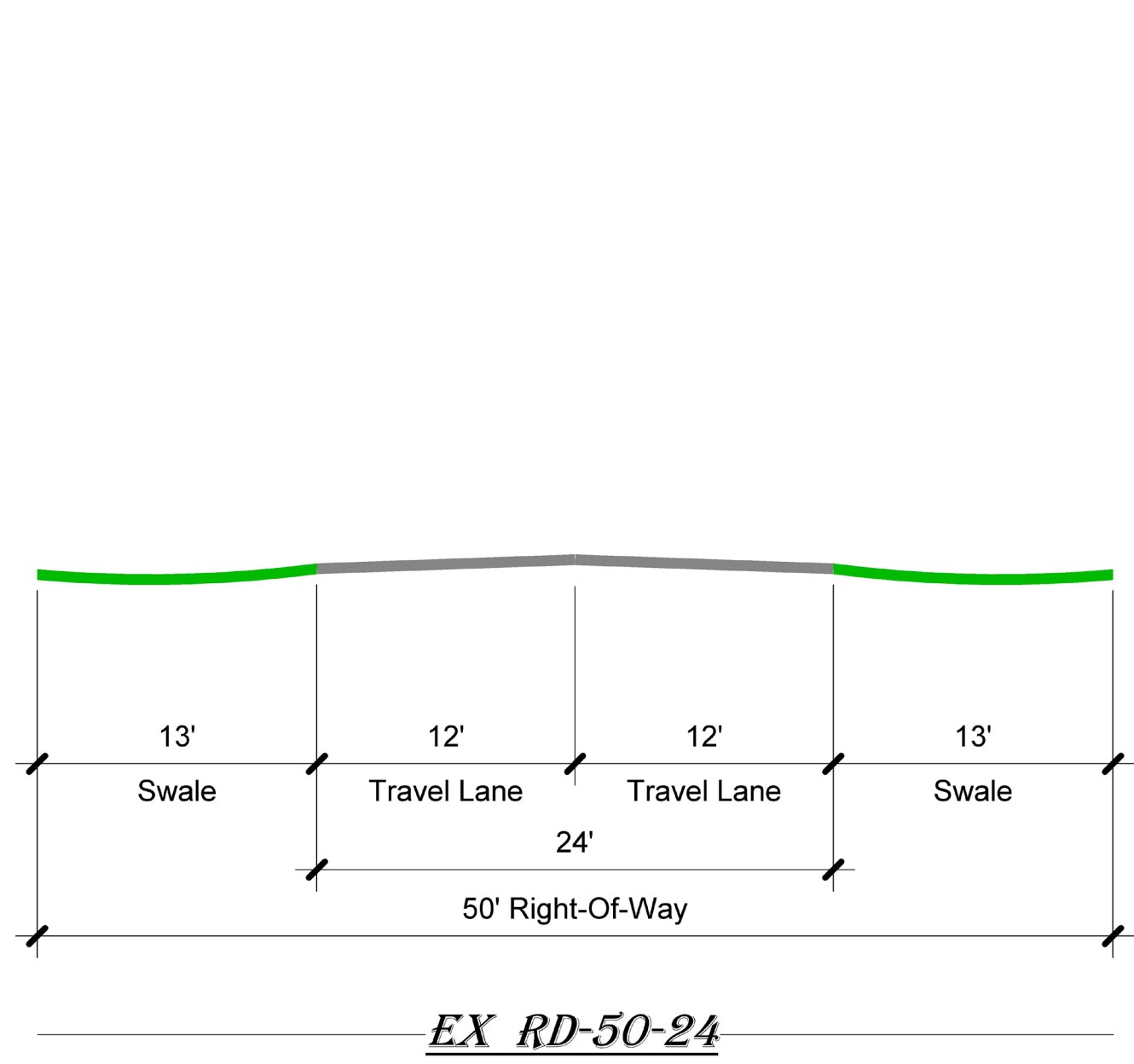
T2 Rural Sparsely settled open or cultivated lands. Woodland, agricultural land, and grassland. Typical buildings are farmhouses, agricultural buildings, cabins, and estate homes. The Rural zone includes lands that are not currently slated for development, but that have not been permanently protected, either.

T3 Sub-Urban Low density residential, mostly single-family detached. Some mixed use, home occupations, outbuildings, above-garage apartments or granny flats out back. Naturalistic plantings, deep setbacks. Blocks may be large and irregular.

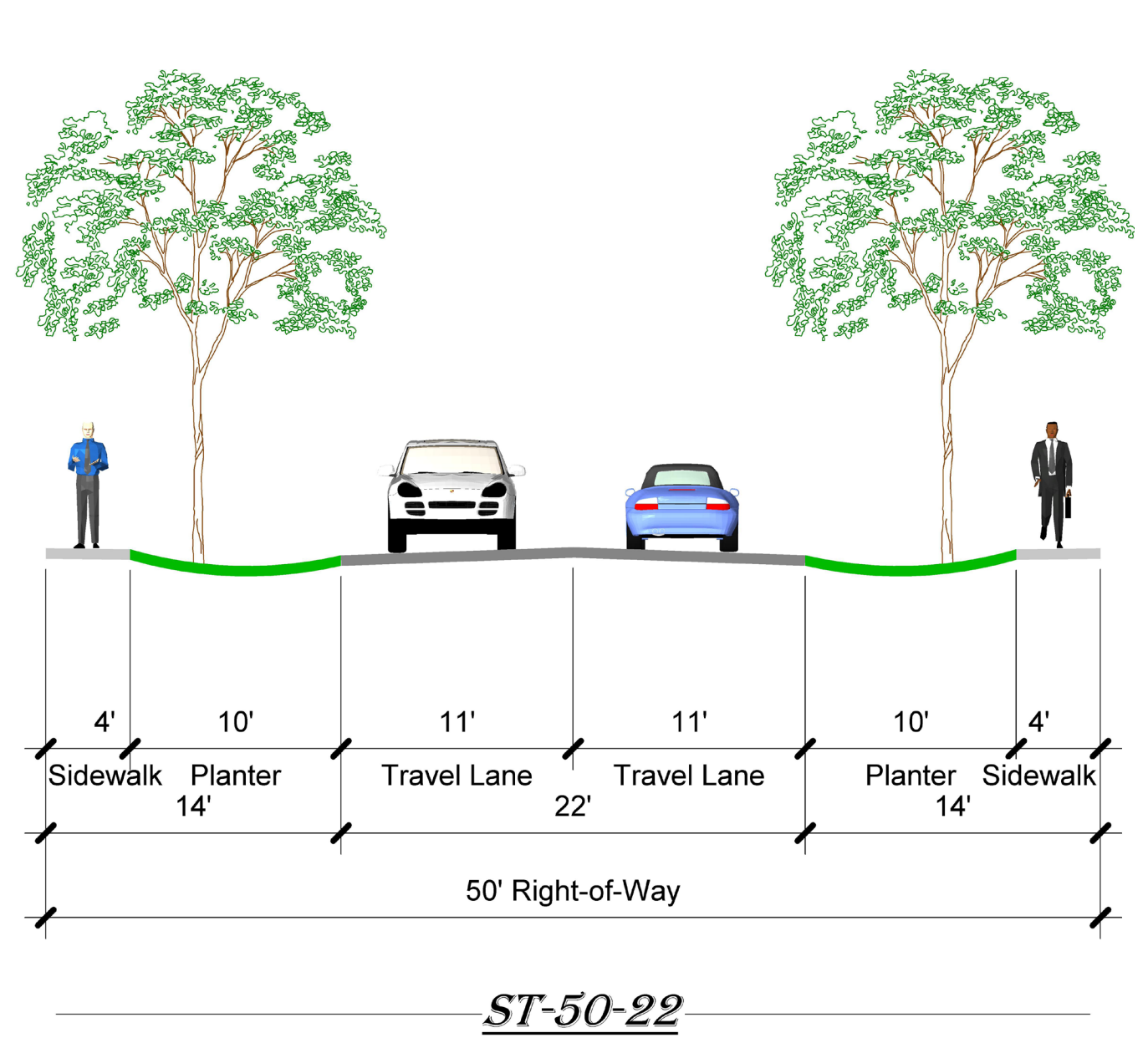
T4 General Urban Mix of uses, primarily residential. Houses, townhouses, duplexes, small apartment buildings, live-work units. Variable setbacks, medium-sized blocks. T4 is important as a buffer zone between T3 and T5. T4O Open allows higher densities than T4, and restricted retail, offices, rowhouses and apartments.

T5 Urban Center Higher density mixed-use buildings of retail, offices, townhouses, apartments and cultural. Finely-gridded streets, street trees, buildings close to wide sidewalks.

THOMPSON'S STATION ROAD: CURRENT STREET SECTION



THOMPSON'S STATION ROAD: PROPOSED STREET SECTION



OLD TOWN PARKING PLAZA SECTION

