

# CITY OF PORTLAND

## PORTLAND MUNICIPAL PLANNING COMMISSION MEETING MINUTES

December 10, 2024

5:00 PM

*LIVE VIDEO ON THE CITY OF PORTLAND WEBSITE*

City of Portland

City Hall

100 South Russell Street

Portland TN 37148

### **MEMBERS PRESENT:**

Ann Blackburn-Chairwoman

Robert Tooker

Mark Harrison

Gail Gentry

Luther Bratton- Vice Chairman

Vice Mayor Megann Thompson

Jessica Hunter

Ted Jernigan

Ty Crowder

### **MEMBERS ABSENT:**

### **STAFF PRESENT:**

Nate Heisler-City Planner

Tracey Griffin-Planning Asst.

Zech Rowley -Utilities Engineer

Megan Heisler- Utilities Engineer

### **Other Interested Parties:**

Caleb Fuqua-Property Owner

Troy Gardner -Engineer

Tiffany Reed-Traffic Engineer

Sabrina Wilbur-Neighbor

### **Roll Call**

Chairwoman Blackburn asks for a roll call at 5:00 pm.

Ann Blackburn- present

Ty Crowder- present

Jessica Hunter-present

Robert Tooker-present

Gail Gentry – present

Vice Mayor Megann Thompson-present

Mark Harrison-present

Luther Bratton- present

Ted Jernigan – present

***A quorum was established.***

## **Approval of Agenda**

Chairwoman Blackburn said she needs to make an edit, Item E under number 9, the City Attorney wants to look over it more and bring it back in January, so someone needs to make a motion to the edit.

Jessica Hunter made a motion to approve the agenda Gail Gentry gave a second. All were in favor, motion carried. 9-0.

### **Approval of Minutes: November 12, 2024**

Chairwoman Blackburn asked for the approval of the November 12, 2024, meeting minutes. Gail Gentry made a motion to approve, Bob Tooker gave a second.

All were in favor, motion passed. 8-0.

Mark Harrison abstained since he wasn't here.

## **Presentation**

### **A. Broad North PUD Concept**

Troy Gardner- Landscape Architect and Project Manager at Ragan Smith  
Caleb Fuqua- Square One Construction  
Tiffany Reed- Transportation Engineer

**Troy Gardner-** So this project is located at 700 and 706 North Broadway, it's made up of about 40 acres, 4 parcels, 2 in the city and 2 in the county.

We are proposing Annexation for the 2 parcels that are in the County and a Rezone for the entire site as a PUD. Right now, the zoning is RS-20, RS-40 and the County is RR.

North Broadway, TGT Road and Oak Hill Drive are proposing 199 units, 74 ally loaded townhomes and 125 single family detached. The townhomes will be located at the front near North Broadway and single-family homes located in the rear.

One thing that we noticed when we did the layout is the acute angles and dangerous intersections created by the existing TGT Road and Oak Hill Drive, so, our proposal is to abandon those intersections and re-route TGT Road and Oak Hill through the site to a roundabout and propose a new intersection that is perpendicular to North Broadway. We think it will be a safer intersection and more efficient to traffic movements.

We are also proposing lanes from North Broadway, to make it more safer and more efficient. We think that's a benefit for this neighborhood as well as the existing residents here in Portland. At the neighborhood meeting we discussed these changes with the neighbors and also the new Hwy 109 Bypass which will be taking almost all of the traffic off North Broadway today. We have our Transportation Engineer, if you have any questions about that later on, she can dive into those issues.

I know this is just a concept review, we do have hierarchy of streets. The blue is the rerouted roads going through, this is the wider roads that will have sidewalks, off street parking, street trees, no driveways off the blue lines, they are served by alleys in the rear (the pink lines) and then traditional neighborhood streets, two lane and one-way streets throughout.

We will be proposing a storm sewer network and detention. The larger detention will be a wet pond and the developer is planning to stock with fish for an amenity for the site. We have water and sewer throughout. We have been talking with the city about doing an upgrade water line on Oak Hill, it currently has 6-inch line and we upgrading to a 16 inch line. The perimeter will have a 20-foot type C around it and street trees throughout. The road improvements, rerouting TGT to North Broadway, turn lanes from North Broadway into the site. We are exceeding the open space and will have usable hand passes open space. The big one is a wet pond with fish and a fishing pier, as well as the recreational lawn toward the front of the site. The townhome lots will be 2000 sq ft

minimum, single family is 5000 sq ft minimum and a designated area for the entry at the front of the site on the left.

The Architect will have 2 different town home floor plans, and 3 single family detached floor plans, and each will have multiple different persuades. The architect materials we are looking at are Board and Baton, Hardie Plank, Shake Siding and Brick.

We have the photometric plan, there will be street lights throughout the neighborhood, along the streets and last, the phasing plan, the developer is planning to develop in 3 phases. The central area is phase 1 then North and West are phase 2, and the Eastern area is phase 3. We know this is a concept and we would love to hear your feedback, and we can answer any questions you may have.

**Ted Jernigan:** The street improvements, will it all be completed in the first phase?

**Troy Gardner:** Yes Sir

**Ted Jernigan:** Between Oak Hill and TGT, that will be phase 1?

**Troy Gardner:** Yes

**Ted Jernigan:** And then you show turning lanes on Hwy 109, I didn't hear the word signalization.

**Troy Gardner:** Right.

**Ted Jernigan:** And that is because?

**Troy Gardner:** So, we are doing a traffic study, our Traffic Engineer is here, I'm not sure if it's warranted or not, but I'm hoping she can answer that.

**Tiffany Reed, Traffic Engineer:** I did the traffic signal analysis, and it showed it will not meet traffic signal warrants and so what the traffic warrants are, there are 3 that are volume based and so we looked at the traffic volumes that are on the road, that is existing and this one is a little different because we will be re-routing traffic from Oak Hill and TGT. We use that number and compare to the warrants and determine if a signal is warranted. These are the projections, as much as I would like to say, will be perfect in projecting how the traffic will go, how will they turn, left or right, I'm doing my best to estimate. As part of the development plan in about 50% of the development and 100% of the development, they will have to collect new traffic data to determine if the volumes are meeting the signal warrants.

**Ted Jernigan:** The volumes projected, you are talking about with the new 109 being constructed or without.

**Tiffany Reed:** So, I actually ran both scenarios. We heard a lot about that in the neighborhood meeting and had a lot of questions of these being developed concurrently, so we won't be 100% sure the bypass will be completed before the development, so I ran both analysis, all of those were saying it wouldn't be warranted.

**Ted Jernigan:** So, the current volume without the new 109, the volume does not require signalization?

**Tiffany Reed:** Yes

**Ted Jernigan:** I'm not a fan of that answer, I'm not saying that answer is wrong, I'm just telling you that I'm not a fan of that.

**Robert Tooker:** Their approach seems to be, wait and see.

**Tiffany Reed:** Not necessarily a wait and see. I looked at it with existing conditions with both TGT and Oak Hill as well, analyzed them with current volumes, no adjustments or projections made, and it wasn't meeting the warrants. The traffic volume-based warrants and then when I re-routed the traffic again. Projections were not expected to meet warrants.

**Robert Tooker:** So, when a signal is needed, whether it's up front or at some point in the development, who pays? You got the city, you got TDOT, you got the developer, who pays?

**Tiffany Reed:** If it's being met, by the development, the developer would have to pay for it.

**Ann Blackburn:** When was your traffic study done? What day of the week? Was school in and what time? Because I live on TGT and turning left onto TGT at certain times of the day, it's nothing to sit there 5 to 10 minutes trying to turn left, the way it is now, without all of these houses.

**Tiffany Reed:** My computer is back there, so I can't tell you the exact dates, but school was in session though, I can confirm that, and traffic counts were collected 6am for a 12-to-13-hour period.

**Lady in back with Tiffany Reed:** August 13 between 6am to 6pm, on a Tuesday.

Ann Blackburn: That was this year?

**Tiffany Reed:** Yes

**Bob Tooker:** There is a lot of traffic on TGT, there are times of the day, Oak Hill Drive has all the school traffic, morning and evening and anyone that has ever driven through those areas knows it's pretty difficult to turn out. It is a really unsafe condition the way it is, so, we are going to divert both of those roads into a roundabout and then out on 109 without any signalization, I just don't believe it, respectfully.

**Ann Blackburn:** I mean, I have sat on Oak Hill Drive, I like the roundabout idea, and I do like the connecting them. So, will there not be access to TGT from the new bypass from 109 there? They continue straight up 109 to get on the bypass?

**Troy Gardner:** So, if you will follow, you will go up this way to existing TGT and then 109 is projected to be over here. I understand that today there is quite a bit of traffic on North Broadway and that is a problem. In the future when TDOT builds 109, it's projected that the majority of that traffic and I don't know the exact number, Tiffany can help me with that, is moving over to 109 and there will be significantly less traffic on North Broadway. So today yes, there is absolutely a ton of traffic out there.

**Megann Thompson:** So, what is your projected time frame for phase 1, 2, and 3?

**Troy Gardner:** Let me bring Caleb up here for that one.

**Caleb Fuqua:** Hi everyone, I'm Caleb Fuqua, so if everything goes as planned, September 2025 would be when we look at breaking ground.

**Megann Thompson:** For the whole project, how long do you think it would take to complete all 3 phases?

**Caleb Fuqua:** On the development side 2 maybe 3 years, somewhere around there.

**Megann Thompson:** What is the latest projection on the bypass?

**Nate Heisler:** 2026

**Megan Thompson:** Being Finished?

**Nate Heisler:** That's the start date.

**Robert Tooker:** I think it's about 5 years.

**Megann Thompson:** 2031-ish, would be likely for the Northern, to alleviate this traffic, so that's potentially 4 years.

**Caleb Fuqua:** I'm sorry I misunderstood. Let me rephrase that, development and vertical are 2 different things, so the development, building the roads, infrastructure, putting the lots on the ground, that's my timeframe. As far as the vertical, that could be 5 to 6 years, that all depends on sales. It could be 3 sales a month, 6 sales a month, that's a hard number for me to ...

**Megann Thompson:** So, you're going to build as you sell?

**Caleb Fuqua:** It will be a spec process; it's not going to be the wild west like it was 3 or 4 years ago where you start 20 homes in a month and they would be sold. Realistically now, I will have a better market analysis when Parkside's going to give me some good data to go on, but right now I don't have that data to tell you exactly. I do know other National Builders in the area are doing 3 or 4 starts a month, that's like 50 homes a year, if that can kind of give you a ballpark. I don't want to tell you 50 homes a year and then this thing does exceptionally well.

**Megann Thompson:** It's just we are basing a lot of this traffic data off of this alleviation of the bypass and I think we know sometimes all of that can extend a lot longer than you imagined when they throw out a number and then you decide oh no, something came up so-um.

**Caleb Fuqua:** As far as this project, as far as 50 homes a year, if I started in 2026, the first people wouldn't start moving in until 2027, because it's going to take me 6 to 9 months to develop it. So, when I start in September 2025, they go vertical say August 2026 to August 2027, that timeframe

would be the 1<sup>st</sup> 50 homes and then from 2027 to 2028 and 2028 to 2029 like that would be several years.

**Megann Thompson:** So, your first phase will be the townhomes?

**Caleb Fuqua:** It's a mixture of both; I want both products in there and I have it along the main road. I thought on the concepts with the townhomes was you put your taller product on your main roads, and it will kind of shield and block the rest of the community, where its more private from the 109 traffic, that's why I put the townhomes where they are. The single family is loaded toward the rear, the townhomes toward the front.

**Megann Thompson:** what are the sizes of the townhomes we are looking at, the style you picked, what is the average?

**Caleb Fuqua:** 1300 to 2000 sq ft., depends on the interior unit, exterior unit. The exterior (Outer) is always bigger than the interior ones. I haven't gotten into full depth of that yet, so that can potentially change. If there is something you all would like to see, of course that's something I would take into consideration.

**Luther Bratton:** Actually, that's something that is required in your booklet that you submit.

**Caleb Fuqua:** Yeah.

Luther Bratton: So that is essential.

**Caleb Fuqua:** Yeah, I wanted to get your feedback tonight on potentially, what you all were looking at, as far as you know we do have the minimum square footage in there but that's always the minimum like Parkside, we were at the certain square footage, now we are going to be a little bigger than that. We are trying to project in the future, as far as what we are trying to accomplish.

**Luther Bratton:** Can your Traffic Engineer speak to this? What was the scope of perimeters because often times you can control the traffic study with the perimeters. Will you explain how far back you went; did you go back to College Street? Explain those perimeters.

**Tiffany Reed:** So, we met with the city and TDOT to determine our scope of work and we looked at the existing TGT Intersection at Hwy 109 and the existing Oak Hill Drive intersection at Hwy 109 and then our future intersection.

**Luther Bratton:** But did you go back to Oak Hill Drive to College Street? Did you take it back to Hwy 52? That would pick up the high school traffic, the middle school traffic that wasn't considered in it. A lot of that traffic actually funnels down Oak Hill Drive, so I think it's important enough to pick that up because it disperses from the high school and the middle school down Oak Hill Drive, I think the neighbors could attest to that.

**Megann Thompson:** You said the intersections, is that what your focused on?

**Tiffany Reed:** Yes, the 2 intersections and the future intersection.

**Megann Thompson:** So, nothing back from that? Fairly small.

**Luther Bratton:** That's what I'm saying, the scope is fairly small.

Tiffany Reed: The scope of work was determined, like I said, we were in discussions with the City Staff as well as TDOT Staff. TDOT has a scope of work determination, they have different traffic studies levels, so there are 4 levels. Based off the numbers of trips generated by the new development, that's how they determine their scope of work. I'm sorry I don't have those numbers in front of me but for level 1 it would tell you how far you have to go from the development.

**Luther Bratton:** I guess when you have school and all the kids driving and the middle school and all the traffic, it's important to extend it and pick up those types of traffic facilities up, that would probably change the scope of it.

**Caleb Fuqua:** So, I'm just asking, if they captured the Oak Hill and Broadway, that traffic count right there, that's where the maximum, where all the side streets and the subdivision all cluster into one area. I'm just trying to figure out what should we do, where you're talking about the school portion.

**Luther Bratton:** What I am hearing tonight, the traffic study is very important, and the local Planning Commission can require something above the traffic study if they deem it necessary.

**Jessica Hunter:** Is that correct?

**Nate Heisler:** Yes.

**Caleb Fuqua:** So, Nate, the plan with TDOT, were they going to have any improvements to TGT-Oak Hill area? Were they potentially looking at a signal? Because if we put a signal there, when TDOT comes through, they will tear it out, that's just plain and simple. That's the same thing White House ran into, so I'm just curious. You hate to throw away \$300,000 signalization out there and then TDOT comes through with plans for 109 with that bypass and then it's gone.

**Nate Heisler:** So, in our scoping meeting with TDOT, it was me, Public Works, TDOT and the Traffic Engineer, Tiffany, involved. We talked about signalization 101 and from what we gathered TDOT, their thoughts were, in the near future, North Broadway is going to be a city street and it's no longer going to be a state route, so they wanted to warrant that area, but they didn't have any comments about signalization because they know once the bypass comes in it will be a city road, it won't be a state route anymore, so that's their stance on it.

**Mark Harrison:** That 2031 date for the bypass, is that the best-case scenario?

**Nate Heisler:** I don't know if it's written in stone, we went up to region 3 office and had the meeting with the director of region 3 and it seems to me, talking face to face with him, the dates are the plan. I can't give any guarantees but just talking with him.

**Ted Jernigan:** So, just because in the near future it's going to be a city road, they are just going to wash their hands of it for now? Just curious. Maybe I misunderstood what you just said because in the next 5 to 6 years they plan on that being a city road. They are just kind of ignoring what the traffic count is today?

**Nate Heisler:** They wanted to see a warrant; they wanted to see it scoped out but as far as a signal going there, they didn't come out and say they wanted a signal there.

**Ted Jernigan:** They didn't want one because they didn't want to pay for one or because it didn't warrant one.

**Nate Heisler:** They didn't come out and say we think a signal needs to go there. At the end of the day, they said it's going to be a city street in the next 5-10 years and it's not going to going to be a state route anymore. That's the impression I got from them.

**Ann Blackburn:** Also, it stops on TGT. People are going to go TGT to get to that bypass, so that's additional traffic, possibly.

**Caleb Fuqua:** What was the count at peak? I didn't see it myself.

**Nate Heisler:** I will also say that I had a conversation with our City Engineer a couple of weeks ago about this topic and if the Planning Commission wishes to see more in-depth scope on that area, we can ask for that. We can ask for signal warrants on that area.

Tiffany Reed: We completed signal warrants for intersections as well as projections. Those are the AM & PM Peaks. AM the first number, PM is in front of the sequence for 1 hour of traffic

**Caleb Fuqua:** Can you read those to the Planning Commission and reference the roads and where they are at?

**Tiffany Reed: On Hwy 109 at intersection of TGT**

**AM Peak Hour-480** through traffic

18 turning left

479 vehicles going south bound

3 turning right

**Coming off TGT Road**

4 vehicles turning left and 38 vehicles turning right.

**PM Peak Hours-505** Vehicles North Bound

28 Turning Left

660 South Bound

6 Turning Right

**Coming Off TGT Road**

1 Turning left

32 Turning Right

**Peak Hours AM 7:15-8:15 AM**

**PM 3:30-4:30 PM**

**Luther Bratton:** We approved a development adjacent to this one, I wonder if this was taken into consideration.

**Tiffany Reed:** It was taken into consideration, yes.

**Ted Jernigan:** Can you go back to the intersection where you're showing the counts turning left and right?

**Tiffany Reed:** we did a lot of different scenarios

**Ted Jernigan:** If we combine these two during peak hours, 28 and 15 turn left into the subdivision, we are having 43 cars per hour turning left and there is no lane left to turn, or is there?

**Ann Blackburn:** No, there is not.

**Troy Gardner:** This is existing TGT.

**Ted Jernigan:** I'm talking about in the future. We are going to have lane enhancements, we are going North and have 43 cars per hour turning left into the subdivision, go across south bound traffic and there is a turning lane there.

**Tiffany Reed:** This is a conceptual layout of it, yes, there will be a left turn lane and a right turn lane.

**Ted Jernigan:** So, we do have turn lanes?

**Tiffany Reed:** Yes

**Ted Jernigan:** We just don't have signalization.

**Caleb Fuqua:** And as far as storage goes, you want to explain the storage of the turn lanes.

**Tiffany Reed:** Storage for the turn lanes are based off TDOT requirements. There is a calculation based off the posted speed limit, what length it takes someone to decelerate at a safe and comfortable speed and so they have that calculated out and that's how we get our storage length.

**Ted Jernigan:** Can you tell me, off the top of your head, how many cars would need to turn left into a subdivision before a signalization would be warranted?

**Caleb Fuqua:** 8 to 10 times the 43 cars at peak hour.

**Tiffany Reed:** The signal warrants are not necessarily based off the main line; it's based off the minor street traffic. Majority of the traffic.

**Ted Jernigan:** So, it's not based off the main artery, it's based off coming out of the subdivision.

**Tiffany Reed:** The signal warrants have been developed by the Federal Publications and a lot of those Publications accurately not warranted bases on these volumes primitively more dangerous and that's why the recommendation in the traffic study is to collect counts later on to see how traffic is behaving and see if the traffic volumes meet any warrants at the time.

**Ted Jernigan:** So, coming out of this subdivision there is a turning lane to go to the right and left. Is there a double lane?

**Tiffany Reed:** I think the traffic study did conclude that.

**Caleb Fuqua:** Yes sir. I met with the Fire Chief and planning early on and that was their recommendations. They loved the idea of cleaning up those intersections, they are dangerous. Accidents on TGT, if you go there and try to turn out, it's dangerous. So, we have incorporated that layout. We went to them and said what would best suite, the best direction of traffic and that's when TDOT, Nate and the Engineers got together and came up with this plan. We widened the roads. At the neighborhood meeting, a lady asked what about the combines?

**Ann Blackburn:** We do have a lot of farm equipment on TGT Road.

**Caleb Fuqua:** So, we changed the roundabout.

**Ted Jernigan:** I was going to ask, what is the roadway width on the main artery in and out through here. I know it has to be larger than the silos are.

**Troy Gardner:** It's a:60' Right of Way, 10' Driving lanes, 8' Parking, 6' Grass, 6' Sidewalks.

**Ted Jernigan:** So, I guess my concerns are not just the combines, what about the heavy truck traffic that goes down TGT?

**Caleb Fuqua:** So, what I have noticed right now, tonight, we can make a modification to the roundabout to flare it out even more and you can stop traffic back to where the street parking is not allowed for the first 100.

**Ann Blackburn:** And the street parking,

**Caleb Fuqua:** I used to be against that but if you look at the studies, it makes it safer and slows people down.

**Ted Jernigan:** I'm not so much concerned about the speed, but the size of the truck. A big 18-wheeler with a 10' lane, do they have the room without taking the mirrors off the parked, on the side of the road.

**Caleb Fuqua:** We made the roundabout bigger to incorporate that.

**Ann Blackburn:** He's talking about going that way and the card parked on the road, can big farm equipment go through there without wiping them out?

**Caleb Fuqua:** yes mam, that's the part where I think we fall back before because really a 10' lane going your standardized lane and a straight shot, 10' is plenty wide. It's your roundabout and your radius is where I want to make sure we hone in on and make sure the radius does allow it. Here is the great thing also, HOA will enforce parking, and they don't play around with that. So, if you put no parking by that round about, they will tow them in a heartbeat.

**Troy Gardner:** So, I think I understand your concern is the in-between period of when development begins and before 109 opens, is that correct? Because I know once 109 opens, do North is to the right, here on our page site, New Kirby Road will be an extension of the existing Kirby Road. It will have an interchange on 109 so that will really eliminate people coming through and going up TGT, they will really be on 109 and come on up Kirby and get straight to it.

**Ted Jernigan:** Instead of going through development.

**Troy Gardner:** I understand there is a little bit of a lag between when the developments happens and when 109 comes online so I think we are talking about that period of time.

**Caleb Fuqua:** Nate, what is the phasing? I know there is 2 phases of the 109, this is just phase one here?

**Nate Heisler:** This is just the North phase.

**Caleb Fuqua:** Ok

**Mark Harrison:** You mentioned starting your development in September 2025, what juncture would you be cutting off TGT and Oak Hill?

**Caleb Fuqua:** Immediately. Once the road is complete and that's why I captured a lot of it in phase 1 layout. To get all of that cleaned up, that was a lot of complaints in the neighborhood meeting, traffic and safety.

**Troy Gardner:** We went back and listened to the earlier public hearings for the neighboring development, we know people have a lot of concerns with TGT.

**Mark Harrison:** How many attendees did you have at your neighborhood meeting?

Caleb Fuqua: I say 15 to 20, mam what do you think?

**Lady in Audience:** I would say 10.

**Troy Gardner:** It was about an hour and a half, We had at different times, different groups, we had 10 or 15 at a time.

**Mark Harrison:** Other than traffic, what was the main concern?

**Caleb Fuqua:** That was it, this lady can speak freely, that was the only concern. So, after the meeting, I approved Ragen Smith to do an additional traffic study, based on the concerns that the neighbors had, I'm sorry I haven't read through it yet.

**Mark Harrison:** You have mentioned Parkside a couple of times, is that your concept of the materials that going into this? Kinda a smaller craftsman's style home, is that what your envisioning?

**Caleb Fuqua:** I'm not sure yet, I have multiple potential class I want to do, potentially yes, not sure yet.

**Mark Harrison:** But not vinyl, it will be Hardy, Shaker style.

**Caleb Fuqua:** Yes.

**Ann Blackburn:** Did you mention you were doing drives, like alley drives, can you show that?

**Caleb Fuqua:** Yes mam, this concept here, if you look at the broader scale like West Haven in Franklin, with the ally loaded townhomes along your roads.

**Ann Blackburn:** What I'm wondering, if you're going to have alleys, why have the on-street parking on the main highway?

**Caleb Fuqua:** Because if I put a standard road on it, people still love to park on the road, even when you don't have additional footage, and it is an absolute nightmare, and you can enforce it and we do and tow the fire out of vehicles on the streets. If you go through any subdivision, they love parking on the streets and that's one of the concerns I have with us changing the layout of the road networks is to make the road wider. Statistics show that on street parking does slow traffic down.

**Ty Crowder:** Plus, it aids with visitors. If you reference West Haven in Franklin, there is about 2 cars, maybe 2 cars in their driveway. I use to work down there, but everyone parked on the streets.

**Caleb Fuqua:** That's right and you can enforce it all you want.

**Ty Crowder:** And they had marked parking and if you went 2 feet over, your car got towed, so been there, done that.

**Caleb Fuqua:** It's strictly enforced.

**Ty Crowder:** Yes, they sure did.

**Ann Blackburn:** Can you talk about the green space and any amenities.

**Troy Gardner:** The required 20% open space, it's a little more at 22%.

**Ann Blackburn:** Useable?

**Troy Gardner:** so, 12 ½% useable, the useable is in the green, the passive is in the orange.

**Ann Blackburn:** What is the requirement for the Percentage?

**Troy Gardner:** Usable is 10%. A wet pond here stocked with a fishing pier, playground, a covered mail kiosk, and a passive recreational lawn. You had a vision about kids out playing.

**Caleb Fuqua:** Yeah, people have options on density of ½ acre lots and 1 acre lots, and that's good, but when I started developing 10 years ago, my vision was to see kids playing in their yards again. You don't see that. I used to play in the yard every day when I got home from school, you don't see that. I can personally look at every one of you and say the developments I have put in, there are kids playing and it's neat to see.

**Ann Blackburn:** How many developments have you done?

**Caleb Fuqua:** Parks, Legacy Hill Wood Court, Willow Landing.

**Jessica Hunter:** Are these local?

**Ann Blackburn:** Parks is in White House.

**Caleb Fuqua:** Parks is in White House, Walnut Ridge is in Lebanon, Willow Landing is in Mt. Juliet, Parks, Legacy, Hill Wood Court is on Charlotte Pike in West Nashville, right across Nashville Wood Shopping Center. That would be a great one to look at, it had rear loaded off Charlotte.

**Mark Harrison:** Do you know the price range?

**Caleb Fuqua:** Not yet, no sir.

**Ann Blackburn:** That's hard to do.

**Mark Harrison:** I know, I just didn't know what his thoughts were.

**Caleb Fuqua:** I think this area's, I'm bullish on Portland, I've said it for 3 years, I think it's a great area. I think that 109, I think the neighbors have valid concerns with the traffic, but I will do what I can to help out in any way. As far as the 200 residents that everybody leaves at the same time and they don't, but we will accommodate any way we can. The off-site water was asked to improve that

and some improvements to the sump pump stations on the North and South side, and the turning lanes. It cost almost a million dollars just in off-sites. 1.2 I think is what it was, 1.2 million just strictly offsite cost and that is nothing to do with the development.

**Luther Bratton:** You seem to have a lot of pride in your development, and I appreciate that, I really do. So, in your Personal opinion, you feel like the deceleration lanes, turning lanes at point would be better for the development. Is that how you feel?

**Caleb Fuqua:** You want me to tell you the truth? I don't drive it every day.

**Luther Bratton:** So, you don't know.

**Caleb Fuqua:** I will gladly, before the next meeting, go sit myself and look and see if I can visually say without a doubt, I'm not going to sit here and lie to your face. I'm always going to tell you the truth and do the right thing.

**Luther Bratton:** Sure, you appear to have a lot of pride in your development.

**Caleb Fuqua:** I don't want to do anything that's going to jeopardize, and I do think the re-alignment will make it safer. I did meet with the fire chief early on and that was one of his biggest concerns TGT. He was like, we need to straighten this up. Nate was in the meeting, you can fill in Nate, if you want to as far as the fire chief and the comments. Basically, I let them, kind of, basically we met with them and our plan was nothing like this and once we met with them and the road connect abilities putting everything and trying everything, this will be a cleaner, this is something we will be proud of.

**Nate Heisler:** My primary message during our first meeting was to go back and do your research on the new development before them. Go back and watch the meetings and we talked about TGT, and we talked about Oak Hill, and they came back with a second meeting with a redesign.

**Caleb Fuqua:** Yeah, so originally, I was going to put all townhomes here or that was my proposal and after being up here 2 or 3 days a week checking on it and seeing the progression, I quickly realized I wanted a single family. I went from 300 townhomes, maybe more than that. I was like that just doesn't feel, that's not the feel I'm wanting to put there, continuous townhomes, give me the single family detached, give me the townhomes to block off the noise and clean up the landscape along Broad. I didn't know that about Broadway becoming a city road. Potentially TDOT gives it to the city, but that would absolutely be, that's what you want. As far as a want, he's the planner, but I developed and busily and I know that would be a good look.

**Luther Bratton:** To be fair to your development, what you planned there is actually what we had initially requested from the development that joins you. We just never got there. I recall that was one of the concerns was to straighten this out, straighten TGT out.

**Ann Blackburn:** I really like how you have done the roundabout.

**Caleb Fuqua:** I even reached out to Pedro, I actually know him personally, I thought it would be great to have a bigger Final Master Development Plan to tie the whole area even more. It just didn't work out. I asked him, "When are you planning on starting? I don't think he is in a hurry. He has one in Springfield he's going to do; he said he really don't have a timeframe. So, given the opportunity we will be going away before he will, and we will be going at a faster pace than he will.

**Nate Heisler:** Has there been any communication with the people that live and access the abandoned areas?

**Caleb Fuqua:** No, to the Church and the Neighbor, no I have not and if something does come up with the Church with their access in and out, I will work with them to make sure they have an asphalt parking lot or driveway back to TGT. That's what they will get, I'm not going to leave a Church without an entrance. That can be something put in with the conditions of approval. I have been by there several times, I don't know who to contact. If I could get a phone number that would be great.

**Ann Blackburn:** You want us to get you a phone number for you and give it to Nate?

**Caleb Fuqua:** Thank you.

**Ted Jernigan:** I hate to belabor this point, but did you say there is a turning lane going left coming out?

**Caleb Fuqua:** there will be, it's just not showing on this plan.

**Ann Blackburn:** How does trash and school pick up work in something like this?

**Troy Gardner:** I don't have this plan pulled up here, but we do trash truck maneuverability and fire truck maneuverability to make sure it can get through all the places. We did speak to city staff to make sure the alleys are public so that a trash truck can go behind. We did run the trash truck through, and they were able to navigate those spaces.

**Caleb Fuqua:** What I have seen in the past, in the other developments for instance, one I did at 1000 doors, we did 3 stops for the bus. It's not individual stops and it will be designated by Sumner County Bus Transportation of where they will want those stops to be.

**Ann Blackburn:** Are you able to talk to transportation and find out where they would be and possibly put like a covered pavilion for them to wait in in case it's raining or something like that?

**Caleb Fuqua:** Yeah, a lot of the times you see and will be glad to take some pictures, but what I have seen is wherever the designated spot is, the parents usually keep them in their vehicles until the bus pulls up. So, there's really not that many, maybe a handful.

**Ann Blackburn:** Or they just wind up down the road there where they are picked up?

**Caleb Fuqua:** So, what I recommend on that is probably somewhere in that open space/green space area and get it off the main Blvd, where you're not obstructing traffic coming from TGT & Oak Hill. Make sure to write that down (Tiffany)

**Ann Blackburn:** I like the open space. It would be nice if there was some kind of pavilion there, not only for school kids to wait in when it's raining, but for families to use for outdoor activities, go eat lunch at picnic tables or something like that.

**Caleb Fuqua:** What I have started doing now is irrigating bigger areas so that would be no problem at all. I could look at maybe even putting the mail kiosk up there, instead of by the clubhouse, that way you could have a nice pavilion. Traffic in and out, we will take a look at that.

**Ann Blackburn:** You said Club House? Or Playhouse.

**Caleb Fuqua:** Like a playhouse, I'm sorry like a pavilion. Some of the other things we are looking at also that may not be shown on this plan is maybe a small pickleball court that's huge right now and fire pits and grills.

**Ann Blackburn:** Where would you put that?

**Caleb Fuqua:** By the pond, I didn't put it in there because it's still up in the air. That more like a feel. You get in there and see how things are going and that's more towards the second phase of the development, coming around that side.

**Mark Harrison:** You mentioned club house, did you think about a club house?

**Caleb Fuqua:** I did. I did have a really nice club house when it was townhomes, when I cut my density in half, it's just hard to support a 2 1/2-3-million-dollar additional expense that's just going to get passed on to the homeowner.

**Megann Thompson:** I think what I want to see for sure when you come back is a minimum square footage of the townhomes and single-family homes. Off the top of your head, what would you say your average single-family home is?

**Caleb Fuqua:** Anywhere from 1700 to 2000 sq ft probably. The ones in Willow Landing was 3500 sq ft, 3000 to 3500.

**Megann Thompson:** So, you rarely build lower than 1700 sq ft family homes?

**Caleb Fuqua:** It's a mixture.

**Megan Thompson:** So, if you come in here next time and you say they are 1200 sq ft, I'm going to remind you that you said.

**Caleb Fuqua:** No, but I also think it's very important to put number 1, my old saying is when you build these developments, you build, my kids are in Robertson County but people in Portland have a place to live, you don't overprice these developments, if you overprice them, that could be.

**Megann Thompson:** I think we both can agree, right now they housing market is way overpriced regardless of the square footage, so today this is affordable for Portland, it's probably not realistic when you look at the medium income of the home buyers in Portland. Sometimes we get wrapped up in this affordable and now 1200 sq ft cost almost \$350,000 dollars.

**Caleb Fuqua:** yeah, I think 1300 to 1400 sq ft homes that would be.

**Megann Thompson:** That's where we get into a lot of rentals. People buying up these homes and they become rental properties.

**Caleb Fuqua:** yeah, that won't happen.

**Megann Thompson:** So, I would like to see a bigger investment and a bigger size home investment in Portland. I think we are lacking that honestly. When you look at a lot of the developments that have been approved over the last few years, the idea is to sell affordable homes because that's what Portland needs, but realistically the affordable home prices, are they actually affordable or are they just being bought up by renters.

**Caleb Fuqua:** I can tell you right now this won't be a rentable community. I use to do that, build to rent and I don't do that, that will be restricted. That is not my intent on any developments moving forward.

**Megann Thompson:** This will be a rental restricted community.

**Caleb Fuqua:** Yeah, absolutely, that's in your CCR's you can put that no more than one owner can own 2 houses, that's what I do on all of my developments. 1399 to 16, 1700 sq ft, that additional 3 to 400 sq ft bad the additional cost of 30 to 40,000 dollars can sometimes be that. I would love to build multi-million-dollar houses everywhere but if the market doesn't allow that it won't benefit your city. Your city you want something that's finished. I just started Parkside the 3<sup>rd</sup> week of June and I got a binder down already. There is a development right down the road from me that's been going on for 5 years. That's not my mind set, my mindset is to get in and along the way. Y'all can reach out to the city of White House, reach out to other municipalities and I would be more than glad to give you contacts, but as things move and progress, if something needs to change, I'm open for it. We're not perfect, we're not going to figure it out on the front end, but being able to adapt to change, I think that's where I stand out.

**Megann Thompson:** I like the idea of it being rental restricted.

**Caleb Fuqua:** Absolutely

**Megann Thompson:** Or multiple owners coming in and buying rows of homes.

**Caleb Fuqua:** That will not happen, I can assure you of that.

**Megann Thompson:** I would still like to see what your minimum sq footage is.

**Caleb Fuqua:** Yeah, sure.

**Megann Thompson:** The style houses, if you're going to offer 1200, 1500, 1700 if that will be offered.

**Caleb Fuqua:** Their will be, you don't want to go through, and they all be the exact same thing/  
**Megann Thompson:** And you're really in the learning curb with all of us, as far as us being more pro-active in the PUD development and trying to make sure we are getting the best product on this density. We may have a lot of off-the-wall questions, but this is just something we have really tried to work on the past year, developing new PUD Regulations and making sure we are doing the best for the community and in Portland, density is a very scary word. Still, I think that a lot because of what we see a lot of spec homes pop up and that's what density has been represented by in Portland, for a long time. So, there is that stigma that comes along with saying hey, I have a great development and it's going to be this community, but its dense. So, the follow up questions and just making sure that we sign off saying we think this is a great opportunity for the city. What we see on paper reflects, as what you call vertical and I do agree with Luther, I think you have been very passionate about your work and you seem like a great developer. I'm going to go check out the Parks in White House since it's the closes.

**Caleb Fuqua:** And Legacy Farms is right by it, from a city level, you know, look what I have experienced in other cities and Portland. I think you all going the PUD route is the absolute best thing for the city. I wish the constituent's you all represent and knew how big of a deal straight zoning "vs" PUD are. You all requiring PUD's, that's huge, that's good, that's protecting, you can set restrictions, you can restrict facades, that's things that sometimes gets left behind. They are some of the most important things.

**Megann Thompson:** It's going to help us recreate the image that density does not have to be scary, density can be nice, density can be community filled and that something that is a growing pain in Portland. Developers coming in you know, so it's just kind of that tight rope area.

**Caleb Fuqua:** I will end it on this, I'm the chairman in Robertson County on the Economic Board, I see the chart patterns and all of that stuff. We have Etzel Charles; we have multiple people from housing authorities come in and speak to us and they bring it up. Agricultural is very important, some of my family is in the farming industry, so it is very important to preserve agriculture, and the way you preserve agriculture is dense communities. People will argue with me all day long and I just make it simple as this: I can put 200 houses on a 5 acre tract or an acre tract and figure up how many acres messing up on the agriculture. I can take 60 acres and put the same amount of houses, that's the key especially in the rural communities that we are in. Thank you all for your time, if you have any questions or additional feedback, just let me know.

**Ann Blackburn:** Next up is the presentation of Lake Springs Commons, Robertson County PUD

B. Lake Springs Commons Robertson County PUD

Good evening, Josh Lyon with Klobber Engineering speaking on behalf of Mr. Ashwani Sarvaria, who owns the property and several pieces of property in this area. He is out of the country right now so I will try to answer best from the engineering standpoint, and he's given is some information, renderings that he has given us to use. Just real quick in the location and we are just trying to get an understanding of the support from the Planning Commission and moving forward, with the additional steps with the PUD process. We've had several meetings with the city over the past summer. We actually had a neighborhood meeting in October, no one attended, so we sat there and waited, so I guess that was a good sign but as you can see, we are on Lake Springs Road, just North of the industrial park off Vaughn Parkway. Part of the property, he actually owns 2 pieces of property, right here, the triangle portion is already in the city limits and zones industrial as well as everything else around it and the portion that's on Lake Springs Road is in the county still and part of it does cross into Kentucky. Spo, what we are looking at is annexing the part that's in the county and combining that with the triangle portion and putting into a PUD together. We are looking at roughly 63 units. The portion that's in TN, combined portions 7.8 acres approximately. We have excluded the portion in Kentucky and will be leaving it green space, possibly a pavilion/playground. So, we have incorporated 2 different styles of townhomes. One being single level, roughly 1500 sq ft with garages that's coming off Lake Springs and the other ones will be a 2-level townhome with parking out front with no garages and they will be approx. 1800 sq ft 2-level.

**Ann Blackburn:** Which part is in TN and what part is in KY?

**Josh Lyon:** The portion that's hashed out over here is KY and so we have just left that alone, leaving it for more green space with a pavilion. There is a house that sits right under where this group is, and it will be demolished and everything and the KY side will be useable open space. There is an existing pond on the site, we will utilize and expand for stormwater and drainage. Everything else on the North side is farmland and the rest of it is developed industrial area. This is from Mr. Ashwani, he produced some renderings of townhomes and as you can see the back, back here is the KY side that will be playground/pavilion, and this open space would be the pond. I can answer questions on the phase, it appears to be brick and Hardy Board, that's what we will present when we go through full PUD process, this is just a quick overview of what Mr. Ashwani would like to do. There are some challenges getting the utilities to this site. There's currently no sewer that's very close but we would have to go to Vaughn Parkway and possibly getting water line extension to because right now there is only a 3" line on Lake Springs Road, so there would be water and sewer line upgrades and extensions to get it to this road.

**Ted Jernigan:** Do you meet the green space requirements excluding the KY portion of the property?

**Josh Lyon:** Yes, it's over 20%

**Ted Jernigan:** Really, we have no jurisdiction on what's in KY so as far as we are concerned, the hatched area does not exist.

**Ann Blackburn:** so, the townhomes on the drawings look like they are all the same, are they going to look like that, or are they going to be different?

**Josh Lyon:** I believe they will be whatever the Planning Commission would desire to see. We didn't have any input into that on the architectural side but if there is feedback, you would like to see variation, on our plans we broke up the horizontal line and did stagger. I would agree different architectural style from unit to unit would be more desirable. If that's what I need to tell Mr. Ashwani, I would be glad to.

**Megann Thompson:** What is the total lot size?

**Josh Lyon:** TN side, roughly 7.8 acres.

**Jessica Hunter:** Has he had any other developments? That he had done in the past?

**Josh Lyon:** Not that I'm aware of.

**Megann Thompson:** Does he own any property that joins this?

**Josh Lyon:** Not that joins, I don't have it on the map here, but a little bit further South, that butts the interstate where Vaughn comes in, he does have more property there, but he has not spoken to us about developing any of it right now.

**Ted Jernigan:** Is there any way to expand out, show us the zoning map, where the property is and how much industrial around this?

**Nate Heisler:** Yes, so we're going to go over to Robertson County, it's the red highlighted area right here. So, the blue highlighted area is the TA Travel Center, one that we just recently approved. This is just to the North.

**Megann Thompson:** So, the open field to the right, he owns some of that as well?

**Josh Lyon:** I believe it's up against the interstate. I don't think he owns that; I think that Mr. Collins still, I think it's to the right of that. The grass open area. There is some property parallel to the interstate that he owns. I believe it's that area right there where his curser is.

**Ted Jernigan:** All of this is currently zone industrial.

**Nate Heisler:** Yes, what's in the city limits, there would be an annexation associated with this Robertson County. Josh, can you bring up the image again and see what's in the city? This portion would need to be annexed from Robertson County, this is in the city limits and its IG (Industrial General) currently.

**Robert Tooker:** I'm just kind of questioning, is it a good idea to have residential this close to heavy industry?

**Ann Blackburn:** It's just a matter of opinion.

**Robert Tooker:** I've driven Lake Springs Road and it's probably smaller than TGT.

**Megann Thompson:** Is that home across from it not currently in the IG?

**Nate Heisler:** Yes, someone does live there and it's in Robertson County. It's not annexed into the city. There were quite a few hold outs when this area of the city was annexed, we had one annex rezoned awhile back that was kind of in the middle of a field. I don't know if y'all remember that one that we recently did. It kind of follows suit to what this property does.

**Ann Blackburn:** I don't necessarily a bad thing to have some homes out that way just because there are some people that want to live next to where they work, and they may want to live right there.

**Josh Lyon:** That's kind of Mr. Ashwani's thought process.

**Ann Blackburn:** I can totally see that, but I don't like that they look like apartments. It really doesn't look good.

**Josh Lyon:** I can discuss with him further developing that and changing that up.

**Mark Harrison:** When you go up to exit 6 and get off there in KY, it's kind of a similar look.

**Ted Jernigan:** You would be required to do buffering around this property as well.

**Josh Lyon:** That is correct

**Ted Jernigan:** I'm kind of like Mr. Tooker, I don't know if I personally would want to live there but that's just different.

**Josh Lyon:** I think it's kind of thought process It's that piece that's zoned industrial but it's really unusable the way it is right now unless the property to the South would want to take it. I don't know when they annexed it, why that little piece was brought in. I don't know the history of that right now. I think he's trying to take those two pieces to make something out of them that obviously industrial would not fit in that area, not physically so to speak, just because we're right up against the state line too. So, let's make the best use of that odd shape and Mr. Ashwani has with the boundaries.

**Luther Bratton:** The commercial development, where they not going to upgrade part of Lake Springs?

**Nate Heisler:** As far as the TA Travel Center?

**Luther Bratton:** Yes

**Nate Heisler:** We had looked at the road conditions in our regulations as far as the widths as what roads are supposed to be in the right of ways and for Lake Springs Road being a local road met those guidelines, as far as street specifications.

**Luther Bratton:** I know we discussed possibly we would have some additional traffic from the Travel Center and that night the petitioner indicated that he didn't have a problem upgrading. The fields to the right are going to be developed. It's too much to develop this, so it would be good planning to look at Lake Springs and everything there in the city and have Carlton (Cobb) to look at that.

**Nate Heisler:** We have those comments in our IDT as far as following back up with their plat and site plan for TA Travel Center, but since then we haven't heard anything back from the developer.

**Luther Bratton:** I think as planners, we aren't here to just sit and approve plats and rezonings. We need to look at the future and plan. That farm isn't going to stay farmland for eternity, and we have a development, not necessarily the townhomes, but I agree with someone else mentioning we need to go ahead and address Lake Springs.

**Ann Blackburn:** I agree.

**Luther Bratton:** We as planners need to plan with this roadway I think and that night they agreed, I thought they agreed.

**Ann Blackburn:** I did too.

**Luther Bratton:** To improve back to at least their property line and then the thought was we would ask the next person of development to start there and develop on down Lake Springs and at some point, when these things develop, you will have a functional street there.

**Josh Lyon:** We had in our concept to go ahead and just dedicate a 10-foot strip in addition to right of way on that side for purpose of expansion for the thought that road would be widened eventually going out Lake Springs and that side street, so we kind of pulled our property line back assuming something would happen in the future without having to go through that and buildings in the way.

**Luther Bratton:** What is the distance of your development back to the Travel Center roughly? From the property line to the development?

**Nate Heisler:** 1,112 feet.

**Luther Bratton:** See as planners, I think we need to plan out that section to be upgraded and when the property to the right is developed, we can ask them to tie it together and have a functional street within our community.

**Luther Bratton:** You can't speak for him, since he's out of the country, but do you think it would be unreasonable for us to suggest bringing up that portion of the road would be a minor thing?

**Josh Lyon:** It's a discussion I can have if you want us to look into it and I guess to what degree of road standards are because we are basically at the end of it according to Portland's views, so, it would probably be the minimum width of a local standard. We would need to be sure, traffic

beyond that would no longer be Portland's concern because it's in Kentucky. I think we could look at the minimal standards as a typical local road for the city.

**Luther Bratton:** I disagree, that large tract and a planning sense, the Travel Center was going to expand that. I don't know the classification, but that street along their property line and assuming that other was going to be developed with the number of townhomes, if it's developed. I don't know the classification, but it doesn't need to be local type.

**Josh Lyon:** I agree down there at that portion. Upgrading our street along our land boundary at our property I believe would be the minimal standard, just because of all the traffic that's no longer coming up there and we're at the end essentially.

**Megann Thompson:** I have to say on this project I am a little leery of opening up the industry part to residential because I feel like the vision of the industry, the park itself, was to be removed, because Portland is a big Industry area, and our first industrial park is in the middle of town and there is a lot of semi traffic. I worry about, I understand this piece of property is on the end and kind of smaller but having other people kind of find smaller portions of unusable industry land wanting to put residential on it as well. I'm not 100% opposed but I am a little leery is residential is the right move. I think that comes back to the scope of the project, what the project looks like. The developer before you said he used to be into rental developments, is that his idea?

**Josh Lyon:** I not going to say, I couldn't answer that.

**Megann Thompson:** Has he done this in the past? Has he developed residential properties in industries?

**Josh Lyon:** I know that he has developed in Franklin KY but to what extent, I'm not sure.

**Megann Thompson:** I'm just not sure that would be the envision for the industrial park when it was moved out to that, that it would have pockets of residential in it.

**Luther Bratton:** What is it currently zoned?

**Nate Heisler:** IG

**Josh Lyon:** A Portion of it is IG.

**Jessica Hunter:** And a portion of it is still residential you said.

**Josh Lyon:** Yes, where the house sits, off the state line.

**Ann Blackburn:** Does anyone have any questions?

**Josh Lyon:** Sounds like if he wants to petition any more then we can talk about the road's options, the façade, sound like what they look at is an issue, of course we can find out what the TA Travel Center is going to be doing and see what's happening with that. I appreciate the time; this is really what we wanted at this point. We really appreciate the feedback, and we will continue to work, and I will talk with the owner about these issues further.

**Megann Thompson:** Just real quick has there been any number associated with what it would cost to Zech: we don't really know the cost. We would have to see how much is required specifically to get that cost and we haven't gotten an application for this yet

**Josh Lyon:** I think it was roughly 2400 linear feet just to get water and sewer there from Vaughn. I know one option Jeff Collins still has a strip of land just South of this that might be usable, that's kind of a long shot but he's kind of anticipated by 2400 feet to get water and sewer to the property.

**Ann Blackburn:** We are going to move into our public comments has everyone had an opportunity to sign on the list if they'd like to speak.

## **PUBLIC COMMENTS**

*In accordance with Tennessee Public Chapter No. 300 and City Resolution #24-21, public comments are allowed when those comments are Germane to agenda items, except where otherwise prohibited; and the number of individuals speaking may be limited to ensure opposing viewpoints are fairly represented. Comments are limited to 5 minutes per individual.*

My name is Sabrina Wilber, I live at 645 N Broadway. She's not necessarily opposed to development, but her concerns are water issues, the cost to the residents already there due to the stress of the utilities and adding another 200 homes to the Portland area. Another concern is the traffic, adding more traffic to an area that's already having traffic problems, accidents, wear and tear on Hwy 109, speeding, a small emergency lane and nowhere to pull over for a traffic stop. What is going to be done for the residents to make them safe that already live there, that's the big issue.

**Ann Blackburn:** This is the only person that signed on the public comments, so we will close out the public comments section.

## **OLD BUSINESS**

A. 2025-2026 Planning Commission Meeting Calendar Revision  
**Ann Blackburn:** Open up Old Business, we have a revision to our 2025-2026 Planning Commission Meeting Calendar.

**Nate Heisler:** We had a couple of dates that intercepted with holidays from our last meeting, so we wanted to adjust it and bring the revised calendar back for approval.

**Mark Harrison:** Motion to approve.  
Motion Passed 9-0

## **NEW BUSINESS**

A. A request by Richard Graves (applicant) Re-subdivision of Lots 11-13 of McGlothlin Estates Final Plat Re-Sub/Sidewalk Exception approval: location 11A, 12A, and 13A Church Street, on about .43 acres +/- Tax Map 33H, Parcel 25.00, 25.01, 25.02. Zoned R-7.5(Medium Density (Residential)

**Nate Heisler:** This plat, we talked about last meeting with the exceptions from the subdivision regulations on sidewalk requirements. This plat is located off Church Street North of West Market Street. The plat was from the early 1930's and didn't match the description for the lots. No lots are being created, they already exist, and no additional lots are added. Meets the zoning for that area. The motion to approve needs to be stated with the exception to the sidewalk.

**Robert Tooker:** Motion to approve with the exception to the sidewalks.

**Mark Harrison:** second  
Motion Passed 9-0

B. A request by Richard Graves (applicant) for 817 South Broadway Final Plat approval: location 817 South Broadway on about .65 acres +/- Tax Map 39B, Parcel 16.00 and 16.01. Zoned RS-20(Low Density Single Family Residential)

**Nate Heisler:** This plat was brought to you as a rezone a couple of meetings ago. The lot line is being moved westward to match the city limits line. If approved, we will move forward with the rezone, that came through 2<sup>nd</sup> reading at Council. Once the plat is official and the property matches what the rezone requested.

**Robert Tooker:** Are there any comments?

**Nate Heisler:** We are in the second review cycle and there are 5 comments, all engineering, they have all been addressed.

**Richard Graves, Richard Graves Land Surveying:** This property leaves a little remnant in the back, if approved it will be added to a seven-acre tract in the back. It will have a new description and will put that of record and adjust the record and page number and will have a combined deed. They own all the property, so it is not land locked.

Mark Harrison: Motion to approve.  
Jessica Hunter: Second.  
Motion Passed 9-0

- C. A request by Chase Kilgore (applicant) Parkside Point Phase 1 Final Plat approval: location 0 Jim Courtney Road, on about 6.85 acres +/- Tax Map 20, Parcel 47.04. Zoned R-10(Low Density Residential)

**Nate Heisler:** This is a final plat application for Parkside Point, off of Jim Courtney Road, its 25 lots on the plat. Planning Commission approved the preliminary plat July 2023. There are 9 phases, and this is the first phase. It has gone through 2 review cycles, there are 4 open comments that are just clerical, like official addresses added to the plat and Carlton (Cobb) had the same comment. There are a couple of comments from utilities. We would like to see the addresses added to the plat.

**Chase Kilgore,** Land Surveyor: stated that they have the addresses and that it would be just a formality.

**Robert Tooker:** When all the phases are completed, this is around 200 homes?

**Nate Heisler:** yes

**Ann Blackburn:** What is the dimensions of the road at the intersection and all the way to the T? There was a discussion about the entrance road into the development being a boulevard back to the T or just being widened at Jim Courtney Road. Nate Heisler (City Planner) is going back to review the meeting for the Preliminary Plat approval to see what the Planning Commission had agreed upon for this entrance road. If the agreement was a boulevard back to the T for this project, the portion of Parkside Point that is across the street will follow the Planning Commission's agreement and have the boulevard to the T.

Luther Bratton makes a motion to approve with staff comments, but with findings for the item across the street for the entrance road.

Mark Harrison: Second  
Motion Passed 9-0

- D. A request by Michael Dewey (applicant) Twin Lakes Phase 2 Final Plat: location 925 North Broadway, on about 33.2 acres +/- Tax Map 16 Parcel 85.04. Zoned CMU (Corridor Mixed Use)

No representation for development  
Planning Commission chose to differ to next meeting  
Luther Bratton: Makes a motion  
Mark Harrison: second  
Motion Passed 9-0

#### **City Planner Comments:**

Meggann Thompson: Any discussion with Josh with the County on the Subdivision Regulations?  
Nate Heisler: we are looking forward to starting that in 2025, that's the timeline. In the last meeting we were wrapping up the Comprehensive Plan, we are getting around that corner first and then get started on the Regulations.

#### **Planning Commission Members Comments**

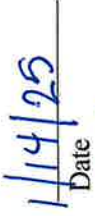
Everyone welcomed Mark Harrison to the Planning Commission Board.

**ADJOURNMENT**

Gail Gentry made a motion to adjourn at 7:08 pm, Jessica Hunter gave a second. All were in favor, motion passed 9/0.

  
\_\_\_\_\_  
Chairwoman

  
\_\_\_\_\_  
Recording Secretary

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Date

