



# COMPREHENSIVE PLAN FOR THOMPSON'S STATION



Picture courtesy of Thompson's Station Battlefield Association

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## **Introduction/Purpose**

This Comprehensive Plan is a policy document that will provide guidance for the vision and future development of the Town of Thompson's Station as indicated in Tennessee Code Annotated 13-4-201. It is a long range plan that is utilized as a tool for planning efforts into the next 10 – 15 years. The plan will develop a framework that coordinates existing and future land uses to ensure that development is completed in an orderly and sustainable manner. The goals and policies set forth in this plan also provide a framework for land use decisions. These goals will range from the built environment to the natural environment, protecting and preserving while allowing for necessary growth that will benefit the community. Planning for infrastructure and public facilities will also be included to ensure adequate services are provided to all Town residents.

## **Physical Setting**

The Town of Thompson's Station is located approximately 25 miles southwest of Nashville, in southern Williamson County between Franklin and Spring Hill, has a population of 2,194 people (2010 Census) and is within the Harpeth River Watershed. The landscape consists of varied topography, which lends to the natural beauty of the area. The west side of Thompson's Station is rural in nature with residences on large parcels of land, while the central and eastern portion of the Town tends to have slightly higher densities. Heritage Elementary School, Heritage Middle School and Independence High School are the three schools within Thompson's Station that serve most of the families in the Town. These schools are some of the best in the State and are within the Williamson County School District.

Thompson's Station has been recognized for its rural atmosphere characterized by low density housing, agricultural areas and acres of open land and natural resources, including the West Harpeth River and its tributaries. However, Thompson's Station is located in proximity to Cool Springs, a large commercial hub providing numerous economic resources thereby making this area a desirable place for families to reside who want a rural atmosphere while keeping in proximity to goods and services. Therefore, in 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.

The Town has two parks. The Town's main park, the Thompson's Station Park is situated on 23 acres and is within the Town Center. Thompson's Station Park has a one (1) mile trail loop, two pavilions, a playground and open space. Terrapin Park, a passive park is located behind the Town's wastewater facility and a trail system from Tollgate, a master planned community to the north connects to this park area. A stage was

constructed for events at this park and it is proposed that this trail will ultimately connect throughout the Town as part of the master plan for the trail system.

Thompson's Station is also recognized for its history. The Battle of Thompson's Station is a well known battle that was fought along what is today, Columbia Pike (Highway 31). Homestead Manor, which is situated along Columbia Pike became a hospital for the wounded. Homestead Manor was registered with the National Register of Historical places in 1977 and has been placed within a Conservation Easement for protection and preservation. Furthermore, Thompson's Station was a shipping center in southern Williamson County. Other historic buildings not listed in the National Register include an old bank building built in 1913 and the Thompson's Station United Methodist Church which was built in 1876.

### **Demographics**

	2000 Census	2008 Special Census	2010 Census
Thompson's Station	1,283	1,723	2,194
Williamson County	126,638	n/a	183,182

### **Community Input**

Several community input meetings were held to obtain input from the Town residents and to identify concerns within the Town. In addition, a survey was available for approximately a month and was posted online. In order to allow for all residents to comment, post cards were mailed to every house in Thompson's Station and the questionnaire was available at Town Hall. Issues that were identified to be of importance to the community as a whole are: growth management, including coordination of development with infrastructure, preservation of natural resources, and the quality of parks. As expected traffic was a big concern to many of the participants of the survey. Improving roadways such as Critz Lane, which was recently resurfaced, and Columbia Pike were listed among the most important infrastructure needs. Other issues that were identified as important were preservation of the Town as a rural atmosphere. These are the same issues that were brought up at other community meetings and so this Comprehensive Plan will make strides to address those ideas, issues and concerns with responsible and appropriate goals and policies.

## **Land Use Element**

The function of the Land Use Element is to coordinate through appropriate goals, policies and objectives a functional and balanced environment that can be enjoyed by those within the community as well as those visiting the community. Establishing a framework will guide the Town through development as it arises and give the ability to make consistent and well planned decisions regarding existing and future land uses.

Goal 1 – Preserve the rural characteristics of the community while accommodating for future growth in an orderly and sustainable manner.

- Policy 1.1 – Designate appropriate residential land uses integrated with open space and common areas.
- Policy 1.2 – Encourage low density, rural land uses allowing for similar residential, equestrian or agricultural uses to expand in areas where land uses and zoning permits.
- Policy 1.3 – Identify areas for greenbelts to enhance and preserve the rural atmosphere.
- Policy 1.4 – Encourage large open space lots to preserve substantial amounts of rural areas.
- Policy 1.5 – Allow for and encourage appropriate home occupations and residential businesses.

Goal 2 – Achieve a balanced mix of residential uses within the Town.

- Policy 2.1 – Provide opportunities for a mix of housing throughout the Town to accommodate a range of needs.
- Policy 2.2 – Evaluate appropriate areas for higher housing densities in proximity to non-residential uses to promote areas of walkability.
- Policy 2.2 – Encourage nodes of residential development that are clustered together to preserve large tracts of open space.

Goal 3 – Achieve a balanced mix of non-residential uses within the Town.

- Policy 3.1 – Designate a variety of land uses that are compatible with surrounding land uses, locating higher intensity uses near the major thoroughfares and freeways.
- Policy 3.2 – Encourage nodes of non-residential development that are clustered together avoiding linear development patterns.
- Policy 3.3 – Promote the development of appropriate uses which provide a housing/jobs balance.
- Policy 3.4 – Encourage mixed-use projects within planned districts.
- Policy 3.5 – Promote live-work units within the Town Center District.
- Policy 3.6 – Designate a variety of land uses that are compatible with surrounding land uses, locating higher intensity uses near the major thoroughfares and freeways.
- Policy 3.7 – Locate higher intensity commercial land uses in proximity to State Route 840 and major arterials.
- Policy 3.8 – Encourage the establishment senior-related land uses.

Goal 4 – Encourage design flexibility for future developments, in consideration of site grading, increased impermeable surfaces.

- Policy 4.1 – Promote the consideration of alternative design options for grading to work with the topography.
- Policy 4.2 – Ensure erosion control and sedimentation by the retention of the existing vegetation and the incorporation of slope planting when grading is necessary.
- Policy 4.3 – Avoid grading slopes in excess of 3:1.

Goal 5 – Encourage cluster development for preservation of natural and cultural resources where feasible and consistent with surrounding land uses.

- Policy 5.1 – Preserve floodplains, streams, drainage ways, wetlands, hilltops, ridgelines, etc. encouraging remediation where necessary and feasible.
- Policy 5.2 – Preserve agricultural resources including pastures and woodlands in order to protect view sheds.
- Policy 5.3 – Preserve significant areas of open land to enhance sense of place and provide natural habitat for native flora and fauna
- Policy 5.4 - Create greenways, walkways, bikeways for alternative transportation and recreational uses.

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.

## **Transportation/Circulation Element**

The function of the transportation and circulation element is to provide goals, objectives and policies to move people, goods and services effectively and safely throughout the area. The transportation system should be well connected, provide easy access to destinations, and have appropriate design to balance between multiple transportation modes. This can be done with providing adequate roadways and balancing the need for vehicles with pedestrian activities. The major roadways within the Town that provide movement in and out the of the Town are Highway 31/Columbia Pike, State Route 431/Lewisburg Pike, State Route 840 and Interstate 65. These corridors provide direct access to surrounding communities. Highway 31/Columbia Pike running north-south leading traffic through roughly the center of Thompson's Station. Highway 431/Lewisburg Pike running north-south directing traffic through the east side of the Town. State Route 840 which will ultimately connect traffic from east of I – 65 to I- 40. These roadways when improved and completed will potentially lead to growth within the Town boundaries and within the urban growth boundaries and surrounding communities. Citizen input suggests that growth is favored along these corridors in order to permit economic activity, while maintaining the rural integrity of the community on the west side of Town.

Goal 1 – Provide a balanced transportation and circulation system that can move people and goods safely and efficiently while meeting the needs of the community.

- Policy 1.1 – Develop a Major Thoroughfare Plan that will establish guidelines for future roadway improvements and development.
- Policy 1.2 – Develop design standards for roadways, including but not limited to paved width, shoulder, curb and gutter, sidewalks or trails and parkways.
- Policy 1.3 – Establish acceptable levels of service for roadways.
- Policy 1.4 – Establish roadway alignments and require right-of-way dedications from proposed developments when necessary.
- Policy 1.5 – Preserve the quality of residential neighborhoods by discouraging significant volumes of truck traffic.
- Policy 1.6 – Consider requiring a traffic study for large-scale developments.
- Policy 1.7 – Encourage developments to provide for appropriate access to all internal components of the development and in compliance with fire requirements.
- Policy 1.8 – Encourage consistent, easily identified street names.
- Policy 1.9 – Coordinate with Williamson County for maintenance of County roads to include repair in a timely manner.
- Policy 1.10 – Work with county, regional and state agencies to integrate the circulation system.
- Policy 1.11 – Develop a capital improvement plan (CIP) which will coordinate the need for improvements to the transportation system.

Goal 2 – Provide for alternative forms of transportation within the community as well as connecting to county transportation alternatives as they develop.

- Policy 2.1 – Pursue alternative forms of transportation.

- Policy 2.2 – Establish requirements for a system of sidewalks and pathways for residents through neighborhoods and into commercial areas.
- Policy 2.3 – Encourage bike paths through developments and along roadways.
- Policy 2.4 – Develop, where feasible, a system of multi-purpose trails along the West Harpeth River and its tributaries with connections with parks, schools, and other recreational uses.
- Policy 2.5 – Promote carpooling or ride sharing opportunities through the development of park and ride facilities.
- Policy 2.6 – Encourage urban development in central areas along major thoroughfares to control higher traffic volumes and emphasize walking, biking and other alternate forms of transportation.
- Policy 2.7 – Coordinate with Williamson County and other agencies for transportation facilities.

Goal 3 – Provide an appropriate supply of off-street parking facilities for a variety of uses.

- Policy 3.1 – Encourage an appropriate amount of parking for commercial and industrial uses.
- Policy 3.2 – Promote the development of parking areas to incorporate landscaping throughout to ensure high quality developments.
- Policy 3.3 – Consider the development of shared parking facilities.
- Policy 3.4 – Encourage the use of subterranean parking and parking structures.
- Policy 3.5 – Promote the development of two car garages for single-family residential, including condominiums and townhomes and two covered parking spaces per unit for multi-family residential into the project design.

Existing Roadways List/Classifications/Miles (please note, as development occurs, this table may change)

<b>Roadway</b>	<b>Classification</b>	<b>Total Miles</b>
Americus Drive	Local	.51
Ashmore Drive	Local	.19
Baugh Road	Local	.54
Blairpark Circle	Local	.15
Bloomfield Drive	Local	.18
Brenda Street	Local	.24
Cabin Run Bridge Road	Local	.16
Cayce Springs Road	Collector	.71
Clayton Arnold Road	Collector	1.27
Colebrook	Local	.42
Columbia Pike (31)	Arterial	2.9
Country Haven Drive	Local	.58
Cowboy Lane	Private	.30
Covered Bridge Road	Local	.18
Critz Lane	Collector	2.6

Declaration Way	Local	.41
Dean Road	Local	.50
Dudley Drive	Local	.10
Dustin Drive	Local	.10
Evergreen Road	Collector	2.5
Fry Road	Private	.50
Hanover Drive	Local	.22
Hummingbird Way	Local	.12
Learcrest	Local	.11
Les Watkins Road	Local	.50
Lewisburg Pike (431)	Arterial	3.7
Lime Valley Bridge Road	Local	.25
Natoma Circle	Local	.24
Old Thompsons Station Road	Local	.40
Pantall Road	Collector	1.3
Paper Mill Bridge Road	Local	.12
Pioneer Lane	Private	.20
Pratt Lane	Local	.73
Regal Court	Private	.30
Rochelle Avenue	Local	.31
Roddy Bridge Road	Local	.20
Robbins Nest Court	Local	.22
Savannah Springs Drive	Private	.20
School Street	Local	.20
Sedberry Road	Collector	1.8
Sherrie Street	Local	.50
Silk Bridge Road	Local	.10
Somers Lane	Local	.24
Sporting Hill Bridge Road	Local	.52
State Route 840	Freeway	2.12
Stacey Street	Local	.30
Standing Oak Drive	Local	.30
Station South Drive	Local	.30
Thompsons Station Road East	Collector	1.5
Thompsons Station Road West	Collector	4.5
Tollgate Boulevard	Collector	.40
Tollie Lane	Local	.20
Tom Anderson Road	Local	.20
Thompsons Ridge Road	Local	.39
Traders Way	Local	.39
U.S. Interstate 65	Freeway	1.8
Union Village Road	Local	.18

Village Drive	Local	.40
Wareham Drive	Local	.27
Watkins Road	Local	.30

## **Housing Element**

The purpose of the Housing Element is to address the housing needs of the community taking into consideration the existing housing stock and the creation of new housing to meet a variety of needs throughout the community.

Goal 1 – Provide opportunities for a range of housing units that meet a wide variety of income levels.

- Policy 1.1 – Encourage mixed use development within the Town Center area that provides a variety of housing types.
- Policy 1.2 – Promote the concept of cluster developments in order to obtain creative housing options with flexible zoning and design standards.

Goal 2 – Maintain existing rural/low density housing types where the existing land uses are predominantly agricultural/rural in nature and where services are limited.

## **Open Space/Conservation Element**

The purpose of the Open Space and Conservation Element is to establish a framework for the development and maintenance of open space corridors and greenbelts along with establishment of recreational opportunities in the Town. The Town of Thompson's Station desires to conserve open space and utilize it in a manner that benefits the community. Scenic areas that allow for some type of recreation will enhance the quality of life of the citizens within the community and provide for an environmentally friendly community. Furthermore, the Town of Thompson's Station has a variety of natural resources that are an important part of the community and valuable for conservation.

### Historical Resources

Thompson's Station has varied historical and cultural significance. Homestead Manor, the Thompson's Station Methodist Church, and the Roderick site are among those that have offer cultural and historical evidence. In addition, Native American artifacts have been found in this region. These resources are a valuable part that has made the community what it is today and should be preserved to ensure the historical benefit.

Goal 1 – Conserve and protect open land, including those areas containing unique, and sensitive natural features such as woodlands, steep slopes, floodplains and wetlands.

- Policy 1.1. – Minimize the disruption of natural resources through development.
- Policy 1.2 – Ensure developments provide open space adjacent to existing open space whenever possible and feasible for contiguous open space areas.
- Policy 1.3 – Utilize significant landforms as open space areas to minimize disruption of these features.
- Policy 1.4 - Promote recreational uses within open space areas.
- Policy 1.5 – Promote the development of bike, walking, and equestrian trails within the open space areas where feasible.
- Policy 1.6 – Protect hillsides and promote provisions to reduce impacts to existing slopes.
- Policy 1.7 – Preserve wooded vistas to protect the viewshed.
- Policy 1.8 – Discourage modifications to ridgelines and hilltops to protect the viewshed.
- Policy 1.9 – Seek opportunities to acquire land for conservation areas and trails.

Goal 2 – Designate the West Harpeth River and its tributaries as protected resources.

- Policy 2.1 – Minimize adverse impacts of development on the Harpeth River and its tributaries, including flood plain area.
- Policy 2.2 – Promote the development of passive recreation along the Harpeth River and its tributaries.

Goal 3 – Pursue acquisition of land for open space, parks and recreational facilities.

- Policy 3.1 – Seek opportunities to acquire land for conservation areas and trails.
- Policy 3.2 – Seek opportunities to require the dedication of land along areas where future trail connections are appropriate as part of development review.
- Policy 3.3 – Encourage cluster developments to protect and preserve natural woodlands, river corridors, tributaries, and other biological resources.
- Policy 3.4 – Encourage land dedication for density bonus or other incentive programs.

Goal 4 – Preserve and enhance riparian corridors, wildlife habitat, and other biological resources.

- Policy 4.1 – Restrict active development within riparian corridors and designate passive recreation areas and to provide a buffer between land uses.
- Policy 4.2 – Coordinate the development of a trail system throughout the community for enjoyment of protected areas.
- Policy 4.3 – Promote the development of greenbelt areas throughout the Town.

Goal 4 – Encourage sustainable features such as low flow fixtures, rain gardens, and drought resistant landscaping for new developments.

Goal 5 – Require all developments to comply with applicable National Pollution Discharge Elimination System (NPDES) standards to reduce the impact of urban pollutants runoff.

- Policy 5.1 – Require the preparation of drainage studies to ensure development does not increase post construction runoff.
- Policy 5.2 – Encourage low impact design for new developments.

## Utilities Element

### Public Facilities and Infrastructure

The purpose of this section is to ensure that public facilities and infrastructure is maintained adequately as the Town's population increases. Many of these public facilities are currently provided and maintained by the Town and in order to keep up with growth this element will address opportunities to include the development of future facilities with future developments.

### Water Resources

The West Harpeth River, one of the five major tributaries to the Harpeth River, runs east-west through the northern portion of Thompson's Station. The Town is in the Harpeth River watershed and domestic water is predominantly supplied by Hillsboro, Burwood and Thompson's Station (HB&TS) Utilities District, however, some residents are on private wells. Protection of water resources is crucial to ensure that the water supply is safe and reliable for the community.

Many natural drainage ways flow throughout the area and these areas in a natural state will help to maximize ground water recharge. This can have an impact of flood control through the area. In addition, maintenance of the natural vegetation and the riparian habitat helps to maintain the quality of the river and its tributaries. Modification of river banks typically increases erosion and the quantity of pollutants that can degrade water quality and reduce the biological integrity of water resources. Development should consider these resources during project design to protect the quality and safety of the natural environment. Natural riparian buffers should be maintained along rivers, creeks and other tributaries to ensure water and biological resources are protected to the maximum extent practical.

Goal 1 – Coordinate appropriate infrastructure for utilities as growth occurs to ensure sustainability.

- Policy 1.1 – Promote the installation of underground utilities where feasible

Goal 2 – Pursue the completion of hydrology studies to determine the impact on surrounding water resources and propose mitigation measures that will provide protection to those water resources.

### Stormwater Drainage

Average rainfall in the area is approximately 57 inches annually as identified in adjacent communities. Runoff tends to flow into the river systems and tributaries thereby transporting pollutants into bodies of water. Water quality is an important issue and measures are needed to protect further transportation of pollutants into the water from nearby developments.

Goal 3 – Promote sensitive environmental design to ensure stormwater runoff does not degrade water quality.

- Policy 1.1 – Encourage low impact design for commercial projects.

- Policy 1.2 – Promote the development of passive recreation along the Harpeth River and its tributaries.
- Policy 1.3 – Develop stormwater regulations in coordination with the Tennessee Department of Environment and Conservation.

Goal 4 – Promote appropriate stormwater prevention plans for all developments.

- Policy 2.1 – Require a stormwater prevention plan to ensure that runoff is handled in an appropriate manner.

Goal 5 – Promote a growth pattern that is substantially able to ensure public facilities are adequate to support existing and future population.

- Policy 1.1 – Determine service standards and coordinate with necessary agencies as development occurs to ensure adequate provision of services.
- Policy 1.2 - Ensure water quality standards are satisfied for existing and future residents.
- Policy 1.3 – Encourage the elimination of septic systems and connection to a public wastewater system as it becomes available.
- Policy 1.4 – Prepare and update a capital improvements plan to identify and monitor the future needs for the community.

#### Sewage Collection and Treatment

The Town has constructed two wastewater treatment facilities with a combined permitted capacity of 530,000 gallons a day. Currently, Heritage Commons, the smaller of the two systems is operating at about 60% capacity and the main plant is currently operating at less than 10%.

Most of the Town’s non-residential uses, in addition to three of the Town’s subdivisions: Fields of Canterbury, Tollgate Village and Bridgemore Village are connected to the wastewater system. However, for the majority of residential uses not within one of these three subdivisions, septic tanks are currently the most common form of sewage collection. In order to move toward providing sewer for residents, the Town has recently prepared a sewer study and is beginning to implement in phases the wastewater collection system. Phase 1 was implemented in 2009 and consisted of approximately 1800 feet and provided service to several properties/businesses along Thompson’s Station Road West and Columbia Pike. Phase 2 will include an extension of the sewer lines through the Town Center area. Ultimately sewer will be provided for every development that is constructed within the planning area.

Goal 6 – Plan and develop timely and efficient layout of public facilities and infrastructure that have the capability of serving existing and future populations.

- Policy 1.1 – Coordinate with the Tennessee Department of Environment and Conservation to ensure future sewage systems are consistent with current standards.
- Policy 1.2 – Plan and provide public facilities and services that are consistent with the levels suitable for rural uses in rural areas and levels

suitable for urban uses along major thoroughfares where urban activities are centered.

- Policy 1.3 – Coordinate with developers to ensure sewage systems are designed to accommodate growth beyond any single subdivision.
- Policy 1.4 – Require the posting of performance bonds to cover expenses that may result from maintenance issues on newly installed wastewater systems or for non-traditional systems.
- Policy 1.5 – Coordinate location of dripfields for best utilization to preserve open space and use for recreation areas.

Goal 7 – Encourage the reuse of treated effluent water.

- Policy 2.1 – Promote the use of ponds and lakes as amenities for storage of treated effluent water.
- Policy 2.2 – Encourage the use of treated water for irrigation for open space and common areas.

#### Solid Waste Collection

Solid waste collection is not provided by the Town. Williamson County has convenience centers located throughout the County for County residents to bring garbage. A convenience center is located in the Town Center and is accessible every day for Thompson's Station and other County residents. The convenience center will take most types of garbage and recycles, excluding tires, paint, batteries or any kind of pesticides. However, the County holds occasional collections events for these types of items.

Goal 8 – Coordinate with Williamson County for solid waste collection as growth occurs to ensure adequate facilities.

## **Community Services Element**

### **Schools**

Thompson's Station is served by the Williamson County School District. The Town has one elementary school, one middle school and one high school within the town's boundaries. These schools are maintained by the Williamson County School District. These schools operate on the traditional school year and currently near capacity.

Goal 1 – Coordinate with the school district to ensure appropriate means to facilitate the development of schools as necessary to meet future needs.

- Policy 1.1 – Coordinate with the school district for the development of a master plan for school development within the Town considering the potential for growth in the future.
- Policy 1.2 – Coordinate with the school district to determine appropriate locations for new school facilities.
- Policy 1.3 – Encourage large scale developments to dedicate land for school facilities within neighborhoods to improve pedestrian access for students to walk/bike to school.

### **Library Services**

Williamson County provides all library services for Thompson's Station. Currently, Bethesda, College Grove, Fairview, Leiper's Fork, Nolensville all offer small library facilities, in addition to the main library in Franklin. The following table identifies the collection size at each location. Many of these locations are out of space and therefore the need for library space will become necessary as the population in the south portion of the County continues to grow.

Location	Collection Size
Bethesda	14,135
College Grove	4,586
Fairview	23,304
Leiper's Fork	13,358
Nolensville	18,519
Main Branch – Franklin	149,979

Goal 2 – Coordinate with Williamson County for locations of new library facilities to meet the needs of the community.

- Policy 2.1 – Identify areas for the placement of library facilities.

### **Law Enforcement and Fire Protection**

The Town of Thompson's Station is currently served by the Williamson County Sheriff Department and the Williamson County Rescue Squad. The sheriff's office does not have a local office; however the Rescue Squad does have a local volunteer station located in Town Center that serves the surrounding vicinity.

Goal 3 – Coordinate with Williamson County for law enforcement and fire protection facilities to meet the needs of the community.

### Parks and Recreation

The Town of Thompson's Station has two parks. The main park, Thompson's Station Park, which is 23 acres, has a playground, two pavilions, restroom facilities, a trail loop and open fields. Thompson's Station Park is a regional facility that serves the Town's residents in addition to other County residents. The other park site is a passive park site that is accessed by a trail from the Tollgate Village. This park is also in proximity to the Town garden that was started a couple of years ago.

Goal 4 – Provide a variety of quality recreational facilities that are dispersed throughout the Town with easy access to residents.

- Policy 4.1 – Develop a Parks and Recreation Master Plan that will establish guidelines for future parks to meet the needs of the community.
- Policy 4.2 – Encourage amenities, such as pocket parks or pool facilities within new subdivisions for recreational opportunities for residents.
- Policy 4.3 – Encourage large scale residential developments to dedicate land for park facilities.
- Policy 4.4 – Promote connectivity of trails throughout the Town that will connect parks to residential and commercial areas.
- Policy 4.5 – Maintain existing park facilities to high level of standards for safety and usability.
- Policy 4.6 – Consider opportunities to designate public land as a community garden for use by the general public for individual vegetable production.
- Policy 4.7 – Pursue the development of community functions and events.

## **Economic Development Element**

Goal 1 – Develop a strategy plan to identify and establish guidelines and policies for future economic growth.

- Policy 1.1 – Identify a vision and target sectors for business growth.
- Policy 1.2 – Identify practices to encourage business recruitment.
- Policy 1.3 - Develop a site inventory map for identification of feasible project sites.

Goal 2 – Create an atmosphere for a strong and diverse economy which ultimately provides a range of employment and economic choices for residents.

- Policy 2.1 – Provide zoning opportunities for a variety of agricultural/equestrian, commercial/service and industrial uses.
- Policy 2.2 – Evaluate the need for commercial and industrial growth in long range planning efforts.
- Policy 2.3 – Pursue opportunities to develop an identity (brand) for the Town based on the history and strengths of the community.

Goal 3 – Encourage and support business development activities.

- Policy 3.1 – Coordinate with the State and County economic agencies for opportunities to provide incentives for business.
- Policy 3.2 – Promote home based and residential businesses.

## **Implementation**

Implementation is important to the success of the Comprehensive Plan. The goals and policies establish the framework in which the Town will permit development and protect natural resources. Many of the implementation tools for the Elements are the Zoning Ordinance, Subdivision Regulations, and Design Review Guidelines. However, further action must sometimes be taken and other programs and tools can be utilized in order to accomplish the goals outlined. The following actions will be considered, pursued and evaluated in order to accomplish the goals and policies of the Comprehensive Plan:

### **Land Use**

Action 1 – Continue to evaluate zoning and land uses throughout the Town to ensure that the Zoning Ordinance is relevant and appropriate to current needs of the community and is consistent with the overall character and generally contributes in a positive manner to the image of the Town.

Action 2 – Pursue updates to the Zoning Ordinance and Subdivision Regulations as necessary and appropriate to meet the needs of the community.

Action 3 – Pursue updates to the Design Guidelines as necessary and appropriate to meet the needs of the community.

Action 4 – Provide adequate information and education to property owners, developers, builders, etc. regarding land uses and encourage the location of a variety of uses in appropriate areas as determined to be consistent with the Comprehensive Plan.

### **Transportation/Circulation**

Action 1 – Develop a capital improvement program (CIP) and update annually depending on the needs and fiscal ability of the Town.

Action 2 – Update Major Thoroughfare Plan to identify existing conditions and evaluate future needs for infrastructure throughout the Town.

Action 3 – Continue coordination with the County and surrounding municipalities to ensure that the roadways are properly maintained and synchronized.

Action 4 – Pursue grants for roadway improvements and alternative forms of transportation.

### **Housing**

Action 1 – Continue to evaluate zoning and land uses to ensure that the housing inventory is adequate.

Action 2 – Promote housing opportunities for all people regardless of race, religion, gender, marital status, ancestry, national origin, age, physical handicap, etc.

### **Open Space/Conservation**

Action 1 – Pursue grants for land acquisition, parks improvements and other resources for expanding the Town’s open space, trails, and greenways.

Action 2 – Create an inventory of existing open space land and establish criteria for open space land dedication.

Action 3 – Encourage the use of transfer of development rights and/or cluster development where appropriate as a means for the preservation of land.

### **Utilities**

Action 1 – Utilize the Town’s Capital Improvement Program to plan for future utilities.

Action 2 – Coordinate with the utility service providers to ensure that services are expanded as growth occurs.

### **Community Services**

Action 1 – Develop a site inventory of land suitable for community services, such as parks, trails, trailheads, libraries, schools, etc.

Action 2 – Pursue land acquisition where feasible for community facilities such as parks, trails, libraries, schools, fire stations, etc.

### **Economic Development**

Action 1 – Consider the creation of an Economic Development Commission in order to create a body that will focus on a variety of issues to promote economic viability.

Action 2 – Develop a 3 – 5 year economic vision to determine what goals the Town has for economic growth.

Action 3 – Continue discussions and involvement with Williamson County Economic Development in order to facilitate a cohesive process for locating new business within the Town.

Action 4 – Continue to provide updated information on opportunities, activities, and other resources on the Town’s website.

Action 5 – Participate in the Williamson County Chamber of Commerce to further coordination between the County and the Town.

## **Definitions**

**Alternative Transportation:** A form of travel that does not consist of a single occupancy vehicle and includes carpooling, walking, biking and other public transit.

**Amenity:** Characteristics of a development that increase the desirability of the community to the general public.

**Bike lane:** Areas of travel that are designated by means of striping, bike arrows and other forms of identification for the semi-exclusive use of bicycles.

**Capital Improvements:** Improvements identified for the maintenance and repair of public infrastructure.

**Cluster Development:** A design technique that concentrates buildings in specific areas on site to protect remaining land and use is for open space.

**Constraint:** Something that restricts, or limits.

**Economic Development:** Development that provides a service, produces a good, retails a commodity, or emerges in any other use or activity for the purpose of financial gain.

**Economic Development Commission (EDC):** A group of individuals charged with seeking economic development projects and economic expansion of higher employment densities.

**Floodplain:** Land that is identified as an area susceptible to rapid water inundation as a result of rainfall.

**Goal:** The achievement or desired end result in which an effort is directed.

**Ground water recharge:** The natural infiltration and percolation of rainwater from land areas or rivers/streams through permeable soils that provide underground storage.

**Highway:** A major thoroughfare connection throughout the planning area.

**Level of Service:** the functional road design capacity in relation to the volume or flow of traffic.

**Metropolitan Planning Organization (MPO):** A government agency responsible for transportation planning through the planning area. Tennessee has 11 MPOs, which are mandated by the federal government.

**Mixed Use Development:** A combination of residential, service and commercial uses within the same project site.

**Open Space:** any area of land permanently designated as essentially unimproved land for the purposes of public benefit.

**Park:** An area for the development of either active or passive recreational activities.

**Plaza:** A public square or area.

**Policy:** The principle or guiding action which establishes a commitment and intention to pursue and implement a goal.

**Right-of-way:** A strip of land which is acquired for purpose of a street, sidewalk, trail, parkway or any other utility line.

**Ridgeline:** A line connecting the highest points along the top of the ridge indicating the peak of the mountains/hills.

**Right of Way:** An area of land which is acquired and dedicated for the purpose of a street, sidewalk, trail, parkway or any other utility line.

**Riparian Habitat:** A habitat strongly influenced by water and vegetation that is dependent on water resources.

**Rural:** A sparsely developed area where the majority of the land is predominantly low density, agricultural, etc. in character with limited utility services.

**Sustainable:** The use of existing resources in a manner that protects the needs of the community while considering the needs of the future.

**Transportation System:** A network of roads, sidewalks, trails and other paths of travel.

**Wetlands:** Areas of land inundated or saturated by groundwater at a frequency that supports riparian habitat.

**Woodlands:** A densely wooded area predominantly characterized by a variety of indigenous mature trees.