

# CITY OF FAIRVIEW

## BOARD OF COMMISSIONERS & PLANNING COMMISSION JOINT WORK SESSION MINUTES

June 8, 2021

Debby Rainey, Mayor  
Lisa Anderson, Vice Mayor  
Brandon Butler, Commissioner  
Rod Dawson, Commissioner  
Scott Lucas, Commissioner  
Scott Collins, City Manager  
Tim Potter, City Attorney  
Brandy Johnson, City Recorder

Present: Butler, Dawson, L. Anderson, M. Anderson, Cali, Jenkins, McDonald, Schulist, Senyard, Qualls  
Others Present: Collins, Potter, Blackburn, Sullivan, Paisley

(1) **Call to order** by Planning Commission Chair, Brandon Butler, at 6:00 p.m.

(2) **Items of Discussion –**

Master Development Plan for Fairview Town Center  
Regent Homes, David McGowen  
Map: 42, Parcel: 177  
Requested Zoning: Main Street Mixed Use Planned Overlay District  
Current Zoning: RS-40 Single Family Residential

Fairview Town Center Development Plan is designed as a mixed-use community, integrating diverse housing types, retail/restaurant, office and community services.

Greg Tidwell of Smith Gee Studio introduces Jewel Anderson, project manager. Tidwell relates that Fairview's 2040 comprehensive plan identified three potential locations for a town center and the property adjacent to city hall was one of those locations. Tonight they will present a concept plan layout for a town center encompassing approximately fifty acres with plans to connect to the Groves property development recently approved. They have spent time reviewing the broader goals and objectives of the city through the comprehensive plan and believe the plan they are developing will achieve those goals in a meaningful manner for the city. The land itself presents both opportunities and constraints. The opportunities include access to Highway 100, great adjacency to city hall, potential other civic uses and the Publix shopping center. Some of the constraints they will have to plan around include TVA easement and power lines bisecting the property, the general topography of the land and of course they will be extremely sensitive to stormwater concerns. Looking to the Groves property, the street would cross through to this subject property with the opportunity to connect to a complete grid of streets creating better traffic flow for the city. Looking to other access, connections to Lake Road and eventually to Highway 96 with road improvements along the way would assist with another goal of the comprehensive plan to divert traffic off of Highway 100. Adjacency to Bowie would be a huge benefit with access to trail networks and possibility of additional trails and/or greenway.

Viewing the concept site master plan indicates how various types of buildings come together within the development. Mixed use buildings with ground floor non-residential use and upper floor residences allow

for flexibility. The TVA easement would be used as a bisector for the property with commercial development mostly to the east due to access to Highway 100 and better visibility to the locations where the majority of traffic would enter the property. Toward the west would be more residential with mixed housing types. This type of development is ideal for multiple types of residences and plans include stacked residential flats, townhomes, two-story flats with tuck-under parking, transitioning into single family homes as the property nears the Groves development. One type of housing the community needs and we would provide is courtyard cottage clusters. These would be one-story smaller units organized around common open spaces and are ideal for empty nesters as well as first time buyers.

Open spaces would include a proposed trail network, ideally with a greenway path planned along the TVA easement line plus a recreational path with the opportunity to tie trails at Bowie to town center paths. We are planning for various pocket parks including a dog park and a village center proper that would be ideal for celebratory times such as Independence Day and Homecoming Parades. These areas would include both active and passive activities and a complete pedestrian circulation plan for the development. Town centers should be pedestrian-oriented with building structures visible to guests and parking areas more hidden on the rear of the structure. Through streets would be tree-lined with sidewalks and park benches and other places for gathering.

The street framework plan is an extremely important piece of a town center to serve the needs of motorists yet not outweigh the importance of safety as walkability is a priority for the development. Various design methods will be utilized to create safety such as narrower streets that serve to slow motorized traffic and parallel parking along the streets to create a buffer between the sidewalk and the street. Tidwell showed artistic representation of streetscapes and sample photos from similar developments around the southeast. The group completes benchmark touring of the best developments in the country, taking photos and evaluating what works and what doesn't to bring back and apply to their designs. In residential areas the various street designs will help to differentiate between densities. With the higher densities we have more on-street parking but with single family homes you will typically see fewer cars parked on streets due to a driveway and garage. A good deal of our residences will be accessed by rear loading garages in alleys so that the view from the street is porches and stoops creating the pedestrian-oriented town center feeling.

The regulatory plan identifies different building types. A town center plan of this scale can take years to come to fruition. Their typical method is to build with that they call controlled flexibility for market conditions. For the overall development zones are created for the various densities with a maximum number of units for each density. With this method, they have a maximum number of residential units, retail square footage and space for community amenities. Up front there is a general plan of zones and maximum units but as the community gets built out those things may flex a bit within specific parameters outlined early on based on what the market dictates as they move through the development phases.

Various building types are identified with roman numerals to include design guidelines and building standards for each building type as well as character imagery of what they anticipate the architectural appearance to be. These building types are projected as:

- Live/work building – typically a townhome style with flex space on the first floor that can be utilized as a business or an additional bedroom
- Multi-family buildings – these can be flats or stacked flats served by an elevator
- Townhomes
- Courtyard townhomes – typically two separate structures, the townhome and a detached garage with a private courtyard in between
- Courtyard cottage – sometimes defined as the “missing middle” these units are ideal for empty nesters or starter homes, typically one to one and a half story plans with common shared open space

- Single family alley access – include rear access garages with porches or stoops on the front of the unit to engage pedestrian activity
- Single family front access – these would typically be located at the perimeter of the development where an alley access would not work. If front entry garages are required they try to keep them pushed back from the front of the house so they aren't dominant
- Community facilities – these would be maintained by an HOA, private management group or as a partnership with the city and could include a small post office, open space pavilion or other civic buildings

Signage is an important factor in the design and focus is on quality over the message. Signs should be sidewalk viewable with monument signage at the main entrances.

Civil engineering work so far has been for preliminary grading information. The topography of the site is somewhat challenging and we have begun to identify areas for stormwater control and management. The flow of the site is typically to the south and we understand the community concerns over stormwater issues. These concerns are valid and we will be working with our engineers to propose complete plans and will account for both 25 and 100 year storms with watershed and outfalls.

Other nearby benchmark communities include Berry Farms at the Goose Creek bypass near I-65, Stephen's Valley off Highway 100 near the Natchez Trace and Westhaven on Highway 96. Photos of developments with similar design standards were shared for examples that provide a place to live, work and play.

David McGowan, President and Owner of Regent Homes, has been involved in town center developments for 22 years with Lenox Village in Nolensville being the first. No one maintains their own grass as all would be handled through the HOA and all multi-function spaces would be managed by the HOA with specific guidelines to manage each asset. They have been heavily involved in the Berry Farms development after the recession and a lot of their product can be found there. The city allowed higher density in this area because of its proximity to the interstate. Other similar developments they have been involved with include; Tollgate in Thompson's Station, Carother's Farms, and Westhaven. They want to build neighborhoods that benefit the community with a sense of place, network of streets and quality designs. They have been meeting with the city engineer and planner on this proposal for several months and think that Fairview is ready for this scale project now. Prices in Franklin are almost out of reach now for the average person. Dependable internet access has changed commutes with the opportunity for telecommuting and live/work environments. We are excited to bring this to Fairview and think it is a great community and we look forward to creating a true sense of place. This same team has worked on a project in Huntsville, Alabama and we specialize in this type of community.

Questions from the Planning Commission and Board of Commissioners:

1. How will you address the sewer capacity issue? We have been communicating with the Water Authority of Dickson County and there will be some capacity for the project. We plan to address this as we move forward with WADC and there will likely be a combination of systems for the entire project.
2. You've mentioned a greenway, what would that entail? We envision this as a place to gather with gazebos, pavilions, and the potential to hold city events there. We typically don't have them lit at night but where there are cross-pedestrian areas they would be. If it becomes an active recreation path through the town center then it becomes an opportunity for a paved trail. Other recreation areas would include tot lots and dog parks as well as open green space.
3. Would the city have a choice in the look of the design? We typically assign a town architect to ensure we meet the zoning for size and type of structures and all city requirements. We prefer the traditional town center look but don't want cookie cutter designs and tweak each development to make them unique to their location.

4. What kind of partnerships are planned for dual use or civic structures? At this time, nothing is firm but these are typically anything that could be rented out by the HOA or third party management company. We anticipate structures at trailheads that would be maintained by the HOA yet tied into city amenities. Park areas would be part of the common space of the development with green spaces and public rights-of-way, all maintained by the HOA.
5. Some of the streetscape sections shown may not allow ample space for fire truck access and we have a ladder truck that I believe takes 16' in width with outriggers. To accommodate apparatus, we would propose the use of mountable curbs.
6. How can we connect post-meeting for additional questions or details? We will wait around until after the Planning Commission meeting tonight but plan to present the project at next month's PC meeting. We have been heavily involved with staff for several months working on the proposal. Micah has all of our contact information if you want to reach out.

We have already had interest from a daycare, medical facility, and a fast-food restaurant who want to be first on the list for a Fairview development.

(3) **Adjournment** at 6:55 p.m.

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**Brandy Johnson**  
**City Recorder**