

**MINUTES OF THE REGULAR SESSION OF THE  
PIPERTON PLANNING COMMISSION  
July 14, 2020, 6:00 P.M.**

The Piperton Planning Commission met on July 14, 2020 at 6:00 p.m., at City Hall, with Board members: Chairman John Henszey, Mayor Henry Coats, Commissioner Mimi Ragon and Commissioner Bob Archer present. Vice-Mayor Mike Binkley was absent. Fire Chief Reed Bullock, City Planner Brett Morgan, City Engineer Harvey Matheny, Public Works Director Bill Kilp, and City Recorder Beverly Holloway were also present along with Vicki Hancock, John McCarty, Carson Hardwick, and Bruce Yancey in the audience.

**Agenda item 1.** Call to order, establish quorum

**Action taken:** Chairman John Henszey called the meeting to order at 6:00 p.m., and established that a quorum was present.

**Agenda item 2.** Prayer and Pledge of Allegiance to the American Flag

**Action taken:** Fire Chief Reed Bullock led in the opening Prayer and Chairman Henszey led in the Pledge of Allegiance to the American Flag.

**Agenda item 3.** Any changes to Agenda; Additions/Deletions; Motion to adopt Agenda.

**Action taken:** There were no changes to the published Agenda and Commissioner Archer moved to adopt the Agenda as presented, seconded by Commissioner Mimi Ragon. The Motion received all affirmative votes.

**Agenda item 4.** Any changes to the Minutes of the Regular Session of June 09, 2020; Motion to adopt the Minutes of the Regular Session of June 09, 2020.

**Action taken:** Mayor Henry Coats moved to approve the Minutes of the Regular Session of June 09, 2020, seconded by Commissioner Archer. The Motion received all affirmative votes.

**Agenda item 5.** Piperton Hills, Phase 1 CD-O Application – Master Development Plan - Work Session

City Planner Brett Morgan stated an application for Piperton Hills CD-O Master Development Plan has been received and has spoken with the applicant to request a work session tonight because as submitted this does not meet the current requirements of the CD-O Ordinance as far as density is concerned and the applicant understood that the City was going through some revisions to the CD-O Ordinance which would allow for higher densities and in anticipation of the revision coming to create a plan that fits the new CD-O Ordinance and that Ordinance will be a next month's agenda, and so the applicant's representative (John McCarty) is here to discuss this planned development and allow the Planning Commission to ask questions, the request is to rezone the property (192.19 acres) from R-C to CD-O, this is the area between the existing Keough Drive and the proposed realigned Keough Drive and this will align with an existing bridge built across Russell Creek, this is 192.19 acres, 252 lots are proposed and all the lots according to the application letter are generally of the same minimum size and setback but it looks like there is a little bit of variation in there but the minimums would be the same; but a CD-O is required to have good

open space that is usable by the residents and there is a major open space planned through the middle of the development even to the point of having some road systems that are loaded on just one side, the density of this plan is 1.32 units to the acre and the density that is currently allowed is .75 units to the acre so they are well over that density and with the amendment to the CD-O it will allow 2 units to the acre; there was a technical review committee meeting held yesterday on this and there are concerns about circulation (Shelby Drive, Keough Road), emergency access, and construction drives, one other thing is the streets are of a urban cross-section (curb and gutter) much like the Piper Hollow mixed use planned development but this is a CD-O.

Mayor Coats inquired on the drainage lateral in the green space, does it run north or south.

John McCarty replied it runs north.

Mayor Coats inquired to Mr. Matheny that we still have a portion of the sewer system that will be effected before we go to that bridge.

City Engineer, Harvey Matheny stated right, this will have to be sewered through that 24 inch line which is not fully accepted yet.

Mayor Coats stated part of the field lines in Piperton Preserve is going to be covered.

Mr. Matheny stated that is correct, we would have to take that decentralized system off line.

Mayor Coats stated which we plan on doing, but do we take the whole thing off line all at once.

Mr. Matheny stated that is correct.

Mr. McCarty stated the Keough Road extension goes through where that drip field is. The lot size is 100' wide by 160' deep, it's just a little bit bigger than the standard R1 lot in Collierville and it would require us to do curb and gutter, and have a product that balances between Lakes of Greenbrier and Piperton Preserve and some of the potential more dense developments that may happen in the mixed use areas, we have Keough that is going east and west across the north of the development and Shelby Drive will extend across the south of the development and there is Parnell Road that turns into Piperton Hill Parkway that runs down into Hwy 72 so there is a strong north-south collector, so we knew we had to do the alignment to Keough and we wanted it to be very open at the front of the neighborhood and put houses on one side, the main road will be a three lane road through the middle of the development with a 40' curb to curb so it can serve as a minor collector through the town and provide connectivity, there will be three phases of the subdivision which starts on the north end and work our way south and will be easy to tie in to the gravity sewer and as we develop south we will tear the force main out and extend the gravity and as you look at the common open spaces it will be more of a formal area, there is about 62 acres of the 192 acres that will be common open space, there will be a large lake, walking trails and the connectivity in the neighborhood will be the best we have done in Piperton so far and every street will have a sidewalk on one side, and then we will bring the walking trail all the way down the development connecting to the sidewalk and will have a bridge over the larger creek and a walking trail that goes around one of the large lakes and goes down the westside of the creek all way down to Shelby Drive plus the connection into the east side and our plan is to go as far as we need to up north and we would love to be connected all the way up to Piperton Preserve so they can also walk through here and these residents could walk through there and have connectivity and the thought is the Black and Willey property could tie to this walking trail somewhere about where our main intersection is and have it go east on the other side of the street and have good connectivity.

Mayor Coats inquired if it would be cheaper for you to go west and connect to Parnell or is Piperton Hills Parkway close enough for you to connect, eventually you will do both.

Mr. McCarty stated yes, from the way we are going to have our emergency access in this development, Keough right now is a gravel road that comes through here and they have cleaned it up so it will not be a lot of extra work to top it with gravel and make it accessible for an emergency situation and once we get into the development we are going to pick a spot where ever our first phase ends and bring a temporary access road out through a lot to tie onto it that way, it will have minimal extra expense to make that connection for a construction drive.

Commissioner Ragon inquired if it would be accessible out to Parnell, I drove down there and you can't drive down there.

Mr. McCarty stated only for emergency access for a while, they opened it up 2 or 3 months ago and it had been abandoned for probably 8-10 years where you couldn't get farm equipment down there so right now you can't get across the creek crossing off Keough, we have opened it up just enough to get construction traffic in there.

Bruce Yancey stated we are taking eighteen wheelers down in now hauling material in there.

Mr. McCarty stated it is part of the first plat that gets filed to where we can have buildable lots, it will be cleaned up to the point so that fire is completely acceptable with the access point.

Chairman Henszey stated we have been wanting to have construction roads to reduce the traffic on roads like Keough, so what phase are you thinking of the Parnell Road being a construction road?

Mr. McCarty stated from an operational standpoint if we have got to have a tie-back to the eastside of Keough and to Parnell for emergency access we can have it in there for as much of the construction traffic as possible as well.

Mr. Morgan stated so phase 1.

Mr. McCarty stated yes for phase 1, it can be used as a construction access and speaking of connectivity we are showing an internal stub to the east and west.

Chairman Henszey inquired if you were going to pave it.

Mr. McCarty stated only on our side.

Mayor Coats inquired on the stubout at bottom left.

Mr. McCarty stated that goes into Keith Dunham's property, this is on the higher side and if they are on board we will place it in the most logical place when we engineer the plans, and we have two connection points at Shelby Drive, guessing 8 to 10 years by the time all is built out, logic tells me with the Piperton Hills operation being a big and as close as it is to Parnell Road that it will probably connect to Parnell Road before it connects over to Hwy 196.

Mr. Morgan inquired if they were showing the full 70' feet of right of way on you guys?

Mr. McCarty stated ideally half and half as it would always be, so we would have the two lanes built on our side and then the other two lanes would be built on the other side of the property so that is the plan, a lot of lakes with smaller lakes for detention purposes shattered throughout the development.

Mr. Morgan stated he is good with the lot size and the same lot being over the whole development but I am concerned about phases 5 and 6 and the topography there, it maybe a little bit tight for that size lot.

Mr. McCarty stated it may be, there is a ridge but that side is actually a lot flatter than you think it is topography wise and there may have to be some level of more mass

grading that has to happen like we have done in some of the phases of Piperton Preserve, we have the good side of the ridge, the other side is very steep and so our goal if that line goes up and down to probably work with the neighbor and if we need to clear some section of it to make it more useable for both sides and there is also really mature oak trees on that line so our hope is to save a couple in that area as you go to work on that line and it is our goal to have rolling topography instead of pancake flat development to give it more character, and so on the landscape plan, one of the things we things we looked at was what kind of entry treatment do we want to do, do we want the grand wall but we decided to scale it back down and go for a nice center column and on the outside of the street has some larger shade canopy trees with cherry trees in the middle lining the boulevard, just a nice large 8 ft column with columns on each end where the fence ties into it so it feels open, we didn't see the need to fence in the common open space so you feel like you are a part of it, it will have any open feel and we are hoping it is going to be something a lot more than your typical development but it is on the outside edge of town so that is our thought with the landscaping and we will have landscaping in some of these different areas, the more formal areas will have walking sidewalks coming from all directions with benches to enjoy.

Mr. Morgan inquired on the Keough landscape as you go east.

Mr. McCarty stated we are going to tweak that a little bit with the engineering plans, the Adair family is working out the swap with the Black and Willey folks on that wedge of property, they have had some agreement in place for a while but it is whatever we can get in that area, we obviously want some minor level of common open space and then treescape planted right there.

Mayor Coats inquired if these are going to be side loaded.

Mr. McCarty stated for the most part that is the plan, I would say with this style lot I would expect at least 50% to have a true side not a carriage front or hook in but some may have a technical front load but you set the garage back some, we just don't want to have a lot of hook ins but at same time we don't want to set all the architecture hard on exactly what the houses are going to be, it is usually as we go through this process we fine tune that and if there is anything that this body has concerns about or thoughts about character etc, we can try to incorporate it into the design guidelines.

Commissioner Archer inquired about construction traffic, start on phase 1 coming off of Keough where the main entrance is going to be.

Mr. McCarty stated so in phase 1 we will design a temporary construction road that will come out to the east and get up to Keough Road and head back east so we will improve Keough to Parnell so that it meets all requirements for fire access down Keough and then we may bring it in across one of these pie shape lots and tie into Keough and have temporary construction road to get to these phases, they will have the opportunity to use Keough east back to Parnell depending on where they are coming from, Parnell Road is not in great shape and has not weathered well with years of farming equipment and has some pot holes and so that is how we would get through the first phase and as we design the engineer and construction plans and whether Shelby Drive comes east or west or maybe another neighbor comes on and has access through there as well.

Mr. Matheny inquired how much of Keough is approved with Phase 1.

Mr. McCarty stated we would take the true paved road to however far we need to, do all our front plan scaping and if we need to bring it farther down closer to the gravel road the difference in that little bit is not a whole lot and then have gravel access, I would assume with our construction contract/development agreements we would need to have Keough improved the full frontage of the development is what we would be typically be expected

from yall obviously and if the neighbor started working at some point they would be expected to take care of part of what is going on as well.

Mr. Morgan stated we first started talking about this over a year ago, and were calling this Piperton North to keep from getting it confused with Piperton Hills that is down here so then I was thinking this is Piperton Hills Phase 1 CD-O but everything is just labeled Piperton Hills so what are we calling it.

Mr. McCarty stated it was originally conceived to be Phase 1 and all the commercial stuff on the south end was also legally done under the Phase 1 name so our goal is to be Phase 1 of Piperton Hills.

Mr. Morgan stated this will be a CD-O called Piperton Hills Phase 1 CD-O correct?

Mr. McCarty stated correct.

Chairman Henszey stated he likes what he sees but we have 2 entrances of 3 entrances that go out onto nothing and it goes nowhere, and somehow that needs to be taken care of and at some point the road has to go either over to Hwy 196 or over to Parnell and it looks like after Phase 2 or Phase 3 so what are your thoughts on that, Chief gave me some measurements here and from your property out to where the church property is going out to Hwy 196 is 2466 feet and the other going to Parnell is 1737 feet, so at some point before you can develop anything in the south half of this you gonna have to have a road that goes somewhere and what are your plans for 3 years down the road.

Mr. McCarty stated correct, our thoughts is that I think we are almost at 100 lots just a hair shy of a 100 lots in these 3 phases up here which in phase 4 we are going to need another solution but being able to predict which one of those: Shelby Drive, East Shelby Drive West, and internal connection through a neighbor's development, or do we come back and make another connection to Keough, we don't know and our hope is to delineate the yes or no checks in this documents and so we are more than willing to put that language in there and we know this things evolve or something will change so we want to put it in there to give the developer the flexibility as long as he meets the City's requirements on connectivity.

Mayor Coats stated something will happen maybe north or maybe south, Piperton Hills Parkway connects to Hwy 72 or Hwy 57 one of these days and that is what makes sense to me and not try to cut Shelby Drive through to Hwy 196 because then you have to go north or south, the other ways you can go east or west and hit the expressways.

Mr. McCarty stated Piperton Hills Parkway is the logical solution for a connection with Shelby Drive and there may be a minor local street internally that connects back over there working through the neighborhood between now and then and if I had to guess it would be the Shelby Drive to the east that gets you the capability to build all lots no questions asked and you have got all the access, between working with your neighbor and seeing which way things are moving it is hard just to guess that, we may get two phases going with this and start from the south and develop some other stuff down there and by the time we do the fourth phase we have worked up to Shelby Drive as well.

Mayor Coats stated it will work its self out, it looks like south might be the way to go.

Mr. McCarty stated when we finish those first three phases we will look at some different options and one thing we didn't want to with the start of it is have to have two main entrances down Keough and we didn't want a second entrance that was not done at the same level as the first entrance, so those are the things from the zoning overlay that we are looking to get approved that we have brought to this body tonight, knowing that we would have to work out some language between Harvey and Reed as far as the access.

Mr. Morgan suggested in the outline plan text that we have under circulation, I would formulate that note stating that provides the flexibility that you are wanting but that gives the Planning Commission a level of comfort in regards to access of what happens.

Mr. McCarty stated he believes we have something in there already, stating secondary access point must be constructed at 100 lots and we can put language in that it needs to be this type of road but not just a construction road.

Mayor Coats would like it to be in Phase 4 because it is close to 100 lots, if you need to adjust Phase 3 and Phase 4 a little bit.

Mr. McCarty stated we will look at the number of lots we got here because even now we are showing Phase 4 to be a split phase but you never know for sure what the most efficient way to do until you design the engineering plans and see what your drainage, sewer and water is doing to make sure you make it work.

Mr. Matheny stated with regards to water, as you know we have one feed coming down Keough that serves Piperton Preserve and will serve this and other things out there and will have a provision for you to do pressure and flow calculations with each phase like we have on Piperton Preserve, we are right there where we need redundancy now and its part of Piperton Preserve conditions that will come in with the next phase but that will be looked at closely as well the water redundancy as we get more and more houses with one feed.

Mr. Morgan inquired how soon on Phase 1 will come in.

Mr. McCarty stated we would love to get engineering plan approved this fall, this winter and depending on if it is a good winter or bad winter start construction.

Mr. Morgan stated we expect this to come back for full review and consideration for recommendation by the Planning Commission next meeting after consideration of a CD-O amendment and this would be conditioned upon that CD-O amendment being approved by the Board of Mayor and Commissioners.

Mayor Coats stated second reading puts us in September.

Mr. Morgan stated correct.

#### **Agenda item 6. Subdivision Entrance and Connectivity Requirements**

Mr. Morgan stated the next item is an item that was on last month's agenda but because the Board was meeting behind the Planning Commission and due to time constrains this item was pushed to this month and this can be considered a work session as well, we are looking at being more proactive in regards to connectivity and access of new developments coming into Piperton and in our Subdivision Regulations under Article IV: (General Requirements and Minimum Standards of Designs), under A. Streets, item #4 did read Restriction of access and item A (which is item F now) read "When a tract fronts on a major or minor arterial, the Planning Commission may require such lots to be provided frontage on a marginal access road and that was all this section had in it and there is little strike through and everything in red is the proposed additions to give a little bit more teeth to the multiple access requirements of development and for the inner connectivity between developments and land owners that needs to happen to make traffic flow efficiently and make our road system safer for the citizens and with that Mr. Morgan read the following for the benefit of the audience:

#### **Proposed Subdivision Regulations Revisions (Text in black in the original text. Text in Red has been added)**

#### **ARTICLE IV: General Requirements and Minimum Standards of Design**

**A. Streets**

**4) Restriction of Access and Connectivity**

**Subdivisions shall require sufficient external access points to the existing or future roadway network and shall be provided as follows:**

- a. Any residential subdivision of greater than 100 lots or dwelling units shall include at least two access points.**
- b. Residential subdivisions of 200 or more lots or dwelling units shall provide three separate access points. Where three or more access points are required, the Planning Commission may waive the requirement for immediate construction of more than two access points, provided that subdivision phasing and design illustrates the additional required connections.**

Mr. Morgan stated that at the Technical meeting yesterday, Chairman Henszey noted we need to make sure this says “the access points connect to actually functioning streets.

Mr. Matheny stated in the beginning sentence were it says shall require sufficient external access point to existing or future networks, the “or future” part of it may get us in a little trouble in that regard.

Mr. Morgan stated we will revise to make sure that we are talking about just providing it but it has got to go to something that is functional at the time it is provided.

- c. Developments may be required by the Planning Commission to have a greater number of access points to ensure adequate and reasonable emergency access.**
- d. These standards may be waived by the Planning Commission during approval of the subdivision plat where limited frontage, natural features (slope, topography), or similar circumstances preclude the required connections and there is no substantial impact noted regarding emergency service delivery. An alternate public emergency access roadway may be provided to satisfy the requirements above with approval of the Planning Commission and the Fire Chief.**
- e. A divided entrance may be considered as two points of access if the median is a minimum of 30 feet in width (as measured from face-of-curb to face-of-curb at opposite ends of the median) at a point parallel to the connecting public road, and adjacent to the connecting public road, as approved by the City Engineer. The minimum width of the median may be reduced under special circumstances as determined by the Planning Commission.**

Chairman Henszey inquired if we talked about making it wider than that.

Mr. Morgan stated we did but thinks this development that was in here tonight was proposing 44 feet and so if the Planning Commission wants to require that width to be wider or if the Fire Chief thinks it needs to be more.

Chairman Henszey stated there was a couple of reasons why it should be 40 feet rather than 30 feet.

Mr. Morgan stated the idea of the split is if a tree were to fall across part of it and blocks.

Mr. Matheny stated in the previous development that we looked at; they have a median entrance off of Keough Road, if they meet this requirement that is two points of access so they could develop up to 200 lots just with the Keough connection, I just want to make sure that we all understand that this provision allows them to go up 194 lots before they have to have a third connection because that counts as two according to this.

Mr. Morgan stated correct, much of this has been modified a little bit to our taste.

Mayor Coats disagreed with this.

Commissioner Archer stated it says may be, and if the Planning Commission is not comfortable with that being two you can require another one.

Chairman Henszey stated that may be but you have a difference between what is really needed and what may be politically needed, and I would think this group needs to make it so it is very clear and politics would not enter into it.

Mr. Morgan stated the Collierville width was far wider but part of the reason I put the 30 feet down is most of our existing developments where they have a median entrance doesn't even meet the 30 feet.

Commissioner Ragon inquired do you need one or do you need two because to me that is one entrance.

Mayor Coats suggested the striking of item e from the provisions.

Mr. Morgan stated that is the Planning Commission's prerogative.

A small discussion ensued with the conclusion of striking item e.

Mr. Morgan suggested that he re-write item e; there will be a Public Hearing on this next month so it can be changed and wants to make sure that the Planning Commission is given as much flexibility as possible to work with developers, feels the language in A through D would allow that any way without E but I want to make sure so let him bounce some things off of Harvey and Reed.

Mr. Matheny stated when we read this from Collierville's regulations, it referenced 100 feet but the next line says at the opposite ends of the median, I feel they are talking about the length of the median in Collierville not the width of the median, it has to be a median road at least 100 feet long, again their regulations and that you would have another point of access to the subdivision within that length of median and the way that is drawn it would not be considered a median road so that emergency accesses are never blocked to the rest of the phase or the rest of the subdivision if one side of the road is blocked (a discussion ensued).

- f. When tract fronts on an ~~major or minor~~ arterial, the Planning Commission may require such lots to be provided with frontage on a marginal access road. (formerly a. before additions)

Mayor Coats stated strike and/or in g.

- g. A temporary 24' all-weather construction access road and/or may be required by the Planning Commission or City Engineer during the construction phase of any development. The access may be required for the separation of residents from construction activity, the protection of public streets from damage by heavy construction equipment, or for public emergency access. A construction access road, when built to full City standards, may be considered an additional access point if approved by the Planning Commission and the City Engineer.**

- h. Existing streets in adjoining areas shall be continued in a new or expanding subdivisions. Whenever connections to anticipated or proposed surrounding streets are required by these regulations, the right-of-way shall be extended and the street developed to the property line of the subdivided property (or to the edge of the remaining undeveloped portion of a single tract) at the point where the connection to the anticipated or proposed street is expected. Temporary turnarounds may be required to be constructed at the end of such streets pending their extensions when such turnarounds appear necessary to facilitate the flow of traffic or accommodate emergency or service vehicles.**
- i. No dead-end street shall be allowed in excess of 600 linear feet. All dead-end streets shall have a minimum 50-foot radius as measured from the center of the turn-a-round to the edge of asphalt. The Planning Commission may approve an alternative designed turn-a-round with the approval of the City Engineer and Fire Chief.**

Chief Bullock stated hydrants are on 500 foot spacing right now, would like to investigate on the cove to see, we are sprinkled and having a turn-a-round that can handle an apparatus.

Mayor Coats stated keep it at 600 or if you change it you need to put a provision in there because future administration might eliminate it.

Chief Bullock stated this should address the upcoming development “no dead-end street shall be allowed in excess of 600 linear feet and word it if a street goes further a maximum maybe 1000 feet but all homes must be sprinkled, this will place the caveat in there.

Mr. Morgan stated I would rather say anything over 600 feet has to have the Fire Chief’s approval because I don’t want to give anybody the idea that if you only have 600 feet you don’t have to sprinkle.

Commissioner Archer inquired if you could say if you request for streets more or longer than 600 feet must be considered and approved by the Fire Chief.

Mayor Coats stated truthfully they could put another stub with the possibility of losing a lot going into Greenbrier for the future.

Mr. Morgan requested Chief to do his research and then if we want to go beyond that we would make it up to your approval and will keep the homes are sprinkled in there but not make it look as if there is choice.

**Agenda Item 7.** Any other questions or matters from the audience.

Commissioner Archer stated we talked about the Piperton Hills proposal and how it is going to fit right in with the centralized sewer and hook up to the existing line in Piperton Preserve but inquired what is happening north of Hwy 57 with the sewer and also the stripe up and down Hwy 57 is zoned for commercial so what is the plan.

Mayor Coats stated 84 Lumber is getting ready to expand and will connect, Piper Hollow is going to run their gravity line and then we can connect all of the 57 area in there, so we are waiting on the developers to build it, and we had a couple of cases that we thought we were going to put sewer in but they didn’t develop, Dollar General will be required to hook up when sewer is there and Piperton Hills Commercial is connected that is what Mr. Yancey is running sewer line that will run through this and that should be done for that

commercial area down there and there is already a C-store planned and we think there will be 2 to 4 fast food restaurant down on Casey at Hwy 72.

**Agenda item 8.** Adjournment

**Action taken:** Mayor Coats moved for adjournment, seconded by Commissioner Ragon. The Motion received all affirmative votes, and the meeting was adjourned at 7:20 p.m.

Respectfully submitted,

Beverly Holloway, City Recorder

Approved:

\_\_\_\_\_ date: \_\_\_\_\_

