Town of Thompson’s Station

Board of Mayor and Alderman Regular Meeting
Minutes

October 13, 2026, 6:00 pm	Town Hall Board Room

Meeting Called to Order:
The meeting was opened at 6:00 p.m. for the October 2026, Town of Thompson's Station Board of Mayor and Aldermen meeting. Members and staff attending were Mayor Brian Stover, Vice Mayor Shaun Alexander, Alderman Harry King, Alderman Bob Whitmer, Town Administrator and Town Planner Micah Wood, Assistant Town Administrator Steve Banks, Town Recorder Regina Fowler, Assistant Town Recorder and Social Media Coordinator Maddie Ross, and Town Attorneys Andrew Mills and Kirk Vandivort. The Williamson County Deputy in Attendance was David Brewer.

Pledge of Allegiance:

Announcements:
The meeting was opened at 6:00 p.m. for the October 2026, Town of Thompson Station Board of Mayor and Aldermen meeting. Members and staff attending were Mayor Brian Stover, Vice Mayor Shaun Alexander, Alderman Harry King, Alderman Bob Whitmer, Town Administrator and Town Planner Micah Wood, Assistant Town Administrator Steve Banks, Town Recorder Regina Fowler, Assistant Town Recorder and Social Media Coordinator Maddie Ross, and Town Attorneys Andrew Mills and Kirk Vandivort. The Williamson County Deputy in Attendance was David Brewer.

Notice of a Public Hearing - Ordinance 2026-020: An Ordinance of the Town of Thompson's Station, Tennessee for the creation of a Central Business Improvement District within the Town of Thompson's Station, TN (CBID).
Before the hearing, Mayor Stover reminded everyone that this item had been moved ahead of public comments so attendees could speak while present. It was announced that, based on feedback from the prior workshop, the proposed CBID ordinance had been changed to include only four Town-owned properties, with all other properties removed.

Heather Hackett | Hello everyone, I'm Heather Hackett for anybody that doesn't know me. 1544 Thompson's Station Road West and 1582 Thompson's Station Road West. In 2018, my dad purchased our family farm downtown, allowing 3 generations of our family to live together right here in Thompson's Station. So, like all of you, we love our neighbors and we love our community, and we care deeply. In early September, we received a notice mailed to our home letting us know that the Town intended to create a central business improvement district. I had never even heard of that word before. I'm not political at all. I read the letter and there were conflicting assertions written throughout the ordinance that were alarming to the private property owners involved. Specifically alarming were the statements in that original ordinance. I know it's been changed, but specifically alarming were the statements in the ordinance about future special assessments, maintenance fees, and service fees being levied against all properties within the created district. I think if we had received the updated ordinance initially, I think people would have not felt nearly as concerned. So just putting that out there. The board updated the ordinance the Mayor said, to reflect our specific concerns and removed all private properties, leaving only 4 Town-owned parcels in the district. We want to publicly recognize that you listened to us, and we want to thank you for that. You listened to our concerns, you communicated well with us. I specifically want to personally thank the Vice Mayor who has spent

hours conversing back and forth with me. And y'all updated the ordinance in a way that we deem satisfactory. In an effort to be well-informed citizens, we met â€” most of us that are here met together this past Saturday to read the updated ordinance out loud just so we all heard what was updated, and saw exactly what was in writing to make sure that we agreed with it. As the conversation continued, concerns about the CBID itself were voiced. So initially people were concerned with what was written in the ordinance. This time, people started feeling a little concerned about the CBID itself. I'll tell you three concerns that were kind of the main concerns. The first concern people had is that a CBID formation would not protect our Town's rural feel because there's a lot in there about just, you know, progress in the Town. And so that was just a concern that was voiced. The second concern is in regard to preventing traffic and infrastructure strains on the narrow roads. Like, we already have lots of potholes and things like that. So, if we're inviting more businesses, more community in that little bitty tiny space, we had some concerns about that. And third, and this was the biggest concern by far, was the Town's desire to keep the governance simple, local, and transparent. What our community is really looking for is our potholes to be fixed, our parks to be connected, and to have sewer available to all homes that desire it. We don't think forming a new CBID is necessary to complete those simple requests, and we are presenting signed statements expressing that we, A, do not want our properties included in a CBID at any time in the futureâ€” so like not now, but not going forward eitherâ€” and we respectfully request the CBID itself not be created. Here are forms from the community that we want to share with BOMA communicating that.

Janey Williams | I'm Janey Williams. I live at 1539 Thompson's Station Road West, directly behind Circa. I thank all of y'all for being in this position. It's not an easy one to be in. Sewer was promised and taps paid for by our constituents on School Street and Thompson's Station Road West, years ago. They've yet to get it. We formally protest the establishment of this CBID, whether it be 4 properties or 76. And I think you can ask people to stand up, and you'll find it's pretty unanimous. I've been all around the community talking to people. Micah Wood informed me that this could be moved somewhere else. Please move it, up to the highway. We don't want it in the 4 streets that is Old Thompson's Station. I'm a newcomer here, and I've been here 40 years. Most of these people are generational. We've been here for generations. We do not want this. We do not want to be Leiper's Fork, we don't want tourists, or boutique shops. We don't want any of that. I think I speak for most of us.

Bill Jordan | My name is Bill Jordan. I own the building where Circa is, and I'm not real sure what y'all are trying to do with this. But y'all promised a streetscape years ago. I haven't seen it. So, what are y'all going to do with this grant money? Where are you going to blow it? Got any ideas? Somebody? Anybody? Okay. But, uh, yeah, do what you said you were going to do before you do something you can't do.

Martha Irwin | Thank you. My name is Martha Irwin. I'm 82 years old. 1715 Old Thompson's Station Road. I have lived on that property for 82 years, right in the middle of the little village of Thompson's Station. I have seen a lot of changes throughout the years, and I want to thank you all for listening to us and making the changes that you've made. It speaks well of you that you have heard us, and we want to trust you. So, help us build that trust and stay with us, and please just recognize that we are a small part of the beginning of this place that you're now leading. And don't leave us out, please. I could go on and on with all the things, and they'll be reiterated, but I do want to recognize you all for listening to us and for making the changes from last year. I mean, last week. It seems like a year.

Anthony Fleming | Good evening, all. Mayor, Vice Mayor, Aldermen, and fellow residents. My name is Anthony Fleming; I am a resident of 1583 Thompson's Station Road West. I stand before you tonight not as an opponent of progress, but as a concerned resident and community partner seeking clarity and understanding. I recognize that each of you were selected to serve the people of Thompson's Station. My request tonight is simple: please look beyond the politics of the decision and focus on the people you were chosen to represent, all the people of Thompson's Station. I trust that this ordinance is being presented because some people believe it's in the best interest of our community. However, many of us who are here tonight still have significant questions about what this proposal means and what is the long-term impact that it could represent. While acknowledging that

the original map has been modified to remove the residential parcels previously identified, and the ordinance states that no special assessments are being levied today, it specifically acknowledges the Town's authority to impose them in the future. I understand that this is law levied by the state of Tennessee, but it also references the annual maintenance and service fees that may be collected within the district. For many residents and property owners, that raises legitimate concerns about future financial obligations and who will ultimately bear those costs. What many of us do not understand is why this vote must happen tonight. If the purpose of local government is transparency and public trust, why not allow additional time for residents to fully understand what is being created before voting to establish it? I know that there are people who strongly support expanded utilities. Others support sidewalks, streetscapes, and beautification projects. But there are also many who are concerned about increased commercial growth, bringing additional traffic to an area that already has limited access, which you've already heard about tonight. These are reasonable concerns that deserve thoughtful discussion. Understanding should come before legislation. Confidence should come before commitment. We have gained some confidence based on the changes that you've already made. However, I respectfully ask this board to consider tabling this vote until residents have had adequate time to review, ask additional questions, and fully understand the potential impacts of this ordinance. This is not a request to stop progress. It is a request to ensure that progress is understood, supported, and beneficial to the entire community. Thank you for your time and consideration.

Corey House | Good evening, Mayor Stover, Vice Mayor Alexander, Aldermen, fellow citizens. My name is Corey House. I represent the congregation of the Connection Hill Primitive Baptist Church, which resides at 2732 Thompson's Station Road East. First, I would like to say that the first time I was here, or to address an issue, it was this concern because I was wondering how a sewer could be so close to this community and residents were not given the option to sign up for the sewer. And so that was the first time I mentioned anything about it. And so, I do appreciate you addressing it and trying to find a way or a plan. But the problem is that I never would have agreed to the terms originally. Again, it's been changed, but originally as to how you would make it happen on the backs of the seniors that were trying to live there and kind of accepting an unknown, knowing that taxes and whatever would go up. So, it would present a problem if the constituents, some of them have an issue with just getting sewer now. And we talked about a payment plan. If they had trouble with that, how would they be able to continue? So, I think we're all on 10, but it all could have been resolved by us just kind of coming to the table, and I know you set up the meetings for us to come to you, but I think it's kind of what we were talking about. It's relationship. Trust is built on relationships. And again, I stand as a pastor, just like as Aldermen, you represent community. I stand and represent my congregation who's concerned. A lot of them are not necessarily fighting for what you're trying to do. They just feel like you just rolled over and didn't even have a conversation. You just made the decision and expected them to just say; this is what it is and put your stamp of approval on it. So, in the future, we would like for you all to consider as you make your changes to the Town, consider us. Maybe it's a meeting somewhere where you say, we want to have a talk, have a conversation, just to kind of let you know where we are. And I think that would put most of us on a better even keel versus where some people, some of us are now on 10 because we're trying to figure out what you're doing. May God bless you and may God bless this Town. May God bless you who represent the Town. And may we progress together and move forward. God bless you.

Sam Mizell | My name is Sam Mizell. I live at 1719 Old Thompson's Station Road, right next to Martha and Deb and Pat. Me and my wife have lived here since 2011. And we got an awesome piece of property at a really, really good price because it was during the housing bust. So, we are very thankful that, you know, where we live with like almost an acre and a half in downtown Thompson's Station, that's kind of unheard of these days. Ever since we've got here, probably about every month, or every other month, I'll hear a story like, oh yeah, so-and-so owns the Gibbs land, and as soon as they pass away, they're going to sell. Or so-and-so is going to build this over here, and as soon as they pass away and give it to their kids, they're going to sell. And as soon as they do this, they're going to sell. As soon as they're going to do this, they're going to sell. That has been the widespread thing in this area for a long time. And I guess the Gibbs land just sold, and now they're getting ready to build again. Now, I will say Whistle Stop has increased my property value, obviously, because

they're million-dollar homes. My house doesn't cost anywhere near that, but now it could cost a lot more â€” you know, if I were to sell, it would be great. You know what I mean? But what I what I see right now is that the Town of Thompson's Station is quadrupling in size because of the news because of all of these new housing developments that are coming in, and just for me personally, the thing that I love about this Town is the sleepiness of it. It's the fact that there's not a billion cars going down the road. And I know according to, talking with the Aldermen and The Mayor several years ago, that if a builder has a prospect, there's no way to really stop them from building if they're within codes and meet all requirements. And I understand that you can't just shut every building down, but what I do see is that the thought of money and the thought of progress is always on the minds of people. And this Town, I feel like, still is special because it's not all about that yet. And if there's any way to curb that some, I don't know how to do that. But I know that, like, a lot of people down our street want sewer. And I know that the Gibbs land is like right there and they're going to probably bring access through our road. So that means there's going to be tons of traffic going down the road, they are already. Since 2011, everybody tries to beat everybody around that curve by going 100 miles an hour down our street. And I've, I've thought about asking for a speed bump. But it's one of those things where it's like with progress comes crime, with progress comes a lot of different things. And so, I'm just saying, just as a concerned citizen, I know that you guys want progress. I know you want the CBID or whatever you want, but I'm like, the Town is kind of sleepy. I kind of like to keep it that way because the more that comes here, it may look more glossy and glittery, but the heart of the peopleâ€” it's like a lot of the people that want the progress probably don't live where we all live.

Deborah Irwin | I live at 1715 Old Thompson's Station Road. Next month I will be there for 64 years. My mother is Martha Irwin, and I want to tell you what's important for me for Thompson's Station. My ancestors have land grants here. A lot of people that don't live here, it may make no difference, but it does to me because my ancestors built that little Methodist church up there that's still trying to go strong. Most of these people in this building grew up as family. So, what we're seeing is hurting us. We want progress, but we don't want to destroy our homes and our land. For instance, many years ago, when they wanted to build the depot down there, me and many other people raised money to build that depot. We had a craft fair down the streets. We blocked the street and we raised over $10, 000. That can be done now. I raised this year at my little Methodist church $10,000 in craft fairs, bake sales, you name it. So, if y'all need something to raise money, I'm just saying. Thank you.

Porter Irwin | My name is Porter Irwin. My family, 1715 Old Thompson's Station Road. My sister and my mother said it, our family goes all the way back to the Revolutionary War land grants in Thompson's Station. We were the first settlers in Thompson's Station. I don't want to see the 2 blocks of Thompson's Station change, tearing up, people losing their streets. I don't want to see that happen. I mean, this is home. I fought for my country, I'm a retired Marine, retired law enforcement and I love Thompson's Station, my family. I love my country. I don't want to see those 2 blocks change. If, we have to raise taxes, let's raise taxes to what's being built in this area. The people moving in that are moving into the new places that are being built. The people that have been here, let's not let's hurt them. Most of these people are old and retired and living on a fixed income. Thank you for listening to me. God bless you all. Thank you.

Public Comment:

Jeannie Westbrook | Jeannie Westbrook. I live at 3655 Martins Mill Road. I wanted to talk a little bit about the resolution, I anticipate that you will be approving, which is the agreement between Simon Properties, and the IFA agreement. I just had a few requests related to this. One is I'd like to seeâ€” and I know some of the public that I've talked to would like to see pro forma financials on this development related to all aspects of the income as well as the expenditures related to it. What does that really look like? What are the anticipated costs? What can we see as benefits? Maybe annually for the first 10 years. Second, I'd like to see how the Town could recoup from the state what the Town is reimbursing Simon for in regard to state properties. So, 840 and Lewisburg Pike, those are their responsibilities, not the Town of Thompson's Station. Lastly, I am requesting separate planning, budgeting, and accounting for the sales tax revenue related to this development. As part of this, I think the community would benefit from understanding how you expect, or anticipate to spend the

remaining sales tax revenue after repayment. I'd like to see what your plans are, it might be interesting to the community. They might offer more support. We hear a lot that they would like to see more green spaces, parks, things like that. I think that seeing how you plan on investing that money would be helpful for the whole conversation. Thank you.

Janet Nevilles | Janet Nevilles. 1721 Thompson's Station Road, and School Street. One thing I want to know, who paid for the park, the renovation of the park? Where'd that money come from? I want to know why only certain properties were on this sheet of paper, and like the people behind School Street, why are they not on there? I just want to know where the money come from.

Jane Sykes | Jane Sykes. I live at 3141 Sassafras Lane in Thompson's Station, which is part of Canterbury. But I'm a trustee of Thompson's Station United Methodist Church. So, our concern, of course, is always that we can communicate well with the city or the Town and the people who are making the decisions. Unfortunately, we were surprised by what went on at the park. This year, we're even more surprised by what has been going on with the proposed changes and the historical district that you're trying to create. Communication seems to be a bit of an issue, and it seems to me that if letters going out to property owners were dated a particular date and didn't arrive at property owners' residences or businesses until 3 days before a meeting, then something is wrong with the communication system, and the city or the Town needs to improve so that people have confidence in what's going on in the city is something that the city or the Town is willing to share with its residents. And especially with something like our little 150-year-old church that is, to me one of the best landmarks you have in the city. Thank you.

Janey Williams | Janie Williams, 1539 Thompson's Station Road West. I'm directly behind Circa. I just feel like y'all are trying to turn this into Leiper's Fork. And it's all 33 residents who have signed papers saying they do not want that. We do not want little boutiques and shops in Thompson's Station. We want it to remain residents. We'll be gone in 10 or 15 years. Like I said, I'm a newcomer here and I'm 40 years here. My neighbors have been here 40 years. The rest of them have been here most of their life. Just leave us alone. Put it up here on the highway. Make your commercial district up here where Nagle Cooper has his bank going up on Hardy Fields Place. We all know each other. We've all lived here all our lives. All 8 of my great-grandparents are buried here. Well, all 16 of them are buried here in South Williamson County. And we just don't want to see it become Leiper's Fork. Go through there on a Saturday, the touristsâ€” we're not interested in turning it into a commercial development. And we object to you doing the 4 pieces of property that you own. And of course, we can't stop you from doing that, you can do what you want with your own property, but we don't want it. And I think I speak for many of us.

Christopher Cooper | I live at 3675 Martins Mill Road, and I'd like you to reevaluate what the deal is on Sagefield. What's it give us? And kind of like give us a better one than that. Because it's going to be a long time and this traffic's going to be crazy. And I know this is a train that we can't stop, but, you know, we can help control the spend. Thank you.

Beth Newman | Hello, I'm Beth Newman. I'm at 4665 Harpeth Peytonsville Road, and I've been here a lot with the Sagefield Mall, Simon Group. Extremely disappointed that you don't listen. We're all telling you we don't want this. I love all these people, I love the pastor, holy cow, I want to go to your church. I don't understand why you're not listening to us about everything. Thompson's Station is a diamond in the rough. It's the most beautiful, sacred place. We love that it wasn't developed, overdeveloped. You are bringing more subdivisions right where the mall is being built. No one's going to be able to move. You're ruining people's lives, your neighbors' lives are changing because of your decisions, and I don't understand why y'all don't listen to us. And when we ask you to adjust things, slow down, let's take a breath and see what you've all done in the last couple years. Yes, the Simon Group Sagefield property was agreed to be commercial in 2008. Look at the population then. Look at how few developments there were in Thompson's Station and around us. It's not like 2008. Look at the population now and how much you're increasing it. Everything's changed. I've got now Live Nation over here. I can hear their music at my house. Behind me, I have Bethesda Sportsplex. I can hear all the tennis balls and stuff bopping around. The lights glow up my yard now. I've got a development

guy, Huntley. I'm fighting him building a development behind me. The new Pleasant Creek View is destroying our area over there. Everything's getting destroyed. We can't leave our house without taking food and going to the bathroom. No one's going to be stuck in traffic, that's ridiculous. You all are literally firsthand ruining Thompson's Station. That's all I can say. I am notâ€" I don't know ifâ€" number 2, I know this is like you can't ask questions, but is this where y'all are going to approve us giving the money? And the payback, is that the economic board decision? At that meeting we did not get to speak until after they voted. Then he coyly said, "Would you like to speak now?" They already voted. So that shows that you don't care what we say. 2, they voted and agreed that we would pay back interest of like $20 million at Thompson's Station. We'll all pay back on TDOT money. So, we're going to be paying back and helping TDOT pay their money back that we owe with our money. It didn't make sense. And who I think her name was Christine spoke up and said, why would Thompson's Station residents be responsible for paying back state money? And they ignored that and they still voted though. That's okay. So, I don't know why you would approve number 2 because all it's doing is hurting y'all's money. I guess. I don't know. But please be neighbors and listen to everybody because we're all tired of it.

Martha Irwin | Martha Irwin, 1715 Old Thompson's Station Road. Listening to these comments, it makes me very concerned. I thought I was the only one that felt separated from Thompson's Station. It seems that somehow, we need to reunite. I don't know how you need to put something on your agenda, but somehow, you need to reach all of us and not just the, you know, the big business and bringing the money in and everything. You need somehow or another, you need to make the people in this village, in this little Town, more aware of things. We don't even know who you are. Come to our village. Come to our churches. Come to events. We have craft fairs. We have things in the community. I've never seen any of you. We'll help you if you'll help us. That's all I'm saying is that, that there's a break of communication here, please address it.

Consent Agenda:

a. Approval of the Minutes of September 8, 2026, Regular Board Meeting
b. Approval of the Minutes of September 30, 2026, Special Called Board Meeting
c. Approval of the Development Agreement for Winlowe Subdivision

Discussion --
There was no discussion.

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          Motion: Motion to Approve
              By: Harry King
       Second By: Bob Whitmer
     Vote Result: Vote Passed
                    Harry King: Yay
                   Bob Whitmer: Yay
                Shaun Alexander: Yay
                   Brian Stover: Yay
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Agenda Items:

1. Consideration 2nd Reading of Ordinance 2026-020: An Ordinance of the Town of Thompson's Station, Tennessee initiating the creation of a Central Business Improvement District within the Town of Thompson's Station, TN (CBID).
Town Administrator Micah Wood explained that the updated ordinance would create a Central Business Improvement District for the Town-owned properties in the core of Thompson's Station and

said the revision removed any impact on property tax or zoning, with no special assessments or other payments. Staff and Board members described the district as a planning and financing tool that could help with grants, infrastructure, streetscape, sewer, historic preservation, and other long-term improvements, while noting that related capital costs were already in the Town's CIP. Board members also discussed the earlier planning history for the area, the current zoning framework, public engagement for future area planning, and how sewer and infrastructure work could affect future development.

Staff Comments --

Micah Wood, Town Administrator | Thank you, Mr. Mayor. As you mentioned, this updated ordinance will create the CBID, the Central Business Improvement District, for the Town Center Depot District. I'm going to hand off to Andrew to go over some of the benefits of the CBID, but first we'll kind of reiterate some of the updates to the ordinance. Obviously, it's been changed since first reading to only include the Town-owned properties that are in kind of the heart and core of Thompson's Station. The ordinance has been clarified to reiterate that there will be no impact on property tax or zoning for, for any property. It will also not create any special assessments or other payments. The creation of this district furthers the Town's efforts to plan for this area as the heart of the Thompson's Station community and to help organize the infrastructure improvements for the area, all of which are included in your capital improvement plan to be from either the general fund or the wastewater fund. So, there's no, again, no special assessments. All of those are programmed to be paid for out of regular occurring revenues from the Town. So, Andrew, do you want to go through some of the benefits related to the district?

Andrew Mills, Town Attorney | Sure. Thanks, Micah. Mayor, Board, the Central Business Improvement District is created by state law, and that state law, the way I look at it, is it's a toolbox of things that can help an area do a number of things such as It can make you more competitive for grants. I think we talked about that at the work session. It helps with the defined area for obtaining financing and focusing on infrastructure. I know we've talked about streetscaping. We've talked about sewer. You saw in the resolution itself, in the ordinance, that the Town already has $6 million in their CIP for these improvements. Yes, special assessments are one of the tools, but you have explicitly chosen not to use that tool. But stillâ€" having a CBID allows for a number of things to happen within that district. And just for clarity, the original map, not the one you're considering tonight, but the original map was part of a map that was in the All Aboard plan, kind of an area again for preservation. Historic preservation is one of the elements that can come with a CBID district. So again, we treat it more as a toolbox that allows the Town to advance a number of interests in an area, again focusing on infrastructure, Grants, any number of things that you would not have if you didn't have a CBID district. So that's part of where this conversation started. Again, this was not an area that was just created out of whole cloth. It's been long planned for that preservation, for the infrastructure again in your CIP. So don't just look at the CBID as one tool. It's a toolbox, and you're starting that process. I'm sure there'll be more conversations after this, but it creates the CBID. That's what this second reading of the ordinance does tonight.

Micah Wood, Town Administrator | And just to go along with Andrew's explanation related to the boundaries of the district, they're included in the Town's comprehensive plan, our All-Aboard plan. And so that was the original boundary of the district. Obviously, we've shrunk that down to just the Town-owned properties, but this board has also indicated that there needs to be a special area plan to further develop. What the future is of this area. And that's something that we obviously would plan for next year that would have significant public engagement with all the property owners and would be one way to start the outreach and the conversation that was addressed during some of the public meetings. And again, that is before it coincides with the planning and the investments that you all are making with public infrastructure. As was mentioned at the work session, the design plans for the sewer are ready for your consideration, and that'll be on the November BOMA agenda for consideration. The plan that would happen after that would be, again, what Zoning changes are suggested, or are there none? Do we keep it all as residential? And again, that would be something that would be predicated on the public involvement and what we hear from the people that have lived in Thompson's Station, in some cases before Thompson's Station was incorporated. So obviously

that's an important part. We have had the All Aboard meetings and the update to the All Aboard plan. This would be a continuation of that public engagement process. So just to reiterate some other things we talked about at the work session, as Andrew noted, the ordinance that you all have, specifically precludes any kind of special assessment. And again, we've shrunk it down just to the Town-owned properties, but any change to that obviously would require the same process. So, it would require the same public notification. It would require the same public hearings for any changes to that ordinance as you're reviewing it this evening.

Andrew Mills, Town Attorney | You're effectively starting over if you do any change. So again, as written, that's how that would work.

Micah Wood, Town Administrator | Staff recommends approval of Ordinance 2026-020.

Alderman King made a motion to approve, Ordinance 2026-020, an ordinance of the Town of Thompson's Station initiating the creation of a Central Business Improvement District within the Town of Thompson's Station. The motion was seconded by Mayor Stover.
Discussion --
Brian Stover, Mayor | So, with that, we will go ahead and open this up for discussion with any board members.

Harry King, Alderman | The way I understand it, if we want to change anything, add a property, take a property out, we have to do this all over again. Is that correct?

Andrew Mills, Town Attorney | That is correct.

Brian Stover, Mayor | All right. So, I've made some notes, and I'd like to go ahead and comment on a few things. Appreciate everyone's comments earlier. So, I want everyone to understand we've listened to what you said from last Monday and we've been working on this for a number of years. I've been on the board since 2017. In 2015, a land development ordinance was put in place. With a plan to develop that downtown area in some form or fashion. That was during public meetings. Those rendering charrettes were done many, many years ago. Matter of fact, the town hall was proposed to be down there beside what is the community center. We then identified it just was not the right area, so now we have what we have here. So, what we're looking at is how do we structure that area? So, I want to take you back a little bit, so everyone has a basic understanding. We'll start with property tax. The town's property tax rate is 0.103. What does that mean? It is 10 cents for every dollar of the assessed value. That is what the town collects. So, we pulled some data, and under the old ordinance, every address was on there. The total amount of property tax that was generated by the town was $13,576. Of that, $8,038 was the commercial property in that map. So roughly about $5, 800, was collected on those addresses, what do I mean by that? The town is not raising property taxes. We don't make any revenue from property taxes. We made $800,000 last year in property tax revenue. So how do we run the town? The town is running off commercial sales tax revenue and the grants that we apply for. The question was asked, how is Sarah Benson Park getting fixed? Through a state grant. State grant works on an 80/20 split. We get 80% of the revenue. We have to pay 20% of whatever the grant total is. We received that grant. We had a grant to fix the greenway trails and a couple other grants that we've applied for over the years. Everything else comes from commercial sales tax revenue. The wastewater fund is a separate enterprise fund. Those taps, that wastewater system, nothing is paid by the property taxes. Those are paid by the ratepayers. We've long heard why isn't wastewater run in the school district? That is what we've been trying to do. I know this board, ever since we've been up here, have protected that little area. We've done everything we can. As a matter of fact, it is on our meeting for next month. To talk about putting that wastewater line going down there so those who want to access it can. It's roughly a $6, - $6.5 million investment from the town. I understand we all don't want the development down there. Trust me, I get it. But some people do. So, we must come to an understanding. What do we want to do? What do we not want to do? So, we have these public meetings quite often, and sometimes we sit in these meetings, there's not a soul here. We would love everyone to come out and talk about what we're going to be doing. If you did a pancake breakfast, I'd come every Saturday, I promise you, I love them, do it every time.

But what I want everyone to understand is, we are doing what we were told was best. That was the direction we were given. If it's not the right direction, then we will pivot and do something else. But when we sit down and look at these plans of what we're going to be doing, we look at a project like by Kroger, look at Traders Way, we're in the process of milling down that road and repaving it at a cost of $304,000. We had an opportunity to get that done for free. We had a developer who wanted to develop in Spring Hill. They needed access to that road. We told them no, we didn't need it, we didn't want it. There's a lot of decisions that had to be made from this town over the years where we've had to kind of barter a little bit with developers to get stuff done. Our goal has been to get out of doing that, where we can make our own decisions, where we are in the driver's seat of being able to do it. We are almost there, where we don't have to go in and say, we don't need your help, we can make these decisions by ourselves. There was never going to be any special assessment fees. There was never going to be anything of the sort. I think it's fair to say we as this boardâ€" I'll just speak for myselfâ€" Look at your area as protected land. We guard it, everything we can do. We've always said we would do whatever would help that area, and we know some people don't want the improvements. They're afraid the values of the homes will go up, so therefore it prices you out. We understand it. I don't know how people could buy a house right now. I know what I paid for my home 10 years ago in a subdivision. I couldn't afford the house now if I wanted to, so we have to look out after that, but we also have to look out the greater interests of the whole Town of what we're doing. So, we don't take the decisions lightly of what we're doing, and we want to help do what we can to help fund the Town and keep the property taxes at a low rate. I will tell you, there's momentum by the state representatives to cap property tax rates. What would that do to Thompson's Station? That would kill any avenue we have to draw revenue. I mean, even if we doubled it to 0.206, that's literally no revenue. So, what do we do? Do we make a gigantic rate increase on you all? No, we didn't do that. I don't really have a plan to do it. I kind of like our property tax rate where it is. If we can draw revenue off of other sources to be able to balance what we're doing and be able to go out and access grants the way we want to, that's what we will continue to do. We talk about TDOT. TDOT has $87 billion worth of road projects to do. They bring in about $1.1 billion a year in revenue. That's it, so we have to help fund some of these road projects. It's not right, but it's what we've got to do. If we don't, the roads won't get fixed. You must remember on Critz Lane where I live, the night I was sworn in, January 17th, 2017, 2 teenagers took that hill where the roundabout is right now at full speed, 85 miles an hour, sending that car into a tree. The driver died the passenger was severely injured. We swore that would never happen again, and we worked hard to get that road fixed. We scraped and took every penny we could, worked with the developer, and we want to continue doing that. We see the traffic going through Thompson's Station and 85% of that traffic is not Thompson's Station traffic. It's Spring Hill traffic. You talk about the cut-throughs, we have it, it's called Critz Lane. They turn onto Critz Lane, then onto Pantall, then Clayton Arnold every single day. There's some days we can't get out of our subdivision. It's all traffic that we didn't create, but we are charged with fixing it. Is it right, no, but we still have to do it. That hill on Clayton Arnold by the church, I will have that hill cut down before I get out of this seat. That is one of the most dangerous intersections we have in this town. I promise you, I will have that hill cut down. So, the big thing is we talk with the church members quite often. Pastor House, we have breakfast once a month at Cracker Barrel in Spring Hill. You've taught me how to eat pancakes. We talk about your church and protecting that land where you're at and what you're doing, and we guard that. We talk about an apartment complex that got built on Thompson's Station Road East. Guess who gets blamed for that all the time? Thompson's Station does. It's not ours, it's Spring Hill's. Go back in the records, look at me screaming and yelling about that stupid apartment complex that someone was going to die. I fought that tooth and nail, but there was nothing I could do about it, absolutely nothing, so we as a board took what was given to us and improved it. I know the Vice Mayor has worked on the transportation policy to be able to make developers more responsible for what they're doing. We worked as a Board to get that done and we've worked to fine-tune. We found loopholes and we tried closing them, we've done everything we can. We'll take more input, but we have to have avenues to be able to help fund our town without raising property taxes. We want to do what's right to be able to develop the Town. We don't want it to grow too fast. I grew up here. I got here around 1991, poor kid from West Virginia who moved here and had a buddy who worked at Brentwood Kroger who lived up in Green Valley. We called all of our friends, the friends of Saturn, because Saturn was being built down here. So, we trampled through those roads when there was nothing out there. I truly remember when there was nothing, it's a special place to me

as well, I grew up here too, but we have to have an avenue, we will not do anything to hurt you residents. And when we put the policy together, we made sure of that, you have my word; we will make sure it's taken care of, but this helps us get federal grants. We talked about the landscape of that downtown area. There's a streetscape grant that's out there right now by the federal government; this helps us apply for it. This helps us apply for more federal funding to be able to do stuff. The question was asked about tap fees when the wastewaterâ€" We can't tell you that you get it for free. That's against the law. But if we have federal funding to be able to go out and research that, look at it, we might be able to do something. I can't promise you that, but it gives us just another tool in the toolbox to be able try and do things. So, with that, we will sit down, we will look at this and If any other board members have a comment they wish to make, go right ahead.

Bob Whitmer, Alderman | Yeah, I do have, one, we've talked about this area downtown for 10 years, as long as I've been on the Planning Commission, or BOMA, and I've always looked at it as an asset for the Town of Thompson's Station, not just the people in downtown, but the entire Thompson's Station area. The residents downtown will get sewer and the ability to hook up to a tap. It'll cost them some money, but they'll have that available to them. We're seeing more and more traffic on Thompson's Station Road because there's more development out there, and that area, that road, needs some improvement. So, we're talking about improving the streetscape, and improving the roads to make it safer. And yes, we talked about developing that core. Maybe another restaurant, some improvements. Again, it's an asset for all of Thompson's Station. It'll help. We've talked a lot about character. Well, what is that? It means different things to different people, but we thought we could develop that area to kind of help define, further define the character of Thompson's Station. It's not going to be the fountains. It's not going to be Sagefield. It could be smaller pieces of property throughout town, of which this would be one. We've always heard that the people that live down there wanted sewer, and we're going to give it to them. And I'm sure they want to have a safer road. So, if we're going to create this district, it's a long-term plan here. Nothing's going to happen right away. Things will transform over years. I won't be on the board when we start to talk about things that we want to do in that area, but we're setting the table for overtime, through thoughtful discussion, developing that area so the town of Thompson's Station can be proud, and I hope the residents that live down there too.

Shaun Alexander, Vice Mayor | There's a couple things that you said that I don't want you to gloss over. In September 2015, the Corey Napier administration passed the land development ordinance that rezoned basically the entire Town. I think the mechanism was revoking the previous zoning and then applying a different zoning. So, I sent this to Miss Heather today, but I would encourage you to go look at the zoning map, and if you can't get it, she can send it to you. You can find it on the website. All of that area in the, in the old downtown is now zoned basically T- 4 or T- 5. What T- 4 means, and that is what most of the properties are, it allows duplexes, townhomes, apartment buildings, neighborhood shops, restaurants, and offices. So, when that was passed more than 10 years ago, this is what was contemplated. The T- 5, this allows more intensive development including larger apartment buildings, townhomes, retail, restaurants, offices, and maybe hotels. So, there's been a couple of comments about why we won't just say no or why we won't listen. In the state of Tennessee, when you get zoning, It's entitled, which means as long as you're following all the regulations that we set, and we set them very strict â€" our staff can tell you, they've worked in other jurisdictions, we have very strict standards here â€" but as long as you're meeting the standards the town sets, you can't say no. That's Tennessee state law. And you mentioned some things that the legislature are doing. They're going as far as letting developers buy sewer from other people besides us. Sewer used to be what limits you. Corey Napier and those guys, they presided over a failing sewer plant, and we had to replace that. And we used to be able to use that as a mechanism. Well, we can't build it because the sewer is broken, not anymore. One, if you're upset about that, I encourage you to call your state representatives, because they're circumventing everything, we're trying to stop some of the growth that happens here. Two, I really encourage you to go look at your property, go look at the zoning map, and see how it's currently zoned. Candidly the minute we put sewer down there; it's going to be attractive for commercial development. That's just the way it works. Twenty years ago, nobody wanted to come down here because nobody lived here, but this is one of the fastest growing places in the country. The more utilities we install and the more zoning we put in

place, that is what attracts people to build and develop here. And they bring big money with them, so I just want everybody to think about that. This is happening all over Town. We have people who live on Lewisburg Pike, or they live on old farms and their neighbor sells, but they don't want to sell. Well, the zoning exists and we can't take it away, that is state law. So, if your neighbor sells and they want to put an apartment building there, there's not a lot you, or we, can do about it. That is what we're dealing with here. We hear comments about how â€˜we don't want anything' and comments about â€˜we were promised this 20 years ago, how come it's not done?' Candidly, this business district, I don't know how many millions of dollars that this staff has saved the taxpaying population of this Town in grants that they've applied for. It's millions or more than $10 million. I don't know, is there multiple commas in there?

Micah Wood, Town Administrator | Yes.

Shaun Alexander, Vice Mayor | That is money that helped improve our Town for amenities that we can all use that wasn't funded by taxpayer. I just want everybody to think about that. This business district isn't approving or not approving anything, it's not proposing any projects, it's allowing this staff to research ways to pay for things in our community. All right.

Brian Stover, Mayor | Regina, if you'll call the vote, please.

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          Motion: Motion to Approve
              By: Harry King
      Second By: Brian Stover
    Vote Result: Vote Passed
                   Harry King: Yay
                  Bob Whitmer: Yay
              Shaun Alexander: Yay
                 Brian Stover: Yay
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2. Consideration of Resolution 2026-027: A Resolution of the Board of Mayor and Alderman of the Town of Thompson's Station, Tennessee, Approving an Intergovernmental Financial Assistance Agreement Between the Town of Thompson's Station and the Economic Development and Infrastructure Acceleration Board of The Town of Thompson's Station, Tennessee Relating to the Sagefield Development Project and the Development Agreement for the Sagefield Development Project.

Town Administrator Micah Wood presented Resolution 2026-027, describing an intergovernmental financial assistance agreement and a development agreement for the Sagefield Development Project. Assistant Town Administrator Steve Banks presented the staff report stating that the developer would provide about $61 million in public-facing improvements, with the IFA set at $42 million, funded through a 50/50 share of new local sales tax revenue generated by the project. Banks said the improvements would include widening Lewisburg Pike from two lanes to four, utility relocations, a wastewater connection line, public safety space, plazas, walking paths, and artwork, and that the work would be completed before the project opens. Assistant Town Administrator Steve Banks also said the agreement limits principal, caps the interest rate at 8%, sets a maximum repayment period of 29 years, and includes quarterly monitoring with the Simon Group, the EDIA Board, and BOMA. During board discussion, members asked and confirmed that repayment would come only from project-generated sales tax revenue, not from general taxpayer funds. Members also discussed the development agreement language on prepayments, the property tax and sales tax implications, the donation of land for a future police department, road congestion, and the need to leverage commercial development and infrastructure improvements.

Staff Comment-
Micah Wood, Town Administrator | Thank you, Mr. Mayor. This resolution contains both the IFA

and the Development agreement. I'll hand it off to Steve to go through the IFA agreement and then over to Andrew to go through the development agreement with this.

Steve Banks, Assistant Town Administrator | Thank you, Micah. This IFA agreement is between the Town and the EDIA board. The developer will be providing public-facing improvements of $61 million. The IFA is $42 million, or approximately 70%, of the total of $61 million. Lewisburg and Lewisburg Pike Road and utility relocations will account for 80%. It will also include a public safety area as well as publicly available plazas, walking paths, and artwork. The infrastructure benefit will include Lewisburg Pike improvement widening from 2 lanes to 4 lanes with appropriate turn lanes, relocation of all utilities and wastewater, and a wastewater connecting line. All improvements are to be completed prior to the opening of Sagefield. This is a simple visual of the $61 million to $42 million. Again, it's about 70% of that $61 million. Note that this agreement will start once Lewisburg Pike is completed, as already mentioned. All stores are to be opened. Simon has informed us that they'd like to open them all together. There is no impact to the current general fund today or in the future, as this only uses new funds that should be generated from this project. IFA is a sharing for new local sales tax revenues of 50/50. How does this look? One half of the new revenue compared to our current fiscal year 2027 budget of $3.1 million, the first year of this budget will be projected to be $2.9 million. So, it's equal to what our current revenues are for the local sales tax option. The Town has reduced the risk by limiting the principal amount to $42 million. We're capping the interest rate at 8%, limiting the payback period to 29 years. If the project does well, this could also be paid back sooner than the 29 years. Monitoring will come in cooperation with Simon Group on a quarterly basis and will report to the EDIA board and BOMA quarterly. Staff recommends approval of the IFA.

Alderman Whitmer made a motion to approve consideration of Resolution 2026-027, a Resolution of the Board of Board of Mayor and Aldermen of the Town of the Town of Thompson's Station approving an intergovernmental financial assistance agreement between the Town of Thompson's Station and the Economic Development Infrastructure Acceleration Board of Thompson's Station, TN related to the Sagefield Development Project and the development agreement for Sagefield Development. The motion was seconded by Alderman King.

Discussion --

Brian Stover, Mayor | I have a first by Alderman Whitmer, second by Alderman King. We will open the item up for discussion.

Andrew Mills, Town Attorney | Mayor, if I may, I'll real be quick on the development agreement. We talked about it at the work session. It was heavily modified to meet the requirements of the IFA because that's the agreement between the Town and the developer, whereas the IFA is the agreement between the Town and EDIA board, so it completes that triangle. I did want to point out a couple of changes since the last time we were here at the work session. Alderman Whitmer, to your point about prepayments, we added some language to the end of the development agreement that made it crystal clear that if this body wanted to make extra payments, it would go directly towards that through the process outlined. It wasn't quite as clear in the first version we had, so we expanded that. But that was addressed because that was the only change, I think that y'all discussed from the first time you saw this at the last work session.

Brian Stover, Mayor | Board comments?

Shaun Alexander, Vice Mayor | I heard a couple things during public comment, and since we're not allowed to go back and forth, I just wanted to address a few things. It is my understanding that only the reimbursement to the developer for the improvements are coming from sales tax they generate? So, the taxpayers of Thompson's Station are not funding any of this development.

Micah Wood, Town Administrator | That's correct.

Shaun Alexander, Vice Mayor | Okay. So, I've been thinking a little back and forth about this whole thing because when I moved here, I didn't picture a shopping mall or whatever we're calling it,

upscale shopping destination in my town. But as state law permits, that's an allowed use in our commercial district, and that's commercially zoned property since 2007, or 2008, as you noted. I thought we were listening to people. When I drive home at night in rush hour and we're on failing roads. I'm in the business of construction, and it's the only engineering system that I'm aware of that we're allowedâ€" to fail. If structurally the building was failing, we wouldn't be allowed to be in here, right? But the roads are okay. So, we worked hard on updating our traffic standards that when developers come to town, they have to improve the situation that they're building in. Frankly, I've heard a lot of people say they're excited about not driving to Brentwood to shop. And then I've heard a lot of people complain about it. I've heard people complain about the traffic being poor. So here is what the alternative looks like. We have a developer who is willing to fund up front $40 to $45 million of road improvements, plus the interest they have to carry on it. Complete the projects and then turn it over to the Town before we allow them to open and start generating revenue for themselves. To which they're going to hand over half of that -- half to us and half to help pay back the road improvements. Currently the piece of farmland generates zero. Alternatively, if we said no and they decided to go away, which is a billion-dollar construction project and we're talking about $40 million, in my opinion, I don't think it's a thing for them. But if that were to go away, this is one of the most visible, and probably most sought-after, pieces of property in Town. It's right at one of the busiest intersections in Middle Tennessee that gets the most traffic, and there's an exit right there. If we were to say no to that and we were to get something like a box store, like a Walmart that doesn't generate near as much impact or traffic, similar to what's happening with Costco on Highway 31, it's not near the impact. We might end up with development, less sales tax revenue, and you still have your 2-lane road that everybody complains about. So, our options were to wait 10 years or longer because 431 is not on TDOT's 10-year plan. So, our alternative is to wait 10 years or longer, and every time there's a concert, we hear about it or we have to sit in the traffic on our way home. Or we pass some new standards and require developers to help us fix it. And I don't know what other kind of deal people are expecting out of this, because right now the property generates no revenue, or it might be a box store that doesn't improve the roads significantly, or it is what it is today. We've got somebody who wants to be here and they're going to contribute significantly to the Town. I don't think all the projects we've ever done equal $45 million. So, this is going to have a significant impact and allow us to do things throughout the Town to fix, to your point, most of the problems that we didn't create. I've heard people going back and forth about 8% is too much. I don't know when the last time y'all went and got a construction loan, but it's not at 3% anymore. So, you know, the Town could take that on, but then we're at risk, the taxpayers are at risk. so, we wanted to avoid that. And given the situation that we have, it's going to get developed. So, what other options do we have? I personally am tired of driving on the 2-lane road, personally. So as frustrated as I was about this is the development we're going to get, and how they handled their news release, I am happy about them potentially making improvements. And they have to do it before they open stores. So, it's not like we're going to let them run a mall and then go ahead and build a road. They have to complete it and then dedicate it over to the Town and under a warranty phase before they're allowed to even open their doors. So, I don't know maybe 70% of what the Town could want. I don't know what other kind of deal we think we could make here, but we won a planning award. I know this may not be that big of a deal for everybody, but we won a planning award on our traffic standards. And I don't know how many other municipalities called our staff and Mr. Wood and asked, hey, what did you guys do? Because we want to implement this because we can see it's working for you or will work. You know, our engineers tell us â€" we make the developers do traffic studies, that are not cheap. They're people that went to school to learn how to do this. And they tell us that here's the improvements you make and here's what the traffic will look like. And I know nobody believes that, just like nobody believes roundabouts work and nobody believes the stop signs work or the speed bumps work, but it's what we have to work with. So, when y'all say that we're not listening to you, I don't know what that means other than being able to just say no, which we don't have the authority to do. So, I'll get off my soapbox.

Brian Stover, Mayor | So to answer a couple other questions that we were asked, the revenue that comes from this mall, yes, 50% of it will go back to paying that infrastructure. The Town will keep the other 50%. One thing that's not being spoken about is the land that is being donated on that property to create a police department. A Police department is something that we've talked about since I've been on this board that has been well needed. Part of when you create a police department, you have

to have a building. The land is one of the most important pieces that you have got to have. So, they are giving us the land. MTAS has come in and done a lot of studies. A seven-person department in Thompson's Station is $1.3 million a year currently. It could go up as we progress. Again, we only collect $800,000 a year in property tax revenue. Currently, we collect about $3.2 million in commercial sales tax revenue. This project will, even at the 50%, will only garner us more than the $3.2 million if the numbers come out right. That money will then be reassigned into public services and roads. We are responsible for Thompson's Station Road East and West, Critz Lane, School Street, â€" I've lost track of all the roads in the town that we're responsible, But we have to do all of that. We have to pay employee salaries. We have to hire more staff. Currently, we are understaffed. They do two and three jobs themselves per person. For us to be more efficient and effective, to be able to get the communication out at a faster rate than what we do now, we have got to have staff. They do everything they can. We try and help out the best we can. We're not experts at this, but we do what we can. One important thing, the repayment of the loan is only the sales tax revenue from that project alone. No other commercial sales tax revenue source in the Town will go back to paying for that. Currently, Kroger is our number one sales tax generator. The Amphitheater, The businesses over in Tollgate, and a few others. Now I will say this, and I'll go on record saying it, we did mess the traffic up a little bit. First Bank Amphitheater is a little bit of a mess, and I'll go ahead and tell you that right now. It is a mess. It is our job to fix it. That's what we are trying to do. So, the one big thing that hurts of being able to do it further is that I-65 is held up by a brace right there on 431. So, if you've watched any of the news with the widening of I-65 on the fast track, that helps get that brace moved. We have applied for state grants to be able to help get that road done. We've been in communications with Spring Hill and Franklin to get 431 widened even further. We are doing everything we can. We've put $15 million of taxpayer money towards widening 31. We were never on the 10-year plan to do that. Somehow, we got removed. We had to put more money into that road to get that fixed. Is it right? No. Is it what we had to do? Yes. We could have sat here and fought and done nothing and nothing would have ever got done. We have to have the revenue sources to do it. We also have to have the avenues of getting the grants done. A couple of members of our staff are pretty good grant writers. We've gotten a lot of money off grants over the past few years and we continue doing that. We have more commercial businesses coming in. The money will be put back into the Town, I promise you. Board, anything else?

Bob Whitmer, Alderman | I do have one thing. Thompson's Station is blessed to have two critical accesses on Interstates. We're blessed to have that. Spring Hill would love to have that. We've got that. We've got to leverage that. We've got to leverage that to generate commercial revenue. We've talked about our property taxes, which are extremely low, very low. I want to keep it that way. I don't want to go back to Thompson's Station and try to raise their property taxes. I'm not going to do that. So, we must leverage our commercial base. We have a developer here who's going to develop a premium destination, and they're going to go ahead and take care of all our traffic woes 10 years before anybody else would. How can we be so lucky? In my opinion, this is the best thing for Thompson's Station. It's going to allow for premium shopping and better traffic flow in Lewisburg. It's a good deal for Thompson's Station. So yes, I'm going to vote here in a second. I am in favor of it.

Brian Stover, Mayor | Regina, if you'll call the vote, please.

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          Motion: Motion to Approve
              By: Bob Whitmer
       Second By: Harry King
     Vote Result: Vote Passed
                  Brian Stover: Yay
              Shaun Alexander: Yay
                  Bob Whitmer: Yay
                   Harry King: Yay
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3. Consideration of 1st Reading of Ordinance 2026-019: An Ordinance of the Town of

Thompson's Station TN to Revise the Town Code Title 18, Chapter 1, Related to Pump and Haul Requests.

Town Administrator Micah Wood said the ordinance would add guardrails for pump-and-haul requests for wastewater disposal and would close a loophole that had allowed some requests to be used as a workaround for lack of connection to the regional wastewater plant or an on-site system. Staff recommended approval.

Staff Comment --

Micah Wood, Town Administrator | Thank you, Mr. Mayor. This Town code amendment provides some guardrails around pump and haul requests for wastewater disposal. As you'll recall, over the past several years, this board has heard multiple requests for pump and haul. Some have been for temporary needs, but some have essentially been a workaround for a lack of connection to the regional wastewater plant or an on-site system. So, these changes to the Town code are designed to eliminate that loophole, and staff recommends approval of Ordinance 2026-019.

Alderman King made a motion to approve the first reading of Ordinance 2026-019 related to pump and haul requests. The motion was seconded by Vice Mayor Alexander.

Discussion --

Brian Stover, Mayor | Alderman King has made a first, Vice Mayor Alexander has made the second. Board, I'll open up for discussion.

Shaun Alexander, Vice Mayor | Thanks for doing this.

Brian Stover, Mayor | No further discussion -- Regina, if you'll call the vote, please.

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          Motion: Motion to Approve
              By: Harry King
       Second By: Shaun Alexander
     Vote Result: Vote Passed
                    Harry King: Yay
                   Bob Whitmer: Yay
                Shaun Alexander: Yay
                   Brian Stover: Yay
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4. Consideration of 1st Reading of Ordinance 2026-015: An Ordinance of the Town of Thompson's Station, Tennessee to Update the Town Code Title 8, Chapter 2 related to Intoxicating Liquor Standards to Create a Distance Requirement for Retail Package Stores.

Town Administrator Micah Wood presented Ordinance 2026-015 as a Town Code amendment for retail package stores, explaining that it had been discussed in work sessions over the past year and that the draft was revised to a half-mile distance buffer. The staff report included a map, and staff recommended approval. Board members clarified that the proposal had originally been discussed as a mile buffer, but it was reduced to half a mile after the removal of wine and grocery store venues through a referendum and in response to concerns about being overly restrictive. Staff also said the buffer would help protect Town centers such as Tollgate and Fountain View.

Staff Comment --

Micah Wood, Town Administrator | Thank you, Mr. Mayor. This Town Code amendment will provide standards, as you mentioned, for retail package stores. This has been discussed for work sessions about the past year or so, off and on, and we have incorporated the changes that were discussed, reducing it to just a half-mile distance buffer. We do have that map for you all that's included in the staff report and on the slide. So, staff recommends approval of Ordinance 2026-015.

Alderman Whitmer made a motion to approve a motion to approve the first reading Ordinance

2026-015. The motion was seconded by Vice Mayor Alexander.
Discussion--

Brian Stover, Mayor | Vice Mayor Alexander, has made the second. Board, we will open this item up for comments.

Shaun Alexander, Vice Mayor | I think that the request was a mile, and then we're considering half a mile, ultimately.

Micah Wood, Town Administrator | That, right. The initial discussion was a mile, and, that was also before we had removed the venues that have the wine and grocery stores, through the referendum that was passed. So That's been removed, and then we reduced it based on concerns of, you know, being overly restrictive, trying to find that balance to move it down to just half a mile.

Shaun Alexander, Vice Mayor | Okay.

Micah Wood, Town Administrator | So essentially sets up protection for any of the town centers like Tollgate or Fountain View.

Brian Stover, Mayor | Board, any other questions? Regina, if you call the vote, please.

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          Motion: Motion to Approve
              By: Bob Whitmer
       Second By: Shaun Alexander
     Vote Result: Vote Passed
                    Harry King: Yay
                   Bob Whitmer: Yay
                Shaun Alexander: Yay
                   Brian Stover: Yay
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5. Consideration of Resolution 2026-029: A Resolution of the Town of Thompson's Station Tennessee for CSX ROW Acquisition.

Town Administrator Micah Wood presented Resolution 2026-029, which would authorize acquisition of a small amount of CSX right-of-way for the Greenway Phase 2 project and for Town property adjacent to the wastewater treatment plant. The stated cost was $292,700, and staff recommended approval.

Staff Comment --
Micah Wood, Town Administrator | Thank you, Mr. Mayor. As you mentioned, this will authorize the acquisition of a small amount of CSX right-of-way. This is to allow the Greenway Phase 2 project to move forward and for the Town to acquire some property within the CSX charter right-of-way that is adjacent to the wastewater treatment plant. The cost is $292,700, and staff recommends approval of Resolution 2026-029.

Alderman King made a motion to approve Resolution 2026-029 for the CSX Right of Way Acquisition. The motion was seconded by Alderman Whitmer.
Discussion --
Brian Stover, Mayor | All right, Alderman King made the first, Alderman Whitmer made the second. Board, I'll open up for discussion. No discussion. Regina, if you'll call the vote.

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          Motion: Motion to Approve
              By: Harry King
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  Second By: Bob Whitmer
Vote Result: Vote Passed
               Harry King: Yay
              Bob Whitmer: Yay
          Shaun Alexander: Yay
             Brian Stover: Yay
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6. Consideration of 1st Reading of Ordinance 2026-022: An Ordinance of the Town of Thompson's Station, Tennessee to Modify the Speed Limit on Highway 31/Columbia Pike within Town Limits.

Administrator Wood explained that the ordinance would lower the posted speed limit on Columbia Pike/Highway 31 within Town limits from 45 mph to 40 mph at TDOT's request as part of the widening project design. Staff noted that a prior speed study supported a lower limit once development along the corridor had progressed further, and that the lower speed would also affect design criteria and shorten turn lanes. Members asked whether 40 mph was realistic, whether Spring Hill would have a similar request, and when the change would take effect. Staff said the ordinance would become effective after second reading and the required publication, unless the effective date were changed in the ordinance. The item was approved on first reading, and the second reading was stated to be on the November 2026 BOMA meeting agenda.

Staff Comment --

Micah Wood, Town Administrator | Thank you, Mr. Mayor. This Town code amendment will provide for the lowering of the speed limit along Columbia Pike from 45 miles per hour to 40. This request comes from TDOT as part of their design of the widening of Columbia Pike. The speed study that we concluded last year that resulted in changes to the Lewisburg Pike did support the lowering of the speed limit to 40 once several of the developments along Columbia Pike were more realized, which we're pretty much at that stage anyway. So again, this is at the request of TDOT as part of their work of moving the 31-widening project through design. Staff recommends approval of Ordinance 2026-022.

Alderman Whitmer made a motion to approve the first reading of Ordinance 2026-022. The motion was seconded by Alderman King.

Discussion --

Brian Stover, Mayor | Alderman Whitmer with the first, Alderman King with the second. Board, any discussion?

Shaun Alexander, Vice Mayor | Has anybody actually been able to drive 40 miles an hour on 31?

Micah Wood, Town Administrator | Yeah, the posted speed limit does impact the design. There are certain design criteria, and a 40-mile-per-hour speed limit is a cheaper design because the turn lanes are shorter. And as you mentioned, it's more in keeping with the actual speed, which is much lower than 45.

Brian Stover, Mayor | Will Spring Hill be required to maintain the same speed limit, or do they already have that?

Micah Wood, Town Administrator | It is my understanding that they're going through a similar request from TDOT. I think they have a little bit of a different speed on some portions of it.

Harry King, Alderman | Spring Hill's is 45 mph.

Micah Wood, Town Administrator | Yeah, but, no way, right? So, I think TDOT's going through the same request process with them, from what I understand.

Brian Stover, Mayor | All right, thank you.

Harry King, Alderman | So when would this take effect? When they widen the road, or immediately?

Micah Wood, Town Administrator | No, it would be upon the approval of second reading, and we have to publish the ordinance for notification per the charter. But it would be after that unless you wanted to change the effective date in the ordinance.

Brian Stover, Mayor | All right, Regina, if you call the vote, please.

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          Motion: Motion to Approve
              By: Bob Whitmer
       Second By: Harry King
     Vote Result: Vote Passed
                    Harry King: Yay
                   Bob Whitmer: Yay
                Shaun Alexander: Yay
                   Brian Stover: Yay
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Adjourn

There being no further business, the meeting was adjourned at 7:25p.m.

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          Motion: Motion to Approve
              By: Bob Whitmer
Unanimous Consent
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Brian Stover, Mayor **Regina Fowler, Town Recorder/Clerk**