

REPORT TO THE PLANNING COMMISSION

MEETING DATE: January 6, 2026

SUBJECT: Case #252213 – Thompson Machinery Subdivision – Request approval of a Preliminary Subdivision Plat for 136.22 acres located north of State Route 385, east of Sycamore Road, and southwest of US Highway 72.

INTRODUCTION:

- Property owner Tenn Thom Realty, LLC/Thompson Machinery (Chris Siegle), represented by Township Development Services (Grayson Vaughan), is requesting recommendation from the Planning Commission (PC) for a Preliminary Subdivision Plat for nine (9) industrial lots located north of State Route (SR) 385, east of Sycamore Road, and southwest of US Highway 72 (see Exhibit 1).
- The 136.22-acre property is currently vacant and is zoned RI: Restricted Industrial.

BACKGROUND:

- The subject property was previously used as a landscape nursery. In July 2016, the Board of Mayor and Aldermen (BMA) approved Ordinance 2016-09, which rezoned a portion of the subject property from FAR: Forest Agricultural Residential to RI: Restricted Industrial.
- In May 2024, the BMA approved Resolution 2024-01, which ratified a 15-year Payment in Lieu of Tax (PILOT) for the subject property to Thompson Machinery, as recommended by the Collierville Industrial Development Board (CIDB).
- In April 2025, the PC approved a grading permit, which allowed clearing, grubbing, and preliminary grading of the property despite not having a subdivision or site plan application approved.
- On November 6, 2025, the PC approved staff-initiated changes to the Major Road Plan (MRP) affecting the subject property. Extensions of Commerce Drive and Winchester Road, including the future connector road from Winchester Boulevard Extension to US Highway 72, were all addressed in the amendment.

KEY POINTS: 1. The nine-lot industrial subdivision will be the location of a new campus for Thompson Machinery with up to 1,010,700 square feet of additional industrial space (see Exhibits 3 and 6).

- Some lots will house operational locations for different Thompson business operations such as equipment rental, equipment sales, administration, power generation, and training center. The remaining lots will remain undeveloped until a suitable use is identified.
- A Final Site Plan or Conditional Use Permit (CUP) has not yet been submitted to the Town.

2. The applicant is requesting three (3) waivers from required on- and off-site road improvements (see Exhibit 3).

- The first waiver request proposes not to construct improvements along Sycamore Road, but instead to provide a right-of-way dedication consistent with the amended MRP. Widening Sycamore Road at this time could require bridge construction and mitigation of environmental constraints, including nearby streams and wetlands. In lieu of constructing improvements along Sycamore Road, the developer has agreed to dedicate additional right-of-way along Winchester Road to accommodate future widening.

- The second waiver request would be constructing the connection of Winchester Road from Distribution Parkway to Sycamore Road. Currently the alignment of Winchester Road west of Sycamore Road has not been set. It is critical that the Winchester Road east of Sycamore Road and west of Sycamore Road align. The right-of-way will be dedicated with the Final Plat; however, additional right-of-way may be needed from the adjoining lots once the exact road alignment is known. In lieu of constructing the Winchester Boulevard extension, the applicant is willing to dedicate the additional right-of-way for the future widening. There is no set date when Winchester Boulevard will be widened in the future.
- The third waiver request proposes improving only the center two (2) lanes of Distribution Parkway across the northern portion of the property. The remaining lanes, along with curb and gutter and sidewalks, will be constructed by the developer of the northern parcels when those properties are developed. This could be enforced at the site plan stage.
- The Subdivision Regulations require improvements to road frontages and completion of roadways per the MRP. The BMA will consider these waivers with the Development Agreement. If the waivers are granted for the Sycamore Road and Winchester Road improvements and fees in lieu of construction are not collected, the Town will be responsible for funding and completing these improvements at a later date.

3. Development of this property will require the future extension of a Town Greenbelt Trail along Nonconnah Creek. The 12-foot-wide trail will be part of the Nonconnah Regional Trail Network and shall be deeded to the Town (see Exhibit 2, Conditions of Approval #18 and 20).

4. Some trees were removed during preliminary grading and some trees are being proposed to be removed for the road network; however, additional trees and landscape buffers may be required when the individual lots are developed (see Exhibit 6, page 9).

- For a 136.22-acre industrial property, at least 17 trees per acre must be provided in the post-development condition per §151.268(E). Existing preserved, surveyed, and inventoried trees can count towards this requirement. A landscape plan, with the required data charts, will be provided with each subsequent site plan to demonstrate compliance with §151.268(E).
- A 30-foot front yard buffer (Plate C) will be installed along Distribution Parkway, Sycamore Road, and Commerce Drive, which are collector roadways per the MRP.
- A 10-foot front yard buffer (Plate C) will be installed along SR 385 as required by Appendix II of the Design Guidelines.
- Approximately 34.6% of the site will contain existing tree canopy preserved during the initial infrastructure construction.

5. Until the Winchester Road Extension is complete, vehicles will primarily use two existing access points on US Highway 72: Distribution Parkway and Commerce Parkway (see Exhibit 5).

- Per the Traffic Impact Analysis (TIA), the industrial subdivision will be developed in two phases. Phase I will be the Thompson CAT Dealership Complex while Phase II will be a 1,010,700 square-foot industrial space.
- For Phase II, the TIA assumes a “high-cube transload and short-term warehouse” land use, which is expected to generate approximately 1,415 daily trips, with 81 trips in the AM peak hour and 101 trips in the PM peak hour. As this assumption creates uncertainty of future land use on the outparcels, the Town’s Traffic Engineer strongly recommends new trip generation analysis be conducted once these parcels are ready to be developed to ensure trip generation is within the ongoing TIA assumption. If the new analysis shows higher trip generation than was assumed, a full TIA will be required.
- It is anticipated the intersection of Commerce Parkway/Chaney Drive will meet the MUTCD signal warrants in the future as this site develops. A signal warrant analysis will be conducted,

and this payment will be collected incrementally, on a pro-rata basis, coinciding with the submittal and approval of each individual site plan.

6. No upgrades to the water or sewer systems are required to support the project at this time. Water will be looped from Sycamore Road to Chaney Drive and Distribution Parkway, and wastewater will be conveyed to and treated by the Northwest Wastewater Treatment Plant (NWWTP) (see Exhibit 3).

7. As the property is divided by Nonconnah Creek and a tributary to Nonconnah Creek, letters of concurrence have been obtained from the Tennessee Department of Environment and Conservation (TDEC) and from the US Army Corps of Engineers (USACE). On-site detention will not be required at this time; however, it may be required when the individual lots are developed. When those lots are designed, the design engineer shall contact the Town Engineer to discuss detention and drainage requirements (see Exhibit 4).

STAFF RECOMMENDATION: Approval of the Preliminary Plat is recommended, as the application, along with the conditions of approval, is consistent with the Zoning Ordinance, the amended Major Road Plan, and the Subdivision Regulations, with one exemption. Article III, Section 7 of the Subdivision Regulations says sidewalks should not be waived for Winchester Boulevard, a major collector roadway. Waiver of the sidewalks along Sycamore Road is recommended due to existing environmental constraints. The BMA (not the PC) will decide whether the waivers for the required road improvements (sidewalks, curbs, gutters, travel lanes, drainage, etc.) will be granted.

ATTACHMENTS:

[Exhibit 1 - Vicinity Map and Contact Information 12-11-25.pdf](#)

[Exhibit 2 - Example PC Conditions of Approval 12-31-25.pdf](#)

[Exhibit 3 - Applicant Cover Letter 12-29-25.pdf](#)

[Exhibit 4 - Drainage Narrative 8-12-25.pdf](#)

[Exhibit 5 - Traffic Impact Study Executive Summary 7-22-25.pdf](#)

[Exhibit 6 - Preliminary Subdivision Plat 11-25-25.pdf](#)

[Exhibit 7 - Preliminary Construction Drawings 11-25-25.pdf](#)

[Exhibit 8 - Subdivision Regulations excerpt on Sidewalk Waivers.pdf](#)

PROPOSED MOTION: To approve the Preliminary Subdivision Plat for Thompson Machinery Subdivision, subject to the conditions in Exhibit 2.