

REPORT TO THE PLANNING COMMISSION

MEETING DATE: November 5, 2026

SUBJECT: Case # 262136 - Thompson Machinery Subdivision, Lot 7 (TES Building) - Appeal of a decision by the Town Engineer related to the number, design and location of curb cuts on Lot 7 of the Thompson Machinery Subdivision, a 6.73-acre lot located north of State Route 385, east of Sycamore Road and north of Winchester Road.

INTRODUCTION:

- The applicant submitted a Final Site Plan (Minor) application on August 20, 2026 for the development of Lot 7 of the Thompson Machinery Subdivision, which will include a 38,217-square foot building for Thompson's Energy Solutions (TES).
- The TES building will be part of the larger Thompson Machinery regional headquarters.
- As part of the development, Thompson Machinery will extend the western terminus of Distribution Parkway and will construct a portion of the Winchester Boulevard right-of-way extension to connect to Commerce Parkway and US Highway 72.
- Lot 7 will be located on the northeast corner of the future Distribution Parkway and Winchester Boulevard intersection (see Exhibit 4).
- The site plan shows Lot 7 will have three (3) access drives - one (1) off Distribution Parkway and two (2) off Winchester Boulevard. The first Winchester driveway is approximately 85 feet from the Distribution Parkway intersection (see Exhibit 4).
- Guidance the Town Engineer follows from the American Association of State Highway and Transportation Officials (AASHTO), the Transportation Research Board (TRB) and the Tennessee Department of Transportation (TDOT) Highway Systems Access Manual calls for this driveway to be at least 330 feet from the Distribution Parkway intersection (see Exhibit 2).
- The applicant states in their cover letter since this engineering principle for corner clearance is not explicitly defined in the Town Zoning Ordinance or Subdivision Regulations, it should not be enforced (see Exhibit 3).

BACKGROUND:

- On October 1, 2026, the Planning Commission (PC) unanimously recommended approval of a condition use permit (CUP) for heavy equipment sales on Lot 7. The CUP was approved by the BMA on October 26, 2026.
- At the same meeting, the PC unanimously approved the Final Subdivision Plat for the Thompson Machinery Headquarters.
- The appeal being requested is part of the Final Site Plan (Minor) application for Lot 7 being reviewed by staff.
- Ordinance 2026-03 amended 92.39 *Driveways and Curb Cuts* to state the PC shall hear and decide appeals from any order, requirement, decision or determination made by the Town Engineer.
- Appeals of PC decisions are heard by the BMA.

KEY POINTS:

1. Although the Town does not explicitly define a corner clearance distance for commercial development, adherence to engineering principles is still required, per 92.39 (B) when considering curb cut locations and numbers for non-residential use (see Exhibits 2 & 5).

- Per 92.39 (B), "...the permitted driveway for a corner lot shall connect to the street with the lower roadway classification....". Furthermore, only one access point is allowed for properties with frontage of 600 feet or less.
- TDOT's Highway Systems Access Manual (HSAM) follows guidance from AASHTO's Policy on Geometric Design of Highways and Streets (the "Green Book"), and Transportation Research Board's (TRB) Access Management Manual and establishes minimum driveway spacing requirements. Using these requirements, the minimum driveway spacing along an Arterial Road is 330 feet.
- The HSAM does describe an exception to this spacing minimum on a minor road, if a lot's frontage length cannot accommodate this spacing, but an access drive is still required. In this instance the minimum corner clearance shall be no less than 150 feet. Lot 7 does not have this frontage restriction, and this driveway is on the major road.
- The applicant is requesting two (2) access points off Winchester Boulevard. Once constructed, this portion of Winchester Boulevard will be classified as a Minor Arterial Road. The road is currently classified as a Major Collector.
- Arterial Roads are designed to accommodate large volumes of traffic and to move traffic efficiently. Direct access to individual properties is typically restricted or managed in order to maintain the traffic flow.
- The westernmost driveway along Winchester Boulevard is located within the functional area of the intersection and does not meet the established engineering standards for driveway spacing.
- Allowing the proposed driveway to be located 85 feet from the intersection would not only cause operational and safety issues it would set the wrong precedent.

2. The applicant states the two (2) access drives off Winchester Boulevard and the one (1) drive off Distribution Parkway are necessary to control on-site traffic flow (see Exhibit 3).

- The multiple driveways are required in order to accommodate the truck turning radius conflicts due to the large trucks that will be access the site.
- The applicant states they have met all of the requirements of the Town's Zoning Ordinance and Subdivision Regulations.
- The applicant states there is no listed corner clearance requirement in the Town's adopted regulations.

3. The appeal process is not a waiver to Town standards, but an assertion made by the applicant stating the Town is in error or has acted in an arbitrary manner.

ATTACHMENTS:

[Exhibit 1 - Vicinity Map and Contact Information 04-05-2026](#)

[Exhibit 2 - Driveway Spacing & Corner Clearance Staff Memo 10-22-2026](#)

[Exhibit 3 - Appeal Request Cover Letter 9-28-2026](#)

[Exhibit 4 - Lot 7 Site Plan 8-20-2026](#)

[Exhibit 5 - Code Section 92.39 10-29-2026](#)

PROPOSED MOTION: (BASED ON THE APPLICANT'S REQUEST) To overturn the decision of the Town Engineer and approve the number, design and location of curb cuts on Lot 8 of the Thompson Machinery Subdivision.