



BOARD OF MAYOR AND ALDERMEN MEETING MINUTES

THURSDAY, DECEMBER 30, 2021 - BARTLETT CITY HALL - 6:00 PM

ATTENDANCE

Mayor A. Keith McDonald: Present, Alderman W.C. Pleasant: Present, Alderman Emily Elliott: Present, Alderman David Parsons: Present, Alderman Bobby Simmons: Present, Vice Mayor Jack Young: Present, Alderman Kevin Quinn: Present.

INVOCATION

Opening Prayer by Danny Sinuefield, Faith Baptist Church

PUBLIC HEARINGS

Individuals will have a maximum of three minutes to speak either for or against the item, with a total of 20 minutes for each side.

- I. Resolution 35-21, a resolution to approve a special use permit for Union Depot residential mixed use development located at 6896 Highway 70 within the "RS-10" single family residential and "O-R-1" office zoning districts.

Mayor McDonald opened the public hearing and stated this was the first process to approve a special use permit, but this does not give all the conditions that may be required, but is not the final step. He noted there were concerns regarding opening stub streets at a later date. Director of Planning Kim Taylor summarized the current and surrounding zoning and explained the development processes for approvals. Developer Keith Grant, 177 Crescent Dr., Collierville, TN stated that he would be agreeable to keeping stub streets closed.

In Favor:

A letter from Cheryl Aquadro at 6937 Hedgewood Lane was read. Ms. Aquadro believes the development would improve property values. She is not in favor of blocking the two stub streets as she expressed advantages of better access to Summer and Highway 64, bicycling to the conjoined neighborhood and shops.

In Opposition:

Melinda Sturgell, 3100 Briarly Lane, asked for a delay in approving the special permit until long term effects could be fully studied. She stated the development was experimental with unknowns and possible negative outcomes; such as, significant overscaling, adding up to 2000 additional people and 1200 vehicles causing additional traffic concerns. She questioned the need for such density which serves to maximize the developer's profit. She expressed concern regarding the TIF funding as well as the current economic downturn and closing of brick and mortar stores. Ms. Sturgell urged the board to delay approving the permit until much study and reflection

could be accomplished.

Dell King, 3208 Woodsman Lane, felt the development was experimental and would have negative consequences. She believes the density of this proposal would diminish the things they cherish such as spaciousness, safety, the ability to practice faith, their neighbors. She stated the development would have more housing than the two adjacent subdivisions. She expressed concern over the connecting streets increasing traffic and posing a safety hazard to current walkers and cyclers, etc. She was also concerned with the access points being too close and exiting the subdivision.

Kathrine Wright, 3150 Briarly Lane, stated that there were too many homes placed in such a small space in this proposed development. She believes this would increase residential traffic and does not include traffic from businesses. She is opposed to the street stubs being opened. She stated while Briarwood has a wide entrance initially, it quickly narrows down. When vehicles are parked on both sides of the street, only one car can get through and is not feasible for any volume of traffic.

Jim Sturgell, 3100 Briarly Lane, said he conducted a survey and that the two neighborhoods were overwhelmingly opposed to the current proposal. He felt like they had no representation. He asked that the board consider their passionate feelings. He is not against the development but would like it be less dense than is currently proposed. He expressed a love for the trees currently on the site.

Troyann Pouloupoulos, 3208 Woodsman Lane, was primarily concerned about the density of the single family homes. She expressed concern of water run off from the proposed site that is higher in elevation than her property. She believes water runoff would be increased due to the additional roof and asphalt surfaces. She believes the removal of mature trees and ponds would also increase water runoff. She requested more green space and less density or a tremendous amount of environmental and sewer work would need to be completed.

Mark Weeks, 4561 King Arthur Cove, asked the board to consider and not rubber stamp the approval. He believes there is too many houses in the development which would require more fire, police, and water. He asked for a show of hands of those in opposition.

Kody Duckworth, 2943 Valley Lake Dr., was concerned with the height of the buildings behind him. His concern was the line of sight and an intrusion of privacy.

Victor Reed, 6355 Briergate Dr., expressed concern over the density in population increasing the number of children in the school system. He said the school system was approaching maximum capacity and this would over burden the school system.

Seven letters were received in opposition which are available with the minutes in the City Clerk's office. Those are from:

Todd Foster, 3141 Woodsman Lane; Tracey Branch, 3172 Hill Lake Drive; Paul and Ginger Holt, 6838 Briarfield Lane; Glenn Ramsey, 3170 Hedgemor Cove; Amy Cavataio, 6906 Briarfield Lane; Dee Ann and Jim Martin, no address provided; David Motta, 3230 Briarfield Cove. One of those were requested to be added to the minutes if time did not permit it to be

read aloud:

"Mr. Mayor:

My brief background: I moved to Briarwood from east Memphis in 2005 and retired in 2020 after nearly 47 yrs. in the hotel industry. For 26 years prior to retiring, my job was to evaluate markets and specific sites for their capacity to successfully support a new hotel. I note this only to indicate my familiarity with the issues that can arise with mixed-use developments; hotels often are components of such projects, so it is important to determine if a hotel is an appropriate element within a development. The completion of the Union Depot mixed-use developments, *as currently proposed*, would devastate the security and quiet friendly atmosphere of two highly livable, desirable neighborhoods: Kirby Lakes and Briarwood. Below is a list of the significant issues associated with Union Depot. As presently configured, this Union Depot is significantly over scaled: The residential density is excessive. It has been publicly reported that the project would include roughly 334 flats, 90 townhomes, and 160 single-family homes, along with 62 lofts above retail uses covering an additional 6 acres. This number of residential units would indicate some 400 to 500 new households. Not being negative regarding apartment renters, but rental housing, by its nature, draws a more transitory resident than does owner-occupied housing. The adding of assorted retail seems to be counter to the ongoing waves of brick-and-mortar store closings. An adjunct issue relates to the types of retailers to occupy these spaces. Not to disparage any class of retail, but there should be concerns about the types and quality of retailers permitted. If the developer has trouble selling or leasing empty spaces and incurs financial pressures, what safeguards can legally be put in place to maintain the level of retail integrity consistent with the surrounding family-oriented neighborhoods? Perhaps the largest concern centers on the expected tremendous increase in vehicular traffic that will result from roughly 400 - 500 new proximate households. The streets of both Briarwood and Kirby Lakes are now safe for playing children as well as for walking and biking, largely due to the single access points off Kirby Whitten and the narrowing of roads within each neighborhood. As explained by Mr. Grant, two "stub" streets in Briarwood (Briarbridge Ln. and Hedgemor Ln.) will have to be extended and significantly upgraded to provide access through Briarwood to Union Depot. Such radical modifications would be extremely negative disruptors and effectively destroy the safety, walkability, peace and quiet of the entire neighborhood. Current plans show a new road will be constructed between Kirby Lakes Drive and Briarfield Lane; the street is to provide access between Kirby Whitten and Union Depot through Briarwood. Such an access will create chaotic traffic conditions. Making lefts out of these two neighborhoods onto or from Kirby Whitten into either neighborhood is already challenging, especially during morning and evening rush hours. A third road proximate and in between the two existing entrances will lead to significant problems with many more vehicles trying to have access to or from Kirby Whitten. Similar traffic snarls will likewise build at Summer (U.S. 70) and Stage (Hwy 64) which is already plagued with access and visibility issues. I have not even addressed the travesty of destroying dozens of stately old-growth trees and natural vegetation that beautifully grace the borders of both neighbors. The ecological damage will be inevitable and permanent. Proposed schematics indicate 30-foot buffers will be put in selected places as a means of separating the two neighborhoods from the larger complex. These buffers are shown in areas where huge grand old trees and native vegetation now provide mother nature's own "buffers." One has to be concerned when envisioning skinny saplings and young decorative plants struggling to take root in order to provide comparable buffers in maybe 15 to 20 years. It is a simple mental exercise to image the many

ways this Union Depot project will devastate two excellent, even model, communities; communities where children play, old and young walk in safety and where home owners take pride in maintaining their properties in such enviable quite surroundings. Mr. Mayor, after a long career in business, I am a pragmatist. I have not exaggerated any of the foregoing real concerns. At the November 27 Planning Commission, many of my neighbors raised the same or similar concerns. A few members of the Commission expressed the need to conduct studies focusing on potential problems. Among the more prominent would be: traffic flows, volumes and congestion; access for fire/emergency vehicles, adequate drainage, and degradations to environments - both natural and manmade. I fully recognize the rationale and need to attract great *high-quality* development into Bartlett. A mixed-use development, properly scaled and having components that are in harmony with adjacent communities, can, and should, improve the well-being of its neighbors as well as the entire city. The subject 78-acre site is prime for making such a contribution to Bartlett's economy. But as elected caretakers of the welfare of the city and two neighborhoods in particular, I would like to be comfortable in believing that you and the Board of Aldermen recognize your responsibilities to approve balanced growth opportunities while limiting adverse consequences on the safety, health and charm of areas contiguous to such development opportunities. Please give serious consideration and detailed due diligence to the number of potentially serious issues that could irrevocably damage two wonderfully maintained neighborhoods where hundreds of households are truly neighbors. To approve Union Depot as planned primarily to show Bartlett as a city on the move (and one motivated by additional tax revenues) will seem another soulless grab at modernity ... something that will have extensive negative consequences for the land and the people who call it home. Respectfully Submitted, David Motta 3230 Briarfield Cove 38135"

Adjourned at 6:30 p.m.

Mayor McDonald commented that he had confirmed with Bartlett City Schools that there are numbers of availability for the schools that are currently being held by non-resident students. He advised that this mixed use development is not experimental, but being done in Lakeland, Arlington, Germantown, and Collierville and cities across the State of Tennessee. He stated that this is exactly what Bartlett needs. The water and road study has yet to happen, but those occur in upcoming phases.

UNFINISHED BUSINESS

Amendment to Resolution 35-21

Alderman David Parsons made a motion to amend Resolution 35-21 to remove the two street extensions connecting to the Briarwood Subdivision.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	David Parsons, Alderman
SECONDER:	Jack Young, Vice Mayor
AYES:	Pleasant, Elliott, Parsons, Simmons, Young, Quinn

2 Resolution 35-21, a resolution to approve a special use permit for Union Depot residential mixed use development located at 6896 Highway 70 within the "RS-10" single family residential and "O-R-1" office zoning districts. (Kim Taylor, Director of Planning and Economic Development)

Approved as amended with the Board of Mayor and Alderman condition of eliminating the two street extensions connecting the Briarwood Subdivision.

Alderman Quinn asked to hear plans B and C.

Mayor McDonald explained that it was not time in the process for alternate plans, but strictly to approve a special use permit.

Alderman Young explained that now that the board has approved the special use permit, it now goes back to the Planning Commission. What has been presented thus far is a conceptual drawing, a detailed plan(s) including site plans, construction plans, and a final plan will be presented to the Planning Commission and also the Design Review Commission.

Alderman Pleasant empathized with the citizens' concerns, but commented that nothing was rubber stamped, that Bartlett follows rules and regulations.

Alderman Elliott stated she serves on the Design Review Commission and it is comprised of numerous types of engineers who will address barriers and landscaping.

RESULT:	APPROVED AS AMENDED [UNANIMOUS]
MOVER:	Jack Young, Vice Mayor
SECONDER:	W.C. Pleasant, Alderman
AYES:	Pleasant, Elliott, Parsons, Simmons, Young, Quinn

ADJOURNMENT

Meeting adjourned at 6:45 PM