

4.0 Land Use

Sumner County's topography and proximity to Nashville have strongly influenced its current land use patterns. Southern portions of the county developed more quickly because of relatively short commutes to Nashville where much of the region's employment base existed. Northern portions of Sumner County have maintained a rural atmosphere for the most part. Maintaining this sense of rural identity was echoed throughout the public input opportunities held for the *2035 Comprehensive Plan*, and concerns were expressed on losing that important characteristic that was the foundation for the county. The Land Use Element will document existing land use in Sumner County, current regulatory controls, shifting land use patterns based upon a business as usual scenario, and outline a 2035 General Framework Map as an alternative scenario to projected development patterns.

4.1 Existing Land Use

Throughout unincorporated Sumner County, current land uses are generally agricultural and timber/forested areas with pockets of residential. Figure 4-1 illustrates the land uses based upon the Computer Assisted Appraisal System (CAAS) utilized by county property assessors in Tennessee. The agricultural areas are white, or lacking color on the map. Current agricultural uses are concentrated between the Cities of White House and Portland and northeast of the City of Gallatin. Timber/forested parcels are dotted with green. The mostly forested Ridge area is highlighted and extends from near Millersville traversing northeast and south of Westmoreland. Sporadic pockets of residential exist throughout the Ridge. Residential uses are indicated with light brown and are concentrated on flatter terrain of the county in northern Sumner County, between White House and Portland north of the Ridge, and between the city limits of Hendersonville and Gallatin and the Ridge. Some parcels with existing commercial uses in the county are easily identified, too, because of their red color. These parcels are mostly located on SR 109, SR 174 (Long Hollow Pike), SR 52, US 31E, and US 31W. Several significant public or semi-public uses are shaded in dark green. These include the TVA Gallatin Steam Plant, Taylor Hollow State Natural Area, historic sites in Castalian Springs, and some conservation easements within a land trust. The only industrial land uses are located along SR 76 between White House and Portland in the New Deal community. These areas are colored purple.

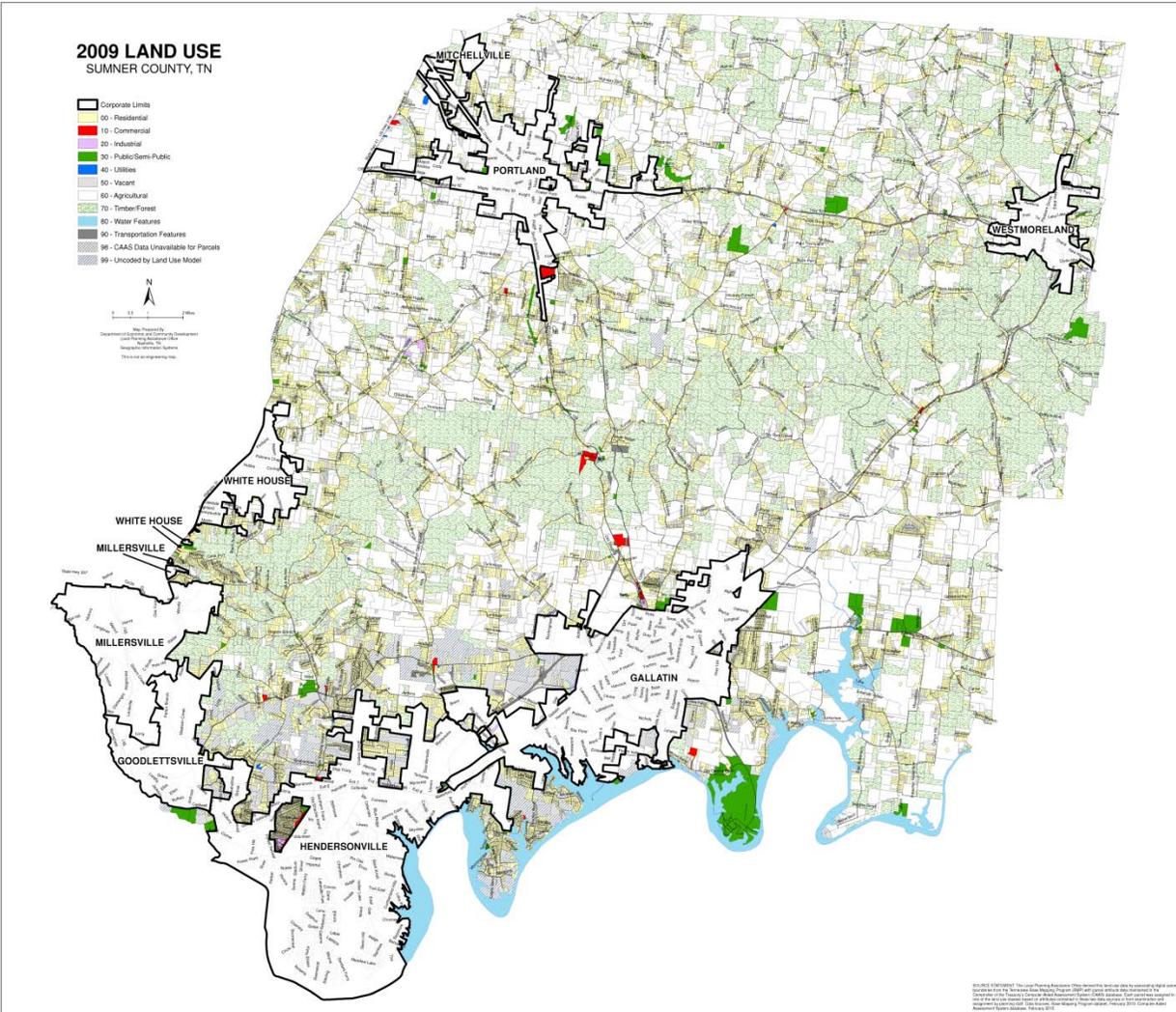


Figure 4-1: Sumner County Existing Land Use, 2009
 Source: Tennessee ECD Local Planning Assistance Office (2010)
 Note: Current city limits are incorrectly depicted in this map.

4.2 Zoning Controls

Sumner County currently regulates most land use decisions through the Sumner County Zoning Resolution adopted in 1973. Most rezonings since its initial adoption were requested by property owners. There have been few rezonings initiated by the county government. Most amendments approved by the Sumner County Board of County Commissioners that were initiated by the local government have addressed land uses and activities permitted within certain zones. Because these regulatory controls are rather dated and have not been comprehensively updated for nearly 40 years, the current Sumner County Zoning Resolution may not yield desirable land use patterns that support public feedback while developing the *2035 Comprehensive Plan*. A major update of the county’s zoning is an essential strategy detailed in the Implementation Element (7.0).

Zoning districts are illustrated in Figure 4-2 as of late 2008. Most of unincorporated Sumner County is zoned Agricultural and depicted with the light green color. Agricultural zoning allows the raising of crops and animal husbandry, but it also allows property owners to subdivide their land into 40,000 square feet

(0.92 acre) parcels for residential uses. The City of Portland's Planning Region is also significant in the dark green. This area is still unincorporated Sumner County, but Portland administers planning and zoning functions in the area. Various residential districts are centered around the municipalities in southern Sumner County. Residential planned unit developments (PUD) are shades of brown. Small areas of commercial zoning are located along some highways such as SR 174 (Long Hollow Pike), SR 52, and US 31E. Industrial zoning is only located in the New Deal community. Figure 4-3 contains a detailed listing of the current zoning districts. A current version of the Sumner County Zoning Resolution should be consulted for specific permitted uses, lot sizes, and other zoning regulations.

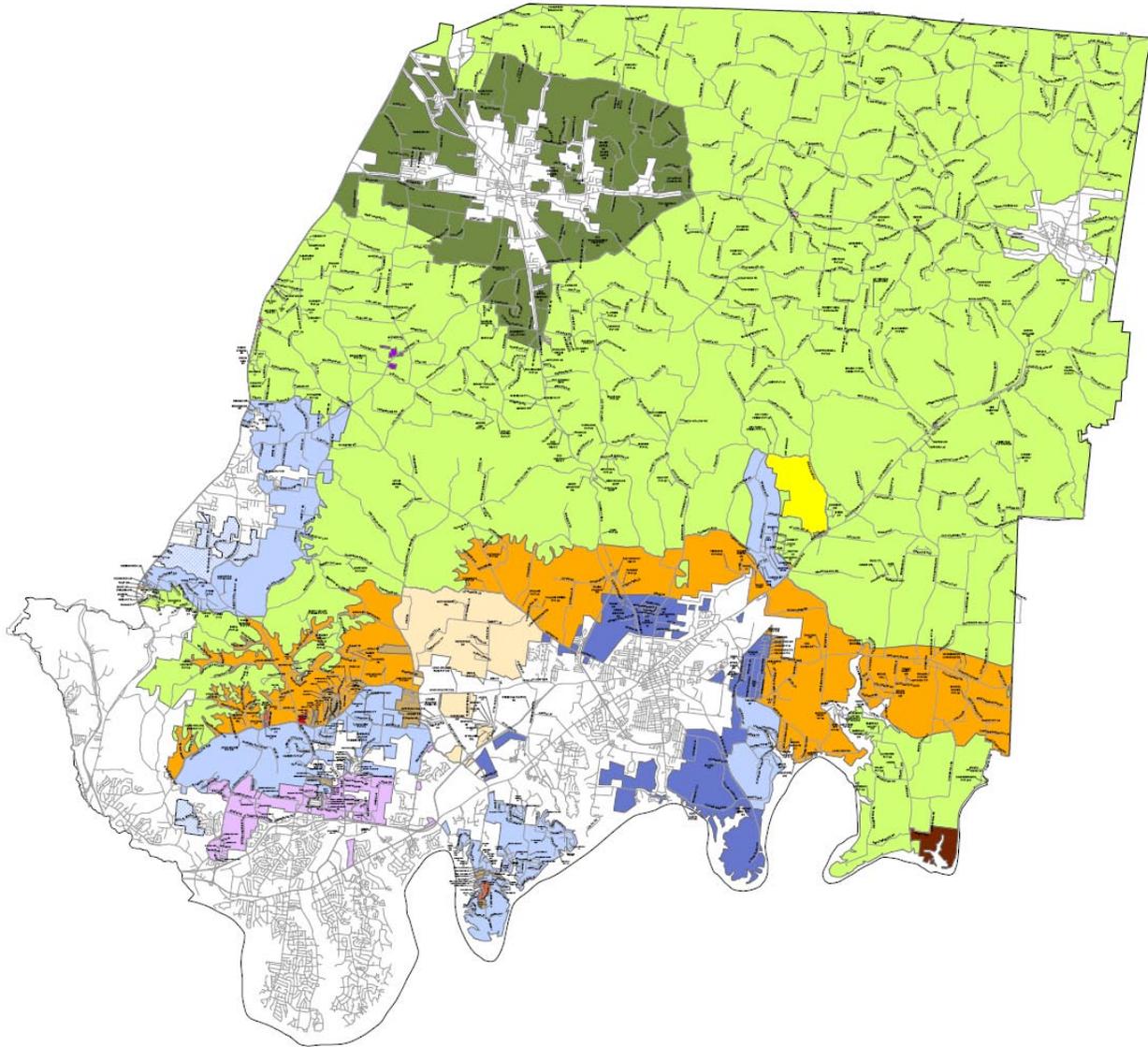


Figure 4-2: Sumner County Zoning Map, December 2008

Disclaimer: Official zoning maps are only located within the Sumner County Construction & Development Department. Zoning districts may have changed since this map was published.

Two criticisms of Sumner County’s current zoning include:

1. **Most parcels in Sumner County can be subdivided into 0.92 acre lots.** This method of subdivision does not consider topographic constraints and encourages a sprawling development pattern without incentivizing concentrated development.
2. **Zoning districts were implemented in existing built-out areas where lot sizes were already smaller than 0.92 acres.** These smaller parcels are in unincorporated communities like Bethpage and Castalian Springs and in the 1960s and early 1970s suburban residential subdivisions between Hendersonville and Gallatin. These properties will never meet current zoning requirements because their lot sizes are already smaller than the zoning districts adopted in 1973. This current situation will not encourage future redevelopment.

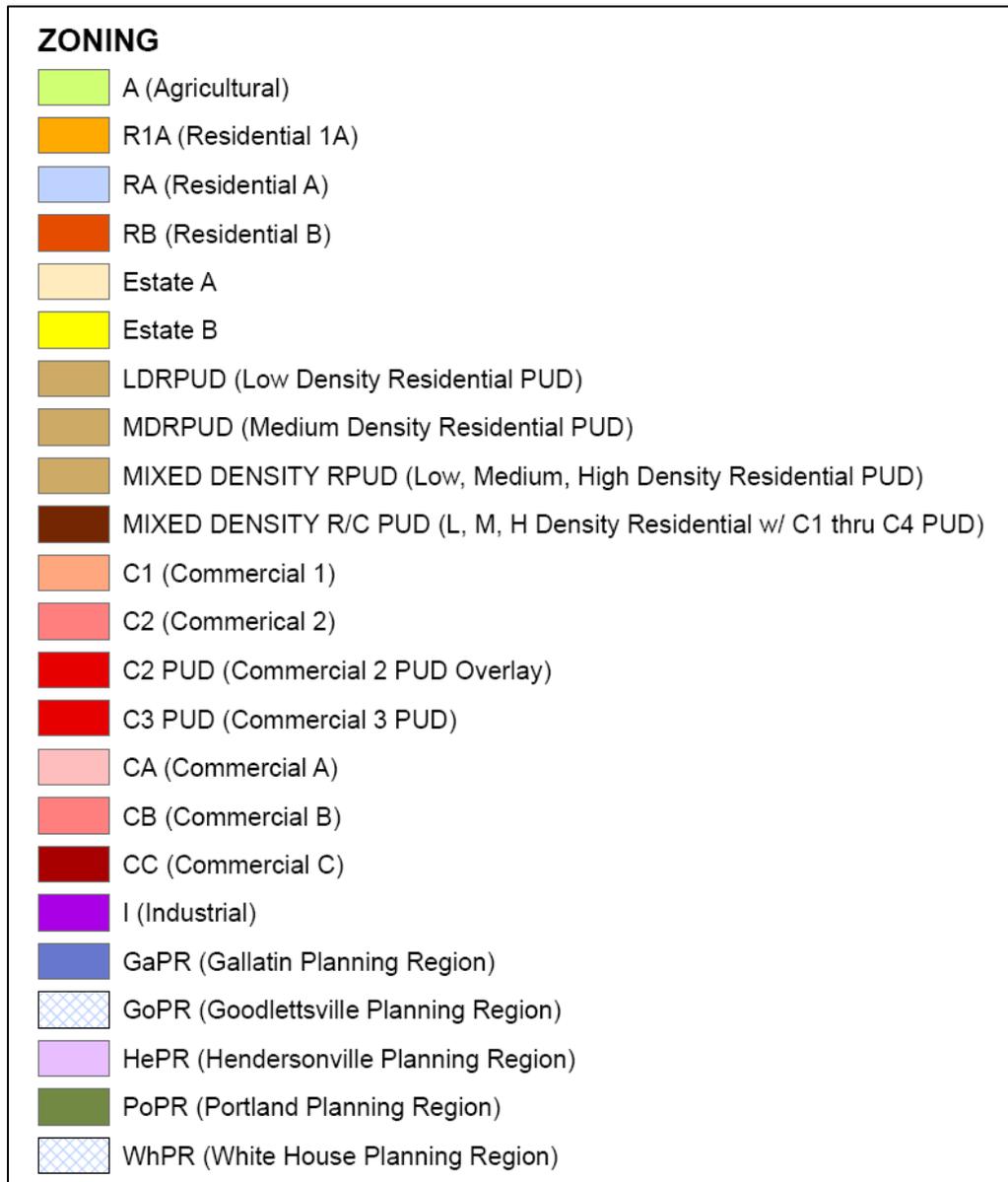


Figure 4-3: Sumner County Zoning Districts

4.3 Land Consumption Patterns

Land use patterns have changed dramatically since the 1960s in Sumner County. Areas that were once disconnected to urban and suburban life are now incorporated parts of the municipalities. The expansion of utilities, use of the automobile, good quality schools, changing employment sectors, and attractiveness of suburban living have changed the look and character of Sumner County. The consumption of land accelerated in Sumner County over the last few decades.

Sumner County's natural and environmental resources are under pressure for continued development. Rural viewsheds, high water quality, rolling topography, and forest land are all characteristics that many Sumner County residents appreciate, but development that is not context sensitive can endanger these important qualities valued by residents. Agricultural land is also endangered within the county because of the increased costs for small family farms. It is often easier and more profitable for an individual to sell land for development instead of continuing to farm. This alters the landscape, and with current county zoning adopted in most of the unincorporated portions of Sumner County, the entire county could feasibly be consumed with housing on 0.92 acre lots.

Sumner County's natural and environmental resources are under pressure for development.

Figure 4-4 shows developed land in the Middle Tennessee region in 1965. Much of the development in the region was in Nashville and around smaller cities such as Franklin, Gallatin, and Clarksville noted on the map. The large area of developed property to the northwest in Montgomery County is the Ft. Campbell Army Base. Most of the development in Sumner County was centered near Gallatin and the area between Davidson County and what would become the City of Hendersonville.

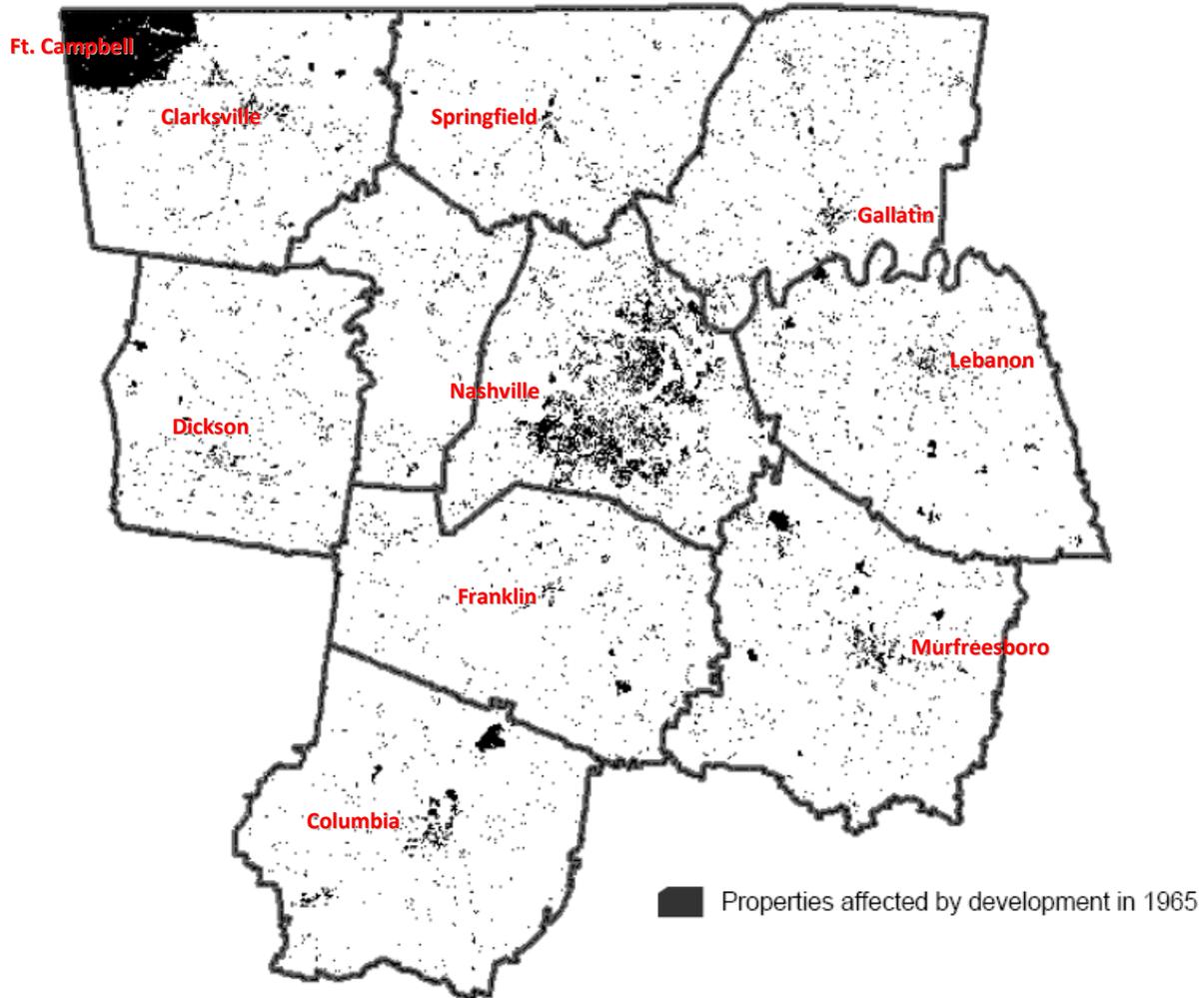


Figure 4-4: Historic Land Consumption, 1965

Source: Nashville Area MPO Tri-County Transportation & Land Use Study (2010)

Comparing Figure 4-4 which illustrates the land consumption in 1965 with the existing land consumption of today shown in Figure 4-5 depicts where development has occurred in the region over the last 40 years. The growth of Nashville is apparent and suburban communities such as Hendersonville, Brentwood, Franklin, Smyrna, LaVergne, and Murfreesboro. Outlying cities such as Clarksville, Dickson, and Columbia also developed. The concentration of Sumner County's land development was around Old Hickory Lake, but land was consumed by residential uses throughout unincorporated Sumner County except for much of the Ridge. The Ridge has acted as a natural development constraint because of the steep slopes and difficulty extending infrastructure through the terrain. The widening of SR 109 connecting Gallatin and Portland to four lanes has been identified as a needed future improvement through unincorporated Sumner County for many years. This infrastructure is just now being completed in segments and has the potential to change the nearby unincorporated areas of the county, particularly through the Ridge. The county's and its municipalities current zoning regulations helped to generate the current land consumption pattern in Sumner County. Continuing these land development policies yields undesirable results expressed by many residents such as strained infrastructure, loss of farmland, damaged rural viewsheds, more traffic congestion, and threatened natural resources.

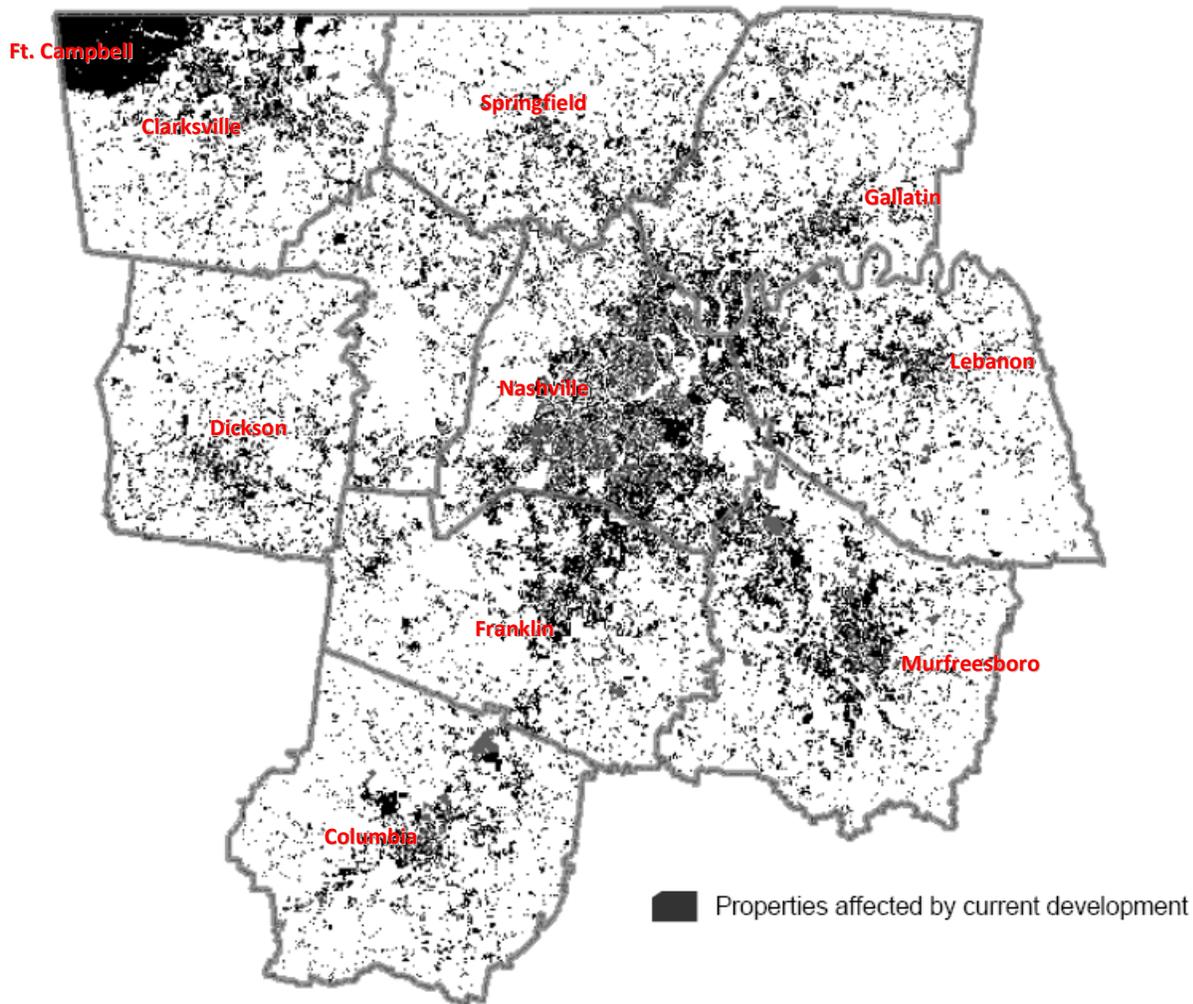


Figure 4-5: Existing Land Consumption, 2008

Source: Nashville Area MPO Tri-County Transportation & Land Use Study (2010)

Figure 4-6 depicts land consumption patterns if existing land use policies are maintained by the region's counties and municipalities. One can easily see the sprawling of land development from Nashville throughout Williamson, Rutherford, and Wilson Counties. Clarksville and Montgomery County also experiences increased development. Additional development stretches along I-65 south into Maury County and along I-65 north straddling Robertson and Sumner Counties. Sumner County's terrain prohibits some development through the Ridge, but large quantities of land between White House and Portland and along SR 25 (Hartsville Pike) in unincorporated Sumner County are anticipated to develop. Sporadic development would be expected north and south of the Ridge. Public workshops conducted by Sumner County while developing the *2035 Comprehensive Plan*, workshops conducted by the Nashville Area MPO for the Tri-County Transportation & Land Use Study, and workshops conducted by the county's municipalities for their long range planning efforts document residents concerns with continuing business as usual land use policies. Most agree that the current regulatory land development policies have not resulted in desirable land use patterns threatening the quality of life in the region.

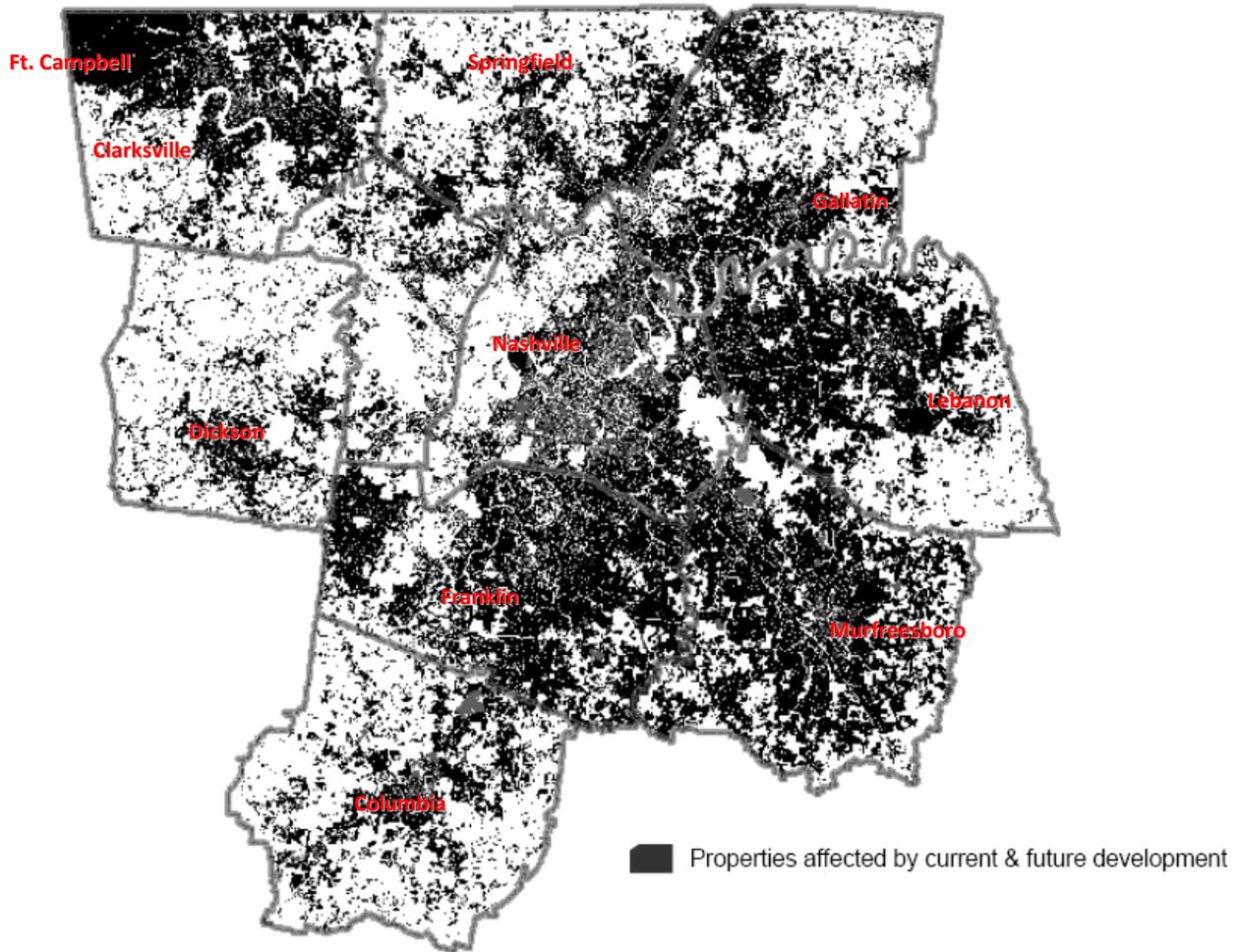


Figure 4-6: Future Land Consumption Based Upon Business As Usual Land Development Policies, Projected 2035
 Source: Nashville Area MPO Tri-County Transportation & Land Use Study (2010)

4.4 Development Scenarios

The remaining discussion in this element of the 2035 *Comprehensive Plan* concentrates upon the most desirable development scenario for Sumner County indicated by residents and decision makers. Currently a Centers development scenario and a Centers & Corridors development scenario have been most favorable among stakeholders.

The Centers development scenario and land use policies concentrates growth in regional, urban, and outlying village centers. It helps communities retain their own identities, but there is some duplication of services. Figure 4-7 presents a conceptual of this scenario. Development within existing communities such as Gallatin, Hendersonville, Portland, and White House would be emphasized. Within unincorporated Sumner County this would include unincorporated communities and village centers such as Bethpage, Castalian Springs, and Oak Grove. The rest of the county would remain rural for agricultural purposes, conservation, or very low density residential.

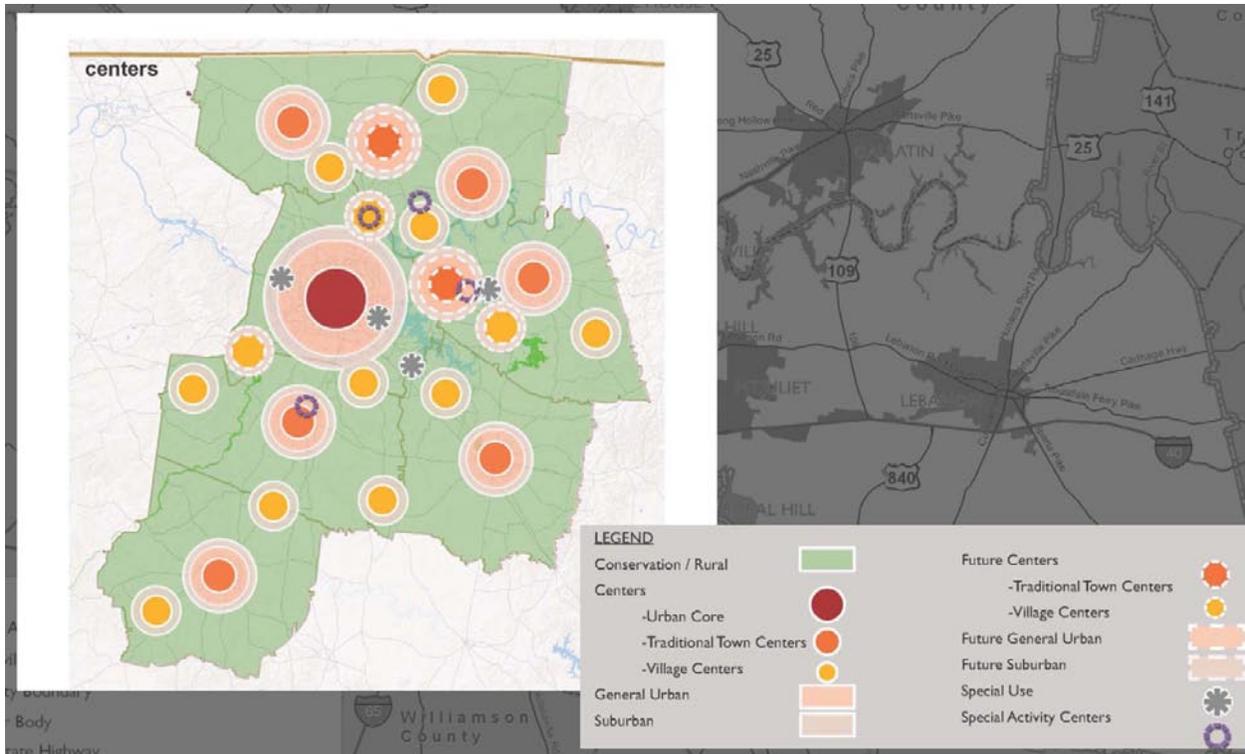


Figure 4-7: Centers Land Development Scenario Conceptual

Source: Nashville Area MPO Tri-County Transportation & Land Use Study (2010)

The Centers & Corridors development scenario includes the Centers concept but also emphasizes development where existing infrastructure exists along corridors. Land use policies concentrate growth in regional, urban, and outlying village centers. This scenario supports multiple transportation modes and utilizes the infrastructure that is already in place. Figure 4-8 illustrates a conceptual of the Centers & Corridors land development scenario in the region. Development would again be emphasized in existing communities, and development along corridors would be appropriate. This might include US 31W, US 31E, and SR 52 in unincorporated Sumner County. An important aspect to each scenario is to ensure community character, identity, and sense of place is preserved and enhanced.

The 2035 General Framework Map included in this element is composed of community character areas. These character areas emphasize the Centers & Corridors development scenario and build upon the urban growth boundaries, planned growth areas, and rural areas denoted in the Growth Plan adopted by Sumner County and its municipalities to meet the requirements of Public Chapter 1101 (See Figure 2-9 in the Existing & Future Conditions Element – 2.0). This local scenario emphasizes the goals and vision established in the plan by emphasizing redevelopment in unincorporated, existing communities and centers; limiting development within the Ridge; identifying a few appropriate locations for commercial activities; and concentrating more intense development in existing areas and immediately adjacent to municipalities where infrastructure is present. The General Framework Map with the community character area descriptions should be a guide in future land development decisions for the Sumner County Regional Planning Commission and the Sumner County Board of County Commissioners.

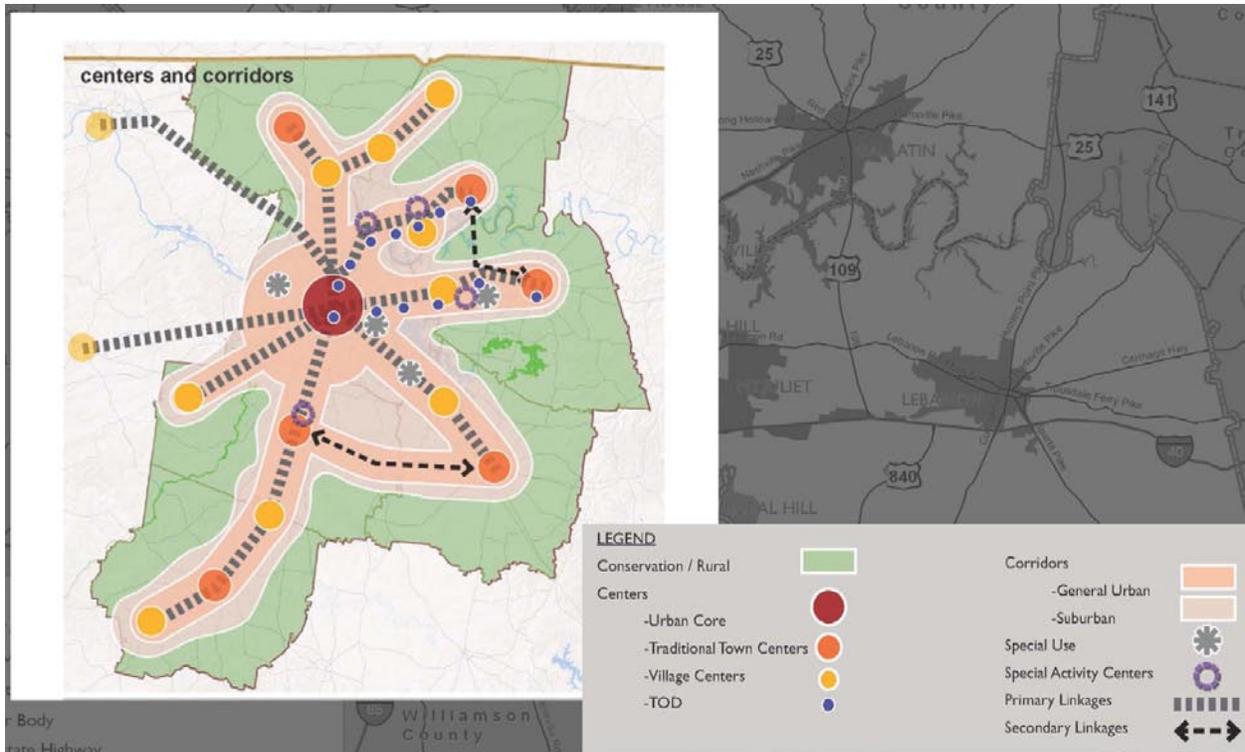


Figure 4-8: Centers & Corridors Land Development Scenario Conceptual
 Source: Nashville Area MPO Tri-County Transportation & Land Use Study (2010)

4.5 Community Character Areas

Community character embodies the different land use types and development patterns envisioned for the community. The term “character” represents the look or feel of a place, that which sets it apart from other areas. Character areas have their own unique setting, development pattern, and visual qualities. Many cities and counties across the country are switching from conventional land use designations to character areas in developing comprehensive plans because of the renewed interest in the interrelationship between land use and design for creating a unique sense of place. Generalized development characteristics used to describe character areas include: development pattern, average density, building height, open space elements, transportation elements, and street spacing and connectivity.

The character areas presented in the *2035 Comprehensive Plan* are not meant to be synonymous with the Sumner County Zoning Resolution, nor should they be thought to replace the rules and requirements set forth in currently adopted county regulations. The character areas should be a framework for future planning and zoning decisions.

Sumner County utilized the Tri-County Transportation & Land Use Study as a basis for the character areas in unincorporated Sumner County. These areas were modified to fit the local community based upon public input and coordination with the county’s municipalities, especially in the urban growth boundary areas. Several of the county’s municipalities have recently completed comprehensive plans that reflect the planning desires within the urban growth boundaries. The following character areas were identified in unincorporated Sumner County and are described in more detail with photographs and maps depicting the general appropriate locations for such areas in Section 4.6:

Open Space

- Conservation

Farming/Very Low Density Residential

- Rural

Residential-Some Mixed Uses

- Suburban
- Mixed Use Neighborhood*
- Waterfront Living*

Centers-Mixed Uses

- Crossroads Village Center
- Crossroads Village Center – Emerging
- Traditional Village Center
- Traditional Village Center – Emerging
- Historical Village Center
- High Growth Center
- Regional Activity Center*
- Regional Employment Center*
- Industrial Revitalization

Centers

- Highway Services Center
- Industrial*

*Character areas based upon Hendersonville, Gallatin, Portland, or White House's comprehensive or long range planning efforts.

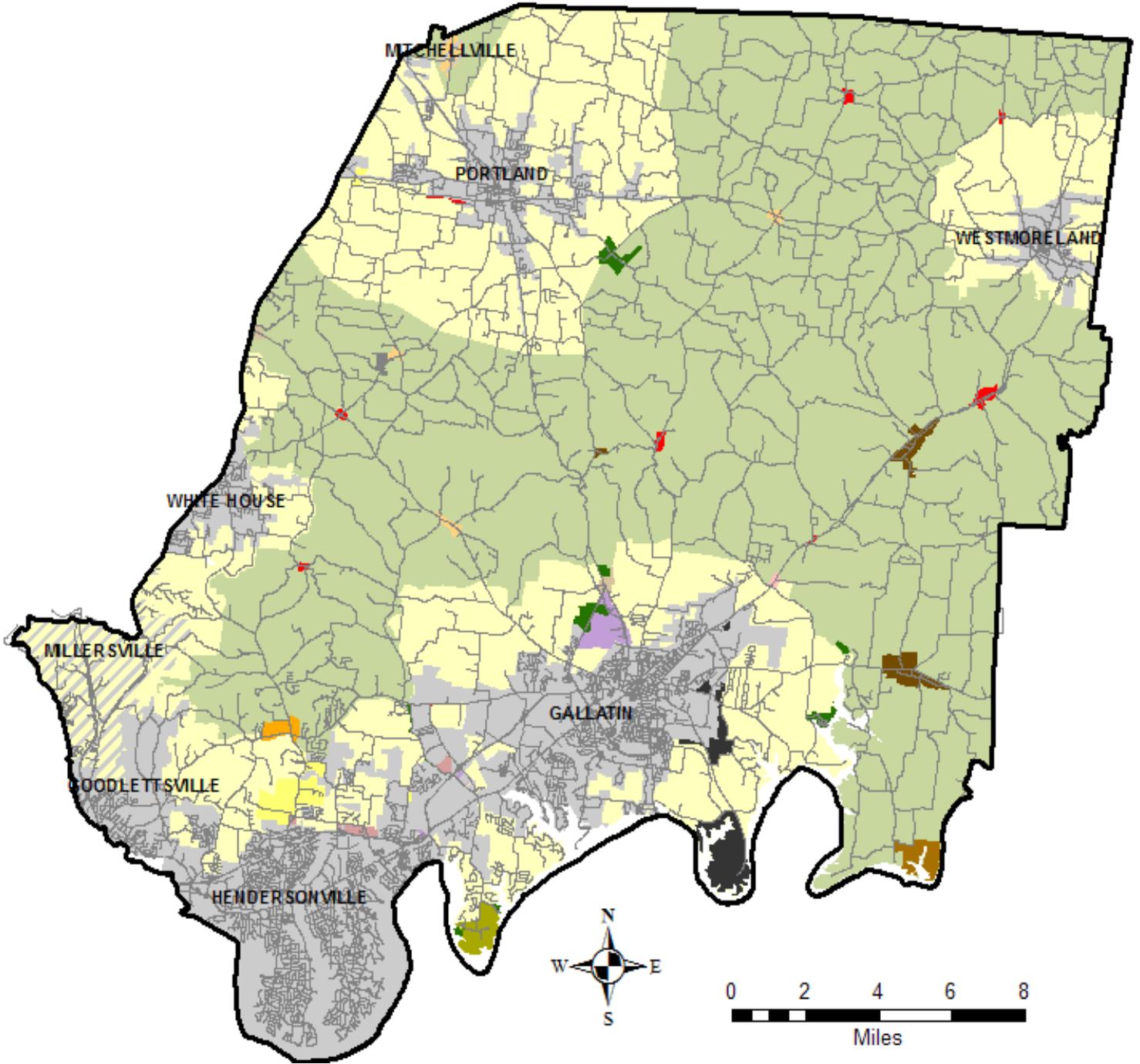
4.6 General Framework Map for 2035

The context maps for each of the character areas were melded together to form the 2035 General Framework Map for unincorporated Sumner County. It represents the preferred development patterns and design principles favored by residents in attendance at the public workshops, from the visioning survey, and through local decision maker input.

The following pages describe each character area's intent, development pattern, and transportation accommodations. Maps show the portions of unincorporated Sumner County where the character areas are located. A legend is provided to distinguish the character areas and red circles highlight areas. Because of the size of Sumner County, a shapefile, which is a computer file that can be utilized in geographic information system (GIS) software, is available of the character areas for individuals to further assess the 2035 General Framework Map.

2035 GENERAL FRAMEWORK MAP

UNINCORPORATED SUMNER COUNTY



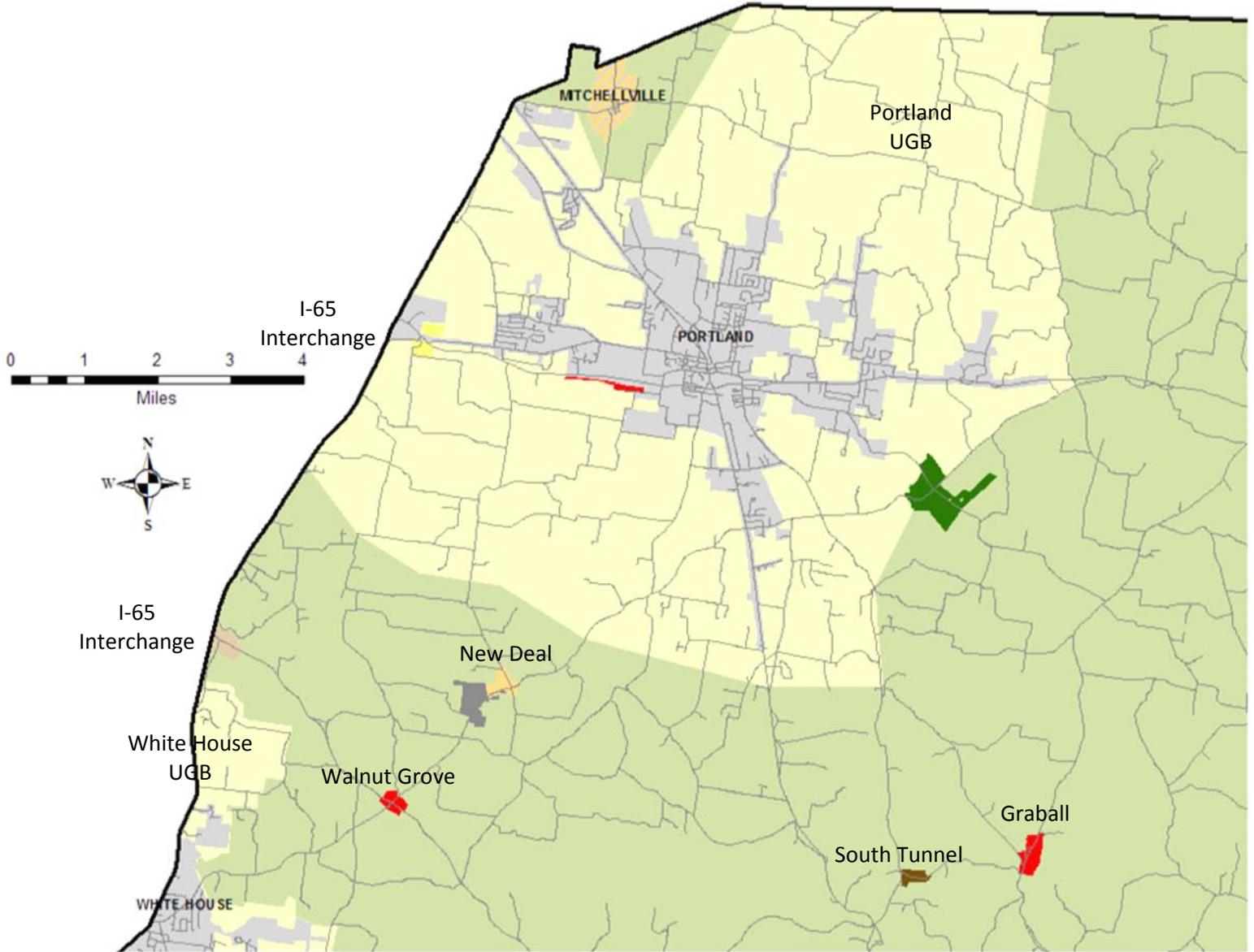
2035 GENERAL FRAMEWORK MAP

CHARACTER AREA LEGEND

-  Conservation
-  Rural
-  Suburban
-  Suburban - City of Millersville
-  Mixed Use Neighborhood
-  Waterfront Living
-  Crossroads Village Center
-  Crossroads Village Center - Emerging
-  Traditional Village Center
-  Traditional Village Center - City of Mitchellville
-  Traditional Village Center - Emerging
-  Historical Village Center
-  High Growth Center
-  Highway Services
-  Industrial
-  Industrial Rehab
-  Regional Activity Center
-  Regional Employment Center
-  City Limits

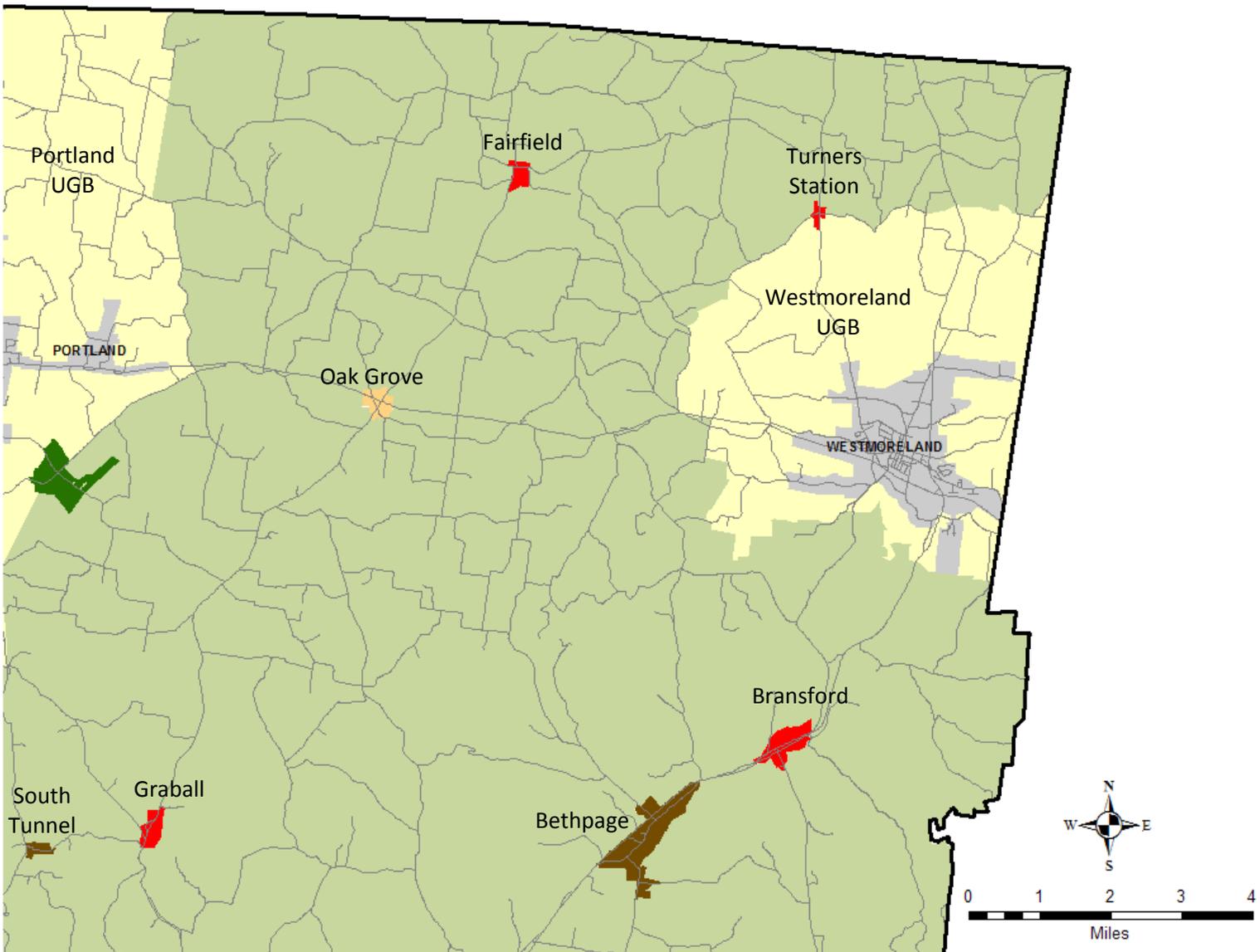
2035 GENERAL FRAMEWORK MAP

NORTHWEST SUMNER COUNTY



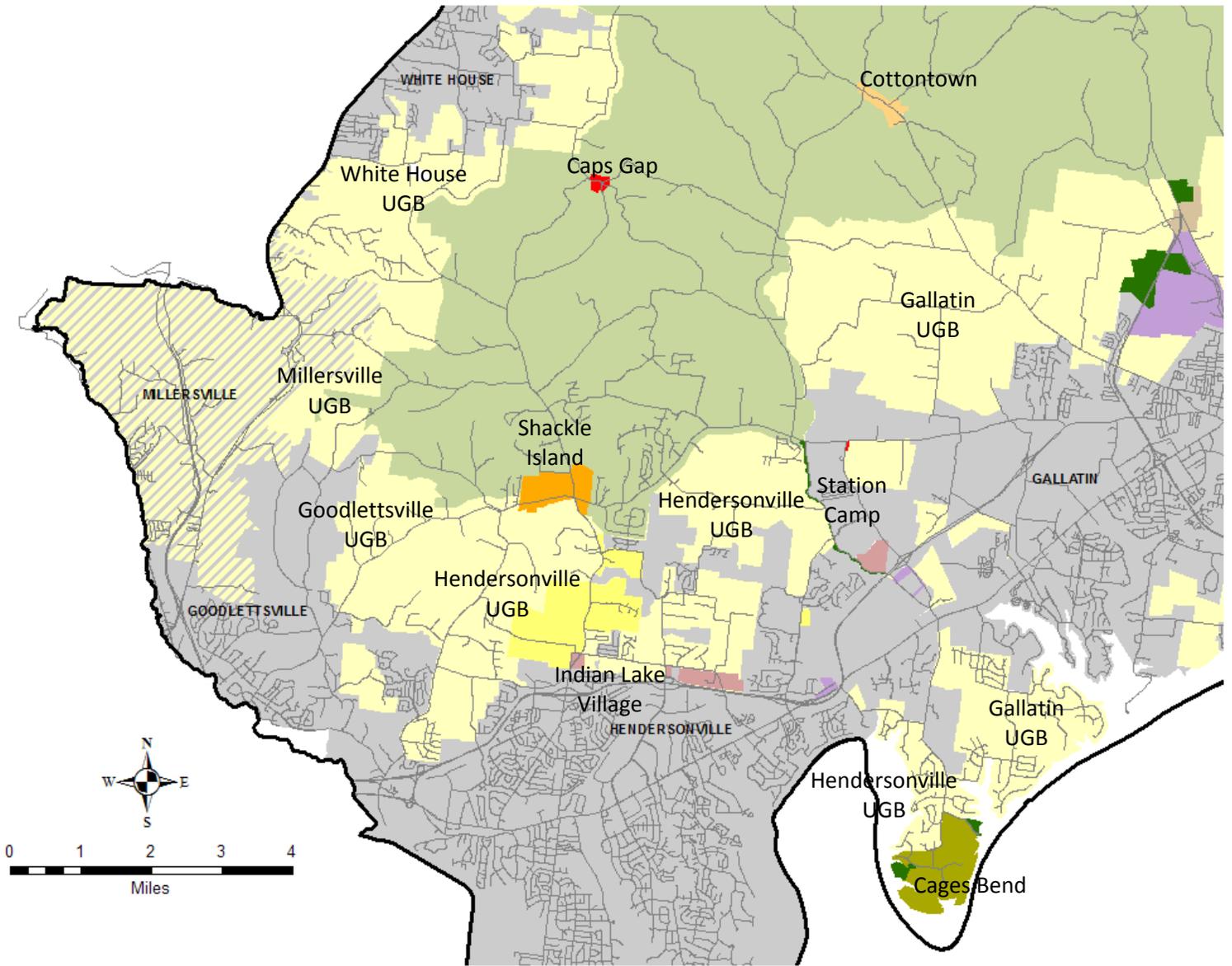
2035 GENERAL FRAMEWORK MAP

NORTHEAST SUMNER COUNTY



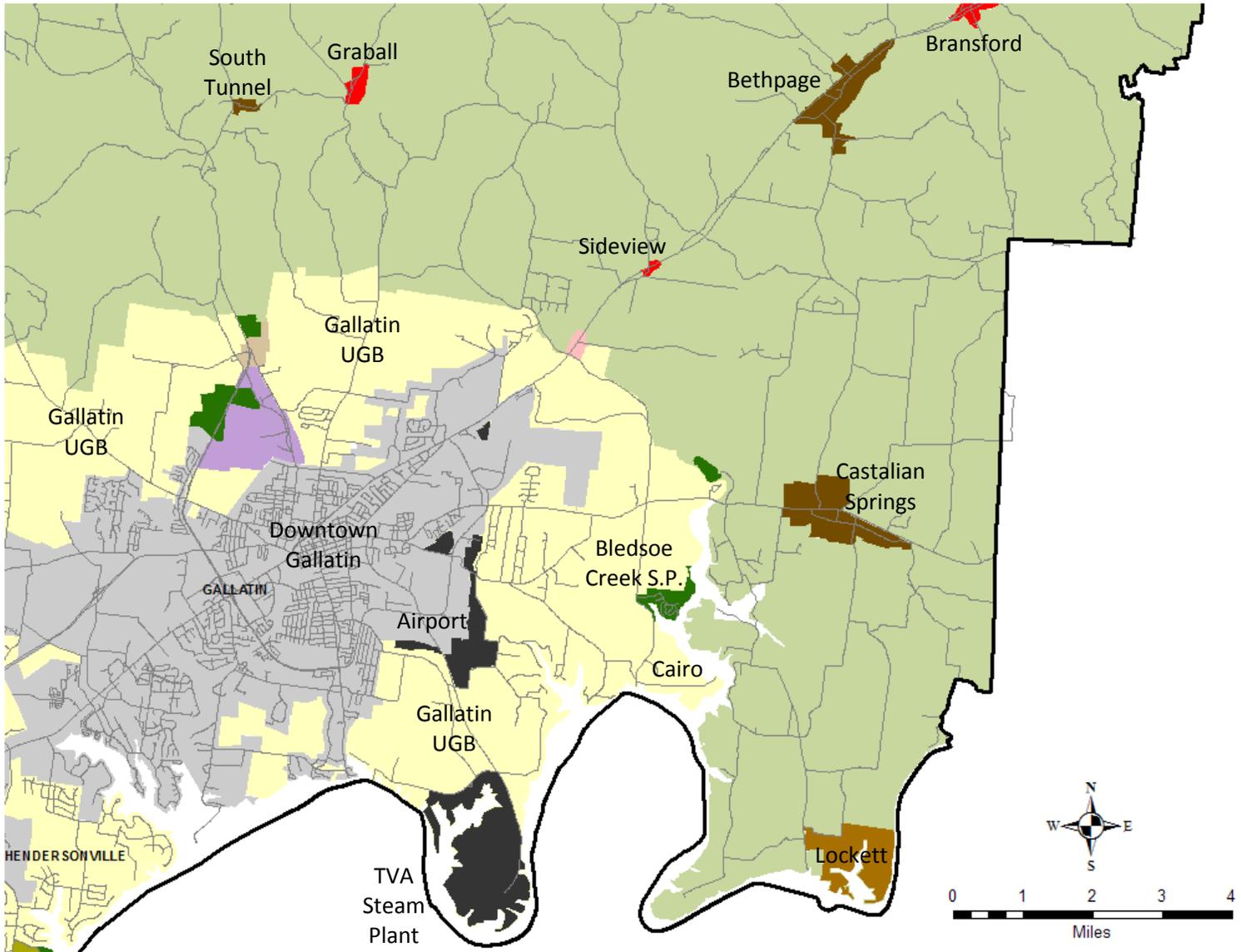
2035 GENERAL FRAMEWORK MAP

SOUTHWEST SUMNER COUNTY

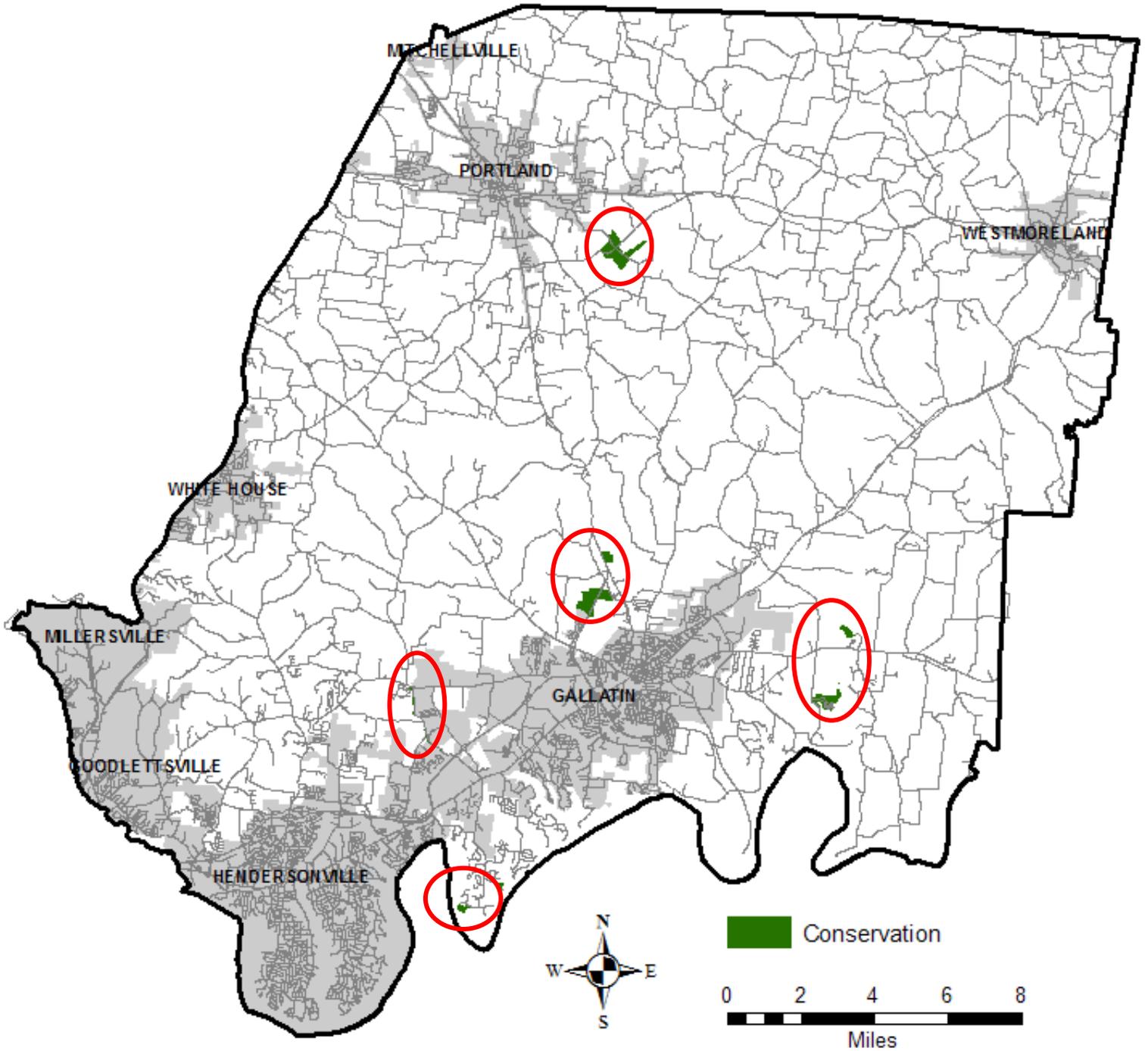


2035 GENERAL FRAMEWORK MAP

SOUTHEAST SUMNER COUNTY



CONSERVATION



CONSERVATION

Definition

Areas recognized for preservation of environmentally sensitive areas includes state parks and large dedicated open space areas
 Drainage easements and natural resource buffers along waters of the State

Local Examples

Old Hickory Lake
 Bledsoe Creek State Park
 Conservation easements
 Drainage easements

Development Pattern

Predominantly undeveloped environmentally sensitive lands

Typical Street Pattern

Collector streets served by roads
 Spacing of streets varies

Pedestrian Accommodations

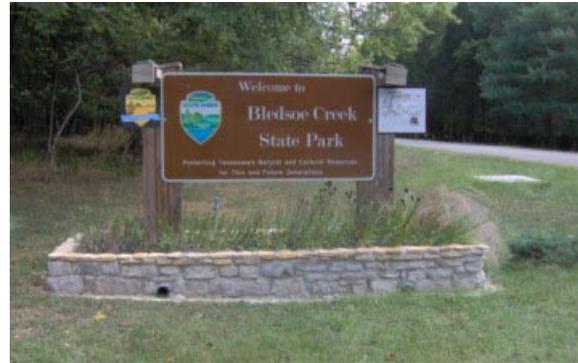
System of greenways based upon Transportation Element

Bicycle Accommodations

System of greenways and trailheads based upon Transportation Element

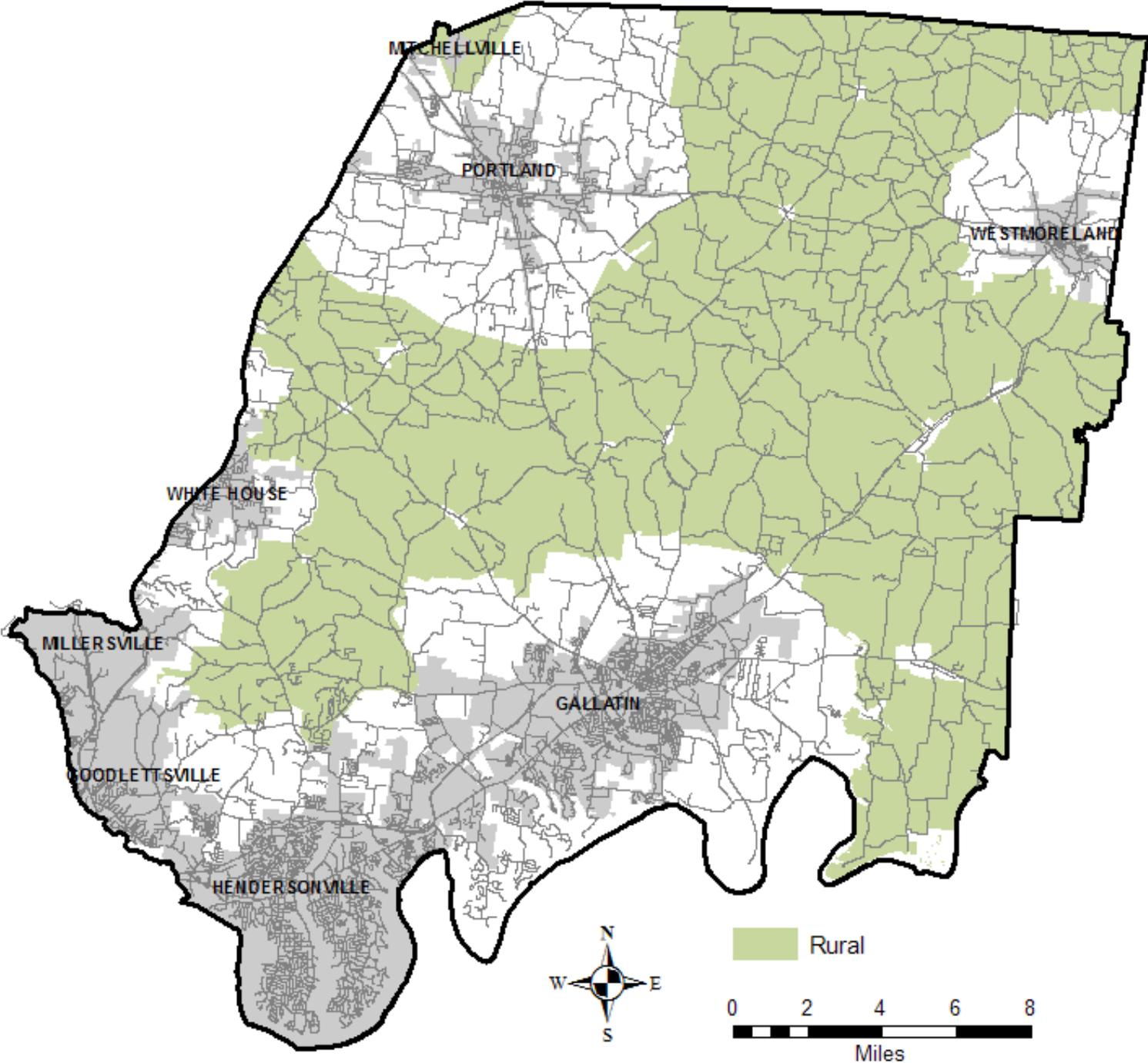
Mass Transit Considerations

Regional demand response



Protection of Natural Resources	X	Historic Conservation & Enhancement	X
Efficient Transportation		Ensure Availability of Services	
Maintain Sense of Community	X	Viable Agriculture	X
Rural Preservation	X	Preserve Urban Centers	
Economic Enrichment		Provide Housing Options	

RURAL



RURAL

Definition

Areas having significant value for continued agricultural purposes and a rural way of life in the future

Local Examples

Eastern Sumner County
Northern Sumner County

Development Pattern

Predominantly rural and agricultural uses
Very low density (one dwelling unit per five acres)
Structure heights of one to two stories
Emphasis on maintaining rural atmosphere and surroundings

Typical Street Pattern

Two-lane roads with shoulder and ditch, no curb and gutter
Spacing varies

Pedestrian Accommodations

Sidewalks in Planned Unit Developments and connecting to Village Centers
System of greenways based upon Transportation Element

Bicycle Accommodations

Wide shoulder/bike lane for travel based upon Transportation Element
System of greenways and trailheads based upon Transportation Element

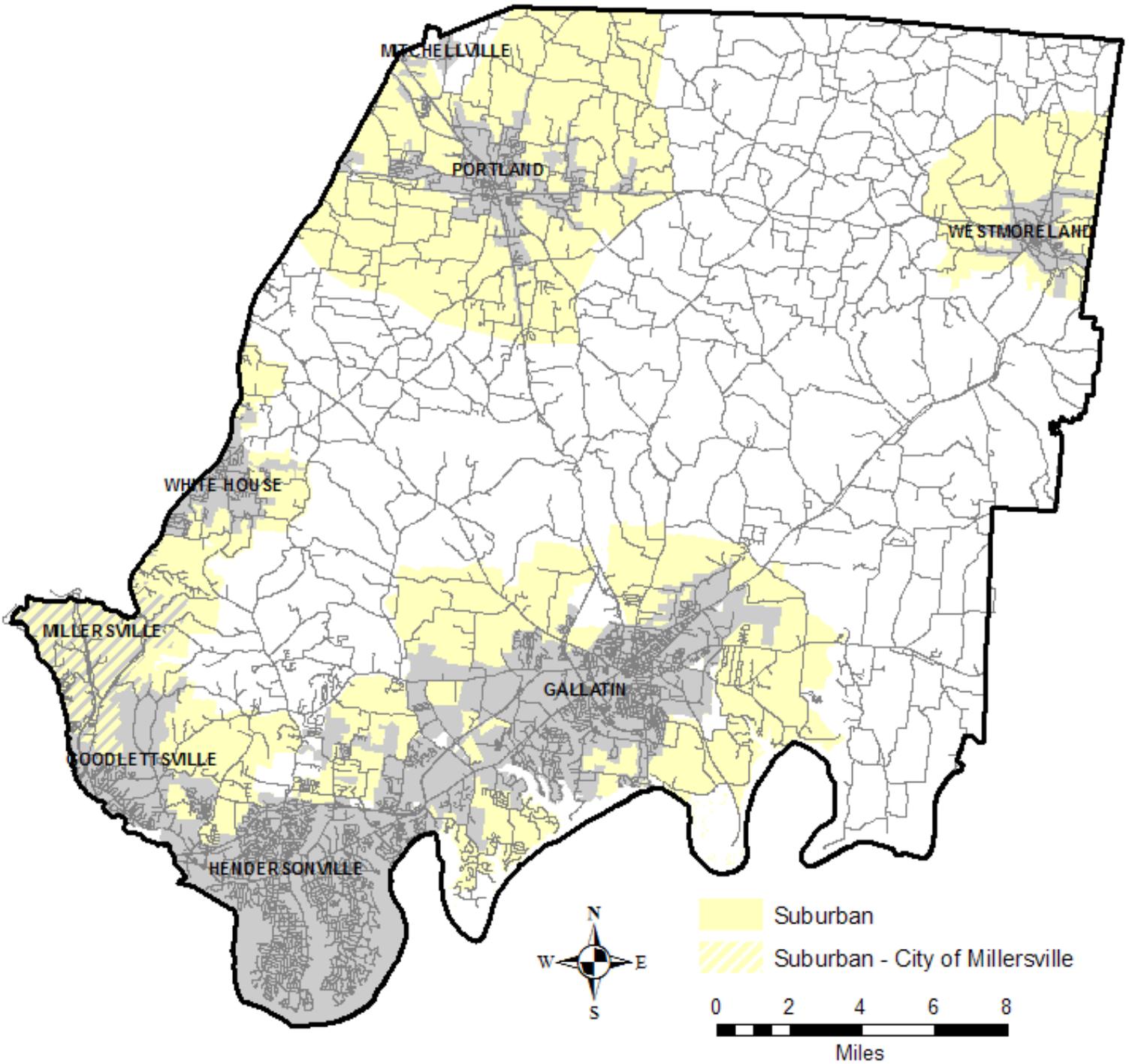
Mass Transit Considerations

Regional demand response



Protection of Natural Resources	X	Historic Conservation & Enhancement	X
Efficient Transportation		Ensure Availability of Services	
Maintain Sense of Community	X	Viable Agriculture	X
Rural Preservation	X	Preserve Urban Centers	
Economic Enrichment		Provide Housing Options	

SUBURBAN



SUBURBAN

Definition

Areas with primarily residential land uses at low densities and more automobile-oriented

Local Examples

Shackle Island Area
Highway 52 corridor from I-65 to Portland

Development Pattern

Predominantly low density, residential
Low density residential (one dwelling unit per one acre)
Structure heights of one to two stories

Typical Street Pattern

Two-lane roads, collector streets, and four-lane divided roads
Curb and gutter is used sparingly
Connectivity between residential subdivisions is crucial in aiding traffic flow

Pedestrian Accommodations

Sidewalks in Planned Unit Developments
Emphasis on connectivity
System of greenways based upon Transportation Element

Bicycle Accommodations

Wide shoulder/bike lane for travel based upon Transportation Element
System of greenways and trailheads based upon Transportation Element

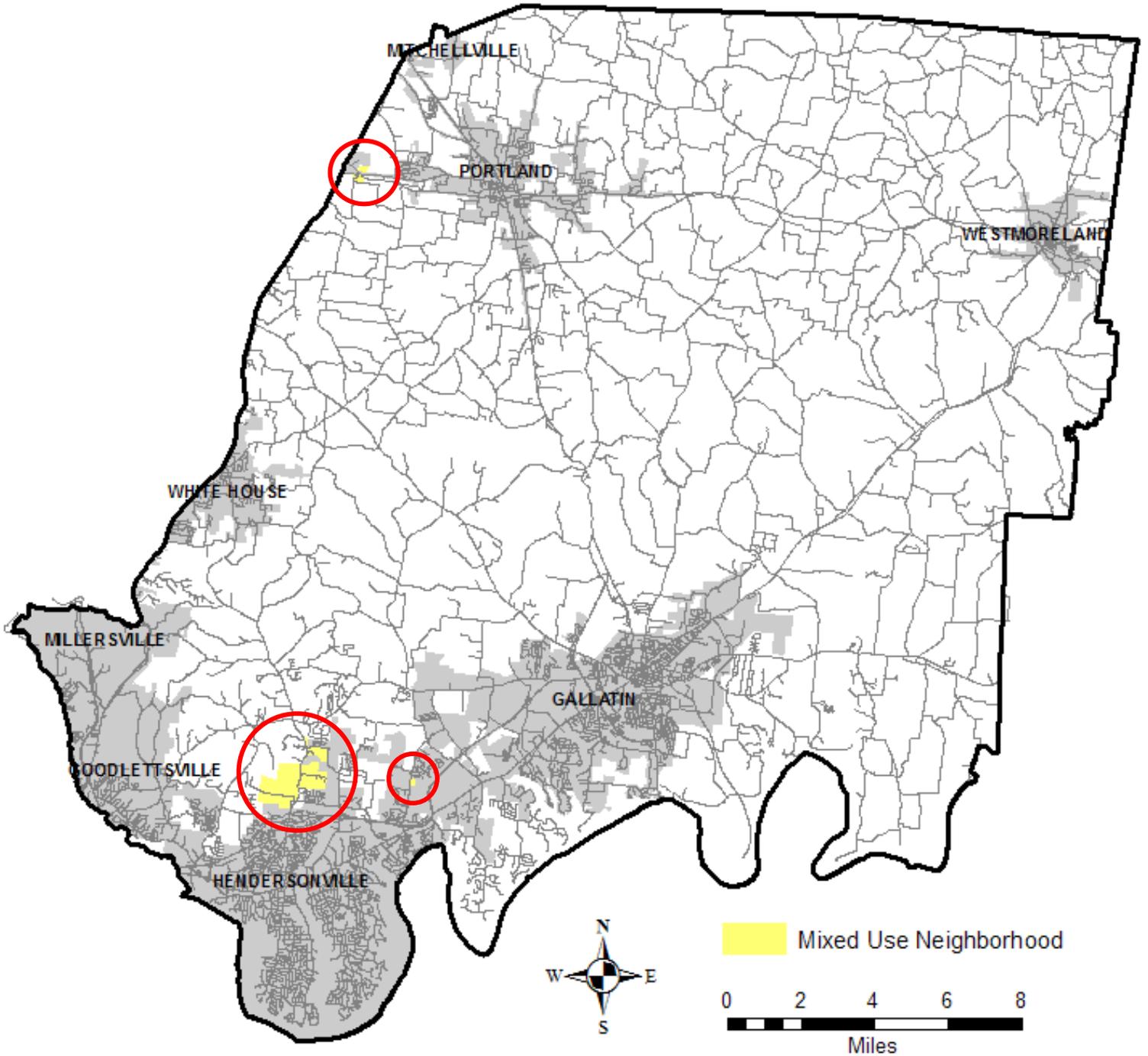
Mass Transit Considerations

Regional demand response
Park and ride lots for carpooling and bussing



Protection of Natural Resources		Historic Conservation & Enhancement	
Efficient Transportation	X	Ensure Availability of Services	X
Maintain Sense of Community		Viable Agriculture	
Rural Preservation	X	Preserve Urban Centers	
Economic Enrichment	X	Provide Housing Options	X

MIXED USE NEIGHBORHOOD



MIXED USE NEIGHBORHOOD

Definition

Areas of emerging mixed uses planned or developed with a large-scale master plan. Includes employment opportunities, commercial uses at a neighborhood scale, and a variety of housing types and densities offering residents the ability to live, shop, work, and play in one community.



Local Examples

Portions of Hendersonville’s urban growth boundary area

Development Pattern

Mixed uses
Residential density of 3.0-6.0 units per acre
0.35-1.0 FAR
Structure heights of two to four stories



Typical Street Pattern

Modified grid with street spacing of 600-1,500 feet
Emphasis on street connectivity

Pedestrian Accommodations

Sidewalks required
System of greenways based upon Transportation Element

Bicycle Accommodations

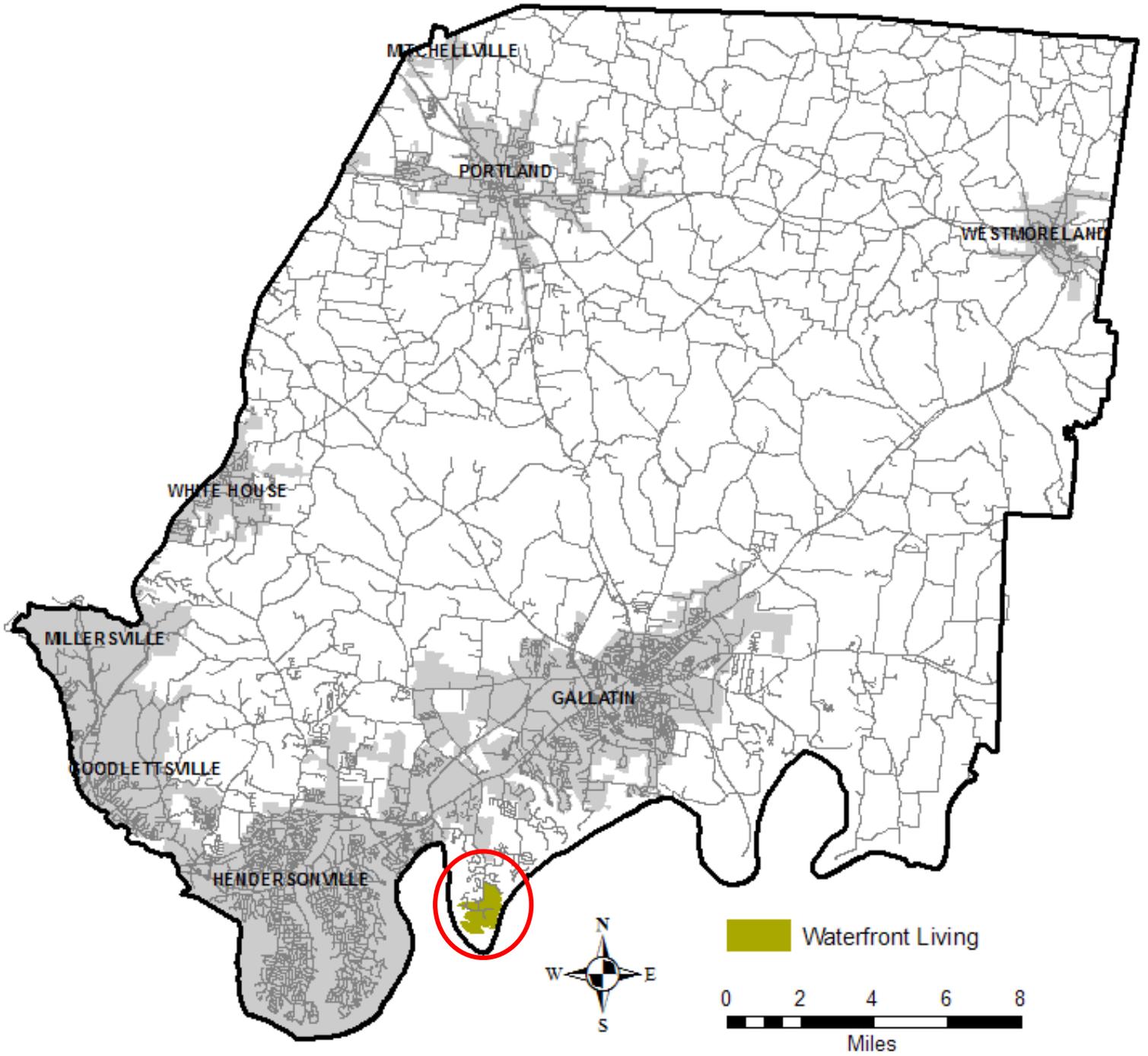
Wide shoulder/bike lane for travel based upon Transportation Element
System of greenways and trailheads based upon Transportation Element

Mass Transit Considerations

Park and ride lots for carpooling and bussing
Connections to local and regional transit are important

Protection of Natural Resources		Historic Conservation & Enhancement	
Efficient Transportation	X	Ensure Availability of Services	X
Maintain Sense of Community	X	Viable Agriculture	
Rural Preservation		Preserve Urban Centers	X
Economic Enrichment	X	Provide Housing Options	X

WATERFRONT LIVING



WATERFRONT LIVING

Definition

Areas with an opportunity to direct living towards the water's edge of Old Hickory Lake. Variety of residential and non-residential uses are possible considering environmental impacts and design qualities. Development should maximize being near, seeing, and interacting with Old Hickory Lake. Building placement should preserve scenic views and passive parks and seating areas should complement the waterfront.

Local Example

Cages Bend Peninsula in the Hendersonville urban growth boundary

Development Pattern

Mixed uses with residential density of 3-12 units per acre
 0.5-1.0 FAR
 Structure heights of 2-6 stories

Typical Street Pattern

Modified grid with varied street spacing
 Emphasis on connectivity

Pedestrian Accommodations

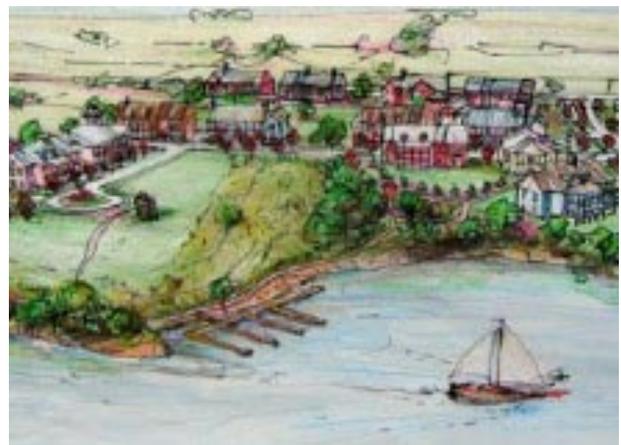
Sidewalks required
 System of greenways based upon Transportation Element

Bicycle Accommodations

Wide shoulder/bike lane for travel based upon Transportation Element
 System of greenways and trailheads based upon Transportation Element

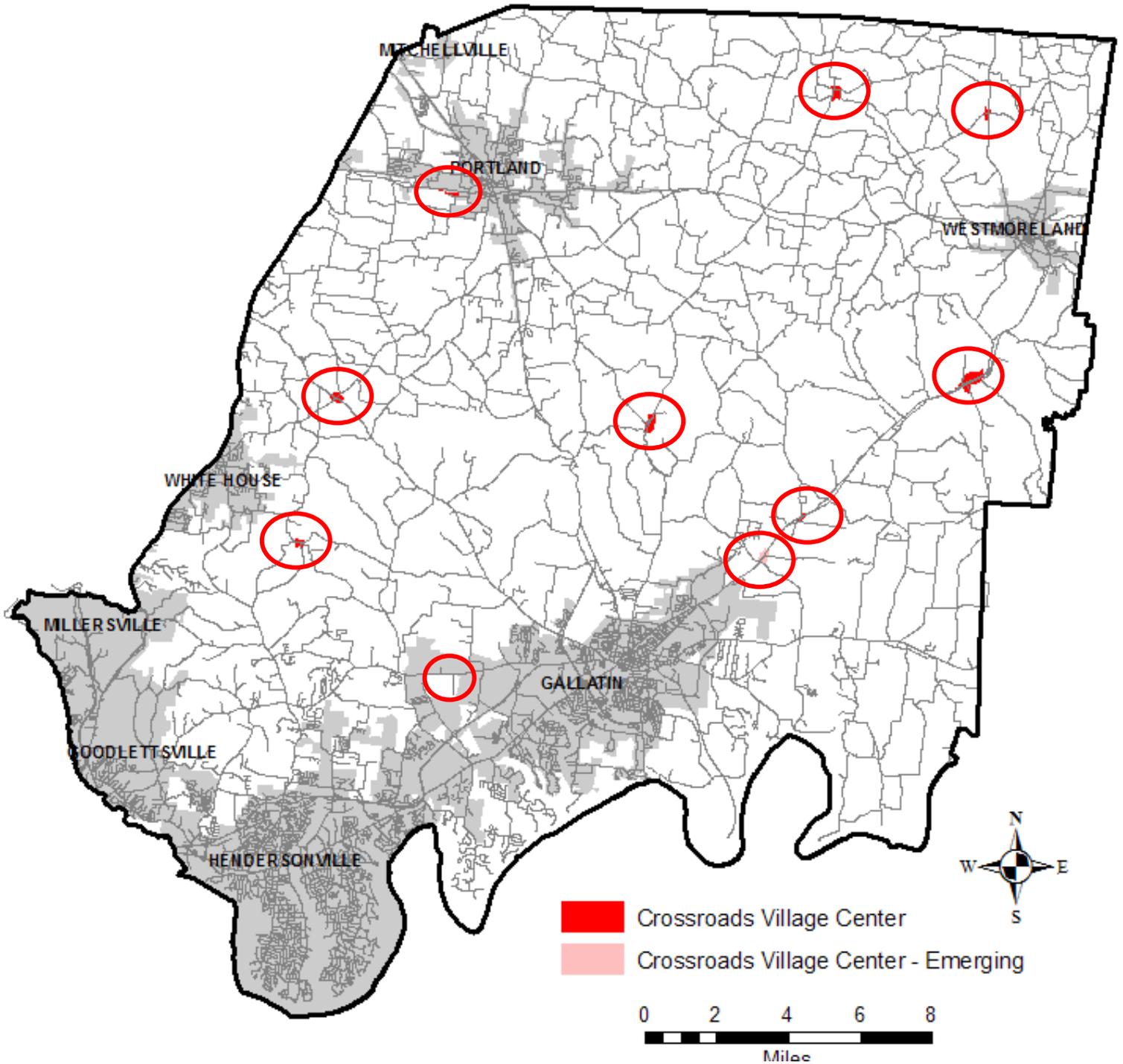
Mass Transit Considerations

Regional demand response



Protection of Natural Resources	X	Historic Conservation & Enhancement	
Efficient Transportation		Ensure Availability of Services	X
Maintain Sense of Community	X	Viable Agriculture	
Rural Preservation		Preserve Urban Centers	X
Economic Enrichment	X	Provide Housing Options	X

CROSSROADS VILLAGE CENTER



CROSSROADS VILLAGE CENTER

Definition

Areas with a variety of land uses, several essential commercial services mixed with smaller residential lots
 A natural stopping point for residents in an area for essential goods and services
 Emphasis on character of the Village Center is important to maintain a sense of community

Local Examples

- Bransford
- Graball
- Turner’s Station
- Walnut Grove

Development Pattern

Mix of commercial and typically smaller residential lots
 Community facilities such as churches, meeting lodges, or schools may exist in area

Typical Street Pattern

Arterial or collector streets at intersections
 Adjoining streets may connect in a grid pattern

Pedestrian Accommodations

Sidewalks required
 Connectivity to adjacent residential areas is important
 System of greenways based upon Transportation Element

Bicycle Accommodations

Wide shoulder/bike lane for travel based upon Transportation Element
 System of greenways and trailheads based upon Transportation Element

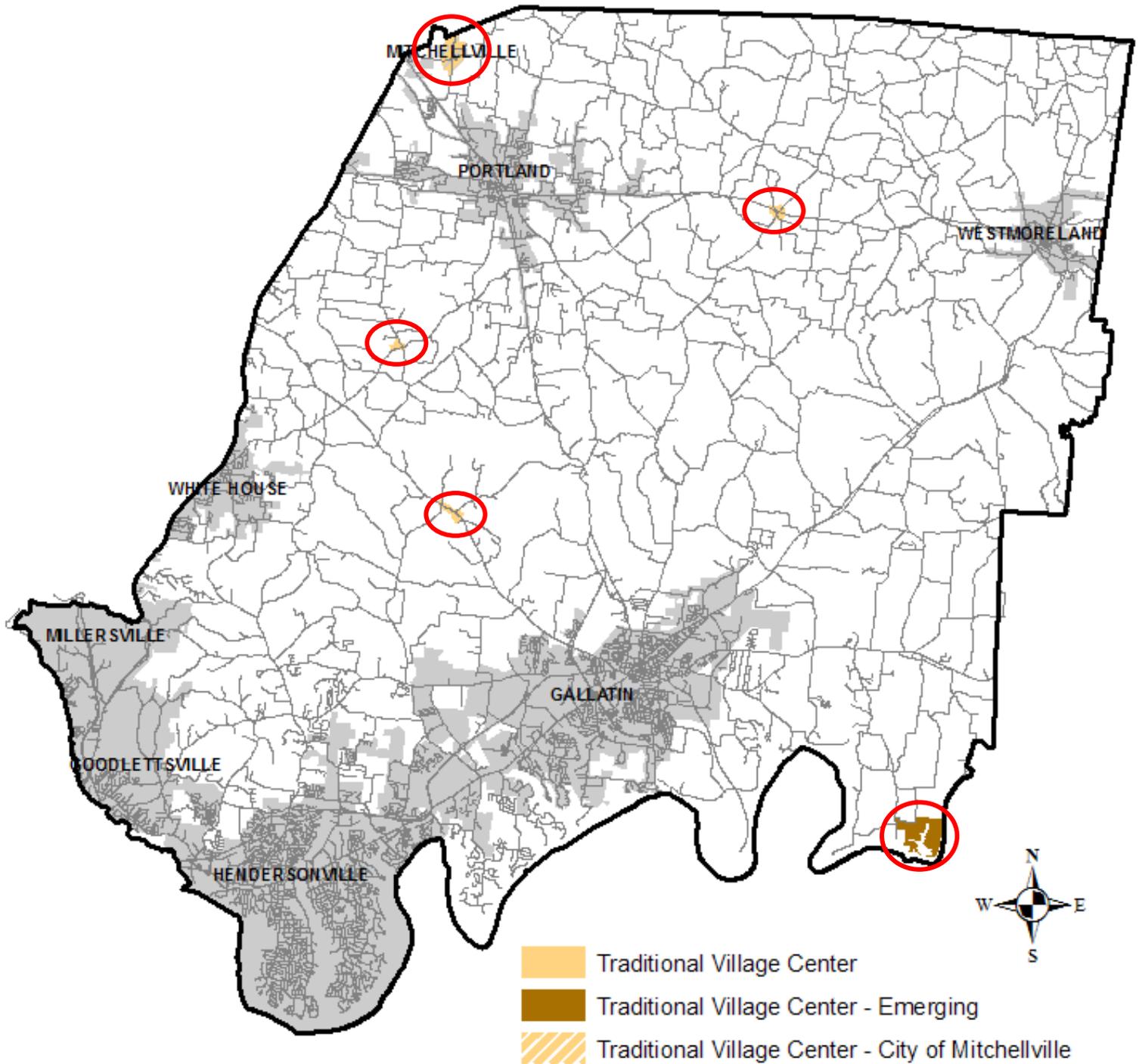
Mass Transit Considerations

Regional demand response



Protection of Natural Resources		Historic Conservation & Enhancement	X
Efficient Transportation	X	Ensure Availability of Services	X
Maintain Sense of Community	X	Viable Agriculture	
Rural Preservation	X	Preserve Urban Centers	X
Economic Enrichment	X	Provide Housing Options	

TRADITIONAL VILLAGE CENTER



TRADITIONAL VILLAGE CENTER

Definition

Areas with a variety of land uses, commercial services mixed with smaller residential lots and community facilities

Emphasis on character of the Village Center is important to maintain a sense of community

Local Examples

Cottontown New Deal
Oak Grove Lockett (Emerging)

Development Pattern

Mix of commercial and typically smaller residential lots
Community facilities such as churches, meeting lodges, or schools exist in area
Structure heights of one to three stories
Street and lot standards may vary from existing zoning requirements

Typical Street Pattern

Arterial or collector streets
Adjoining streets may connect in a grid pattern

Pedestrian Accommodations

Sidewalks required
Connectivity to adjacent residential areas is important
System of greenways based upon Transportation Element

Bicycle Accommodations

Wide shoulder/bike lane for travel based upon Transportation Element
System of greenways and trailheads based upon Transportation Element

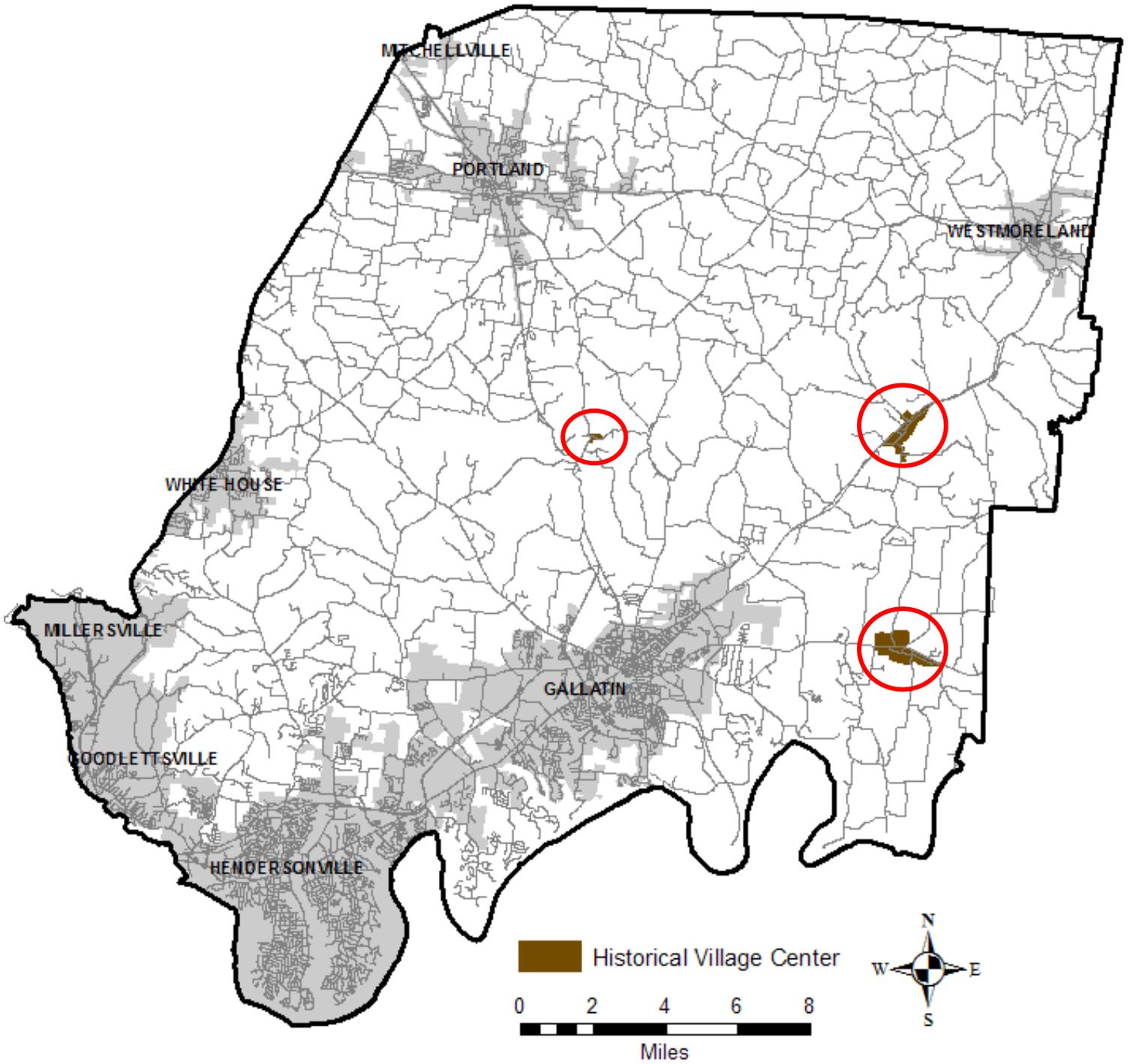
Mass Transit Considerations

Regional demand response



Protection of Natural Resources		Historic Conservation & Enhancement	X
Efficient Transportation	X	Ensure Availability of Services	X
Maintain Sense of Community	X	Viable Agriculture	
Rural Preservation	X	Preserve Urban Centers	X
Economic Enrichment	X	Provide Housing Options	X

HISTORICAL VILLAGE CENTER



HISTORICAL VILLAGE CENTER

Definition

Areas of important historical significance to Sumner County and a legacy as a cultural center
 A variety of land uses, commercial services mixed with smaller residential lots and community facilities
 Emphasis on character of the Village Center that maintains the area's history and culture

Local Examples

Bethpage Castalian Springs South Tunnel

Development Pattern

Mix of commercial and smaller residential lots
 Community facilities such as churches, meeting lodges, or schools exist in area
 Structure heights of one to three stories
 Street and lot standards may vary from existing zoning requirements
 Emphasis on preservation of existing building stock and historical assets
 New development required to fit in with the existing community character

Typical Street Pattern

Arterial or collector streets
 Adjoining streets may connect in a grid pattern

Pedestrian Accommodations

Sidewalks required
 Connectivity to adjacent residential areas
 System of greenways based upon Transportation Element

Bicycle Accommodations

Wide shoulder/bike lane for travel based upon Transportation Element
 System of greenways and trailheads based upon Transportation Element

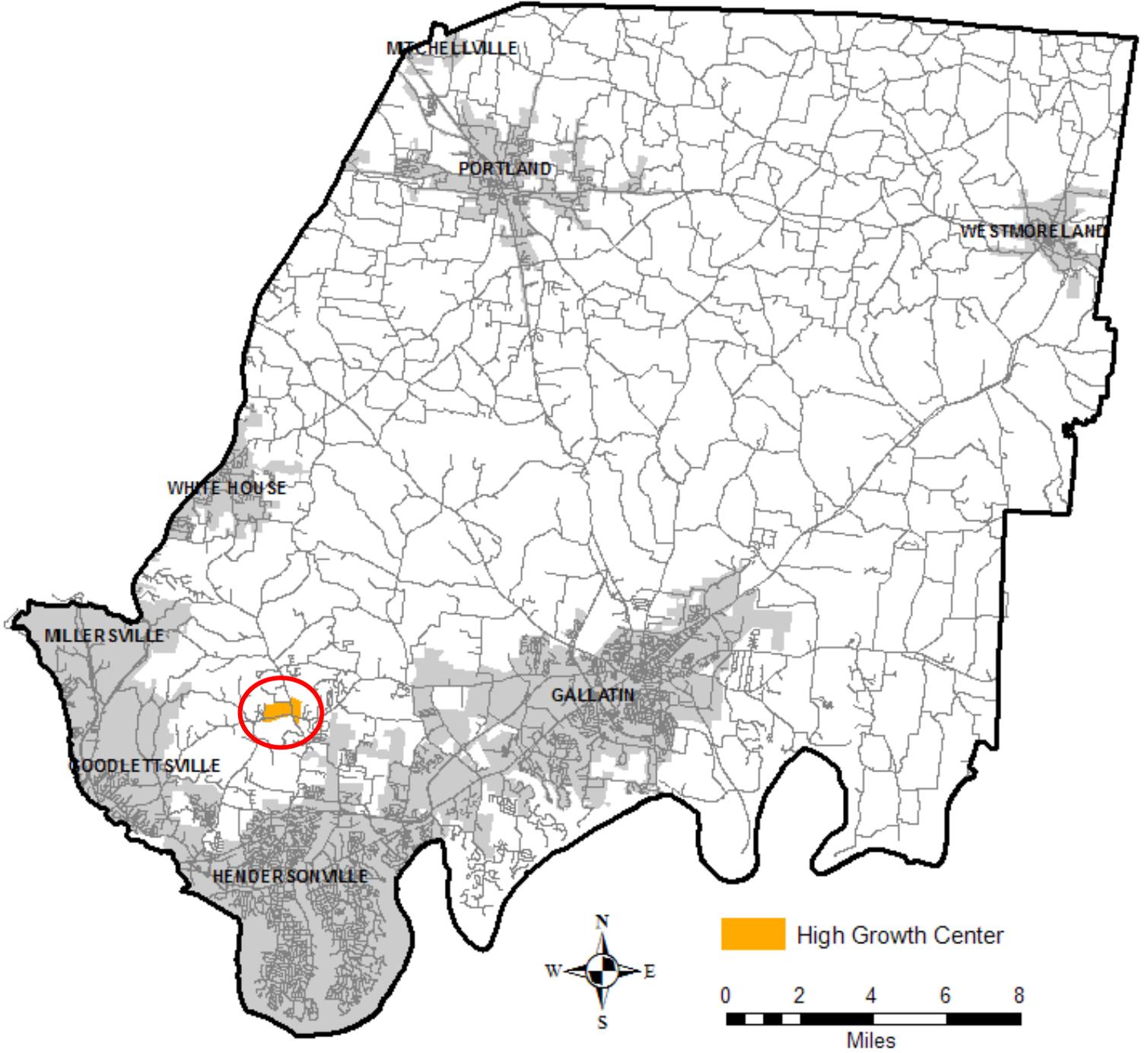
Mass Transit Considerations

Regional demand response



Protection of Natural Resources	X	Historic Conservation & Enhancement	X
Efficient Transportation	X	Ensure Availability of Services	X
Maintain Sense of Community	X	Viable Agriculture	X
Rural Preservation	X	Preserve Urban Centers	X
Economic Enrichment	X	Provide Housing Options	X

HIGH GROWTH CENTER



HIGH GROWTH CENTER

Definition

A high growth area with commercial services and community facilities
 Emphasis on cultural and historical character of the community is important as new development occurs

Local Example

Shackle Island (see Section 5.20 in the Transportation Element for further details)

Development Pattern

Mix of commercial services
 Community facilities (churches, meeting lodges, or schools) exist in area
 Structure heights of one to three stories

Typical Street Pattern

Arterial streets served by local roads
 Spacing of streets varies with an emphasis on connectivity and improved safety that reduces traffic conflicts

Pedestrian Accommodations

Sidewalks required
 Connectivity to adjacent residential areas is important
 System of greenways based upon Transportation Element

Bicycle Accommodations

Wide shoulder/bike lane for travel based upon Transportation Element
 System of greenways and trailheads based upon Transportation Element
 Bike parking provided at commercial and community facilities

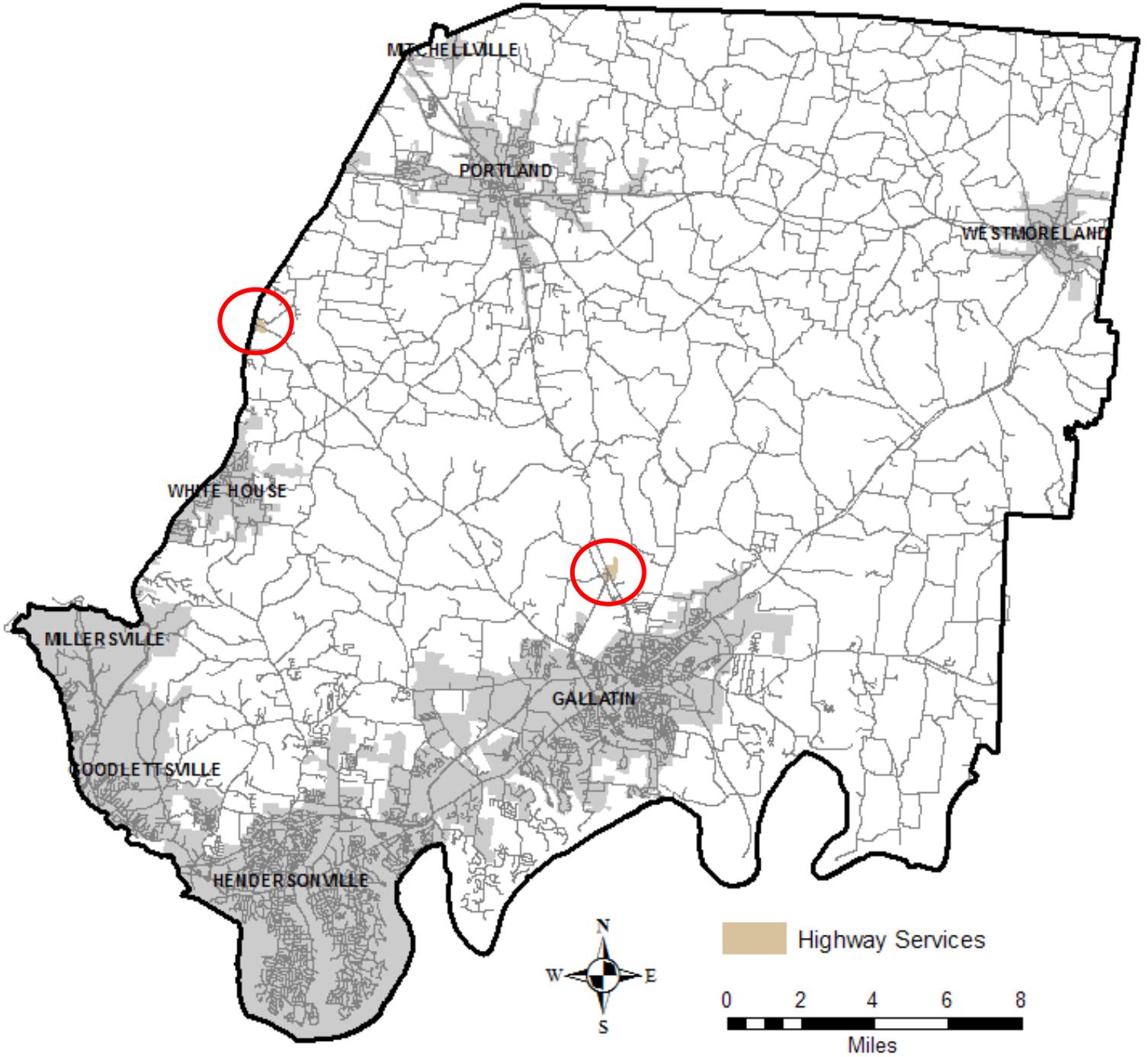
Mass Transit Considerations

Regional demand response
 A park and ride lot in the area would be appropriate for carpooling and bussing



Protection of Natural Resources	X	Historic Conservation & Enhancement	X
Efficient Transportation	X	Ensure Availability of Services	X
Maintain Sense of Community	X	Viable Agriculture	
Rural Preservation	X	Preserve Urban Centers	X
Economic Enrichment	X	Provide Housing Options	

HIGHWAY SERVICES



HIGHWAY SERVICES

Definition

Areas that provide essential commercial services to motorists (lodging, food, gas, etc.)

Local Examples

Area around SR 25 and Hwy 31W and near SR 109 and the Gallatin city limits

Development Pattern

Predominantly low density, commercial uses served by automobile
 No residential
 Structure heights of one to three stories

Typical Street Pattern

Arterial streets with appropriately spaced side streets to improve safety and reduce traffic conflicts
 Heavy emphasis on access management along the SR 109 corridor

Pedestrian Accommodations

Sidewalks required

Bicycle Accommodations

Wide shoulder/bike lane for travel based upon Transportation Element

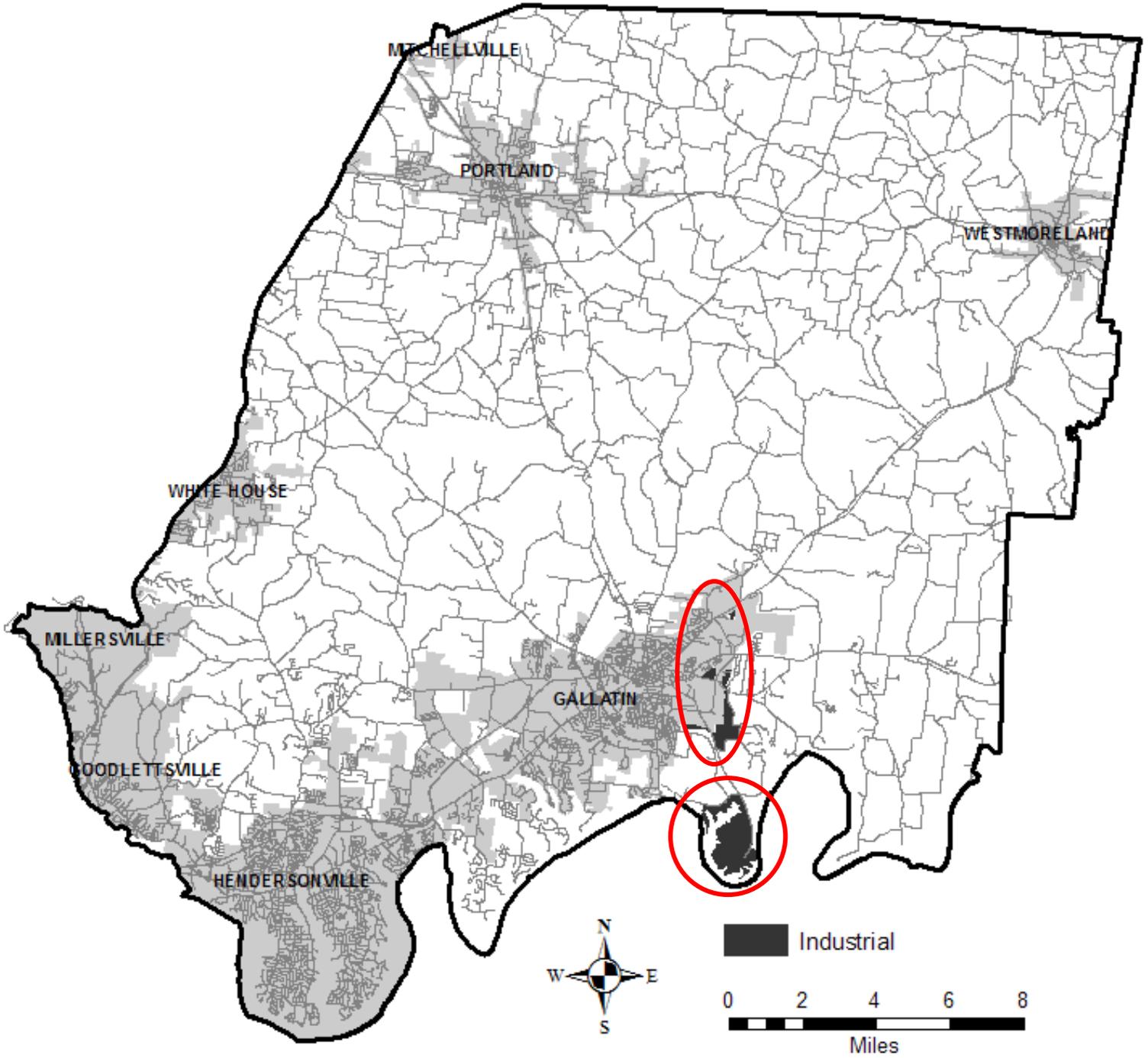
Mass Transit Considerations

A park and ride lot in the area would be appropriate to encourage carpooling and bussing



Protection of Natural Resources		Historic Conservation & Enhancement	
Efficient Transportation	X	Ensure Availability of Services	X
Maintain Sense of Community		Viable Agriculture	
Rural Preservation		Preserve Urban Centers	
Economic Enrichment	X	Provide Housing Options	

INDUSTRIAL



INDUSTRIAL

Definition

Areas that already have existing industrial uses with plans to continue operating those uses or expanding those uses in the near future

Local Example

Areas within Gallatin’s urban growth boundary primarily around the Sumner County Regional Airport and the Gallatin Steam Plant operated by the Tennessee Valley Authority (TVA)

Development Pattern

Industrial uses, no residential
Structure heights limited to the Airport Overlay Zone around the Sumner County Regional Airport

Typical Street Pattern

Arterial streets with appropriately spaced side streets to improve safety and reduce traffic conflicts

Pedestrian Accommodations

Sidewalks required

Bicycle Accommodations

Wide shoulder/bike lane for travel based upon Transportation Element
Bike parking provided at commercial and community facilities

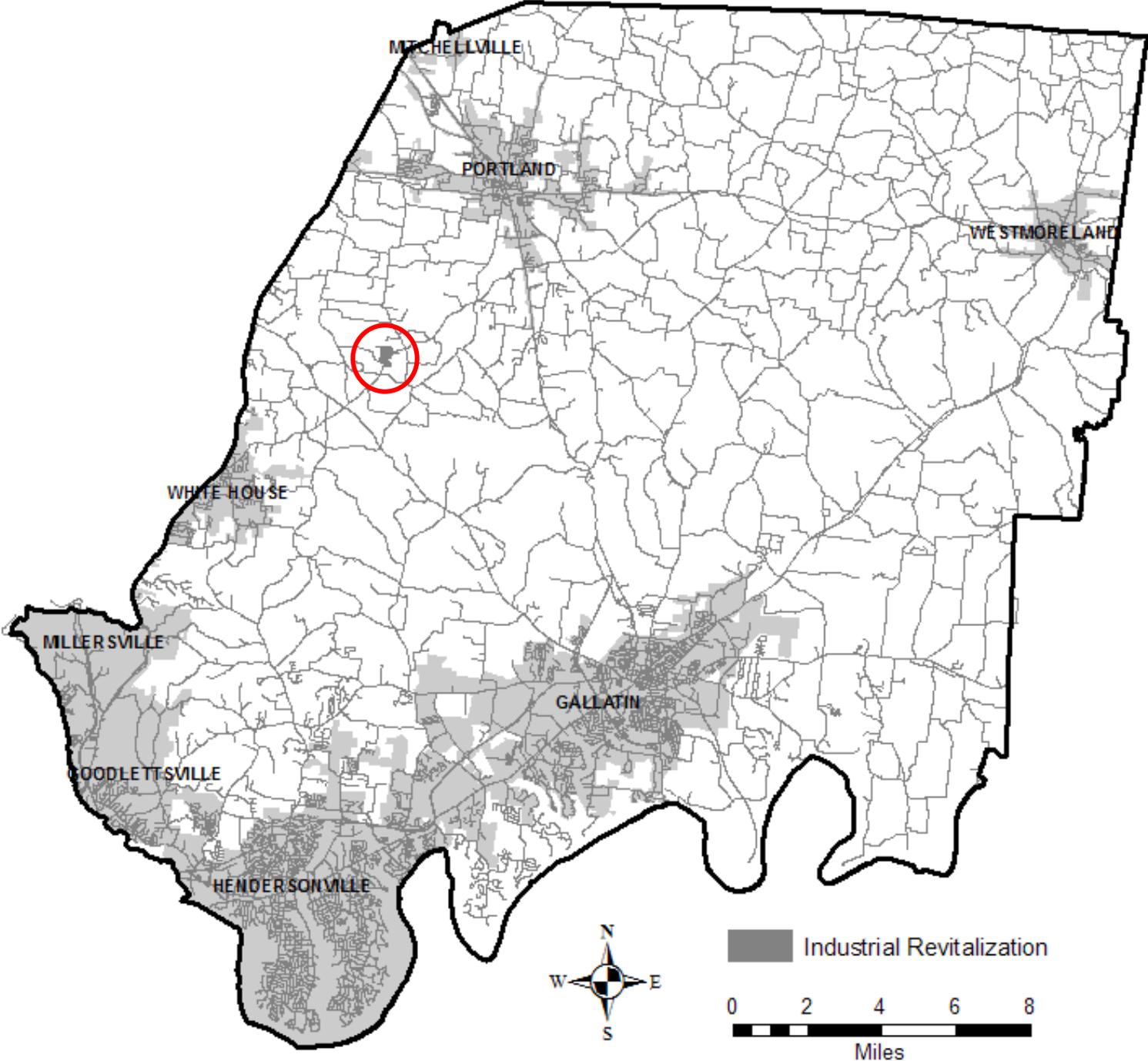
Mass Transit Considerations

Regional demand response
Connecting the area to local and regional transit for employment purposes is important



Protection of Natural Resources		Historic Conservation & Enhancement	
Efficient Transportation		Ensure Availability of Services	X
Maintain Sense of Community		Viable Agriculture	
Rural Preservation		Preserve Urban Centers	
Economic Enrichment	X	Provide Housing Options	

INDUSTRIAL REVITALIZATION



INDUSTRIAL REVITALIZATION

Definition

Areas that once had an existing manufacturing base

Existing industrial building stock is underutilized

Future of area could include reemergence of industrial uses or utilizing building stock for other needs

Local Example

Industrial area in New Deal

Development Pattern

Low density industrial or commercial uses served by automobile

No residential in character area, but residential close by

Structure heights of one to two stories

Typical Street Pattern

An arterial street with industrial service roads

Pedestrian Accommodations

Sidewalks required in new development connecting to adjacent Village Center and school

Bicycle Accommodations

Wide shoulder/bike lane for travel based upon Transportation Element

Bike parking provided at commercial and community facilities

Mass Transit Considerations

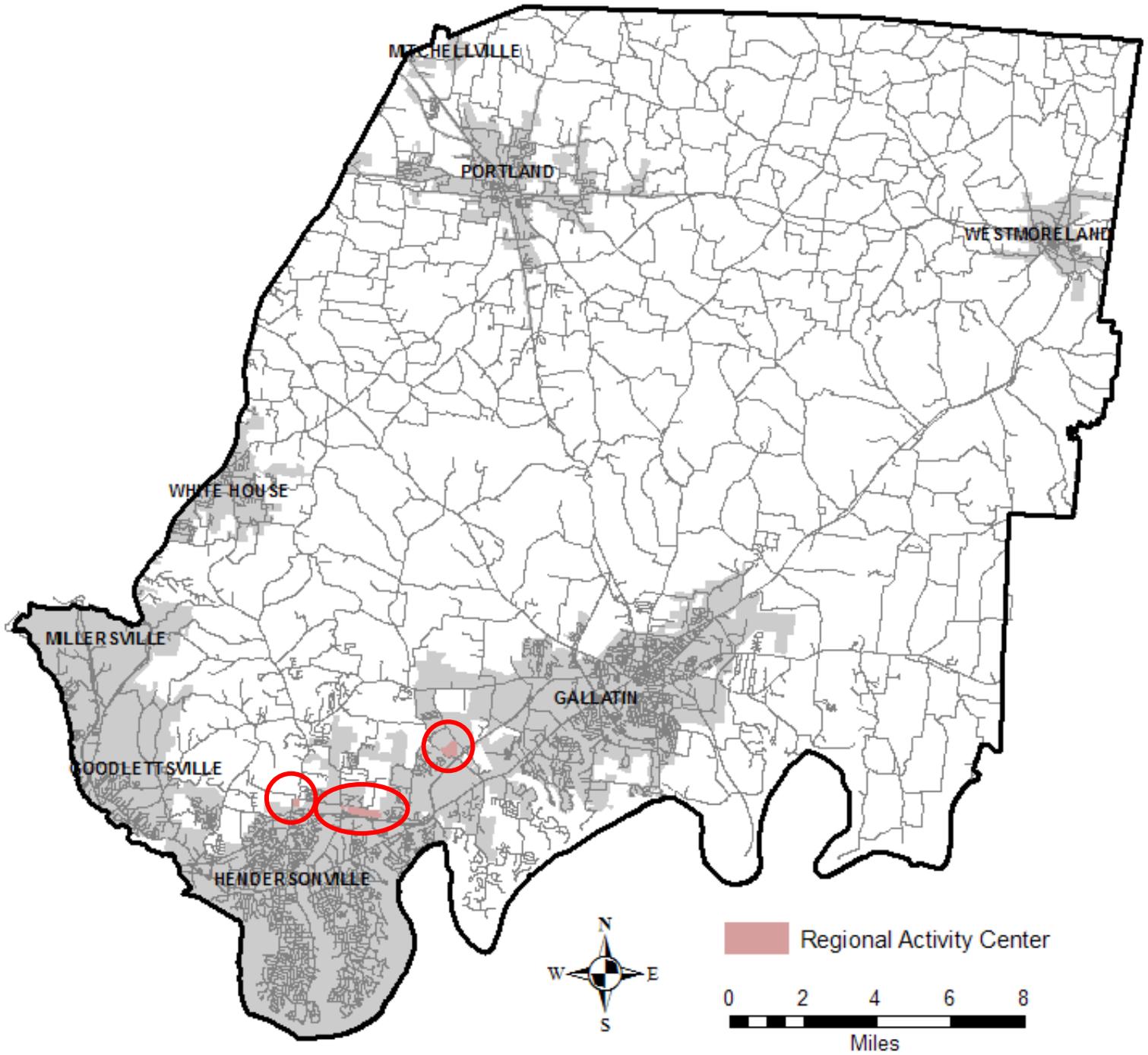
Regional demand response

Connecting the area to local and regional transit for employment purposes is important



Protection of Natural Resources		Historic Conservation & Enhancement	
Efficient Transportation		Ensure Availability of Services	X
Maintain Sense of Community		Viable Agriculture	
Rural Preservation		Preserve Urban Centers	X
Economic Enrichment	X	Provide Housing Options	

REGIONAL ACTIVITY CENTER



REGIONAL ACTIVITY CENTER

Definition

Areas that draw people from the county and surrounding areas for shopping, employment, parks, or housing. These are large-scale developments with a mix of residential, nonresidential, and civic uses. Phases build out over several years.

Local Example

Area around Indian Lake Village and SR 386 near Hendersonville city limits

Development Pattern

Mix of uses
Residential density of 3-15 units per acre
0.35-2.0 FAR
Structure heights of 1-6 stories

Typical Street Pattern

Modified grid with street spacing of 800-1,500 feet
Emphasis on connectivity

Pedestrian Accommodations

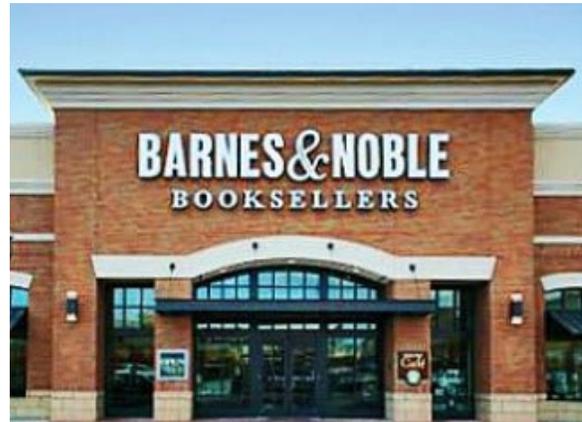
Sidewalks required

Bicycle Accommodations

Wide shoulder/bike lane for travel based upon Transportation Element
Bike parking provided at commercial and community facilities

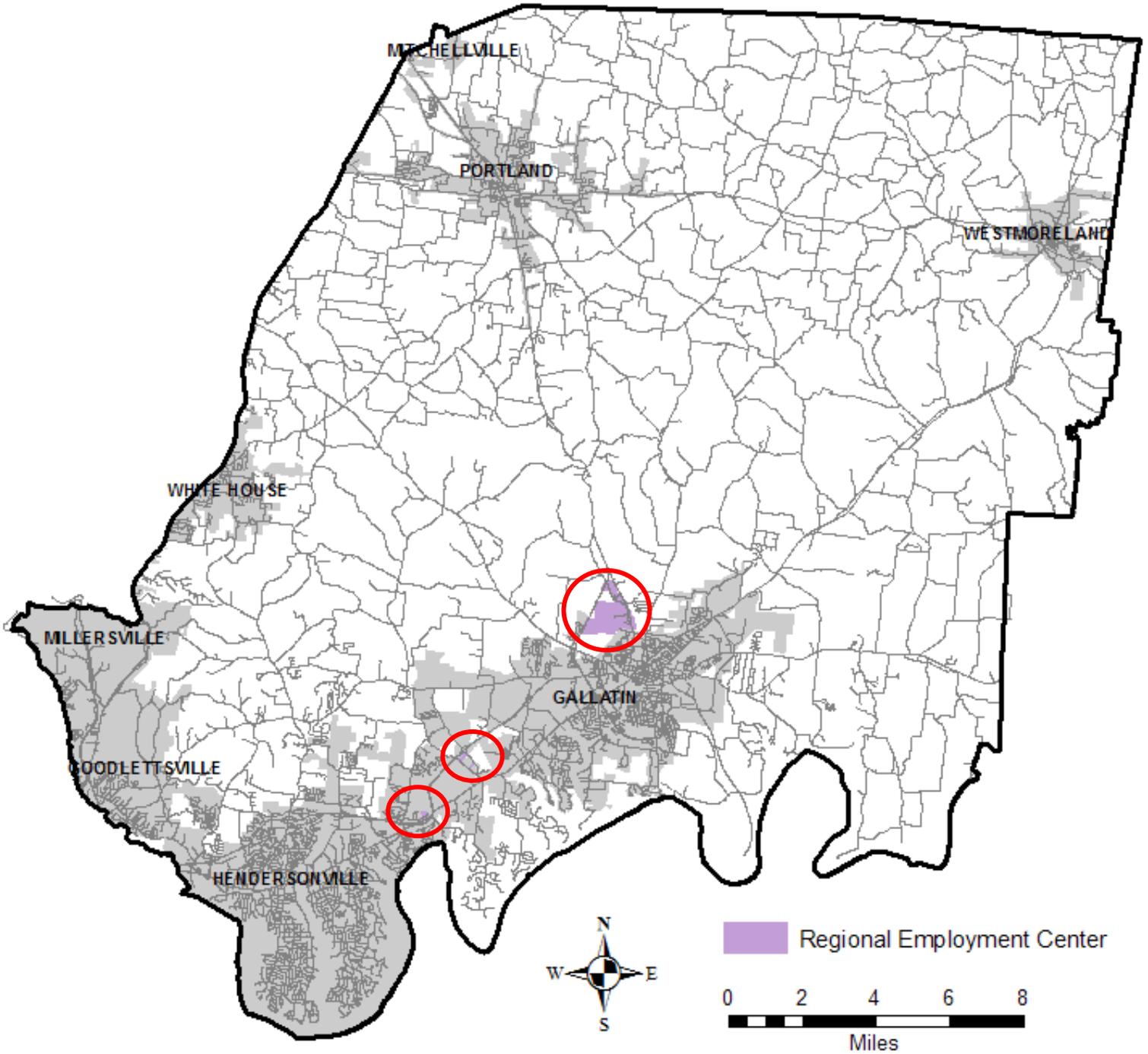
Mass Transit Considerations

A park and ride lot in the area would be appropriate to encourage carpooling and bussing
Connecting the area to local and regional transit for employment purposes is important



Protection of Natural Resources		Historic Conservation & Enhancement	
Efficient Transportation	X	Ensure Availability of Services	X
Maintain Sense of Community		Viable Agriculture	
Rural Preservation		Preserve Urban Centers	X
Economic Enrichment	X	Provide Housing Options	X

REGIONAL EMPLOYMENT CENTER



REGIONAL EMPLOYMENT CENTER

Definition

Areas that provide basic jobs and keep people in the county during normal work hours. Typically located near major transportation corridors and may include office parks, manufacturing center, corporate campuses, or major universities.

Local Example

Areas where the city limits of Hendersonville and Gallatin meet

Development Pattern

Mixed uses, no residential
0.20-0.5 FAR
Structure heights of one to four stories

Typical Street Pattern

Modified grid with street spacing of 1,200 to 1,500 feet
Emphasis on connectivity

Pedestrian Accommodations

Sidewalks required

Bicycle Accommodations

Wide shoulder/bike lane for travel based upon Transportation Element
Bike parking provided at commercial and community facilities

Mass Transit Considerations

A park and ride lot in the area would be appropriate to encourage carpooling and bussing
Connecting the area to local and regional transit for employment purposes is important



Protection of Natural Resources		Historic Conservation & Enhancement	
Efficient Transportation	X	Ensure Availability of Services	X
Maintain Sense of Community		Viable Agriculture	
Rural Preservation		Preserve Urban Centers	X
Economic Enrichment	X	Provide Housing Options	

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