



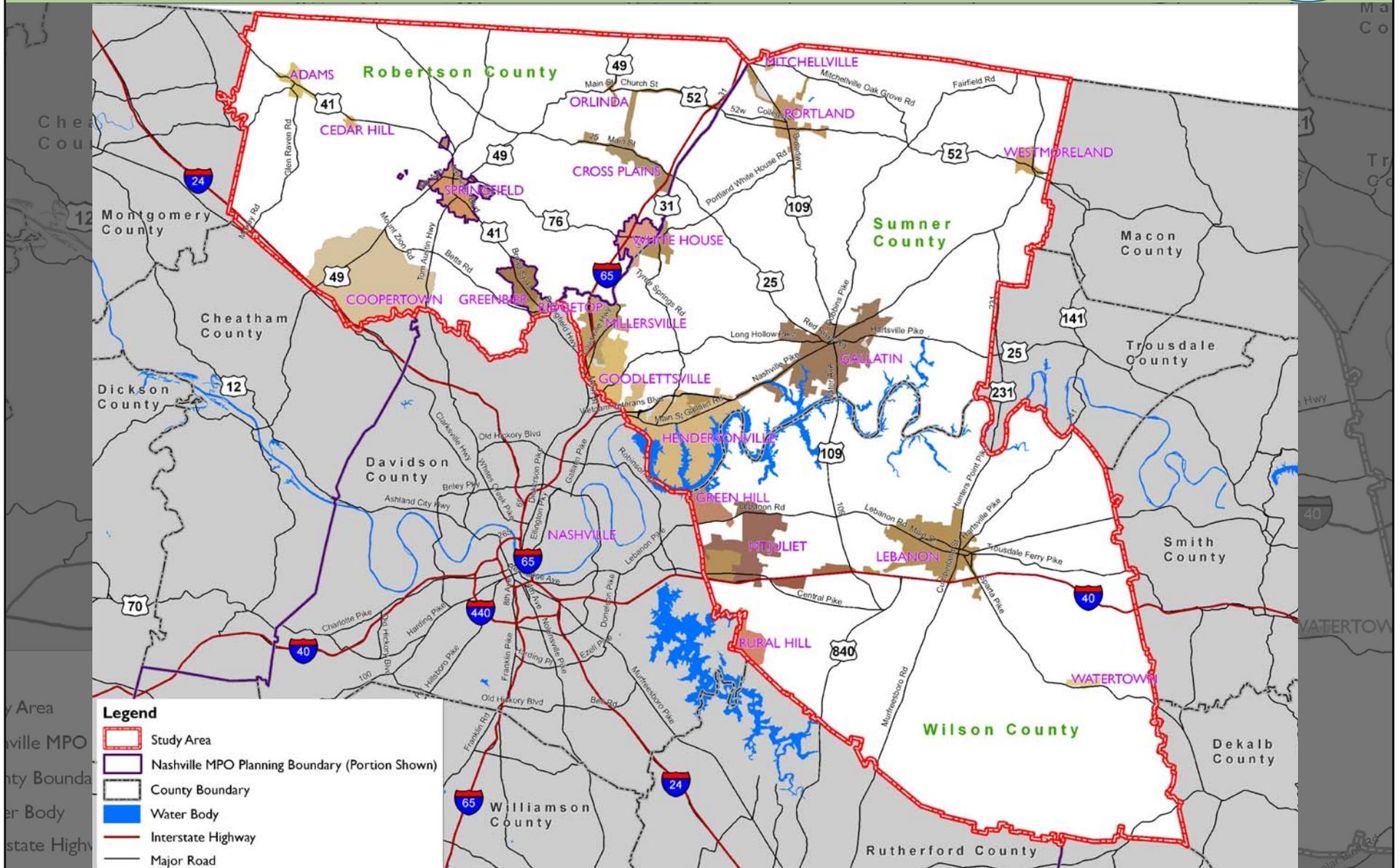
**Nashville Area Metropolitan Planning Organization
Tri-County Transportation & Land Use Study
of Robertson, Sumner, Wilson Counties**

**Community Meeting – Robertson County
December 7, 2009**



**LandDesign • Kimley-Horn & Associates, Inc.
Basile Baumann Prost Cole & Associates, Inc. • Sterling Communications**

Tri-County Study Area





Purpose – Why are we here?

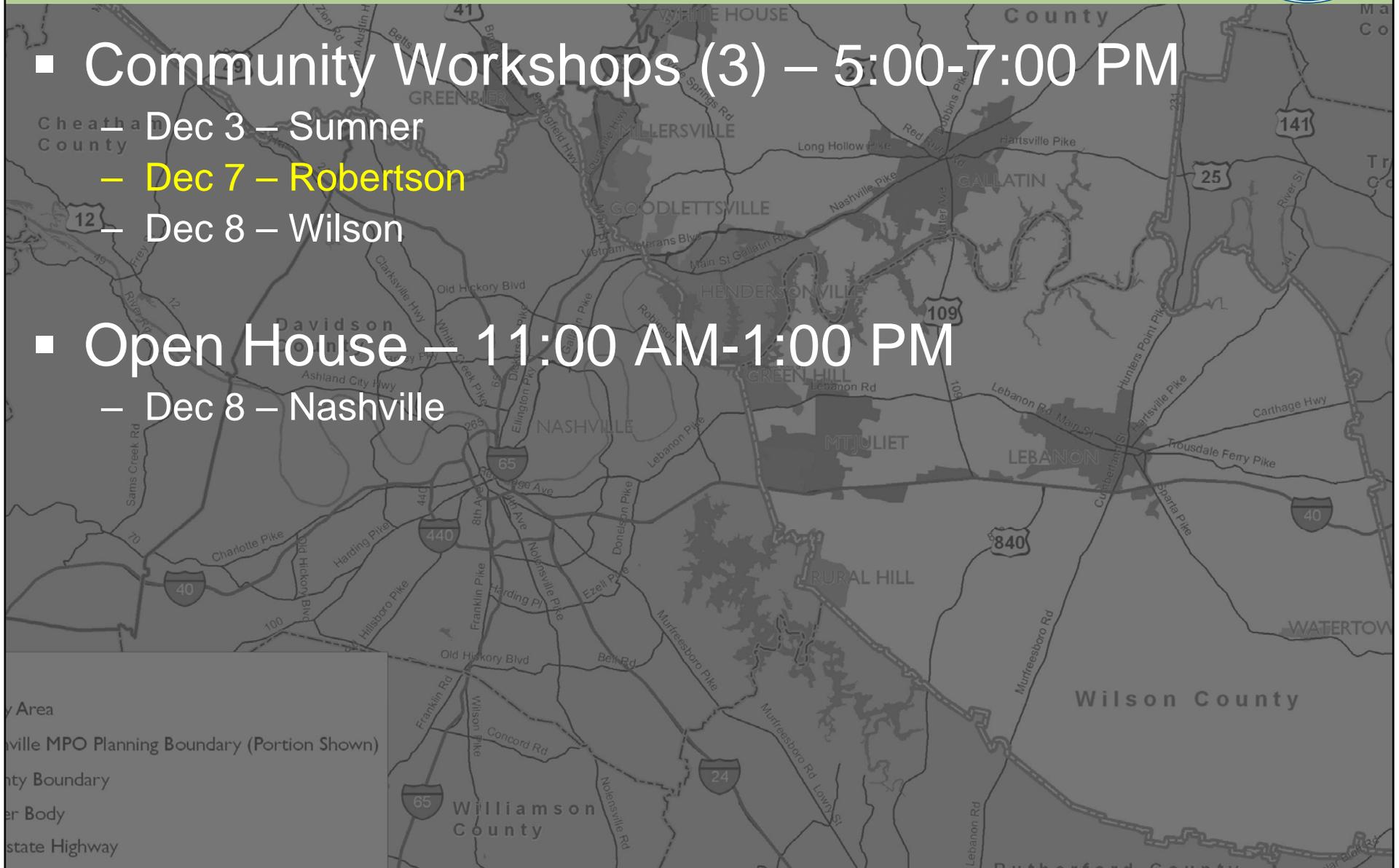
- To bring local governments, citizens, and businesses together to talk about growth issues.
- To create a forum for local leaders to consider growth plans of their neighboring communities for regional mobility and prosperity.
- To generate ideas for the 2035 Regional Transportation Plan.





Meeting Schedule

- **Community Workshops (3) – 5:00-7:00 PM**
 - Dec 3 – Sumner
 - **Dec 7 – Robertson**
 - Dec 8 – Wilson
- **Open House – 11:00 AM-1:00 PM**
 - Dec 8 – Nashville

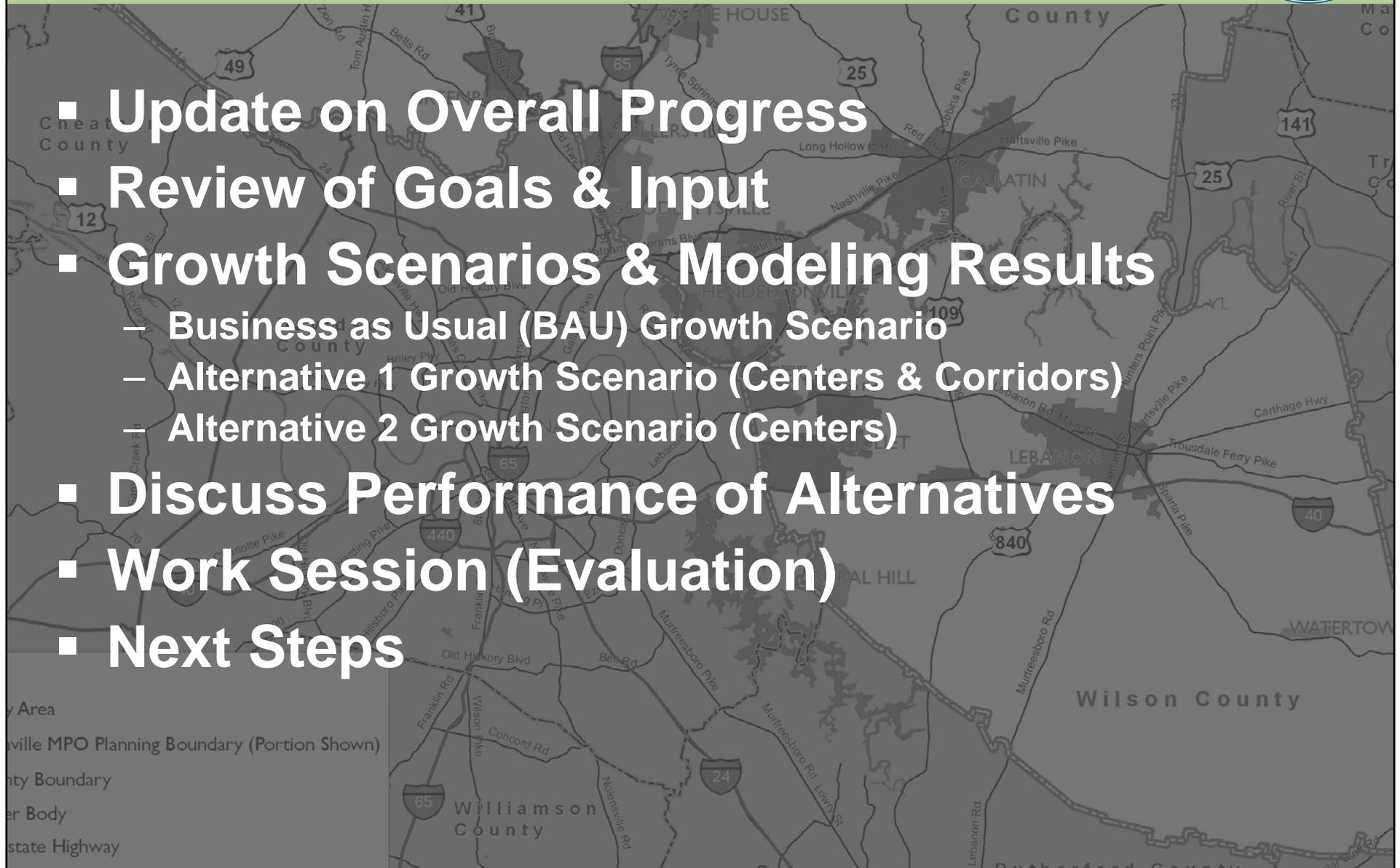


Planning Area
Nashville MPO Planning Boundary (Portion Shown)
County Boundary
Water Body
State Highway

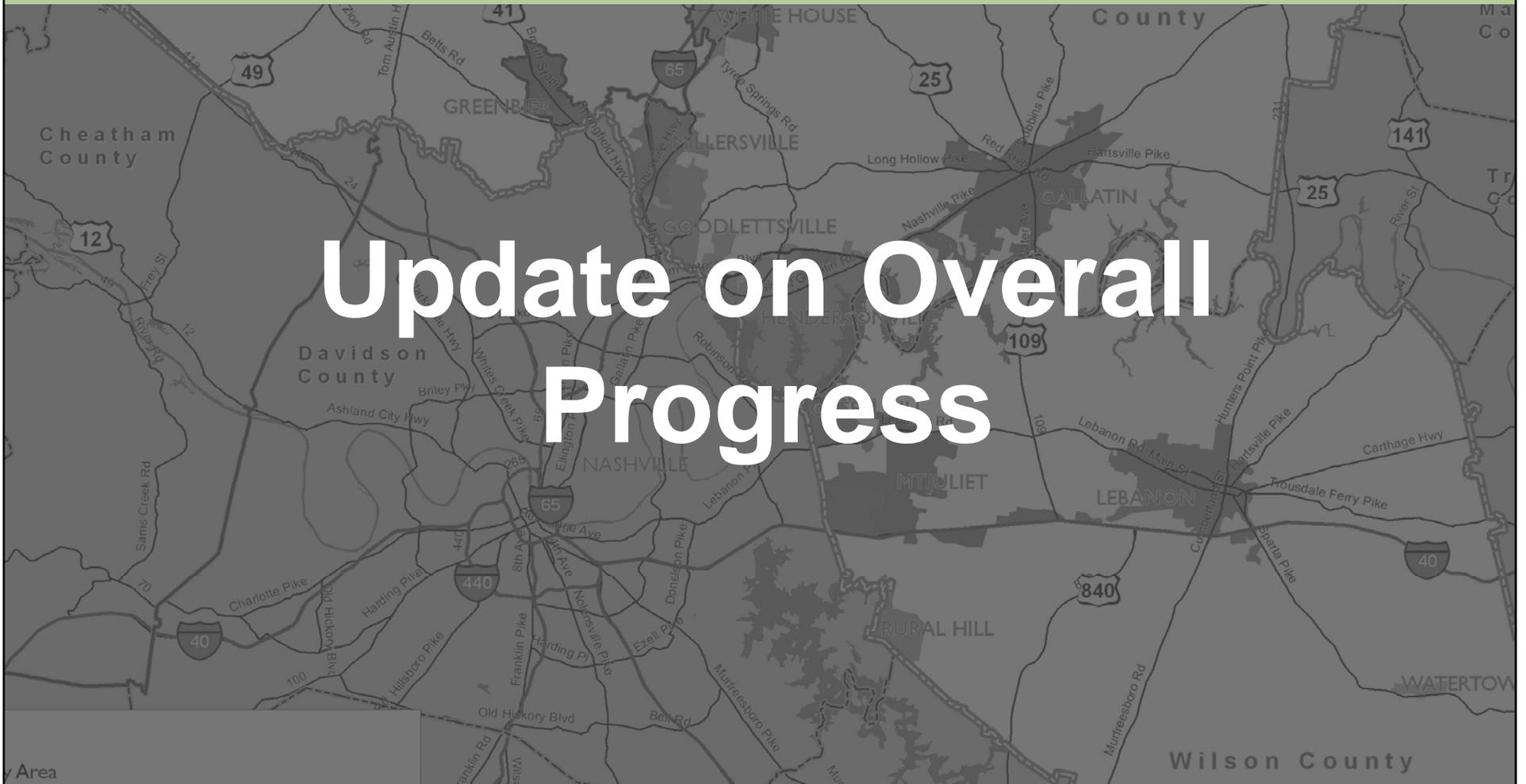
Agenda



- **Update on Overall Progress**
- **Review of Goals & Input**
- **Growth Scenarios & Modeling Results**
 - Business as Usual (BAU) Growth Scenario
 - Alternative 1 Growth Scenario (Centers & Corridors)
 - Alternative 2 Growth Scenario (Centers)
- **Discuss Performance of Alternatives**
- **Work Session (Evaluation)**
- **Next Steps**



Update on Overall Progress





Update on Overall Progress

01

TASK 1

Consultant Coordination Plan

02

TASK 2

Public Participation Plan

03

TASK 3

Economic and Market Information

04

TASK 4

Develop/Evaluate BAU Growth Scenario

05

TASK 5

Develop/Evaluate Alternative Growth Scenarios

06

TASK 6

Prepare Preferred Plan and Supporting Illustrations

07

TASK 7

Policy Recommendations & Implementation Strategies

08

TASK 8

Final Report & Executive Summary

Goals & Input



Results of Group Exercise – Report Card

Goals	Grade
Historic Conservation and Enhancement	B-
Viable Agriculture	B
Rural Preservation	C+
Economic Enrichment while Safeguarding Existing Public and Private Development	B-
Preserve Urban Centers	B
Protection of Natural Resources	B-
Efficient Transportation System	C
Ensure Availability of Services	B
Provide Housing Options	C+
Maintain Sense of Community and Sense of Place	B-



Growth Scenarios



Land Supply & Suitability



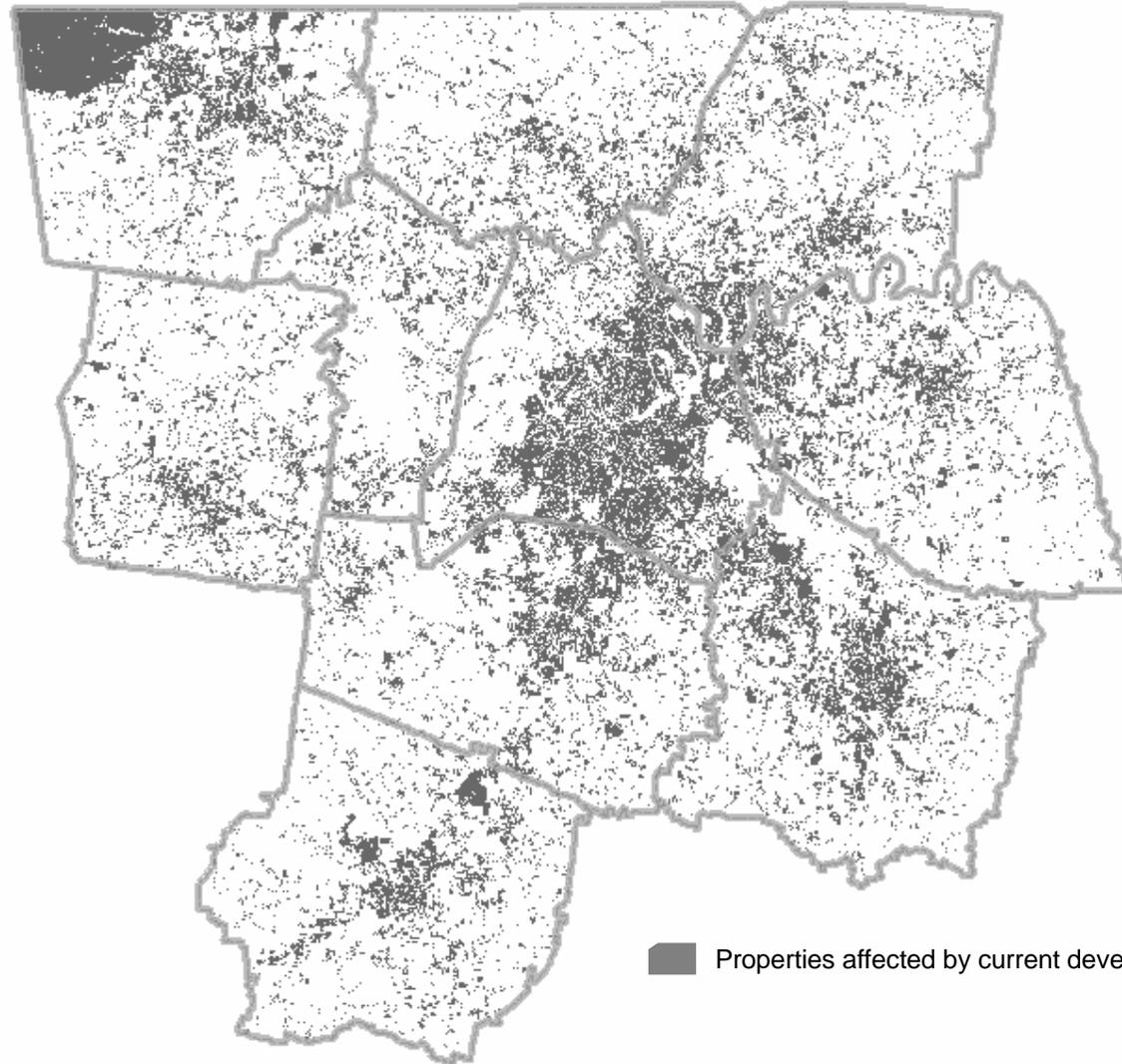
- **Available land?**

- Not including already developed
- Not including environmentally constrained

- **Capacity of available land to support development?**

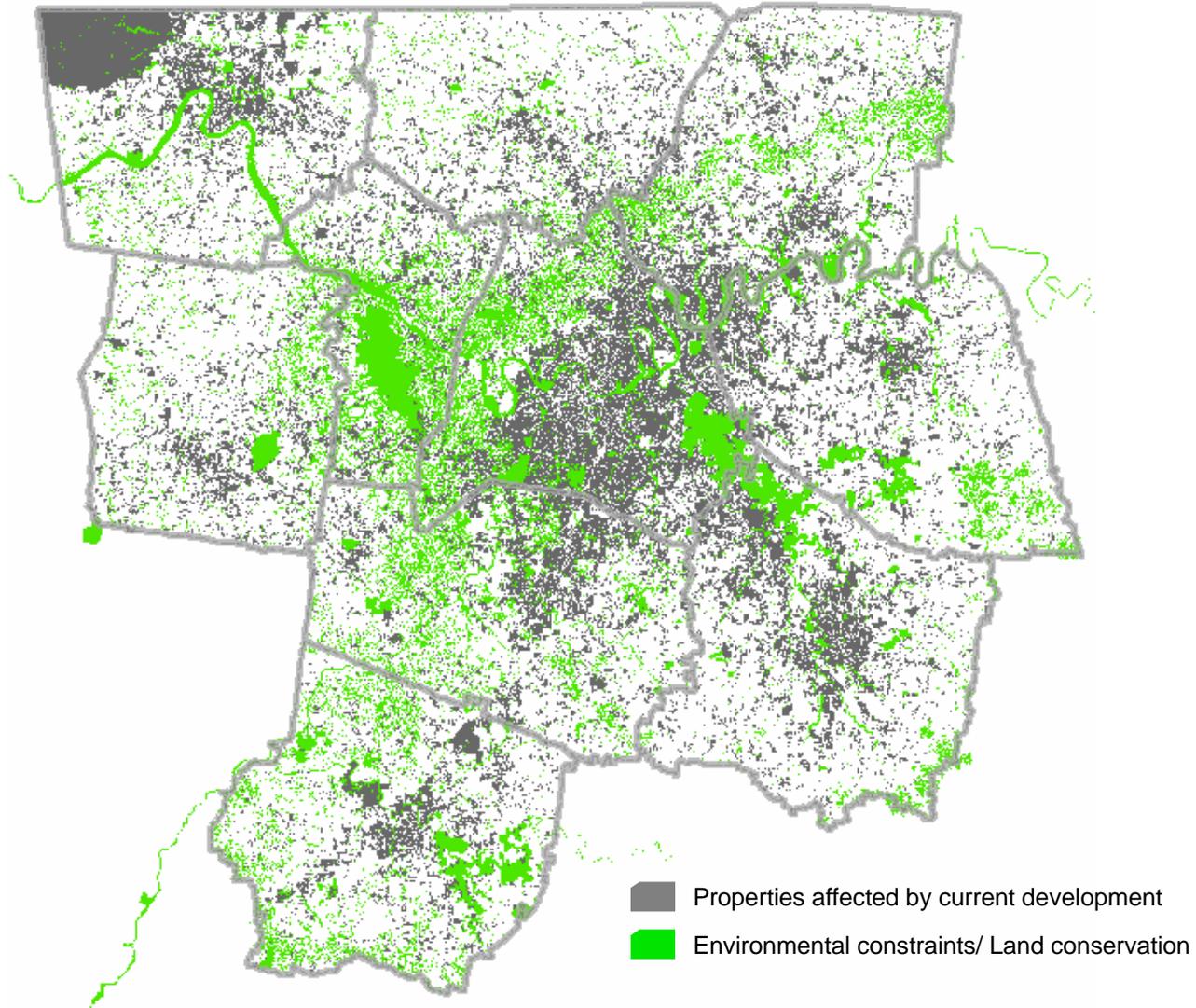


Existing Development Pattern (2008)

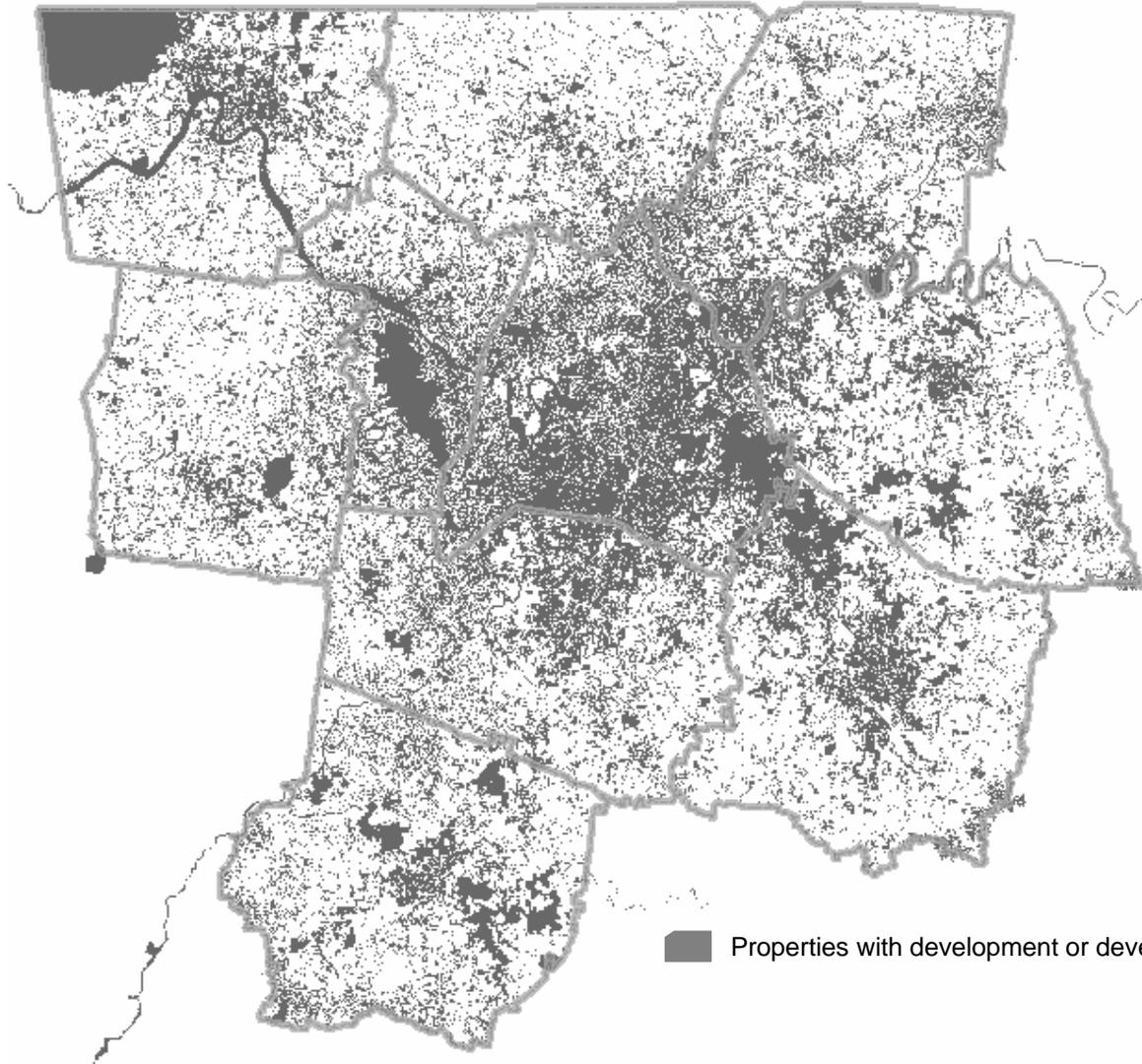


■ Properties affected by current development

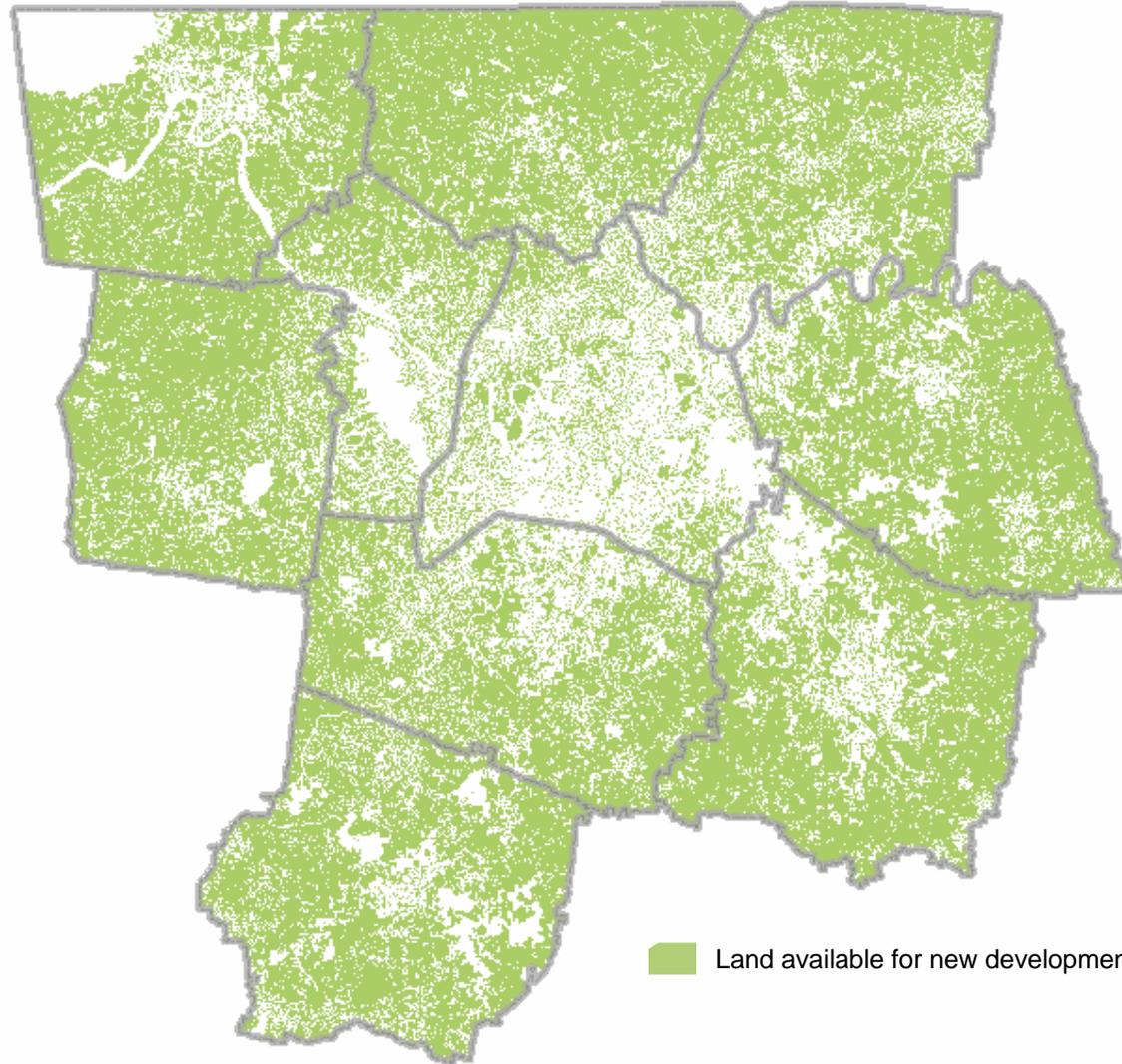
Environmental Constraints



Developed or Constrained



Vacant Greenfield Development Opportunities

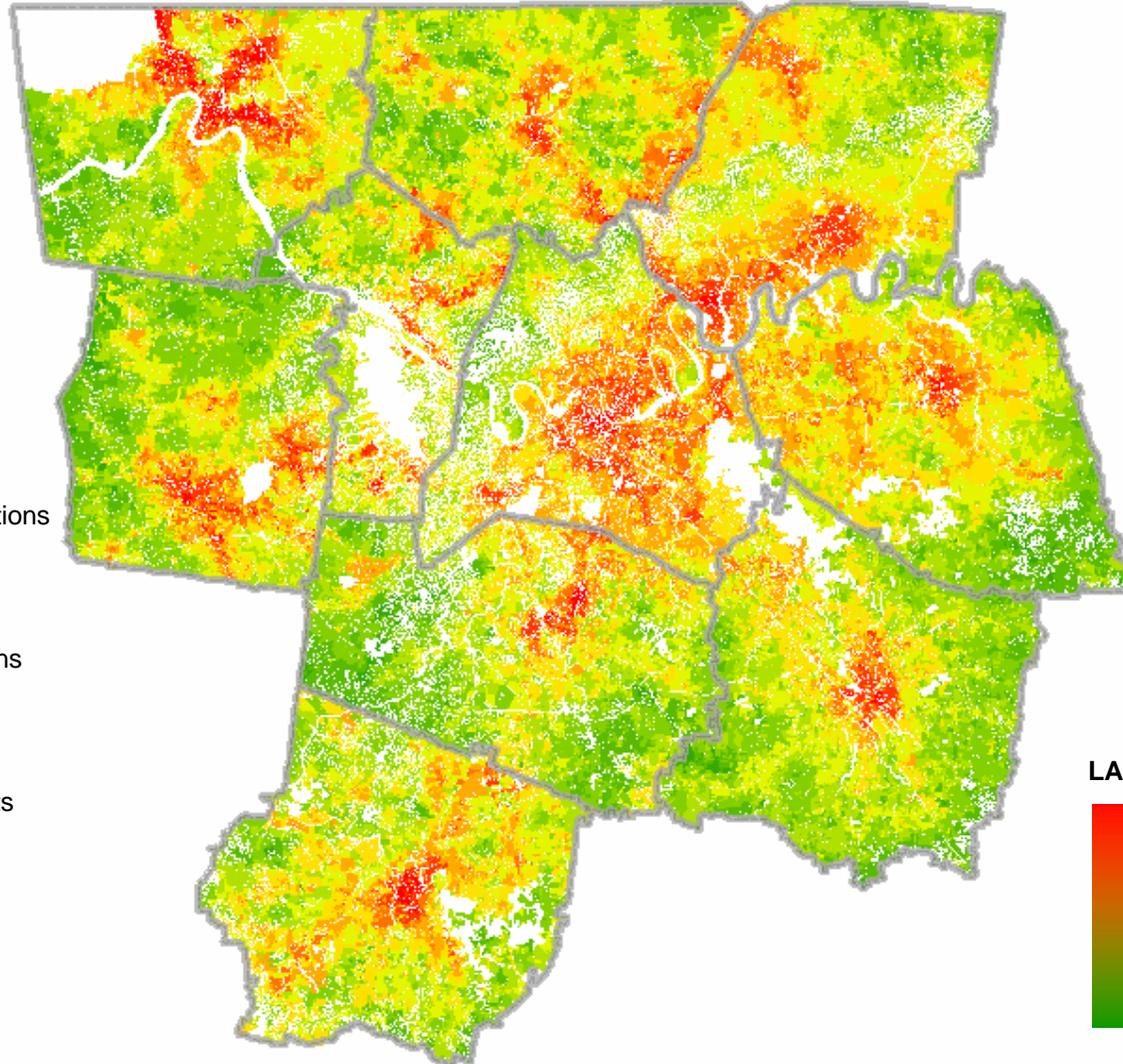


Land available for new development

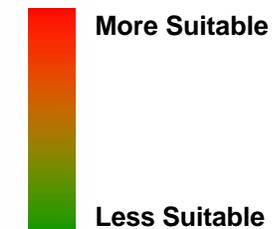
Land Suitability – Attractiveness for Development

Defining Suitability:

- Land Values
- Water/ Sewer
- Schools
- Major Roads/ Intersections
- Retail Opportunities
- Traffic Congestion
- Transit Service/ Stations
- Hospitals
- Parks & Recreation
- Environmental Conflicts



LAND SUITABILITY



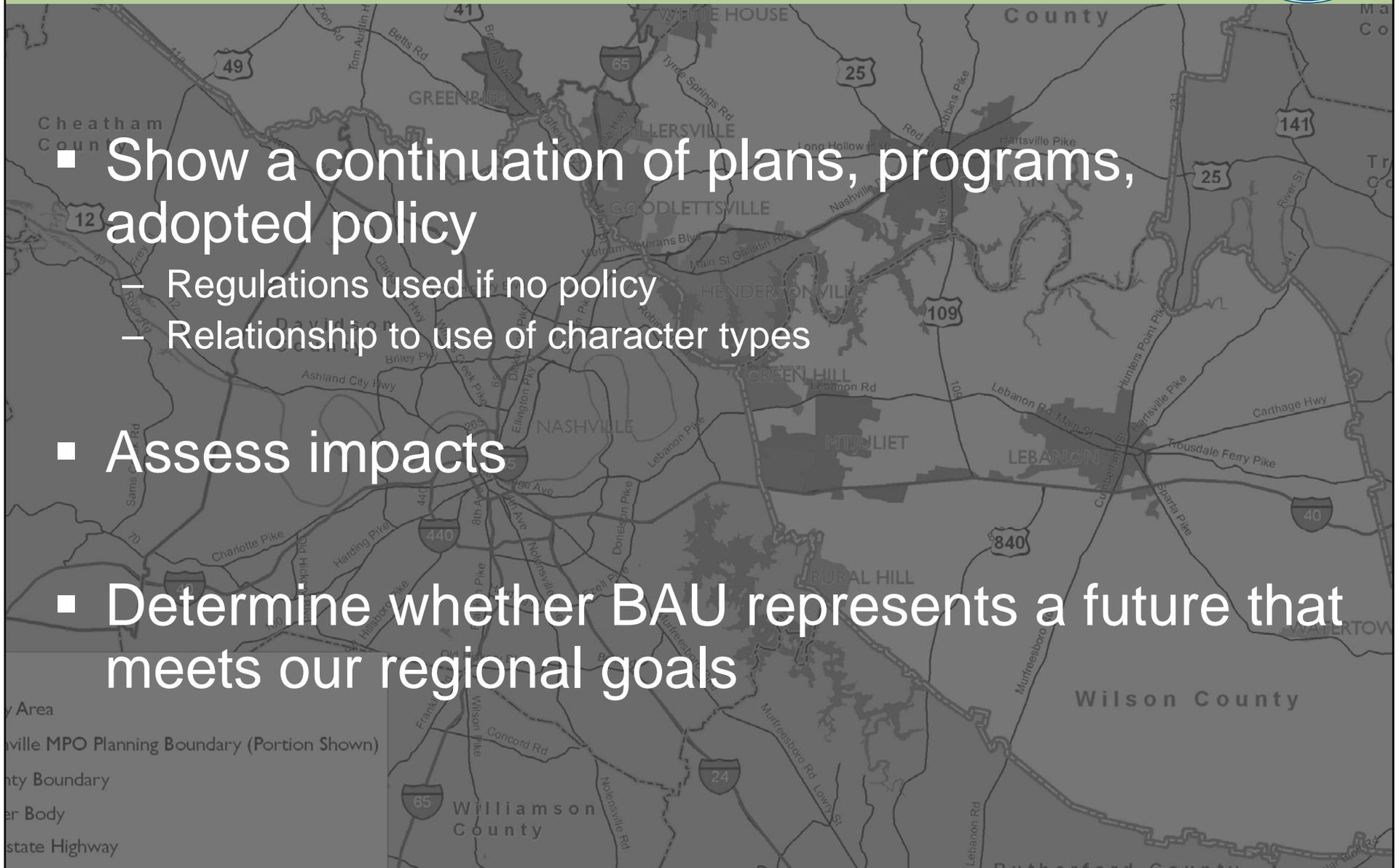
A map of the Nashville, Tennessee area, showing major highways, city names, and county boundaries. The map is overlaid with a semi-transparent grey layer. A large white text overlay is centered on the map. The text reads "Growth Scenarios: Business-As-Usual". The map shows major highways like I-40, I-65, I-75, and US-41, and cities like Nashville, Murfreesboro, and Gallatin. County names like Davidson, Cheatham, and Wilson are also visible.

Growth Scenarios: Business-As-Usual

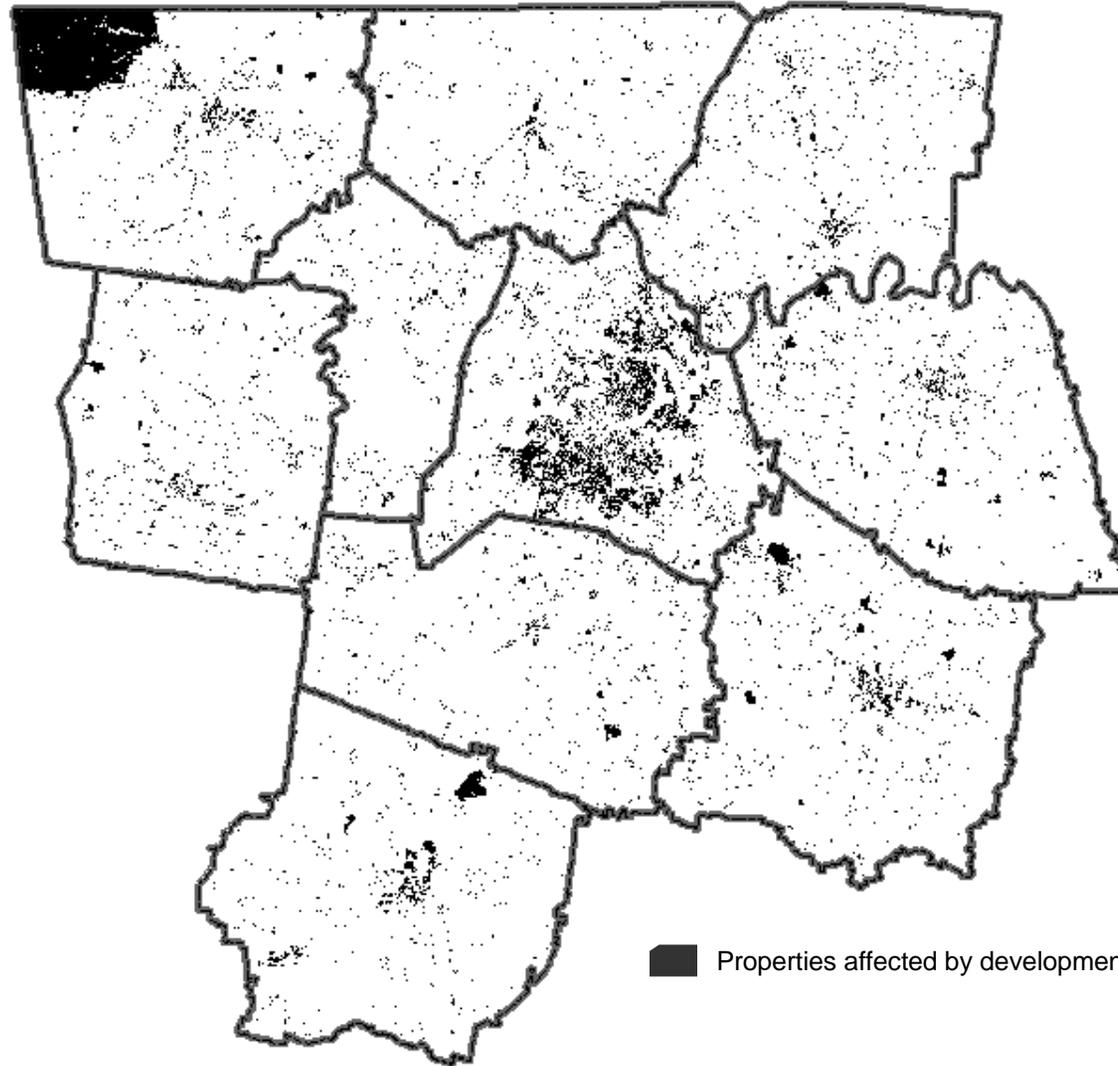
Purpose of BAU in Tri-County Study



- Show a continuation of plans, programs, adopted policy
 - Regulations used if no policy
 - Relationship to use of character types
- Assess impacts
- Determine whether BAU represents a future that meets our regional goals

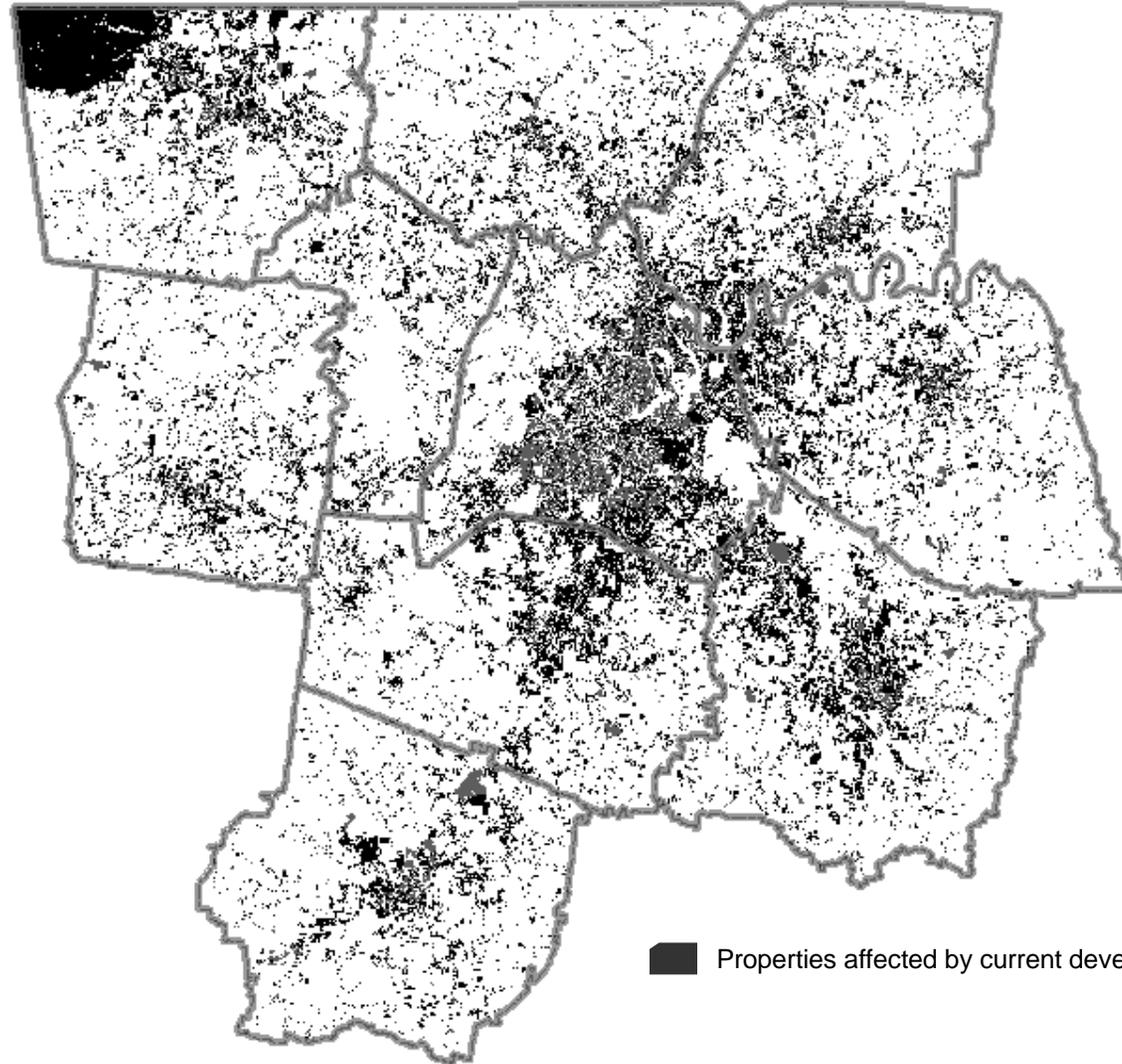


Past Development Pattern, 1965



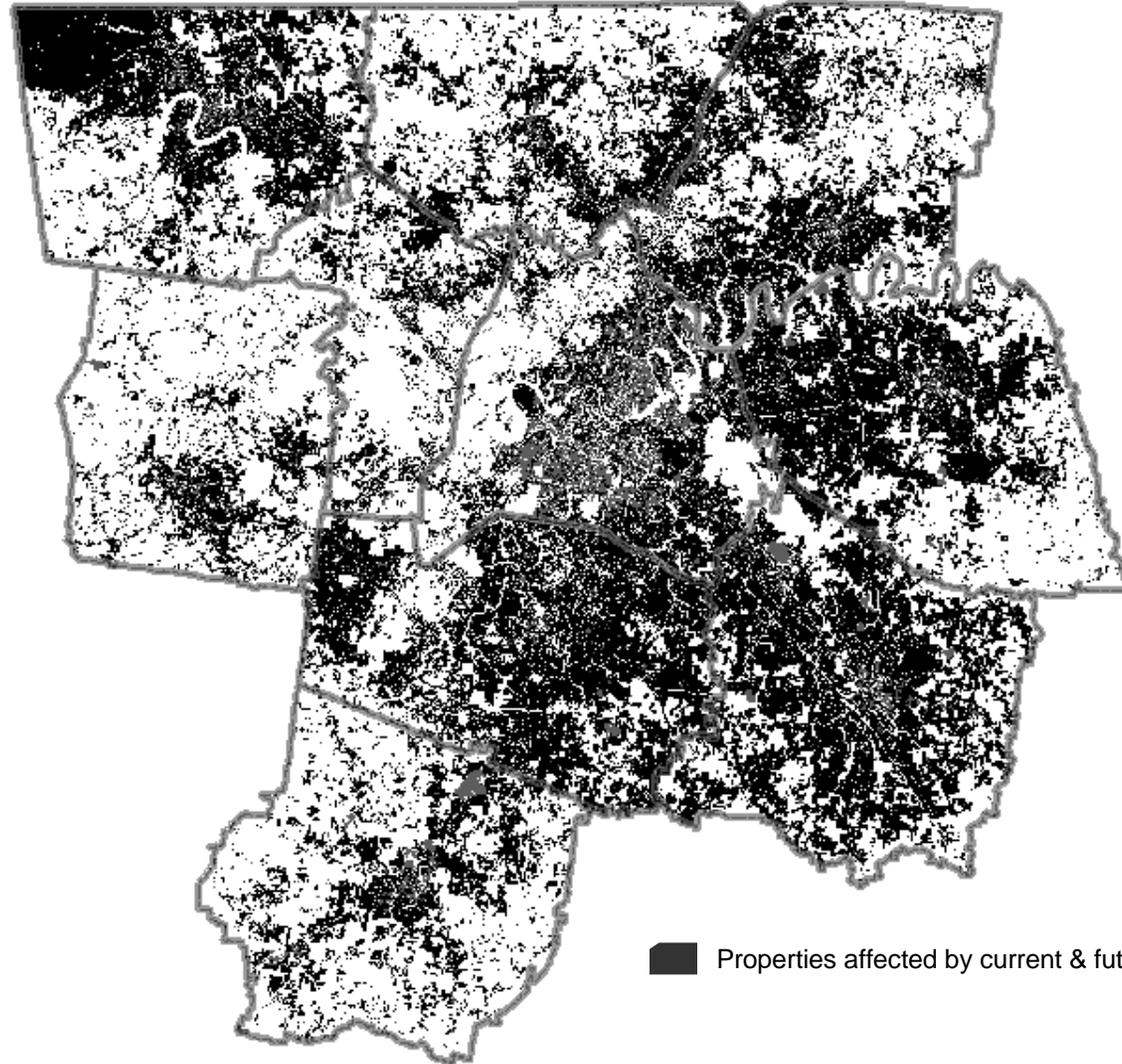
■ Properties affected by development in 1965

2008 Development Pattern



■ Properties affected by current development

2035 BAU Development Pattern

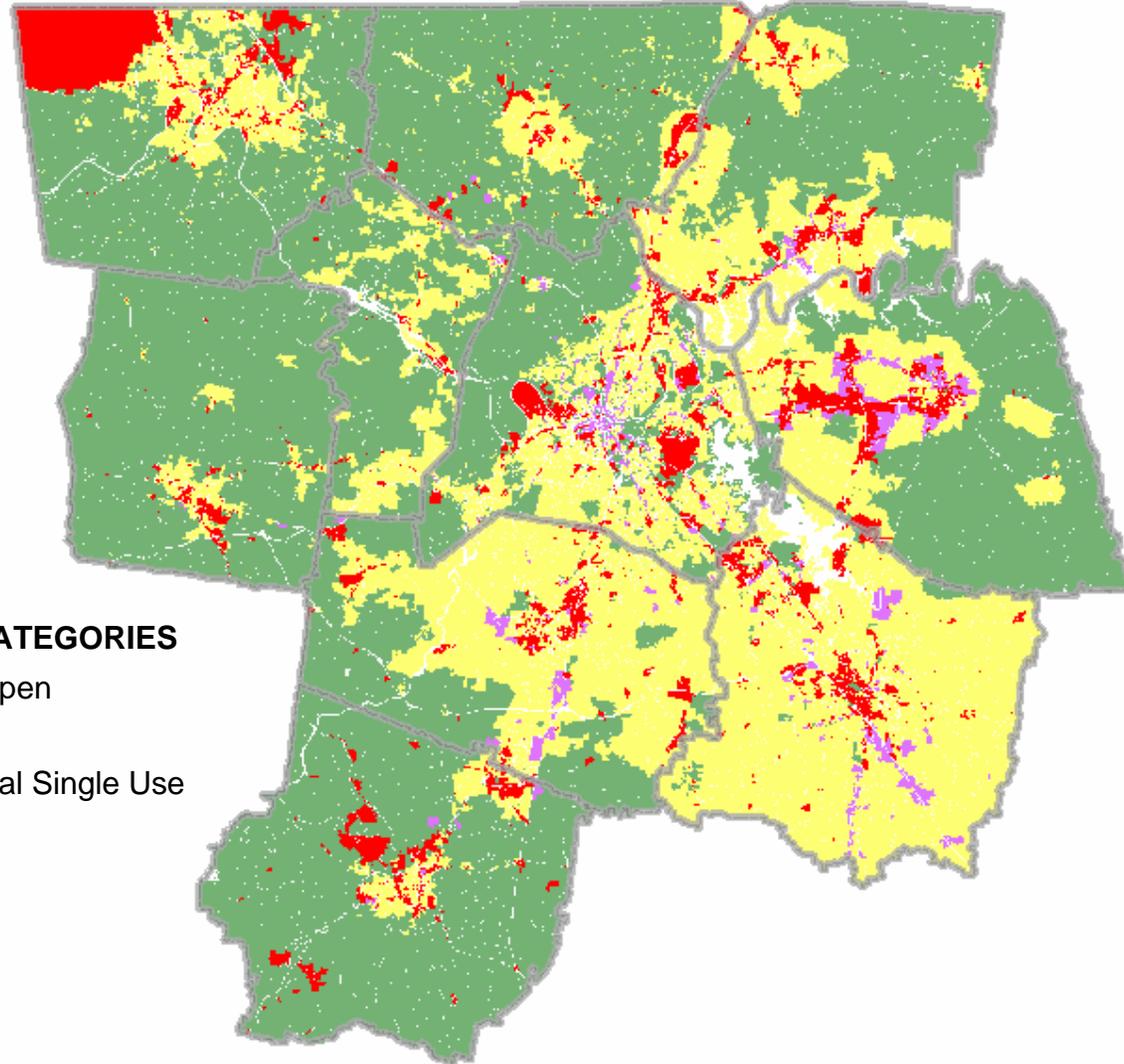


■ Properties affected by current & future development

Generalized Land Use Policy

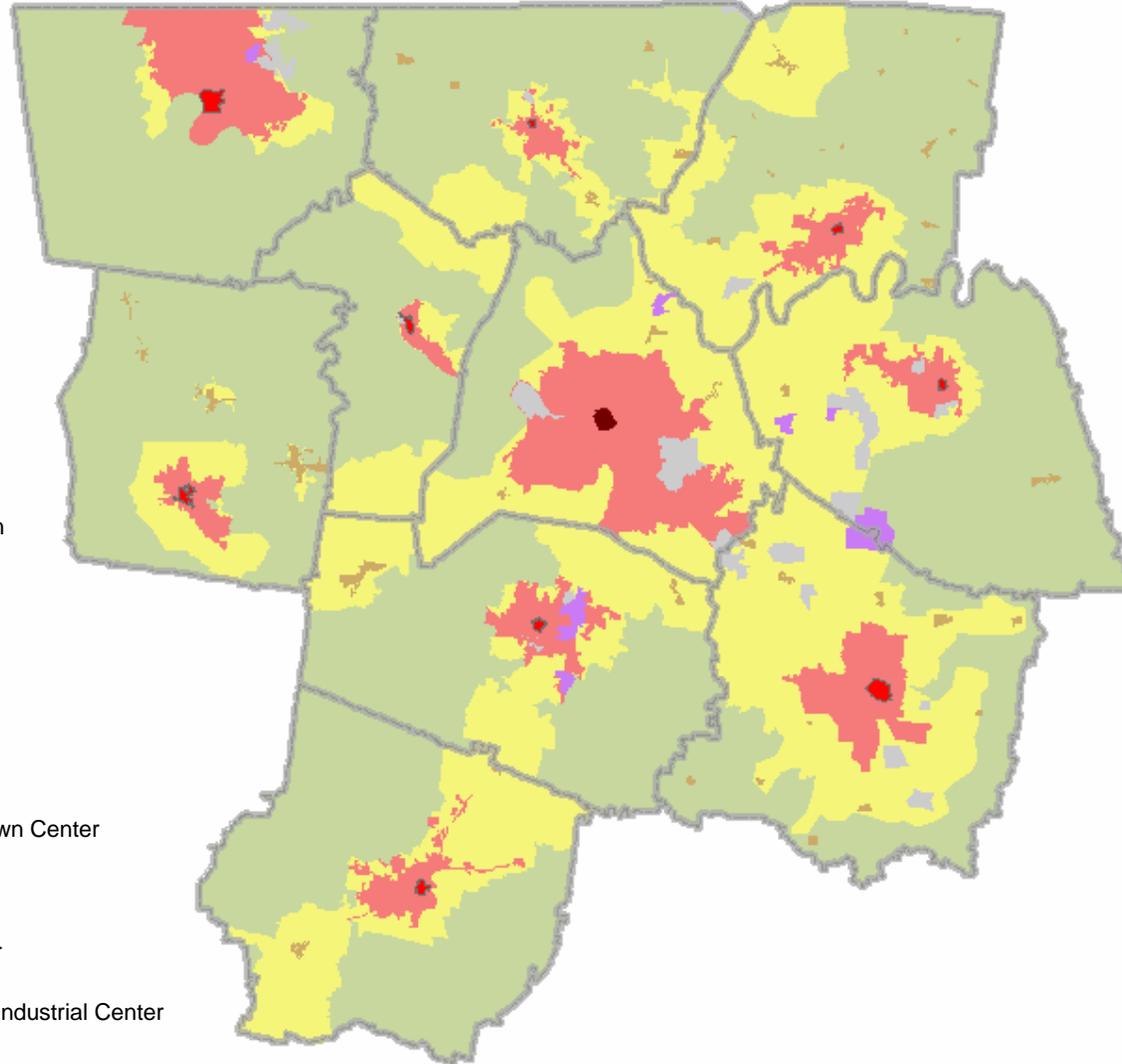
GENERALIZED CATEGORIES

-  Agricultural, Open
-  Residential
-  Non-Residential Single Use
-  Mixed-Use

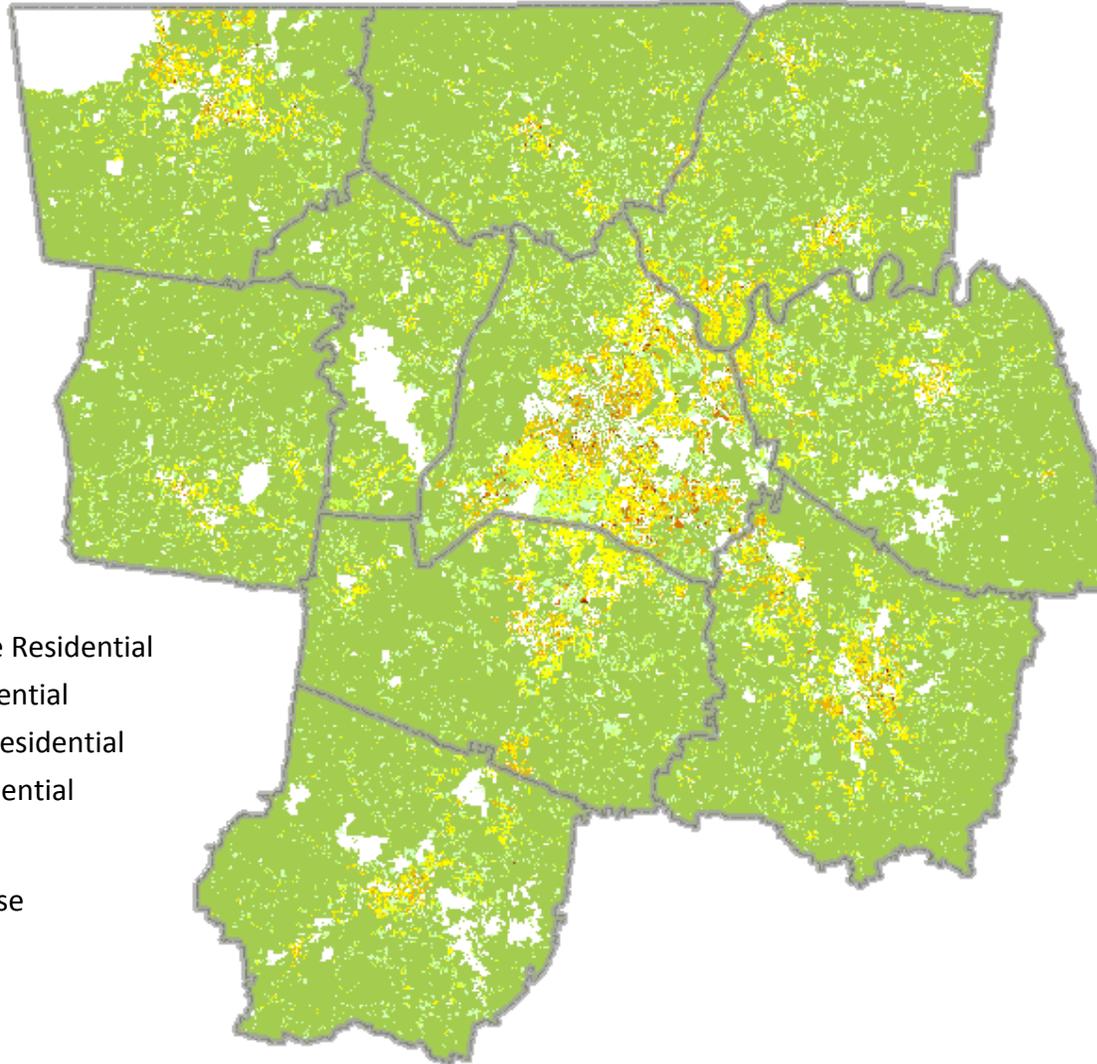
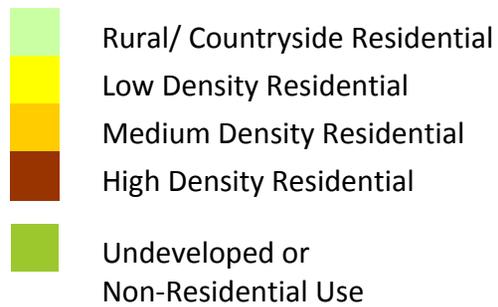


Growth Policy – Character Areas

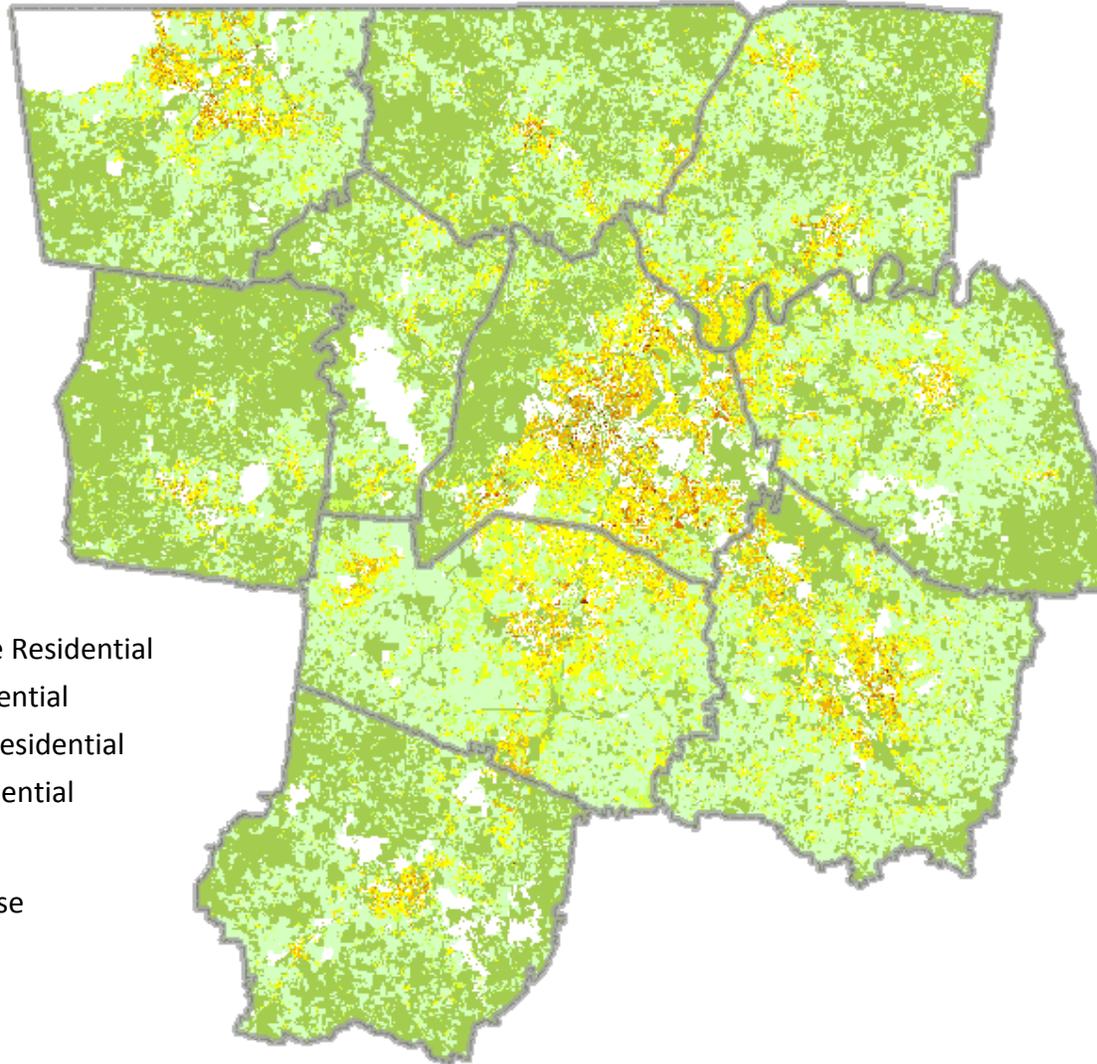
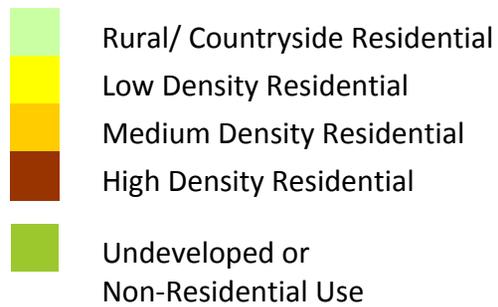
- General Urban
- Suburban
- Rural
- Urban Core
- Traditional Town Center
- Village Center
- Activity Center
- Employment/ Industrial Center



2008 Residential Density



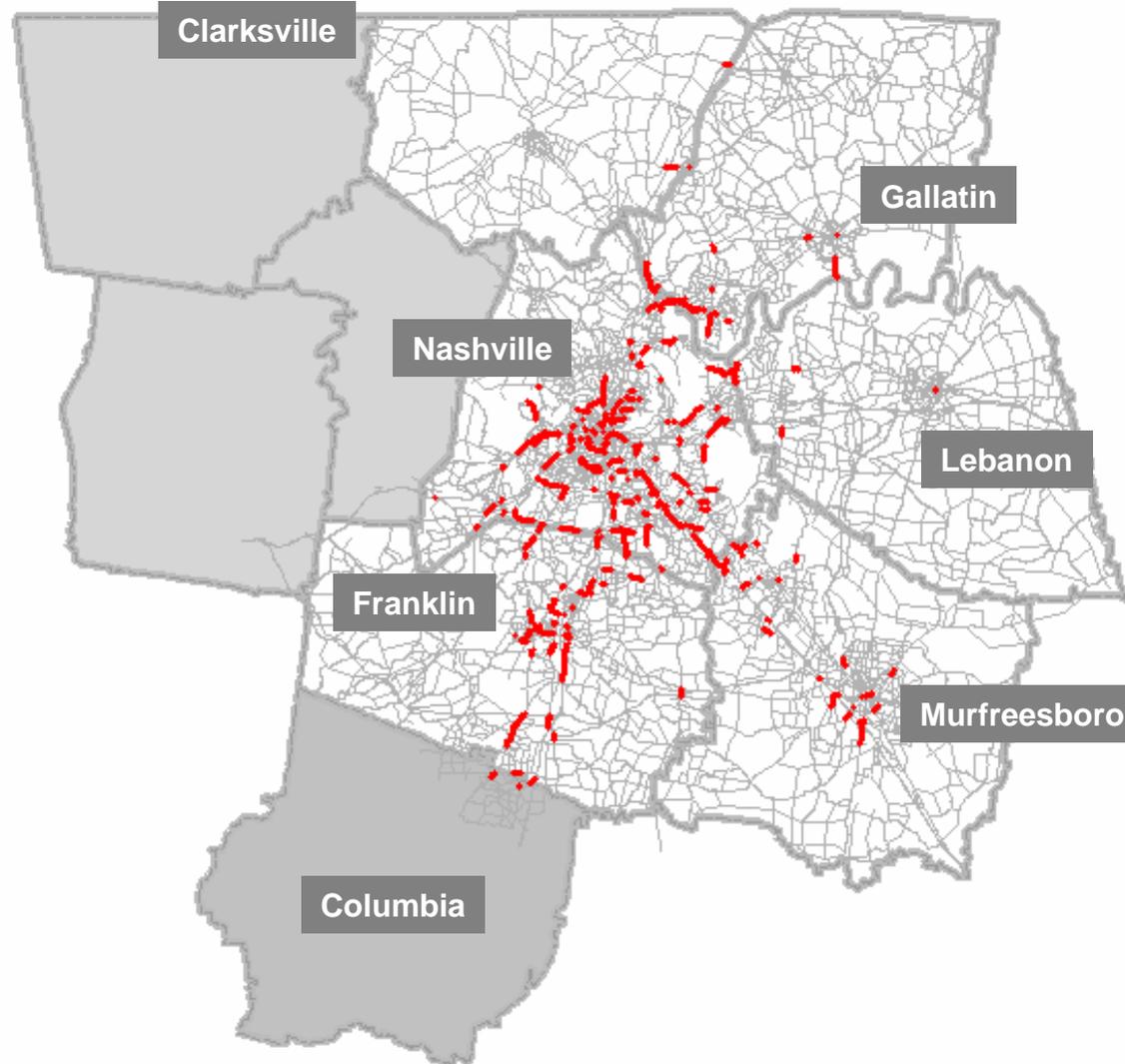
2035 BAU Residential Density



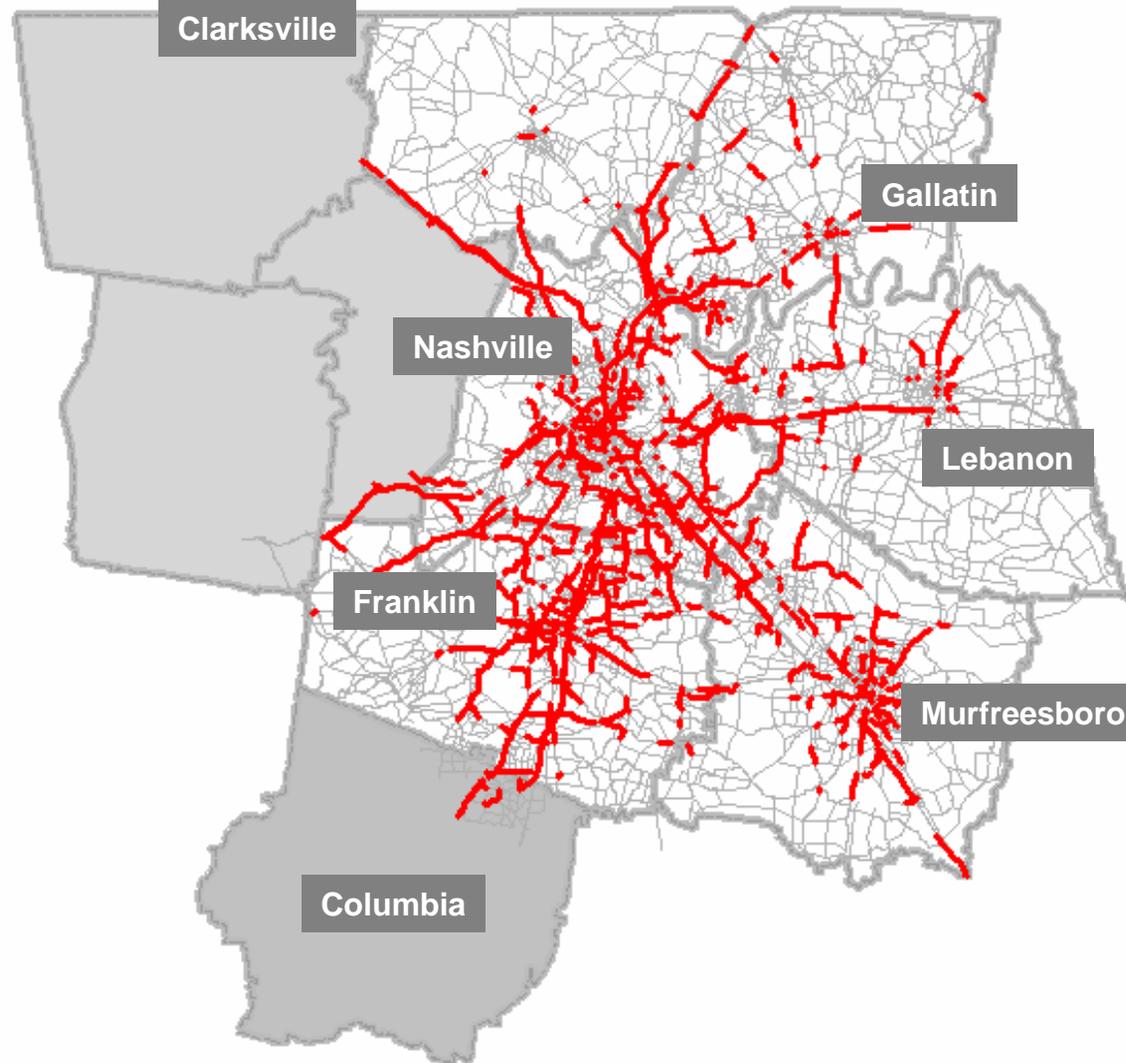
Regional Roadway Network



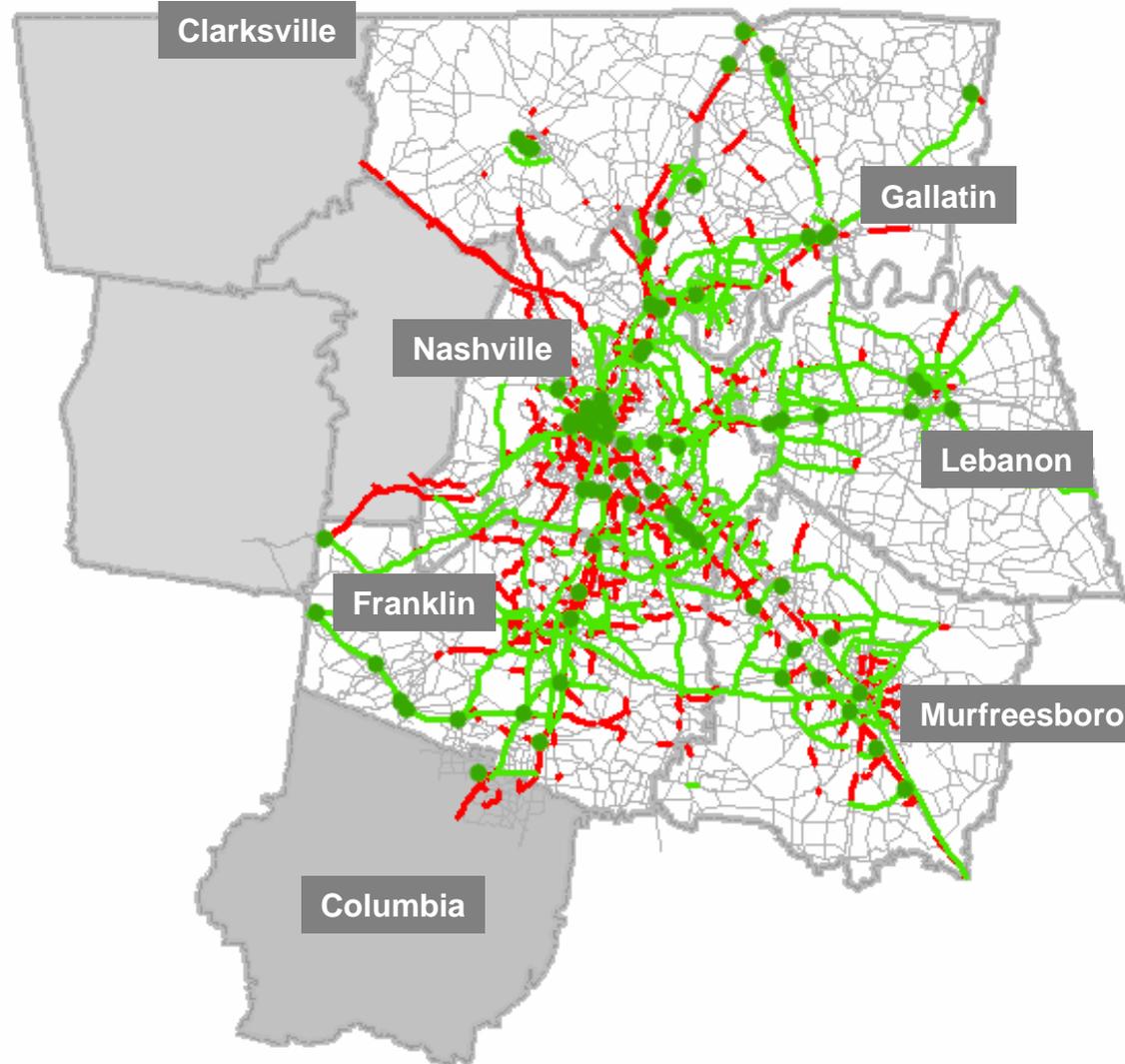
Present Day Congestion, 2008



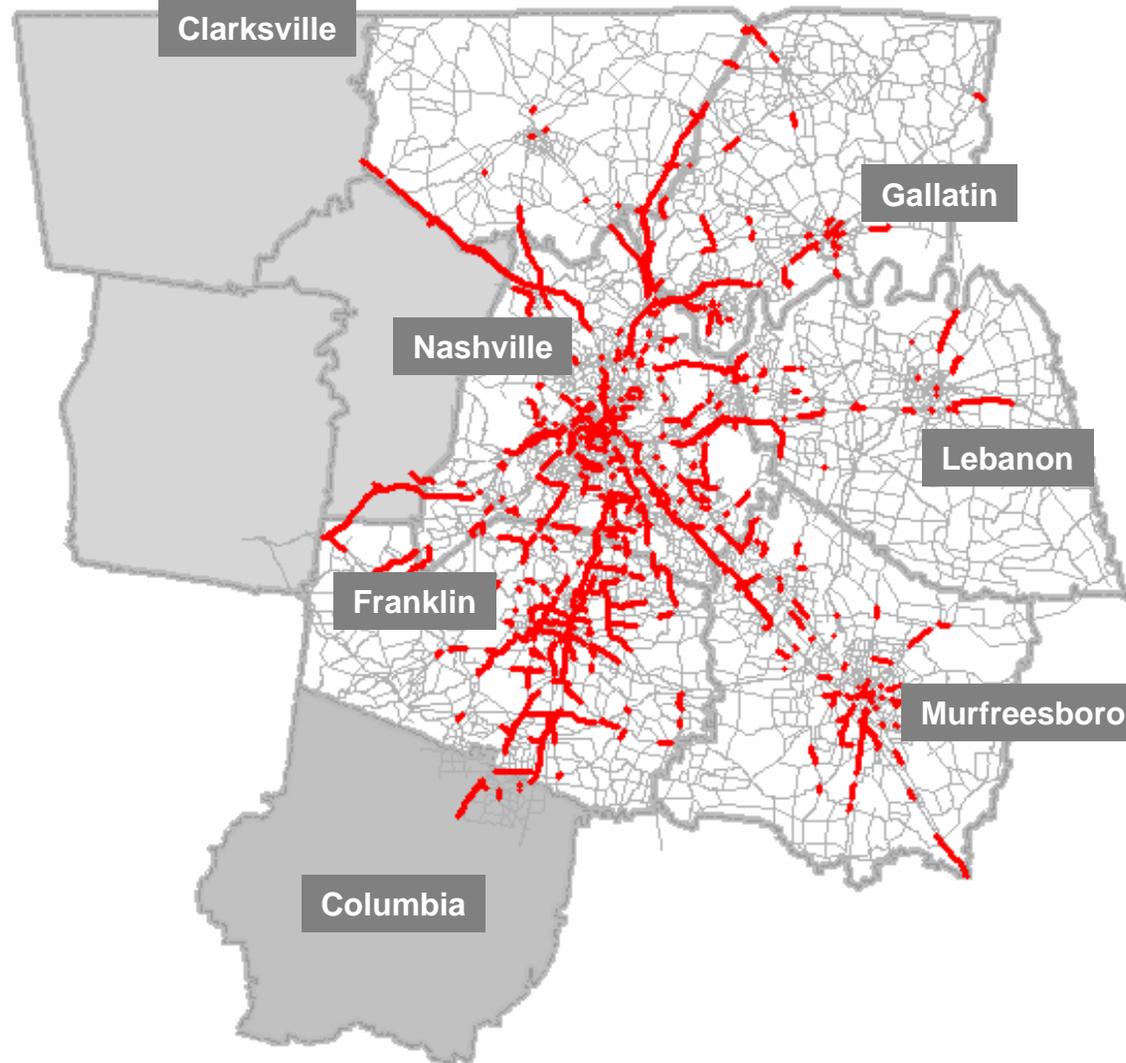
Future Congestion, 2035



Future Road Improvements by 2030



Future Congestion, 2035 – STILL!

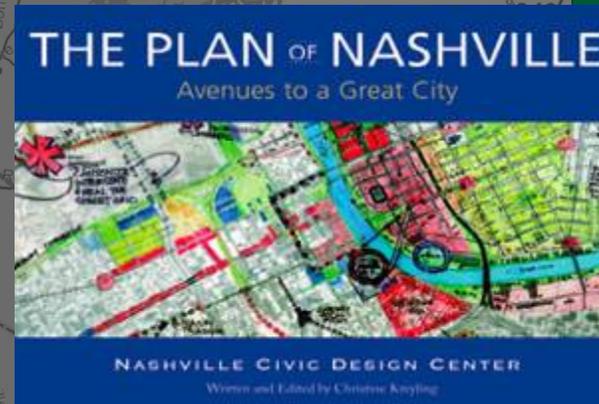


Growth Scenarios: Alternatives



Across the Region

- Pierce Report (1999)
- Regional Planning Summit Proceedings (1999)
- Cumberland Region Tomorrow
 - Report to the Region (2003); Lincoln Institute of Land Policy Report (2006)
 - Quality Growth Toolbox (2006)
- TDOT PlanGo (2005)
- Nashville Civic Design Center
 - The Plan of Nashville



Across the Region

- Tennessee Growth Readiness
- Cumberland River Compact
- AIA 150 Blueprint for America

— Visioning workshops in Lebanon, Robertson County

TENNESSEE GROWTH READINESS PROGRAM

Water Quality Matters

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Chapter 3 - State of TN	12
Chapter 4 - Project Approach and Process	16
Chapter 5 - Results and Accomplishments	30
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**THE A.I.A. 150 BLUEPRINT FOR AMERICA
VISIONING WORKSHOP FOR ROBERTSON COUNTY**
ON PRESERVING RURAL OPEN SPACE AND REVITALIZING HISTORIC TOWN CENTERS
SUMMARY REPORT

A Partnership of Robertson County, City of Springfield, AIA Middle Tennessee, Cumberland Region Tomorrow, the Greater Regional Council, the Nashville Civic Design Center and the University of Tennessee College of Architecture + Design

April 27-28, 2007
Held at First United Methodist Church in Springfield, Tennessee



Springfield Historic Courthouse Square



Historic Barn Structure in Robertson County

This report was produced by T. K. Davis, Associate Professor at the University of Tennessee College of Architecture + Design and Design Director at the Nashville Civic Design Center.

**THE A.I.A. 150 BLUEPRINT FOR AMERICA
ASSESSMENT AND VISIONING WORKSHOP FOR LEBANON**
LEBANON'S TOWN CENTER AND ITS NEIGHBORHOODS
STRENGTHENING VIBRANT OPPORTUNITIES AND THREATS
AND THE POTENTIAL OF TRANSIT-ORIENTED DEVELOPMENT IN LEBANON
FINAL REPORT

A Partnership of AIA Middle Tennessee, Cumberland Region Tomorrow, the Greater Nashville Regional Council, the Nashville Civic Design Center and the University of Tennessee College of Architecture + Design



Lebanon's Historic Town Square



The Plaza City Car

This report was produced by T. K. Davis, AIA, Design Director at the Nashville Civic Design Center and Associate Professor at the University of Tennessee College of Architecture + Design.



Area
ville MPO Planning Boundary (Portion Shown)
nty Boundary
er Body
state Highway

Across the US

THE CHOICE



REGION 2040
Decisions for Tomorrow
2040 Growth Concept
The Project 2040 Growth Concept was adopted on December 11, 1988 by Ordinance No. 96-021. It has been amended on the following dates:

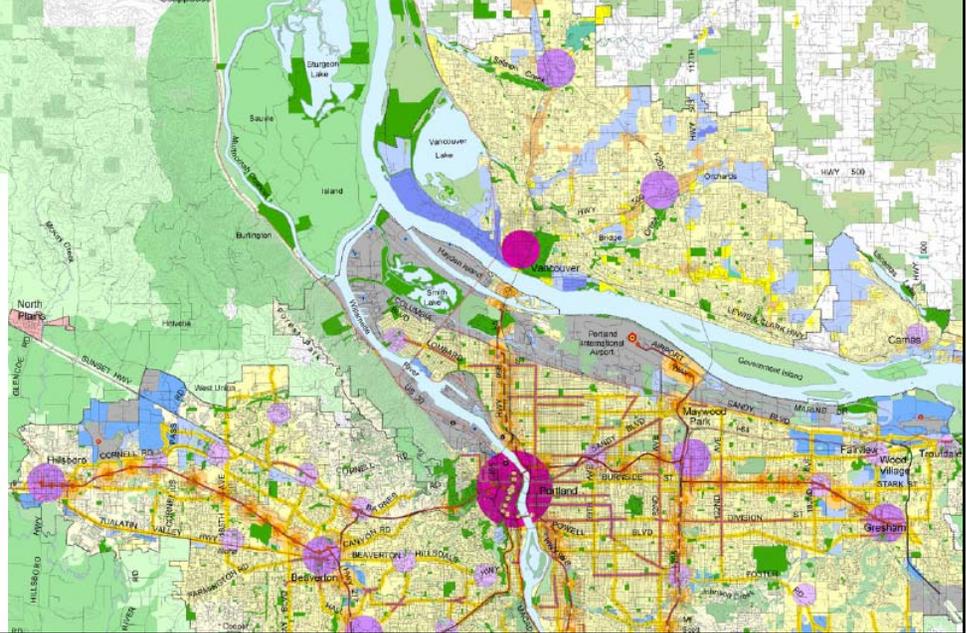
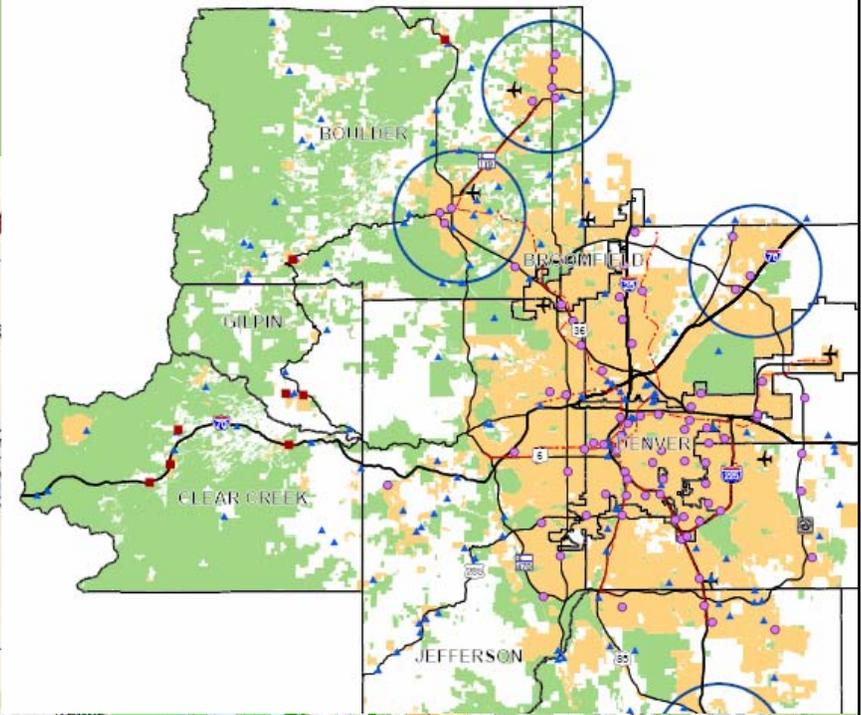
Ordinance No. 98-015	March 1989
Ordinance No. 97-004	July 14, 1997
Ordinance No. 97-004	October 1, 1997
Ordinance No. 97-004	July 1, 1997
Ordinance No. 98-175	December 13, 1998
Ordinance No. 98-015	December 11, 1988

Choice A - Green Areas

Central Florida's natural setting is world-renowned and precious to all of us. Within an hour's drive, Central Floridians can enjoy the beach, canoeing or hiking at a natural spring or trail, or riding a bike on the most challenging hills in the state. Preserving access to the outdoors and maintaining the many "globally" significant animals, plants and critical ecosystems in our region is crucial.

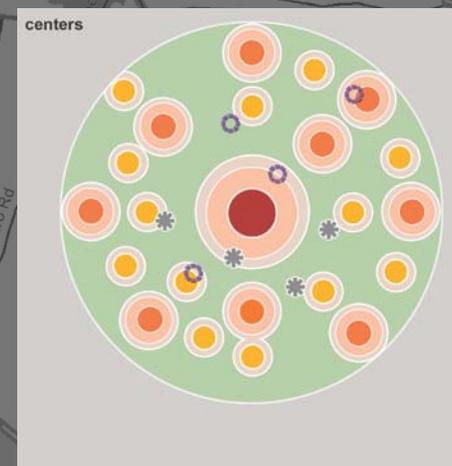
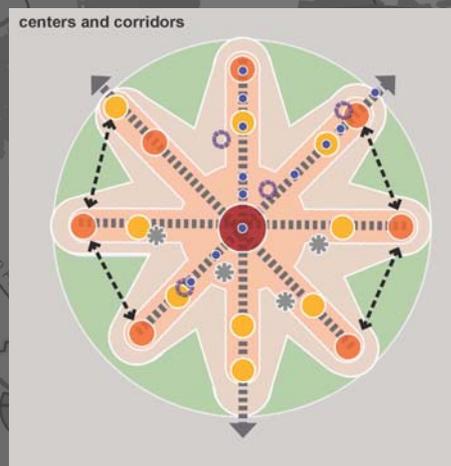
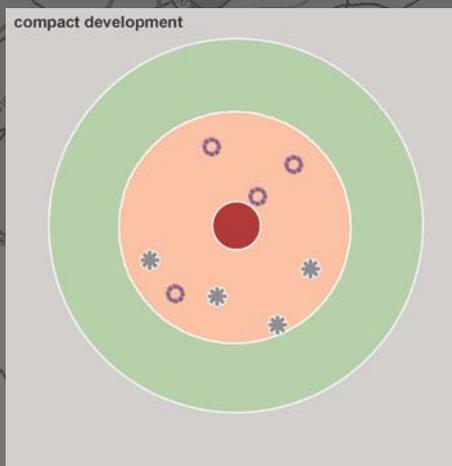
What will this future look like?

- Additional environmentally sensitive lands (2,483 sq. miles) are preserved to maintain connectivity between key environmental areas in the region.
- The additional environmental lands will create many new spaces for outdoor recreation, wildlife and ground water recharge.



Alternative Scenario Concepts

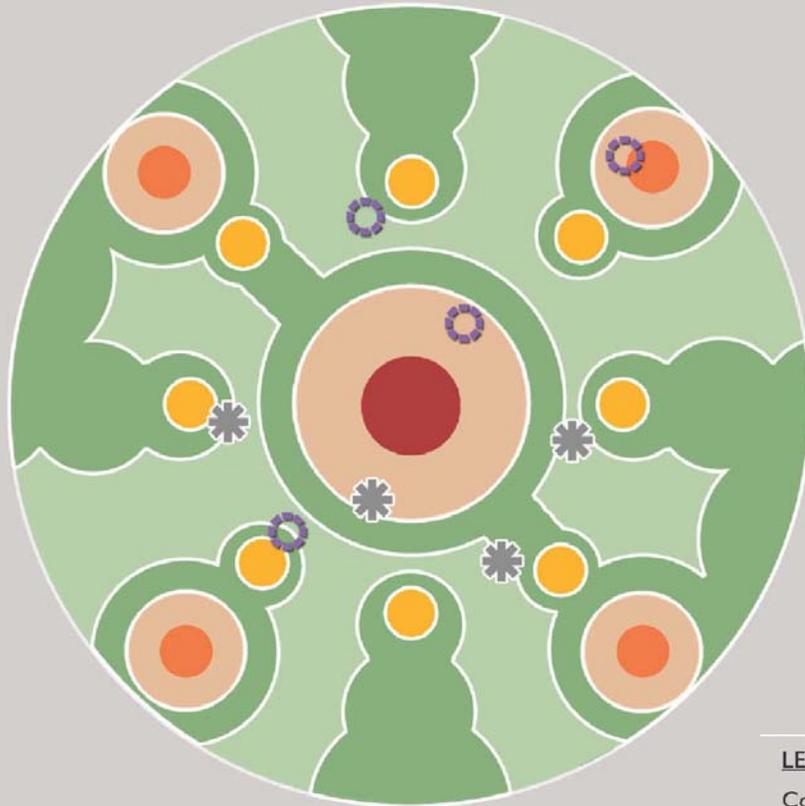
- Four alternative scenario “themes”
 - Conservation
 - Compact Development
 - Centers & Corridors
 - Centers



Conservation



conservation



- Emphasis on set asides including open space and environmental assets forming contiguous greenbelts that may extend within and surround a regional center,
- Growth lies within remaining areas

LEGEND

Conservation



Special Use



Rural



Special Activity Centers



Centers

-Urban Core



-Traditional Town Centers



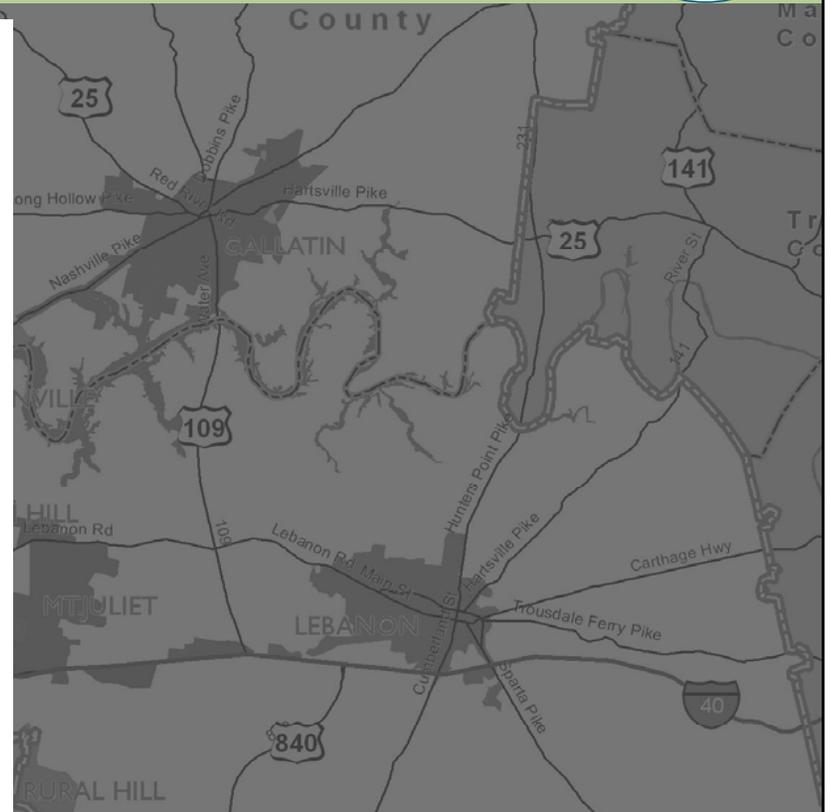
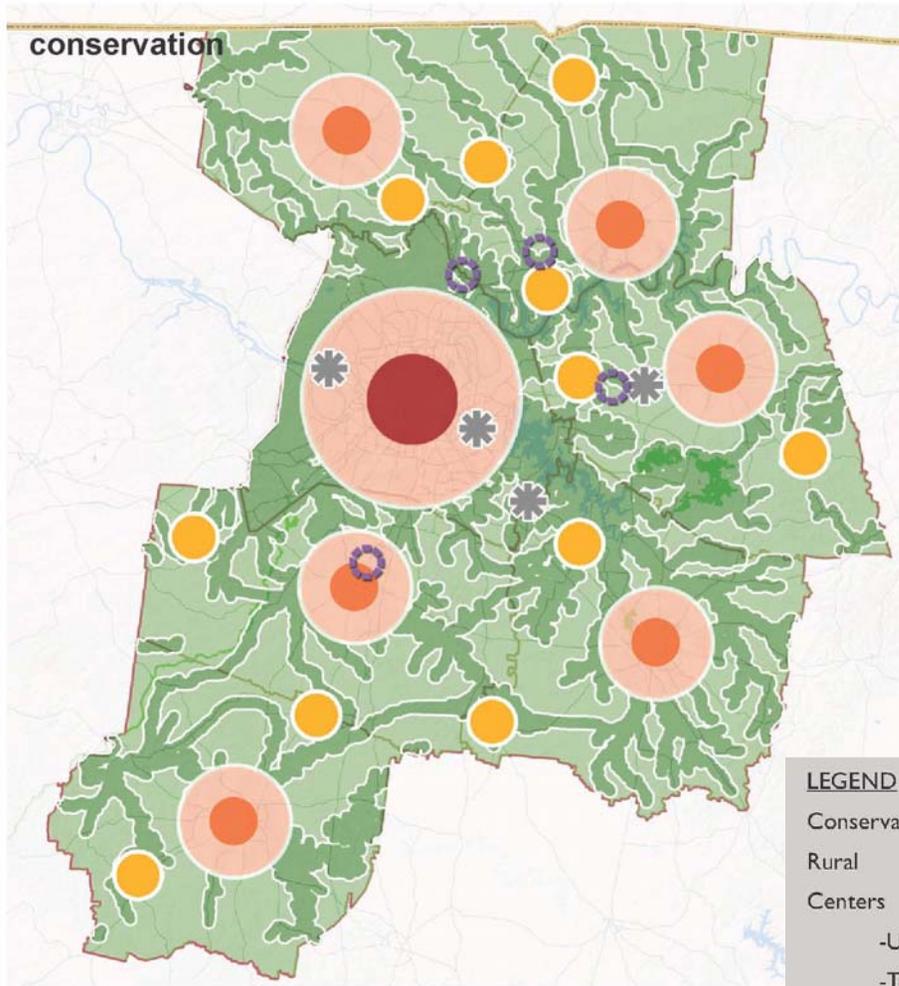
-Village Centers



General Urban



Conservation



LEGEND

- | | | | |
|---------------------------|--|--------------------------|--|
| Conservation | | Special Use | |
| Rural | | Special Activity Centers | |
| Centers | | | |
| -Urban Core | | | |
| -Traditional Town Centers | | | |
| -Village Centers | | | |
| General Urban | | | |

County Boundary
 Water Body
 State Highway

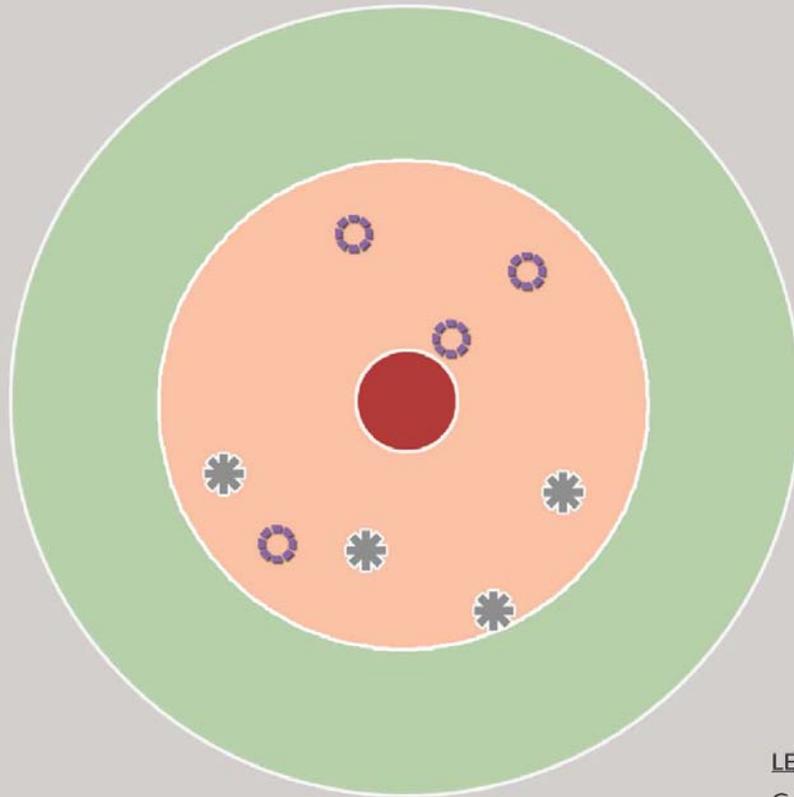
65 Williamson County
 Nolensville Rd

Rutherford County

Compact Development



compact development



- Urban growth boundary or service boundary, directing growth toward regional center (Nashville)
- Reinforces established regional center
- Leapfrog development in neighboring counties

LEGEND

Conservation / Rural



Centers



-Urban Core

General Urban



Special Use



Special Activity Centers

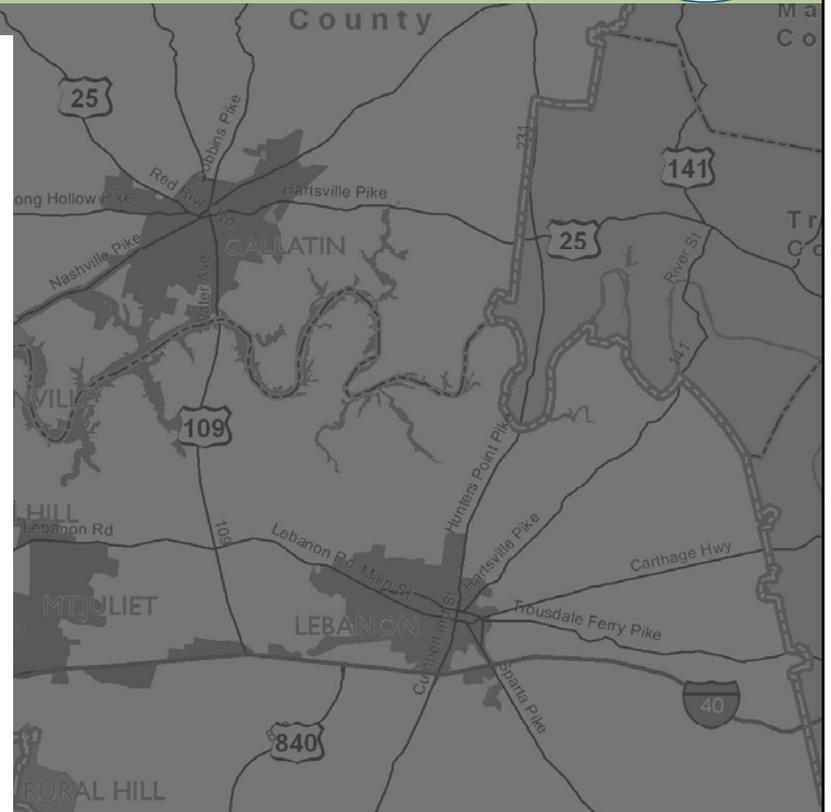
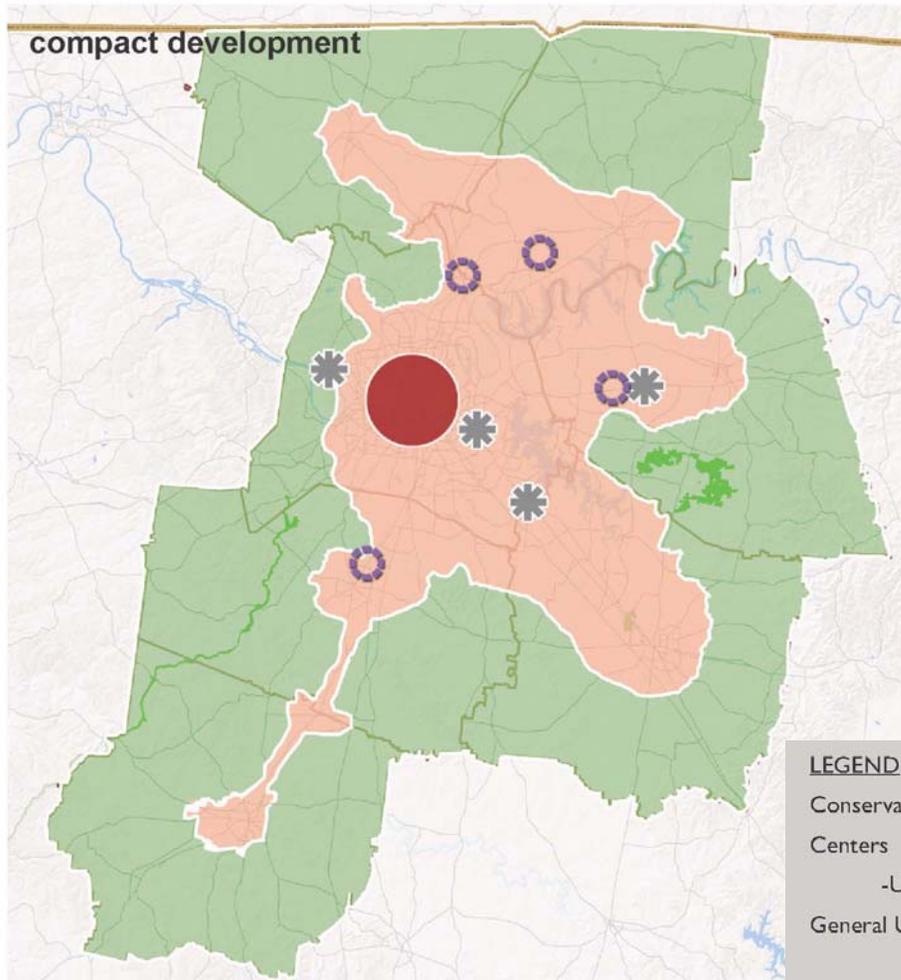


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er Body
state Highway



Rutherford County

Compact Development



LEGEND

- Conservation / Rural Centers
- Urban Core
- General Urban

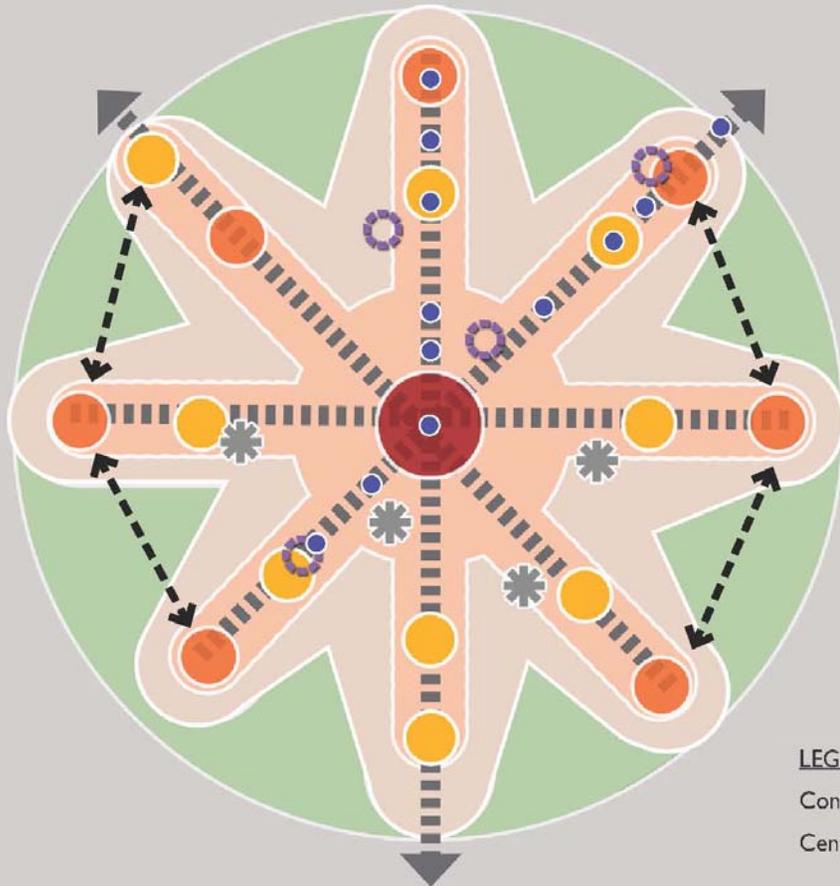


- Special Use
- Special Activity Centers



Centers and Corridors

centers and corridors



- Growth concentrated into regional, urban and outlying village centers and corridors with remnant countryside areas outside centers and corridors
- Supports multiple transportation modes
- Utilizes infrastructure

LEGEND

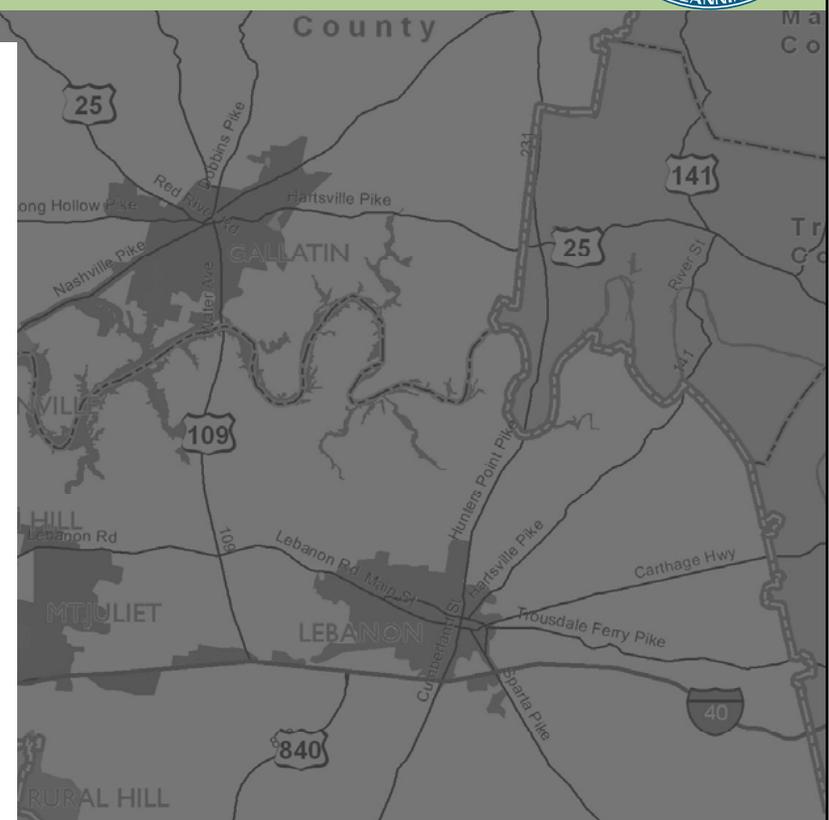
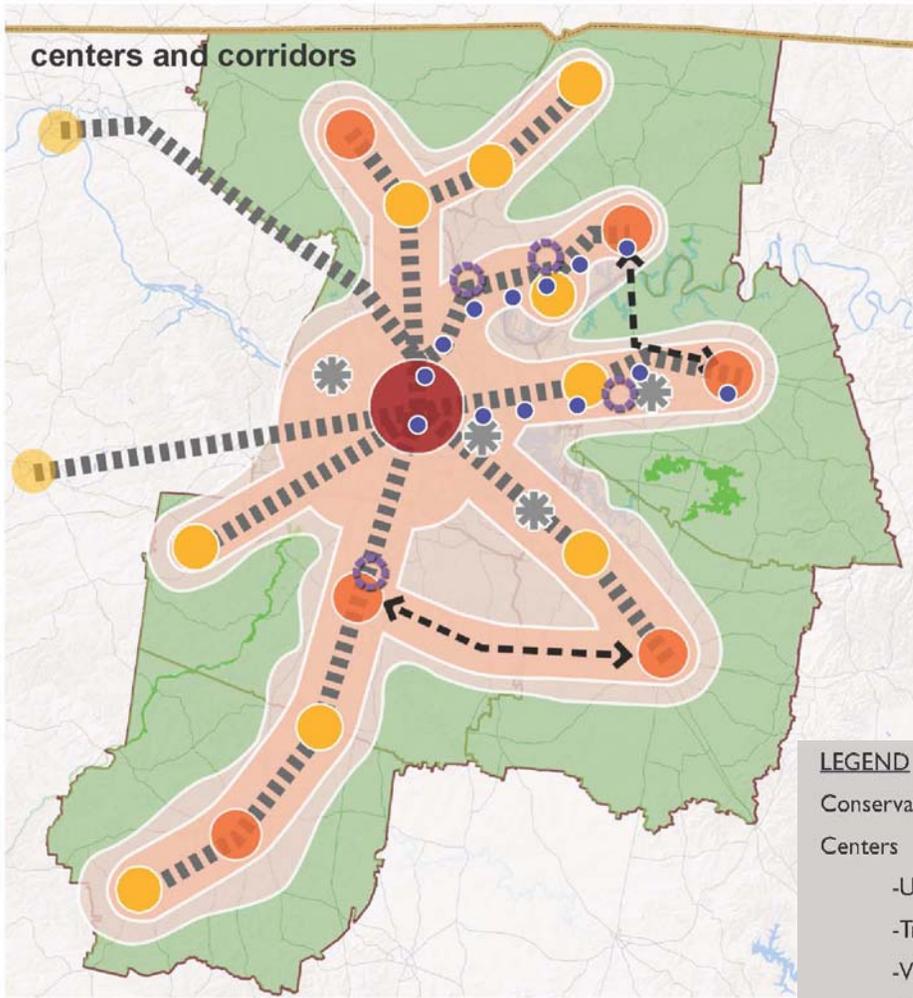
Conservation / Rural		Corridors	
Centers		-General Urban	
-Urban Core		-Suburban	
-Traditional Town Centers		Special Use	
-Village Centers		Special Activity Centers	
-TOD		Primary Linkages	
		Secondary Linkages	

County Boundary
 er Body
 state Highway

65 Williamson County
 Williamsville Rd

Rutherford County

Centers and Corridors

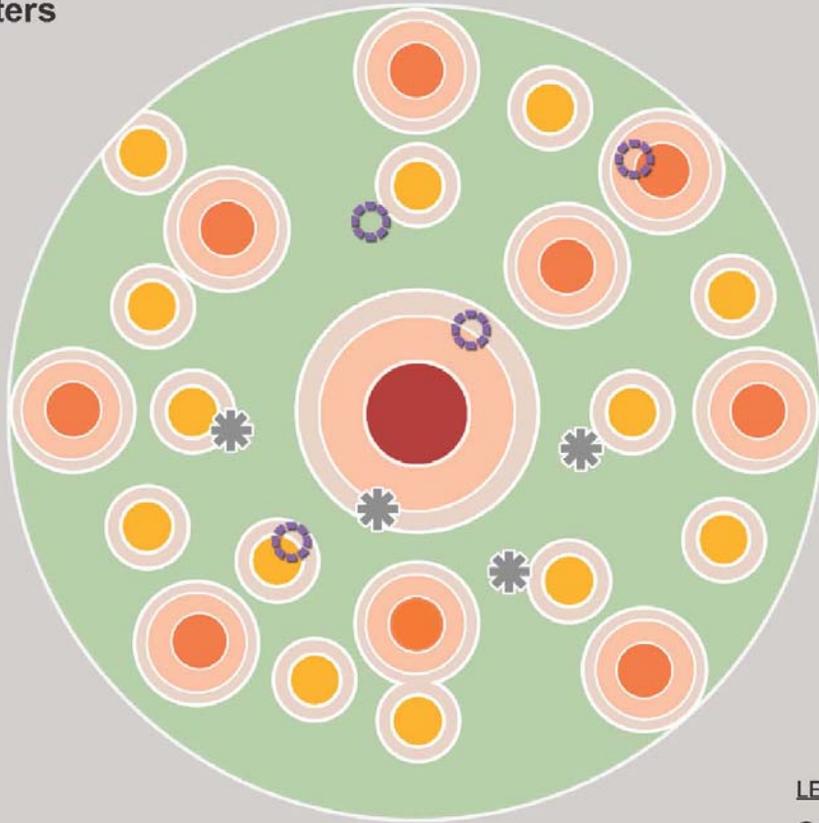


LEGEND	
Conservation / Rural	
Centers	
-Urban Core	
-Traditional Town Centers	
-Village Centers	
-TOD	
Corridors	
-General Urban	
-Suburban	
Special Use	
Special Activity Centers	
Primary Linkages	
Secondary Linkages	

Centers



centers



- Growth concentrated into regional, urban and outlying village centers with remnant countryside areas forming greenbelts surrounding centers
- Distinct places (identity)
- Duplication of services

LEGEND

Conservation / Rural		Future Centers	
Centers		-Traditional Town Centers	
-Urban Core		-Village Centers	
-Traditional Town Centers		Future Suburban	
-Village Centers		Special Use	
General Urban		Special Activity Centers	
Suburban			

Williamson County MPO Planning Boundary (Portion Shown)

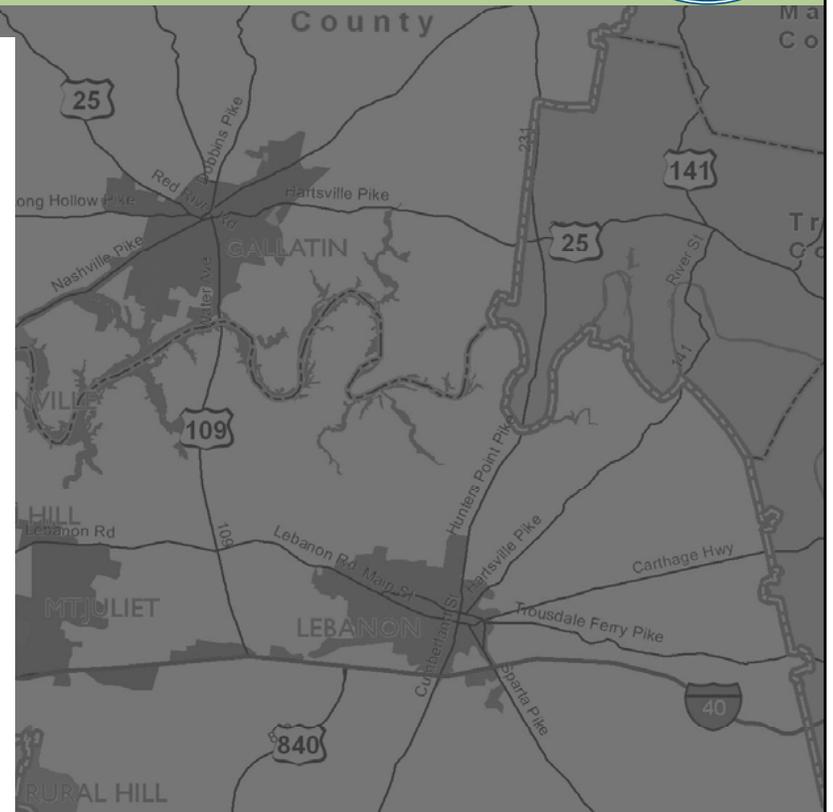
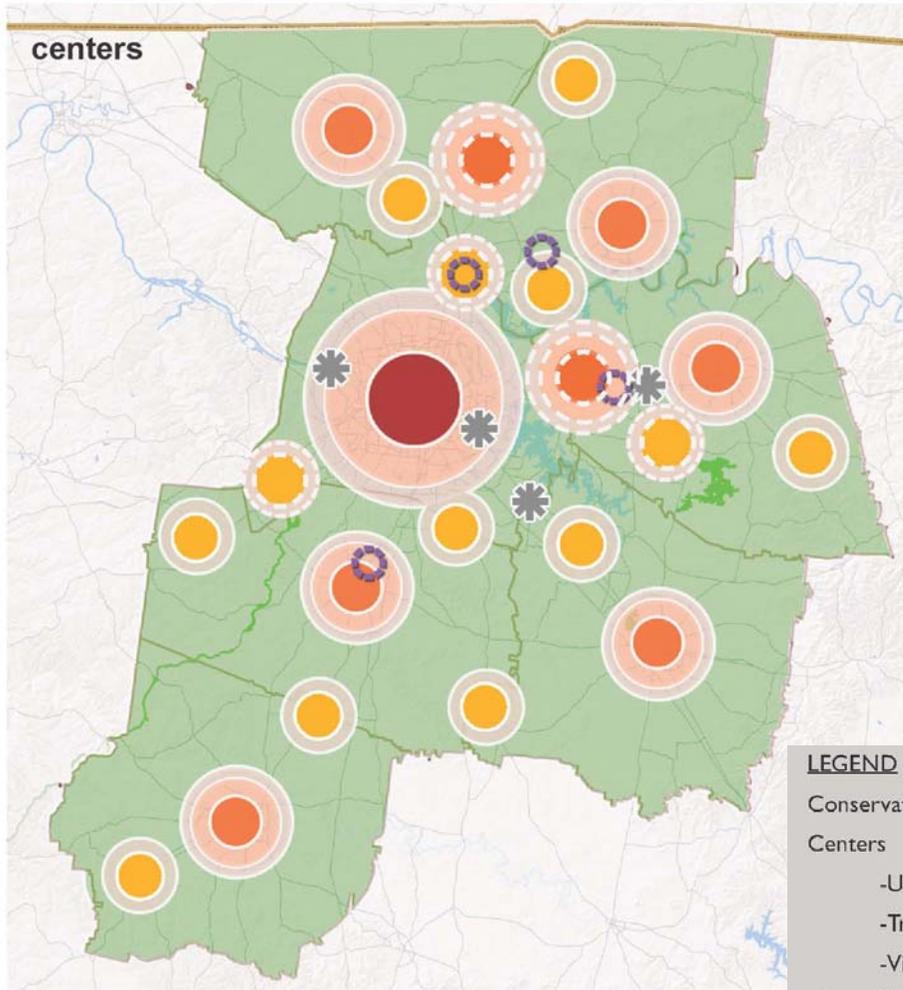
County Boundary

County Body

State Highway



Centers

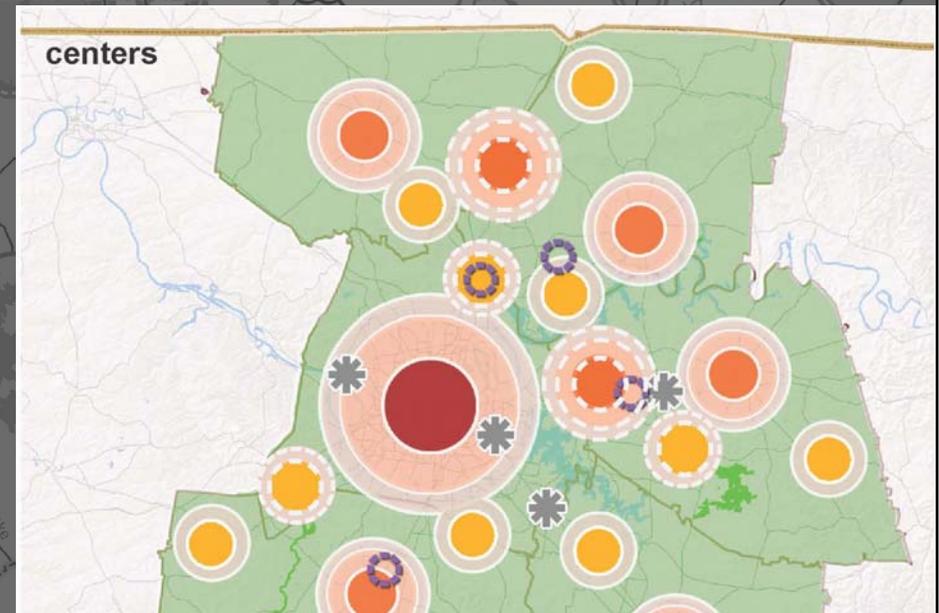
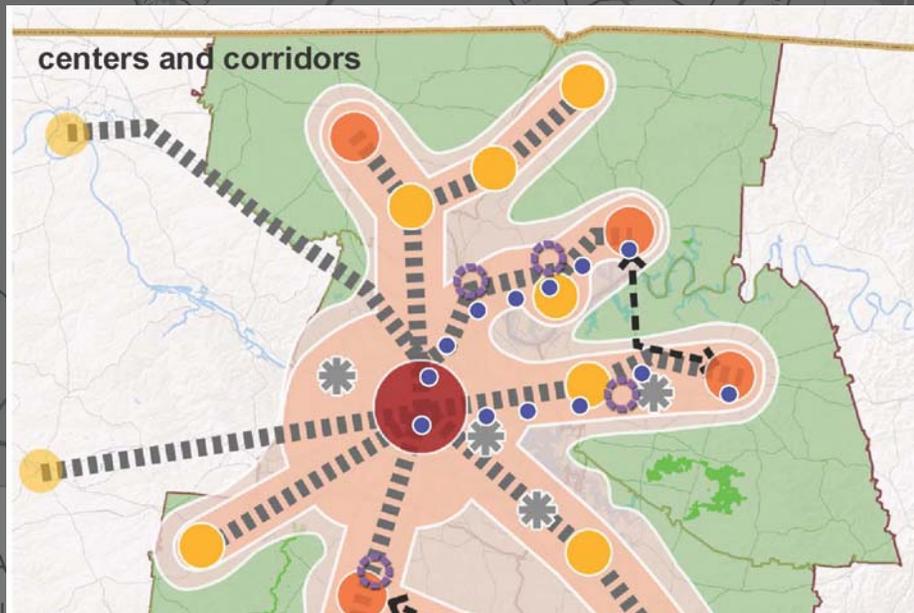


LEGEND

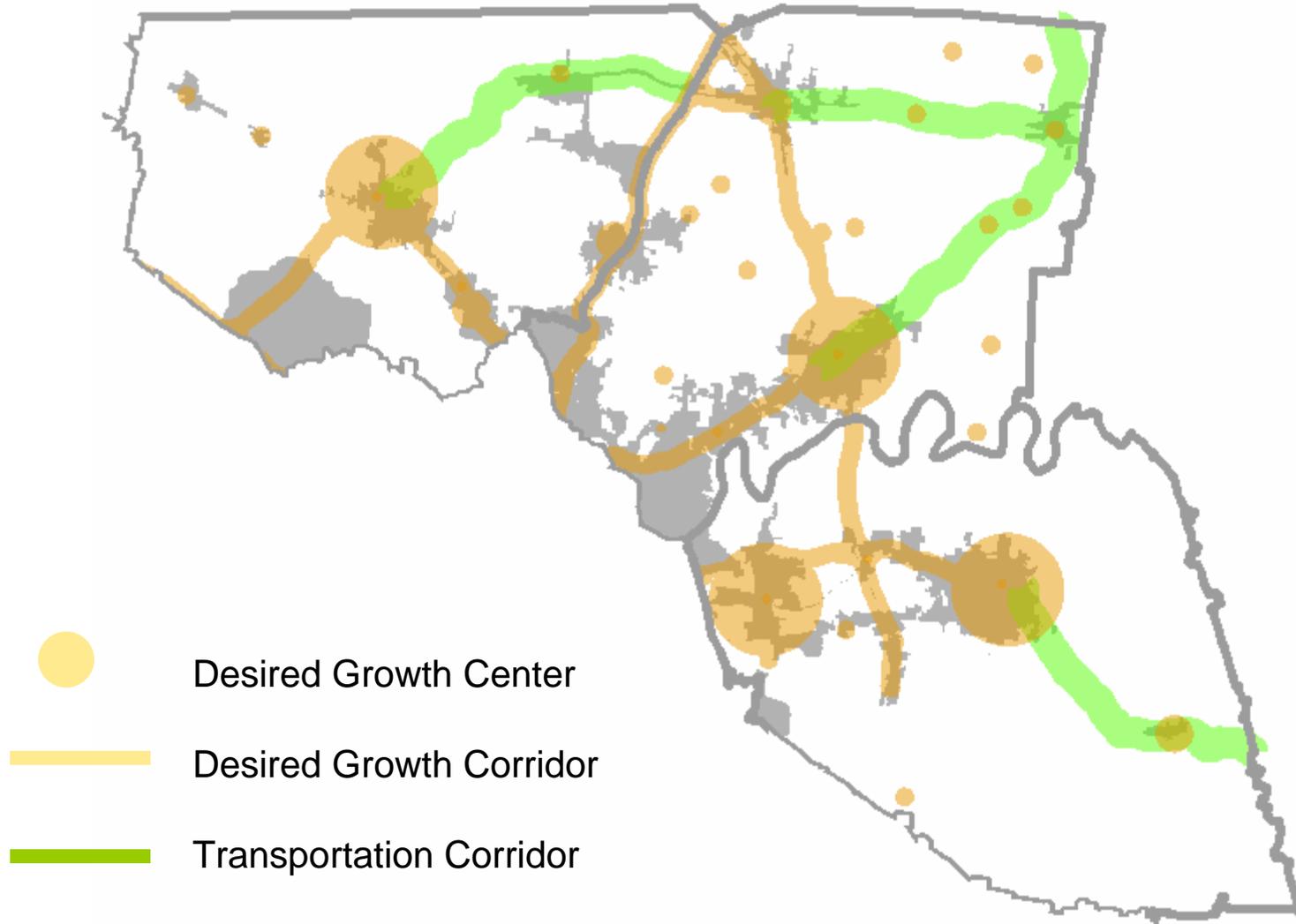
Conservation / Rural		Future Centers	
Centers		-Traditional Town Centers	
-Urban Core		-Village Centers	
-Traditional Town Centers		Future General Urban	
-Village Centers		Future Suburban	
General Urban		Special Use	
Suburban		Special Activity Centers	

Alternative Scenario Concepts

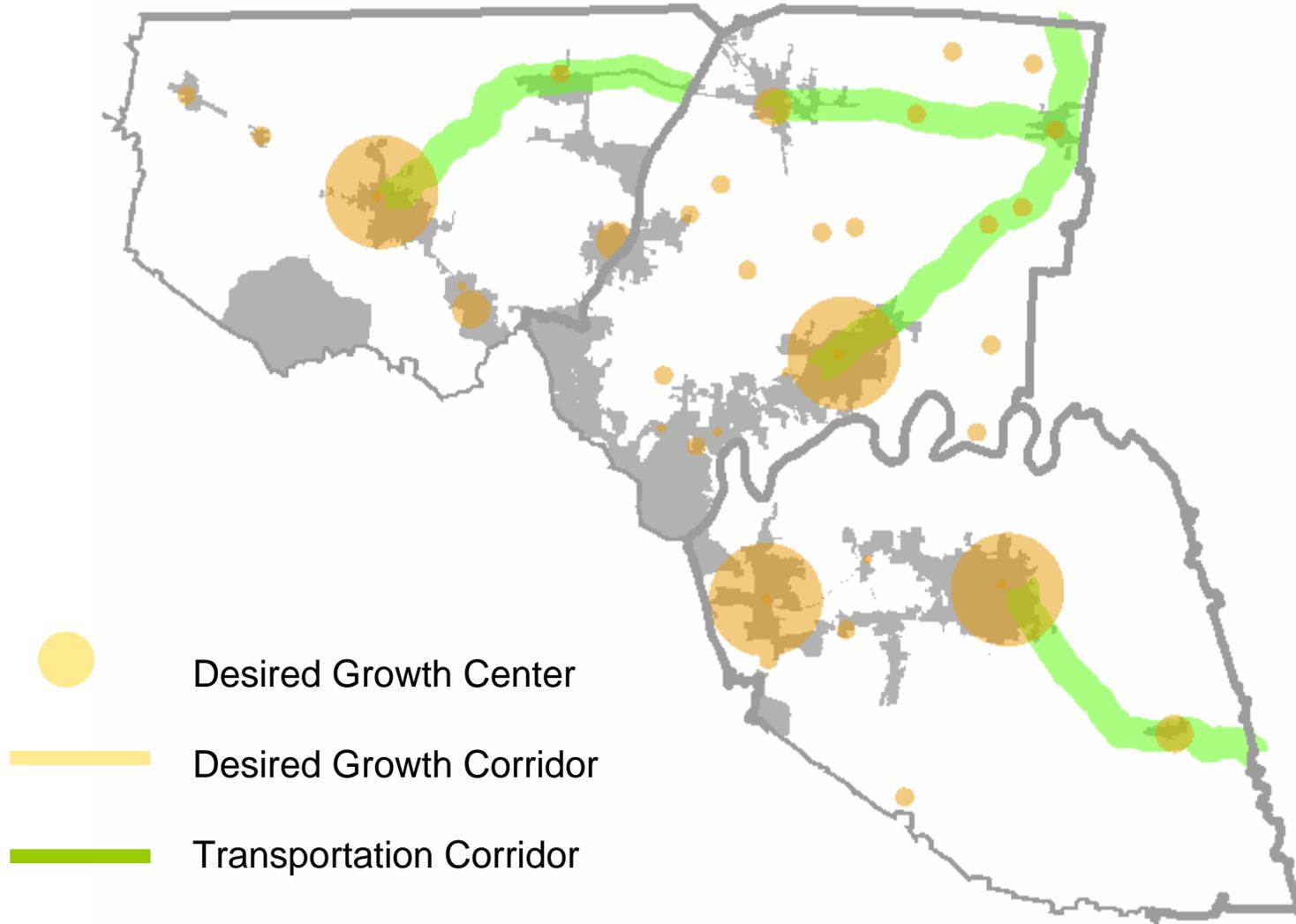
- Selected Centers & Corridors (1) and Centers (2)
 - Efficient use of infrastructure and resources
 - Supportive of existing development pattern (recent investments)



(1) Centers & Corridors: Desired Growth Areas



(2) Centers: Desired Growth Areas



Alternative Tests – What If....

What if 80% of all new growth went within a desired growth areas?

HH Distribution

2008

2035 BAU

2035 ALT

Robertson County

Centers & Corridors

58.55%

54.97%

67.78%

Centers

44.78%

40.29%

59.94%

Sumner County

Centers & Corridors

40.42%

36.35%

55.82%

Centers

25.23%

22.53%

46.54%

Wilson County

Centers & Corridors

52.16%

46.26%

65.63%

Centers

44.08%

37.34%

61.46%

Tri-County Area (Portion Shown)

Centers & Corridors

47.75%

43.49%

61.68%

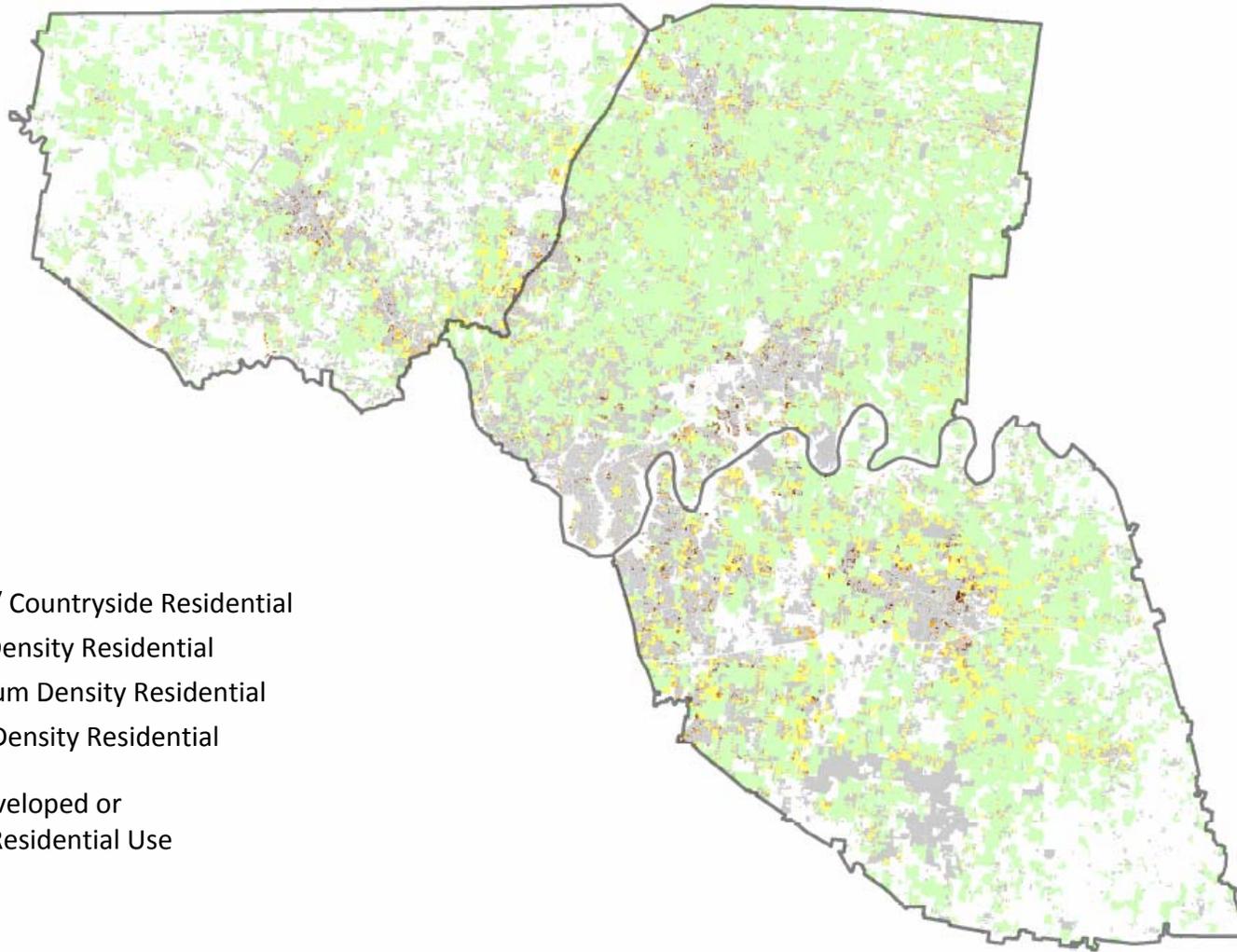
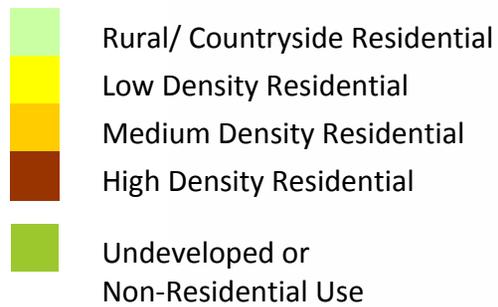
Centers

35.22%

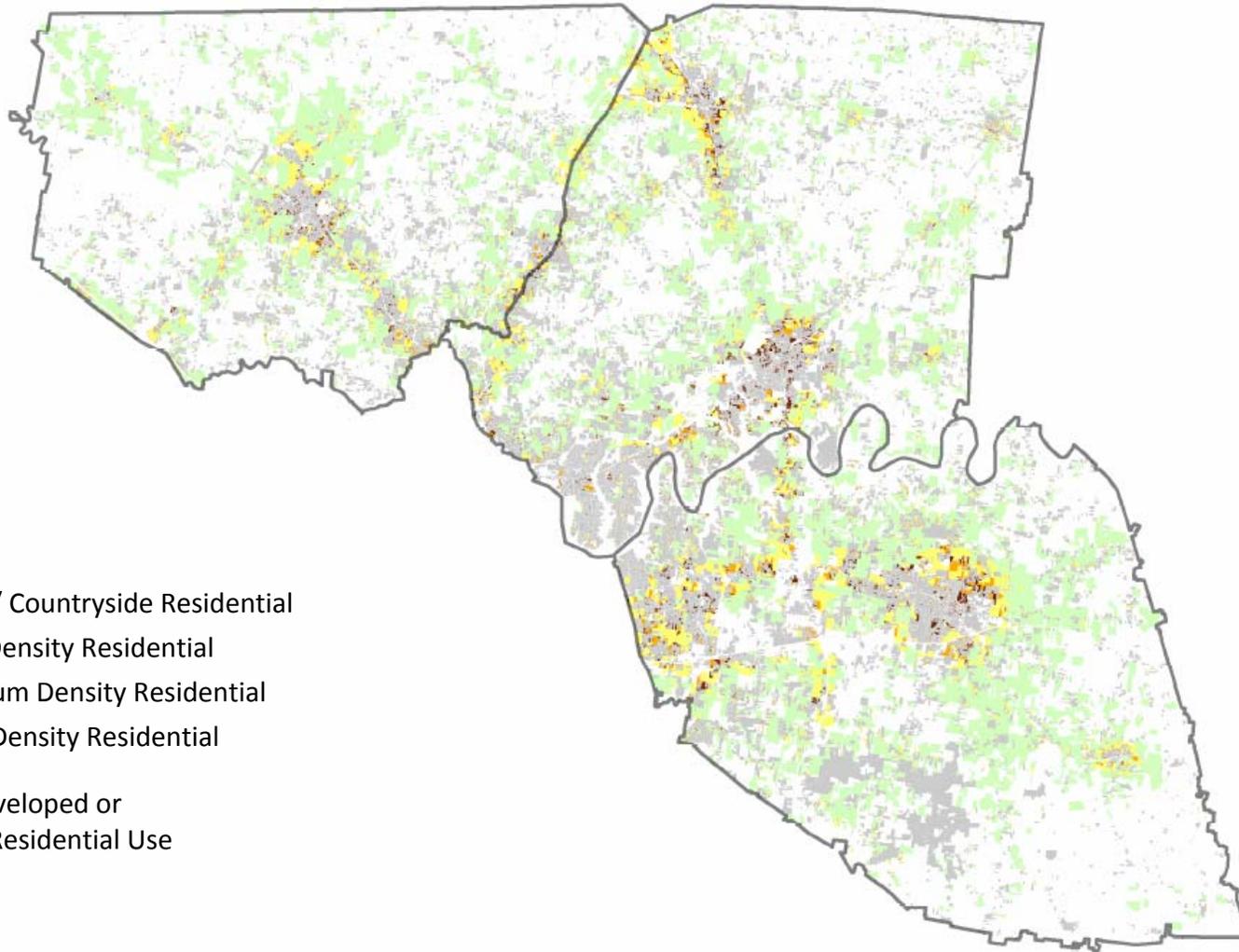
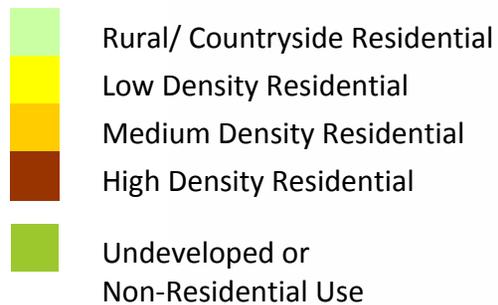
31.31%

54.56%

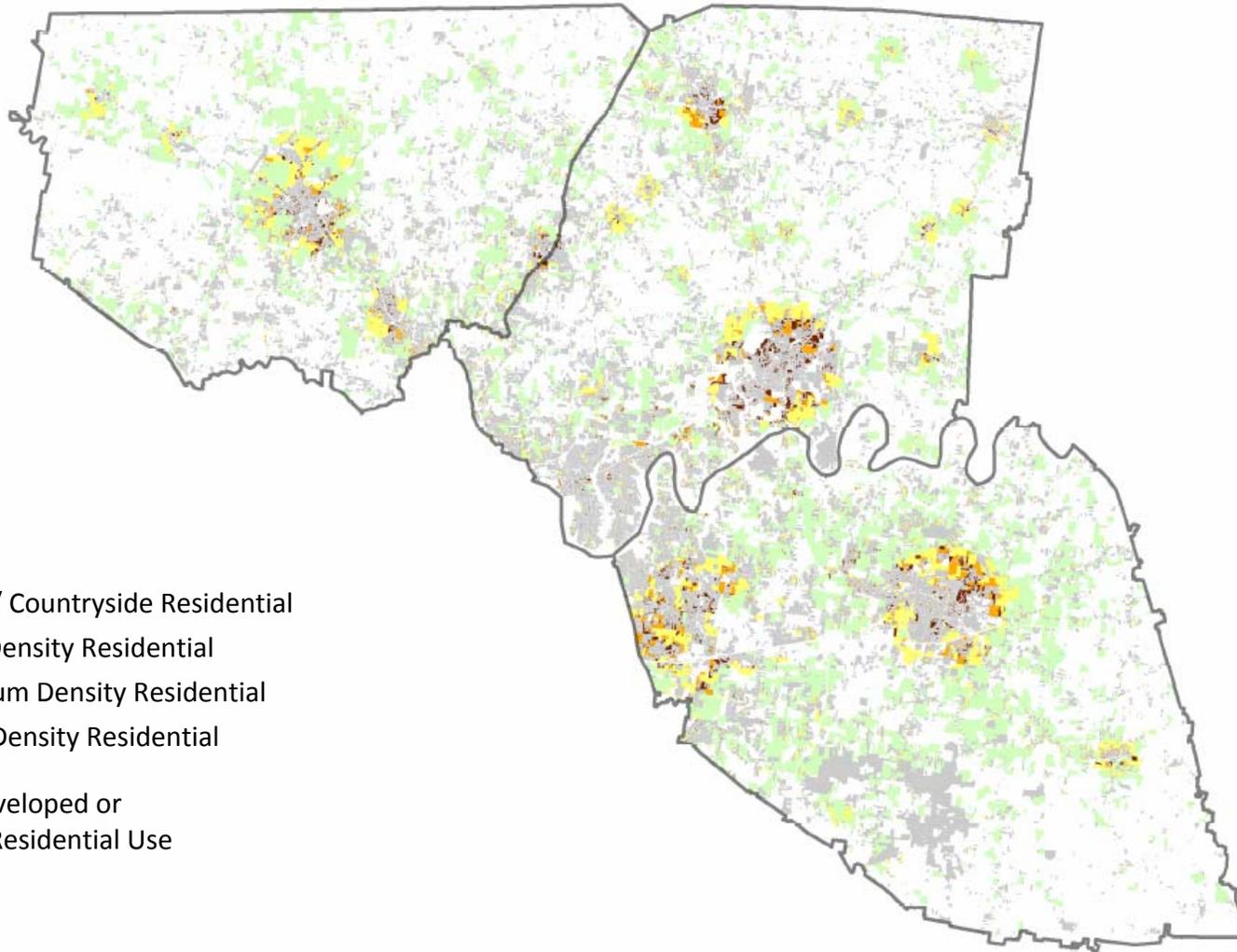
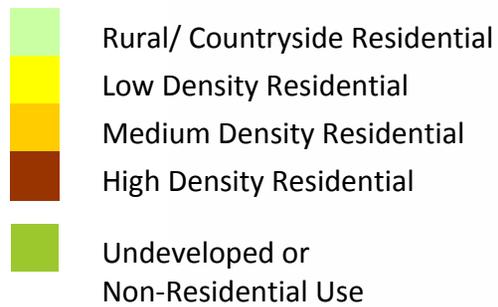
2035 BAU Residential Density



2035 Alternative 1 Residential Density



2035 Alternative 2 Residential Density



Model Results



MOEs



- Measures of Effectiveness (MOEs)

- Based on regional goals

- Purpose

- More detailed assessment of alternatives

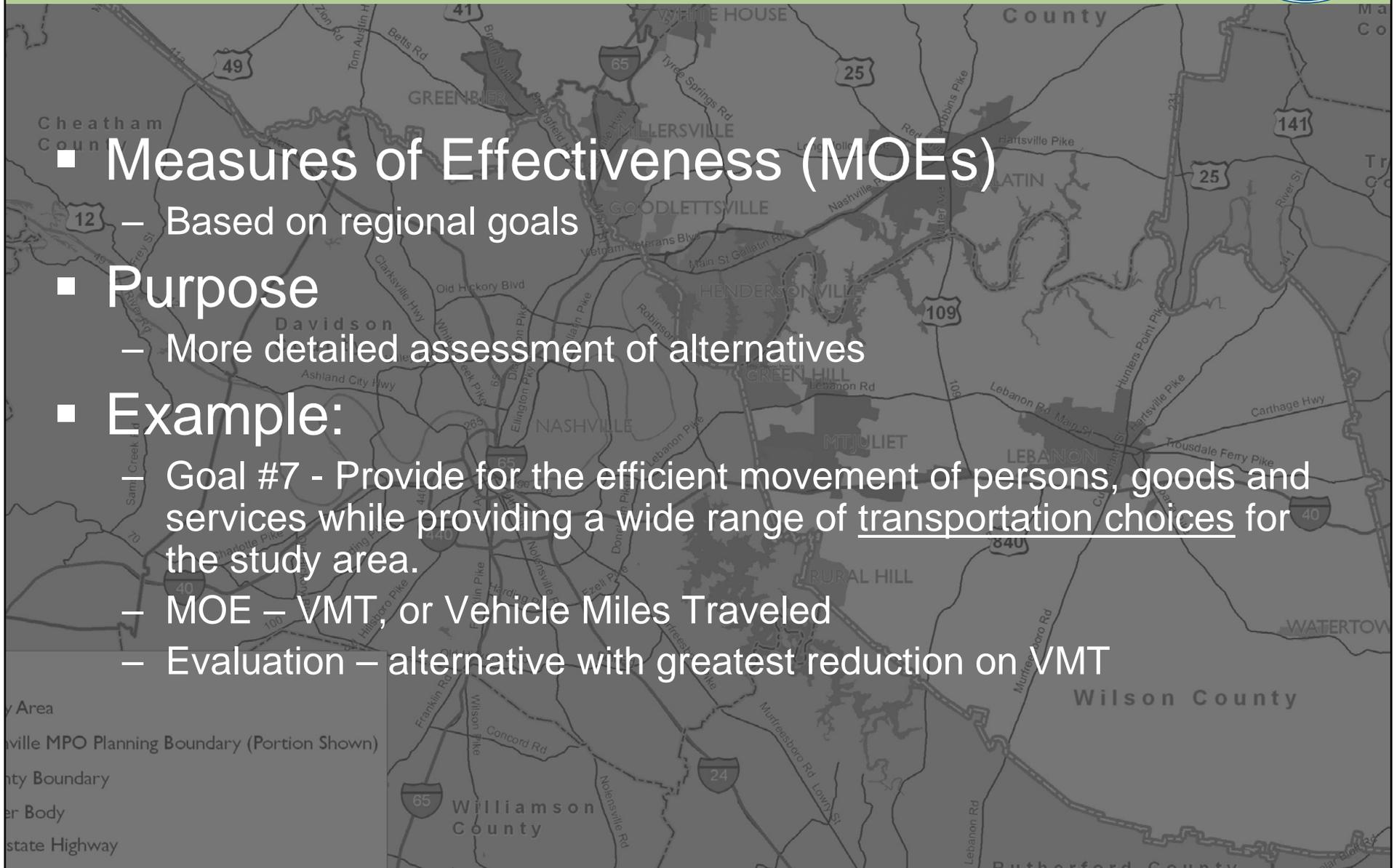
- Example:

- Goal #7 - Provide for the efficient movement of persons, goods and services while providing a wide range of transportation choices for the study area.

- MOE – VMT, or Vehicle Miles Traveled

- Evaluation – alternative with greatest reduction on VMT

y Area
ville MPO Planning Boundary (Portion Shown)
nty Boundary
er Body
state Highway



Travel Demand Measures

Vehicle Miles Traveled

	2035 BAU	C&C	Centers
Robertson	4,203,397	-2.8%	-3.1%
Sumner	4,864,744	-9.5%	-11.1%
Wilson	5,429,926	-5.3%	-5.7%
Tri-County Area	14,498,067	-6.0%	-6.7%

Vehicle Hours Traveled

	2035 BAU	C&C	Centers
Robertson	95,287	-4.0%	-5.1%
Sumner	126,774	-12.0%	-14.3%
Wilson	124,432	-7.6%	-8.6%
Tri-County Area	346,493	-8.2%	-9.7%

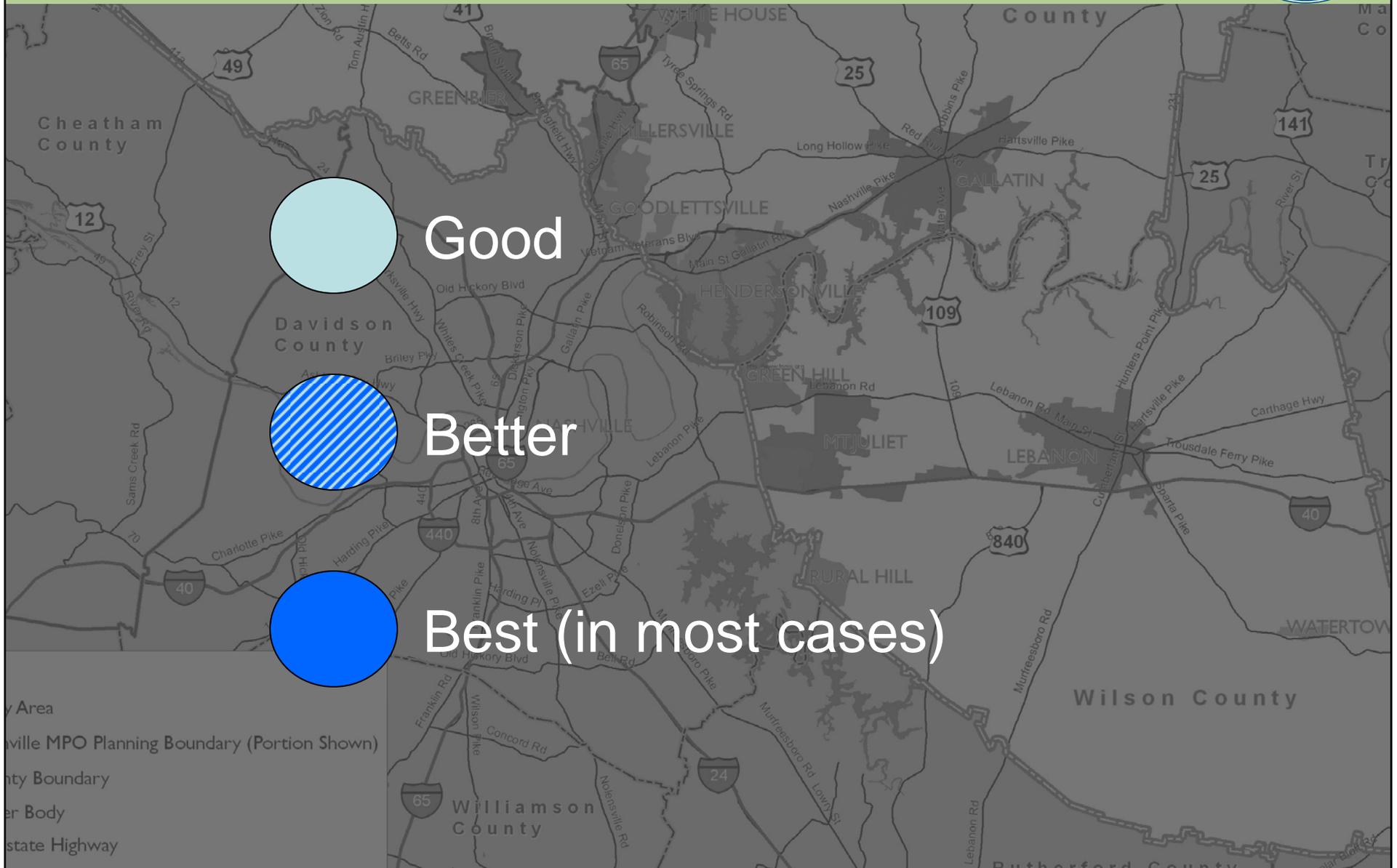
County Boundary
 Water Body
 State Highway

Williamson County

Wilson County

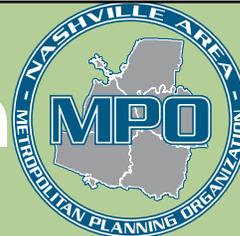
Rutherford County

Comparison of Alternatives



y Area
Nashville MPO Planning Boundary (Portion Shown)
County Boundary
Water Body
State Highway

Comparison of Alternatives - Robertson



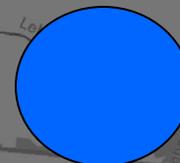
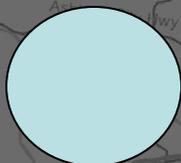
Vehicle Miles Traveled (VMT) and
Vehicle Hours Traveled (VHT)

BAU

C&C

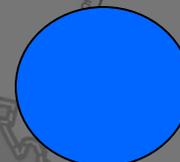
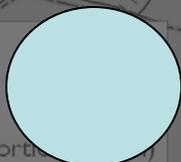
Centers

VMT



< 3.1%

VHT



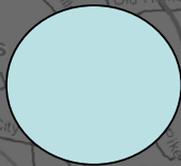
< 5.1%

Comparison of Alternatives - Robertson

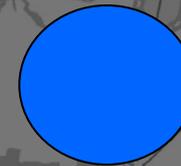
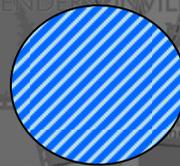


Urban & Rural Footprint BAU C&C Centers

Rural



5,598

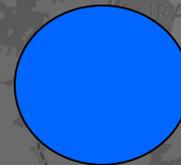


2,470

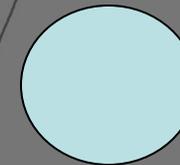
Urban



2,666



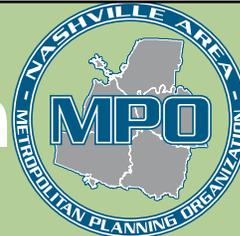
2,780



2,652

City Area
Metropolitan MPO Planning Boundary (Portion Shown)
County Boundary
Water Body
State Highway

Comparison of Alternatives - Robertson

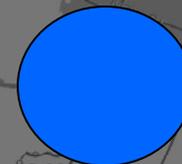
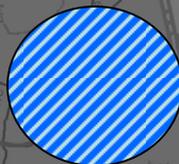
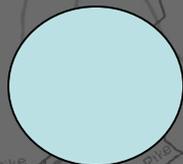


of People per Allocated Acre

BAU

C&C

Centers

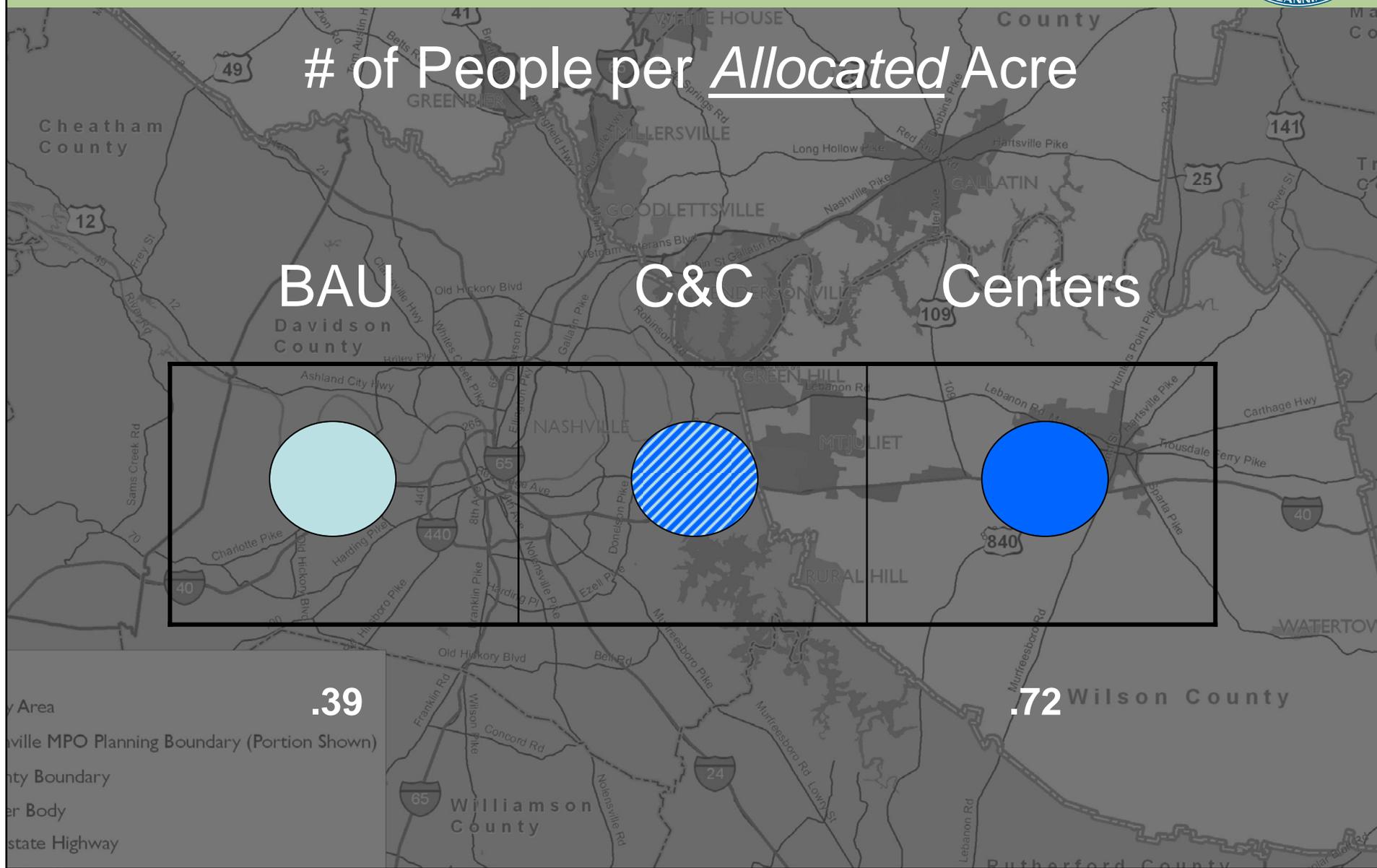


.39

.72

City Area
Nashville MPO Planning Boundary (Portion Shown)

County Boundary
Water Body
State Highway



Comparison of Alternatives - Robertson



of People per Allocated Acre

BAU

C&C

Centers



.39

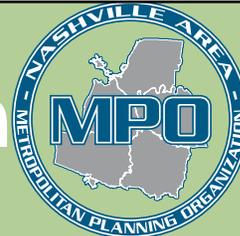
.72

y Area
Nashville MPO Planning Boundary (Portion Shown)
County Boundary
Water Body
State Highway

Williamson County

Wilson County

Comparison of Alternatives - Robertson

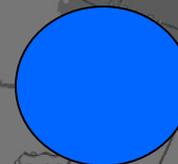
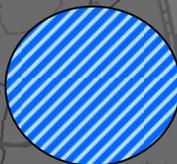
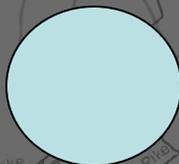


Average Residential Lot Size (new lots)

BAU

C&C

Centers

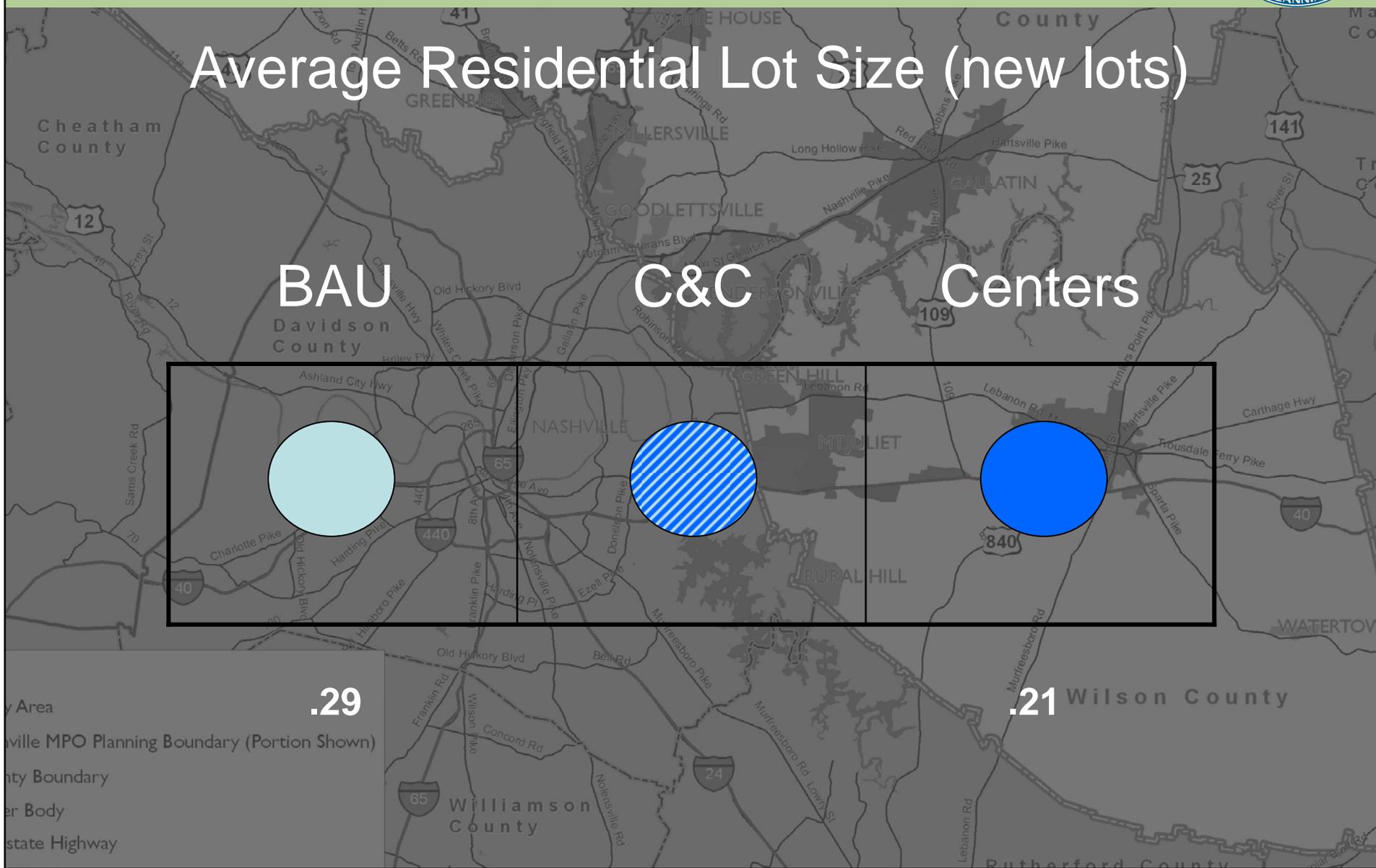


.29

.21

City Area
Nashville MPO Planning Boundary (Portion Shown)

County Boundary
Water Body
State Highway



Comparison of Alternatives - Robertson

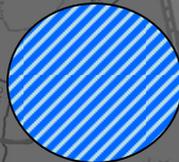
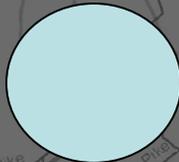


% Multifamily Households Allocated (new growth)

BAU

C&C

Centers

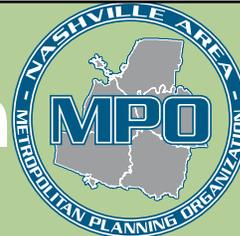


12.88%

19.52%

Legend:
y Area
ville MPO Planning Boundary (Portion Shown)
nty Boundary
er Body
state Highway

Comparison of Alternatives - Robertson

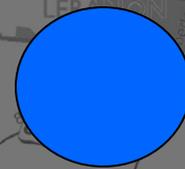
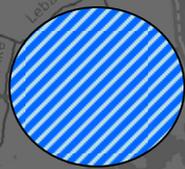
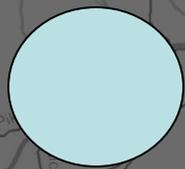


% of People (Pop & Emp) within 1/4 Mile of Transit Stations (Rail Stations & Express Bus Stops) (new growth)

BAU

C&C

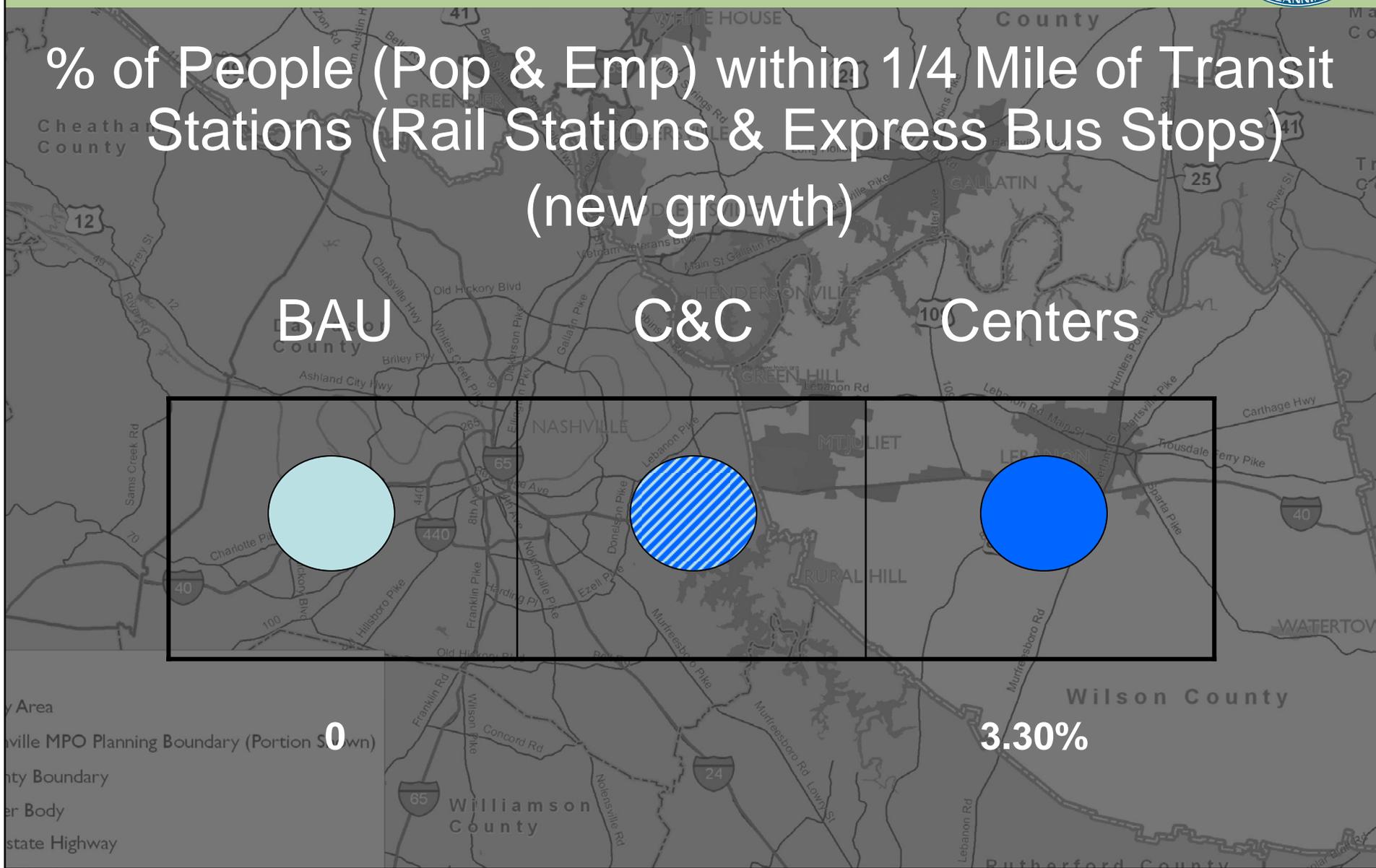
Centers



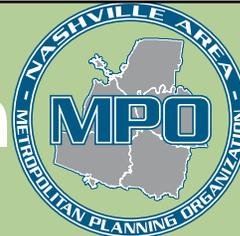
3.30%

0

County Boundary
MPO Planning Boundary (Portion shown)
Water Body
State Highway



Comparison of Alternatives - Robertson

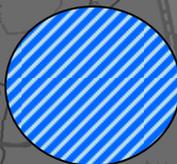
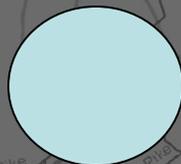


Prime Agricultural Land Consumed (acres)

BAU

C&C

Centers

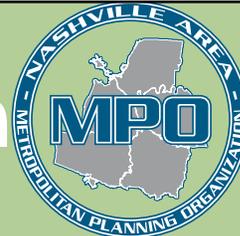


5,646

3,401

Map legend:
y Area
ville MPO Planning Boundary (Portion Shown)
nty Boundary
er Body
state Highway

Comparison of Alternatives - Robertson

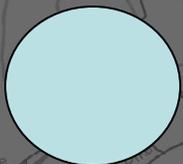


Environmentally Constrained Areas Consumed (ac)

BAU

C&C

Centers

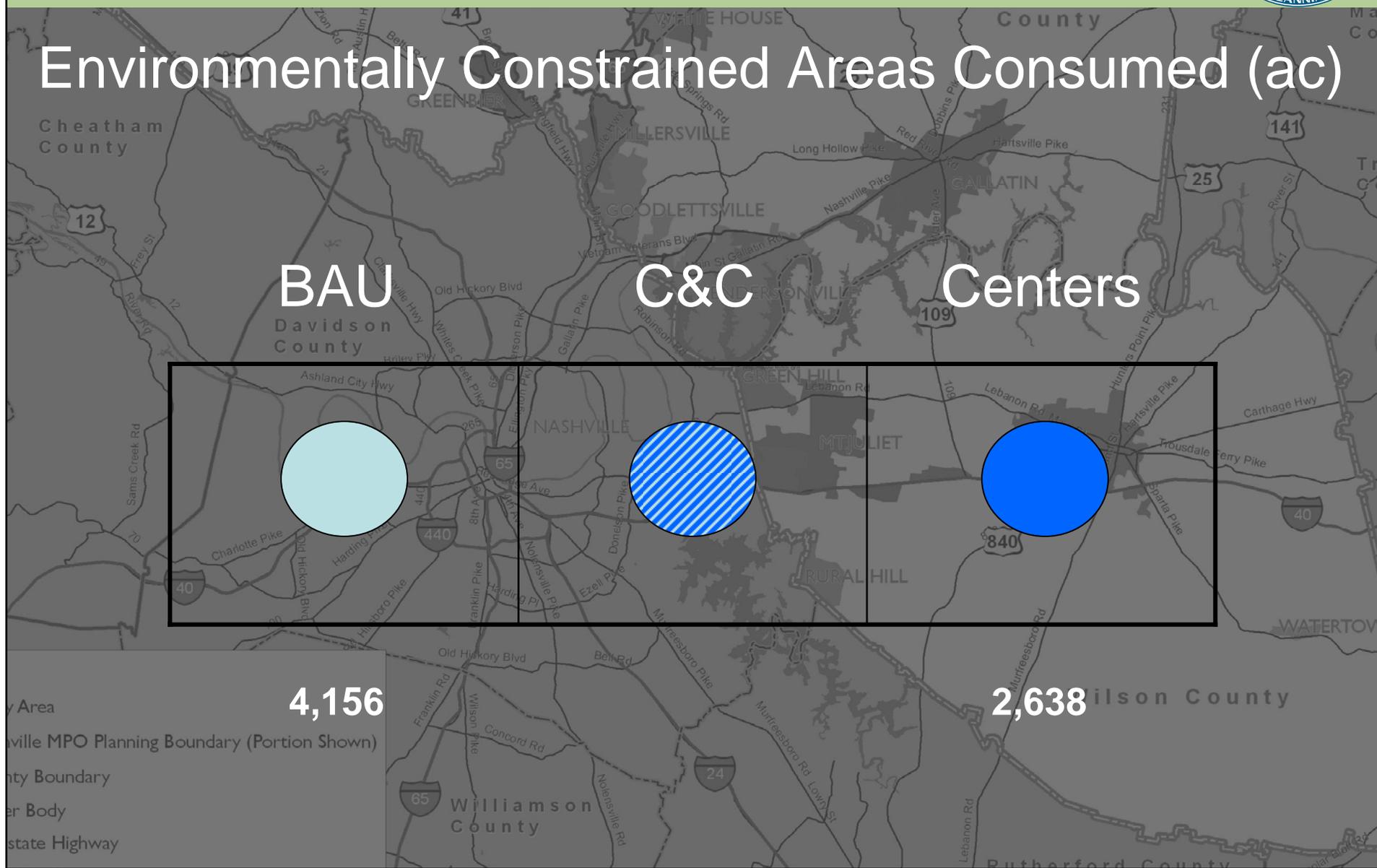


4,156

2,638

City Area
Nashville MPO Planning Boundary (Portion Shown)

County Boundary
Water Body
State Highway



Comparison of Alternatives - Robertson

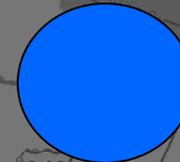
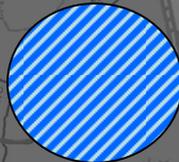
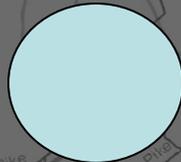


% Income Spent on Transportation (fuel, \$2.50/g)

BAU

C&C

Centers



6.89%

6.68%

Map Legend:
y Area
Nashville MPO Planning Boundary (Portion Shown)
County Boundary
Water Body
State Highway

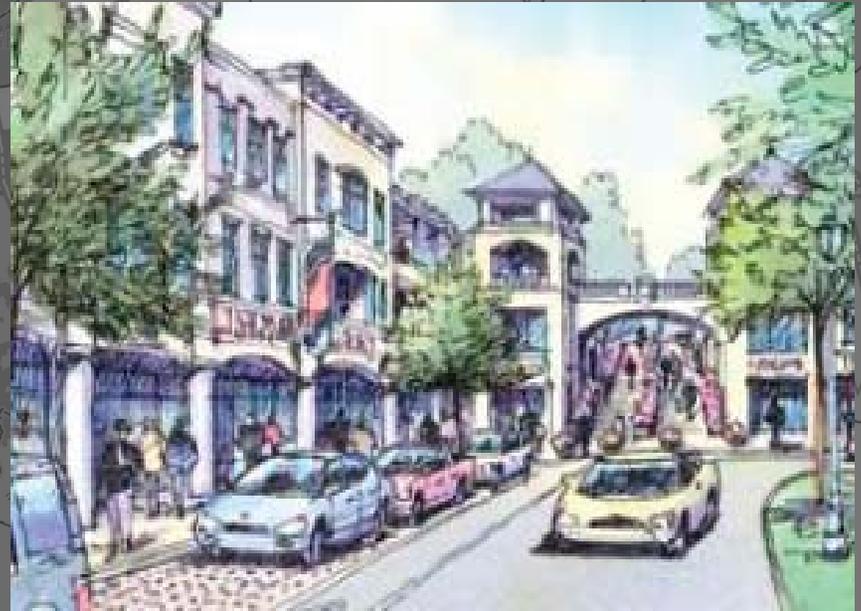
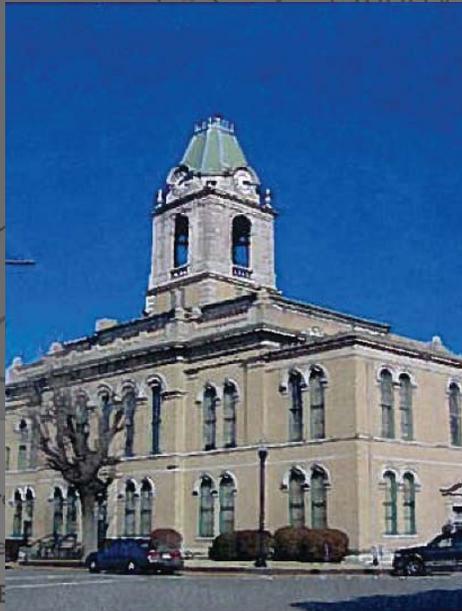
Policy Implications



Potential Policy Implications

■ Both Alternatives

- Encourage redevelopment and infill in Traditional Town Centers
- Reinforce existing centers by directing growth toward them
- Create new centers with higher densities (TOD) along primary corridors where transit stops are likely to occur



Potential Policy Implications

- Both Alternatives

- Maintain areas identified as activity and employment centers, ensuring continued economic vibrancy
- Allow activity centers to expand modestly to accommodate demand while minimizing encroachment into neighboring areas



Potential Policy Implications



■ Both Alternatives

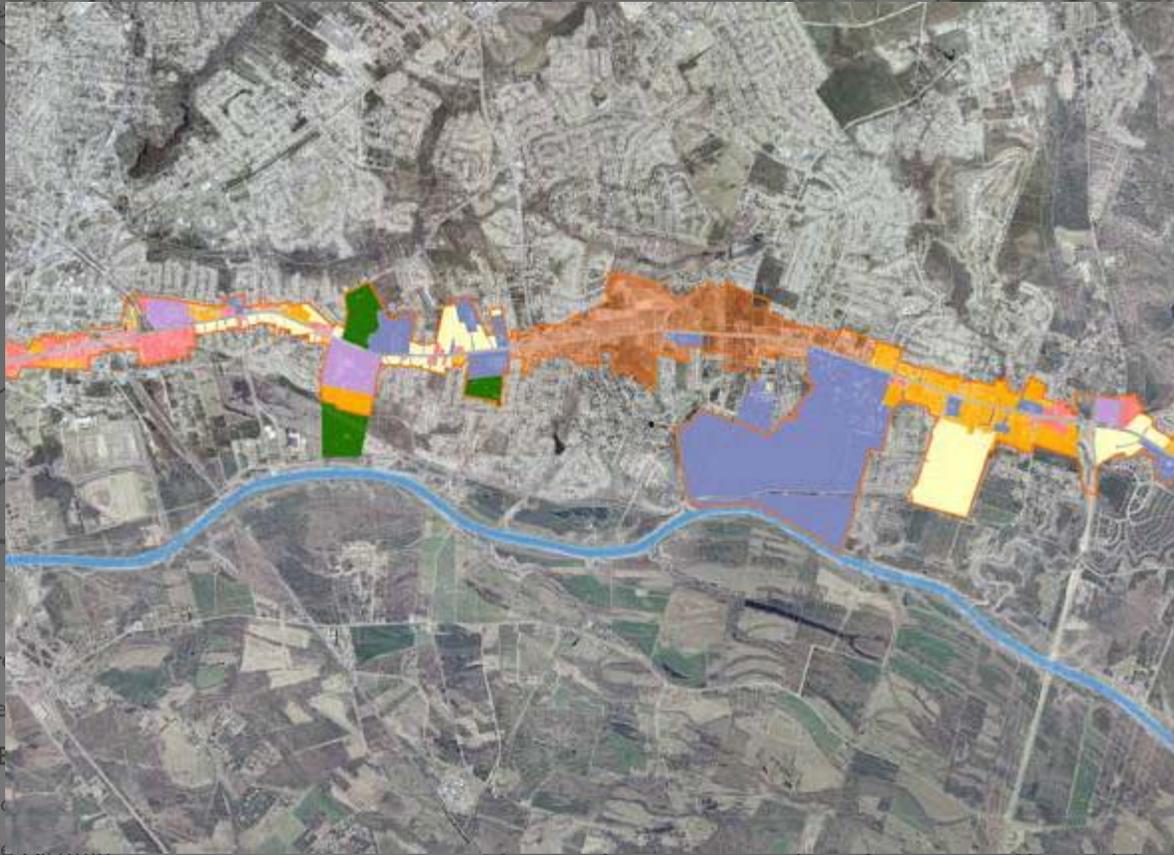
- Protect Conservation areas to preserve valuable natural resources and maintain function of natural systems
- Discourage growth in rural areas where such areas



Potential Policy Implications

Centers & Corridors

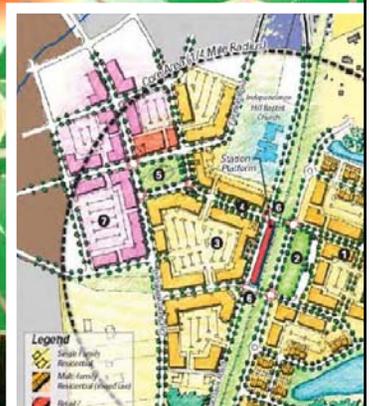
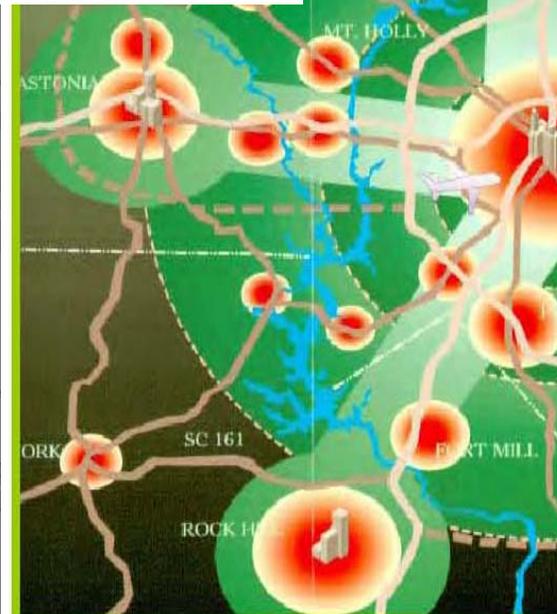
Allow development along key transportation corridors, where access would support additional growth



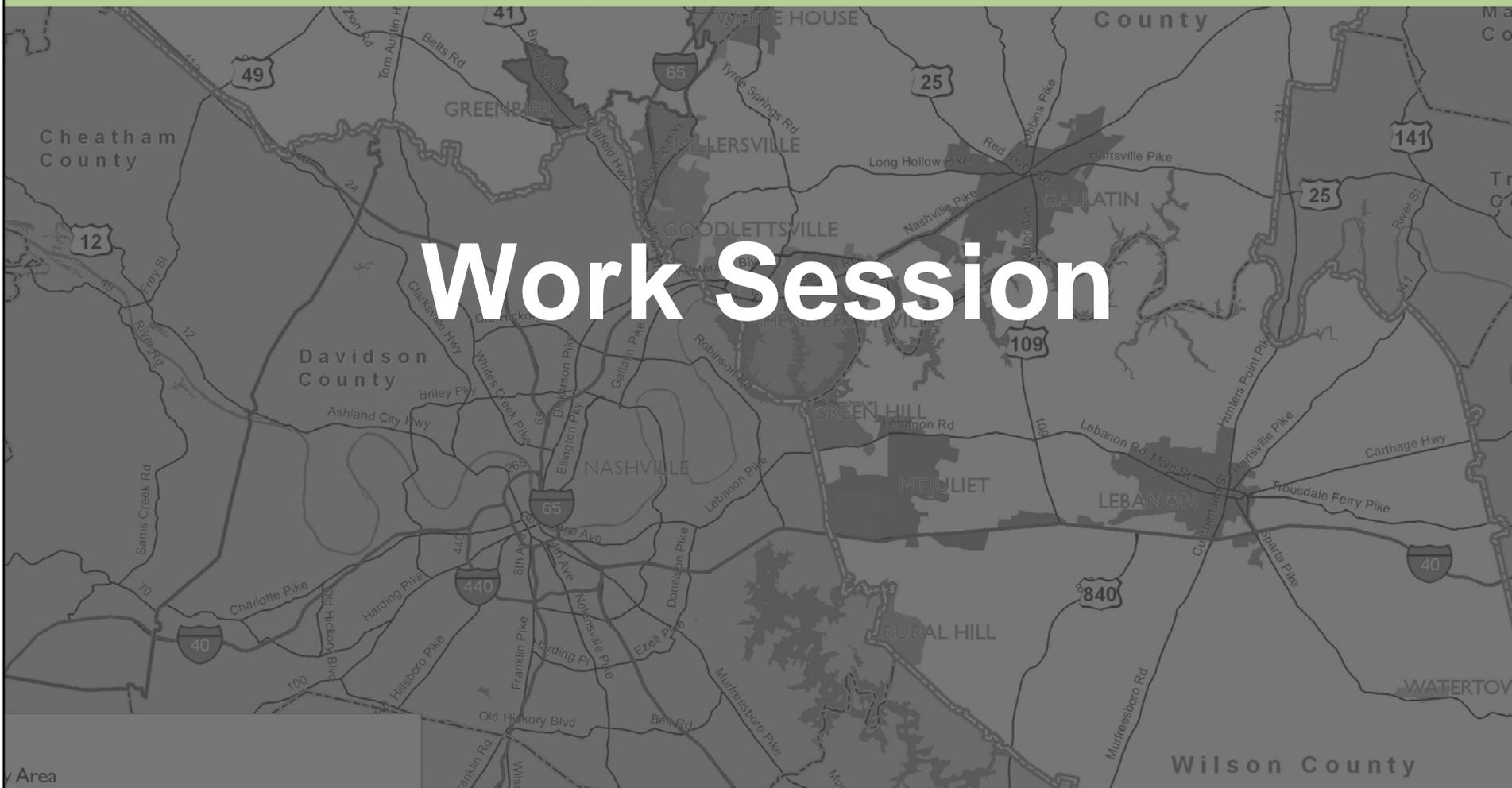
Mass Transit Viability



- Urban revitalization
- Uses urban land most efficiently.
- Cities and developers around the country are realizing the long-term benefits of mixed-use neighborhoods that combine housing, employment, retail, cultural and recreational activities in a walkable environment that is well-served by transit.
- High-quality development in centers and along transit corridors is key to maintaining the livable communities and natural beauty.



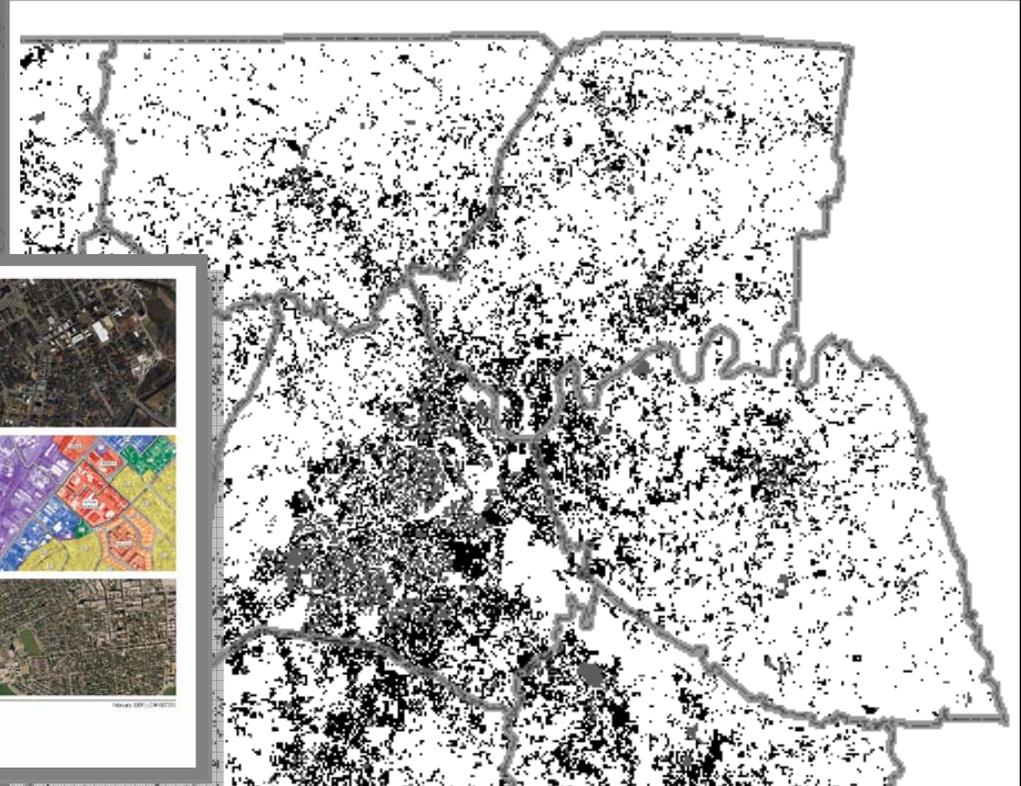
Work Session



Work Session Questions

Based on the alternatives and how they perform relative to the goals...

- Is there a more suitable configuration of character areas to support desired transportation system?



Area Name	Location	Area Type	Area Size (Acres)	Area Population	Area Density (Units/Acre)	Area Description	Area Notes
Franklin	Franklin, TN	General Urban	1,000	10,000	100	...	...
Gallatin	Gallatin, TN	General Urban	1,000	10,000	100	...	...
Markwebers	Markwebers, TN	General Urban	1,000	10,000	100	...	...
Savannah	Savannah, GA	General Urban	1,000	10,000	100	...	...
Charleston	Charleston, SC	General Urban	1,000	10,000	100	...	...

General Urban

- Definition:**
 - Areas where a variety of land uses occur at medium to high densities, having a well-connected pattern within the landscape
 - Areas generally within current city limits of county seats
 - Generally comprised of established residential neighborhoods found near historic core areas
- Local Examples:**
 - Franklin
 - Gallatin
 - Markwebers
- Examples Elsewhere:**
 - Savannah, GA
 - Charleston, SC
- Uses/Intensity:**
 - Predominantly small lot and attached residential, multi-family
 - Medium to high density residential > 5 du/ac
 - Civic, parks and open space, limited retail and office uses
 - Non-residential FAR > 0.9
- Structure/Height:**
 - 2-3 Stories
- Street Pattern (typical):**
 - Connected street network in grid pattern
 - On-street parking
 - 750 feet for smaller (2-lane) collectors and arterials
 - 3,000 - 4,000 feet for larger (4-lane) collectors and arterials
- Multi-modal Accommodations:**
 - Typically sidewalks supplemented by multi-use trails
 - Bicycle accommodations
 - A moderate level of transit accommodations in larger cities with buses or trains running every 15 to 30 minutes. Smaller cities may have limited trolley or local circulator service with connections to an express bus or rail route to the central city
 - Access to carpool or vanpool park-in-side lots







LandDesign. CHARACTER TYPE - GENERAL URBAN

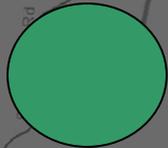
County Boundary
 Water Body
 State Highway



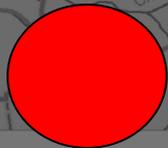
Work Session Questions

Based on the alternatives and how they perform relative to the goals...

- Are there areas where you would prefer growth?
- Are there areas where you would not support more growth?



Preferred growth area

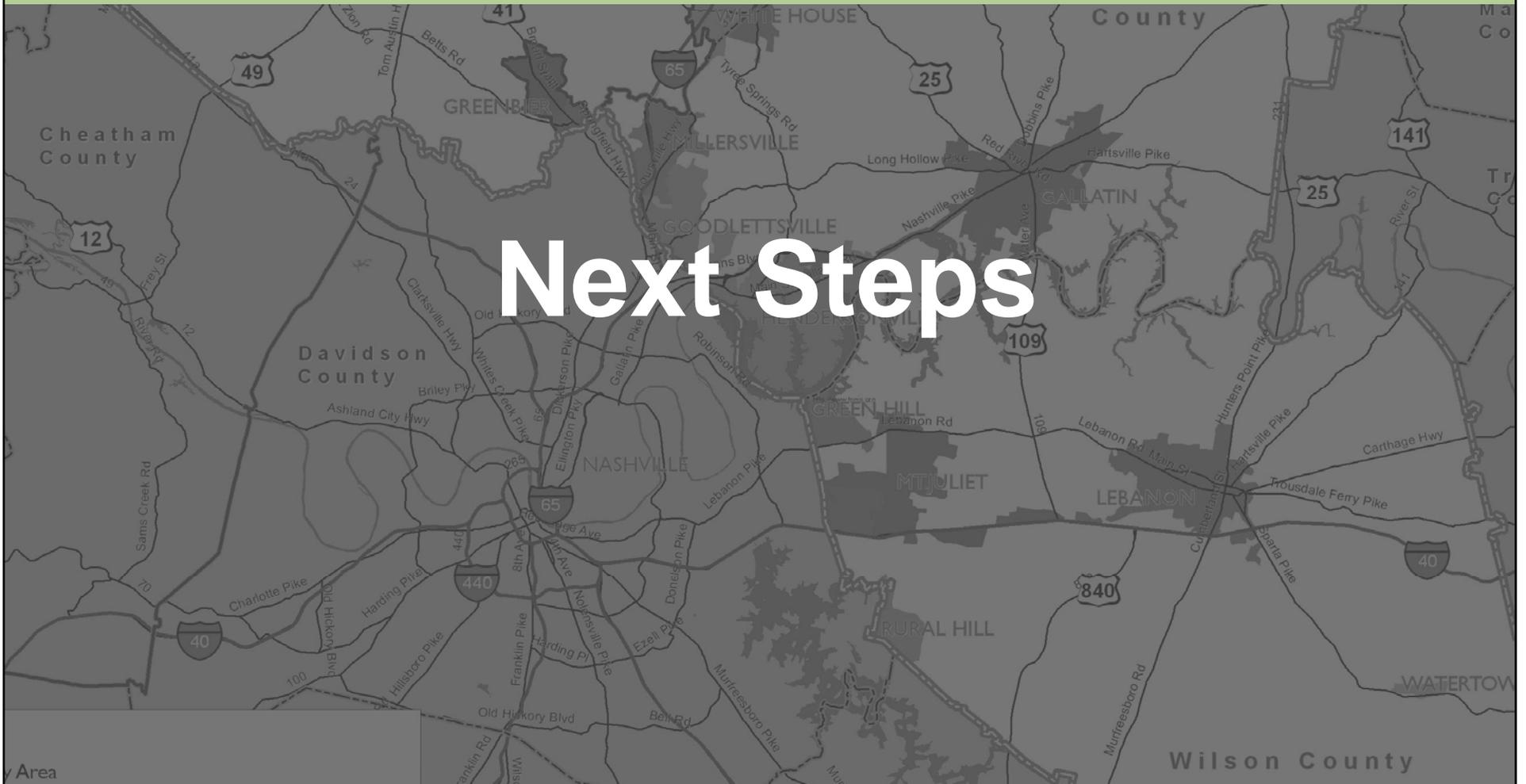


Less or no growth area

notes

Comments, ideas, suggestions, etc.

Next Steps



Preferred Growth Scenario



- Solicit feedback at community workshops
- Conduct work session with Steering Committee to develop “preferred” – December 15th





Focus Areas and Strategic Corridors

Based on Preferred Scenario...

- Policies and implementation strategies to consider
- Focus Areas (4)
 - 4 conceptual plans
 - Different character areas
 - Different policies



y Area
ville MPO Planning Boundary (Portion Shown)
nty Boundary
er Body
state Highway

Williamson County

Focus Areas and Strategic Corridors

Based on Preferred Scenario...

- Strategic Corridors (10 one-mile segments)
 - Represent critical areas of concern and/or locations where changes in land use intensity or traffic appears eminent
 - Variety: cross-sections, land use contexts, geography



Corridor Recommendations

Number of lanes	6
Median	Divided
2030 Daily Volume	
2030 Daily Capacity	

Proposed Cross Section



Corridor Description and Issues Identified

- Two-lane cross section
- New diamond interchange with I-77 (TIP I-4411) to be let on November 2006
- Signal will be constructed at NC 115 and Langtree Road (2007)
- Proposed development is expected to cause congestion on this corridor
- See Mt. Mourne area plan

Area
 ville MPO Planning Boundary (Portion Shown)
 County Boundary
 er Body
 state Highway

Williamson County