



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

**Community at Large Sessions: The Importance of Quality Growth  
October 6, 7, 9, 2008**



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



# The Project Team

Nashville Area Metropolitan Planning Organization

Local Governments in Robertson, Sumner, Wilson

LandDesign

Kimley-Horn & Associates, Inc.

Basile Baumann Prost Cole & Associates, Inc.

Sterling Communications





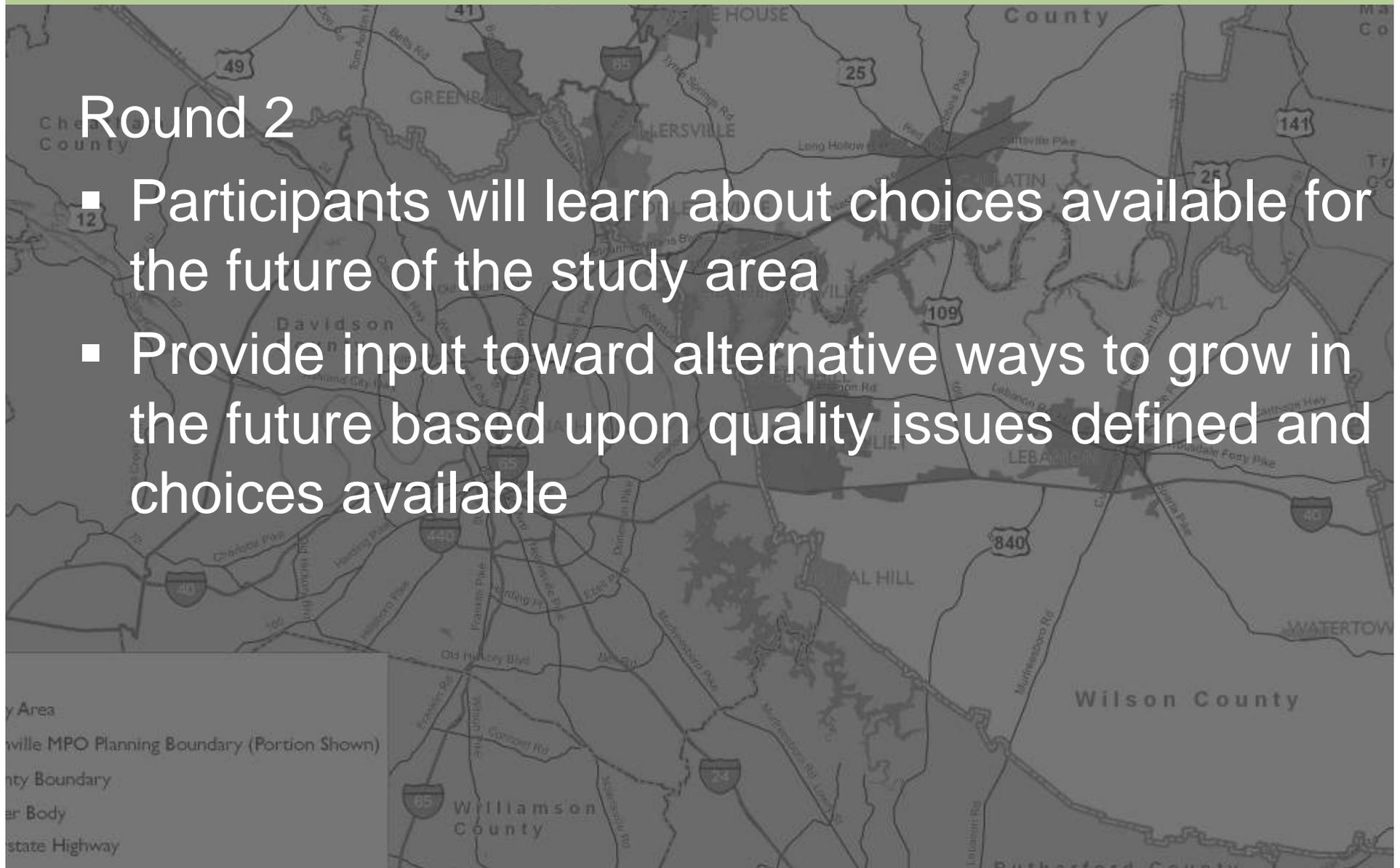
# Purpose – Why are we here?

- 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, scheduled for adoption in **Fall 2009**

# Objectives / Outcomes of Session

## Round 2

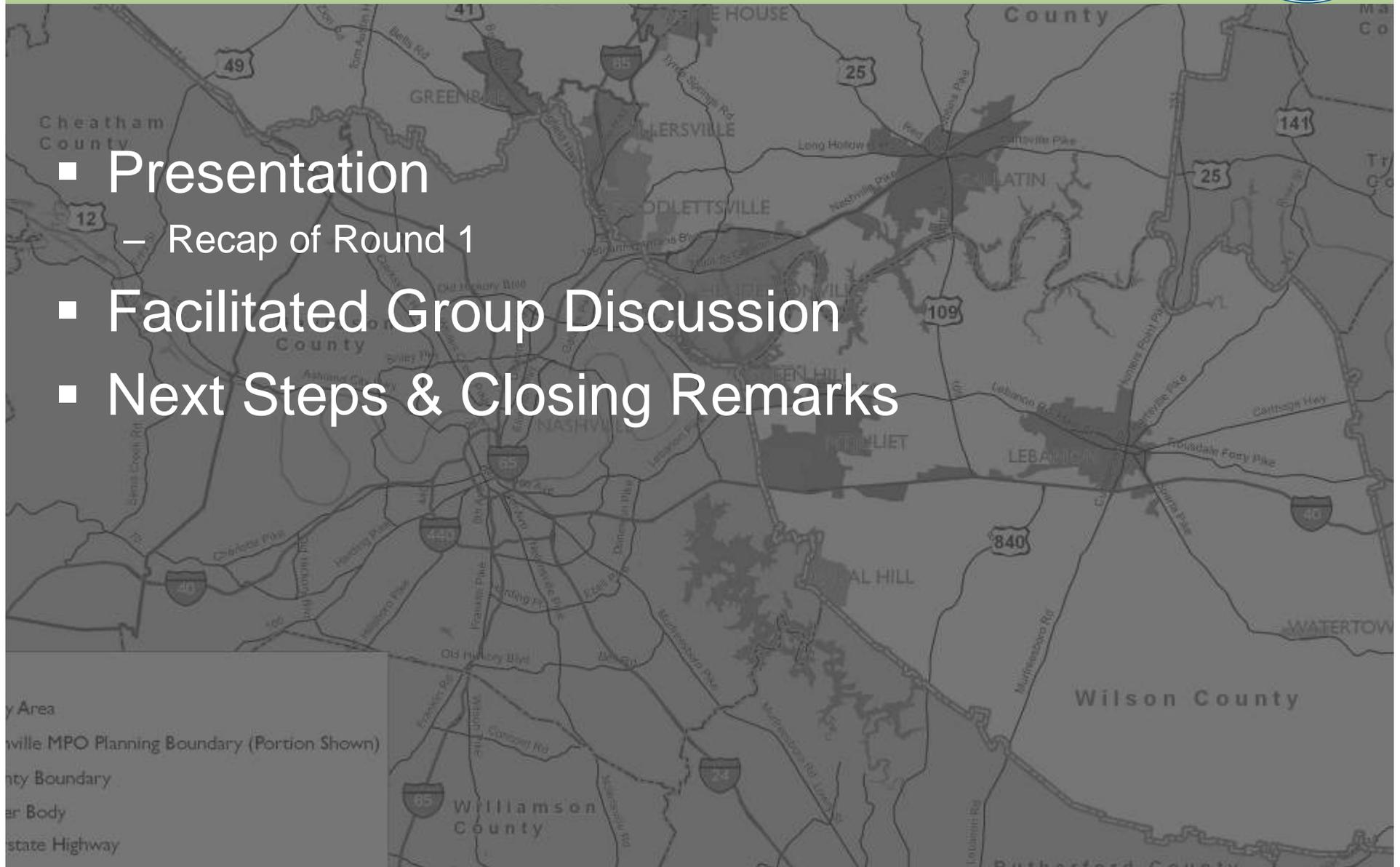
- Participants will learn about choices available for the future of the study area
- Provide input toward alternative ways to grow in the future based upon quality issues defined and choices available



# Agenda



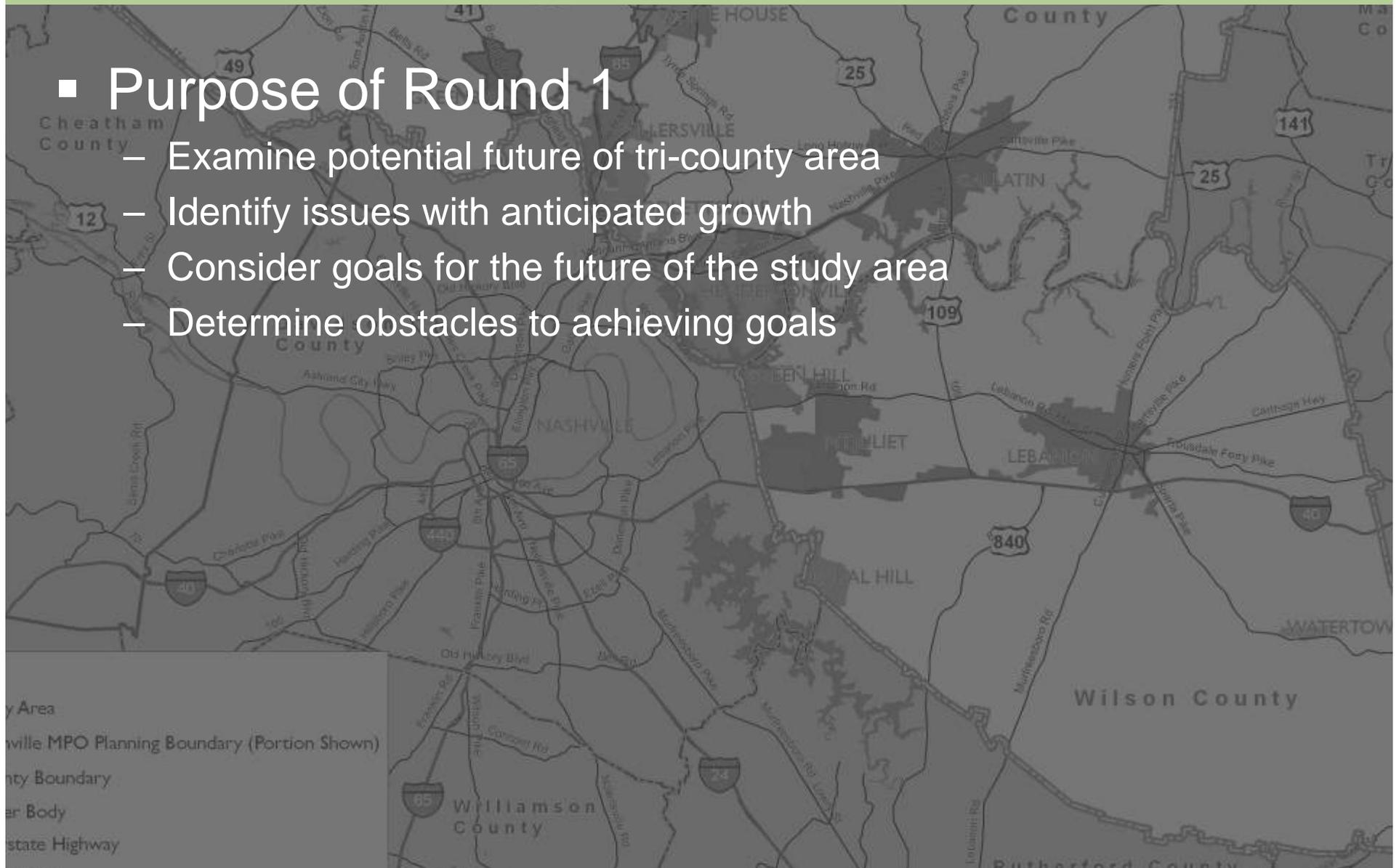
- Presentation
  - Recap of Round 1
- Facilitated Group Discussion
- Next Steps & Closing Remarks



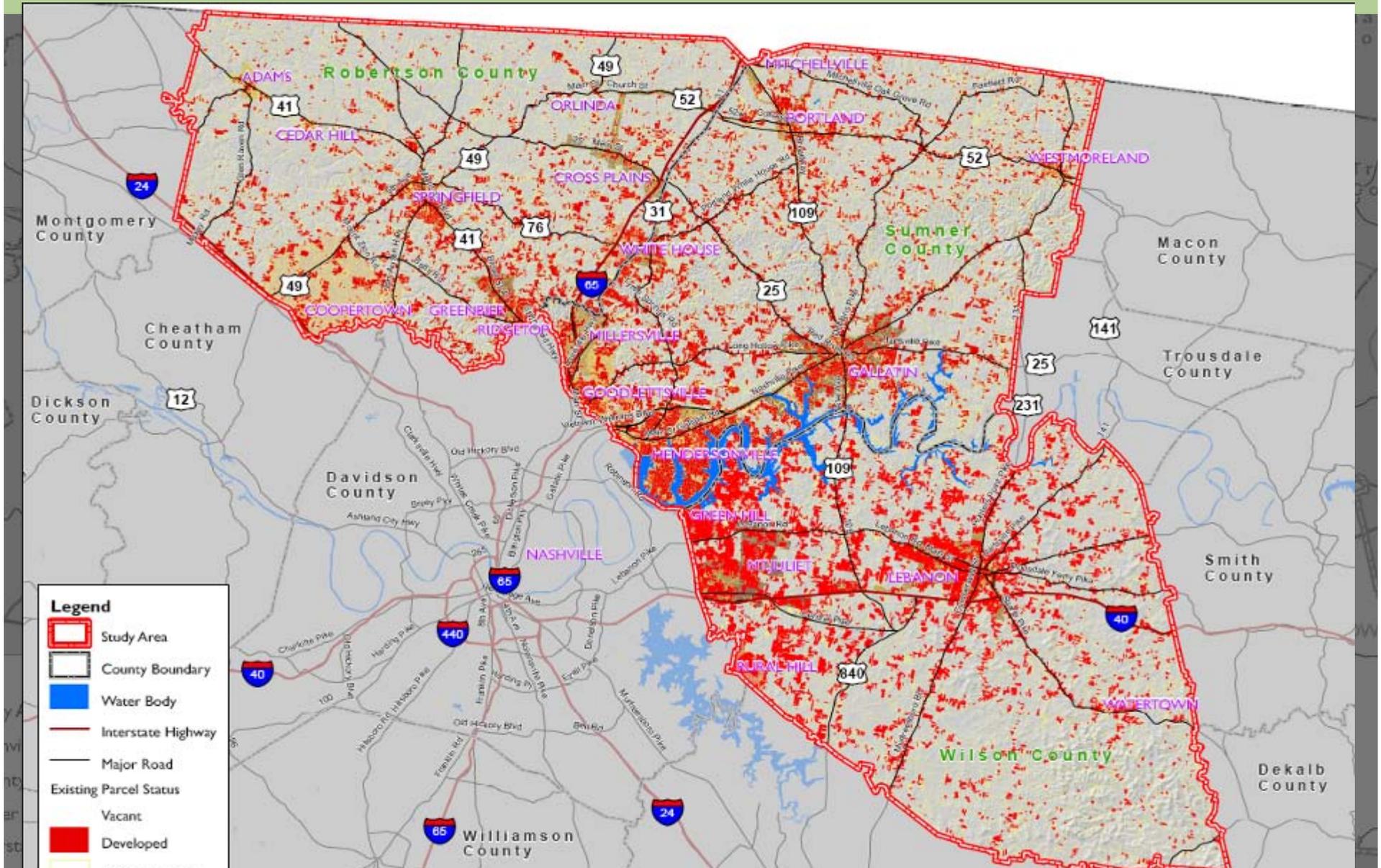
# Recap of Round 1

- Purpose of Round 1

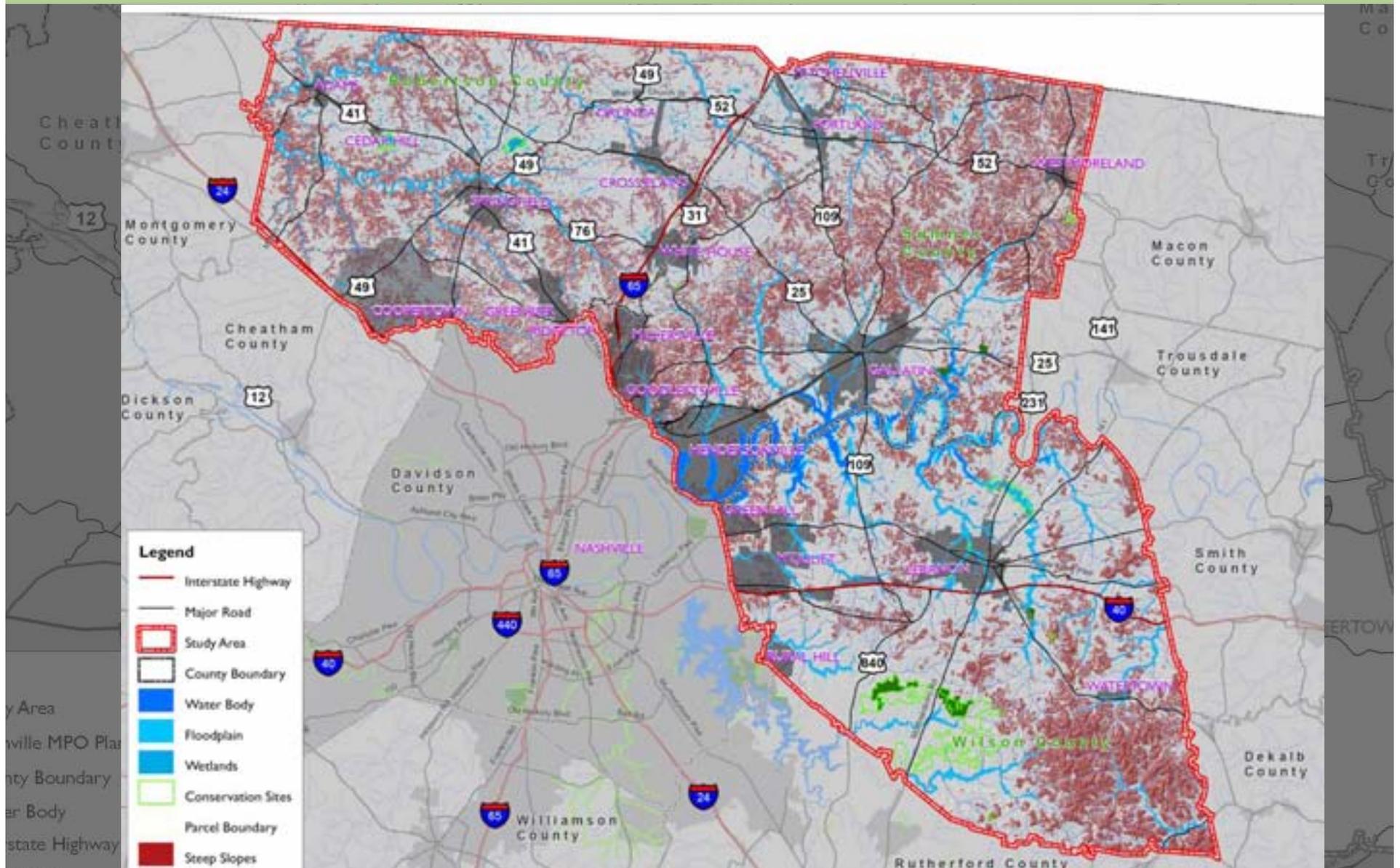
- Examine potential future of tri-county area
- Identify issues with anticipated growth
- Consider goals for the future of the study area
- Determine obstacles to achieving goals



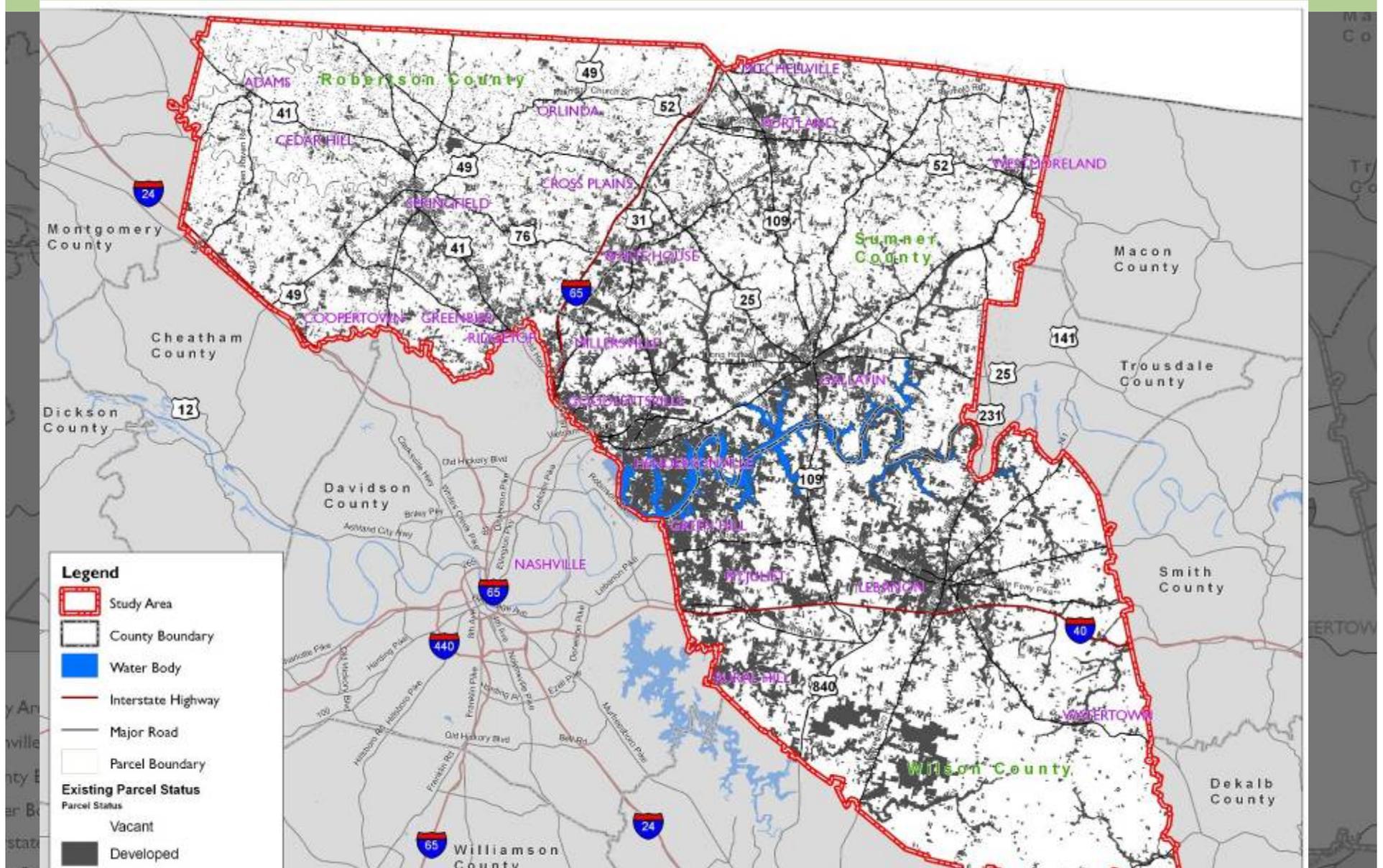
# Supply - Existing Development



# Supply – Environmental Constraints (Environment, Parks, and Open Space)

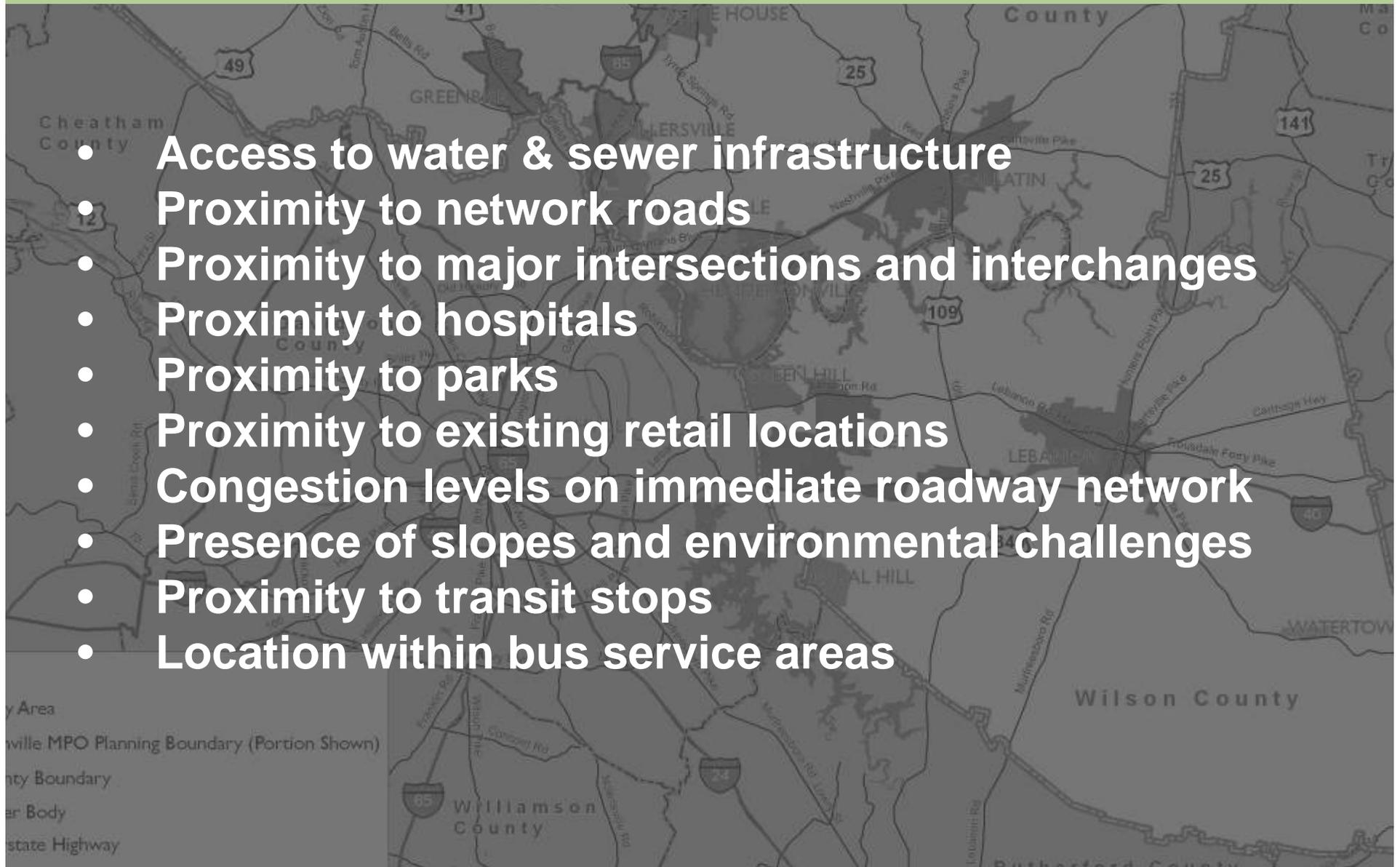


# Supply – Net Available Land

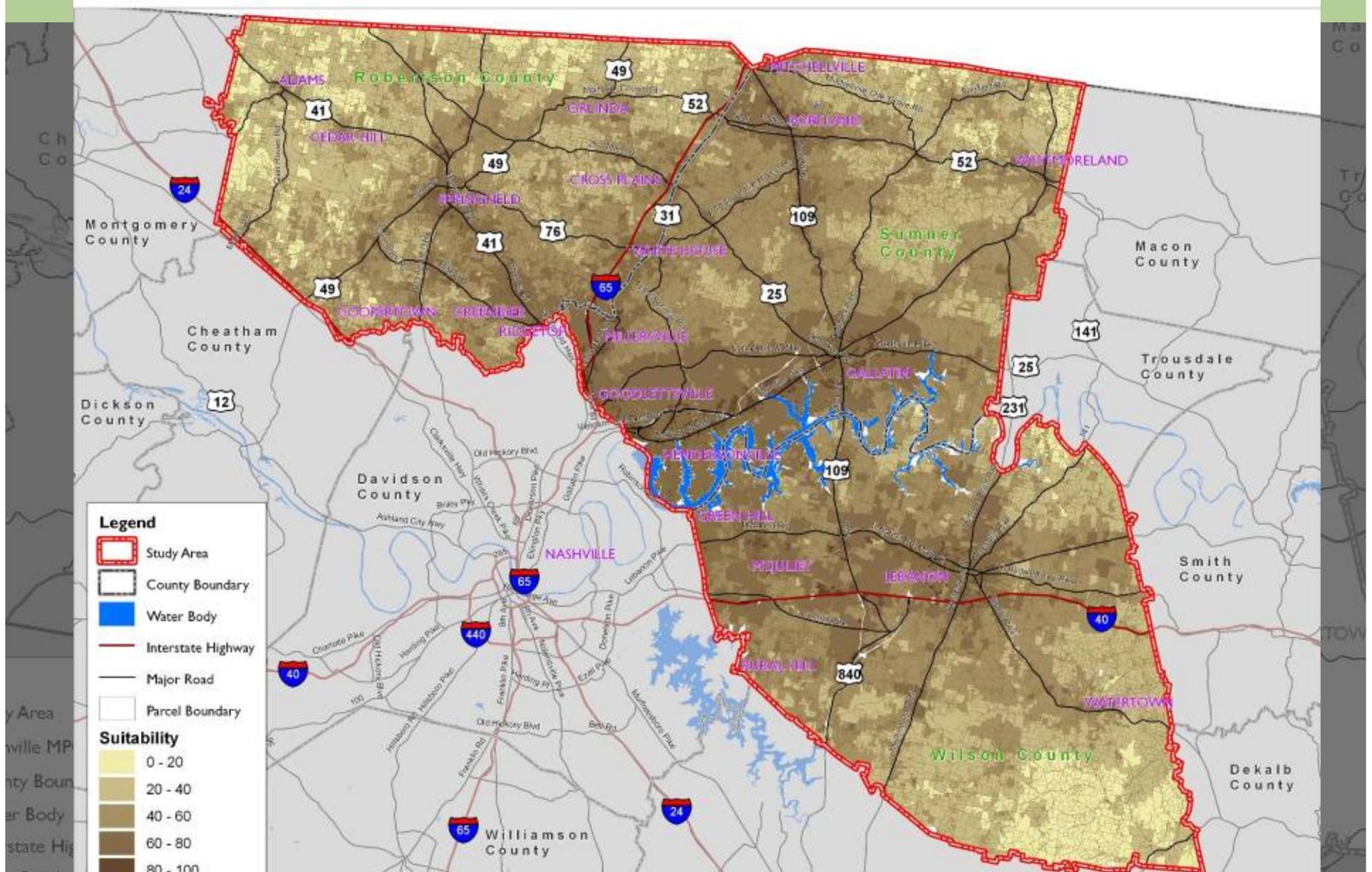


# Suitability Factors

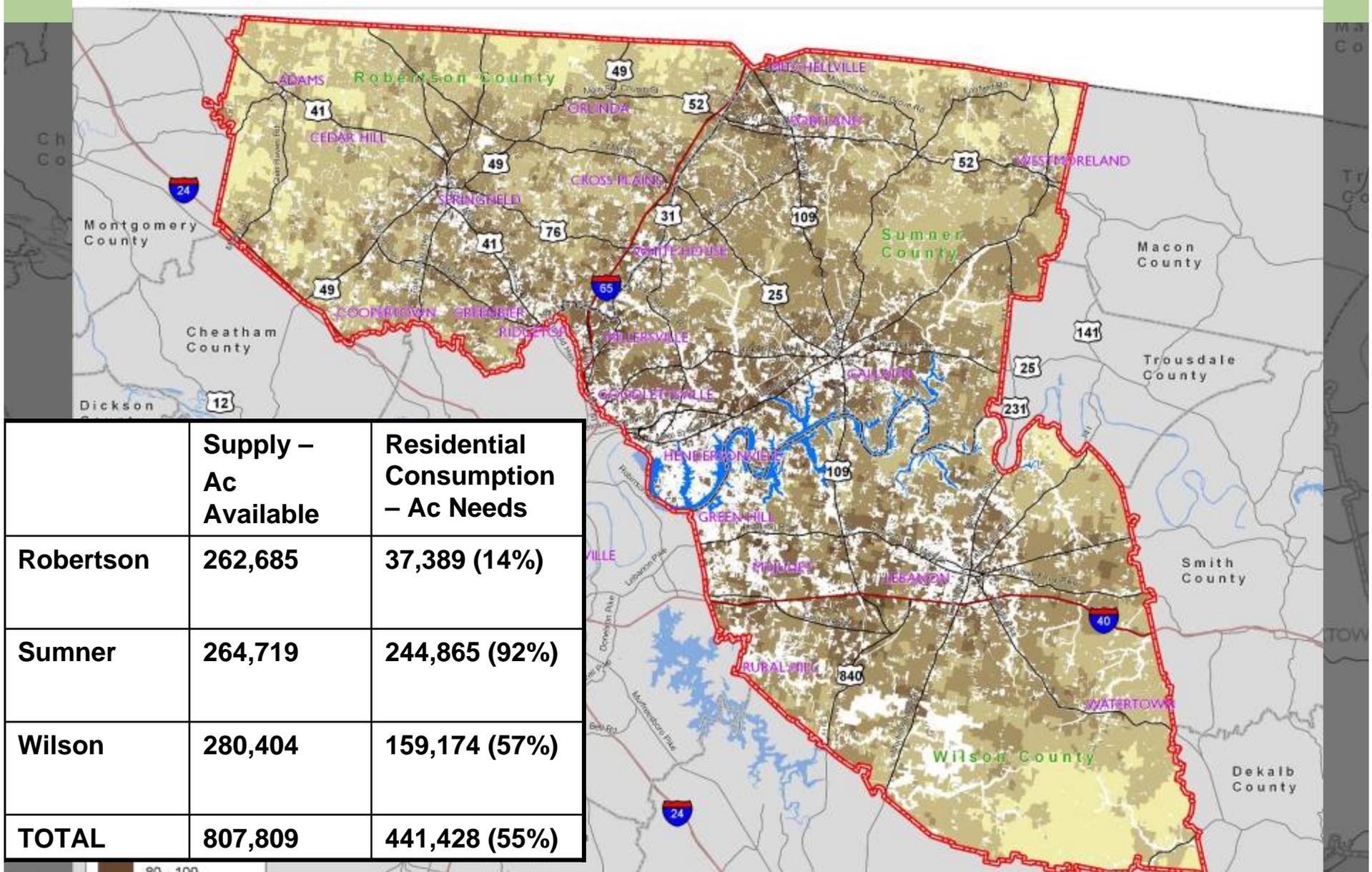
- Access to water & sewer infrastructure
- Proximity to network roads
- Proximity to major intersections and interchanges
- Proximity to hospitals
- Proximity to parks
- Proximity to existing retail locations
- Congestion levels on immediate roadway network
- Presence of slopes and environmental challenges
- Proximity to transit stops
- Location within bus service areas



# Tri-County Suitability Map



# TriCounty Suitability Map – Net Available



# Results of Group Exercise – Report Card on BAU

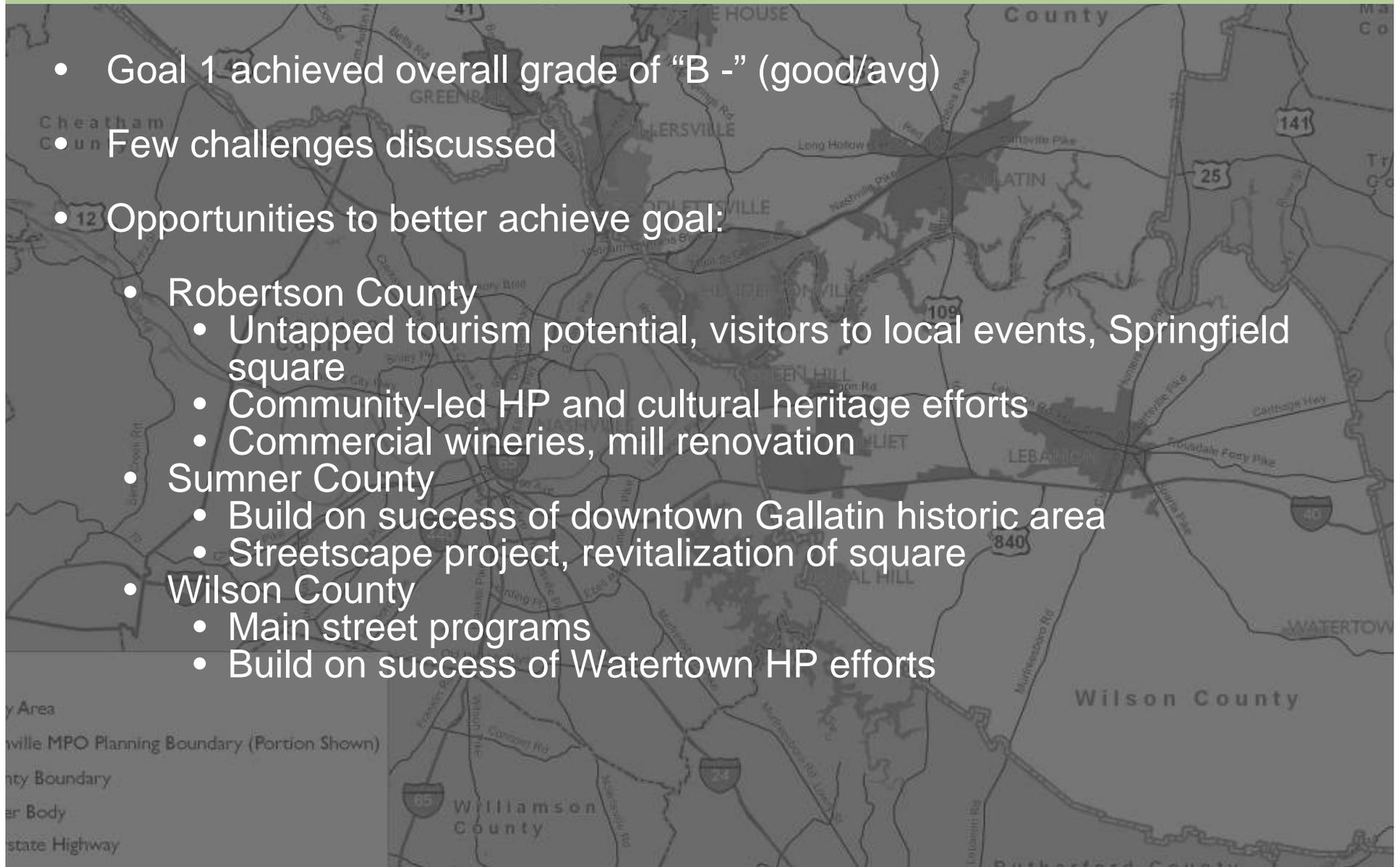
<b>Goals</b>	<b>Grade</b>
<b>Historic Conservation and Enhancement</b>	<b>B-</b>
<b>Viable Agriculture</b>	<b>B</b>
<b>Rural Preservation</b>	<b>C+</b>
<b>Economic Enrichment while Safeguarding Existing Public and Private Development</b>	<b>B-</b>
<b>Preserve Urban Centers</b>	<b>B</b>
<b>Protection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

# Goal 1: Historic Conservation and Enhancement

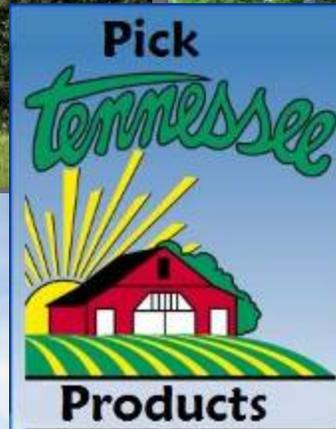


# Goal 1: Historic Conservation and Enhancement

- Goal 1 achieved overall grade of “B -” (good/avg)
- Few challenges discussed
- 12 Opportunities to better achieve goal:
  - Robertson County
    - Untapped tourism potential, visitors to local events, Springfield square
    - Community-led HP and cultural heritage efforts
    - Commercial wineries, mill renovation
  - Sumner County
    - Build on success of downtown Gallatin historic area
    - Streetscape project, revitalization of square
  - Wilson County
    - Main street programs
    - Build on success of Watertown HP efforts

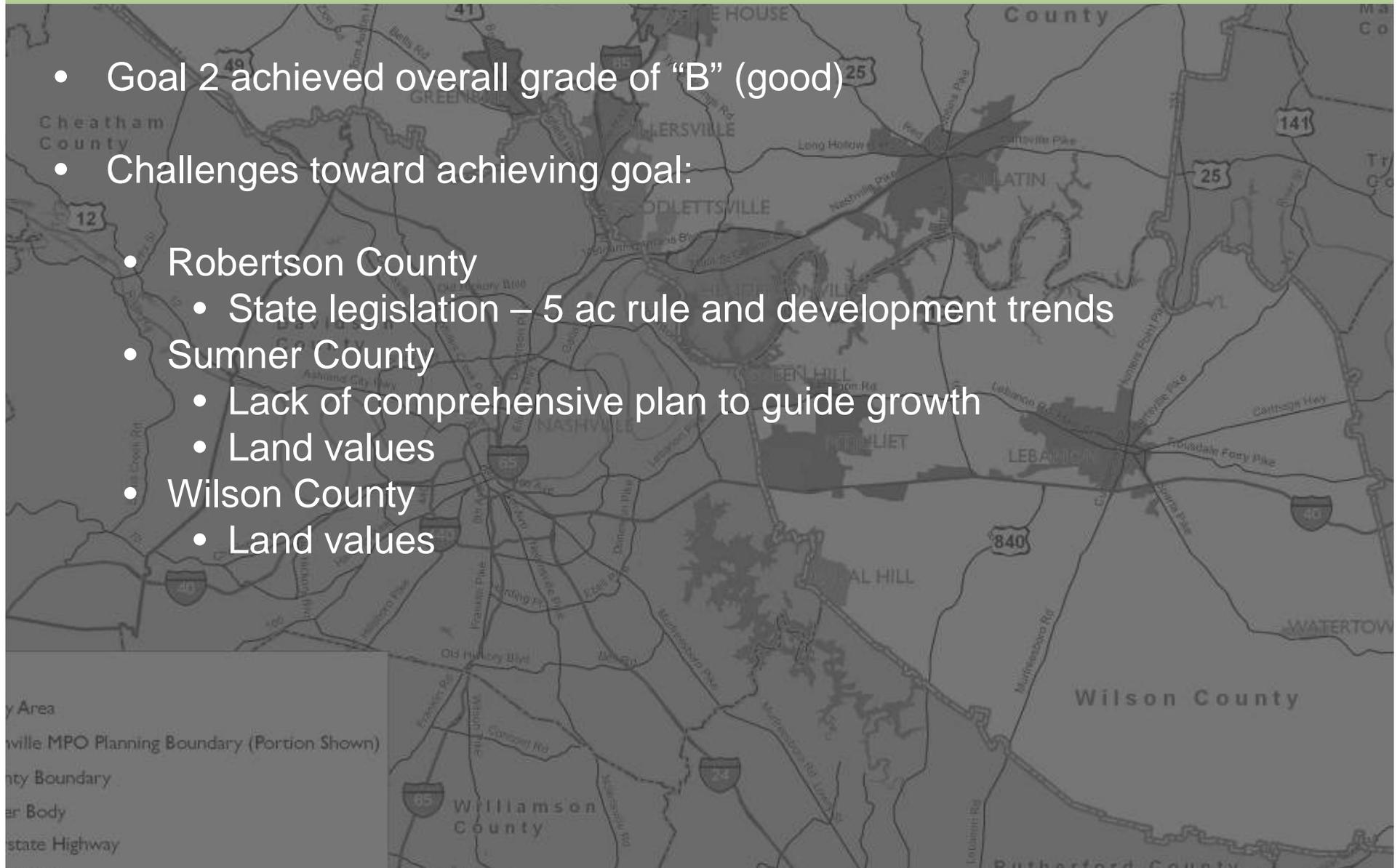


# Goal 2: Viable Agriculture

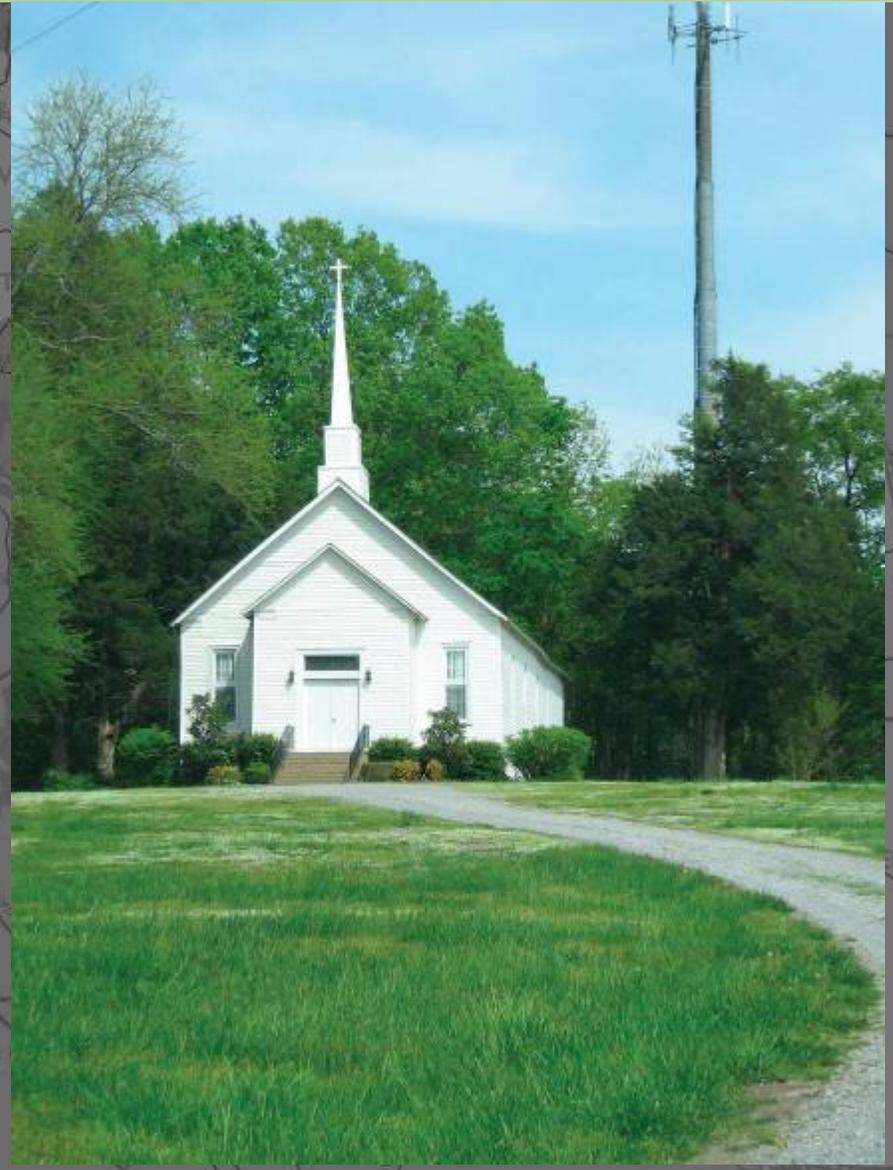
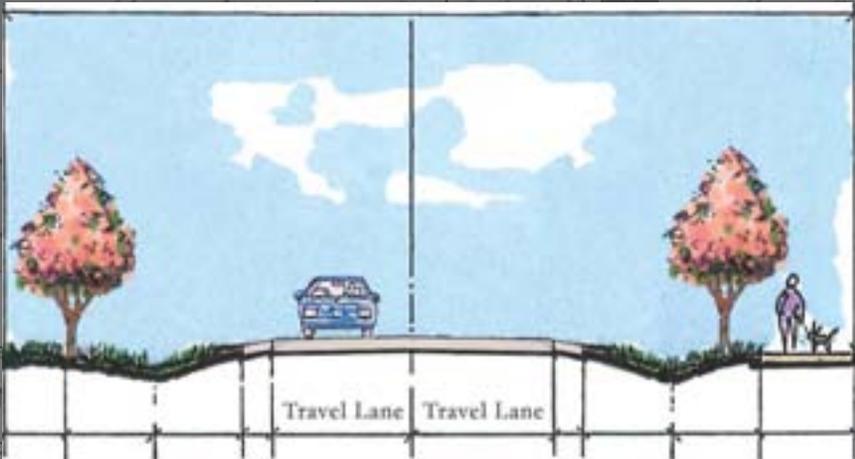


# Goal 2: Viable Agriculture

- Goal 2 achieved overall grade of “B” (good)
- Challenges toward achieving goal:
  - Robertson County
    - State legislation – 5 ac rule and development trends
  - Sumner County
    - Lack of comprehensive plan to guide growth
    - Land values
  - Wilson County
    - Land values



# Goal 3: Rural Preservation

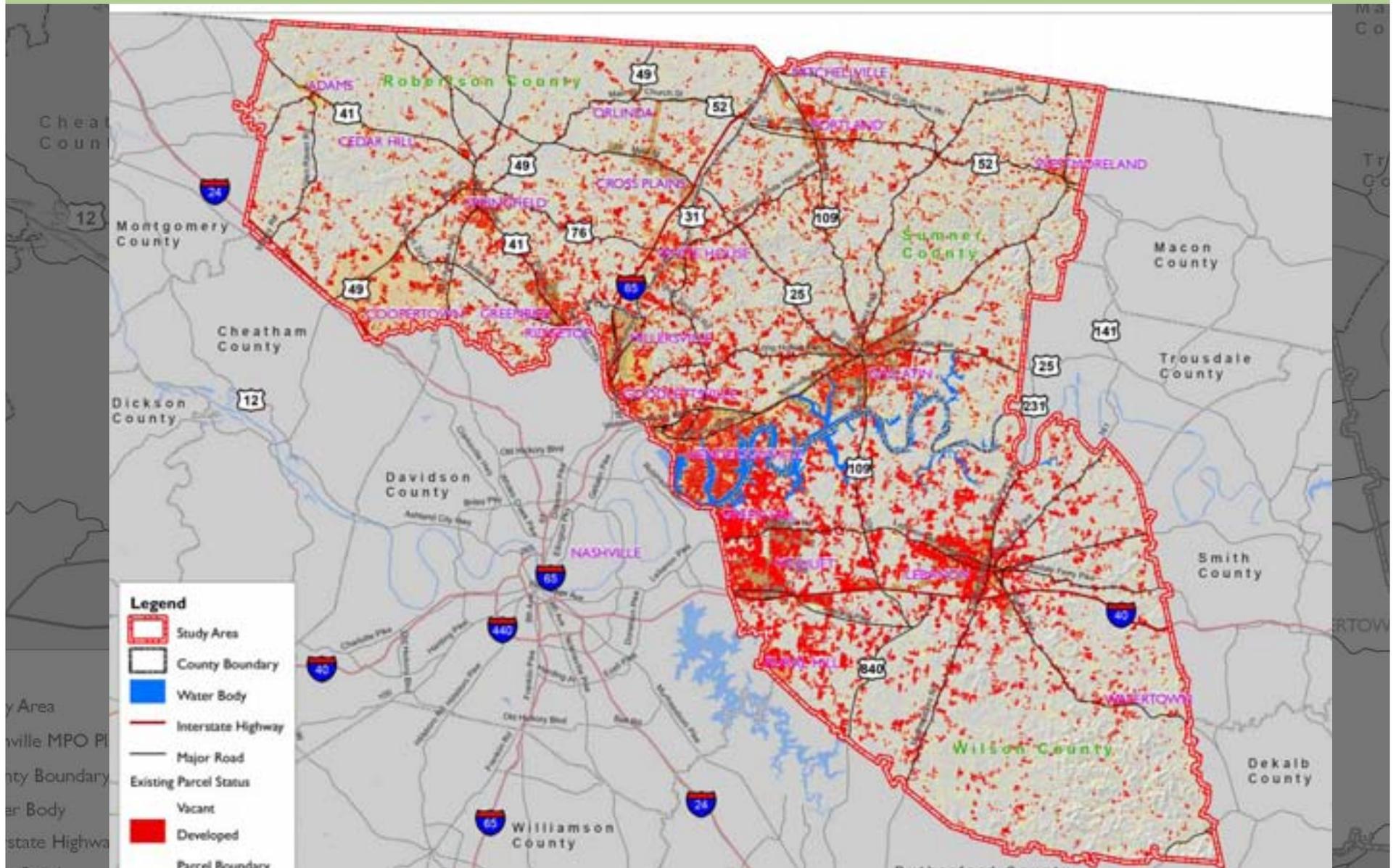


# Goal 3: Rural Preservation

Goal 3 achieved overall grade of “C+” (avg)

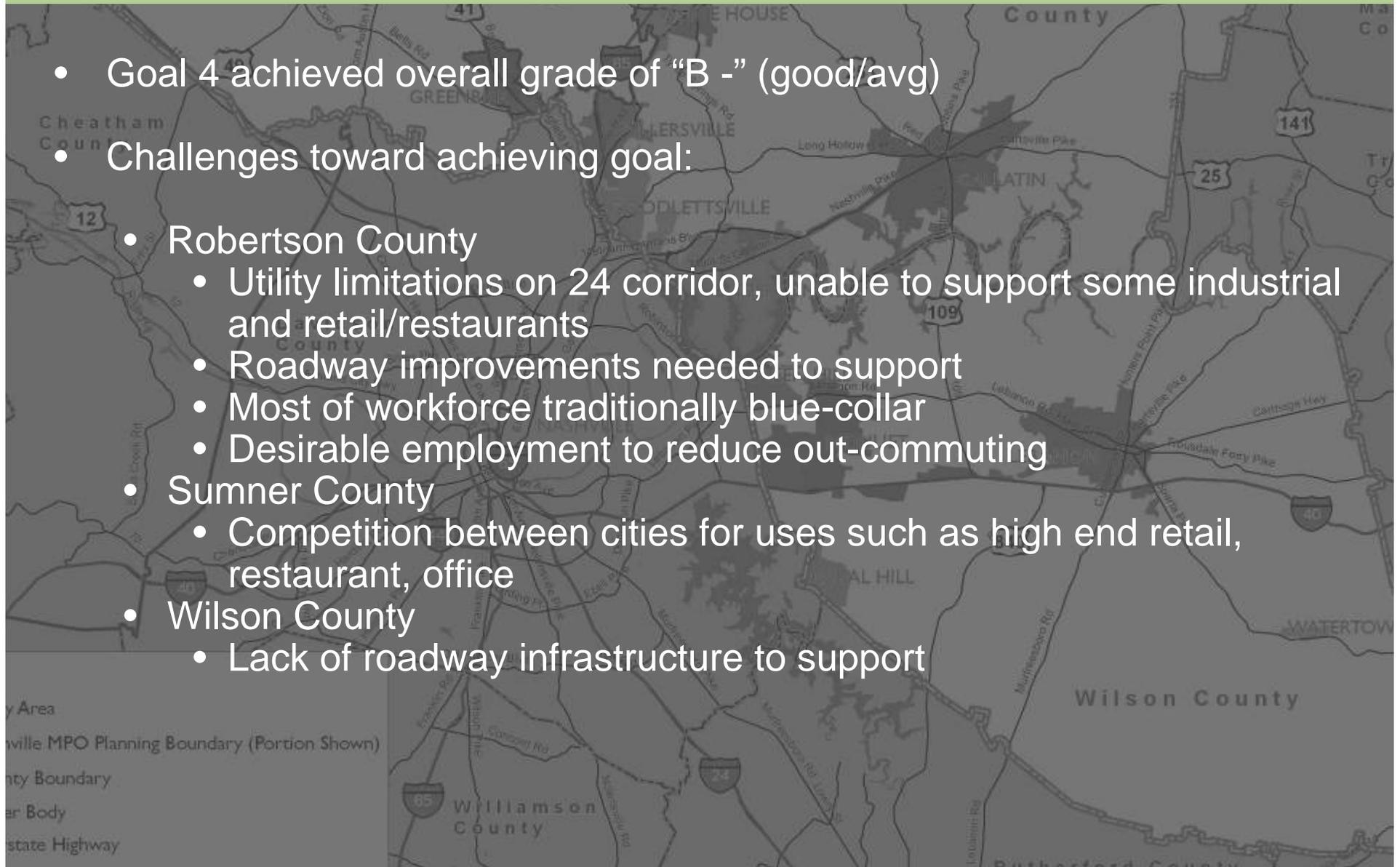
- Viable agriculture and rural have some overlap
- Challenges toward achieving goal:
  - Robertson County
    - State legislation – 5 ac rule and development trends
    - Private property rights
  - Sumner County
    - Lack of comprehensive plan to guide growth
    - Utility systems allow development in most areas of county
    - Land values
  - Wilson County
    - Land values
    - Most of the county designated for low density residential development
    - Utility systems allow development in most areas of county

# Goal 4: Economic Enrichment while Safeguarding Existing Public and Private Development

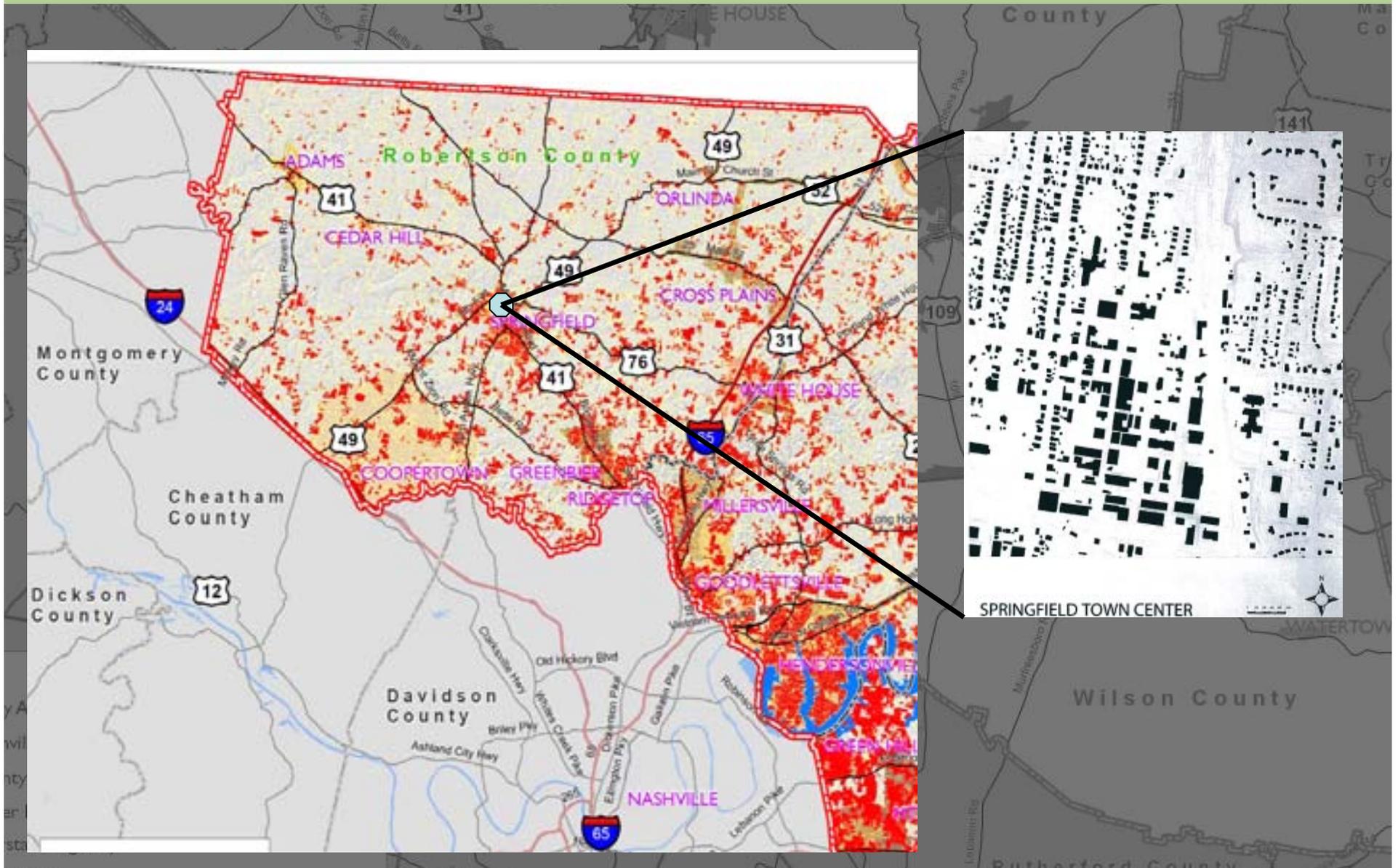


# Goal 4: Economic Enrichment while Safeguarding Existing Public and Private Development

- Goal 4 achieved overall grade of “B -” (good/avg)
- Challenges toward achieving goal:
  - Robertson County
    - Utility limitations on 24 corridor, unable to support some industrial and retail/restaurants
    - Roadway improvements needed to support
    - Most of workforce traditionally blue-collar
    - Desirable employment to reduce out-commuting
  - Sumner County
    - Competition between cities for uses such as high end retail, restaurant, office
  - Wilson County
    - Lack of roadway infrastructure to support



# Goal 5: Preserve Urban Centers



# Goal 5: Preserve Urban Centers

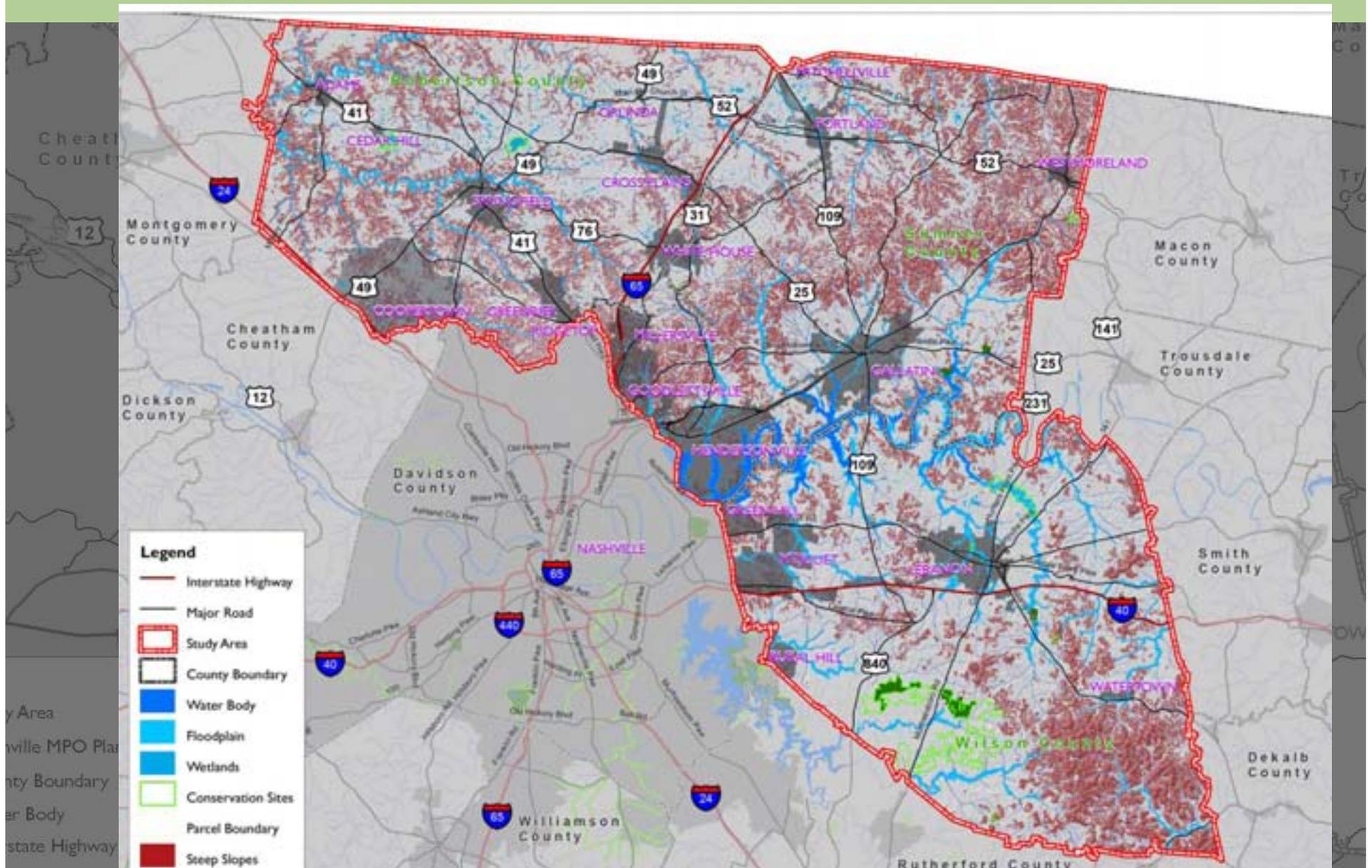
- Goal 5 achieved overall grade of “B” (good)
  - Few challenges discussed
- Opportunities to better achieve goal:
  - Robertson County
    - Potential for coordination of land use and utility policy to control growth
  - Sumner County
    - Cities engaged in planning efforts for urban centers
  - Wilson County
    - Build on success of main street programs
    - Resident and employee retention growth
    - Lessen # of residents commuting elsewhere to work

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ville MPO Planning Boundary (Portion Shown)  
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state Highway

Williamson County

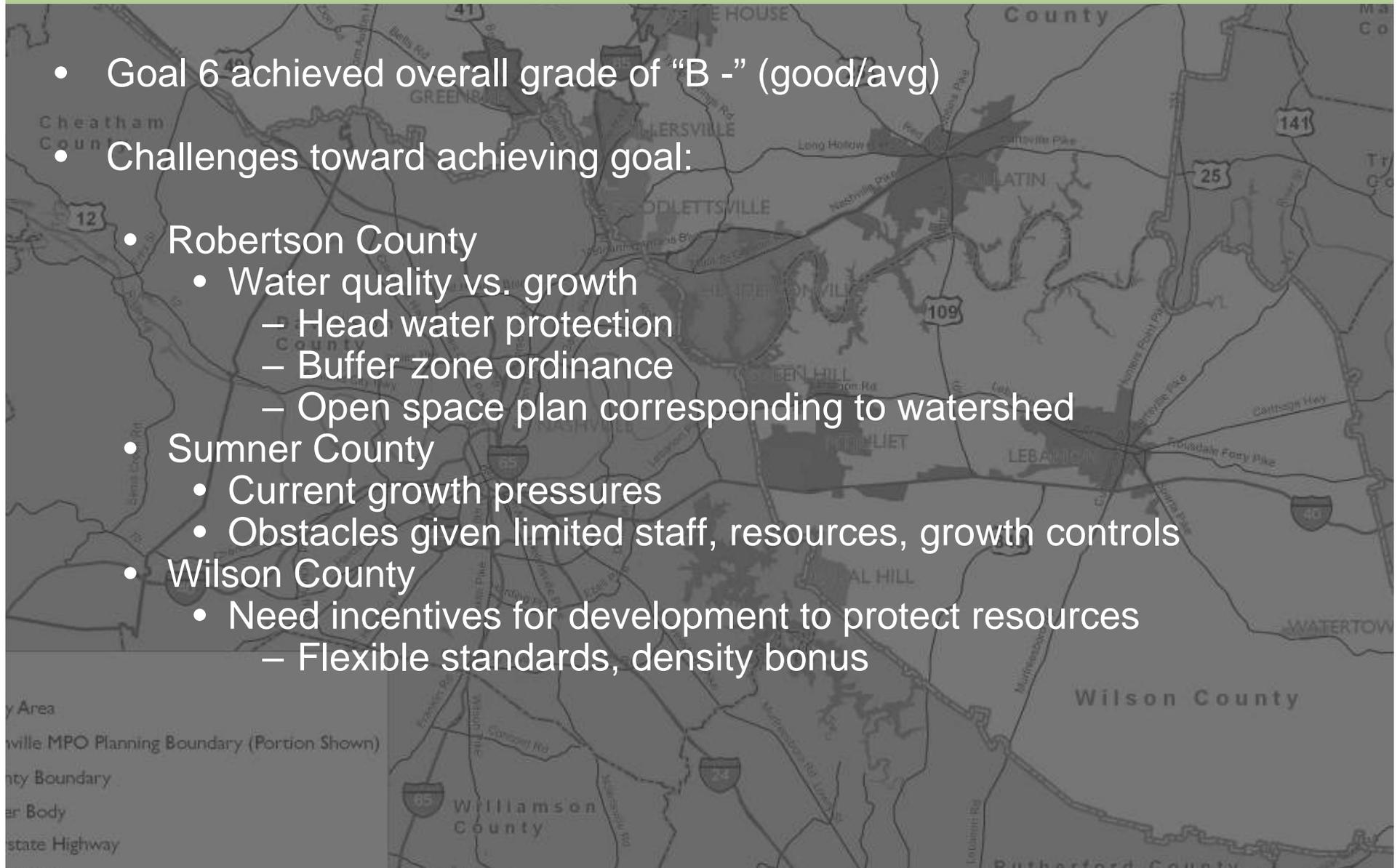
Wilson County

# Goal 6: Protection of Natural Resources

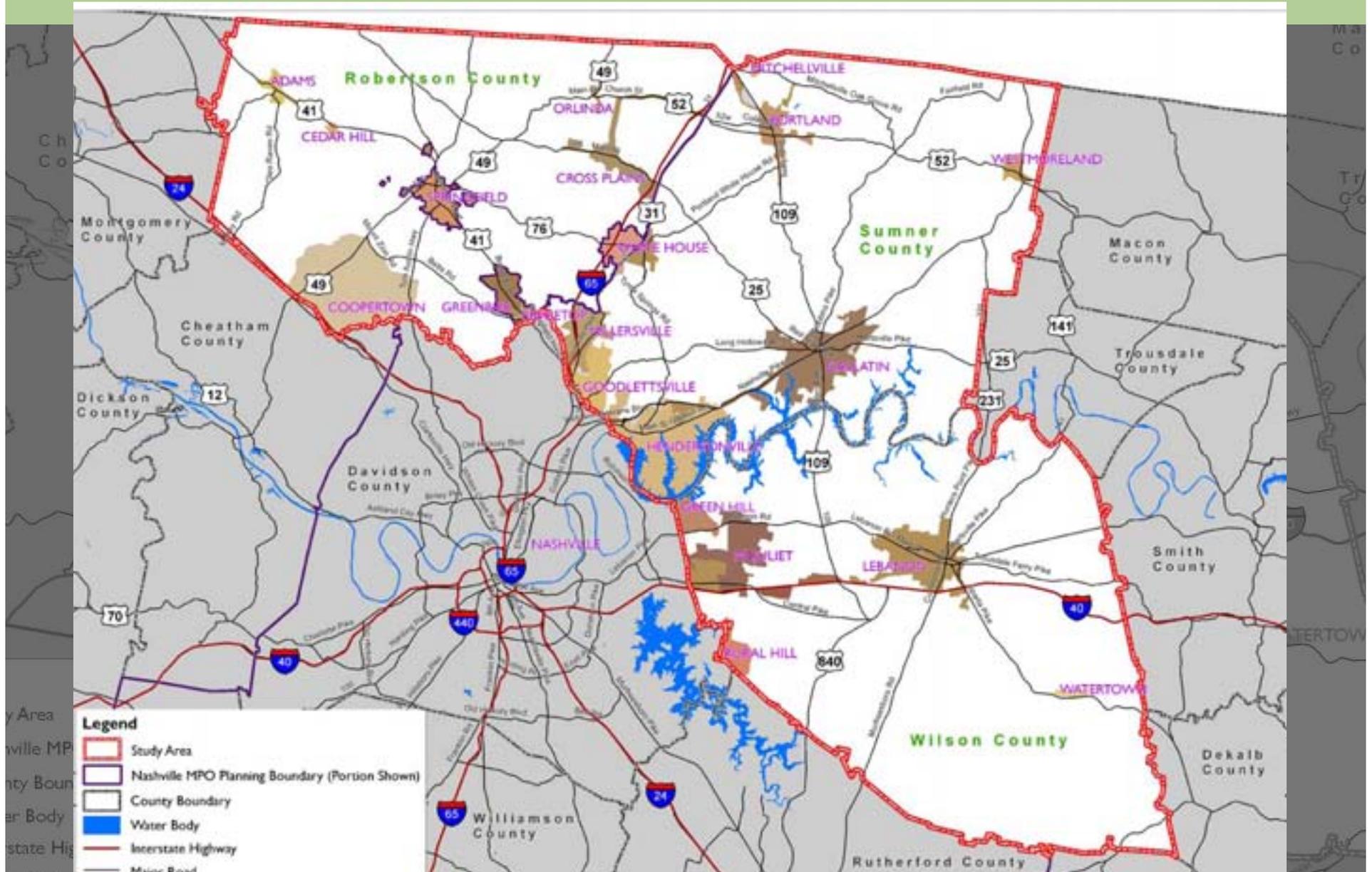


# Goal 6: Protection of Natural Resources

- Goal 6 achieved overall grade of “B -” (good/avg)
- Challenges toward achieving goal:
  - Robertson County
    - Water quality vs. growth
      - Head water protection
      - Buffer zone ordinance
      - Open space plan corresponding to watershed
  - Sumner County
    - Current growth pressures
    - Obstacles given limited staff, resources, growth controls
  - Wilson County
    - Need incentives for development to protect resources
      - Flexible standards, density bonus



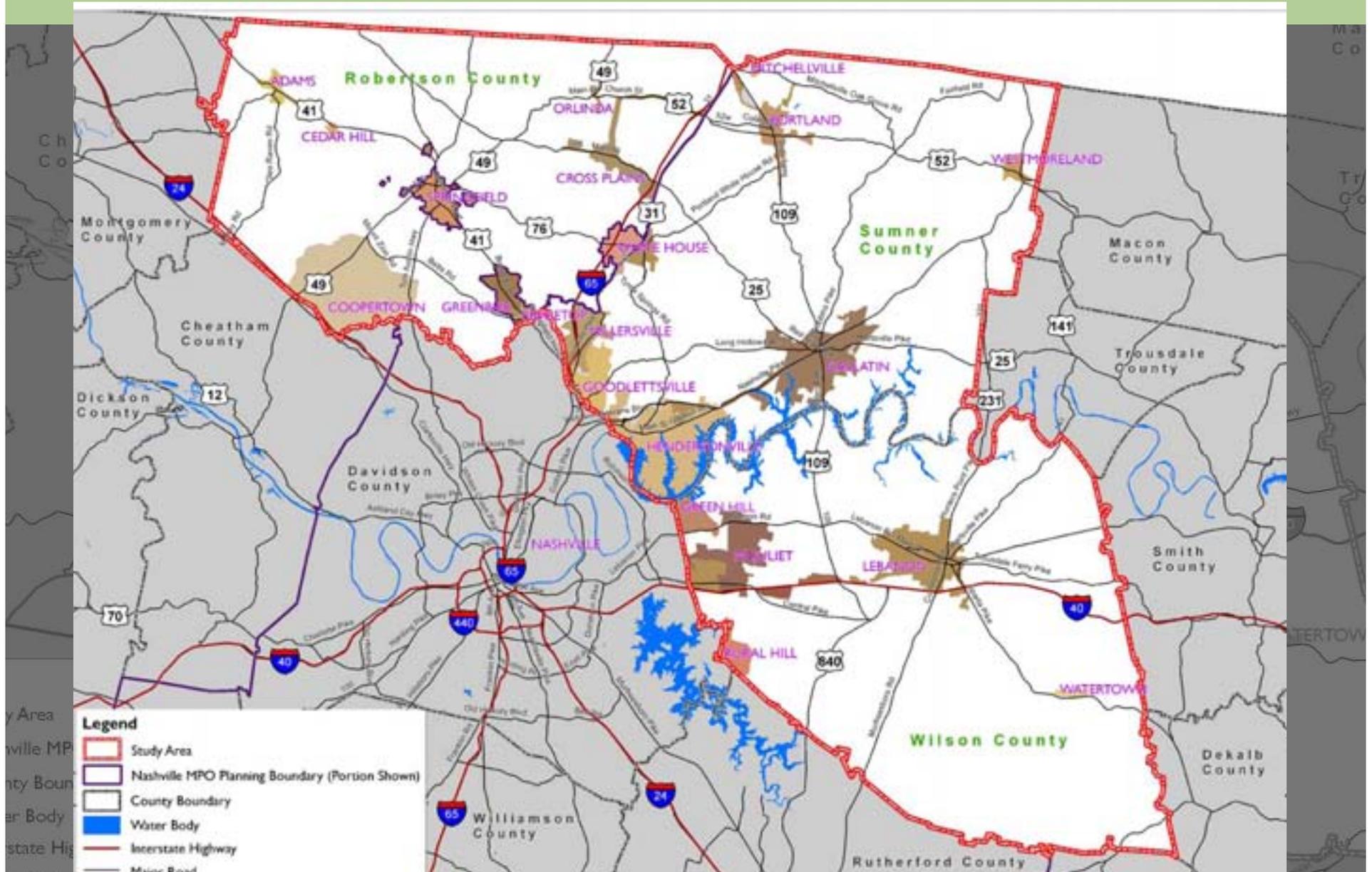
# Goal 7: Efficient Transportation System



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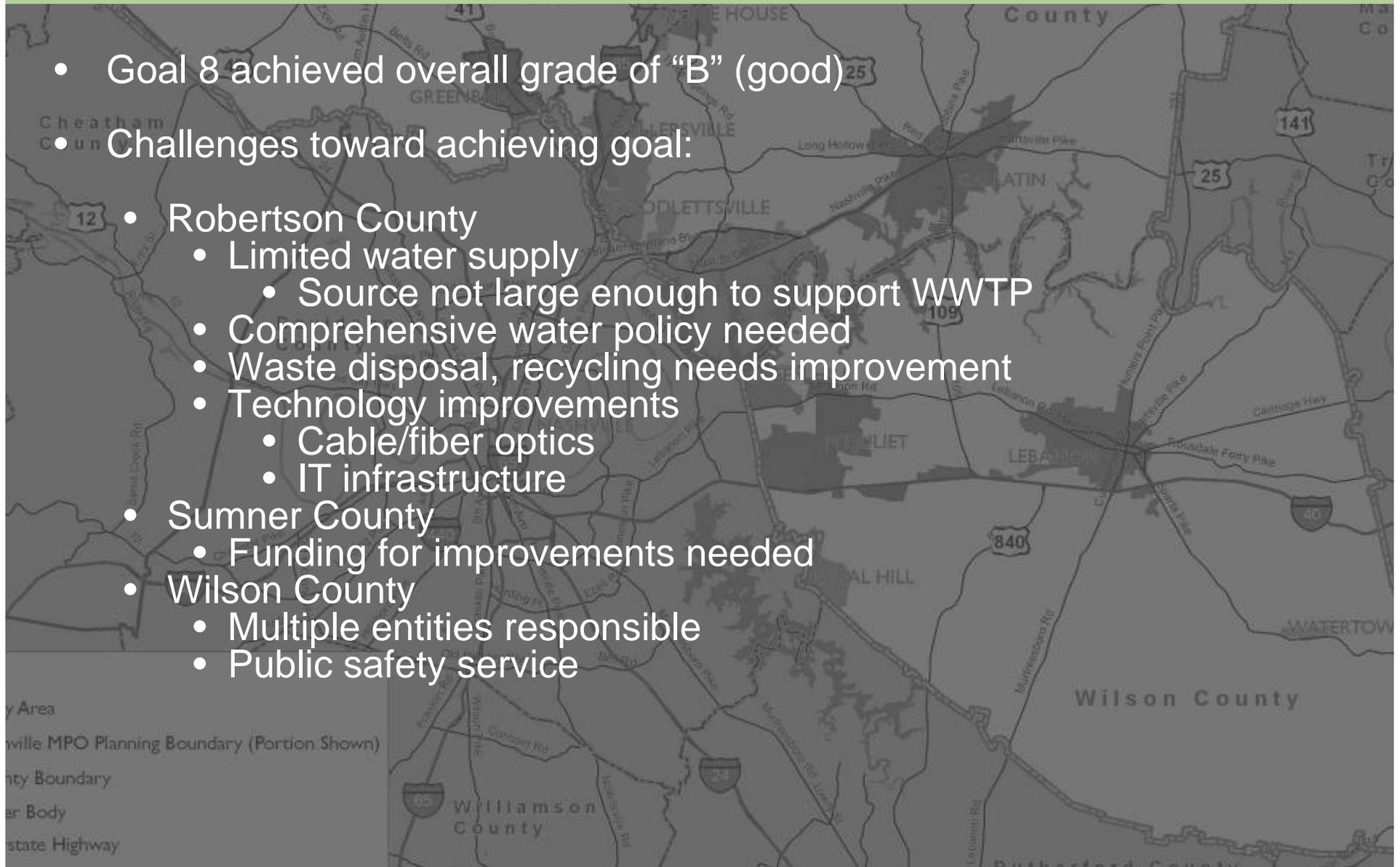
- Goal 7 achieved overall grade of “C” (average)
- Challenges toward achieving goal:
  - Robertson County
    - Lack of roadway infrastructure
      - To/from Nashville
      - Strong North/South
      - Weak East/West (lack of cross-county linkage)
    - Sumner County
      - Lack of funding for infrastructure
      - Congestion
      - Mass transit vs. current density trend
  - Wilson County
    - Lack of roadway infrastructure
      - Weak North/South
    - Coordination of timing of road improvements with growth
    - Freight movement

# Goal 8: Ensure Availability of Services



# Goal 8: Ensure Availability of Services

- Goal 8 achieved overall grade of “B” (good)
- Challenges toward achieving goal:
  - Robertson County
    - Limited water supply
      - Source not large enough to support WWTP
    - Comprehensive water policy needed
    - Waste disposal, recycling needs improvement
    - Technology improvements
      - Cable/fiber optics
      - IT infrastructure
  - Sumner County
    - Funding for improvements needed
  - Wilson County
    - Multiple entities responsible
    - Public safety service



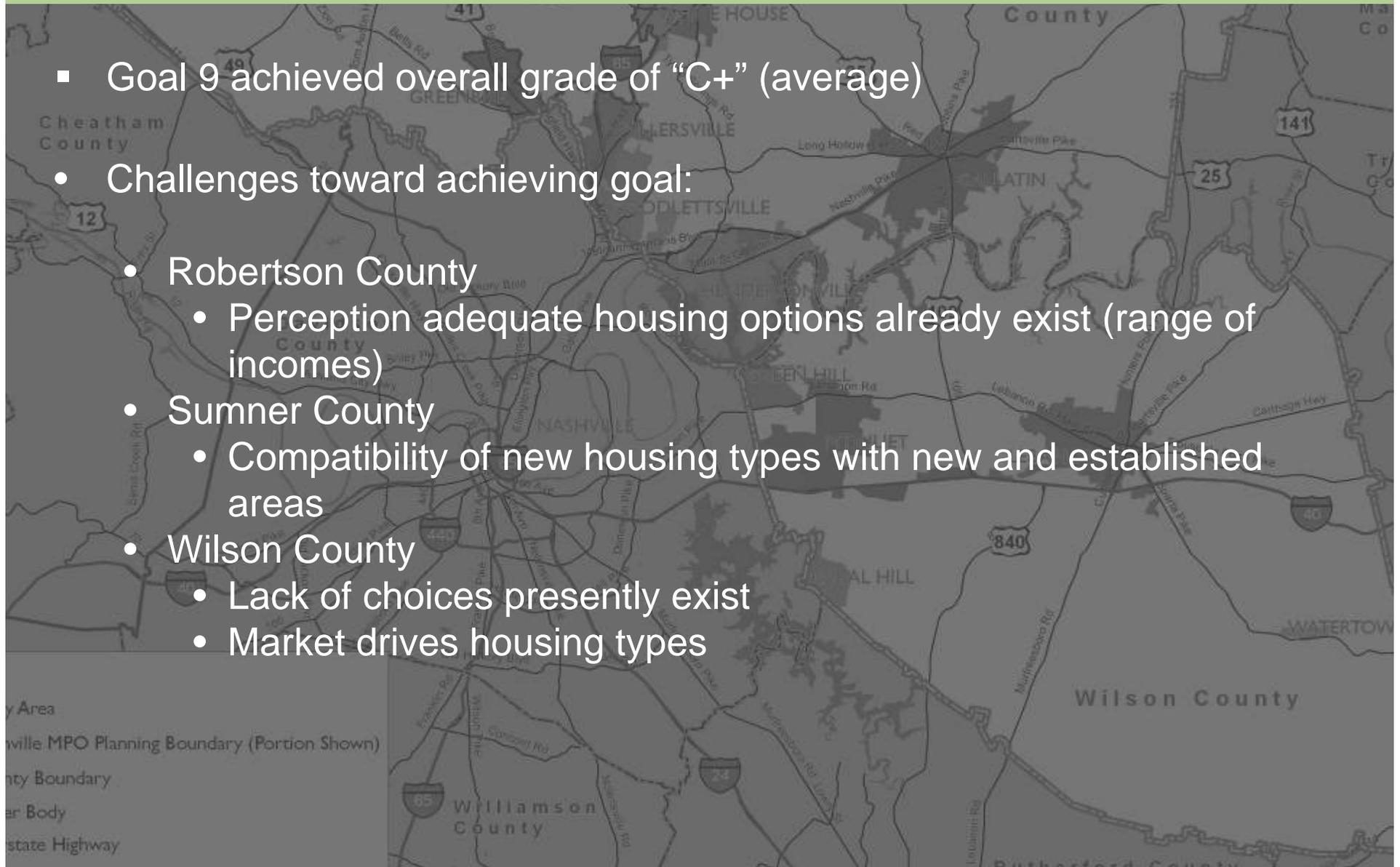
# Goal 9: Provide Housing Options



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

# Goal 9: Provide Housing Options

- Goal 9 achieved overall grade of “C+” (average)
  - Challenges toward achieving goal:
    - Robertson County
      - Perception adequate housing options already exist (range of incomes)
    - Sumner County
      - Compatibility of new housing types with new and established areas
    - Wilson County
      - Lack of choices presently exist
      - Market drives housing types

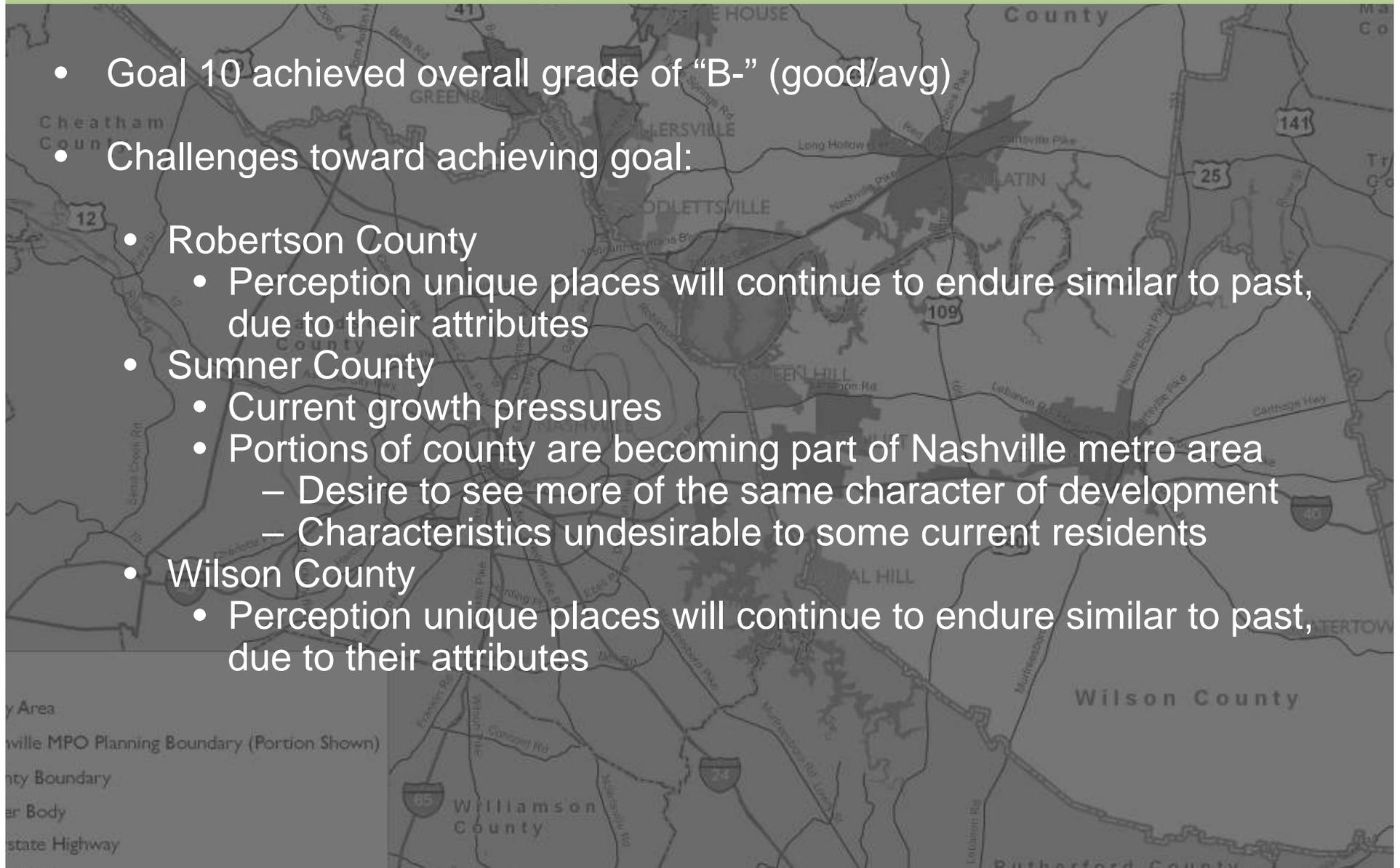


# Goal 10: Maintain Sense of Community and Sense of Place



# Goal 10: Maintain Sense of Community and Sense of Place

- Goal 10 achieved overall grade of “B-” (good/avg)
- Challenges toward achieving goal:
  - Robertson County
    - Perception unique places will continue to endure similar to past, due to their attributes
  - Sumner County
    - Current growth pressures
    - Portions of county are becoming part of Nashville metro area
      - Desire to see more of the same character of development
      - Characteristics undesirable to some current residents
  - Wilson County
    - Perception unique places will continue to endure similar to past, due to their attributes



# Quality Growth: Choices



# Precedent Regional Efforts

- 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
- Tennessee Growth Readiness
- Cumberland River Compact

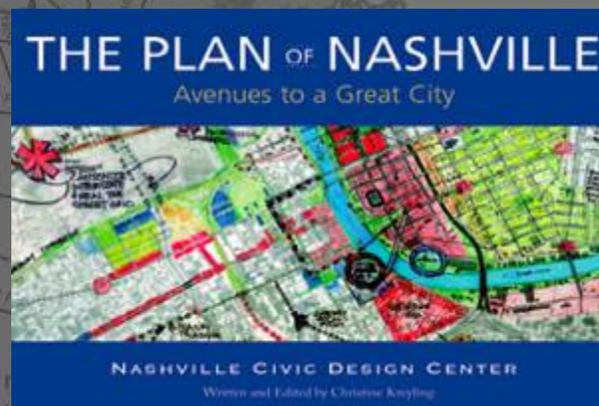


**TENNESSEE GROWTH READINESS PROGRAM**

**Water Quality Matters**

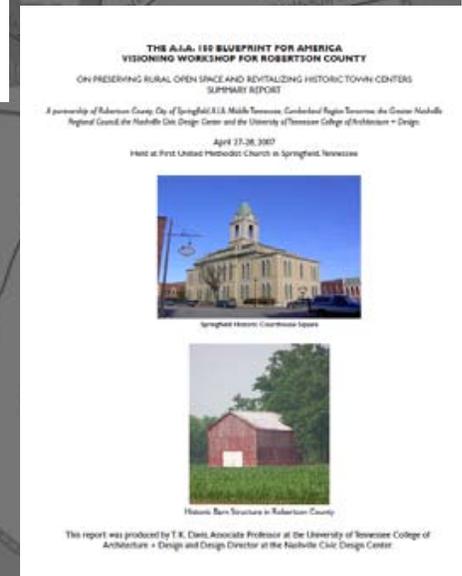
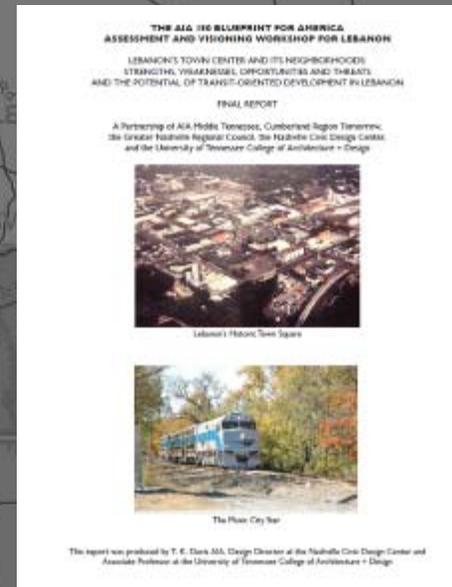
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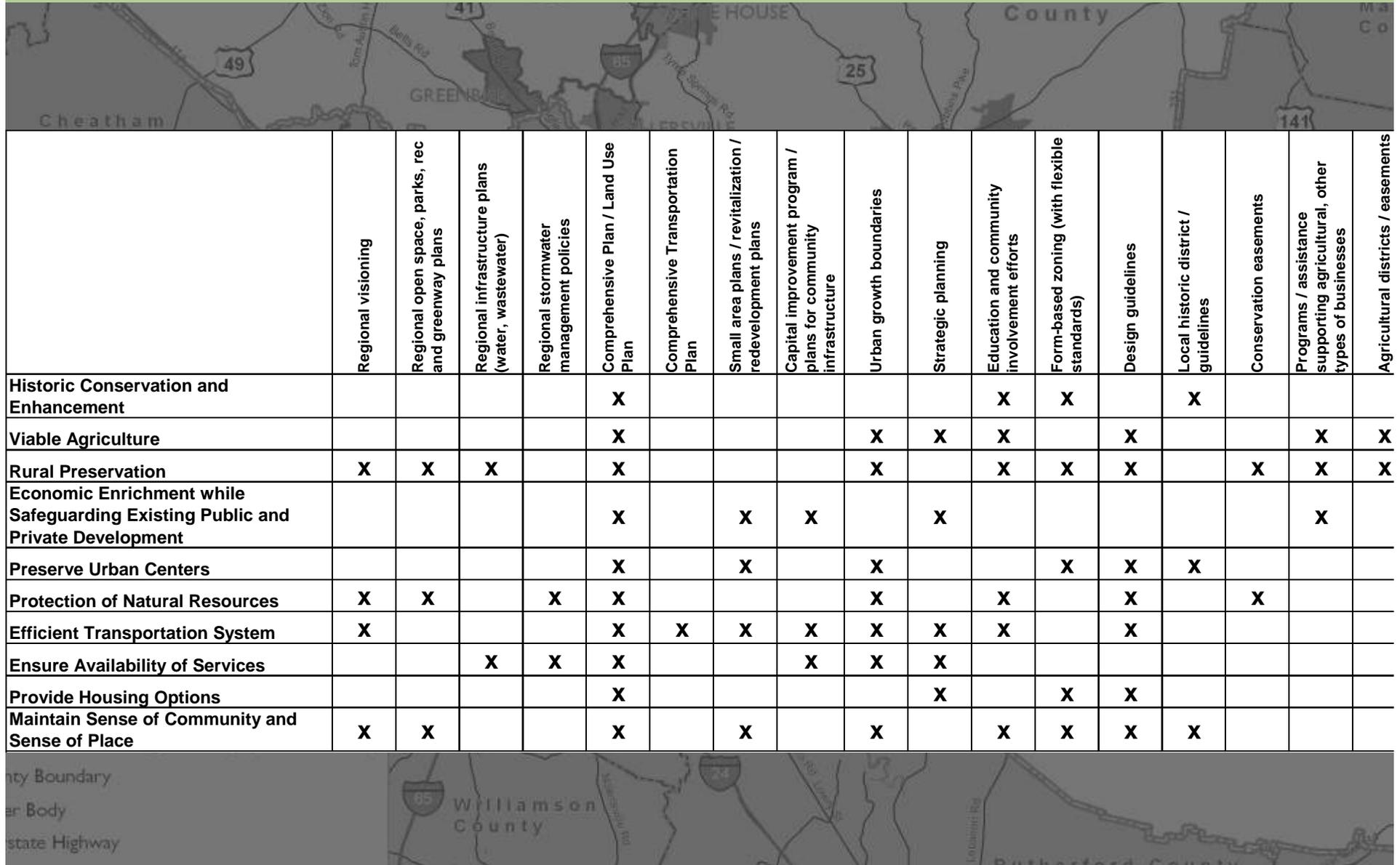


# Precedent Local Efforts

- AIA 150 Blueprint for America
- Visioning workshops in Lebanon, Robertson County



# Choices: Tools Available



	Regional visioning	Regional open space, parks, rec and greenway plans	Regional infrastructure plans (water, wastewater)	Regional stormwater management policies	Comprehensive Plan / Land Use Plan	Comprehensive Transportation Plan	Small area plans / revitalization / redevelopment plans	Capital improvement program / plans for community infrastructure	Urban growth boundaries	Strategic planning	Education and community involvement efforts	Form-based zoning (with flexible standards)	Design guidelines	Local historic district / guidelines	Conservation easements	Programs / assistance supporting agricultural, other types of businesses	Agricultural districts / easements
Historic Conservation and Enhancement					X						X	X		X			
Viable Agriculture					X				X	X	X		X			X	X
Rural Preservation	X	X	X		X				X		X	X	X		X	X	X
Economic Enrichment while Safeguarding Existing Public and Private Development					X		X	X		X						X	
Preserve Urban Centers					X		X		X			X	X	X			
Protection of Natural Resources	X	X		X	X				X		X		X		X		
Efficient Transportation System	X				X	X	X	X	X	X	X		X				
Ensure Availability of Services			X	X	X			X	X	X							
Provide Housing Options					X					X		X	X				
Maintain Sense of Community and Sense of Place	X	X			X		X		X		X	X	X	X			

# Choices: Tools Available

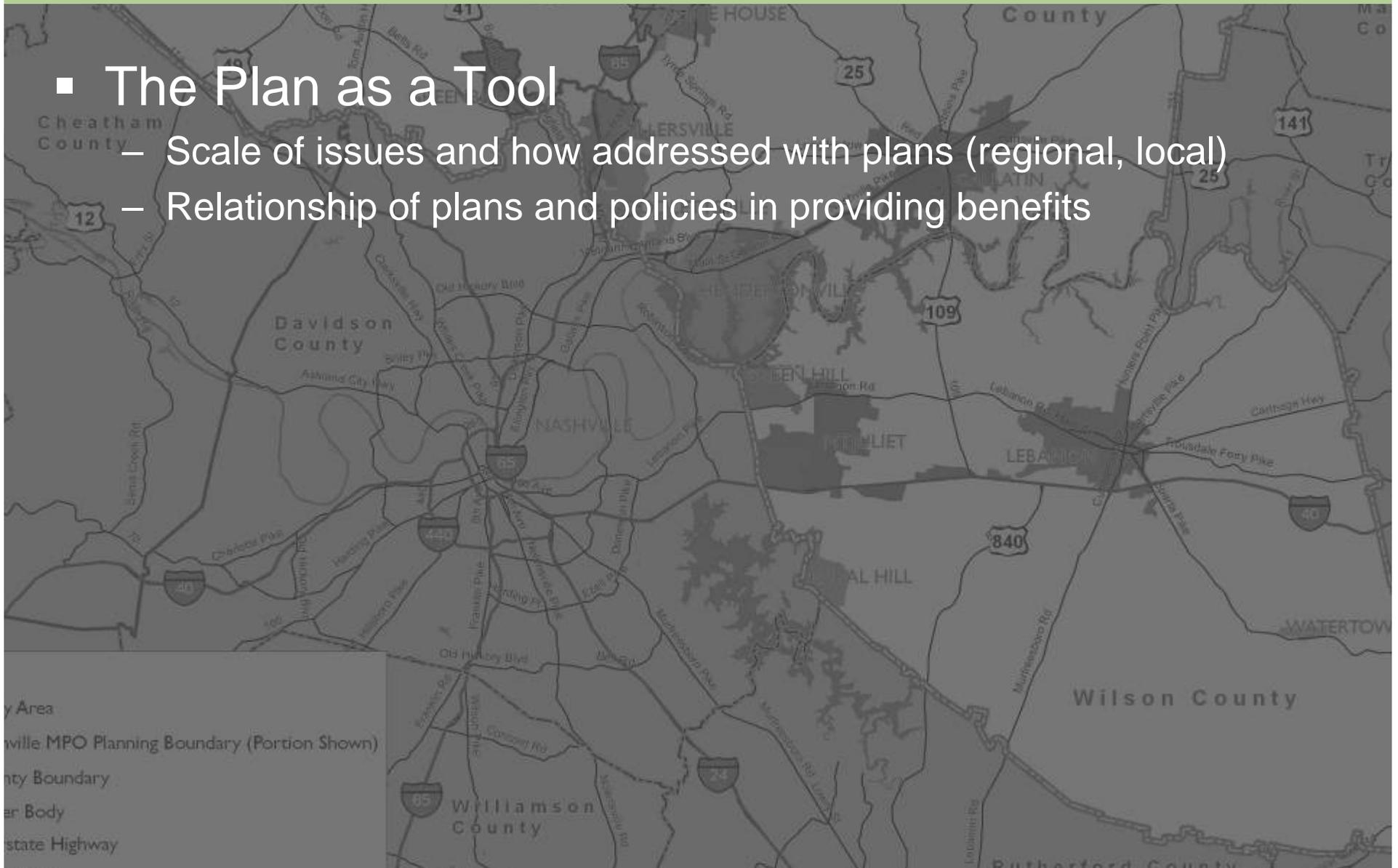
	Rural conservation development forms (towns, villages, hamlet, conservation subdivisions)	Administrative review in lieu of public hearing	Expedited development review process	Reduced permitting / plan review fees	Public recognition	Wildlife, habitat and natural resources management plan	Affordable housing programs (state and local)	Adaptive reuse	Impact fees	Tax increment financing	Tax credits	Density and Intensity bonus	Mixed-use / Infill development	Partnerships (organizations, not-for-profit)
Historic Conservation and Enhancement								X			X			X
Viable Agriculture	X				X						X		X	X
Rural Preservation	X				X						X		X	X
Economic Enrichment while Safeguarding Existing Public and Private Development	X									X		X	X	X
Preserve Urban Centers								X		X			X	X
Protection of Natural Resources	X	X	X	X	X	X			X		X	X	X	X
Efficient Transportation System									X	X		X	X	
Ensure Availability of Services									X				X	
Provide Housing Options	X						X	X			X	X	X	X
Maintain Sense of Community and Sense of Place								X					X	X

# Choices: Tools Available

## REGIONAL AND LOCAL PLANS

- The Plan as a Tool

- Scale of issues and how addressed with plans (regional, local)
- Relationship of plans and policies in providing benefits



# Choices: Tools Available

## REGIONAL AND LOCAL PLANS

- Comprehensive Plan / Land Use Plan
  - Typically begins with visioning
- Potential Comp Plan Elements
  - Future Land Use / Land Use Plan
  - Transportation / CTP
  - Environmental
  - Cultural / Historic
  - Economic Development
  - Housing
  - Open Space, Parks and Rec
  - Water
  - Wastewater
  - Solid Waste
  - Stormwater
  - Emergency Services
  - Education
  - Capital Improvements
- Typically 15-20 year timeframe, updated every 5 years
- Implemented by tools
  - Small Area Plans, specific Regulations



City of Hendersonville Tennessee

Home

Search

Wessington  
Connector Road

Saundersville Road  
Update - New

Proposed Street  
Name Change -  
Drakes Creek Rd.

NEWS I

Wolf Creek Dam

Mayor

Aldermen

### Hendersonville Tomorrow

Utilizing broad-based citizen involvement, the Hendersonville Tomorrow steering committee has developed a community vision to improve the City of Hendersonville, encompassing what it should be fifteen years into the future.

From this input, the committee has written a formal vision statement with specific goals and objectives designed to achieve the vision.

#### Hendersonville Tomorrow Reports:

[Hendersonville Tomorrow: Vision, Goals, and Objectives](#)  
[Original Committee Reports](#)

**GALLATIN**  
*On the Move!*  
**2020**

# Choices: Tools Available

## REGIONAL AND LOCAL PLANS

- Regional visioning

**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, A.I.A. Middle Tennessee, Cumberland Region Tennessee, the Greater Nashville 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

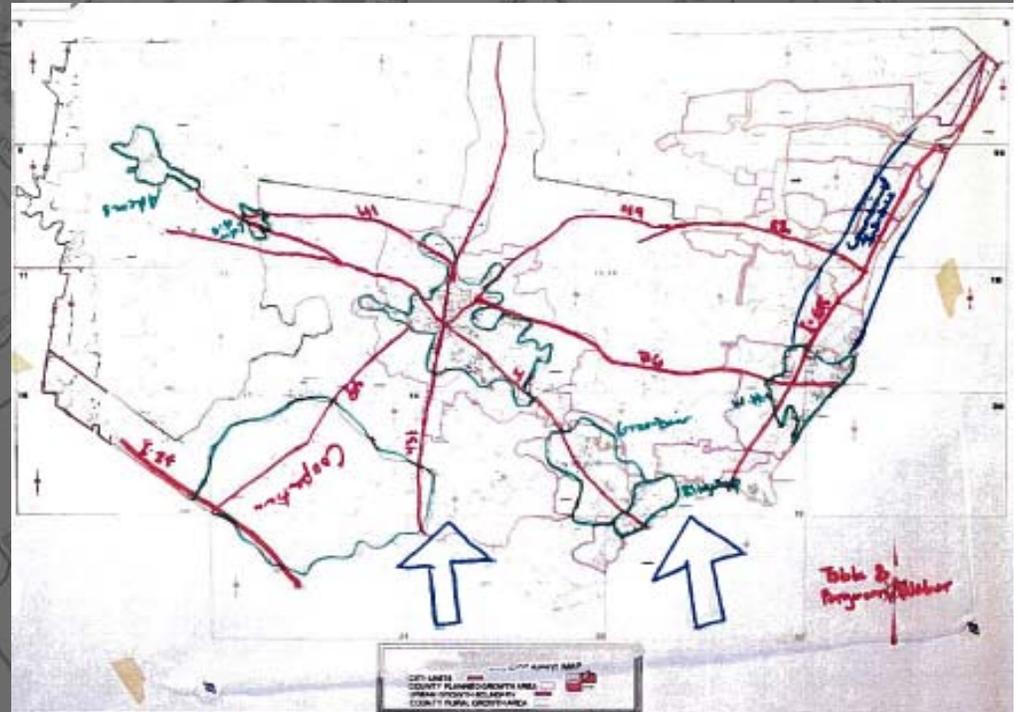


Springfield Historic Courthouse Square



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.



# Results of Group Exercise – Report Card on BAU

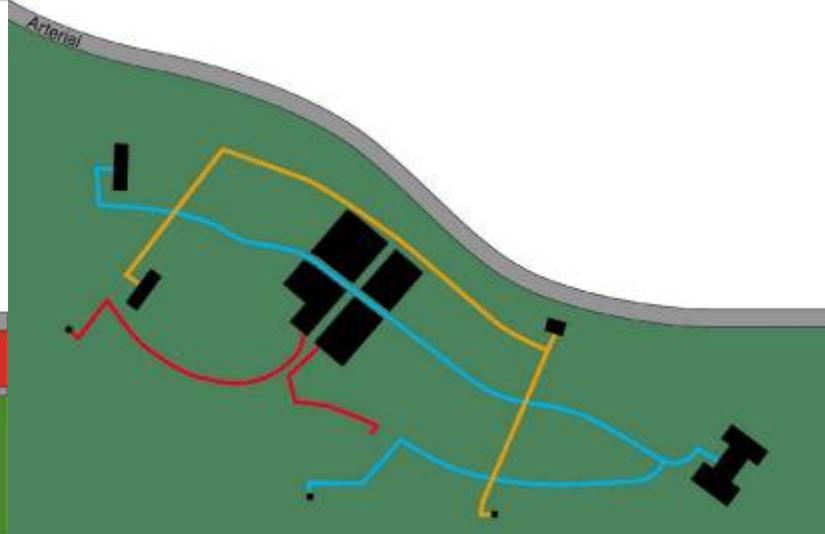
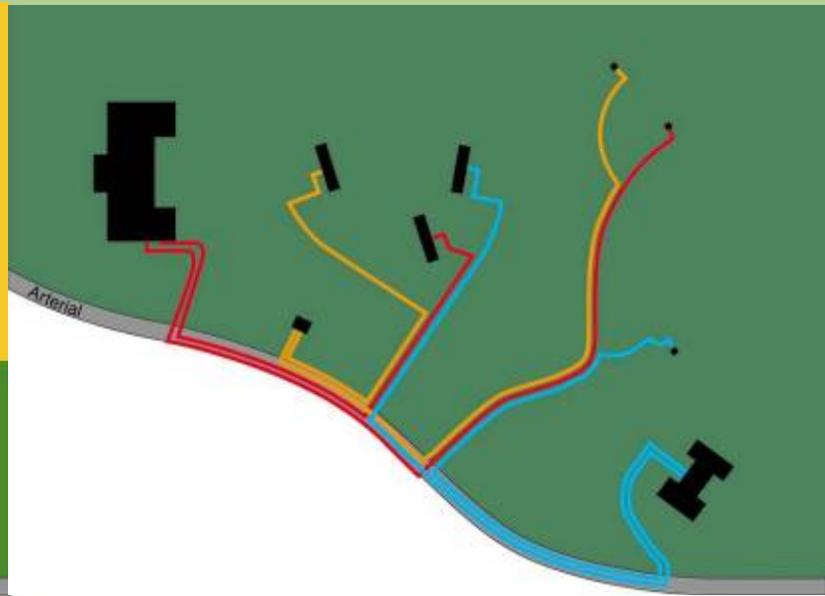
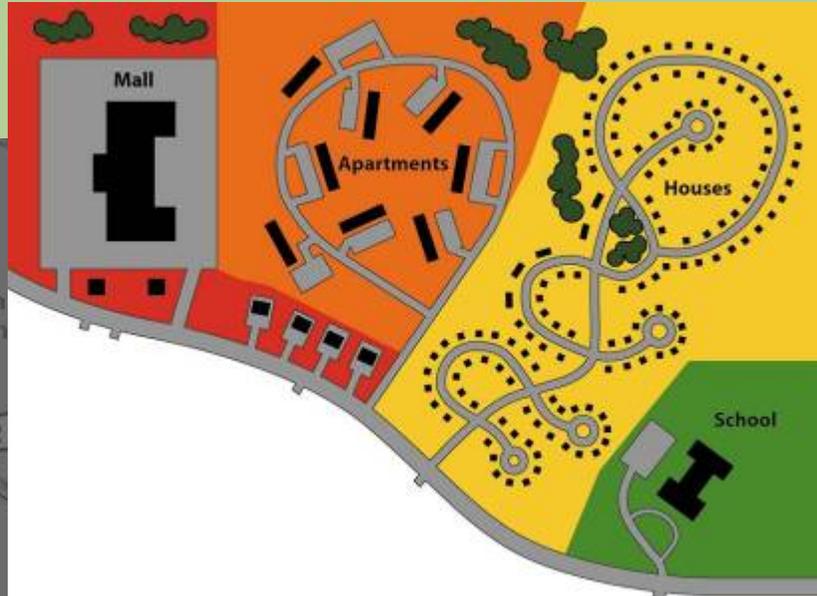
<b>Goals</b>	<b>Grade</b>
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<b>Preserve Urban Centers</b>	<b>B</b>
<b>Protection of Natural Resources</b>	<b>B-</b>
<b>Efficient Transportation System</b>	<b>C</b>
<b>Ensure Availability of Services</b>	<b>B</b>
<b>Provide Housing Options</b>	<b>C+</b>
<b>Maintain Sense of Community and Sense of Place</b>	<b>B-</b>

# Choices: Tools Available

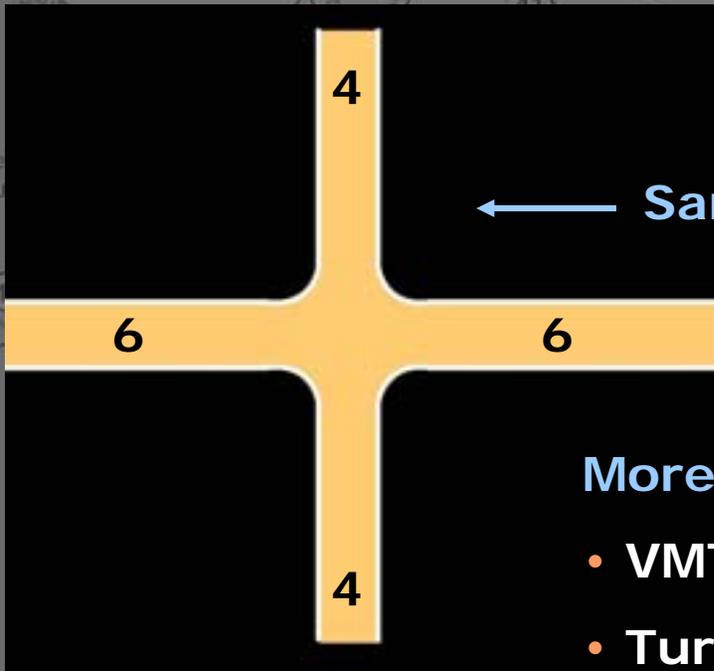
## REGIONAL AND LOCAL PLANS

- Comprehensive Transportation Plan
  - Address Entire Hierarchy of Street Systems
  - Alternative Modes of Transportation
- Dissecting the current system





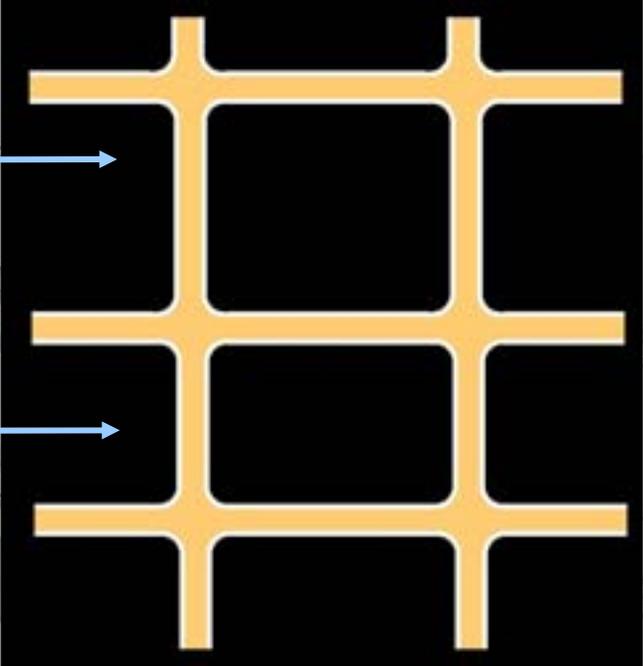
*... a connected street system can get short trips off of the arterial highway, allowing it to handle longer trips ...*



← Same Total Lanes →

→ More Capacity →

- VMT
- Turns
- Clearance Time
- Signal Phase

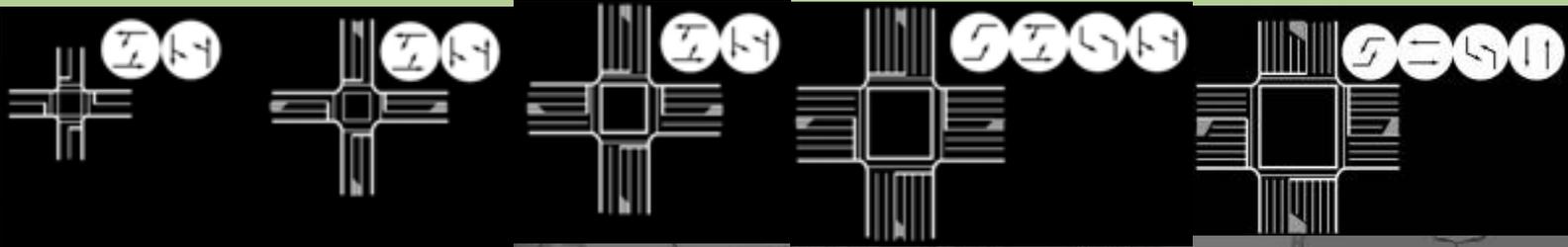


... The arithmetic of traffic capacity is not always intuitive ...

$$(2 + 2) > 4$$

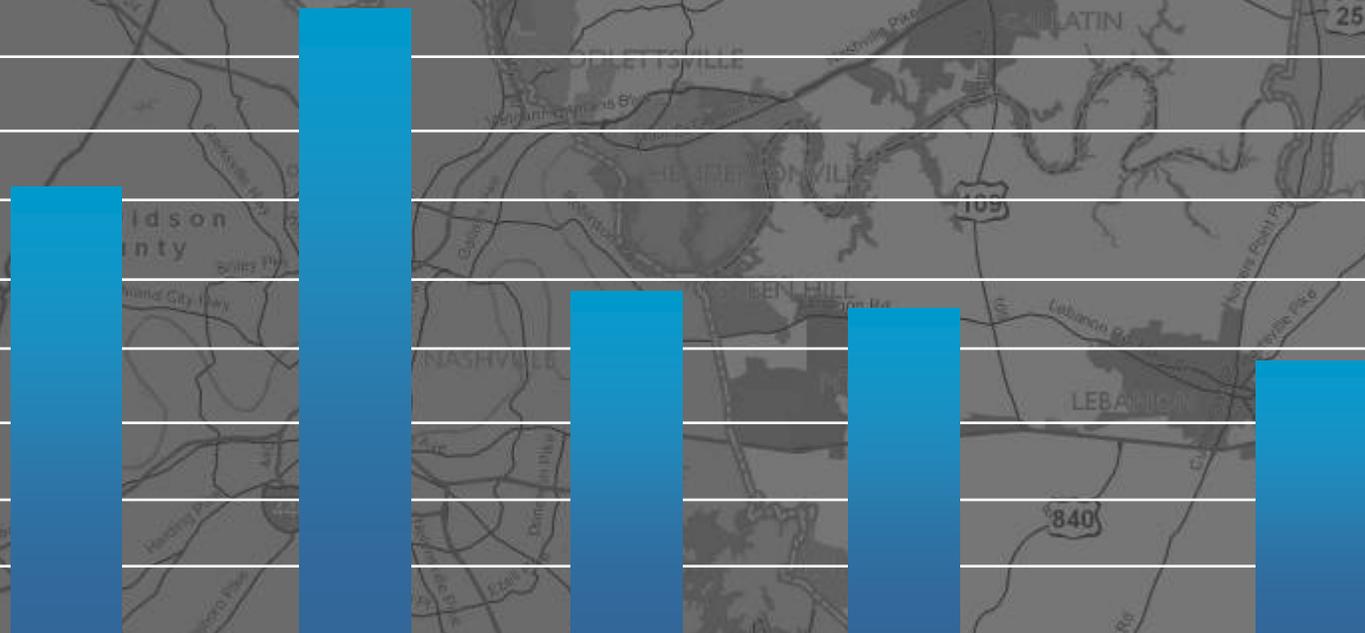


Cheatham County

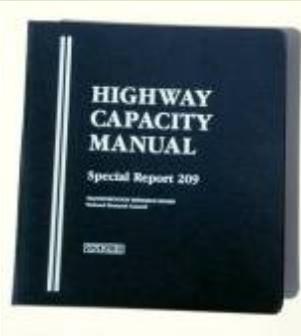


Capacity of Additional Through Lane (VPH)

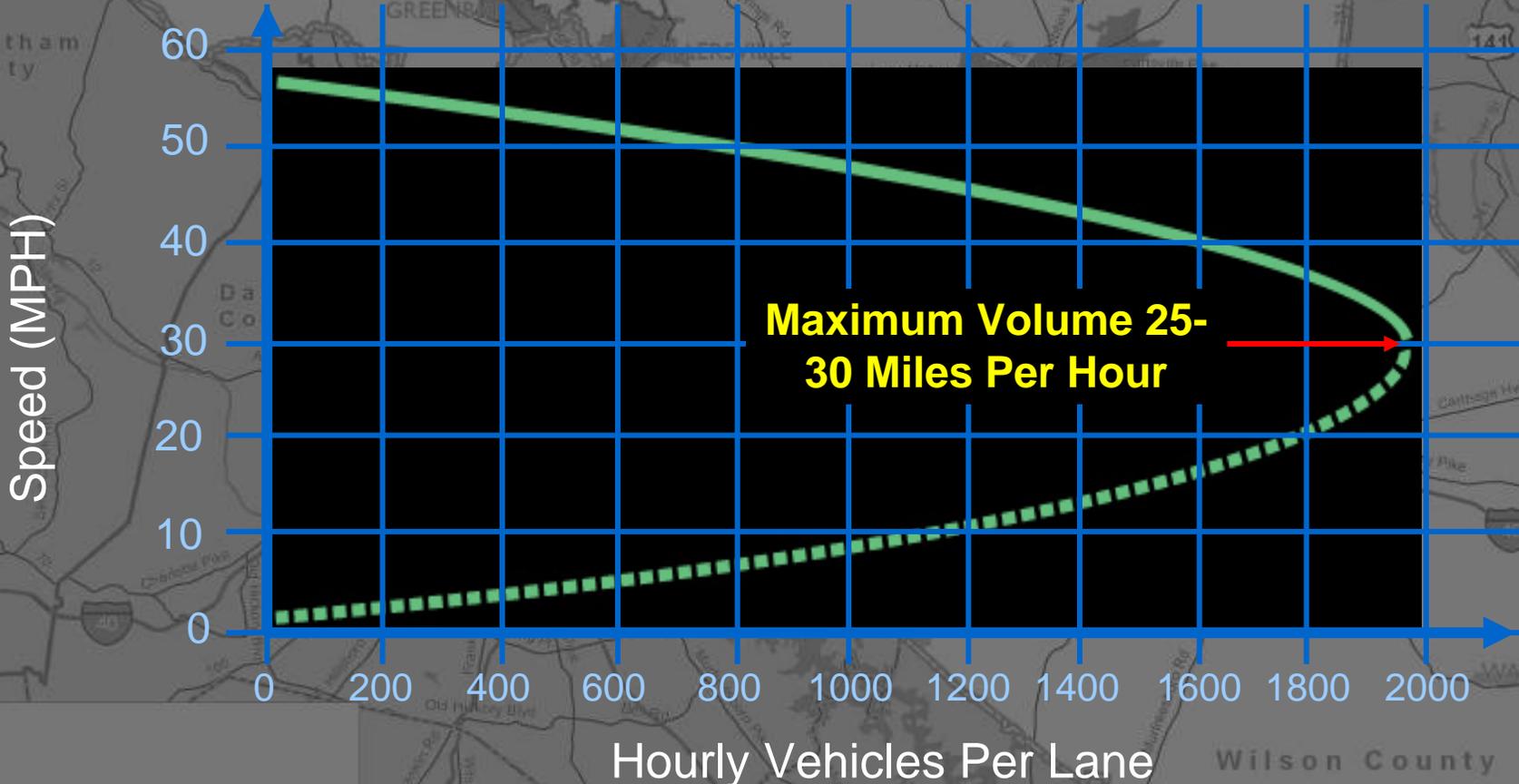
800  
600  
400  
200



... The arithmetic of traffic capacity is not always intuitive ...  
Lane efficiency peaks with a 3-lane street



# Speed – Flow Relationship



... The arithmetic of traffic capacity is not always intuitive ...  
The maximum volume can be handled at 25-30 mph

Source: Glattina Jackson Kercher Analin Inc.

# REGIONAL AND LOCAL PLANS



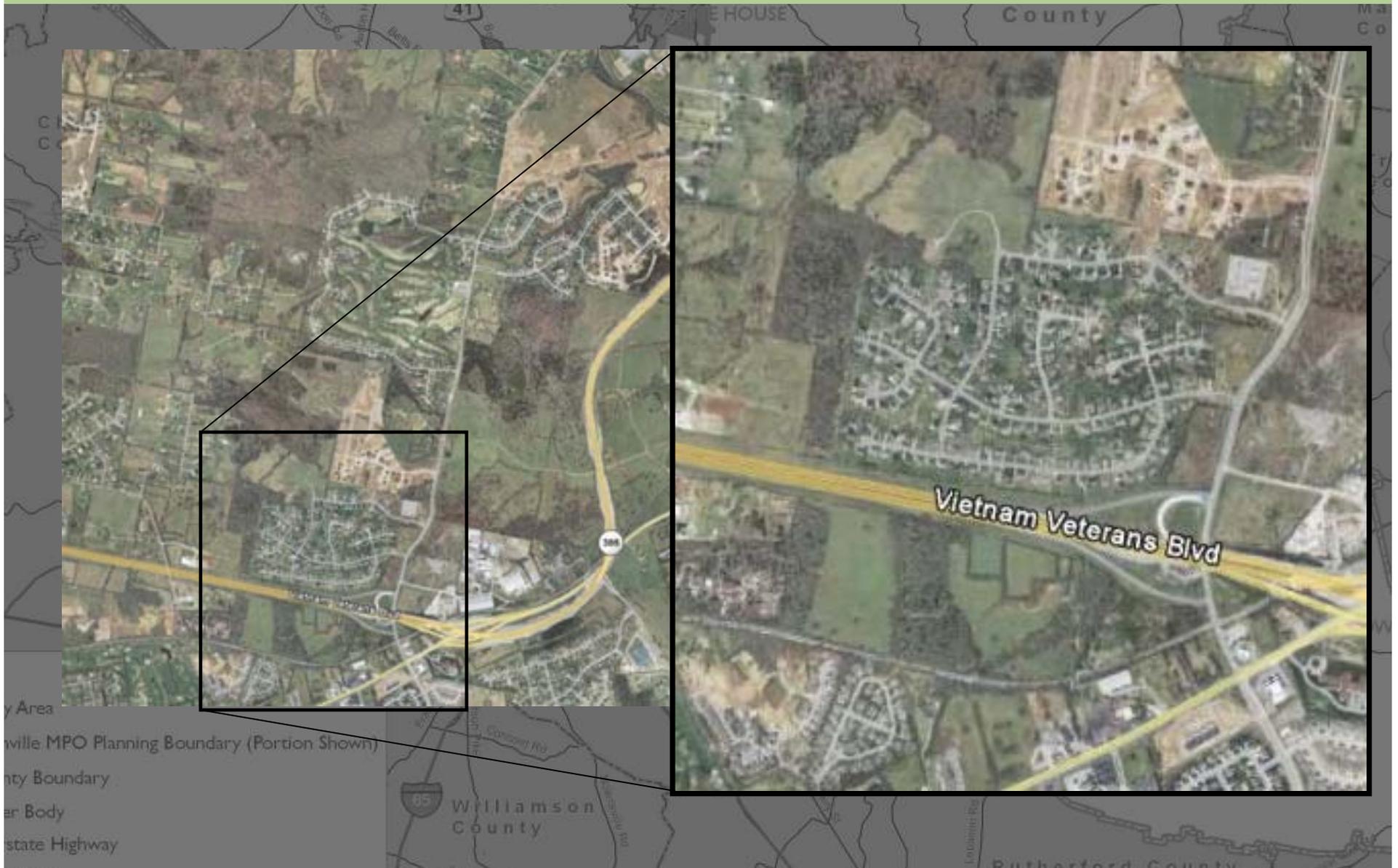
## REGIONAL AND LOCAL PLANS

Density Level (In Units per Acre)	Service
4–6	Minimal bus service (approx. 1 bus / hour), subsidized Marginal multimodal potential
7–8	Intermediate bus service (30 minute headway)
9–10	Light Rail (5 min. peak headway) and feeder buses
12	Rapid transit (5 min. peak headway)
15	Frequent bus service (120 /day) High multi-modal potential

### Sources:

- Campoli, Julie, MacLean, Alex, "Visualizing Density," 2002.
- Holtzclaw, John, "Community Characteristics Promoting Transit and Walking," (from "Using Residential Patterns and Transit To Decrease Auto Dependence and Costs"; Natural Resources Defense Council, June, 1994).
- Transportation Districts and Areawide Level of Service Handbook. Systems Planning Office, Florida Department of Transportation, June 28, 2002.

# REGIONAL AND LOCAL PLANS





Atlanta, GA 4.8 units / acre



context



neighborhood



vertical



Mt. Pleasant, SC 8.8 units / acre



context



neighborhood



vertical

# Choices: Tools Available

## REGIONAL AND LOCAL PLANS

- Mixed-use
  - Benefits to transportation system
- Infill development



# REGIONAL AND LOCAL PLANS



County Boundary  
Water Body  
State Highway



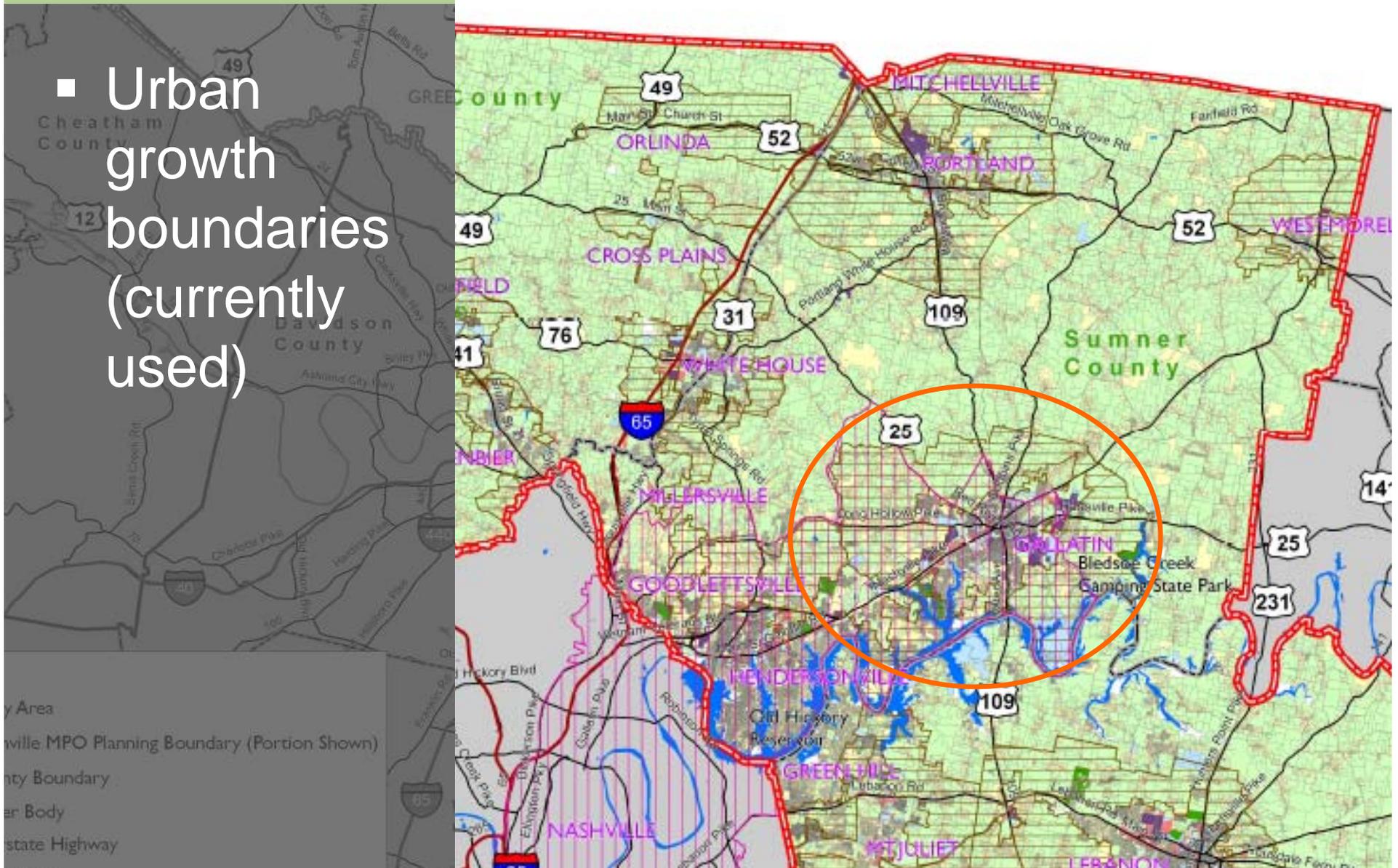
# REGIONAL AND LOCAL PLANS



# Choices: Tools Available

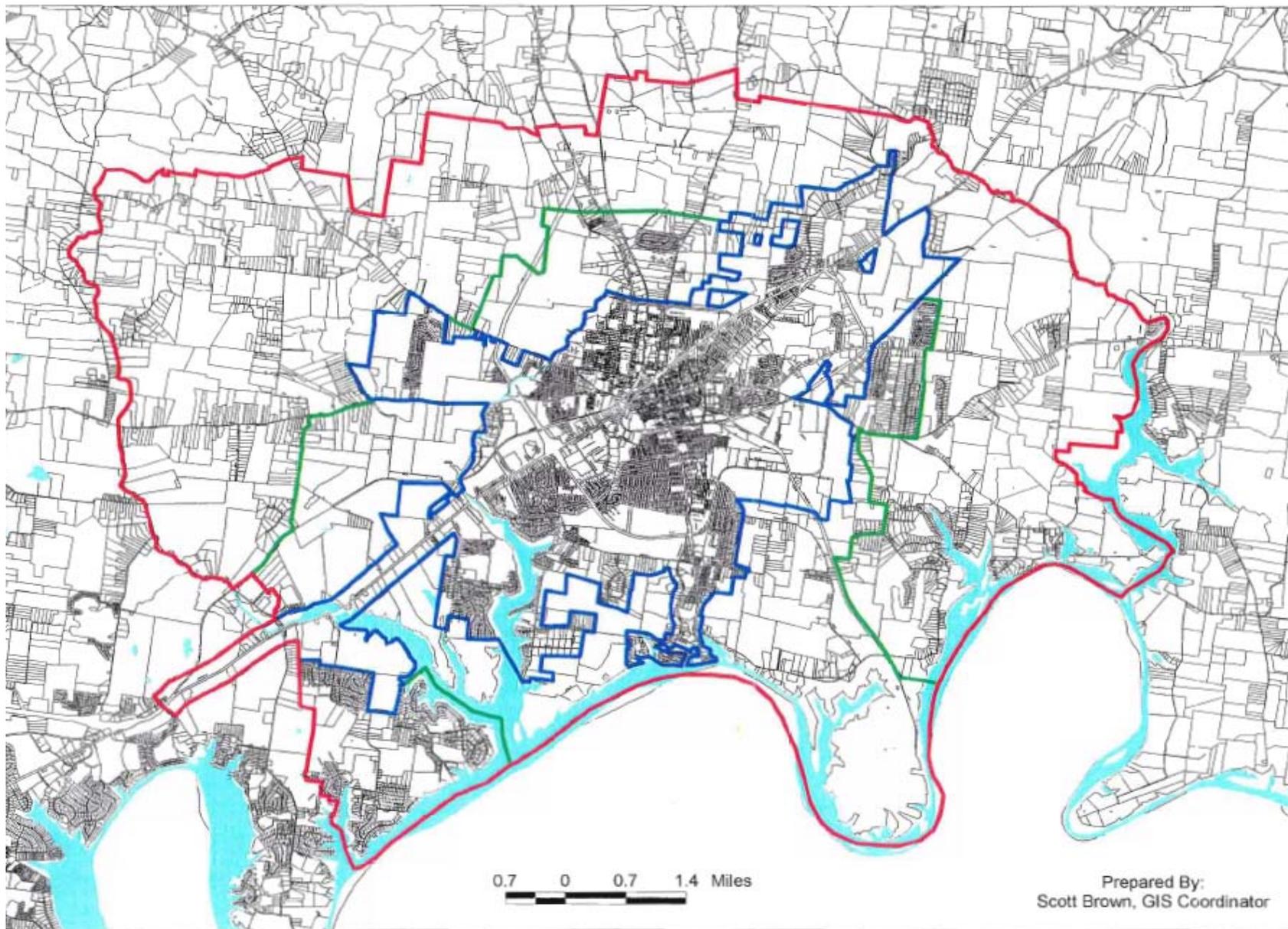
## REGIONAL AND LOCAL PLANS

- Urban growth boundaries (currently used)



# Urban Growth Boundary

Map 1



- Urban Growth Boundary
- City Limits
- Planning Region
- Water
- Parcels



Prepared By:  
Scott Brown, GIS Coordinator

Public Works Department  
Planning Division  
October 4, 1999

# Choices: Tools Available

## REGIONAL AND LOCAL PLANS

- Revitalization Plans



# Choices: Tools Available

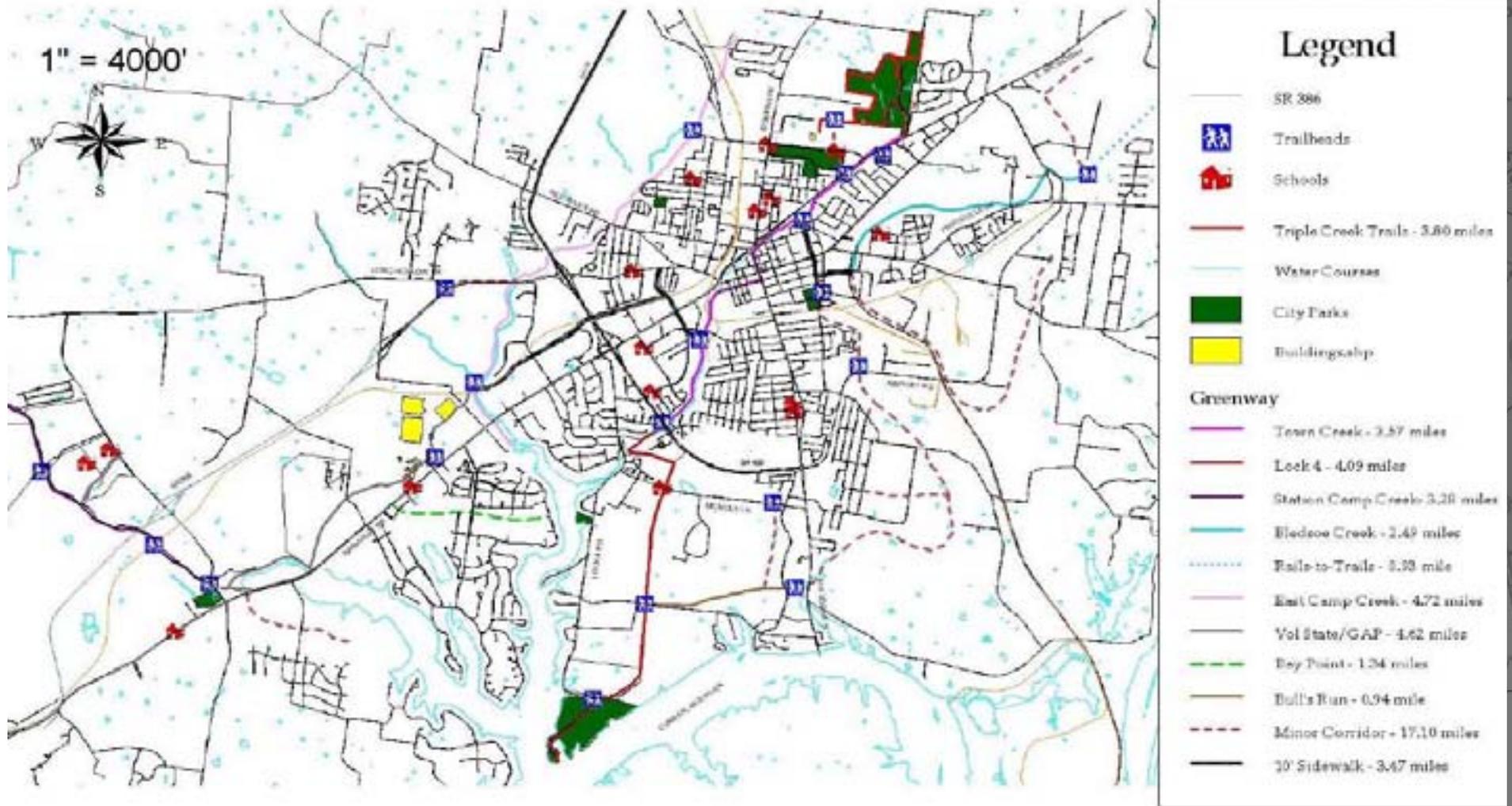
## REGIONAL AND LOCAL PLANS

- Open space, parks, rec and greenway plans



Photos: Robertson County

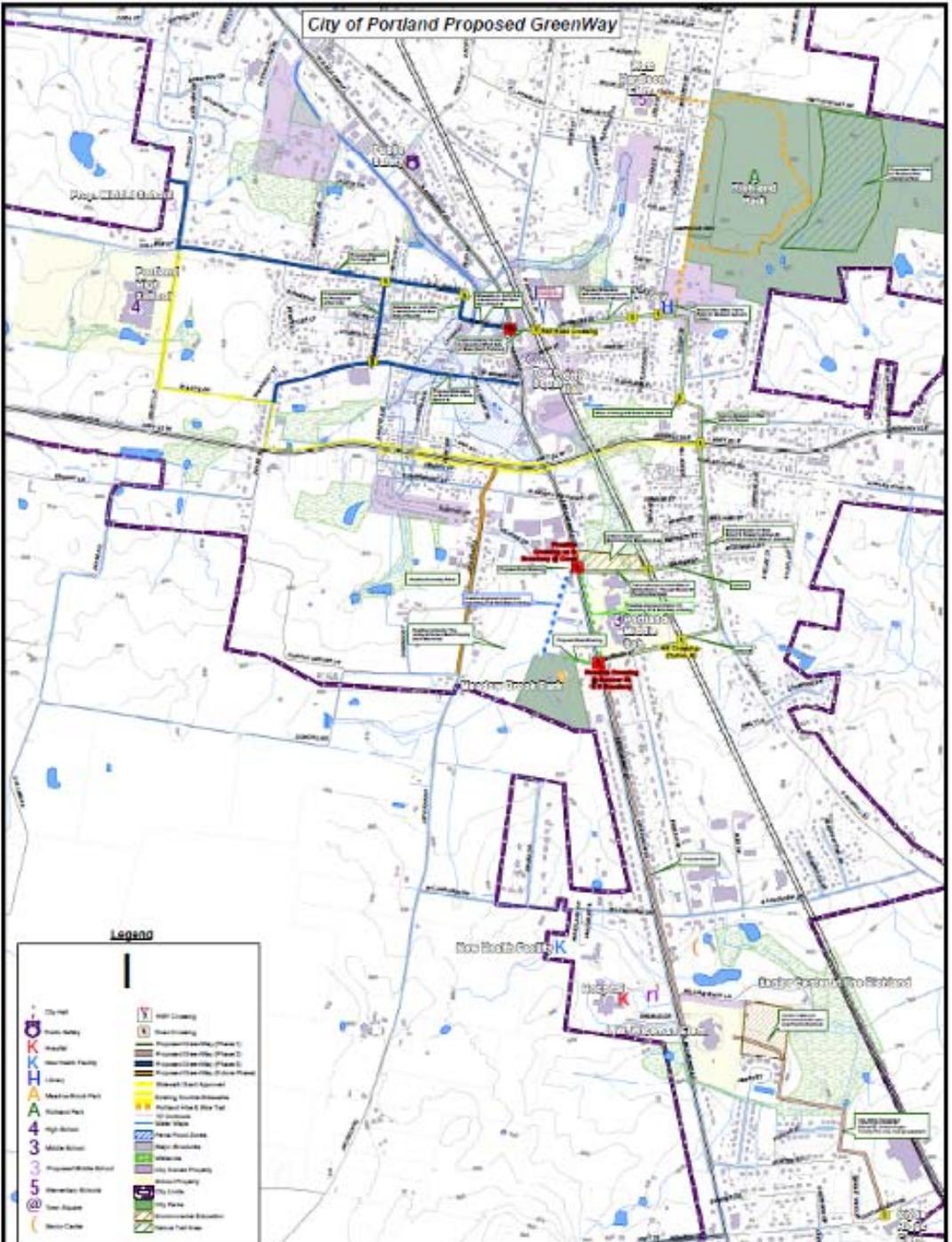
# GALLATIN GREENWAY MASTER PLAN



County Boundary  
 Water Body  
 State Highway



City of Portland Proposed GreenWay



**Legend**

City Hall	Light Greenway
State Capitol	Dark Greenway
Portland City Center	Proposed GreenWay (Phase 1)
Portland City Center	Proposed GreenWay (Phase 2)
Portland City Center	Proposed GreenWay (Phase 3)
Portland City Center	Proposed GreenWay (Phase 4)
Portland City Center	Proposed GreenWay (Phase 5)
Portland City Center	Proposed GreenWay (Phase 6)
Portland City Center	Proposed GreenWay (Phase 7)
Portland City Center	Proposed GreenWay (Phase 8)
Portland City Center	Proposed GreenWay (Phase 9)
Portland City Center	Proposed GreenWay (Phase 10)
Portland City Center	Proposed GreenWay (Phase 11)
Portland City Center	Proposed GreenWay (Phase 12)
Portland City Center	Proposed GreenWay (Phase 13)
Portland City Center	Proposed GreenWay (Phase 14)
Portland City Center	Proposed GreenWay (Phase 15)
Portland City Center	Proposed GreenWay (Phase 16)
Portland City Center	Proposed GreenWay (Phase 17)
Portland City Center	Proposed GreenWay (Phase 18)
Portland City Center	Proposed GreenWay (Phase 19)
Portland City Center	Proposed GreenWay (Phase 20)

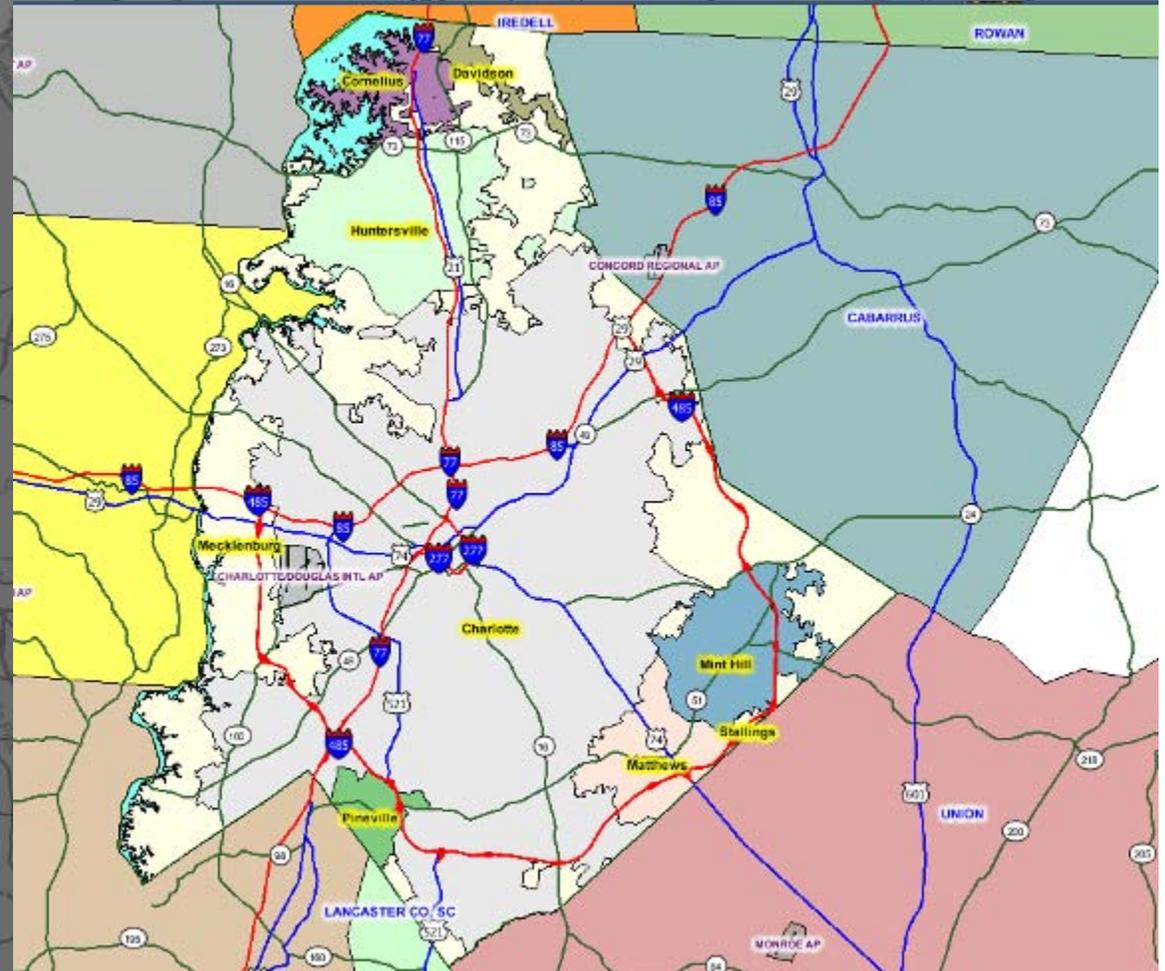


City Area  
 Knoxville MPO Planning Boundary (Portion)  
 County Boundary  
 Water Body  
 Interstate Highway

# Choices: Tools Available

## REGIONAL AND LOCAL PLANS

- Regional infrastructure plans
  - water, wastewater
- Regional stormwater management policies



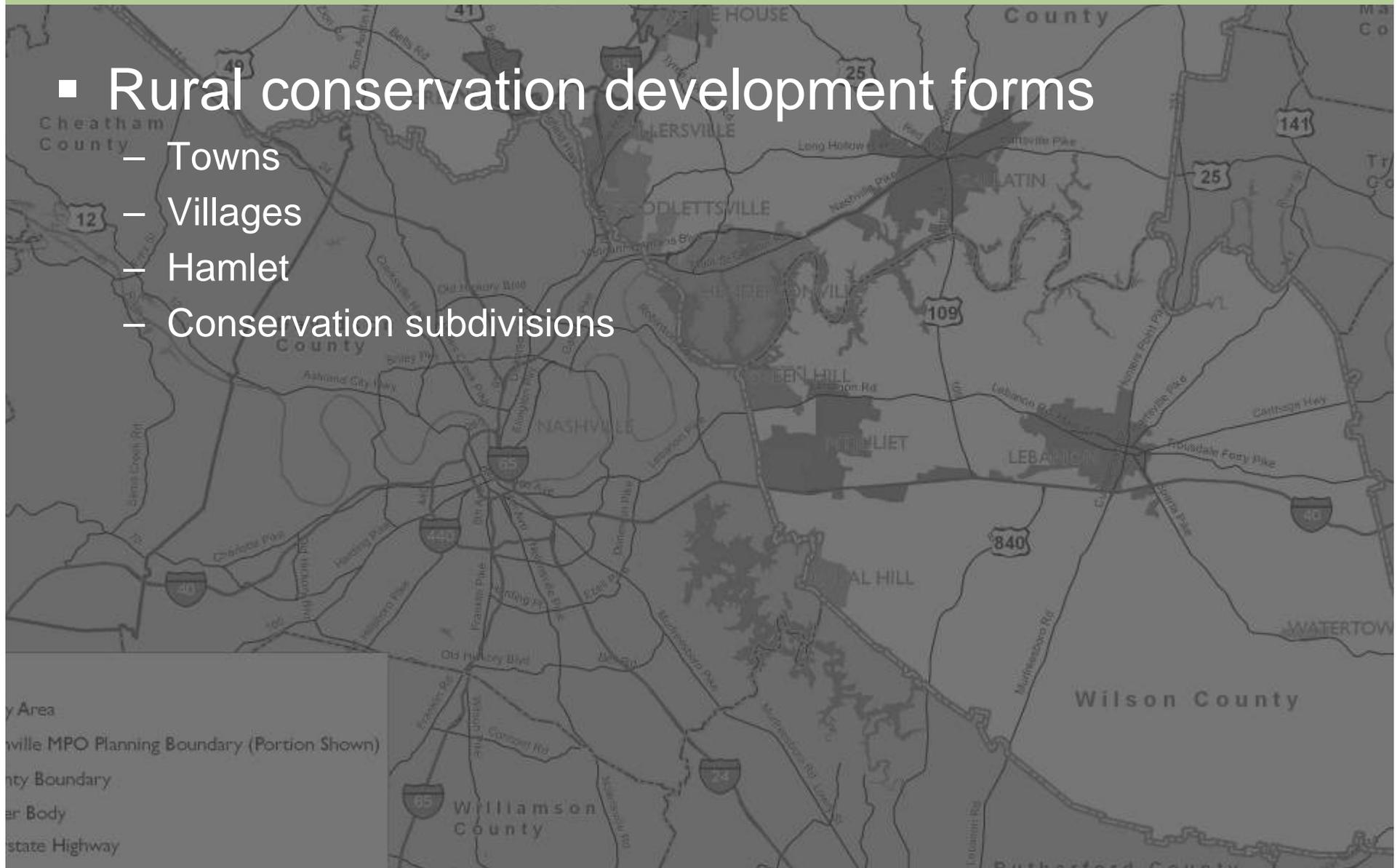
# Results of Group Exercise – Report Card on BAU

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

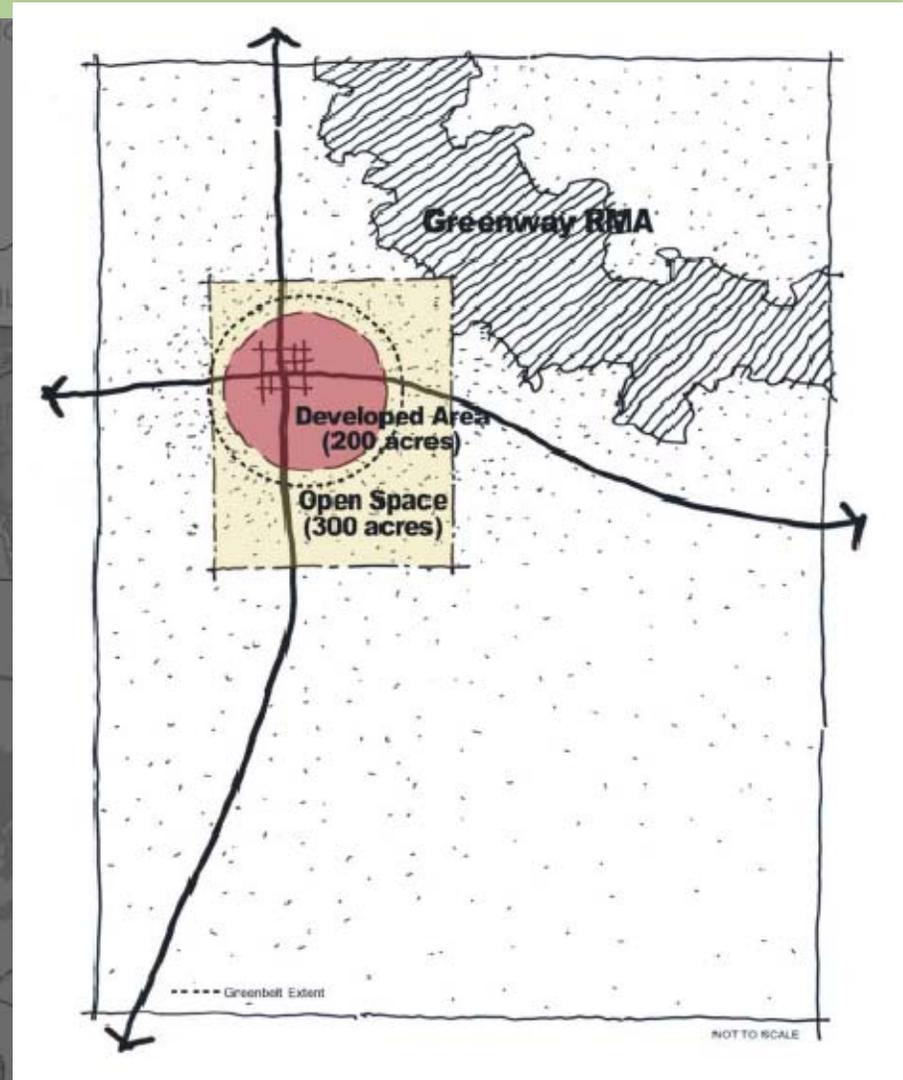
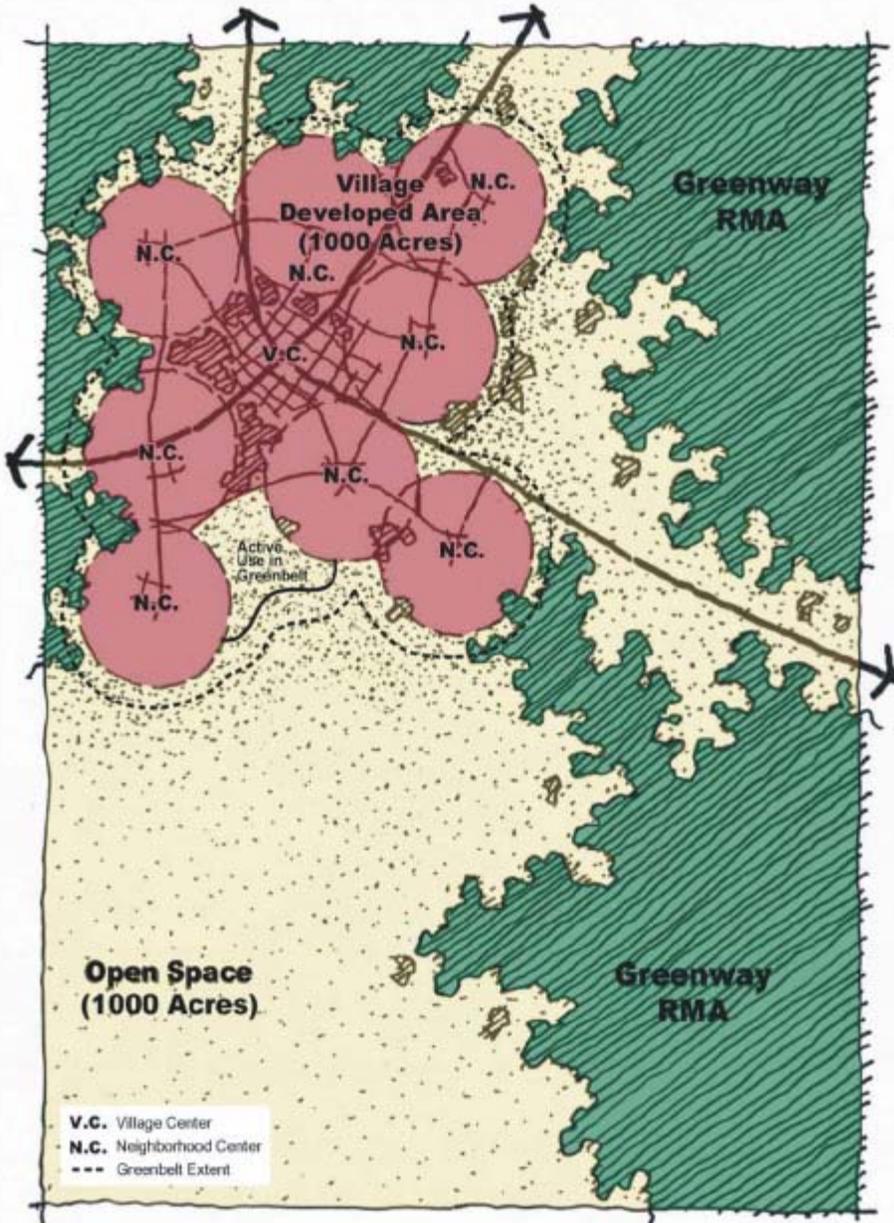
# Choices: Tools Available

DESIGN

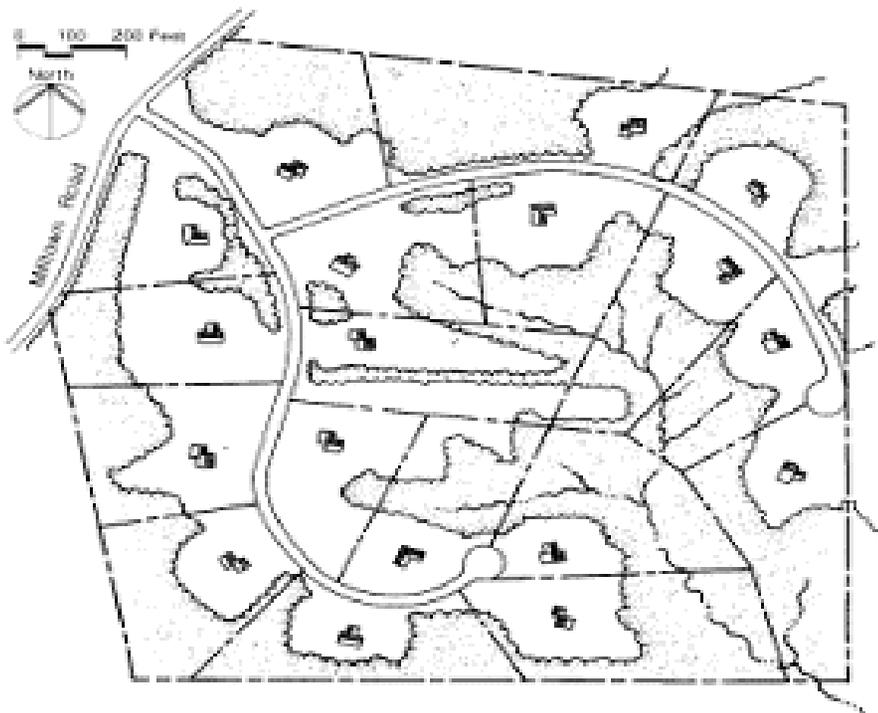
- Rural conservation development forms
  - Towns
  - Villages
  - Hamlet
  - Conservation subdivisions



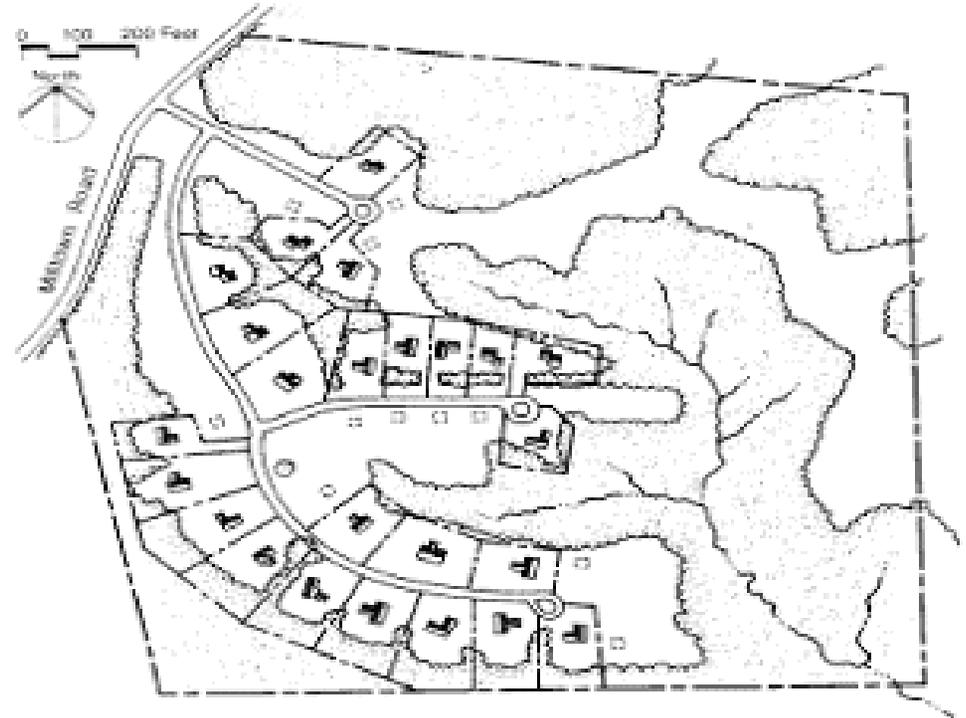
# DESIGN



## REGULATORY



**Conventional Subdivision**



**Open Space Subdivision**

Source: Growing Greener: Conservation by Design from <http://www.natlands.org/planning/growgreen.html>

REGULATORY



# REGULATORY



5. To promote interconnected greenways and corridors throughout the community, and create contiguous greenspace within and adjacent to development sites.
6. To protect scenic views.
7. To protect prime agricultural land and preserve farming as an economic activity.

**B. Applicability**

A cluster residential subdivision is permitted in the R-R, R-T, R-SF, R-20 and R-14 districts subject to the following standards.

**C. Subdivision Design Process**

Cluster option subdivisions shall be designed around recreation and open space. The design process should "land-based", and commence with the delineation of all potential open space, after which potential building sites are located. Following that, road alignments are identified, with lot lines being drawn in as the final step. This "four-step" design process is further described below:

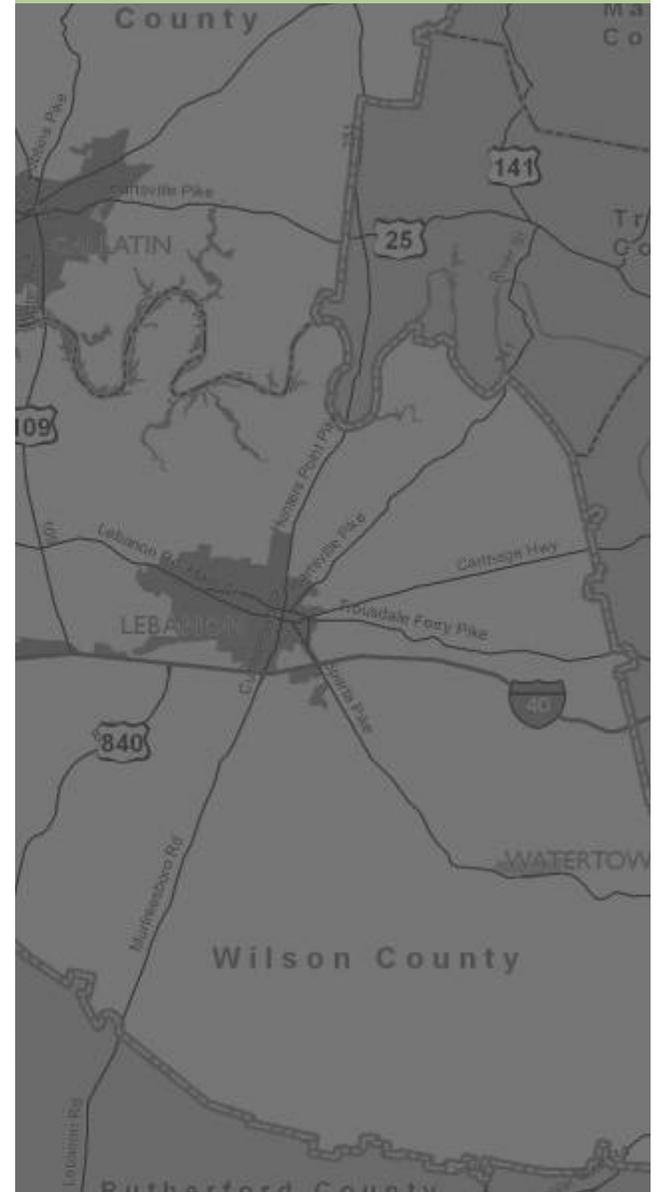


**STEP 1: OPEN SPACE DESIGNATION**

All potential conservation areas shall be identified using a Site Analysis Map. See §3.3.4 for using conservation areas to meet minimum open space requirements.



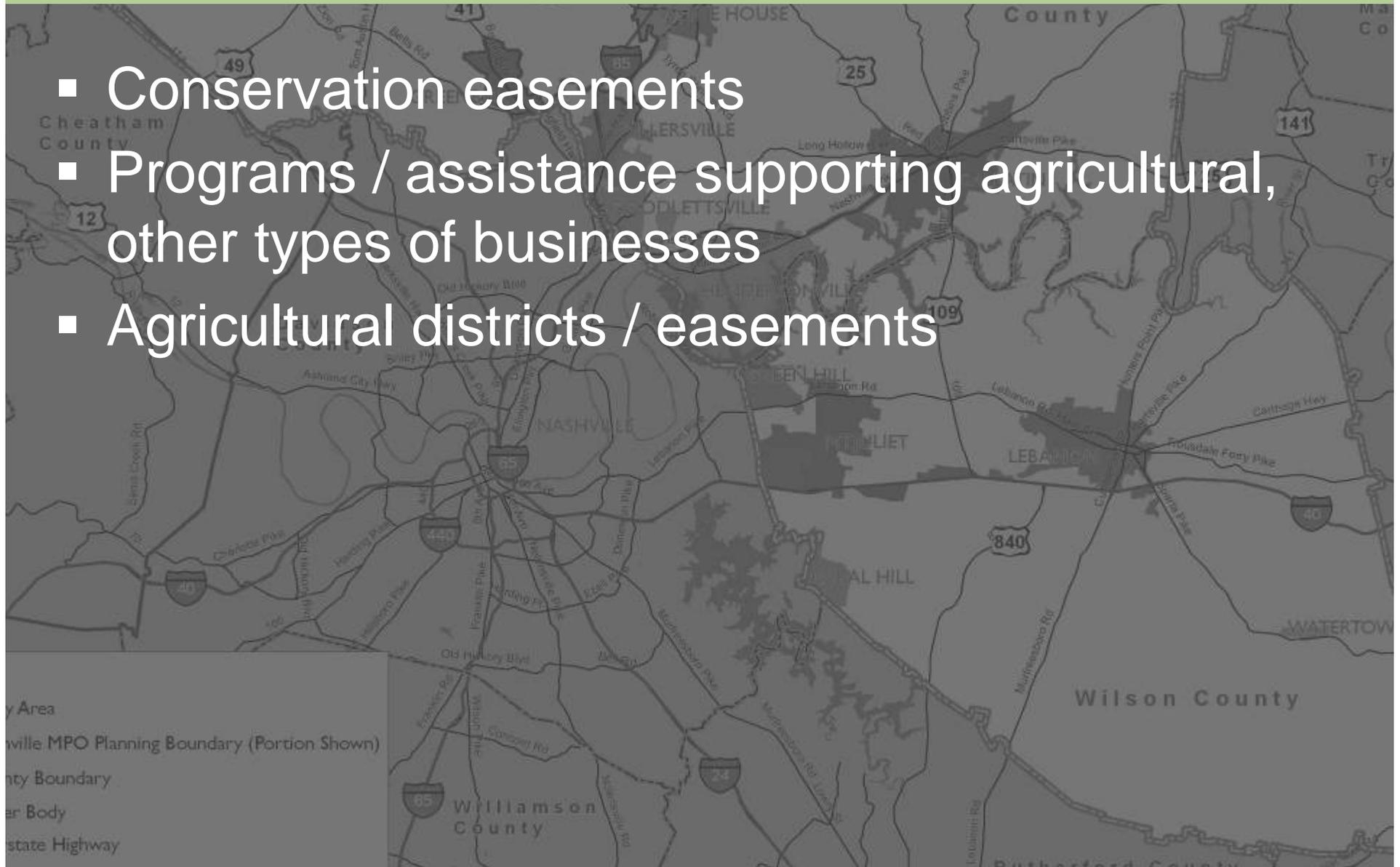
# REGULATORY



# Choices: Tools Available

## PROGRAMS

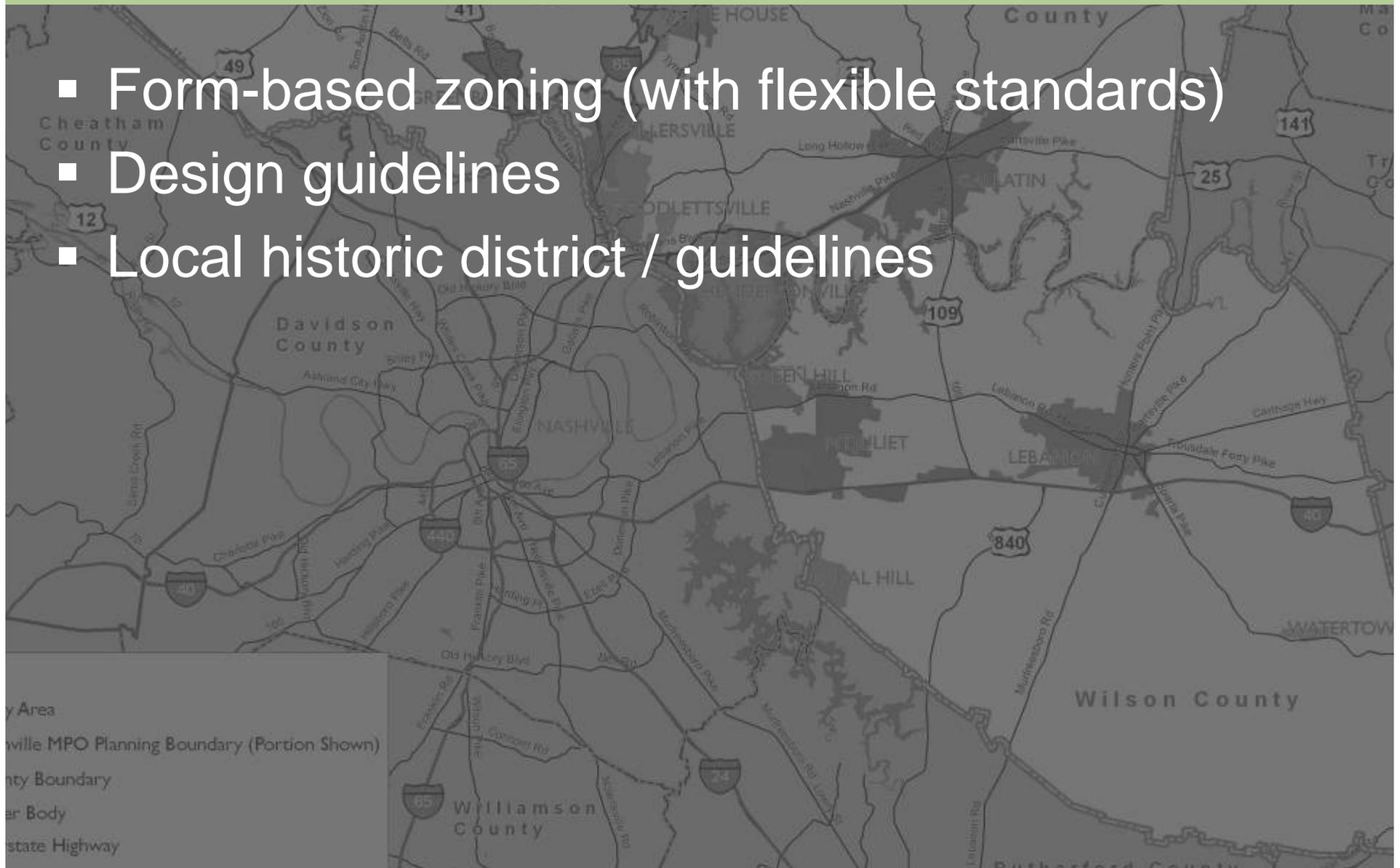
- Conservation easements
- Programs / assistance supporting agricultural, other types of businesses
- Agricultural districts / easements



# Choices: Tools Available

## REGULATORY

- Form-based zoning (with flexible standards)
- Design guidelines
- Local historic district / guidelines



# Choices: Tools Available

REGULATORY

- Form-based zoning (with flexible standards)



# Choices: Tools Available

## REGULATORY

- Design guidelines

### 2. DESIGN REVIEW STANDARDS

#### 2.1 SITE LAYOUT

- 1. Site Coverage.** Sites should not be covered completely with impermeable surfaces which prevent percolation of water back into the soil and can cause erosion, street flooding or overloading of storm sewer systems. A minimum of 20% of the site shall be devoted to permeable surfaces such as landscaped areas. This will also ensure that buildings are set in a strong landscape.
- 2. Building Setbacks.** Building setbacks provide dimension to the public realm along streets. In areas where there is a consistent setback line, new structures should conform to it. In areas where setbacks vary, buildings should be set back the average distance of adjacent buildings within 50 feet of the proposed structure. In major commercial areas where patrons are to be encouraged to walk between establishments, buildings should generally be located as close to streets as possible while providing adequate area for landscaping in the setback area. Large unbroken expanses of paving between the street and building are discouraged. Required sideyard areas should also be landscaped.
- 3. Entries and Curb Cuts.** Entries to sites from public streets should be clear, controlled and safe. Continuous curb cuts confuse circulation of automobiles as well as destroying the pedestrian environment and reduce opportunities for landscaping. Goodlettsville's subdivision standards set down specific standards for the location and design of curb cuts and site entries.

Source: Goodlettsville

§4.2.1 Zero Lot Line

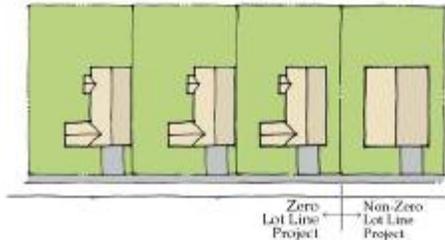
**§4.2. Residential Use Standards**

The following standards shall apply to all permitted uses, discretionary uses, and conditional uses, as set forth in the Permitted Land Use Table (see §2.2.2).

**§4.2.1. Zero Lot Line**

A. A single side yard shall be provided comprising the equivalent of two side yards of a conventional detached house. This reduction shall not be allowed on the road yard or to the side yard adjacent to lots that are not part of the zero lot line project.

B. An easement between the two property owners to allow for maintenance or repair of the house shall be required when the roof overhang or side wall of the house are within four feet of the adjacent property line (no roof overhang shall be permitted to extend across the property line). The easement on the adjacent property must provide at least five feet of unobstructed space. The easement shall be recorded on the subdivision plat.



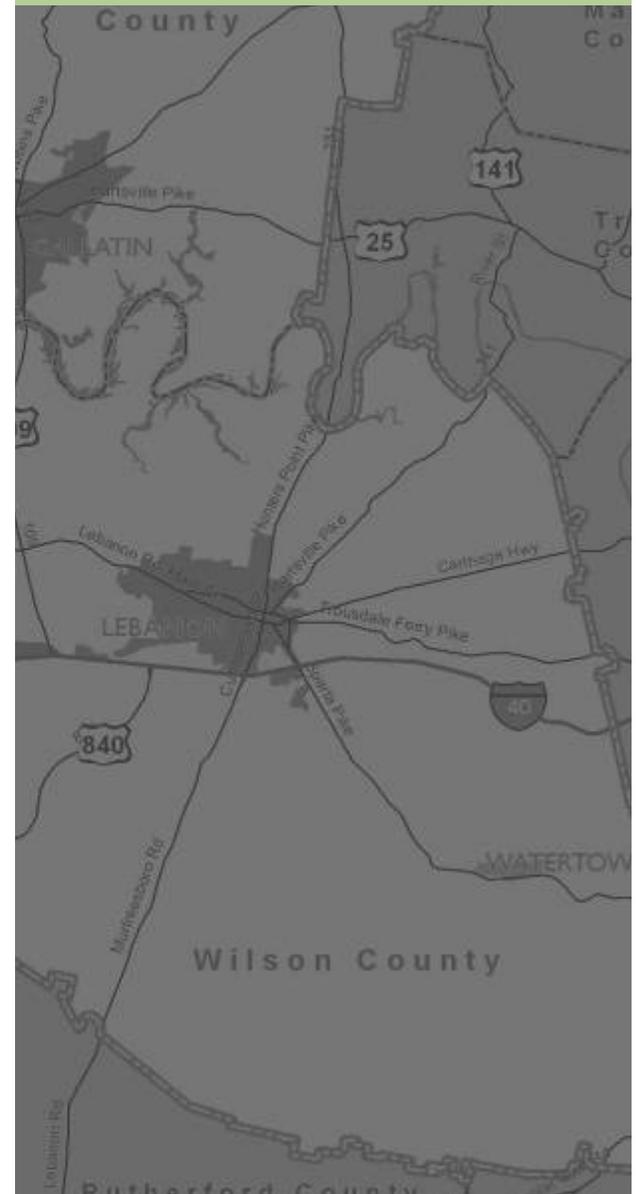
**§4.2.2. Alley-Loaded House**

An alley shall be provided to the rear of all alley-loaded houses. All vehicular access shall take place from the alley and all parking shall be in the rear yard. No parking shall be permitted in the required road yard.

**§4.2.3. Two-family**

- A. Access shall be provided from a single driveway or from an alley, where available; and no parking space shall be located in a required yard, except for the rear yard.
- B. The principal structure shall be designed and appear to be a single family detached. A single, shared front porch of at least 100 square feet shall be provided and front door access to each dwelling shall be from the shared porch.
- C. No off-road parking space shall be located closer than ten feet to any residential building wall.
- D. For developments of 40 or more dwelling units, a divided ingress-egress driveway with a landscaped median for the first 400 feet of all entrances from public roads shall be provided for all developments.

# REGULATORY



# Choices: Tools Available

**REGULATORY**

- Local historic district / guidelines

## East Main Street Historic District Packet



Gallatin Planning Division  
Updated May 23, 2006

# Results of Group Exercise – Report Card on BAU

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

# Choices: Tools Available

## POLICY

### SENIOR HOUSING

#### **3.11.** Encourage desirable housing for Seniors.

- 3.11. 1.** Create senior-friendly zoning and developer incentives that would make allowances in selected districts for senior communities.
- 3.11. 2.** Research the need for senior transportation throughout Hendersonville; possibly establish van service to and from doctor's offices.
- 3.11. 3.** Expand Senior Citizens Board to include non-senior members such as an attorney, a recreation department member, a doctor, and a developer.

### AFFORDABLE HOUSING

#### **3.12.** Encourage Affordable Housing for Hendersonville's sons and daughters and workforce.

- 3.12. 1.** Identify code violations on single family properties and require repairs.
- 3.12. 2.** Create zoning and developer incentives for affordable housing.
- 3.12. 3.** Encourage reinvestment in specified neighborhoods through street, sidewalk, and other infrastructure improvements.
- 3.12. 4.** Pursue federal grants and work with the State of Tennessee to tap state and federal programs and funds. Also, work with local banks and non-profit housing agencies to provide assistance for affordable housing.

Source: Hendersonville Tomorrow

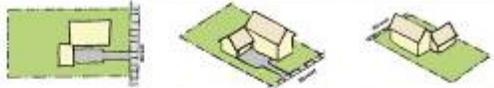
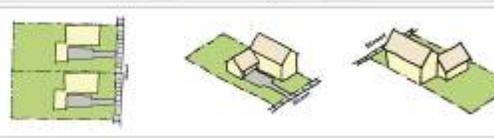
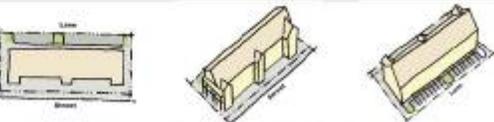
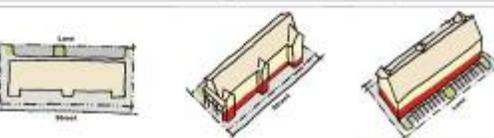
§2.2.1 Housing Types

**§2.2. Permitted Land Uses**

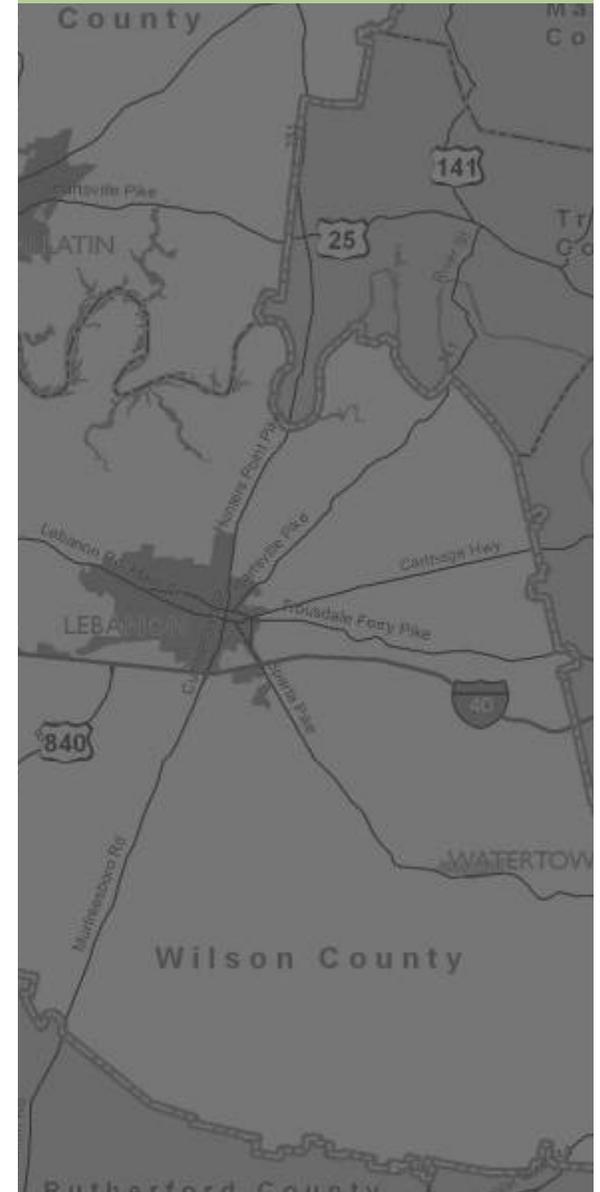
**§2.2.1. Housing Types**

**A. Definitions**

The following housing types are established to provide a common terminology for housing in Lincoln County. All drawings are for illustrative purposes only.

<p><b>SINGLE FAMILY DETACHED</b> A detached dwelling unit located on a single lot with private yards on all four sides</p>	
<p><b>ZERO LOT LINE HOUSE</b> A detached dwelling unit located on a single lot with private yards on three sides. The unit has a single side yard on one side comprising the equivalent of two side yards of a single family detached house.</p>	
<p><b>ALLEY-LOADED HOUSE</b> A detached dwelling unit located on a single lot with private yards on all four sides; however, the house is set closer to the road than a single family detached house and parking is in the rear off an alley or lane.</p>	
<p><b>TWO-FAMILY HOUSE</b> Two attached dwelling units in a single structure on a single lot (often called a duplex). The two units can be located on separate floors or side-by-side.</p>	
<p><b>TOWNHOUSE</b> Two or more attached dwelling units located on separately owned lots or on a single lot where the units are lined up in a row and share side walls, individual units can be mixed vertically.</p>	
<p><b>MULTI-FAMILY</b> Three or more attached dwelling units in a single structure on a single lot. A multi-family can vary in height from two to five stories; individual units can be mixed vertically.</p>	
<p><b>UPPER-STORY RESIDENTIAL</b> A dwelling unit located on a floor above a nonresidential use.</p>	

# REGULATORY



# Choices: Tools Available

## PROGRAMS

- Affordable housing programs (state and local)
  - Tennessee Housing Development Agency
  - Housing Authority
- Adaptive reuse
- Tax credits
- Partnerships
  - organizations, not-for-profit (Habitat for Humanity)



Tennessee Housing Development Agency was established in 1973 by the Tennessee General Assembly, TCA §13-23-101, et seq. The enabling legislation states our purpose:

To promote the production of more affordable new housing units for very low, low and moderate income individuals and families in the state,

To promote the preservation and rehabilitation of existing housing units for such persons, and

To bring greater stability to the residential construction industry and related industries so as to assure a steady flow of production of new housing units.

### Strategic Priorities

- Preserve the supply of affordable housing
- Increase the supply of affordable housing
- Educate both providers and consumers of affordable housing
- Provide flexible products to meet market changes
- Create and cultivate a positive image of THDA and affordable housing

## REGULATORY / INCENTIVES

- Density and Intensity bonus



# REGULATORY / INCENTIVES

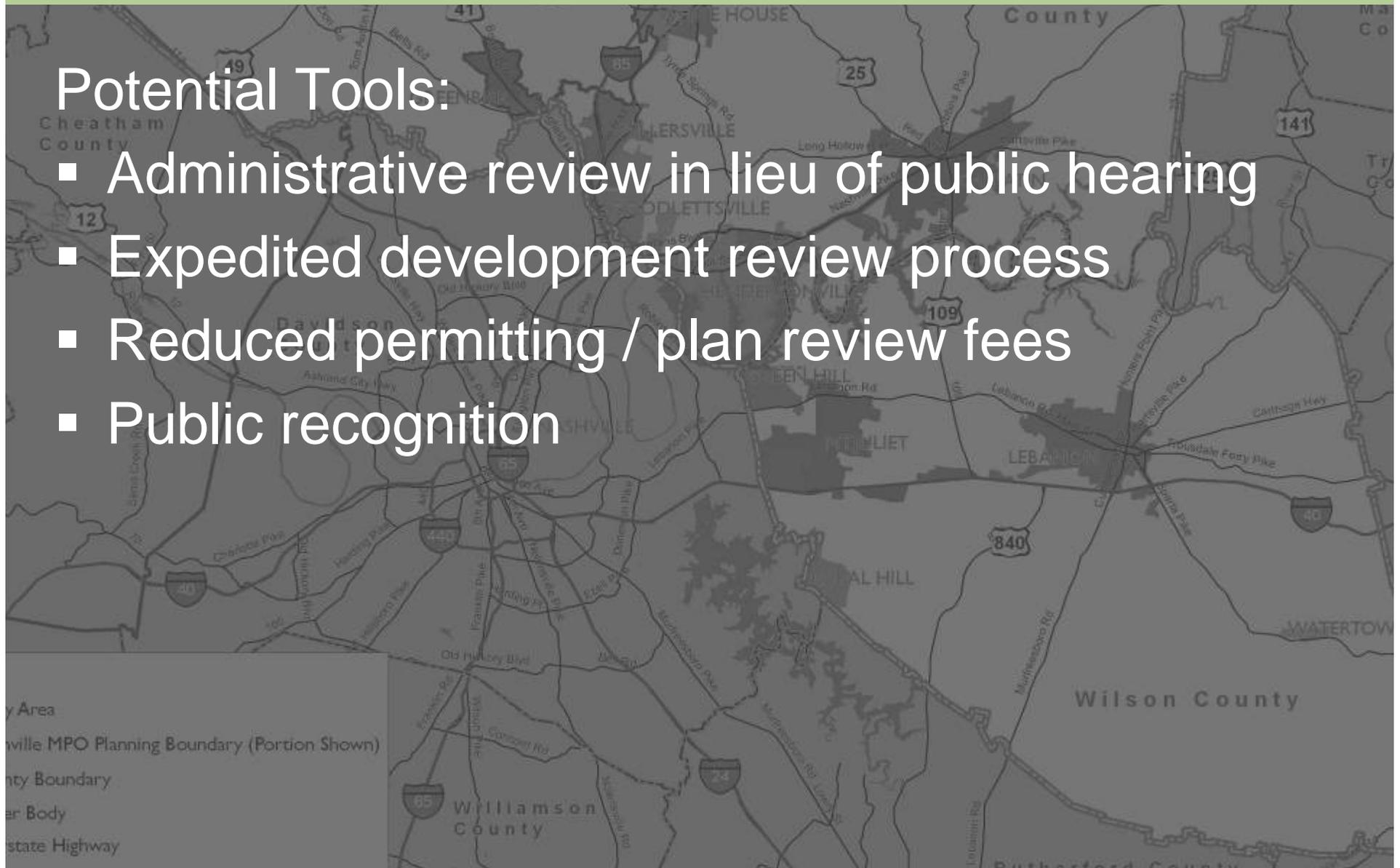


# Choices: Tools Available

## INCENTIVES

### Potential Tools:

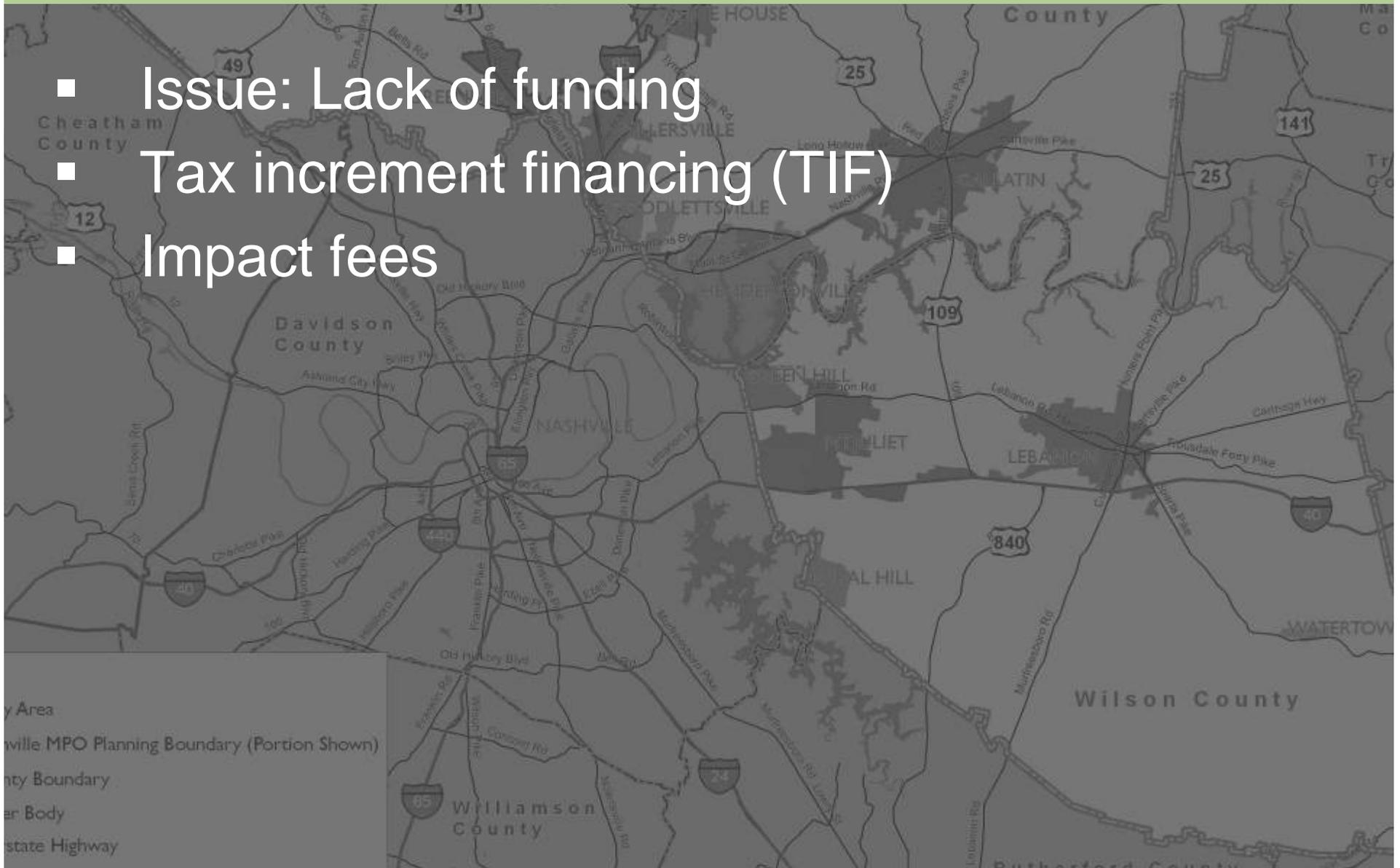
- Administrative review in lieu of public hearing
- Expedited development review process
- Reduced permitting / plan review fees
- Public recognition



# Choices: Tools Available

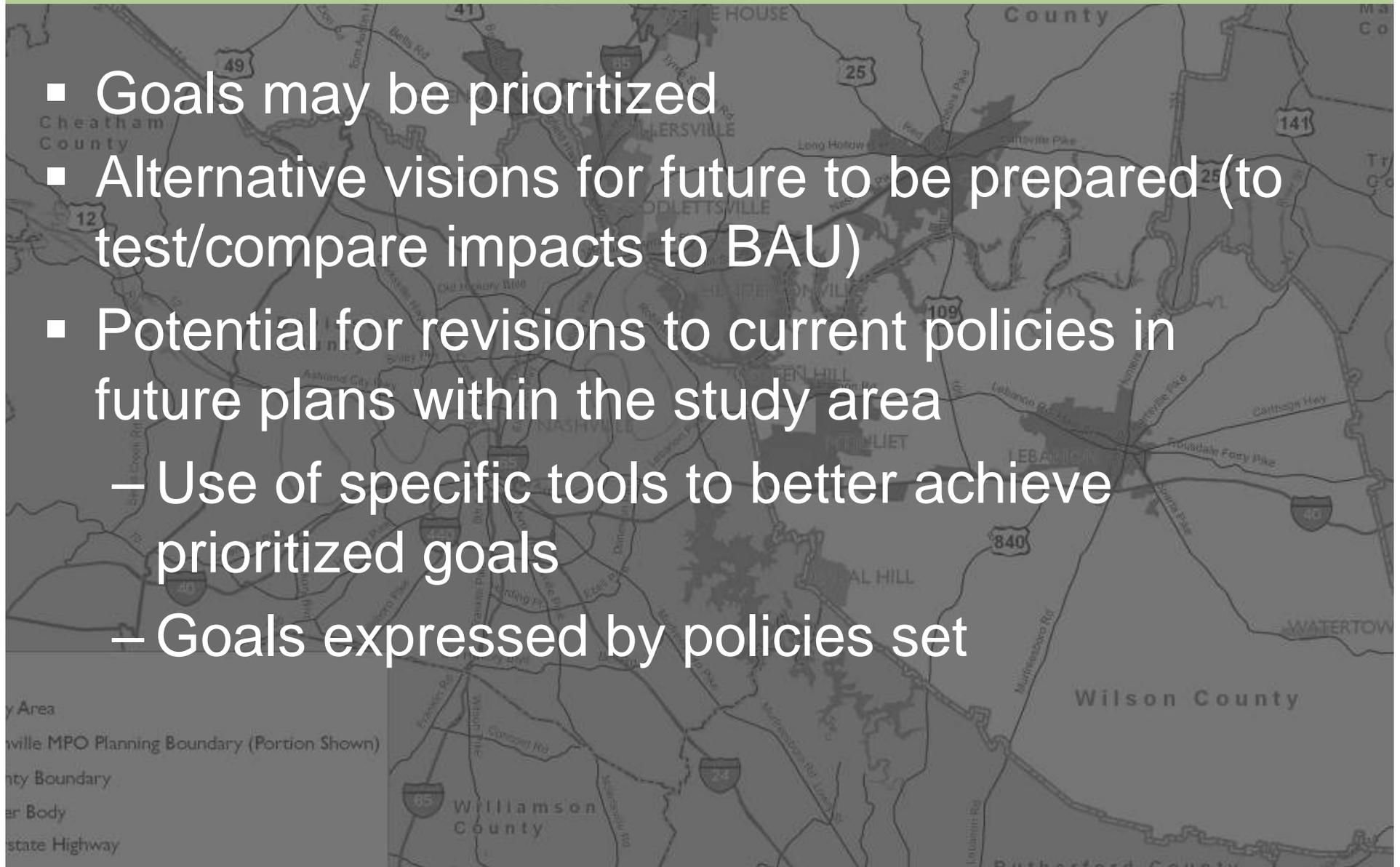
## OTHER FUNDING TOOLS

- Issue: Lack of funding
- Tax increment financing (TIF)
- Impact fees



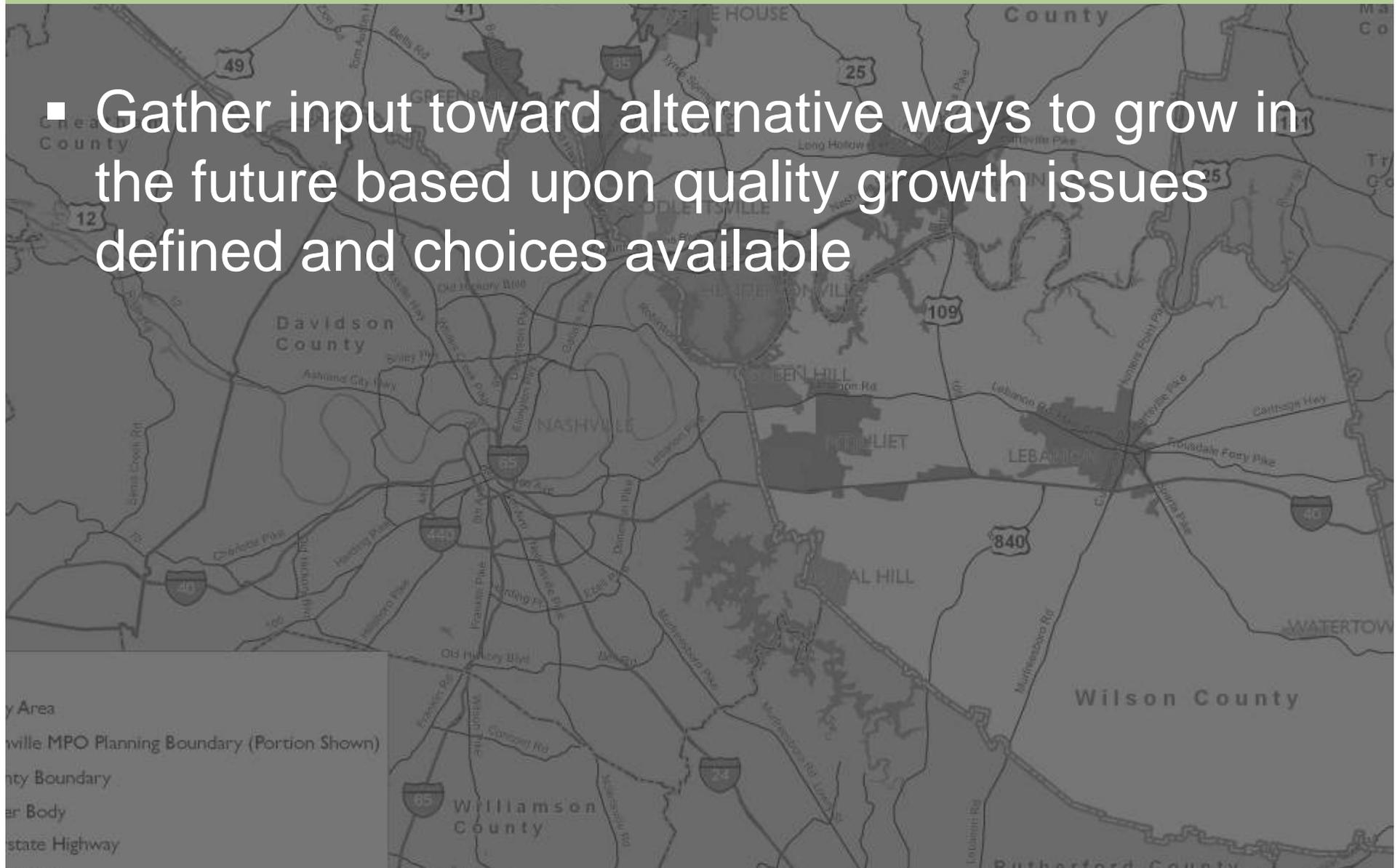
# Considerations

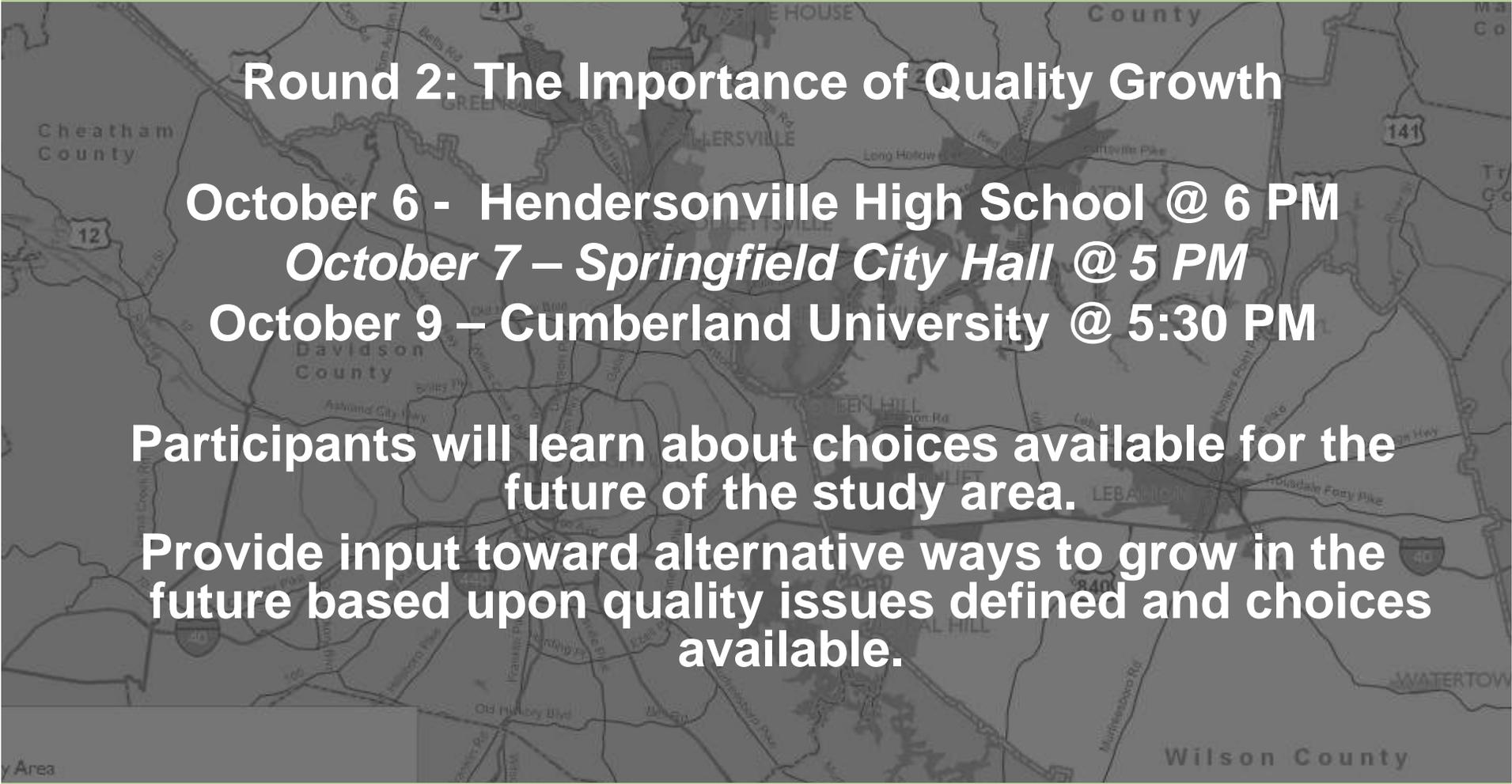
- Goals may be prioritized
- Alternative visions for future to be prepared (to test/compare impacts to BAU)
- Potential for revisions to current policies in future plans within the study area
  - Use of specific tools to better achieve prioritized goals
  - Goals expressed by policies set



# Facilitated Group Discussion

- Gather input toward alternative ways to grow in the future based upon quality growth issues defined and choices available



A grayscale map of the study area in North Carolina, showing parts of Cheatham, Davidson, and Wilson counties. The map includes major roads like I-40, I-85, and US-421, and towns such as Hendersonville, Lebanon, and Watertown. The text is overlaid on this map.

## **Round 2: The Importance of Quality Growth**

**October 6 - Hendersonville High School @ 6 PM**

***October 7 – Springfield City Hall @ 5 PM***

**October 9 – Cumberland University @ 5:30 PM**

**Participants will learn about choices available for the future of the study area.**

**Provide input toward alternative ways to grow in the future based upon quality issues defined and choices available.**