

WILSON COUNTY GATEWAY
LAND USE MASTER PLAN



The seal of Wilson County, Tennessee, is centered in the background. It features an eagle with wings spread, perched on a branch. The text around the eagle reads "WILSON COUNTY TENNESSEE" at the top and "ESTABLISHED 1799" at the bottom. The words "OFFICIAL SEAL" are also visible within the seal's border.



June 7, 2006

ACKNOWLEDGEMENTS

Prepared by
Tom Brashear, Wilson County Planning Director,
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Thanks to the members of the Wilson County Commission for their continued budgetary support and individual input:

Vicky Fitzpatrick, Chair	
Margaret Dixon	Tommy Williams
Robert Dedman	Gene Jones
Gilbert Graves	Gary Nokes
John Jewell	James Woods
Robert Agee	Roy Major

A very special thanks to the citizens of Wilson County whose input, contributions and dedication were invaluable in preparing this document.

Notice: This document was approved with conditions by the Wilson County Planning Commission on May 22, 2006 at a special called evening meeting and public hearing. Revisions have been made to accommodate conditions of approval and the final copy released on June 7, 2006.

Robert Dedman, County Mayor
Mike Jennings, County Attorney

Special thanks to the following county and public agency directors for their time and contribution to this document:

Steve Armistead, Wilson Co. Road Superintendent
Terry Ashe, Wilson County Sheriff
Kathy Dedman, Wilson County Building Inspector
Dr. Jim Duncan, Wilson Co. Board of Education
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G. C. Hixon, Director, Wilson Co. Joint Economic and Community Development Board
H. B. McDonald, Director, Wilson Emergency Communications District
Jerry McFarland, Director, Wilson Emergency Management Agency

ACKNOWLEDGEMENTS

EXECUTIVE SUMMARY



In June 2005 Wilson County, Tennessee, contracted with Lose & Associates, Inc., land planners and landscape architects, to conduct research, review existing documents and facilitate public meetings with county residents along with county staff to produce a Gateway Land Use Master Plan for the county. The county had identified the need for a cohesive image to greet visitors and residents as they entered and left the county. In doing so, eight locations were selected as the most typical gateways to the county and were chosen for evaluation and analysis for the master plan. These points were:

- The I-40/Linwood Road interchange, including Tucker’s Crossroads
- Highway 109 entering from Sumner County
- The SR-840 Couchville Pike interchange
- The SR-840/Stewart’s Ferry Pike interchange
- Sparta Pike on both sides of Watertown
- Highway 231 entering from Rutherford County
- Highway 70 entering from Smith County
- Highway 231 entering from Trousdale County

An integral part of the process was gathering public input from citizens and county representatives so that the master plan report would accurately reflect the desires of the community. Thus, on October 18, 2005 a public hearing was held for citizens and members of the Wilson County planning commission and the Wilson County commissioners. A second meeting was held on November 28, 2005 with the Joint Economic Development Board, and a third was held on December 13 in the evening at the county courthouse.

The overriding concern of citizens was preservation of the rural character of the county, with the acknowledgement that rapid growth was imminent in the county. Thus, many expressed a desire for zoning regulations that would limit the areas and nature of this growth. This plan assesses the existing condition at each of the eight gateway locations, provides an analysis of the most appropriate potential at each and proposes recommendations for types and locations of future growth.

EXECUTIVE SUMMARY

GOALS AND OBJECTIVES



PURPOSE OF THE LAND USE MASTER PLAN UPDATE

- A long-range land use master plan is defined as:
A written, comprehensive document compiled by a local government that includes goals and strategies for future development or preservation of open space. In its projections the plan specifies certain areas for residential growth and others for agriculture, industry, business and conservation.

GOALS OF MASTER PLAN

- Determine specific land uses for economic opportunity at the Gateways to the county;
- Determine the most suitable areas for development within the county, making zoning provisions for goods and services for the traveling public;
- Determine the most vulnerable areas in need of preservation, and make zoning provisions for their protection.

OBJECTIVE OF MASTER PLAN

- Provide directions for the new growth to maximize economic opportunities while preserving the historical and natural features of Wilson County.

GOALS AND OBJECTIVES



IMPACT OF THE GATEWAY LAND USE MASTER PLAN ON WILSON COUNTY

- **Fundamental preservation of communities**
- **Increased tax revenue**
- **Advanced economic opportunity**
- **Planned new growth**

GOALS AND OBJECTIVES

**Impact of the
Gateway Land
Use Master Plan
on Wilson County**



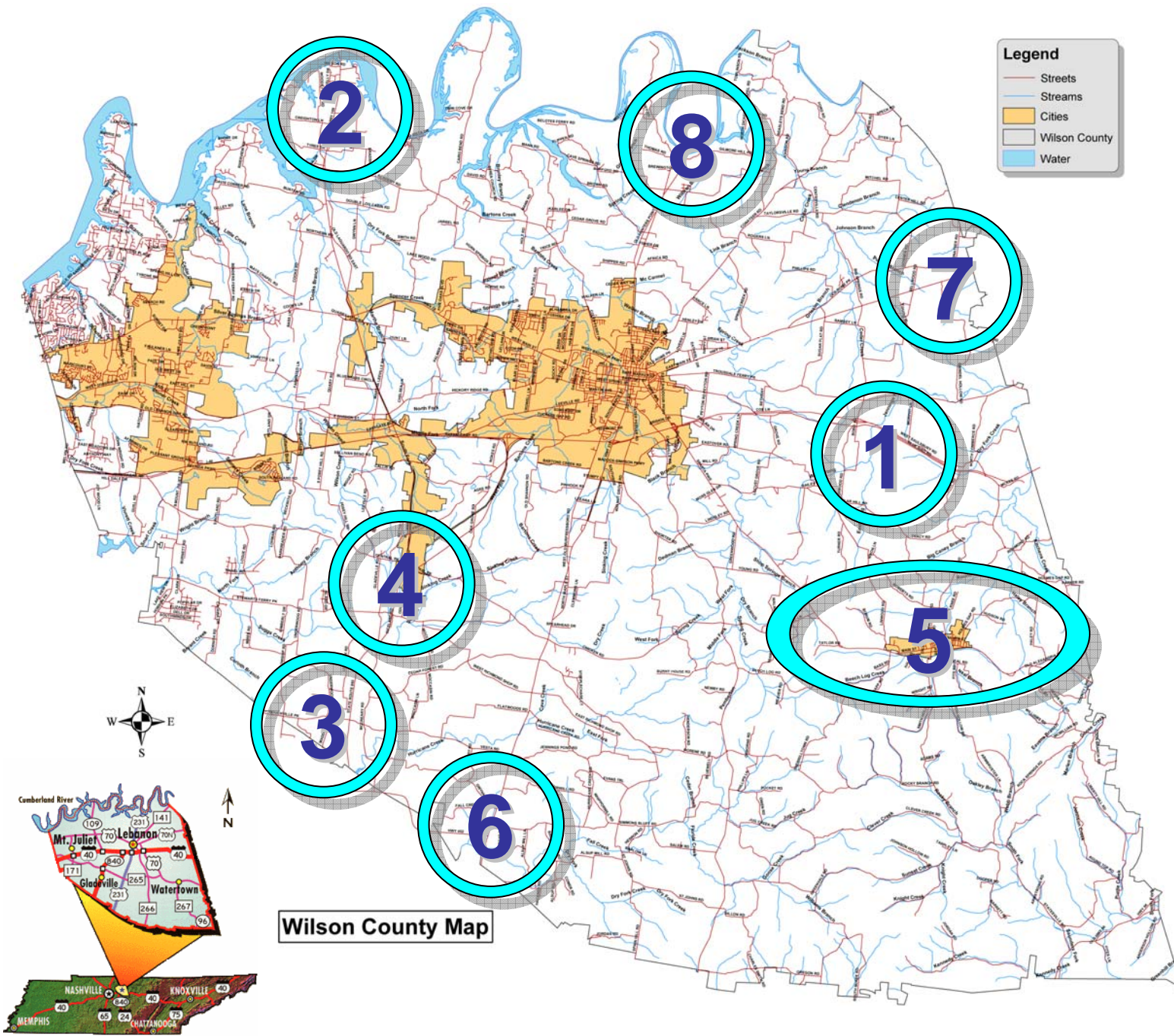
EXISTING CONDITIONS AT COUNTY GATEWAYS

**EXISTING
CONDITIONS**



Legend

- Streets
- Streams
- Cities
- Wilson County
- Water



EXISTING CONDITIONS

County Gateway Map

1. I-40/Linwood Road
2. Hwy. 109/Sommer County
3. SR 840/Couchville Pike
4. SR 840-Stewarts Ferry Pike
5. Hwy 70/Watertown Area
6. Hwy 231/Rutherford County
7. Hwy 70/Smith County
8. Hwy 231/Trousdale County

Overall County Gateway Map

Wilson County Map



Linwood Rd. Exit



South View of Linwood Rd. from I-40 Overpass



I-40 East Viewshed from Linwood Rd.



East View of Bluebird Rd. from Bobo Rd.



**EXISTING
CONDITIONS**

**1. I-40 –
Linwood Road
Interchange**

Land Development Opportunities to the South



North View of Linwood Rd.
Interchange from Bobo Rd.



Existing Rural Land



East View of Bluebird
Rd. from Bobo Rd.



EXISTING CONDITIONS

1. I-40 –
Linwood Road
Interchange

**Existing Farm
Adjacent to I-40**



**North View from Bobo Rd.
Into Tucker's Crossroads
Community**



**Adjacent
Commercial Uses**



Adjacent Services



**EXISTING
CONDITIONS**

1. I-40 –
Linwood Road
Interchange

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Tucker's Crossroads Community



Community Elements- Tucker's Crossroads Elementary School



Tucker's Crossroads Community Hub



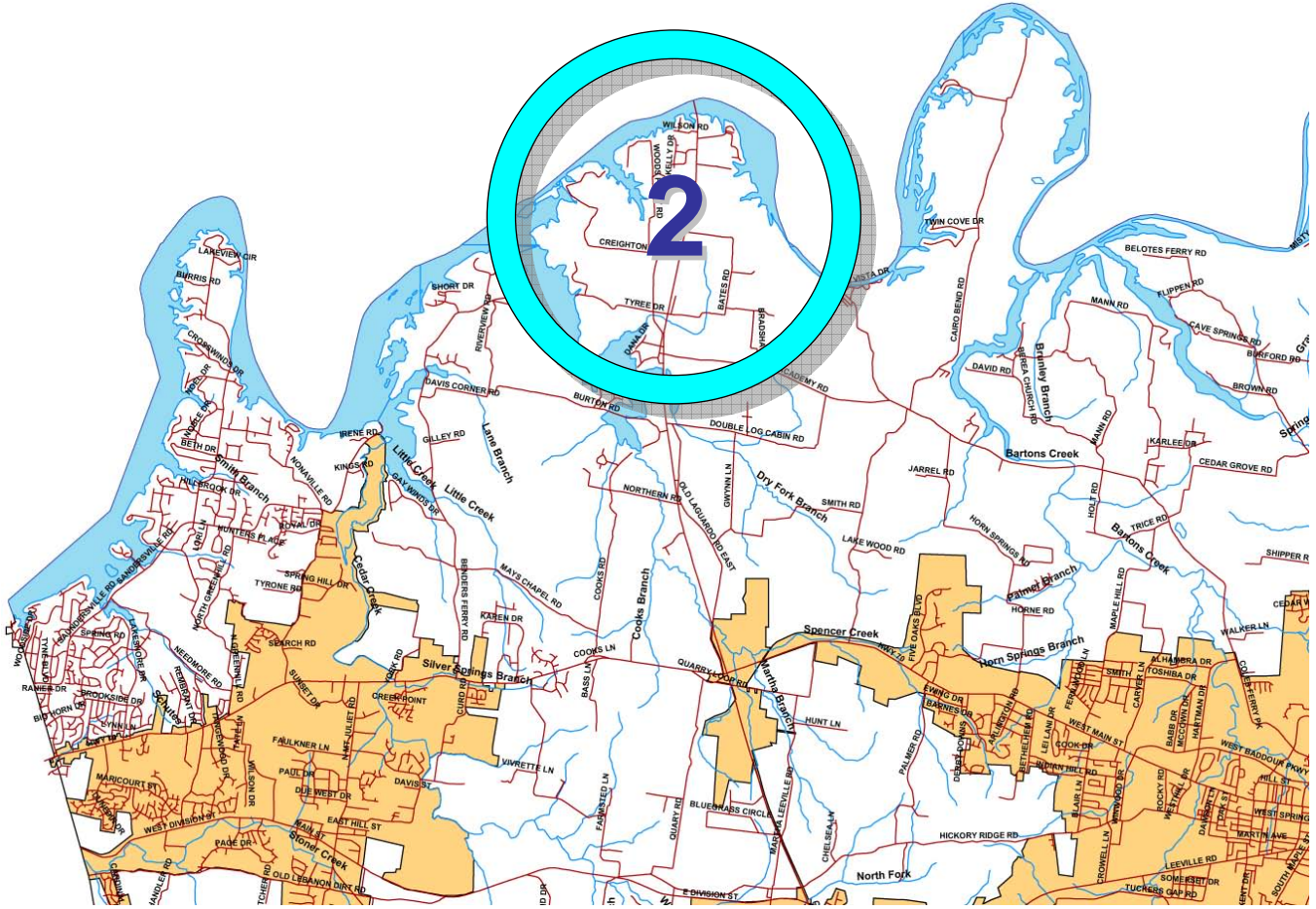
Rural Surrounding Residential Setting



EXISTING CONDITIONS

1. I-40 –
Linwood Road
Interchange

2. HWY 109 ENTERING FROM SUMNER COUNTY



**EXISTING
CONDITIONS**

**2. Hwy 109
Entering From
Sumner County**

South View Into Wilson County from Hwy 109



North View of Sumner County from Hwy 109



North View of Hwy 109 from Starstruck Farms



View of Starstruck Farms from Hwy 109



EXISTING CONDITIONS

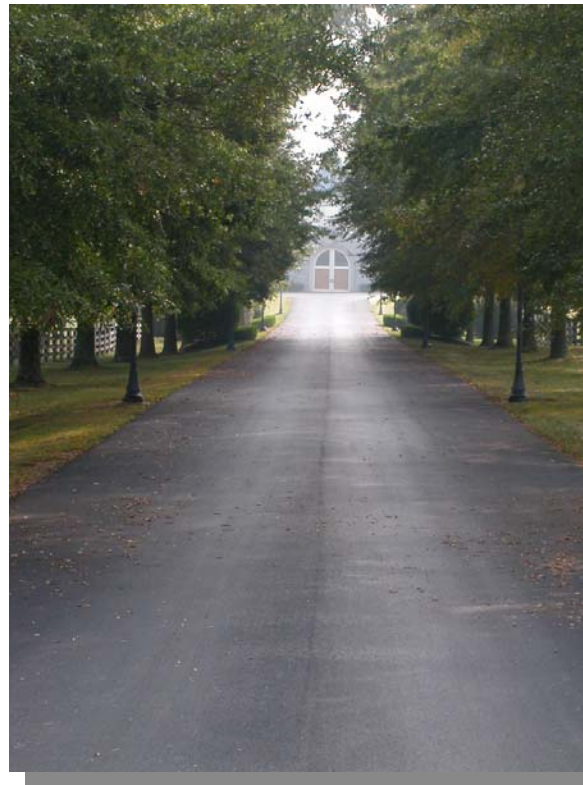
2. Hwy 109 Entering From Sumner County

14

Architectural Features of Starstruck Farms



View of Starstruck Farms



Architectural Elements



**EXISTING
CONDITIONS**

**2. Hwy 109
Entering From
Sumner County**

Existing Well-established Neighborhoods



New Residential Development - Marketing



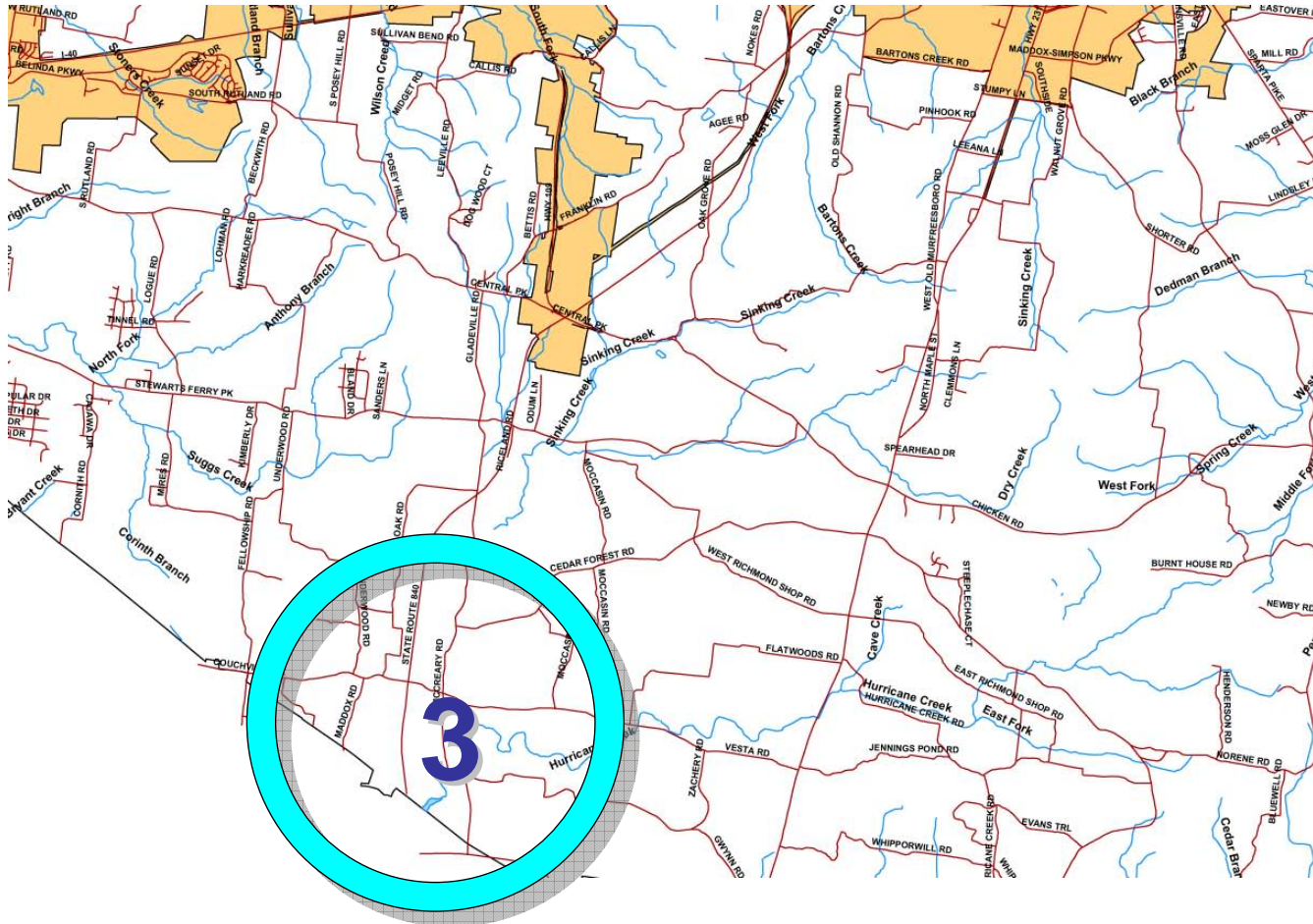
New Residential Development



**EXISTING
CONDITIONS**

**2. Hwy 109
Entering From
Sumner County**

3.SR-840 – COUCHVILLE PIKE INTERCHANGE AND SPEEDWAY AREA



**EXISTING
CONDITIONS**

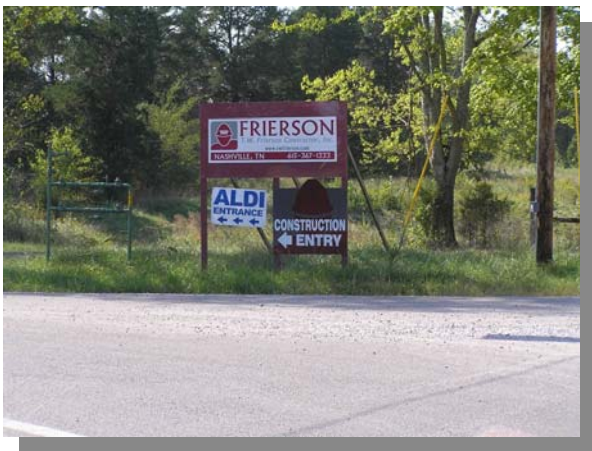
**3. SR-840 –
Couchville Pike
Interchange and
Speedway Area**

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Couchville Pike Connection to SR-840



Commercial Presence



West View of Couchville Pike



Existing Commercial Land Uses



EXISTING CONDITIONS

3. SR-840 –
Couchville Pike
Interchange and
Speedway Area

New Commercial Land Uses – Spec. Warehouses



Superspeedway Connection



Existing Commercial Land Uses – Aldi Building



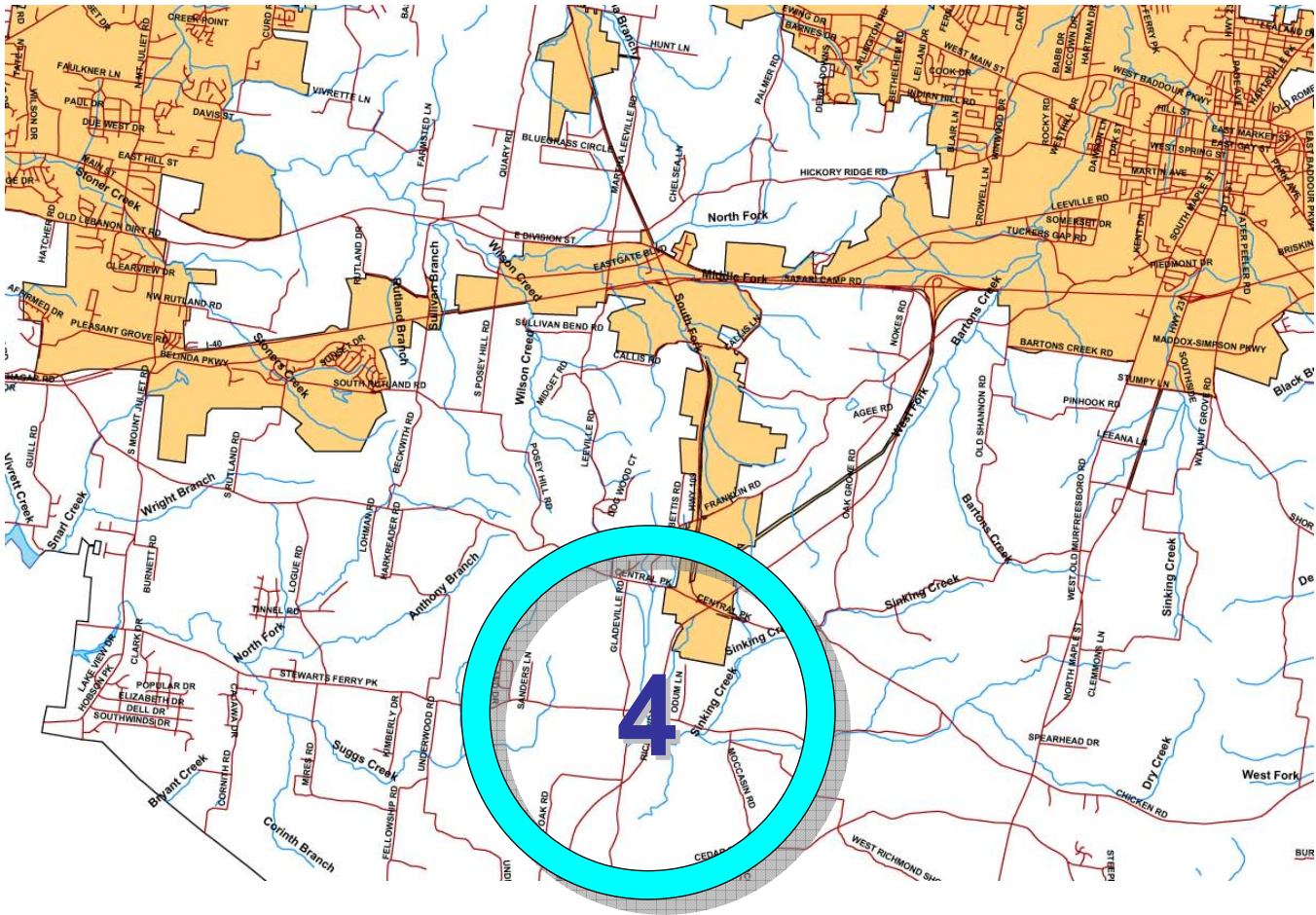
Adjacent Superspeedway Land



EXISTING CONDITIONS

3. SR-840 –
Couchville Pike
Interchange and
Speedway Area

4. SR-840 - STEWARTS FERRY PIKE INTERCHANGE AND GLADEVILLE AREA



**EXISTING
CONDITIONS**

**4. SR-840 –
Stewarts Ferry
Pike Interchange
and Gladeville
Area**

West View of Stewarts Ferry Pike @ SR-840



East View of Stewarts Ferry Pike @ SR-840



**EXISTING
CONDITIONS**

**Entrance Into Gladeville
from Stewarts Ferry Pike**



Sense of Place



**4. SR-840 –
Stewarts Ferry
Pike Interchange
and Gladeville
Area**

Gladeville Community Hub



Community Elements - Community Center



Community Elements - Churches



EXISTING CONDITIONS

4. SR-840 –
Stewarts Ferry
Pike Interchange
and Gladeville
Area

Residential Development Under Construction



Residential Charm



EXISTING CONDITIONS

New Residential Development in Gladeville

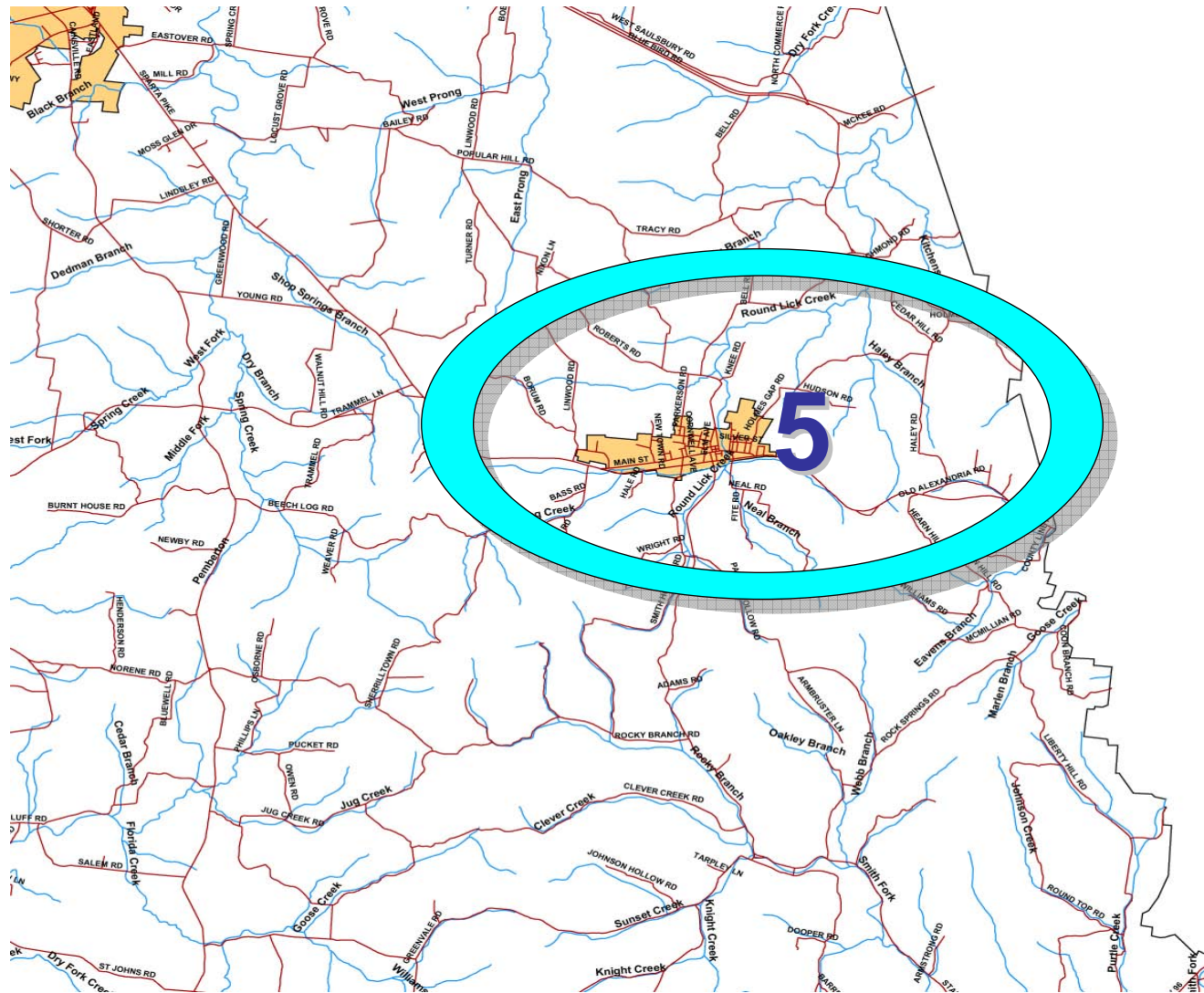


Land Use Possibilities off Lone Oak Rd. @ SR-840



4. SR-840 –
Stewarts Ferry
Pike Interchange
and Gladeville
Area

5. SPARTA PIKE AND WATERTOWN AREA



**EXISTING
CONDITIONS**

**5. Sparta Pike
and Watertown
Area**

Sparta Pike Gateway from Dekalb County



Rural and Historic Setting



Watertown Community



EXISTING CONDITIONS

5. Sparta Pike and Watertown Area

Scenic Views into Watertown



Historic Downtown Watertown



Historic Southern Square



EXISTING CONDITIONS

5. Sparta Pike and Watertown Area

Round Lick Creek



Community Recreation Areas



Hometown Charm



Historic Places



**EXISTING
CONDITIONS**

**5. Sparta Pike
and Watertown
Area**

New Commercial Development



Community Rail Loading Center



Separation of Industrial Uses



Commercial Uses



**EXISTING
CONDITIONS**

**5. Sparta Pike
and Watertown
Area**

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Existing Industrial Uses



Drive-in Theatre



**EXISTING
CONDITIONS**

**5. Sparta Pike
and Watertown
Area**

Hwy 231 County Gateway From Rutherford County



Recreation



**EXISTING
CONDITIONS**

Rural Setting

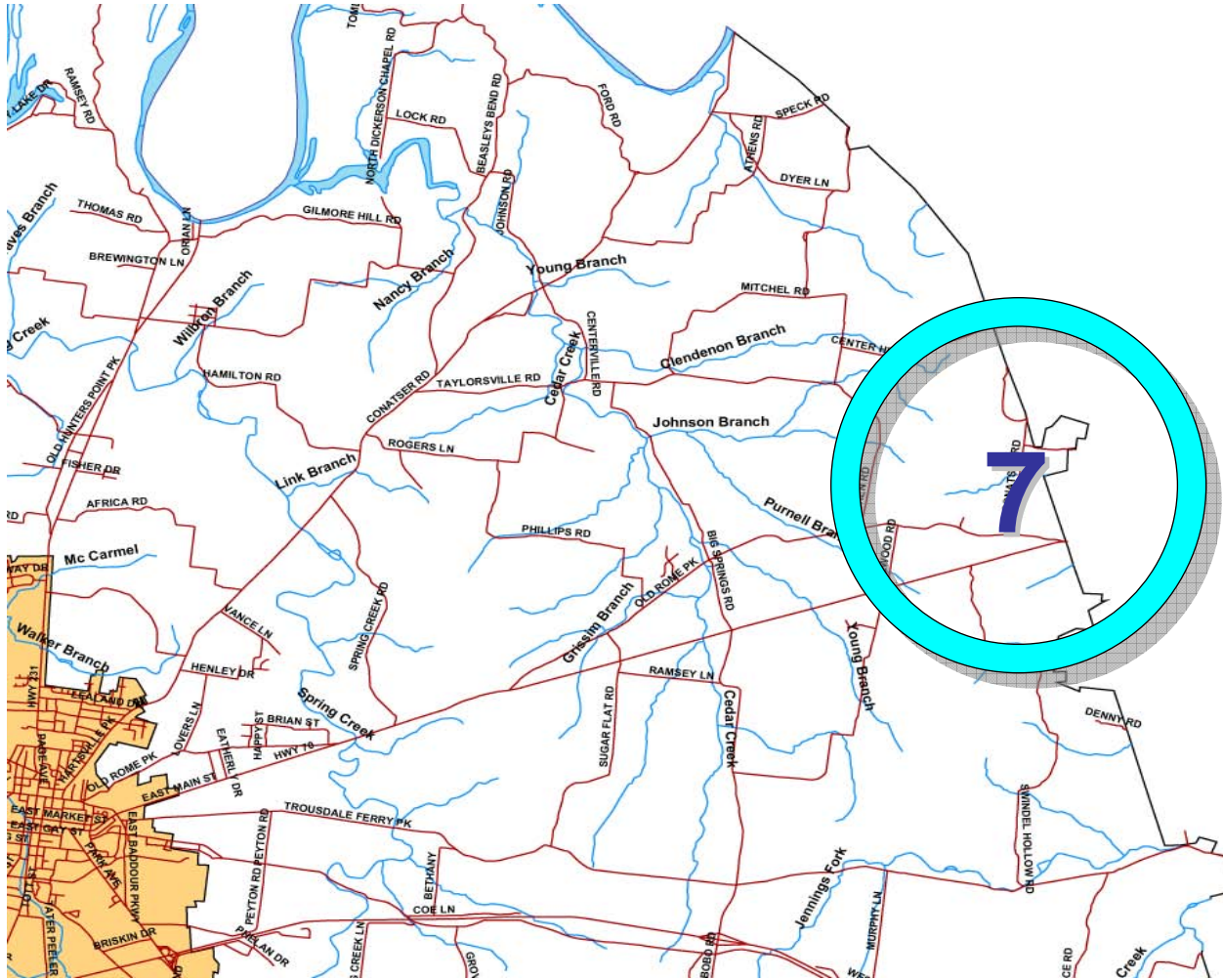


**6. Hwy 231
entering from
Rutherford
County**

7. HWY 70 (CARTHAGE HWY) ENTERING FROM SMITH COUNTY



EXISTING CONDITIONS



7. Hwy 70 entering from Smith County

Rural Farm Setting



Agricultural Use



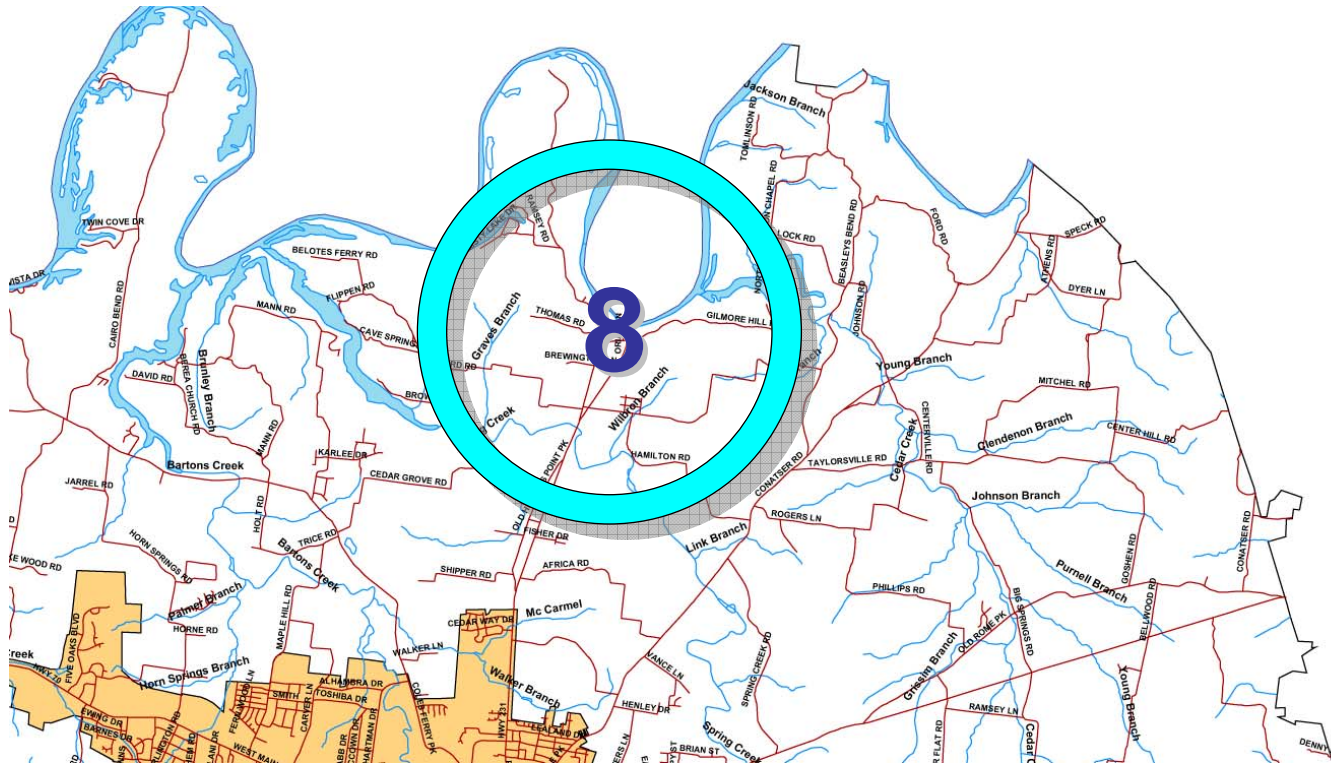
EXISTING CONDITIONS

7. Hwy 70
entering from
Smith County

8. HWY 231 ENTERING FROM TROUSDALE COUNTY



**EXISTING
CONDITIONS**



**8. Hwy 231
entering from
Trousdale County**

North View into Trousdale County from Hwy 231



South View of Hwy 109 into Wilson County



**EXISTING
CONDITIONS**

Viewshed of Cumberland River from Bridge



Water Treatment Plant



**8. Hwy 231
entering from
Trousdale County**

LAND USE ANALYSIS, PUBLIC INPUT AND RECOMMENDATION



**LAND USE
ANALYSIS,
PUBLIC
INPUT
and
RECOM-
MENDATION**

**Land Use
Analysis and
Recommendation**

In order to gain the support and to learn the desires of the citizens of Wilson County, a series of six meetings were held to share concepts with and gain input from residents and leaders in the county. All meetings have been publicly advertised with the desire for public involvement. After receiving and analyzing community input, a draft gateway land use analysis was prepared as the next step in determining areas of impact for the Land Use Master Plan. The following is a compilation of recommendations for areas to be included within the limits of the updated Land Use Master Plan for Wilson County.

Note: The dates of the public meetings are included in the Appendix.



Overall Land Use Analysis Summary

The overriding concern expressed by residents of Wilson County was concern for planned, not arbitrary, growth. Recent growth has encroached upon the pastoral farmland throughout the county, and growth will continue at a rapid pace during the foreseeable future. This is true of the entire Middle Tennessee area. The citizens of Wilson County do not want uncontrolled growth and are supportive of regulations and design standards to impose control measures on future development. In many current situations, key Gateway areas are not being utilized to their greatest potential.

Measures should be taken to reduce the impact of new development on county farmland but encourage new development in county gateway areas to generate interest and revenue while at the same time meeting the needs of the county communities they serve. One way the county could accomplish this is by encouraging Planned Unit Developments, giving the county more control of the types of development that are built. Efforts should be made to enhance the residential, office and commercial areas and relegate them to the most appropriate locations while preserving the overall rural character of Wilson County and promoting farm preservation.

Receiving popular support in the public meetings was the concept of centralizing development and increasing diversity. Creating small-scale village centers and allowing higher density residential areas to flank this new development would preserve greater amounts of open space and provide a more affordable market. Overall, by focusing on key areas to allow commercial/retail and higher density residential growth and limiting the amount of new sprawling types of development, the characteristics that make Wilson County unique can be preserved.

**LAND USE
ANALYSIS,
PUBLIC
INPUT
and
RECOM-
MENDATION**

**Overall Land Use
Analysis
Summary**

General Public Input Comments

Individual comments of significant insight from the public meetings are:

- Development in Wilson County should be approached to create a place welcome to anyone, not just a place for the wealthy.
- Land Use Plans should be flexible enough to develop and/or preserve a diverse community regarding income, race, ethnicity, occupation and backgrounds.
- Truck stops are not a welcomed approach to new commercial development.
- Class A office development is a type of development that is seen as needed and welcomed in limited amounts in appropriate areas of the county.
- Better notification of rezoning requests and public meetings/hearings would be helpful to allow more public involvement and interest.
- Limit the amount of construction and truck traffic on small two-lane roadways.
- Penalties should be imposed for overuse of sewage and other infrastructure based on the stated estimates of usage and capacity.
- There should be strict adherence and interpretation of land use regulations.
- The county should explore and adopt general threshold requirements applying to developers such as requirements of fire/emergency/police substations and school improvements or additions determined necessary by the proposed development impact. Developers should also be responsible for improving all infrastructure determined necessary by the proposed development impact.
- Could impact fees be assessed for single-family residential development to help pay for updating infrastructure and school needs?
- With annual education costs being over \$6,000 per child in county schools, how will the county afford more growth?
- There is concern about current residential zoning allowing large-lot residential development. Could an analysis be done to assess fees to slow this type of development?
- We do not want to see more half-acre lots dividing farm land that should be preserved.
- Explore land trust concepts to preserve land.
- Save land – lower taxes and present opportunities for farmers to save their farms.
- We would like to see more availability of affordable housing in the county.



**LAND USE
ANALYSIS,
PUBLIC
INPUT
and
RECOM-
MENDATION**

**General Public
Input Comments**

General Initiatives

(To be undertaken upon passage of this document, ideally in the first ten years)

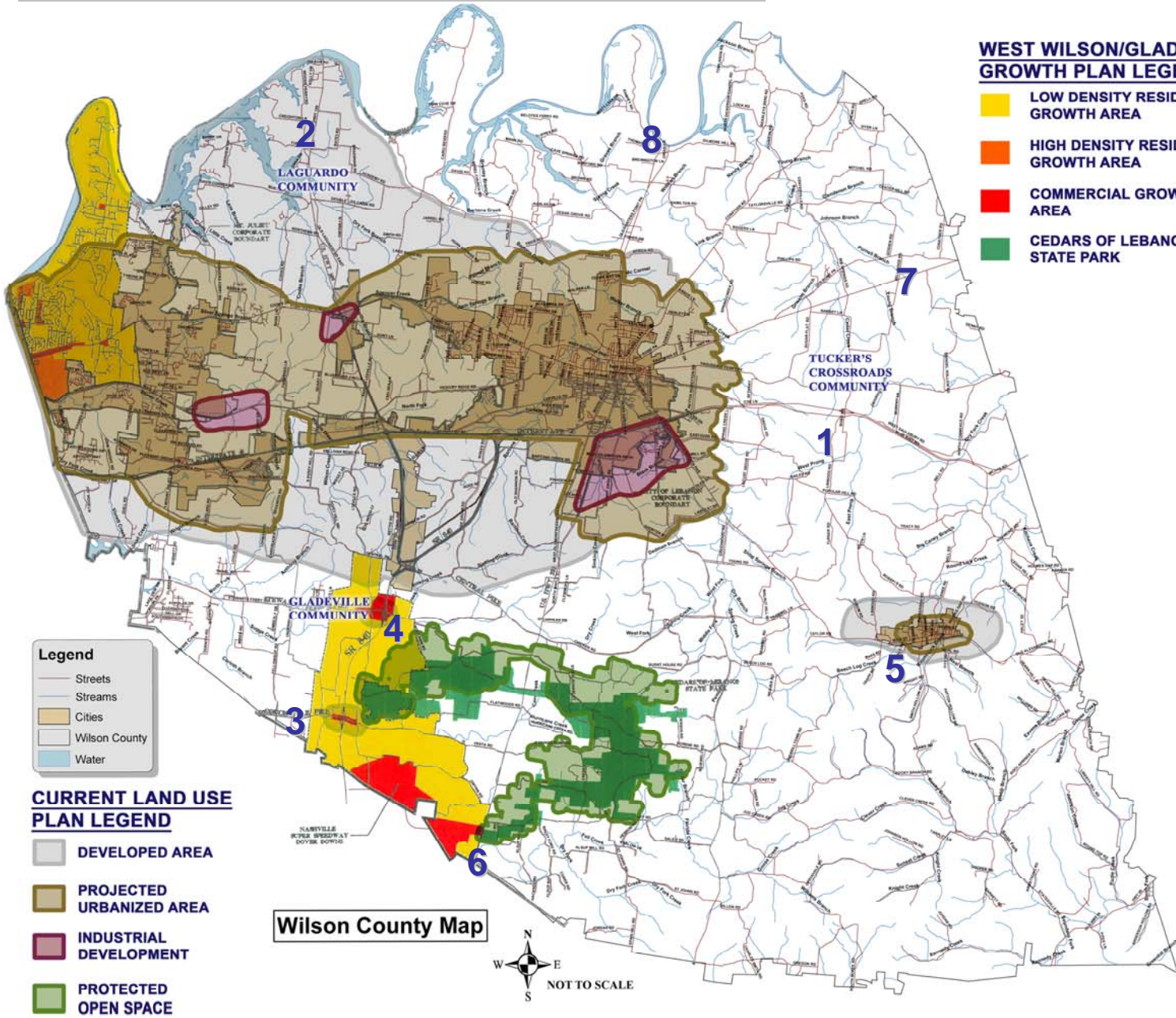
- Initiate a system for comprehensive inner-agency review—develop review teams from members of various agencies that play a role in the development of Wilson County, such as the road commission, school system, public utility directors, emergency services representatives, building inspector, planning office, etc.
- County planning staff and Planning Commission will explore ways to preserve century farms, active farming operations and state park areas through additional land use regulation. Staff and Planning Commission will also continue to evaluate the adequacy of infrastructure in an area and consult this land use document when considering rezoning requests that result in increased density, traffic or environmental impact to an area. Staff will continue to work with emergency services to assist in planning new facilities and in development of new emergency service-based regulation. Staff will continue to work with the public school systems to improve evaluation of planning expansion of new services through growth and development data. Staff will continue to work with the road commission's staff on a fair and equitable means of assessment of road-based impact.
- Higher densities proposed within this plan will not be enacted until additional buffer regulations are in place.
- County planning staff and Planning Commission should work together to produce, pass and implement strict guidelines for buffering requirements, especially for properties that are rezoned or developed adjacent to historic, protected or lower intensity properties.
- Obtain passage of a PUD ordinance allowing for a more comprehensively designed development solution at the rezoning stage, which is often the first step in development.
- Conduct updates to the major thoroughfare plan that result in a comprehensive transportation plan for Wilson County considering all nodes of transportation including context-sensitive solutions.
- Conduct sewer/septic analysis for northwest Wilson Co. planned growth area.
- Post signage for rezoning requests.
- Consider other ways to improve public notification.
- Until those areas not addressed by this study receive further review, the county should continue to make use of the Rural Area Preservation Policy (noted in appendix) that was adopted in the growth plan of 2001 as the primary land use direction.
- Consider adoption of zoning options which would allow small scale, low impact, industrial uses along warranted Gateway roadways. These zoning options would give availability to various small industrial uses as traffic quantities justify at more heavily traveled intersections. These zoning options would be in keeping with the prior zoning format along Gateway roadways, but would be prohibited within areas of the county that are directly adjacent to higher intensity industrial uses.
- Attempt to get this land use plan and its future initiatives adopted into the next modification of the County Growth Plan and/or into a Comprehensive Development Plan for the County.
- Work to promote the use of Planned Unit Developments, giving the County more control over specific types of development and allowing higher density development in keeping with the intent of the Land Use Master Plan.
- For the purposes of a more specific study, an additional Gateway specific study should be conducted for the Saundersville Road, Hobson Pike and Mt. Juliet Road Gateway areas.
- The County Planning Director and County Planning Commission should maintain the use and appropriateness of this document's recommendations to all situations. This document was created as a guideline for future growth but should be used with flexibility in certain situations, specifically outlined by the Planning Director or Planning Commission, in the best interest of Wilson County. The flexibility of this document is necessary to maintain adherence of the document's intent while at the same time allowing the Planning Commission to address unexpected or atypical events.



**LAND USE
ANALYSIS,
PUBLIC
INPUT
and
RECOM-
MENDATION**

**General Public
Input Comments**

Existing County Land Use Map including West Wilson and Gladeville Growth Plans



WEST WILSON/GLADEVILLE GROWTH PLAN LEGEND

- LOW DENSITY RESIDENTIAL GROWTH AREA
- HIGH DENSITY RESIDENTIAL GROWTH AREA
- COMMERCIAL GROWTH AREA
- CEDARS OF LEBANON STATE PARK

- Legend**
- Streets
 - Streams
 - Cities
 - Wilson County
 - Water

CURRENT LAND USE PLAN LEGEND

- DEVELOPED AREA
- PROJECTED URBANIZED AREA
- INDUSTRIAL DEVELOPMENT
- PROTECTED OPEN SPACE

Wilson County Map



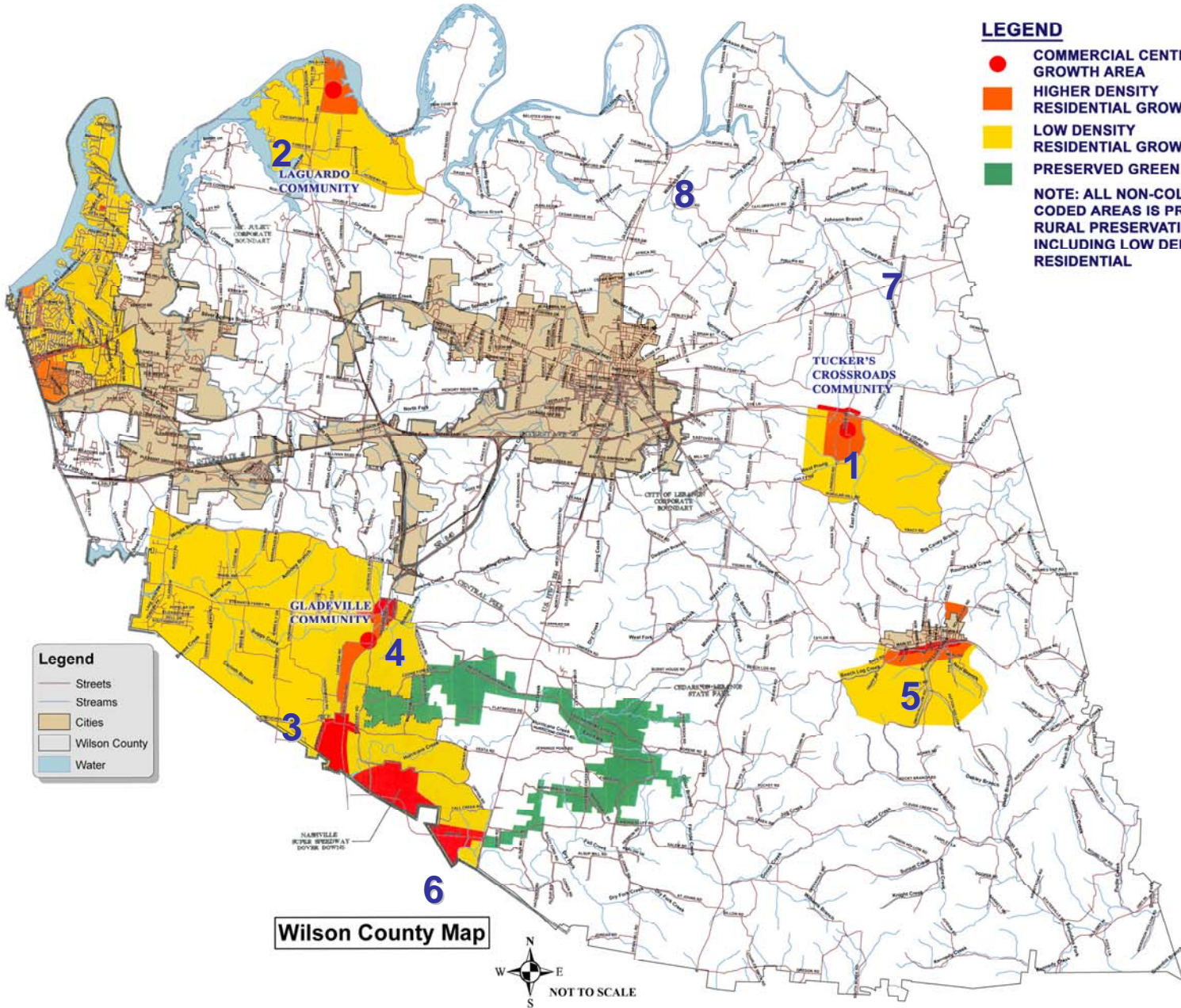
LAND USE ANALYSIS, PUBLIC INPUT and RECOMMENDATION

County Gateway Map

1. I-40/Linwood Road
2. Hwy. 109/Sumner County
3. SR 840/Couchville Pike
4. SR 840-Stewarts Ferry Pike
5. Hwy 70/Watertown Area
6. Hwy 231/Rutherford County
7. Hwy 70/Smith County
8. Hwy 231/Trousdale County

Existing County Land Use Map with West Wilson and Gladeville Growth Plans

Amended Land Use Map per Recommendations



Legend

- Streets
- Streams
- Cities
- Wilson County
- Water

LEGEND

- COMMERCIAL CENTER-GROWTH AREA
- HIGHER DENSITY RESIDENTIAL GROWTH AREA
- LOW DENSITY RESIDENTIAL GROWTH AREA
- PRESERVED GREEN SPACE

NOTE: ALL NON-COLOR CODED AREAS IS PROJECTED RURAL PRESERVATION AREA INCLUDING LOW DENSITY RESIDENTIAL

LAND USE ANALYSIS, PUBLIC INPUT and RECOMMENDATION

County Gateway Map

1. I-40/Linwood Road
2. Hwy. 109/Sumner County
3. SR 840/Couchville Pike
4. SR 840-Stewarts Ferry Pike
5. Hwy 70/Watertown Area
6. Hwy 231/Rutherford County
7. Hwy 70/Smith County
8. Hwy 231/Trousdale County

Existing County Land Use Map with Projected Land Use Update Areas



PROPOSED GATEWAY SIGNAGE

At all Wilson County gateways, signage should be put in place to emphasize the gateway entrances to the county. The signage should reflect the history of Wilson County and give visitors and residents alike a sense of place when entering or leaving the county. Anticipated partnerships with local industry, Chambers of Commerce and civic organizations are planned to provide funding for gateway signage so that essential funding for schools, parks, infrastructure improvements and county services will not be impacted.



Wilson County Gateway Sign Example

**LAND USE
ANALYSIS,
PUBLIC
INPUT
and
RECOM-
MENDATION**

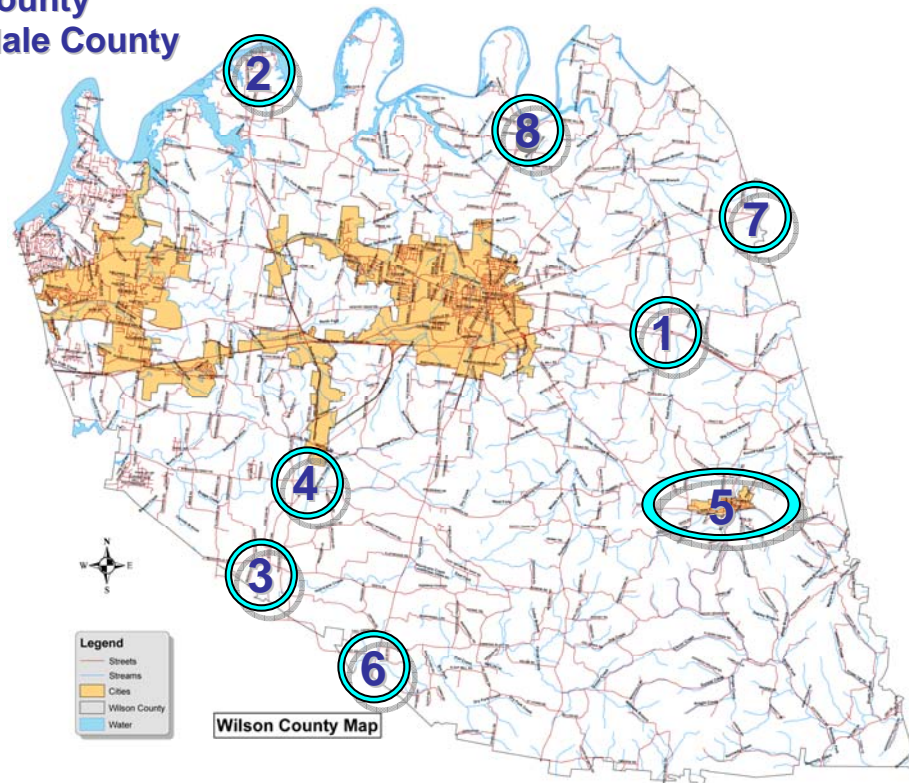
Gateway
Signage

Gateway Specific Land Use Analysis and Proposal

In order to address each Gateway appropriately, the following section provides a breakdown of the analysis and proposal for each Gateway, including specific issues for each area.



1. I-40/Linwood Road Interchange (including Tucker’s Crossroads)
2. Hwy. 109 entering from Sumner County
3. SR 840 - Couchville Pike and Speedway Area
4. SR 840 - Stewarts Ferry Pike and Gladeville Area
5. Sparta Pike and Watertown Area
6. Hwy 231 entering from Rutherford County
7. Hwy 70 entering from Smith County
8. Hwy 231 entering from Trousdale County



**LAND USE
ANALYSIS,
PUBLIC
INPUT
and
RECOM-
MENDATION**

**Gateway Specific
Land Use
Analysis and
Recommendation**



1. I-40 – Linwood Road Interchange (Tucker’s Crossroads)

ANALYSIS

The Tucker’s Crossroads area is a quaint community whose character should be preserved through appropriate planning in the adjacent areas. Tucker’s Crossroads is equipped with a community center, baseball park and elementary and a middle school. There is currently no significant commercial establishment serving the immediate area, although there are a few commercial service developments at the north side of the Linwood Road interchange. Much of the existing public infrastructure (roadway) for Tucker’s Crossroads is undersized and incapable of handling growth.

The Linwood Road/I-40 Interchange has given the Tucker’s Crossroads area the economic advantage of being a stopping point for interstate travelers. It has also provided an incentive for residential development in the area. Currently there are several tracts adjacent to I-40 that have been rezoned for C-3 commercial development. There is also an approximate 1,100-acre tract that may be considered for a large-scale residential development, perhaps including regional amenities such as a golf course. In order to preserve the existing Tucker’s Crossroads community, the commercial development should be focused closely along the interstate interchange area, preferably to the south side of I-40.

**LAND USE
ANALYSIS,
PUBLIC
INPUT
and
RECOM-
MENDATION**

**1. I-40 –
Linwood Rd.
Interchange
Analysis**



1. I-40 – Linwood Road Interchange (Tucker’s Crossroads)

PUBLIC INPUT

South side of I-40

- There has been recent development interest, and several large tracts have been purchased for possible development.
- There are current infrastructure needs in this area including fire water flow and road improvements.
- Any development that occurs should include buffers between commercial and residential development and between residential development and existing agricultural fabric of the area.
- Any proposed land use direction for the area should be flexible enough to accommodate several development scenarios.
- All commercial development should be of an appropriate scale to complement residential growth in the general area.
- Is there any way to limit the size of a single development? “It is one thing for a farmer to deal with a 100-acre/200-lot subdivision but quite another to deal with the impact on his or her agricultural operation of a 900-acre/1,800-lot subdivision that may be located next door.”
- Can you limit new subdivision development to utilizing existing roads and not allow new roads to be built for additional subdivision of large tracts in this area?
- Would it be possible to divide the area into utility provision districts?
- We understand the need for additional growth in certain areas of the county that are relatively able to provide adequate infrastructure in order to establish additional commercial revenue sources, but we don’t want the development required to accomplish this near our long-standing agricultural community, in spite of the interchanges.
- Explore additional buffer requirements between residential development based on density pattern differential and between residential and commercial/industrial development.

**LAND USE
ANALYSIS,
PUBLIC
INPUT
and
RECOM-
MENDATION**

**1. I-40 –
Linwood Rd.
Interchange
Public Input**



1. I-40 – Linwood Road Interchange (Tucker’s Crossroads)

PUBLIC INPUT

North Side of I-40 including Tuckers Crossroads Community

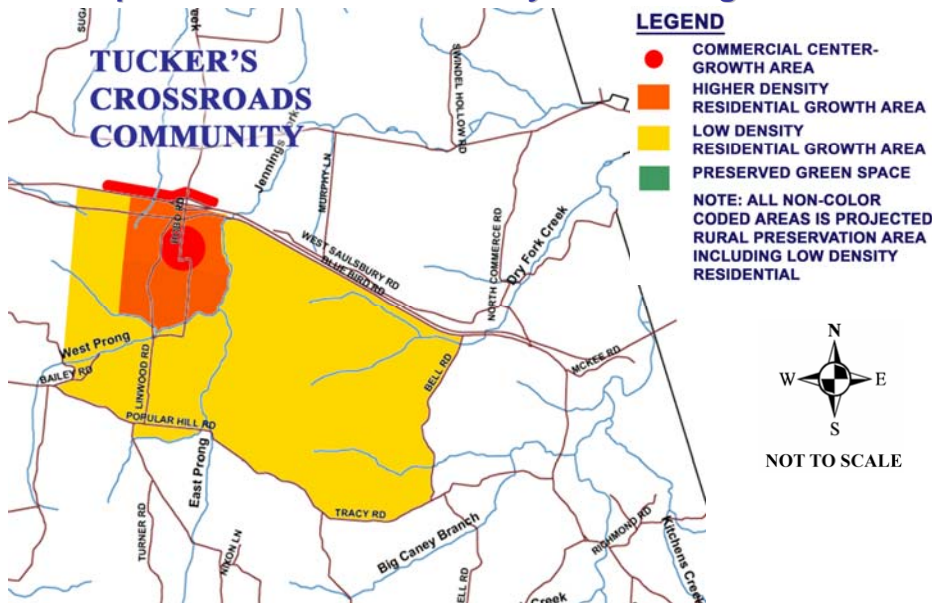
- Building Code adoption should be considered by the county to prohibit fire protection problems between close units (30-minute, 1-hour fire walls, etc.)
- Would like to see an access frontage road installed on north side of I-40 heading west toward Lebanon to accommodate eventual traveling public and community-related retail and service industries such as restaurants, limited gas stations, mini storage and possible small individually-owned shops.
- The community does not want to see commercial development on the north side of I-40. The existing TXR community and farm operations should be sheltered from commercial growth.
- We do not want to see an increase in property taxes without getting the benefits of a needed new middle school.
- The existing roads will not handle new development. Development should be restricted until new infrastructure is in place.
- Work with community if any commercial development is to take place on the north side of I-40 along the interstate.
- Will larger scale developments cause tax increases on existing residents?
- Community residents would like to see improved water/sewer capabilities.

**LAND USE
ANALYSIS,
PUBLIC
INPUT
and
RECOM-
MENDATION**

**1. I-40 –
Linwood Rd.
Interchange
Public Input**

RECOMMENDATION

With anticipated pressure from developers to rezone and expand to the south of I-40 at the Linwood Road Interchange, this area should include zoning to allow a projected commercial center along the south side of I-40 as well as centralized higher density growth. Master planning should take place in order to direct the process and style of new development. The large available tracts on the south side of I-40 should be marketed to encourage new planned development in the area. This will allow the focus of the new development to be centralized while allowing Tucker's Crossroads to remain somewhat separate. New development that may occur adjacent to the existing convenience and service centers north of I-40 should be mostly limited to low density residential planned development. Some consideration may be taken for new commercial development directly adjacent to the interchange but limited only to that area. A degree of flexibility should be maintained for selective industrial development at this site, with the stipulation that it surpass minimum requirements, complement other development and be heavily buffered from Tucker's Crossroads. Farmland consumption can be reduced in low density developments by using open space conservation overlays, cluster provisions or PUD provisions. Higher density areas should be heavily buffered from less intensive uses and from the community of Tucker's Crossroads. The commercial center will not only function as a centralized hub around which growth will occur but will also serve the needs of the residents of Tucker's Crossroads community by providing a convenient yet separate commercial services outlet. Explore sanitary sewer possibilities with the county to encourage future development opportunities.



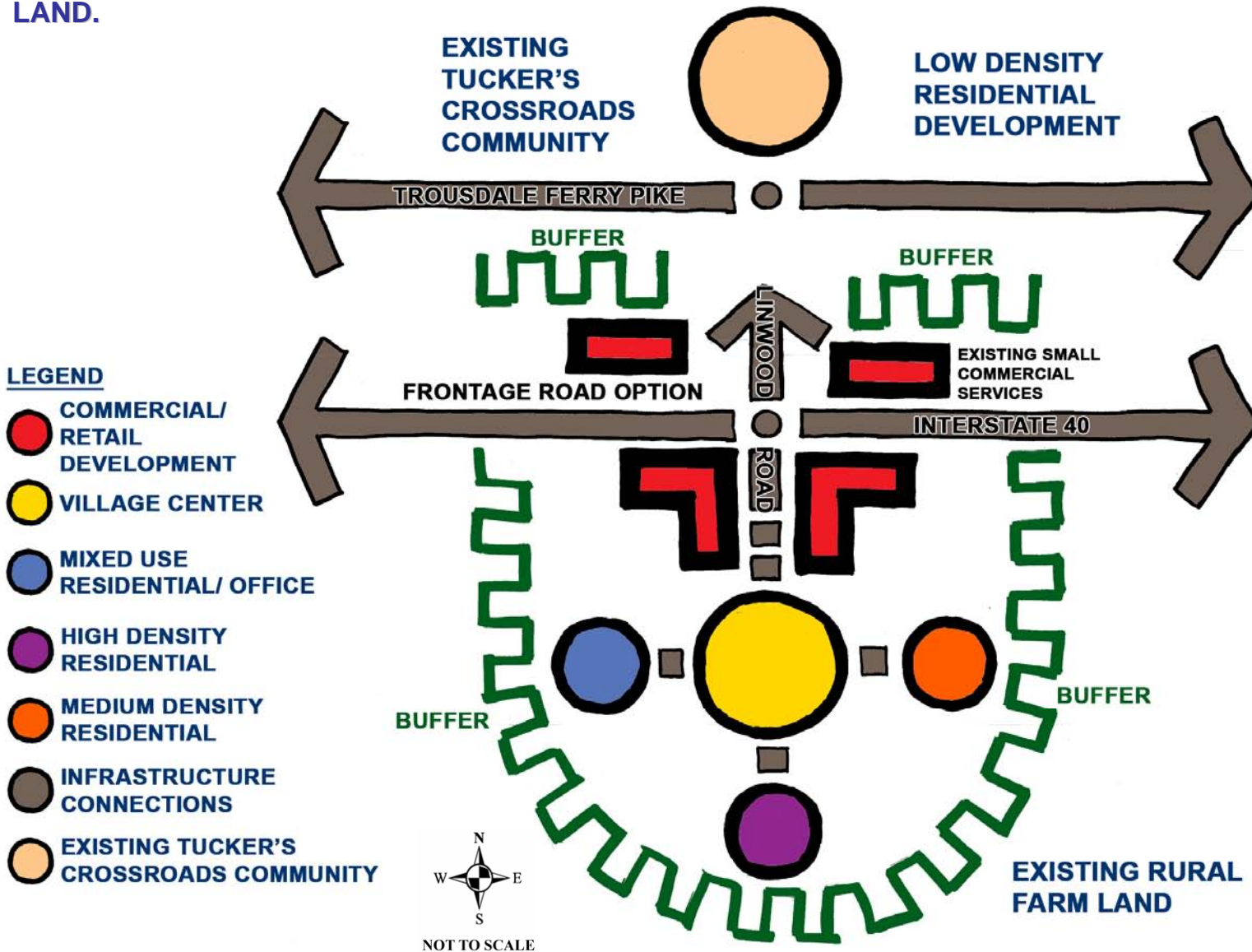
Including the Tucker's Crossroads area and its expected development in this plan will give the county the opportunity to plan for the types of development best suitable for the area. By requiring Planned Development Master Plans and modifying zoning regulations, the county can retain more control over new development requiring developers to enhance the living standards of the community by upgrading infrastructure and providing needed services for the expanding community.



LAND USE ANALYSIS, PUBLIC INPUT and RECOMMENDATION

1. I-40 –
Linwood Rd.
Interchange
Recommendation

CONCEPTUAL PATTERN FOR NEW DEVELOPMENT AT THE I-40 – LINWOOD ROAD INTERCHANGE AND TUCKER’S CROSSROADS COMMUNITY, INCLUDING ADJACENT LAND.



LAND USE ANALYSIS, PUBLIC INPUT and RECOMMENDATION

1. I-40 – Linwood Rd. Interchange Recommendation



TYPICAL STYLES AND PRODUCTS OF NEW DEVELOPMENT THAT COULD OCCUR AT THE I-40 – LINWOOD ROAD INTERCHANGE.



Village Center-
To include public service facilities such as Post Office and Fire Hall, as well as community services such as a neighborhood market and dry cleaners. Services provided should be limited in size to benefit local residents.

**LAND USE
ANALYSIS,
PUBLIC
INPUT
and
RECOM-
MENDATION**

**1. I-40 –
Linwood Rd.
Interchange
Recommendation**



2. Hwy. 109 entering from Sumner County

ANALYSIS

The area along highway 109 from Academy Road to the north county line is a great area for residential and commercial development within this county gateway. Recently the area has seen increased residential development following the addition of a new sewage treatment system. Highlights of the area include the many tracts of land abutting Old Hickory Lake as well as Starstruck Farms, of which portions are being sold. A Village Center and commercial center would serve this area well as a focal point for surrounding existing and new residential development. It would also allow for business to be attracted from outside the county. The Starstruck Farms stable, for example, could serve as an attractive focal point for this gateway. It has a great location and unique architecture that would make it a staple item and point of connection for the addition of commercial services to the area. This could be accomplished by allowing planned commercial development with mixed use. Creating a community hub will attract new development on adjacent properties that will, in turn, help to revitalize some of the areas that may be unsightly along Hwy. 109. The creation of a new community hub would help format the new residential development that could be attracted to the area. The addition of these commercial and retail services would also serve the existing residents of the area and provide economic resources for the county.

**LAND USE
ANALYSIS,
PUBLIC
INPUT
and
RECOM-
MENDATION**

**2. Hwy. 109
entering from
Sumner County
Analysis**

2. Hwy. 109 entering from Sumner County

PUBLIC INPUT

- Lynwood Downs Subdivision in Williamson County is an example of the type of development that could be used for this gateway.
- Road widening should be complete or imminent prior to allowing significant commercial development along Hwy. 109 road frontage.
- Upscale residential development centered around a neighborhood commercial core on Hwy. 109 should be encouraged for this corridor and gateway area.
- There are several roads such as Academy Road, Burton Road, Davis Corner Road and Northern Road that feed into Hwy 109. Can we get an existing and future projected traffic count based on projected growth in the area? Can we get an existing and projected capacity analysis of Hwy 109 North, including future traffic projections?
- Explore the creation of additional north-south lateral connections and ancillary road network in the area so everyone doesn't have to travel Hwy 109 to travel north and south.
- Continue discussions with the road commission about road-based infrastructure assessments and impact payments in relation to pending new development on inadequate roadways in the county.
- Widen Hwy 109 North to three lanes to the bridge into Sumner County short-term until the state can get around to undertaking the larger five-lane widening that is to include the bridge.
- The Hwy. 109 corridor is not prepared for new economic growth.
- Possible park-like county entrance signage.
- Shouldn't we wait to propose new development on Hwy 109 until it is widened?
- Secondary roadways are essential to support new development. Want to minimize truck traffic.
- Completing the SR-840 loop would relieve traffic in this area. How will it impact this development when it is completed?
- Consider signalization at 109/Academy Road.
- Cities/County should cooperate to create an office business park.
- Want to see more areas of two units per acre and less.



LAND USE ANALYSIS, PUBLIC INPUT and RECOM- MENDATION

**2. Hwy. 109
entering from
Sumner County
Public Input**

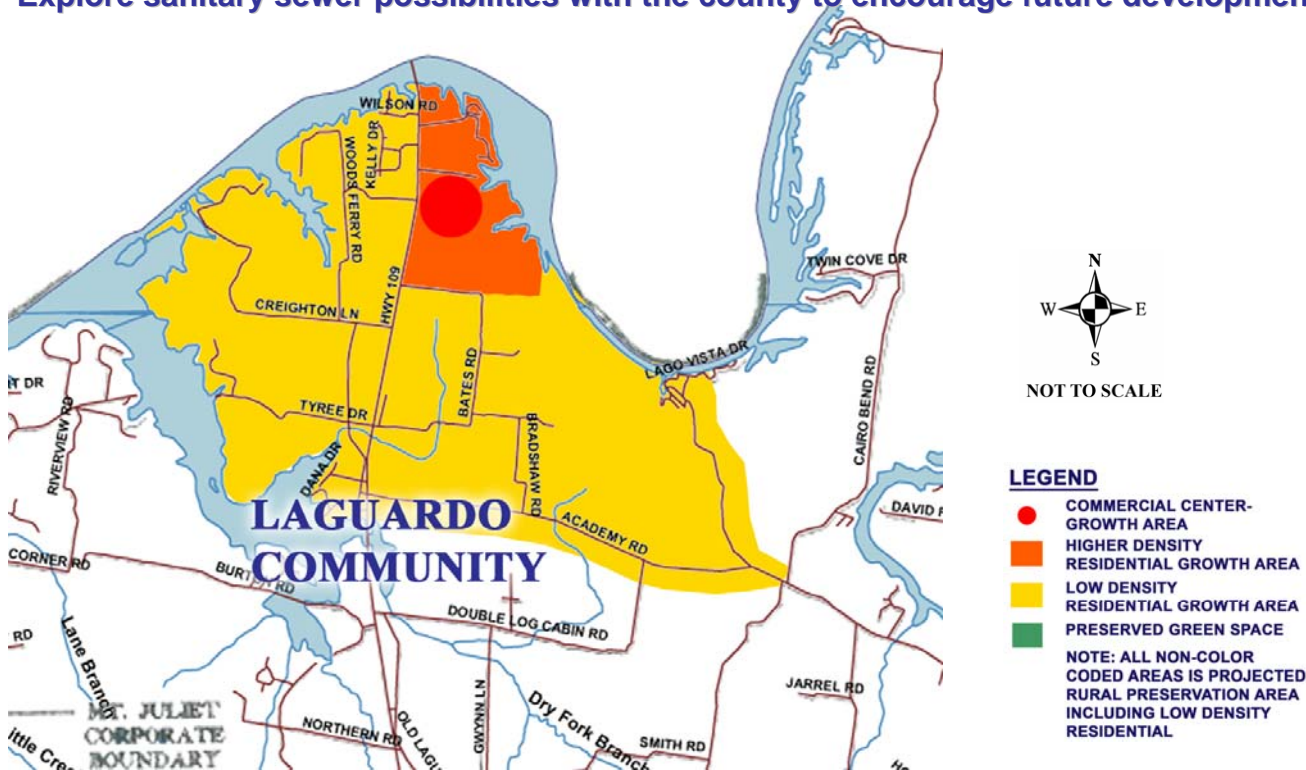
RECOMMENDATION

With development interest already taking place, it is important to encourage planned development along the 109 corridor. By centralizing development and allowing higher density residential products, land can be preserved in the LaGuardo Community area. This entire area is subject to new residential growth and should be planned for such so that future development will be an asset to the county and its residents.

Attaining a traffic count of 10,000 vehicles per day along the Hwy 109 corridor, with 3,000 vehicles on intersecting roads, should allow a commercial center within 400 feet of the intersection, assuming an environmental report of no significant impact on infrastructure. An adjacent and buffered hub for new higher density development would serve the needs of the existing LaGuardo residents. Medium and lower density development should also be allowed, with planning restrictions for open space preservation, in the area along Academy Road and north to the Sumner County line. The commercial center would provide employment opportunity and produce revenue for the county. It could also attract residents of neighboring counties. Zoning regulations should be considered to require developers to upgrade infrastructure and provide funds for needed services of the community. Explore sanitary sewer possibilities with the county to encourage future development opportunities.



LAND USE ANALYSIS, PUBLIC INPUT and RECOMMENDATION



2. Hwy. 109 entering from Sumner County Proposal

CONCEPTUAL PATTERN FOR NEW DEVELOPMENT ALONG THE HWY 109 CORRIDOR BETWEEN ACADEMY ROAD AND THE SUMNER COUNTY LINE.

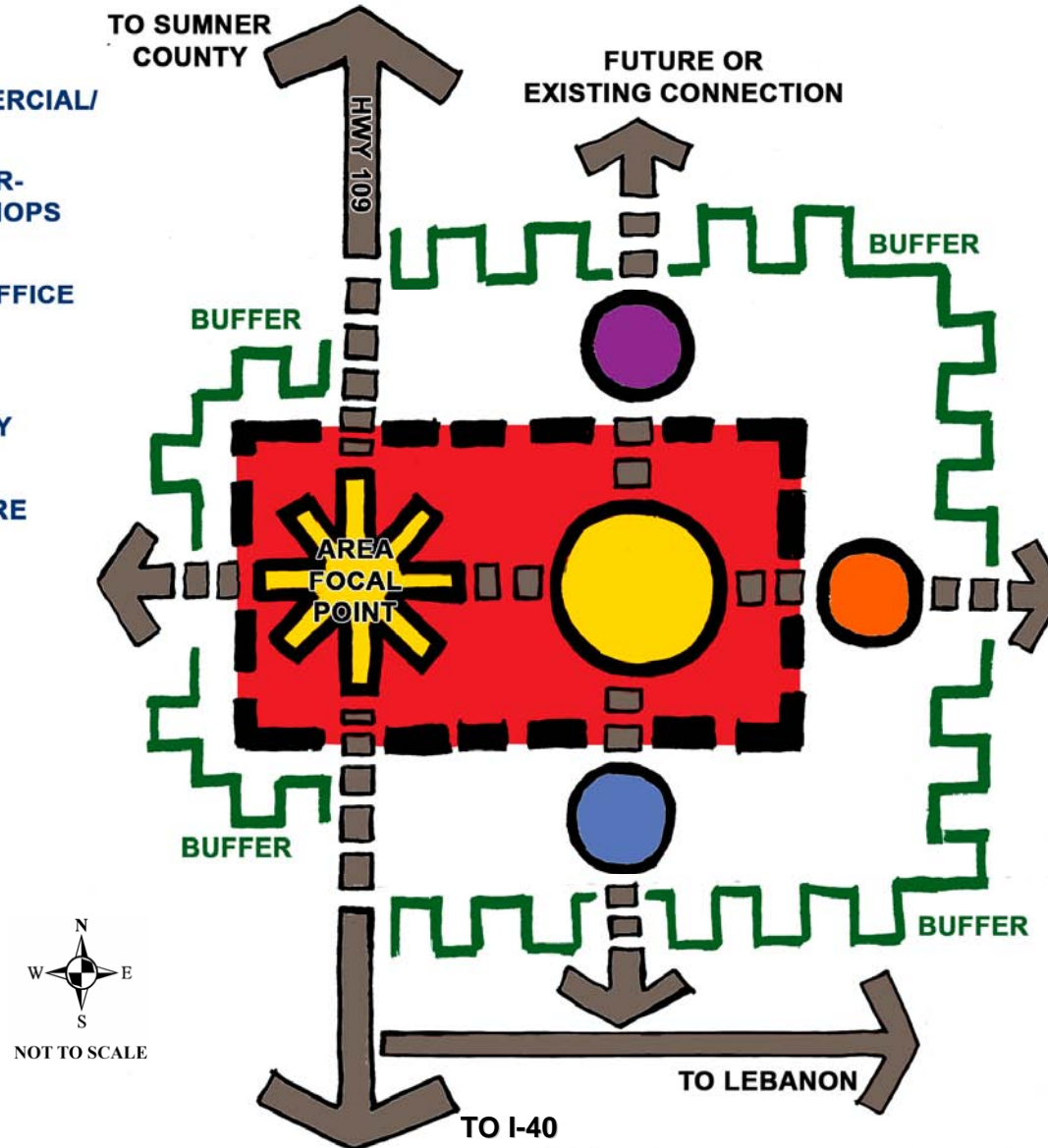


**LAND USE ANALYSIS,
PUBLIC INPUT
and
RECOMMENDATION**

**2. Hwy. 109
entering from
Sumner County
Recommendation**

LEGEND

-  VILLAGE COMMERCIAL/ RETAIL AREA
-  VILLAGE CENTER- MARKET AND SHOPS
-  MIXED USE RESIDENTIAL/ OFFICE
-  HIGH DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  INFRASTRUCTURE CONNECTIONS





TYPICAL STYLES AND PRODUCTS OF NEW DEVELOPMENT THAT COULD OCCUR ALONG THE HWY 109 CORRIDOR BETWEEN ACADEMY ROAD AND THE SUMNER COUNTY LINE.



Village Center

**LAND USE
ANALYSIS,
PUBLIC
INPUT
and
RECOM-
MENDATION**

**2. Hwy. 109
entering from
Sumner County
Recommendation**



3. SR-840 – Couchville Pike Interchange and Speedway Area

ANALYSIS

The area at the SR-840/Couchville Pike interchange has recently seen new commercial development. Although this area has been mostly dedicated to rural large-lot, single-family development and farmland, the interchange has allowed for new commercial services for the traveling public. Some of the new developments in this gateway area include an 11-acre Aldi Grocery Store regional distribution facility, located on 96 acres, as well as several other new light manufacturing and distribution centers. This area is well suited for this type of land use as a result of having a good connection to SR-840 and improved infrastructure. There are several other tracts that are in the process of rezoning for additional commercial services.

Although these uses hold promise for positive economic impact to the county as a whole, steps should be taken to minimize encroachment upon residential neighbors. Appropriate buffering measures should be required and implemented. Boundaries should be defined to limit this type of development. Also included with this gateway area is the area around the Nashville Speedway. The county has recently provided utilities in this area to promote development adjacent to the speedway giving the area commercial use possibilities under a C-4 master plan. It could also accommodate industrial use. There is a need to generate an area suitable for commercial services for the traveling public in this area. The production of those services would also generate jobs and revenue for the county.

**LAND USE
ANALYSIS,
PUBLIC
INPUT
and
RECOM-
MENDATION**

**3. SR-840 –
Couchville Pike
Interchange and
Speedway Area
Analysis**

3. SR-840 – Couchville Pike Interchange and Speedway Area

PUBLIC INPUT

- Should allow for continued commercial and clean industrial development of the area.
- The land use direction should allow for commercial activities that serve the traveling public near the interchange.
- Should allow for the possibility of a light manufacturing park on or in close proximity to the Speedway with good access to SR-840.
- Should allow for continued development of planned business parks that are primarily focused on warehousing and distribution.
- Should allow for the planned growth area that allows for the above types of uses to be expanded out to 231.
- A petition was submitted from a recent rezoning request that indicated widespread opposition to continued commercial development of this area, particularly at the north side of Couchville Pike.
- Limit manufacturing and assembly-type uses to the south side of Couchville Pike.
- What would it take to attract Class A office developments to this corridor rather than manufacturing and assembly?
- Must Wilson Central High School be enveloped from the city on the north and the county on the south with manufacturing and assembly? This is a bad mixture of high school drivers and heavy fleet and truck traffic.
- Some of the developments going into this area are entirely too well lit at night to be good neighbors to residential development. Explore additional light encroachment criteria or restrictions for commercial and industrial development as it affects neighboring properties and the public realm.
- Land use direction and regulation should allow staff to be more proactive rather than resolved to the impact of proposed development on neighboring property owners. This has been perceived as a particularly aggravating aspect of recent rezoning requests in the area.
 - Posey Hill Road was mentioned out of concern over its potential as a cut-through for industry traffic out of Eastgate trying to get over to the future I-40/Beckwith Road Interchange.



LAND USE ANALYSIS, PUBLIC INPUT and RECOM- MENDATION

**3. SR-840 –
Couchville Pike
Interchange and
Speedway Area
Public Input**

3. SR-840 – Couchville Pike Interchange and Speedway Area

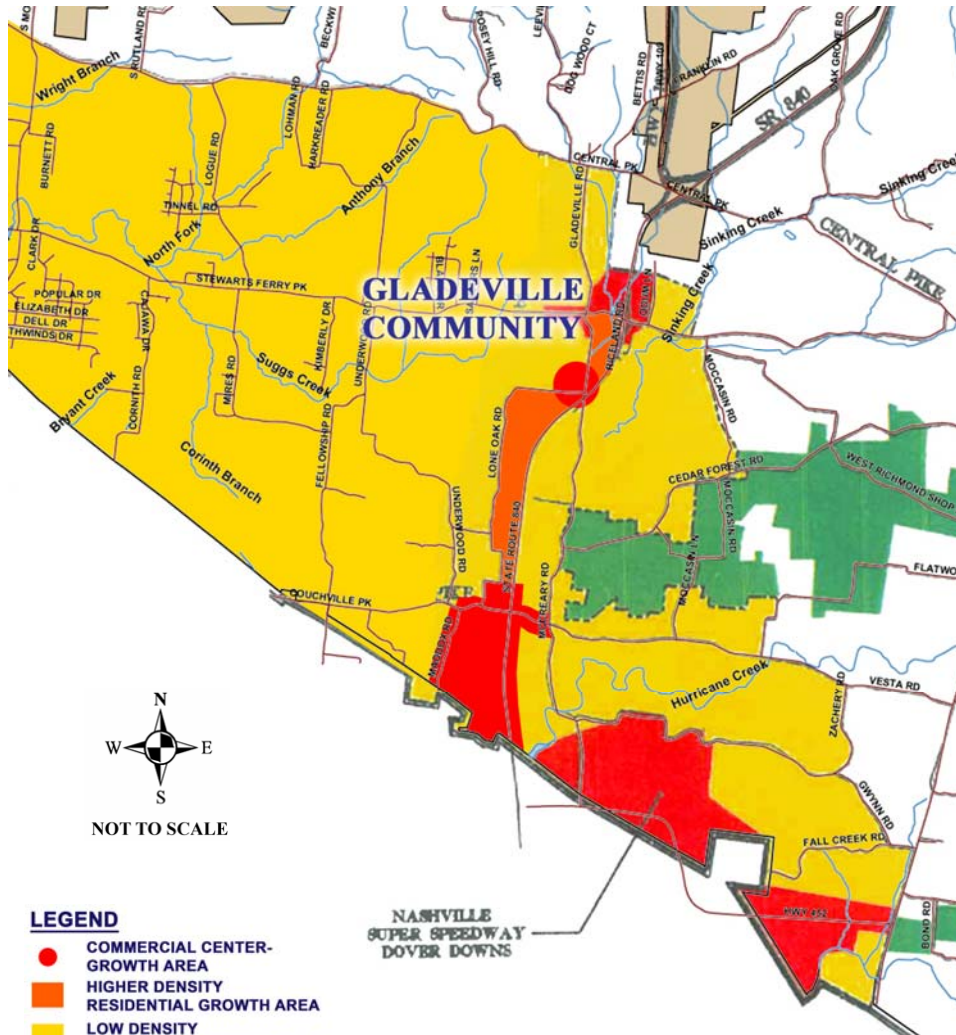
PUBLIC INPUT (CONTINUED)

- Development should be predominantly residential from Couchville Pike north with allowance only for more retail types of commercial establishments in close proximity to the interchanges, i.e. Stewarts Ferry and north side of Couchville Pike in close proximity to interchange. Things like Cracker Barrel or equivalent restaurants would be nice.
- Would rather not have truck stops at the Couchville Pike exit. Residents would like a community class of retail development rather than a traveling public gas station/trucking-dominated retail development. Those present from the area were willing to consider additional densities between Stewarts Ferry and Couchville Pike in order to achieve this alternative commercial scenario (apartments, hotels, condos, high density single-family homes, etc.) so long as schools and other infrastructure improvements are in place prior to, or concurrent with, the development of this additional density.
- Use the speedway property and surrounding properties as an entertainment-based development center.
- Move a portion of the county fairgrounds down to the Speedway property and attract other tourism-based destinations to the speedway area and centralize development around these types of uses. Also, if the lion's share of fairground facilities were moved, it might open up a much needed nearby site for a new Lebanon High School that could be built around the more permanent fixtures of the existing fairgrounds, such as the historic structures in Fiddler's Grove. Finally, this might also give the fairgrounds the opportunity to attract a Class A convention center and arena for special events as they have been attempting to do over the past several years at their current site. Additional tourism venues might be attracted to the Speedway area making this idea more viable for the convention center developers.
- Prohibit signage as a form of stationary advertisement on permanently parked vehicles.
- We do not want to be the next Williamson County. If we wanted to live in Williamson County, we would have moved there.
- Make the retail and commercial direction for SR-840/Couchville Pike more specifically community scale.



LAND USE ANALYSIS, PUBLIC INPUT and RECOM- MENDATION

**3. SR-840 –
Couchville Pike
Interchange and
Speedway Area
Public Input**



NOT TO SCALE

LEGEND

- COMMERCIAL CENTER-GROWTH AREA
- HIGHER DENSITY RESIDENTIAL GROWTH AREA
- LOW DENSITY RESIDENTIAL GROWTH AREA
- PRESERVED GREEN SPACE

NOTE: ALL NON-COLOR CODED AREAS IS PROJECTED RURAL PRESERVATION AREA INCLUDING LOW DENSITY RESIDENTIAL

NASHVILLE SUPER SPEEDWAY DOVER DOWNS

RECOMMENDATION

The area along Couchville Pike at the SR-840 Interchange could serve the county well as a place for commercial services for the traveling public as well as planned office parks. Due to the improved utilities and the existing local services in this area, the addition of commercial services, such as restaurants, hotels, planned offices and planned retail services, could be accommodated with existing infrastructure. A small projected village center at the Couchville Pike interchange would keep the focus on meeting the needs of the immediate community and traveling public without allowing more services to spread along Couchville Pike. The attraction of the existing speedway provides an opportunity for development of an entertainment-oriented center with a performance venue as an adjunct to racing activities. A degree of flexibility should be maintained for selective industrial development at this site, with the stipulation that it surpass minimum requirements and complement other development. Realignment of select local roads may improve future traffic flow. Citizen input and participation in decision-making in this area is essential.



LAND USE ANALYSIS, PUBLIC INPUT and RECOMMENDATION

3. SR-840 – Couchville Pike Interchange and Speedway Area Recommendation

CONCEPTUAL PATTERN FOR NEW DEVELOPMENT AT THE SR-840 – COUCHVILLE PIKE INTERCHANGE.

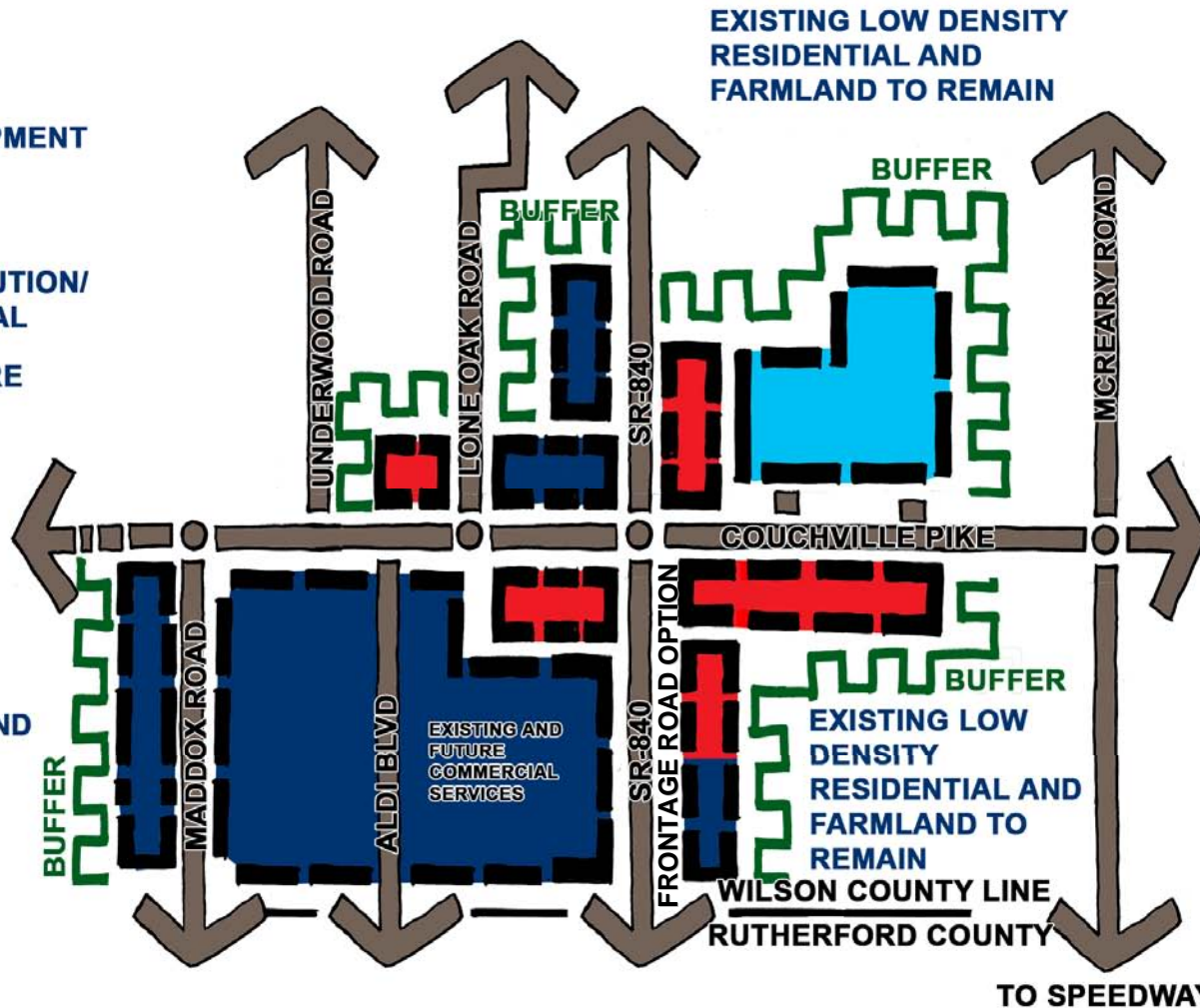


LEGEND

- COMMERCIAL/ RETAIL DEVELOPMENT
- MIXED USE OFFICE PARK
- OFFICE DISTRIBUTION/ LIGHT INDUSTRIAL
- INFRASTRUCTURE CONNECTIONS

EXISTING LOW DENSITY RESIDENTIAL AND FARMLAND TO REMAIN

EXISTING LOW DENSITY RESIDENTIAL AND FARMLAND TO REMAIN

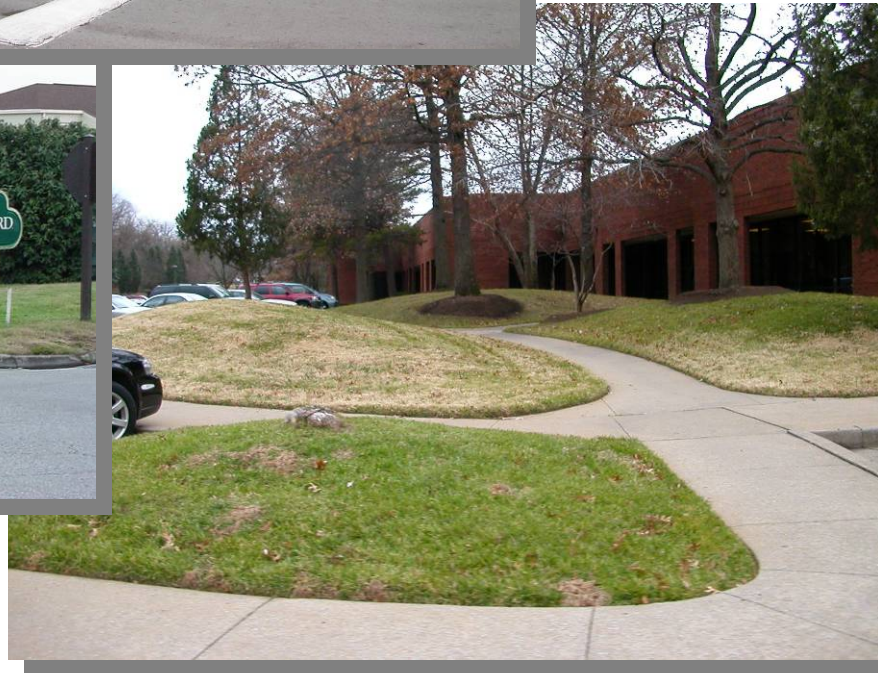


NOT TO SCALE

LAND USE ANALYSIS, PUBLIC INPUT and RECOMMENDATION

3. SR-840 – Couchville Pike Interchange and Speedway Area Recommendation

TYPICAL STYLES AND PRODUCTS OF NEW DEVELOPMENT THAT COULD OCCUR AT THE SR-840 – COUCHVILLE PIKE INTERCHANGE.



**LAND USE
ANALYSIS,
PUBLIC
INPUT
and
RECOM-
MENDATION**

**3. SR-840 –
Couchville Pike
Interchange and
Speedway Area
Recommendation**

4. SR-840 – Stewarts Ferry Pike Interchange and Gladeville Area

ANALYSIS

This area is closely linked to the SR-840/Couchville Pike Interchange. To date, new development has been local in scale and dedicated to serving the unincorporated community of Gladeville. Gladeville is a small rural community with a unique charm that should be protected from large-scale commercial infiltration. At the same time, the area does represent an opportunity for nearby residents to have more convenient goods and services made available to them.

New commercial applications allowed near the perceived traditional center of the Gladeville community (intersection of McCreary Road and Stewarts Ferry Pike) should be developed with an eye toward enhancement of goods and services provision for the established and newly-developed residential neighbors in the area. Care should be exercised to ensure that this type of development does not encroach upon the existing Gladeville community without being addressed by a thorough, comprehensive planned development study including public direction from residents of the Gladeville Community. Care should also be taken to ensure that the goods and services provision that does occur is more along the lines of a small-scale community village with such uses as a small market and local retail.

Parcels in direct proximity to this interchange may lend themselves to more intensive commercial use that serves the additional task of providing for the traveling public. Those uses are envisioned to include restaurants, hotels, gas stations, etc. However, even in this location, care needs to be taken not to over-scale or create an adverse impact on the nearby Gladeville community. Therefore, more intensive commercial uses such as truck stops and distribution are specifically not suggested.

Finally, the area of McCreary Road on the West side of SR-840 traveling southward into the northern stretches of Lone Oak Road offers good visibility and reasonable access to and from SR-840. The characteristics are well suited to a planned multi-family development that could contribute to the Gladeville Community by increasing the number of people that might patronize local commercial establishment, thus making Gladeville a more attractive area within which to locate a commercial village or related commercial establishments. Above all, the scale of commercial and residential development at this gateway should serve to enhance and sustain the Gladeville Community into the latter half of this century, while not destroying its unique character and heritage.



LAND USE ANALYSIS, PUBLIC INPUT and RECOM- MENDATION

**4. SR-840 –
Stewarts Ferry
Pike Interchange
and Gladeville
Area
Analysis**



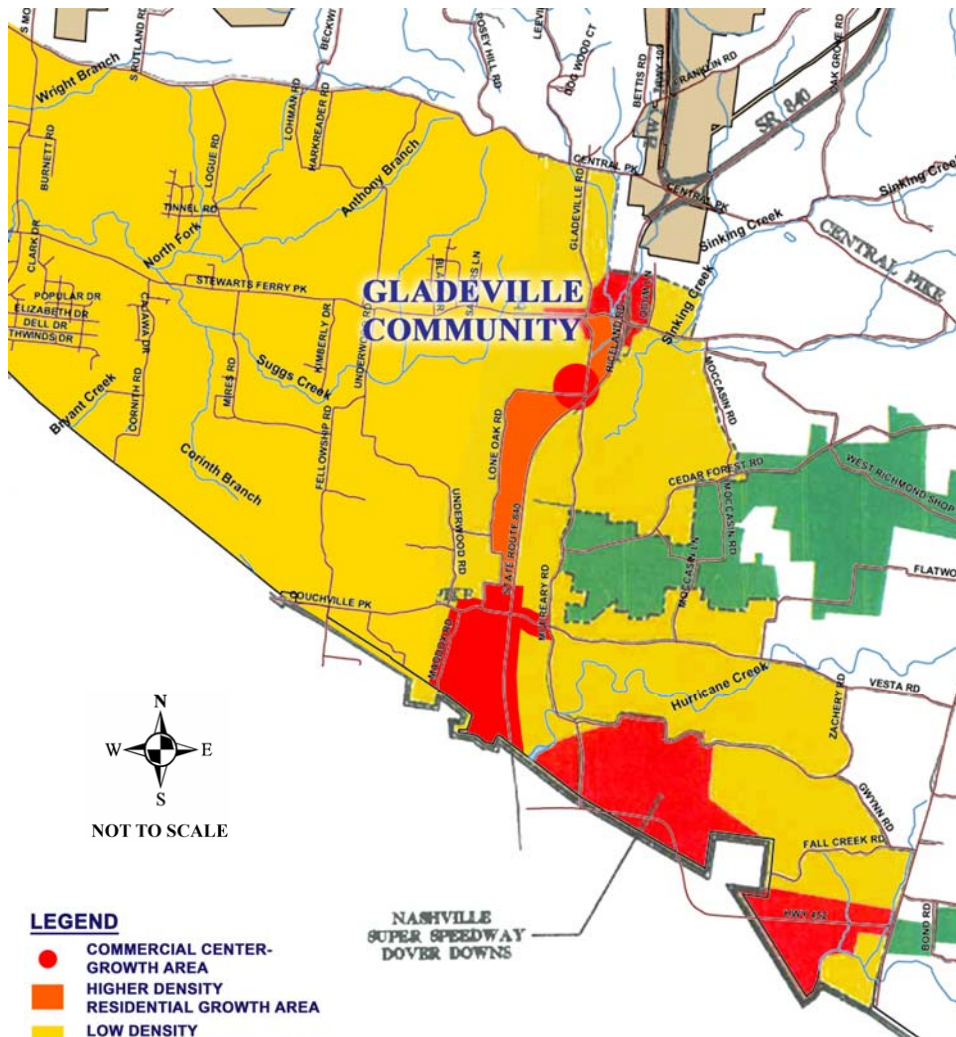
4. SR-840 – Stewarts Ferry Pike Interchange and Gladeville Area

PUBLIC INPUT

- Area along Lone Oak Road between Stewarts Ferry and Couchville Pike should remain residential in spite of interstate frontage. There was some discussion of the potential for additional density as you draw closer to the Stewarts Ferry interchange in support of desired community commercial development.
- Commercial development in downtown Gladeville and around the Stewarts Ferry Interchange should be community-scale, goods and service-oriented development for the benefit of surrounding residential areas.
- Land use direction for the area should protect the character and fabric of the established Gladeville community.
- Apartments and condominiums are not desired.
- Could Gladeville soon face incorporation, and what would that mean for the future of Gladeville?
- How do we deal with solid waste impact of higher density development?
- Will existing public sewer serving the light industrial ever be used for residential?

LAND USE ANALYSIS, PUBLIC INPUT and RECOM- MENDATION

**4. SR-840 –
Stewarts Ferry
Pike Interchange
and Gladeville
Area
Public Input**



NOT TO SCALE

LEGEND

- COMMERCIAL CENTER-GROWTH AREA
- HIGHER DENSITY RESIDENTIAL GROWTH AREA
- LOW DENSITY RESIDENTIAL GROWTH AREA
- PRESERVED GREEN SPACE

NOTE: ALL NON-COLOR CODED AREAS IS PROJECTED RURAL PRESERVATION AREA INCLUDING LOW DENSITY RESIDENTIAL

NASHVILLE SUPER SPEEDWAY DOVER DOWNS

RECOMMENDATION

With interest in new residential development along Stewarts Ferry Pike outside of Gladeville, the county should plan for controlled growth. Step sewer systems have been used to address the longstanding lack of sewer availability in the area. This has allowed for a maximized level of residential density under current zoning regulations. As new development occurs, the county should work to require conservation of open space in larger-lot communities and enforce new, more effective infrastructure systems at the onset of new development. Higher density development should be allowed in the area along Lone Oak Road giving the area an increase in density without encouraging sprawl. Otherwise, density should be allowed to increase as permitted under current low-density zoning regulations. A commercial center at the Stewarts Ferry Interchange would provide commercial services for the Gladeville Community and the traveling public without damaging the character of Gladeville. The commercial center could allow such uses as restaurants and small planned retail centers that would bring more local business to the Gladeville area.



LAND USE ANALYSIS, PUBLIC INPUT and RECOMMENDATION

4. SR-840 – Stewarts Ferry Pike Interchange and Gladeville Area Recommendation

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TYPICAL STYLES AND PRODUCTS OF NEW DEVELOPMENT THAT COULD OCCUR AT THE SR-840 – STEWARTS FERRY INTERCHANGE AND GLADEVILLE AREAS.



**LAND USE
ANALYSIS,
PUBLIC
INPUT
and
RECOM-
MENDATION**

**4. SR-840 –
Stewarts Ferry
Pike Interchange
and Gladeville
Area
Recommendation**



5. Sparta Pike and Watertown Area

ANALYSIS

The area of Watertown is an older community of Wilson County with much historic character. It is also home to the Watertown Industrial Park and Stardust Drive-in. The use of a Historic District Overlay has helped to preserve the character and architecture of the Watertown central business district. New development within this historic district must also attempt a replication or aesthetic communication with the existing fabric and building typology of the area as well. It is important to protect the immediate area around Watertown to preserve its unique aesthetic attractiveness. Commercial areas should be limited to more appropriate locations. The corridor along Sparta Pike between Beech Log Rd. and East Main St. should be directed toward business professional services. The train transit is just one additional element that makes Watertown an appealing place to live. The historic elements and transit support make the Watertown area a great place to plan for residential extensions and planned residential development. These developments could be successfully allowed by pushing new residential development toward the east side, providing linkage to the commercial and historical elements.

**LAND USE
ANALYSIS,
PUBLIC
INPUT
and
RECOM-
MENDATION**

**5. Sparta Pike
and Watertown
Area
Analysis**

5. Sparta Pike and Watertown Area

PUBLIC INPUT

- Development should provide for increased community convenience as the area grows.
- The rural small-town atmosphere of the area should be preserved.
- Development should feel safe and provide for adequate security of patrons/residents.
- Unique tourism and event attractions should be preserved, protected and expanded upon.
- Explore possibility of reinstating the linear rail park idea that was discussed by Stratton Bone and others several years earlier as a tool in encouraging additional compatible development for the area.
- Preserve scenic qualities of the land in this area through establishment of a State Park/Preserve.
- There are several large acreage landholders in the area, including the Denny property around Pruitt Hill off of Sparta Pike (2,000 acres) and the Neil property East of Watertown off Sparta Pike in the Patton Hollow Road/Rock Springs Road (700-800 acres).
- Explore preservation of scenic qualities of these large tracts as they develop through use of cluster provision development/planned unit developments – planned communities.
- Is there any possibility of centering new residential development around a golf course, etc. that preserves pastoral and scenic qualities?
- Rural residential development pattern elsewhere should remain intact (five-acre+ tracts that have agricultural characteristics).
- Retreat Center-type development would be good.
- Provide Quality Growth that is Architecturally Driven in and directly around Watertown Historic Area.
- Possible park-like entrance sign entering Wilson County from Dekalb County.
- Several things to consider for quality of life and environment are: a very limited number of homes in a subdivision keeps residential roads small; it is proven that streets are safer and quieter with lower speeds; allow for pocket parks and more green space; decrease light pollution; enforce building codes for commercial buildings and push for higher standards; be careful that pollution runoff does not contaminate drinking water.



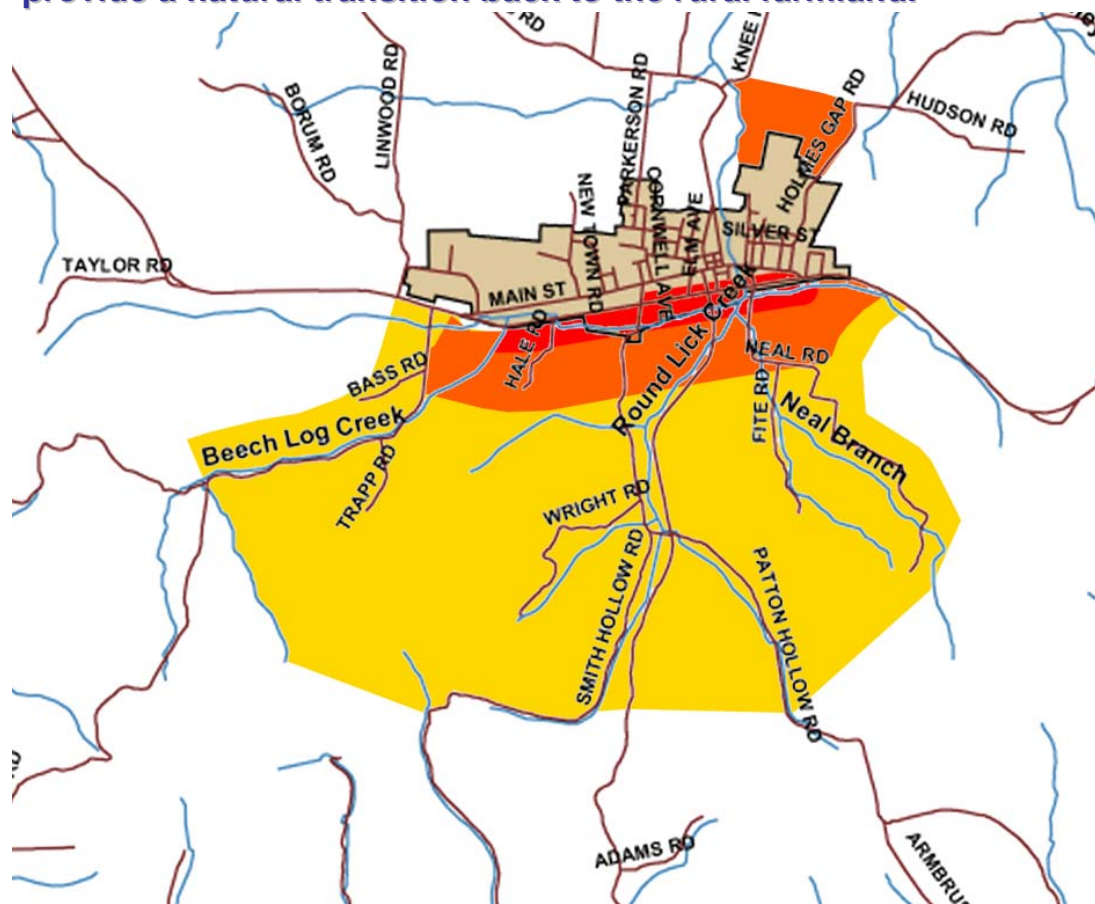
LAND USE ANALYSIS, PUBLIC INPUT and RECOM- MENDATION

5. Sparta Pike and Watertown Area Analysis



RECOMMENDATION

To help preserve the historic character of Watertown, all commercial development should be restricted to the corridor along Sparta Pike in a horizontal strip. Although this area is inhibited by flood restrictions, centralizing the commercial uses to this strip will strengthen and shape the future business district of Watertown. Residential development with high density single- and multi-family units would expand south of this strip and provide a natural transition back to the rural farmland.



- LEGEND**
- COMMERCIAL CENTER-GROWTH AREA
 - HIGHER DENSITY RESIDENTIAL GROWTH AREA
 - LOW DENSITY RESIDENTIAL GROWTH AREA
 - PRESERVED GREEN SPACE
- NOTE: ALL NON-COLOR CODED AREAS IS PROJECTED RURAL PRESERVATION AREA INCLUDING LOW DENSITY RESIDENTIAL

LAND USE ANALYSIS, PUBLIC INPUT and RECOMMENDATION

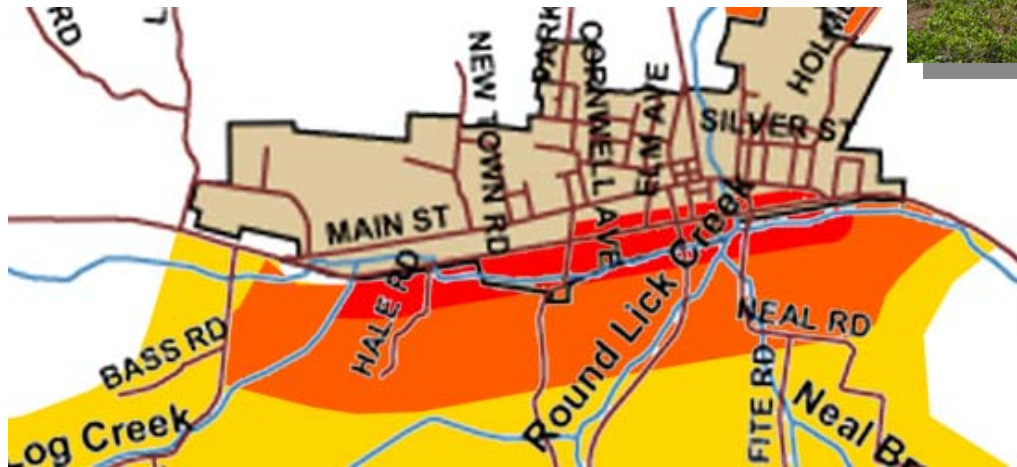
5. Sparta Pike and Watertown Area Analysis

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TYPICAL STYLES AND PRODUCTS OF NEW DEVELOPMENT THAT COULD OCCUR ALONG THE SPARTA PIKE CORRIDOR (WATERTOWN SPECIFIC).

LEGEND

- COMMERCIAL CENTER-GROWTH AREA
 - HIGHER DENSITY RESIDENTIAL GROWTH AREA
 - LOW DENSITY RESIDENTIAL GROWTH AREA
 - PRESERVED GREEN SPACE
- NOTE: ALL NON-COLOR CODED AREAS IS PROJECTED RURAL PRESERVATION AREA INCLUDING LOW DENSITY RESIDENTIAL



The commercial areas should feature retail, office, restaurant and other uses to provide services to the surrounding community and residents of Watertown. The commercial areas should be integrated, yet screened, from the residential areas to provide both access and separation of uses. The neighborhood center and retail village will have pleasing entrances from Sparta Pike graced with a southern Victorian charm of chosen design standards, which should be adopted by the City of Watertown. Consistent signage, planting and architectural elements will be required of individual developers. Ample greenspace will soften the parking pavement area, and all retail establishments will have architectural guidelines to provide a recognizable identity without restricting individuality. Walkability will be a key feature with pathways connecting residential areas to one another and to the commercial areas and downtown.



LAND USE ANALYSIS, PUBLIC INPUT and RECOMMENDATIONI

5. Sparta Pike and Watertown Area Analysis



6. Hwy 231 entering from Rutherford County

ANALYSIS

The corridor along the 231 South Gateway is rich in agricultural history. Some of the noted points of interest along this gateway include views of the large farmland tracts and the Cedars of Lebanon State Park. The interest in development in this area has been low even though growth from Rutherford County and the community of Lascassus has pushed toward Wilson County. The focus in this area should be to limit commercial activity to prominent intersections within this corridor that do not cause an adverse impact to the Cedars of Lebanon State Park (not directly abutting or adjacent to the park). Said commercial development is envisioned to be small-scale commercial service and convenience-type uses for patronage by surrounding community residents (gas, dry cleaning, etc.) Efforts should also continue to bring existing non-compliant commercial uses and sites into a more acceptable and aesthetically beneficial existence. Tools to be used in undertaking this task could include zoning enforcement, building code implementation and encouragement of redevelopment.

Finally, more effort should be made to concentrate on this area's agricultural characteristics and geologic/environmental significance through additional protection for both. Signage and a new aesthetic look, as well as the preservation of the farmland community, would make this gateway unique.

**LAND USE
ANALYSIS,
PUBLIC
INPUT
and
RECOM-
MENDATION**

**6. Hwy 231
entering from
Rutherford
County
Analysis**



6. Hwy 231 entering from Rutherford County

PUBLIC INPUT

- Land Use plan should call for residential subdivision development.
- Should preserve Cedars of Lebanon State Park and preserve and highlight landmarks such as Cedarvine Manor.
- Look at using cluster provision to allow residential developers to better respond to current and future market conditions (i.e. smaller lots) while not destroying the rural/agricultural character of the area.
- Possible park-like entrance sign entering Wilson County from Rutherford County.

**LAND USE
ANALYSIS,
PUBLIC
INPUT
and
RECOM-
MENDATION**

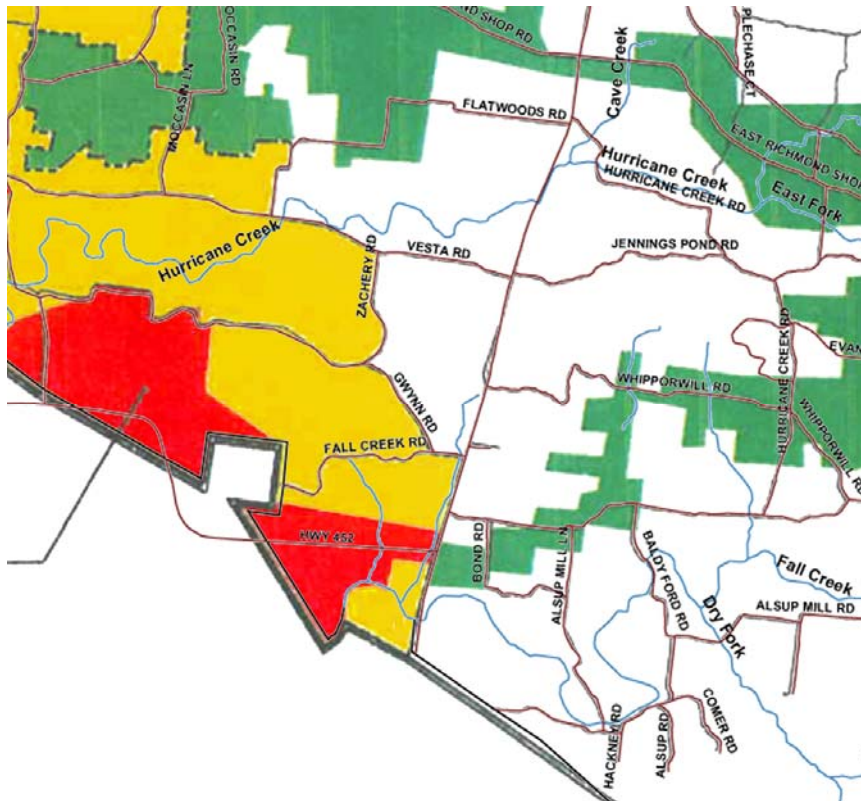
**6. Hwy 231
entering from
Rutherford
County
Public Input**

RECOMMENDATION

Limited neighborhood-scale commercial activity, such as low density/intensity retail services and convenience goods, may be allowed over the next 20 years along the prominent intersections of Hwy 231 between the Lebanon city limits and the Rutherford county line. Attaining a traffic count of 10,000 vehicles per day along Hwy 231, with 3,000 vehicles on intersecting roads, should allow for a commercial center within 400 feet of the intersection, assuming an environmental report of no significant impact. Traffic counts will be determined from official state traffic counts or documented traffic study as stamped by a traffic engineer. Any parcel that intersects or is included within a 400 foot radius from applicable intersections may be eligible. Placing gateway signage at the entrance to Wilson County will give significance to the gateway. The county should monitor residential and commercial interest in this area with growth occurring from Rutherford County.



LAND USE ANALYSIS, PUBLIC INPUT and RECOMMENDATION



NOT TO SCALE

LEGEND

- COMMERCIAL CENTER-GROWTH AREA
 - HIGHER DENSITY RESIDENTIAL GROWTH AREA
 - LOW DENSITY RESIDENTIAL GROWTH AREA
 - PRESERVED GREEN SPACE
- NOTE: ALL NON-COLOR CODED AREAS IS PROJECTED RURAL PRESERVATION AREA INCLUDING LOW DENSITY RESIDENTIAL

6. Hwy 231 entering from Rutherford County Recommendation



**LAND USE
ANALYSIS,
PUBLIC
INPUT
and
RECOM-
MENDATION**

7. Hwy 70 (Carthage Hwy) entering from Smith County

ANALYSIS

This area at the Hwy 70 Gateway is largely undeveloped but would benefit from accent gateway signage at the entrance to Wilson County. Residential development should be limited until adequate utility infrastructure is in place.

**7. Hwy 70
entering from
Smith County
Analysis**



**LAND USE
ANALYSIS,
PUBLIC
INPUT
and
RECOM-
MENDATION**

7. Hwy 70 (Carthage Hwy) entering from Smith County

PUBLIC INPUT

- Should remain rural, making use of existing neighborhood-scale commercial developments along Carthage Highway for milk, bread, pizza, beer, etc.
- Current rural residential pattern and agricultural character do not need to change in this particular area over the next 20 years.
- Possible park-like entrance sign entering Wilson County from Smith County.

**7. Hwy 70
entering from
Smith County
Public Input**



8. Hwy 231 entering from Trousdale County

ANALYSIS

The area at the 231 North Gateway is largely rural and undeveloped. It includes beautiful views of the Cumberland River as the gateway begins. Other than a few very small local commercial parcels, this area has lacked commercial interest. Efforts should also continue to bring existing non-compliant commercial uses and sites into a more acceptable and aesthetically beneficial existence. A focus on preserving a rural community and locating accent signage will provide identity as a Wilson County gateway.

**LAND USE
ANALYSIS,
PUBLIC
INPUT
and
RECOM-
MENDATION**

**8. Hwy 231
entering from
Trousdale County
Analysis**



8. Hwy 231 entering from Trousdale County

PUBLIC INPUT

- Should remain rural, making use of existing neighborhood-scale commercial developments along Highway 231 North for milk, bread, pizza, beer, etc.
- Current rural residential pattern will not need change in this particular area over the next 20 years.
- Possible park-like entrance sign entering Wilson County from Trousdale County.
- Adoption of Building Codes would be a good thing.
- Proper infrastructure should be in place prior to allowing development (prior to allowing for rezoning to higher densities at the very least)
- There should be a school agency official included on the internal development review committee that is being proposed.
- Explore taking Cedar Grove Road across county-owned property (landfill) to help offset the narrowness of the current Cedar Grove Alignment.
- Continue providing personable, responsive government; allow people to feel they have a voice.
- Do everything we can to encourage development that supports our tax base and discourages development that doesn't support our tax base.
- Encourage retirement community development.

**LAND USE
ANALYSIS,
PUBLIC
INPUT
and
RECOM-
MENDATION**

**8. Hwy 231
entering from
Trousdale County
Public Input**



RECOMMENDATION

Placing gateway signage at the entrance to Wilson County will give significance to the gateway. The county should monitor residential interest in this area with growth occurring from Trousdale County. Attaining a traffic count of 10,000 vehicles per day along the main thoroughfare corridor, with 3,000 vehicles on intersecting roads, should allow for a commercial center within 400 feet of the intersection, assuming an environmental report of no significant impact on infrastructure.



LEGEND

- COMMERCIAL CENTER-GROWTH AREA
 - HIGHER DENSITY RESIDENTIAL GROWTH AREA
 - LOW DENSITY RESIDENTIAL GROWTH AREA
 - PRESERVED GREEN SPACE
- NOTE: ALL NON-COLOR CODED AREAS IS PROJECTED RURAL PRESERVATION AREA INCLUDING LOW DENSITY RESIDENTIAL



**LAND USE
ANALYSIS,
PUBLIC
INPUT
and
RECOM-
MENDATION**

**8. Hwy 231
entering from
Trousdale County
Recommendation**

Concluding Summary

It is difficult to plan for a county's future without a clear understanding of the population growth projections and specific character of the existing communities within the county. This report has attempted to present a comprehensive analysis with recommendations that will provide a feasible and flexible framework for Wilson County's growth over the next ten years. It is a report that reflects a strong appreciation for the long-term residents of the county and the sensitivity to encroachment on their existing lifestyles. This process included reviewing and processing the U. S. Census statistics for Wilson County. The stunning growth trend for all of Middle Tennessee will spill into Wilson County during the next ten years as it has in Rutherford, Williamson and Sumner counties. The total population of Wilson County increased by 31.2% from 1990 to 2000 (67,675 to 88,809 residents). Projections for 2010 are for an increase of another 21,444 residents for a total population of 110,253. This represents an increase of 24% from 2000. This escalation in population could spell disaster for a community that is unprepared, and the leadership in Wilson County has a vision to maintain the essential character of the county while at the same time creating a plan that will accommodate the anticipated growth.

As one citizen commented at a public meeting, "We don't want to be another Williamson County. If we wanted that, we would have moved there...." Understanding the patterns and composite nature of population growth in our county will help us create a plan that will be responsive to the current residents and provide a heightened quality of life for all residents. This report has explored the specific characteristics of each of the identified gateways and provided a subsequent in-depth recommendation for the types of growth to occur at each. We anticipate that this plan will remain flexible and continue to evolve in response to current issues while at the same time remaining close to the intended patterns. The most relevant input is, and always will be, from the citizens of Wilson County, for whom this report has been produced.



**LAND USE
ANALYSIS,
PUBLIC
INPUT
and
RECOM-
MENDATION**

**Concluding
Summary**

APPENDIX



APPENDIX

Reference of Public Meetings for the Wilson County Gateway Land Use Master Plan (inventory and analysis stage)

The dates of the public meetings were as follows:

- 1. October 18, 2005, 6-9 p.m. – Introductory meeting with the Wilson County Planning Commission, Public Agency Representatives and County Commission. Approximately 25 attendees.**
- 2. October 24, 2005, noon – Presentation to the Lebanon and Wilson County Chamber of Commerce Beautification Committee to discuss the scope of services, inventory/analysis and purpose of the master plan. Approximately 10 attendees.**
- 3. November 17, 2005, 6:30-8 a.m. – Presentation to the Breakfast Rotary at Cumberland University to discuss the scope of services, inventory/analysis and purpose of the master plan. Approximately 25 attendees.**
- 4. November 18, 2005, 2-5:30 p.m. – Public meeting at County Commission Chambers (Courthouse) to discuss the scope of services, inventory/analysis and purpose of the master plan. Approximately 35 attendees.**
- 5. December 13, 2005, 6-8:15 p.m. – Public meeting at County Commission Chambers (Courthouse) to discuss the scope of services, inventory/analysis and purpose of the master plan. Approximately 35 attendees.**
- 6. December 15, 2005, noon – Presentation to the Lebanon and Wilson County Chamber of Commerce Economic Development Committee to discuss the scope of services, inventory/analysis and purpose of the master plan. Approximately 12 attendees.**



APPENDIX

**Reference of
Public Meetings**

Reference of Public Meetings for the Wilson County Gateway Land Use Master Plan

The dates of the public meetings for draft presentations were as follows:

1. February 13, 2006, 6:00 p.m. held at Carroll Oakland Elementary School
- Public presentation and public hearing on the Draft Proposal, specifically the Highway 231-Trousdale County Gateway
2. February 21, 2006, 6:00 p.m. held at West Elementary School
- Public presentation and public hearing on the Draft Proposal, specifically the Stewarts Ferry Pike/S.R. 840 Gateway and the Couchville Pike/S.R. 840 Gateway including the Speedway area and Hwy 231 South entering from Rutherford County.
3. February 23, 2006, 6:00 p.m. held at Gladeville Elementary School
- Public presentation and public hearing on the Draft Proposal, specifically the Tuckers Crossroads/I-40 Gateway and Carthage Hwy./Smith County Gateway.
4. February 28, 2006, 6:00 p.m. held at Lakeview Elementary School
- Public presentation and public hearing on the Draft Proposal, specifically the general initiatives and their effects.
5. March 2, 2006, 6:00 p.m. held at Watertown Elementary School
- Public presentation and public hearing on the Draft Proposal, specifically the Sparta Pike/Dekalb County Gateway and Watertown.

The date of the public meeting for final presentation was as follows:

- Approved: May 22, 2006, 6:00 p.m. held at the Wilson County Courthouse
- Public presentation and public hearing on the final plan, approved with conditions.



APPENDIX

Reference of
Public Meetings

Reference for Commercial and Residential Growth Requirements and Patterns

Source: Metropolitan Nashville Planning Department



APPENDIX

COMMERCIAL INFORMATION

Bob Gibbs (5/30/05)

A recent survey by the International Council of Shopping Centers found that office workers make a significant amount of purchases before and after work:

- 10% purchase cosmetics care;
- 20% purchase gifts;
- 25% purchase home items-furnishings;
- 28% purchase apparel;
- 30% purchase drugs and personal care items;
- 40% purchase groceries.

Gibbs Planning Group's research indicates that each **office worker** directly supports 2 square feet of retail plus 5 sf of restaurant space. Typically each office building has 1 worker per 200 sf gross.

- Office building
 - 200 sq ft of office = 1 worker
 - 1 worker supports 2 sq ft of retail
 - 1 worker supports 5 sq ft of restaurant

As a rule of thumb, I find that most commercial town centers can support an amount of office that is equal to the amount of retail development: 180,000 sq ft of retail can support approx. 180,000 sq ft of office.

On average there is 20 sq ft of retail per person in the US.

Country	Amount of Retail (sq ft)
US	20.2
Sweden	3.3
UK	2.5
France	2.3
Italy	1.1

It takes 5,000 households (10,000) persons to support a full sized grocery store.

Retail Center Requirements

Retail Type	Size (sq ft)	Trade Area	Households ¹
Corner Store	2,000-5,000	½ - 1 mile	1,000
Convenience Center	10,000-20,000	1 mile	2,500
Neighborhood Center (full grocery store)	100,000-150,000	3-5 miles	5,000
Community Center	300,000-600,000	5-7 mile	30,000-50,000
Regional Center	700,000-1,000,000+	12-15 mile	150,000

¹ At 2.5 du/acre

Parking is one of the most critical issues facing any shopping district. People do not need to shop, and when parking is difficult, most potential shoppers will avoid the visit, often never returning. The parking problem is typically compounded in urban locations because of the multi-uses and tight space. In addition, the parking problem is often made worst by employees and business owners occupying the prime spots. Thus the need for meters.

Each metered space supports about \$200,000 of retail sales per year or 1 small independent retailer.

In contrast, these same shoppers will demand parking directly in front of a convenience store such as a video store or carry-out food. Should such a space not be available, the typical shopper will believe that the parking is problematic and not convenient. As a result, shoppers will tend to avoid the center for shopping in the future.

Many of neighborhood shoppers prefer to run in and out of specific retailers and are unwilling to park in remote lots. This double standard held by American consumers is not necessarily fair to the small downtown merchant, but the behavior is a reality that must be addressed. The unwillingness to park in remote lots or underground decks could put many of the smaller neighborhood shops at risk. A grocery store or anchor type tenant's shopper will often use garages, because of the longer duration of their visit. Shoppers have different parking expectations for destination businesses than they do neighborhood and convenience type of shops. When visiting restaurants, fashion and home furnishings, and shoppers tend to make multiple store visits, often totaling more than an hour. In exchange for the greater variety of stores and merchandise offered in a destination type center, shoppers are willing to park further away from storefronts than they would be in a neighborhood center. Destination visitors will also perceive parking to be more convenient (and closer), if they can see the store entry from their parking stall, even if its hundreds of feet away.

Most shoppers utilize **on-street parking** spaces, where the **diagonal parking yields about 2/1000** which is fine for about 300 days per year. However, as a downtown continues to grow, a parking shortage will likely emerge and cause the expansion to stall.

Most developers not accept 4/1000 for retail only and will accept 4/1000 for retail and 3/1000 for office in a mixed use. 1/unit min. for residential, with little or no sharing with commercial. In the 1960's the industry standard was 10/1000 and just 3 yrs ago, it was 5/1000. Most department stores still demand 5/1000 but an overall blend of 4/1000 is accepted in the retail industry. **The best towns that we have measured have around 2.75/1000.**

Reference for
Commercial and
Residential
Growth
Requirements
and Uses

Reference for Commercial and Residential Growth Patterns and Uses (continued)

Source: Metropolitan Nashville Planning Department



Retail Center Requirements

Retail Type	Size (sq ft)	Trade Area	Households ¹
Corner Store	2,000-5,000	½ - 1 mile	1,000
Convenience Center	10,000-20,000	1 mile	2,500
Neighborhood Center (full grocery store)	100,000-150,000	3-5 miles	5,000
Community Center	300,000-600,000	5-7 mile	30,000-50,000
Regional Center	700,000-1,000,000+	12-15 mile	150,000

Sales per sq ft

Mall	\$280 per sq ft per year
Downtown	\$85 per sq ft per year

Also, in "Cities in Full", Steve Belmont provides numbers to your question. Basically, he says you need 10,000 people within 1/2 mile to have a thriving neighborhood commercial district, and 15,000 people within 1/2 mile if you want to have entertainment options as part of the mix.

FACTS compiled by Andres Duany:

FACT: For years Atlanta tried to ward all traffic problems by building more miles of high-ways per capita than any other urban area except Kansas City, more than 1 Freeway mile per 1,000 residents. As a result, Atlantans now drive an average of 35 miles a day, more than residents of any other city. *Source: USA Today 11/4/97*

FACT: In Italy, there are 472 inhabitants per cafe.

FACT: Keystone Point added gatehouses, which became operational on May 23 1995. The following are crime figure from a period of 12 months before this date and an equal period following. Burglary: before 35, after 27. Theft: before 57, after 63. Auto theft before 7, after 11. *Source: The North Miami Police Department. Miami Herald 2/16/97.*

FACT: To survive, a strip shopping center of 200,000 SF, to survive needs 20,000 drive-by trips/day.

FACT: Annual U.S. costs for motor vehicle crashes are \$150.5 Billion. This is about \$580 for every citizen. *Source: National Highway Traffic Safety Administration. 1994*

FACT: The automobile in general consumes 24%, and traffic injuries consume 8% of the U.S. GNP.

FACT: 13 Million Americans are now running their own businesses from home. An additional 12 Million are part-time or moonlighters. (About 50% are service/consulting firms, 17% are in sales, 15% are technical & administrative support, 11% are repair services, and 5 % are in the arts). 1.7 Million earn more than \$100,000, 37% are women. The average age is 49 years old. They are twice as likely to have on the average to have a college degree. *Source: Money, March 1996*

FACT: There have been 9 light rail systems installed in the U.S. since 1985.

FACT: Busing students cost an average of \$400 per student per year.

FACT: From 1985 to 1993, the average lot in the State of Maryland increased 35% in size. If they had remained the same size, 30 thousand acres of open countryside would have been spared development.

FACT: The number of shoppers is falling. Recent research indicates 43 percent of those who once visited malls at night no longer do so. They say their main fear is the parking lot.

FACT: The average weight of an American adult is 8 pounds greater than it was 10 years ago. Nearly 60 % of Americans are overweight. *Source: USA Today Feb 20/96*

FACT: A Time/CNN poll taken July 1996 reports that 77% of Americans wish they could have more contact with other members of their community. *Source: Time Magazine, July 22, 1996.*

APPENDIX

Reference for
Commercial and
Residential
Growth
Requirements
and Uses

¹ At 2.5 du/acre

Reference for Commercial and Residential Growth Patterns and Uses (continued)

Source: Metropolitan Nashville Planning Department



FACT: More than 50% of employed American families rent their housing. *Source: Arthur Lomenick, Heritage Properties, Dallas, TX.*

FACT: By a margin of 3:1, Americans prefer a good community to a good house. *Source: Fannie Mae .*

FACT: Eighty percent of Americans identify themselves as environmentalists. *Source: Caryl Terrell, The Sierra Club.*

FACT: All the households of the U.S., if placed on one-acre lots, would occupy only 3% of the land of the 48 contiguous states. *Source: Brookings Institution Symposium, March 1995 .*

FACT: Transit begins to be economical at 7 Dwellings per acre if the entire population is within walking distance of a transit stop.

FACT: Teen-age-drivers were involved in 7993 fatal crashes in 1995. *Source: The New York Times 12/8/96*

FACT: In 1994 there were 2200 gang-related homicides in the U.S. *Source: The New York Times 9/29/95*

FACT: On September 14, 1994 the Department of Transport in Great Britain publicly acknowledged that road building generates traffic. *Source: The London Times*

FACT: From 1983 to 1980, U.S. population increased 4% while vehicle miles traveled grew 34%. *Source: ULI Traffic Study*

FACT: Comparing two famous places: Hilton Head Island and the Charleston Peninsula. They both have a population of 25,000. The island has an area of 25 thousand acres, the peninsula is 1/10th the size. The island has 1.5 million tourists a year while the peninsula has 5.5 million. The island community has existed for 35 years; it now discourages growth and shuns tourism, while the peninsula for 315 years. Tourism is encouraged as municipal policy. *Source: Vince Graham*

FACT: Since 1987 miles of road grew 1% while miles driven rose 35%. The rate of aggressive driving incidents has risen 51% since 1990. Almost 70% of urban freeways are clogged during rush hour. In the past decade the number of cars grew 17%, the number of people 10%. *Source: US News & World Report June 1997*

FACT: The IBM Web mall closed on June 10, 1997.

FACT: The English Department of Transport has concluded that more roads create more traffic.

FACT: LA in 1970-90 grew 45% in population and 300% in size. - *Chris Leimberger, Robert Charles Lesser & Co*

FACT: Transportation consumes 1/3 of all energy, 80% of oil and causes 1/3 of CO2
- *Hal Harvey-The Energy Foundation*

FACT: If they could, 84% older households would like to remain in their houses rather than move to retirement communities. - *American Association of Retired Persons*

FACT: In 1860, the capital city of Washington, with a population of 60,000, had unlighted streets, open sewers, and pigs roaming about its principal avenues. This is a condition worse than the worst of our cities. There is hope. - *Andres Duany*

FACT: California grows at the rate of one Pasadena every month and a Massachusetts every decade. - *Nelson Reising*

APPENDIX

Reference for
Commercial and
Residential
Growth
Requirements
and Uses

Market Analysis I-40 & Linwood Rd.

A market analysis was conducted for each Gateway study area to indicate the amount of retail and/or commercial services that the study area could support. Using development research data and census reports, the following chart relays estimates for supported types of development. The information in the land use recommendations section of this document has been linked to this data in determining the types and sizes of suitable development for each Gateway. This also relates to the types of proposed growth that should be allowed for future land uses.

Average Requirements for Retail and Commercial Centers*

Retail Type	Size	Trade Area	Households(2.5/ac.)
Corner Store	2,000-5,000 S.F.	1/2 - 1 mile	1,000
Convenience Center	10,000-20,000 S.F.	1 mile	2,500
Neighborhood Center	100,000-150,000 S.F.	3-5 miles	5,000
Community Center	300,000-600,000 S.F.	5-7 miles	30,000-50,000
Regional Center	700,000-1,000,000 S.F.	12-15 miles	150,000

Development Type	Number of Residents	Trade Area	Average Daily Trips
Neighborhood Commercial District	10,000	1/2 mile	
with Entertainment	15,000	1/2 mile	
Strip Shopping Center			100 trips per 1000 S.F.

Existing Conditions

Households (by Date)**	0.0-1.0 miles (estimate)	0.0-3.0 miles	0.0-5.0 miles	0.0-10.0 miles
2000 Census	109	983	1,708	7,332
2005 Estimate	111	996	1,751	7,646
2010 Projection	114	1,023	1,812	8,030
Population (by Date)**				
2000 Census	109	983	4,448	19,476
2005 Estimate	282	2,540	1,708	20,132
2010 Projection	289	2,599	4,659	7,332
Traffic Generations (per Road)^	Traffic Volume			
I-40	38,980			
Linwood Rd.	310			
Blue Spring Rd.	2,550			
Blue Bird Rd.	770			

Analysis Conclusion

Retail Type (per households)	Est. Max. S.F. (2005)	Est. Max. S.F. (2010)
Corner Store	553	568
Convenience Center	885	909
Neighborhood Center	52,530	54,360
Community Center	21,012	21,744
Regional Center	50,973	53,533
Development Type (per residents)		
Neighborhood Commercial District	N/A	
with Entertainment	N/A	
Strip Shopping Center (per traffic)	3,898	

Note: Recommendations in orange.

* Data compiled by the Gibbs Planning Group for the International Council of Shopping Centers (see appendix)

** Per Claritas Reports (June 30, 2005) provided by the Wilson County Planning Office

^ Data provided by the Tennessee Department of Transportation 2004 Traffic Maps



APPENDIX

1. I-40 – Linwood Rd. Interchange Market Analysis

Market Analysis Highway 109 (Lebanon to Sumner County Line)

A market analysis was conducted for each Gateway study area to indicate the amount of retail and/or commercial services that the study area could support. Using development research data and census reports, the following chart relays estimates for supported types of development. The information in the land use recommendations section of this document has been linked to this data in determining the types and sizes of suitable development for each Gateway. This also relates to the types of proposed growth that should be allowed for future land uses.

Average Requirements for Retail and Commercial Centers*

Retail Type	Size	Trade Area	Households(2.5/ac.)
Corner Store	2,000-5,000 S.F.	1/2 - 1 mile	1,000
Convenience Center	10,000-20,000 S.F.	1 mile	2,500
Neighborhood Center	100,000-150,000 S.F.	3-5 miles	5,000
Community Center	300,000-600,000 S.F.	5-7 miles	30,000-50,000
Regional Center	700,000-1,000,000 S.F.	12-15 miles	150,000
Development Type	Number of Residents	Trade Area	Average Daily Trips
Neighborhood Commercial District	10,000	1/2 mile	
with Entertainment	15,000	1/2 mile	
Strip Shopping Center			100 trips per 1000 S.F.

Existing Conditions

Households (by Date)**	0.0-1.0 miles (estimate)	0.0-3.0 miles	0.0-5.0 miles	0.0-10.0 miles
2000 Census	270	2,428	10,708	32,741
2005 Estimate	303	2,729	11,917	37,189
2010 Projection	338	3,038	13,154	41,668
Population (by Date)**				
2000 Census	706	6,351	28,079	88,172
2005 Estimate	781	7,029	30,742	98,449
2010 Projection	860	7,742	33,545	109,023
Traffic Generations (per Road)^	Traffic Volume			
Highway 109	17,840			
Academy Road	3,070			
Burton Road	600			

Analysis Conclusions

Retail Type (per households)	Est. Max. S.F. (2005)	Est. Max. S.F. (2010)
Corner Store	1,516	1,688
Convenience Center	2,426	2,700
Neighborhood Center	357,510	394,620
Community Center	143,004	157,848
Regional Center	247,927	277,787
Development Type (per residents)		
Neighborhood Commercial District	N/A	
with Entertainment	N/A	
Strip Shopping Center (per traffic)	1,784	

Note: Recommendations in Orange.

* Data compiled by the Gibbs Planning Group for the International Council of Shopping Centers (see appendix)

** Per Claritas Reports (June 30, 2005) provided by the Wilson County Planning Office

^ Data provided by the Tennessee Department of Transportation 2004 Traffic Maps



APPENDIX

2. Hwy 109
Entering from
Sumner County
Market Analysis

Market Analysis SR-840 & Couchville Pike

A market analysis was conducted for each Gateway study area to indicate the amount of retail and/or commercial services that the study area could support. Using development research data and census reports, the following chart relays estimates for supported types of development. The information in the land use recommendations section of this document has been linked to this data in determining the types and sizes of suitable development for each Gateway. This also relates to the types of proposed growth that should be allowed for future land uses.

Average Requirements for Retail and Commercial Centers*

Retail Type	Size	Trade Area	Households(2.5/ac.)
Corner Store	2,000-5,000 S.F.	1/2 - 1 mile	1,000
Convenience Center	10,000-20,000 S.F.	1 mile	2,500
Neighborhood Center	100,000-150,000 S.F.	3-5 miles	5,000
Community Center	300,000-600,000 S.F.	5-7 miles	30,000-50,000
Regional Center	700,000-1,000,000 S.F.	12-15 miles	150,000
Development Type	Number of Residents	Trade Area	Average Daily Trips
Neighborhood Commercial District	10,000	1/2 mile	
with Entertainment	15,000	1/2 mile	
Strip Shopping Center			100 trips per 1000 S.F.

Existing Conditions

Households (by Date)**	0.0-1.0 miles (estimate)	0.0-3.0 miles	0.0-5.0 miles	0.0-10.0 miles
2000 Census	71	642	2,600	29,987
2005 Estimate	71	642	2,796	35,178
2010 Projection	73	654	3,023	40,495
Population (by Date)**				
2000 Census	196	1,768	7,281	82,377
2005 Estimate	195	1,756	7,750	95,643
2010 Projection	198	1,783	8,327	109,363
Traffic Generations (per Road)^	Traffic Volume			
SR-840	18,640			
Couchville Pike & Vesta Rd.	620			
McCreary Rd.	300			

Analysis Conclusions

Retail Type (per households)	Est. Max. S.F. (2005)	Est. Max. S.F. (2010)
Corner Store	357	363
Convenience Center	571	581
Neighborhood Center	83,880	90,690
Community Center	33,552	36,276
Regional Center	234,520	269,967
Development Type (per residents)		
Neighborhood Commercial District	N/A	
with Entertainment	N/A	
Strip Shopping Center (per traffic)	1,864	

Note: Recommendations in Orange.

* Data compiled by the Gibbs Planning Group for the International Council of Shopping Centers (see appendix)

** Per Claritas Reports (June 30, 2005) provided by the Wilson County Planning Office

^ Data provided by the Tennessee Department of Transportation 2004 Traffic Maps



APPENDIX

3. SR-840 – Couchville Pike Interchange Market Analysis

Market Analysis SR-840 & Stewarts Ferry Pike

A market analysis was conducted for each Gateway study area to indicate the amount of retail and/or commercial services that the study area could support. Using development research data and census reports, the following chart relays estimates for supported types of development. The information in the land use recommendations section of this document has been linked to this data in determining the types and sizes of suitable development for each Gateway. This also relates to the types of proposed growth that should be allowed for future land uses.

Average Requirements for Retail and Commercial Centers*

Retail Type	Size	Trade Area	Households(2.5/ac.)
Corner Store	2,000-5,000 S.F.	1/2 - 1 mile	1,000
Convenience Center	10,000-20,000 S.F.	1 mile	2,500
Neighborhood Center	100,000-150,000 S.F.	3-5 miles	5,000
Community Center	300,000-600,000 S.F.	5-7 miles	30,000-50,000
Regional Center	700,000-1,000,000 S.F.	12-15 miles	150,000
Development Type	Number of Residents	Trade Area	Average Daily Trips
Neighborhood Commercial District	10,000	1/2 mile	
with Entertainment	15,000	1/2 mile	
Strip Shopping Center			100 trips per 1000 S.F.

Existing Conditions

Households (by Date)**	0.0-1.0 miles (estimate)	0.0-3.0 miles	0.0-5.0 miles	0.0-10.0 miles
2000 Census	88	794	2,461	23,927
2005 Estimate	91	823	2,542	27,727
2010 Projection	95	859	2,652	31,615
Population (by Date)**				
2000 Census	245	2,205	6,821	65,409
2005 Estimate	251	2,256	6,960	75,047
2010 Projection	260	2,339	7,202	85,022
Traffic Generations (per Road)^	Traffic Volume			
SR-840	20,930			
Stewarts Ferry Pike	3,830			
Gladeville Pike	800			
McCreary	830			

Analysis Conclusions

Retail Type (per households)	Est. Max. S.F. (2005)	Est. Max. S.F. (2010)
Corner Store	457	477
Convenience Center	731	763
Neighborhood Center	76,260	79,560
Community Center	30,504	31,824
Regional Center	184,847	210,767
Development Type (per residents)		
Neighborhood Commercial District	N/A	
with Entertainment	N/A	
Strip Shopping Center (per traffic)	2,093	

Note: Recommendations in Orange.

* Data compiled by the Gibbs Planning Group for the International Council of Shopping Centers (see appendix)

** Per Claritas Reports (June 30, 2005) provided by the Wilson County Planning Office

^ Data provided by the Tennessee Department of Transportation 2004 Traffic Maps



APPENDIX

4. SR-840 – Stewarts Ferry Pike Interchange Market Analysis

Market Analysis Sparta Pike @ Watertown

A market analysis was conducted for each Gateway study area to indicate the amount of retail and/or commercial services that the study area could support. Using development research data and census reports, the following chart relays estimates for supported types of development. The information in the land use recommendations section of this document has been linked to this data in determining the types and sizes of suitable development for each Gateway. This also relates to the types of proposed growth that should be allowed for future land uses.

Average Requirements for Retail and Commercial Centers*

Retail Type	Size	Trade Area	Households(2.5/ac.)
Corner Store	2,000-5,000 S.F.	1/2 - 1 mile	1,000
Convenience Center	10,000-20,000 S.F.	1 mile	2,500
Neighborhood Center	100,000-150,000 S.F.	3-5 miles	5,000
Community Center	300,000-600,000 S.F.	5-7 miles	30,000-50,000
Regional Center	700,000-1,000,000 S.F.	12-15 miles	150,000
Development Type	Number of Residents	Trade Area	Average Daily Trips
Neighborhood Commercial District	10,000	1/2 mile	
with Entertainment	15,000	1/2 mile	
Strip Shopping Center			100 trips per 1000 S.F.

Existing Conditions

Households (by Date)**	0.0-1.0 miles (estimate)	0.0-3.0 miles	0.0-5.0 miles	0.0-10.0 miles
2000 Census	104	939	1,722	6,164
2005 Estimate	105	949	1,758	6,436
2010 Projection	108	974	1,813	6,750
Population (by Date)**				
2000 Census	267	2,407	4,441	16,301
2005 Estimate	268	2,414	4,494	16,874
2010 Projection	274	2,468	4,620	17,627
Traffic Generations (per Road)^	Traffic Volume			
Sparta Pike	6,200			
Beech Log Rd.	450			
Main St.	1,910			

Analysis Conclusions

Retail Type (per households)	Est. Max. S.F. (2005)	Est. Max. S.F. (2010)
Corner Store	527	541
Convenience Center	843	866
Neighborhood Center	52,740	54,390
Community Center	21,096	21,756
Regional Center	42,907	45,000
Development Type (per residents)		
Neighborhood Commercial District	N/A	
with Entertainment	N/A	
Strip Shopping Center (per traffic)	620	

Note: Recommendations in Orange.

* Data compiled by the Gibbs Planning Group for the International Council of Shopping Centers (see appendix)

** Per Claritas Reports (June 30, 2005) provided by the Wilson County Planning Office

^ Data provided by the Tennessee Department of Transportation 2004 Traffic Maps

Note: Sparta Pike @ Watertown Analysis is conducted per estimates of Claritas reports from East & West sides of Watertown

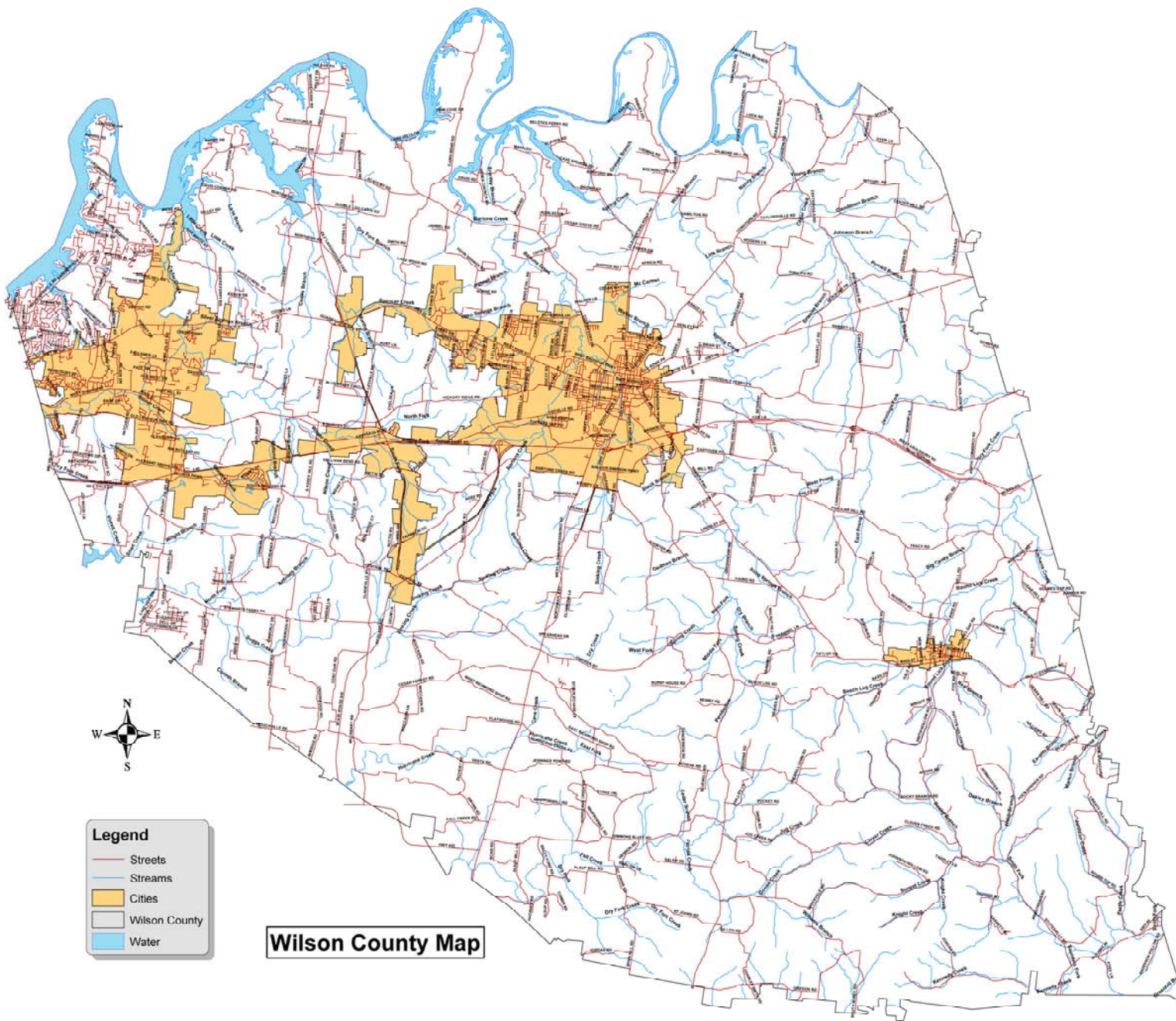


APPENDIX

5. Sparta Pike & Watertown Area Market Analysis



APPENDIX



Legend

- Streets
- Streams
- Cities
- Wilson County
- Water

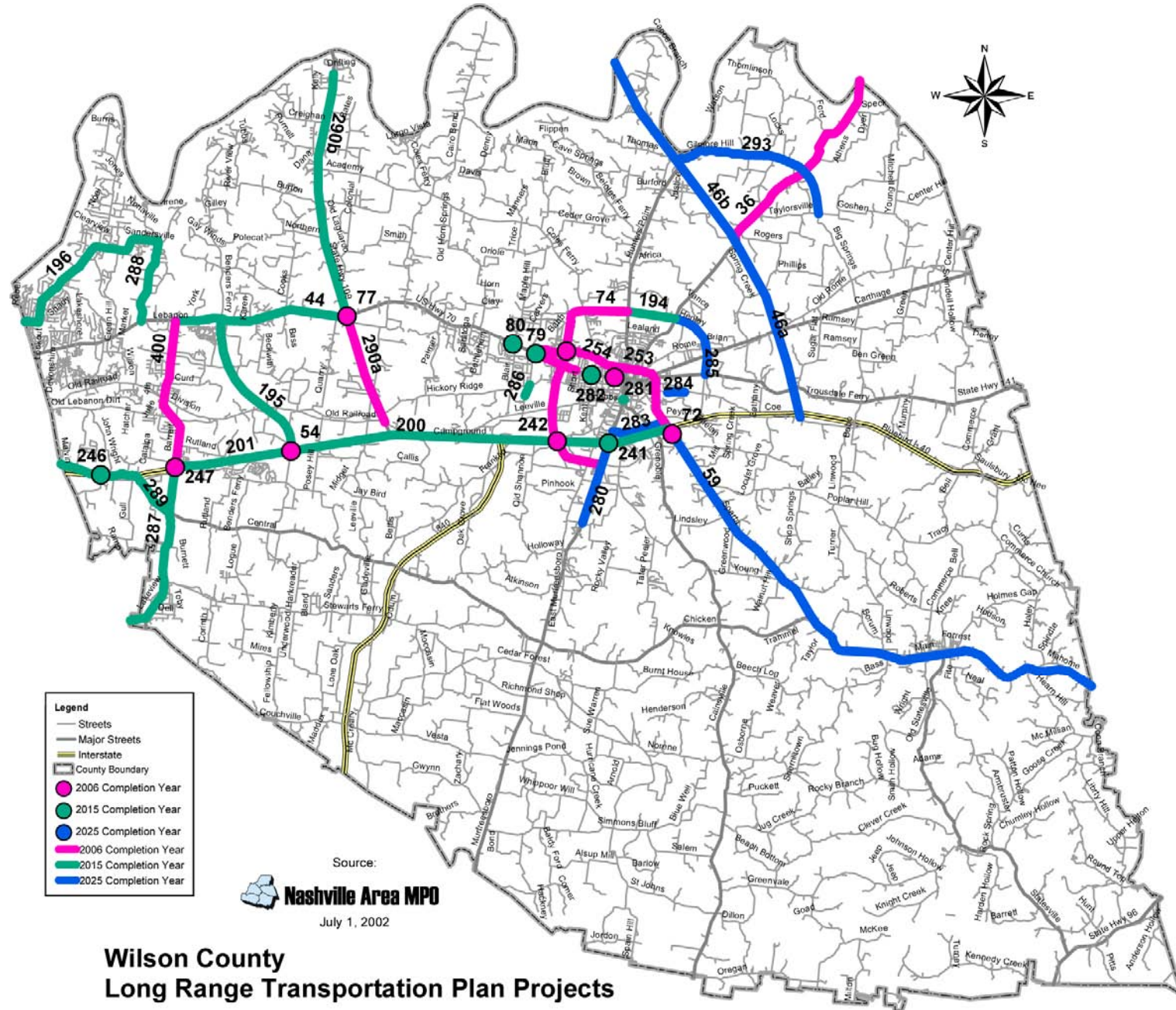
Wilson County Map

**Wilson County
Map**



APPENDIX

Wilson County
Aerial Photo



**Wilson County
 Long Range Transportation Plan Projects**

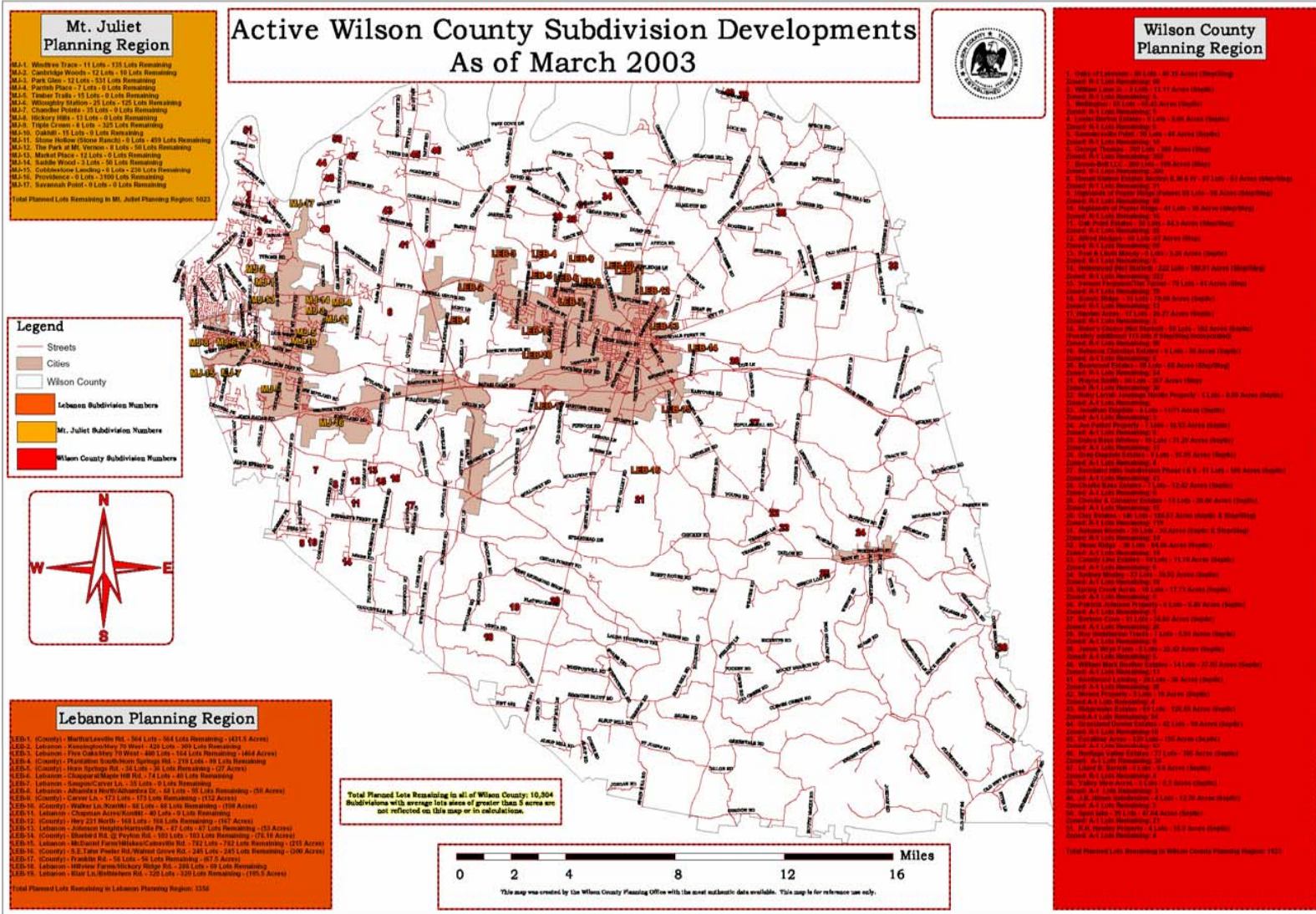
APPENDIX

**Wilson County
 Long Range
 Transportation
 Plan**

93

Total Planned Lots remaining per region:

Wilson County Total: 1923
Mt. Juliet Total: 5023
Lebanon Total: 3358



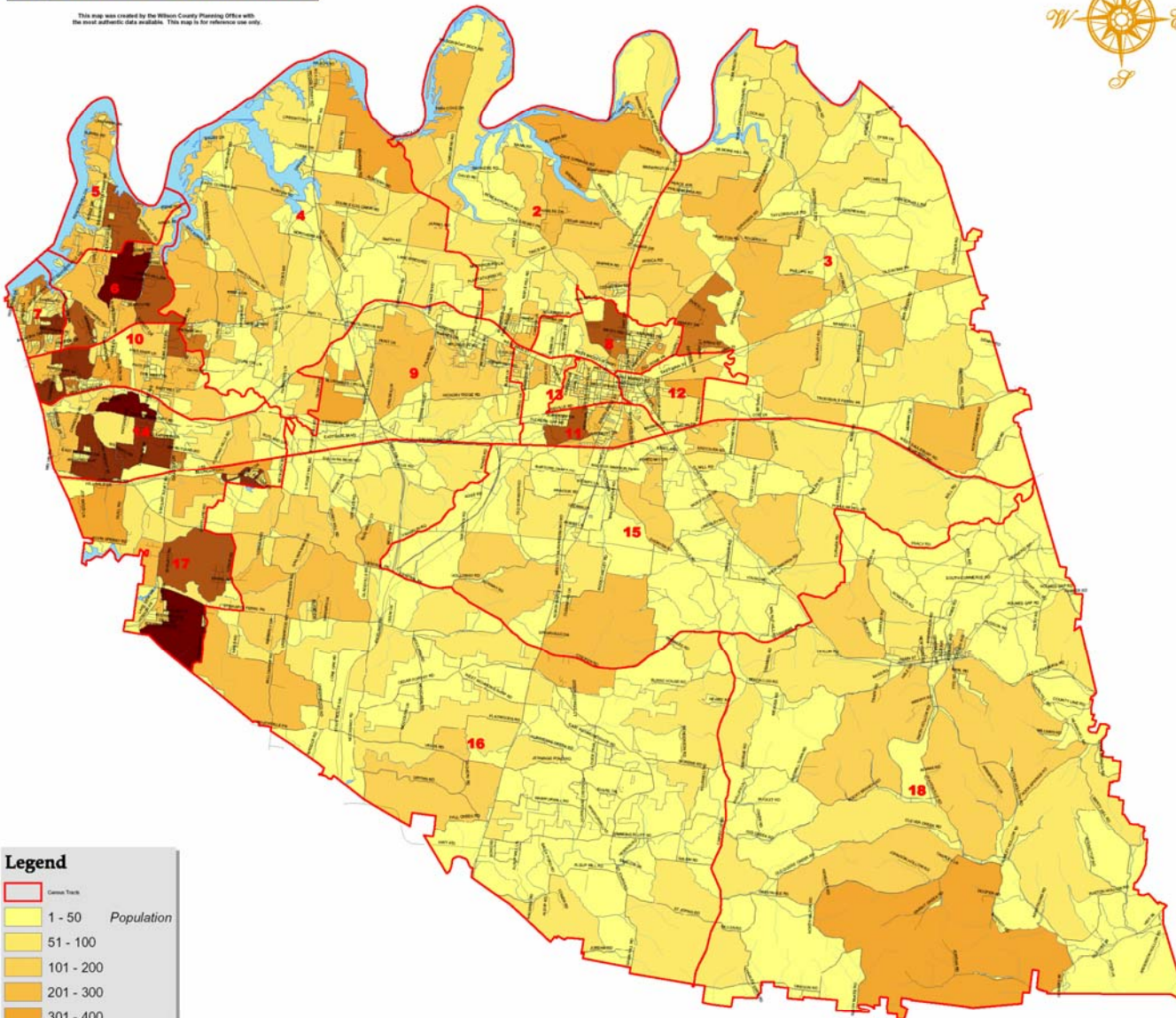
APPENDIX

Wilson County Subdivision Development Map

94

Population Per Census Block

This map was created by the Wilson County Planning Office with the most authentic data available. This map is for reference use only.

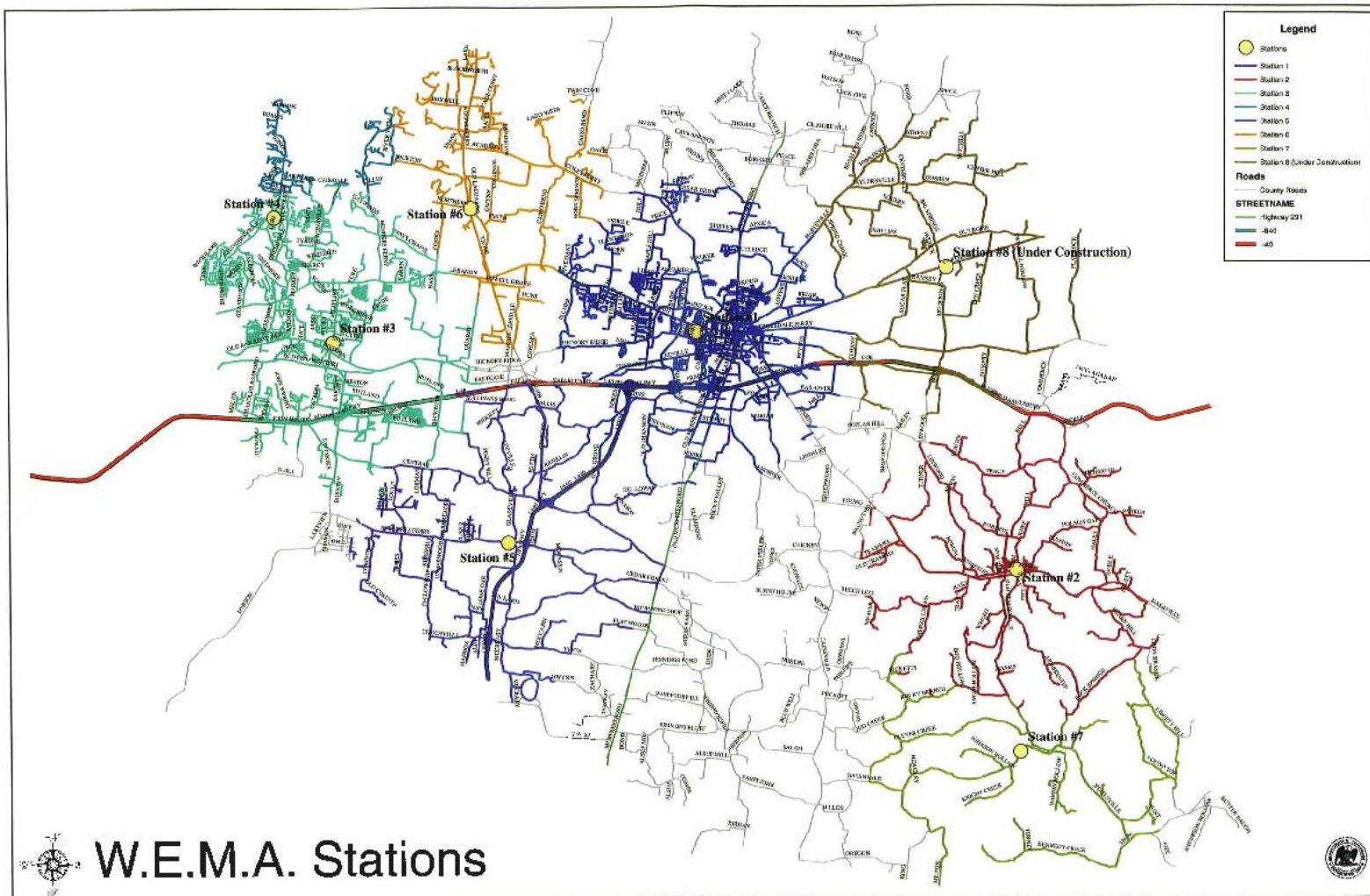


Legend	
	Census Tract
Population	
	1 - 50
	51 - 100
	101 - 200
	201 - 300
	301 - 400
	401 - 500
	501 - 600
	601 - 700
	701 - 792



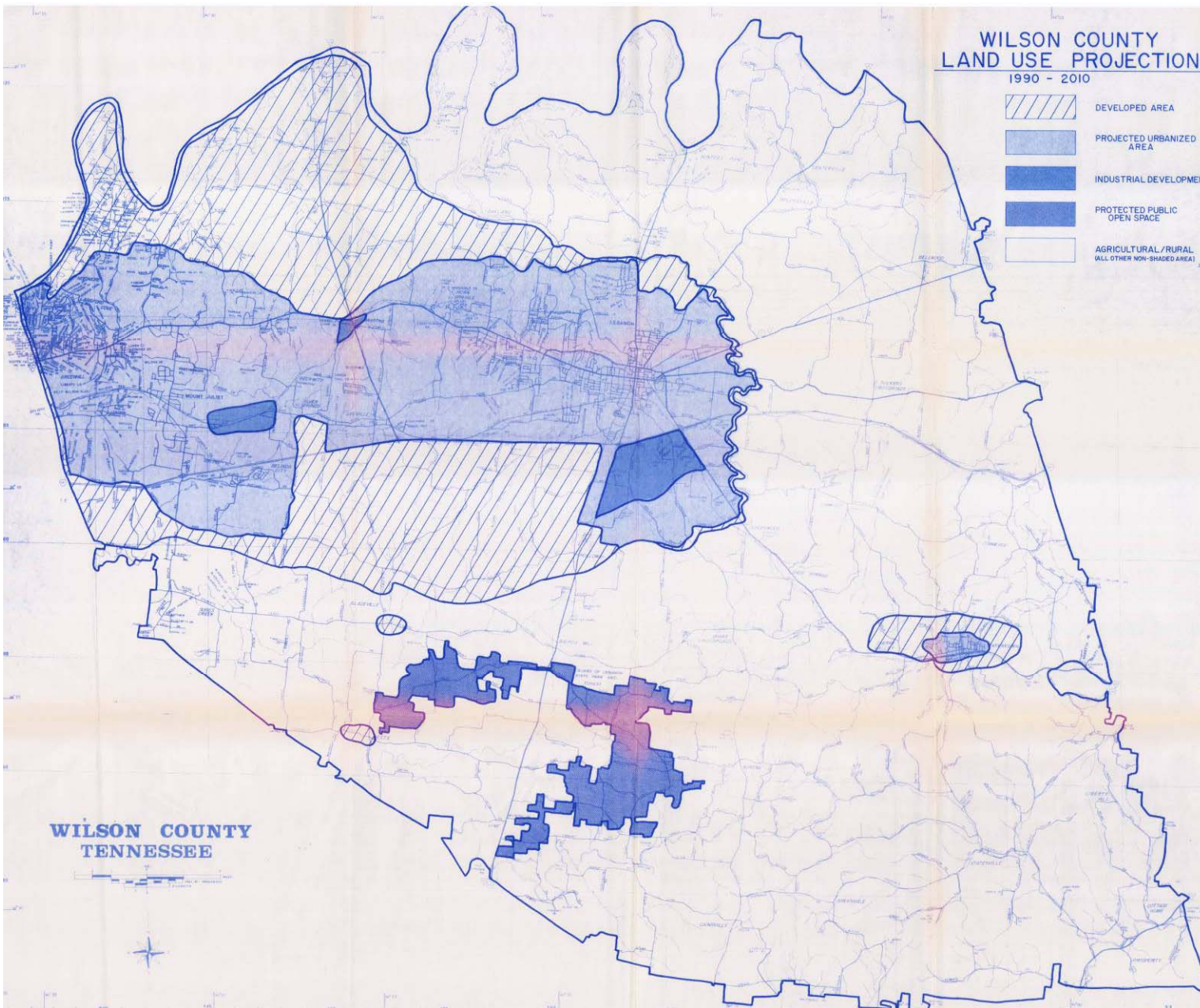
APPENDIX

Wilson County Census Map



APPENDIX

Wilson County
Emergency
Management
Agency Service
Map



APPENDIX

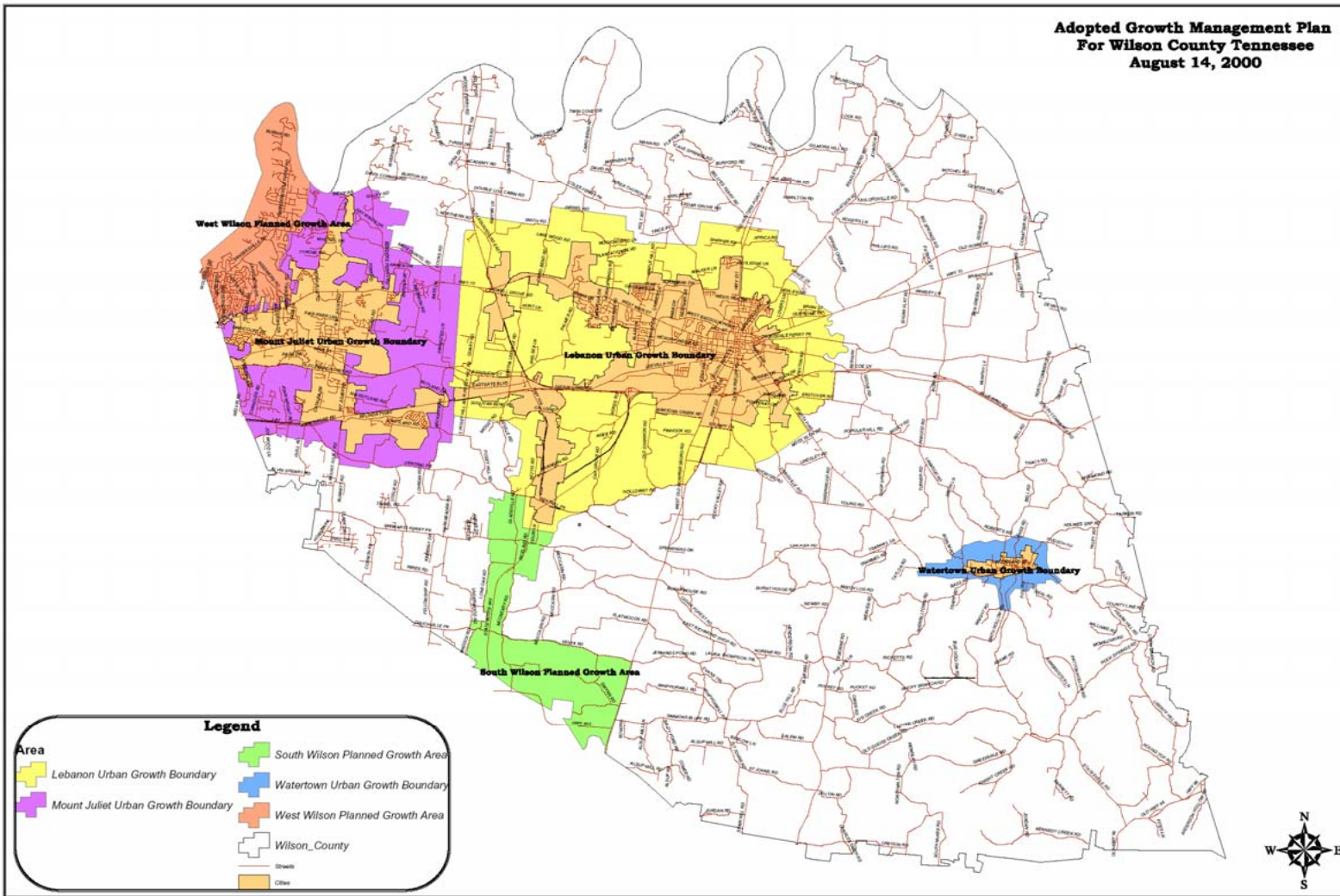
Existing Wilson County Land Use Map

98

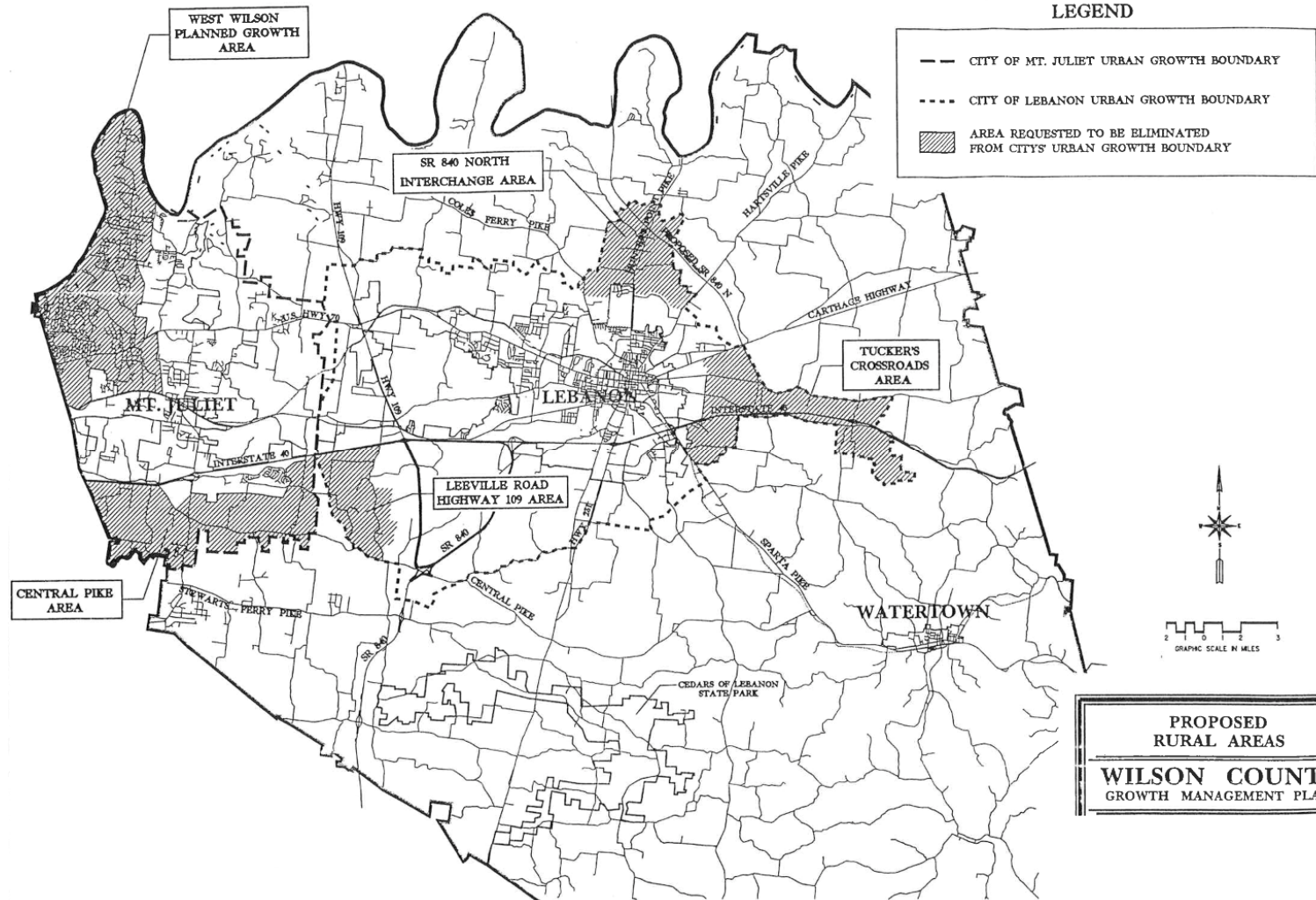


Adopted Growth Management Plan
For Wilson County Tennessee
August 14, 2000

APPENDIX



Wilson County
Growth
Management
Plan



APPENDIX

Wilson County
Growth
Management Plan
with revised
Growth Boundary

Rural Preservation Policy

The following is a segment taken directly from the Rural Preservation Policy of Wilson County, adopted by the Wilson County Coordinating Committee 12/21/99.

Wilson County designated the majority of land rural in its twenty year Urban Growth Management Plan. The intent of the Rural Areas is to conserve and protect the designated park, forest, recreation and agricultural lands of the County. These areas are deemed to be valuable resources within the County and as such shall be given special considerations in any land use decisions made by the County Planning Commission and the County legislative body.

The primary land use within the Rural Areas shall be wildlife, park, recreation, forest and agricultural. Low to moderate density residential, commercial and industrial land uses shall be permitted within the Rural Areas where infrastructure is available to support the development. While these uses are permitted within the Rural Areas, the se uses shall be developed so as to not cause and adverse impact on wildlife, park, forest, recreation and agricultural lands.

It shall be the duty of the Wilson County Planning Commission and the County legislative body to review all developments within the Rural Areas with respect to an impact on conserved lands. The approval of rezonings shall also be contingent upon the study of negative impacts on these lands. If a negative impact is founded, then the person requesting approval shall provide a mitigation of the negative impact to the Planning Commission of County legislative body for review. If the mitigation is not deemed appropriate by the voting body, the request shall be denied. These restrictions shall not apply to minor subdivisions of property. A minor subdivision constitutes a division of property into five lots or less.

In addition to the above policy, developments shall not be permitted at higher density than already present in areas where there is an insufficient water supply and/or pressure. Developments or rezonings shall also not be approved in areas with an inadequate road system. It is the responsibility of the Planning Commission and the County legislative body to uphold and practice the above policy pertaining to the designated Rural Areas within Wilson County.

For the purpose of implementing this rural policy, the following definitions for Agricultural and Forest, derived from Tennessee Code Annotated 67-5-1004, shall be used:

“Agricultural use of land means a tract of land at least fifteen (15) acres including woodlands and wastelands which form a contiguous part thereof, constituting a farm unit engaged in the production of growing crops, plants, animals, nursery, apiary, floral products, composting of plant and animal wastes and open agricultural lands not in present cultivation but which are part of the farm unit. Agricultural land also means two (2) or more tracts of land including woodlands and wastelands, one (1) of which is greater than fifteen (15) acres and none of which is less than ten (10) acres, and such tracts need not be contiguous but shall constitute a farm unit being held for the production or growing of agricultural products.” (this definition was amended to include composting from the State Farm Bureau.)

“Forest use of land means land constituting a forest unit engaged in the growing of trees under a sound program of sustained yield management or any tract of fifteen (15) or more acres having tree growth in such quantity and quality and so managed as to constitute a forest.”



APPENDIX

Rural
Preservation
Policy

Rural Preservation Policy
(continued)

3.4 Proposed Rural Areas

One of the key concerns emanating from the public input process was the desire for several key areas of the County to remain “rural” in nature. According to Public Chapter 1107, proposed rural areas should be characterized as “territory that over the next 20 years is to be preserved as agricultural lands, forests, recreational areas, wildlife management areas or for uses other than high density commercial, industrial, or residential development”. By designating certain areas as rural in their Plan, the County thereby acknowledges their duty to “manage growth and natural resources in a manner which reasonably minimizes detrimental impact” to these lands.

Figure 3.5 provides a graphic depiction of the areas within the unincorporated County that were of special concern due to their inclusion in either the City of Lebanon’s or Mt. Juliet’s urban growth boundaries. There was a strong desire by the general public and the task force of county officials to protect these areas from “urbanization” and preserve them as part of the rural fabric of Wilson County. In addition, the County believes it is important to preserve and protect the lands classified as greenbelts within the current or proposed incorporated areas of Wilson County. The County recognizes that it is not their enumerated duty, within the law, to dispute the exact limits of each city’s UGB, but it is important that the rural nature of certain portions of Wilson County are preserved in this planning process. Consequently, Figure 3.5 provides a review of those areas within each city’s urban growth boundary that are requested to be revised in this Plan.

Central Pike Area: The primary issues raised in this area were the landowner’s desires to remain an agricultural, rural area and the City’s recent approval of over 3,000 new homesites in an area immediately north of Central Pike in the Belinda City development. The need for additional residential land in this area seemed imprudent when this inventory of approved homesites are now immediately available. Consequently, this Plan requests that the City’s urban growth boundary be revised back to the current southern limits of the City until such time that this inventory of lots is absorbed or the market determines that additional sites are needed to provide competition.

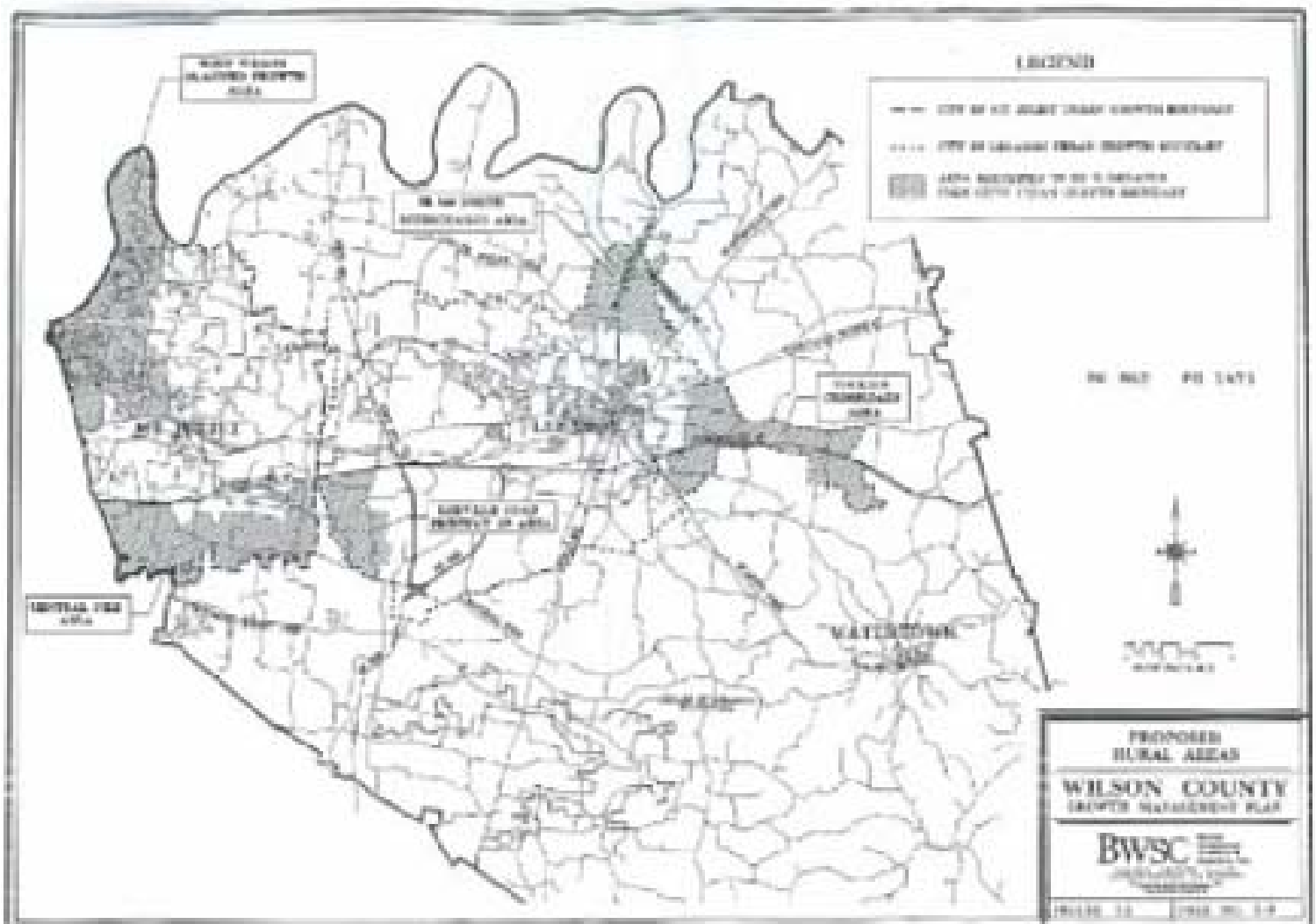
Leeville Road at Highway 109 Area: This Plan recognizes the significant development pressure that will exist in this general area once Highway 109 is completed and connected to SR840, and the Plan supports the management of this growth by focusing future growth in this critical corridors. As such, the Plan requests that the City’s urban growth boundary be revised back to Leeville Road in order that the City’s future infrastructure spending can be focused on providing adequate utilities to the areas immediately adjacent to the transportation corridors. Land lying further away from these corridors is recommended to remain rural until such time that the available land within the urban growth boundary is absorbed.

Tucker’s Crossroads Area: This area was the most highly publicized area of contention during the public meetings. The residents of this area recognized that the Linwood Road interchange at Interstate 40 provides a strong incentive for future growth in the area, however, their desire to keep the area rural and independent from growing urbanization of the City of Lebanon was clear. The Plan that the eastern limits of the urban growth boundary be revised to the Peyton Road area.



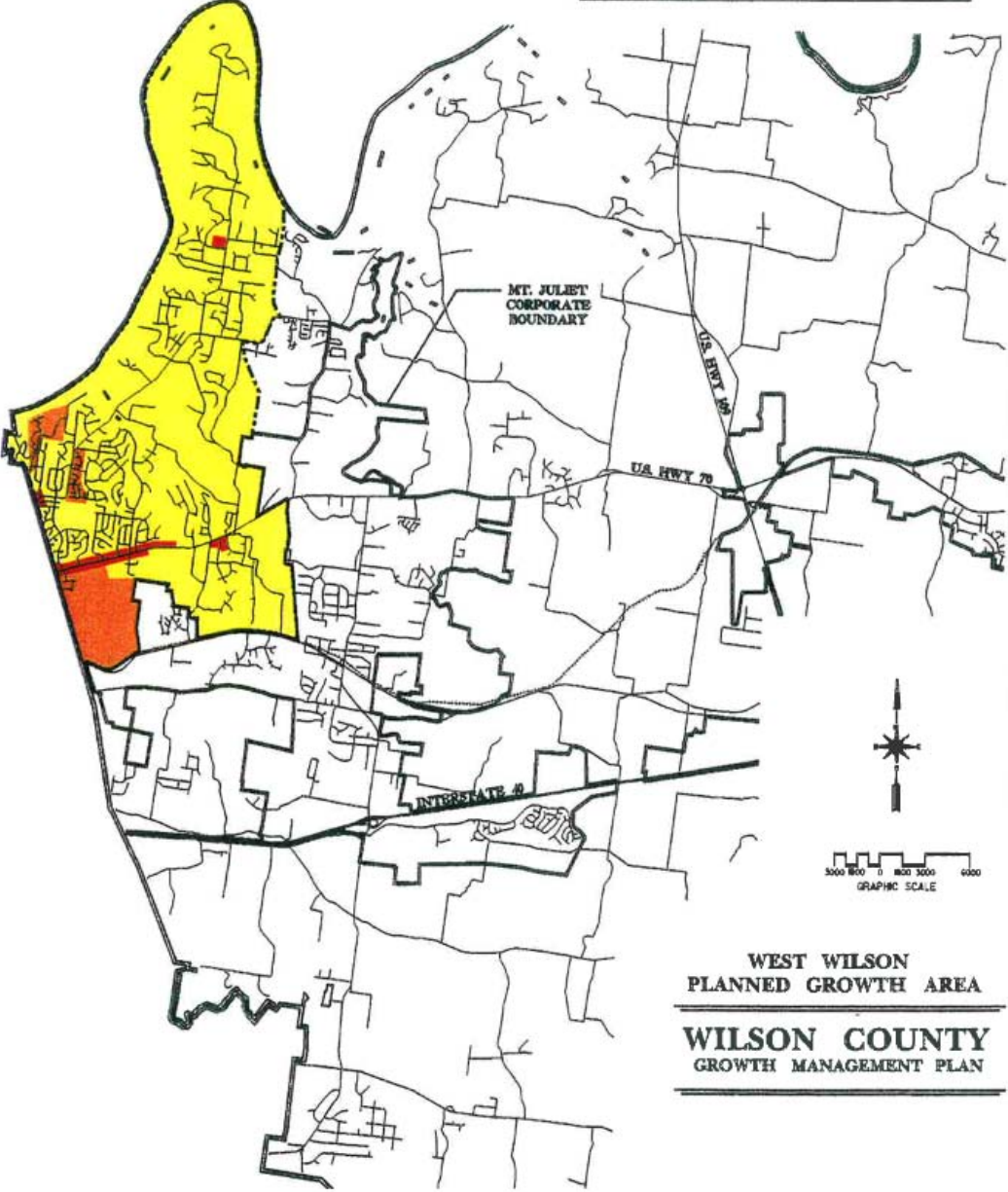
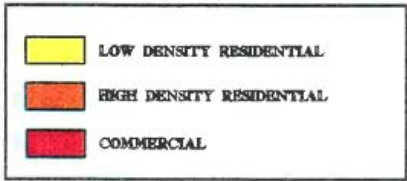
APPENDIX

**Rural
Preservation
Policy**



APPENDIX

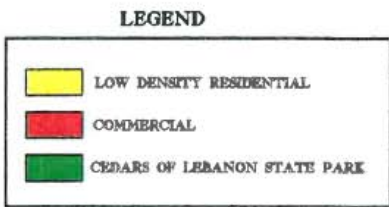
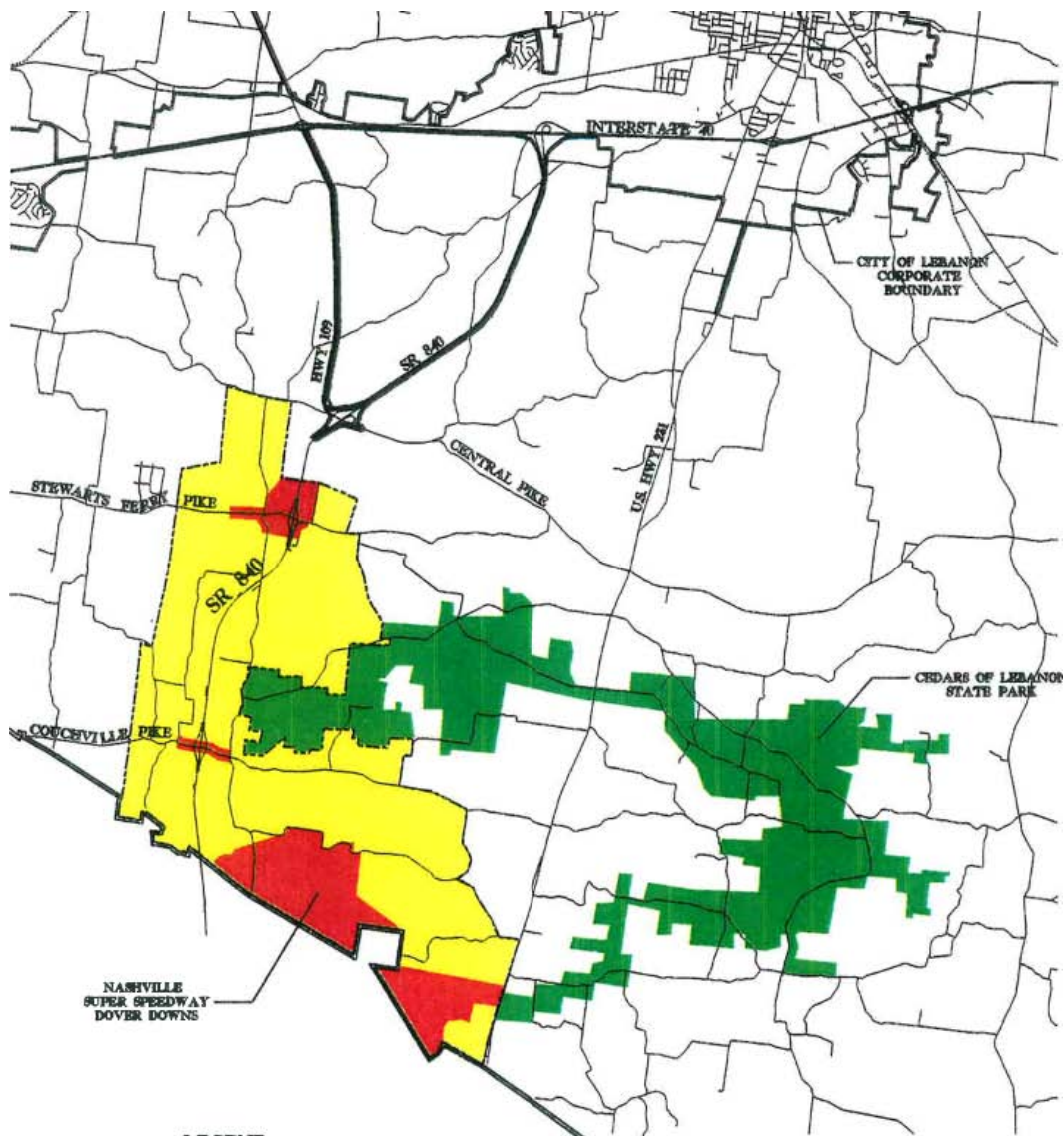
Rural
Preservation
Policy



WEST WILSON
 PLANNED GROWTH AREA

WILSON COUNTY
 GROWTH MANAGEMENT PLAN



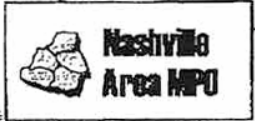
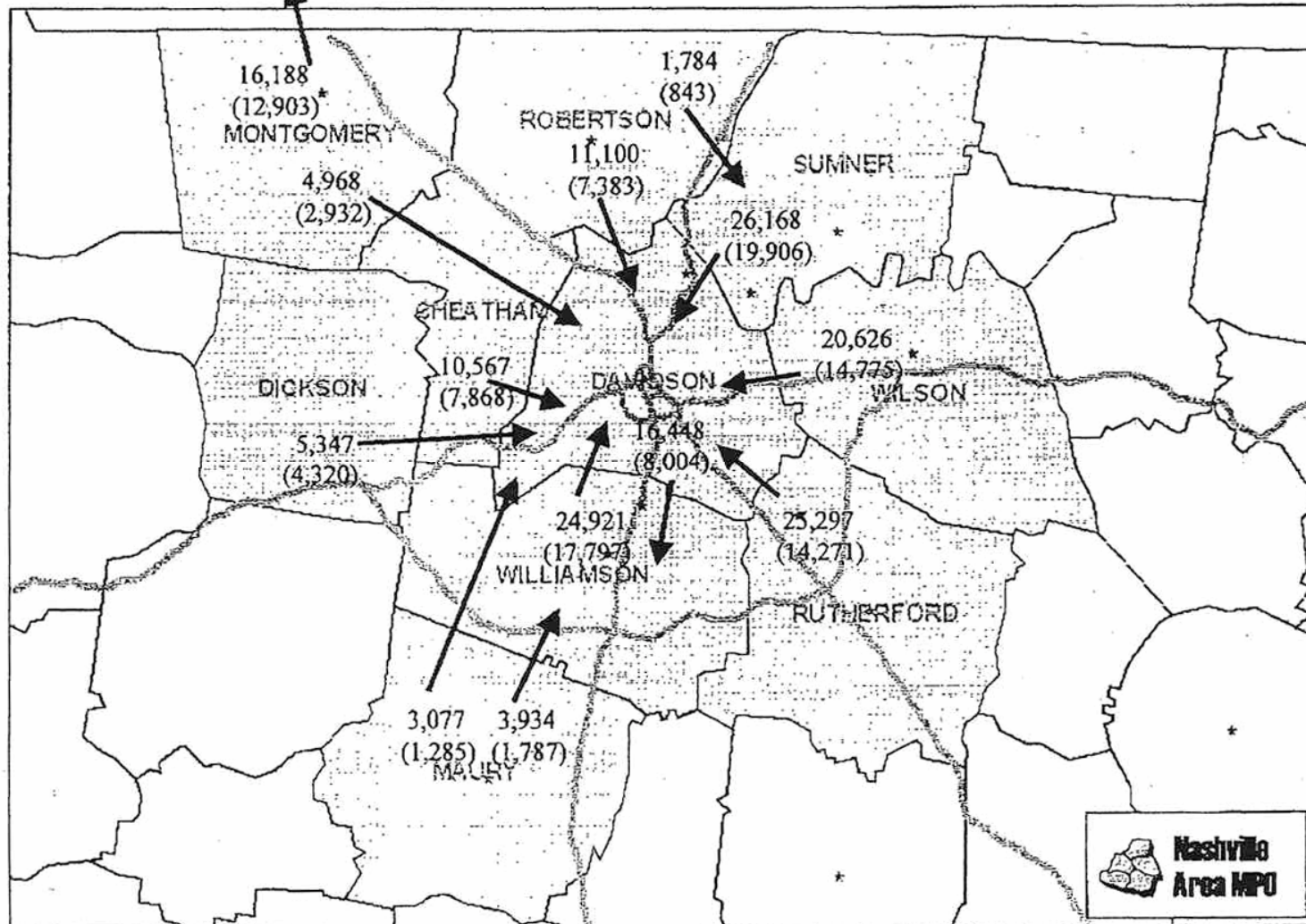


**GLADEVILLE
PLANNED GROWTH AREA**
**WILSON COUNTY
GROWTH MANAGEMENT PLAN**

APPENDIX

**Gladeville
Planned Growth
Area**

No. of residents commuting to specific counties

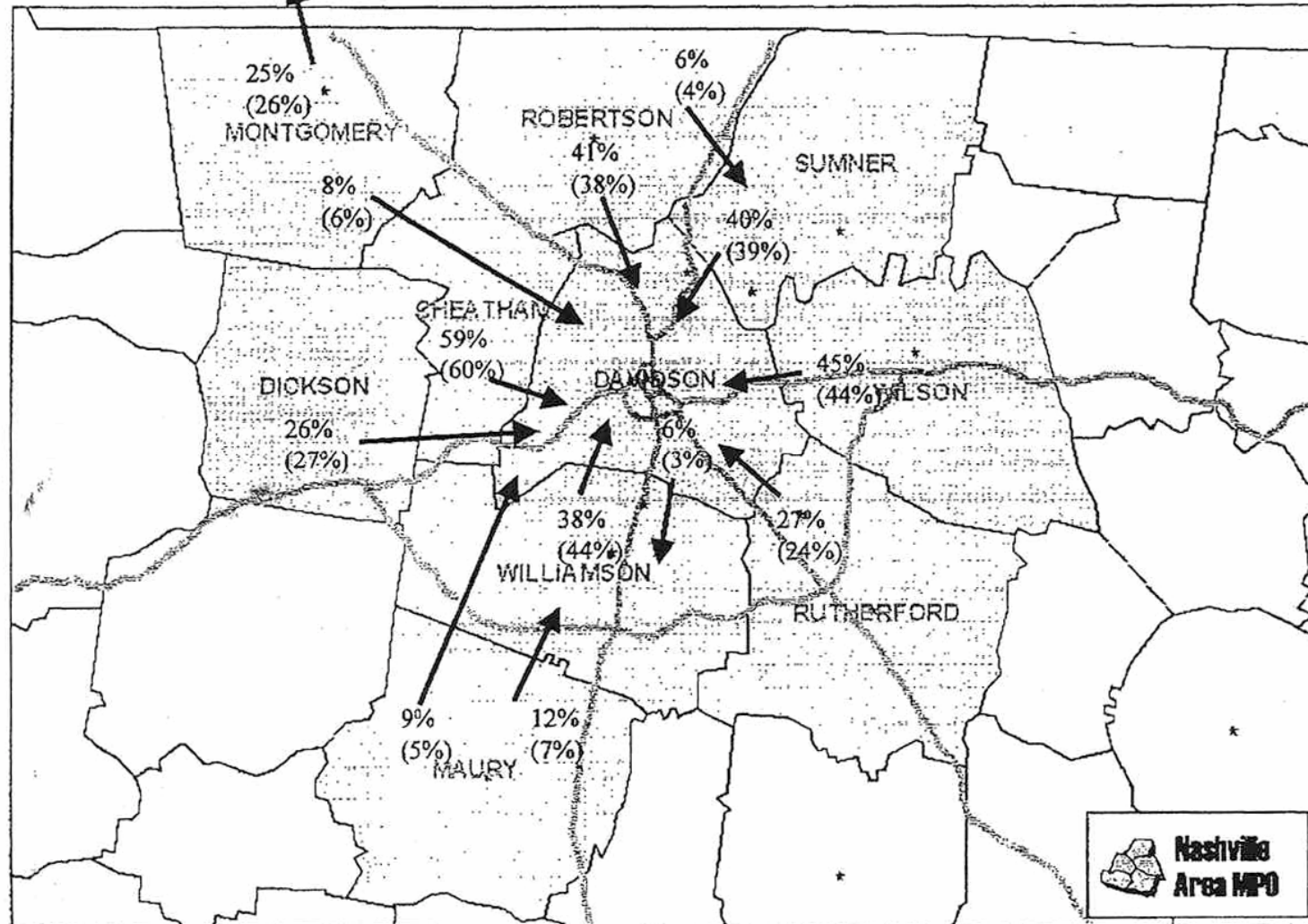


APPENDIX

Middle Tennessee County Commuting Statistics by number

2000 Census data (1990 data in parentheses). Shows all flows 5% or greater.

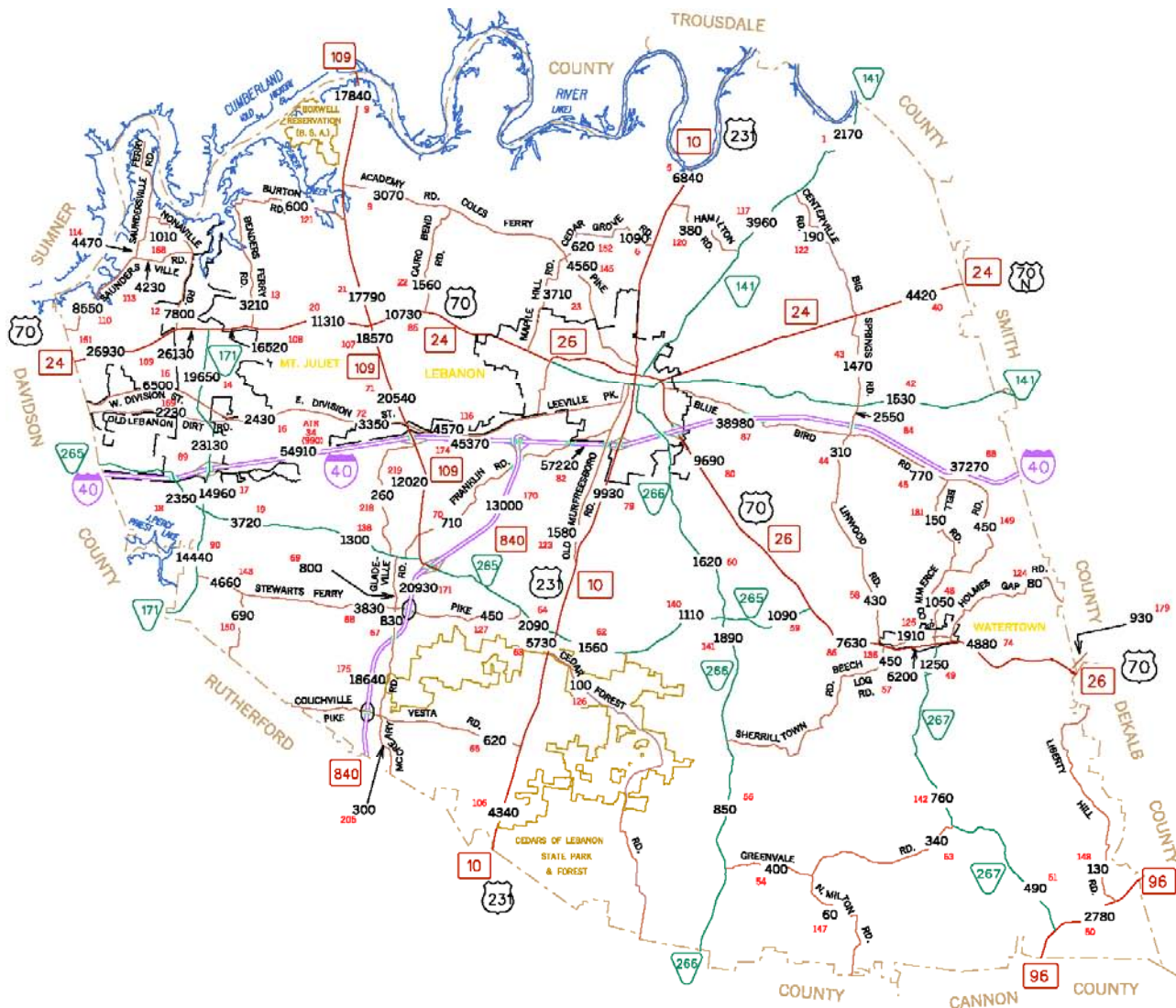
Pct. of residents commuting to specific counties



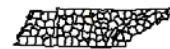
2000 Census (1990 data in parentheses.) Shows all flows 5% or greater.

APPENDIX

Middle Tennessee
 County
 Commuting
 Statistics by
 percentage



- LEGEND**
- AVERAGE DAILY TRAFFIC VOLUME
 - INTERSTATE HIGHWAY SYSTEM
 - U.S. NUMBERED HIGHWAY SYSTEM
 - STATE SECONDARY HIGHWAY SYSTEM
 - STATE PRIMARY HIGHWAY SYSTEM
 - LOCAL ROAD OR STREET
 - COUNTY LINE
 - STATE LINE
 - INCORPORATED CITY BOUNDARY
 - RESERVATION BOUNDARY
 - WIDE STREAM
- 000 STATION NUMBER



2004 TRAFFIC MAP
WILSON COUNTY
 TENNESSEE
 PREPARED BY THE
 TENNESSEE DEPARTMENT OF TRANSPORTATION
 PLANNING DIVISION
 IN COOPERATION WITH THE
 U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION



APPENDIX

Wilson County 2004 Traffic Map



Population Projections for Tennessee, 2005 to 2025							
	Census		Projections				FORECAST ³
	2000	2005	2010	2015	2020	2025	2030
Tennessee	5,689,283	6,017,599	6,425,969	6,821,312	7,195,375	7,559,532	7,946,170
Anderson	71,330	73,065	75,163	76,583	77,226	77,233	79,442
Bedford	37,586	40,204	43,224	46,387	49,664	52,468	55,517
Benton	16,537	17,386	18,500	19,578	20,542	21,442	22,505
Bledsoe	12,367	12,867	14,416	15,861	17,150	18,316	19,567
Blount	105,823	112,222	120,592	128,718	136,357	143,707	151,565
Bradley	87,965	94,810	103,873	112,856	121,533	130,252	138,607
Campbell	39,854	41,180	42,615	43,748	44,455	44,885	46,401
Cannon	12,826	13,445	14,183	14,852	15,426	15,946	16,668
Carroll	29,475	30,628	32,574	34,295	35,753	37,040	38,786
Carter	56,742	57,985	60,332	62,239	63,657	64,739	66,840
Cheatham	35,912	40,126	44,880	49,691	54,477	59,205	63,815
Chester	15,540	16,187	18,045	19,892	21,665	23,381	24,867
Claiborne	29,862	30,920	32,502	33,914	35,159	36,262	37,716
Clay	7,976	8,408	9,086	9,793	10,481	11,193	11,791
Cocke	33,565	35,938	38,679	41,401	44,030	46,738	49,345
Coffee	48,014	50,303	53,771	56,979	59,888	62,584	65,738
Crockett	14,532	15,303	16,279	17,267	18,253	19,239	20,149
Cumberland	46,802	50,082	54,059	58,045	61,922	66,119	69,781
Davidson	569,891	596,399	620,928	643,675	665,579	688,340	713,055
Decatur	11,731	12,353	13,189	13,941	14,577	15,202	15,977
DeKalb	17,423	18,484	19,835	21,118	22,284	23,430	24,701
Dickson	43,156	47,288	52,059	56,823	61,487	66,148	70,726
Dyer	37,279	38,547	40,209	41,617	42,719	43,500	45,148
Fayette	28,806	30,489	32,525	34,419	35,978	37,360	39,376
Fentress	16,625	17,657	18,838	19,945	20,968	21,961	23,104
Franklin	39,270	40,700	43,870	46,907	49,700	52,207	54,915
Gibson	48,152	48,967	50,430	51,248	51,514	51,730	52,975
Giles	29,447	30,548	32,134	33,509	34,616	35,494	37,006
Grainger	20,659	21,771	22,950	23,998	24,920	25,760	26,943
Greene	62,909	65,299	68,949	72,169	74,935	77,456	80,772
Grundy	14,332	14,778	15,355	15,775	16,067	16,253	16,816
Hamblen	58,128	61,754	65,881	69,721	73,315	76,938	80,880
Hamilton	307,896	314,958	324,353	335,636	344,951	352,285	362,334
Hancock	6,786	6,684	6,690	6,835	6,932	6,947	6,982
Hardeman ¹	28,105	30,188	30,908	31,456	31,891	32,239	33,431
Hardin	25,578	26,543	27,780	28,808	29,604	30,225	31,434
Hawkins	53,563	56,786	60,314	63,571	66,538	69,354	72,834
Haywood	19,797	20,046	20,339	20,474	20,573	20,596	20,875
Henderson	25,522	27,448	29,414	31,281	33,034	34,713	36,693
Henry	31,115	32,767	34,960	37,065	38,947	40,764	42,825
Hickman	22,295	23,979	25,800	27,564	29,259	30,981	32,750
Houston	8,088	8,571	9,268	9,963	10,563	11,228	11,851
Humphreys	17,929	18,909	20,078	21,112	22,000	22,778	23,923
Jackson	10,984	11,915	13,060	14,225	15,385	16,592	17,655
Jefferson	44,294	47,374	52,111	56,796	61,318	65,928	70,106
Johnson	17,499	18,099	18,749	19,278	19,655	19,959	20,623
Knox	382,032	398,735	427,593	455,614	481,842	507,438	532,646
Lake ²	7,954	8,085	8,240	8,409	8,558	8,709	8,862
Lauderdale	27,101	27,900	28,657	29,098	29,172	29,033	29,885
Lawrence	39,926	41,763	43,752	45,430	46,861	48,066	50,067
Lewis	11,367	11,947	13,086	14,040	14,740	15,283	16,302
Lincoln	31,340	32,336	33,655	34,715	35,476	36,004	37,301
Loudon	39,086	43,334	48,362	53,574	58,729	64,291	68,972
Macon	20,386	21,827	23,473	25,092	26,628	28,140	29,737

Macon	20,386	21,827	23,473	25,092	26,628	28,140	29,737
Madison	91,837	96,726	104,797	112,639	120,008	126,951	134,152
Marion	27,776	28,459	30,519	32,253	33,845	35,616	37,121
Marshall	26,767	28,615	30,756	32,808	34,737	36,544	38,635
Mauzy	69,498	74,185	79,962	85,453	90,486	95,303	100,823
McMinn	49,015	50,968	53,356	55,434	57,155	58,629	60,964
McNairy	24,653	25,856	27,413	28,803	30,005	31,126	32,596
Meigs	11,086	12,801	14,768	16,869	19,040	21,374	23,215
Monroe	38,961	41,214	43,817	46,203	48,317	50,290	52,834
Montgomery	134,768	147,946	165,840	184,458	203,842	224,457	240,360
Moore	5,740	5,992	6,335	6,650	6,930	7,162	7,492
Morgan	19,757	19,936	20,257	20,361	20,476	20,560	20,798
Obion	32,450	33,381	34,622	35,545	36,219	36,681	37,876
Overton	20,118	21,423	22,927	24,441	25,887	27,417	28,842
Perry	7,631	7,987	8,448	8,888	9,260	9,611	10,053
Pickett	4,945	5,203	5,565	5,919	6,230	6,559	6,887
Polk	16,050	17,446	18,999	20,545	22,086	23,733	25,198
Putnam	62,315	67,240	72,535	78,000	83,488	89,595	94,590
Rhea	28,400	30,172	32,809	35,329	37,665	39,964	42,338
Roane	51,910	54,224	57,042	59,604	61,836	63,942	66,649
Robertson	54,433	59,380	64,809	70,196	75,388	80,534	85,848
Rutherford	182,023	203,240	231,326	260,125	288,924	318,583	344,235
Scott	21,127	22,648	24,325	25,942	27,451	28,965	30,598
Sequatchie	11,370	12,138	13,011	13,792	14,501	15,168	16,016
Sevier	71,170	82,423	95,196	108,709	122,526	137,345	149,365
Shelby	897,472	934,295	979,507	1,021,875	1,061,943	1,098,285	1,141,834
Smith	17,712	18,744	19,927	21,033	22,032	22,963	24,124
Stewart	12,370	13,151	14,036	14,873	15,659	16,401	17,267
Sullivan	153,048	155,515	158,561	160,466	161,390	161,263	164,434
Sumner	130,449	145,007	161,570	177,616	193,675	209,736	225,524
Tipton	51,271	54,406	58,372	62,179	65,544	68,414	72,325
Trousdale	7,259	7,586	8,055	8,495	8,881	9,226	9,666
Unicoi	17,667	18,165	18,897	19,536	20,056	20,560	21,225
Union	17,808	19,162	20,660	22,106	23,436	24,748	26,217
Van Buren	5,508	5,610	5,779	5,886	5,942	5,942	6,105
Warren	38,276	40,837	44,069	47,176	50,056	52,905	55,944
Washington	107,198	112,764	120,236	127,230	133,790	140,466	147,255
Wayne	16,842	17,223	17,630	17,909	18,046	18,056	18,499
Weakley	34,895	36,420	38,202	39,975	41,642	43,457	45,123
White	23,102	24,318	25,757	27,060	28,185	29,249	30,642
Williamson	126,638	149,596	174,261	199,813	226,133	252,426	276,555
Wilson	88,809	98,910	110,448	122,115	133,704	145,249	156,364

1. In October 2002, a new prison facility was opened in Whiteville, Hardeman county. The 2003 population of the prison is 1,500; this addition is reflected in the projections beginning in 2005.
2. In 2001, Tiptonville, Lake county, was rezoned to include the prison population. This addition is reflected in the projections beginning in 2005.
3. 2030 projection numbers were obtained using FORECAST function-a linear regression task. Note that forecasted numbers were used (2005-2025) to project 2030 values.

Source: <http://www.state.tn.us/tacir/population.htm>

APPENDIX

Tennessee County Population Projections

10/18/2005 Land Use Plan Workshop

PLEASE SIGN IN

Bob Neal
Mac McCluskey

Pat Kuchelle
Margaret Dixon

W. McDaniel
Hester Scott

Nicki Fitzpatrick
DRE LINDBERGER

Carol Thompson
Jay McArthur

Wanda Stender
Mary S. Nelson

Kathie Dodson
John Jewell

11-18-2005
SIGN-IN

HAYWOOD BARRY - Please Burn
me a CD of the Association
Thanks
H.B.

Bob Richie 2508 Saundersville Ferry Rd 7545234
Mr. Justice, ga 37122 bob.richie@C.rr.com

Clint Thomas
3600 Underwood Rd
Mt. Juliet, TN

Thomas 3000 @ bellsouth.net
37122

W. Jeff Morris ← GEORGIA,
Suffolk, VA 245.net
615-517-2462
Linda

E-MAIL THIS
GUY FOR
EVERY LAND
USE PLAN
HEARING

RICHARD ZAGO
ZAGORZ@COMCAST.NET



APPENDIX

Public Hearing
Reference
Materials



Land Use Plan Update
Public Presentation of Draft Proposal and Public Hearing

February 13, 2006
Carroll-Oakland Elementary Gymnasium
4664 Hunters Point Pike
6:00 p.m.

Focus of Meeting - General Plan Initiatives and Highway 231 North entering from Trousdale County

Sign In

<u>Name</u>	<u>Address</u>
TOM DEASHEAR	WILSON COUNTY PLANNING DEPT.
LYNNE JORDAN	" " "
Sidney & Doris Richardson	3980 Hunter Point PK
Roger Thompson	3700 Hunters Point PK
Terry Heath PRLY	159 ORIAN LANE
Stanley Moss	707 Barton Stone Court.

Land Use Plan Update
Public Presentation of Draft Proposal and Public Hearing

February 16, 2006
West Elementary Cafeteria
9315 Lebanon Road
6:00 p.m.

Focus of Meeting - General Plan Initiative and Highway 108 North entering from Sumner County

Sign In

<u>Name</u>	<u>Address</u>
BARRY TATUM	114 Castle Heights Ave. - 37007
FRANES TATUM	1230 Academy Rd 37087
Betty S McGee	6505 Hickory Ridge Rd 37090
John H McGee	Lebanon
Linda Perkins	47X0 Lebanon Rd 37087
Ken Perkins	Same
Carolyn Thompson	1447 Maple Rd. Lebanon, TN 37087
Lynn Mowery	987 Point View Cir, Mt Juliet
SEAN DEATHBIDGE	124 QUARRYWOOD RD. MT. JULIET 37088

APPENDIX

Public Hearing
Reference
Materials



SHEET 1/2

Land Use Plan Update
Public Presentation of Draft Proposal and Public Hearing

February 21, 2006
Gladeville Elementary Cafeteria
8840 Stewarts Ferry Pike
8:00 p.m.

Focus of Meeting - General Plan Initiatives and Stewarts Ferry Pike/840 Interchange,
Couchville/840 Interchange including the Speedway and the 231 South Entering from Rutherford
County

Sign In

Name	Address
John O'Blessing	2980 Lone Oak Rd
BILL FRANCESSEY	2872 MCCREARY RD
WALLACE LANNON	2810 MCCREARY RD
Judy Dameron	3025 Underwood Rd
Jerry Pengilly	8944 Stewarts Ferry Pk.
Frank Pengilly	" "
Judy Smith	438 Underwood Rd Mt Juliet
Herman Jones	438 Underwood Rd Mt Juliet
Jimmy Robinson	1187 Corinth Rd MT JULIET
RICHARD ZAGO	3461 UNDERWOOD RD, MT. JULIET
MARGA ZAGO	" " "
Karen Hill	1423 Corinth Rd Mt Juliet
Jerry Hill	1423 Corinth Rd Mt Juliet
Linda & Troy Smith	7360 Stewarts Ferry Pk Mt Juliet
Mark Cagle	3385 GUYAN RD Lebanon, TN

SHEET 2/2

Land Use Plan Update
Public Presentation of Draft Proposal and Public Hearing

February 21, 2006
Gladeville Elementary Cafeteria
8840 Stewarts Ferry Pike
8:00 p.m.

Focus of Meeting - General Plan Initiatives and Stewarts Ferry Pike/840 Interchange,
Couchville/840 Interchange including the Speedway and the 231 South Entering from Rutherford
County

Sign In

Name	Address
DIANA LANNON	1960 Corinth Rd. Mt Juliet
IKE CROOK + TERRE JONES	407 S. EVELAND RD.
OB LANNON	1960 CORINTH RD MT. JULIET
John Blackwell	MCCREARY Rd.
CLINT THOMAS	3600 UNDERWOOD RD MT JULIET 37122

APPENDIX

Public Hearing
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Land Use Plan Update
Public Presentation of Draft Proposal and Public Hearing

February 23, 2006
Tuckers Crossroads Elementary Cafeteria
5905 Trousdale Ferry Pike
6:00 p.m.

Focus of Meeting - General Plan Initiatives and Linwood Road/40 Interchange including Tuckers Crossroads and Carthage Highway entering from Smith County

Sign In

Name	Address
Terry Wilson	2201 Farm on Bamburg Rd.
Tusky Wilson	6677 Trousdale Ferry + Murphy Lane
Robert and Sara Ashley	203 W. Saulsbury Rd.
Phillip Neal	2564 Ben Gran Rd. L.S. TN. 37090
Harlan Boston	6131 Trousdale Ferry Pike Lot Ten 2769
Ann Medell	Universal D.P.
M.W. Justice	694 North Commerce Ave
John Boston	5570 Poplar Hill Rd.
William Boston	5245 Linwood Rd. Walnut Grove 311
Russell Johnson	3744 Carthage Hwy. Lebanon 37087
Donald Wootley	5725 BIG SPRINGS DR
Tom Neal	5128 Trousdale Ferry Pk.
John Smith	Water & Sewer Authority
Quinn	Water & Sewer Authority

Name	Address
Gene Gracyelny	6544 Trousdale Ferry
Brenda Williams	4574 Trousdale Ferry Pk
MICHAEL TUTT	126 BELL ROAD
Paul and Joy Tucker	2034 Poplar Hill Rd
Diana Cravender	2016 Ben Gran Rd.
Brent Baldwin	867 Bell Rd
Amos Boston	1246 Bobo Rd
Pam Sandomal	4778 Trousdale Ferry Pike
Jack Pruitt Jr	5000 Trousdale Ferry Pk
Jacqie Pruitt	4904 Trousdale Ferry Pk
Jack Pruitt Sr	" " "
Bobby McEntain	- Saulsbury Rd
Thomas W. Belo	7099 Trousdale Ferry Pike
And Pat	1777 Bobo Ln Walnut Grove, TN 37181

Land Use Plan Update
Public Presentation of Draft Proposal and Public Hearing

February 23, 2006
Tuckers Crossroads Elementary Cafeteria
5905 Trousdale Ferry Pike
6:00 p.m.

Focus of Meeting - General Plan Initiatives and Linwood Road/40 Interchange including Tuckers Crossroads and Carthage Highway entering from Smith County

Sign In

Name	Address
Billy Swindle	Sunical Hollow Rd
John L Woodruff	Leb. Tenn 1264 Young Rd. Leb. Tenn. 37090
Pat & Shela Neal	7090 Trousdale Ferry Lot 3709
Karl Kendeit	3635 Sunical Hollow Rd.
Todd & Kim Wuzet	1529 Sugar Flat Rd
Patricia Harmon	2201 Ben Gran Rd.
Jonathan Tinsley	243 E. Spring
Jordan Coker	848 Russlee
Greg Malley	118 17th Ave. S. #8 Nashville, TN 3721
Grace Harding Hamblin	3945 Old Rome Pike 37087
Diana K. Dennis-Parke	2945 Graham Rd Lebanon 37088

Sign In

Name	Address
AL Anasky III	8339 Trousdale Ferry Pk



APPENDIX

Public Hearing
Reference
Materials



Land Use Plan Update
Public Presentation of Draft Proposal and Public Hearing

February 28, 2006
Lakeview Elementary Cafeteria
8211 Saundersville Road
6:00 p.m.

This area listed as area of interest requiring additional study. Focus of Meeting - General Plan Initiative

Sign In

Name	Address
Arthur Brown	505 Queens Rd.
John Shenn	501 LUNON Cr, 37122

Land Use Plan Update
Public Presentation of Draft Proposal and Public Hearing

March 2, 2006
Watertown Elementary Cafeteria
741 West Main Street
6:00 p.m.

Focus of Meeting - General Plan Initiatives and Highway 70 (Sparta Pike) entering from DeKalb County including the Watertown Area.

Sign In

Name	Address
Phil Major	3011 Sparta Pk Lebanon TN 37090
Gary Thorne	402 Bass Rd Watertown, TN 37109 (LEONICHIA WILSON) CLASS 06
Jimmy Lett	
Lalita Shepper	P.O. Box 35 Watertown, TN
Steph July	575 Hokes Rd
Don Matta	972 near rd. watertown
Jay A. Rawles	400 Old Statesville Rd P.O. Box
Paul + Jay Tucker	3634 Poplar Hill Rd.

Land Use Plan Update
Public Presentation of Draft Proposal and Public Hearing

March 2, 2006
Watertown Elementary Cafeteria
741 West Main Street
8:00 p.m.

Focus of Meeting - General Plan Initiatives and Highway 70 (Sparta Pike) entering from DeKalb County including the Watertown Area.

Sign In

Name	Address
Donna Delias Jackson	412 Public Sq
Maria Snell	117 Richland Ave
Bill Burkett	404 W MAIN
PATRICK J JACKSON	412 PUBLIC SQ.
CLAUDE MILLER	410 Locust St.
Lee Miller	410 Locust St
Tom Smith	207 Beach Log Rd.
Jerry Shyke	308 Cedar Ave
Alan K. McNeill	5205 STATESVILLE RD.
Lisa C. McNeil	7330 SPARTA PIKE

Sign In

Name	Address
David McCamb	116 Dept Ave Watertown
Bob McCamb	11
MICHAEL SUMMERS	410 W MAIN, WIRTIN
STEPHEN BROWN	301 EAST MAIN STREET

Sign In

Name	Address
Louisa Howard, Watertown Gazette	P.O. Box 34, Watertown 37104

APPENDIX

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