

TOWN OF ASHLAND CITY
LAND USE PLAN
2032-2052



RESOLUTION NO. _____

An resolution approving the Town of Ashland City Land Use Plan and Transportation Plan.

WHEREAS, by Resolution No. _____, the Ashland City Regional Planning Commission of the Town of Ashland City, Tennessee approved the "Land Use and Transportation Plan" hereafter referred to as "Plan"; and

WHEREAS, there has been prepared and referred to the Ashland City Regional Planning Commission for review and approval the Land Use and Transportation Plan consisting of certain guidelines for future development within the Town of Ashland City; and

WHEREAS, said Land Use and Transportation Plan has been approved by the Board of Commissioners of the Ashland City Planning Commission; and

WHEREAS, the Town of Ashland City has held a public hearing and has carefully considered and reviewed the proposed plan.

NOW, THEREFORE, BE IT ENACTED BY THE ASHLAND CITY REGIONAL PLANNING COMMISSION OF THE TOWN OF ASHLAND CITY:

1. That the "Ashland City Land Use and Transportation Plan" is hereby adopted pursuant to TCA § 13-4-201 by Resolution No. _____.

2. That this Resolution take effect from and after its adoption, the welfare of the Town of Ashland City requiring it.

3. Authority

This Resolution is adopted pursuant to all applicable laws of the Town of Ashland City, Tennessee, and the State of Tennessee.

4. Severability

If any section, sentence, clause or phrase of this Resolution is held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase herein.

5. Effective Date

This Resolution is effective immediately upon its final passage and the publication of its agenda in a newspaper of local circulation with in the Town of Ashland City, Tennessee, and the public welfare requiring it.

Joe Macha, Chairperson

Date:

Gary Norwood, Secretary

Date:

Attest:

Phyllis Schaeffer, Town Recorder

RESOLUTION NO. _____

An resolution approving the Town of Ashland City Land Use Plan and Transportation Plan.

WHEREAS, by Resolution No. _____, the Ashland City Council of the Town of Ashland City, Tennessee approved the "Land Use and Transportation Plan" as a perpetual 'Living Document,' hereafter referred to as "Plan"; and

WHEREAS, there has been prepared and referred to the Ashland City Council for review and approval the Land Use and Transportation Plan consisting of certain guidelines for future development within the Town of Ashland City; and

WHEREAS, said Land Use and Transportation Plan has been approved by the Board of Commissioners of the Ashland City Planning Commission; and

WHEREAS, the Town of Ashland City has held a public hearing and has carefully considered and reviewed the proposed plan.

NOW, THEREFORE, BE IT ENACTED BY THE ASHLAND CITY COUNCIL OF THE TOWN OF ASHLAND CITY:

1 That the "Ashland City Land Use and Transportation Plan" is hereby adopted pursuant to TCA § 13-4-201 by Resolution No. _____.

2 That this Resolution take effect from and after its adoption, the welfare of the Town of Ashland City requiring it.

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Gary Norwood, Mayor Date:

Attest:

Phyllis Schaeffer, Town Recorder Date

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CHAPTER 1

INTRODUCTION

PURPOSE OF PLAN

The 2032-2052 Ashland City Land Use and Transportation Policy Plan spans a planning period of twenty (20) years and is designed as a living document for managed quality growth.

The purpose of this document is to provide Ashland City, Tennessee with a policy plan for the future development of land, infrastructure, and transportation facilities. A land use and transportation policy plan is an essential planning instrument for a community with the primary purpose of producing an overall development plan and identifying specific strategies for implementing the plan. The objective of the plan, as outlined in Section 13-4-203 of Tennessee Code Annotated, is to serve as a guide for "accomplishing a coordinated, adjusted and harmonious development of the municipality which will, in accordance with existing and future needs, best promote public health, safety, order, convenience, prosperity, and general welfare as well as efficiency and economy in the process of development."

The information contained in this plan serves as a framework to guide municipal and county officials, community leaders, business entrepreneurs, industrialists, developers, and citizens as they make decisions affecting the future growth and development of Ashland City for the next two decades. This plan is not intended to supersede the responsibility or authority of local officials and department directors. Instead, it is designed to provide the public and private sectors a basis to maximize the interdependencies between the various elements, entities, and organizations in the community. Resulting development goals, objectives, and policies are accompanied by implementation strategies present in this plan. Periodic review and adjustment of the plan when necessary should reflect existing circumstances, development patterns, and trends.

The Ashland City Planning Commission and City Council has the immediate task of implementing all regulations that are necessary in promoting the Town's growth. This land use and transportation policy is a vital instrument for the planning commission in their function as the municipal body charged with enforcing the current zoning ordinance, design standards, subdivision regulations, and growth plan.

Scope of Plan

This land use and transportation policy plan is designed to formulate a coordinated, long term development program for the Town of Ashland City and projected growth area. The preparation of a development program requires gathering and analyzing a vast array of information and data. The historic events, governmental structure, natural factors, and socio-economic characteristics of Ashland City were studied to determine how these affect land uses and transportation facilities. Existing land uses and transportation facilities are analyzed to identify important characteristics, relationships, patterns and trends. From these analyses, relevant needs, issues, and opportunities relative to land and use and transportation in Ashland City were identified. Compiled community information was used to produce a major thoroughfare plan and a development plan.

The development plan consists of two interdependent elements:

- First: Identification of development goals and objectives and the establishment of policies for achieving them,
- Second: Creation of a development plan concept which visually illustrates the goals, objectives, and policies. To achieve the goals and objectives identified in the development plan, specific strategies or measures are outlined in an implementation schedule.

Community Goals, Process and Methodologies

The development of community goals and objectives is a primary product of this Land Use and Transportation Policy Plan. Essential to the development of these goals and objectives is citizen participation. Citizen participation is necessary to identify local needs and problems perceived by the community at large. Several methodologies are relevant in obtaining citizen input. The methodologies utilized in this Plan included surveys, interviews, and study groups. From citizen participation, goals and objectives addressing the recognized needs and problems were identified. These goals and objectives are presented within Chapter 6 of this Plan.

Companion Planning Documents

A number of companion planning documents will be used in conjunction with this Ashland City Land Use and Transportation Policy Plan. They include:

1. Town of Ashland City Zoning Ordinance and Zoning Map, as of March, 2008.
2. Ashland City Major Thoroughfare Plan, as of December, 2008.

References:

American Planning Association: A Glossary of Zoning, Development, and Planning Terms. 1999.

Soil Survey for Cheatham County, Tennessee. U.S. Dept of Agriculture, Soil Conservation Service, 2002.

Tennessee Statistical Abstract, 1973-2003.

Federal Emergency Management Agency-National Flood Insurance Program maps.

Tennessee Department of Transportation, Planning Division: Traffic Flow Maps.

Population Projections for Ashland City and Cheatham County, prepared by the University of Tennessee, Center for Business and Economic Research, 2005 to 2025.

1990, 2000 Census of Population and Housing—Tennessee; U.S. Department of

Commerce, Bureau of the Census.

Urban Growth Boundary Report for Ashland City, Cheatham County, Tennessee. August 1999 -Cheatham County Chamber of Commerce.

MTIDA 2005 Community Data Sheet for Ashland City, Tennessee www.mtida.org.

Tennessee Blue Book 1999-2000, Tennessee Secretary of State.

U.S. Census Bureau, Census 1990-2000.

The 1995-1999 Tennessee State Recreation Plan.

Strategic Plan for Sidewalks & Bikeways, Metro Nashville-Davidson County.

Tennessee Rail System Plan, October 10, 2003 Tennessee Department of Transportation Regional Transit Authority www.rta.org.

Music City Star Program www.lightrailnow.com.

Tennessee Long Range Transportation Plan 2006, Greater Nashville Area Rural Planning Organization.

Ashland City HWY 49 Plan, CTE and TDOT.

CHAPTER 2

BACKGROUND FOR PLANNING

INTRODUCTION

Effective planning for any community requires gathering information relating to its background. The size, location, and character of a community are important features of community development. Information regarding early settlement and events affect past development trends of the city and provide context in planning for future development. Understanding community political history and government structure reveals the environment of future planning and development. Background data for the Town of Ashland City is presented in this chapter.

PHYSICAL SETTING

Ashland City is located at 36°16'5"N, 87°3'18"W (36.267954, -87.054877). The city is situated in a bottomland along the northeast bank of the Cumberland River, a few miles upstream from the river's confluence with the Harpeth River. The Cheatham State Wildlife Management Area covers most of the hilly area on the opposite side of the Cumberland.

Ashland City is centered around the junction of Tennessee State Route 12, which connects the city with Nashville and Davidson County to the south and Clarksville to the northwest, and Tennessee State Route 49, which connects the city to Springfield and Kentucky to the northeast and Charlotte to the west.

According to the United States Census Bureau, the town has a total area of 9.6 square miles (24.8 km²), of which, 8.9 square miles (22.9 km²) of it is land and 0.7 square miles (1.9 km²) of it (7.61%) is water.

Landmarks

Sydney's Bluff, located on the opposite bank of the Cumberland River, is visible from most parts of the city, especially from the residential districts which are built on hills rising to the north of the river flood plain. This jagged cliff system, which was carved by the Cumberland River, is popular with local rock climbers and hikers.

The bluff was supposedly named after a girl who fell from the bluff while trying to escape hostile Native Americans in the early 1800s.

Cheatham Lock and Dam, is a large recreational area operated by the US Army Corps of Engineers that offers many outdoor experiences such as Camping, Fishing, Wildlife Viewing, Water sports, swimming, and multiple childrens play areas stretching along the Cumberland River. Cheatham Dam is a popular rustic weekend getaway for many surrounding areas.

Strattons Restaurant located at the corner of highway 12 and Stratton Blvd is a popular dining experience for locals and travelers taking the scenic route across historic Tennessee.

This 50's style Diner is a nostalgic experience complete with classic jukebox, hand dipped ice cream floats and shakes, and classic American Decor.

Riverview Restaurant & Marina Inc, located on the Cumberland River provides family style dining on the waterfront and is the home dock to the Blue Heron Cruises, Inc., scheduled and private party trips along the scenic Cumberland and Harpeth Rivers are available.

LOCATION - PROXIMITY

From I-40 West to Exit 204 Briley Parkway North, to Exit 24 Ashland City. Turn left onto Highway 12. Follow Highway 12 for approximately 14 miles into Ashland City, TN.

Ashland City is the essence of "Country Living". Our scenic small town is located on the Cumberland River where wildlife runs free. It is the essence of the outdoors with plenty of parks, trails, boating, fishing, hunting, and the aromas of nature. The summer is lush and green with all the beautiful hills and trees, the spring fills the air with the scents of flowers and the Dogwoods and Bradford Pears are breathtaking. The colors of Fall are amazing. Everywhere you look you see a picture perfect scene of red, yellow and orange, as the leaves slowly fall to make a great play place for the children. The winter is a special sight because you can find new treasure that you were not able to see before. When the snow gently covers the hills and valleys of Ashland City you have to experience it to believe it!

COMMUNITY BACKGROUND

Ashland City is gaining distinction as a "bedroom community" for Nashville and the greater Davidson County Area. Many business owners and other upper middle class families have begun to spill into Ashland City and neighboring cities Pleasant View and Kingston Springs. Much of this is due to the accessibility to the larger Metro area and the more secluded and simple atmosphere these cities provide. The Cheatham County area is fairly rural and undeveloped in comparison to other Nashville Metro areas making it a popular place to raise a family. Much of the town's activities revolve around youth and high school sporting events such as soccer, football and other outdoor activities. Strict building and development codes are leading to a higher quality of living within the Ashland City area.

Ashland City is also home to the Harpeth Shoals Marina (opened 2007) and the Braxton Condominiums due to open within the upcoming year. These "high class condos," which rest on the shores of the Cumberland River, will comprise the tallest building in Ashland City.

The Ashland Estates neighborhood behind the town's Food Lion plays host to a locally famous Halloween street fair each October. The informal event attracts kids and parents from most of northern Cheatham County.

The Cheatham County area is host to numerous wildlife preserves popular with animal watchers and biologists who document/research the abundance of untamed wildlife common to the area. The most substantial preserves include the Cheatham Wildlife Management Area opposite Ashland City to the west and Harpeth River State Park, a linear state park north of Kingston Springs.

The largest manufacturing operation in Ashland City is State Industries, (State Water Heaters) a division of AO Smith WPC, which fabricates A.O. Smith, State Industries, Reliance, American, Whirlpool and Apollo water heaters. AO Smith WPC is the largest manufacturer of water heaters in the United States. This facility provides work for many residents of Cheatham County and nearby Montgomery and Dickson counties.

Additionally, the city limits were recently extended along State Highway 12 to the Davidson County line. This expansion incorporated the Cheatham County Industrial Park, which includes Triton Boat as well as barge building operations, paper products, and concrete manufacturers along the Cumberland River. Ashland City industry is served by the Nashville & Western Railroad (which is a division of the Nashville and Eastern Railroad corporation).

The Schools within the city limits include Ashland City Elementary at 108 Elizabeth Street. The larger church congregations within the city limits include: Baptist, Methodist, Catholic, and Church of Christ.

The primary corridors serving Ashland City are SR 12 and SR 49. Ashland City accesses Interstate 40 via State Route 12 at Briley Parkway near the Davidson County line. See **Illustrations 1 and 2** for a regional map and local map, respectively.

POPULATION

- **Current: 4050**
- **3 Mile Radius:**
- **(2007 Certified Census)**
- **5 mile radius:**
- **10 mile radius:**

SUMMARY OF LOCAL DEVELOPMENT

By an act of the General Assembly, passed December 3, 1859. Ashland became incorporated as a city under the name of Ashland City, the original name having been only Ashland. The act provided that a mayor and six council should be elected, and at the election held in January, 1861, for that purpose, W. C. Charlton was elected mayor and John C. Hale, G. W. McQuary, W. W. Sanders, Jesse Chadoin and James Gray were elected council. In a few years the city officers grew negligent and failed to meet and perform their duties as such, their record showing that the last meeting held by them was in April, 1870. By an act of the General Assembly, passed March 29, 1883, the act of incorporation was repealed and the charter abolished. The history of Ashland City begins and is connected with the organization of the county. It was surveyed and platted in 1856 under the direction of the commissioners appointed by the first county court for that purpose. The public square on which the court house stands is 300x600 feet. and the town lots are of various sizes—some 50x135 feet, some 50x150 feet and some 50x300 feet, there being 160 in all.

The town is located on the north side of the Cumberland River, on a regularly inclined plane from the base of the high hills and the river. The court house is two-thirds of a mile from the river landing at the foot of Cumberland Street. Two public sales of town lots were made the first October 6, 1856, and the other November 1, 1858. At these sales sixty-five lots were sold for the aggregate amount of about \$10,000. The lots were sold on twelve months' time, and the purchase money, when collected, was paid into the county revenue, as required by

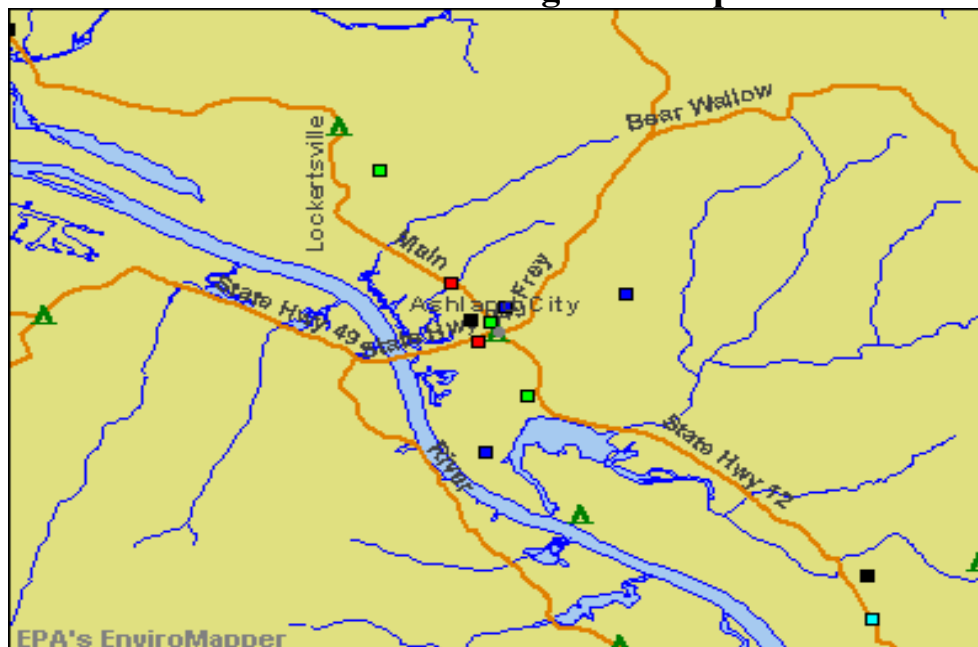
law. The first lot sold was No. 9, and it was purchased by Joseph Willis for \$155. The lowest price paid for a single lot was \$32, and the highest, \$400. Thomas N. Hooper purchased Lot No. 2 for \$400. The most liberal purchasers at these sales were G. W. McQuary, B. F. Binkley, William Stewart, J. T. Carney, Cooper Gupton, A. H. Williams. G. W. Connell, David Nichol, A. F. Carney, Thomas N. Hooper and W. H. Townsend. The balance of the town lots were sold from time to time at private sale. Among the first to build houses and take up their residence in the town were James Smith, Jesse Shadoin, John C. Hale, J. N. Alley, Arnold Allen and A. J. Bright.

For the erection of the public buildings the reader is referred to that heading. In 1856 David McKelly and William De Munbreun opened the first blacksmith shop in the town. The first merchants were Burk & Yergin, who opened a general store in the temporary court house, on the corner of Main and Cumberland Streets. W. W. Sanders opened a general store in 1858. G. W. Hale, J. N. Allen and Arnold Allen were also merchants before the war. In 1860 J. J. Lenox commenced merchandising in a general store, and in 1865 his store, building and goods, located on the corner of Main and Cumberland Streets, were consumed by fire. He immediately purchased goods and opened a new store, and in 1868 formed a partnership with William W. Sanders under the firm name of Sanders & Co., and this firm has continued in business ever since. They are the leading merchants and have a capital of \$15,000 invested in the business. E. B. Carney & Son were in mercantile business from 1867 to 1877. Wilson Maxey was a merchant in the decade of the sixties. The first boot and shoe shop was opened in 1857 by J. N. Alley. J. W. Smith opened a boot and shoe shop about the year 1867. W. O. Morgan, the only boot and shoe-maker now in the town, opened his shop in 1879.

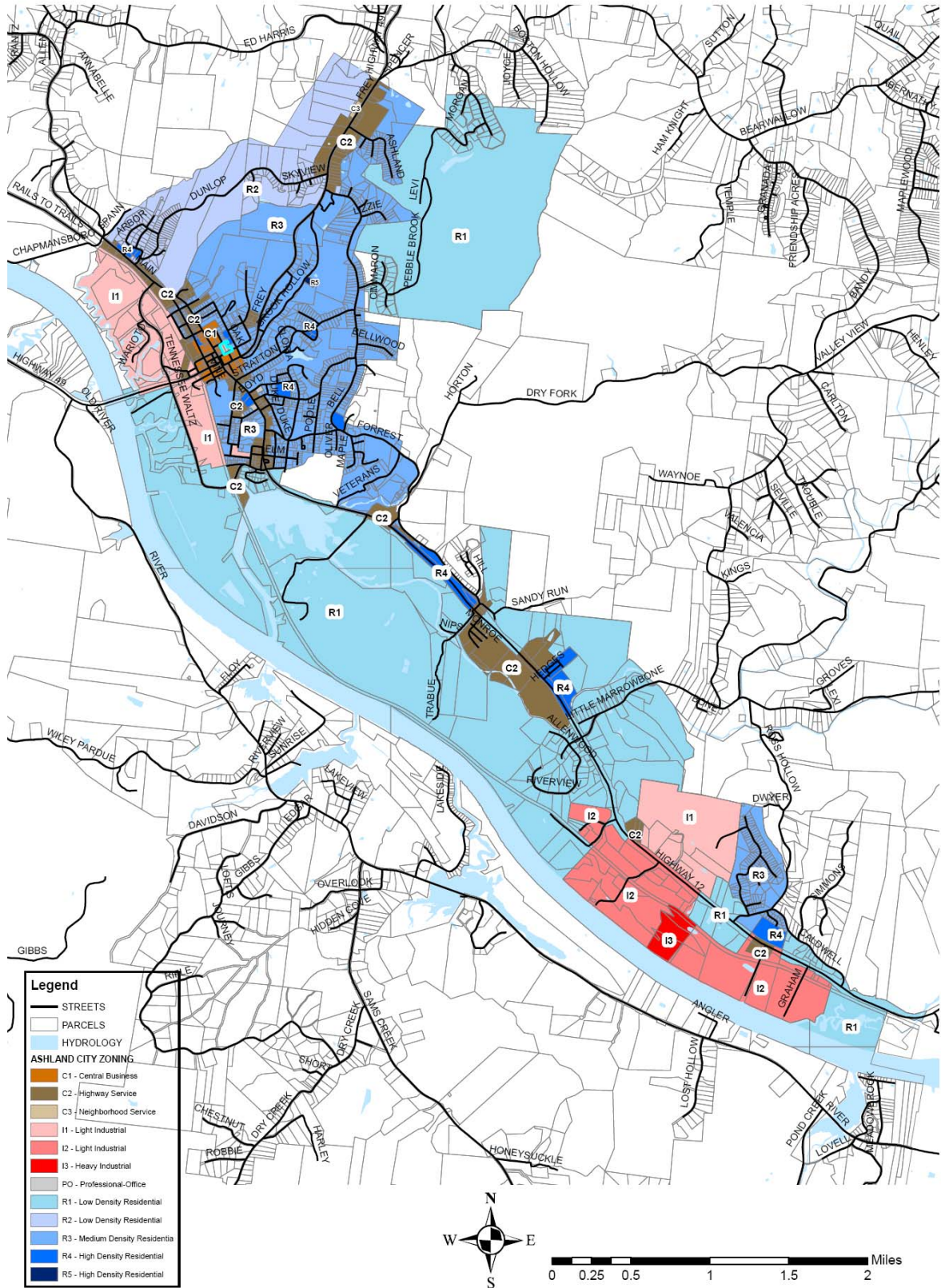
Utilities Available

- **Water/Sewer**
- **Electric**
- **Gas**
- **Cable**

Illustration 1 Regional Map



Ashland City Zoning



GOVERNMENT AND PLANNING ENTITIES

Governmental Structure

Knowledge of the governmental structure of the municipality is an important aspect of planning for its future. A municipality's form of government, financial capability, and planning commission status directly affect its ability to plan for growth and development. The purpose of this section is to provide a general examination of the governmental structure of Ashland City, to briefly describe its functions, and to assess its potential influence on future development.

Ashland City is incorporated under a public act Mayor/Council Charter. Currently, the population is 4,050 and growing.

The Town of Ashland City is governed by a Mayor and six Council Members. The current Board of Mayor and Council consists of: Mayor Gary Norwood, Vice Mayor Steve Allen, Council Member Tommy Nicholson, Council Member Jimmy Gill, Council Member Rick Johnson, Council Member Carol Macha, and Council Member Chris LaCrosse. The City Recorder is Phyllis Schaffer, the Building Commissioner is Mike Armstrong, the Police Chief is Marc Coulon, the Fire Chief is Chuck Walker, the City Attorney is Jennifer Noe, and the Community Planner is Sharon Caton.

The Council has a workshop the 1st Tuesday of every month at 7:00 p.m. and a Council meeting the 2nd Tuesday at 7:00 p.m. in the courtroom of the Municipal City Hall Building. Residents are encouraged to attend these workshops to address concerns involving the Town. Ashland City is conveniently located between Nashville and Clarksville off of State HWY 12 and State HWY 49. Ashland City assesses Property Taxes at a rate per \$100 value of \$ 0.4634. Services provided by the different departments of the Town include police, building and code enforcement, water and sewer, and road maintenance. Schools within the city limits include Ashland City Elementary (K-4) with Cheatham Middle and Cheatham Central High Schools just outside of the city limits. Ashland City Hall is opened Monday through Friday from 8:00 a.m. to 4:30 p.m. and is located at 101 Court Street, Ashland City, TN 37015. The phone number is (615) 792-4211. E-mails can be sent to individual departments and staff members and all email addresses are posted on the Ashland City website at:

<http://www.ashlandcity.net/email.htm>.

Meeting Minutes, Agendas, Zoning and Subdivision Regulations along with a City calendar, board and committee information, local events, and other information are available on the main webpage address at: <http://www.ashlandcity.net/>.

Planning Entities

The Ashland City Regional Planning Commission was established in 1992 with 7 members. In that same year, Ashland City entered into a technical planning assistance contract with the Tennessee Department of Economic and Community Development, Local Planning Assistance Office. Since its inception, the Ashland City Regional Planning Commission has remained active and current with its planning and zoning program. Regular meetings of the planning commission are held on a monthly basis at the Ashland City Town Hall.

Ashland City's Planning Commission plays an important role in land use decisions for the town. The members review issues related to community growth and development and make recommendations to the Mayor and Board of Council on zoning and subdivision policies and land development requests. Public meetings are held by the Planning

Commission to provide citizens with the opportunity to have input on land use recommendations. Planning Commission meetings are held on the 1st Monday of each month at 5:30 p.m. in the City Hall located at 101 Court St., Ashland City, TN. The public is invited to attend.

Members

Chairman: Joe Macha

Co-Chair: Chris Lacrosse

Secretary: Gary Norwood

Members: Gary Norwood, Dwayne Noe, Ed Nichols, Yvonne Stinnett, Hadley Williams

This board is responsible for rezoning subdivisions, site plan approval and more.

In December, 2006 Ashland City through its participation in the Cheatham County Joint Economic and Community Development Office established a countywide Community Planning Office. On September 27, 2007 the four municipalities of Ashland City, Kingston Springs, Pegram, Ashland City, and Cheatham County won the *Marshall S. Stuart Award* for excellence in Intergovernmental Cooperation and Coordination.

Press Release and Photo:

FOR IMMEDIATE RELEASE:

Ashland City, Kingston Springs, Pegram, Pleasant View and Cheatham County were recently awarded the coveted Marshall S. Stuart Award from the Greater Nashville Regional Council. Chip Chipoletti, Council Member in Pegram, recognized the cooperation between the south Cheatham entities and brought attention to these efforts in a formal nomination. Officials and Planning Commissions have continued to work closely with the newly hired planner, Ms Sharon Caton and codes enforcer, Phil Buma to establish uniform planning and zoning regulations, transportation and land use plans and sharing of Codes Enforcement resulting in a reduction of costs for each town. The proximity of Cheatham County to Nashville has brought increasing pressures of growth to both the county and cities. Seamless integration of the rules, defining preservation areas, growth management and providing a guide for future development will be vital to the future pattern of growth in the region.

The Marshall S. Stuart Award is named for the late Judge Marshall Stuart who was the Executive Director of the Greater Nashville Regional Council from 1970-1985. The region never had a stronger advocate for cooperation between the governments. It is in his memory this award is dedicated and awarded each year for intergovernmental cooperation.



Shown in picture: County Mayor, Bill Orange and Leigh Ann Richards, Secretary, Pegram Planning Commission

The Planning Commission was established by the Mayor and Council as the Land Use Task Force Committee. Committee members were assisted by the Building Commissioner, Assistant Building Commissioner, Public Works Director, Fire Chief, Police Chief, Recreation Director, City Engineer, City Attorney, other city personnel and the Community Planner in this endeavor.

CHAPTER 3

NATURAL FACTORS AFFECTING DEVELOPMENT

The natural environment often dictates the pattern of land use or development in a community. The climate, air and water quality, topography, drainage, flooding, and soils are significant natural factors which affect development. Ignoring these factors can prove to be extremely costly to specific property owners, as well as the entire community. Not all land is suitable for development. Therefore, as land use development occurs, natural factors, which cannot be altered, must be thoroughly considered in the planning process. The limits and type of land use should be responsive to these natural factors, in order to protect the welfare of the general populace. Through increased knowledge of these factors and the appropriate use of land, future development can avoid the mistakes of the past. The purpose of this chapter is to review and evaluate natural factors as they influence the current and projected land use patterns in Ashland City. **Illustration 3** denotes these natural factors affecting development.

Climate

The climate of Ashland City and Cheatham County is described as being mild to temperate, being characterized by relatively cold winters and warm summers. There is normally an abundant amount of rainfall in Ashland City. Based on the United States Weather Bureau 35 – year mean, the normal annual precipitation for the community is slightly greater than 51 inches. Of this figure, 20 inches of rain can be expected between the months of December and March, with approximately 13 inches of rainfall occurring during the spring and summer seasons. Accordingly, the Ashland City area has an average snowfall of approximately 10 inches. Flooding occurs along Turner Creek with major flooding occurring within the Harpeth River floodplain. The 100-year floodplain parallels the Harpeth River at Elevation 500 as the river meanders through Ashland City. There is some flooding of structures that are within the floodplain along with storm runoff in the area of the shopping center. Precipitation is generally lightest in the late summer and early fall of the year, as high-pressure weather systems are most frequent at this time of year. On an average, periods of drought are offset by period of ample to excessive precipitation. **See Chart 1 below.**

**Chart 1 Monthly Averages for
Ashland City, TN (37015)**

	Avg. High	Avg. Low	Mean	Avg. Precip	Record High	Record Low
<u>Jan</u>	46°F	22°F	34°F	3.85 in.	76°F (1972)	-18°F (1982)
<u>Feb</u>	52°F	25°F	38°F	4.33 in.	83°F (1996)	-5°F (1979)
<u>Mar</u>	62°F	33°F	47°F	5.51 in.	86°F (1986)	0°F (1998)
<u>Apr</u>	70°F	40°F	55°F	4.21 in.	90°F (1995)	19°F (1997)
<u>May</u>	78°F	50°F	64°F	5.43 in.	94°F (1987)	29°F (1997)
<u>Jun</u>	86°F	59°F	72°F	4.61 in.	103°F (1988)	38°F (1984)
<u>Jul</u>	90°F	64°F	77°F	4.47 in.	105°F (1983)	46°F (1997)
<u>Aug</u>	89°F	63°F	76°F	2.84 in.	105°F (1983)	42°F (1986)
<u>Sep</u>	83°F	55°F	69°F	3.80 in.	102°F (1990)	33°F (1983)
<u>Oct</u>	72°F	43°F	57°F	3.23 in.	93°F (1998)	19°F (1997)
<u>Nov</u>	60°F	33°F	47°F	4.49 in.	85°F (1999)	6°F (1997)
<u>Dec</u>	50°F	26°F	38°F	4.98 in.	78°F (1998)	-13°F (1989)

Ashland City, TN (37146) Weather Facts

- July is the average warmest month.
- The highest recorded temperature was 105°F in 1983.
- On average, the coolest month is January.
- The lowest recorded temperature was -18°F in 1982.
- March is the average wettest month.

Ashland City has an average growing season of 193 days. The mean annual temperature of Ashland City is about 59 degrees, with a mean winter temperature of 41 degrees and a mean summer temperature of 78 degrees. Extremes in temperature are uncommon, seldom above 100 degrees or below -5 degrees. There is some variation in relative humidity during a given year, with the highest average daily values being recorded in winter. The first fall freeze is usually in late October and the last spring freeze is usually in early April.

Ashland City-area historical tornado activity is near Tennessee state average. It is 65% greater than the overall U.S. average. On 4/27/1970, a category 4 (max. wind speeds 207-260 mph) tornado 7.6 miles away from the Ashland City city center killed 3 people and injured 85 people and caused between \$500,000 and \$5,000,000 in damages. On 12/24/1988, a category 4 tornado 30.5 miles away from the city center killed one person and injured 7 people and caused between \$5,000,000 and \$50,000,000 in damages.

Topography

Topography is defined as the general configuration of the earth's surface, including its slope, geological characteristics, and other natural features. Ashland City is located on a portion of the Highland Rim on the edge of the central basin of Middle Tennessee. A majority of the geologic formations of the area consist of limestone, chert, shale, sandstone, siltstone and dolomite.. (See **Illustration 1** below.)

Physiography and Drainage

The drainage pattern within Ashland City is mostly well defined. Cheatham County is in the Western Highland Rim physiographic area of Tennessee. The geologic material in which the soils formed are Mississippian siltstone and limestone, Pleistocene loess, and recent alluvium.

The topography in the northern part of the county generally is characterized by gently sloping ridges adjoining moderately steep or steep side slopes along drainageways. The soils in these areas are well drained or moderately well drained. Several areas in the northern part of the county are characterized by nearly level flats that collect runoff from the adjacent ridges. These nearly level soils do not have a distinct drainage pattern and are not so well drained.

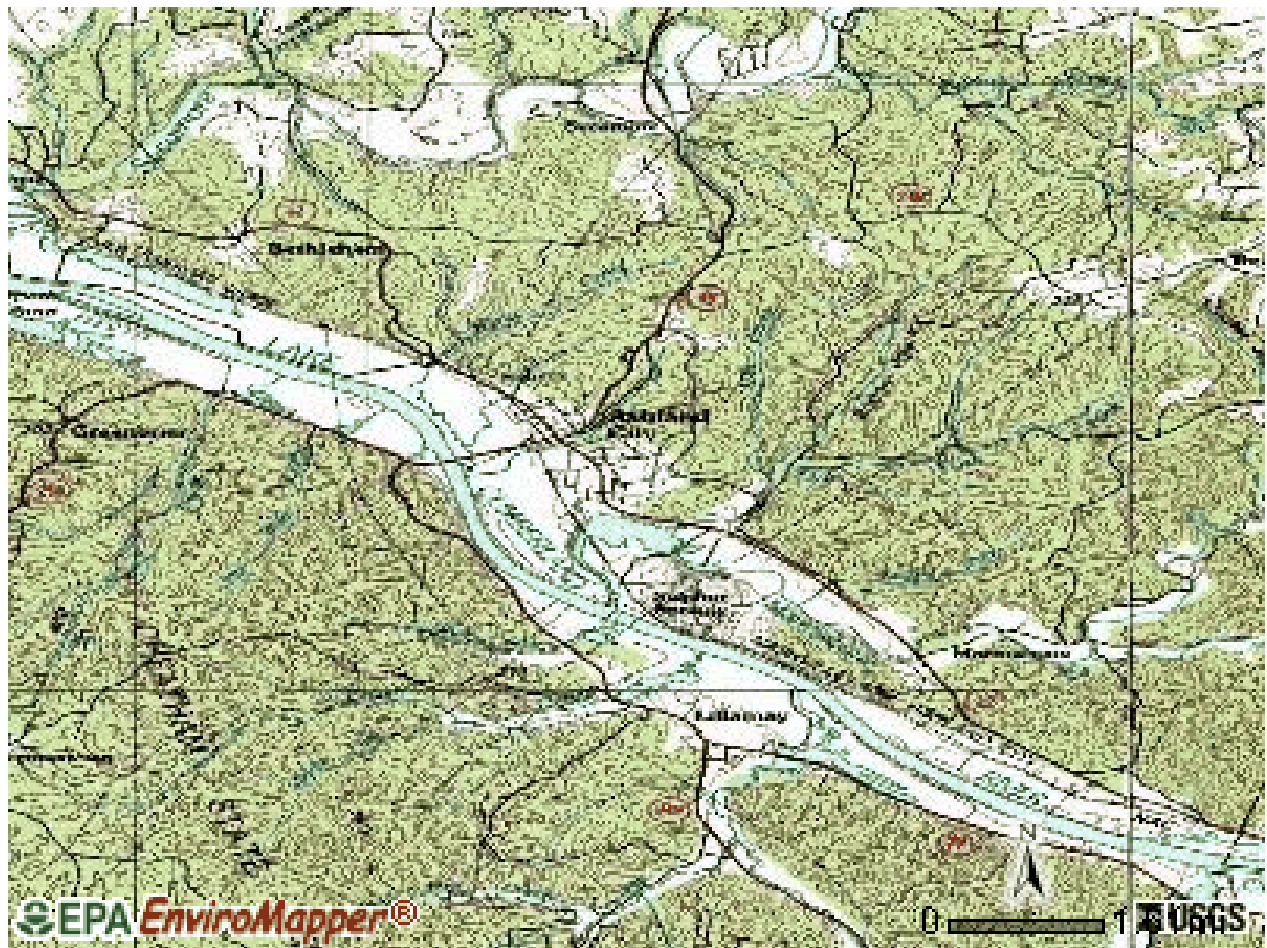
Also significant in this part of the county are areas of karst landforms that are characterized by a series of sinkholes and that have no apparent surface drainage. The sinkholes are interconnected to subterranean passages and caverns that eventually emerge in the Cumberland River.

Cheatham County is drained by two major river systems—the Cumberland and Harpeth Rivers. The Cumberland River flows from the southeast to the northwest across the center of the county. Flow is normally moderate to sluggish, except in winter and early spring when it can be moderately rapid. The mean water depth is controlled by the Cheatham Dam, which is a Corps of Engineers water-control facility located in the westernmost reach of the river in Cheatham County. The flood plains on both of the river systems are long and narrow with adjacent stream terraces along most of their lengths. The flood plains of the rivers and their major tributaries are subject to occasional flooding during periods of heavy rainfall. Many areas along both rivers have nearly vertical rock bluffs adjacent to the stream channel.

Flood Areas

The Harpeth River is formed by the confluence of Concord Creek and Puckett Branch in southwest Rutherford County. The stream flows in a general northerly direction for about 119 miles to its confluence with the Cumberland River at mile 152.9, about four miles upstream of Cheatham Dam. The stream drains 866 square miles at its mouth, while falling about 380 feet from its origin near Eagleville in Rutherford County, to its confluence with the Cumberland River. Extensive floodplain areas limit some types of development and the participation by Ashland City, TN in the NFIP control development within those areas.

Illustration 1 - Topography



Soil in Ashland City - Ennis Series

The soils of Ashland City, for the purpose of this planning document, consist of one generalized grouping:

1. Sengtown-Mountview-Dickson Undulating to very steep, well drained and moderately well drained soils that formed in loess and limestone residuum; on uplands The soils in this map unit dominate most of the northern half of the county. The landscape is characterized by broad, undulating plains; moderately steep to very steep hillsides; and narrow valleys (fig. 2). Throughout this unit are small karst areas in which sinkholes and underground drains are common. The soils in this unit are underlain by limestone. A few perennial streams and many intermittent streams dissect the uplands. This map unit makes up about 33 percent of the county. It is about percent 67 Sengtown soils, 20 percent Mountview soils, and 9 percent Dickson soils. Guthrie, Taft, Lindsides, Nolin, Etowah, Minvale, and Ennis series consists of very deep, well drained soils that formed in gravelly alluvium on narrow flood plains. Slopes range from 0 to 3 percent. Ennis soils are geographically associated with Lindsides, Nolin, Humphreys, Hawthorne, and Sulphura soils. Lindsides soils are intermingled with areas of the Ennis soils on narrow flood plains. They are moderately well drained and have a lower content of chert in the solum than the Ennis soils. Nolin soils are on the wider flood plains. They are well drained, and the content of rock fragments in their solum is less than 15 percent. The well drained Humphreys soils are on gently sloping colluvial foot slopes. Hawthorne and Sulphura soils are on adjacent, steep side slopes. They are somewhat excessively drained, and the content of rock fragments in their solum is more than 35 percent. Typical pedon of Ennis gravelly silt loam, occasionally flooded, 4.2 miles west of Ashland City, 1.1 miles southwest of the intersection of Bethel Road and Old Clarksville Pike, 0.6 mile southeast of the intersection of Old Clarksville Pike and Tula Page Road, 200 feet northeast of Tula Page Road and Raccoon Creek. (Atlas sheet 4) Ap—0 to 7 inches; brown (10YR 4/3) gravelly silt loam; weak fine granular structure; very friable; common fine and medium roots; about 20 percent, by volume, angular chert fragments 1/2 inch to 3 inches in diameter; slightly acid; clear wavy boundary.

Bw—7 to 30 inches; dark yellowish brown (10YR 4/4) gravelly silt loam; weak fine subangular blocky structure; friable; common fine and medium roots; about 30 percent, by volume, angular chert fragments 1/2 inch to 3 inches in diameter; medium acid; gradual wavy boundary.

Ab—30 to 40 inches; very dark grayish brown (10YR 3/2) very gravelly silt loam; weak fine subangular blocky structure; friable; about 35 percent angular chert fragments 1/2 inch to 5 inches in diameter; medium acid; gradual wavy boundary. C—40 to 60 inches; dark brown (10YR 4/3) very gravelly silty clay loam; weak medium granular structure; about 55 percent, by volume, angular chert fragments 1/2 inch to 5 inches in diameter; friable; medium acid.

The thickness of the solum ranges from 25 to 60 inches. Reaction ranges from very strongly acid to medium acid unless the surface layer has been limed. The content of gravel and cobbles ranges from 15 to 35 percent in the solum and up to 55 percent in the C

horizon. The depth to bedrock is more than 5 feet. The Ap horizon has hue of 10YR, value of 4 or 5, and chroma of 2 to 6. It is gravelly silt loam or gravelly loam. The Bw horizon has hue of 10YR or 2.5Y, value of 4 or 5, and chroma of 3 to 6. It is gravelly silt loam or gravelly loam. The Ab horizon, if it occurs, has hue of 10YR, value of 3 or 4, and chroma of 2 or 3. It is gravelly silt loam or gravelly silty clay loam. The C horizon has hue of 10YR or 7.5YR, value of 4 or 5, and chroma of 3 to 6. It is very gravelly silt loam or very gravelly silty clay loam (See Fig. 1 Below).

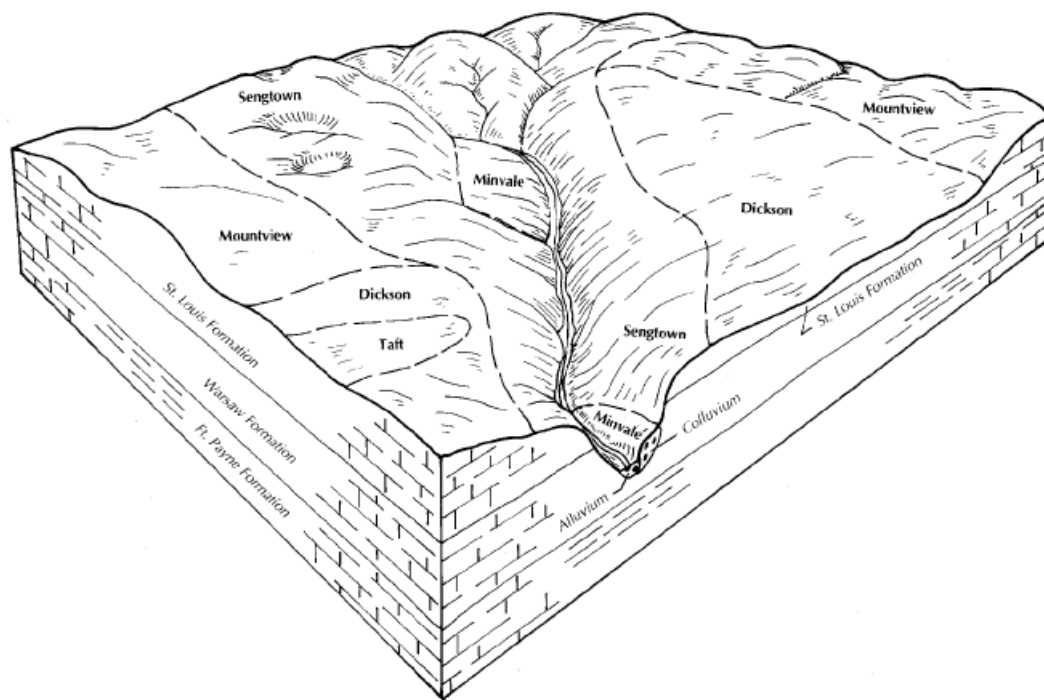


Figure 1.—Relationship of soils to topography and the underlying material in the Sengtown-Mountview-Dickson general soil map unit.

SUITABLE SOILS FOR URBAN USES (Building Site Development)

Abbr.	<u>Soil type and slope percentage</u>	<u>septic suitability</u>
AmA	Armour silt loam, 0 to 2 % slopes	moderate limitation
AmB	Armour silt loam, 2 to 5 % slopes	moderate limitation
AmC	Armour silt loam, 5 to 12 % slopes	moderate limitation

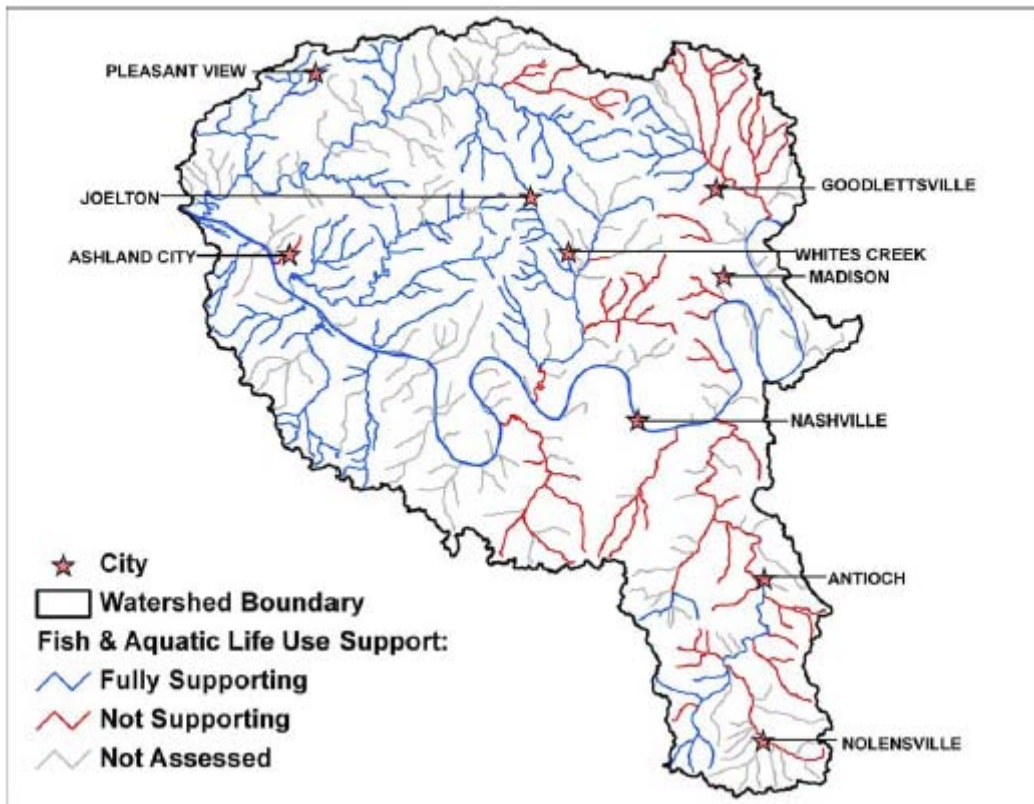
HuB	Humphreys gravelly silt loam, 2 to 5% slopes	moderately suited
HuC	Humphreys gravelly silt loam, 5 to 12% slopes	moderate limitation
MnC2	Minvale gravelly silt loam, 5 to 12 % slopes	moderate limitation
MtC2	Mountview silt loam, 2 to 5% slopes	moderate limitation
SgC2	Sengtown gravelly silt loam, 5 to 12 % slopes	moderate limitation

Air Quality and Water Resources

The air and water quality in Ashland City is excellent. An abundance of open space and a lack of dense urbanization within the immediate area are conducive to the maintenance of the purity of the air. Available information indicates that national air quality standards are being met in the immediate area. No major contributors of air pollution exist within the community. More specifically, the northern portion of Cheatham County has a low emission density when compared with the remaining counties that constitute the Nashville Metropolitan Statistical Area. Accordingly, all applicable state and national ambient air quality standards are being met, with the exception of photochemical oxidants that are a result of the natural rock formations that characterize the area.

The Ashland City Utility District surface water intake is located on the Marrowbone Creek. The intake is located within the Cheatham Lake watershed. The Ashland City Utility District has approximately 10,750 customers and produces an average of 1.1 million gallons per day (MGD). The Tennessee Division of Water Supply considers the Ashland City Utility District intake to be of low susceptibility based on the factors outlined below.

Cheatham Lake Watershed (05130202)
Chapter 3
10/13/2008



WATER

Water Supplier: Ashland City Water Department

Phone: 615.792.4211

Source: Marrowbone Creek

Capacity: 1,866,000 GPD

Current Consumption: 950,000 GPD

Storage Capacity: 1,650,000 Gallons

The area upstream of the intake is characterized by mostly industrial and rural communities. There are no large agricultural operations located upstream of the intake. There has been no known impact to the water source at the intake. There are no hazardous waste facilities located within the 1000 ft corridor, within 15 miles upstream or ½ mile downstream of the intake, and there are several facilities with NPDES permits. There are several facilities with priority SIC codes located within 5 miles upstream or ½ mile downstream of the intake within the corridor of Marrowbone Creek. There has been no known TRIS release located upstream of the intake within the watershed. Highway 12 runs parallel to Marrowbone Creek approximately upstream from the Ashland City Utility

District intake. The following information was obtained from a TN Department of Environment and Conservation Report dated October 13, 2008, titled, “Cheatham Lake Watershed, Restoration Strategies.”

TN0078743 Ashland City Water Plant

Discharger rating: Minor
City: Ashland City
County: Cheatham
EFO Name: Nashville
Issuance Date: 7/14/05
Expiration Date: 9/27/09
Receiving Stream(s): Marrowbone Creek at mile 0.8 to Cumberland River at mile 160
HUC-12: 051302020108
Effluent Summary: Filter backwash and/or sedimentation basin washdown from Outfall 001
Treatment system: Conventional treatment consisting of flocculation, sedimentation and filtration. Chemicals used include: ultron, caustic, fluoride, aquamag and sodium hypochlorite

SEGMENT	TN05130202001_1000
Name	Cheatham Reservoir
Size	2264
Unit	Acres
First Year on 303(d) List	-
Designated Uses	Recreation (Supporting), Irrigation (Supporting), Livestock Watering and Wildlife (Supporting), Domestic Water Supply (Supporting), Industrial Water Supply (Supporting), Fish and Aquatic Life (Supporting)
Causes	N/A
Sources	N/A

Table 6-58. Stream Segment Information for Ashland City Water Plant.

For purposes of Tennessee’s Source Water Assessment Program, high susceptibility is greater than 40% of the susceptibility diagram (pie chart) filled in from a summation of the susceptibility factors; moderate susceptibility is 20% - 40% filled in, and low susceptibility is less than 20% filled in. For further explanation of susceptibility analysis determinations and Tennessee’s EPA-approved Source Water Assessment Program, the reader may contact the nearest office of the Tennessee Division of Water Supply at 1-888-891-8332 or the central office of the Division at 1-615-532-0191 for a copy of Tennessee’s Source Water Assessment Plan. The Source Water Assessment Plan may also be found by visiting the Department of Environment and Conservation’s Web site at <http://www.state.tn.us/environment/dws>. For more information regarding Ashland City Utility District source water protection area and plan, the reader is advised to contact the Ashland City Utility District or contact the central office of the Division of Water Supply.

CHAPTER 4

SOCIO-ECONOMIC FACTORS AFFECTING DEVELOPMENT

INTRODUCTION

This chapter is intended to provide a brief synopsis of population trends within the Town of Ashland City and Cheatham County, emphasizing those trends pertinent to the preparation of the land use plan. Strategies for community development, projections of land use needs, discussions of land use issues, and the relevance of the land use plan to future planning documents, should reflect the findings of this segment. This information is not intended to provide a detailed demographic analysis of the area. Instead, the focus of the information is on “order of magnitude” estimates of future of population and employment levels within the Town and its accompanying Urban Growth Boundary.

For the purposes of this plan the past changes in population and employment were examined for their implications for development within the Town of Ashland City. Of most significance are the projected changes in the population and employment within Cheatham County and Ashland City for the year 2020.

A Regional Context

Ashland City and Cheatham County are part of a thirteen (13) county functionally and economically integrated environment known as the Nashville-Davidson-Murfreesboro Metropolitan Statistical Area (Nashville MSA). As a result of this condition it may be said, that growth within Ashland City is directly dependent upon conditions within this broader economic region of which the Town and county are an integral part.

Tables 4-1 through 4-3, present historical population data for the counties of the Nashville MSA, for the period 1960 - 2000. The analysis of this information has been segmented into a comparison between Davidson County, “the core county”, and a composite of the twelve (12) counties which surround and are satellites of Davidson County, which are collectively referred to as “the outlying counties”. These “outlying counties” include Cannon, Cheatham, Dickson, Hickman, Macon, Robertson, Rutherford, Smith, Sumner, Trousdale, Williamson and Wilson. Over this forty (40) year span, the total population located within this region has risen from 646,434, recorded in the 1960 Census of Population, to 1,431,213 in 2000.

Table 4-1, presents actual population of the counties of the Nashville MSA as recorded in the Census of Population, for the period 1960 to 2000. A very clear pattern of population concentration has continued over this forty (40) year time span. In 1960, the counties of the MSA accounted 18.12 percent of Tennessee’s total population. By 2000, the region’s share had grown to 25.16 percent of the state total. While the population of the Nashville MSA counties has continued to rise as a percentage of the state’s total, a significant change in the internal distribution pattern of that population has been experienced. For several decades culminating about 1960, the region’s population gains were largely concentrated within Davidson County. After 1960, however, the “outlying counties”, have received the lion’s share of regional population gains. In 1960, the population of these counties represented a third of the region’s total. By the year 2000, the “outlying counties” represented a 60.18 percent share of the total population of the MSA.

**POPULATION WITHIN THE COUNTIES OF THE
NASHVILLE METROPOLITAN STATISTICAL AREA**

1960-2000

	1960	1970	1980	1990	2000
GEOGRAPHIC AREA	TOTAL POPULATIONS				
Cannon	8,537	8,467	10,234	10,467	12,826
Cheatham	9,428	13,199	21,616	27,140	35,912
Dickson	18,839	21,977	30,037	35,061	43,156
Hickman	11,862	12,096	15,151	16,754	22,295
Macon	12,197	12,315	15,700	15,906	20,386
Robertson	27,335	29,102	37,021	41,494	54,433
Rutherford	52,368	59,428	84,058	118,570	182,023
Smith	12,059	12,509	14,935	14,143	17,712
Sumner	36,217	56,266	85,790	103,281	130,449
Trousdale	4,914	5,155	6,137	5,920	7,259
Williamson	25,267	34,423	58,108	81,021	126,683
Wilson	27,668	36,999	56,064	67,675	88,809
Sub-Total					
<i>Outlying Counties</i>	246,691	301,936	434,851	537,432	741,943
Davidson	399,743	447,877	477,811	510,784	569,891
NASHVILLE MSA	646,434	749,813	912,662	1,048,216	1,311,834
TENNESSEE	3,567,089	3,926,018	4,591,023	4,877,185	5,689,283
	SUMMARY ANALYSIS 1960-2000				
MSA, as % of Tennessee	18.12%	19.10%	19.88%	21.49%	23.06%
Outlying, as % of MSA	38.16%	40.27%	47.65%	51.27%	56.56%
Cheatham, as % MSA	1.46%	1.76%	2.37%	2.59%	2.74%
SOURCE: U.S. Bureau of	the Census, Census of Population, 1960 through				
2000					

**ANALYSIS OF NET POPULATION CHANGE
WITHIN COUNTIES OF THE NASHVILLE MSA**

1960-2000

GEOGRAPHIC AREA	1960-1970		1970-1980		1980-1990		1990-2000	
	Change	%	Change	%	Change	%	Change	%
Cannon	-70	-0.8%	1,767	20.9%	233	2.3%	2,359	22.5%
Cheatham	3,771	40.0%	8,417	63.8%	5,524	25.6%	8,772	32.3%
Dickson	3,138	16.7%	8,060	36.7%	5,024	16.7%	8,095	23.1%
Hickman	234	2.0%	3,055	25.3%	1,603	10.6%	5,541	33.1%
Macon	118	1.0%	3,385	27.5%	206	1.3%	4,480	28.2%
Robertson	1,767	6.5%	7,919	27.2%	4,473	12.1%	12,939	31.2%
Rutherford	7,060	13.5%	24,630	41.4%	34,512	41.1%	63,453	53.5%
Smith	450	3.7%	2,426	19.4%	-792	-5.3%	3,569	25.2%
Sumner	20,049	55.4%	29,524	52.5%	17,491	20.4%	27,168	26.3%
Trousdale	241	4.9%	982	19.0%	-217	-3.5%	1,339	22.6%
Williamson	9,156	36.2%	23,685	68.8%	22,913	39.4%	45,662	56.4%
Wilson	9,331	33.7%	19,065	51.5%	11,611	20.7%	21,134	31.2%
OUTLYING COUNTIES	55,245	22.4%	132,915	44.0%	102,581	23.6%	204,511	38.1%
Davidson	48,134	12.0%	29,934	6.7%	32,973	6.9%	59,107	11.6%
NASHVILLE MSA	103,379	16.0%	162,849	21.7%	135,554	14.9%	263,618	25.1%
TENNESSEE	358,929	10.1%	665,005	16.9%	286,162	6.2%	812,098	16.7%

SOURCE: U.S. Bureau of the Census, Census of Population, 1960 through 2000

A COMPARISON OF NET POPULATION GAINS WITHIN DAVIDSON COUNTY AND THE OUTLYING COUNTIES OF THE NASHVILLE MSA

1960-2000

	1960-1970	1970-1980	1980-1990	1990-2000	Average Decade Increase
NET POPULATION CHANGE					
OUTLYING COUNTIES	55,245	132,915	102,581	204,511	123,813
DAVIDSON COUNTY	48,134	29,934	32,973	59,107	42,537
TOTAL MSA	103,379	162,849	135,554	263,618	166,350
PERCENT OF TOTAL CHANGE WITHIN THE MSA					
OUTLYING COUNTIES	53.4%	81.6%	75.7%	77.6%	74.4%
DAVIDSON COUNTY	46.6%	18.4%	24.4%	22.4%	25.6%
AVERAGE ANNUAL INCREASE					
CHEATHAM COUNTY	377	842	552	877	662
OUTLYING COUNTIES	5,525	13,292	10,258	20,451	12,381
DAVIDSON COUNTY	4,813	2,993	13,555	26,362	16,635
SOURCE: U.S. Bureau of the Census, Census of Population, 1960 through 2000					

This outward movement of population has significance for the future of Ashland City. Two factors are particularly important to future growth potential within the area. First, there is the matter of accessibility. Davidson County has been, and continues to be, the dominant center of employment within the region. Much of the population growth within the outlying counties has taken place at locations that directly adjoin Davidson County and can be characterized as suburban residential in character. Gradually, however, jobs have begun to follow workers to suburban locations. The explosive growth seen in the Murfreesboro/Rutherford County area and in the Franklin/Cool Springs portion of Williamson County are examples of such movements.

Town of Ashland City and Cheatham County

Tables 4-4 and 4-5, present population information specific to Ashland City and Cheatham County. Table 4-4, indicates that during the period 1960-2000, the counties of the Nashville MSA, taken in total, have increased from 18.12 to 23.06 percent of the total population of the state. In this same time span the outlying counties, taken as a whole, have increased from 38.16 to 56.56 percent of the MSA population. Cheatham County constituted a 1.46 percent share of the MSA population in 1960, and 2.74 percent of the

MSA total recorded in 2000. Over the period 1960-2000, the Kingston Springs Census Division has increased from 4.78 to 6.30 percent of total Cheatham County population.

Taken together this information produces a picture of a state wherein an increasing proportion of the population is concentrating within urban areas that are, in turn, expanding beyond the central cities into the suburban fringe. Within Middle Tennessee this expanding population is locating in suburban areas that are within easy commuting distance of Metropolitan Nashville.

TABLE 4-4
POPULATION GROWTH TRENDS WITHIN
CHEATHAM COUNTY AND THE NASHVILLE MSA

	1960	1970	1980	1990	2000
MSA, as % of Tennessee	18.12%	19.1%	19.88%	21.49%	23.06%
Outlying Counties, as % of MSA	38.16%	40.27%	47.65%	51.27%	56.56%
Cheatham, as % of MSA	1.46%	1.76%	2.37%	2.59%	2.74%
Cheatham as % of Outlying Counties	3.82%	4.37%	4.97%	5.04%	4.84%

SOURCE: U.S. Bureau of the Census, Census of Population, 1960 through 2000

1960-2000

Table 4-5, presents a summary of population change within the Town of Ashland City for the 1960-2000 time span. The census division is the principal geographic unit of analysis utilized because it is the smallest unit of census geography that has remained stable in size over this span of time and, thus, presents a basis for long-term comparison. The population of the Town has increased from 1,081 in 1980 to 2,146 in 2000. Due to the various annexations that have taken place over this time period, long-term direct comparison is not possible. The information is offered, however, in order to establish a basis for future population estimates for the Town.

TABLE 4-5
POPULATION WITHIN THE TOWN OF ASHLAND CITY AND
CHEATHAM COUNTY

1960-2000

YEAR	1960	1970	1980	1990	2000
POPULATION					
Town of Ashland City	1,400	2,027	2,329	2,552	2,934
Cheatham County	9,428	13,199	21,616	27,140	35,912
PERCENTAGES					
Town of Ashland City, as % of County	N/A	N/A	19.99	19.79	16.73

Source: U.S. Bureau of the Census, Census of Population, 1960 through 2000

HOUSING/HOUSEHOLDS

Household information for Ashland City is available from the U.S. Census for five decades. The number of households in Ashland City according to the 2008 U.S. Census is 1,508. Average household members per were slightly above the national average in 2000 with 2.91 people per household. The average family size was 3.19 people per household in 2008. (1,408 occupied: 840, owner occupied, 568 renter occupied)

% of renters here:  40%
State:  30%

Housing density is 170 houses/condos per square mile.

Read more: <http://www.city-data.com/housing/houses-Ashland-City-Tennessee.html#ixzz0vSnAh2fQ>.

The number of households in Cheatham County increased from 9,515 in 1990 to 12,878 in 2000. People per household have moderately decreased, with 3.3 people per household in 1970 to 2.77 in 1990 to 2.76 in 2000. The average family size per household has shown a decrease as well but only slightly, with roughly 3.15 people per family in 1990 and 3.08 in 2000. Total housing units in Cheatham County have grown from 4,223 units in 1970 to 10,297 in 1990 and 13,508 in 2000.

Projections of Future Population

Tables 4-8, 4-9 and 4-10, present population projections for the Nashville MSA - Cheatham County and the Ashland City Census County Division. The projections extend to the year 2025. The reader is forewarned that projections of this type are at best an “educated guess” of future population. Moreover, the smaller the entity in relation to the whole, the greater the potential for error. This means that smaller a geographic unit (such as the Town) has significantly greater potential for error than projections for the state or nation as a whole.

Table 4-8, presents a series of population projections for the state and the counties of the Nashville MSA. The principal source of these numbers is a publication, produced by the University of Tennessee, Center for Business and Economic Research, entitled, Population Projections for Tennessee Counties and Municipalities 2005-2025.

The population of Cheatham County is projected to rise at roughly the same rate as the population within the “outlying counties”. In actual numbers, the population of the county is projected to rise to approximately 44,880 by 2010 and to something in the order of 59,205 by 2025.

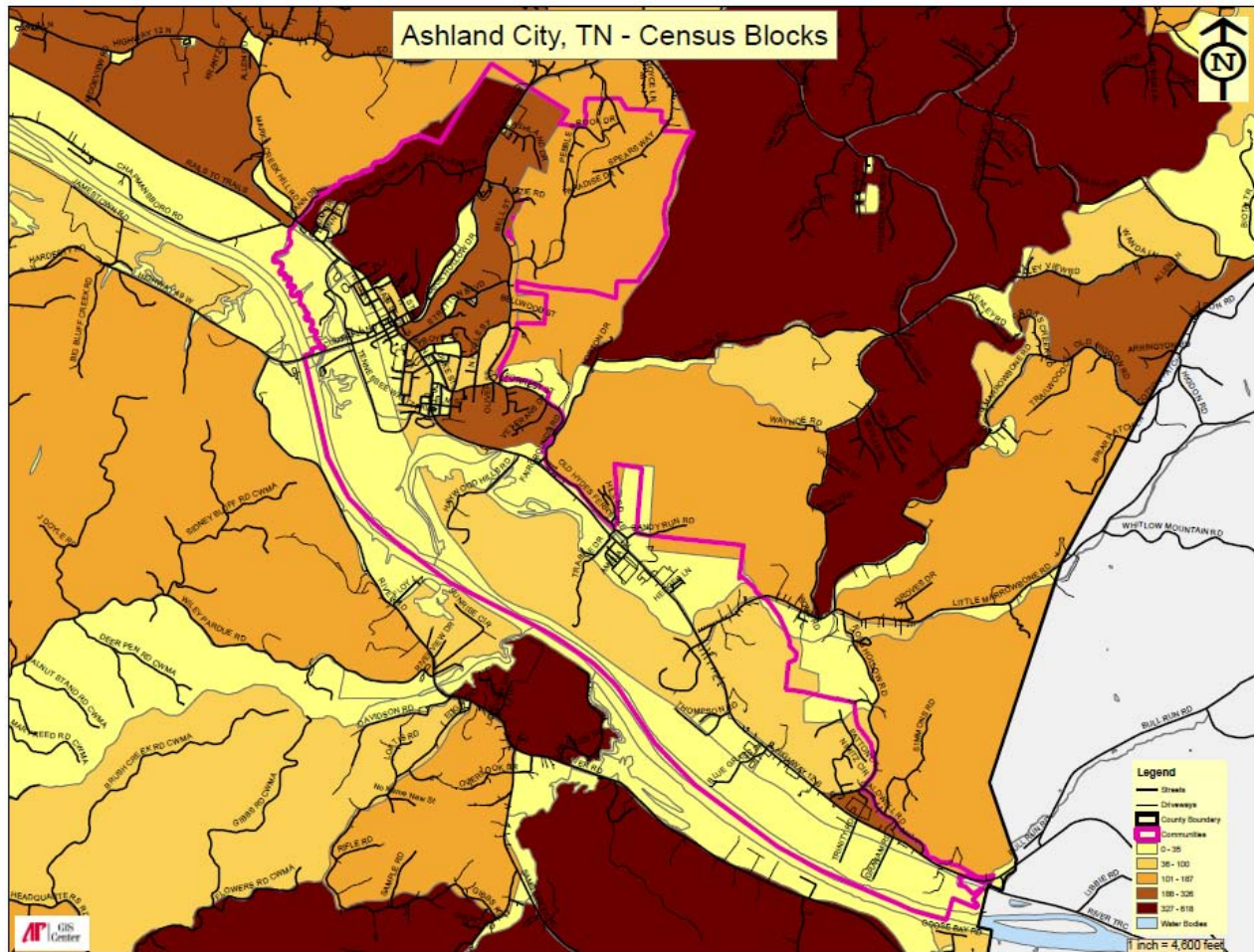
TABLE 4-6

**ACTUAL AND PROJECTED POPULATION
FOR COUNTIES OF THE NASHVILLE MSA
2005—2025**

	ACTUAL		PROJECTED			
	2000	2005	2010	2015	2020	2025
CANNON	12,826	13,445	14,183	14,852	15,426	15,946
CHEATHAM	35,912	40,126	44,880	49,691	54,477	59,205
DICKSON	43,156	47,288	52,059	56,823	61,487	66,148
HICKMAN	22,295	23,979	25,800	27,564	29,259	30,981
MACON	20,386	21,827	23,473	25,092	26,628	28,140
ROBERTSON	54,433	59,380	64,809	70,196	75,388	80,534
RUTHERFORD	182,023	203,240	232,326	260,125	288,924	318,583
SUMNER	130,449	145,007	161,570	177,616	193,675	209,736
TROUSDALE	7,259	7,586	8,055	8,492	8,881	9,226
WILLIAMSON	126,638	149,596	174,261	199,913	226,133	252,426
WILSON	88,809	98,910	110,448	122,115	133,704	145,249
Sub-total	724,186	810,384	911,864	1,012,379	1,113,982	1,216,174
DAVIDSON	569,891	596,399	620,928	643,675	665,579	688,340
NASHVILLE MSA	1,294,077	1,406,783	1,532,792	1,656,054	1,779,561	1,904,514
TENNESSEE	5,689,283	6,017,599	6,425,959	6,821,312	7,195,375	7,559,532
SUMMARY STATISTICS						
MSA, as % of Tennessee	22.75%	23.38%	23.85%	24.28%	24.73%	25.19%
Outlying, as % of MSA	55.96%	57.61%	59.49%	61.13%	62.60%	63.86%
Cheatham, as % MSA	2.78%	2.85%	2.93%	3.00%	3.06%	3.11%
SOURCE: Center for Business and Economic Research , University of Tennessee						

Tables 4-9, and 4-10 present population estimates and projections for Ashland City. Estimates are provided for total population and the number of households. Total population is projected to rise from the 2000 level of, to a figure in the range of 2,608 by 2010, and to almost 3,400 by 2025. The number of households is estimated to rise from the 2000 figure of 773 to roughly 1,365 by the year 2025.

CENSUS INFORMATION FOR ASHLAND CITY



County Growth Rates 2000 - 2025

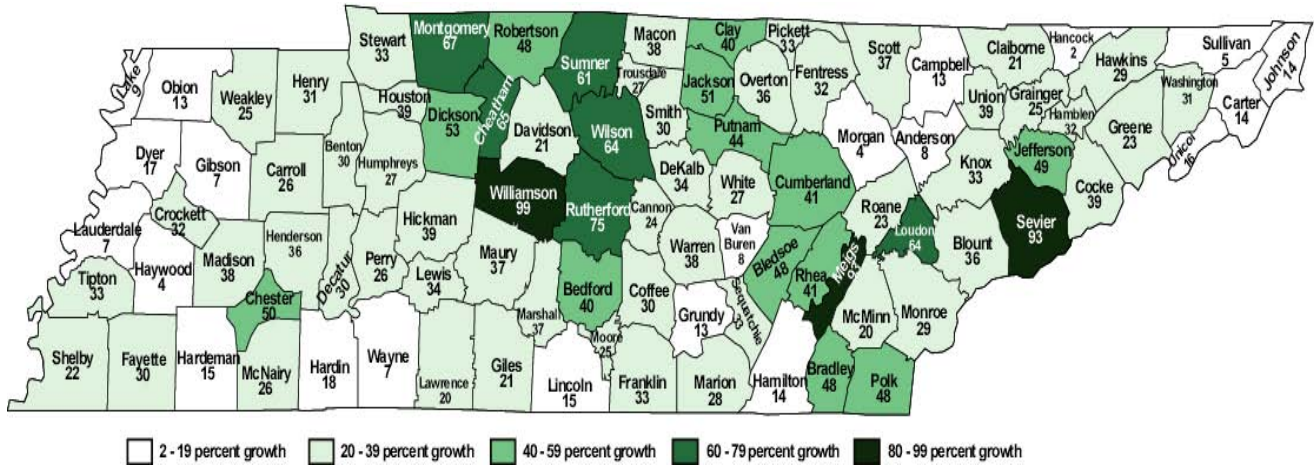


TABLE 4-7

PROJECTED POPULATION FOR ASHLAND CITY 2005 – 2025

YEAR	Actual	Projected				
	2000	2005	2010	2015	2020	2025
Cheatham County	35,912	43,815	49,721	55,926	62,435	64,777
Ashland City	3,641	4,481	4,702	5,045	5,296	5,684

Source: Center for Business and Economic Research, University of Tennessee --2003

TABLE 4-8

ACTUAL & ESTIMATED NUMBER OF HOUSEHOLDS ASHLAND CITY 2000-2025

Date	Total Population	Population Within Households	Persons per Household*	Number of Households
2000	3,361	3,013	2.14	1,408
2010	4,702	4,246	2.61	1,627
2020	5,296	4,903	2.75	1,783
2025	5,684	5,148	2.78	1,852

Notes : County (*)Persons per household estimate developed from trend experienced in Cheatham County 1970-2000

Source : Local Planning Office

Findings: Developing estimates of future population levels is always a difficult matter. When we examine historical trends within the State and Metropolitan Region a clear pattern is evident. Over the past forty years, the population concentrates within major urban centers scattered about the State. As the population within these urban centers has expanded, the distribution of the population has seen a marked movement toward regional suburbanization. This suburban movement has been generally radial in nature and has closely followed major transportation corridors.

EMPLOYMENT

Historic Employment Trends

This section briefly outlines various employment trends for Cheatham County over the past fifty years. Before continuing, it should be noted that the following information represents employment of the population and not necessarily employment generated within the county. Employment in all sectors of the economy increased from 2,963 workers in 1950 to 19,750 workers in 2000, representing a 666.5 percent rate of growth.

Agriculture

Employment changed within Cheatham County during the past five decades. The face of the workforce changed with the introduction of the industrial parks in Nashville as well as Ashland City, as more and more people sought employment in the factories. Agriculture has been a major employer Cheatham County since its early days as a community. However, agriculture has declined in importance in Cheatham County over time, decreasing at a significant rate. In this respect, there were 1,757 persons involved in agricultural activities in 1950, while there were only 114 agriculturally employed persons in 2000.

Unemployment

Unemployment rates for Cheatham County from 1950-2000 showed fluctuating percentage rates. 1960 had a rate of 4.6%, 1970 at 4%, 1980 at 9%, 1990 at 3.6%, and 2000 at 2.3%.

Median Income

The median income for a household in Ashland City was \$35,282 in 2005, compared to \$41,994 nationally, while at the county level the figures were \$45,836 in 2000. The median income for a family in Ashland City was \$39,550 in 2000 compared to \$50,046 nationally, while at the county level the figures were \$49,143 in 2000. The per capita income for the town was \$17,228 in 2000 compared to \$21,587 nationally, while at the county level the figures were \$18,882. The poverty level in Ashland City was 5.5% of families and 9.4% of the population in 2000, compared to 9.2% of families nationally and 12.4% of the population nationally. The poverty level for Cheatham County was 5.3% of families and 7.4% of the population in 2000.

Business Sector

Ashland City is primarily an industrial community with a comparatively large employment base. Most residents commute to Nashville and other larger cities in the area to work. Ashland City's business sector consists of many small retail and service entities, a growing medical community, and multiple light industrial businesses.

There are currently 5 financial institutions, 14 restaurants, and numerous general retail establishments in the municipality. The largest majority of these businesses are located along Hwy 12 and HWY 49. There are currently 10 industries in Ashland City.

Summary of Findings

During the planning period 2010-2030, the Ashland City population is projected to increase on the average of 19.08%. However, this change is not reflective of a long-term trend. Cheatham County as a whole is projected to increase on average at 11.0%. This compares to the state, which is expected to grow 10.6%. With a consistent increase in job creation and minimal out-migration, Cheatham County as a whole will continue to enjoy growth. An increase in the number of households in Ashland City will have a significant impact on planning issues. The slight decrease in persons-per-household in Cheatham County reflects smaller family sizes.

Moderate population growth, as compared to the state averages, will encourage a higher percentage of growth in the various land use categories for Ashland City. The need for expanded housing, commercial areas, or industrial sites will be predicated on the continuation of current trends of modest economic growth and projected long-term population growth.

CHAPTER 5

EXISTING LAND USE AND TRANSPORTATION ANALYSIS INTRODUCTION

As a prerequisite to preparing a plan for future land use and transportation, a survey and analysis of the existing patterns and characteristics must be completed. The data from this Chapter's existing analysis when integrated with information pertaining to natural factors affecting development, the population, economic factors, and transportation facilities is vital in determining what areas are best suited for the various land uses and transportation facilities over a planning period.

EXISTING LAND USE AND TRANSPORTATION

Before a municipality can determine its future land use requirements, it is necessary that an inventory and analysis of existing land uses be completed. This land use inventory identifies and analyzes the various uses by categories and the amounts of land devoted to each.

Illustration 5 depicts the various land uses in the Town of Ashland City and in the Town's Urban Growth Boundary as determined by a land use survey completed by the Land Use Task Force.

The Community Planning Office and APSU GIS Center also completed digitizing Ashland City tax maps and adding various layers of information, including zoning, streets, UPG areas, flood, parcel, and Soil Maps. The project provides mapping and analysis through the Geographic Information System. This chapter will further illustrate these utilities.

The land uses depicted on the Existing Land Use Map are grouped into the following categories:

Single-Family Residential: Land on which one dwelling unit is located. This includes all single-family homes on individual lots.

Two-Family Residential: This includes all duplex dwelling and zero lot line dwellings.

Multi-Family Residential: This includes all apartments and other lots with three or more attached dwelling units on one lot.

Planned Unit Development: This includes all subdivision development including residential, commercial, Village, and Mixed Use approved for PUD overlay zoning.

Mobile Home (Single-Wide): This includes all single wide mobile homes on individual lots or in mobile home parks.

Commercial: Land on which retail and wholesale trade activities and/or services occur. Land on which an array of private firms which provide special services including medical facilities are located. This category includes hospitals, banks, professional offices, personal services, repair services, etc. and vacant floor space.

Public/Semi-Public, Cultural and Recreational: Land on which educational, religious and fraternal facilities, and all federal, state, and local governmental uses are located. Land on which museums, libraries, churches, cemeteries, parks, and similar uses are located.

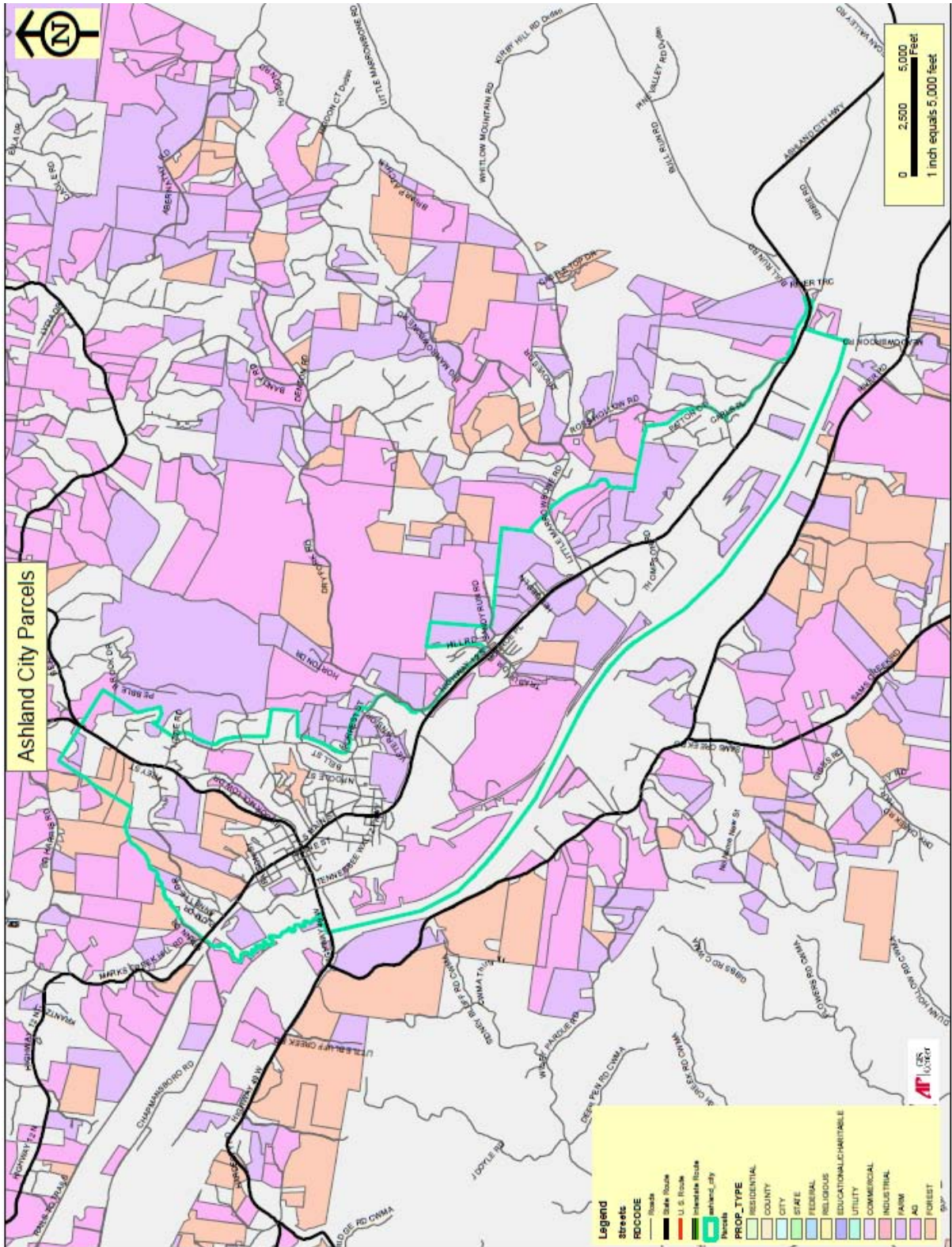
Industrial: Land on which manufacturing, assembly, processing or fabricating of raw materials are located.

Transportation: Land on which municipal streets, county roads and federal or state highways are located, including the rights-of-way.

Undeveloped Land: Land that either has not been or cannot be developed. Vacant land can be divided into two general categories:

1. Vacant Unimproved. Land that currently lies idle or is used for agriculture, or open space purposes and lacks the infrastructure necessary for development.
2. Vacant Improved. Land located along streets currently accessible to town services such as vacant subdivision lots.

ILLUSTRATION 5 - LAND USE INVENTORY



LAND USE ANALYSIS

Within the corporate limits of Ashland City there are approximately 6,888 acres, or 9.6 sq. miles of land area. Of this total area, an estimated 3,130 acres, or 45.8 % of the land area is developed (with agricultural use as developed). Residential land comprises 1,052 acres, or 15.3 % of the total area. Commercial land comprises about 192 acres or 2.8 % of the total area. There are numerous parcels of industrial land within Ashland City consisting of 269.9 acres or 3.9%. Undeveloped land comprises 3733.2 acres or 54.2 %. Vacant land comprises 18.9 acres or .3%. Public/Semi or Public land uses comprise 254.4 acres or 3.7 % of the total area.

The largest category of total land area in Ashland City is undeveloped followed by residential developable land. This area comprises a total of 3733.2 acres or 54.2%. A large percentage of this land is undeveloped due to the location of the parcels in a FIRM mapped Special Flood Hazard Area. Areas of water within Ashland City comprise 887.8 acres or 12.9% of the land. The remainder of land uses and acreage are comprised of utilities, road and rail right-of-way, and park areas.

The predominant developed land uses are in the form of floodplain areas. This Land Use information is depicted in **Table 5.1**. Land Use information for Ashland City's Urban Growth Boundary area (UGB) is contained in the Cheatham County Land Use Plan .

Table 5.1
TOTAL ACREAGE OF EXISTING LAND USES
ASHLAND CITY TOWN LIMITS

LAND USE (per municipality)

A. Municipality Name:		ASHLAND CITY	
1.	Total municipal acreage	6,888	
2.	Residential acres	1,052.6	% Total 15.3%
3.	Commercial acres	192.0	% Total 2.8%
4.	Industrial acres	269.9	% Total 3.9%
5.	Public/Semi-public acres	254.4	% Total 3.7%
6.	Utilities	7.5	% Total 0.1%
7.	Undeveloped acres	3,733.2	% Total 54.2%
8.	Water	887.8	% Total 12.9%
9.	Road/Rail ROW	471.7	% Total 6.8%
10.	Unclassified acres	18.9	% Total 0.3%

Residential Land

The residential land use category, like in many communities, occupies the largest developed portion of land in Ashland City. Also, again like most communities in Tennessee, the traditional single-family detached dwelling unit is the predominant form of residential land use. The natural topography of the Ashland City area has had a very significant affect on residential development. Accordingly, this has led to the creation of a linear development pattern along major thoroughfares and arterial roads.

Residential developments in Ashland City are located along and adjacent to collector and arterial streets that traverses the low points, valleys and some ridges in the area. As stated earlier a majority of the residential development is single family dwellings on individual lots. The greatest numbers of these developments are located in the city proper. There two additional approved subdivisions of single family, multi-family, and residential – commercial mixed use including Vantage Pointe and Leeland Station in Ashland City. The chart and map below illustrate the development details of residential subdivision in Ashland City.

Ashland City Subdivisions

Ashland City

Hidden Lake Resort – Map 050 Parcel 001.00

Intersects Bell St. and Bearwallow Rd.

Began 08/01/06 – To complete 07/01/15

Phase I – **38** lots developed

Phase II – **24** lots developed

Phase III – **23** lots undeveloped

Phase IV – **65** lots undeveloped

Phase V – 32 lots undeveloped
 Phase VI thru X – 218 lots undeveloped

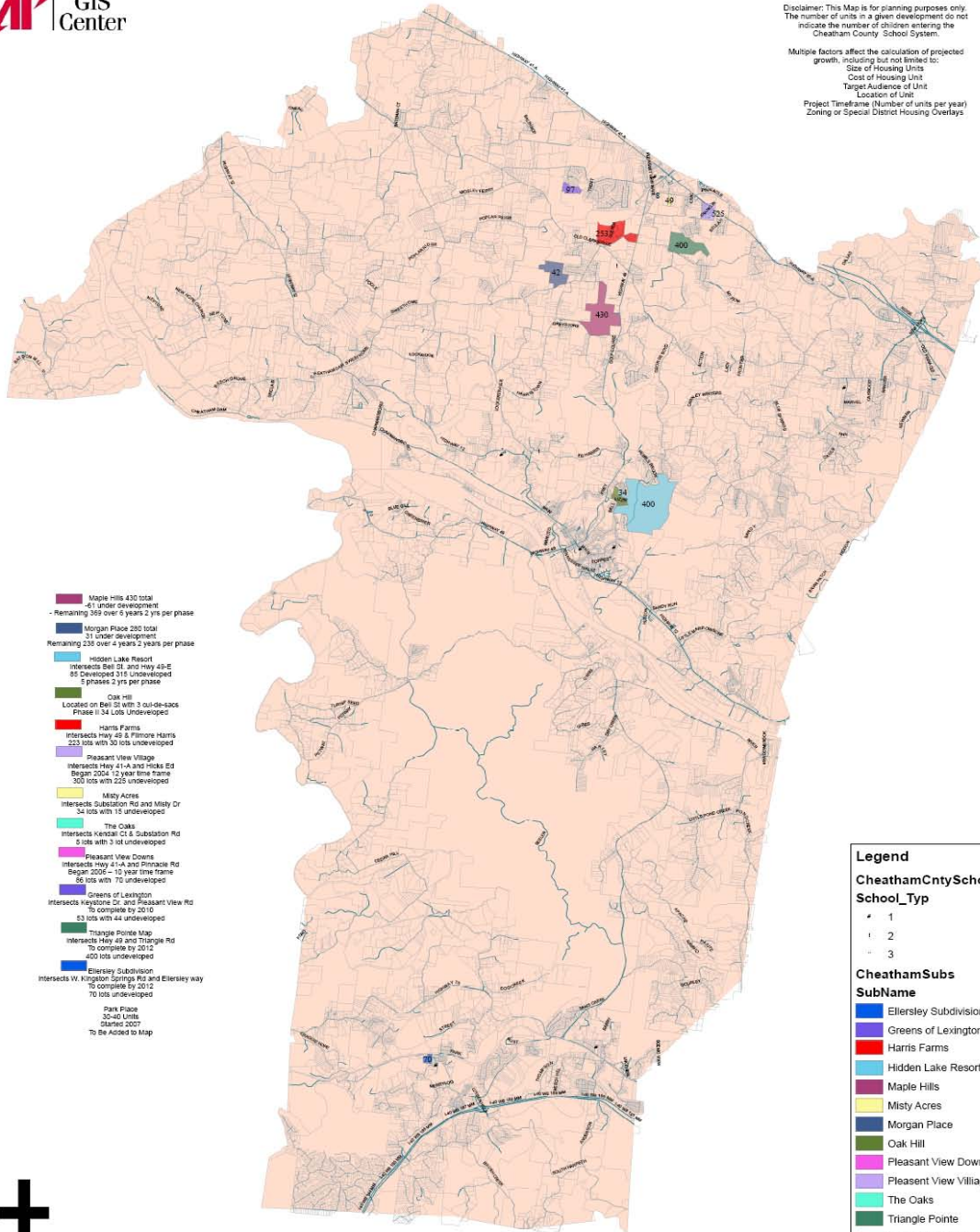
Oak Hill Subdivision – Map 049E Grp D Parcel 012.00
 Located on Bell St. with 3 cul-de-sacs (Vaughn , Doty and Lizzie)
 Began 08/01/06 – To complete 08/01/08 - Phase II – 34 lots undeveloped

Cheatham Subdivisions



Disclaimer: This Map is for planning purposes only. The number of units in a given development do not indicate the number of children entering the Cheatham County School System.

Multiple factors affect the calculation of projected growth, including but not limited to:
 Size of Housing Units
 Cost of Housing Unit
 Target Audience of Unit
 Location of Unit
 Project Timeframe (Number of units per year)
 Zoning or Special District Housing Overlays



- Maple Hills 430 total
-51 under development
- Remaining 380 over 6 years 2 yrs per phase
- Morgan Place 280 total
31 under development
Remaining 250 over 4 years 2 years per phase
- Hidden Lake Resort
Intersects Bell St. and Hwy 49-E
85 Developed 215 undeveloped
5 phases 2 yrs per phase
- Oak Hill
Located on Bell St with 3 cul-de-sacs
Phase II 34 lots undeveloped
- Harris Farms
Intersects Hwy 49 & Primrose Harris
223 lots with 20 lots undeveloped
- Pleasant View Village
Intersects Hwy 41-A and Hicks Rd
Began 2004 10 year time frame
300 lots with 225 undeveloped
- Misty Acres
Intersects Substation Rd and Misty Dr
34 lots with 15 undeveloped
- The Oaks
Intersects Kendall Ct & Substation Rd
6 lots with 3 lot undeveloped
- Pleasant View Downs
Intersects Hwy 41-A and Primrose Rd
Began 2006 – 10 year time frame
86 lots with 70 undeveloped
- Greens of Lexington
Intersects Keystone Cr. and Pleasant View Rd
83 lots with 44 undeveloped
- Triangle Pointe Map
Intersects Hwy 49 and Triangle Rd
To complete by 2010
420 lots undeveloped
- Ellersley Subdivision
Intersects W. Kingston Springs Rd and Ellersley way
To complete by 2012
70 lots undeveloped
- Park Place
30-40 Units
Started 2007
To Be Added to Map

Legend

CheathamCntySchools
School_Type
 1
 2
 3

CheathamSubs
SubName
 Ellersley Subdivision
 Greens of Lexington
 Harris Farms
 Hidden Lake Resort
 Maple Hills
 Misty Acres
 Morgan Place
 Oak Hill
 Pleasant View Downs
 Pleasant View Villiage
 The Oaks
 Triangle Pointe
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 county



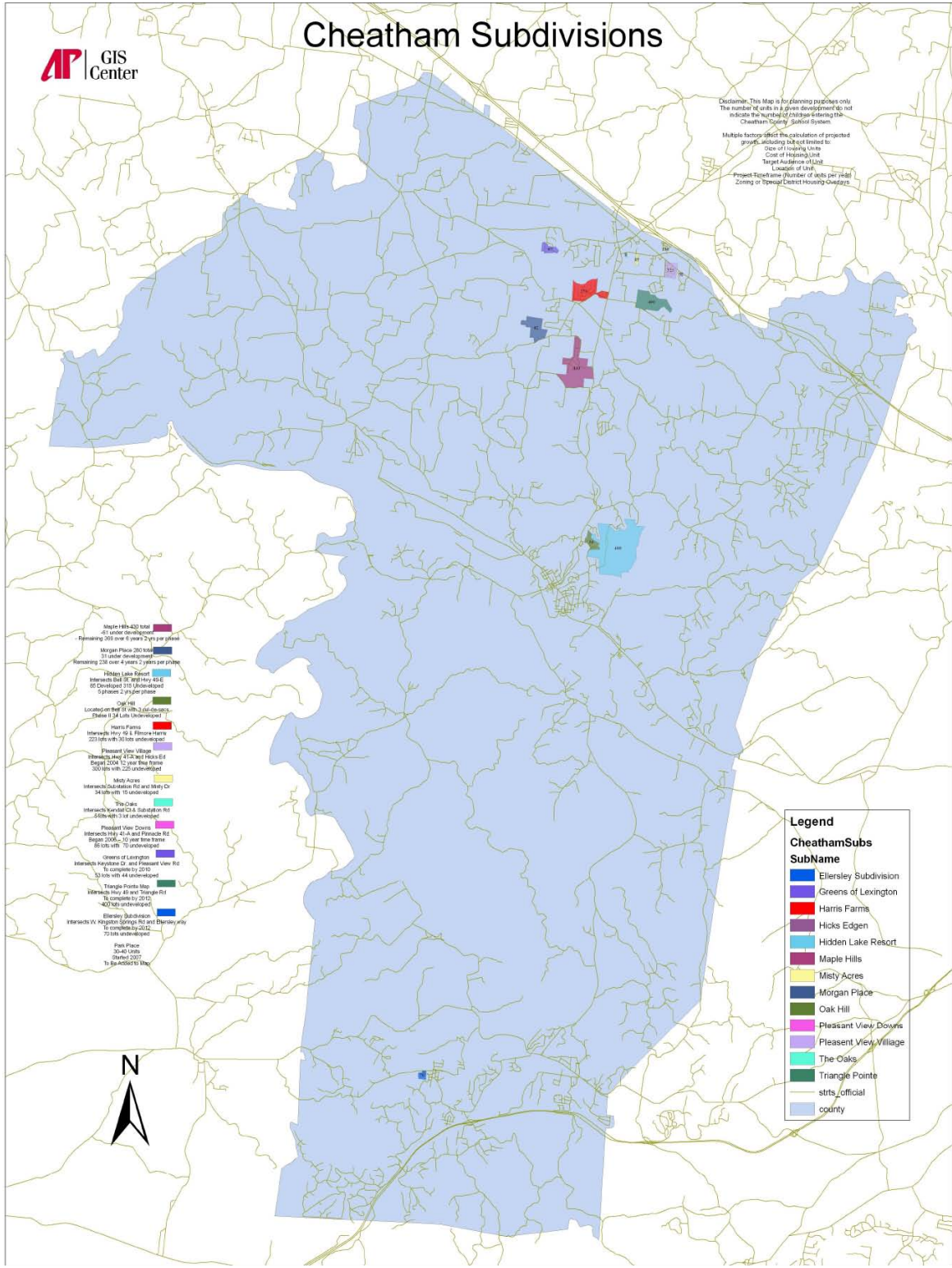
Currently there are 5 apartment complexes within the Town. There are 2 mobile home parks and mobile homes on scattered lots within Ashland City. Even when considering the limitations present due to lack of infrastructure availability and large floodplain areas there are parcels remaining within the community for large-scale residential development. The remaining lands outside of the city can be developed but infrastructure limitations make for difficulty in developing this land. On the northeast side of Ashland City on HWY 12 are open acreage that would make for an attractive residential or commercial development, but the additional traffic should be a consideration and could present problems for existing and future residential needs. The illustration below demonstrates subdivisions, build out timelines, units and other information related to residential growth in the area.

Cheatham Subdivisions

Disclaimer: This Map is for planning purposes only. The number of units is given; development does not indicate the number of permits entering the Cheatham County Judicial System.

Multiples to approximate the calculation of projected projects, including but not limited to: Cost of Housing Units, Cost of Housing Unit, Target Population of Unit, Length of Unit.

Project Features: Number of units per parcel, zoning or Special District housing category.



Maple Hills 420 total
400 units developed
Remaining 200 over 8 years 2 yrs per phase

Morgan Place 200 total
11 units developed
Remaining 189 over 4 years 2 yrs per phase

Triangle Lake Point
Intersects Bell Rd and Hwy 49 E
600 Develop 1100 (includes)
5 phases 2 yrs per phase

Oak Hill
Located on Bell Rd with 2 (600 develop)
Phase II 24 Lots Underdeveloped

Pleasant View Village
Intersects Hwy 49 E, Pleasant View Rd
220 lots with 50 lots underdeveloped

Pleasant View Village
Intersects Hwy 49 E and Pleasant View Rd
300 lots with 225 underdeveloped

Misty Acres
Intersects Sandstone Rd and Hwy 49 E
24 lots with 10 underdeveloped

The Oaks
Intersects Keweenaw Ct & Sandstone Rd
60 lots with 14 underdeveloped

Pleasant View Downs
Intersects Hwy 49 E and Pleasant View Rd
80 lots with 70 underdeveloped

Greenwood Springs
Intersects Keweenaw Ct and Pleasant View Rd
To complete by 2018
33 lots with 44 underdeveloped

Triangle Pointe Map
Intersects Hwy 49 E and Triangle Rd
To complete by 2018
400 lots underdeveloped

Elersley Subdivision
Intersects VA Keweenaw Springs Rd and Harrison Hwy
To complete by 2012
70 lots underdeveloped

Park Place
2000 Units
Started 2007
To be 4000 by 2015

- Legend**
- CheathamSubs**
- Elersley Subdivision
 - Greens of Lexington
 - Harris Farms
 - Hicks Edgen
 - Hidden Lake Resort
 - Maple Hills
 - Misty Acres
 - Morgan Place
 - Oak Hill
 - Pleasant View Downs
 - Pleasant View Village
 - The Oaks
 - Triangle Pointe
 - strts_official
 - county



Commercial

The commercial areas of Ashland City are located on Hwy 49 and Hwy 12, with the shopping center being the commercial focal point. Commercial is generally scattered along the highway with the greatest concentration being at Hwy 12 at the Owens Place, Wal-mart entrance. A second commercial zone including a shopping center area and other commercial points along HWY 12, east of the city provides restaurants, retail, and service venues. Other commercial areas exist in the old downtown area and along HWY 12 north toward Ashland City. All commercial areas presently have adequate on-site parking with the exception of small convenience store/gas stations with in the city and particular locations surrounding the downtown center in existence for many years. There is also a commercial district in the urban growth area outside of Town in the Neptune/Henrietta community. The topography, residential and community facility development, location Sycamore High School, and infrastructure development in this area will affect expansion of HWY 49.

There are probably two areas with the greatest potential for future commercial development. One area that would serve Ashland City and traffic passing through town could be located along Hwy 49 toward Pleasant View. The cost of land in this area will likely dictate big box store, office park, or Interstate interchange development. Other parcels are available along HWY 12 in both directions. This appears to be the final node of commercial that could be developed without disturbing existing residential land. Infrastructure improvements and a planned TDOT project at the major corridor intersections would facilitate development in other areas. If another area is considered it should be in conjunction with existing commercial land. This could be done in harmony with the residential land by extensive use of landscaping, buffering and control of lighting and signage along with mixed use zoning and PUD overlays to afford the city control measures over traffic, aesthetic, and location of proposed projects. Another area being considered for commercial is within the acreage south of the town on HWY 49 just below Sycamore High. Zoned RCPUD, this commercial could act as a buffer between the residential subdivision and existing commercial development. A new roadway from Ashland City Elementary to HWY 49 at the old Bellsouth building will provide improved traffic flow for the school, newly approved commercial development and the residential areas beyond.

Industrial

There are presently approximately 270 acres of Industrial land use. These areas are located north of HWY 12. All of the Industrial Zoned land is used for industrial purposes and those businesses appear vibrant. Other land used for industrial purposes is inappropriately zoned and will require further study to determine highest and best use for re-zoning purposes.

Utilities

The Cumberland Electric Membership Corporation provides electrical service to Ashland City and locations north of Cheatham County. The northeast area of town near Davidson County has service provided by Nashville Electric Service. **APSU and the Planning Department are working on maps of all utility services in Ashland City.** Ashland City Utility provides water and sewer services in some locations within the city and surrounding area. Septic sewage systems are still used in many growth areas, a concern for future development. Expansion of utility services will limit growth potential and in some areas undersized services lines for water and insufficient revenues or available land will limit sewer expansion. The Piedmont Gas System provides Natural Gas service to much of Ashland City and northern Cheatham County. It appears that the natural gas lines within the vicinity have adequate pressure from which to expand to serve subsequent residential, commercial, and industrial demands. Virtually all of Ashland City is served with natural gas. Adequate supplies of electricity and natural gas will be available in sufficient quantities to accommodate the future growth of Ashland City and northern Cheatham County.

Public/Semi-Public

Major concentrations of land in this category are located at Ashland City Elementary School, County Courthouse and Annex Building, City Parks, and Town Hall. The Town Parks are the most utilized public areas. The city is responsible for 337.9 acres, 204 acres yet to be developed. The Parks & Recreation Department staff consists of one full-time director, one full-time maintenance supervisor, one full-time athletic supervisor and many volunteers. Funding is provided through the city, GNRC, AAA, United Way and private donations. The following table lists the parks.

Ashland City Elementary Ball fields

Bull Run Recreation Area

City Park, John C. "Preacher" Poole Recreation Area

Caldwell Park

J.W. Johns Jr. Park

Riverbluff Park

Senior Center at Ashland City

The Cumberland River Bicentennial Trail

911 Memorial Playground

Parks & Facilities



Ashland City Elementary Ballfields
104 Elizabeth Street
Amenities: pavilion with concessions, storage and restrooms, three softball fields, one football field, picnic tables, two playgrounds, press box, two storage buildings



City Park John C. "Preacher" Poole Recreation Area
100 Preacher Lane
Amenities: walking track, four tennis courts & restrooms



Riverbluff Park
175 Old Cumberland Street
Amenities: Pavilion with playground, restrooms, picnic tables, grills, boat ramp & dock, observation deck, stage & 8 acres of soccer field



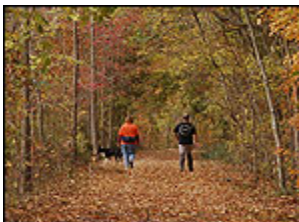
Caldwell Park
3251 Caldwell Road
Hours of Operations: Open daylight to dusk
Amenities: 100 acre natural area perfect for outdoor classrooms, scout camp outs, walking your dog



Senior Center @ Ashland City
104 Ruth Drive
Ashland City, TN 37015
Hours of Operation: 8 a.m. - 4:30 p.m.



J.W. Johns Jr. Park
104 Vine Street
Amenities: pavilion with restrooms and storage, playground, 2 concession stands, basketball courts, batting cage, two small baseball fields, two press boxes



The Cumberland River Bicentennial Trail
Chapmansboro Road
Hours of Operation: Daylight to Dusk.
Restrooms at Turkey Junction, picnic tables, and benches



911 Memorial Playground
100 Marrowbone Road
Amenities: Playground, picnic tables, benches & restrooms

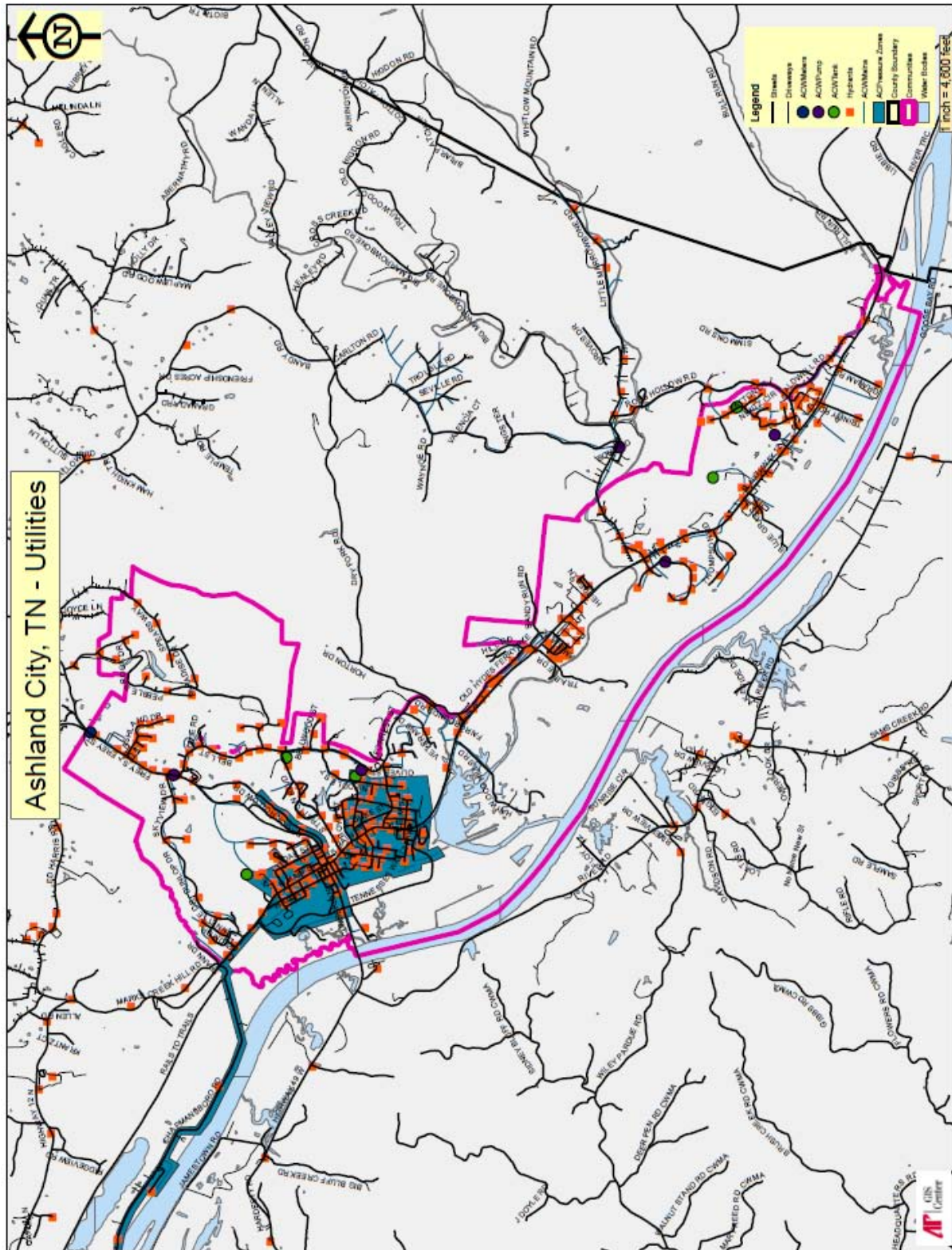


Bull Run Recreation Area
2530 Highway 12 South
Hours of operations: open daylight to dusk
Amenities: fishing, picnicking, tables, benches, porta-toilets, grills

The Ashland City Elementary School contains large open spaces for outdoor activities along with playgrounds. The Town Hall Complex contains a Public Meeting room along property that could be utilized in the future. The town has a library and health center in the government services complex on HWY 49 and a Senior Center in midtown.

The amount of land currently devoted to public uses is adequate for the size of the town. However, the Town is considering a purchase of 220 acres along the river that would serve to provide alternative forms of transportation and recreation. This system is considered a community priority. Due to continuing growth recreational uses will increase in demand and will expand to meet the need.

ILLUSTRATION 6 UTILITIES



Water for central Cheatham County is supplied by the Ashland City Utility District, a private utility. Its water treatment facility is located just west of the city on HWY 12. Raw water is obtained from the Marrowbone Creek via the intake that is located directly north of the treatment plant. The treatment capacity of the water treatment plant is approximately 1,650,000 million gallons per day. The average daily water use of the district's customers is about 950,000 gallons per day, which includes residential, commercial, and industrial uses. **Illustration 6** depicts the water lines in central Cheatham County, including fire hydrants and a 20-year plan for water line improvements.

Ashland City is served with adequate water lines and fire hydrants. However, there are a few areas without adequate water lines for fire protection, and a few lesser roads are not adequately served with fire protection. Many of these lines are planned for upgrading to six-inch or better lines over the next 20 years, which will improve fire protection within Ashland City. However, all of Ashland City is accessible to public drinking water with adequate pressures. All newer subdivisions are fully served with drinking water and fire hydrants. Water pressures are adequate within the entire Town. In summary, the Ashland City Utility District water system has a more than adequate capacity to serve a growing Ashland City for the next 20 years, but water lines will need to be upgraded as shown on the water map. Some other water line improvements will also be needed that are not proposed by the utility district, such as on a number of other smaller roadway segments. Most of the older sections of town will need some water line or fire hydrant location improvement as growth occurs.

Ashland City Utility District has a public sewer program. Currently, there are residential customers and commercial customers. The system can currently handle a capacity of 801,000 GPD (gallons per day), of which the system is currently handling 400,000 GPD. The system's Water Treatment Plant is located at 109 Adkisson St. Ashland City, TN, 37055. The station takes the liquid refuse from the customer's individual vaults and re-circulates.

SEWER

Sewer Provider: Ashland City Sewer Department

Phone: 615.792.4211

Type of Treatment: Oxidation ditch

Capacity: 801,000 GPD

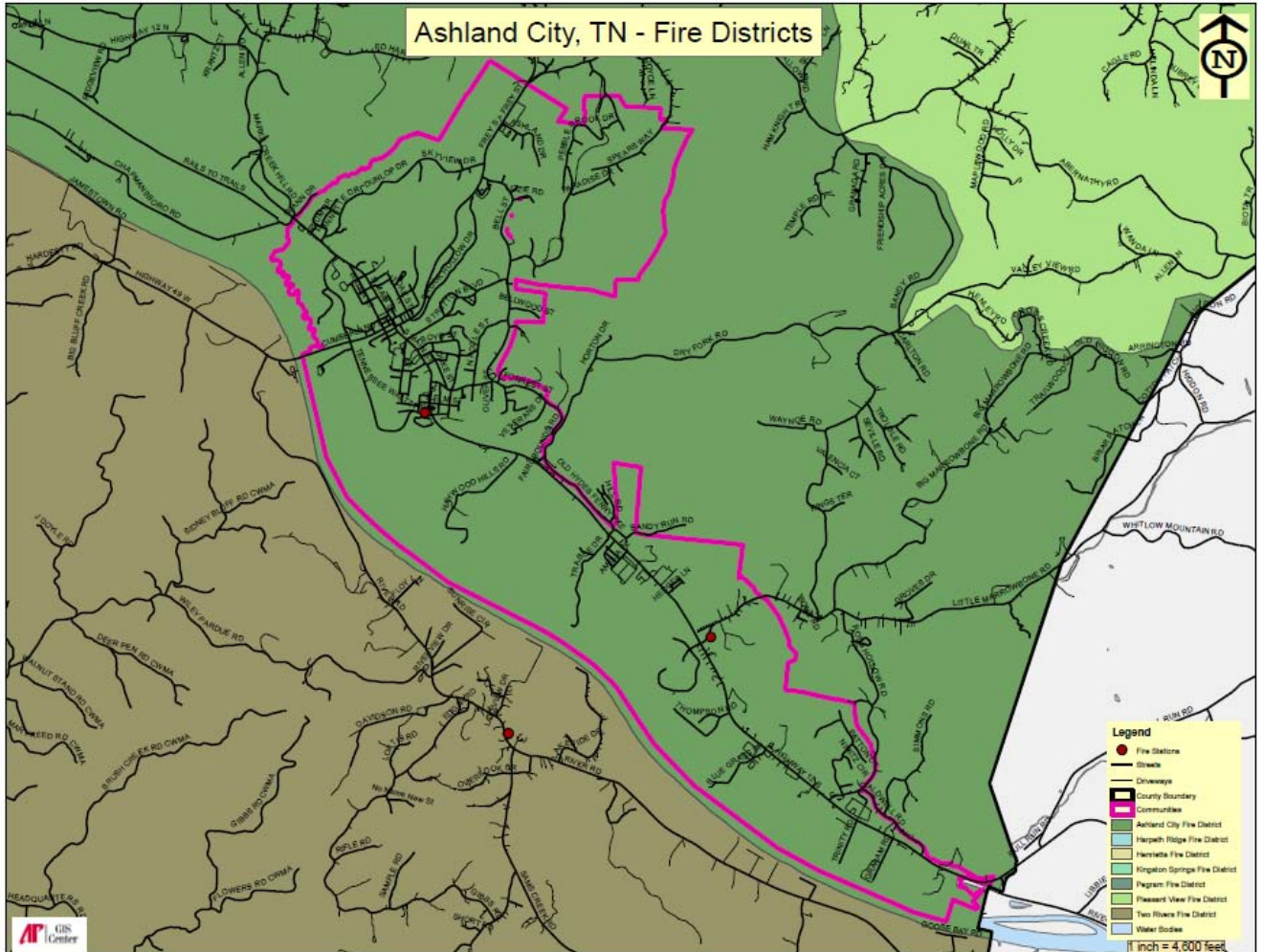
Current Usage: 400,000 GPD

City Sewer Coverage: 87 %

Storm Sewer Coverage: 80 %

Solid Waste Disposal Type: Collection Convenience Center

ILLUSTRATION 7 WATER LINES



Undeveloped Land

Approximately 3733 acres of land in Ashland City or about 54.2 % thereof are vacant, undeveloped or agricultural land, with a majority of this land being located along of Hwy 12 and HWY 49. Public water is available to all areas of the Town but as shown on the water system map, not all lines are 6 inches, the minimum required for reasonable growth to occur. The water system map does show a 5, 10 and 20 year plan to address most of these problems with inadequate water line size but some areas are not projected to have upgrades within the next 20 years. Additionally, sewer, as shown on the sewer system map serves some areas of Ashland City and large subdivision developments. These restrictions along with suitable soil types for intensive development offer growth opportunities for future development. It is recommended that the cost of extending utilities in to undeveloped areas be paid fully by the land developers. The Town of Ashland City should never subsidize the extension of sewers or any other public improvement directly because of a single development.

TRANSPORTATION ANALYSIS

A municipality's transportation system is a vital service function that is essential to its growth and development. The transportation system forms the framework upon which a community is built, and adequate traffic circulation is a prerequisite to economic activity and general community development.

Ashland City has a smaller percentage of land devoted to streets and highways than is found in many other communities. This is due largely to the constraints imposed by the area's undeveloped areas. Large acre undeveloped or agricultural acreage between more intensive developments make the construction a pervasive street system cost-prohibitive. A large percentage of roads will continue to be limited subdivision development, small city projects, or state funding. Currently, there are approximately 471.7 acres of land allocated to streets and highways. This represents approximately 6.8 percent of the town's acreage. All local streets as well as state and federal highways, are included within this land use category.

Thoroughfare Classification

The primary or intended use of a thoroughfare varies from that of providing access to residential and other structures, to providing uninterrupted movement of high-speed traffic. To clarify the usage, a classification has been established denoting the function

served. These classifications, as shown on **Illustration 8**, include interstate highway, arterial streets, collector streets, and local streets.

Interstate Highway: Access controlled roadways connecting major population centers, devoted to serving high traffic volumes and long distance trips. The only such highway in this category is Interstate 24, which is an east-west highway on the south side of the town. Ashland City does not have an interchange to I-40 within the corporate limits.

Arterial Street: Roadways that link population centers, but often lack controlled access and traffic flow separation. Most of these streets are numbered federal and/or state highways. Highway 41 - A is a major highway in the United States, and Highway 49 which runs predominantly north-south from Ashland City to Ashland City are the arterial streets within Ashland City.

Collectors: Roadways that link arterial streets and distribute traffic onto minor streets. These links also provide direct access to major traffic generators. These streets include most city corridors to a lesser extent.

Local and Minor Streets: Roadways that function primarily as the means for accessing individual properties. Most often, minor streets are intended for limited capacities, carrying traffic for short distances, and serving residential uses. The majority of streets in any community are of this classification.

Traffic Circulation Patterns

Traffic Circulation in Ashland City relies most heavily on Highways 49 and 12 which carries traffic to Ashland City, Nashville, Dickson, Clarksville and Pleasant View. Highway 49 is the major carrier of traffic to Interstate 24 through Ashland City and also North to Pleasant View and onward to HWY 49.

Illustrations 8 reflects the transportation on major roads in Cheatham County as taken from the Tennessee Department of Transportation Traffic Map.

Station Information	
Station	000068
Route	0A286
Location	ASHLAND CITY
County	Cheatham
2009	5450
2008	6392
2007	6012
2006	5994
2005	5360
2004	5501
2003	5547
2002	5682

2001	5754
2000	5800
1999	5482
1998	6889
1997	5573
1996	NA
1995	NA
1994	NA
1993	NA
1992	NA
1991	NA
1990	NA
1989	NA

Impediments to Traffic

There are significant impediments to the flow of traffic within Ashland City. The major obstacle is the intersection at HWY 49 and HWY 12 at the center of the community. The dogleg intersection provides a barrier to HWY 49 at the southern end. Meeting minutes from a TDOT consulting study group list traffic inhibitors for Ashland City. Illustrations 9 and 10 depict the current transportation map for Ashland City with the major corridors, streets.

ILLUSTRATION 9

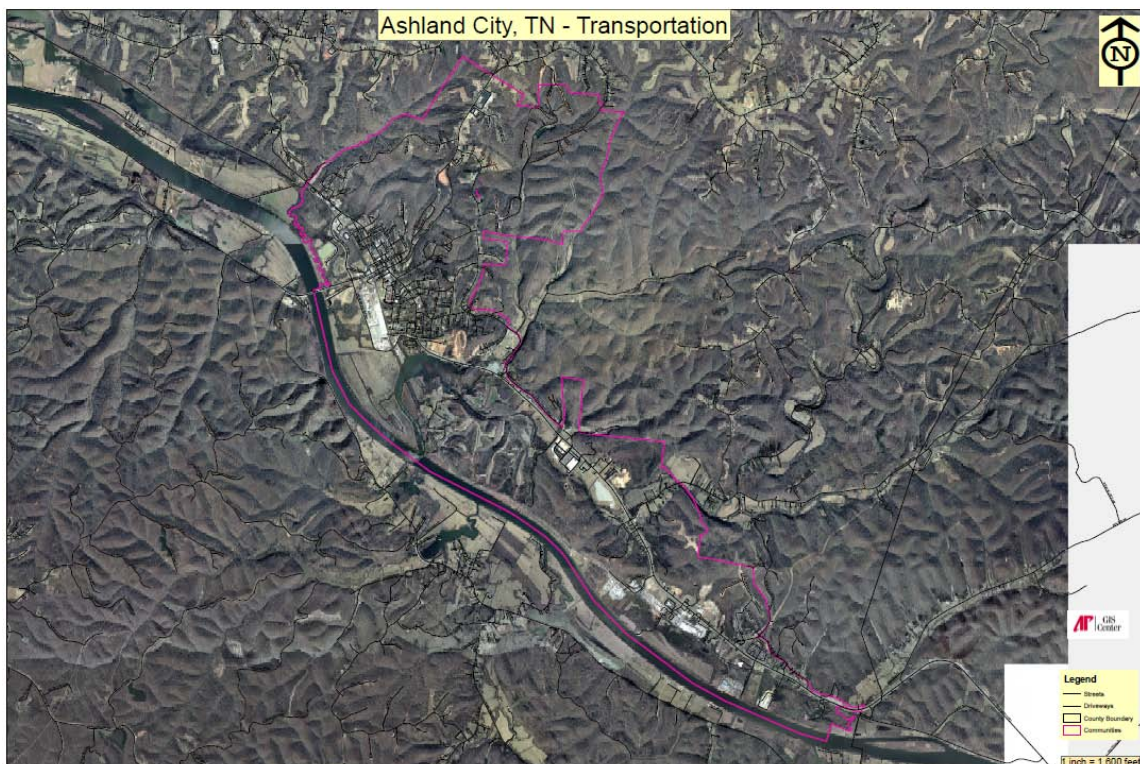
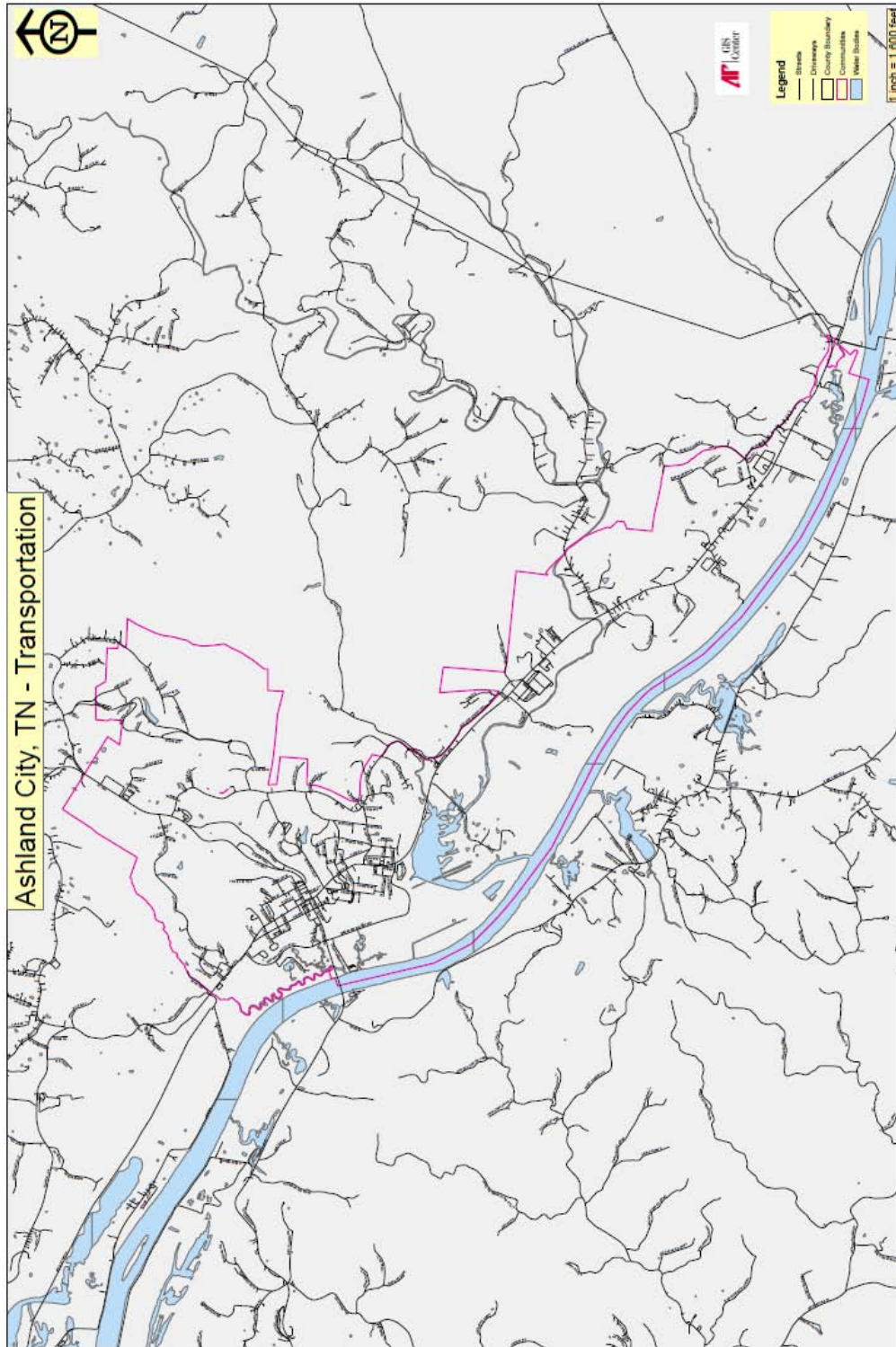


ILLUSTRATION 10



CTE
 220 Athens Way, Suite 200, Nashville, TN 37228-1352
 T 615.244.8864 F 615.244.8760 www.cte.aecom.com

Meeting Minutes

Subject:	Preliminary Purpose & Need Document for SR 49
Meeting Date:	August 8, 2007
Location:	Mayor Bill Orange's Office, Cheatham County Courthouse, Ashland City
Transcription Date:	August 10, 2007
Attendees:	Mayor Bill Orange (Cheatham County), Sharon Caton (Cheatham County Planning), James Fenton (Cheatham County Economic and Community Development), Jeff Pancirov (GNRPO), Jim Morinec (CTE), Kim King (CTE)
Copies:	Gary Webber

Purpose:

The purpose of the meeting was to discuss the Preliminary Purpose and Needs document prepared by TDOT's Long Range Planning Office, dated July 11, 2007. CTE was present to gain background knowledge on new development in the area and to ensure that purpose and needs identified in the document prepared by TDOT align with the purpose and needs identified by CTE. The following summarizes the information provided by the attendees:

Jeff Pancirov initiated the meeting by summarizing the process behind the identification of SR 49, from SR 12 to I-24, as the priority project for the GNRPO. He noted that the RPO process initially considered the entire 105-mile corridor of SR 49, from Dover to the Kentucky state line. A purpose and need statement was submitted to TDOT's long range planning office, which following evaluation of geometrics, crash rates, and traffic operations, initially identified the segment of SR 49, between 41A and Coopertown, as the priority project. However, TDOT's current construction project on SR 431 in Coopertown is expected to improve traffic operations on this portion of SR 49 and accommodate the growing Coopertown population. Thus, the focus turned to the segment of SR 49, from SR 12 in Ashland City to I-24 in Pleasant View.

A conversation was initiated concerning the infrastructure facilities and amenities listed in the "Access" section of the Preliminary Purpose and Needs document. Mayor Orange, James Fenton, and Sharon Caton added the following information relevant to this topic:

- ✓ Three schools, which contribute to the traffic on SR 49, should be included in this section: Pleasant View Elementary, Pleasant View Christian, and Ashland City Elementary
- ✓ AO Smith, which produces water heaters, employs approximately 1600 people and is located southeast of the intersection of SR 12 and SR 49 in Ashland City. Approximately two-thirds of the employees commute from outside Cheatham County.
- ✓ Ashland City Park is located southwest of the intersection of SR 12 and SR 49 in Ashland City. Currently, this park offers the only soccer facilities in the area.
- ✓ Several new residential and commercial developments have been approved. Sharon Caton will send CTE updated information on these developments. In addition, traffic impact studies have been prepared for several of the residential developments along SR 49 near Pleasant View. Sharon Caton will send CTE copies of these studies.
- ✓ The County has plans to move all county offices from Ashland City to the new Government Services Complex on SR 49 between Ashland City and Bear Wallow Road.
- ✓ The Braxton Condominiums, located at Harpeth Shoals Marina in Ashland City, will include 136 condo units and 161 boat slips.

The following additional information concerning needs along SR 49 was identified by Mayor Orange, James Fenton, and Sharon Caton:

- ✓ Ed Harris Road serves as a by-pass between residential areas west of Ashland City and SR 49.
- ✓ The intersection of SR 49 and SR 12 is an off-set intersection operated by two traffic signals. Semi-trucks often stop traffic in all directions when making the movement from the east leg of SR 49 to the west leg of SR 49 and vice versa.
- ✓ An APR was prepared by TDOT in 2000 for the intersection of Bear Wallow Road and SR 49. This APR identified three alternative alignments for Bear Wallow Road at this intersection. Mayor Orange has proposed to TDOT a fourth alternative for realigning Bear Wallow, which would align Bear Wallow directly across from Ed Harris Road. Mayor Orange said that the county is willing to make a contribution to the improvements at this intersection.
- ✓ Sharon Caton expressed concern over access management along SR 49 as new developments propose multiple access points on SR 49.
- ✓ Church Street, in Pleasant View, may be realigned to intersect SR 49 south of the existing intersection.
- ✓ Three Planning Commissions are active along this portion of SR 49: Cheatham County, Pleasant View, and Ashland City. Land use planning committees are also becoming active in this area.

CTE stated that a field review will be planned within the next two months to address the corridor(s) identified in the Transportation Planning Report and the impacts along the corridor(s). CTE confirmed that both Mayor Gary Norwood (Ashland City) and Mayor Kerry McCarver (Pleasant View) would be invited to the field review.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

CTE



Kim King, E.I.
Transportation Planner

CTE
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Meeting & Field Review Minutes

Subject:	TPR – SR 49 from SR 12 in Ashland City to I-24 in Pleasant View
Meeting Date:	September 5, 2007
Location:	Cheatham County Planning Office, Ashland City
Transcription Date:	September 20, 2007
Attendees:	TDOT: Gary Webber, Ken Elrod, David Thompson, Billy Binion, Rick Hackett, Bob Allen, C.L. Tilley; Cheatham County: Mayor McCarver, Mayor Orange, Sharon Caton, James Fenton; GNRPO: Jeff Pancirov; FHWA: Gary Fottrell; CTE: Jim Morinec, Kim King
Copies:	Attendees, Bill Hart, Terry Gladden

Purpose:

The purposes of this meeting were as follows: 1) To familiarize the stakeholders with the TPR process specifically regarding State Route 49; 2) To receive feedback from the stakeholders on the corridor option and typical cross-sections presented; and 3) To identify additional historical, environmental, or culturally significant impacts along the corridor. The following summarizes the information provided by the attendees:

Meeting:

CTE began the meeting with an explanation of the TPR process and background on the project. CTE explained that the original request from the RPO was to evaluate improvements to the entire 105-mile segment of SR 49 from Dover to the Kentucky State line. The TDOT Long Range Planning Division identified the segment from SR 12 to I-24 as the priority segment based on geometrics, crash history, traffic operations, and other planned improvements.

CTE then explained the purpose and need, as identified at that time. Primary needs involve addressing geometric, safety, and capacity issues, as well as economic development. CTE presented an aerial photograph, with the proposed corridor, traffic generators, and potential impacts displayed. CTE also provided each attendee with a copy of a map of the existing roadway segment, projected traffic volumes (prepared by TDOT), and examples of cross-section options. It was explained that while the examples of cross-sections included only 4-lane options, a three-lane option for this corridor will also be considered.

CTE then asked that the attendees review the aerial photograph presented and mark additional impacts/areas of concern. CTE noted that the Cheatham County Courthouse and the cemetery located at the northern terminus of Golf Club Lane should be included on the drawing. During this effort, the following additional impacts/concerns were identified (starting in Pleasant View and moving south through Ashland City):

- ✓ Balthrop Park
- ✓ Post Office – directly across from Balthrop Park
- ✓ Baptist Church (Southwest corner of SR 49 and Church Street)
- ✓ Slave Quarters (South of Pleasant View Main Street at SR 49)
- ✓ Potential realignment of Church Street to intersect SR 49 immediately south of Balthrop Park
- ✓ Livery Stables (Historic Significance – Southwest corner of Pleasant View Main St and SR 49)

- ✓ Wetlands (Southeast corner of SR 49 and Triangle Road)
- ✓ Planned mixed-use development on Dozier Property (along SR 49, southwest of Old Clarksville Pike)
- ✓ Two access locations for Maple Hills subdivision – one on SR 49 and one on Sweethome Rd
- ✓ Possible future one-way connection from Sycamore Schools to Sweethome Road
- ✓ Powder Mill (Historic Significance/Potential Conservation Site – east of SR 49, near Sycamore Creek)
- ✓ Sycamore Powder House (Historic Significance – west of SR 49, near Sycamore Creek)
- ✓ Birdsong Bed & Breakfast (Historic Significance – east of SR 49, near Powder Mill)
- ✓ Girl Scout Property (northwest corner of SR 49 and Girl Scout Road)
- ✓ Wetland along tributary of Sycamore Creek, west side of SR 49
- ✓ Renewed concern about the intersection of Bear Wallow Road and SR 49 – school buses must turn around in Food Lion parking lot to travel north on SR 49 from Bear Wallow
- ✓ Access from Hidden Lake Resort to Bear Wallow Road
- ✓ Property on north end of Vanhook Road at SR 49, currently for sale, will be rezoned commercial
- ✓ TDOT representatives noted design constraints (topography & blue-line streams) – particularly near Sycamore Creek.

In addition, representatives of Cheatham County requested that improvements be designed to minimize ROW acquisition – particularly from Pleasant View to Old Clarksville Pike. Representatives of Cheatham County also expressed concern about traffic and parking near the Courthouse in Ashland City on court-days. Lose & Associates is working with a group called Renaissance Ashland City to prepare a plan for downtown Ashland City that would rectify problems such as this. James Fenton, Cheatham County's Joint Economic and Community Development Director will send the Renaissance Ashland City plans to CTE.

Sharon Caton will send a GIS representation of Cheatham County's FEMA floodplain areas. CTE will update the list of potential impacts based on the information supplied during the meeting and verify the historical significance of relevant properties.

Field Review:

Attendees then drove the segment of SR 49 from SR 12 to I-24 as a group in a van provided by TDOT. During this time, attendees pointed out impacts/areas of concern listed above, and identified the land northeast of Bell Street and SR 49 as having been filled recently. TDOT suggested that, in order to minimize ROW on four-lane cross-section options near Ashland City and Pleasant View, CTE should consider the minimum 72-foot urban cross-section with four-foot shoulders and curb and gutter.

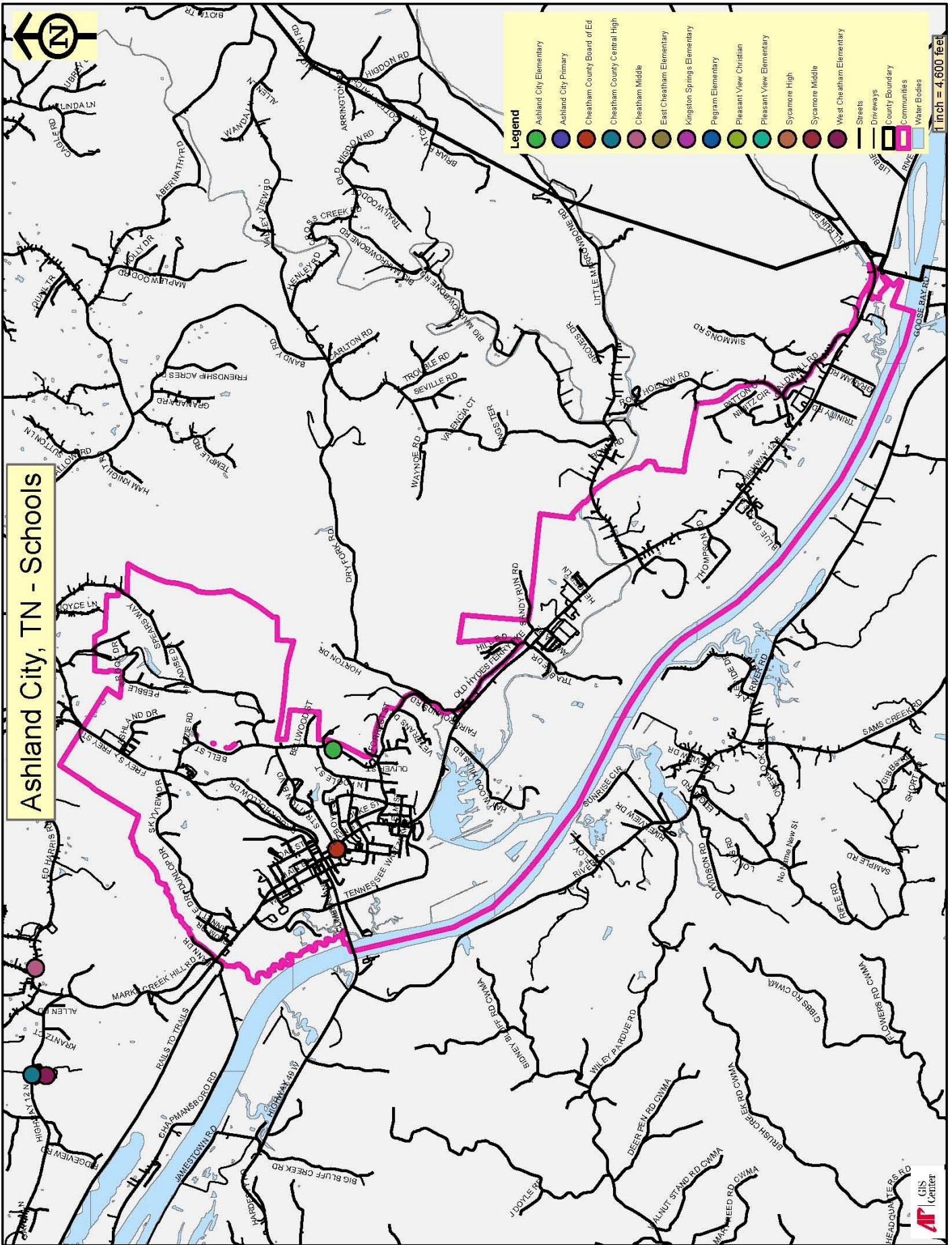
These minutes represent our understanding of the discussion and decisions reached during the meeting and field review. Please forward additions and/or corrections to kim.king@cte.aecom.com.

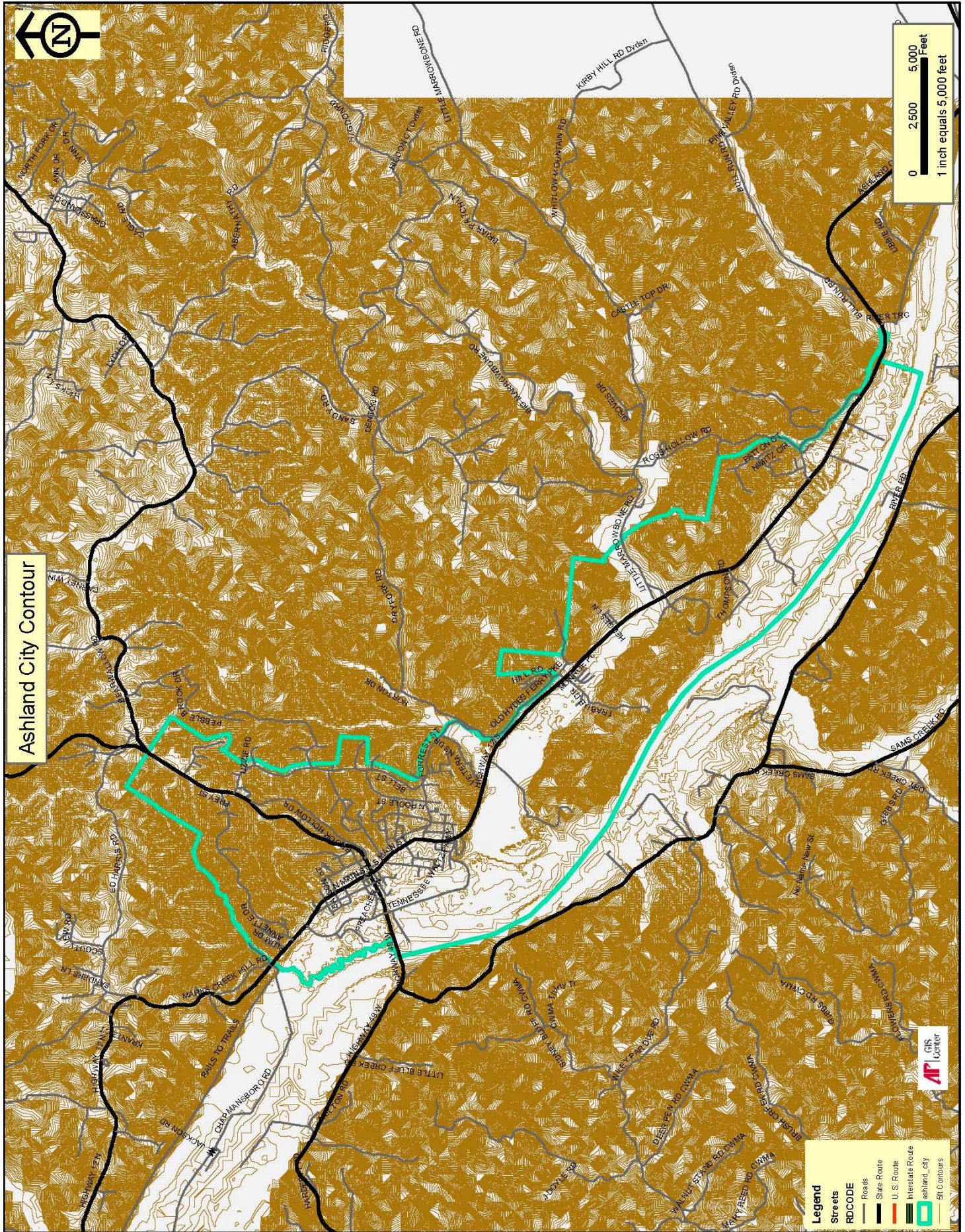
Sincerely,

CTE



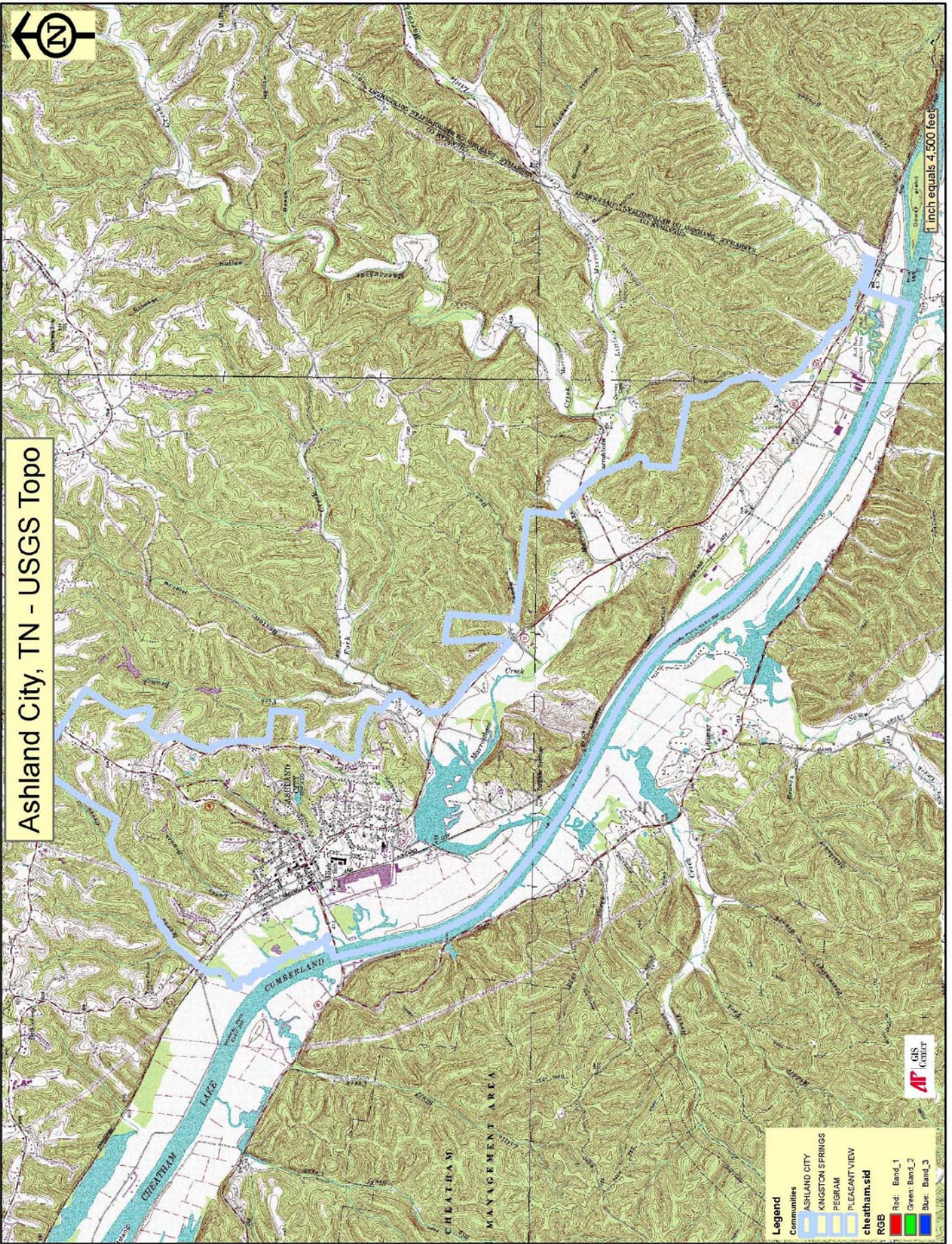
Kim King, E.I.
Transportation Planner







Ashland City, TN - USGS Topo



Tennessee's Long-Range Transportation Plan, created in conjunction with TDOT and the Greater Nashville Rural Planning Organization (RPO) has several highways listed in Cheatham County for upgrades and improvements on the local transportation priorities list for 2006-2008. On the list for Ashland City is Hwy 249 (Sams Creek Road) which will be upgraded for passing lanes and bike lanes. This has been Cheatham County's top priority for a long time--connect every town in the county. In addition, Hwy 249 is the closest connector of I-24 and I-40 without going to Nashville. The portions of Hwy 249 in Ashland City and into Kingston Springs have been prioritized to be upgraded within the next decade.

Traffic Generators

The primary traffic generator in Ashland City is at the Ashland City Shopping Center and Ashland City Elementary School. These two locations are actually located in close proximity to each other and thus form one traffic-generating district. Primary residential traffic generators include major subdivisions and the various businesses, industries, and commuters on the northern and southern sides of Town.

Air/Rail/Port

There are no airport facilities located within Ashland City. The John Tune Airport is located some 25 miles away in Nashville, off Briley Parkway. Also, Ashland City is located about 30 miles away from the Metro-Nashville International Airport on Interstate 24. The nearest port facility is located on the Cumberland River some 25 miles away in Nashville.

A current alternative for the commuting citizen is the rideshare program by The Regional Transportation Authority. The RTA, created in 1988, provides a mass transit operation using buses. The RTA's objectives are to promote economic growth of membership and improve air quality, ease traffic congestion, and minimize stress of daily commutes in the Greater Nashville region. The RTA serves nine counties, of which Cheatham County is a member. Ashland City, along with Ashland City and Kingston Springs, are participating members.

Sidewalks/Greenways

The Tennessee Department of Transportation (TDOT) recognizes a municipality's sidewalks and greenways as a legitimate alternative to the standard ways of public travel. With funding through grants from both Federal and State agencies, a municipality can provide maintenance and expansions to existing paths, and innovations for promoting this alternative to the motoring public.

Ashland City currently does not have a sidewalk system, with exception to a small walking trail in the Town Park. However, Nashville /Davidson County has a Strategic Plan for Sidewalks and Bikeways, as part of the *1995-1999 Tennessee State Recreation Plan*, that identifies the Bellevue area to extend and improve greenways. This plan recognized by illustration an extension into Ashland City that came to the center of town near Town Hall and the Park. The Development Concept in Chapter 6 will elaborate more on this.

SUMMARY OF FINDINGS

The current land use pattern in Ashland City will continue to be significantly affected by topographical and floodplain challenges that limit the areas available for development. Much of the area available for development is ideal for mixed use and PUD development. Sewer will be available for all future large-scale residential development as it is expanded throughout the town. With a number of large acreage tracts that are relatively level and not prone to flooding, a substantial portion of the projected growth will involve zoning and subdivision regulations to control the pace and quality of development. Ashland City is and will continue to be a bedroom community to Nashville with excellent potential for commercial, office park, light industrial, and location destination development.

CHAPTER 6

THE DEVELOPMENT PLAN

INTRODUCTION

A primary concern for most communities is whether they will be able to guide and provide for their future growth and development. The Ashland City Land Use and Transportation Policy Plan, through the Development Plan presented in this Chapter, establishes how the municipality can best accommodate spatial growth during the twenty year planning period. The Development Plan will serve as a general guide for Ashland City and its projected growth area. It is derived from an analysis of past events affecting development, governmental structure, natural factors, socio-economic factors, existing land use and the existing transportation system. It is also based on several major assumptions, factors, issues and trends.

The Development Plan requires the establishment of development goals reflective of the level of the growth desired. Objectives based on the development goals, and policies to achieve these objectives, are presented in this Chapter. These goals, objectives and policies represent detailed guidelines for future development decisions. These goals, objectives and policies are further reflected in the Major Thoroughfare Plan and the Development Plan Concept Illustrations which are intended as a general guide for physical development decisions.

MAJOR ASSUMPTIONS, FACTORS, ISSUES AND TRENDS

The major assumptions, findings, and trends identified in the preparation of this plan, are presented below. These assumptions represent the findings of the previous chapters, and are the forces which frame the goals, objectives, and policies of this plan.

The major assumptions, factors, issues and trends identified in this plan which will directly affect the future land use and transportation of the City of Ashland City, are as follows:

1. The local government will continue to support economic and community development and the municipality will continue to have a strong planning program.
2. The municipality desires to fund, although limited, capital budgeting and the implementation of a public improvement program.
3. Primarily infill development and natural factors, such as topography and areas susceptible to flood hazard limit some areas for development in the municipality.
4. Moderate population growth over the next fifteen to twenty years is projected for the municipality and the City during the planning period.

5. Manufacturing, retail, and public and private services are projected to be the more prominent source of employment for the municipality during the planning period.
6. The municipality has few industrial parcels available for development.
7. The municipality's proximity to Briley Parkway, I-40 and I-24 has created potential for private and public service commercial enterprises.
8. The primary transportation problems in the municipality are with sparse upgrades to existing roadways including repairs and widening.
9. The municipality's water capacity and availability are adequate to meet the projected demands for future development.
10. The extension and upgrading of all utility lines will be necessary to accommodate significant growth and development.
11. The municipality's water lines will need to be replaced and upgraded as needed.
12. Areas that lack public sewer availability will hinder the anticipated growth in the higher density residential, and commercial and industrial development.

DEVELOPMENT GOALS

To adequately plan and allocate for its future land use, it is necessary that a community establish general developmental goals. In the context of a future land use plan, a goal is a general statement reflecting the objectives in the areas of land development, transportation, and service delivery the community wants to achieve. The overall goal of this land use plan for Ashland City is to provide a quality living and working environment for the residents of the municipality. The following goals are general statements that the Ashland City Planning Commission believes to be the desires of the citizens regarding the future development of the municipality.

1. To direct destination tourism, a thriving downtown, medical, environmental (river), recreational and festival development in Ashland City.
2. To preserve, protect and enhance the overall quality of life in Ashland City while encouraging a more harmonious and higher standard of development.
3. To encourage mixed use to provide services and livability to meet the needs of all residents.
4. To provide for steady introduction of goods and commercial services with varied sites suitable for a variety of outlets.

5. To expand the commercial and retain the industrial development base to provide for the essential employment needs of Ashland City and Cheatham City.
6. To provide adequate and efficient public facilities and services, and to provide a diversity of cultural and recreational opportunities.
7. Provide utility services to match the development demand in a cost effective manner.
8. To provide an efficient and effective transportation system with options for multi modal transportation including but not limited to, biking, rail, bus and adequate parking.

OBJECTIVES AND DEVELOPMENT POLICIES

Both objectives and policies are utilized to achieve the goals established in this plan. Objectives are more specific, measurable statements of the desired goals. Policies represent rules or courses of action that indicate how the goals and objectives of the plan will be realized.

The objectives and policies contained in this document represent the official public policy guidelines concerning land use and transportation matters for decision-making by Ashland City. The policies are presented as guidelines to be followed by developers, builders, neighborhood groups, civic organizations, and other private and public interests engaged in and concerned about growth and development in the community. The policies are also presented so that interested individuals and groups can better anticipate the City's decisions on future matters.

In the following section general growth management objectives and policies are presented. This section is followed by objectives and policies for each of the specific land use categories.

GENERAL DEVELOPMENT AND GROWTH MANAGEMENT

Growth has always been viewed as an inherent component of urban settlements. Most cities understand that growth is necessary for long-term viability and most regulate growth to varying extents. However, in more and more communities, the costs and benefits of continued growth have emerged as public issues. There is often hesitation over accommodating further development with its consequences of greater numbers of residents and higher densities, economic expansion, rapid consumption of land, and alteration of the natural environment.

Ashland City anticipates and welcomes growth and understands its importance as a part of those forces which beneficially affect the community's quality of life. At the other end of the spectrum, the policy of growth at any cost has long term detrimental impacts and is not supported by the City. The approach taken by Ashland City will be that of managed

growth. To guide general growth and development the following objectives and policies are adopted.

A. Objective-Assure the protection and integrity of the natural environment by implementing measures to minimize the adverse impacts of development to soils, slopes, vegetation, wetlands, water and other natural features.

Policies

1. Ensure that areas less suitable for development, due to limiting natural factors, are developed only when appropriate measures are taken.
2. Decisions on development proposals shall be based on an analysis of soils, slope, depth to bedrock, and location relative to water course.
3. Where the condition of the land is questionable, and it appears that an unsuitable condition might exist, the potential developer shall have the responsibility for undertaking the necessary studies to prove the ability of the land to support the proposed development.
4. All development proposals will be reviewed for appropriate standards of engineering designs and the installation of all necessary drainage facilities and structures.
5. The planning commission shall ensure that the pre-development run-off discharge rate of any site is not increased as a result of development. Proposed future developments shall not increase flooding potential, substantially alter drainage patterns, or natural water quality.
6. Areas located in a designated floodplain shall comply with the Town of Ashland City's adopted Flood Plain Ordinance.
7. Ground water shall be protected by restricting the use of septic tanks to appropriate soil types and land formations. Most new development will be directed to areas on the City sewer system.
8. Development proposals involving soil disturbance shall be in conformance with appropriate sediment and erosion control measures and the Town of Ashland City's local Land Disturbing Ordinance.
9. Areas of excessive slope should be conserved as open space if development would cause soil and/or water degradation.
10. Areas with slopes at or in excess of fifteen percent should only be developed where engineering documentation is available to prove that no adverse affects will occur to housing construction, road stability, drainage and erosion.

11. Mature vegetation, particularly trees, should be protected and replanting should be required where existing vegetation is removed or disturbed during construction.

12. Vegetation should be used as an alternative to man-made devices for buffering, screening, insulation, erosion control and water quality protection, whenever practical.-

13. The City shall develop appropriate criteria or measures to ensure the protection of environmentally sensitive and other valuable areas.

14. The City shall update the Stormwater Ordinance as needed in order to regulate stormwater discharges and pollutants, educating developers as well as the general public.

B. Objective-Coordination of the demand for public services with the City's capability to supply them.

Policies

1. All new development, whether public or private, shall have appropriate infrastructure, properly installed at the expense of the developer, which shall be properly installed at the expense of the developer.

2. Cost sharing of strategic utilities and infrastructure to specific areas will be considered when directed to serve growth areas identified in the land use plan and providing benefit to the citizens of Ashland City.

3. All future expansions or extensions of the City's services, facilities, or utilities should be in conformance with a plan which phases the improvements in segments suitable to the City's ability to pay. The plan should be a ten year capital build out plan with a five year short-term work program and one year annual updates.

4. Services and utilities provided by the City should be used as a tool to direct or discourage development in specific directions.

5. Availability and capacity of existing services and utilities should be used as criteria in determining the location of higher intensity uses in the City and in decisions concerning annexation.

6. To aid developers in determining those areas most conducive to development, database maps of the infrastructure system will be routinely updated with GIS layers

7. Developments with requirements beyond existing levels of police and fire protection, parks and recreation, emergency services, technology, utilities, schools and roads shall only be allowed to develop when such services can be adequately provided and maintained.

8. Appropriate infill development should be regulated to enhance existing development and to make more efficient use of existing services and utilities.

C. Objective-Preservation of the City's fiscal stability.

Policies

1. Fiscal decisions concerning major capital improvements and expenditures shall be based on a community improvements plan and on an annual budgeting program.
2. Urban development proposals which are contiguous with existing development within the City limits should be regulated through the extension of services.
3. Services provided by the City should be in conformance with an adopted phasing plan.
4. The City participates in the establishment of a permanent source of funds to provide financing for economic development that is beneficial to the citizens of Ashland City.
5. The City should encourage the growth and protection of the tax base potential through the practice of sound land use decisions.

D. Objective-Protection and enhancement of present and future livability.

Policies

1. The City should establish livability standards or criteria for assessing the impacts of development projects on the continued livability of the community.
For growth management these standards or criteria should assess:
 - a. Environmental impacts such as water quality degradation, destruction of wetlands, etc.
 - b. Social impacts such as public safety, health services, fire protection, emergency services, police protection, water services, education, etc.
 - c. Economical and fiscal impacts such as budget constraints, job creation or loss, etc.
Budget constraints, job creation or loss, and other economical or fiscal impacts, etc.
 - d. Impacts to public services and facilities, such as water supply and treatment capacity, sewer treatment capacity and transportation and Average Daily Traffic (ADT) counts on all roads, etc.
2. Land use, site planning, and urban design criteria should be drafted to promote logical orderly development in a progression of use from low impact to high density.
3. Planning for community facilities and services should be based on the principal of maintaining or improving the current levels of service provision when feasible and affordable or through promoting partnerships through third party public or private partnerships.

4. Community development should include ways to encourage people to live, work and recreate in Ashland City/Cheatham City.

OPEN SPACE PRESERVATION

The largest percentage of vacant land with constraints in Ashland City has as their primary uses, woodlands, special flood hazard area and limitations of severe topography. City officials, in planning the future of Ashland City, should preserve the woodland areas, scenic views and natural drainage functions while at the same time encouraging quality development. To ensure considerate and fair preservation of existing areas in Ashland City, the following development objectives and policies are adopted:

Objective-Continue to promote open space preservation in Ashland City, by recognizing those lands well-established in woodland and special flood hazard areas.

Policies

1. The City, through its regulatory tools of the zoning ordinance and subdivision regulations, should administer and enforce proper and consistent future development of land that will eliminate or at least minimize adverse effects of development on existing open space lands.
2. Administer and enforce National Flood Insurance Program regulations when permitting development in floodplain areas.
3. Administer the existing Stormwater Ordinance to protect lands adjacent or in vicinity of any proposed development.
4. The City should continue to fund the building codes department to administer and inspect all developments to ensure adequate compliance with all regulations, including protection of existing lands and their uses from new developments.
5. Based on locally developed criteria, land uses known or suspected of having harmful impacts on the health, safety, and welfare of people, and those activities and uses which would degrade, retard, or otherwise harm the natural environment, or the economic potential of the community, shall be discouraged from locating in the City.

RESIDENTIAL

A large portion of the developed land in Ashland City is devoted to residential uses, consisting of single-family dwellings, multi-family dwellings and mobile homes. Assuming that the community will experience moderate population growth, high quality, low impact projects will be promoted in utilizing remain able suitable land in the City. To

ensure the most appropriate development of existing and future residential areas in Ashland City, the following developmental objectives and policies are adopted:

Objective-Provide for a variety of housing types, densities and life-styles and encourage the highest and best use of available residential land.

Policies

1. The City should promote new residential developments in environmentally safe and pleasing areas.
2. The City should allow housing types ranging from single-family structures to multi-family developments when appropriate and in balance with the commercial endeavors of the City.
3. Infill development should be regulated but allowed only in locations which will enhance or improve surrounding development.
4. Land use controls should be used to foster a variety of housing types compatible with the natural landscape.
5. The City should regulate and limit high density housing development along major traffic corridors.
6. The City should regulate sound development in suitable areas by regulating local streets and roads.
7. New residential development should be designed to regulate the neighborhood concept and should be situated to be easily accessible to collector or arterial status streets. New residential development should be designed to encourage a neighborhood concept including mixed use and mixed zone development.
8. Land development along flood zone or poor soil areas should be limited to low density residential, green space, agriculture preservation, or a combination. Residential land development along flood zones or poor soil areas should be discouraged.

COMMERCIAL

To guide the continuation and expansion of commercial activities and private services, the following objectives and policies are adopted:

A. Objective-Take appropriate measures to ensure that the City of Ashland City continues viable centers for commercial and private services to its citizens.

Policies

1. Future commercial developments shall be in compliance with a comprehensive plan for all commercial growth and development.
 2. Any new private services should be carefully planned so that they will contribute to the continued efforts of the community to minimize infrastructure cost and maximize the economic benefit to the City and its citizens.
- B. To encourage commercial development that enhances the standard of living and contributes to the economic well being of the City.

Policies

1. All commercial developments shall continue to be designed in compliance with appropriate site development standards.
2. Commercial development shall be approved in only those areas where infrastructure is available or adequately expanded to support such development.
3. Commercial development should be designed so as to minimize negative impacts to the existing infrastructure system.
4. Strip commercial developments should be discouraged in favor of cluster developments with limited entrance and exit points.
5. Commercial uses which are high intensity traffic generators shall be located on arterial status roads.

INDUSTRIAL

The Cheatham Co. Community Development Association is continuously working on attracting industrial prospects to Cheatham County. Manufacturing and distribution-related industries along with a Commerce Park are under consideration adjacent to Pleasant View in the north end of the County. With interstate interchanges conveniently located near Ashland City, and limited available industrial land, the city focus is on the Commercial potential along Highways 12 and 49. Given the virtual build out of the Industrial Park and a declining Industrial base, the City continues to consider all Industrial development proposals and guides project principles toward projects that fit the quality of life and objectives of the city.

Proposed Industrial development should be restricted to the existing Industrial Zoning areas and park and where adequate infrastructure exists to support the proposal.

To guide the continuation and expansion of these essential industrial activities, the following objectives and policies are adopted:

Objective-Provide areas for suitable sites adjacent to and in the general vicinity of the Industrial Park.

Policies

1. To provide for industrial land use and employment in Ashland City and provide City water services to those industrial areas.
2. The City and the planning commission should support appropriate road and traffic improvements at existing industrial locations and at other areas suitable for the expansion or location of industry.
3. The City should cooperate with the Cheatham Co. Chamber of Commerce and participate in the Middle Tennessee Industrial Development Association to promote economic development.
4. Based on locally developed criteria, industrial land uses known or suspected of having harmful impacts on the health, safety, and welfare of people, and those activities and uses which would degrade, retard, or otherwise harm the natural environment, or the economic potential of the community, shall be discouraged from locating in the City.
5. Ashland City has adopted ordinances requiring landscaping or other screening to reduce the impact between industrial uses and other land uses.

PUBLIC/SEMI-PUBLIC SERVICE, CULTURAL AND RECREATIONAL

Public/semi-public service, cultural and recreation uses in Ashland City consume a larger percentage of land as most other small cities. The Sycamore High School and Cheatham Central High Schools serve Ashland City. Ashland City's elementary school serves Ashland City and students from outside the municipality.

As has already been shown in earlier chapters, Ashland City has several sites of historical and natural significance and undeveloped land.

Greenways and trails are becoming a very significant factor in the livelihood of communities throughout the state. The *Tennessee State Recreation Plan* encourages each City to contribute and participate in creating greenways and trails and connection. The Cheatham Wildlife Reserve is already a focal point for recreational activity in the City, as well as Cheatham Lake on the Cumberland River.

There are currently three systems of greenways and trails in the County (Brush Creek

Fishing Trail and Lock A Trail) and the Cumberland River Bicentennial Trail in Ashland City.

The objectives and policies to be used as guidelines for public and semi-public uses are as follows:

- A. Objective – Continue to support public services and facilities and expand where financially prudent and in a manner consistent with quality of life objectives of the city.

Policies

1. The City should prepare a comprehensive community facilities plan, following this land use plan and based on local standards and location criteria, that will evaluate what services are available and what services will be needed in the future.
2. Public facilities and services should be improved and expanded in accordance with an annually adopted public improvement program.

- B. Objective-Provide a diversity of quality cultural and recreational opportunities.

Policies

1. Decisions concerning the provision of recreation facilities shall be guided by a community facilities plan for such facilities, and shall be consistent with the city's adopted budget. A special recreation plan may help direct detailed attention of both recreational facilities and programs on an as needed basis.
2. The Town should continue working with State, County, schools, local organizations, individuals, and groups in proposing the improvement and funding of parks and other recreational facilities in the Ashland City community.
3. The Town should continue to promote the use of the park system, other public facilities and resources within the community at large.
4. The Town should enhance the opportunities for passive recreation through the creation of a greenbelt/green-way system which includes walking and biking trails.
5. Community and neighborhood parks should be enhanced and appropriately located within the City.
6. The Town should promote efforts to document, preserve and protect historic sites and structures in Ashland City.
7. The Town should continue to support the inclusion of land for parks, recreation use, and green space preservation on undeveloped parcels of land. The city should continue to explore

undeveloped lands with limited development capability as potential, park, recreation and greenway system and overall Town-wide beautification opportunities.

8. The Town should continue to explore opportunities to seek funding for acquisition and/or improvement of potential park lands and greenways through grants.

UTILITIES

Land development without the extension of adequate utilities (Fire protection, Police, Building Dept. and City Staff) is costly to the general public. In order to achieve proper development and facilitate saving public funds, it is extremely important to coordinate the extension of utilities with the community's development plan. Therefore, the following objectives and policies should be adopted as a guideline for the operation and extension of public utilities:

A. Objective-Provide adequate and efficient public utility facilities.

Policies

1. All new development, whether public or private, should have adequate utilities which shall be properly installed at the expense of the developer as required by city ordinances and regulations. Where it is to the benefit of the community and economically feasible, the cost sharing of critical utilities in strategic areas should be considered.
2. The City will continue to implement requirements for sewer system improvements by developers and connections requirements for utility districts.
3. The City will continue to ensure that water systems are adequate to meet current and future needs in considering development.
4. The health of residents shall be protected through the production of state approved potable water and the safe and efficient collection and treatment of wastewater.

B. Objective-Provide appropriate standards and guidelines for utility facility improvements and extensions.

Policies

1. The use of underground electrical utilities should be encouraged wherever feasible.
2. The location of utility structures for storage of equipment, pumps or similar materials shall continue to be adequately buffered and landscaped so as not to detract from the surrounding area.
3. The water distribution system shall continue to be periodically evaluated to ensure that water lines are of adequate size to provide sufficient pressure for fire fighting, and that a suitable number of fire hydrants are present in all developed area. Present pressure deficiencies should be corrected as budget and time permits.

UNDEVELOPED LAND AND OPEN SPACE

As the community grows, a significant amount of undeveloped land will be pursued to convert into urban development. Planning developable areas is very important. Floodplain areas, topography, and unsuitable soils are the major limiting factors. Some of this unsuitable land could best be utilized as recreational or otherwise open/green space. To guide the future development of these lands in the Town of Ashland City, the following objectives and policies are adopted:

A. Objective-Ensure that adequate open space is provided in the municipality to retain its aesthetic quality.

Policies

1. Appropriately located public open spaces and general recreational uses are provided to serve the local residents as well as to attract visitors. These areas should be readily available and designed to serve all age groups.
2. The City endeavors to ensure that adequate amounts of open space areas are available for future populations.
3. Places of rare natural beauty, indigenous plants and animals, and areas of historic interest are considered in the review of development proposals.

B. Objective-Ensure that appropriate standards and guidelines are followed for development of undeveloped land and for the provision of open space.

Policies

1. Areas of excessive slope should be conserved as open space, when possible, if development would cause significant soil and/or water degradation.
2. Vegetation should be used as an alternative to man-made devices for buffering, insulation, erosion control and water quality protection.
3. Continue to Administer and enforce National Flood Insurance Program regulations when permitting development in floodplain areas.
4. Filling and excavation in areas prone to flooding shall only be allowed when consistent with National Flood Insurance Program regulations and allowed only after careful review of appropriate alternatives.
5. The Town follows appropriate criteria and measures to ensure the protection and enhancement of environmentally sensitive and other valuable areas such as streams, creeks, and springs.

TRANSPORTATION

The future transportation system in Ashland City and its projected growth area will be affected by a number of factors. These factors include the existing street pattern, major impediments to traffic, location of major traffic generators, parking needs, growth trends, construction of new thoroughfares, and the location preferences of new development. Although the municipality cannot control all the factors which will influence its future transportation system, it can provide some direction. The following objectives and policies are presented as a guide to achieving an adequate and efficient future transportation system:

A. Objective-Provide a transportation system that will adequately meet the future needs for growth and development.

Policies

1. All new development, whether public or private, should have an adequate transportation system which shall be properly installed at the expense of the developer.
2. All new major streets should be located in a manner that will minimize disruption to neighborhoods, open space-recreational areas, or commercial areas.
3. All segments of the transportation system should be designed and located to meet future as well as present demands.
4. Wherever possible, off-street parking shall be required for existing land uses. All new land uses shall be required to provide off-street parking facilities.
5. On-street parking for existing uses shall be permitted only where adequate street widths are available and where such parking will not reduce the current level of service of the street.
6. Sidewalks should be extended and improved around schools, required in new major subdivisions, and in other areas of high pedestrian traffic.
7. The City should continue to explore opportunities to seek funding grants to improve and expand the existing sidewalk system.
8. Older streets in the City should be widened and upgraded or improved through a street improvement program.
9. The City should consider committees to study safety and traffic issues along the major roads and intersections.

B. Objective-Provide appropriate standards and guidelines for the construction of new street and other transportation facilities.

Policies

1. Streets should be related to the topography and use of land, and designed to minimize the points of traffic volume and turning movements.
2. All new streets and other public ways shall be designed to incorporate drainage systems which are adequate in size to handle runoff from anticipated developments.
3. All streets and other public ways shall be designed so as to provide the least interference with natural drainage ways.
4. All new streets and other public ways shall be designed and located in a manner which offers the maximum protection from flood and erosion damage.
5. Future roadways should be designed to incorporate appropriate landscaping to heighten the aesthetic and functional appeal both to motorist and surrounding residents.
6. Street signage, compliant with an approved sign ordinance and other safety features, should be required at the time of development. Plans for innovations in public transportation should also be mentioned here in this section. Two plans currently on the table, the Music City Star and the Tennessee Rail System Plan have identified Cheatham City in a series of phases for developing commuter rail travel. In both plans, the regional transportation officials hope to launch a much-needed alternative to link Nashville with both nearby counties as well as other major cities in the state.

The Music City Star is a ultra-low-budget starter line project envisioned as a "foot in the door" for "other-than-bus" transit, and the hope is that commuters, and the public in general, will be sufficiently impressed to vote in the near future for more funding for longer-term operation and expansion of the system. Four other corridors are ultimately planned, resulting in a 145-mile network. Proposed corridors include the Northeast Corridor, serving the communities of Gallatin and Hendersonville; the Southeast Corridor, with service to Murfreesboro, Smyrna, and LaVergne; the South Corridor, covering the communities of Franklin and Brentwood; and the West Corridor, serving Kingston Springs and Bellevue. A sixth corridor serving Cheatham and Montgomery counties is also under consideration.

With intrastate travel, The Tennessee Rail System Plan of October 10, 2003 identified the Nashville-to-Memphis route as the most promising passenger rail corridor, 2nd behind the Louisville-to-Chattanooga route, in annual ridership projections and benefits to cost estimates. Here, the Nashville-to-Memphis route will be utilizing the same CSX track that runs through Ashland City. This rail plan calculates approximately 2.6 million people living in the Nashville-to-Memphis corridor, versus 2.9 million in the Louisville-to-Chattanooga corridor. Objectives in this plan identify potentially beneficial rail infrastructure improvements in the State, with tasks to be evaluated including intermodal facility improvements, system connections, rail safety related improvements, and other related issues. The Nashville Area Metropolitan Planning Organization (MPO) in cooperation with the Federal Transit Administration (FTA) is undertaking a study of transportation improvements called the Southeast Corridor High Performance Transit

Alternatives Study. The purpose is to study potential transit systems that could be built in the corridor between Nashville and Murfreesboro.

The MPO is a multi-City agency responsible for transportation planning in Davidson, Rutherford, Sumner, Williamson, and Wilson counties. The MPO has adopted plans for a high performance transit system to operate in the five corridors radiating outward from Down City Nashville. The Regional Transportation Authority (RTA), the agency charged with construction and operation of this system, is about to begin construction of the East Corridor between Nashville and Lebanon. The other four corridors will connect Nashville with the cities of Murfreesboro, Gallatin, Kingston Springs, and Franklin.

THE DEVELOPMENT PLAN CONCEPT

The goals, objectives and policies of the Development Plan are visually represented in the Development Plan Concept. It is based on the same factors from which these goals, objectives and policies were derived including natural factors, existing land use patterns, and the existing transportation system. The Development Plan Concept reflects a decision making process culminating in a recommended general development pattern for the municipality and its urban growth boundaries. Low Density Residential: Combination of Agriculture and Low Density Residential uses, with developments characterized by an open appearance. Medium Density Residential: Uses characterized by suburban development with appropriate urban services. High Density Residential: Uses characterized by multiple number of dwelling units which include duplex, triplex, and other multi-family uses, and mobile homes and mobile home parks. Commercial: Uses which provide goods and services to the public. Mixed Use Development: Developments designed with any particular land use, or have a combination of a variety of uses, which include residential and commercial. Public: Combination of educational, governmental, fraternal, religious, recreational, and other similar uses intended for the public.

The Major Thoroughfare Plan

The Major Thoroughfare Plan for Ashland City is designed to identify streets that should be maintained and improved to provide the main corridors of access into and through the community. The major arterial roads are U.S. Highway 49 and Highway 12. The collectors include HWY 155, TN Waltz Parkway, and Bearwallow Road.

Conceptual Future Land Use Pattern

The majority of land use in Ashland City should be residential commercial, mixed use, and PUD development consistent with city regulations designed to maximize potential and minimize impact on public structures and finance. Therefore, in order to accommodate this increased land development, the roads listed above that are designated as the major traffic carriers should be analyzed for traffic capacity as well as adequate width of roadway and other safety concerns before developments are approved. Failure to do so creates a burden on the City in its ability to maintain and keep pace with providing

consistent service to the public. Each road is different; therefore, each road comes with its own set of concerns that should be analyzed individually.

U.S. 49, which has not been widened in recent years, should be further widened in the coming years. However, any development along this corridor should be carefully designed so that any additional acquisition of land by any government entity will not detract from or otherwise condemn a land use. The same consideration should also be given to the Minor Arterials in the City.

The Tennessee Department of Transportation and JECD Executive Committee redesigned the Hwy 49 Corridor from Ashland City to Ashland City, which includes passing through Ashland City to I - 24. Funding levels for the project are \$ 22.4 million dollars. The preliminary plan for the improvements is included below. Widening and right-of-way acquisitions are anticipated, which will have an obvious impact on land development in the Ashland City portion. Depending on the design schemes, TDOT's plans may create potential for a variety of land development. However, it is the goal of this development plan to promote low-density land development. Roads identified as priority for future upgrades and improvements as well as roads that should be considered for future reclassification will be identified in the summary below.

Community Planner

Date: 11 February 2008

To: HWY 49 Participants

Cc: J. Fenton; File

From: Sharon Caton

RE: TDOT ENGINEER - COMMUNITY PLANNER INPUT

ON SUNDAY, 10 FEBRUARY 2008, TDOT ENGINEER KENNY ELROD AND COMMUNITY PLANNER SHARON CATON CONDUCTED A WINDSHIELD SURVEY OF HWY 49 FROM THE INTERSECTION AT HWY 12, ASHLAND CITY TO HWY 41-A IN PLEASANT VIEW.

OBSERVATIONS ARE AS FOLLOWS:

- SUFFICIENT ROW IS AVAILABLE FOR 2 LANES, CURB AND GUTTER, SIDEWALK, AND SIGNS ON HWY 49 TOWARD BRIDGE AT RIVER.
- INTERSECTION AT HWY 49 AND HWY 12 IN ASHLAND CITY SHOULD BE REDRAWN TO REMOVE DOG LEG. ACQUISITION OF PROPERTY TO EAST OF ELREY'S RESTUARANT TOWARD TN WALTZ BYPASS WOULD PROVIDE ACCESS FOR TWO LANES AND TURN/PASS LANES, CURB AND GUTTER, AND SIDEWALK.
- TO GAIN ACCESS FOR TWO ADDITIONAL LANES FROM THE INTERSECTION OF HWY 49 NORTH TOWARD PLEASANT VIEW, BROOKHOLLOW RD IS AN EXCELLENT CHOICE. THE ROAD CONTAINS SEVERAL SUBSTANDARD STRUCTURES AND LARGE UNOCCUPIED ROW OF WAY POTENTIAL. SUFFICIENT

AREA IS AVAILABLE FOR TWO LANES, ONE TURN LANE, CURB, GUTTER, AND SIDEWALK.

- EXISTING ROW ON HWY 49 TO HWY 12 FROM BROOKHOLLOW RD IS AVAILABLE TO ACCOMMODATE TWO LANES, ONE TURN/PASSING LANE, CURB, GUTTER, AND SIDEWALK.
- FROM BROOKHOLLOW RD. AND HWY 49 NORTH, INCLUDING THE BUSINESS AREA TO THE VETERINARY OFFICE THERE IS SUFFICIENT ROW FOR TWO LANES, CENTER TURN LANE OR FOUR LANES WITH NO TURN LANE.
- FROM THE VETERINARY OFFICE TO BEARWALLOW THERE IS SUFFICIENT ROW FOR TWO LANES WITH ONE CENTER TURN LANE OR TWO LANES WITH RIGHT TURN LANE.
- AT THE INTERSECTION OF BEARWALLOW RD AND HWY 49 NORTH, A TWO LANE WITH TURN LANE BEHIND THE OLD STORE LOCATION AND A REALIGNMENT OF ED HARRIS RD TOWARD ASHLAND CITY THIS OPTION WOULD ALLOW CROSS OVER TO THE REALIGNMENT OF BEARWALLOW RD AT THE HOSPITAL SIGN AND CELL TOWER LOCATION (POSSIBLE BRIDGE PROJECT) AT OR NEAR GEORGE BOYD RD.
- ON BEARWALLOW AT A POINT BEYOND THE REALIGNMENT AT OR NEAR GEORGE BOYD RD. WIDENING OF BEARWALLOW FROM A DETERMINED POINT TOWARD EAST CHEATHAM WOULD ALLOW FOR TWO LANES AND A PASSING LANE OR TWO RIGHT LANES AND ONE LEFT LANE TO ACCOMMODATE STACKING AND TRAFFIC FLOW. ACQUISITION OF ROW ON BEARWALLOW TO ACCOMMODATE AN ADDITIONAL LANE IS ADVISED BY SETTING A ROW BUFFER.
- NORTH ON HWY 49 FROM ED HARRIS RD. TO SYCAMORE CREEK TOWARD PLEASANT VIEW IT IS ADVISABLE TO TAKE THE BLUFF ON THE WEST SIDE TO GAIN A PASSING LANE AND SHOULDERS AND TO IMPROVE THE GEOMETRY AND LINE OF SIGHT IN THE STEEP CURVE.
- THE SYCAMORE BRIDGE COULD BE EXTENDED TO THREE LANES (NO SHOULDER WOULD REMAIN) AND TWO LANES WITH A PASSING LANE FROM GIRL SCOUT RD. TO SYCAMORE HILL HOUSE WOULD BE ADVISABLE.
- FROM SYCAMORE HILL HOUSE TO THE PRO GROWTH LOCATION A TWO LANE WITH TURN/PASSING LANE IS ADVISABLE TO ACCOMMODATE TURN OFF TRAFFIC AND PASSING.
- AN ALTERNATE LOCATION FROM SWEET HOME RD AT THE MAPLE HILLS SUBDIVISION TO HWY 49 WAS AGREED TO BY THE PARTIES AT INTEREST. THIS ALTERNATE WILL PROVIDE RELIEF FROM SUBDIVISION AND SCHOOL TRAFFIC AT SYCAMORE HIGH SCHOOL. FROM PRO GROWTH LOCATION TO OLD CLARKSVILLE HWY A FOUR LANE ROAD IS ADVISABLE TO BEYOND THE KELLER WILLIAMS LOCATION.
- FROM THE LOCATION PAST KELLER WILLIAMS TO THE BAPTIST CHURCH LOCATED NEAR THE CITY PARK IN PLEASANT VIEW TWO LANES AND A TURN LANE ARE POSSIBLE TO THE EDGE OF THE PARK AREA. FOUR LANES AND A TURN LANE ARE POSSIBLE TO HWY 41-A.

IT IS ADVISABLE TO ACQUIRE SUFFICIENT ROW TO ACCOMMODATE FUTURE GROWTH. AT PRESENT THE ADDITIONAL LANE BUILDOUT BEYOND THREE LANES IN MANY AREAS IS NOT NECESSARY TO PROVIDE FOR CURRENT AND SHORT TERM GROWTH AND TRAFFIC INCREASE. FUTURE SUBDIVISION AND COMMERCIAL DEVELOPMENT MAY REQUIRE ACQUISITION OF ADDITIONAL ROW AT GREATER EXPENSE DUE TO INCREASING LAND VALUE AND DEVELOPMENT IN ROW EXPANSION AREAS.



**TENNESSEE DEPARTMENT OF TRANSPORTATION
PROPOSED COMPREHENSIVE MULTIMODAL PROGRAM FISCAL YEARS 2010 - 2012**

4/13/2009

County	Route	Description	Length	Type of Work	ARRA	BRIDGE BOND	FY 10	FY 11	FY 12
Carter		Steel Bridge Rd over Watauga River LM 1.72		Replace	CN				
Cheatham	I-40	I-40 Westbound Lane over Harpeth River at LM 5.63		Rehabilitation		CN FY-11			
Cheatham	SR-12	SR-12 over Sycamore Creek at LM 11.49		Rehabilitation		CN FY-11			
Cheatham	SR-12	SR-12 over Dry Fork Creek at LM 16.41		Rehabilitation		CN FY-11			
Cheatham- Robertson	SR-49	SR-12 in Ashland City to I-24	9.5	Location Studies			PE		
Cheatham	SR-49	SR-49 over Harpeth River at LM 0.39		Replace		CN FY-10			
Cheatham	SR-251	SR-249 to Cheatham-Davidson County Line	4.0	Resurfacing	CN				
Cheatham		Spring Creek Rd over Spring Creek LM 0.32		Replace	CN				
Chester	SR-225	Old Friendship Road to Montezuma Road	5.3	Resurfacing	CN				
Claiborne	SR-33	Moly Hollow Road to South of New Hope Rd	2.2	Resurfacing	CN				
Claiborne-Union	SR-33	Spot Improvements for Intersections at Kettle Hollow Road/Little Valley Road, SR-170, Lone Mountain Road and Approach Improvements at Norris Lake/Clinch River Bridge		Construction			CN		
Clay	SR-52	New Hope Branch to Cumberland River Bridge	1.8	Construction			CN		
Clay	SR-52	Cumberland River Bridge to SR-53	1.0	Resurfacing	CN				
Cooke	I-40	Interchange at O'Neil Road		Right-of-Way				RW	
Cooke	I-40	I-40 Eastbound lane over Pigeon River at LM 9.62		Rehabilitation		CN FY-11			
Cooke	I-40	I-40 Eastbound lane over Pigeon River at LM 9.76		Rehabilitation		CN FY-10			
Cooke	I-40	I-40 over Branch at LM 2.4		Rehabilitation		CN FY-11			
Cooke	SR-9/US-25W	SR-35 to White Oak Avenue	4.2	Resurfacing	CN				

CHAPTER 7

PLAN IMPLEMENTATION

INTRODUCTION

In this chapter several methods for implementation of the objectives and policies developed in this plan are reviewed. Many of these methods for implementation are already being utilized by the Town of Ashland City. The planning commission and the local legislative body may need to examine the effectiveness of current practices or regulations in achieving the stated objectives and policies. Where the identified methods are not currently being used, the municipality should consider taking the appropriate steps to do so.

Also, in this chapter an implementation schedule is presented. It is intended to provide specific strategies for implementing the objectives and policies recommended in this plan. The implementation schedule proposes individual strategies for each of the specific land use categories, establishes time frames for completion, and identifies those responsible for implementation.

METHODS FOR IMPLEMENTATION

There have been ten methods of plan implementation identified for Ashland City to utilize in the execution of this plan. Each of these are reviewed within this section.

Planning Commission Project Review

Under *Tennessee Code* Section 13-4-104, after the adoption of a plan, no public improvement project can be authorized or constructed in the municipality until and unless the location and extent of the project have been submitted to the planning commission for its review. This review authority enables the planning commission to ensure that all public improvement projects are in compliance with the plan.

Zoning

Zoning is a legal mechanism that can assist the municipality in implementing a land use and transportation plan. A zoning ordinance is designed to regulate the type and intensity of land use. It divides a community into specific districts corresponding to the intended use of the land as guided by the policies of the land use plan. For each district, zoning regulates the location, height, bulk, and size of buildings and other structures, the percentage of the lot that may be occupied, the sizes of yards, courts and other open spaces, and the density of population. Zoning can assure the proper location of residential, commercial, and industrial uses. It can protect street right-of-ways so that future widening is feasible. It can also prohibit overcrowding of building lots. In addition, zoning can help stabilize property values and can help prevent deterioration of neighborhoods.

The Ashland City Municipal Zoning Ordinance was first adopted by the Town of Ashland City on February 10, 1998. The current zoning ordinance was last revised in 2008. This last revision included the creation of planned unit development (PUD) criteria. These PUD regulations are designed to promote flexibility in design and permit planned diversification in the location of structures, efficient use of land that will facilitate a more economic arrangement of buildings, traffic circulation systems, utilities, land use, and preserve as much as possible existing landscape features and utilize them in a harmonious fashion. These regulations, just as is mentioned below in the subdivision regulation section, are also adopted in other municipalities in the county and have the same objectives.

Subdivision Regulations

Subdivision regulations, used in a coordinated manner with zoning, are another legal mechanism to carry out the recommendations of the Ashland City Land Use and Transportation Policy Plan. Like zoning, these regulations control private development. They serve as guidelines for the conversion of raw land into building sites. Subdivision regulations provide the guide by which a planning commission can review all proposed plats for subdivision in a equitable manner. These controls are necessary if sound, economic development is to be achieved. Through enforcement of these regulations, the design and quality of subdivisions will be improved, resulting in a higher quality of life and greater stability of property values for the individual property owner. Such controls over land subdivision ensure the installation of a adequate utilities that may be economically serviced and maintained. These controls are also used in providing a coordinated street system and to ensure that sufficient open space for recreation and other public services is provided.

The Ashland City Municipal Subdivision Regulations were first adopted by the Ashland City Municipal Planning Commission June 19, 1995. The subdivision regulations are current as of 2007, however, the planning commission, in conjunction with the other municipalities and the county, are in the process of revising regulations to make the county more uniform in regulation of subdivisions, but more importantly to promote the idea of requiring open space developments and environmental protection through layout and design of the land. The site design requirements in the subdivision regulations shall be promoted to preserve the natural beauty and topography and ensure appropriate development with regard to natural features, cultural and water resources, agricultural land, and scenic view sheds. With this in place, better land development should come as a result. Zoning revisions will include criteria for utility placement and connections, overlay zones for large undeveloped and agricultural areas, and design criteria for commercial and residential integration.

Codes Enforcement

There are various types of codes that municipalities can adopt to ensure that construction standards are sufficient to protect the health and safety of occupants. The housing code is designed to ensure that existing dwellings are safe, sanitary, and fit for human habitation. Other codes, such as building, electrical, fire, and plumbing codes, provide minimum standards for the construction of new buildings and facilities, and the alteration of existing structures and facilities. These codes are uniform in character and are applied to the municipality as a whole.

A system of codes functions only if accompanied by an inspection system. Code enforcement

ensures the adequacy of new residential, commercial and industrial structures while also detecting and preventing the deterioration of existing facilities through periodic inspection. Property values become more stable and the tax base is protected.

The Town of Ashland City has adopted the current International Standard Building Code and contracts a building and fire inspector for construction inspections. However, the Town has a Building Official to enforce all existing codes and ordinances and to monitor day-to-day activities in the community to ensure proper development procedures.

Utility Extension Policies

Another significant tool for effective land use planning is the control over the extension of municipally owned and operated utility services. Utility extension policies can be used for controlling the location and timing of development in a rational, coherent and efficient fashion. Since utility services, such as water and sewer, are so important to any major development, delays to extend such services into an area generally assures that only limited development can occur.

Within the Town of Ashland City, the extension of utilities is generally the responsibility of the developer. As land is subdivided it is the responsibility of the developer to pay for utility extensions into his development and to pass the cost on to the lot buyers.

Public Improvements Program and Capital Budget

A public improvements program and capital budget provides the means through which the local government can effectively undertake a properly planned and programmed approach toward utilizing its financial resources in the most efficient way possible to meet the service and facility needs of the community. The public improvements program identifies recommendations for capital improvements, estimates their costs, and identifies possible financing alternatives. The capital budget is a method of developing and scheduling a way to finance the projects identified in the public improvements program.

Infill Development

Utilization of existing, developable land within a municipality is a much overlooked mechanism to implement a land use plan. In most cases, these areas tend to be served by existing infrastructure such as streets, water, sewer, electric and gas; thereby eliminating normal costs associated with additional development. Infill development of serviced areas will expand the local tax base while better utilizing the infrastructure system.

Annexation

There is no anticipated annexation of additional lands for the immediate future. However, the lands located within the Town's Urban Growth Boundary (UGB) are susceptible to annexation as the Town sees necessary to facilitate. Any modifications to the Town's UGB shall be in accordance with Public Chapter 1101.

Ashland City proposes an Urban Growth Boundary limited to the current City limits.

It is not possible to project or control what property will be available for development due to private ownership of property and an ever-changing market. An area larger than is needed must be provided to allow Ashland City the ability to control growth along its boundaries by ensuring that adequate utilities are provided in the proposed Urban Growth Boundary.

Ashland City does not anticipate that the entire urban growth boundary will become part of the Town, but it must be in a position to incorporate areas that will develop.

Citizen Participation

Citizen participation is an important factor in determining the success of a land use plan. An informed citizenry that is willing to work to achieve the goals, objectives, and policies set forth in this plan can be a tremendous asset. Citizens can offer support for programs designed to achieve community goals. Successful citizen participation can be achieved through a public education program designed to inform the community of the various purposes and reasons for the actions of both the planning commission and the legislative body. Specific efforts should be taken to obtain input from the general public through organizational public meetings, public hearings, and surveys. News articles should also be utilized to educate the public regarding the work activities of the planning commission.

Local Leadership

The Ashland City Town Council bears most of the responsibility for implementation of this land use plan. As the municipality's decision makers, they have the authority to adopt appropriate implementation strategies that will fulfill the goals, objectives and policies developed in this plan. It is important that the legislative body maintain a close working relationship with the planning commission so that the planning process is properly coordinated.

IMPLEMENTATION SCHEDULE

The Ashland City Land Use and Transportation Policy Plan is an advisory document intended to serve as a guide for the development of the municipality over the next nineteen years and beyond. Specific strategies for policy implementation are necessary if the goals and objectives of this plan are to be achieved. The implementation schedule provides an outline of the methods for achieving the goals and objectives and implementing the policies established in the Development Plan. It presents individual strategies for each of the specific land use categories, establishes time frames for completion, and identifies those with primary responsibility for plan implementation.

Many of the tools can be implemented by hiring additional staff, addressing issues with legislation, or continuing existing programming. Only as these program items are selected from this implementation schedule by the Ashland City Town Council, in consultation with the municipal departments, will a detailed financial analysis and work schedule program be drafted.

Departmental work programs should be reviewed and evaluated with plan implementation objectives in mind as a part of the Town's budgeting process.