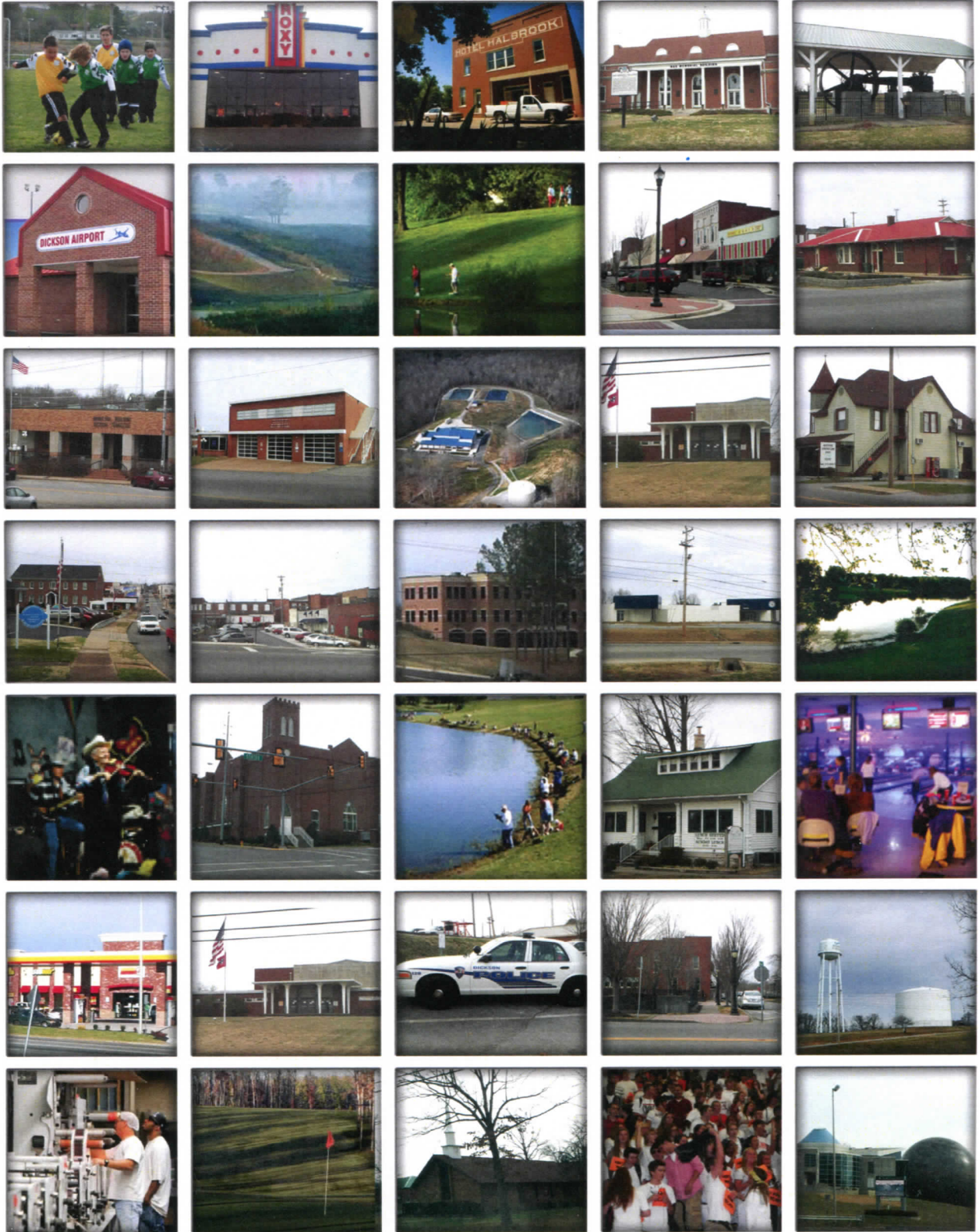


# THE CITY OF DICKSON, TN LAND USE PLAN 2010-2030



# The City of Dickson, Tennessee Land Use Plan

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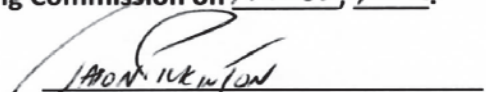
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A Public Notice was run in The Dickson Herald announcing the Public Hearing on February 27, 2013

The Public Hearing was held on March 26, 2013 prior to the regularly scheduled planning commission meeting.

Adopted by the City of Dickson Muncipal Planning Commission on March 26, 2013

  
 \_\_\_\_\_  
 Chair

  
 \_\_\_\_\_  
 Secretary

**Executive Summary**

The Dickson Growth Plan (*known commonly as the Dickson Land Use Plan*) is a long-range policy plan designed for guiding future development of land and transportation policies, as well as guidance for various community facilities and services to meet present and future needs of the City. This plan, originally written in 1999, grew from the requirement associated with the bill known as Public Chapter 1101, signed into law in May 1998 which requires municipalities to establish a 20 year growth boundary by January 2001. As part of establishing a municipality’s urban growth boundary, the State requires each municipality to inventory and analyze their existing conditions. The result of the 1999 plan was to satisfy Public Chapter 1101 requirements, but also resulted in giving the City a valuable land use and transportation policy guide.

Though the plan was written for a 20-year horizon period, as times change it is important for a City like Dickson to revisit the plan periodically and determine whether there is a need to make modifications.

In 2011, the Dickson Municipal Planning Commission and Staff recognized that in recent years, development has taken a different direction than what was recommended on the City’s Conceptual Plan (*known as the Future Land Use Map*) as shown in the original land use plan. At the April 2012 planning commission meeting, the planning commission reviewed Staff’s suggested options to amending the Dickson Land Use Plan and elected to proceed with making the necessary modifications to keep this document active.

At the time the Dickson Growth Plan was crafted, the current City of Dickson comprised 10,053 acres of incorporated area with just over 70 percent of this area developed. The remaining 30 percent was classified as rural/vacant. Those percentages are provided as follows:

Single family residential.....	39%
Rural/Vacant.....	28%
Industrial.....	14%
Public/Semi-Public.....	8%
Thoroughfare Commercial.....	6%
Parks.....	3%
Multi-family.....	1%
Downtown Commercial.....	1%
Manufactured Housing.....	<1%

By 2010, the City’s corporate limits increased to 12,789 acres, of which approximately 60 percent of the incorporated area was developed, leaving approximately 40 percent of the land classified as rural/vacant. Those percentages are provided as follows:

Rural/Vacant.....	39.4%
Single-Family Residential.....	26.3%
Public/Semi-Public.....	8.9%
Transportation.....	8.9%
Commercial.....	6.8%
Industrial.....	5.8%
Multi-family.....	2.5%
Manufactured Housing.....	1.1%
Utilities.....	0.3%

Notes: The 2010 land use inventory differs from the 1999 inventory in that the Public/Semi-Public and Parks categories were combined, as well as the Thoroughfare Commercial and Downtown Commercial categories combined into one commercial category. Transportation and Utilities categories were created.

Interviews with Dickson, Burns, and the County identified specific development issues for the City of Dickson in the 1999 plan which should be addressed. There are:

- Shortage of affordable housing;
- Traffic congestion in general and specifically reliance on Highway 46;
- Shortage of developable commercial land;
- Diversification of the economy; and
- Need for communication/coordination with neighboring municipalities.

In response to comments within the community and careful analysis of existing conditions, the following general recommendations had been made:

- Upgrade major vehicular transportation corridors such as Hwy 70 and Hwy 46 South;
- Reduce the infiltration into the city’s sewer system to realize the full potential capacity of the existing system;
- Add public services for solid waste collection, police protection (one additional police southern substation) and fire protection (two additional fire stations in northeast and northwest quadrants) on an incremental basis as required for growth; and
- Add two new community parks (one in southwestern quadrant, one in northeastern quadrant) and connecting greenway systems on an incremental basis as required for growth.

The future needs of the City of Dickson by the year 2020 were based on a combination of factors: projected growth, transportation, utility service, public service, physical attributes of the environment and community needs or wants. The City had determined limits based on the need to protect certain improvements and assets as well as proposed growth. These assets included the proposed southwestern bypass area, a new interstate interchange area, the Dickson airport, and the City’s wastewater treatment plant.

The County Growth Plan, originally adopted June 28, 2000, called for the City’s corporate limits to increase by just over 16,000 acres by the year 2020. Based on that study, annexation of acreage within the urban growth boundary (UGB) was phased in five-year increments:

2005.....additional 6,250 acres  
 2010.....additional 4,400 acres  
 2015.....additional 4,000 acres  
 2020.....additional 1,600 acres  
 Total 16,250 acres of additional land targeted as potential urban growth area. Additionally, the 1999 plan allocated for an additional 1,000 acres (approx.) to be considered for possible future development.

The Growth Plan was revised in 2006, with the City’s UGB increasing to approximately 37,495 acres. Based on future land use allocation, the 1999 study provided a chart of future land use needs within the urban growth boundary:

<u>Residential</u> (based on University of Tennessee projections, 839 housing units are needed immediately to meet the current housing shortfall within the City of Dickson).....	2,244 acres
<u>Commercial</u> .....	.804 acres
<u>Industrial</u> .....	1,158 acres
<u>Public/Semi-Public</u> .....	.508 acres
<u>Parks</u> .....	.100 acres
<u>Other</u> .....	1,408 acres
Remaining acreage would be considered rural/vacant for future consideration.....	978 acres
	<b>7,200 total acres</b>

*Since the 1999 study, the City’s total number of housing units reported for 2000 was 5,288, up from the 1990 number of 3,818 (1,470 more.) The number of housing units increased to 6,426 by 2010 (1,138 more.)*

Coupled with the physical boundaries, improvements and acreage contained within that report, the planning team made the following planning recommendations for its implementation:

- A. The City should pursue a planning policy that manages its growth in a cost-effective and predictable manner through:
  - 1. Targeted growth for priority areas;
  - 2. Consideration of development fees for commercial and industrial development;
  - 3. Encouragement of a land development pattern contiguous to existing development;
  - 4. Encouragement of cluster development to conserve open space and rural character;
  - 5. Encouragement of mixed-use development within high and medium density developments;
  - 6. Encouragement of infill housing development within undeveloped areas of the City; and
  - 7. Enact regulations for signage and landscape ordinances to improve aesthetic quality of development.
  
- B. The City should seek to provide greater connections within and to the community through establishment of gateways, greenways and pedestrian-scale amenities in future development.
  
- C. The City should increase mobility through a comprehensive transportation system that includes automotive, pedestrian, bicycle, air and public transit (shuttle to Nashville) networks.
  
- D. The City should work to encourage development of affordable housing in the \$80,000-\$100,000 range and encourage a wider range of housing types including affordable rental housing.

## **Forward**

On April 19, 2007, the County Growth Plan was amended to increase the amount of planned growth area for the County, and modifications that each municipality made to increase their respective urban growth boundaries (UGB's.) The City of Dickson doubled its UGB area from 16,250 acres to 37,495 acres. While this increase in UGB acreage is considerable, it is not anticipated that the City will acquire this entire acreage into its corporate limits by 2030.

The City is at a crossroads in its history and is expected to continue growing over the next twenty years. As many have experienced already, growth brings a wealth of opportunities, but it also brings with it challenges.

This update to the 1999 plan seeks to reexamine and address these original challenges and opportunities through continued proactive growth management that encourages a development pattern that is cost-effective and efficiently uses the City's resources and protects the aspects of the community that make the City of Dickson a desirable place to live and work. The plan further seeks the following goals:

- To assure the availability of suitable land for development;
- To connect the community both physically and psychologically;
- To strengthen the City's central core;
- To increase the availability of affordable owner and rental housing and diversification of housing options within the City; and
- To establish new transportation corridors that enhances the community's overall accessibility and provides access to new growth areas.

The original plan was a result of a process that began in April, 1999. The process involved collecting data related to population, housing, economics, transportation, the environment, public services and existing land use. Community leaders from the City of Dickson, City of Burns and Dickson County were also interviewed in an effort to gain a better understanding of the development issues facing the City of Dickson. Their insight was invaluable.

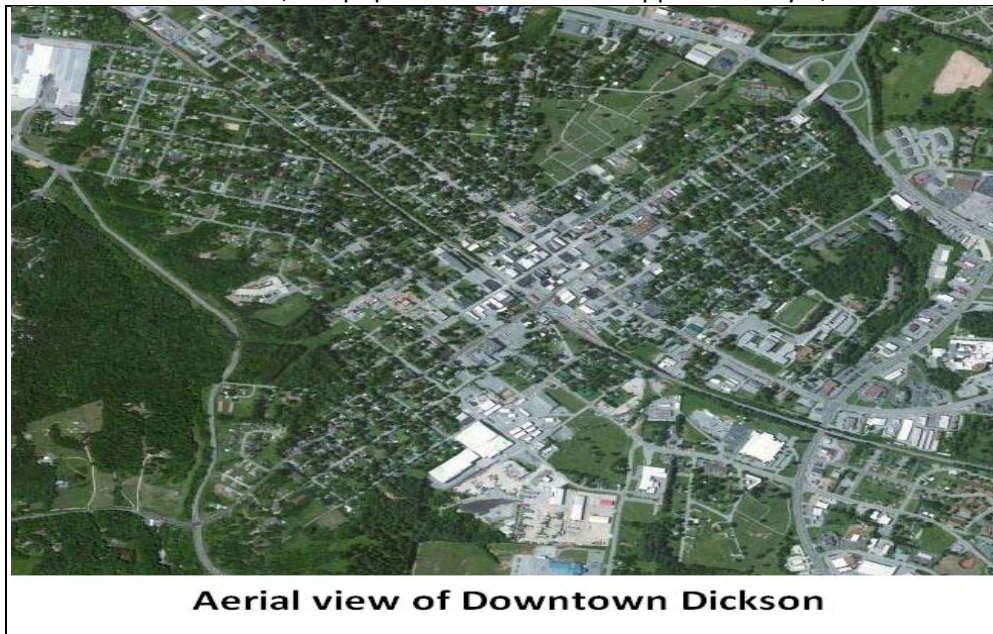
The recommendations and assessments within this plan are still considered valid as a guide for Dickson as it grows over the next twenty years.



## **Historical Setting**

**Historical Background.** The Town of Dickson was born when William Crutcher purchased over 533 acres of Piney Furnace lands in 1860. The land cost him \$2,169.41, and Crutcher promptly built a home near the present day Bank of Dickson on North Main Street. His building was the first structure to arise in the area of Tennessee that would eventually be known as Dickson County.

Within four years, the first train rolled through the city. It soon brought other people who decided to call Dickson home. In 1899, the City was chartered for the second time. The State of Tennessee had revoked the first in 1883. In 1899, the population had risen to approximately 1,300.



**Aerial view of Downtown Dickson**

By 1908 the City of Dickson had established a fire department, installed its first streetlights, and opened its first school. The development of the City's water and electric system was also underway.

Between 1908 and 1964, the City continued to prosper, and agriculture was the main industry. In 1964, this began to change with the arrival of Schrader Automotive. Schrader Automotive brought over 11,000 jobs to the City of Dickson. The company specialized in tire valves. The economy of Dickson became closely tied to the automotive industry and relied greatly on the jobs Schrader Automotive brought. In 1984, Schrader Automotive relocated to Mexico leaving the City of Dickson in its wake. Their departure left an industrial and economic void with the City.

The City eventually recovered and was determined to never be tied to one industry again. Over the last 30 years, the City has made great strides in bringing a number of diverse industries to the area.

**Growth Influences.** The three greatest influences on the growth of the City have been and are still transportation, sewer and its proximity to Nashville.

**Transportation.** Transportation has shaped the City since its early beginnings. When the railroad first roared into town, it connected Dickson to the rest of the world. It brought people and the ability to move products to and from the City.



As the automobile began to dominate the landscape, the railroad began to lose its influence on the shape of the City. Improved roadways that connected developed areas allowed people and products to move independently of the railroad. This caused the size of cities to expand.

The local roads were the first to reach beyond the downtown center. These eventually were transformed to highways that reached across the county, state, and beyond. They included Highway 70, Highway 46, Highway 48, and Highway 96.

After World War II, during the Eisenhower administration, the country embarked on one of the greatest construction projects in history, the creation of the interstate highway system. I-40 was built as a part of this program. It brought high-speed access to the region, cutting the travel time to Nashville and Memphis dramatically. With the recent completion of SR 840, travel time should greatly improve.

Once the interstate interchange was built south of the City, the importance of Highway 46 was intensified. The City began to grow along this corridor.

Dickson's transportation system has also aided the local economy by expediting the distribution of goods and services. This has made Dickson attractive to a number of industries.

Sewer System. Transportation improves convenience to an area while sewer makes urban development possible. Without property utilities an area's potential for development is greatly diminished. Growth will follow the sewer system.

The City's first treatment plant was built in the 1950's. It has recently been relocated to Jones Creek and is now consolidated with other utilities into the Water Authority of Dickson County. One of the best examples of the influence sewer has had on the development of Dickson is the extension to the I-40 interchange. Once it was extended, development began to proliferate around the interchange and continues to do so today.

Proximity to Nashville. Since the inception of Dickson, Nashville has played an important role in the growth of the City. Much of this growth can be attributed to families who want to live outside of Nashville, while still being close enough to commute to Nashville for work. Over the last decade, this trend has diminished as the City has attracted jobs within the incorporated area.

Employment. Outside the previous three factors mentioned, another growth influence is the availability of employment opportunities in industrial and commercial enterprises in Dickson. The Dickson County community not only serves as a bedroom community to the MSA but also as an employer to the people in the area. In Dickson County's earliest years, industry had its beginnings with the iron ore industry and agriculture. But as time progressed and the iron industry faded, other industrial activities emerged. Such industries as Leathers Handle Factory in 1897, American Cigar Company in 1924, Tennsco and Red Cap Industries began the manufacturing success in Dickson. Today, according to the Middle Tennessee Industrial Development Association figures, Dickson currently has 17 manufacturing firms that provide the major manufacturing jobs in the County, employing approximately 3,200 people. Countywide, a 10-year growth report from 2002 to present showed 3 new project plants producing 265 job opportunities, and 58 plant expansions producing 1,042 job opportunities.

Currently, there are 15 hotels and motels with 1,070 room capacity combined; 50 restaurants; and 21 financial institutions counting branches in the entire county. In healthcare, there is one hospital with

176 beds, one retirement home, one assisted living facility, 2 clinics, 75 doctors, and 20 dentists countywide. Many of these establishments are located in the City.

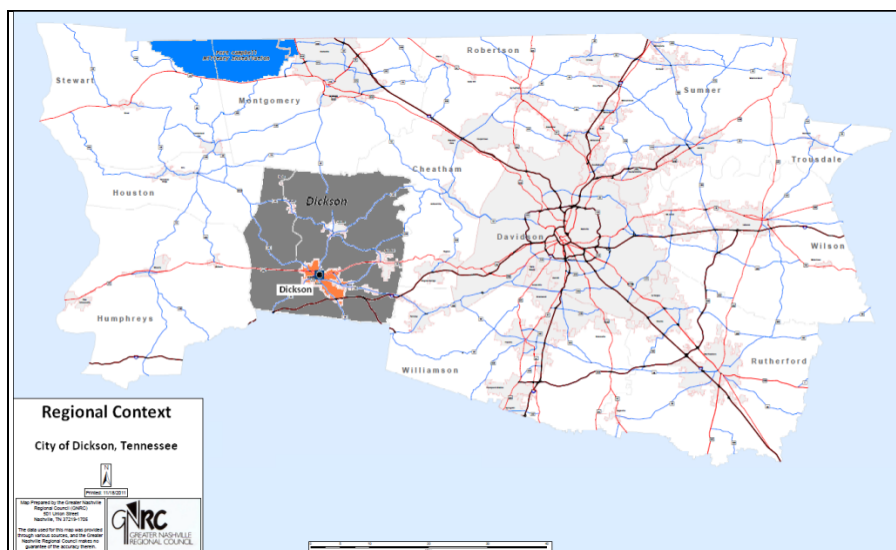
According to the latest figures of the U.S. Bureau of the Census, Educational services, and Health Care and Social Assistance made up the largest percentage of labor force occupation at just over 21%. Retail Trade made up the next largest percentage at nearly 13%, followed by Manufacturing at nearly 12%.

The annual average for labor force in the County for 2010 was a 23,650 civilian labor force, of which 21,310 were employed, giving a 9.9% unemployment rate. This compares to the Labor Market Area (defined as Cheatham, Dickson, Hickman, Houston, Humphreys, Montgomery, and Williamson Counties) which counted a 230,080 civilian labor force, of which 210,350 were employed, giving an overall 9.7% unemployment rate.

**Annexation.** The City has grown in area by annexing new land in recent years. The largest of these took place in 1990, when the City annexed the I-40 interchange and the Pomona area. Since the 1999 plan was written, other annexations have occurred but have been typically small annexations involving individual parcels at the request of their owners.

In 1998, the City began a three-phase annexation plan. The first phase included 1,322 acres of land east of the Dickson County Industrial Park. The second phase involved 578 acres south of I-40 and east of Highway 46. The third phase constituted an area south of I-40 and west of Highway 46. Due to past litigation issues with annexations (the last one being the annexation in 2006), the City has ceased the annexation of new lands for the time being and is refocusing on urban infill/redevelopment, unless by request of individual owners.

**Regional Context.** Dickson is only 40 miles outside of downtown Nashville and is the second largest city between Nashville and Memphis. Dickson shares an economic region with the Greater Nashville area. The City's trade area is estimated to be at least 250,000 people. Counties adjacent to Dickson County include Cheatham County, Montgomery County, Houston County, Humphreys County, Hickman County, and Williamson County. The entire region has experienced considerable growth over the last seven years. The northern, southern and eastern development corridors of Nashville/Davidson County have experienced the largest share of this growth. The Western I-40 development corridor has been slower to develop. Over the next twenty years development growth within this corridor is expected to increase.



**Local Context.** The City of Dickson is the largest city within Dickson County with around 25 percent of the County's total population. It is the economic and physical heart of the County providing shopping, recreation, and entertainment and employment opportunities to the whole county. Because of the access to the interstate the southern half of the county is experiencing the greatest increase in growth. This expected to continue over the next twenty years. The southern portion of SR 840 is now complete and will provide greater access to Williamson and Rutherford Counties as well as a complete bypass of Nashville for truck traffic. This will only accelerate the growth within the southern half of the county.

**Governmental Structure.** Knowledge of the governmental structure of the local government is an important aspect of planning for its future. A City's form of government, financial capability, and planning status directly affect its ability to plan for growth and development. The following provides a general examination of the governmental structure of the City of Dickson, its function, and to assess its potential influence on future development.

Local Legislative Body, Municipal Planning Commission and the Board of Zoning Appeals. The City has a Mayor/City Council form of government, popularly elected. The Council is the legislative body of the government, and consists of the Mayor and 8 members.

The Municipal Planning Commission consists of 8 members. All members are appointed by the Mayor and approved by the City Council. The planning commission exercises its powers authorized by *The Tennessee Code*. The planning commission utilizes adopted land use controls such as the Official Zoning Ordinance, the Subdivision Regulations, and the Dickson Land Use Plan, and makes recommendations to the City Council for rezoning requests, amendments to the zoning ordinance, and advance review and recommendations of public improvements to the City Council for final action. The approval of subdivisions of land in the City is a statutory power of the planning commission, as is the development, adoption, and implementation of long range development plans.

The Board of Zoning Appeals consists of 5 members and hears appeals for variances, special exceptions, and administrative reviews for land uses as well as other zoning-related questions as provided in the zoning ordinance.

Other commissions, boards: Financial and Management Committee, Park Board, Board of Public Utilities, Dickson Housing Authority, Airport Committee, Greater Dickson Gas Authority Board, Senior Center Advisory Board, Health and Facilities Board, Dickson County Solid Waste Regional Board, and Committee, Tree Management and Beautification Board, Cemetery Committee, Water Authority of Dickson County Board, South Central Railroad Authority, Public Safety Committee, and Public Works Committee.



City Finances. The financial stability and capability of a community directly affects its ability to accomplish planning goals. A brief analysis of its revenues and expenditures is necessary to determine this financial stability and capability. The City of Dickson's source of actual revenue comes through a variety of property and sales taxes, state-shared revenue, business licenses, grants, and other miscellaneous revenue. The City's expenditures are for all services that the City provides, and debt service. In 1992, the City's total revenue was \$6,556,850, of which approximately 4.4 million came from local source revenue (from that, approximately 1.4 million came from property taxes); approximately 1.3 million from sales tax, and approximately \$778,000 in intergovernmental revenue. For expenditures, the City's total was \$5,561,755, of which 4.3 million went to general services, and 1.2 million went to highways and streets. By 2000, those figures increased to \$8,755,878 in revenue (approximately 6.5 million in total taxes, 1.4 million in miscellaneous fees, and approximately \$825,000 in intergovernmental revenue) with \$9,196,185 in expenditures (approximately 8.2 million in general services, and 1.0 million in streets.) Expenditures were more than revenue due in part to some loans the City took for public facilities renovations and improvements, which was secured in 2010 for 1.8 million. Another one million in loans was more recently secured for 911-related communications needs. In 2010, those figures were at \$14,251,469 in revenue (approximately 3.9 million in total sales and property taxes, 2.4 million in miscellaneous fees, and approximately 7.8 million in intergovernmental revenue) and \$14,331,359 in expenditures (approximately 12.6 million in general services, and 1.3 million in streets), and \$373,300 in total debt service.

### **Growth Determinants**

Population & Projections. The University of Tennessee's Center of Business and Economic Research was charged with the development of population projections over the next twenty years in five-year increments for all municipalities within the State. These projections are to be used by each community to develop its respective long-range policy plans. The growth of Dickson County, which is a part of the 13-county Nashville Metropolitan Statistical Area (MSA), is directly dependent upon conditions within this broader economic region of which the City of Dickson and the other municipalities are an integral part. Davidson County forms the core and central economic focal point for the MSA due to its traditional variety of economic opportunities. This is supported by commuting pattern trends that have been analyzed over the past 40-50 years. These commuting trends are supported by population increases in the counties of the MSA versus Davidson County, as well as the percentage of MSA residents living and working in their respective communities.

The following tables present current and projected populations for the MSA, and for Dickson County and its respective municipalities, including the City of Dickson to the year 2025. The reader is forewarned that the projections of this type are at best an "educated guess" of future population.

**TENNESSEE AND MSA COUNTIES  
POPULATION AND PERCENT CHANGE  
1970 TO 2010**

County/State	1970	Percent Change 1970-1980	1980	Percent Change 1980-1990	1990	Percent Change 1990-2000	2000	Percent Change 2000-2010	2010		
Cannon	8,467	20.9	10,234	2.3	10,467	22.5	12,826	7.6	13,801		
Cheatham	13,199	63.8	21,616	25.6	27,140	32.3	35,912	8.9	39,105		
Davidson	447,877	6.7	477,811	6.9	510,784	11.6	569,891	9.9	626,681		
<b>Dickson</b>	<b>21,977</b>	<b>36.7</b>	<b>30,037</b>	<b>16.7</b>	<b>35,061</b>	<b>23.1</b>	<b>43,156</b>	<b>1.5</b>	<b>49,666</b>		
Hickman	12,096	25.3	15,151	10.6	16,754	33.1	22,295	10.7	24,690		
Macon	12,315	27.5	15,700	1.3	15,906	28.2	20,386	9.1	22,248		
Robertson	29,102	27.2	37,021	12.1	41,494	31.2	54,433	21.7	66,283		
Rutherford	59,428	41.5	84,058	41.1	118,570	53.5	182,023	44.2	262,604		
Smith	12,509	19.4	14,935	-0.5	14,143	25.2	17,712	8.2	19,166		
Sumner	56,266	52.5	85,790	20.4	103,281	26.3	130,449	23.1	160,645		
Trousdale	5,155	19.5	6,137	-3.5	5,920	22.6	7,259	8.4	7,870		
Williamson	34,423	68.8	58,108	39.4	81,021	56.4	126,683	44.5	183,182		
Wilson	36,999	51.5	56,064	20.7	67,675	31.2	88,809	28.3	113,993		
<b>NASHVILLE MSA</b>	749,813	21.7	912,662	14.9	1,048,216	36.5	1,431,213	11.0	1,589,934		
<b>TENNESSEE</b>	3,924,164	16.9	4,591,120	6.4	4,877,185	16.6	5,689,283	11.5	6,346,105		
<b>SUMMARY ANALYSIS 1970-2010</b>											
			1970		1980		1990		2000		2010
Dickson, as % MSA			2.93		3.29		3.34		3.01		3.12
<b>*Outlying, as % of MSA</b>			40.27		47.65		51.27		60.18		60.6
<b>MSA, as % of Tennessee</b>			19.10		19.88		21.49		25.16		25.10

\*Outlying' means those counties outside of Davidson County.

Sources: Tennessee Statistical Abstract 1960-2000, and the U.S. Bureau of the Census

**DICKSON COUNTY POPULATION AND PERCENT CHANGE  
1970 TO 2010**

Incorporated Place/County	1970	Percent Change 1970-80	1980	Percent Change 1980-90	1990	Percent Change 1990-2000	2000	Percent Change 2000-10	2010
Dickson County	21,977	36.7	30,037	16.7	35,061	23.1	43,156	23.1	49,666
Burns	456	70.3	777	45.0	1,127	21.2	1,366	21.2	1,468
Charlotte	610	29.1	788	8.4	854	35.0	1,153	35.0	1,235
<b>City of Dickson</b>	<b>5,665</b>	<b>24.3</b>	<b>7,040</b>	<b>24.9</b>	<b>8,791</b>	<b>39.3</b>	<b>12,244</b>	<b>39.3</b>	<b>14,538</b>
Slayden	95	-27.4	69	60.9	111	66.7	185	66.7	178
Vanleer	320	25.3	401	-8.0	369	-16.0	310	-16.0	395
White Bluff	1,163	76.7	2,055	-3.3	1,988	7.7	2,142	7.7	3,206

Sources: Tennessee Dept. of Economic & Community Development, 2011, and the U.S. Bureau of the Census

Note: a 2007 special census was conducted by the City of Dickson, which confirmed a population of 19,274. This differs from the Federal Census by 4,736 people. The City may consider conducting another special census before 2020.



### MSA POPULATION PROJECTIONS TO 2030

County/State	2010	2015	2020	2025	2030
Cannon	13,801	14,277	14,713	15,128	15,526
Cheatham	39,105	40,106	41,002	41,702	42,004
Davidson	626,681	661,118	691,339	715,733	736,581
<b>Dickson</b>	<b>49,666</b>	<b>50,609</b>	<b>51,766</b>	<b>52,927</b>	<b>53,611</b>
Hickman	24,690	24,745	25,171	25,558	25,633
Macon	22,248	22,946	23,813	24,779	25,707
Robertson	66,283	70,713	74,995	78,996	82,447
Rutherford	262,604	297,426	339,867	386,384	434,099
Smith	19,166	19,786	20,598	21,498	22,402
Sumner	160,645	172,150	184,643	197,517	210,015
Trousdale	7,870	8,335	8,772	9,196	9,640
Williamson	183,182	202,488	226,297	253,089	280,804
Wilson	113,993	123,865	133,998	144,176	154,117
<b>NASHVILLE MSA</b>	1,589,934	1,708,564	1,836,974	1,966,683	2,092,586
<b>TENNESSEE</b>	6,346,105	6,607,016	6,894,708	7,182,855	7,451,677

Source: University of Tennessee, Center for Business & Economic Research, 2012

### DICKSON COUNTY POPULATION PROJECTIONS TO 2030

Incorporated Place/County	2010	2015	2020	2025	2030
Dickson County	49,666	50,609	51,766	52,927	53,611
Burns	1,468	1,496	1,530	1,565	1,586
Charlotte	1,235	1,258	1,287	1,316	1,334
<b>City of Dickson</b>	<b>14,538</b>	<b>14,813</b>	<b>15,156</b>	<b>15,494</b>	<b>15,705</b>
Slayden	178	181	186	190	192
Vanleer	395	402	412	421	427
White Bluff	3,206	3,267	3,342	3,417	3,463

Source: Center for Business and Economic Research, the University of Tennessee, Knoxville; U.S. Census Bureau.

The 1999 plan by the UT Center of Business and Economic Research projected a population of 16,635 by 2020 based on the 1990 population of 10,487, with an annual rate of growth of 2%. This compares to a more current projection rate, which has been revised to project the population within the current city limits of Dickson would increase to 15,156 by 2020. The new projections anticipate the City’s population will increase from 14,538 in 2010 to 15,705 by 2030. This is an increase of 1,167 or 8%. Based on these speculations, the annual rate of growth will be 0.4%. This growth will ultimately increase the need for additional developable land for housing, commerce, industry, recreation and services over the next twenty years, however, at a slightly slower rate.

**Housing.** The City of Dickson has had a steady increase of housing and housing types over the past thirty years. Housing types have been classified into three categories: Single-family, Multi-family, and Mobile Home. *(Sources: 1990 & 2003 Tennessee Statistical Abstract, and 2000 and 2010 Bureau of the Census.)*

*Single-family* is defined as a single detached house occupied by a single household. They make up 70 percent of new housing units, according to 2010 counts.

*Multi-family* is defined as a residential structure with more than one dwelling unit. This includes duplexes and triplexes, nursing homes, congregate care facilities and group housing. They make up 27 percent of the new housing units.

*Mobile home* is defined as any manufactured housing unit that does not fall into the previous two categories. They make up 3 percent of the housing units.

In 1990 the total housing units within Dickson were 3,818. Of this total: 2,452 were single-family or 64%; 1,146 were multi-family or 30%; 220 were mobile homes and other, or 5 %. Additionally, of the total number of housing units, 3,523 were occupied. In 2000, the total housing units increased to 5,288, of which 3,661 were single-family or 69%; 1,441 were multi-family or 27%; 186 were mobile homes or 4%. Of which, 4,979 units were occupied. By 2010, the total housing units increased to 6,258, of which 4,354 were single-family or 70%; 1,700 were multi-family or 27%; and 204 were mobile homes, or 3%. Of which, 5,946 units were occupied.

From 1990 to 2010 the total number of housing units increased by 1,470 units or 27.8 %. From 2000 to 2010 the total number increased by 970 units or 15.5%. During this time period, occupied housing units gradually increased percentage-wise per decade, achieving an occupancy rate of 95%. However, the average persons per household declined from 2.52 in 1990 to 2.42 in 2000, then to 2.41 in 2010. This average is expected to continue to gradually decline.

New construction rates have decreased significantly over the past 20 years. In 2001, the number of new-built single-family building permits was 50. By 2006, the number of permits issued was 40. By 2009, the number decreased to 32. By 2011, only 15 new-built permits were issued. This does not take into account the number of remodels and additions to existing homes, nor conversions of commercial to residential and vice-a-versa.

**Housing Projections.** The following housing projections are based on the population projections for the City of Dickson. They are also based on the assumption that the average persons per household will gradually drop over the next 20 years to about 2.3 persons per household (2.3 pph is used.) The following projection also assumes a constant five percent vacancy rate for all unit types. The housing type projection is based on the percentage of dwelling type from both the 2000 and 2010 figures (*approximately 70% were Single-family dwellings; 27% were Multi-family; and 3% were Mobile homes in both decades.*) The 1999 plan projected a need for 8,667 units by 2020. However, with the modification to population projections illustrated previously, it is anticipated that the projected number of units will be relatively less than forecasted in 1999. This compares to the revised projection of 6,603 by 2020, a difference of approximately 2,000 units. By 2030, 6,842 housing units within the City is needed. With a decrease in the number of new-built residential units in the past several years, it is predicted that the City will face a supply issue of new homes for the steady increase of new population that's anticipated in the next twenty years. This demand for new homes will likely cause an increase in new home prices and rental rates.



**HOUSING PROJECTIONS**

City of Dickson  
2010-2030

TYPE	2000	2010	2015	2020	2025	2030
<b>Single-Family</b>	3,661	4,354	4,517	4,622	4,725	4,789
<b>Multi-Family</b>	1,441	1,700	1,742	1,782	1,823	1,847
<b>Mobile Home</b>	186	204	193	198	203	205
<b>Total</b>	<b>5,288</b>	<b>6,258</b>	<b>6,453</b>	<b>6,603</b>	<b>6,750</b>	<b>6,842</b>

SOURCE: City of Dickson, 2012

By the year 2030, the number of households is projected to increase to 6,842, requiring an additional 584 units or a 9.3 percent increase. This deficit emphasizes the immediate need for additional housing units within the City. By 2015, a total of 6,453 units will be needed, requiring an additional increase of 195 units. By 2020, a total of 6,603 units will be needed to meet the housing needs of the City, requiring an additional 150 units. Finally, by 2030, a total of 6,842 units will be needed to meet the City’s needs, an additional 239 units.

**Land Use**

**Existing Land Use.** The City of Dickson comprises 12,789 acres of the 50,245 total acres within the total planning area, with 37,495 acres remaining in the UGB. Approximately 60 percent of the land within the existing incorporated area is developed. The remaining 40 percent are classified as rural/vacant. Compared to the acreage in the UGB (78 percent rural/vacant, and 22 percent already developed), the total developed land within the planning area comes to approximately 32 percent.

For the basis of this plan, the existing land use has used 9 classifications. The following is a description of the City’s and UGB’s composition from the largest land use classification to the smallest, including an identification of their general location within the incorporated area and planning area. The existing land use map is a general identification of land uses within the City.

*Incorporated Area.* The incorporated area consists of 9 land use classifications. The largest classification is *Rural/Vacant*. It comprises 5,045 acres or 39 percent. This classification includes single-family home sites of over 5 acres (farmsteads), agricultural land, woodlands, and vacant land. The largest area can be found along the northeastern city limits. A large pocket can be found within the center of the City north of the Renaissance Center site. The remaining rural/vacant land can be found along the western city limits and scattered throughout the northern portion of the City around Druid Hills. The over-5 acre residential parcels would appear to be vacant land physically, which they may have the potential for future subdivision, provided there are no inhibitions such as local land use controls, topographical constraints, utility coverage as well as owner prerogative.

*Single-family Residential* comprises 3,360 acres or 26 percent of the City making it the second largest classification. It includes residential developments with lots under 5 acres in size. The majority of this classification can be found in the mid-older neighborhoods surrounding the downtown in the northern portion of the City. A few developments can be found to the south and nearer the I-40 interchange.

*Transportation* comprises 1,141 acres or 9 percent, making it the third largest classification. These are the City's streets and State highways and their rights-of-way, and also include rail lines, and other modes of transportation. Airports are typically considered a type of transportation mode, however, in this study they are included in the public/semi-public category.

**EXISTING LAND USES**

City of Dickson & UGB  
2010 (in acres)

<b>TYPE</b>	<b>Dickson</b>	<b>UGB</b>	<b>Total Planning Area</b>
<b>Single-Family Residential</b>	3,360.3	2,361.2	5,721.5
<b>Multi-Family Residential</b>	316.9	102.7	419.6
<b>Manufactured Housing</b>	141.3	559.1	700.4
<b>Commercial</b>	863.6	166.1	1,029.7
<b>Industrial</b>	746.7	335.4	1,082.1
<b>Public/Semi-Public</b>	1,134.2	432.7	1,566.9
<b>Rural/Vacant</b>	5,044.6	32,327.9	37,372.5
<b>Transportation</b>	1,141.4	1,118.6	2,260.0
<b>Utilities</b>	40.0	51.8	91.8
<b>Total</b>	<b>12,789.0</b>	<b>37,455.5</b>	<b>50,244.5</b>

Source: State of Tennessee, LPAO 2010

*Public/Semi-Public* constitutes 1,134 acres or just under 9 percent of the City making it the fourth largest land use classification. It comprises all land used by local, state, or federal governments and uses such as churches, public cemeteries, golf courses, and parklands that are used by the public. The largest concentrations of this land use can be found at the Renaissance Center, Dickson County High School, Dickson Country Club, Buckner Park and Luther Lake. The City also maintains two public cemeteries (Union and East Dickson Cemeteries) which total just over 35 acres.

*Commercial* comprises 864 acres or 7 percent. These retail, service, and wholesale trade activities encompass the entire downtown commercial area, defined primarily by multi-story commercial buildings (primarily in the Downtown area), and also along many of the City's major thoroughfares (Hwy 70, Hwy 46, Henslee Drive, and near Exit 172 of I-40.) This trend was conceptualized in the 1999 Plan, and has mainly held true to current.

Lands classified as *Industrial* consist of assembly, processing or fabricating of raw materials or products and comprise 747 acres or 6 percent. The Dickson County Industrial Park on the East Side of the City contains most of the industrial uses within the City. Other individual parcels are scattered throughout the City, including some industrial sites near higher-density developments in the Downtown area. The 1999 Plan conceptualized a prominence of industrial activity near downtown and E. Walnut Street, but over time has instead developed commercial and public/semi-public developments.

*Multi-family Residential* constitutes 317 acres or 3 percent. Multi-family consists of residential developments such as duplexes and triplexes, apartments and condominiums. The largest concentrations can be found scattered in the northern portion of the City around downtown and near the City's major commercial centers.

*Manufactured Housing* comprises only 141 acres or 1 percent. This classification includes manufactured housing that does not meet the standards of traditional housing units. The majority of this classification is found within Mobile Home Parks.

*Utilities* are the smallest classification within the City. They comprise 40 acres or under 1 percent. Utilities are where facilities and structures pertinent to utility coverage are located. These include water tanks, treatment plants, and electrical substations.

*UGB Area.* The UGB area likewise is composed of 9 land use classifications, although in contrasting percentages. Similar to the incorporated area, the largest portion of the UGB is composed of Rural/Vacant uses at 32,328 acres or 86 percent. This classification includes single-family home sites of over 5 acres (farmsteads), agricultural land, woodlands, and vacant land. Agriculture and woodlands are the predominant types scattered throughout the UGB.

*Single-family Residential* is composed of 2,361 acres or just over 6 percent. The largest concentrations can be found along Highway 46, Highway 48, Grab Creek Road, and Old Charlotte Pike.

*Transportation* comprises 1,118 acres or 3 percent.

*Manufactured Housing* makes up 559 acres or just under 2 percent of the planning area. It is found primarily within mobile home parks.

*Public/Semi-Public* comprises 433 acres or just above 1 percent. It comprises all land used by local, state, or federal governments and uses such as churches, golf courses, and parklands that are used by the public. The largest concentrations can be found at the airport, the county landfill, and Greystone Golf Course.

*Industrial* constitutes 335 acres or 1 percent. The quarry and the Eubanks Asphalt, found just northeast of the incorporated area, make up the majority of this acreage.

*Commercial* comprises 166 acres or less than 1 percent. It is found in small scattered sites along the major thoroughfare corridors. It is found in small scattered sites along the major thoroughfare corridors.

*Utilities* comprise 52 acres or less than 1 percent.

**Future Land Use.** The 1999 Growth Plan forecasted a need for an additional 7,200 acres by 2020 based on projected growth. By 2010, the City has grown just over 2,700 acres to 12,789 acres, which is about 650 acres less than the original 2010 projection of 13,448. So, based on this shortfall plus the adjusted projected population and housing stock growth by the year 2030, the City will need an additional 4,463



acres to achieve the original 2020 forecast for future development. When averaged incrementally, that equates to just over 1,115 acres every five years the City should consider annexing. As an alternative to annexation, the City could have more infill development, or cluster and PUD development types, or a combination of these.

The future land use map provides recommendations for future land use within the City's corporate limits and the UGB. It is important to note that this map does not replace the zoning ordinance or the official zoning map but serves as a supportive policy guide for reviewing future developments including rezoning requests for the next 20 years. Nor, does this map predict future annexations within the UGB.

The following is a description of the 9 classifications used to identify the City's future land use:

Residential. An additional 1,358 acres for residential development is now needed to meet projected future growth over the next twenty years. This acreage is divided up into three sub-classifications: low-density residential; medium-density residential; and high-density residential.

- Low-density residential is defined by future and existing residential densities of 1 to 3 units per acre. Manufactured housing that meets the same standards as traditional housing units may be included within this classification on limited.
- Medium-density residential is defined by residential densities of 4 to 6 units per acre.
- High-density residential is defined by residential densities over 6 units per acre.

As mentioned earlier, the City will need 6,842 units to meet its housing needs for future population by 2030. If conventional subdivision development continues (with about 1.5 units per acre including infrastructure and open space), then the City can expect to reach its 2030 residential acreage goal. However, if alternative developments and infill are encouraged (with an average of about 3 units per acre) the acreage need could decrease to as little as 2,280 acres. This need is based on the assumption that future residential density will increase from an average of one unit per acre to as many as 4 units per acre, with projections including land for right-of-ways, utilities, open space provisions, roads, and unusable land. This need is also based on the existing availability and capacity of public sewer within the planning area (*see Water & Wastewater section.*) Most of the existing sewer coverage area is within the corporate limits, which merits infill development. Therefore, residential density per acre can increase once public sewer is provided over time to new areas. There is also the assumption that not all rural/vacant classified lands will convert to higher density residential developments, as some landowners may prefer to retain their land for agriculture, forestry, or other preferences.

Using current residential land use type calculations percentage-wise, it could be expected that about two-thirds (about 67%) of the future residential acreage will be developed low-density (1-3 units/acre), with the remaining one-third (about 33%) residential acreage developing medium and high-density (4 to 6 units/acre.)

Commercial. An additional 254 acres for commercial development is now needed to meet the needs of the community by the year 2020. It is anticipated that much of this acreage will concentrate along the major thoroughfares of the City, with more along the Hwy 46 corridor leading to Exit 172 on I-40. With the Downtown area being revitalized, it can be expected that some of this commercial development will return to the Downtown area. However, a crucial component to the success of revitalizing Downtown will be providing ample parking. There are several parking lots in the Downtown area that consist of at least 50-100 apiece. It's suggested an analysis of existing parking conditions for public parking, which could include negotiations with private landowners for low-cost alternatives to building new spaces.

- Thoroughfare Commercial is closely associated with major thoroughfares and provides commercial outlets for the entire community. In the future, this classification should be

clustered into more compact developments that allow for shared curb cuts.

- Downtown Commercial includes all commercial uses associated with the downtown. Floor area ratios of 1.0 and higher should be encouraged, along with shared parking facilities. Typical uses within this classification include: specialty retail, office, and service related businesses.
- Regional Commercial is characterized by commercial service areas that serve the regional population.

### FUTURE LAND USE PROJECTIONS

City of Dickson  
2010-2030

CLASSIFICATION	2010	2015	2020	2025	2030
<b>Residential</b>	3,818	4,172	4,506	4,841	5,176
<b>Commercial</b>	863	931	1,006	1,081	1,156
<b>Industrial</b>	747	806	871	935	1,000
<b>Public/Semi-Public</b>	1,134	1,237	1,337	1,436	1,535
<b>Other</b>	1,181	1,251	1,351	1,452	1,552
<b>Rural/Vacant</b>	5,046	5,508	5,949	6,391	6,833
<b>Total</b>	12,789	13,905	15,020	16,136	17,252

SOURCE: City of Dickson, 2012

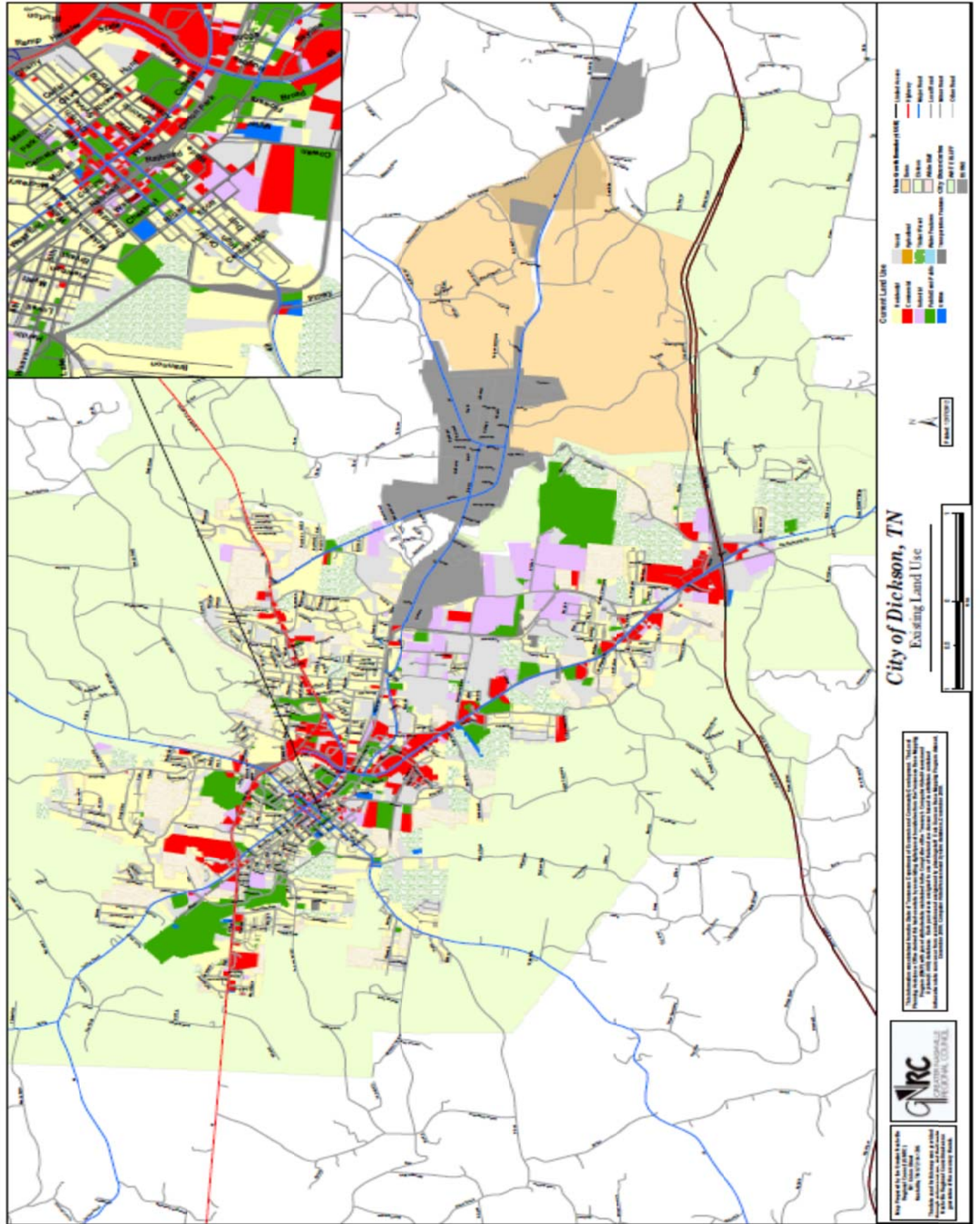
Industrial. An additional 253 acres remain to meet the growth projected by the year 2030. Industrial uses are divided into two sub-classifications. They include planned industrial and general industrial.

All future industrial developments should be located within *Planned Industrial* areas. This sub-classification is characterized by development where industries have been clustered together in an industrial park. An example of this is the Dickson County Industrial Park on the east side of the City. This type of development is encouraged because of its efficient use of available resources, closer proximity to I-40 and major arteries and the railroad access, and its ability to minimize future land use conflicts between landowners in the downtown area and higher-density developments and the objectionable uses permitted in the industrial zoning districts. Another planned industrial area is more of a specialized park suggested to the east and adjacent to the Dickson County Municipal Airport area, a 150 acre project which will cater to multi-modal type transportation and light-industrial and warehousing needs that utilize air transportation. With the CSX railroad just over 1.5 miles away and immediate access to Hwy 235 & Hwy 46, freight can be moved in several ways.

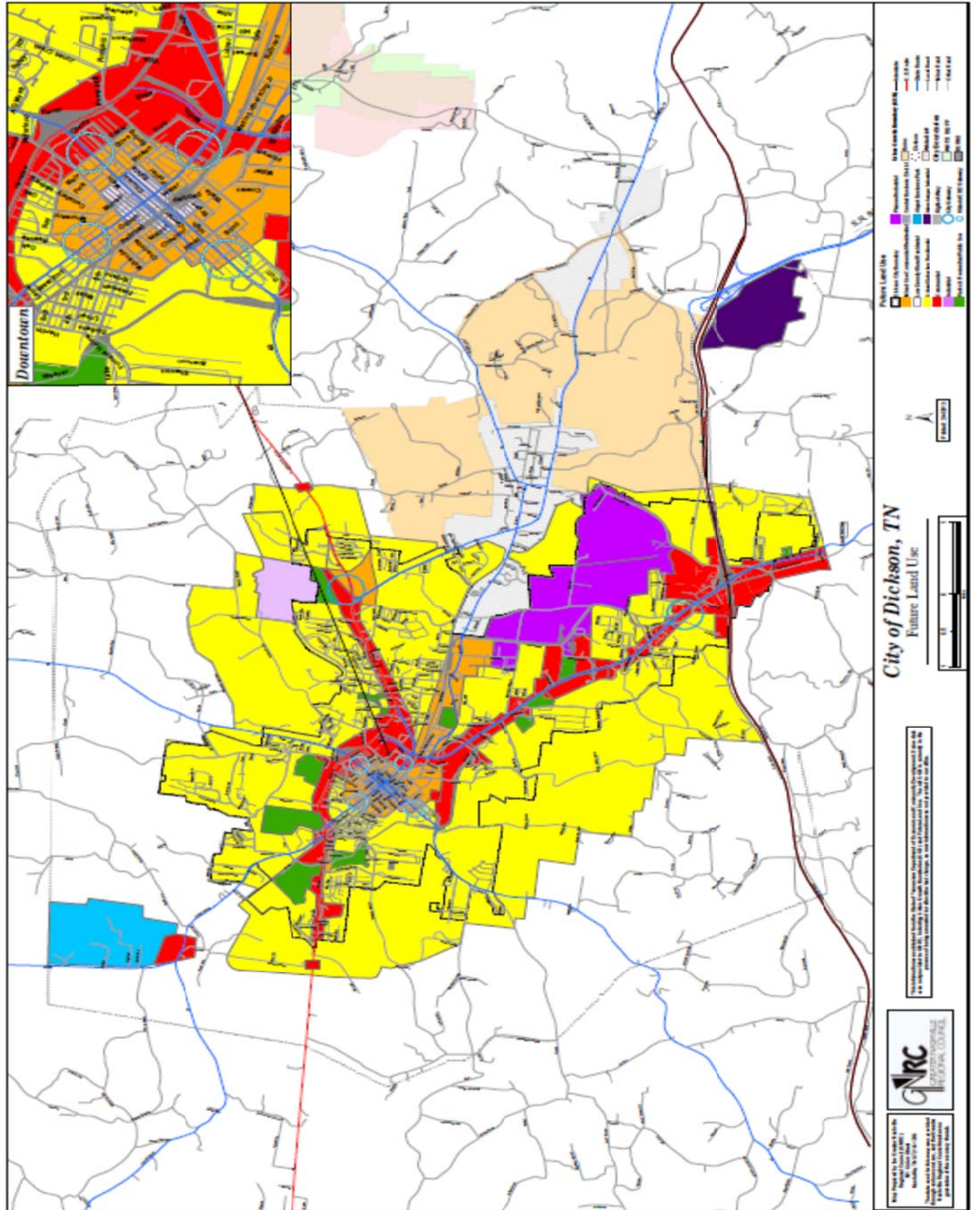
The recent completion of SR 840 creates another potential location for industrial activity in the future. The area speculated for future industrial is just off Hogan Road and south of I-40. The lack of major utilities and inadequate roads will hamper any higher density development until these necessary upgrades are implemented.

Public/Semi-Public. An additional 401 acres of land will be needed based on the projected growth by 2030. *Public/Semi-Public* uses are defined as all uses owned and operated by local, state and federal governments. Examples include protective services, administrative offices, education facilities and maintenance. Much of this acreage is anticipated to be acquired for Parks expansions for ballfields and playground areas, which includes right-of-way for the City’s greenway system and additions to the sidewalk system. Two new community parks are proposed for the City by 2030, one to be located east of Greystone Golf Course, and the other located south of Exit 172 near the future elementary school.

Other. This is a miscellaneous classification for all other land uses, which includes transportation system and its right-of-ways, and utilities. An additional 371 acres has been projected.







## **Mobility**

A community's transportation system is a vital service function which 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. The numerous thoroughfares which traverse the City and its potential growth areas vary in design, purpose and utilization. To facilitate the analysis of these streets, roads, and highways, the thoroughfares have been classified as to their intended use: Arterials, Collectors, and Minor streets. The Subdivision Regulations for Dickson, Tennessee defines *Arterials* as major public ways intended to move traffic to and from major industrial areas or a route for traffic between communities or large areas and which has an average daily traffic count in excess of three thousand (3,000). *Collectors* are defined as major public ways intended to move traffic from local ways to arterial routes. Collectors serve a neighborhood or large subdivision(s), and normally have an average daily traffic count ranging from one thousand and one (1,001) to three thousand (3,000). Minors are public ways which are not classified as arterials or collectors.

Transportation comes in the form of public as well as private modes. In years past, Dickson had frequent stops for passenger rail service from the Tennessee River in Humphreys County to Nashville. This form of public transportation ended in the 1950's-60's when personal automobiles became the transportation of choice for the public. Currently, the Mid-Cumberland Human Resources Agency (MCHRA) offers the only public transportation system in Dickson County, a free curb-side service by request only that provides travel needs to Nashville and back. The MCHRA operates 7 vans.

The 2003 Tennessee Rail System plan and the Regional Transportation Authority (RTA) have studied the prospects of reintroducing passenger rail service to the Greater Nashville region, but at current time only one commuter rail route is in operation in East Davidson and Wilson Counties, with another proposed route northwestward to Clarksville through Ashland City being studied. The Metropolitan Nashville Planning Organization's (MPO's) Nashville Area 2035 Regional Transportation Plan prioritizes public transportation efforts, and has included the commuter rail routes, but also envisions Bus Rapid Transit in Davidson, Sumner, and Rutherford, and Williamson Counties. A third, Express Coach Service, is proposed on fixed daily routes to the outlying rural areas, which includes Dickson County.

The following is a summary of the Transportation Plan that was prepared in conjunction with this plan.

**Existing Conditions.** An inventory of existing roadway conditions was developed for the major roadways within the study area. Also, analyses of existing traffic volumes were conducted to determine how well the roadways within Dickson currently operate. The City's Major Thoroughfare Plan was adopted in March 2009. This plan classifies the major thoroughfares based on their locations, function, and current and anticipated traffic-carrying capacities.

A summary of the results of the roadway inventory are shown in the following table. As shown in the table, there are 16 existing roadways (or portions of roadways) designated as arterials within the city limits of Dickson. In addition, there are 15 roadways that are classified as collectors.

The segments of roadways where ADT counts were available were analyzed in terms of the daily traffic capacity. The capacity analyses result in the determination of a Level of Service (LOS) for a roadway segment. The LOS is a concept used to describe how well an intersection or roadway segment operates. LOS A is the best, while LOS F is the worst. LOS D is typically considered to be the minimum acceptable LOS for adequate traffic operations.





All of the roadway segments analyzed currently operate at LOS C or better. This indicates that there is reserve capacity available within the roadway system to accommodate future traffic growth.

**Future Conditions.** Analyses of future traffic volumes were then conducted to determine how effectively the existing transportation network will accommodate the traffic projected for the year 2024. Projected ADT counts were obtained for year 2024 from TDOT. The projections were developed based on historical growth rates and anticipated development within the study area.

The major roadway segments in the base network were analyzed in terms of the daily traffic capacity. The following roadway segments are expected to experience capacity deficiencies in the year 2024:

- Highway 46, south of Marshall Stuart Drive, is projected to have an ADT of 43,420 and operate at LOS F.
- Highway 46, south of Pomona Road, is projected to have an ADT of 41,280 and operate at LOS F.
- Henslee Drive (US 70), east of Mathis Drive, is projected to have an ADT of 29,190 and operate at LOS E.
- Henslee Drive (US 70), west of Taylor Street, is projected to have an ADT of 23,090 and operate at LOS E.

Based on comparison between 2000 and 2010 ADT counts, the ADT counts for Hwy 46 S to I-40 were 22,240 and 24,581, respectively, an increase of 9.5% over a ten-year period. This is just over a 15% increase from 1998 counts.

Henslee Drive to the intersection with Hwy 48 N experienced a decrease in ADT counts of 17,340 in 2000 to 16,104 in 2010, or -7.6% over the same period. It is speculated that traffic from Hwy 70 E elected to use Hwy 70/College Street to the intersection with Mathis Drive, due to the moderate increase in traffic counts from 13,536 in 2010 to 14,229 in 2011, a 4.8% increase.

Henslee Drive from the intersection of Hwy 48 N westward to the intersection with Hwy 46 N likewise experienced a decrease: with 16,970 in 2000 to 15,238 in 2010, or -11.3%. It is speculated that due to the completion of Beasley Drive, traffic from the west elected to use this route.

As noted above, segments of Highway 46 are projected to have high ADT's and will operate at unacceptable LOS. These capacity deficiencies are due to the future growth that is projected along this corridor and in the City of Dickson. Development will also continue along the roadways that intersect Highway 46. Truck traffic leaving the Industrial Park to access Highway 46 is anticipated to increase, which will contribute more to the LOS on Highway 46.

**EXISTING MAJOR THOROUGHFARE INVENTORY AND CLASSIFICATIONS**

<b>Road</b>	<b>From</b>	<b>To</b>	<b>Class.</b>	<b>Number Of Lanes</b>	<b>Roadway Width (ft)</b>	<b>Shoulder Width (ft) *</b>
Academy Street	US 70 Bus.	E. Rickert Avenue	Collector	2	34	0
Beasley Drive	Cowan Road	SR 46	Collector	4	48	C & G
Center Avenue	US 70 Bus.	W. Walnut Street	Arterial	2	45	0
Center Avenue	W. Walnut Street	E. Broad Street	Arterial	2	29**	2
Center Avenue	E. Broad Street	E. Piney Street	Arterial	2	22	2
N. Charlotte Road	Old Pond Road	US Hwy 70 Bypass	Collector	2	22	0
Charlotte Street	US 70 Bypass	W. Walnut Street	Arterial	2	23	0
Cowan Road	SR 47	Beasley Drive	Collector	3	36	C & G
Dykeman Road	US 70 Bus.	Old Pond Road	Collector	2	25	0
E. Rickert Avenue	Academy Street	Church Street	Collector	2	37	0
E. Rickert Avenue	Church Street	Main Street	Arterial	2	37	0
Gum Branch Road	SR 46	North	Collector	2	20	0
Hummingbird Lane	Harmon Springs Rd.	Railroad Street	Arterial	2	20	0
Hwy 235 (Sylvia Rd)	Yellow Creek Rd.	North	Arterial	2	22	7
Jones Creek Road	Pump Hill Road	Dawson Road	Collector	2	20	0
Main Street	US 70 Bypass	US 70 Bus.	Arterial	2	22	0
Main Street	US 70 Bus.	W. Walnut St.	Arterial	2	47**	C & G
Main Street	W. Walnut Street	W. Broad	Arterial	2	35	0
Marshall Stuart Drive	SR 46	Industrial Dr.	Arterial	2	24	0
Marshall Stuart Drive	Industrial Dr.	Old Hwy 46	Collector	2	24	0
Mathis Drive	US 70 Bus.	US 70 Bypass	Arterial	5	58	C & G
Old Hwy 46	US 70	SR 46	Collector	2	21	0
Old Hwy 46	US 70	SR 47	Arterial	2	22	0
Old Pond Lane	N. Charlotte Rd	Yellow Creek Rd.	Collector	2	22	0
E. Piney Road	SR 48	South	Collector	2	20	0
Pomona Road	SR 46	Old Hwy 46	Collector	2	20	0
Pump Hill Road	US 70 Bypass	Jones Creek Rd.	Collector	2	20	0
SR 46	US 70 Bus.	Interstate 40	Arterial	5	60	11+C & G
SR 47	SR 46	East	Arterial	2	20	3
SR 48	E. Piney Road	South	Arterial	2	22	0
SR 48	US 70 Bypass	North	Arterial	2	22	4
SR 96	US 70	SR 47	Arterial	2	23	8
Spring Street	E. Rickert Ave.	US 70 Bypass	Collector	2	30	0
US 70	East	Buddy Road	Arterial	2	24	4
US 70	Buddy Road	Highland Drive	Arterial	3	36	4
US 70	Highland Drive	Ridgecrest Drive	Arterial	4	48	4
US 70	Ridgecrest Drive	E. College St.	Arterial	5	60	4
US 70	E. College St.	Oakleaf Drive	Arterial	4	50	4
US 70	Oakleaf Drive	West	Arterial	2	24	3
US 70 Bus.	West	Mathis Drive	Arterial	3	40	C & G
US 70 Bus.	Mathis Drive	East	Arterial	5	60	4
Walnut Street Ext.	US 70	Dickson Ave.	Arterial	2	23	8
W. Walnut Street	Dickson Ave.	SR 46	Arterial	2	40	0
Weaver Drive	US 70	Yellow Creek Rd.	Collector	2	23	8
Yellow Creek Road	West	Hwy 235 (Sylvia Rd.)	Arterial	2	24	2
Yellow Creek Road	Hwy 235 (Sylvia Rd.)	US 70	Arterial	2	24	3

Highway 46 offers the only direct connection between the City of Dickson and Interstate 40, and is the only continuous north-south roadway. Other connections to I-40 come by way of Highway 48 southwest to Exit 163, and Hwy 96 eastward to Exit 182.

Also, segments of Highway 70 are projected to have high ADT's and will operate at unacceptable LOS. Additionally, as noted above, traffic will explore and utilize other intersecting and nearby streets as alternatives to avoid trip delays. While this may provide temporary relief to the major streets identified above, it will create other traffic issues on lower classified streets. These factors indicate a crucial need for better north-south and east-west connectors in the City.

The Dickson County Land Use & Transportation Plan 2010-2030 recognizes the traffic issues in the City and its effect on the County roads system, and has suggested a new interchange with I-40 at Hogan Road, which could bring much relief to Hwy 46 S from several truck traffic routes coming from the industrial park area. The County Plan also suggests the County explore building a county road connector from Hwy 96 southward to SR 840. If the new I-40 interchange option is not furthered, then creating an interchange on this county-level 840 may be the next best option. It may take improvements to Iron Hill Road to a major collector or minor arterial status road.

The major roadway segments in the recommended network were analyzed in terms of the daily traffic capacity. Almost all of the major roadway segments are expected to operate a good LOS once the recommended roadway improvement projects are implemented. However, two roadway segments are projected to experience poor LOS, even after the implementation of the recommended roadway projects. The following roadway segments are expected to have capacity deficiencies:

- **Henslee Drive**, east of Mathis Drive, is projected to operate at LOS E.
- **Henslee Drive**, west of Taylor Street, is projected to operate at LOS E.

In order to address the capacity deficiencies on these major roadway segments, it will be necessary to either widen Henslee Drive or reduce the traffic demand on these segments. Demand management includes the implementation of projects such as express bus service. The express bus service has the potential to reduce the number of trips made on Highway 46. By implementing these public transportation options and encouraging their use, the City could effectively improve the roadway operations in these possible congested areas.

Also, the City should find opportunities to raise vehicle occupancy rates and therefore lower the number of vehicles on the roadway system. This measure would include encouraging the use of express bus service by building a park-and-ride lot. Additional use of this facility could reduce the traffic volumes on the major north-south arterials in Dickson. The express bus service into downtown Nashville, as recommended, should serve this lot.

Possible other demand management techniques include staggered and flexible work schedules and telecommuting opportunities. These options can help reduce the peak demands on the major roadways and improve the overall LOS. As the traffic volumes grow and the need for demand management increases, these techniques can be implemented individually and assessed.

**Recommended Improvements.** The capacity analyses of the existing transportation system show that transportation improvements will be necessary to accommodate the traffic volumes projected for the year 2024. The analyses also indicate that certain roadway extensions and realignments are needed to improve the traffic circulation within Dickson and to enhance the safety of the roadway system. As a result, the consultant team prepared a list of recommended transportation projects that will provide adequate traffic capacity and improve overall mobility in the Dickson area.

Unless otherwise specified, the three lane roadways which are recommended for construction and widening should be 30-36 feet wide. The specific width will depend on the classification of the roadway, the traffic volumes projected on the roadway, and the needs of the developments served by the roadways. The laneage may include two or three lanes, with or without paved shoulders, and may include exclusive turn lanes at critical intersections along the roadway.

The 1999 plan recommended the construction of a southwestern bypass that connected Highway 70 at Pond Road to Hwy 46 at Pomona Road, done in two major phases. A third phase involved a new road connecting the southwest bypass to a new interstate interchange just west of Exit 172. These projects had undergone several years of review by TDOT and the City, which had reached the level of the environmental impact study (EIS) phase.

In August 2011, The Federal Highway Administration (FHWA) approved an EIS to comply with the National Environmental Policy Act (NEPA) of 1969. This document identified and evaluated six proposed build alternatives and one no-build alternative to help alleviate traffic congestion in Dickson's urban core. Included in the build alternatives were several choices for bypasses around the southwest side of Dickson and a Traffic Systems Management (TSM) alternative which proposed improvements on existing roadways in Dickson. Since the EIS was published, TDOT in mid-2012 chose to discontinue further approval of the bypass project and consider the Traffic Systems Management (TSM) alternative. This decision means improvements will be made to existing roadways in Dickson, primarily along State Route 46, and a new road bypassing the city will not be constructed. The TSM alternative consists of adding turn lanes to two intersections, synchronizing traffic signals and evaluating the need for additional traffic signals at other locations along Hwy 46. The improvements are designed to reduce travel times and congestion by reducing intersection stops and delays, and improve overall traffic safety along this corridor.

The recommendations that lie outside Dickson's city limits will require coordinating with other governmental agencies in the community. Of these original recommendations, R1 was the only one completed under the 1999 plan. R1, R3, and R9 recommendations lie entirely inside the city limits. Each of these recommendations is depicted on the Proposed Major Thoroughfare Plan illustration that follows.

**R1      Extend Beasley Drive from its existing western terminus at Cowan Road to Center Avenue (Highway 48) near Piney Road. (COMPLETED)**

This roadway provides a more direct connection between Highway 46 and the areas southwest of downtown Dickson and will therefore improve the mobility of the residents in the area. Furthermore, the connection reduces traffic travelling through the downtown area on Highway 46 and Highway 47.

**R2 Realign and widen Pond Road and Sylvia Road from Highway 70 to the Dickson Regional Airport.**

Pond Road and Sylvia Road are recommended to be realigned to provide a continuous connection between Highway 70 and the regional airport. It would be desirable for Sylvia Road (Highway 235) and Pond Road to intersect Yellow Creek Road (Highway 46) directly across from one another to form a four-legged intersection. In order to provide standard lane widths, each roadway should be widened to a 24-foot wide cross-section with paved shoulders and turn lanes at major intersections.

**R3 Widen and realign Lena Drive and Grab Creek Road from Pomona Road to Highway 46.**

In order to provide standard lane widths, Lena Drive and Grab Creek Road should be widened to a 24-foot wide cross-section with paved shoulders. Additionally, the horizontal alignment should be improved to provide more efficient traffic flow.

**R4 Widen, realign, and connect Pomona Road, Old Highway 46, and Bishop Lane from Highway 46 to Highway 70.**

This project involves the realignments of Pomona Road, Old Highway 46, and Bishop Lane to provide a continuous route with good horizontal alignment between Highway 46 and Highway 96. A new roadway would have to be constructed to extend this roadway from Highway 96 to Highway 70. If possible, this connection could use existing Pate Lane in some places. In order to provide standard lane widths, 24-foot wide cross-sections with paved shoulders should be provided. Additionally, left turn lanes should be constructed at critical intersections.

**R5 Build a new roadway to connect Pomona Road/Old Highway 46 and Highway 96.**

This roadway is recommended to be built to provide a connection between Highway 96 and the realignment of Pomona Road and Old Highway 46 as described in project R4. The roadway should intersect Pomona Road/Old Highway 46 near Dugan Cemetery Road. The roadway would function as a collector and provide access to the industrial and residential development that is expected east of Highway 46, and south of Highway 70. The roadway would function as a collector and provide access to undeveloped property east of downtown Dickson between Highway 70 and Highway 96. The Burns Major Thoroughfare Plan identifies a similar connecting street from Highway 96 within their city limits that would align closely with this recommendation, although Burns identifies this connecting street as a minor arterial.

This roadway will also intersect Sanker Road, which as described in R10 below, will serve to provide a more direct access for industrial traffic to I-40 at Hogan Road once the R10 recommendation is completed. So, it is anticipated that industrial traffic should use the Hogan Road interchange and not use the Burns route.

**R6 Build a new north-south roadway to connect Highway 70 and Jones Creek Road.**

This two-lane roadway is recommended to be built to provide a direct north-south connection between Highway 70 and Jones Creek Road. The roadway should intersect Jones Creek Road at Fairview Road to form a four-legged intersection. Additionally, the roadway should intersect Highway 70 at Highway 96 to form a four-legged intersection. The roadway would function as a minor arterial and provide access to the commercial, residential, and public development that is expected north of Highway 70.

**R7 Build a new roadway to connect Hummingbird lane and Harmon Springs Road.**

This two-lane roadway is recommended to be built to provide a direct north-south connection between Hummingbird Lane and Harmon Springs Road. The roadway should intersect Hummingbird Lane at Annwood Drive to form a four-legged intersection. It is recommended that the roadway follow an existing section of Jones Creek Road that travels in a north-south direction. The roadway would function as a minor arterial and provide access to residential development that is expected north of Hummingbird Lane.

**R8 Build a new roadway to connect Highway 48 and the new roadway proposed in project R7.**

This roadway is recommended to be built to provide a connection between Highway 48 and Jones Creek Road. The roadway should intersect Jones Creek Road at the new roadway proposed in project R7 to form a four-legged intersection. The roadway would function as a minor arterial and provide access to future development that is expected east of Highway 48.

**R9 Highway 46 improvements from Beasley Drive to Interstate 40.**

The 1999 plan recommended Highway 46 to be widened to seven lanes from Beasley Drive to Interstate 40. Projected traffic volumes indicated that this project is necessary to alleviate congestion which will occur on this roadway segment. Additional turn lanes should also be considered at major intersections in conjunction with this project. However, more development has occurred on this roadway since 2000, which could complicate land acquisition for road widening as well as inhibit traffic turns at intersecting streets.

As an alternative to widening, this Plan strongly recommends the City consider the TSM project with TDOT by investing in a lower-cost combination of red lights, turn lanes and realignment of intersecting streets.

**R10 Coordinate with the County, the City of Burns, and TDOT to develop an industrial access road to a future Hogan Road interchange with I-40.**

This improvement involves the extension of Sanker Road to the intersection with Gum Branch Road, a Major Collector, then continuing to connect with Hogan Road to a new interchange with I-40. Hogan Road is a local road in size, although designated as an arterial by Burns' thoroughfare plan. It should be improved and upgraded to at least a Major Collector status or Minor Arterial to handle a variety of vehicular traffic, including industrial traffic. Coordinating with TDOT and the RPO will be crucial in obtaining the new interchange. By applying for State Industrial Access (SIA) Road funding through TDOT and proving its need to handle increasing traffic from the industrial park, this project may get the necessary relief to achieve it.

As an option to a new interchange with I-40, Iron Hill Road, a county minor collector that connects with Hogan Road near I-40, runs eastward to the end of the SR 840 and crosses over. If the County considers their proposal to extend SR 840 to Hwy 96, then the City could coordinate with providing an interchange with 840. Iron Hill Road should be upgraded to at least a minor arterial road.

**PT1 Provide express bus service from Dickson to downtown Nashville.**

This public transportation project would serve to reduce traffic volumes on Dickson's major roadways while providing transportation service. By providing express bus service, regional trips between Dickson and Nashville could be reduced. The bus service would take advantage of existing and proposed high occupancy vehicle (HOV) lanes on Interstate 40. As mentioned earlier, the MPO's 2035 Regional

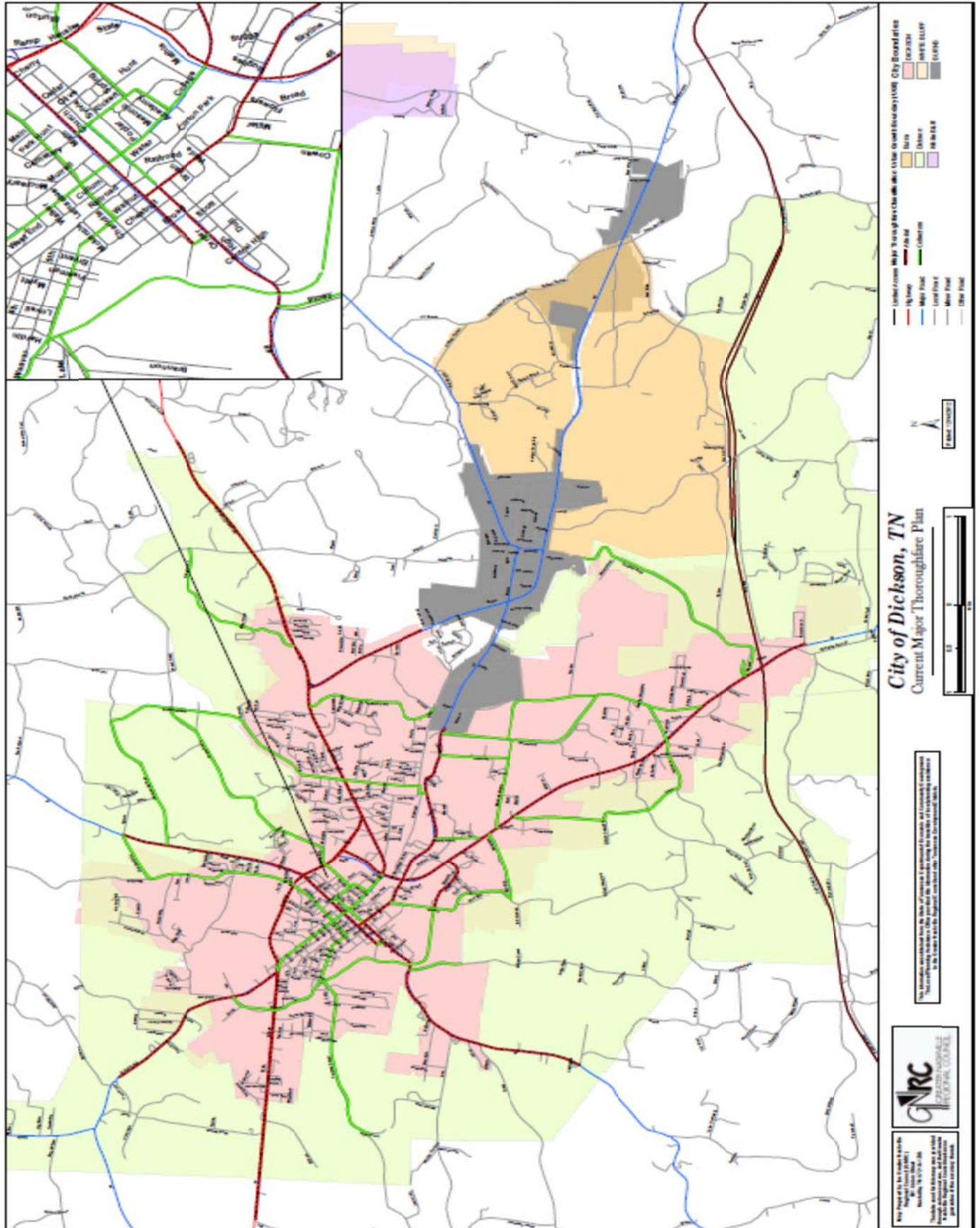
Transportation Plan prioritizes public transportation efforts, which envisions Express Coach Service on a fixed route daily from Dickson to Nashville. Two Park & Ride lots are proposed for this Dickson route which will both be located in the City.

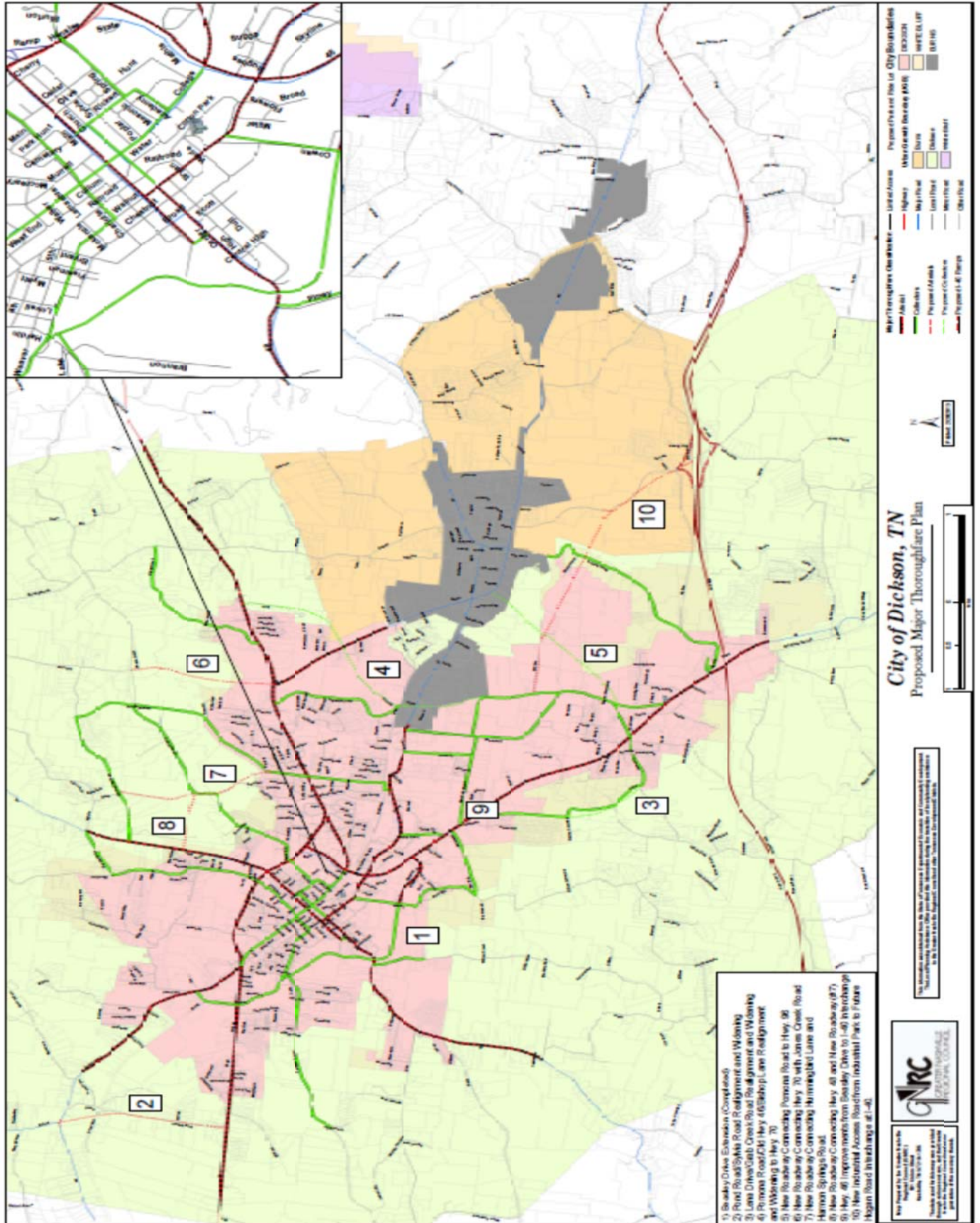
**PT2 Build a park-and-ride lot.**

In conjunction with the express bus service proposed in project PT1, two park-and-ride lots are envisioned. This would allow the commuters to park their vehicles in the lot at the designated stop for the express bus service to Downtown Nashville. Additionally, the lot would allow commuters to more conveniently form carpool, vanpool, and other ridesharing programs. The exact location of these lots should be determined when the demand for express bus service is high enough to justify acquisition and construction of lots, although the 2035 plan suggests the first lot to be located on Hwy 46 near Exit 172, and the second lot in the vicinity of Beasley Drive near the center of town. Or, as a cost-sharing alternative, this second lot could be more centralized so that it could double for public parking in the Downtown area.

**Major Thoroughfare Plan.** Based on the existing roadway network and the recommended improvement projects, a Major Thoroughfare Plan was prepared which identifies the City of Dickson's freeways, arterials, and collectors based on the classifications used by TDOT.





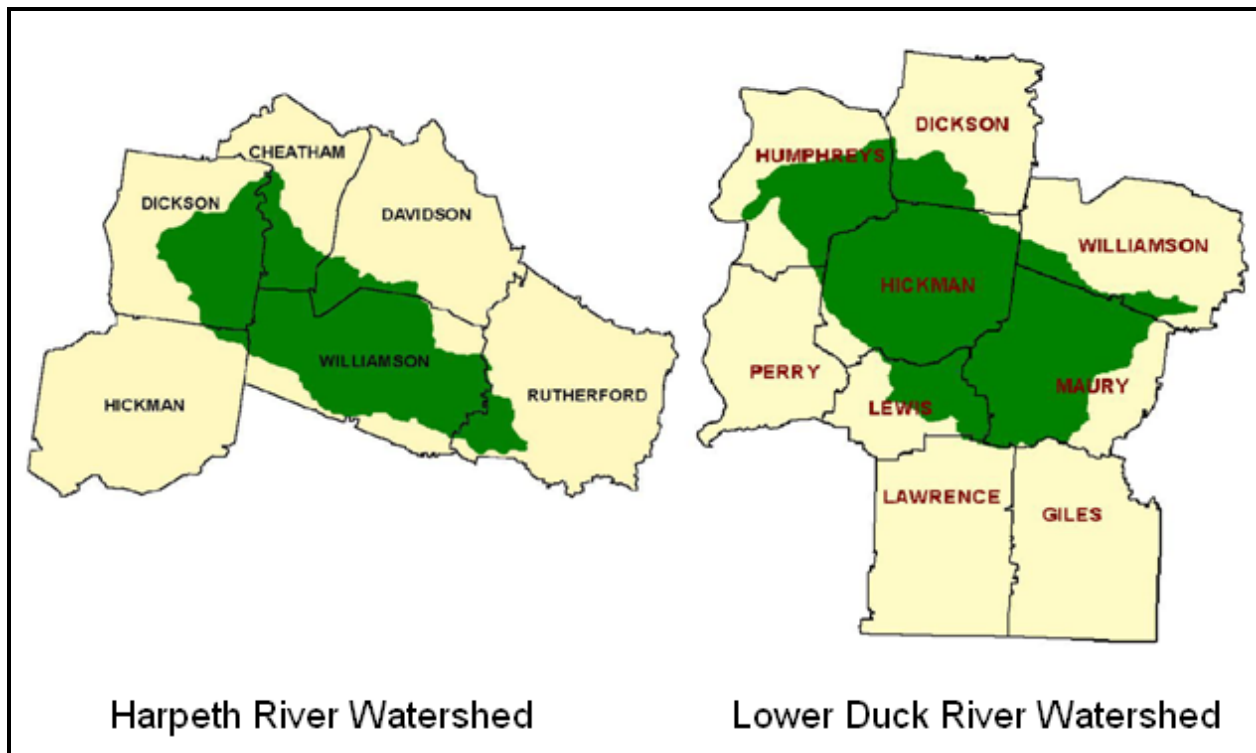




## **Environment**

**Hydrology.** The most dominant physical feature characterizing the hydrology of Dickson is the Tennessee Valley Divide. Because the City has developed on The Divide, it is split into two nearly equal halves. The drainage basins on either side are associated with the Cumberland River Drainage Basin. The water draining on the east side reaches the Cumberland River via Jones Creek. Water draining on the west side of The Divide take a more circuitous route by draining to the Tennessee River, eventually reaching the Cumberland River.

**Watersheds and Water Pollution Control.** The Planning Area lies within two watershed management groups, according to the State Department of Environment & Conservation: the Harpeth River Watershed and the Lower Duck River Watershed. The Harpeth River watershed includes Walker Branch, Jones Creek, Billy Richardson Branch, and Nails Creek, which is part of the 863 square mile drainage area that empties into the Harpeth River and eventually makes its way to the Cumberland River. The Lower Duck River watershed includes Yellow Creek, Piney River, East Piney River, and Turkey Creek, which is part of the 1,548 square mile drainage area that empties into the Lower Duck River and eventually makes its way to the Tennessee River. Under the EPA’s Clean Water Act, small municipal storm sewer systems are required to participate in the National Pollutant Discharge Elimination System (NPDES). Commonly referred to as the Phase II program, the City is the only community in Dickson County required to comply with the program’s efforts to reduce the amount of water pollution entering into the waters of the State.



**Flood-Prone Areas.** Due to the undulating topography and the Tennessee Valley Divide, the majority of the growth area is protected from flooding. Approximately 171 acres or 3 percent of the incorporated area is prone to flooding. Within the planning area another 975 acres is prone to flooding.

**Wetlands.** Wetlands are areas that, aside from providing wildlife habitat, act like a sponge that can hold water when it rains and release it gradually, to reduce flooding. The plants found in wetlands also service as a filter for the water, making wetlands important for recharging underground streams and good water quality. According to the National Wetland Inventory, there is an even distribution of wetlands throughout the County, with approximately 5,765 identified wetland acres. Identified wetlands within the City's planning area are sporadic. However, communities like Dickson are encouraged to evaluate environmental effects regarding development within a wetland area, and mitigate by creating wetlands elsewhere in the area.

**Growth Impact.** Flood does not greatly impact the growth of the City of Dickson. It is recommended that flood prone areas be utilized as greenways as a means of providing recreational area, connections to land uses, and migratory corridors for wildlife.

The wastewater facility currently serving the City is located within the Jones Creek watershed. All developed areas outside of the Jones Creek watershed require lift stations in order to connect to the system. This does increase development cost. Areas that are currently served by pump stations should be considered first for future development. It is recommended that stormwater runoff from new developments be mitigated before entering into the existing drainage system in order to reduce the potential of increasing flood-prone land.

**Soils.** The 1991 Dickson County Soil Survey was used to determine areas of the County that are suitable for urban development. Much of Dickson County consists of Sengtown soils association, which is characterized as rolling to steep, well-drained soils, overall moderately suited to residential and commercial uses. This soil is characterized by gently sloping topography with slope range averaging between 2 to 12 percent. It is deep, with soil depths of greater than 5 feet. It is well drained with moderate permeability. It is found on sloping ridge tops, and side slopes associated with uplands. It is not subject to flooding. Permeability in the subsoil, slope, and low strength are limitations. The entire corporate limits of the City and most of the UGB consists of this soils association.

Within the UGB area, a small percentage of the Saffell-Lax and Sengtown-Mountview-Dickson soils associations, respectively, exist. The Saffell-Lax association is located in the northwestern corner of the UGB in the vicinity of Yellow Creek and Sylvia Road, while the Sengtown-Mountview-Dickson association is located in the southeastern corner at the county line and Nails Creek area. Saffell-Lax soils are rolling to steep, and moderately well-drained with slope range averaging between 12 to 60 percent. Overall this soil association is poorly suited to residential and commercial use, with septic tank limitations due to slope, permeability and wetness. Sengtown-Mountview-Dickson soils are undulating to rolling, moderately well-drained with slope range between 2 to 20 percent. Overall, this soil association is suited to residential and commercial use, with some areas poor for septic tanks due to slow permeability.

**Growth Impact.** Based on the SCS's classifications, approximately 50 percent of the planning area is ideally suitable for development. The following are typical characteristics of soils not suitable for urban development:

- Steep slopes;
- Flood-prone;
- High watertable;
- Low permeability; and
- Shallow soil depth.

Many of these negative characteristics can be overcome through site engineering. Methods include grading, soil mixing, provision of wastewater lines, and drainage improvements, which these methods can increase the cost of development. Taking this into consideration, the majority of the planning area is suitable for development. Whenever possible, soils that are more suitable for development should be targeted for development, while soils that are unsuitable, especially those with steep slopes and/or subject to flooding, should be targeted for open space.

**Natural Resources.** When asked to name Dickson's most valuable assets, interviewees often mentioned the natural environment. The City of Dickson is fortunate to be located in one of the most beautiful landscapes in Middle Tennessee.

**Flora.** The majority of the western portion of the planning area is forested. It is primarily made up of Northern Red Oaks, Yellow Poplar, White Oak, White Ash, and Loblolly and shortleaf pines. The Tennessee Department of Environment and Conservation's (TDEC) Natural Heritage Division has identified five plants within Dickson County as rare or endangered. They include the following:

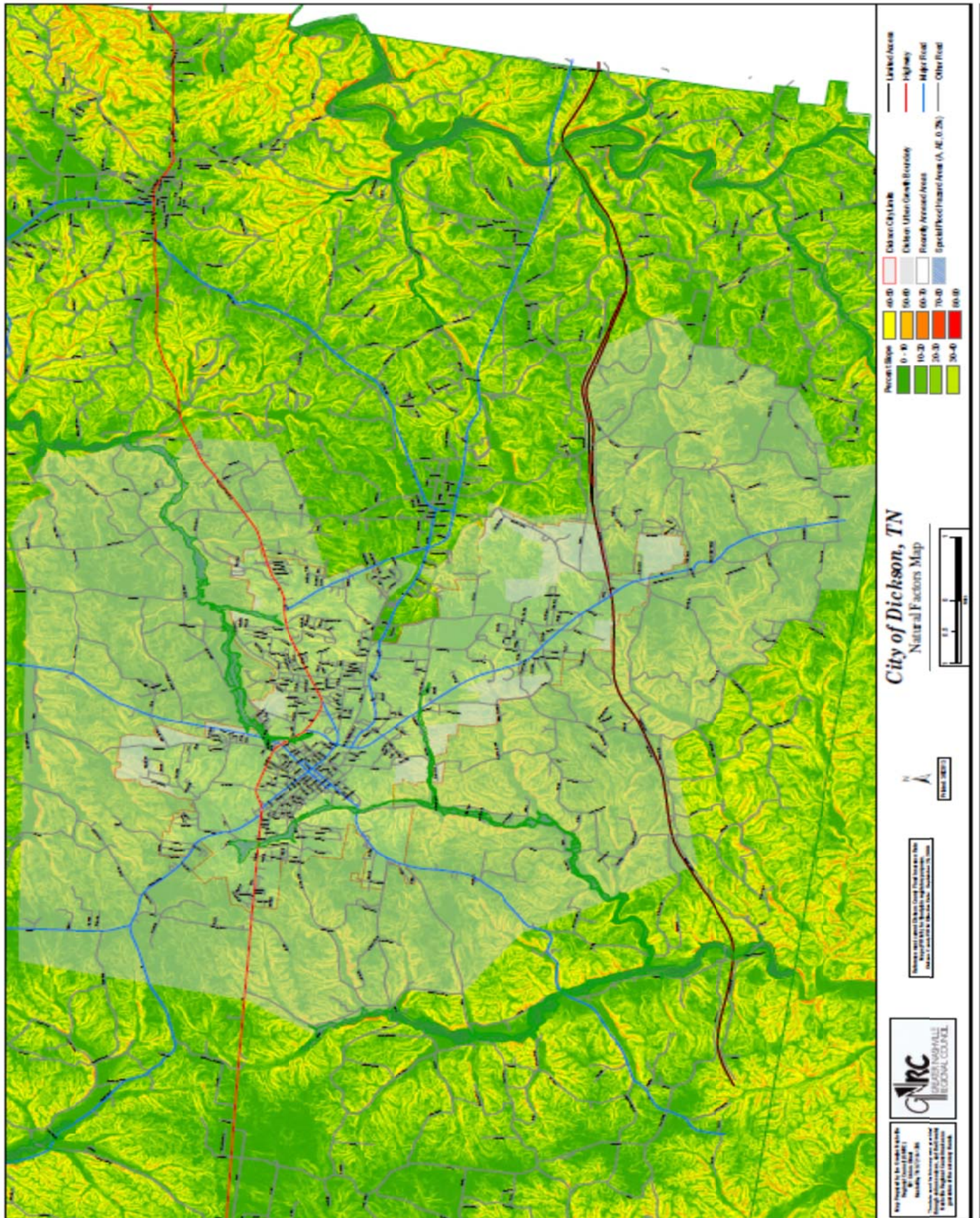
- Eggert's Sunflower;
- Goldenseal;
- Southern Rein-Orchid;
- Bearded Rattlesnake-Root; and
- Sweet-Scented Indian-Plantain.

**Wildlife.** With the multitude of gently rolling forested hills and abundant water sources, Middle Tennessee's environment is conducive to a proliferation of wildlife and Dickson County is no exception. A variety of animal species can be found throughout the planning area. TDEC's Natural Heritage Division has identified seven animals within Dickson County as rare or endangered. They include the following:

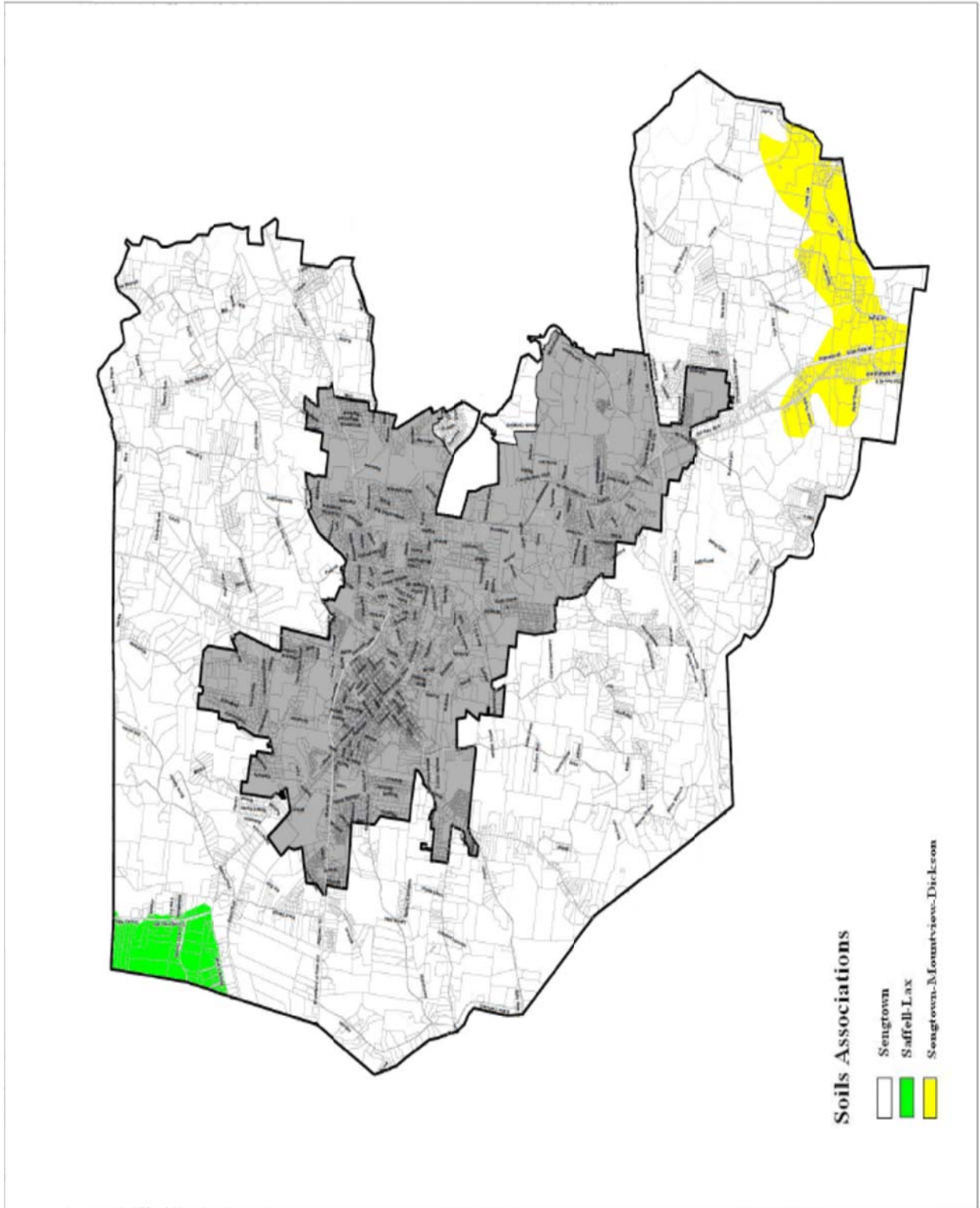
- Tennessee Snaketail;
- Crayfish;
- Southeastern Shrew;
- Northern Pine Snake;
- American Eel;
- Egg-Mimic Darter; and
- Southern Cavefish.

**Growth Impact.** The region's abundant natural resources contribute to the quality of life of the area and are often cited as a reason to moving to Dickson. This should not be forgotten as the urban growth area develops. The City should encourage sustainable building practices that preserve and protect these valuable resources. It is recommended that the City encourage cluster development by requiring at least twenty percent of development be preserved as open space. The City should also consider preserving migration corridors and open space through greenways. It is further recommended that the City enact a landscape ordinance that protects existing trees as a means of protecting the region's natural resources.









**City of Dickson, TN**  
Soils Map  
dated 3/3/03



Map prepared by the Greater Nashville Regional Council (GNRC).  
The council provides information and technical assistance to the local public agencies. Our primary objective is to provide the local public agencies with the information and technical assistance they need to improve their performance and development.



**Public Services**

**Water.** WADC owns and operates three water treatment plants (WTP’s) on three independent surface water sources with a capacity of 11.5 millions of gallons per day (MGD.)

Existing Facilities. WADC operates the following water plants:

<u>Water Treatment Plants (WTP’s)</u>	<u>Capacity (in MGD)</u>	<u>Intake Location</u>
Dickson WTP	2.0 MGD	Piney River
Turnbull WTP	4.5 MGD	Turnbull Creek
Cumberland WTP	5.0 MGD	Cumberland River

Source: WADC, 2012



The water distribution system contains seventeen water storage tanks, with seven being located within the City of Dickson and providing a total storage of 6.45 million gallons.

**INVENTORY OF WATER STORAGE**  
WADC tanks within the City of Dickson  
(In Millions of Gallons)

<u>Tank</u>	<u>Location</u>	<u>Type</u>	<u>Size (in million gallons)</u>
Colesburg	Hwy 47	Ground	1.0 MG
Gum Branch	Gum Branch Rd.	Elevated	0.5 MG
Pomona	Hwy 46	Elevated	0.1 MG
Druid Hills	Buckner Park	Elevated	0.1 MG
West	Buckner Park	Ground	2.0 MG
Robinson	Hwy 48 S	Ground	2.5 MG
North	Pump Hill Rd.	Elevated	0.25 MG

Source: WADC, 2012

Comparisons of Demand and Capacity. As outlined, WADC has a treatment capacity of 11.5 MGD through the operation of its three WTP's. The recent extreme drought conditions experienced in June 2012 spiked WADC's system demand from an average of 5.5 MGD to 7.5 MGD, which is only 65% of the total plants' capacities. With the completion of the Cumberland River Project in 2003 that included the construction of Cumberland WTP, WADC should be able to provide a reliable, ample supply of water to the City of Dickson and its other customers for a planning period that exceeds 20 years.

### WATER USAGE PROJECTIONS

WADC  
2012-2032  
(In Million Gallons Per Day)

Year	Average Flow	Average Peak Flow
2012	5.5	7.5
2022	6.5	8.8
2032	8.0	10.9

Source: WADC, 2012

**Wastewater.** The wastewater system that serves the City of Dickson and surrounding areas is provided by the Water Authority of Dickson County (WADC). WADC was formed in 2002, which consolidated various utilities along with the former City of Dickson Water and Wastewater departments into a regional utility. Michael Chandler is the General Manager of the WADC.



Existing Facilities. WADC presently operates a wastewater treatment plant on Jones Creek at Rock Church Road just north and east of the municipal boundary. This plant replaced the previous wastewater treatment plant which was located within the municipal boundary at the south edge of the City along Piney Road. The previous water treatment plant now operates as a pump station. The present treatment plant has a design capacity of 4.0 million gallons per day. It presently handles an average of about 2.5 million gallons per day. A rehabilitation program is presently underway to reduce the infiltration into the sewer system which causes the high peak flows.

Approximately 400,000 linear feet of primarily gravity sewer serve the City of Dickson, with an effluent being conveyed through a 36-inch diameter interceptor line along Jones Creek to the Jones Creek Wastewater Treatment Plant for treatment. In 2007, WADC constructed 7,000 feet of a 16-inch gravity

sewer along Gum Branch Road to redirect most of the flow generated at the I-40 Exit 172 interchange to the newly constructed Gum Branch II lift station at the city limits of Burns. The Gum Branch II station pumps directly to the Jones Creek treatment plant through a 14-inch transmission force main along Highway 96.

A gravity trunk sewer extends from the Piney Road Lift Station to Highway 46 and south to just south of the intersection of Highway 46 with West Grab Creek Road. Two lift stations have been constructed to serve the junction area of Highway 46 with Interstate 40. Christi Drive, portions of Gum Branch Road, and portions of Two Mile Road are presently served.

**WASTEWATER FLOW PROJECTIONS**

WADC  
2012-2032  
(In Million Gallons per Day)

<b>Year</b>	<b>Average Flow</b>	<b>Average Peak Flow</b>
2012	2.0	3.5
2022	2.4	3.6
2032	2.9	3.9

Source: WADC, 2012

Since the 1999 plan, most of the area along the Highway 46 S corridor between Livestock Center Road and the Renaissance Center has been provided sewer.

Gravity sewer extends to the west on Highway 70 to just west of Payne Springs Road. This is the end of a gravity interceptor which follows Highway 70 to Walnut Street and then follows Walnut Street south before heading cross-country to the Piney Road Lift Station. The area along Furnace Hollow Road to the west of the City is not presently sewered.

Sewer does not extend into the northern reaches of Dickson and, with the exception of the line that follows Jones Creek to the wastewater treatment plant, there are few sewer lines running north of the City.

Comparisons of Demand and Capacity. Based upon the above flow projections, the WADC has an adequate capacity in the wastewater treatment plant to handle the average flows for the study period if the infiltration problem can be reduced. This trend can be altered by either of two potential situations:

1. The construction of any new major thoroughfares that would create larger growth in that area than is anticipated; or
2. A single large industry could locate to Dickson and request to be hooked into the City sewer system.



**Jones Creek Wastewater Treatment Plant**

**Electric.** The Dickson Electric Company provides electric power to the City of Dickson and the surrounding region. They have approximately 33,000 customers in the County and surrounding areas.

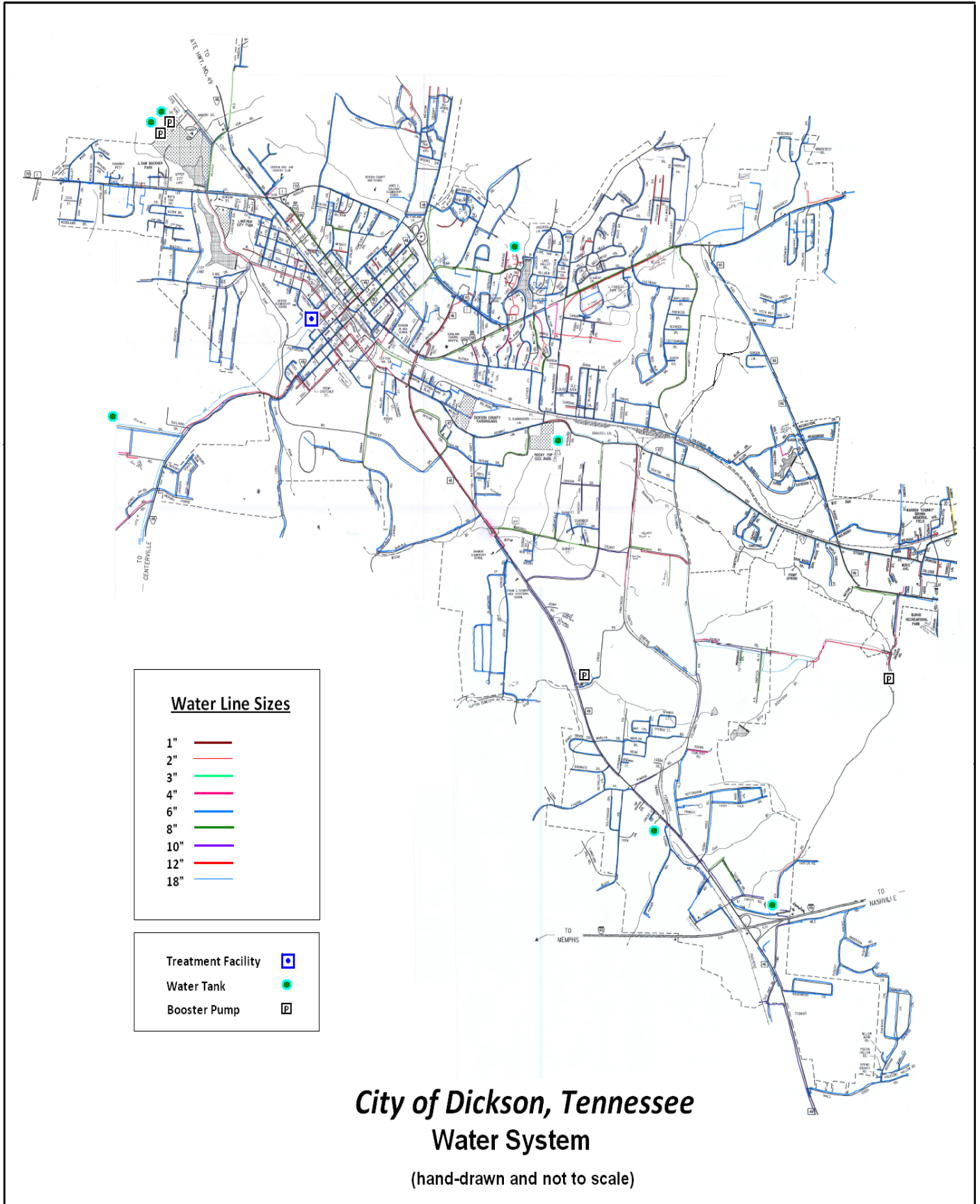
**Growth Impact.** The Dickson Electric Company has proven to be a reliable source of electric power for the last 95 years and should continue to do so for the next twenty years and beyond.

**Natural Gas.** The Greater Dickson Gas Authority provides natural gas service to the City of Dickson and the surrounding region. They have just over 16,000 total customers in eight counties.

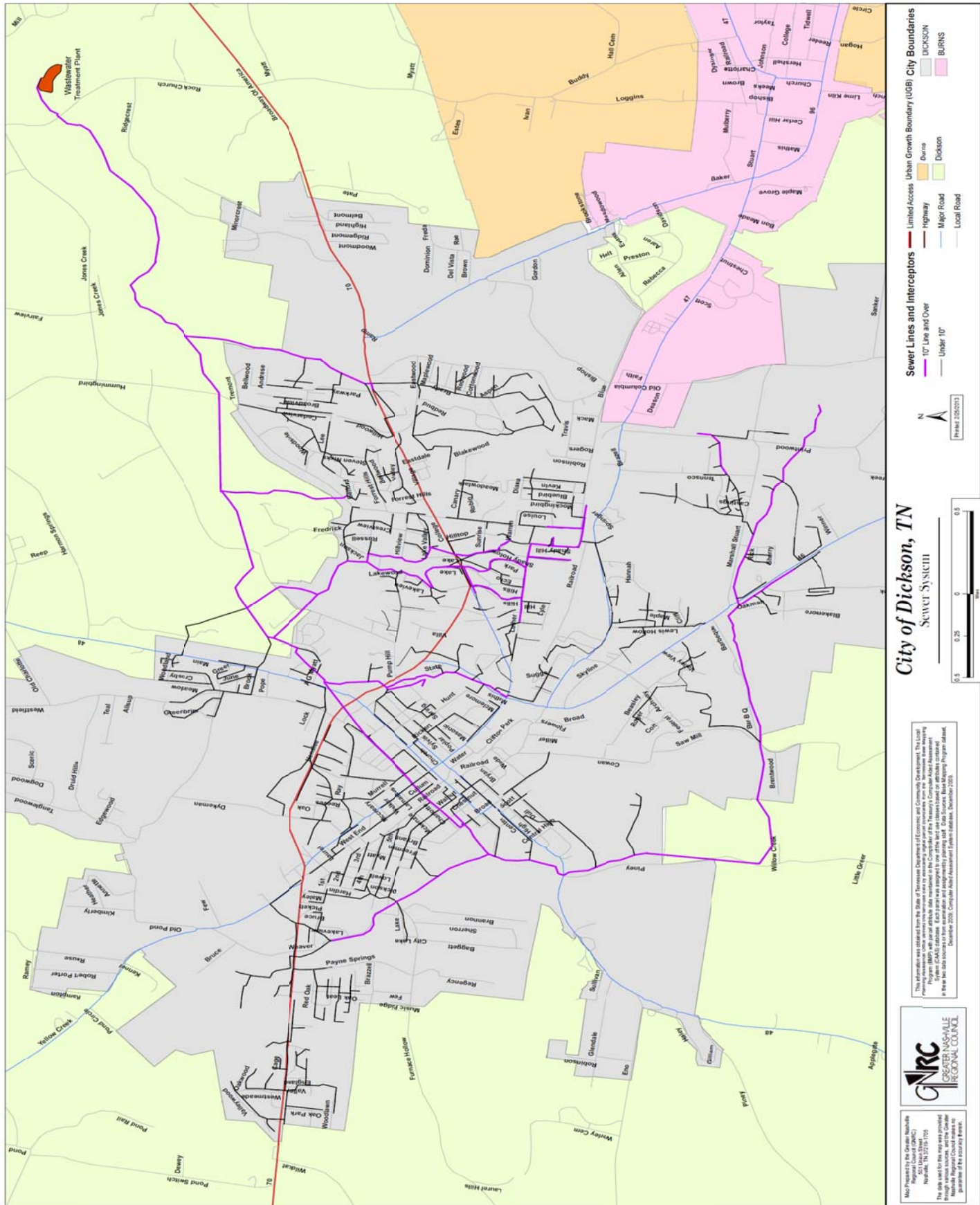
**Growth Impact.** The Greater Dickson Gas Authority has proven to be a reliable source of natural gas and should continue to do so for the next twenty years and beyond.



**Greater Dickson Gas Authority**









**Solid Waste Collection.** The City of Dickson provides solid waste collection services to the incorporated area. The City delivers its solid waste to the County landfill which processes and transfers solid waste to other facilities. They currently own and maintain three trucks and employ seven sanitation workers.

The County landfill currently has an expected lifespan of approximately 15-20 years. As the population gradually increases over the next 20 years, the additional households in addition to new commercial and light industrial activities may increase the expiration of the landfill before the expected date. Dickson’s waste will then have to be transported to other facilities outside the community, which will significantly increase the cost for the solid waste program. However, this could be avoided with an active citywide recycling program. Additional costs to purchase recycling bins and personnel and vehicles will be necessary upfront, but should outweigh the long-term cost of transporting outside the community. The City could consider the options to develop a processing center to sort recyclables, or contract with a company to provide the sorting and processing step. This plan strongly encourages the City to consider this option.

**SOLID WASTE EMPLOYEES AND EQUIPMENT PROJECTIONS**

City of Dickson  
2015-2030

Year	Employees	Trucks
2015	11	5
2020	11	5
2025	13	7
2030	13	7

Source: City of Dickson, 2012

**Growth Impact.** By the year 2005, an additional sanitation employee will be required to meet existing level of service. Another sanitation employee will be needed by the year 2010. An additional truck will also be necessary. In 2015, two more sanitation employees and a truck will be needed to maintain the existing LOS. If the needs of 2015 are met, then by 2025, there should be only an addition of two employees and two vehicles by 2025, with no additional needs anticipated by 2030.

**Protective Services.** The City provides full service police and fire protection for the incorporated area. The following projections are based on existing data that was provided by the City. As the City incorporates additional land, the City should reconfirm response times and take the necessary steps to assure protective services.

**Police.** The City police department currently has a total of 60 employees. Of the total, 27 are uniformed officers, nine are Criminal Investigation Division officers, one is a training officer, and one is an animal control officer. All officers are issued a weapon and a portable radio.

The City owns and operates ten marked patrol units, four unmarked patrol units and nine unmarked Criminal Investigation Division units.

The City is divided into three patrol zones. Average response times within these zones for Priority 1 calls are five minutes. Priority 1 calls involve a threat to a life. All other calls involving non-life threatening situations average between five to ten minutes in each zone.



**POLICE PERSONNEL PROJECTIONS**

City of Dickson  
2015-2030

<u>Year</u>	<u>Officer</u>	<u>Staff</u>
<b>2012</b>	38	24
<b>2015</b>	49	23
<b>2020</b>	51	25
<b>2025</b>	53	27
<b>2030</b>	55	29

Source: City of Dickson, 2012

**POLICE VEHICLE PROJECTIONS**

City of Dickson  
2015-2030

<u>Year</u>	<u>Patrol Unit</u>	<u>Unmarked Patrol Unit</u>	<u>Unmarked C.I.D. Unit</u>
<b>1999</b>	10	4	9
<b>2005</b>	10	4	9
<b>2010</b>	11	4	10
<b>2015</b>	13	5	12
<b>2020</b>	13	5	12
<b>2025</b>	15	6	14
<b>2030</b>	18	8	16

Source: City of Dickson, 2012

Based on the industry standard of 2.5 officers per 1,000 persons, the department is currently at the ideal number. So, for population projections, the department should not need to hire additional officers until 2025. By 2030, the department should have a total of 40 officers to maintain the industry standard. However, for better patrol coverage, the department desires increasing its number of officers to the figures provided above.

Based on the current level of service, an additional nineteen vehicles will be needed by the year 2030. This does not include replacement of vehicles or additional specialty vehicles. Of the total vehicle needs, eight should be marked patrol vehicles, four should be unmarked patrol vehicles and seven for unmarked C.I.D. units.

Fire. The City maintains a full-time fire department. It is served by two fire stations. One within the downtown referred to as Station 1 and one on Pringle Drive referred to as Station 2. Each station oversees one of two zones within the City. The department currently has 42 firefighters and 2 staff, with 1 Fire Codes Inspector and 1 training officer.

The City owns and operates ten vehicles. Of these vehicles, two are engines (pumper trucks), one is a ladder (quint) truck, one tanker truck, one brush truck, one medical truck, two sets of heavy hydraulics, and five staff cars.

Each station can respond to the majority of the City within six-ten minutes. The largest areas beyond the six minutes response include:

- The northeastern portion of the incorporated area east of Old Columbia;
- Corner of Printwood Drive and Marshall Stuart Drive;
- Valleywood Drive; and
- Northern portion of Tanglewood Drive.

Level of fire protection service is risk rated by ISO (Insurance Service Office), which applies a rating system based on a scale from 1 to 10, with 1 being best service and 10 being worst (typically a lack of a fire department.) A community's ISO rating is based on several things, from equipment and firefighting staff to number of fire stations and their locations throughout the corporate limits. Dickson's fire department desires to maintain a 4 ISO rating. The 1999 plan anticipated that the City's ISO rating will increase if deficits in personnel weren't addressed by 2005. If the department's needs aren't met, the expansion of the City will put a strain on existing facilities as response times are increased and the City seeks to maintain the current level of service.

To maintain its current ISO rating, the fire department requests an additional 159 firefighters by 2030. Additionally, 3 new staff consisting of one assistant chief, one additional fire codes inspector, and one additional training officer will be needed by 2030. To provide ideal level of service coverage area for the City, 11 additional fire stations are needed by 2030.



**FIRE PROTECTION PERSONNEL PROJECTIONS**

City of Dickson  
2012-2030

<b>Year</b>	<b>Total Firefighters</b>	<b>Total Staff</b>	<b>Total Stations</b>
<b>2012</b>	42	2	2
<b>2015</b>	81	3	4
<b>2020</b>	121	4	7
<b>2025</b>	161	5	10
<b>2030</b>	201	5	13

Source: City of Dickson, 2012

Additional equipment also will be required over the next twenty years. By 2030, a total of 38 fire service vehicles are needed. This will include the addition of: four Quint trucks, one ladder/platform truck, eight pumper/tanker trucks, one engine, one brush truck, two medical (BLS) trucks, three staff cars, four sets of heavy hydraulics, and one new aircraft firefighting vehicle (ARFF).

**FIRE PROTECTION VEHICLE PROJECTIONS**

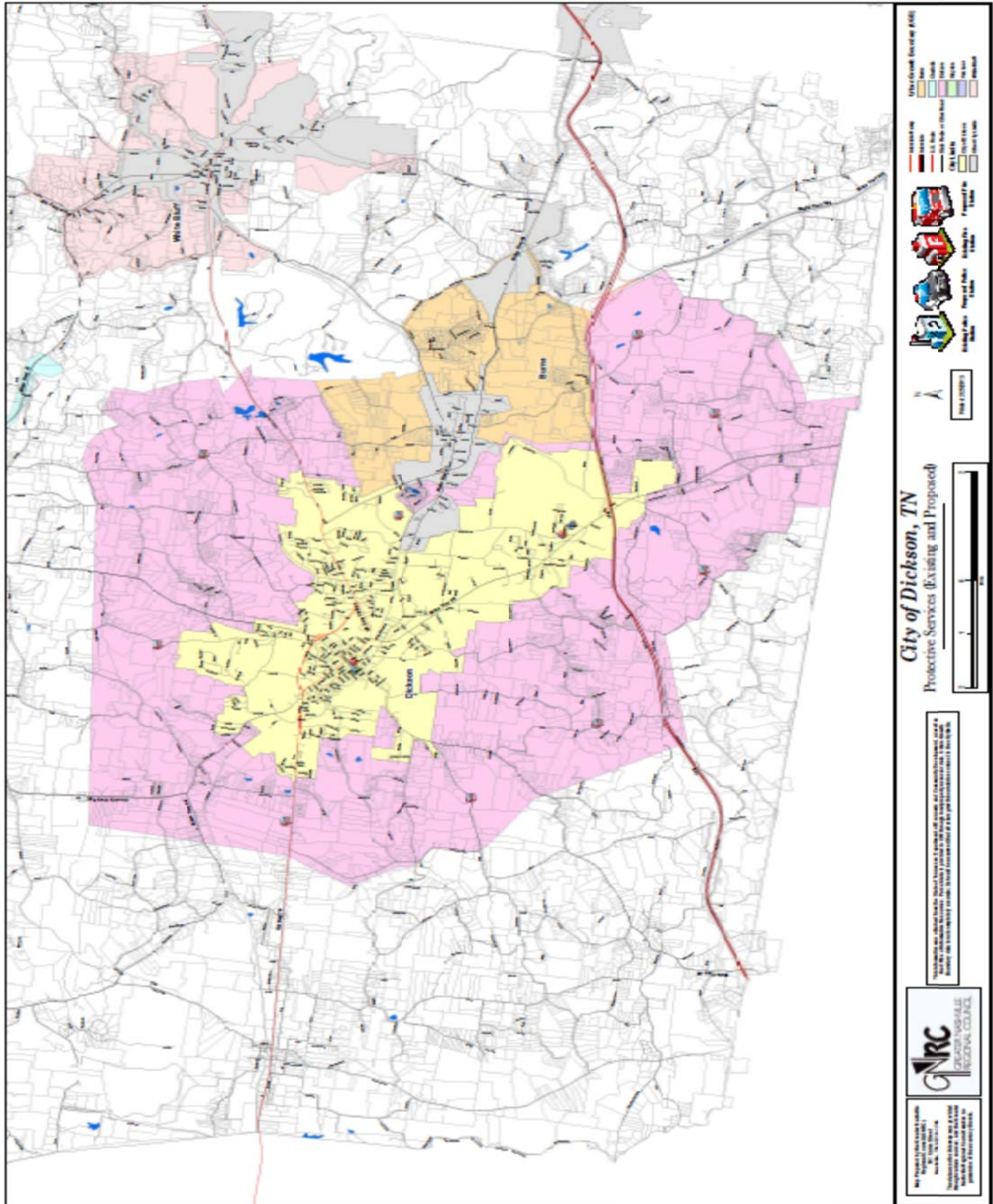
City of Dickson  
2012-2030  
(Total Vehicles by year)

<b>Description</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>
Engine	3	3	3	3	3
Quint trucks	-	2	3	4	4
Ladder/platform Truck	1	2	2	2	2
Pumper/Tanker	1	3	6	8	9
Brush Truck	1	1	2	2	2
Medical Truck (BLS)	1	2	3	3	3
Staff Cars	5	6	6	7	8
ARFF vehicle	-	1	1	1	1
Heavy Hydraulics	2	3	4	5	6

Source: City of Dickson, 2012



**Dickson Fire Station 2**





**Growth Impact.** The addition of any major thoroughfare improvements in the western growth area by 2030 will increase response times for the fire department in this area. Based on the Insurance Service Office recommendation that fire and emergency-related response times should not exceed five minutes, it is recommended that two additional fire stations be located within the northwestern and northeastern growth areas.

As the western growth area and southern portion of the City continue to develop, it is recommended that an additional police substation be located near the southern fire station. Additional patrols will also be necessary over the next twenty years.

**Parks and Open Space.** The City of Dickson operates 7 park facilities for the public provision of parks and open space. Both active and passive recreational opportunities are provided through a decentralized system. The facilities are not staffed on a full-time basis with the exception of the public pool in Buckner Park. The City's park system serves a population far beyond the incorporated area. Users of the park system come from Dickson County and other neighboring counties.



The following is a list of the facility classifications used within the City and the Planning Area. These classifications are based on their size, provisions and service area.

- **Regional.** Regional parks are typically over 50 acres in size and serve an area within 5 to 15 miles of the park. They are usually state or federally run facilities. Montgomery Bell State Park near White Bluff is an example of a regional park. Buckner Park is a community park that serves as a regional park.
- **Community Park.** Community parks are typically greater than 25 acres in size and serve an area within 1 to 5 miles of the park. They are oriented toward the needs of the community they are located within. Tensco Park and Lakeview Park are examples of a community park.
- **Neighborhood Park.** Neighborhood parks range from 10 to 25 acres in size. They serve an area within ¼ to ½ miles of the park. They are oriented to the needs of the immediate neighborhood. Luther Lake is an example of a neighborhood park.
- **Mini-Park.** Mini-parks are smaller than 5 acres. Their service area ranges from ¼ to ½ miles. They are typically oriented towards passive recreation due to their small size. Holland Park and Tice's Springs are examples of mini-parks.
- **Special.** This classification involves specialized facilities such as community centers, fairgrounds, and indoor swimming pools. The Dickson Authority Community Center and the Dickson County Fairgrounds are examples of special parks.

Level of Service (LOS). Level of service standard for park and open space facilities vary from communities based on their abilities to provide for facilities, environmental constraints and alternative providers within the region.

**EXISTING PARK FACILITIES**

City of Dickson  
2012

<b>Park</b>	<b>Classification</b>	<b>Acres</b>
J. Dan Buckner Park	Regional	250
Tennsco Park	Community	13
Lakeview Park	Community	27
Luther Lake	Neighborhood	14.5
Tice’s Springs	Mini-Park	0.25
Holland	Mini-Park	0.4
Dickson Housing Authority Comm. Ctr.	Special	1.0
Dickson Senior Citizens Center	Special	1.5
<b>Total</b>		<b>307.7</b>

Source: City of Dickson, 2012

Montgomery Bell State Park consists of 3,870 acres and is maintained by the State of Tennessee, Department of Environment and Conservation. The Dickson County Fairgrounds consist of over 20 acres and are maintained by the County government.

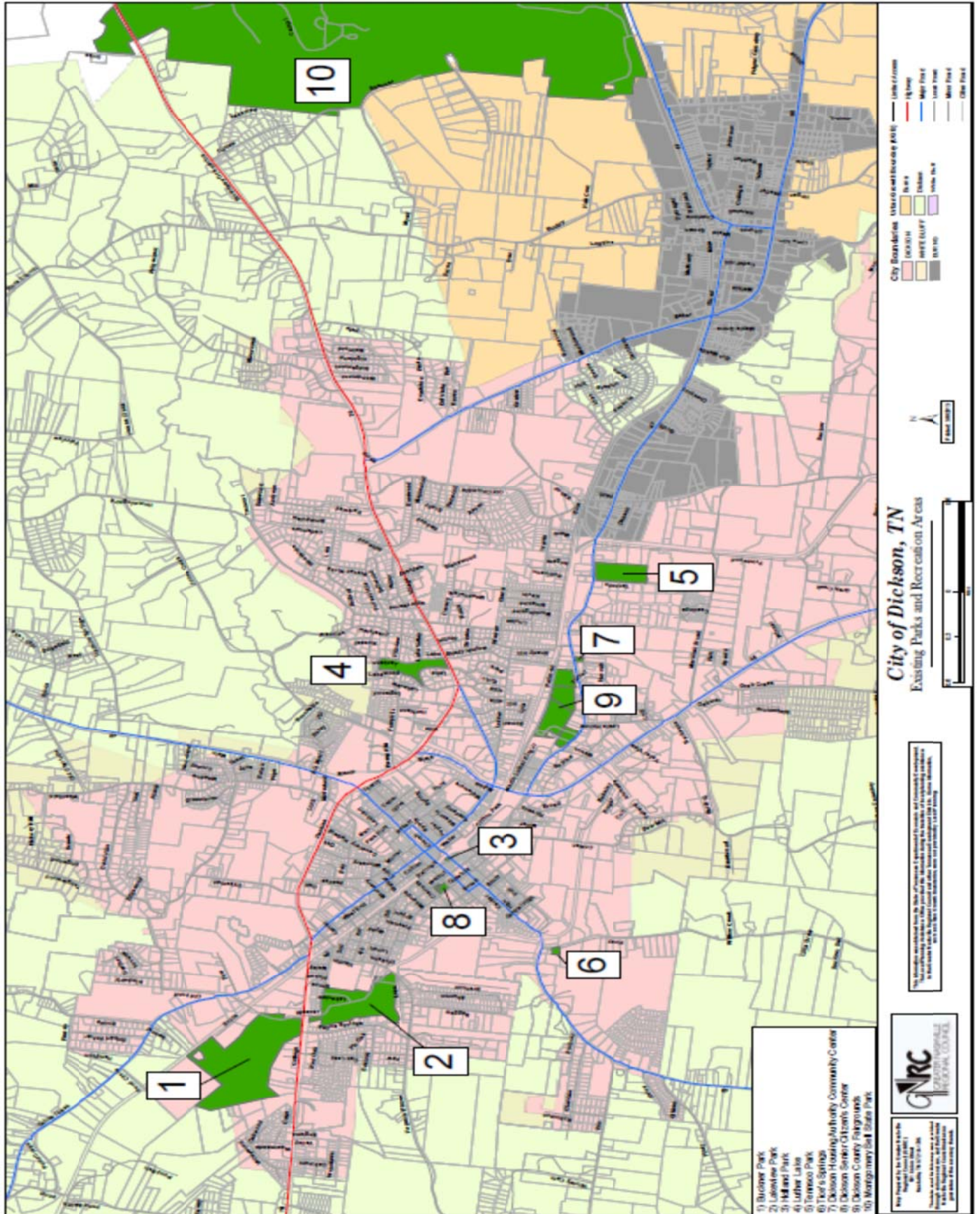
**CITY PARK RECREATIONAL/CULTURAL FEATURES**

<b>Features</b>	<b>Park</b>	<b>Number</b>
Playgrounds	Buckner	3
	Lakeview	1
	Tennsco	1
Baseball/Softball fields	Buckner	6
	Tennsco	4
Basketball courts	Lakeview	1
	Tennsco	2
Tennis courts	Buckner	6
	Tennsco	3
Volleyball courts	Buckner (sand court)	1
Soccer fields	Buckner	8
Walking	Buckner	2 (outdoor)
	Dickson Housing Authority	1 (indoor)
	Holland	1 (outdoor)
Community Centers	Tennsco	1
	Dickson Housing Authority	1
	Dickson Senior Citizens Center	1

LOS is based on three conditions:

- Type, number and appropriateness of facilities;
- Amount of land dedicated for active and passive recreation; and
- Accessibility of facilities.





The following table represents the type, number and ratio of facilities to population. The standards are similar to the National Parks Service standards. They are adjusted to take into account the high demand of recreation uses within and outside the City. Currently, there are no deficits in facilities, except a marginal deficit in basketball facilities.

**STANDARDS AND NEEDS FOR PUBLIC RECREATION FACILITIES**

City of Dickson  
2010-2030

Facility	Standards/Population	Current Facilities	2015	2020	2025	2030
Playground	1 per 2,500	5	6	6	6	6
Baseball/Softball	1 per 1,500	10	10	10	10	10
Basketball	1 per 2,500	3	6	6	6	6
Tennis	1 per 5,000	9	9	9	9	9
Volleyball	1 per 10,000	1	2	2	2	2
Soccer	1 per 5,000	8	9	9	9	9
Walking/Jog Trail	1 per 5,000	4	9	9	9	9

Source: City of Dickson, 2012

The 1999 plan identified deficiencies in several of the public recreation needs to 2020. However, in more recent years, the City has increased the number of facilities in all categories. Which, compared to standards per population projections, the City’s facilities should accommodate the population by 2030. It continues to be noted that these ratios are reflective of the community’s preference at this time. Preferences may change in athletics over the next twenty years, which would require additional facilities not represented within these projections.

Level of Service standards for park and open space related land are recommended as follows:

- Developed land = 5 acres per 1,000 persons; and
- Open space = 5 acres per 1,000 persons.

Developed land is defined as parks designed for both active and passive uses with improvements that impact the land. Open space is defined as areas that are used for passive recreation on a limited basis. These passive activities are low-impact uses that require limited improvements such as trails and overlooks.

Based on these standards the City meets the required land for both developed and open space over the next twenty years. However, 250 acres or 79 percent of the City’s parkland is located within Buckner Park. This leaves many other parts of the City underserved and requires citizens to drive to recreational facilities.

Park Improvements. To improve the equitable distribution of parks within the City, two new community park zones have been identified, one within the southern growth area and the other within the northeastern portion of the City. Specific locations within these areas have not been determined, although the southern park has been suggested to be located adjacent to the future Dickson Elementary School, which is scheduled to be built sometime after 2016.

According to the most current *Tennessee State Recreation Plan*, it is recommended that all of the community parks should be connected by a greenway system. The park would be oriented to serve the entire City and the residential growth surrounding it.

It is further recommended that a greenway system be established in an effort to:

- Connect the City's neighborhoods;
- Increase access to recreation facilities;
- Promote alternative transportation; and
- Provide migratory corridors for wildlife.

A greenway has been identified utilizing flood-prone areas, stream corridors, and existing City sidewalk system. In some cases, connections were made through areas not associated with either of these. These connections have utilized open space that is projected for future residential development. The City's existing sidewalk system has also been utilized to serve as a conduit between greenway phases with the goal to connect neighborhoods, the Downtown area, and both existing and prospective parklands, all while saving expenses for acquiring new easements and rights-of-way on private land.

The City has provided a proposed greenway system that will be done in three phases, beginning with Phase 1 at Buckner Park to Weaver Drive to Patterson Street at Main Street; Phase 2 from Main Street to Railroad Street to Church Street to College Street to Luther Lake to N. Hummingbird Lane at Hwy 70; and Phase 3 from Hwy 70 down S. Hummingbird Lane to the railroad tracks to Tennesco Drive down to Tennesco Park.

The City should consider federal and state funding sources for developing greenways. Whenever possible, developers should be encouraged to provide connections to the greenway within their development. Developers should be encouraged to provide neighborhood-scale park facilities within their developments, or otherwise design open space and walkable developments which can be connectible with the City's parks system and greenway/sidewalk system.

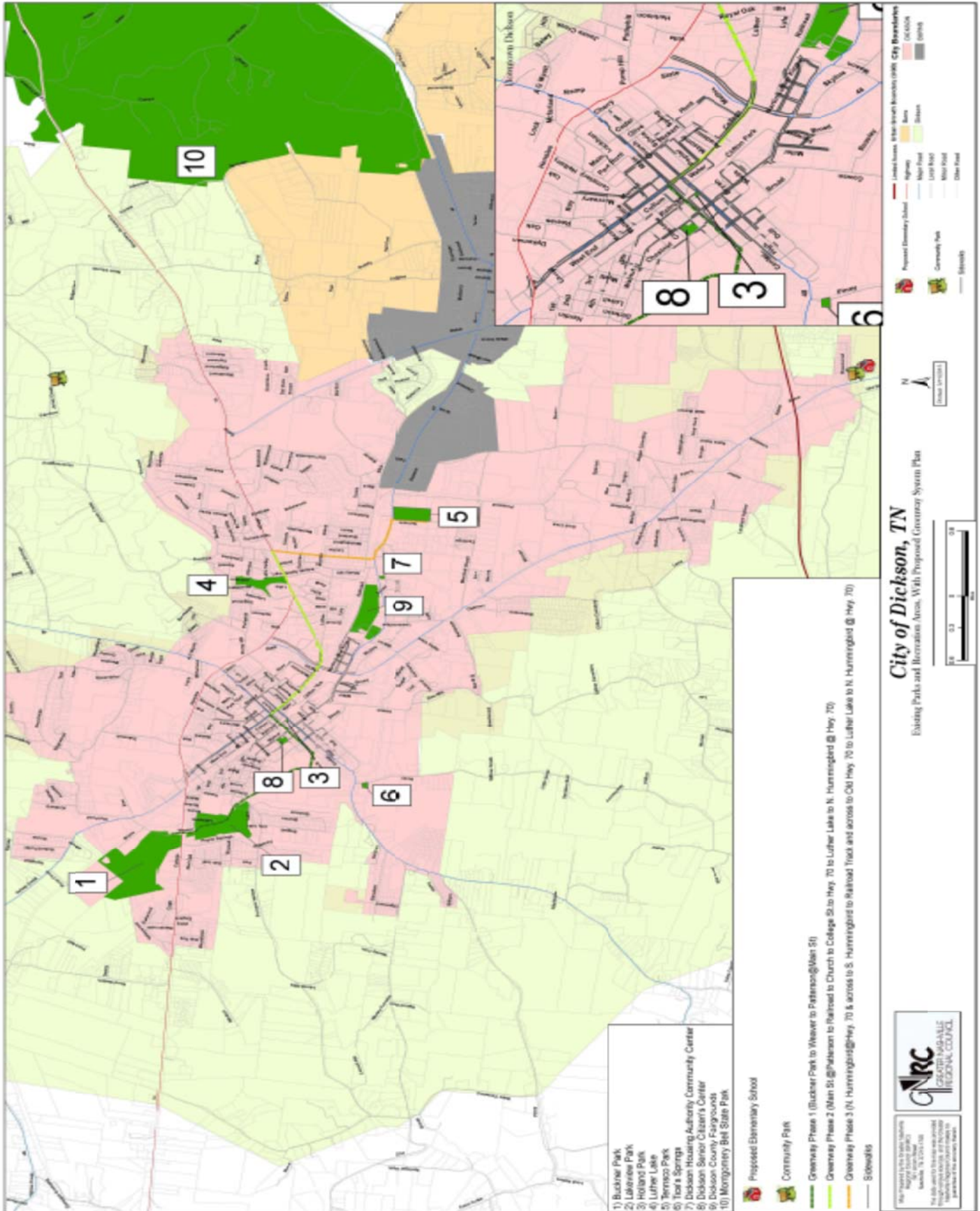
**Growth Impact.** To provide adequate public lands for parks based on the projected population growth and reduce residential proximity to recreational services, two new community parks are proposed for the City by 2030. The first park is to be located east of Greystone Golf Course near the future fire station by 2015, while the other located south of Exit 172 near the future elementary school by 2020. Both locations are recommended based on projected land development patterns in these respective areas, as well as a lack of parkland for area residents. The City is encouraged to select sites that are contiguous to existing development or adjacent to a proposed new public service such as the proposed fire station east of Greystone Golf Course, or near the new elementary school south of Exit 172. This would be a more cost-effective way to deliver public services when infrastructure is already available, and that the City's purchase cost of land could be more feasible.

**Schools.** The County operates 14 public schools throughout the six school districts that make up the entire county (Charlotte, Dickson, Oakmont, Stuart Burns, Vanleer, and White Bluff). In the City, there are currently 4 elementary schools: Centennial, Dickson, Oakmont, and the Discovery School. There is one middle school (Dickson Middle School), one high school (Dickson Senior High School), and one Adult Education school at the Dickson Middle School Annex. Minus the Adult Education school, there are currently 4,624 students in the City's schools (*based on 2011 figures.*)

There are three private schools in the county (United Christian Academy, Dickson Adventist School, and Dickson Academy.)

There are three post-secondary education facilities (Tennessee Technology Center, and two satellite college campuses for Austin Peay State University and Nashville State, which are located at The Renaissance Center.)





Currently, Student/Teacher ratios for the County’s schools are: elementary level--20:1; middle school level--22:1; and high school level--22:1. These ratios are on par with current Statewide ratios.

<u>School</u>	<u>Student Population*</u>
<i>Centennial</i>	767
<i>Dickson</i>	316
<i>Oakmont</i>	619
<i>The Discovery School</i>	234
<i>Dickson Middle School</i>	1,207
<i>Dickson County Senior High School</i>	1,481
<i>Dickson Adult Education School</i>	250-300

*\*Population figures for 2011 year*



In 1997, the school system embarked on the implementation of a master plan, which included extensive renovations, restructuring and new facilities. It was revised in 2011. The plan projected student populations for the County including the schools in the City through the year 2030. By the year 2016 it is projected that student enrollment for the City’s elementary schools will increase from 1,979 to 2,118 by 2030, or 7 percent. For the middle school, student enrollment is projected for 634 by 2016 to 678 by 2030, or 6.9 percent.\* For the high school, student enrollment is projected for 1,514 by 2016 to 1,620 by 2030, or 7 percent. These percentages closely follow the University of Tennessee’s projection for the City. By the year 2010, enrollment is expected to increase to 10,015 or 11 percent. Based on this trend, student enrollment is projected to increase to 11,016 by 2015 and to 12,118 by 2020.

*\*Note: Dickson Middle School is projected to decrease from the 2011 figures due to the completion of the new Burns Middle School by mid-2013.*

**Growth Impact.** In the 1999 plan, the Dickson County Schools Master Plan proposed an elementary school to be located on the south side of the City of Dickson by the year 2005. It was recommended that the new school be located within the 2005 urban growth boundary in the Grab Creek Road area, and built adjacent to a proposed park in order to share resources, as well as connect with the originally proposed greenway. However, based on the updated County master plan, this plan has been delayed until Phase 5 of the Master Plan, scheduled for sometime after 2016. A new middle school is scheduled to be built in Burns. It will be adjacent to the Stuart Burns Elementary School, which, once built, will relieve the need to expand Dickson Middle School at this time, as well as allow the 6<sup>th</sup> grade annex of Dickson Middle School (located at the old Sullivan Elementary) to convert the facility back into a 9<sup>th</sup> grade annex for the Dickson County High School. Which, in turn, this will relieve the near capacity level

the High School is experiencing. There are no new schools or significant expansions to the existing school buildings inside the City of Dickson within the next 20 years.

Many of the existing schools in the County, including those in the City, are scheduled for various additions and upgrades over the next 20 years, which will include adding classrooms, new kitchens, upgrades to comply with ADA requirements, mechanical, and other improvements.

**ENROLLMENT PROJECTIONS**  
Dickson County schools (*City only*)  
2016-2030

<b>School</b>	<b>2016</b>	<b>2021</b>	<b>2026</b>	<b>2030</b>
Centennial Elementary	784	802	820	839
Dickson Elementary	323	330	338	346
Discovery School	239	245	250	256
Dickson Middle School	634	648	663	678
Dickson County Senior High School	1,514	1,548	1,583	1,620
<b>Total students</b>	<b>3,494</b>	<b>3,573</b>	<b>3,654</b>	<b>3,739</b>

Source: Dickson County Schools, 2012.



**The Renaissance Center**

**Development Issues**

Through interviews with community leaders of Dickson, Dickson County, and neighboring communities, the following development issues were identified.

Housing. The City of Dickson is experiencing a shortage in affordable housing options. Many of the interviewees felt that the development pressures on the area had driven prices beyond the \$80,000-100,000 range making it difficult for the first time home buyers to afford housing in the area. They also felt that the lack of diverse housing options has attributed to the rise in property values and rental rates. The lack of affordable homes and rentals has diminished the City’s ability to maintain an adequate workforce for attracting new industrial and commercial opportunities.

Managed Growth. The immense growth that the City and the County has experienced over the last decade has led to ad hoc development patterns. Recognizing that this growth is continuing, and is likely to increase in the future, many interviewees felt that the City and the County should look ahead and

manage growth in a cost-effective manner that maintains the quality of life of the citizens. They expressed their concerns that the area may lose the qualities that make it a desirable place to live.

Mobility. Dickson's transportation system capacity is increasingly being put to the test. Interviewees felt that traffic congestion was a leading concern of the City. This was due in large part on the reliance of Highway 46 as a major connection to I-40 has created serious bottlenecks in the traffic system. In order for the City to grow it needs to expand beyond Highway 46, or seek alternatives such as adding additional signal lights or the redesign of intersecting streets, or both. To do this the City will need to analyze its current traffic conditions and patterns and provide suitable alternatives such as the ones mentioned in the previous section. There is a need for new east/west connections through the City and improved north/south connection away from Highway 46. The railroad has also contributed to the traffic problem by creating a barrier within the City's central core because of a lack of separated crossings for both vehicular as well as pedestrian.

Economy. Currently, the City is experiencing a shortage of developable commercial land that is accessible. In order to meet these needs and future needs, additional land will need to be provided. Interviewees had mentioned that businesses were looking to relocate to Dickson, but were turned away because there were no adequate parcels available for development. As the population has risen, there has been an increased strain of the resources of the community. Many interviewees felt that additional land for commercial and industrial development needed to be provided in order to maintain a tax base that supported current level of services.

Many of the interviewees also expressed the desire to continue to diversify the economy. They do not want the City to be tied to a single industry.

Intergovernmental Coordination. Many interviewees felt that there was a lack of coordination and communication between the municipalities that make up Dickson County. This was seen as contributing to the ad hoc growth pattern.

### **Planning Recommendations**

In effort to meet existing and future needs of the community, the following planning strategies are recommended.

Managed Growth. It is recommended that the City pursue a planning policy that manages its growth in a cost-effective and predictable manner. This policy should support the needs of future growth and assure the protection of the resources that make Dickson a desirable place to live. In managing growth, the following is recommended.

*Targeted Growth.* The City should establish desired growth areas and prioritize them. Areas with the greatest return on investment should be primary targets for development. Development within these areas should be encouraged through a cooperative effort with the City and developer interest. The City should make the development process more manageable in these areas by assuring the availability of essential infrastructure (i.e. roads, utilities, and public services.) This is the rationale for the Future Land Use concept for selecting some areas to retain a low-density development character, while promoting higher density developments in other areas. For example, in the northwest corner of the UGB, the airport business park and future expansions to the airport, and concentrated regional commercial are recommended higher density developments, while the surrounding area is recommended for low-density/rural residential character. The developments that will become potential job incubators and generate revenue for the City will promote investment in expanding and improving the infrastructure,



provided greater return on investment in an otherwise rural area. A similar rationale is also used for the future interstate industrial area in the southeast corner near SR 840.

*Development Fees.* Developers today understand that their developments impact cities beyond the borders of their development. Development fees have become a means of dealing with this impact. The City should consider the implementation of development fees as means of offsetting the impact of development. These fees should be reasonable and used for the purpose of facilitating development. It is recommended that development fees only be applied to commercial and industrial development, since they have the greatest impact on community resources. This would also reduce the burden on housing.

*Contiguous Development.* The City should encourage a land development pattern that is contiguous to existing development. A contiguous development pattern is the most cost-effective way to deliver services because public services are immediately available. This could be accomplished by reducing or waiving development fees. Connection between individual developments should also be encouraged.

*Cluster/Planned Developments.* In an effort to conserve open space and the rural character of the City, cluster developments and planned developments should be encouraged. These innovative developments also reduce the development cost for the developer and the development's impact on the City. The City's current zoning ordinance permits these alternative styles, which should continue to be encouraged. Clustering of commercial uses where businesses can share parking curb cuts should also be encouraged. All cluster and planned developments should provide pedestrian amenities such as sidewalks, benches and post lighting less than 14 feet, in order to reduce the number of automotive trips within an area.

*Mixed-Use Developments.* Within high and medium density residential districts, mixed-use developments should be encouraged. Mixed-use developments could include a mix of housing types, small-scale convenience commercial uses, schools, and recreational uses. Pedestrian scale amenities should be encouraged within these developments. By providing a mix of uses that are pedestrian friendly, citizens are encouraged to use alternative transportation and reduce the number and distance of automotive trips.

Mixed-use developments are already encouraged in the City's B-2 zoning district, which is commonly located in the Downtown area. Many of the buildings in the core of Downtown are multi-storied, which sets the stage for a resurgence of this area with small shops and upper story residential habitation.

Recently, the City undertook a major investment to revitalize the Downtown area, resurfacing the streets, realigning parking, improvements to sidewalks with brick pavers, pedestrian crosswalks, landscaping and traffic calming devices, ornamental street lighting, and other pedestrian-friendly amenities. Phase 1 of this downtown improvement project totaled \$1.5 million in renovation costs was just completed November of 2011. Phase 2, which the City recently received nearly \$630,000 in grant funds from the State, will be used to further revitalize the Main Street corridor from Railroad Street to East Walnut Street. The City has recently applied for Phase 3. It is anticipated that with these phases completed, the Downtown area will thrive once again, providing a positive impact on the local economy, and making Downtown more accessible to residents and visitors. The downtown revitalization vision also includes the importance of enhancement and preservation of places of historical significance. This has influenced a proposal to create a historical overlay district which will include parts of the downtown area. However, this historic area hasn't been clearly identified with a thorough study of sites and the creation of a historic boundary, which will be followed by the creation of a historic overlay commission



Illustrations provided by Lose and Associates, Inc.

and overlay design standards. This should coincide with the suggested downtown parking analysis for adequate public parking needs.

*Infill/Housing Redevelopment.* The City should encourage the development of undeveloped areas within older areas of the City. These should be considered first because infrastructure and public services are already in place. This reduces the cost to the City to serve these new homes. Next consideration should be to identify developed neighborhoods and other areas of the City in need of substantial rehabilitation or reconstruction to provide more variety of homes, which can also satisfy affordable housing needs.

*Regulations.* The City should enact signage and landscape ordinance as a means of improving the quality of development.

Connect the Community. As the community continues to grow, the City will become physically larger in size and contain more neighborhoods. If provisions are not provided to connect the community both physically and psychologically, it can separate the community and disrupt the “small town” character the City enjoys.

It is recommended that the City seek to provide greater connections to the community. Greenways and pedestrian-scale amenities can be used to physically connect neighborhoods, commercial areas, cultural and recreation facilities. Recreation and cultural facilities should be established throughout the City in an effort to encourage social interaction. Connections to the downtown should be strengthened and its role enhanced for these types of activities.

The City should also consider psychological connections that establish Dickson’s identity. Gateways into the City should be enhanced with signage and landscaping in order to provide a sense of arrival.

Increased Mobility. It is recommended that the City increase mobility with the City and the region. The City can accomplish this through a comprehensive transportation system that includes automotive, pedestrian, bicycle, air, and public transit (shuttle to Nashville) networks. These should link the entire development areas together.

Affordable Housing. It is recommended that the City work to encourage developers to increase the supply of housing and provide for a wider range of housing choices. In effort to achieve this, it is recommended that a combination of infill, housing rehabilitation/redevelopment, and new land be made available within the City and its targeted growth areas, particularly areas already served by all utilities and roadways with sufficient capacity. Densities should be increased from an average of one unit per acre to 4 units per acre. Clustering and planned developments should also be encouraged. The City should consider a more thorough housing study which would include identifying targeted areas, specifying policy goals (one of which should be construction or preservation of affordable owner and rental housing), and implementation measures in order to capitalize on Tennessee Housing Development Authority (THDA) tax credit grant opportunities. This study could be executed through a Community Revitalization Plan. These methods consolidate cost for providing services and development cost, resulting in economically sound growth.

## **Implementation Schedule**

The 1999 plan emphasized a twenty-year growth plan to add 16,250 acres to the City phased in five-year increments, which by 2010, a combined 12,660 acres was targeted as potential growth area. However, only 2,736 acres have been added to the City to date. As mentioned previously, the reasoning for this shortfall was in part due to legal challenges to the City's annexation goals. In regards to the 1999 Implementation concept plan for annexing potential growth area, fractions of the 2005 and 2010 scheduled acreage, respectively, has been annexed. Of the 2005 schedule, scattered portions of the Grab Creek Road area, the Northwest Growth area, and the Western Growth area were annexed into the City. Much of the Eastern Growth area and nearly half of the Southeastern Growth area were annexed into the City as well. Of the 2010 schedule, portions of the Southwestern Growth area and the Southern Growth area were annexed.

As for future land use allocation, the 1999 Growth Plan forecasted a need for an additional 7,200 acres by 2020. With adjusted projected population and housing stock growth by the year 2030 in this update, the City's needs remain an additional 4,463 acres to achieve the original 2020 forecast for future development. When averaged incrementally, that equates to just over 1,115 acres every five years the City should consider annexing, if it so desires. To reiterate the point of alternatives to annexation, the City should encourage more infill development or cluster and PUD development types, or a combination of these.

As a result, the following is a description of each phase and its associated improvements. The 1999 plan provided tables for each phase indicating associated cost. As required by the growth plan statute, *TCA 6-51-102*, any annexation requires a plan of services study to be provided as part of the annexation process, which would better address costs to the City, and providing an implementation schedule which such services to be delivered and the projected timing for providing the services. Therefore, this revision has omitted those original tables. This revision also omits modification to the Implementation concept plan, since the proposed lands lie inside the UGB and are susceptible to annexation any time the City sees practical and compliant with Title 6 of the TCA. Potential growth area acreage has been recalculated to show the remaining 13,514 acres needed incrementally to 2030, which averages about 3,378 acres every 5 years.

As prescribed by statute, a municipality with an established urban growth boundary may elect to annex any portion of the area into its corporate limits, either by ordinance or by referendum. This implies that the City may annex acreage at any time, but it should be cautioned that the City should annex only what it needs in order to provide the same standards that it already is providing within the corporate limits, and consideration for infill and redevelopment, thus minimizing sprawl and stress on existing infrastructure and the costs of expansion. Any annexation must be contiguous to corporate limits as required by statute. However, this update continues the projected planned growth areas that were originally established to 2020 to define needs by 2030, minus the original annexation acreage goals.

**2015.** By 2015, an additional 1,115 acres is targeted as potential growth area.

- *Airport Area.* The area between Highway 70 and the airport involves approximately 2,600 acres. It is recommended that the City target the area near the airport as planned industrial and regional commercial, provided public services can be facilitated. Of the remaining land, a portion should be set aside for any future expansion of the airport, with the rest recommended to develop as low-density/rural residential.
- *East of Greystone.* The 1,550 acre area east of Greystone Golf Course is expected to develop as residential because of its proximity to the golf course. It should be encouraged to develop as

low-medium density residential with limited regional commercial in an effort to maintain its gateways to the community. A new community park is recommended for this area.

- *Southern Extension.* The area south of the existing corporate limits is expected to continue its development pace by 2015. It encompasses approximately 625 acres. It is recommended that public services be provided to this area. A portion of it should be used as regional commercial. The remaining land should be used as low-density residential.

Growth Impact. Based on the needs assessment of the plan the following will be needed to provide public services by the year 2015.

- ✓ Transportation
  - Transportation improvements as necessary
- ✓ Water and Wastewater
  - Water and Wastewater improvements as necessary
  - Repairs to wastewater system
- ✓ Fire Protection
  - Two new fire stations
  - Thirty-nine additional firefighters
  - One additional staff person
  - Two new quint trucks
  - One additional ladder truck
  - Two additional pumper trucks
  - One additional medical truck
  - One additional staff car
  - One new ARFF vehicle
  - One additional heavy hydraulics
  - Additional specialized equipment as necessary
- ✓ Police Protection
  - Eleven additional police officers
  - Three marked patrol units
  - One unmarked patrol unit
  - Three unmarked C.I.D. units
  - Additional specialized equipment as necessary
- ✓ Solid Waste Collection
  - Four additional employees
  - Two additional sanitation vehicles
- ✓ Parks and Recreation
  - Commence with first phase of Greenway system
  - Acquisition of acreage for a new community park
  - Any specialized equipment as necessary
- ✓ Miscellaneous
  - Street repairs as needed
  - Street lighting as necessary
  - Increase in City administration as necessary



**2020.** By 2020, an additional 1,115 acres is targeted as potential growth area

- *Southern Extension.* The Southern Extension extends towards the Hickman/Dickson County Line. It is comprised of 1,000 acres. The City should encourage this area to develop as low-density residential with limited regional commercial in an effort to maintain its entry corridors. A new elementary school is proposed, which could be situated adjacent to or nearby the new park.

Growth Impact. Based on the needs assessment of the plan the following will be needed to provide public services by the year 2020.

- ✓ Transportation
  - Transportation improvements as necessary
- ✓ Water and Wastewater
  - Water and Wastewater improvements as necessary
  - Repairs to wastewater system
- ✓ Fire Protection
  - Three new fire stations
  - Forty additional firefighters
  - One additional staff person
  - One additional quint truck
  - Three additional pumper trucks
  - One additional brush truck
  - One additional medical truck
  - One additional heavy hydraulics
  - Additional specialized equipment as necessary
- ✓ Police Protection
  - Two additional police officers
  - Additional specialized equipment as necessary
- ✓ Solid Waste Collection—No additions for this period
- ✓ Schools
  - Build new Dickson Elementary School
- ✓ Parks and Recreation
  - Commencement with the next phase of the Greenway system
  - Any specialized equipment as necessary
  - Build new community park adjacent to new Dickson Elementary School
- ✓ Miscellaneous
  - Street repairs as needed
  - Street lighting as necessary
  - Increase in City administration as necessary

**2025.** By 2025, an additional 1,115 acres is targeted as potential growth area

- *Southeastern corner.* State Route 840 is anticipated to inspire potential industrial development by this time period. The southeastern corner of the City's UGB has been suggested for a future interstate industrial park. However, the reality of this industrial development is impractical until public utilities and improved road access to 840 and/or I-40 have been implemented. If such infrastructure is not implemented by this period, this development goal will likely be delayed until 2030 or further.

Growth Impact. Based on the needs assessment of the plan the following will be needed to provide public services by the year 2025.

✓ Transportation

- Transportation improvements as necessary

✓ Water and Wastewater

- Water and Wastewater improvements as necessary
- Repairs to wastewater system

✓ Fire Protection

- Three new fire stations
- Forty additional firefighters
- One additional staff person
- One additional quint truck
- Two additional pump trucks
- One additional staff car
- One additional heavy hydraulics
- Additional specialized equipment as necessary

✓ Police Protection

- Two additional police officers
- Two additional marked units
- One additional unmarked unit
- Two additional unmarked C.I.D. units
- Additional specialized equipment as necessary

✓ Solid Waste Collection

- Two additional employees
- Two additional sanitation vehicles

✓ Parks and Recreation

- Acquisition of acreage for a new community park
- Commencement with the next phase of the Greenway system
- Any specialized equipment as necessary

✓ Miscellaneous

- Street repairs as needed
- Street lighting as necessary
- Increase in City administration as necessary

**2030.** By 2030, an additional 1,115 acres is targeted as potential growth area

- *Southeastern corner.* The future interstate industrial park near SR 840 (if not implemented by 2025 time period.)

Growth Impact. Based on the needs assessment of the plan the following will be needed to provide public services by the year 2030.

✓ Transportation

- Transportation improvements as necessary

✓ Water and Wastewater

- Water and Wastewater improvements as necessary
- Repairs to wastewater system

✓ Fire Protection

- Three new fire stations
- Forty additional firefighters
- One additional pumper truck
- One additional staff car
- One additional heavy hydraulics
- Additional specialized equipment as necessary

✓ Police Protection

- Two additional police officers
- Three additional marked units
- Two additional unmarked units
- Two additional unmarked C.I.D. units
- Additional specialized equipment as necessary

✓ Solid Waste Collection—No additions for this period

✓ Parks and Recreation

- Continue with any additional phases/additions for the Greenway system
- Any specialized equipment as necessary

✓ Miscellaneous

- Street repairs as needed
- Street lighting as necessary
- Increase in City administration as necessary

## PLAN IMPLEMENTATION METHODS

Introduction. The methods for implementation of the objectives and policies developed in this plan are already being utilized in the City. The planning commission and the Council may need to examine the effectiveness of current practices or regulations in achieving the objectives and policies mentioned in this plan. Where the identified methods are not currently being used, the City should consider taking the appropriate steps to do so.

Methods for Implementation. There have been twelve methods of plan implementation identified for the City of Dickson to utilize in the execution of this plan. Each of these is reviewed within this section.

- 1) Annual Planning Work Program. The purpose of the Annual Planning Work Program is to provide the planning commission with an evaluation of the City's overall planning program, and to establish a work plan for the year ahead. This annual report also serves as a report to the City Council and the citizens on the activities and goals of the planning commission. The report is prepared by the Planning staff using information obtained through consultations with staff members, planning commission records, and existing plans and land use controls. Included in this report is information relative to the City's comprehensive planning program, strategic planning efforts, land use controls, and community development services during each program year. For purposes of implementation of this plan, this report can serve as an important mechanism to implement these outlined strategies in the form of a work program on an annual basis.
- 2) Planning Commission Project Review. Under *Tennessee Code* Section 13-4-302, after the adoption of a plan, no public improvement project can be authorized or constructed in the City 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.
- 3) Zoning. Zoning is a legal mechanism that can assist the City in implementing a long-range 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.

Zoning for the City was first adopted in March 1972, and was replaced in July 1981. The current zoning regulations were adopted in June 2007. Future zoning map amendments should reflect the objectives and policies outlined within this plan.

- 4) Subdivision Regulations. Subdivision regulations, used in a coordinated manner with zoning, are another legal mechanism to carry out the recommendations of this 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 an equitable manner. These controls are necessary if sound, economical 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 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.

Subdivision regulations were first adopted in November 1972, which were replaced in January 1990. The current regulations were adopted in June 2008. As specified in this plan, alternative subdivision designs, such as cluster, conservation, and PUD subdivisions, are highly encouraged in promoting the preservation efforts identified in this plan while at the same time promotes self-sufficient and ecologically safe, sustainable communities. These alternatives to conventional subdivisions can offer solutions that can preserve sensitive lands for open space, offer pedestrian-friendly neighborhoods through trails and sidewalks, integrating neighborhoods to each other and create neighborhood-scaled commercial centers and public places where higher growth is anticipated.

- 5) Codes Enforcement. There are various types of codes that communities can adopt to ensure that construction standards are sufficient to protect the health and safety of occupants. The City's Residential Building 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 City 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 City has adopted the 2009 International Standard Building Code and has a building inspection staff to enforce all existing codes and ordinances and to monitor day-to-day activities in the community to ensure proper development procedures. Due to proposed growth and activity, the City should review this and consider hiring additional staff in the future.

- 6) 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 City and outlying areas, 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. Additionally, the utilities are organized as authorities governed by boards over which the City has no control or input. However, coordination of the utilities' development policies with the Zoning Ordinance and Subdivision Regulations can ensure that adequate facilities are developed within areas of municipal jurisdiction.

- 7) 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.

- 8) Infill Development. Utilization of existing, undevelopable land within a City 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. This was the theory behind Public Chapter 1101.
- 9) Redevelopment. With past development pressures on new undeveloped lands, the lack of affordable homes and rentals has diminished the City's ability to maintain an adequate workforce for attracting new industrial and commercial opportunities. There are identifiable areas in the City that need rehabilitation or reconstruction, which can provide a variety of housing stock to accommodate more income levels. Therefore, the City should consider a more thorough housing study to identify targeted areas, specify policy goals, and implement measures in order to capitalize on THDA tax credit grant opportunities. This study could be executed through a Community Revitalization Plan. This plan should involve a committee including representatives of the City, the Dickson Housing Authority, Habitat for Humanity, local home builders, and Dickson residents from the identified redevelopment areas.
- 10) Annexation. Annexation of additional lands is anticipated for the immediate future by all municipalities including the City of Dickson. The lands located within the City's Urban Growth Boundary (UGB) are susceptible to annexation as they see necessary to facilitate. Any modifications to the City's UGB shall be in accordance with Public Chapter 1101.
- 11) 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. Citizen input was welcomed with the crafting of the original plan and is further welcomed with any subsequent revisions.
- 12) Local Leadership. The City Council bears as much of the responsibility for implementation of this land use plan as does the planning commission. The planning commission has the sole authority to craft and adopt a land use plan and propose strategies from the objectives in its Annual Planning Work Program. However, as the City's decision makers, the City Council has the authority to adopt appropriate implementation strategies that will fulfill the goals, objectives and policies developed in this plan. It is important that the Council maintains a close working relationship with the planning commission so that the planning process is properly coordinated.

### ***Recap of land use and transportation objectives:***

#### Recommendations

- Improve traffic conditions on Hwy 46, Hwy 70, and other major thoroughfares by realigning intersecting streets and addition of red lights at strategic points versus new-builts
- Reduce the infiltration into the public sewer system to realize the full potential capacity of the existing system
- Add public services for solid waste collection, police protection, and fire protection
- Seek to provide greater access to recreation facilities within the community through establishment of gateways, greenways, and pedestrian-scale amenities in future development
- Add new community parks and connecting greenway system
- Protect and preserve the City's natural and historical resources, both citywide and the downtown area
- Increase mobility through a comprehensive transportation system that includes multi-modal efforts
- Encourage development of affordable and stable housing stock and a wider range of housing types
- Strengthen the City's central core with more walkability and public parking options
- Increase the availability of affordable housing and diversification of housing options within the City

#### Solutions

- Create a citywide recycling program
- Utilize the City's sidewalk system and incorporate into the greenway system plan
- Design gateways into the City enhanced by appropriate signage and landscaping to provide a sense of arrival
- Plan parks & recreation lands and greenway system in areas where land has impediments to more intense development
- Protect and preserve natural and historical resources by encouraging land trust, century farm and National and State Registers for Historical places, wildlife management, and other preservation means
- Conduct a thorough study of existing conditions in the downtown area for identifiable historic structures and establish a historic overlay district including a commission and design guidelines.
- Plan new schools near existing or new residential areas to improve accessibility by way of sidewalk and greenway system
- Consider development impact fees for commercial and industrial development
- Consider creating a planned business park near the airport and rail lines
- Work with the State, County, and the City of Burns to create a new access from the Industrial Park and more direct connection to I-40 and SR 840
- Seek grants from the plethora of transportation programs for available funding assistance
- Encourage land development patterns contiguous to existing development where utilities and infrastructure are present
- Encourage alternative developments such as cluster, planned unit development within medium to high density areas, and infill development by offering density bonuses as ways to conserve open space and support the City's stormwater retention program
- Encourage mixed-use developments in the Downtown area and offer incentives for street level landscape treatment, preserving historic storefront facades, and pedestrian-friendly amenities
- Provide express bus service, park & ride lots from Dickson to Nashville
- Locate new police and fire stations within radii of denser developed areas of the City
- Craft a Community Revitalization Plan as part of application for THDA grants assistance to redevelopment of blighted areas and provide more affordable housing
- Target areas already served by utilities and roadways with sufficient capacities and promote redevelopment with 4 units per acre-type densities