

**LAND USE
AND TRANSPORTATION POLICY
PLAN**

NEW JOHNSONVILLE, TENNESSEE

2006-2025

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2006-2025

**PREPARED BY THE
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CHAPTER 1

PURPOSE OF PLAN

INTRODUCTION

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

The New Johnsonville Land Use and Transportation Policy Plan covers a planning period of approximately twenty years, 2006-2025. The information presented in this plan should be used as a framework to guide municipal and county officials, community leaders, businessmen, developers, and others as they make decisions, which affect the future growth and development of New Johnsonville. The plan is not intended to supersede the responsibility or authority of local officials and department heads. Instead, it is designed to give the public and private sectors a basis to constructively use the interdependencies which exist between the various elements and organizations in the community.

The development goals, objectives, policies, and the implementation strategies presented in this plan should be periodically reviewed, and when necessary, updated to reflect unanticipated occurrences or trends.

SCOPE OF PLAN

This Land Use and Transportation Policy Plan is designed to formulate a coordinated, long-term development program for the Town of New Johnsonville. The preparation of a development program requires gathering and analyzing a vast array of information. The historic events, governmental structure, natural factors, and socio-economic characteristics of New Johnsonville are studied to determine how these have affected and will affect land uses and transportation facilities. Existing land uses and transportation facilities are analyzed to identify important characteristics, relationships, patterns and trends. From these analyses, pertinent problems, needs and issues relative to land use and transportation in New Johnsonville are identified. An amalgamation of this information is utilized to produce a Major Thoroughfare Plan and a Development Plan. The Development Plan, as presented herein, consists of two interdependent elements: the first being the identification of development goals and objectives and the establishment of policies for achieving them, and the second being

the creation of a development plan concept which visually illustrates the goals, objectives, and policies. The plan is not a detailed blueprint for future development, or a zoning map, which establishes districts permitting certain specific uses and excluding others. Rather, it is a guide for making these and other important decisions and should be used accordingly. To achieve the goals and objectives identified in the development plan, specific strategies or measures are outlined in an implementation schedule.

COMMUNITY GOALS, PROCESS AND METHODOLOGIES

The development of community goals and objectives is a primary product of this Land Use and Transportation Policy Plan. Essential to the development of these goals and objectives is citizen participation. Citizen participation is necessary to identify local needs and problems perceived by the community at large. Several methodologies are available for obtaining citizen input. The methodologies utilized in this Plan include presentation, interviews, and study groups.

Subsequent to the development of this Land Use and Transportation Policy Plan, the community will be in a position to evaluate the objective of promoting an orderly and efficient growth plan with the prevention of future blight or decline. It will specifically address the importance of conserving, modifying and improving existing community conditions.

CHAPTER 2
BACKGROUND FOR PLANNING
INTRODUCTION

To effectively plan for any community, gathering information concerning its background is necessary. The size and location of a community are important aspects of community development. Information on a municipality's early settlement and events affecting past development assists in planning for its future development. An understanding of the community's political history and governmental structure helps to reveal the atmosphere in which future planning will take place. Background data for the Town of New Johnsonville is presented in this chapter.

Location, Size and General Description

New Johnsonville located in the western portion of Humphreys County approximately 75 miles west of Nashville on U.S. Highway 70 on Eastern Shore of Kentucky Lake was incorporated in 1949. After the Town of Johnsonville was flooded out and the Kentucky Reservoir impounded in 1944, Johnsonville, known as Lucas Landing from 1855 to 1863, was named Johnsonville by Vice –President Andrew Johnson in 1863, when he officially opened the railroad line between Johnsonville and Nashville. After the fall of Fort Henry and Donelson, Lucas Landing was occupied by Federal Troops who established a depot of supplies for Sherman's Army. The town was laid out and platted in 1863. About 300 hundred lots were in the plat with a population of upward of 1,000 not including soldiers. After the war the town constantly declined.

New Johnsonville was incorporated at its present site, which is three miles upstream from the original town by Chapter 603, Private Acts of 1949 and revised by Chapter 77, Private Acts of 1971. The development of Kentucky Lake and the construction of the T.V.A. Steam Plant provided the impetus for the growth of the city. Much of the growth in New Johnsonville has been greatly influenced by industrial development.

The men who established New Johnsonville were influenced by conditions, which still affect its growth today and will continue to determine its growth in the future. The river harbor always been of major importance and has made the city a gateway to the surrounding areas.

Whether it was the highway or the rail system, New Johnsonville's industry and commercial establishment has been developed and sustained by the attraction of the ease of moving goods to it and through it. Today New Johnsonville has grown because the existence and activity of the facilities which serve it and major manufacturing facilities. The small concentrated area has grown from a small circle around the lakeshore to the urban area we know today.

The New Johnsonville population has grown from a zero population in 1949 to 559 in 1960 and 970 in 1970. Currently, there are an estimated 1905 people in the New Johnsonville Urban Area as of the 2000-population census.

GOVERNMENTAL STRUCTURE

Knowledge of the governmental structure of the municipality is an important aspect of planning for its future. A municipality's form of government, financial capability, and Planning Commission status directly affect its ability to plan for growth and development. The purpose of this section is to provide a general examination of the governmental structure of New Johnsonville, to briefly describe its functions, and to assess its potential influence on future development. New Johnsonville was chartered in 1949. New Johnsonville has a Mayor and Councilman form of government. Six Councilmen and a Mayor sit on the Board. Meetings of the Board are held monthly. The community has fourteen full-time employees and a volunteer fire chief and Fire Department. The employees are as follows:

- City Recorder -- 1
- City Clerk -- 1
- Police Department -- 3
- Public Works and Water Department -- 7
- Building Inspector by private contract -- 1
- Volunteer Fire Chief -- 1
- Volunteer Fire Department -- 24

Municipal Planning Commission

The New Johnsonville Municipal Planning Commission was established in July 5, 1949. The Planning Commission consists of six members. The officers of the Planning Commission are the Chair and Secretary. The Planning Commission meets on a regular monthly basis at the Town Hall and has been continuously active since its inception. The Board of Zoning Appeals consists of no members at this time.

New Johnsonville is served by the Middle Tennessee Regional Office of the Local Planning Assistance Office, Tennessee Department of Economic and Community Development.

The Town of New Johnsonville has a General Plan encompassing relative information and guidelines from 1962 to present. A Zoning Ordinance, Major Thoroughfare Plan and Subdivision Regulations are in place.

MAP

CHAPTER 3

NATURAL FACTORS EFFECTING DEVELOPMENT

INTRODUCTION

The natural environment, that is, the environment existing prior to urban development often dictates the pattern of land use or development in a given community. All development occurs within a natural environment, and that environment imposes constraints and limitations on development. These constraints may be slight, some may be severe. The climate, air and water quality, topography, drainage, flooding, wetlands and soils are significant natural factors, which effect development. Ignoring these factors can prove to be extremely costly to specific property owners as well as to the entire community. Not all land is suitable for development. Therefore, as land use development occurs, natural factors, which cannot be altered, must be considered in the plans for development. The limits and types of land use should be responsive to the natural factors in order to protect the welfare of the general populace. For example, extreme topography might exclude housing altogether and be indicative of better uses of land, such as extensive recreation, wilderness, agriculture, trees or other purposes. Soil types in any locality determine the sewerage requirements and ultimately housing location and density of growth. Ignoring these factors can prove to be extremely costly to specific property owners as well as the entire community. Through increased knowledge of these natural factors and the appropriate use of land, the mistakes of the past can be avoided for future development. The purpose of this chapter is to review and evaluate the natural factors influencing the land use patterns in New Johnsonville and its identified projected growth area. A generalized survey of the complexity of the natural environment extant within the New Johnsonville area is given. The intent is to identify those land areas which are suitable for development and those which are not. Finally, the impact of those environmental factors upon the suitability of the land for various uses will be analyzed.

CLIMATE

Climate is the composite of day to day weather factors over an extended period of time and includes such elements as temperature, precipitation, humidity, wind direction and velocity. Climate is a determinant of structures, occupations, recreational activities, type of clothing and public services suitable for particular areas. Climate also determines an area's energy requirements for heating and cooling buildings.

Due to the town's location in the Middle Tennessee area, the climate in New Johnsonville is characterized by considerable variation within the weather spectrum. Generally, the winters are relatively mild and the summers are warm, and rainfalls are

adequately abundant. This diversity of weather is primarily a result of the fact that although New Johnsonville is located well inland, it lies in the path of cold dry air moving southward from Canada and warm moist air currents moving northward from the Gulf of Mexico. These alternating currents frequently bring sharp changes and are chiefly responsible for daily and seasonal variations.

TEMPERATURE

The temperature element within the area is quite moderate. The average yearly temperature is 59 degrees Fahrenheit. January is the coldest month, having an average daily temperature of 44.9 degrees Fahrenheit maximum and 24.2 degrees minimum. The monthly mean is 34.5 degrees Fahrenheit. July is the warmest month with its daily average temperature having a minimum of 8 degrees and a maximum of 88.8 degrees. Variations below and above these averages are not uncommon.

On the average, clouds cover less than six-tenths of the sky between sunrise and sunset. Cloud cover is considerably less for April through October than during the other months of the year.

Of increasing importance with regards to temperature is the vastly increased costs of energy relative to heating and cooling degree days. A heating and cooling degree day is a measure of the difference between 65 degrees Fahrenheit and the average daily temperature. For example, a day with an average temperature of 35 degrees will have a 30 heating degree day. Conversely, if the daily average is 35 degrees, it would be a cooling degree day with value of twenty. This concept is based upon the theory that 65 degrees Fahrenheit is the lowest outdoor temperature which will maintain a 70 degree temperature indoors. Heating or cooling is required, and the amount of energy is proportional to the number of heating or cooling degree days. Seasonal heating degree days for the Middle Tennessee area average about 3,578 and cooling about 1,715.

WIND VELOCITY, AIR QUALITY AND WATER RESOURCES

Wind velocity and direction is a factor affecting development which all too often receives no attention until an immediate problem develops as a result of an initial disregard of the importance of this factor.

The most frequently cited example is that of a factory, which produces smoke or odor, being located so that prevailing winds carry the pollutants directly into living areas before they are dispelled into the atmosphere. This identifying characteristic of industry is being obviated somewhat by air pollution controls. Another no so common example but one which is of increasing importance is the placement and design of buildings so that the prevailing winds cause higher heat bills in winter and cooling expense in summer thereby increasing energy demands above what might be required.

At the present time, the air and water quality in the New Johnsonville area is good. Open space and the lack of highly urbanized areas is conducive to the maintenance of the purity of air.

The primary water source of the City of New Johnsonville is the Tennessee River. According to the latest information provided by the Tennessee Department of Environment and Conservation, the City of New Johnsonville is under no moratoriums

due to water and wastewater treatment problems. There are no air quality or water resource problems, which would directly affect the future land in New Johnsonville and its projected growth area.

TOPOGRAPHY

Topography is defined as the general configuration of the earth's surface, including its slope, geological characteristics, and other natural features. Due to varying geographic differences, the State of Tennessee has been divided into three physiographic provinces. These large surface divisions are the Appalachians, the Central Highlands, and the Mississippi Plain and Plateau.

New Johnsonville and Humphreys County lie within the Central Highlands Province. The county is further divided into the Nashville Basin, also called the Central Basin, and the Highland Rim. Each division has differing geographic characteristics. Elevations of the Central Basin range from about 600 to 850 feet above sea level and of the Highland Rim, about 900 to 1,200 feet above sea level. There is also the Highland Rim Escarpment, actually a transition zone between the different elevations of the basin and the rim. It is characterized by hilltops, steep-walled valleys, and dissected ridges and is the result of a mature stage of dissection of the limestone bedrock by stream erosion.

SLOPE ANALYSIS

Slope is the degree of rise or fall, or an expression of steepness, over land surfaces. A slope of 20 percent indicates the land elevation will rise 20 feet for each 100 feet of horizontal distance traversed.

In analyzing slopes in New Johnsonville, a four-category system was utilized. These have been chosen because they are generally agreed to be of particular value in determining the most appropriate use of the land based upon its slope. The slope categories are:

<u>Percent of Slope</u>	<u>Nature of Slope</u>
0 - 5	virtually flat
6 - 12	gentle slopes
13 - 20	moderate slopes
20+	rough and steep

The topology map depicts these four categories as they exist in New Johnsonville and the general vicinity. Most of the town lies on land with slopes of less than 12 percent.

Land Use - Slope Relationships

In order to assist builders, land developers, land planner, and other local officials in optimum land utilization, the following map, was developed. It shows the relationship between various categories of land use and the slope variations. It should be noted that both the slope data and the land use categories are very general in nature and may not be truly representative of very small areas of land e.g., a one or two acre lot. Also, the categories are quite broad encompassing many possible uses. However, the data do give an indication of the overall suitability in terms of slope for various intensities of development.

ILLUSTRATION 5
FOUR SLOPE CATEGORIES IN
NEW JOHNSONVILLE AND THE GENERAL VICINITY

SOILS

A soil survey of Humphreys County indicates there are 3,840 acres of Class I silt bottom land that is best suited for continuous row crops. The survey shows 142,695 acres of Class II land –undulating bottom, or undulating cherty gravelly soils, immediately drained – best suited for rotation cropland purposes, such as corn, small grain and lespedeza. A total of 13,000 acres of classes as Class III – poorly drained upland and second bottomland best suited for small grain and rotation with hay and permanent pastures.

These three classes – totaling 159,535 acres – constitute our best lands for agriculture (in descending order of agricultural usefulness). The remaining soils – 49,135 acres in Class IV, poorly drained upland cherty gravelly soil, best suited for hay and permanent pasture; 500 acres of Class VI, steep and cherty, best suited for permanent pasture; 138,925 acres of Class VII, very steep, very cherty, best suited for woodland – are those of less agricultural potential.

HYDROLOGY

Hydrology is the study of water - its distribution, quality, and its effects, both on the surface and below. Hydrology is significant to this plan because land use is perhaps the most important determinant of some characteristics of water. Water is significant due to its importance for all life on earth.

As a natural resource, the importance of water cannot be overemphasized. Without it, no life form can exist; with it, our existence is further complicated by the many complexities which occur as man disturbs the quality and balance of the water supply.

Hydrology and Land Use

How land is used by and for man, is a primary determinant of the hydrologic characteristics of an area. The impact of urban land use on the local hydrology is profound. Thus, included herein is a brief discussion concerning the hydrologic impacts of land use development.

The existing pattern of land use of an area; such as woods, fields, town, and roads are parameters within which hydrology operates. These parameters become hydrologic variables by which the effects of alternative planning patterns can be evaluated in hydrologic terms.

There are four interrelated but separable effects of land use changes on the hydrology of an area: changes in peak flow characteristics, changes in total runoff and quality of water, and changes in the hydrologic amenities. The hydrologic amenities are what

might be called the appearance of the impression which the river, its channel and its valleys, leaves with the observer. Of all land use changes affecting the hydrology of an area, urbanization is by far the most forceful.

A division of hydrology for large urban areas can become quite complicated. However, for New Johnsonville and other small urbanized places the problems are not nearly so severe nor complex. For example, changes in peak flow characteristics or in total runoff are not expected to be significant due to the fact that the amount of impervious surfaces in the drainage area is not expected to increase too greatly.

DRAINAGE

Management of the natural drainage ways within New Johnsonville is a vital component of the town's ability to ensure quality of life for residents and protection of private property. The Tennessee River is the primary drainage area for the town. To ensure quality growth, new developments should be designed with as little disruption of the natural drainage ways as possible. By allowing the natural drainage ways within the town to remain intact, the impact of all new developments will be lowered, resulting in less flooding problems.

FLOOD HAZARDS

The Tennessee River and its tributaries provides the town with many areas in which flooding is a challenging problem, especially as new development occurs. All new development will have to be done with a strong linkage to the flooding problems in the area.

As long as the floodplain consists of trees, open fields, or marshes, flooding is no problem. It is only when people's activities occupy the floodplain that hazards develop. It is, therefore, only logical that in order to eliminate flood hazards; development must be kept out of the floodplain. This can be accomplished in New Johnsonville through the enforcement of floodplain management and Planning Commission regulations.

LAND CAPABILITY

The purpose of the previous discussion regarding the natural environmental factors in New Johnsonville has been to develop awareness that different parts of the area have characteristics, which are suitable for some land uses, but not others. Factors such as soil suitability, slope, geologic conditions, hydrology, and climate have an effect upon land development. Together, these factors have profound impact on the ability of the land to support certain types of uses without degrading the natural environment; endangering public health or private property; and lowering the quality of life of all citizens of the Town of New Johnsonville.

The land resources in the New Johnsonville area are generally good, but certainly are not unlimited. Since there is a finite amount of land available for all uses, common sense dictates that it be used wisely. Indeed, the core reason for this plan is to provide a framework through which local officials, citizens, developers, and other stakeholders can make better informed decisions about how and where new development within the Town of New Johnsonville will occur.

CHAPTER 4

SOCIO-ECONOMIC FACTORS AFFECTING DEVELOPMENT

INTRODUCTION

This chapter will present a brief summary of population and employment trends pertinent to the preparation of the Land Use Plan for New Johnsonville. Strategies for community development, projections of land use needs, discussions of land use issues, and the relevance of land use plan to future planning documents, are all included within this discussion of the socio-economic factors affecting development within the town. These findings provide the basis of the current demographic and economic profile of the Town of New Johnsonville.

TRENDS SUMMARY

In order to formulate a sensible, practical, and workable plan for all stakeholders within the town, it is necessary to create a baseline understanding of the population, age, sex, race, employment status, occupation types, commuting patterns, and educational attainment of those residing in New Johnsonville. Other vitally pertinent information such as school age population and family characteristics can also be considered. It is only through a critical study of the past and current demographic and economic trends that any future plans can be created. It should be noted that the trends occurring in the town are not happening in a vacuum. Therefore, where appropriate, the pertinent information relating to trends within the country, the state, the nation, or globally are included.

POPULATION

Since population changes occur in a wider context, it is helpful to relate population trends of New Johnsonville to the entire county. As such, the following is a brief outline of Humphreys County's geographical area and population figures. Humphreys County measures 532 square miles and has three incorporated communities. These communities are New Johnsonville, Waverly, and McEwen.

The Humphreys County population figure was 15,795 in 1990. By 2000 the county population had grown to 17,929. The population of New Johnsonville grew from 1643 in 1990 to 1905 in 2000.

For the purposes of this plan the past changes in population and employment were examined for their implications for development within the Town of New Johnsonville. Of most significance are the projected changes in the population and employment within Humphreys County and New Johnsonville for the year 2025 Table I reflects population changes of three communities and Humphreys County from the years 1990 to 2025.

TABLE I
POPULATION OF AND PERCENT CHANGE OF
INCORPORATED LOCALITIES WITHIN HUMPHREYS COUNTY
1990 to 2000

<u>City/County</u>	<u>1990</u>	<u>2000</u>	<u>Percent Change</u>
Waverly	3925	4,028	2.6
New Johnsonville	1,643	1,905	15.9
McEwen	1,442	1,702	18.0
Total County	15,795	17,929	13.5

Source: US Census 2000

The population of New Johnsonville has remained relatively stable for the last few decades. From 1990 to 2000, there was a 15.9% increase in the total population. There was an overall increase in the total population of Humphreys County, with McEwen experiencing the most growth and Waverly experiencing the least growth. It is projected that by the year 2025 the continuing increase in population will result in the Town of New Johnsonville having a population of 2494 and the county a population of 22,778. A breakdown of these projects for each municipality and the county is shown in TABLE II.

In order to plan for the development of any community, it is necessary to know approximately how many people will be living in the area at a given period of time in the future. Such information is essential for water and sewer planning, for revenue planning, and for land requirements to accommodate future growth.

Projecting population for a small area such as New Johnsonville is at best a tenuous proposition. A small change in the economy not only of the town but also of the general area can have a vast impact upon New Johnsonville. In addition, due to the fact that job opportunities are generally located in the larger cities, the cost of commuting can have an impact upon the town. It is, therefore, necessary to relate the population of New Johnsonville to the population of a larger area for which more reliable projections can be made.

The location of New Johnsonville puts its residents within a manageable commute of job centers like Dickson, Waverly, and Camden. However, the most accessible employment centers are Dickson County and Humphreys County, therefore, they will be considered as the primary influence upon New Johnsonville. The technique of projection used herein is a "step-down" method whereby New Johnsonville population is related to a larger area, and the New Johnsonville Census County Division, which in turn is related to Dickson County. These relationships are projected by means of regression analysis, i.e., a mathematical way of calculating an average of past trends. In this way the growth trends of the region are applied to New Johnsonville.

* **Census County Divisions are used by the Bureau of the Census for data collection purposes and have readily definable boundaries.**

It is anticipated that the population figures for the Town of New Johnsonville will reflect a continual increase to the year 2025. The county should expect an appropriate population increase of approximately 3,869 persons. Table II reflects the population projections for the three incorporated municipalities within Humphreys County as well as the projections for the incorporated areas to the year 2025.

Table III depicts the racial and sex by age composition of the population in Humphreys County and New Johnsonville. The majority of the population in both Humphreys County and New Johnsonville are Caucasian with 95.5% being found in the county and 97.4% found within the Town of New Johnsonville.

Two and a half percent of the individuals residing in Humphreys County are Black/African American while one and three tenths percent are Black/African American in the Town of New Johnsonville.

Two- percent individuals in Humphreys County are of some other race. Two-tenths percent individuals belonging to some other race are found in New Johnsonville.

The majority of the Humphreys County and New Johnsonville population is between the ages of 18 to 64 years. Such that in the county 61.3% and in New Johnsonville 60.9% individuals fall in this age category.

EMPLOYMENT

The location of New Johnsonville in the western portion of Humphreys County and the transportation routes of the area indicate that most job opportunities for the residents are found in the labor market defined as Benton, Dickson, Houston, and Hickman Counties.

The ability of the labor market area to supply ample labor opportunities for the New Johnsonville labor force, particularly in industry is enhanced by an excellent rural road system and a moderate climate. The labor force in the labor market area is characterized by an eagerness to learn and work coupled with a high level of productivity, all of which are supported by a strong system of supply and demand.

TABLE II
MUNICIPAL POPULATION PROJECTIONS
2000 to 2025

<u>Town/County</u>	<u>2000</u>	<u>Percent Change</u>	<u>2005</u>	<u>Percent Change</u>	<u>2010</u>	<u>Percent Change</u>	<u>2015</u>	<u>Percent Change</u>	<u>2020</u>	<u>Percent Change</u>	<u>2025</u>
McEwen	1,702	3.3	1,759	5.8	1,861	4.7	1,949	3.7	2,022	3.2	2,086
New Johnsonville	1,905	7.2	2,042	6.6	2,176	5.6	2,297	4.5	2,400	3.9	2,494
Waverly	4,028	3.9	4,185	5.9	4,431	4.8	4,645	3.9	4,827	3.2	4,982
Unincorporated	10,294	6.1	10,923	6.2	11,609	5.3	12,222	4.3	12,751	3.6	13,216
Total County	17,929 22,778	5.5	18,909	6.2	20,078	5.1	21,112	4.2	22,000	3.5	

Tennessee Advisory Commission on Intergovernmental Relations Center for Business and Economic Research

TABLE III
POPULATION BY RACE AND SEX BY AGE FOR 2000

Race	Humphreys Co.	New Johnsonville
White Alone	17,125	1856
Black/African American Alone	527	24
American India and Alaska Native Alone	48	2
Asian Alone	46	6
Native Hawaiian and Other Pacific Islander Alone	2	0
Some Other Race Alone	29	2
Two or More Races	152	15
TOTAL	17,928	1905

Age	Humpheys Co.	New Johnsonville
19 years and under	4,694	510
20 to 64 years	10,580	1162
65 years and older	2,655	233

Sex		
Male	8,819	924
Female	9,110	981
TOTAL	17,929	1905

Source: U.S. Census Bureau

CHAPTER 5

EXISTING LAND USE AND TRANSPORTATION ANALYSIS

INTRODUCTION

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

EXISTING LAND USE AND TRANSPORTATION

Before a municipality can determine its future land use requirements, it is necessary that an inventory and analysis of existing land uses be completed. This land use inventory identifies and analyzes the various uses by categories and the amounts of land devoted to each. The FOLLOWING MAP depicts the various land uses in the Town of New Johnsonville as determined by a land use survey completed by the Local Planning Assistance Office and the New Johnsonville Planning Commission in 2005/2006.

The land uses depicted on the map are grouped into the following categories:

Residential: Land on which one or more dwelling units are located. This includes all single-family and multi-family residences, double and single mobile homes.

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

Utilities: Land on which utility structures or facilities are located. This includes water tanks, sewer plants and pump stations, electrical substations and telephone switching stations.

Public Services/Quasi-public: Land on which educational facilities, and all federal, state, and local governmental uses; utility structures or facilities; all churches, chapels, or places of worship; all museums, libraries, parks, and similar uses are located.

Industrial: Land on which the assembly, processing or fabricating of raw materials or products takes place.

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

ILLUSTRATION 11
(LAND USE MAP)

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

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

LAND USE ANALYSIS

This section examines existing uses of land in New Johnsonville. Through this land-use analysis, a breakdown of the different categories of uses is utilized. Us Highway 70 functions as a spine for nearly all development within the town.

As mentioned earlier, information concerning land use in New Johnsonville was obtained by a field survey completed by the Planning Staff in 2005/2006. Land use was mapped on a parcel-by-parcel basis and classified according to the major categories.

Within the corporate limits of New Johnsonville there are 5.6 square miles of land. Of this total land area, an estimated 55 percent is developed. Residential land comprises 60 percent of the total land. Approximately 5 percent is used as commercial. Approximately 20 percent is used for industry. Public/cultural and recreational uses comprise approximately 10 percent. Railroad and utilities comprise approximately 5 percent of the total area. The remaining 45 percent comprise vacant or undeveloped land. An analysis of each land use category follows.

Residential

The residential-land use category, as in most communities, occupies the largest portion of developed land in New Johnsonville. Like most communities, the traditional single-family detached dwelling unit is the predominant form of residential land use. Natural factors have a more significant affect on residential development in New Johnsonville and its growth area than they do in most communities. Flooding within the town has a significant affect on the residential development in New Johnsonville.

Commercial and Private Services

Land area in New Johnsonville utilized for commercial uses amounts to approximately 5 percent. and exhibits a diversified commercial approach. The major portion of the commercial development within the town is along Highway 70, illustrating how the Highway functions as a spine of all development within the town.

Industrial

There are several industrial sites presently in New Johnsonville. There are also industrial sites outside the city limits.

Public, Semi-Public

Public and semi-public land uses presently comprise approximately 10 percent of the total land usage. This category includes churches, town and fire hall, parks, walking trails and recreational areas, along with cemetery, post office, cultural, educational and civic uses. This percentage of open space and public land contribute to the character, beauty and livability of the community.

Utilities

Utilities provide the basic necessities required to make a livable community. Any new growth within the town will not occur unless and until adequate utility services are available to support the new growth.

ILLUSTRATION 12

WATER SYSTEM

TRANSPORTATION ANALYSIS

Traffic Circulation Patterns and Thoroughfares

Transportation issues that all communities face are often too complex to be addressed solely at the local level. The problems associated directly and indirectly with transportation require an increasing level of resources available to all levels of government. The society of today is dependent upon the movement of people and goods. With a greater trend toward working couples and commuting, more families are increasingly in need of more than one vehicle. In a community such as New Johnsonville, more commuting, and commuting to longer distances, to employment, shopping and entertainment is much more likely than in a larger community.

One of the most important factors in the sound development of any area is a street system that is well designed and properly maintained. There is a powerful linkage between land-use and transportation, so much so that the street pattern is often a prime factor in determining how land will be utilized. Therefore the current transportation system within the town is included in this analysis in order to augment the understanding of the New Johnsonville's current land-use pattern.

For the purpose of this plan, major thoroughfares are classified as arterial, collector, or minor residential depending on volumes of traffic, service function, and location within the circulation network. A description of the classification is as follows:

Arterial: Roadways that serve the major movements of traffic both within and through New Johnsonville. The main function is to move traffic through the town and connect to interstates (directly or indirectly), and to collectors. A secondary function is to service adjacent properties.

Collector: Streets that provide both moderate volume traffic service and land service. The traffic service function is to act as an interface between the local streets (land service) found predominately in residential areas, and major thoroughfares (traffic service).

Minor Residential: The primary function is to provide land access. Direct access is allowed to all abutting properties. Minor or Local street are not intended to carry through traffic other than to immediately adjoining streets.

All streets in New Johnsonville are paved. Most streets are in good condition, however others are in need of repair. Additionally, some of the streets may be too narrow with deep ditches adjacent to the streets causing a hazard problem.

Collector streets, based on current average daily traffic, appear to be adequate for some years to come. The design of these streets seems to be functional and does not pose any serious problems.

Safe pedestrian movement in New Johnsonville is hampered by the lack of a sidewalk system. To enhance pedestrian movement while ensuring its safety and well being, sidewalks are encouraged on at least one side of the street in built up areas and particularly in areas with a higher traffic flow.

Air/Rail/Port

There are no airport facilities located in New Johnsonville. Humphreys County has a small aviation airport that can serve the city and surrounding areas. The closest major international airport is in Nashville.

The CSX Rail Road passes through New Johnsonville. There are several railroad crossings within the town.

MAP 9
MAJOR THOROUGHFARE PLAN

CHAPTER 6

THE DEVELOPMENT PLAN

INTRODUCTION

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

It is not only the fact of change that must be dealt with, but the pace at which change occurs. As each community has a unique set of challenges resulting directly from change itself, it also has a unique set of conditions relating to the pace of that change. Within many small communities change comes very slowly and is confronted with great resistance when it appears. Moreover, the process of change is beyond the bounds of managerial capability. The material contained within this chapter takes an exception to this view. In the instance of a development plan for a community, the timing is at best very general and the end product is constantly changing.

Community plans are perhaps understood best when viewed, not as static product but as a process wherein efforts are directed toward the betterment of present and future inhabitants. The community plan is a moving target constantly evolving in its form. The impact of the plan is the functional contribution of improvements or changes in New Johnsonville. The effort is made to improve the efficiency and in some instances the function of physical elements so as to increase their contribution to the general health, safety, and welfare of those citizens who reside in or depend upon services and facilities provided in New Johnsonville.

It is important that the orientation of the plan be geared to the size, capability, growth, rate, etc., of the community for which the plan is prepared. The focus of the recommendations contained herein is on upgrading, where such is necessary, the existing environment, levels of service and economic conditions toward currently accepted norms or established standards, and maintaining those standards where such are now established within the community. The focus will meet this objective by jointly seeking to remove substandard conditions within existing development while moving to prevent the reoccurrence of these or similar conditions within new development.

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

ILLUSTRATION 10
DEVELOPMENT PLAN CONCEPT

MAJOR ASSUMPTIONS, FACTORS, ISSUES AND TRENDS

The major assumptions, findings, and trends identified in the preparation of this plan are presented below. These assumptions represent the findings of the previous chapters, and are the forces that frame the goals, objectives, and policies of this plan. The major assumptions, factors, issues and trends identified in this plan which will directly affect the future land use and transportation of the Town of New Johnsonville are as follows:

1. The local government will continue to support economic and community development and the municipality will continue to have a strong and productive planning program.
2. The lack of regional planning authority limits the municipality's control over development in its projected growth area; therefore, cooperative information exchanges between the county and the town are vitally important to ensure quality growth in the unincorporated area surrounding the town.
3. Natural factors, primarily topography and some flooding potentials limit areas for development in the municipality and its projected growth area.
4. Population growth is projected for the county during the planning period. The town will be one of the first centers of this population growth because of its location and transportation linkages.
5. Private services are projected to be the primary sources of employment for the municipality during this planning period. Additionally, commuting to employment sites outside of the corporate limits is expected to continue.
6. The municipality has enough vacant parcels or floor space that may indicate a way for aggressive commercial activity.
7. The municipality's water and sewer treatment capacities are adequate to meet the projected demands for future development with minor upgrading of the system.

DEVELOPMENT GOALS

To adequately plan and allocate for its future land use, it is necessary that a community establish general developmental goals. In the context of a future land use plan, a goal is a general statement reflecting the objectives in the areas of land development, transportation, and service delivery the community wants to achieve. The overall goal of this land use plan for the Town of New Johnsonville is to provide a quality living and working environment for the residents of the municipality.

The following goals are general statements that the New Johnsonville Municipal Regional Planning Commission believes to be the desires of the citizens regarding the future development of the area.

1. To preserve, protect and enhance the quality of life in New Johnsonville, while encouraging a more harmonious and higher standard of development.
2. To provide for adequate housing to meet the needs of all residents while ensuring that all residential developments provide pleasant and harmonious living environments; are served by adequate vehicular and pedestrian circulation systems; are served by adequate infrastructure; and are properly related to other municipal land uses.
3. To provide for an adequate supply of goods and commercial services with varied sites suitable for a variety of outlets.
4. To maintain its standing primarily as bedroom community while keeping a few industrial sites available for a very clean and unobtrusive industries.
5. To provide adequate and efficient public facilities and services, and to provide a diversity of cultural and recreational opportunities.
6. To provide utility services that effectively and efficiently meets and anticipates the needs of the municipality.
7. To provide an efficient and effective transportation system with appropriate linkages and capacities.
8. To encourage the development of vacant land which has less natural restrictions and which has the necessary infrastructure.

OBJECTIVES AND DEVELOPMENT POLICIES

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

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

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

GENERAL DEVELOPMENT AND GROWTH MANAGEMENT

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

The Town of New Johnsonville anticipates and welcomes growth and understands its importance as a part of those forces that beneficially affect the community's quality of life. At the other end of the spectrum, the policy of growth at any cost has long-term detrimental impacts and is not supported by the Town. The approach taken by New Johnsonville will be that of managed growth. To guide general growth and development the following objectives and policies are adopted.

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

Policies

1. Ensure that areas less suitable for development, due to natural factors, are developed only when appropriate remedial measures are taken.
2. Decisions on development proposals shall be based on an analysis of soils, slope, depth to bedrock, and location relative to flood prone areas.
3. Where the condition of land is in doubt, and it appears that an unsuitable condition might exist, the potential developer shall have the responsibility for undertaking the necessary studies to prove the feasibility of land to support the proposed development.
4. All development proposals will be assessed for the appropriateness of engineering design and the installation of all necessary drainage facilities and appurtenances.
5. The Planning Commission shall ensure that the pre-development run-off discharge rate of any site is not increased as a result of development. Proposed future developments should not increase flooding potential, substantially alter drainage patterns, or degrade natural water quality.
6. Areas located in a designated floodplain should be developed only in conformance with National Flood Insurance Program guidelines.
7. Major natural drainage ways, which are a part of the natural system of dispersing normal flood run-off in any drainage basin, should be protected from encroachment.
8. Ground water shall be protected by restricting the use of septic tanks to appropriate soil types and land formations. Most new development will be directed to areas on the sewer system.
9. Development proposals involving soil disturbance shall be in conformance with appropriate sediment and erosion control measures.
10. Areas of excessive slope should be conserved as open space if development would cause soil and/or water degradation, or where the terrain possesses special scenic or recreational value.
11. Areas with slopes in excess of ten percent should only be developed where engineering documentation is available to prove that no adverse affects will occur to housing construction, road stability, drainage and erosion.

12. Mature vegetation, particularly trees, should be protected and replanting should be required where existing vegetation is removed or disturbed during construction.
13. Vegetation should be used as an alternative to man-made devices for buffering, screening, insulation, erosion control and water quality protection, whenever practical.
14. The town shall develop appropriate criteria or measures to ensure the protection of environmentally sensitive and other valuable areas.

B. Objective: Coordination of the demand for public services with the town's capacity to supply them.

Policies

1. All new development, whether public or private, shall have appropriate infrastructure that shall be properly installed at the expense of the developer. Cost sharing of strategic utilities to specific areas will be considered when directed to serve growth areas identified in the land use plan and provided mutual benefit will be bestowed to the developer and the citizens of New Johnsonville.
2. All future expansions or extensions of the town's services, facilities, or utilities should be in conformance with a plan which phases the improvements in segments suitable to the town's ability to pay.
3. Services and utilities provided by the town should be used as a tool to direct or discourage development in specific directions.
4. Availability and capacity of existing services and utilities should be used as criteria in determining the location of higher intensity uses in the town and in decisions concerning annexation.
5. To aid developers in determining those areas most conducive to development, database maps of the infrastructure system should be routinely updated.
6. Developments with requirements beyond existing levels of police and fire protection, parks and recreation, and utilities shall only be allowed to develop when such services can be adequately provided and maintained.
7. Appropriate infill development should be encouraged to enhance existing development and to make more efficient use of existing services and utilities.

C. Objective: Preservation of the town's fiscal stability.

Policies

1. Fiscal decisions concerning major capital improvements and expenditures shall be based on a Community Facilities Plan and a multi-year Budgeting Program.
2. The town should establish annexation criteria in a long-range urban fringe study/annexation plan through which it will consider annexation proposals.
3. Urban development proposals that are contiguous with existing development within the town limits, or consistent with the town's phasing and annexation plans, should be encouraged through the extension of services.
4. Services provided by the town should be in conformance with an adopted phasing plan and shall not be provided outside the town prior to annexation.
5. The town should participate in the establishment of a permanent source of funds to provide financing for economic development.
6. The town should encourage preservation of the tax base through the practice of sound land use decisions.

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

Policies

1. The town should establish livability standards or criteria for assessing the impacts of development projects on the continued livability of the community. For growth management these standards or criteria should assess:
 - a. Environmental impacts such as water quality degradation, destruction of wetlands, etc.
 - b. Social impacts such as public safety, availability of community services, etc.
 - c. Economical and fiscal impacts such as budget constraints job creation or loss, etc.

- d. Impacts to public services and facilities, and transportation, such as water supply and treatment capacity, sewer treatment capacity, Average Daily Traffic (ADT) counts on major roads, etc.
2. Land use, site planning and urban design criteria should be utilized to promote pleasant, functional and understandable relationships between land uses.
3. Planning for community facilities and services should be based on the principal of maintaining or increasing the current levels of service provision.
4. Community development should concentrate on ways to encourage young people to remain in New Johnsonville/Humphreys County to live and work.

RESIDENTIAL

A large portion of the developed land in New Johnsonville is devoted to residential uses, consisting of single-family dwellings and a few multi-family, duplexes and mobile homes. There are few vacancies within the existing housing units in New Johnsonville. Assuming that the community will experience minimum population growth and that the average household size will remain at 2.42 persons, approximately fifty new housing units will be needed by the year 2025. Suitable land for this growth is available in town near existing utility lines or just outside the community.

To ensure the most appropriate development of existing and future residential areas in New Johnsonville and its projected growth area, the following development objectives and policies are adopted:

- A. Objective: Provide for a variety of housing types and densities for a wide range of family incomes, sizes and life-styles.

Policies

1. It is important that the quality of a rural environment be maintained. The quite and attractive atmosphere of the community's stable and residential areas should be preserved.
2. The elimination of blighting conditions throughout the community, especially within the residential areas should be promoted.

3. The town should ensure new and varied residential developments in environmentally safe and pleasing areas for all residents. There appears to be enough vacant land to host future well planned residential developments. Well-planned developments will enhance the livability of New Johnsonville, add wealth to the community and overall beautify the housing stock.
4. A pattern of development that is functional, sensitive to human and natural environment, which is enhancing to the character of the entire community should be created.
5. The town should allow housing types ranging from single-family structures to multi-family developments. Mobile homes should be properly located within an established residential mobile home (RM) district in mobile home parks. Older, substandard and dilapidated mobile homes should be discouraged.
6. Infill development should be encouraged but only in locations, which are comparable with surrounding residential densities.
7. Land use controls should be used to foster a variety of housing types compatible with the natural landscape.
8. The town should encourage and concentrate high-density housing development along major traffic corridors where water and sewer lines are available and with ease access to retail business, pedestrian amenities, cultural activities and parks.
9. The town should encourage low-density along local streets within proximity to service centers which are buffered from excessive noise, traffic, and conflicting development.
10. Higher density residential uses should locate in planned developments or in close proximity to existing higher density developments.
11. The town should ensure that the existing housing stock continues to be maintained and that new residential construction is developed to appropriate standards and guidelines.
12. The town should encourage the rehabilitation of existing residences, which can be purchased by low and moderate-income residents.
13. The town should encourage the preservation and revitalization of older neighborhoods.

14. The town should encourage the adoption of historic residential districts and zoning.
15. The town should protect structures and sites, which have historical values by registering them with the National Register of Historic Structures, and by seeking funds through available means for historic preservation.
16. The town should encourage sound development in suitable areas by maintaining and improving transportation facilities. This involves the development of safe and convenient circulation patterns for pedestrian and vehicular movement.
17. The promotion of a sidewalk construction and improvement program will support patterns for pedestrian circulation. This involves the assignment of a highest priority to areas of highest pedestrian use. A walking tour of historical homes and structures would benefit from a solid sidewalk construction design.
18. New residential development shall not be allowed in those areas where infrastructure is unavailable or inadequate to support such development.
19. The town should assure that all new roads are built to proper standards and have adequate rights-of-way.
20. New residential development should be designed to encourage the neighborhood concept and should be situated to be easily accessible to collector or arterial status streets.
21. Transitional land uses or areas (linear greenbelts) or other design elements should be provided between residential neighborhoods and commercial areas in order to enhance the compatibility of land uses.

COMMERCIAL AND PRIVATE SERVICES

The Central Business District located in the heart of town has been the focal point for commerce and private services in New Johnsonville since the early years of the community. Like many older Central Business Districts, this area has experienced some structural deterioration. The remodeling of existing buildings and infilling of vacant spaces should be encouraged. It is expected that most new development will be reflective of the residential development within the town.

The vital commercial and service areas of community should be protected and enhanced to help ensure their continued development in a planned environment which will strengthen the economy of the entire country. To guide the continuation and expansion of these essential commercial activities, the following objectives and policies are adopted:

- A. Objective: Take appropriate measures to ensure that the Town of New Johnsonville remains a viable center for commercial and private services to its citizens.

Policies

1. Future commercial developments and redevelopments shall be in compliance with a comprehensive plan for all commercial growth and development.
2. The town should recruit and retain business and service outlets that fulfill local market demands.
3. The town should encourage and support expansion of existing commercial areas and those that will result in the consolidation of commercial activities at central locations.
4. The town should encourage the adaptive reuse of existing structures in the Central Business District.
5. The town should expand and/or improve parking within the Central Business District.

- B. Objective: Ensure that all new commercial development meets appropriate standards and guidelines.

Policies

1. Attract commercial concerns, which will blend into the rural environment of New Johnsonville.
2. Encourage community projects to attract patrons and visitors to the downtown commercial areas by making it more visually attractive while retaining its unique and historically valuable properties.
3. Encourage a wide selection of convenience and shopper goods designed to serve the entire community.

4. Encourage the commercial and business community to participate in landscaping and other beautification projects.
5. All commercial developments shall be designed in compliance with appropriate site development standards.
6. Commercial development shall be approved in only those areas where infrastructure is available and adequate to support such development
7. Commercial development should be designed so as to minimize negative impacts to the existing transportation system.
8. Strip commercial developments should be discouraged in favor of cluster development with limited entrance and exit points.
9. Commercial uses, which are high intensity traffic generator, shall be located away from the Central Business District and on major collector or arterial status roads.
10. All new large-scale commercial developments shall be located on frontage or access roads with controlled ingress and egress points, when feasible.
11. All commercial and private service developments shall be provided with an adequate number of off-street parking spaces.
12. Commercial developments should be designed so as to minimize negative impacts to residential developments and to enhance the aesthetics of such developments.
13. To the extent feasible, landscaping or other screening shall be provided between commercial and residential land uses.

INDUSTRIAL

Industrial development in New Johnsonville is minimal. The consideration of an industrial/manufacturing site encompasses four critical location factors:

1. location in relation to major transportation routes
2. future availability of utilities
3. probable impact on adjoining uses
4. topography

With the exception of proper water supply and sewer facilities it appears that the opportunity is available to position light industrial or manufacturing facilities at a point where they may provide significant economic benefits.

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

- A. Objective: Retain the existing light industrial base and provide areas for some industrial development in the area zoned for that purpose or in other suitable sites elsewhere. Since most of the community is residential in nature, sites elsewhere are probably not feasible. Most of the industrial/manufacturing development is expected in the county.

Policies

1. The Legislative Body should support improvements in the local economy by maintaining industrial site locations and improving existing industrial site locations.
 2. To provide for additional industrial land and employment in New Johnsonville and provide town services to those industrial activities, the town should adopt a policy to annex additional industrial properties where it is determined that such annexations are feasible.
 3. The town and the Planning Commission should support appropriate road and traffic improvements at existing industrial locations and at other areas suitable for the expansion or location of industry.
 4. Public officials should cooperate with and actively support the Humphreys County Chamber of Commerce in its efforts to attract industrial prospects and to retain and promote the expansion of existing industries.
 5. Based on locally developed criteria, industrial land uses known or suspected of having harmful impacts on the health, safety and welfare of people, and those activities and uses which would degrade, retard, or otherwise harm the natural environment, or, the economic potential of the community, shall be discouraged from locating in the town.
- B. Objective: Provide appropriate standards and guidelines for new industrial development and for expansion of existing industrial use.

Policies

1. All industrial developments shall be designed in compliance with appropriate site development standards.

2. Industrial uses should locate near transportation facilities that offer the access required by the industry. Such uses should not be allowed to create demands, which exceed the capacity of the existing and future transportation network.
3. Industrial development should locate within the town consistent with the phasing plan for infrastructure, where the proper sizing of facilities such as water, sewer and transportation has occurred or is planned.
4. Landscaping, open areas or other screening shall be provided to reduce the conflict and soften the impact between industrial uses and other land uses.

PUBLIC SERVICE/CULTURAL AND RECREATIONAL

The adequacy of community public facilities is an important measure of a town's quality as a place to live. Such facilities provide basic services considered essential to the welfare of all citizens.

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

- A. Objective: Provide adequate and efficient public services and facilities, which meet the town's appropriate standards and guidelines.

Policies

1. The town should prepare a Comprehensive Community Facilities Plan based on local standards and needs.
2. In the allocation of resources those projects which tend to promote multiple goals such as land use, economic, environmental and energy conservation as well as the more identifiable ones directly associated with the individual public facility should be considered matters of particularly high priority.
3. Public facilities and services should be improved and expanded in accordance with an adopted Public Improvement Program and Capital Budget.

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

Policies

1. Decisions concerning the provision of recreation facilities shall be guided by a Community Facilities Plan for such facilities, and shall be consistent with the Capital Budget. A special recreation plan may help direct detailed attention of both recreational facilities and programs.
2. All private developmental proposals should be examined in light of their impact upon present and future public service costs. Every effort should be made to avoid building in unnecessary costs through approval of premature or improperly located private developmental proposals. While all such costs cannot be fully anticipated or perhaps even understood, this should not deter reasonable evaluation of these possible costs.
3. Multiple use of sites and facilities should become a goal in the consideration of any public expenditure. Construction and operational expenses, not to mention utilization associated with multiple use facilities, generally favor the use of such an approach. It is clear that the ends of both the user and the provider are better served where multiple use facilities are possible.
4. The town should enhance the opportunities for passive recreation through the creation of a town-wide greenbelt/green-way system that includes walking and biking trails.
5. Community and neighborhood parks should be developed and appropriately located within the town.
6. Cultural, entertainment and recreational facilities are as much a part of the needs package of the small community as they are in large cities. Moreover, there is a mounting evidence that to a very large extent the health and welfare of the public may be as directly impacted by the availability of these facilities as by other items, such as garbage disposal. If governments exist for promoting health, education and welfare of the constituents, then cultural, entertainment and recreational services and facilities are as much a part of that package as any other item.
7. The town should maximize the use of public recreational land through close coordination with federal, state and county officials.
8. The town should promote efforts to document, preserve and protect historic sites and structures in New Johnsonville.

9. Develop a recreational program to serve all age groups that is adequate for the community and is supported by all New Johnsonville residents.
10. Locate public and semi-public uses where they can best serve the citizenry.
11. Promote the organization of joint educational-recreational facilities.
12. Encourage the acquisition of needed public areas through gifts, reservations and dedications by private individuals, groups and enterprises.
13. Encourage the preservation of scenic and or environmentally sensitive areas.
14. Promote the installation of a public library.

UTILITIES

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

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

Policies

1. All new development, whether public or private, should have adequate utilities, which shall be properly installed at the expense of the developer. Where it is to benefit the community and economically feasible, the cost sharing of critical utilities in strategic areas should be considered.
2. The town should ensure that the municipal water and sewer systems are adequate to meet current and future needs.
3. The health of residents shall be protected through the production of State approved potable water and the safe and efficient collection and treatment of wastewater.
4. Through its budgeting process, the town shall plan early for any needed capacity expansions to its water and sewer treatment facilities to meet future needs and provide for future growth.

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

Policies

1. Adequate utilities should be extended into urbanizing areas on a priority basis with a rate differential between such areas and the municipality. These extensions shall meet health and safety standards.
2. Water and sewer lines of adequate size and location shall be required in all new developments and redevelopments.
3. The use of underground electrical utilities should be encouraged wherever feasible.
4. The location of utility structures for storage of equipment, pumps or similar materials should be adequately buffered and landscaped so as not to detract from the surrounding area.
5. The water distribution system should be periodically evaluated to ensure that water lines are of adequate size to provide adequate pressure for fire fighting and that a suitable number of fire hydrants are present in all developed areas. Present pressure deficiencies should be corrected.

- C. Objective: Establish guidelines for alternate sewer developments.

Policies:

1. The Planning Commission, Board of Mayor and Alderman, and town staff should work with community stakeholders in order to determine if the town should allow alternative sewer systems within the town.
2. If, through an open, community based decision process, it is determined that alternate sewer developments are to be allowed within the town, the Planning Commission and Board of Mayor and Alderman should establish guidelines for the allowance of alternative sewer developments relating to installations, ownership, and maintenance. Such guidelines should then be implemented within the appropriate land-use regulations.

VACANT LAND AND OPEN SPACE

Estimating the quantity of land that will be needed by a projected future population is a very inexact process. The amount of land needed in the various use categories is now, and will in the future, related to what New Johnsonville is or will become. Many factors interacting together will serve to make this determination. However, the fact that the future cannot be determined with exactness does not preclude effective planning for that time, nor does it restrain from the making of allocations of future space needs within certain limits.

As the community grows, a significant amount of the vacant land will be pressed into urban development. The largest portion of this land either cannot be developed or would be cost prohibitive to develop due to natural or other factors. Poor drainage is the major limiting factor. Some of the vacant land would be best utilized as open space. To guide the future development of the vacant lands in the Town of New Johnsonville the following objectives and policies are adopted:

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

Policies

1. Appropriately located public open spaces and general recreational uses should be provided to serve the local residents as well as visitors. These areas should be readily available and designed to serve all age groups.
2. The town should ensure that adequate amounts of open space areas are available for future populations.
3. Places of rare natural beauty and areas of historic interest should be preserved and maintained.
4. All publicly owned land should be examined for its potential open space or recreational use before being sold or disposed of by the town.

- B. Objective

1. Public support and approval of development proposals that result in the conversion of prime land should be reserved for those developments consistent with this plan and required for urban growth and development.

2. When possible, areas of excessive slope should be conserved as open space if development would cause significant soil and/or water degradation, or where the terrain possesses special scenic or recreational value.
3. A minimum percentage of open space should be conserved and managed in a natural condition. This can be achieved by using land trusts or conservation easements.
4. Vegetation should be used as an alternative to man-made devices for buffering, insulation, erosion control and water quality protection.
5. Filling and excavation in floodplains shall only be allowed when consistent with National Flood Insurance Program regulations allowed only after careful review of appropriate alternatives.
6. Mature vegetation, especially along stream banks should be protected from indiscriminate removal in order to enhance the aesthetic value of the landscape as well as to control erosion.
7. The town shall develop appropriate criteria and measures to ensure the protection and enhancement of environmentally sensitive and other valuable areas.
8. The development of smaller lot subdivisions while preserving open spaces should be encouraged. Special consideration to site planning, and a coordination of design elements with neighboring structures can make these lots an attractive development.
9. Smaller lots and solar orientation of buildings should be encouraged in order to achieve energy conservation through land use planning.
10. For privacy and solar efficiency, the zoning ordinance should place minimum restrictions on the use of fencing.
11. The use of trees to conserve energy and lend an aesthetic value to the town should be encouraged, particularly in new developments.
12. Trees should be planted at regular intervals along streets and in parking areas to reduce the air temperature in the summer and to add beauty year round.
13. Increased insulation of in the construction of new buildings should be encouraged in order to enhance energy conservation.

TRANSPORTATION

The long-range goal of the transportation plan is to provide a network of linkages that afford convenience, accessibility, environmentally friendly, energy efficient and economy in the movement of people and goods.

The basic goal of long term economy is best achieved through a system design which minimizes the distances of travel required for individuals to move from their residences to shopping, employment or other activities. Thus, there is need for a direct relationship between the pattern of land uses and the transportation system that links those uses. To the extent that the land use pattern is compact and functional, transit needs will be minimized, thereby reducing both the length and design section of the streets. This in turn requires less land for rights-of-way, less construction and maintenance and less fuel to move about the system.

A street system established according to a preplanned hierarchical design scheme could eliminate much redundancy and over design. Such a system establishes a street design according to projected usage rather than an arbitrary design section. All that is required is development of a plan which limits the footage of streets developed to what is actually required to meet transportation objectives and the willingness to establish ultimate design standards within areas as new development occurs.

Two primary factors affect the location of new development and to a large degree, the uses found within that development. These factors are transportation accessibility and public service availability. A community can direct its expansion into areas considered desirable and similarly avoid undesirable areas through the location of public facilities and transportation routes. Thus, it is possible for a community to promote land use, economic, environmental and energy conservation objectives through its transportation planning and implementing processes. Conflicts may be avoided and desirable ends encouraged by use of this very powerful tool. Two things are needed; a coordinated general plan that contains the elements of natural and man made systems and activities requiring coordination and an ability to implement the plan.

Today, as never before in our recent history, fuel economy must be a major element in any transportation planning process. We must begin to think in terms of how our systems will function in an era of rising fuel costs and declining availability. We may soon be faced with the necessity of providing practical alternatives to our present system, which is based almost entirely on use of the privately owned vehicle. The goal of fuel economy as well as the need for alternative transportation systems is both promoted by processes aimed at maintaining compact development wherein any adverse impacts of particular use are strictly controlled so as to avoid possible conflicts.

The future transportation system in New Johnsonville and its projected growth area will be affected by a number of factors. These factors include the existing street pattern, major impediments to traffic, location of major traffic patterns, parking needs, growth trends, construction of new thoroughfares, and the location preferences of new

development. Although a municipality cannot control all of the factors that will influence its future transportation system, it can provide some direction. The following objectives and policies are presented as a guide to achieving an adequate and efficient future transportation system.

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

Policies

1. Assure that all new roads are built to proper standards according the towns subdivision regulations and have adequate rights-of-way.
2. All new development whether public or private should have an adequate transportation system, which shall be properly installed at the expense of the developer.
3. All new major streets should be located in a manner that will minimize disruption to neighborhoods, open space-recreational areas, or commercial areas.
4. All segments of the transportation system should be designed and located to meet future as well as present demands.
5. Develop safe and convenient circulation patterns for vehicular and pedestrian movement.
6. Wherever possible, off-street parking shall be required for existing land uses. All new land uses, except for commercial and private service uses in the central business district shall be required to provide off-street parking facilities.
7. Promote a program of sidewalk construction and improvement. Assign highest priority to routes of highest pedestrian use. Existing sidewalks should be extended and improved.
8. Sidewalk widths should be between 4-6 four feet in width.
9. Sidewalks should be constructed to slightly slope so that they drain to the front yard rather than the street.
10. Where possible an alternate pedestrian network should be substituted for sidewalks, e.g., walking trails through common areas.
11. Encourage a walking tour of historic homes and structures.

12. Older streets in the town should be upgraded or improved through a continuing street improvement program.

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

Policies

1. Streets should be related to the topography and designed to minimize the points of traffic conflict and turning movements.
2. All new streets and other public ways shall be designed to incorporate drainage systems, which are adequate in size to handle runoff from anticipated developments.
3. All streets and other public ways shall be designed so as to provide the least interference with natural drainage ways.
4. All new streets and other public ways shall be designed and located in a manner that offers the maximum protection from flood and erosion damage.
5. Future roadways should be designed to incorporate appropriate landscaping to heighten the aesthetic and functional appeals both to motorist and surrounding residents.
6. The pavement width of all new streets should be shortened to reduce impervious materials and allow for more green space.
7. Street pavement widths in low-density areas should be between 18-20 feet.
8. Rights-of-way widths for a residential street should be 45 feet or less and should the placement of utilities.
9. Street signage and other safety features should be required at the time of development.

C. **Objective:** Look to alternative modes of transportation to employment centers.

Policies:

1. Begin to work with transportation officials at the regional, state, and federal level to explore alternative modes of transportation, including rail, bus rapid transit, or other such modes for the residents of New Johnsonville.

CHAPTER 7

PLAN IMPLEMENTATION

INTRODUCTION

The purpose of a Land Use and Transportation Policy Plan is to provide a flexible guide for future community development activities. General planning is a primary step in guiding community development, and the benefits derived therefore cannot be achieved unless planning principals and recommendation are converted into actual community policies which will influence development. Implementation is thus a crucial part of the planning process.

Successful implementation of the Plan is greatly dependent upon the active participation, support, understanding and cooperation of the governmental, public and private sectors of the New Johnsonville community. The participatory nature of the process serves an educational role and increases understanding of the planning program.

Effectuating the Plan is the primary means of achieving the state goal of the community. The utilization of tools for implementing the Plan can produce the desired results. These tools include the city's police power, which includes citizen participation, utility extension and improvement programs; and State and Federal Programs, which includes grant monies, consulting experts on specific issues, and specific services that are not provided by the town.

Regulatory Measures

The regulatory measures presented in this chapter are included within the scope of the "police power" of the town. The police power serves as the groundwork for those public property regulations, found by the courts to be consistent with the concept of due process of law and for which compensation to the owner by the city is not required. These regulations are justified on the basis of promoting the public health, safety, morals, convenience, order, prosperity, and general welfare.

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

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

METHODS FOR IMPLEMENTATION

There are ten methods of plan implementation identified for New Johnsonville to utilize in the execution of this plan. Each of these are reviewed within this section.

Planning Commission Project Review

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

Zoning

Zoning is a legal mechanism that can assist the municipality in implementing a land use and transportation plan. Perhaps the most powerful and inexpensive tool for implementing the land use plan, the zoning ordinance controls the placement of building on the land, building height, the amount of land required for off-street parking, and other important physical elements. 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 rights-of-way so that future widening is feasible. It can also prohibit overcrowding of building lots. Additionally, zoning can help stabilize property values and can help prevent deterioration of neighborhoods. In essence, the zoning ordinance attempts to produce a sensible land pattern by keeping compatible uses together, eliminating incompatible uses, and based on the plan, properly locating the various physical components of the town as they relate to each other and to the character of the land. Such zoning, however, is not a substitute for the plan, but merely one of the means by which its objectives may be achieved. These regulations are current and up-to-date.

Traditionally, zoning and land planning activities have divided land use into separate component, never mixing uses. The theory behind this practice being that when various land use areas are separate and distinct, the probability of a negative environmental impact is reduced. While negative impacts are reduced by separating land uses, the distance between shopping, working and living areas is lengthened. In an energy-conscious community, a limited mixing of land uses, particularly residential and commercial, is to be encouraged. Through this limit mixing, travel distances are reduced and energy thereby conserved.

It should be noted that movement toward mixed land use involves increased risk of possible negative impacts necessary that increased care be exercised in the location of all uses. Noise, glare, air pollution, truck traffic, etc., must all be considered with great care as each potential use is examined.

Infill Development

In relation to mixed uses, the town should encourage development of vacant parcels in preference to outlying tracts. In so doing, the goal of a compact development pattern is furthered and sprawl deterred. When considering uses, which may be appropriate for these tracts, the concept of mixed land use should be kept firmly in mind. In most cases, these areas tend to be served by existing infrastructure such as street, water, sewer, electric and gas; thereby eliminating normal costs associated with additional development. An abundance of vacant developable land is a costly luxury to a municipality. It results in under utilization of infrastructure due to low-density development. Infill development of serviced areas will expand the local tax base while better utilizing the infrastructure system. It is a goal of this study that most new development in New Johnsonville be of this type. The opportunities for infilling with mixed uses hold considerable potential for New Johnsonville as is the case with many small communities. Minimum lot requirements should also be considered. Smaller lots would be marketable while reducing sprawl and a community's energy consumption.

A modification of setback margins that would allow the siting of a house closer to the edge of a lot should be considered. This modification would make smaller lot development more economically feasible since a greater portion of the site would be covered the structure. The high densities that result from smaller sized lots and reduced setbacks encourage energy conservation through a dense development pattern.

Subdivision Regulations

Subdivision Regulations used in a coordinated manner with zoning, are another legal mechanism to carry out the recommendation of the Land Use and Transportation Polity Plan. Like zoning, subdivision standards allow the city to guide new residential and private development. They serve as guidelines for the conversion of raw land into building sites. In the absence of these regulations, land may be developed on a piecemeal and uncoordinated basis without adequate provisions for streets, utilities and other crucial improvements. Uncontrolled growth can result in unnecessary blight and high costs to the town. Most problems are best solved before land is subdivided and sold. After that time, the pattern of land development becomes frozen and any mistakes are usually irrevocable or too costly to correct.

Subdivision Regulations also allow the town to restrict development in areas unsuitable for urban development as a result of steep slopes, poor drainage or lack of facilities. Additionally, the controls provide for adequate rights-of-way, utilities, and easements.

Subdivision Regulations provide the guide by which a Planning Commission can review all proposed plats for subdivisions 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 better living conditions and greater stability of property values for the individual property owner. Such controls over the subdivision of land 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 significant open space for recreation and other public services is provided.

Codes Enforcement

An adequate code enforcement program is essential to any community where living quality is a primary objective. The building code enforces minimum standards of structural quality and safety in the construction of new buildings. The housing code allows the city to require that dwellings be maintained in a safe and healthful manner. Enforcement of codes benefits the entire community by helping to prevent deterioration and its adverse effect on adjacent property.

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

A system of codes functions only if accompanied by an inspection system. Code enforcement ensures the adequacy of new residential, commercial and industrial structures while also detecting and preventing the deterioration of existing facilities through periodic inspection. By reducing blight, property values become more stabilized.

The Town of New Johnsonville has not adopted a Building Code. By adopting a building code, there is much more that can be done locally in making decisions, which affect development. The extent, location, and timing of public improvements are major steps for carrying out a coordinated development policy.

Utility Extension Policies

Another significant tool for effective land use planning is the control over the extension of municipally owned and operated utility services. The placement of public facilities plays a key role in shaping future development. 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, the refusal to extend such services into an area generally assures that

only limited development can occur. Major fixed-site facilities such as parks, schools and community centers should be regarded as primary steps in community development policy, in that they create the focal points of the community or a particular neighborhood, and private developers find it desirable to relate their activities to these large installations.

Extension of water and sewer services on the other hand, should coincide with, rather than precede, actual development. Unlike schools and parks, most water and sewer lines cannot be installed in advance of development and yet render service. A major capital outlay is involved and not knowing exact future land use, the systems can be either under or over built. And such extensions would offer no guarantee that the lines would ever operate at total capacity. Appropriate utility policy would be to serve only those areas definitely undergoing development, preferably in coordination with the placement of major fixed-site public facilities.

The extension of utilities within the town of New Johnsonville has been minimal. When land has been subdivided and development has occurred the cost of utility extension has been in the hands of the developer with minor amounts shared by the town and the developer. The cost of utility extensions has been passed from the developer to the buyer of the lots and/or houses.

Public Improvements Program and Capital Budget

A long range public improvements program and shorter range capital improvements budget are logical methods of effectuating the Plan, of scheduling public facilities and of developing the means for the financing of them over the years ahead in accordance with the Plan. They are an avenue for placing the city's annual budgeting process on a sound planning and management basis. The 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 need 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. As such, it is a spending plan based upon definite priorities. By its nature, it makes the town government more efficient and assures that limited public funds will be spent on projects of the highest priority.

In compiling the budget, a list of needed improvements is first developed using the public improvements program as a guide. The list is based on the Plan, comparative needs, and replacement urgencies. Tax revenues, other funds, financing possibilities, bond retirement obligations, and fixed expenses are combined into one timetable for the purpose of comparing projected costs and revenues. A tax rate is then established to fund the budget. This, then becomes an annual process during the town's budget deliberations.

Annexation

Historically, as the population of municipalities increased, so has that of the suburban fringe areas that surround them. Residents and businesses are attracted to these fringe areas primarily because they can reap many of the benefits which municipalities provide without having to bear the costs. Serious consequences such as public health hazards, substandard services, wasteful duplication of services, inequitable distribution of tax burdens and benefits, and undesirable development resulting from non-existent or poor planning and zoning controls, can develop from a failure to annex.

Municipalities can best plan for and deliver the urban services required by fringe areas through annexation. If a municipality fails to expand its corporate limits, development will locate in the urban fringe where it will contribute little to the finances of the municipality, while increasing pressure on the facilities and services provided by the municipality.

Citizen Participation

One crucial aspect of the planning process remains, as the majority of homes, stores and other building are built by private citizens and groups acting on independent initiative. It has been said, "the only plans people really believe in are the plans that people make themselves." Therefore, plans cannot merely be made and handed over to the city for execution. Only when the plans reflect the sum total of the community's ideas can people care very much about carryout the plans.

Citizens can offer support for programs designed to achieve community goals. Successful citizens 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 participation through the various civic clubs, service, clubs, chambers of commerce and business and industry groups play a major role in the planning process and success thereof. Every year a myriad of private decisions are made by individuals and groups concerning various projects which will affect the development of the community. Moreover, many pressing problems find their best solution through the exercise of enlightened private incentive. With citizen support firmly behind planning and as an active part of the planning process, a greater number of decisions will be made in support of community plans and goals.

Local Leadership

The New Johnsonville Legislative Body bears most of the responsibility for implementation of land use plan. As the municipality's decision-makers, the Board 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 Board maintain a close working relationship with the Planning Commission so that the planning process is properly coordinated for the benefit of the citizens and stakeholders of the Town of New Johnsonville.

IMPLEMENTATION SCHEDULE

The purpose of a Land Use and Transportation Policy Plan is to provide a flexible guide for future community developmental activities. General planning is a primary step in guiding community development, and the benefits derived therefrom cannot be achieved unless planning principals and recommendations are converted into actual community policies which will influence development. Implementation is, therefore, the crucial part of the planning process.

Successful implementation of the Plan is greatly dependent upon the active participation, support, understanding, and cooperation of the governmental, public and private sectors of the New Johnsonville Community. The participatory nature of the process serves an educational role and increases understanding of the planning program.

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

Many of the tools can be implemented by assigning existing municipal staff, addressing issues with legislation, or continuing existing programming. Departmental work programs should be reviewed and evaluated with plan implementation objectives in mind as a part of the town's budgeting process.

CHAPTER 8

SUMMARY OF PLAN RECOMMENDATIONS

Based on plan findings and goals of the community, the following summary of plan recommendations is provided to serve as a guide for New Johnsonville decision-makers and others in making future decisions regarding land use, transportation and community facilities important to the economic and community development of New Johnsonville:

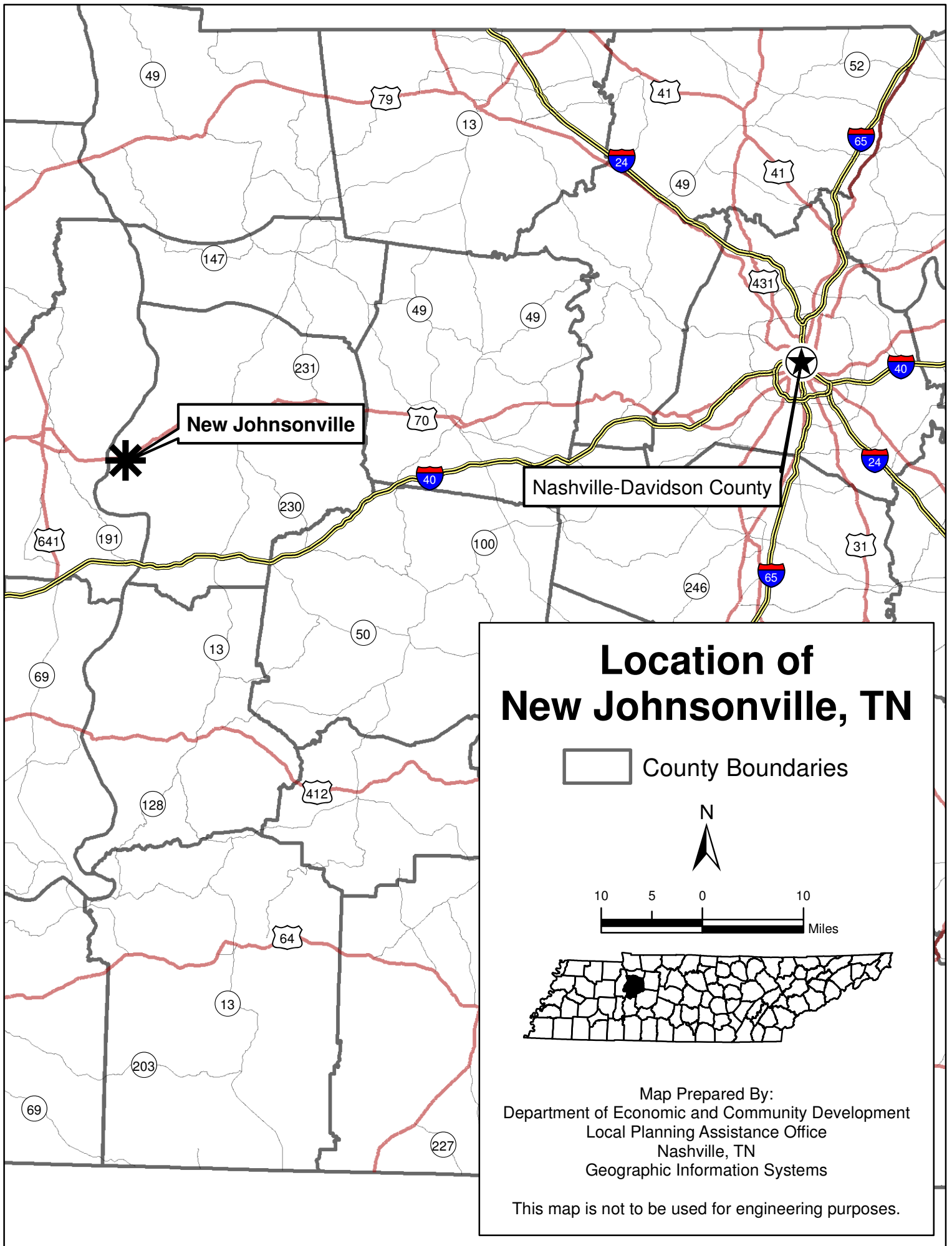
- Guide the expected growth in a planned and orderly manner.
- Encourage new residential, commercial and limited industrial growth in New Johnsonville.
- Guide the land conversion process using environmental controls to minimize the resultant degradation.
- Continue responsible subdivision plat and site review to control storm water run off and resist invading flooding.
- Continue clean air quality standards to preclude unhealthy pollution.
- Continue high water quality standards throughout the community.
- Using national and state laws and agencies such as the Tennessee Historical Commission, establish a policy on the preservation of valuable historic properties and structures.
- Seek and use established national and state laws along with the Tennessee Historical Commission and related agencies to place historic structures on the National Register of Historic Places.
- Continue high standards for solid waste control.
- Pursue the renovation of a Main Street Program utilizing the Department of Economic and Community Development.
- When applicable, seek to improve the fire insurance rating for the Town of New Johnsonville. Work with the Insurance Services Office to determine the fire equipment and hydrant needs required for an improved rating.
- Seek funds to upgrade development and recreational uses in the Town Park.

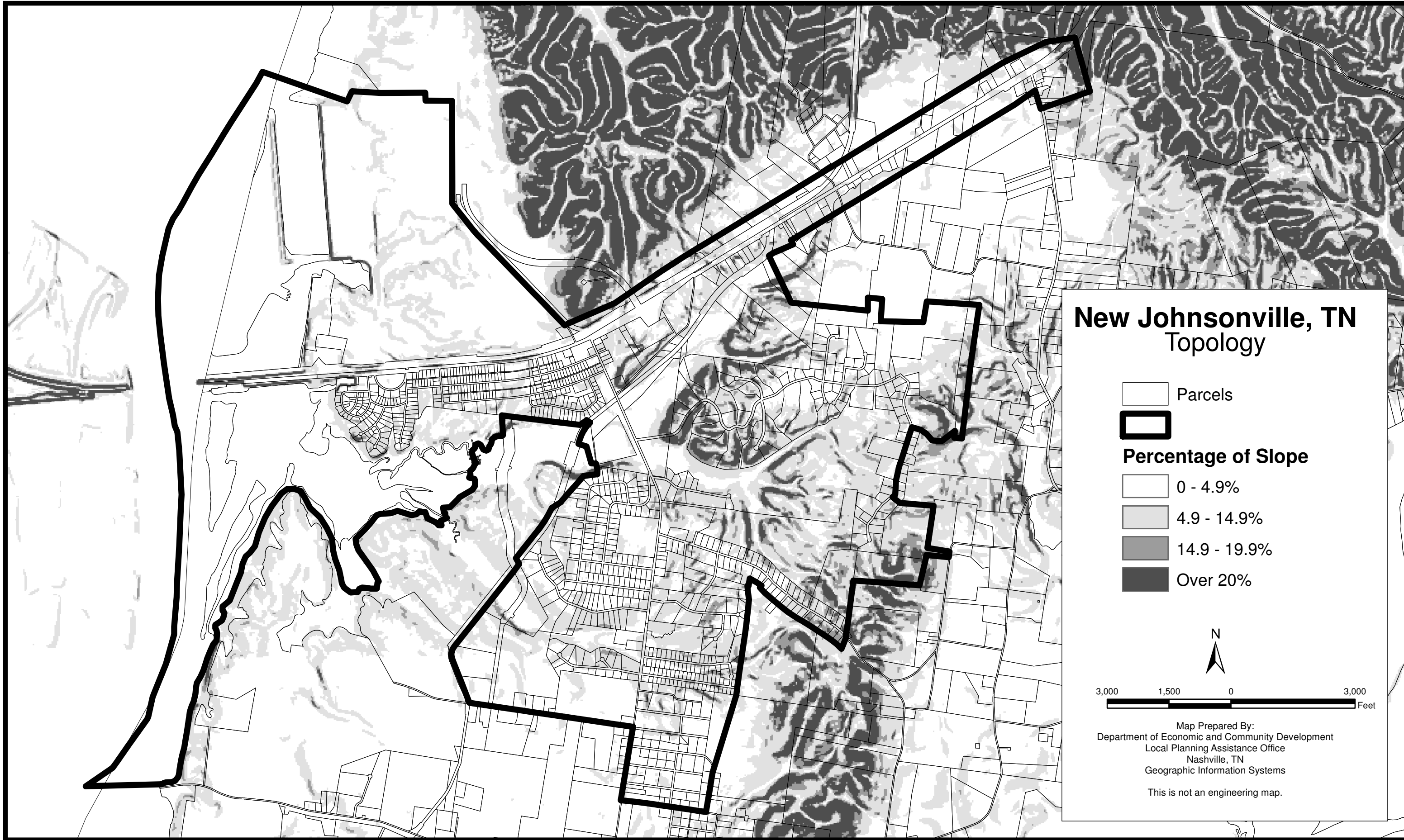
- Maintain an active Planning Commission to consistently enforce Zoning and Subdivision Regulations in a fair and equitable manner.
- Work with land developers and subdividers for the construction of affordable high quality housing.

CERTIFICATION OF ADOPTION

This Land Use and Transportation Policy Plan for New Johnsonville, Tennessee was officially adopted by the New Johnsonville Municipal Planning Commission as required in Section 13-4-202 of the Tennessee Code Annotated on _____, 2007.

Chairman





New Johnsonville, TN Topology

Parcels



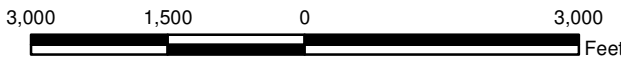
Percentage of Slope

0 - 4.9%

4.9 - 14.9%

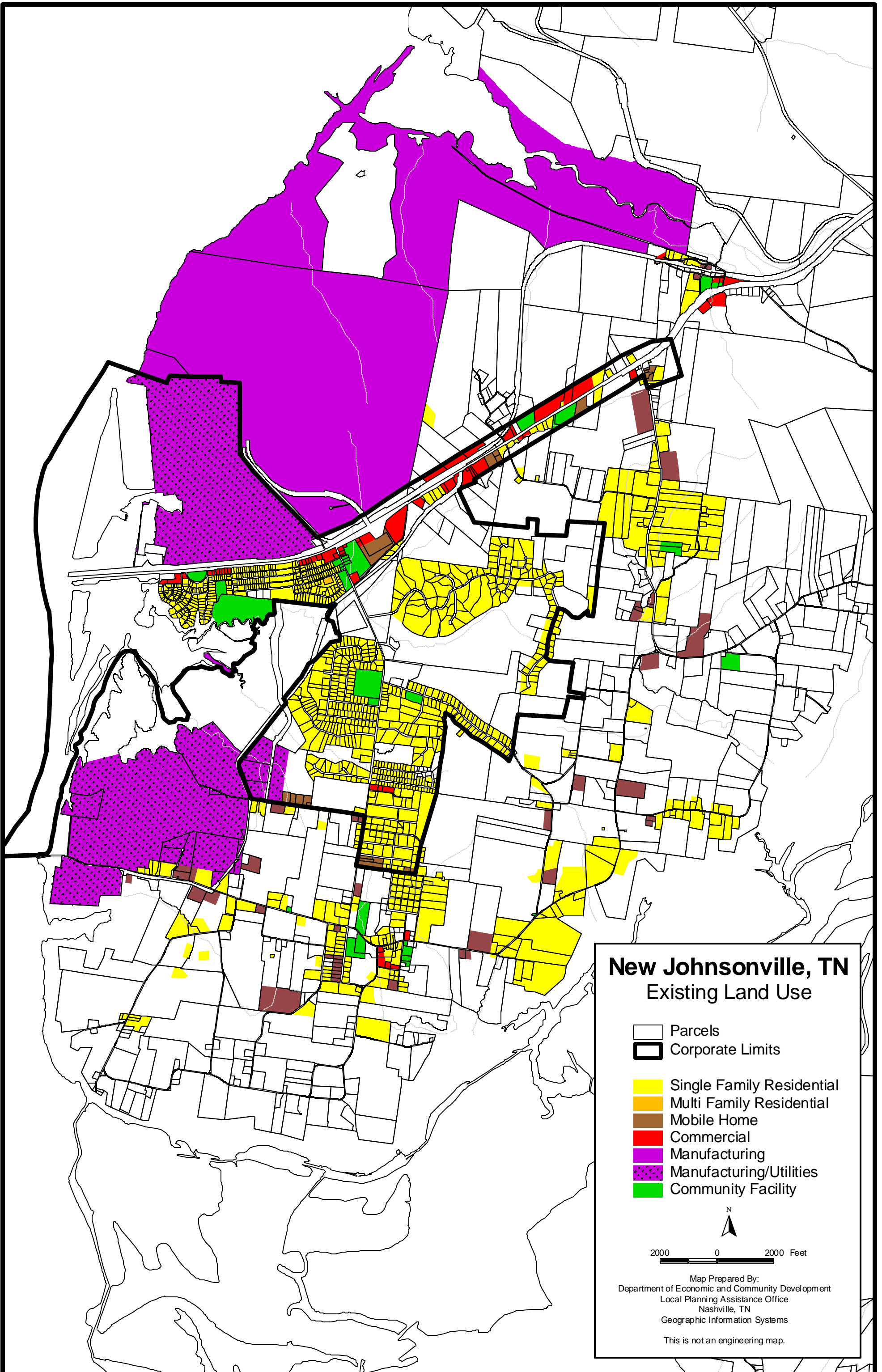
14.9 - 19.9%

Over 20%






















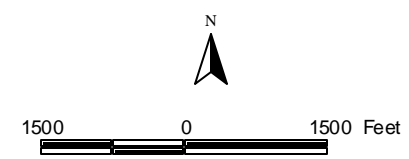
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Department of Economic and Community Development
Local Planning Assistance Office
Nashville, TN
Geographic Information Systems

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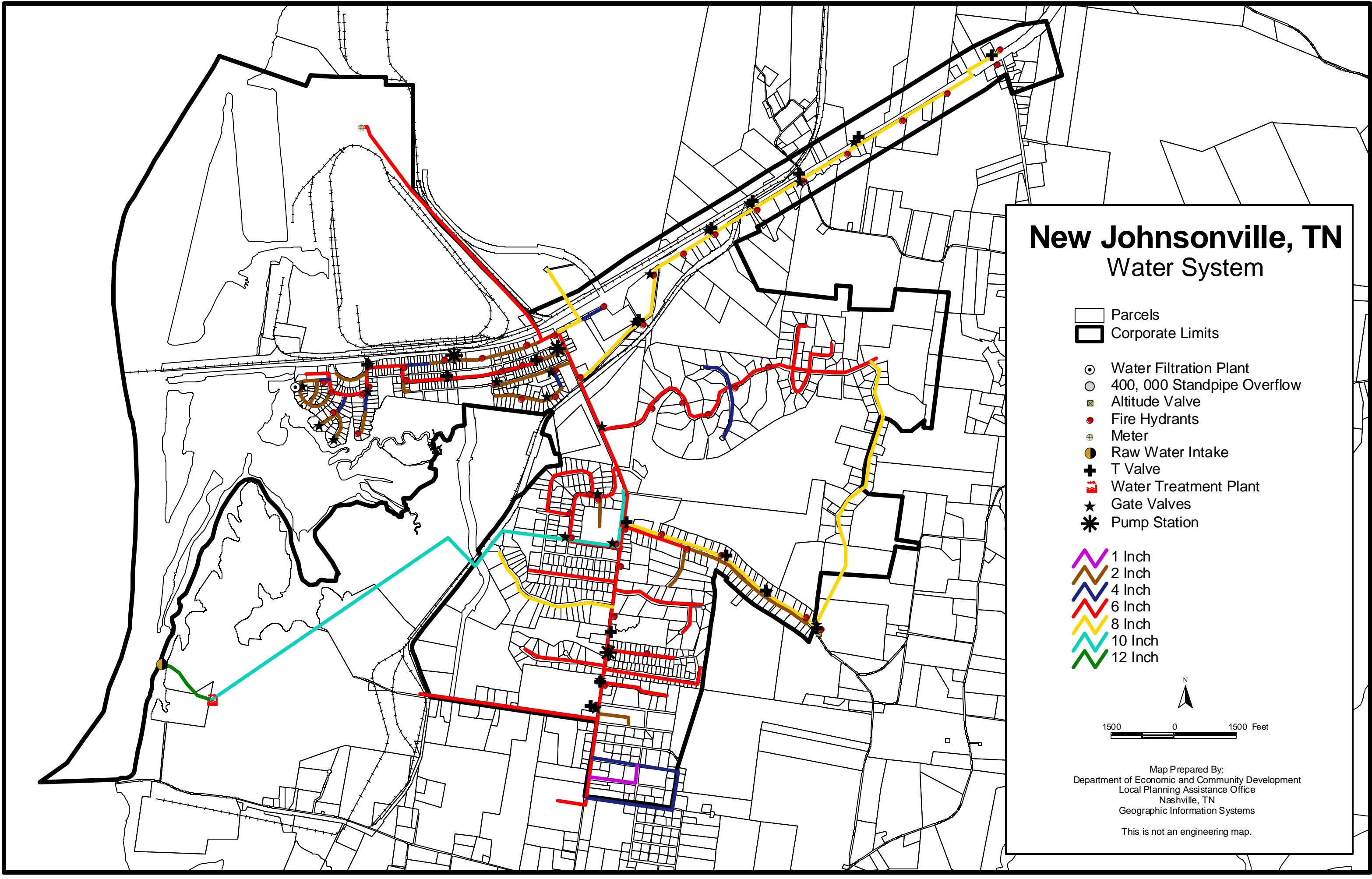
New Johnsonville, TN Water System

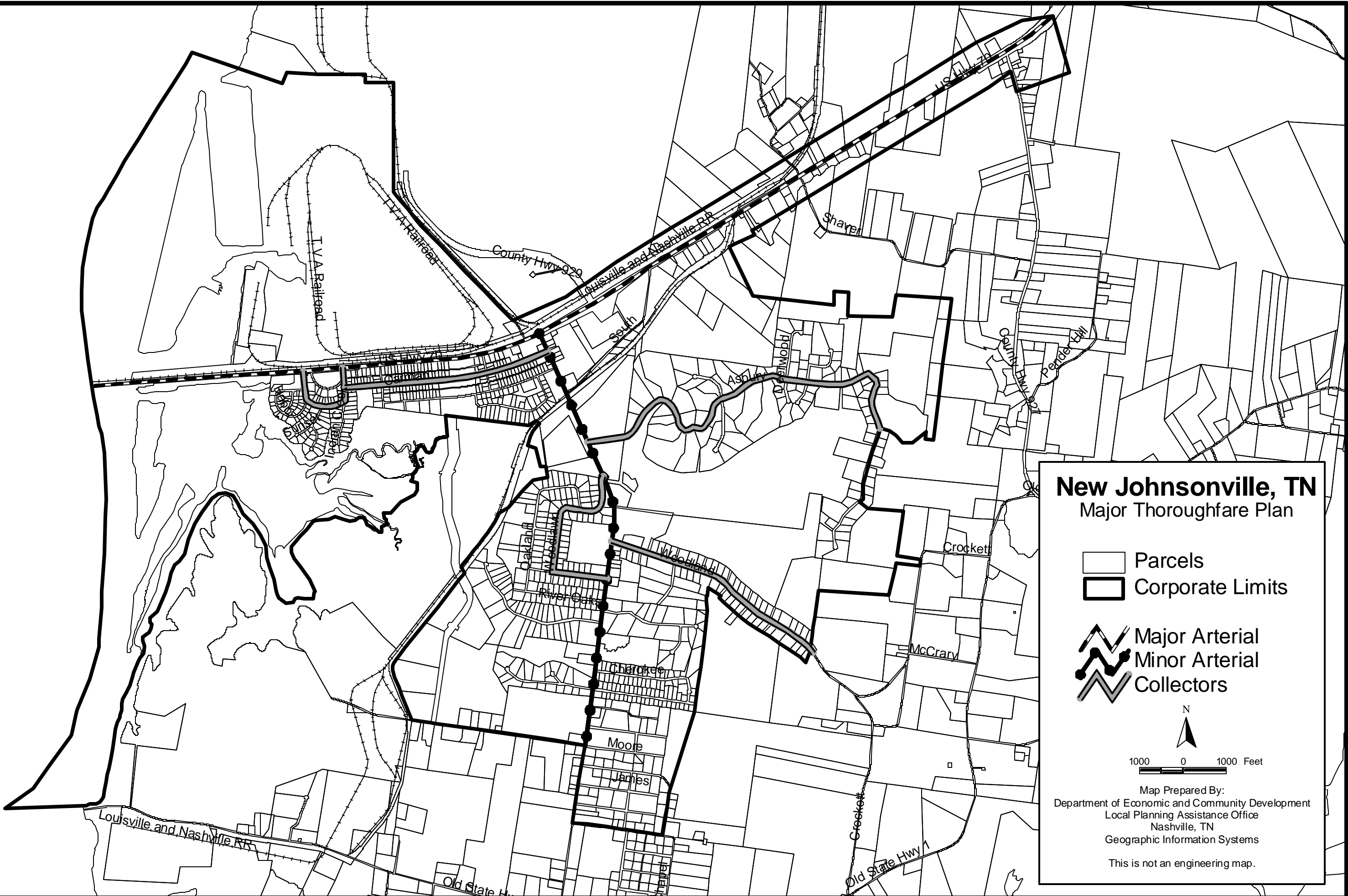
-  Parcels
 -  Corporate Limits
 -  Water Filtration Plant
 -  400, 000 Standpipe Overflow
 -  Altitude Valve
 -  Fire Hydrants
 -  Meter
 -  Raw Water Intake
 -  T Valve
 -  Water Treatment Plant
 -  Gate Valves
 -  Pump Station
-
-  1 Inch
 -  2 Inch
 -  4 Inch
 -  6 Inch
 -  8 Inch
 -  10 Inch
 -  12 Inch



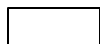




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 Nashville, TN
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New Johnsonville, TN Major Thoroughfare Plan

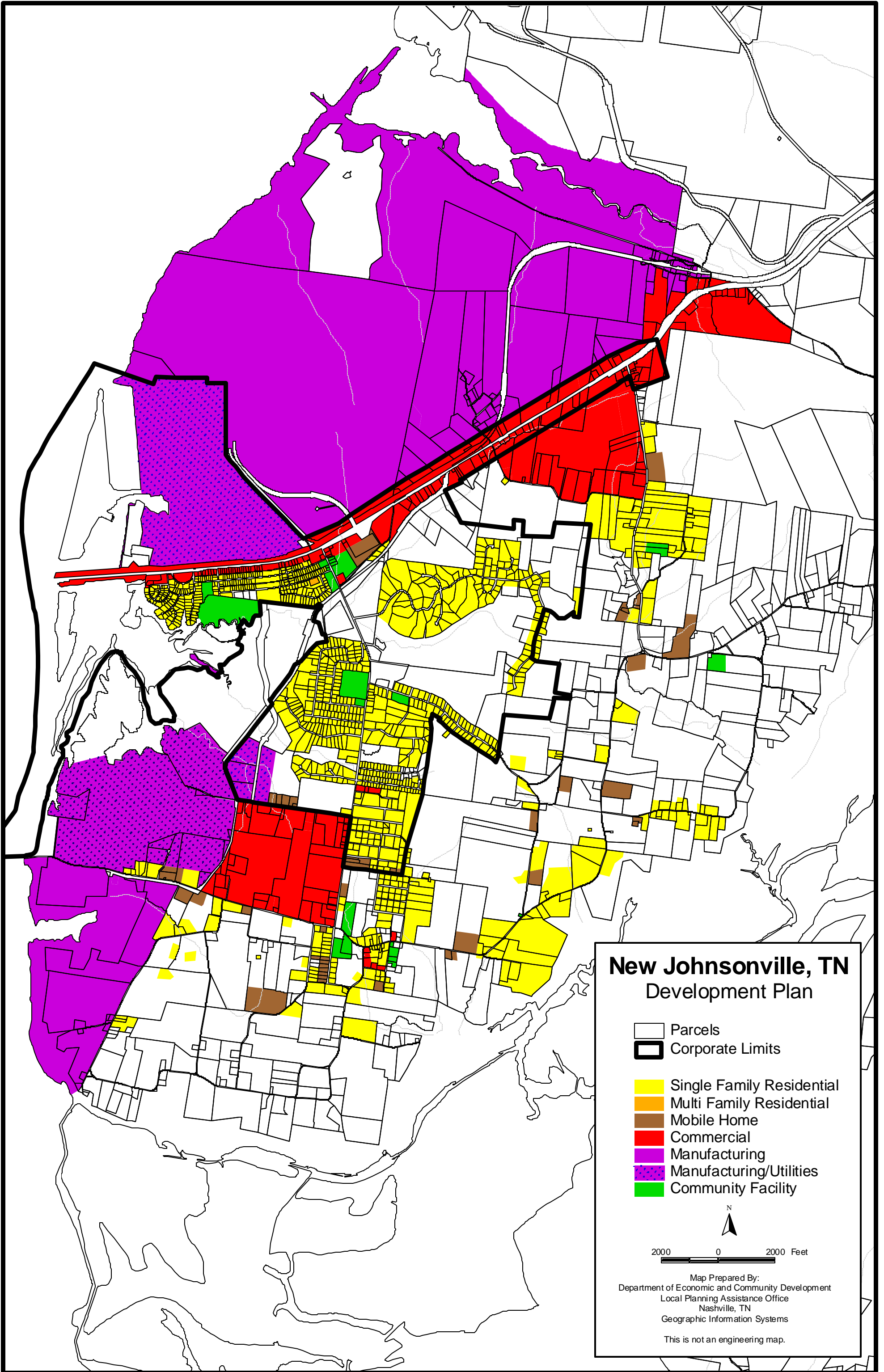
-  Parcels
-  Corporate Limits
-  Major Arterial
-  Minor Arterial
-  Collectors












1000 0 1000 Feet

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Local Planning Assistance Office
Nashville, TN
Geographic Information Systems

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New Johnsonville, TN Development Plan

-  Parcels
-  Corporate Limits
-  Single Family Residential
-  Multi Family Residential
-  Mobile Home
-  Commercial
-  Manufacturing
-  Manufacturing/Utilities
-  Community Facility



2000 0 2000 Feet

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