

DICKSON COUNTY, TENNESSEE LAND USE AND TRANSPORTATION PLAN



2010-2030

**THE DICKSON COUNTY, TENNESSEE
LAND USE AND TRANSPORTATION PLAN**

2010-2030

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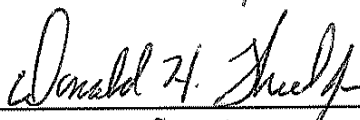
A Public Notice was run in *The Dickson Herald* announcing the Public Hearing on 6/15,
2011

The Public Hearing was held on 7/14, 2011 prior to the regularly scheduled planning
commission meeting.

Adopted by the Dickson County Regional Planning Commission on 7/14, 2011



Chair



Secretary

TABLE OF CONTENTS

	<u>PAGE</u>
CHAPTER 1	
INTRODUCTION	
Purpose of Plan	1
Scope of Plan	1
Community Goals, Process and Methodologies	2
Companion Planning Documents.....	2
CHAPTER 2	
BACKGROUND FOR PLANNING	
Introduction.....	5
Location and Size	5
Early Settlement and Historical Events	6
Governmental Structure	9
County Commission, Planning Commission, other Boards & Committees.....	9
Summary	11
CHAPTER 3	
NATURAL FACTORS AFFECTING DEVELOPMENT	
Introduction.....	13
Climate.....	13
Air Quality and Water Resources	14
Topography/Geology	19
Drainage & Flooding	20
Soils	22
Summary.....	25
CHAPTER 4	
SOCIO-ECONOMIC FACTORS AFFECTING DEVELOPMENT	
Introduction.....	27
Population	27
Employment.....	35
Summary	41
CHAPTER 5	
EXISTING LAND USE AND TRANSPORTATION ANALYSIS	
Introduction.....	43
Existing Land Use and Transportation	43
Land Use Analysis	44
Residential	53
Public/Semi-Public Services.....	54
Commercial.....	56
Industrial	56
Undeveloped	57
Utilities	58
Transportation Analysis.....	61
Thoroughfare Classification	61

CHAPTER 5 **PAGE**
EXISTING LAND USE AND TRANSPORTATION ANALYSIS cont'd

Traffic Circulation Patterns.....	63
Impediments to Traffic	64
Air/Rail/Port.....	65
Sidewalks/Greenways.....	66
Summary	67

CHAPTER 6
THE DEVELOPMENT PLAN

Introduction.....	69
Major Assumptions, Factors, Issues & Trends	69
Development Goals.....	70
Objectives and Development Policies	72
General Development & Growth Management	72
The Development Plan Concept	76
General Land Use Objectives	77
Rural Areas.....	77
Crossroad Communities (Rural Centers).....	83
Planned Growth Areas.....	86
Urban Growth Boundary Areas.....	88
Specific Land Use Objectives.....	90
Agricultural/Natural Resources.....	90
Residential	92
Commercial	95
Industrial.....	100
Public/Semi-Public Services, Cultural and Recreational.....	102
Utilities	105
Undeveloped Land and Open Space.....	107
Transportation Objectives.....	109

CHAPTER 7
PLAN IMPLEMENTATION

Introduction.....	117
Methods for Implementation.....	117
Annual Performance Report and Program Design	117
Planning Commission Project Review	117
Zoning.....	118
Subdivision Regulations	118
Codes Enforcement.....	119
Utility Extension Policies	119
Public Improvement Program and Capital Budget.....	119
Infill Development.....	120
Annexation.....	120
Citizen Participation	120
Local Leadership	120
Implementation Schedule.....	121
Household Survey Results	127

ILLUSTRATIONS, GRAPHS & TABLES

CHAPTER

<u>Illus. #</u>	<u>Name</u>	<u>CHAPTER</u>
1	Regional Setting.....	2
2	Natural Factors Affecting Development: Dickson County.....	3
3	Soils Association Map.....	3
4	Existing Land Use.....	5
4A	Dickson County Growth Plan.....	5
5	Existing Water Lines.....	5
6	Existing Sewer Lines	5
7	Existing Gas Lines	5
8	Existing Electric Lines.....	5
9	Major Thoroughfare Plan.....	5
10	Traffic Circulation Patterns—1988, 1998, & 2008.....	5
11	Development Plan Concept.....	6
12	Proposed Major Thoroughfare Plan.....	6

Graph # Name

1	Existing Land Use—Dickson County.....	5
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Table # Name

4-1	Population and % Change, TN & MSA Counties —1960 to 2000	4
4-2	Population and % Change, Dickson County & municipalities	4
4-3	MSA Population Projections.....	4
4-4	Dickson County & municipalities Population Projections.....	4
4-5	Age Characteristics of Dickson County 1960-2000.....	4
4-6	Median Family/Median Household Income	4
4-7	Per Capita Personal Income.....	4
4-8	Number of Households in Dickson County 1960-2000.....	4
4-9	Employment by Occupation, Dickson County 1970-2000.....	4
4-10	Number of Employers in MSA Counties 1970-2000.....	4
4-11	Labor Force, # Employed & Unemployment Rates MSA Counties.....	4
5-1	Land Use Figures—Dickson County.....	5
5-2	Land Use Figures—municipalities & UGB’s.....	5

Figure # Name

1	Harpeth River Watershed.....	3
2	Lake Barkely Watershed.....	3
3	Lower Duck River Watershed.....	3

**On the cover: A montage of many photos from around the Dickson County community. The photos represent the aspects of education, tourism, recreation, history, and residential quality of life.*

Photos obtained from the Dickson County Chamber of Commerce website, and from Montgomery Bell State Park website
<http://www.dicksoncountychamber.com/>
<http://www.tennessee.gov/environment/parks/MontgomeryBell/>

Planner's Note:

In preparing this plan for Dickson County, research of prior documents and studies of the Dickson County Region and nearby communities within its vicinity have been analyzed in and used for assistance to the preparation of this plan. Each community reviewed is unique in its own way just as Dickson County is unique. Therefore, not all limitations and/or opportunities reviewed in other plans may be applicable to the community. Conversely, due to specifics of the County's circumstances, there have been areas not included for review that would be applicable to another community. As the result of this, all community planners are cautioned to think carefully as they develop such future documents for their community and not rely solely upon the contents of any one community. In particular, attention should be devoted to policy development based upon this community's local needs, interests, and capabilities.

Like any project developed by committee, the County administration, or planning consultant, this plan is the result of compromise and reflective of the best input of those involved. In actuality, this plan is the end product of evolution with it being anticipated that such evolution will continue as it is utilized to develop other such future plans.

Any community plan or strategy could not be complete without utilization of maps. Maps give the planner, administrator, or the common citizen assistance in observing the changes in land use over time in a more visual format and help plan the strategy for the future growth. In addition to implementing ideas for planning from other community plans, the utilization of the Geographic Information System (GIS) is increasingly becoming a vital source of expressing the land use and transportation patterns. Efforts to utilize and implement this GIS technology are fast becoming the way of the future in community planning.

This approach to land use and transportation planning includes the premise that such future documents will not be "stand alone" plans but will incorporate all other planning documents by reference in the applicable sections. Therefore, reference should be made to any Population and Employment Studies, Major Thoroughfare plans, etc. Document length is not the end result of this approach, rather brevity with a usable substance.

CHAPTER 1

INTRODUCTION

PURPOSE OF PLAN

The purpose of this document is to provide Dickson County, 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 13-3-302 of the Tennessee Code is to serve as a guide for "accomplishing a coordinated, adjusted and harmonious development of the county 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 Dickson County Land Use and Transportation Policy Plan covers a planning period of approximately twenty years, 2010-2030.

The information presented in this plan will be used as a framework to guide municipal and County officials, community leaders, business entrepreneurs, industrialists, and others as they make decisions which will affect the future growth and development of Dickson County for the next twenty years. This 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, and policies and the implementation strategies present in this plan should be periodically reviewed, and when necessary, updated to reflect unanticipated occurrences or trends.

The Dickson County Regional Planning Commission has the immediate task of implementing all regulations that are necessary in promoting harmonious development in the County. This land use and transportation policy should become a vital instrument for the planning commission in their function as the regional body charged with enforcing the current zoning resolution and zoning map.

Scope of Plan

This land use and transportation policy plan is designed to formulate a coordinated, long-term development program for Dickson County and its identified projected growth areas. The preparation of a development program requires gathering and analyzing a vast array of information. The historic events, governmental structures, natural factors, and socio-economic characteristics of Dickson County 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 Dickson County are identified. An amalgamation of this information is utilized to produce a major thoroughfare plan and a development plan. The development plan, as present 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. 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 included surveys, interviews, and study groups. From citizen participation, goals and objectives addressing the recognized needs and problems were identified. These goals and objectives are presented within Chapter 6 of this Plan.

Companion Planning Documents

A number of companion planning documents should be used in conjunction with this Dickson County Land Use and Transportation Policy Plan. They include:

1. The Dickson County Regional Zoning Resolution and Zoning Map, as of January 2008;
2. The Dickson County Major Thoroughfare Plan, as of December 2007. This plan recommends transportation improvements based on typical volume flows. Information from this plan in addition to the most current information will be included in Chapter 5;
3. The Dickson County Growth Plan, as of April 19, 2007; and
4. The Dickson County Subdivision Regulations, as of 2006.

Other documents and sources used in research:

- Soil Survey for Dickson County, Tennessee. U.S. Dept of Agriculture, Soil Conservation Service, 2002.
- Mineral Resources Summary of the Dickson County Quadrangles. TN Dept of Environment and Conservation, Division of Geology, 1969, 1970, 1971, & 1985
- Geologic History of Tennessee, TN Dept of Environment and Conservation, Division of Geology, 1974
- Tennessee Statistical Abstract, 1980, 1991, 1997, & 2003
- Geologic Hazards Map of Tennessee. Tennessee Dept of Environment and Conservation, Division of Geology, 1977.

- Federal Emergency Management Agency-National Flood Insurance Program maps
- TN Department of Transportation, Planning Division: Traffic Flow Maps www.tdot.state.tn.us/projectplanning/adt
- Population Projections for Dickson County, prepared by the University of Tennessee, Center for Business and Economic Research, 2005 to 2025. December 2003
- 1980, 1990 & 2000 Census of Population and Housing—Tennessee; U.S. Department of Commerce, Bureau of the Census
- TN Dept of Environment and Conservation, Division of Water Pollution Control www.state.tn.us/environment/wpc/watershed/
- Dickson County Local Chamber of Commerce <http://www.dicksoncountychamber.com>
- Dickson County Tennessee History and Geneology <http://www.tngennet.org/>
- History of Dickson County, Tennessee*. Goodspeed Publishing Company, 1886.
- MTIDA 2009 Community Data Sheet for Dickson, Tennessee www.mtida.org
- Tennessee Blue Book 1999-2000, Tennessee Secretary of State.
- Greater Nashville Regional Council <http://www.gnrc.org/>
- The Tennessee Airport System Plan. Tennessee Department of Transportation, Bureau of Aeronautics, December 1972.
- TN Dept. of Environment & Conservation. *Tennessee Greenways & Trails Plan*, 2008.
- Tennessee Environment Council. *Tennessee State Recreation Atlas: An Element of the State Comprehensive Outdoor Recreation Plan*, 1981.
- TN Department of Transportation: *Long Range Transportation Plan*. 2005.
- Tennessee Encyclopedia of History and Culture*, www.tennesseeencyclopedia.net
- Tennessee Landforms. <http://www.cs.utk.edu/~dunigan/landforms/>
- Features of Dickson County, Tennessee. www.hometownlocator.com/
- City of Dickson, Tennessee <http://cityofdickson.com/>
- City of White Bluff, Tennessee <http://www.townofwhitebluff.com/dotnetnuke/>
- Dickson County, Tennessee <http://www.dicksoncounty.net/>
- City-Data.com www.city-data.com
- 2002 Census of Agriculture, USDA. National Agricultural Statistics Service
- TN Department of Agriculture, Forestry Division
- Tennessee Wildlife Resources Agency. National Wetlands Inventory for Dickson County; Rare and Endangered Species
- Tennessee Rail System Plan*, October 10, 2003 Tennessee Department of Transportation
- Regional Transit Authority www.rta.org
- Music City Star Program www.musiccitystar.org
- Tennessee Long Range Transportation Plan 2006, Greater Nashville Area Rural Planning Organization
- Cumberland River Compact www.cumberlandrivercompact.org
- Harpeth River Watershed <http://www.harpethriver.org/>
- Tennessee Greenways & Trails www.connectwithtn.com
- Tennessee Century Farms Program http://www.tncenturyfarms.org/dickson_county/
- Hollis, Rick. *A Brief History of Dickson County, Tennessee*. “200 Years of Pride, Promise, and Progress”
- Tennessee Higher Education County Profiles 2009 <http://thereports.state.tn.us/GleamSpecialProjects/Reports/2009CountyProfile.pdf>
- National Register of Historic Places www.nationalregisterofhistoricplaces.com

- Business and Economic Research Center. Middle Tennessee State University.
www.frank.mtsu.edu/~berc/
- Clean Air Partnership of Middle Tennessee www.cleanairpartnership.info
- Southwest Dickson Bypass Project. Draft Environmental Impact Statement, November 2010

CHAPTER 2

BACKGROUND FOR PLANNING

INTRODUCTION

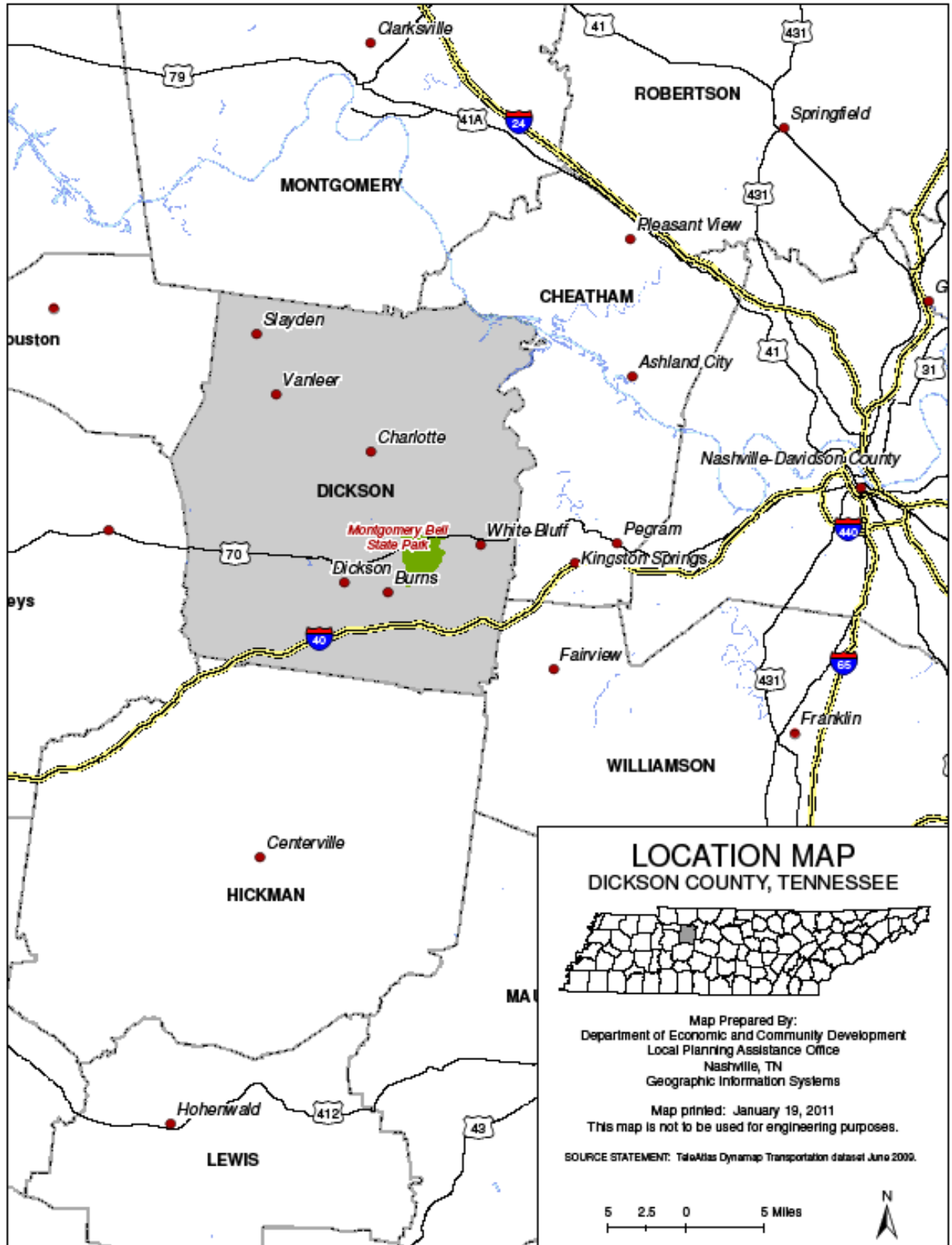
To effectively plan for any community, gathering information concerning its background is necessary. The size and location of a community are important aspects of community development. Information on a community's early settlement and events affecting past development assists in planning for its future 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 Dickson County is presented in this chapter.

Location and Size

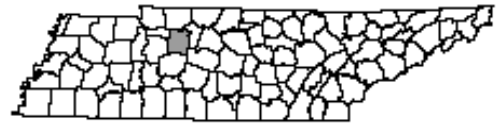
Dickson County is located in the north central portion of the state of Tennessee, and is a member of the 13-county Nashville Metropolitan Statistical Area (MSA.) The Nashville MSA, according to the Bureau of the Census' Population in Combined Statistical Areas of the U.S., is the 39th largest metropolitan statistical area in the U.S., and is the largest in Tennessee.

Dickson County comprises about 491 square miles, of which approximately 490 square miles is land area. It is surrounded by level to rolling hills and valleys, and primarily situated in the Western Highland Rim physiographical area of Tennessee. It is bounded on the North by Montgomery County; on the East by Cheatham and Williamson Counties; on the West by Humphreys and Houston Counties; and on the South by Hickman County. The county is located approximately 30 miles from Nashville and 33 miles from Clarksville in Middle Tennessee, respectively, and 93 miles from Jackson in West Tennessee. Charlotte, the county seat, comprises a total land area of approximately 1.7 square miles, is situated near the center of county, and is intersected by Highways 49, 48, 47, and 235. The City of Dickson is the largest municipality in the county, comprising approximately 16.5 square miles, and is intersected by Interstate 40, U.S. Highway 70, and Highways 46, 47, 48, 96 and 235. Other municipalities include the cities of Burns with 2.6 square miles, Slayden with 0.5 square miles, Vanleer with 0.62 square miles, and White Bluff with 3.99 square miles. In the eastern portion of the county, U.S. Highway 70 and State Highway 47 intersect White Bluff, and Highways 47 and 96 intersect Burns. Highway 250 to Ashland City intersects Highway 47 near White Bluff. In the northern portion of the county, Highways 49 and 235 intersect Slayden and Vanleer, respectively. Charlotte is located approximately 631 feet above sea level, Slayden is located 735 feet above sea level, Dickson and Burns are located approximately 794 feet above sea level, White Bluff is located approximately 814 feet above sea level, and Vanleer is located at 849 feet above sea level.

The county can be located by geographical coordinates 36°15'N and 87°36'W. The location of Dickson County is shown on **ILLUSTRATION 1**, which follows.



**LOCATION MAP
DICKSON COUNTY, TENNESSEE**



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

Map printed: January 19, 2011
 This map is not to be used for engineering purposes.

SOURCE STATEMENT: TeleAtlas Dynamap Transportation dataset, June 2009.

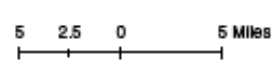


ILLUSTRATION 1

Early Settlement and Historical Events

Dickson County was created by an act of the Tennessee General Assembly, meeting in Knoxville, on November 3, 1803, from portions of Robertson and Montgomery counties. The county was named for Dr. William Dickson, a Nashville physician, who also served as Speaker of the Tennessee House of Representatives from 1799 to 1801, and later served as a U. S. Congressman from 1801 to 1807. Dickson County was organized as the 25th of the of Tennessee's 95 counties.

Indians were the first inhabitants of Dickson County. From early mound builders to the more recent Creek, Cherokee and Chickasaws used this area as common hunting grounds. European explorers first traveled into the Cumberland Region for trapping expeditions as early as 1714. Jean de Charville and his French associates saw in the furs of these animals as vast wealth and became frequent visitors to the area. Early forts were established near present-day White Bluff and Cumberland Furnace to protect against Indian attacks. As the long hunters, known for their long hunting rifles, began to settle in Middle Tennessee, it was iron that brought settlers to Dickson County. The fertile soils and abundance of natural resources drew settlers to this area of the Western Highland Rim in the early 1790's. North Carolina Revolutionary War and Tennessee land grants assured large tracts of land at little of no cost to these pioneers.

On August 4, 1804, an act of the Tennessee General Assembly created the Town of Charlotte to serve as "The Seat of Dickson County Government." Charlotte, the county seat, was named for James Robertson's wife, Charlotte. Forty acres were planned for the county seat, along with a courthouse, prison and stocks. The site was chosen along a local spring near an Indian trail about 8 miles south of Cumberland Furnace. The Town of Charlotte was the center of commerce, industry and government until the advent of the Civil War.

The establishment of Cumberland Furnace was a pivotal moment in Dickson County history. In 1793, James Robertson, the "Father of Tennessee," and William Sheppard claimed 640 acres on a branch of Barton's Creek. Discovering the rich iron ore deposits on this acreage, Robertson established the first iron furnace in Middle Tennessee, known as the Cumberland Furnace. The Cumberland Furnace and Dickson County became the first industrial settlement in the western United States. Settlers came and settled along the creeks over the entire county, but it was the industrial village of Cumberland Furnace that drew the largest population.

When Tennessee became a state in 1796, a port facility was established at Betsytown on the Cumberland River in about 1797. Iron was shipped to Nashville and other points from this facility as far away as New Orleans. In 1804, Montgomery Bell, originally a hatter by trade, sold his hat business and moved from Lexington, Kentucky to Cumberland Furnace, where he bought out Robertson's interest in the furnace and expanded the furnace and developed business interests throughout the southeast as well as future business with the Federal government during the War of 1812 when the furnace provided cannonballs and canister for the military. The Cumberland Furnace along with

nearby furnaces in other counties helped rank Tennessee the third largest producer of iron in the country by the 1840's. The furnace was sold by Bell to Anthony Wayne Van Leer in 1825. Van Leer operated the furnace until 1862 due to the Civil War crippling the market demand. After his death in 1863, his heirs, notably Mary Florence Drouillard, and her husband James reopened the furnace after the war ended. The furnace prospered since it was one of the only iron furnaces not destroyed by the Union forces during the war. The Drouillards built an enormous mansion on a hilltop overlooking Cumberland Furnace. The Drouillard House was the only grand mansion built in Tennessee during Reconstruction. The furnace was sold again to Southern Iron Works in 1889. Soon after, there was another expansion of the furnace, with a 6 mile spur rail line constructed from Vanleer to Cumberland Furnace. Also, a modern coke furnace was built that would operate for another 50 years. Finally, in 1942, the furnace closed for good. It was the longest operating furnace in Tennessee, having operated for 150 years.

The Civil War also brought about a major change in the Dickson County landscape. Union General Ulysses S. Grant in 1864 ordered the completion of a railroad from Kingston Springs to Johnsonville on the Tennessee River to assure a steady flow of supplies to Nashville from St. Louis. With the completion of the railroad from Nashville to the Tennessee River at the end of the war, the commercial and industrial focus shifted to the southern end of the county at Dickson. Industry and commerce followed the rail lines leaving agriculture, the iron industry and county government as the mainstays of its northern section. This trend continued into the 20th century with the addition of Interstate 40 through the southern section of the county where present-day Dickson exists today.

The City of Dickson came about by the advent of this railroad line. After the war, the Nashville, Chattanooga and Northwestern purchased the rail. Conrad Berringer of Allegheny City, Pennsylvania laid out a town by 1867, and originally named it Smeedsville in honor of E.C. Smeed, a trestle engineer. The town was the site of a railroad shop and depot which had been built in 1865. Once Berringer platted the town, he advertised in newspapers and magazines in the Northeast for people to come and take advantage of the opportunities which were available. The response was tremendous with the rapid migration of population and businesses and industries being constructed. As a result of the railroad and the transportation links provided the Dickson area with the things it needed to participate in the Industrial Revolution sweeping many U.S. cities. The county's population also doubled between 1870 and 1900. This progress made Dickson a railroad town. In fact, every town in Dickson County, except for Charlotte, owes its origin and success to the railroad at one time or another. Several attempts were made at locating a railroad at Charlotte to extend to Clarksville, but local business leaders kept the town insulated from the intrusion from the railroad.

Dickson was incorporated in 1873, but the charter was rescinded in 1889 due to temperance activity to prohibit liquor in the city limits. It was re-incorporated in 1899. Burns was settled in 1866, and was named for Union Captain John Burns. It was incorporated in 1953. White Bluff was platted in 1867 and incorporated in 1869. White Bluff gets its name from the White Bluff Forge located on Turnbull's Creek. Slayden was incorporated in 1913 and named for Tolbert Slayden who operated a country store in

Woods Valley. Vanleer, named for Anthony Van Leer, was incorporated in 1915. These two towns, in addition to unincorporated Sylvania, were developed in the 1890's by Colonel Robert Stone who managed the Cumberland Furnace. These areas are located along the now-abandoned rail line of Louisville and Nashville Railroad's mineral branch spur line.

Gilliam Station was settled in 1865. In 1886, an industrialist and land speculator from Chicago purchased a large tract of land on both sides of the railroad and platted a town of 20,117 lots. He named the town Tennessee City. In August 1894, Julius Augustus Wayland moved to Tennessee City and established the Ruskin Cooperative Association, a socialist movement named for English social critic John Ruskin. The communal colony lasted from 1894 to 1899.

By the turn of the 20th century, Dickson had overtaken Charlotte and Cumberland Furnace as the commercial and industrial center of the county. Without river access, the city grew around its transportation links. One of the first industrial successes was the relocation of A.H. Leathers from Pennsylvania to establish Leathers Handle Factory in 1897. The company became famous for manufacturing Dixie Swatter baseball bats. The 1910's saw impressive commercial growth in Dickson. Following the great fire on Main Street in 1905 that destroyed 21 buildings, new hotels were constructed, including the Hotel Halbrook in 1912. A new brick depot was finished in 1914. The American Cigar Company opened in 1924, and was located at the corner of Mulberry and College Streets. This was as a result of a year-long campaign by the Dickson County Chamber of Commerce, creating 300 new jobs. The cigar factory closed in 1930, however, clothing manufacturers began to locate in Dickson. Red Cap Industries and the TENNSCO Corporation were two examples. It was the success of TENNSCO and other local employers that led to the development of the City of Dickson's Industrial Park in the Colesburg area along the railroad in 1957.

In 1934, the construction of Montgomery Bell Park was begun as a federal project, constructed by the Civilian Conservation Corps. The park is named for Montgomery Bell. The park holds several historical resources, including the remains of Laurel Furnace, one of the state's early manufacturing sites. The ore pits and furnace originally belonged to Colonel Richard Napier, ironically, an industrial rival of Bell, who received the acreage as part of a Revolutionary War land grant. The park is also the site of the early nineteenth-century house of Samuel McAdow. In 1810 the McAdow dwelling became the "birthplace" of the Cumberland Presbyterian Church when dissident Presbyterian ministers met there and held the first Synod of the new church. Montgomery Bell State Park remained under National Park Service jurisdiction until 1943, when the original 5,000-acre tract, including the park and its surrounding forest, was deeded to the Tennessee Department of Conservation. One of the state's most heavily visited recreational sites, Montgomery Bell State Park, preserves and promotes the area's rich history and sublime landscape.

Signs of Dickson County's emerging prominence as an outstanding place to live are evidenced by the presence of Montgomery Bell State Park as well as the Renaissance Center. Opened in 1999, the Renaissance Center is a fine arts and technology learning

center unlike any other in the country. Throughout its 200 year history, Dickson County has produced many notable citizens who have significantly contributed to the development and a quality of life style on regional and state levels including three-term governor Frank Clement, congressmen, state legislators, a Tennessee Supreme Court justice, a noted Tennessee historian, iron masters, as well as industrial, business leaders, and local residents.

Findings. Dickson County is well situated between two major cities in the state within an average of approximately 30 miles from each. Charlotte is the county seat, and is well situated near the center of the county. The City of Dickson is the largest municipality in the county. The community is suitably located for growth as a bedroom community as well as a regional business locale and industrial locale. It is surrounded by level to rolling land and is accessed by Interstate 40, U.S. Highway 70 and several State highways. It has immediate access to the railroad.

Visitors to Dickson County and the surrounding area can experience the strong feeling of community and see the visions of the county's historic past as well as its progressive present that are strong indicators of a continuance of a long-lasting heritage and bright future. Commercial, residential, industrial, recreational and civic growths are working in harmony to create a desirable place to live. The County's remarkable heritage makes it incumbent upon the County's leaders to recognize the distinct value of each of the six incorporated municipalities and the numerous other communities that make Dickson County such a pleasant place to live.

GOVERNMENTAL STRUCTURE

Knowledge of the governmental structure of the County government is an important aspect of planning for its future. A County'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 Dickson County, to briefly describe its functions, and to assess its potential influence on future development.

The County has a total of 323 full-time and 55 part-time employees. Certain employee figures are as follows:

County Administration—5

Sheriff's Department (including Sheriff and Deputies, Jail, Probation Services, Drug Task Force)—143

Ambulance & Emergency Services—36 fulltime/18 part time

Rural Solid Waste Department—11 fulltime/20 part time

Building Codes Inspector /Zoning Administration—4

Highway Department—41

County Rescue Squad—1 paid employee/25 volunteers

Other Administrative Offices: County Clerk (11), General Sessions (7), Circuit Court (6), Assessor of Property (6), Trustee (5), Chancery Court (5), Register of Deeds (4), Archives (2), Election Commission (2), Maintenance (1) and Soil Conservation (1).

Municipal law enforcement departments are located in Burns, Dickson, and White Bluff, with Dickson having the largest force of 44 fulltime officers and 6 civilian staff, White Bluff with 4 fulltime officers and 1 part time officer, and Burns with 1 fulltime officer and 3 part time officers.

The cities of Burns, Dickson, and White Bluff have paid fire department personnel while Charlotte and Vanleer have a volunteer force, with Dickson having the largest force of 44 fulltime fire personnel and 2 stations, Burns with 4 paid employees, 16 volunteers, and one station, White Bluff with 1 paid employee, 19 volunteers, and one station, Vanleer with 16 volunteers and one station, and Charlotte with 10 volunteers and one station. The remainder of the County has 5 community volunteer fire stations: Claylick, Cumberland Furnace, Harpeth Ridge, Sylvia-Yellow Creek, and Tennessee City. Combined, these community stations are manned by a combination of 70 volunteer firefighters.

County Finances

The financial stability and capability of a community directly affects its ability to accomplish planning goals. A brief analysis of its revenues and expenditures is necessary to determine this financial stability and capability. Dickson County's source of actual revenue comes through a variety of property and sales taxes, business licenses, grants, and other miscellaneous revenue, as well as expenditures for all county services and activities. In 1968, the County's total revenue was \$2,639,000 and \$2,226,000 in expenditures. In 1978, the total revenue increased to \$10,402,000 and \$10,309,458 in expenditures. By 1988, those figures increased to \$24,953,000 in revenue and \$23,301,000 in expenditures. In 1997, those figures were at \$52,699,000 in revenue and \$51,993,000 in expenditures. The 2009 figures were \$46,618,176 in revenue and \$48,371,056 in expenditures.

County Legislative Body, County Planning Commission and the Board of Zoning Appeals

Dickson County has a County Commission form of government, popularly elected. The Commission is the legislative body of the government, and consists of 12 members.

The County Planning Commission consists of 12 members. All members are appointed by the County Commission. The planning commission reviews and recommends to the County Commission rezoning requests, amendments to the zoning resolution, and improvements to the community for final approval. Developing long range development plans and approving subdivision of properties in the community are powers vested to the planning commission. The officers of the planning commission are chairman, vice-chairman, and secretary. Regular meetings of the Planning Commission are held monthly at the Dickson County Administrative Plaza on Court Square.

The County Board of Zoning Appeals consists of 5 members and hears appeals for variances, administrative reviews, and special exceptions for land uses, as enabled in the Zoning Resolution of Dickson County, Tennessee.

There are no Historical Districts in Dickson County, however, the Courthouse Square in Charlotte is considered a center of historical preservation and character. There is also an active Dickson County Historical and Genealogical Society.

Other Boards/Committees

Dickson County has standing committees, such as the Agriculture Extension, Committee, Airport Authority, Beer Board, Board of Education, Board of Equalization, Board of Health, Budget Committee, Courtroom/Courthouse Security Committee, Education Committee, Emergency E911 Board, Health Council, Highway Commission, Industrial Development Board, Jail Committee, Joint Economic & Community Development Board, Landfill Committee, Board of Trustees—Public Library, Library Committee, Purchasing Committee, Records Committee, Regional Solid Waste Planning Board, Sheriff's Civil Defense Board, Strategic Committee, and the Work Release Committee.

Dickson County is a participant in the 3-Star Program, which serves as a roadmap to help communities strengthen their economy by preparing analyses of all factors related to economic development and strategizing ways to maintain the current economy and promoting economic growth.

Dickson County is part of the Greater Nashville Regional Council (GNRC) along with twelve other counties. The GNRC is an association of county and municipal governments in Middle Tennessee organized to advocate and promote economic and community development within the region. The GNRC is a regional organization of the 13 counties and 52 cities of the Greater Nashville Region of Middle Tennessee offering a variety of programming, products and services, both on the municipal and regional level, to our member counties. The GNRC consists of Cheatham, Davidson, Dickson, Houston, Humphreys, Montgomery, Robertson, Rutherford, Stewart, Sumner, Trousdale, Williamson, and Wilson counties.

The County has one area chamber of commerce in Dickson. The Chamber of Commerce is an organization of nearly 400 members which is intended to provide community-minded businesses and individuals the opportunities for working together. The Chamber works very closely with City and County officials to provide support for small business recruitment and development and newcomer services. The Chamber also partners with other agencies for support of infrastructure development, housing and community services, plant expansions, and industrial recruiting.

Summary:

Dickson County provides an ideal setting for a combination of the past, present, and future. Agriculture and rural lifestyles continue to remain prominent in the community, while the commercial, recreational, fine arts, educational, and the industrial park areas move progressively forward. Tourism by way of Montgomery Bell State Park, Cumberland Furnace, and the Historical Courthouse Square in Charlotte adds to County's overall economy. And, with close proximity to Nashville, Clarksville, and other major cities, professionals and blue collar workers call Dickson County home.

CHAPTER 3

NATURAL FACTORS AFFECTING DEVELOPMENT

INTRODUCTION

The natural environment often dictates the pattern of land use or development in a community. The climate, air and water quality, topography, drainage and flooding, and soils are significant natural factors which affect development. Ignoring these factors can prove to be extremely costly to specific property owners as well as the entire community. Not all land is suitable for development. Therefore, as land use development occurs, natural factors, which cannot be altered, must be considered in the plans for development. The limits and type of land use should be responsive to the natural factors in order to protect the welfare of the general populace. Through increased knowledge of these natural factors and the appropriate use of land, future development can avoid the mistakes of the past. The purpose of this chapter is to review and evaluate the natural factors influencing the land use patterns in Dickson County and its identified projected growth area. **ILLUSTRATION 2** denotes the natural factors affecting development.

CLIMATE

The climate of Dickson County is described as humid-sub-tropical, characterized by relatively mild winters, warm summers, and abundant rainfall. Although Dickson County 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 daily changes and are chiefly responsible for seasonal variations.

There is normally an abundant amount of rainfall in Dickson County. Based on the standard United States Weather Bureau 35-year mean, the normal annual rainfall for Dickson County is 54 inches. Precipitation is usually heaviest in late winter and early spring, as a result of frequent low pressure systems.

Mild to medium flooding occurs along the banks of the Cumberland and Harpeth Rivers and many creeks and branches throughout the county (see Drainage and Flooding section in this chapter.) These areas are identified on the latest Flood Insurance Rate Maps with floodway and flood hazard areas, which are included in **Illustration 2** as natural factors affecting development. The County Zoning Resolution regulates all development that is located or proposed for location in these floodprone areas. The regulations require that no development shall occur within designated floodways, however, development is permitted in the designated floodplain areas provided compliance with the regulations.

Dickson County is subject to locally heavy storms in which as much as four to five inches of rain may fall during a very short period. Precipitation is generally lightest in late summer and early fall, with high pressure systems most frequent at this time of year. Thus, the periods of drought are offset by periods of ample to excessive precipitation throughout the year.

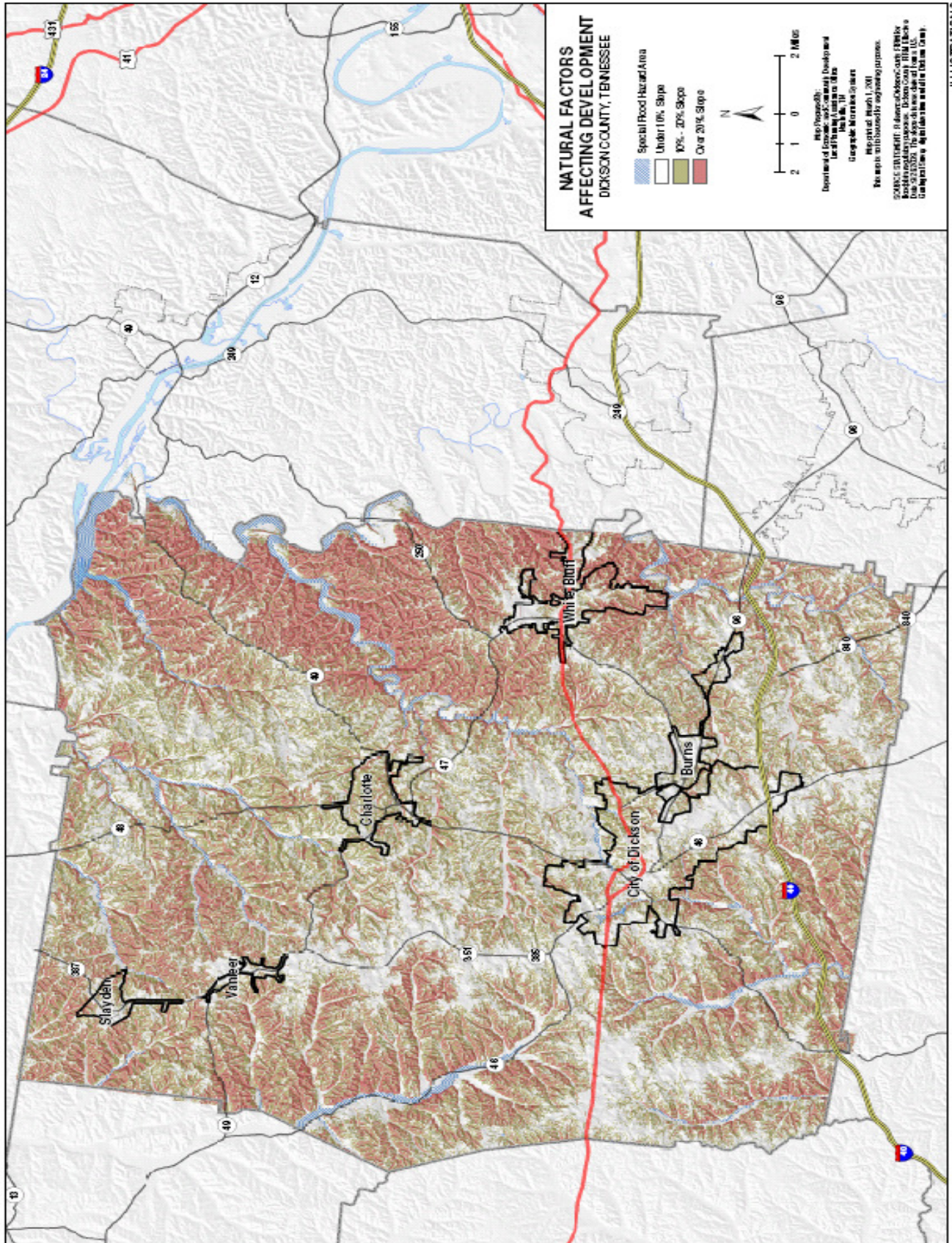


ILLUSTRATION 2

The annual average temperature of Dickson County is 58.0 degrees Fahrenheit. Extremes in temperature are uncommon, seldom above 100 degrees Fahrenheit or below -5 degrees Fahrenheit. Average low temperatures are 46.8 degrees Fahrenheit while average high temperatures reach 69.1 degrees Fahrenheit. Although winters are not severe (the ground seldom freezes below four inches) they are often wet and outside work may be hampered around construction sites. The first fall freeze is usually in late October and the last spring freeze is usually in early April. The mean length of the freeze-free period is 180-220 days.

Findings. The climate of Dickson County and the affect that it has had on development can best be described as mild to moderate. New development in the floodway areas should be avoided, but certain development may be permitted in floodplain areas provided compliance with the current floodplain regulations. In general, rainfall and climate have no great affect on development in the county.

AIR QUALITY AND WATER RESOURCES

At present, the air and water quality in the Dickson County area is excellent. The County is a member of the Clean Air Partnership of Middle Tennessee with the Environmental Protection Agency, which advocates for cleaner air by promoting concepts like carpooling, mass transit, and regular car maintenance. An abundance of open space and a lack of highly urbanized areas are conducive to the maintenance of the purity of the air.

The primary water source for Dickson County is the Cumberland River, which the utilities ultimately acquire their water from. There are many landowners in the county who obtain their water from individual wells on their premises. The County does not have a public sewage system, unlike several of the municipalities. However, there are an abundance of developments in Dickson County that have individual septic systems.

Water Quality

The Cumberland River is an important body of water that Dickson County and the surrounding areas rely on, both in economy and welfare of the many citizens that use it. However, Dickson County has an impact on two other rivers in the region: the Harpeth and Duck Rivers. So, maintaining the water quality of the watersheds involving these rivers is very crucial. A *watershed* can be defined as the entire land area that ultimately drains into a particular watercourse or body of water. The TN Department of Environment & Conservation, Division of Water Pollution Control, created the Tennessee River Basin Water Quality Management Plan, which is a decision-making process that reflects a common strategy for information collection and analysis as well as a common understanding of the roles, priorities, and responsibilities of all stakeholders within a watershed. This watershed approach is based on the concept that many water quality problems, like the accumulation of pollutants or non-point source pollution, are best addressed at the watershed level. Watersheds are appropriate as organizational units because they are readily identifiable landscape units with readily identifiable boundaries that integrate terrestrial, aquatic, and geologic features. Focusing on the whole watershed helps reach the best balance among efforts to control point source pollution and polluted

Figure 1—Harpeth River Watershed



Figure 2—Lower Duck River Watershed



Figure 3—Lower Cumberland (Lake Barkley) River Watershed



Percentage of Watersheds in Each County

<u>% of Harpeth River Watershed per County</u>	<u>% of Lower Duck River Watershed per County</u>	<u>% of Lower Cumberland River (Lake Barkley) Watershed per County</u>
Williamson 53.0%	Hickman 36.3%	Montgomery 31.5%
Dickson 23.5%	Maury 29.8%	Stewart 31.3%
Cheatham 10.0%	Humphreys 15.1%	Dickson 20.3%
Davidson 6.2%	Lewis 8.6%	Houston 10.7%
Rutherford 6.2%	Dickson 5.1%	Cheatham 6.1%
Hickman 1.1%	Williamson 4.1%	Robertson 0.1%
	Lawrence 0.5%	
	Giles 0.3%	
	Perry 0.2%	

1,314 stream miles and 655 total lake acres in the Harpeth River Watershed as catalogued in the assessment database. The central and eastern/northeastern area of Dickson County drains into this watershed.

The Lower Duck River Watershed drains approximately 1,548 square miles and empties into the Lower Duck River, which eventually makes its way to the Tennessee River. There are 2,462 stream miles and 13 total lake acres in the Lower Duck River Watershed. The southwestern edge of Dickson County drains into this watershed.

The Lower Cumberland River (Lake Barkley) Watershed, which is part of the Cumberland River Basin, drains approximately 2,343 square miles (of which 982 square miles in Tennessee) and empties to the Cumberland River/Lake Barkley. There are 1,258 stream miles and 3,000 lake acres in the Lower Cumberland River/Lake Barkley Watershed. The western and northern areas of Dickson County drain into this watershed.

An additional characteristic of this watershed approach is that it complements and coordinates other environmental activities. This allows for close cooperation with local citizen groups, local governments, other state agencies, and federal agencies. When all permitted dischargers are considered together, agencies are better able to focus on those controls necessary to produce measurable improvements in water quality. This also results in a more efficient process: It encourages agencies to focus staff and financial resources on prioritized geographic locations and makes it easier to coordinate between agencies and individuals with an interest in solving water quality problems.

Traditional activities like permitting, planning, and monitoring are also coordinated in the Watershed Approach. A significant change from the past is that the Watershed Approach encourages integration of traditional regulatory (those addressing point source pollution) and non-regulatory (those addressing non-point sources of pollution) programs.

In December 2000, the U.S. Environmental Protection Agency (EPA) under the Clean Water Act published a requirement that certain small municipal separate storm sewer systems participate in the National Pollutant Discharge Elimination System (NPDES) commonly referred to as Phase II. Mandated by the EPA and directed by Tennessee Department of Environment and Conservation, the City of Dickson is the only community in the County required to comply with the regulations of the Phase II Program to reduce the amount of water pollution entering into the waters of the State. It appears evident that efforts to reduce water pollution should be expanded to other areas of the County in order to make this program more effective.

Findings:

While there are no immediate air quality or water resource problems, issues related to water pollution and efforts to protect water quality are being identified. The Tennessee Dept of Environment & Conservation, Division of Water Pollution Control, have devised and coordinated a framework initiative designed to protect and restore aquatic systems and protect human health more effectively. This watershed approach is based on the

concept that many water quality problems, like the accumulation of pollutants or non-point source pollution, are best addressed at the watershed level. In addition, a watershed focus helps identify the most cost-effective pollution control strategies to meet clean water goals. Tennessee's Watershed Approach, updates and public participation opportunities, may be found on the web at www.state.tn.us/environment/wpc/watershed/.

Rare and Endangered Species

Dickson County has an abundance of rare native aquatic and terrestrial species, an above-average concentration compared to other counties in Tennessee. Many of the rare aquatic occurrences are scattered throughout the county, however, areas such as the Claylick/Harpeth Valley communities and the northern portion of White Bluff, and the Mt. Sinai/Oak Grove/Eno communities and the southwestern portion of Dickson contain high aquatic priority habitats. Rare terrestrial occurrences are not so much scattered but concentrated in areas around primarily White Bluff and a portion of Burns. The County currently has one designated natural area, the Pardue Pond, and one wildlife management area, Cheatham Lake WMA, both located in the northeastern area of the county along the Cumberland and Harpeth Rivers. The County has expressed interest in protecting these rare species. The Tennessee Wildlife Resources Agency (TWRA) and TDEC's Division of Natural Areas have programs designed to show local officials and landowners throughout the state on how to conserve and protect areas susceptible to these rare species.

TOPOGRAPHY/GEOLOGY

Topography is defined as the general configuration of the earth's surface, including its slope, geological characteristics, and other natural features. Dickson County is located in the Western Highland Rim. The Western Highland Rim is characterized by rolling hills in the central area of the state and a gentle plain to the North of the Cumberland River, and is dissected between the Nashville Basin and the Tennessee River. Average elevation is around 900 feet except to the North in Montgomery and Robertson Counties, where the elevation averages between 650 feet to 750 feet. Elevations for Dickson County's municipalities range from as high as 833 feet to 843 feet for White Bluff and Vanleer, respectively, to as low as 650 feet and 735 feet for Charlotte and Slayden, respectively. The highest area in the county is in the Pond community just north of Dickson off Hwy 46 at Pond Road, which has an elevation of 960 feet. (Refer to **Illustration 2** for the slope variation in the County.)

The underlying rock strata consist of scattered deposits of Cretaceous gravel mostly from Hardin County to Dickson and Stewart Counties, weathered to a fairly deep residual and characterized by red, cherty soil. Limestones of the Mississippian age underlie most of the Highland Rim. The geologic base of Mississippian-age limestone, chert, shale, siltstone, sandstone, and dolomite is primarily found throughout many areas of the county. There are relatively no risks with *Karst* (areas with caves, sinkholes and disappearing streams) features in this area of the Highland Rim in comparison to areas of Montgomery and Robertson Counties. Also, landslide potential is rare due to location,

slope stability, and rock type. The earthquake risk for the Dickson County area is low, with potential considerable damage possible in the county in the event of another New Madrid-type earthquake. There are several fault lines in and around the Dickson County area, appearing just over the county lines in Houston and Stewart Counties to the Northwest, and the Cheatham Dam area to the Northeast in Cheatham County. There is one fault line located in the southwest corner of the county west of Hwy 48 near Harris Road, and another one east of Hwy 46 near Iron Hill Road.

Limestone in the area consists of St. Louis, Warsaw, and Fort Payne Formations. At one time, Dickson County had an abundance of limestone, chert, gravel, and iron ore extraction quarries and pits in the county. Over 30 limestone and chert pits have been located in the county, however, only one remains active, located on N. Hummingbird Road in Dickson. Many of the quarries and pits were primarily used for the once-prominent iron industry, but also for local road building, the construction of I-40, the construction of Cheatham Dam, and for local farming purposes. Today, the active gravel and chert pits continue to be used in the transportation and construction industries and agriculture limestone. Sand and gravel has also been dredged from the Cumberland and Harpeth Rivers and from Jones Creek, primarily for local usage. Clay extraction was once very prominent in the Pond community. There were approximately 50 iron ore quarries, nearly all located in the Slayden and Charlotte areas.

The hardwood industry, another natural resource in Dickson County, also had its beginnings supplying white oak timber to make charcoal to increase the heat in the iron furnaces. Hardwood harvesting will be covered in Chapter 4 under Economy.

Many oil and natural gas testing areas were established, with a majority drying up. Many of the oil and gas wells were located primarily in a diagonal fashion from the Northwest area of the county to the southeast corner.

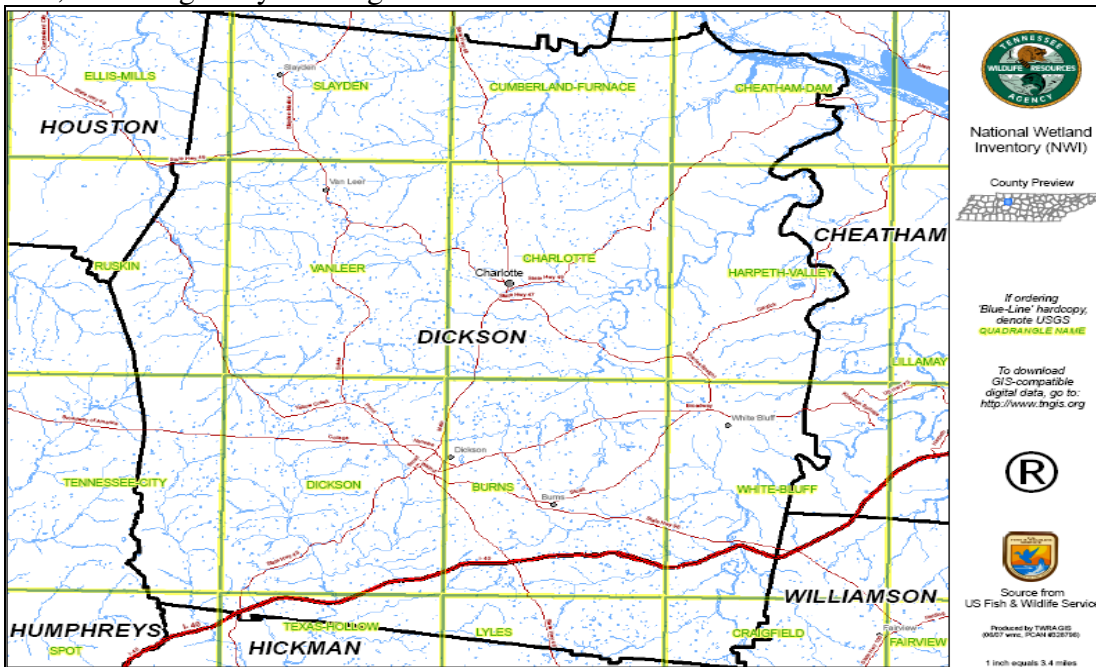
DRAINAGE AND FLOODING

There are approximately 120 streams in the County. Over half of these streams are located in the central and eastern portions of the county. As shown on **Illustration 2**, Dickson County has many of these branches, creeks, and rivers that are susceptible to flooding. These areas are also identified on the latest Flood Insurance Rate Maps with floodway and floodplain areas. More of the streams are located in the West, South, and Southwestern areas of the county. The drainage pattern for Dickson County is well defined, with many of the creeks and branches flowing from the central and south central areas of the county northward to the Cumberland River, South to the Lower Duck River, eastward to the Harpeth River, and northwestward towards the Lower Cumberland (Lake Barkley) area.

There are also 17 springs, with half of the springs located within the Central and Eastern areas of the county within the vicinity of Dickson, Burns, and White Bluff. The County has 1 natural waterfall, located on Big Turnbull Creek just south of Doug Hill Road.

There are 17 recognized reservoirs, lakes and ponds, 13 of which are centrally located in the county. Three of the lakes are located in Montgomery Bell State Park.

Physical land features in Dickson County are plentiful, with approximately 4 summits, 6 ridges and 73 hollows, 2 bluffs, and 1 gap. Many of these features are located in the central and western areas of the county. Due to the rolling hills and valleys of the County, there are also some wetland areas in the County, primarily located along the tributaries of creeks and rivers encompassing the County. Wetlands are areas that, aside from providing wildlife habitat, act like a sponge that can hold water when it rains and release it gradually, to reduce flooding. Also, its plants filter water runoff, making wetlands important for good water quality. According to the U.S. Fish and Wildlife Service National Wetland Inventory (NWI), there is a nearly even distribution of wetlands throughout the county (*see illustration below.*) with approximately 5,765 wetland acres identified in Dickson County. Since 1990, the national policy under the Clean Water Act has been no net loss of wetlands. Therefore, communities are encouraged to evaluate environmental effects regarding development within a wetland area, and mitigate by creating wetlands elsewhere in the area.



Source: U.S. Fish and Wildlife Service

Most of the county has an adequate supply of water for domestic and livestock uses. The major sources of water are streams, wells, ponds, and lakes. The Burns area of the county has been identified as being very good for wells for domestic use. Farm ponds are an important source of water for livestock, wildlife, and recreation.

Dickson County is in the National Flood Insurance Program (NFIP). The NFIP program identifies potential flood hazard areas within the community and provides residence with the opportunity to purchase flood insurance. Floodable areas in Dickson County have been delineated by the Federal Emergency Management Agency (FEMA) and are shown on the Dickson County FIRM maps, dated September 25, 2009. There are areas in

Dickson County that have flood hazard potential such as the Cumberland, Harpeth, and East Piney Rivers, and the Turnbull, Furnace, Bartons, Johnson, Yellow, Jones, and Five Mile Creeks. Therefore, further development in these areas should be avoided or otherwise minimized. However, since many of these areas are located in the municipalities' urban growth boundary (UGB) areas, then such development will be subject to the respective floodplain regulations. The flood hazard areas of Dickson County are depicted in **ILLUSTRATION 2**.

With the recent major flooding event that occurred in the State in early May 2010, Dickson County sustained considerable damage with several roads being closed as well as bridges having some structural damage, though none were destroyed. Though there were no losses of life, there were at least 12 homes that were lost due to flooding. Major flooding events such as this can show a community where areas considered for future development and redevelopment should be encouraged to have more carefully planned developments that minimize increase of water displacement, or otherwise avoided.

SOILS

According to the most recent Soil Survey of Dickson County, Tennessee, the County has a total of seven soil associations, which comprise the majority soils in the county. The Sengtown (Group 1), Hawthorne-Sengtown-Sulphura (Group 2), Saffell-Lax (Group 3), Sengtown-Mountview-Dickson (Group 4), Wolftever-Beason-Melvin (Group 5), Armour-Humphreys-Sullivan (Group 6), and Byler-Nolin (Group 7). These associations are shown in **ILLUSTRATION 3**.

Group 1 is referred to as the Sengtown association. The soils in this map group are dominant in several areas of the county. They are on rolling ridgetops, on hilly or steep side slopes, and in narrow valleys. Sinkholes can appear in these areas due to lots of limestone deposits. About 63% of Dickson County consists of this soil group. Sengtown soils are very deep and well drained and have a gravelly clay subsoil. Depth to bedrock is greater than 60 inches in most places, with exception to isolated boulders near the surface. Slopes range from 5 to 60 percent.

These soils are well suited for trees and for pastureland and hayfields. Hardwoods grow well in these soils. However, slope areas, the hazard of erosion, and shrink-swell potential are the main limitations for development. These soils are moderately suitable for residential and commercial uses, with exception to limitations to slope, low permeability (suitable septic areas), and low strength of the soil. Row crops usage is suitable if erosion is controlled. Low strength of the soils makes this group unsuitable for road and street building.

Group 2 is referred to as the Hawthorne-Sengtown-Sulphura association. The soils in this map group are in the eastern part of the county. They are on narrow rolling ridges, steep and very steep hillsides, and narrow valleys. Nearly vertical rock bluffs are common among major streams and rivers. About 20% of Dickson County consists of this soil group. The soils are overall well drained and are moderately deep to bedrock in

places, with soft bedrock in variable depths from 20 to 40 inches, and then hard bedrock at greater than 60 inches. Slopes range from 5 to 12 percent with some areas as high as 20 to 60 percent slope.

These soils are well suited for trees and for pastureland and hayfields, but unsuitable for row crops because of slope, low available water capacity, and depth to rock. These soils are poorly suited for residential and commercial uses overall. Slope can be a deterrent to road and street building as well as rock slippage but the overall roadbed is stable to support roads and streets. Certain areas of this group have low strength soils for road building as well. The soil shrink-swell potential is low in some areas but can be higher in others.

Group 3 is referred to as the Saffell-Lax association. The soils in this map group are on the southwestern edge of the county. They are on wavy to rolling ridgetops, on steep hillsides, and in narrow valleys. Some narrow floodplain areas are in this group. About 10% of Dickson County consists of this soil group. The soils are moderately well drained and gravelly in stream places, with depth to bedrock at greater than 60 inches. Slopes can range from 2 to 12 percent in some places but also as high as 12 to 60 percent in others.

These soils have some limitations to tree as well as crop usage. Drought-tolerant trees are more prominent. On ridgetops and narrow stream terrain, row crops usage is suitable if erosion is controlled. On ridgetops, pasture and hayfields and well suited. Most areas of this soil group are poorly suited for residential and commercial uses. Slope, low-permeability, and wetness are limitations to building site development and septic tank usage. Low strength and slope of the soils makes this group unsuitable for road and street building. Topsoil suitability is fair to good, and shrink-swell potential is low but also moderately high, depending on the soils.

Group 4 is referred to as the Sengtown-Mountview-Dickson association. This soil group is primarily located in three areas of Dickson County, more prominent within the Vanleer and Sylvia areas, but also south of I-40 and West of White Bluff. This is found on wavy to rolling ridgetops. About 5% of Dickson County consists of this soil group. The soils are well drained and have a gravelly clay subsoil, with depth to bedrock at greater than 60 inches. Slopes typically range between 5 to 20 percent on ridges and hilltops, but also 2 to 12 percent along ridgetops.

Most of these soils are suitable for trees as well as pasture and hayfields, with some suitable areas for row crops if erosion is controlled. This soil group is overall suitable for residential and commercial use, with certain places not so suitable for septic tank use due to wetness and low permeability. Low strength of the soils makes this group unsuitable for road and street building. Shrink-swell potential is high in several places but also low to moderate in others.

Group 5 is referred to as the Wolftever-Beason-Melvin association. This soils group is located in the northeastern portion of the county on nearly level land and floodplains of the Cumberland River. Streams and drainage ways dissect this area. About 0.3% of

Dickson County consists of this soil group. The soils are overall poorly drained, wetness, and have a clay subsoil, but have a depth to bedrock at greater than 60 inches. Slopes range overall low between 0 to 2 percent.

Many of the soils in this group are subject to occasional flooding, but suitable for late season row crops such as soybeans and sorghum. Depending on the location, some areas are suitable for pastureland and hayfields and can tolerate short periods of wetness. Most of this area is used by the Tennessee Wildlife Resources Agency as habitat for wetland wildlife and migratory waterfowl. These soils are suitable for certain bottomland and hardwood trees, but are poorly suited for residential and commercial uses because of flooding, seasonal wetness, and low-permeability. Road and street building should be located outside of floodprone areas. Topsoil suitability is fair to good, and shrink-swell potential is low.

Group 6 is referred to as the Armour-Humphreys-Sullivan association. This soils group is found in the western part of the county along Yellow Creek. Areas are nearly level to wavy raised stream terrain and narrow floodplains bordered by steep upland hillsides. About 0.7% of Dickson County consists of this soil group. The soils are overall well drained and have a slightly gravel subsoil, with depth to bedrock at greater than 60 inches. Slopes usually range between 0 to 5 percent.

Most areas are overall suitable for row crops pending the seasonal floodprone areas. Most areas are also suitable for pastureland and hayfields and can tolerate periods of wetness. These soils are suitable for hardwood trees, with limitations to growth in floodprone areas. Some areas in this group are more suitable for residential and commercial uses than others, depending on floodprone areas. Low strength of the soils and floodprone areas makes for limitations for road and street buildings. Topsoil suitability is fair to good, and shrink-swell potential is low.

Group 7 is referred to as the Byler-Nolin association. This soils group is found along the eastern edge of the county adjacent to the floodplains of the Harpeth River. Areas are wavy and raised stream terrain and on nearly level floodplains. About 0.7% of Dickson County consists of this soil group. The soils are moderately well drained with low permeability subsoil, with depth to bedrock at greater than 60 inches. Slopes usually range between 2 to 12 percent but also as low as 0 to 2 percent.

Most areas are well suited to row crop production, depending on the seasonal flooding. These areas are well suited to pasture and hayfield uses and can tolerate periods of wetness. These soils are mostly suitable for hardwood trees, with limitations to growth in floodprone areas. This soil group is poorly suited to most residential and commercial uses due to floodprone areas and low permeability. Low strength of the soils makes this group unsuitable for road and street building. Topsoil suitability is fair to good, and shrink-swell potential is low.

Findings

Dickson County is situated on the edge of two physiographic provinces in Tennessee:

the Nashville Basin and the Highland Rim. Topography in the community is gentle to rolling for the most part with the steeper areas in the East and southeastern areas.

Of the seven soils groups, the groups **1, 4, and 6** are overall suitable for certain residential and commercial development, as well as certain agricultural activities. However, groups **1 and 4** have some limitations due to slope in some areas, shrink-swell potential, and low permeability for individual septic systems, and group **6** has some floodprone areas. Groups **2, 3, and 5** are somewhat suitable to a variety of agriculture uses, with certain exceptions to areas with extreme slope, depth to bedrock, slow permeability, seasonal wetness, and flooding. Group **7** can be suitable to certain crops depending on seasonal flooding. Woodlands use is practically the only suitable use in all seven groups, with exception to group **3** which is better for certain drought-tolerant tree species. Road building is overall unsuitable in all groups due to low strength of the soils based on certain types of individual soil areas, and, limitations with higher percentage of slope and seasonal wetness. Issues with low permeability, slope, shrink-swell, and floodplain areas will create difficulties in finding suitable areas for septic systems, which will make for hindrances with future land development in these areas.

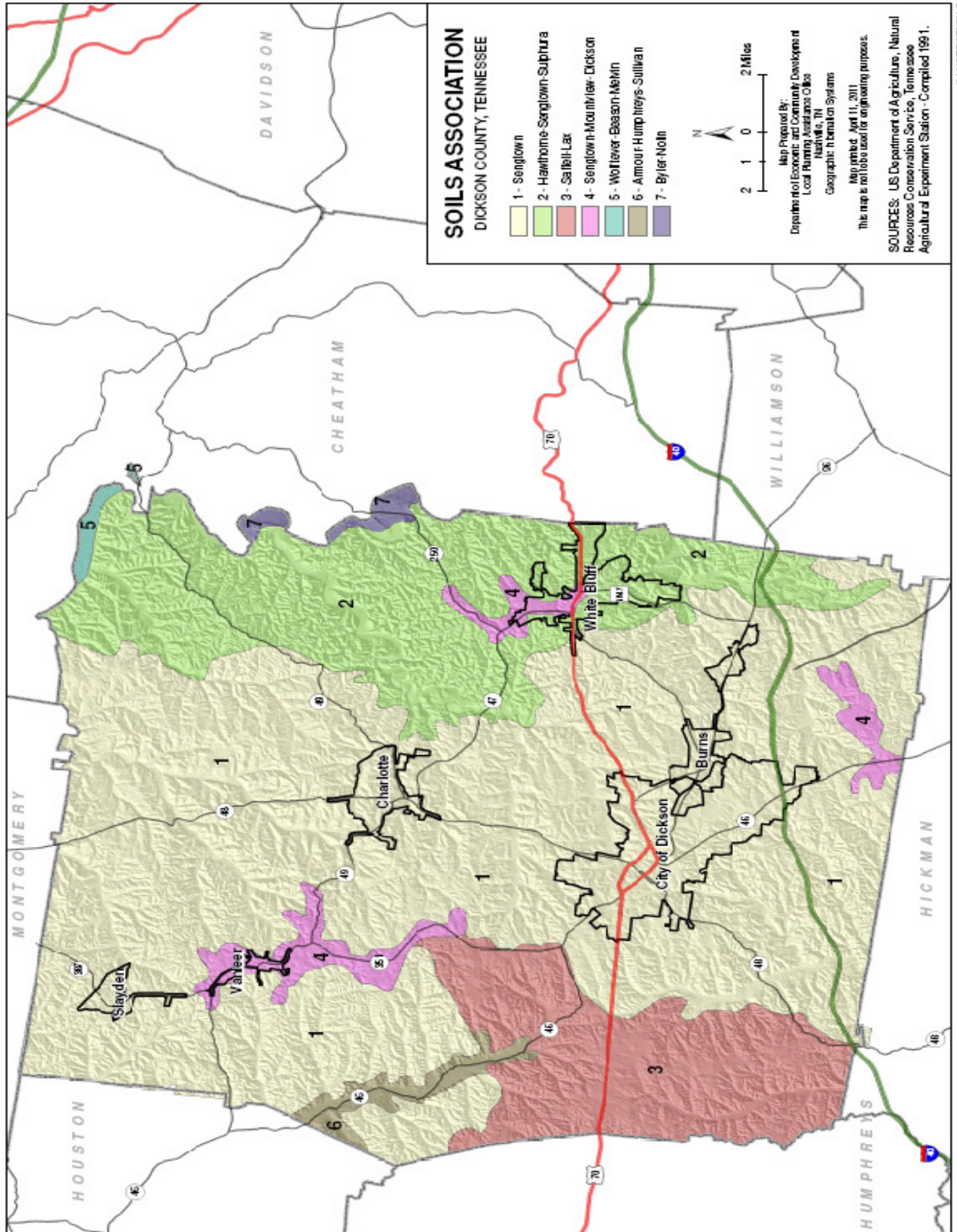
Note that this study of the soils in Dickson County is a generalized study, and that more accurate descriptions of any areas of the county should be achieved by contacting the local soil conservation specialist in the Dickson County Extension Office.

SUMMARY

Dickson County is situated among Western Highland Rim Physiographic Province of Tennessee. Topography overall in the community is gentle to rolling hills, with some excessive slope concentrated in the eastern, western, and southwestern areas. Air and water quality in Dickson County's watershed districts are overall good, although conventional development patterns over time are forecasted to change this level of quality if better development practices aren't contemplated. With exception to areas located in the floodplain, land overall drains fairly well. However, Dickson County contains several wetland acres as well as certain naturally-sensitive areas.

Dickson County has an abundance of natural resources in limestone, chert, and gravel, which was once big industry for the community but is now primarily for local use today. The county once was prominent in the iron industry supporting many furnaces within the region with iron ore as well as hardwoods. However, the hardwood industry still has a place in the local as well as regional market.

Of the 7 soils groups in Dickson County, four group associations are not so suitable for development outside of agriculture and forestry uses due to low permeability for septic systems, high percentage of slope and seasonal wetness and floodprone areas. Road construction will have its difficulties due to low strength of the soil and slippage. These factors will obviously create difficulties in future land development in those areas without careful planning and engineering.



CHAPTER 4

SOCIO-ECONOMIC FACTORS AFFECTING DEVELOPMENT

INTRODUCTION

This chapter will present an analyses of the population trends and economic and employment factors within Dickson County, emphasizing those trends pertinent to the preparation of the land use plan. This information is not intended to provide a detailed demographic analysis of the area. Instead, the focus of the information is on “order of magnitude” estimates of future of population and employment levels within the County and its accompanying municipalities and their Urban Growth Boundaries (UGB’s).

For the purposes of this plan the past changes in population and employment were examined for their implications for development within Dickson County. Of most significance are the projected changes in the population and employment within Dickson County for the year 2025.

Population

Tennessee is divided into nine development districts. Of which, Dickson County is part of a thirteen county functionally and economically integrated environment known as the Nashville Metropolitan Statistical Area (MSA), as first mentioned in Chapter 2. The other counties in the MSA include Cannon, Cheatham, Davidson, Hickman, Macon, Robertson, Rutherford, Smith, Sumner, Trousdale, Williamson and Wilson. As a result of this condition, it may be said that growth in Dickson County is directly dependent upon conditions within this broader economic region of which the county and its municipalities are an integral part. It is within this context of political independence, but social and economic interdependence that we shall view demographic trends within the various counties and the whole of the MSA.

Davidson County forms the core and central economic focal point for the region due to its traditional variety of employment opportunities. This is supported by commuting pattern trends that have been analyzed over the past 40 to 50 years, primarily evident during the 1940-50’s when much of the State’s work force migrated to the major cities to work in the industries. These commuting trends are supported by population increases in the counties of the MSA versus Davidson County as indicated in **Table 4-1**, as well as recent figures of the percentage of MSA residents living and working in their respective counties. This information will be further covered in the Households and Labor section of this chapter.

Tables 4-1 & 4-2 present historical population data for the counties of the MSA for the period 1960 through 2000. The analysis of this information has been segmented into a comparison between Dickson County and the other counties.

Over this forty year span, the total population of Dickson County has mildly fluctuated: rising mildly from 18,839 in the 1960 census to 43,156 by the 2000 census. More rapid growth for the County occurred between 1970 and 1980, and then again in 2000, respectively. Dickson County, as compared to all MSA counties, has maintained the 7th highest population figures in the forty year span.

Table 4-1 presents actual population of the counties of the MSA as recorded in the 1960 Census through the 2000 Census, as well as an analysis of net population change. In 1960, the counties of the MSA accounted for 18.1 % of Tennessee's total population. By 2000, this percentage had increased to 25.2% of the State's total population.

**TABLE 4-1
TENNESSEE AND MSA COUNTIES
POPULATION AND PERCENT CHANGE
1960 TO 2000**

County/State	1960	Percent Change 1960-70	1970	Percent Change 1970-80	1980	Percent Change 1980-90	1990	Percent Change 1990-2000	2000
Cannon	8,537	0.8	8,467	20.9	10,234	2.3	10,467	22.5	12,826
Cheatham	9,428	40.0	13,199	63.8	21,616	25.6	27,140	32.3	35,912
Davidson	399,743	12.0	447,877	6.7	477,811	6.9	510,784	11.6	569,891
Dickson	18,839	16.7	21,977	36.7	30,037	16.7	35,061	23.1	43,156
Hickman	11,862	2.0	12,096	25.3	15,151	10.6	16,754	33.1	22,295
Macon	12,197	1.0	12,315	27.5	15,700	1.3	15,906	28.2	20,386
Robertson	27,335	6.5	29,102	27.2	37,021	12.1	41,494	31.2	54,433
Rutherford	52,368	13.5	59,428	41.5	84,058	41.1	118,570	53.5	182,023
Smith	12,059	3.7	12,509	19.4	14,935	-0.5	14,143	25.2	17,712
Sumner	36,217	55.4	56,266	52.5	85,790	20.4	103,281	26.3	130,449
Trousdale	4,914	4.9	5,155	19.5	6,137	-3.5	5,920	22.6	7,259
Williamson	25,267	36.3	34,423	68.8	58,108	39.4	81,021	56.4	126,683
Wilson	27,668	33.7	36,999	51.5	56,064	20.7	67,675	31.2	88,809
NASHVILLE MSA	646,434	16.0	749,813	21.7	912,662	14.9	1,048,216	36.5	1,431,213
TENNESSEE	3,567,089	10.0	3,924,164	16.9	4,591,120	6.4	4,877,185	16.6	5,689,283

SUMMARY ANALYSIS 1960-2000					
	1960	1970	1980	1990	2000
Dickson, as % MSA	2.91	2.93	3.29	3.34	3.01
Outlying, as % of MSA	38.16	40.27	47.65	51.27	60.18
MSA, as % of Tennessee	18.12	19.10	19.88	21.49	25.16

Source: Tennessee Statistical Abstract 1960-2000

Table 4-2 presents actual population specific to Dickson County and its municipalities from 1960 to 2000. The County's population has gradually increased over the past forty

years versus as well as most of the municipalities with exception to White Bluff which grew overall more rapidly, especially during the 1960's to the 1980's, and Burns which experienced more rapid growth during the 1970's to the 1990's. Special censuses were conducted by all municipalities in 2007, with Slayden conducting theirs in 2002.

**TABLE 4-2
DICKSON COUNTY POPULATION AND PERCENT CHANGE
1960 TO 2000**

Incorporated Place/County	1960	Percent Change 1960-70	1970	Percent Change 1970-80	1980	Percent Change 1980-90	1990	Percent Change 1990-2000	2000	Current Population*
Dickson County	18,839	16.7	21,977	36.7	30,037	16.7	35,061	23.1	43,156	
Burns	386	18.1	456	70.3	777	45.0	1,127	27.2	1,366	1,439*
Charlotte	551	10.7	610	29.1	788	8.4	854	35.0	1,153	1,651*
Dickson	5,028	12.7	5,665	24.3	7,040	24.9	8,791	39.3	12,244	19,274*
Slayden	101	-5.9	95	-27.4	69	60.9	111	66.7	185	227*
Vanleer	234	36.7	320	25.3	401	-8.0	369	-16.0	310	454*
White Bluff	486	139.3	1,163	76.7	2,055	-3.3	1,988	7.7	2,142	2,929*

* Burns, Charlotte, Dickson, Vanleer, and White Bluff conducted a special census, respectively, in 2007. Slayden conducted a special census for an annexation in 2002.

Source: State of Tennessee Dept. of Economic & Community Development

Projections of Future Population

Tables 4-3 & 4-4 present population projections for the MSA, and for Dickson County and its municipalities to the year 2025, respectively. The reader is forewarned that projections of this type are at best an “educated guess” of future population. As shown in Table 4-4, White Bluff and the City of Dickson, respectively, are the only municipalities that have surpassed population projections. As already shown in **Table 4-2**, special censuses conducted after the 2000 Federal Census indicated increases in all municipal populations. Therefore, it is presumed that the finalized 2010 Federal Census will show even more increase in the respective municipal populations, which subsequently will affect the formulas used in future population projections reports.

The population of Dickson County is projected to rise at roughly the same rates as the population within the other counties, according to **Table 4-3**. In actual numbers, the population of Dickson County is projected to rise to approximately 52,029 by 2010 and to approximately 66,148 by 2025. The County is expected to remain the 7th largest county in the MSA. As already noted, these numbers have been theorized according to calculated population growth trends.

**TABLE 4-3
MSA POPULATION PROJECTIONS
TO 2025**

County/State	2000	2005	2010	2015	2020	2025
Cannon	12,826	13,445	14,183	14,852	15,426	15,946
Cheatham	35,912	40,126	44,880	49,691	54,477	59,205
Davidson	569,891	596,399	620,928	643,675	665,579	688,340
Dickson	43,156	47,288	52,059	56,823	61,487	66,148
Hickman	22,295	23,979	25,800	27,564	29,259	30,981
Macon	20,386	21,827	23,473	25,092	26,628	28,140
Robertson	54,433	59,380	64,809	70,196	75,388	80,534
Rutherford	182,023	203,240	232,326	260,125	288,924	318,583
Smith	17,712	18,744	19,927	21,033	22,032	22,963
Sumner	130,449	145,007	161,570	177,616	193,675	209,736
Trousdale	7,259	7,586	8,055	8,492	8,881	9,226
Williamson	126,638	149,596	174,261	199,813	226,133	252,426
Wilson	88,809	98,910	110,448	122,115	133,704	145,249
NASHVILLE MSA	1,311,789	1,425,527	1,552,719	1,677,087	1,801,593	1,927,477
TENNESSEE	5,689,283	6,017,599	6,425,969	6,821,312	7,195,375	7,559,532

**TABLE 4-4
DICKSON COUNTY POPULATION PROJECTIONS
TO 2025**

Incorporated Place/County	2000	2005	2010	2015	2020	2025
Dickson County	43,156	47,288	52,059	56,823	61,487	66,148
Burns	1,366	1,494	1,645	1,790	1,937	2,084
Charlotte	1,153	1,225	1,338	1,455	1,562	1,674
Dickson	12,244	13,118	14,379	15,621	16,829	18,019
Slayden	185	199	219	239	258	278
Vanleer	310	331	364	392	424	450
White Bluff	2,142	2,355	2,598	2,835	3,074	3,307
Unincorporated areas	25,756	28,566	31,517	34,491	37,403	40,337

Source: *Population Projections for the State of Tennessee 2005 to 2025*. University of Tennessee, Center for Business and Economic Research, December 2003

There are a total of 50 unincorporated areas in Dickson County: Abiff, Acorn Hill, Adams Crossroads, Belleview, Bellsburg, Berry, Big Springs, Claylick, Coaling, Cumberland Furnace, Dannertown, Dull, Dunn Chapel, East Side, Edgewood, Eno, Glenwylde, Greenwood, Hamble, Harpeth Valley, Harris Hollow, Hortense, Hillcrest, Iron Hill, Jackson Chapel, Jason Chapel, Marthas Chapel, Mount Lebanon, Oak Grove, Pond, Porter, Promise, Reeders Crossing, Robinsons Chapel, Rock Springs, Ruskin, Spencers Mill, Stayton, Stoney Point, Sweet Home, Sylvia, Taylor Crossroads,

Taylortown, Tennessee City, Thompsons Crossroads, Tidwell, White Oak Flat, Woods Valley, and Yellow Creek. As mentioned earlier, Burns, Charlotte, Dickson, Slayden, Vanleer, and White Bluff are the only incorporated areas in the county. However, in the early days before automobiles, these other populated areas originated to serve as rural centers for the locals and their immediate needs. Today, these areas remain as mainly community identifiers, however, some areas have maintained a resemblance to their former rural centers, utilizing old school buildings and such for community needs. Unfortunately, there are no population counts for these communities other than the municipalities. These areas will be emphasized in Chapter 5 dealing with the county's land use inventory to show land density as well as recommendation for Rural Centers/Crossroad Communities.

Land Area and Density

The density of people per square mile in Dickson County has nearly tripled over the past 40 years. Of the county's land area of 490 square miles, people per square mile (pps) was 38.4 in 1960 (no breakdown in urban/rural population were available.) In 1970, the pps was 45.3; in 1980, the pps was 61.2; in 1990, the pps was 71.6; and in 2000, the pps was 88.1.

In comparison, urban population numbers have gradually increased over the same time period while rural population numbers have decreased. In 1970, 74.2%, or 16,312 of the total population, lived in rural areas versus 25.8%, or 5,665, lived in urban areas. In 1980, 76.6%, or 22,997 people, lived in rural areas versus 23.4%, or 7,040, lived in urban areas. In 1990, 74.9%, or 26,270 people, lived in rural areas versus 25.1%, or 8,791, lived in urban areas. In 2000, 68.8%, or 29,703 people, lived in rural areas versus 31.2%, or 13,453, who lived in urban areas. It is projected that by the year 2025, the total rural population will drop to 61% or 40,337, while the total urban population will increase to 39% or 25,812.

Age of Population

Dickson Countians aged 65 and greater have gradually climbed from 11.5% of the population in 1960 to as high as 12.7% in 1980, but dropped to 11.7% in 2000. Dickson Countians under 17 years of age has percentage-wise gradually decreased from 34.3% in 1960 to 25.7% in 2000. The working class age range, 18-64, has seen a consistent percentage increase, with 54.2% in 1960 to 62.6% in 2000. At the municipal level, however, only the City of Dickson experienced a gradual increase in the Under 17 years range, and only White Bluff experienced a gradual increase in the 65 and greater range. All municipalities and the unincorporated area experienced increases in the 18-64 (working class) range. **Table 4-5** illustrates these characteristics, as well as characteristics for each of the municipalities versus the unincorporated area, respectively. Note that municipal numbers for 1960 through 1970 are unavailable.

Age characteristics trends are significant in indicating the kinds of services a community must provide its citizens in the future. If the trend of the past forty-fifty years continues

through 2025, then the local governments in Dickson County can expect to serve populations which will have an increasing percentage of their populations beyond working age as well as increases in the school-age population.

**TABLE 4-5
AGE CHARACTERISTICS, DICKSON COUNTY
1960-2000**

<u>Year</u>	<u>0-17 / %</u>	<u>18-64 / %</u>	<u>65 & Greater / %</u>	<u>Total Population / %</u>
1960	6,462 (34.3%)	10,211 (54.2%)	2,166 (11.5%)	18,839 (100%)
1970	7,225 (32.9%)	12,159 (55.3%)	2,593 (11.8%)	21,977 (100%)
1980	8,629 (28.7%)	17,590 (58.6%)	3,820 (12.7%)	30,037 (100%)
1990	9,020 (25.7%)	21,658 (61.8%)	4,383 (12.5%)	35,061 (100%)
2000	11,074 (25.7%)	27,013 (62.6%)	5,069 (11.7%)	43,156 (100%)

**AGE CHARACTERISTICS, MUNICIPALITIES
1980-2000***

<u>Year</u>		<u>0-17 / %</u>	<u>18-64 / %</u>	<u>65 & Greater / %</u>	<u>Total Population / %</u>
Burns	1980	221 (28.4%)	450 (58.0%)	106 (13.6%)	777 (100%)
	1990	331 (29.4%)	678 (60.1%)	118 (10.5%)	1,127 (100%)
	2000	316 (23.1%)	886 (64.9%)	164 (12.0%)	1,366 (100%)
Charlotte	1980	200 (25.4%)	452 (57.3%)	136 (17.3%)	788 (100%)
	1990	200 (23.4%)	507 (59.4%)	147 (17.2%)	854 (100%)
	2000	253 (22.0%)	758 (65.7%)	142 (12.3%)	1,153 (100%)
Dickson	1980	1,826 (25.9%)	3,902 (55.4%)	1,312 (18.7%)	7,040 (100%)
	1990	2,376 (27.0%)	4,848 (55.2%)	1,567 (17.8%)	8,791 (100%)
	2000	3,326 (27.2%)	7,156 (58.4%)	1,762 (14.4%)	12,244 (100%)
Slayden	1980	17 (24.6%)	34 (49.3%)	18 (26.1%)	69 (100%)
	1990	23 (20.7%)	65 (58.6%)	23 (20.7%)	111 (100%)
	2000	36 (19.5%)	116 (62.7%)	33 (17.8%)	185 (100%)
Vanleer	1980	86 (21.4%)	228 (56.9%)	87 (21.7%)	401 (100%)
	1990	88 (23.8%)	209 (56.7%)	72 (19.5%)	369 (100%)
	2000	65 (21.0%)	185 (59.6%)	60 (19.4%)	310 (100%)
White Bluff	1980	650 (31.6%)	1,179 (57.4%)	226 (11.0%)	2,055 (100%)
	1990	540 (27.1%)	1,230 (61.9%)	218 (11.0%)	1,988 (100%)
	2000	523 (24.4%)	1,354 (63.2%)	265 (12.4%)	2,142 (100%)
Remainder County	1980	5,629 (29.8%)	11,345 (60.0%)	1,935 (10.2%)	18,909 (100%)
	1990	5,462 (25.0%)	14,121 (64.7%)	2,238 (10.3%)	21,821 (100%)
	2000	6,555 (25.5%)	16,558 (64.3%)	2,643 (10.2%)	25,756 (100%)

*Numbers for 1960 & 1970 are not available.

Source: Tennessee Statistical Abstracts 1980-2000

Income

Income expressed in various ways provides one overall indication of an area's economic effectiveness. Two measures of income, per capita personal income, and the combination of median family income/ median household income, are used to indicate, respectively, the County's position within the MSA and the relative level of well-being of the County's residents.

Table 4-6 reflects the per capita personal income for Dickson County in regards to the other MSA counties. The County's Personal income ranked 7th highest from 1970 to 1990 among the MSA counties, but dropped to 8th in 2000. The County has remained just below the Nashville MSA average as well as the State average.

Table 4-6
Per Capita Personal Income
MSA Counties (in dollars)

County/State	1970	1980	1990	2000
Cannon	2,492	6,563	13,596	21,602
Cheatham	3,038	7,906	14,314	24,047
Davidson	3,962	9,924	20,741	34,008
Dickson	2,912	7,744	14,937	23,832
Hickman	2,567	6,591	12,374	18,630
Macon	2,663	6,360	12,484	17,845
Robertson	2,926	7,117	14,958	24,733
Rutherford	2,704	8,088	17,033	25,953
Smith	2,608	7,673	14,394	20,829
Sumner	3,288	8,675	17,090	25,895
Trousdale	2,868	7,650	11,890	17,678
Williamson	3,646	11,296	24,548	39,906
Wilson	3,222	8,847	16,943	26,515
NASHVILLE MSA (average)	2,992	8,033	15,792	24,728
TENNESSEE	3,189	8,319	16,808	25,946

Source: *Tennessee Statistical Abstracts 1970-2000*

Table 4-7 reflects the median family income, and median household income for Dickson County in regards to the other MSA counties for 1989, 1999, and 2007, the most current data available. The County has maintained a rank of 8th highest among the 13 counties in median family and median household income. However, in 1999 and 2007, the County rose above the State average.

Table 4-7
Median Family/Median Household Income
MSA Counties (in dollars)

County/State	1989 Median Family Income	1989 Median Household Income	1999 Median Family Income	1999 Median Household Income	2007 Median Family Income	2007 Median Household Income
Cannon	27,481	22,847	38,424	32,809	40,354	39,123
Cheatham	33,373	30,778	49,143	45,836	55,770	52,090
Davidson	34,785	28,377	49,317	39,797	56,337	46,430
Dickson	28,792	24,419	45,575	39,056	54,613	45,968
Hickman	25,678	21,567	36,342	31,012	40,135	39,925
Macon	22,739	19,147	37,577	29,867	39,183	35,410
Robertson	32,341	28,687	49,412	43,174	55,811	50,528
Rutherford	36,035	30,878	53,553	46,312	60,958	51,307
Smith	27,393	23,255	41,645	35,625	40,354	43,701
Sumner	36,212	31,795	52,125	46,030	62,099	51,247
Trousdale	23,514	20,127	37,401	32,212	40,354	39,212
Williamson	48,322	43,615	78,315	69,104	97,688	83,924
Wilson	36,761	32,852	56,650	50,140	68,236	60,154
NASHVILLE MSA (average)	31,802	27,564	48,114	41,613	54,760	49,155
TENNESSEE	29,546	24,807	43,517	36,360	51,438	42,389

Sources: U.S. Bureau of the Census and the Tennessee Higher Education System County Profiles 2009

Households

Table 4-8 present household information for Dickson County. The number of households in Dickson County increased from 10,468 in 1980 to 16,473 in 2000. However, the number of people per household has gradually decreased from 2.85 in 1980 to 2.59 in 2000.

TABLE 4-8
NUMBER OF HOUSEHOLDS
DICKSON COUNTY
1980-2000*

	Total Population	Population Within Households	Persons Per Household	Number of Households
1980	30,037	29,834	2.85	10,468
1990	35,061	34,500	2.65	13,019
2000	43,156	42,665	2.59	16,473

*Numbers for 1960 & 1970 are not available.

Source: Tennessee Statistical Abstracts 1980-2000

Findings

Developing estimates of future population levels is always a difficult matter. When we examine historical trends within the State and the Nashville MSA, a clear pattern is evident. Over the past forty years, the population has tended to concentrate within major urban centers scattered across the state, which affected populations in many rural communities. As the population within these urban centers has expanded to fringe areas, the distribution of the population has seen a marked movement towards regional suburbanization. This suburban movement has been generally radial in nature and has closely followed major transportation corridors. Dickson County has historically ranked the 7th highest population of all 13 counties within the MSA. Population has steadily grown for each county and is expected to do so for the next 25 years.

So, as we have seen with the population increases in the county as well as the municipalities overall, land area density and population shifts, the relative level of well-being of the County's residents, and household characteristics, the County has shown a shift from rural to urban living which has contributed to the concept of urban sprawl—the spreading of a city and its suburbs over rural land at the fringe of an urban area—which reflects that residents tend to live in single family dwellings and commute by automobile to work in the county as well as regionally. Additional analysis pertaining to housing types and habitation will be further discussed in Chapter 5 for Residential Land Use.

EMPLOYMENT

Agriculture/Wildlife

In Dickson County's beginning, the settlers primarily grew subsistence crops such as corn. As the Dickson County became more populated and transportation improved, more land was cleared for crop production. In the early days, settlers established farms along the rich bottom lands of the Cumberland, Piney, and Harpeth Rivers, as well as Jones, Turnbull, Bartons, and Yellow Creeks. Although the soil and climate of Dickson County were not conducive to the production of cotton, early farmers raised the crop to take advantage of the high cotton prices. By 1860 wheat, rye, oats, corn, and tobacco had overtaken cotton in economic importance. Livestock such as beef cattle, swine, poultry, sheep, and dairy cattle grazed along roadways and streams, in woodland, and on other land not fenced. Permanent pasture varied throughout the county. Most cleared land was cropped continually or in a short rotation with pasture and hay.

Dark-fired tobacco has also been a very successful crop produced in Dickson County. The bulk of the dark fired production is in Middle and Northwest Tennessee. In 1996, Dickson County produced 1.7 million pounds of dark-fired tobacco, behind Robertson, Montgomery, and Cheatham Counties.

Trends in the last 50 years were toward reducing the amount of land in agricultural production and the number of farms and toward slightly increasing the size of the farms. Many of the farms located just outside of the corporate limits of the City of Dickson were converted to non-agricultural uses with annexations, in addition to the trend of family

ownership selling out to land developers. There were 298,300 acres of land in farms in 1967. In 2002, land in farms reduced to 157,806 acres, which reduced to 139,176 by 2007. The number of farms has fluctuated over the past four decades, however, the average acreage per farm has gradually decreased. In 1964, there were 1,367 active farms at 146 average acres per farm. In 1974, there were 1,057 active farms at 146 average acres per farm. From 1987 to 2002, there was a moderate increase in the number of active farms with a decrease in average acres per farm, with 1,068 active farms at 139 average acres in 1987, compared to 1,106 active farms at 134 average acres in 1997, and 1,448 active farms at 109 average acres in 2002. In 2007, however, the numbers decreased again, with 1,285 active farms at 108 average acres. The number of farm employees has overall decreased as well (as indicated in **Table 4-9** in this Chapter). Barley, buckwheat, corn, oats, rye, and wheat are typical grown crops in the county today. These grains, along with dark-fired tobacco and livestock, are Dickson County's primary agricultural products. While farming is a declining proportion of the total economic activity in comparison to manufacturing, commerce, trade, and services, agriculture still remains as a prominent activity in Dickson County since its early days as a community. It is presumed that the large-acre farms have become profitable due to labor-saving techniques and type of product produced. This has caused the small farmer to disappear virtually from the scene, save the farm families maintaining the land for sentimental reasons.

The hardwood industry, another natural resource in Dickson County, also had its beginnings supplying white oak timber to make charcoal to increase the heat in the iron furnaces. Today, there are a variety of hardwood species harvested in the County, with white oak still the most prominent hardwood harvested, at just over 63 million cubic feet(mbc), followed by red oak, hickory, yellow poplar, and hard maple at approximately 56, 48, 31, and 28 mbc, respectively. Total, over 310 million cubic feet of hardwoods were harvested in the County in 2007. In 2007, Dickson County had one major mill producing 5-20 million board feet (mmbf) and about 9 minor mills producing 0-5 mmbf.

Woodlands continue to be a prominent land use in Dickson County. Woodland acreage figures will be further explained in Chapter 5's Land Use Inventory.

Historically, owing to the fact that only a small portion of the land is cleared, extensive forestland allows for a variety of wildlife, such as white-tailed deer, wildcats, foxes, raccoons, wild turkeys, etc., which still abound in considerable numbers. When the Dickson County was first settled the above-enumerated animals, and also bears, wolves and panther were numerous. This fueled the tanneries industry in the midstate for many years. Today, the local population enjoys the sport of hunting, which also draws a considerable population of visiting hunters. There are several properties consisting of large acreage located in the County that are leased specifically for hunting and other recreational purposes.

Industry

As previously covered in Chapter 2, industry had its beginnings in Dickson County with the iron ore industry. As time progressed and the iron industry faded, other industrial activities emerged. The development of the iron industry in Dickson County did much to shape the county in its early years. However, the building of the railroad in the 1860s, the building of the “Broadway of America,” now known as Highway 70, and the construction of Interstate 40, all of which pass through the southern portion of the county, have done much to shape the county over the last 150 years. One of the first industrial successes was the relocation of A.H. Leathers from Pennsylvania to establish Leathers Handle Factory in 1897. The company became famous for manufacturing Dixie Swatter baseball bats which were used by major league teams during the 1920s and 1930s. The American Cigar Company opened in 1924, and was located at the corner of Mulberry and College Streets. This was as a result of a year-long campaign by the Dickson County Chamber of Commerce, creating 300 new jobs. The cigar factory closed in 1930, however, clothing manufacturers began to take notice and began to locate in Dickson. Red Cap Industries and the TENNSCO Corporation were two examples. It was the success of TENNSCO and other local employers that led to the development of Dickson’s Industrial Park in the Colesburg area in 1957.

Today, Dickson County currently has 17 firms that provide the major manufacturing jobs in the County, employing 3,787 employees.

Major Employers (employing more than 100 people)—Dickson County, 2010

<u>Firm Name</u>	<u>Product or Service</u>	<u>Number of Employees (3,027 total)</u>
Tennsco Corp.	Steel storage production	650
Nemak	Aluminum cylinder heads/casting	427
Shiloh Industries Inc.	Metal automotive stamping	398
Quebecor World	Offset/rotogravure printing	365
Interstate Packaging	Flexible packing/sensitized labels	210
Masonite International Corp.	Wooden, steel, & fiberglass doors	181
Bridgestone APM	Foam seating	150
Ebbtide Corporation	Fiberglass boats	150
Nashville Wire Products, Inc.	Wire parts for HVAC/wire shelving	140
Porcelain Industries	Porcelain coatings	135
Martin-Brower Co. LLC	Distribution center for fast food restaurants	121
Middle Tennessee Lumber Co.	Lumber sales & exports	100

Major Employers (employing less than 100 people)—Dickson County, 2010

<u>Firm Name</u>	<u>Product or Service</u>	<u>Number of Employees (380 total)</u>
Metrican Stamping	Metal auto stamping	85
ALP Lighting	Plastic injection molded products	82
Sumiden Wire Products Corp.	Stainless steel & pre-stressed wire	78
Tennessee Odom’s Pride Sausage	Packaging plant for sausage & biscuits	73
Tennessee Bun	Bakery	62

Source: Middle TN Industrial Development Association: 2010

A comparison of employment in Dickson County and Dickson County to the state employment pattern is important to understand current trends. The state employment percentages show a more even distribution of the labor force between sectors. In 2003, the Dickson County labor force manufacturing in Dickson County represented 40 percent of the labor force, retail trade represented 20 percent, services 19 percent, agriculture 11 percent, and other employment 23 percent. When compared to the statewide figures, Dickson County has a heavier reliance on manufacturing and retail trade employment than the state as a whole. The Dickson County also has a smaller percentage relative to the state in services and manufacturing employment.

Table 4-9 shows employment numbers in Dickson County over the last 30 years. These numbers are not reflective of the Dickson County’s labor force, but by number of employees per work sector that are employed in the Dickson County. Particular occupations and their numbers compiled throughout 1970-2000 *Tennessee Statistical Abstracts* vary by which category they were placed in.

Table 4-9
Employment by Occupation and Percent of Total Employment
Dickson County
1970-2000

Type of Occupation	1970 # / %	1980 # / %	1990 # / %	2000 # / %
Mgmt, Business, & Financial	*	934 / 7.6%	1,396 / 8.7%	1,973 / 9.5%
Professional & Related Occupation	1,753 / 20.8 %	962 / 7.9%	1,517 / 9.5%	2,773 / 13.4%
Sales & Related Occupation	1,219 / 14.5 %	1,105 / 9.0%	2,133 / 13.3%	2,230 / 10.8%
Office & Administrative Support	252 / 3.0%	1,772 / 14.5%	2,640 / 16.4%	3,164 / 15.3%
Service & Protective Occupation	*	1,417 / 11.6%	1,728 / 10.7%	2,856 / 13.8%
Farming, Fishing, & Forestry	457 / 5.4%	414 / 3.4%	444 / 2.8%	164 / 0.8%
Construction & Extraction	910 / 10.8%	750 / 6.2%	914 / 5.7%	2,084 / 10.2%
Installation, Maintenance, & Repair	+	2,007 / 16.4%	1,819 / 11.3%	1,141 / 5.5%
Production	3,188 / 37.8%	2,205 / 18.0%	2,485 / 15.5%	2,573 / 12.5%
Transportation & Material Moving	651 / 7.7%	658 / 5.4%	973 / 6.1%	1,706 / 8.2%
Total Employees	8,430 / 100%	12,224 / 100%	16,049 / 100%	20,664 / 100%

*In the 1970 column, Service and Protective Occupations, and the Management, Business & Financial numbers were included in the Professional & Related Occupations category. + Installation, Maintenance & Repair were included in the Production category.

Source: *Tennessee Statistical Abstracts 1970-2000*

Table 4-10 shows the number of employers for Dickson County over the past four decades, along with the other counties within the MSA. Dickson County has ranked the 7th highest in number of employers among the MSA counties, with exception to 1990 when it ranked 6th. The percentage of employers located in MSA versus remainder of State has gradually risen over the past thirty-four years: 1975—20.0%; 1982—20.6%; 1990—23.2%; and 2000—24.2%.

Table 4-10
Number of Employers within Dickson County and other MSA Counties
1970-2000*

County	1975	1982	1990	2000
Cannon	106	112	143	136
Cheatham	141	183	299	415
Davidson	8,930	10,720	15,494	16,443
Dickson	377	428	666	724
Hickman	145	147	222	243
Macon	187	193	252	253
Robertson	387	459	649	794
Rutherford	997	1,283	2,115	2,937
Smith	201	195	259	277
Sumner	916	1,187	1,895	2,232
Trousdale	95	83	121	108
Williamson	611	1,080	2,370	3,605
Wilson	605	729	1,241	1,575
Total Employers MSA	14,058	16,799	25,726	29,742
<i>Total Employers Tennessee</i>	<i>69,980</i>	<i>80,856</i>	<i>109,888</i>	<i>122,511</i>

*These figures are the number of insured employers.

Sources: *Tennessee Statistical Abstracts 1970-2000*

The past four decades have shown a moderately low unemployment rate for Dickson County, as compared to other MSA counties and the State average. **Table 4-11** shows the labor force and employment numbers and unemployment rates for each of the MSA counties over the past four decades along with the State's numbers and rates. Dickson County had the highest unemployment rates among the other MSA counties in the 1970's. However, the trend changed in the 1980's when Dickson County lowered its rank to 7th highest of the 13 counties, and maintained the 7th rank through the 1990's to 2001. In 2007, the county achieved its best ranking as 9th. The Tennessee Statistical Abstracts that were used in this research calculated statistics as comparisons between two years, i.e., 1977 to 1978, 1997 to 1998, etc.

However, with the downturn of the national economy in the past couple of years, the unemployment rate among all of the MSA counties has steadily climbed. While the 2007 unemployment rate for Dickson County showed its best ranking at 9th highest, by 2009*, the County raised again to be the 6th highest in unemployment.

*Average was available for January-October 2009. Recent labor force figures were obtained from the 2009 Middle Tennessee Industrial Development Association (MTIDA) and from the MTSU Business and Economic Research Center (BERC.)

Table 4-11
Labor Force (LF), Number Employed (#), and Unemployment Rate (UR)
Dickson County and other MSA Counties
1970-2000

	1977 to 1978		1983 to 1984	
	LF/ # / UR	LF/ # / UR	LF/ # / UR	LF/ # / UR
Cannon	3,170 / 2,990 / 5.7%	3,110 / 2,920 / 6.1%	3,530 / 2,980 / 15.6%	3,320 / 2,870 / 13.6%
Cheatham	8,950 / 8,570 / 4.2%	9,225 / 8,830 / 4.3%	11560 / 10520 / 9.0%	12,050 / 11,400 / 5.4%
Davidson	224,680 / 215,000 / 4.3%	230,800 / 221,380 / 4.1%	249300 / 232550 / 6.7%	261,040 / 248,640 / 4.8%
Dickson	13,660 / 12,740 / 6.7% (#1)	14,150 / 13,120 / 7.3% (#1)	16690 / 14620 / 12.4% (#6)	17,600 / 15,820 / 10.1% (#6)
Hickman	5,810 / 5,460 / 6.0%	5,840 / 5,510 / 5.7%	6,610 / 5,630 / 14.8%	6,900 / 6,130 / 11.2%
Macon	6,170 / 5,770 / 6.5%	6,320 / 5,950 / 5.9%	7,000 / 5,790 / 17.3%	6,700 / 5,920 / 11.6%
Robertson	16,020 / 15,770 / 6.2%	17,180 / 16,240 / 5.5%	20,120 / 18,020 / 10.4%	21,040 / 19,460 / 7.5%
Rutherford	35,670 / 33,870 / 5.0%	36,690 / 34,870 / 4.9%	45,390 / 40,910 / 9.9%	49,630 / 46,730 / 5.8%
Smith	8,250 / 7,790 / 5.6%	8,260 / 7,730 / 6.4%	7,870 / 6,740 / 14.4%	7,590 / 6,740 / 11.2%
Sumner	36,810 / 35,000 / 4.9%	37,720 / 36,040 / 4.4%	46,570 / 41,750 / 10.4%	49,660 / 46,050 / 7.3%
Trousdale	3,210 / 3,020 / 5.9%	3,170 / 2,970 / 6.3%	2,570 / 2,100 / 18.3%	2,570 / 2,260 / 12.1%
Williamson	23,840 / 23,120 / 3.0%	24,580 / 23,800 / 3.2%	30,260 / 28,280 / 6.5%	33,330 / 32,160 / 3.5%
Wilson	23,030 / 22,070 / 4.2%	23,870 / 22,730 / 4.8%	30,800 / 27,290 / 11.4%	31,810 / 29,710 / 6.6%
Tennessee	1,903,000 / 1,783,000 / 6.3%	1,926,000 / 1,815,000 / 6.0%	2,181,000 / 1,931,000 / 11.5%	2,223,000 / 2,033,000 / 8.5%

	1997 to 1998		2000 to 2001	
	LF/ # / UR	LF/ # / UR	LF/ # / UR	LF/ # / UR
Cannon	4,890 / 4,540 / 7.2%	4,840 / 4,540 / 6.2%	5,030 / 4,820 / 4.2%	5,150 / 4,900 / 4.9%
Cheatham	17,730 / 17,230 / 2.8%	18,860 / 18,450 / 2.2%	19,750 / 19,300 / 2.3%	20,030 / 19,470 / 2.8%
Davidson	300,600 / 290,490 / 3.4%	307,070 / 299,280 / 2.5%	304,950 / 296,100 / 2.9%	308,190 / 298,690 / 3.1%
Dickson	19,990 / 19,020 / 4.9% (#6)	21,030 / 20,320 / 3.4% (#7)	22,020 / 21,230 / 3.6% (#6)	22,350 / 21,410 / 4.2% (#7)
Hickman	8,400 / 7,920 / 5.7%	8,140 / 7,580 / 6.9%	7,680 / 7,340 / 4.4%	7,980 / 7,530 / 5.6%
Macon	8,170 / 7,300 / 10.6%	7,890 / 7,420 / 6.0%	8,810 / 8,460 / 4.0%	8,940 / 8,300 / 7.2%
Robertson	26,260 / 24,990 / 4.8%	27,720 / 26,760 / 3.5%	29,440 / 28,400 / 3.5%	29,890 / 28,650 / 4.1%
Rutherford	86,530 / 83,170 / 3.9%	91,480 / 88,810 / 2.9%	97,890 / 95,040 / 2.9%	99,420 / 95,870 / 3.6%
Smith	9,360 / 8,860 / 5.3%	9,640 / 9,280 / 3.7%	9,440 / 9,030 / 4.3%	9,370 / 8,910 / 4.9%
Sumner	64,930 / 62,470 / 3.8%	67,940 / 65,690 / 3.3%	69,810 / 67,680 / 3.1%	71,470 / 68,270 / 4.5%
Trousdale	1,970 / 1,780 / 9.6%	2,000 / 1,820 / 9.0%	2,040 / 1,940 / 4.9%	2,060 / 1,850 / 10.2%
Williamson	57,870 / 56,550 / 2.3%	62,360 / 61,300 / 1.7%	69,160 / 67,880 / 1.9%	70,010 / 68,470 / 2.2%
Wilson	43,650 / 41,930 / 3.9%	45,760 / 44,210 / 3.4%	48,410 / 46,930 / 3.1%	49,080 / 47,340 / 3.5%
Tennessee	2,708,400 / 2,562,300 / 5.4%	2,759,500 / 2,643,800 / 4.2%	2,798,400 / 2,688,200 / 3.9%	2,817,700 / 2,691,700 / 4.5%

	2007 to 2009	
	LF/ # / UR	LF/ # / UR
Cannon	6,340 / 6,022 / 5.0%	6,514 / 5,731 / 12.0%
Cheatham	20,198 / 19,397 / 4.0%	20,290 / 18,458 / 9.0%
Davidson	319,929 / 307,281 / 4.0%	319,562 / 292,401 / 8.5%
Dickson	23,790 / 22,820 / 4.1% (#9)	23,486 / 20,940 / 10.8% (#6)
Hickman	9,943 / 9,387 / 5.6%	10,215 / 8,933 / 12.6%
Macon	10,401 / 9,759 / 6.2%	10,572 / 9,286 / 12.2%
Robertson	32,550 / 31,083 / 4.5%	32,943 / 29,578 / 10.2%
Rutherford	128,443 / 123,518 / 3.8%	130,076 / 117,537 / 9.6%
Smith	8,999 / 8,502 / 5.5%	9,337 / 8,091 / 13.4%
Sumner	78,198 / 74,886 / 4.2%	78,921 / 71,260 / 9.7%
Trousdale	3,627 / 3,414 / 5.9%	3,685 / 3,249 / 11.8%
Williamson	86,734 / 83,447 / 3.8%	85,620 / 79,406 / 7.3%
Wilson	56,531 / 54,171 / 4.2%	56,580 / 51,548 / 8.9%
Tennessee	3,013,380 / 2,867,580 / 4.8%	3,025,604 / 2,718,281 / 10.2%

Sources for Table 4-9: Tennessee Statistical Abstract 1970-2000, and Business and Economic Research Center, Jones College of Business, Middle Tennessee State University.

Findings

Employment changed within Dickson County during the past four decades. The face of the workforce changed with the introduction of the Industrial age, as more and more people sought employment in the factories, and further increased with the world wars in the 20th Century, which relocated many people from the farms and rural communities to the larger cities.

SUMMARY

Dickson County serves as both a bedroom community as well as an employer to many of the people within the MSA counties. With its share of industrial and commercial enterprises, Dickson County maintains its reputation as one of the above-average counties in the entire MSA as well as the entire State for population and economic progress.

During the planning period 2010-2030, Dickson County's population is projected to increase on the average of 8.2%. However, this change is not reflective of a long-term trend. The municipalities such as Dickson are projected to increase on the average of 7.4%, while White Bluff is projected to increase on the average of 8.3%, and Burns at 8.1%. This compares to the MSA, which is expected to grow 7.4%, and the State, which is expected to grow 5.5%. Provided a consistent increase in job creation and minimal out-migration, Dickson County as a whole will continue to have moderate growth. An increase in the number of households as well as above State average median income in Dickson County will have a significant impact on planning issues. The slight decrease in persons-per-household in Dickson County reflects smaller family sizes.

The 2010 Federal Census, when finalized, is anticipated to reflect a more accurate depiction of Dickson County's population and its municipalities. Subsequent population projections based on this census should also reflect a more accurate calculation of the community's expected growth patterns.

Any more rapid population growth will be subject to changes in the economy in the coming years. The need for expanded housing, commercial areas, or industrial sites will be predicated on the continuation of current trends of modest economic growth and projected long-term population growth.

CHAPTER 5

EXISTING LAND USE AND TRANSPORTATION ANALYSIS

INTRODUCTION

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

EXISTING LAND USE AND TRANSPORTATION

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

ILLUSTRATION 4 depicts the various land uses in Dickson County, as well as Burns, Charlotte, City of Dickson, Slayden, Vanleer, and White Bluff. (For illustrative purposes, the Urban Growth Boundaries, Planned Growth Areas, and Rural Areas have been omitted. Please refer to **Illustration 4A** for the Dickson County Growth Plan.) The land uses 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, mobile homes, and public housing. It is important to note that the Residential category is further divided into Single-family residential—less than 5 acres, Single-family residential—over 5 acres; duplex; multi-family residential; mobile home and mobile home parks.

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

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

Public/Semi-Public: Land on which cultural, educational, religious, fraternal facilities, and all federal, state, and local governmental uses are located; land on which museums, libraries, parks, and similar uses are located.

Undeveloped: Land that is currently used agricultural, woodland, or is otherwise vacant.

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.

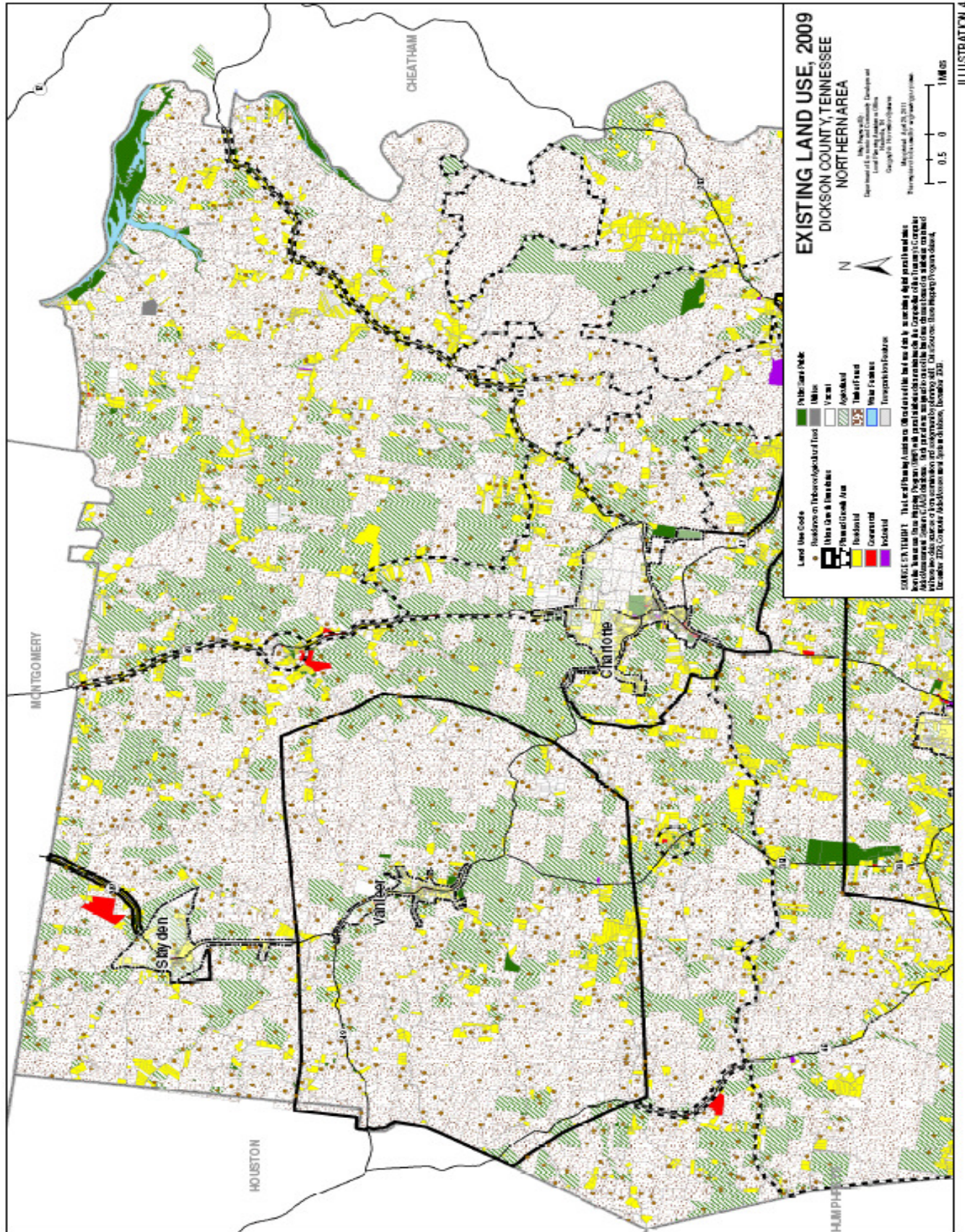
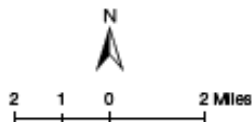
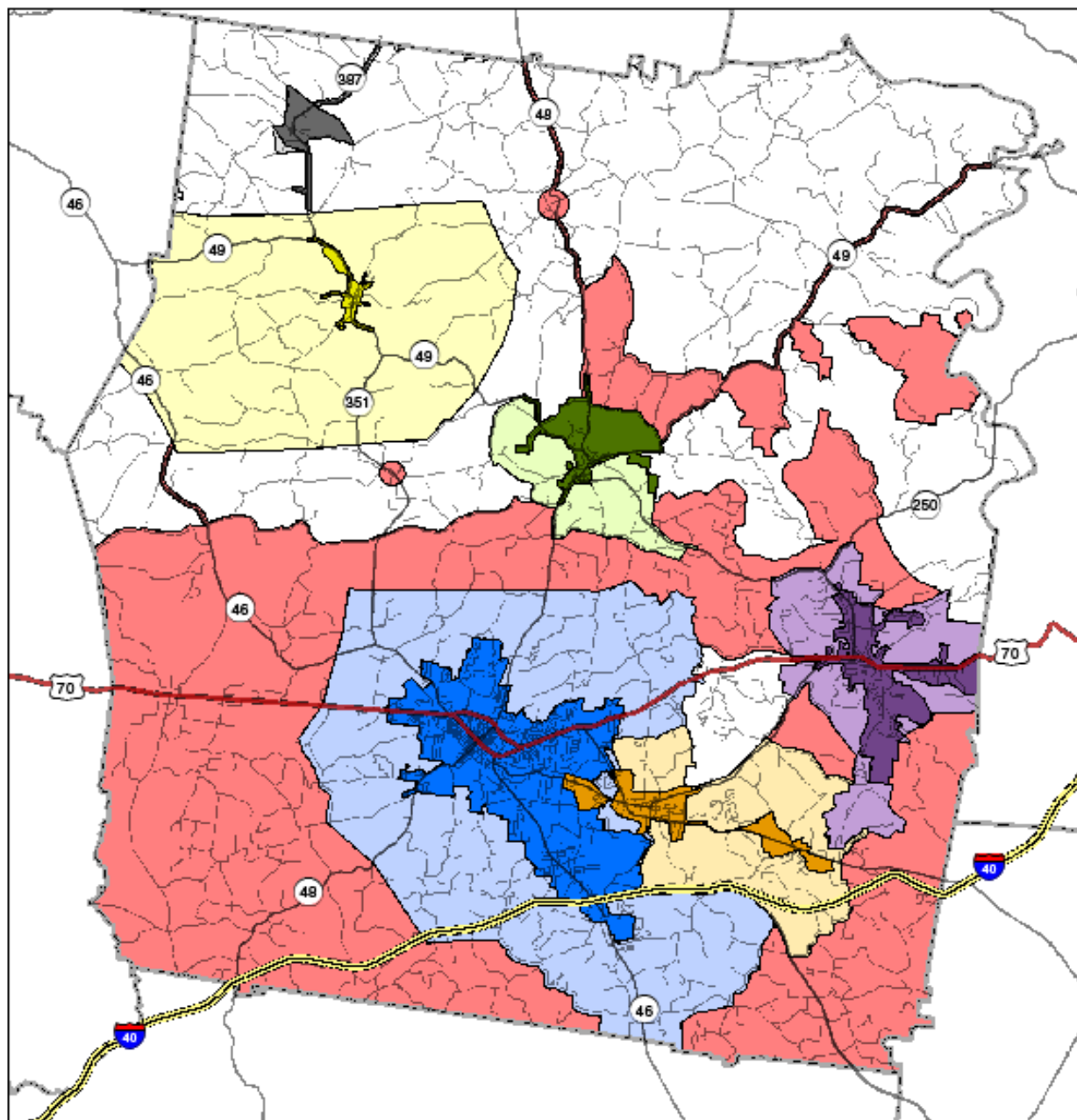


ILLUSTRATION 4



Map Prepared By:
 Department of Economic and Community Development
 Local Planning Assistance Office
 Nashville, TN
 Geographic Information Systems
 Map printed: April 20, 2011
 This map is not to be used for engineering purposes.

GROWTH PLAN

DICKSON COUNTY, TENNESSEE

- | | | |
|----------------|--------------|-------------------------------|
| Burns | Dickson UGB* | White Bluff |
| Burns UGB* | Slayden | White Bluff UGB* |
| Charlotte | Slayden UGB* | Planned Growth Area |
| Charlotte UGB* | Vanleer | Rural Area |
| Dickson | Vanleer UGB* | *Urban Growth Boundary |

ILLUSTRATION 4A

River: Acreage which is comprised of water bodies, ie., rivers, creeks, streams, etc.

Transportation: Land on which municipal streets, Dickson County roads and state highways are located, including the right-of-ways. Airports, rail lines, and other modes of transportation are included.

The over-5 acre residential category would appear to be vacant land physically, but, due to these large tracts having a residential unit on premises, then they are classified as developed land. However, this category may have the potential to be further subdivided, provided there are no inhibitions such as zoning, flood zone areas, slope, and utility coverage as well as ownership prerogative.

LAND USE ANALYSIS

Within the limits of Dickson County there are approximately 491 square miles (314,659.9 acres), of which 490 square miles (99.7%, 314,007.2 acres) is land area and approximately 1.0 square miles (0.2%, 652.7 acres) is inland water area. Of the total land area, approximately 15.5%, or 48,867.8 acres, are considered developed. This leaves 82.1%, or 258,452.9 acres, of undeveloped area. Of all developed lands, there are limitations to certain kinds of development by physical constraints such as susceptibility to flooding, steep slope, or other development constraints, as described in Chapter 3's **Natural Factors**.

Residential land comprises 37,604.3 acres, or 11.9% of the total land area; Commercial land comprises 1,940.2 acres, or 0.6%; Industrial uses occupy 1,396.6 acres, or 0.4%; Public/Semi-Public uses comprise 7,765.4 acres, or 2.5%. Of the 258,452.9 acres categorized as Undeveloped lands, Agriculture lands comprise 76,899.8 acres, Woodlands comprise 165,878.8 acres, and Vacant lands comprise 15,674.3 acres.

As required by Public Chapter 1101 Act of 1998, the Dickson County Growth Plan, as of April 19, 2007, provides designated areas in the County where it is anticipated those areas where urban growth may occur. Those areas are identified as Urban Growth Boundaries (UGB's), Planned Growth Areas (PGA's), and Rural Areas (RA's). UGB's are the municipalities and respective contiguous territories where high-density residential, commercial and industrial growth is expected, or where the municipalities are better able than other municipalities to provide urban services. PGA's are territories outside municipalities where high or moderate density commercial, industrial, and residential growth are projected. RA's are territories not in UGB's or PGA's and that are to be preserved as agricultural lands, forests, recreational areas, wildlife management areas or for uses other than high density commercial, industrial, or residential development. For purposes of analyzing existing land use in the County, these areas have also been included in the analysis.

Dickson's corporate limits consist of 12,750.3 total land acres, while their UGB consists of 37,494.5 total land acres; White Bluff's corporate limits consist of 3,970.7 total land acres, while their UGB consists of 8,299.1 total land acres; Burns' corporate limits consist of 2,219.7 total land acres, while their UGB consists of 10,565.7 total land acres; Charlotte's corporate limits consist of 2,535.3 total land acres, while their UGB consists

of 4,700.9 total land acres; Slayden’s corporate limits consist of 1,061.7 total land acres, while their UGB consists of 260.4 total land acres; and Vanleer’s corporate limits consist of 541.4 total land acres, while their UGB consists of 30,186.7 total land acres.

Tables 5-1 and 5-2 lists each land use with the county and each municipality’s corporate limits and UGB’s, respectively. Acreage was calculated based on 2009 land use data.

Total land use in Dickson County, including the municipalities and their UGB’s, are illustrated in **Graph 1**.

**Table 5-1
Land Use Figures—Dickson County**

<i>Land Use Type—PGA</i>	<i>Acreage</i>	<i>Percentage</i>
Residential	11,252.6	12.1%
Single Family Residential Under 5 acres	3,023.2	3.3%
Single Family Residential Over 5 acres	6,236.9	6.7%
Duplex	7.4	0.0%
Multi Family Residential	4.0	0.0%
Mobile Home	1,967.6	2.1%
Mobile Home Park	13.5	0.0%
Commercial	291.1	0.3%
Industrial	49.0	0.1%
Public/Semi-Public	798.4	0.9%
Undeveloped	78,444.8	84.7%
Agriculture	21,113.4	22.8%
Woodland	52,853.0	57.0%
Vacant	4,478.4	4.9%
Utilities	2.8	0.0%
River	0.0	0.0%
Transportation	1,847.1	2.0%
Total Land Use	92,685.5	100.0%

<i>Land Use Type—Rural Areas</i>	<i>Acreage</i>	<i>Percentage</i>
Residential	7,480.5	7.0%
Single Family Residential Under 5 acres	1,691.5	1.6%
Single Family Residential Over 5 acres	4,050.2	3.8%
Duplex	6.4	0.0%
Multi Family Residential	7.6	0.0%
Mobile Home	1,719.4	1.6%
Mobile Home Park	5.4	0.0%
Commercial	265.7	0.3%
Industrial	150.5	0.1%
Public/Semi-Public	4,620.6	4.3%
Undeveloped	93,291.2	86.8%
Agriculture	25,930.3	24.0%
Woodland	64,002.2	59.7%
Vacant	3,358.7	3.1%
Utilities	53.2	0.1%
River	652.7	0.6%
Transportation	873.2	0.9%
Total Land Use	107,387.6	100.0%

**Table 5-2
Land Use Figures—Municipalities' corporate limits & UGB's**

<i>Land Use Type—Burns</i>	<i>Acreage</i>	<i>Percentage</i>
Residential	698.5	31.6%
Single Family Residential Under 5 acres	492.1	22.2%
Single Family Residential Over 5 acres	131.8	6.0%
Duplex	12.3	0.6%
Multi Family Residential	3.5	0.2%
Mobile Home	55.3	2.5%
Mobile Home Park	3.5	0.2%
Commercial	39.6	1.8%
Industrial	32.3	1.5%
Public/Semi-Public	126.6	5.7%
Undeveloped	1,128.5	57.8%
Agriculture	382.3	17.1%
Woodland	471.1	21.2%
Vacant	275.1	12.4%
Utilities	7.3	0.3%
River	0.0	0.0%
Transportation	186.8	8.4%
Total Land Use	2,219.7	100.0%

<i>Land Use Type—Burns UGB</i>	<i>Acreage</i>	<i>Percentage</i>
Residential	2,032.6	19.3%
Single Family Residential Under 5 Acres	1,006.0	9.5%
Single Family Residential Over 5 Acres	903.3	8.6%
Duplex	16.7	0.2%
Multi Family Residential	0.0	0.0%
Mobile Home	106.6	1.0%
Mobile Home Park	0.0	0.0%
Commercial	116.8	1.1%
Industrial	0.8	0.0%
Public/Semi Public	115.0	1.1%
Undeveloped	7,737.1	73.3%
Agriculture	3,540.7	33.6%
Woodland	3,444.4	32.6%
Vacant	752.0	7.1%
Utilities	0.0	0.0%
River	0.0	0.0%
Transportation	563.4	5.3%
Total Land Use	10,565.7	100.0%

Table 5-2, cont'd

<i>Land Use Type—Charlotte</i>	<i>Acreage</i>	<i>Percentage</i>
Residential	680.8	26.9%
Single Family Residential Under 5 Acres	434.2	17.1%
Single Family Residential Over 5 Acres	176.8	7.0%
Duplex	7.3	0.3%
Multi Family Residential	4.5	0.2%
Mobile Home	48.9	1.9%
Mobile Home Park	9.1	0.4%
Commercial	22.5	0.9%
Industrial	6.7	0.3%
Public/Semi Public	181.1	7.1%
Undeveloped	1,535.8	60.5%
Agriculture	377.3	14.8%
Woodland	892.3	35.2%
Vacant	266.2	10.5%
Utilities	0.6	0.0%
River	0.0	0.0%
Transportation	107.8	4.3%
Total Land Use	2,535.3	100.0%

<i>Land Use Type—Charlotte UGB</i>	<i>Acreage</i>	<i>Percentage</i>
Residential	595.9	12.6%
Single Family Residential Under 5 Acres	244.3	5.2%
Single Family Residential Over 5 Acres	314.3	6.7%
Duplex	0.0	0.0%
Multi Family Residential	0.0	0.0%
Mobile Home	37.3	0.8%
Mobile Home Park	0.0	0.0%
Commercial	0.6	0.0%
Industrial	2.9	0.1%
Public/Semi Public	10.0	0.3%
Undeveloped	3,971.3	84.4%
Agriculture	1,586.0	33.7%
Woodland	2,168.0	46.2%
Vacant	217.3	4.6%
Utilities	0.0	0.0%
River	0.0	0.0%
Transportation	120.2	2.6%
Total Land Use	4,700.9	100.0%

Table 5-2, cont'd

<i>Land Use Type—City of Dickson</i>	<i>Acreage</i>	<i>Percentage</i>
Residential	3,679.5	28.9%
Single Family Residential Under 5 Acres	2,693.0	21.1%
Single Family Residential Over 5 Acres	545.2	4.3%
Duplex	93.4	0.7%
Multi Family Residential	213.0	1.7%
Mobile Home	94	0.7%
Mobile Home Park	40.9	0.3%
Commercial	858.5	6.6%
Industrial	742.6	5.9%
Public/Semi Public	1,116.6	8.8%
Undeveloped	5,185.5	40.6%
Agriculture	1,649.2	12.9%
Woodland	1,486.9	11.6%
Vacant	2,049.4	16.1%
Utilities	40.3	0.3%
River	0.0	0.0%
Transportation	1,127.3	8.8%
Total Land Use	12,750.3	100.0%

<i>Land Use Type—City of Dickson UGB</i>	<i>Acreage</i>	<i>Percentage</i>
Residential	6,127.3	16.4%
Single Family Residential Under 5 Acres	2,361.2	6.3%
Single Family Residential Over 5 Acres	3,104.3	8.3%
Duplex	38.3	0.1%
Multi Family Residential	64.4	0.2%
Mobile Home	541.6	1.4%
Mobile Home Park	17.5	0.1%
Commercial	166.1	0.4%
Industrial	335.4	0.9%
Public/Semi Public	432.7	1.2%
Undeveloped	29,248.5	77.9%
Agriculture	14,067.6	37.5%
Woodland	12,919.2	34.4%
Vacant	2,261.7	6.0%
Utilities	51.8	0.1%
River	0.0	0.0%
Transportation	1,132.7	3.0%
Total Land Use	37,494.5	100.0%

Table 5-2, cont'd

<i>Land Use Type—Slayden</i>	<i>Acreage</i>	<i>Percentage</i>
Residential	223.4	21.0%
Single Family Residential Under 5 Acres	61.1	5.8%
Single Family Residential Over 5 Acres	136.6	12.9%
Duplex	0.0	0.0%
Multi Family Residential	0.0	0.0%
Mobile Home	25.7	2.4%
Mobile Home Park	0.0	0.0%
Commercial	3.0	0.3%
Industrial	0.0	0.0%
Public/Semi Public	7.6	0.7%
Undeveloped	800.1	75.4%
Agriculture	453.1	42.8%
Woodland	318.8	30.0%
Vacant	28.2	2.7%
Utilities	0.0	0.0%
River	0.0	0.0%
Transportation	27.6	2.6%
Total Land Use	1,061.7	100.0%

<i>Land Use Type—Slayden UGB</i>	<i>Acreage</i>	<i>Percentage</i>
Residential	75.9	29.2%
Single Family Residential Under 5 Acres	41.5	15.9%
Single Family Residential Over 5 Acres	18.1	7.0%
Duplex	0.0	0.0%
Multi Family Residential	0.0	0.0%
Mobile Home	16.3	6.3%
Mobile Home Park	0.0	0.0%
Commercial	0.0	0.0%
Industrial	0.0	0.0%
Public/Semi Public	4.5	1.7%
Undeveloped	169.5	65.2%
Agriculture	61.7	23.7%
Woodland	101.4	39.0%
Vacant	6.4	2.5%
Utilities	0.0	0.0%
River	0.0	0.0%
Transportation	10.5	4.0%
Total Land Use	260.4	100.0%

Table 5-2, cont'd

<i>Land Use Type—Vanleer</i>	<i>Acreage</i>	<i>Percentage</i>
Residential	188.4	34.7%
Single Family Residential Under 5 Acres	120.2	22.2%
Single Family Residential Over 5 Acres	37.6	6.9%
Duplex	0.0	0.0%
Multi Family Residential	1.7	0.3%
Mobile Home	28.8	5.3%
Mobile Home Park	0.0	0.0%
Commercial	17.3	3.2%
Industrial	10.1	1.9%
Public/Semi Public	12.1	2.2%
Undeveloped	287.6	53.2%
Agriculture	168.1	31.0%
Woodland	71.9	13.3%
Vacant	47.6	8.8%
Utilities	0.3	0.1%
River	0.0	0.0%
Transportation	25.6	4.7%
Total Land Use	541.4	100.0%

<i>Land Use Type—Vanleer UGB</i>	<i>Acreage</i>	<i>Percentage</i>
Residential	1,431.6	4.7%
Single Family Residential Under 5 Acres	300.3	1.0%
Single Family Residential Over 5 Acres	832.6	2.8%
Duplex	0.0	0.0%
Multi Family Residential	0.0	0.0%
Mobile Home	298.6	1.0%
Mobile Home Park	0.0	0.0%
Commercial	0.2	0.0%
Industrial	3.5	0.0%
Public/Semi Public	113.5	0.4%
Undeveloped	28,420.1	94.1%
Agriculture	6,058.8	20.1%
Woodland	21,635.1	71.6%
Vacant	726.2	2.4%
Utilities	0.0	0.0%
River	0.0	0.0%
Transportation	217.8	0.7%
Total Land Use	30,186.7	100.0%

Table 5-2, cont'd

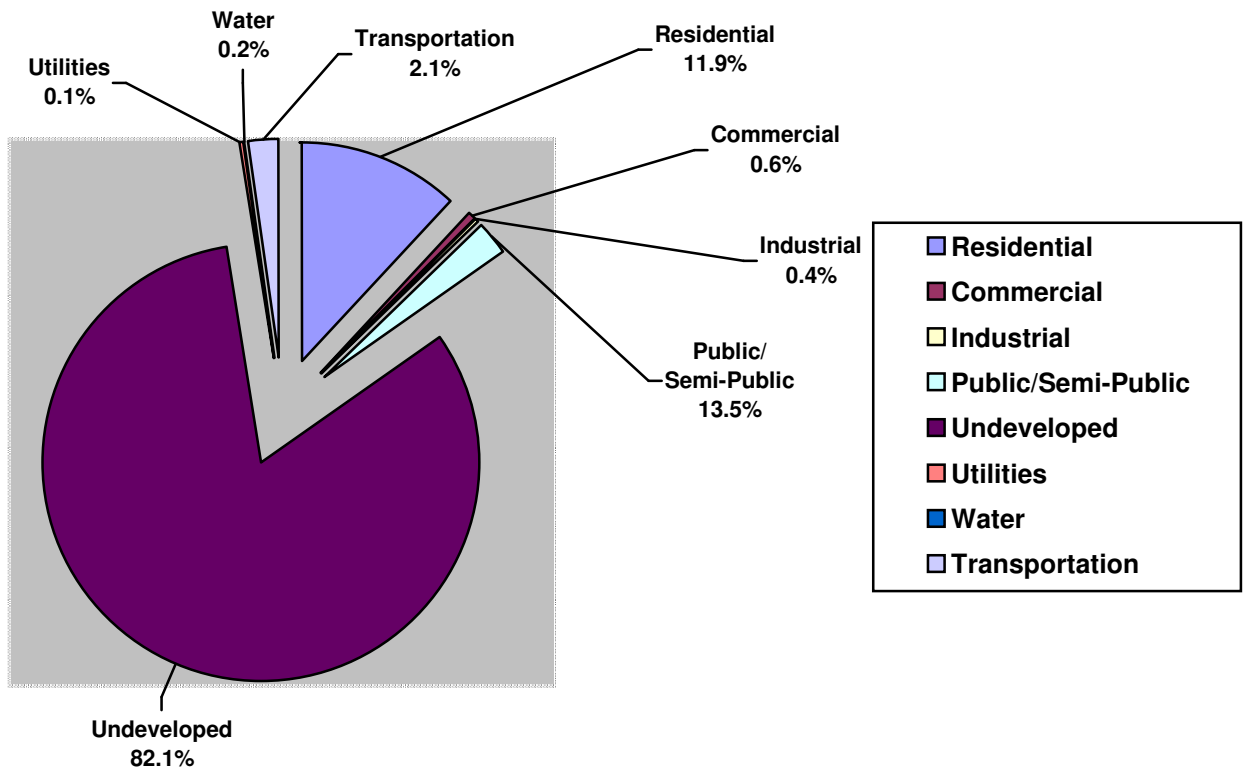
<i>Land Use Type—White Bluff</i>	<i>Acreage</i>	<i>Percentage</i>
Residential	1,436.5	36.3%
Single Family Residential Under 5 Acres	1,054.8	26.6%
Single Family Residential Over 5 Acres	244.6	6.2%
Duplex	14.7	0.4%
Multi Family Residential	14.6	0.4%
Mobile Home	107.8	2.7%
Mobile Home Park	0.0	0.0%
Commercial	144.3	3.7%
Industrial	53.8	1.4%
Public/Semi Public	194.9	5.0%
Undeveloped	1,897.0	47.9%
Agriculture	288.9	7.3%
Woodland	867.0	21.9%
Vacant	741.1	18.7%
Utilities	0.5	0.0%
River	0.0	0.0%
Transportation	243.7	6.2%
Total Land Use	3,970.7	100.0%

<i>Land Use Type—White Bluff UGB</i>	<i>Acreage</i>	<i>Percentage</i>
Residential	1,700.8	20.5%
Single Family Residential Under 5 Acres	581.9	7.0%
Single Family Residential Over 5 Acres	744.0	9.0%
Duplex	17.5	0.2%
Multi Family Residential	3.5	0.0%
Mobile Home	353.9	4.3%
Mobile Home Park	0.0	0.0%
Commercial	14.5	0.2%
Industrial	9.0	0.1%
Public/Semi Public	31.8	0.4%
Undeveloped	6,335.8	76.2%
Agriculture	1,222.4	14.7%
Woodland	4,647.5	56.0%
Vacant	465.9	5.5%
Utilities	4.5	0.1%
River	0.0	0.0%
Transportation	202.7	2.5%
Total Land Use	8,299.1	100.0%

Source for Tables 5-1 & 5-2: Tennessee Dept. Economic & Community Development

GRAPH 1
Total Existing Land Use--Dickson County

<u>Land Use Category</u>	<u>Acreage</u>	<u>Percent of Total</u>
Residential	37,604.3	11.9%
Commercial	1,940.2	0.6%
Industrial	1,396.6	0.4%
Public/Semi-Public	7,765.4	2.5%
Undeveloped	258,452.9	82.1%
Utilities	161.3	0.1%
Water	652.7	0.2%
Transportation	6,686.5	2.1%
Total	314,659.9	100.0%



RESIDENTIAL

Housing unit trends have modified moderately over the past 40-50 years. The number of housing units, by tenure, and vacancy status in Dickson County were available for 1970 to 2000, but only housing units were available in 1960, which were 6,000. In 1970, of 7,563 total housing units, 7,021 were occupied (5,415 were owner-occupied, 1,606 renter-occupied), and 531 were vacant. In 1980, of 11,140 total housing units, 10,468 were occupied (8,358 owner-occupied, 2,110 renter-occupied), and 651 were vacant. In 1990, of 14,149 total housing units, 13,019 were occupied (9,854 owner-occupied, 3,165 renter-occupied), and 1,130 were vacant. In 2000, there were 17,614 total housing units, of which 16,473 were occupied (12,539 owner-occupied, 3,934 renter-occupied), and 1,141 were vacant. (*Sources: Tennessee Statistical Abstract 1960-2000*)

The types of housing units between 1970 and 2000 are as follows: In 1970, 6,647 were single-family dwellings, 448 were 2 or more units, 457 were mobile homes, and 11 were classified as Other. In 1980, 9,319 were single-family dwellings, 919 were multi-family (680 were 2-9 units, & 239 were 10 or more units), 881 were mobile homes, and 21 were classified as Other. In 1990, 10,290 were single-family dwellings, 1,567 were multi-family (1,191 were 2-9 units, & 376 were 10 or more units), 2,168 were mobile homes, and 124 were classified as Other. In 2000, 12,683 were single-family dwellings, 1,892 were multi-family (1,384 were 2-9 units, & 508 were 10 or more units), 3,026 were mobile homes, and 13 were classified as Other.

Another factor with housing, structural conditions, and occupancy is the age of the homes. In 1960, 2,815 (47.0%) occupied houses were built in 1929 or earlier; 963 (16.0%) homes were built between 1930 and 1939; 1,018 (17.0%) homes were built between 1940 and 1949; and 1,204 (20.0%) homes were built between 1950 and 1960. No other study was done until 2000, with 568 (3.4%) homes were built between 1999 and 2000; 2,197 (13.3%) homes between 1995 and 1998; 1,605 (9.7%) homes between 1990 and 1994; 3,123 (19.0%) homes between 1980 and 1989; 3,477 (21.1%) homes between 1970 and 1979; 1,876 (11.4%) homes between 1960 and 1969; 1,297 (7.9%) homes between 1950 and 1959; 846 (5.1%) homes between 1940 and 1949; and 1,484 (9.0%) homes between 1939 and earlier. (*Sources: Bureau of the Census, 1990 & 2000*)

As you can see, the number greatly dropped between 1960 and 2000 with the 1939-earlier housing stock from 63.0% of all homes in 1960 to 9.0% in 2000. Homes built in 1940-49 dropped from 17.0% in 1960 to 5.1% in 2000. Homes built in 1950-59 dropped from 20.0% in 1960 to 7.9% in 2000. Perhaps coincidentally, it could be speculated that the rising number of mobile homes over the past 40 years replaced a significant number of the older homes. From 1970 to 2000, the number of mobile homes in the county nearly tripled, percentage-wise. In 2000, 3,026 mobile homes accounted for 17.1% of all homes versus 457 mobile homes (6.0%) in 1970. A determination in percentage of newer homes built, based on the 1960 study, shows that 37% of homes were built in the 1940-1960 range, versus the 1980-2000 range with 45.4% of homes built based on the 2000 study; 40.4% of homes were built in 1950-1979, which leaves 14.1% of homes built pre-1939 to 1949. The 1980-2000 study also coincides with the significant increases in

number of mobile homes during this same period. Both periods of housing numbers seem to indicate a lesser percentage of new home development, instead relying more on homes and properties being divided and transferred to the next generation, which mobile homes would appear to be a more convenient option in replacing old, dilapidated homes. Therefore, as the years progress, the housing stock in the county will continue to increase with age, and number of mobile homes will continue to increase in percentage as compared to site-built homes. However, it is highly unlikely that mobile homes will surpass site-built homes in number within this 20-year period.

PUBLIC/SEMI-PUBLIC

Land used for Public/Semi-Public consists of government facilities, parks, schools, historical locations, utilities, state wildlife management areas, etc. Historically, there were many small, community schools throughout the county. However, over the years many closed or were replaced by more current schools. Today, there are 8 elementary schools (Centennial, Charlotte, Dickson, Oakmont, Stuart Burns, The Discovery School, Vanleer, and White Bluff), 3 middle schools (Charlotte, Dickson, and William James), 2 senior high schools (Dickson County and Creekwood), and 1 alternative school (New Directions Academy.) There are two private schools in the county (United Christian Academy and Dickson Adventist School.) There is a third private school, Dickson Academy, in the process of starting. There are also several post-secondary education facilities (Tennessee Technology Center, and two satellite college campuses for Austin Peay State University and Nashville State.) There are two public libraries, the Dickson County Public Library, located in the City of Dickson, and the White Bluff Library in White Bluff. Today, many of the closed community schools serve as community centers for a variety of localized activities.

There are three golf courses located in the county: Dickson County Country Club (private), Greystone Golf Club (public), and Montgomery Bell State Park Golf Course (public.) Other public areas include Montgomery Bell State Park, The Renaissance Center, the Renaissance Camp, the Dickson County Fairgrounds, Old Spencer Mill, The Druillard House, Broadway Drive Inn Theatre, The Clement Birthplace and Railroad Museum, the Cumberland Furnace Iron Museum and Village, the Dickson County Courthouse Square are several of the countywide public areas. The only wildlife management areas in the county are the Pardue Pond and Dyson Ditch Refuges and the Cheatham Lake WMA. While there are no county-maintained parks, there are several municipal parks and public places within Dickson, White Bluff, Burns, and Charlotte: Dickson has the J. Dan Buckner Park, Holland Park, Lakeview Park, Lester Speyer Complex, Luther Lake, and Tices Springs; White Bluff has the Veterans Park, Field of Dreams Playground, and the White Bluff Community Center; Burns has the Burns City Park; Charlotte has the Charlotte Ball Park and a smaller city park, the Charlotte City Park, which was dedicated in 2002. It has one picnic pavilion and a walking course. Charlotte is interested in negotiating with the County to allow the City to renovate the Old Jailer's House, originally built in the early 1830's, and create a public attraction. Many of the schools in the county have recreation facilities that can be utilized by the public. There are also several private camps throughout Dickson County: Camp Leatherwood and Hillmont Christian Camp near White Bluff; Garner Creek Retreat

Center near Dickson; and Camp Ridgedale near Vanleer. Montgomery Bell State Park, Tanbark Campground, and Dickson RV Park offer campgrounds for recreational vehicles and campers, all within close proximity to I-40 and U.S. Hwy 70, respectively.

Montgomery Bell State Park is the only park with any kind of walking trail system outside of the municipalities. Consisting of 3,847 acres (1/2 of the County's total Public Land acreage), the state park has a series of walking and biking trails with the state park boundaries, with 7 trails totaling 17.3 miles. Dickson is the only municipality with a greenway system underway, pending grants approval, but also has a variety of walkways within its city parks. Dickson has plans to install a 3 mile nature trail to connect Buckner Park with Lakeview and Holland Parks, by way of Patterson Street and Beasley Drive. White Bluff's Land Use & Transportation Plan has conceptualized a greenway path to connect Veterans Park to Montgomery Bell State Park.

Charlotte, Dickson, and White Bluff are the only municipalities with any sidewalk system. Sidewalks and greenways will be further discussed in the Transportation section in this chapter.

The Historic Dickson County Square in Charlotte is a significant historic as well as economic attraction for the county. The Dickson County Courthouse was constructed in 1833 and is considered the "Oldest Working Courthouse in Tennessee". Much of the Charlotte Downtown area consists of many small storefronts that encircle the Public Square, including Cumberland Presbyterian Church, the Old Jailer's House, Hickerson Hotel plus many more structures built in the early to mid 1800s. Between 1804 and the onset of the Civil War, Charlotte developed into a thriving market town. Many of the original buildings still stand today. The Historic Downtown in Dickson is also of historic and economic significance. Just off the railroad you will find not only the Old Train Depot, but also the birthplace of former Governor Frank Clement in the Halbrook Hotel. The War Memorial Building is one of only two Depression-era War Memorial Buildings in the state. U.S. Highway 70, known as "The Broadway of America," runs through downtown.

There are 22 locations recognized on the National Register of Historic Places in Dickson County: the Belleview, Laurel, Upper, Valley, and White Bluff Forge sites; the Charlotte Courthouse Square and Cumberland Furnace Districts; the Leech-Larkins, Miller Family, and Neblett Place Farm Districts; and the Dickson County War Memorial Building, old Dickson Post Office (W. College St.), Drouillard House, Farmers and Merchants Bank Building, First National Bank of Dickson, Halbrook Hotel, Richard C. Napier House, Ruskin Colony Grounds, Peter Paul Shule Barn, and the St. James Episcopal Church. The Dickson Post Office building is the only historic building no longer in use.

There are currently about 90 religious organizations in Dickson County. The Cumberland Presbyterian Church in Charlotte, the Promise Land Church in the Promise Land community north of Charlotte, and the St. James Episcopal Church in the Cumberland Furnace community, are three examples of historical churches in the county.

COMMERCIAL

A countywide calculation of total sales and retail establishments in the County were 200 total in a 2000 study from the 2003 Tennessee Statistical Abstract. This same study breaks down the types of business establishments (*# of employees in parentheses following the # of establishments*): 37 (468) wholesale trade; 69 (1,047) accommodation and food service; 35 (1,118) administrative support, waste management, and remediation services; 8 (65) arts, entertainment, and recreation; 5 (48) educational services; 66 (1,479) health care and social assistance; 12 information services; 2 (20 to 49) management companies and enterprise sectors; 45 (137) professional, scientific, and technical services; and 88 (440) other services (except public administration.)

The vast majority of the commercial uses are located with the City of Dickson corporate limits, with abundance of them at or within close proximity to Exit 172 off I-40. Many others are located along Highways 46, 48, and 70, located predominantly within the south-central portion of the county. There are currently 15 financial institutions in the county. There are currently about 50 restaurants in the county. There are at least 14 various retail recreational/entertainment establishments in the county. There are 15 hotel/motels in the county. There are currently 12 Day Care Centers and 0 Day Care Homes currently in the county. There is currently one hospital, located in the City of Dickson, but also 2 clinics, 2 nursing homes, and 1 retirement home and 1 residential care/assisted living. Approximately 75 doctors and 20 dentists have practices in the county.

INDUSTRIAL

There are currently about 55 manufacturing establishments with approximately 4,551 employees in Dickson County, according to 2000 study from the 2003 Tennessee Statistical Abstract. The county has two industrial parks, the Dickson County Industrial Park and the William D. Field Industrial Park. The County Industrial Park was established about 1997, is located on the eastern side of the City of Dickson and bordering Burns, and consists of 350 acres when originally established, but contains about 200 usable acres. The William D. Field Industrial Park, established in the 1950's, adjoins the County Park, and is at full capacity. The South Central TN Railroad has spur lines off the main rail line that offers rail transportation to the parks. Approximately 600 acres have been promoted for warehousing industrial potential in the southeast corner of the county, located south of I-40 and west of S.R. 840 on Hogan Road. However, the site currently lacks adequate infrastructure, namely an interstate interchange off Hogan Road.

Other industrial activities in the county are mineral extraction and related sites pertaining to crushed stone operations. Vulcan Materials, located on N. Hummingbird Lane at Jones Creek Road, is the only known limestone mineral processing site in the County. Another mineral processing site is being currently proposed at the old Underground City site, partially located in Burns and near the County Industrial Park.

UNDEVELOPED

Much of the Undeveloped land is in large tracts, and is primarily used for agriculture or as woodlands. It is expected, however, as time progresses, some farms and large tracts will convert to residential development. These lands are not so concentrated in one or two areas but are scattered almost evenly throughout the county and the UGB areas. A significant portion of the county is well drained, and ideally suited for development, with exception to those areas with severe limitations, as illustrated in Chapter 3's **Natural Factors**.

According to the U.S. Census of Agriculture, Agriculture lands in farms currently comprise 119,525.9 acres in the county. (It should be noted to the reader that the acreage calculation provided by the Census of Agriculture differs from the County's Land Use Inventory in Tables 5-1 & 5-2. It is assumed here that the acreage counts differ due to the inclusion of certain vacant lands and/or woodlands multi-purposely for agricultural needs, i.e., grazing lands and crop rotation fields, and/or for other reasons unknown.) The main purpose of this section is to show the reader how agriculture acreage has changed over the years.

Agriculture in Dickson County, though still a prominent land use, has moderately decreased over the course of nearly 50 years. According to the Tennessee Statistical Abstract in 1964, 199,628 acres were dedicated to agricultural land in farms, or 64.3% of total land use. However, by 1974, that number decreased to 154,300 acres, or 49.7%. Farm acreage continued to decrease to 148,611 acres in 1987; 148,565 acres by 1997; and 139,176 acres by 2007. The number of farms in the county fluctuated over a fifty-year period. In 1964, there were 1,367 farms with an average size of 146 acres. In 1974, the number of farms decreased to 1,057, with the average size remaining at 146 acres. In 1987, the number of farms slightly increased to 1,068, however, the average size decreased to 139 acres. In 1997, the number of farms increased to 1,285, with an average size of 134 acres, and in 2007, there were 1,285 farms with an average size of 108 acres. According to the MTSU Center for Historic Preservation, there are 22 recognized Century Farms in Dickson County. The Tennessee Century Farms Program identifies, documents, and recognizes historic farmsteads owned by the same family for at least 100 years. 12 of the farms are centrally located in the county (9 of which are just outside of Charlotte's corporate limits); 3 farms are located in the southern area of the county (just outside Dickson's corporate limits); 5 are located in the northern area of the county (all near the Montgomery County line and between Slayden and Cumberland Furnace); and 2 farms in the western area of the county just west of Vanleer. There are no farms located within any identified UGB's, however, there are 4 farms that are located within the County's PGA (area between Highway 48, Harris Hollow and R. Owen Roads.)

Woodland acreage in the county, as calculated by the 1999 Tennessee Statistical Abstract, totals 184,700 acres and, like agriculture, is also a prominent land use for the timber industry. (Similar to calculation differences with Agriculture lands, the reader should also be aware of Woodlands calculations differing from figures provided in Tables 5-1 & 5-2. This could be due to certain vacant and/or agriculture lands serving a multi-purpose role with also being woodland acreage, or otherwise the land use classification

system selected one class over another to identify the land.) Woodland acreage has only slightly decreased from the 188,800 acres in 1961's report. Currently, approximately 175,000 acres in the county are individually owned, compared to the 7,600 acres owned by timber corporations, and 1,500 acres State-owned. In 1989, 174,300 acres were classified as woodland; in 1977, 160,000 acres were classified as woodland; and in 1961, 188,800 acres were classified as woodland. Numbers for acres corporate, federal, state or privately owned were unavailable for these decennial comparisons.

As first mentioned in Chapter 4, there is considerable acreage in the county that is maintained as land reserves, particularly utilized for game hunting purposes. For example, one such area is located in the southeastern corner of the county off Turnbull and White Bluff Roads. The acreage consists of four large tracts and cover over 2,000 acres in Dickson, Cheatham, and Williamson Counties.

UTILITIES

At present Dickson County provides no utility services. Where such services are available they are provided either by one of the municipalities or by a public or quasi-public utility. The following is a brief summation of the major utilities and growth-related issues associated with each of the various services.

Water Service

Water service in the county is provided by four organizations: the Sylvania, Tennessee City, Pond Utility District, Vanleer Water Works, Cunningham Utility District, and the Water Authority of Dickson County.

The Sylvania, Tennessee City, Pond Utility District purchases wholesale water from the Water Authority of Dickson County to serve approximately 1,730 customers. This utility has a capacity of approximately 1.6 million Gallons per Day (GPD) with 2 holding tanks of 100,000 gallons and 1.5 million gallons, respectively, and a consumption rate of 275,000 GPD.

Vanleer Water Works acquires its water from Yellow Creek and an underground spring, and provides water to currently 955 customers. This utility has a capacity of approximately 500,000 GPD with 3 holding tanks of 350,000, 50,000, and 100,000 gallons, respectively, and a consumption rate of 240-300,000 GPD.

Cunningham Utility District provides water by a joint venture with East Montgomery Utility District, with a joint water treatment plant located on the Cumberland River in Clarksville. Cunningham Utility serves approximately 4,200 customers in 3 counties. This utility has a capacity of approximately 7.3 million GPD with 6 holding tanks of a combined 5,015,000 gallons (no tanks located in Dickson County), and a consumption rate of approximately 3.1 million GPD.

The Water Authority of Dickson County acquires its water from Turnbull Creek, Piney River, and the Cumberland River, and provides water to approximately 17,235

customers, of which 14,216 customers are in Dickson County. This utility has a capacity of 11.5 million GPD with 17 holding tanks of a combined 9.9 million gallons, and a consumption rate of approximately 4.9 million GPD. **ILLUSTRATION 5** depicts the location of these water lines in Dickson County.

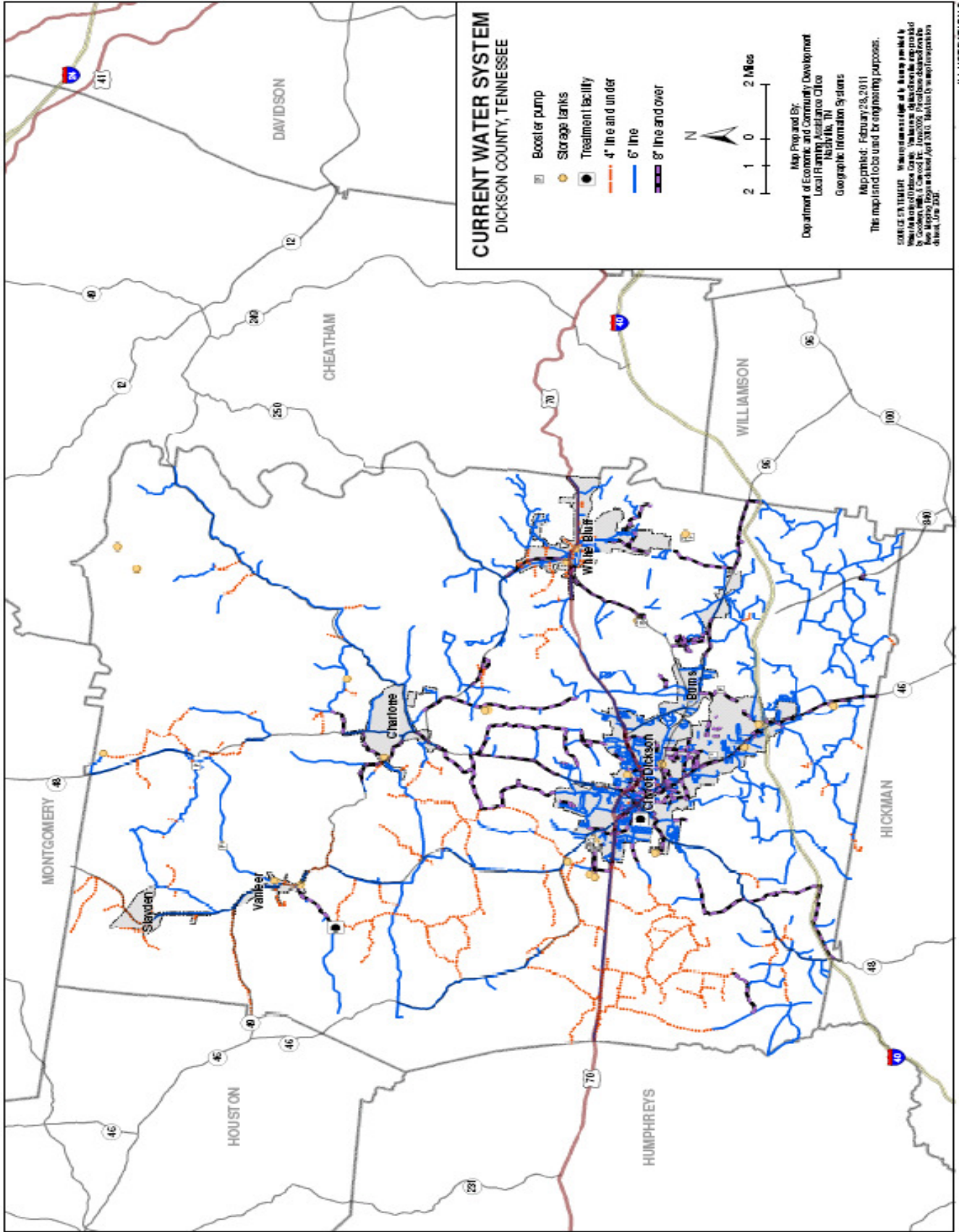
Sewer Service

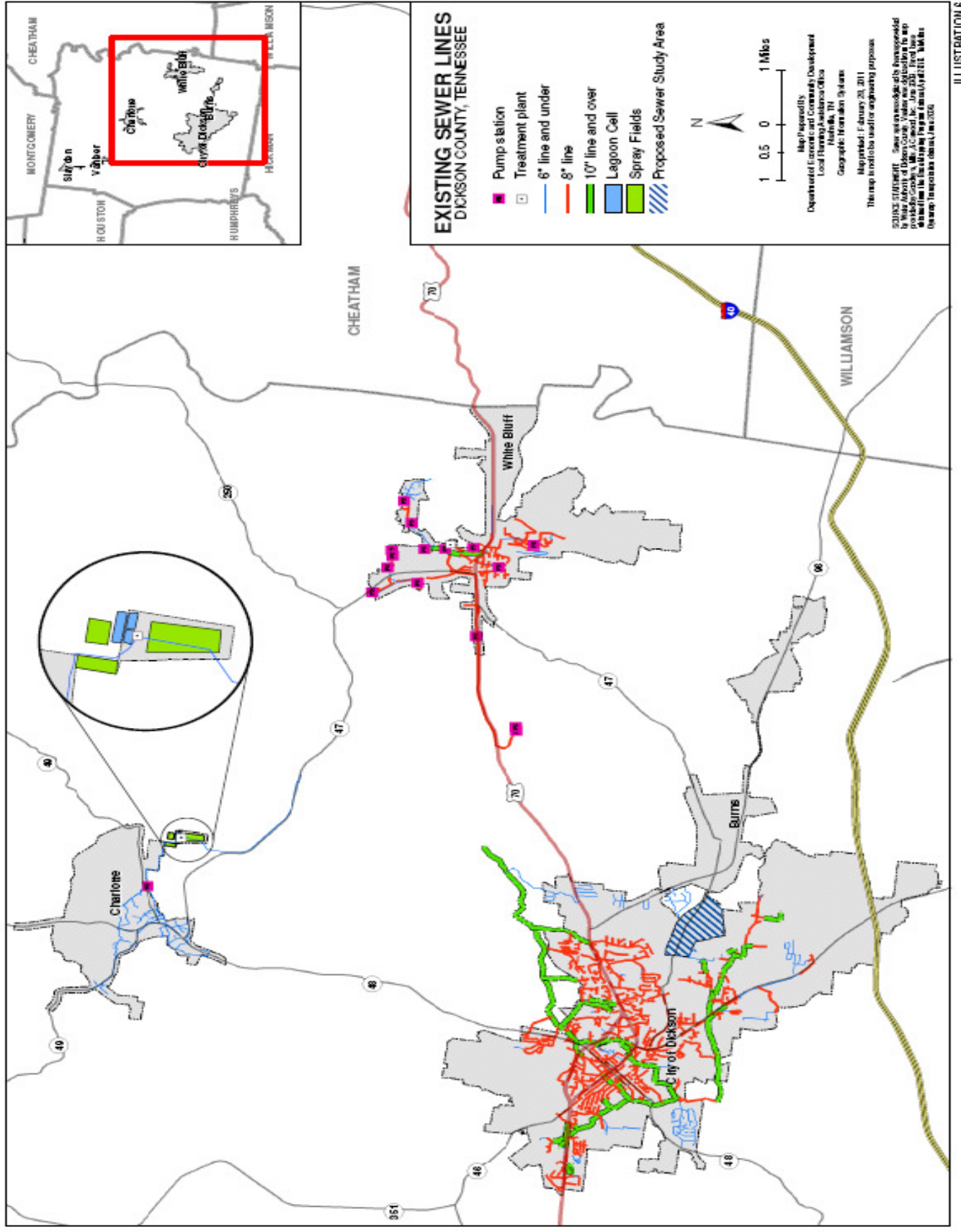
Individual septic systems relieve much of the County from the responsibility of the implementation of a public sewer system. White Bluff, and Charlotte are the only municipalities that provide public sewer service, while the Water Authority of Dickson County provides public sewer to primarily the City of Dickson but also in limited areas in the county. Vanleer, however, does have an alternative sewer (drip) system exclusively for Vanleer Elementary School.

White Bluff's public sewer system provides service for 830 total customers, primarily residential. Though it's the municipality's policy to offer public sewer only to customers inside the corporate limits, however, Montgomery Bell State Park is the one exception. White Bluff's sewer system has a 500,000 GPD capacity, and a 100-300,000 GPD usage rate, with one treatment plant. The city recently received a grant to expand and upgrade the system.

Charlotte's public sewer system provides service to approximately 435 household customers including 3 schools (Charlotte Elementary and Middle Schools, and Creekwood High School. The sewer system is referred to as a vacuum sewer system with a lagoon and spray fields. The lagoon, located just south of Hwy 49, consists of 3 lagoons and 11 spray fields. There are 3 main lines, which were installed in 1982-83, and a 4th line that was installed in 1994 to accommodate the new elementary school and county jail in Charlotte. Charlotte's sewer system primarily offers sewer to customers within the corporate limits, however, the service was extended to Creekwood High School in 2003. The high school has 4 holding tanks that collect sewage and the liquid is pumped to the lagoon system just over 3 miles away. The city's system is running at near-full capacity usage, though it can accommodate new single-family residences, but not any major subdivisions, commercial, or industrial developments. However, the city would review all on a case-by-case basis. There are no indications of expansion, upgrade, or installation of new systems planned for the near future.

The Water Authority of Dickson County provides sewer to approximately 5,309 total customers, primarily within the corporate limits of the City of Dickson, but also in outlying areas. The Water Authority has a 4.5 million GPD capacity, with a 3.5 million GPD usage rate, which is handled by 2 treatment plants, one of which is located near Fairview in Williamson County. There are plans to expand and upgrade the system to include the newer subdivisions to the east and southeast of the City of Dickson, which are depicted in **Illustration 6**. The Water Authority is also in the process of studying the expansion of sewer into the Town of Burns. So far, the study has shown that the expansion would serve approximately 300-400 potential customers. **ILLUSTRATION 6** depicts the sewer coverage areas in Dickson County.





Natural Gas

Natural gas service is provided in much of Dickson County. The Greater Dickson Gas Authority provides much of the natural gas, but also Humphreys County Utility District in the southwest corner of the county, and Piedmont Natural Gas in the southeast corner. There are also several interstate supply lines crossing the county at various locations.

The Greater Dickson Gas Authority provides natural gas to over 16,010 total customers in eight counties: Southern Cheatham and Montgomery, Houston, Dickson, and East Stewart Counties. Propane tank-only customers are currently served in northern Williamson and Hickman, and East Humphreys Counties. Average peak day usage is 25 million cubic feet. Originally provided for propane tanks, the gas authority is proposing to convert propane tank-served customers to trunk line customers, though optional for existing customers to convert. The initiative is to get all customers on trunk line service, however, propane tanks are provided first with the effort to get trunk lines to them. When the new middle school and several major subdivisions are built on Hwy 96 in Burns, a high-pressure line will be constructed from Hwy 47 to this area. In the gas authority's 3 year plan, they intend to expand trunk lines along Hwy 49 (East of Charlotte) towards Ashland City.

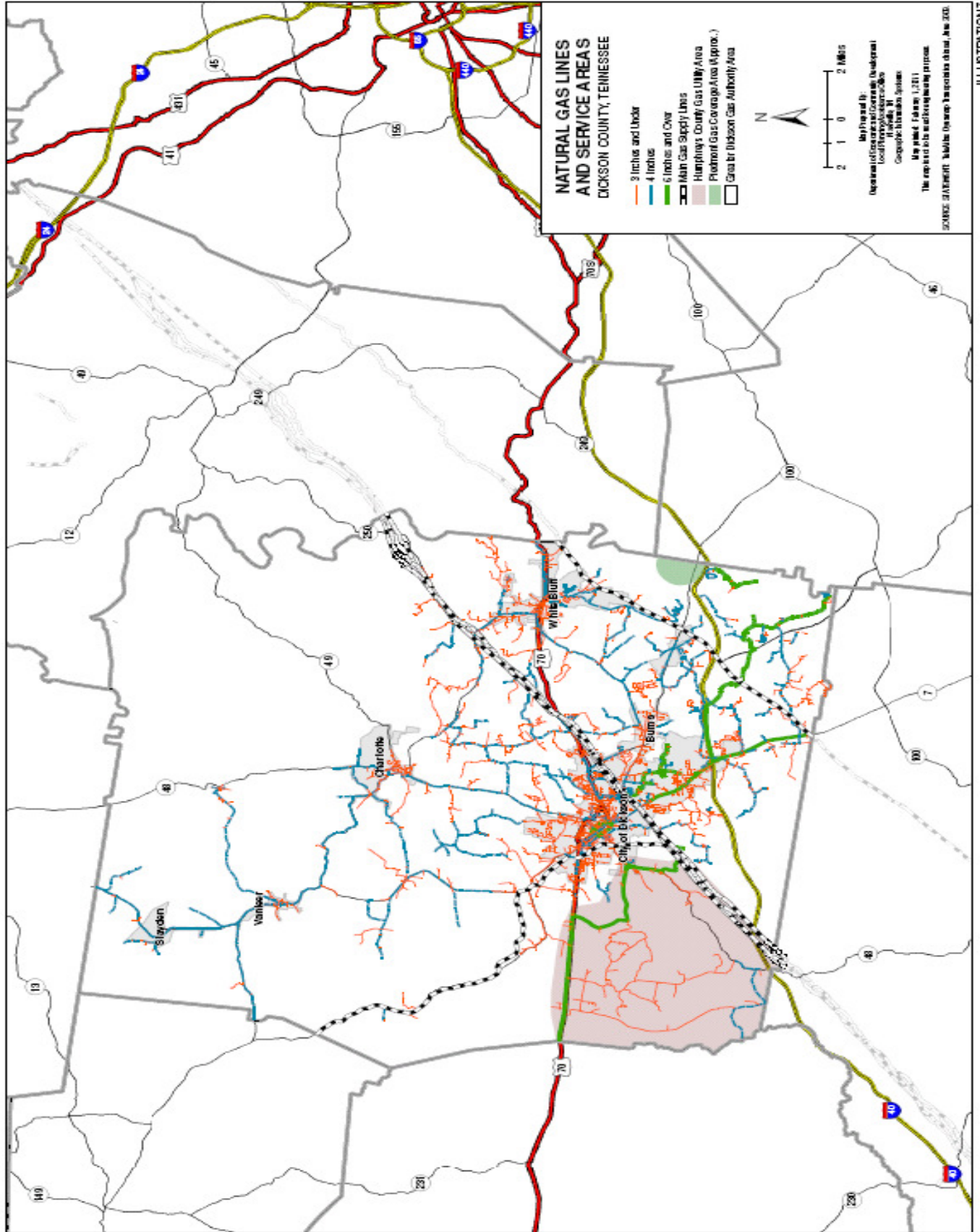
Humphreys County Utility District provides natural gas to 5,850 total customers in their coverage area, with 654 customers in Dickson County. Humphreys County Utility provides gas by trunk lines, and has an average peak day usage of 15-16 million cubic feet. There are no proposed expansions planned for the immediate future.

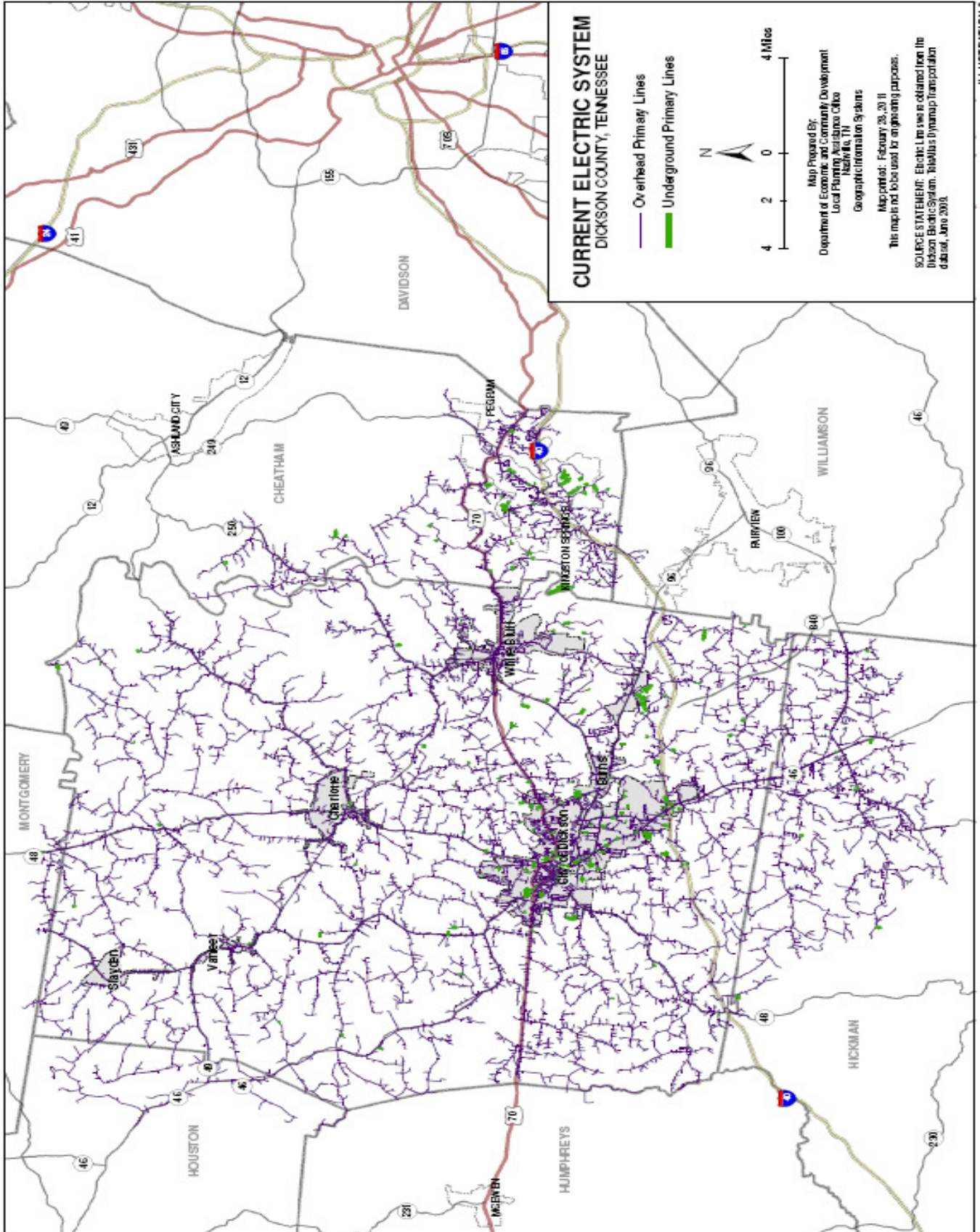
Piedmont Natural Gas provides natural gas to many of the mid-state counties in the Greater Nashville area, although only 20-25 customers in Dickson County in the southeastern corner of the County along Hwy 96. There are no proposed expansions into Dickson County for the immediate future. The coverage area provided by Piedmont Gas is approximated, as depicted on **Illustration 7**. **ILLUSTRATION 7** shows natural gas coverage areas in Dickson County.

Electric Service

The Dickson Electric System provides electricity for Dickson County and surrounding counties. Dickson Electric's source provider is the Tennessee Valley Authority. Approximately 33,059 total customers are serviced by Dickson Electric, of which 24,473 customers are located in Dickson County; 4,284 customers in Cheatham County; 3,926 customers in Hickman County; 200 customers in Montgomery County; and 176 customers in Houston County. There are 8 total electric substations, with 6 located in Dickson County. **ILLUSTRATION 8** shows electric service coverage.

Findings. Dickson County has available land for development for years to come. With the exception of the areas with severe limitations, Dickson County will experience mild-medium growth well into the 21st Century. Dickson County is adequately served by water, gas, and electrical utilities, but limited sewer service, provided almost exclusively





CURRENT ELECTRIC SYSTEM
DICKSON COUNTY, TENNESSEE

- Overhead Primary Lines
- Underground Primary Lines



4 2 0 4 Miles

Map Prepared By:
 Department of Economic and Community Development
 Local Planning and Resource Office
 Nashville, TN
 Geographic Information Systems

Map Contact: February 28, 2011
 This map is not to be used for engineering purposes.

SOURCE STATEMENT: Electric Lines are obtained from the Dickson Electric System. GIS data is from a dynamic transportation data set, June 2009.

within respective municipalities, with some service outside of corporate limits. The utilities should continue to upgrade with new lines and expansions as needed. Individual septic systems relieve the County from the responsibility of the implementation of a public sewer system, however, individual septic systems require more land area for filtration, occasional maintenance due to system failure, and will create limitations to development due to soils analysis for percolation and other environmental concerns that impact system location.

The County zoning resolution has restrictions on types of dense residential and non-residential development permitted in the community if no public sewer system is available prior to development. Therefore, to have those developments in places outside the service areas, either the sewer will have to be permitted to expand beyond the service area, or another sewer utility provider will need to be permitted to expand into the Dickson County. However, another possible option will be to have alternative sewer systems, ie., STEP, Shaafer, or other related systems.

TRANSPORTATION ANALYSIS

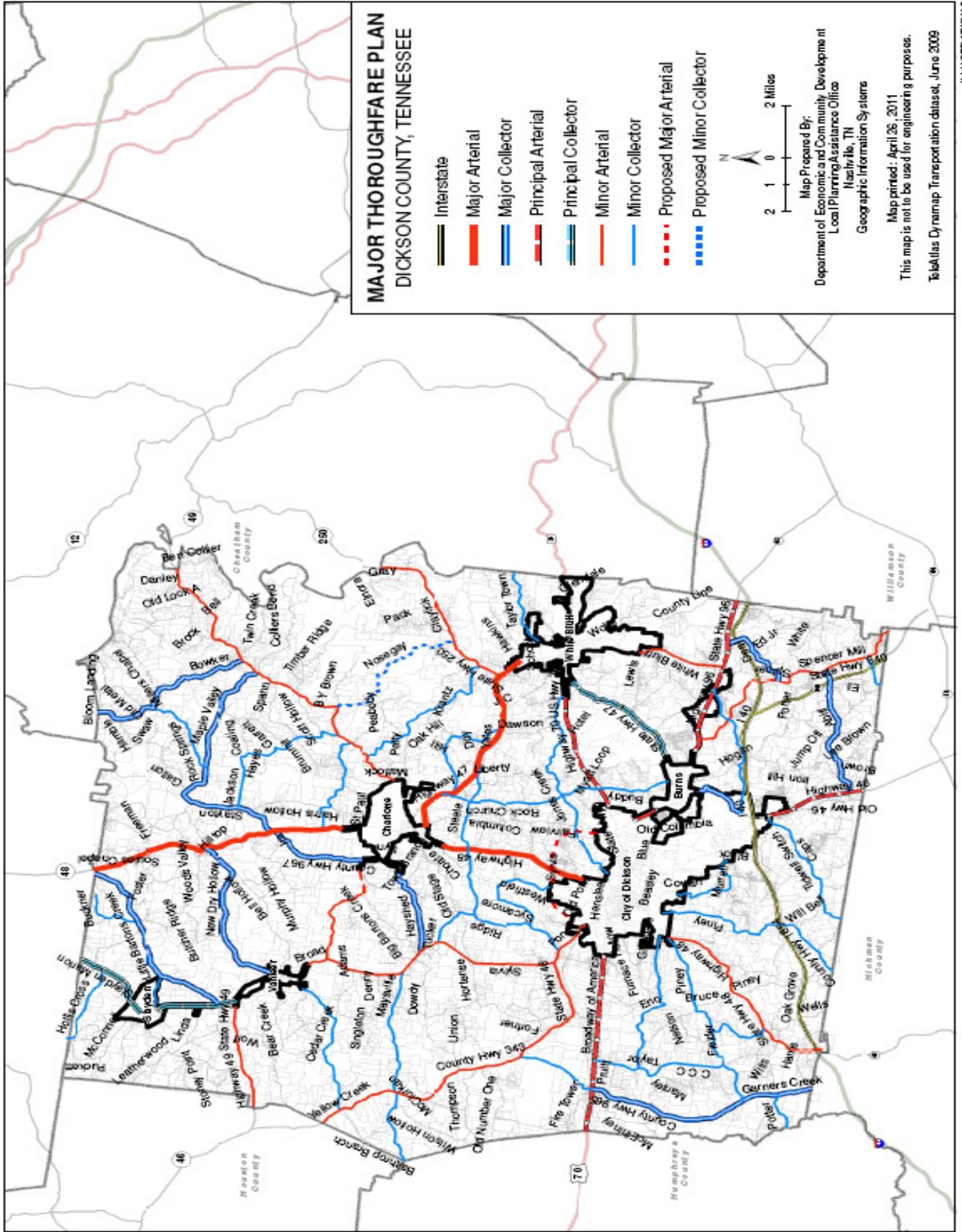
A county's transportation system is a vital service function which is essential to its growth and development. The transportation system forms the framework upon which a community is built, and adequate traffic circulation is a prerequisite to economic activity and general community development.

Chapter 4's discussion on land density and pps mile: Areas of urban sprawl are also characterized as highly dependent on automobiles for transportation, a condition known as automobile dependency. Most activities, such as shopping, commuting to work, concerts, etc. require the use of a car as a result of both the area's isolation from the city and the isolation the area's residential zones have from its industrial and commercial zones. Walking and other methods of transit are not practical; therefore, many of these areas have few or no sidewalks. In many suburban communities, even stores and activities that are close by are contrived to be much further, by separating uses with fences, walls, and drainage ditches.

The numerous thoroughfares which traverse the County and its potential growth areas, vary in design, purpose and utilization. To facilitate the analysis of these streets, roads and highways, these thoroughfares have been classified as to their intended use. According to the Dickson County Highway Superintendent, there are approximately 748 miles of roads to maintain in the county, of which 27.5 miles are County highway roads, 620 miles are local County roads, 138.1 miles are local city streets, and 30.1 miles are interstate roads. There are many roads in the county that need to be improved. There are also 222 bridges to maintain.

Thoroughfare Classification

The primary or intended use of a thoroughfare varies from that of providing access to residential and other structures, to providing uninterrupted movement of high speed traffic. To clarify the usage, a classification has been established denoting the function served. These classifications are shown on **ILLUSTRATION 9**.



Interstate: Access controlled roadways connecting major population centers devoted to serving high traffic volumes and long distance trips. Interstate 40 is the lone interstate system in the County, and S.R. 840 is built to interstate standards.

Principal Arterials: Roadways which link population centers, but often lack controlled access and traffic flow separation, with generally 120 feet right-of-way widths. These are numbered U.S. Highways and State Primary Highways. U.S. Highway 70 and State Highway 96 are defined as principal arterials.

Major Arterials: Similar to Principal Arterials, these are also roadways which link population centers, but with generally 100 feet right-of-way widths. Usually these are numbered State Primary Highways. State Highways 47 and 48 are defined as major arterials, with exception to Highway 48 southwest of the City of Dickson to the Hickman County Line. A portion of Highway 46 in the City of Dickson from the intersection with U.S. Highway 70 to just below Exit 172 at I-40 is classified as a Major Arterial on the City of Dickson Major Thoroughfare Plan.

Minor Arterials: Roadways that link major arterials and distribute traffic onto local roads and collectors, with generally 80 feet right-of-way widths. These links also provide direct access to major traffic generators. These roads usually include numbered State Secondary Highways. State Highways 46, 49, 235 and 250, White Bluff and Spencers Mill Road are defined as minor arterials, with exception to portions of Highways 46 and 48, respectively, as mentioned in the previous category.

Principal Collectors: Roadways that link and provide access to and between major and minor arterials, and populated areas, with generally 60 feet right-of-ways. Principal collectors include State Highway 235 from the Montgomery County line to Slayden and Vanleer, respectively, and State Highway 47 from White Bluff to Burns.

Major Collectors: Roadways that link and provide access to and between principal, major and minor arterials, some populated areas, minor collectors and local roads, with generally 60 feet right-of-ways. Ideally these are abutting major subdivisions. Major collectors include Bowker Road, Old Highway 48, Stayton, Maple Valley, New Dry Hollow, Little Barton's Creek, Garner's Creek, Hayshed, Gum Branch, Abiff, and Deal Roads.

Minor Collectors: Similar to Major Collectors, these roadways primarily link and provide access to and between major and minor arterials, major collectors, minor collectors, and local roads, and with generally 60 feet right-of-ways. Minor collectors include Hollis Crossing, Brake/Buckner Loop, Rock Springs, Jackson Lane/Greenwood, R. Owen/Promise Land, Breeden/Petty, Old Countyhouse/Old Hwy 47, Cedar Creek, Maysville, Gilliam Hollow, Tucker, Sycamore/Westfield, Ridge/West Field Hicks, Steele/Shelton, Rock Church/Buddy, Jones Creek, Taylor Town, Garner/E. Iron Hill/East Side, Hickman, Tidwell Switch, E. Piney, Cowan/W. Grab Creek, CCC, Eno, Locke Hollow, W. Piney, Hillcrest, and Potter Roads.

Local Roads are roadways that function primarily as the means for accessing individual properties. Most often minor streets are intended for limited capacities, carrying traffic for short distances, and serving residential uses. Many of Dickson County's roads are of this classification.

Traffic Circulation Patterns

The traffic circulation pattern in Dickson County relies heavily on its highways. These major roads have overall experienced a moderate increase of volume over the past 30 years.

A bypass around the southwest and northern areas of the City of Dickson, respectively, to divert heavy traffic away from the downtown has been proposed. The northern bypass, which already appears on the current Major Thoroughfare Plan, will serve as a major arterial, and will begin in the northwestern area of Highway 46 near Rouse Road and connect with Westfield Road, continue to connect with Highway 48, continue to connections with Sylvis, Harmon, and Jones Creek Roads, and ending at Highway 70. The Southwest (Southern) Bypass, is currently in the planning stages with the Tennessee Department of Transportation (TDOT.) As it is evident, the years between 1988 and 1998 experienced the most significant increases in average daily traffic counts around Dickson, and then steadily increased on average by 2008. Therefore, need for the bypasses have been suggested in the Major Thoroughfare Plan.

These main traffic circulators are within close proximity to much of the vacant and undeveloped lands in Dickson County, as described earlier in the chapter. Therefore, with the exception to certain areas with natural factors limiting growth, it can be expected that much of the future land development will significantly increase the traffic flows on these main roads.

Certain major roads, according to the 30-year assessment of Average Daily Traffic Counts (ADT's) by TDOT show significant increases over this period of time. Highway 48 from the Montgomery County line to Charlotte experienced the most significant increase in traffic counts over a 30-year period. Highway 48 from Charlotte to the City of Dickson significantly increased from 1988 to 1998, however, greatly decreased in 2008. It is speculated that some traffic redirected onto Highway 47 to White Bluff, as Highway 47's traffic counts showed significant increase from 1998 to 2008. Highway 48 from the City of Dickson to Exit 163 off I-40 also experienced moderately significant increase, however, once traffic entered the City of Dickson, other routes were chosen such as Highways 46 and 96 to Exits 172 & 182 off I-40, respectively. Traffic from Highway 47 to U.S. Highway 70 and Highway 96, respectively, both showed increases from 1998 to 2008. Traffic directed towards Highway 96 utilized White Bluff Road, which moderately increased traffic counts during this period. Highways 49 to Charlotte, and Highway 250 to White Bluff, both routes from Cheatham County, showed significant increases in their traffic counts over this period also. U.S. Highway 70, a third route from Cheatham County, showed moderately significant increases in traffic counts from 1988 to 1998, but slightly decreased in 2008 to White Bluff; however, traffic counts continued to increase westward towards the City of Dickson as traffic accessed Highway

70 from Highways 47 and 96. Highway 46 west from the City of Dickson to the Houston County line also has shown moderately significant increases in traffic counts. Highway 235 from the Montgomery County line through Slayden and Vanleer has experienced mild to moderate increase of traffic heading southward to join Highways 46 and 48, respectively.

ADT Traffic Counts are provided for 1988-2008 in **Illustration 10**.

Impediments to Traffic

Improvements vary, as many are in need of repair, widening, redesign, or overall improvement. Highway 235 in the Sylvia community has been determined to be the proper example of a road, and so other major roads, whether existing or new proposals, should be constructed to this standard. Review by the County Highway Superintendent indicated certain roads and bridges and their needs: Highway 47 West at Montgomery Bell State Park has a railroad underpass that prevents many large trucks from accessing, so they have to turn around and take another road; bridge improvements typically consist of narrow one-lane accesses on two-lane roads such as the bridge on Soules Chapel Road at Stayton Road, and a need for additional right-of-way to improve bridge on Cathey Hollow Road. TDOT is in the process of straightening a section of Highway 48 at Starks Road and another near Stayton Road. Highway 46 South of I-40 needs to become a four-lane route into Hickman County. Highway 47 from Charlotte to White Bluff should be widened to four lanes. Eno Road at Gredd Road is recommended for straightening, as well as Sanders Hollow Road at Johnny Hall Road. A dead-end road just outside of White Bluff, Schmutte Road, has only a one-lane width. It is recommended that additional right-of-way be acquired for widening to two lanes. There are other one-lane roads like Schmutte Road throughout the county that need to be widened.

For changes to the County Major Thoroughfare Plan, the County Highway Superintendent suggests that Abiff Road needs to be upgraded to a Minor Arterial status; Spencer Mill Road should be upgraded to a Major Arterial; and Highway 48 from the City of Dickson to I-40 interchange should be upgraded to a Major Arterial. However, traffic counts and projected area development will be included in any proposed modifications to the Major Thoroughfare Plan.

The Highway Superintendent also identified a growing concern with a heavier increase of traffic onto certain major routes in the county that should be utilizing interstate-grade roadways, more notably larger truck traffic. When S.R. 840 North was postponed indefinitely, truck traffic began substituting the county's state highways and county roads such as Highway 48 from Clarksville to I-40 (trucks either taking Highway 47 to connect with Highway 96, or following Highway 48 to Dickson, then taking Highway 96), Highway 49 from Ashland City, and White Bluff Road in order to reconnect with the interstate system. The Superintendent believes that either these routes need to be greatly improved, or otherwise a new interstate-grade state route needs to be initiated through the county to satisfy this increase, suspecting that the need for S.R. 840 North will reemerge. Other comments by the Superintendent were for the county to watch the expirations on the performance bonds for new subdivisions; more funds to acquire new right-of-way for



ILLUSTRATION 10 ADT TRAFFIC COUNTS 1988



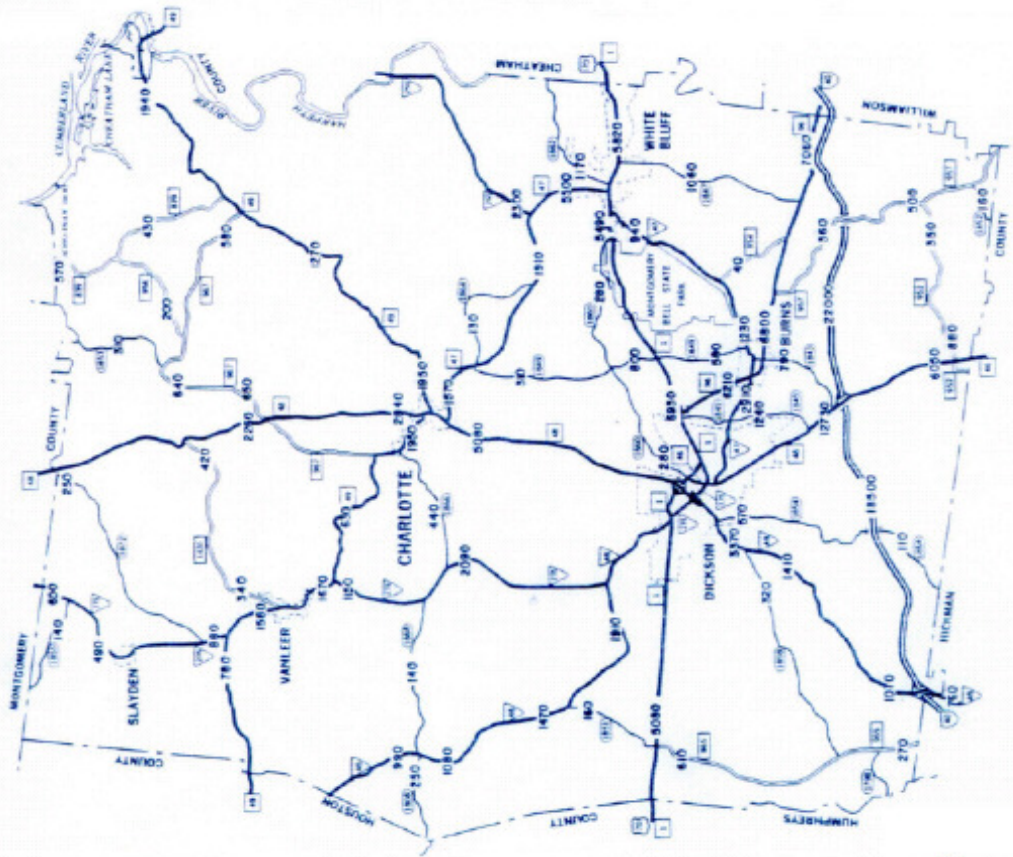
TRAFFIC MAP

DICKSON COUNTY

TENNESSEE

PREPARED BY THE
TENNESSEE DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING AND DEVELOPMENT
PLANNING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Scale: 1 inch = 10 miles
1988



LEGEND

- UP — AVERAGE DAILY TRAFFIC VOLUME
- (H) — INTERSTATE HIGHWAY SYSTEM
- (SH) — U.S. NUMBERED HIGHWAY SYSTEM
- (TW) — STATE HIGHWAY
- (TR) — FEDERAL AID SECONDARY ROADWAY SYSTEM
- (T) — FEDERAL AID PRIMARY ROADWAY SYSTEM
- (C) — FEDERAL COLLECTOR ROAD SYSTEM
- (L) — LOCAL ROAD SYSTEM
- (S) — STATE LINE
- (C) — COUNTY LINE
- (D) — INCORPORATED CITY BOUNDARY
- (R) — RESERVATION BOUNDARY
- (W) — WATER SYSTEM

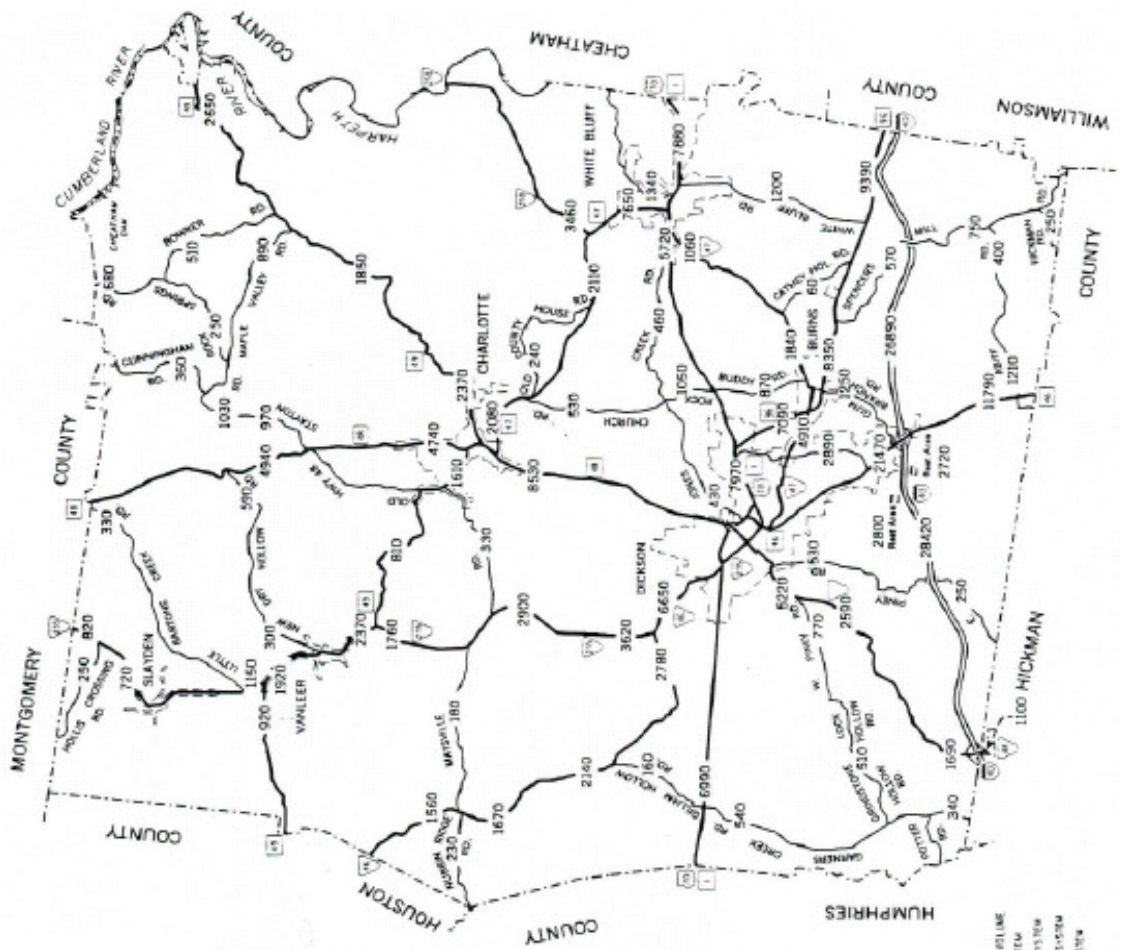
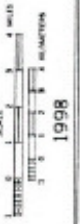
ILLUSTRATION 10 ADT TRAFFIC COUNTS 1998



TRAFFIC MAP
DICKSON COUNTY
TENNESSEE

TENNESSEE DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING AND DEVELOPMENT
PLANNING DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



- LEGEND**
- BRIDGE DAILY TRAFFIC VOLUME
 - INTERSTATE HIGHWAY SYSTEM
 - U.S. NUMBERED HIGHWAY SYSTEM
 - STATE SECONDARY HIGHWAY SYSTEM
 - STATE PRIMARY HIGHWAY SYSTEM
 - LOCAL ROAD OR STREET
 - COUNTY LINE
 - STATE LINE
 - INCORPORATED CITY BOUNDARY
 - RESERVATION BOUNDARY
 - RICE STREAM

improvements to existing roads; any major subdivisions proposed in PGA's should be required to provide turning lanes; any new schools whether in a PGA or not, need to provide turning lanes; major subdivisions need direct access to arterial roads; and a need for the county to maintain an engineering consultant for studying road construction plans and traffic studies. Finally, any annexations by the municipalities should also consider annexing the roads. Municipalities should factor in the increase of traffic along with the increase in cost to maintain roads when annexing new lands and reviewing new developments.

With major flooding that occurred in the County in May 2010, road closures and intense damage to some county roads and bridges being damaged by this event will also bring attention to inadequacies and needs for improvements. Major improvements to these and other roads will be reiterated and identified in the Transportation section of the Development Concept Plan in Chapter 6. Roads identified as priority for future upgrades and improvements as well as roads that should be considered for future reclassification will be identified on **Illustration 12**, the proposed Major Thoroughfare Plan.

Air/Rail/Port

There is only one airport in the county, the Dickson County Municipal Airport (Pack Field), located 4 miles northeast of the City of Dickson on Highway 235. The airport was opened in 1965 under the joint ownership of Dickson County and the City of Dickson. The airport originally consisted of 3,500 foot asphalt runway and parking ramp, with a conventional storage hangar and operations building. The airport occupies approximately 400 acres and has one runway of 5,002 feet in length and 75 feet in width, with an asphalt surface, and has medium intensity (MIRL) runway edge lights. The airport is used by general aviation aircraft, including corporate aircraft belonging to local industries. The airport accommodates prop planes as well as small jet planes, a parking ramp, and features a shade port and tee hangars for plane storage. The nearest commercial-freight airport is the Berry Nashville Airport (BNA) in Nashville, approximately 55 miles away. The BNA is served by 16 airlines and averages 350 daily flights to 89 markets and 45 non-stop markets.

According to the Tennessee Airport System Plan in 1972, it was studied and confirmed that Dickson County will be adequately served by the Municipal airport to serve as a general utility airport. The expansion analysis allowed an extension of the runway and parking ramp, which have since been expanded to current lengths. However, a more recent plan in 1994 was approved at a cost of \$7 million to acquire additional acreage for expansion and improvement of facilities. This plan includes extending the runway from 5,002 feet to 5,500 feet; a terminal building; taxiways on the north and south ends; expanding the apron; new T-hangars; a new parking lot; a fuel farm; and protective fencing around the airport's perimeter, which is under construction. Remaining projects is further extending the runway 500 feet and widening the surface to 100 feet; a new lighting system; additional T-hangars; new maintenance hangar; plans for a 150 acre business park on the east side of the runway; and purchasing additional acreage.

The only other airports in the county are two private grass runways known as Dripping Springs Farm Airport, located on Sanders Mill Road, and Peery Airfield, located on Loggins Road. Both airfields are located near Burns. The Dripping Springs Farm airfield sits on 188 acres, while Peery Airfield sits on 33 acres.

Though the county abuts the Cumberland River, it no longer has a port on the river. The nearest port facility is in Nashville. This terminal has river-to-rail accessibility, primarily with CSX. CSX provides the primary intrastate and interstate rail lines in Dickson County. A short line railroad, the South Central Tennessee Rail, runs from the City of Dickson through Hickman County and ends at Hohenwald in Lewis County. This short-line rail covers a distance of 49.9 miles, serves 10 industrial customers within the three-county area, and handles 6,000 carloads each year on average.

There are no passenger rail services provided in Dickson County. As was mentioned in Chapter 2, the county once had frequent stops for passenger rail service. In October 2003, the Tennessee Rail System Plan and the Music City Star program have evaluated and determined a passenger rail system as a growing need for Tennessee to invest in and develop for future transportation. Both rail programs plan to utilize the existing rail lines that run from Nashville through Pegram and Kingston Springs in nearby Cheatham County, and westward to the City of Dickson. The Music City's Star's master plan is for shorter commutes within the Greater Nashville area, while the Tennessee Rail System Plan emphasizes intrastate commutes. Both plans will be more elaborated in the Development Concept Plan in Chapter 6.

A current alternative for the commuting citizen is the rideshare program by the Regional Transportation Authority. The RTA, created in 1988, provides a mass transit operation using a variety of transportation opportunities. The RTA's objectives are to promote economic growth of membership and improve air quality, ease traffic congestion, and minimize stress of daily commutes in the Greater Nashville region. The RTA serves nine counties, in which Dickson County is a member. Van transit is the primary service that the county uses, and has several Park & Ride locations in the county.

Sidewalks/Greenways

The Tennessee Department of Transportation (TDOT) recognizes a county and its municipality(ies) sidewalks and greenways as a legitimate alternative to the standard ways of public travel. With funding through grants from both Federal and State agencies, a municipality can provide maintenance and expansions to existing paths, and innovations for promoting this alternative to the motoring public. Dickson County does not have an existing sidewalk system with exception to the City of Dickson, White Bluff, and around the Courthouse Square in Charlotte. However, due to lack of funding in the past, the sidewalks in these municipalities have become in need of revitalization and expansion.

SUMMARY

The current land use pattern in Dickson County has been and will continue to be significantly affected by natural factors which limit or restrict areas for development. There is available developable land in the Dickson County community. Any significant development in the county will, however, require the extension of current sewer services.

Though there are a plethora of developed areas in the County, the Agriculture and Woodland uses continue to be the predominant land activities. Among these vast acres are farmlands of centennial and even bicentennial significance, and are considered great assets to the economic, historical, and aesthetical character of Dickson County. The woodland acreage also compliments the uniqueness of the County, and likewise should be cherished as a dutiful asset to the quality of life Dickson County residents prefer.

Aside from Interstate 40 and S.R. 840, U.S. Highway 70 and Highways 47, 48, and 96 will continue to serve as the main arteries for traffic flow through the community, as well as minor arterials Highways 46, 49, 235 and 250, and White Bluff and Spencers Mill Roads. As available lands continue to be developed, so shall the average daily traffic count continue to increase. The renovation and maintenance to existing roads will also have an impact on future development.

CHAPTER 6

THE DEVELOPMENT PLAN

INTRODUCTION

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

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

Dickson County's Development Plan is provided in the following categories:

Major Assumptions, Factors, Issues and Trends

Development Goals

Objectives and Development Policies

General Growth and Growth Management

The Development Plan Concept

General Land Use Objectives

Specific Land Use Objectives

Transportation Objectives

MAJOR ASSUMPTIONS, FACTORS, ISSUES AND TRENDS

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

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

1. The local government will continue to support economic and community development and the County will continue to have a strong planning program.
2. The County currently has funds available, although limited, for capital budgeting and the implementation of a public improvement program.
3. Natural factors, primarily topography and areas susceptible to flood hazard limit some areas for development in the County.
4. Moderate population growth over the next fifteen to twenty years is projected for the County during this planning period.
5. Manufacturing, retail, and public and private services are projected to be the more prominent source of employment for the County during the planning period.
6. The County has industrial parcels available for development and there are marketable large areas of undeveloped land available for large-scale industrial development. With extensive and proper infrastructure, more can be made available.
7. The County's proximity to I-40 has created potential for private and public service commercial enterprises.
8. The primary transportation problems in the county are with sparse upgrades to existing roadways including repairs, widening, and other needed improvements.
9. The County's water capacity and availability are adequate to meet the projected demands for future development.
10. The extension and upgrading of all utility lines will be necessary to accommodate significant growth and development.
11. Areas that lack public sewer availability will hinder the anticipated growth in the higher density residential, and commercial and industrial development.

DEVELOPMENT GOALS

To adequately plan and allocate for its future land use, it is necessary that a community establish general developmental goals. In the context of a future land use plan, a goal is a general vision 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 Dickson County is to provide a quality living and working environment for the residents of the community.

As we have seen in Chapter 4 with the population increases in the county as well as the municipalities, the population has shown a shift from urban to rural living which has contributed to the concept of urban sprawl—the spreading of a city and its suburbs over rural land at the fringe of an urban area—which reflects that residents tend to live in

single family homes and commute by automobile to work in the county as well as regionally. Residents of sprawling neighborhoods tend to live in single-family homes and commute by automobile to work. Low population density is an indicator of sprawl.

Dickson County's Vision: The County will continue to be a rural county with new growth limited to agricultural and very low-density residential uses in designated Rural Development and Rural Preservation areas; moderate-density residential and nonresidential uses in the Planned Growth Areas and Crossroad Communities; and higher densities in designated areas contained inside the Urban Growth Boundaries of the municipalities of the County. The character of rural historic landscapes and crossroads communities will be preserved and strengthened, and open spaces and environmental resources will be preserved as part of connected systems. Adequate public services and facilities will be available in a fiscally responsible manner concurrent with new development, with levels of service to be coordinated with land use policies – areas designated for rural development will be provided with rural levels of services, and areas designated for higher or suburban densities will be provided with suburban levels of services. An efficient and effective transportation system will include better north-south and east-west linkage, thus moving more traffic safely over major traffic corridors to developed areas. The Dickson County economy will be strong and diverse, with economic development opportunities strategically focused in Crossroad Community and within the Urban Growth Boundary areas. Dickson County will have a balanced range of housing that provides opportunities for residents of all generations.

The following goals are general statements that the Dickson County Planning Commission believes to be the desires of the citizens regarding the future development of the community.

1. To direct the best suitable development in Dickson County, while preserving and protecting the long-standing agriculture and woodland tradition.
2. To preserve, protect and enhance the overall quality of life in the County while encouraging a more harmonious and higher standard of development.
3. 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.
4. To provide for steady introduction of goods and commercial services with varied sites suitable for a variety of outlets.
5. To retain and expand the commercial and industrial development base to provide for the essential employment needs of the County and its municipalities.
6. To provide adequate and efficient public facilities and services, and to provide a diversity of cultural and recreational opportunities.

7. To provide utility services that effectively and efficiently meets and anticipates the needs of the County.
8. To provide an efficient and effective transportation system with appropriate linkages and capacities.
9. To encourage the development of undeveloped 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 Dickson County. 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 County's decisions on future matters.

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

GENERAL DEVELOPMENT AND GROWTH MANAGEMENT

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

Dickson County anticipates and welcomes growth and understands its importance as a part of those forces which beneficially affect the community's quality of life. At the other end of the spectrum, the policy of growth at any cost has long term detrimental impacts and is not supported by the county. The approach taken by Dickson County 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, watersheds, 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, and depth to bedrock, the effect on storm water runoff quality and quantity, and location relative to flood prone areas.
3. Where the condition of the 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 the 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 post-development run-off discharge rate of any site is not increased above pre-development rates is not increased as a result of development. Proposed future developments should not increase flooding potential, substantially alter drainage patterns, or degrades natural water quality.

The planning commission shall ensure further that proposed developments comply with State storm water regulations under the federal Clean Water Act, state General Permit for Discharge of Construction Stormwater, and other applicable regulations.

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 should be directed to suitable areas, or on a public 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, and an engineered site plan and foundation design shall be provided by the developer.
 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, and erosion control and water quality protection whenever practical.
 14. The County shall develop appropriate criteria or measures to ensure the protection of environmentally sensitive and other valuable areas.
 15. The County should establish stormwater guidelines, in order to regulate stormwater discharges and pollutants and potential effects on the community and region's water supply. Educating developers as well as the general public should also be included.
 16. The County should encourage redevelopment of urban lands in high density areas, due to utilities available, and avoidance of certain floodplain and slope areas, and septic incapable soils.
- B. **Objective**-Coordination of the demand for public services with the County's capability to supply them.

Policies

1. All new development, whether public or private, shall have appropriate infrastructure which 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 Dickson County.
2. All future expansions or extensions of the County's services, facilities, or utilities should be in conformance with a plan which phases the improvements in segments suitable to the County's ability to pay. Extensions made to accommodate proposed development shall be financed by the developer, or cost-shared between the developer and local sponsor.
3. Services and utilities provided by the County 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 County.

5. To aid developers in determining those areas most conducive to development, database maps of the infrastructure system will 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 regulated to enhance existing development and to make more efficient use of existing services and utilities.
8. The County should encourage a more advanced recycling program.
9. The County should consider a countywide recreation plan to provide more cultural and recreational opportunities.

C. **Objective**-Preservation of the County'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. Urban development proposals which are contiguous with existing development within the County limits should be regulated through the extension of services.
3. Services provided by the County should be in conformance with an adopted phasing plan and shall not be provided outside the County.
4. The County should participate in the establishment of a permanent source of funds to provide financing for economic development.
6. The County should encourage preservation of the tax base through the practice of sound land use decisions.
7. Utility and transportation improvements necessitated by proposed development should be financed by the developer with no capital cost to the County.

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

Policies

1. The County 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 should be more carefully examined for long-term impacts on the community
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 include ways to encourage young people to remain in Dickson County to live and work.
 - a. Providing incentives to youth by getting businesses to contribute scholarship funding for local students, in exchange for youth returning with their practice.
 - b. Encourage more leadership and youth-building programs which keep youth active involving a variety of civic activities.

THE DEVELOPMENT PLAN CONCEPT

The goals, objectives and policies of the Development Plan are visually represented in the Development Plan Concept, **Illustrations 11 & 12** which follow. It is based on the same factors from which these goals, objectives and policies were derived including natural factors, existing land use patterns, and the existing transportation system. The Development Plan Concept reflects a decision making process culminating in a recommended general development pattern for the County and its local communities.

For each land use category listed below, background is provided as to the planning issues, opportunities, and challenges. Objective statements are then provided for each, followed by development policies that will guide the County in future land use discussions and decisions.

General Land Use Categories

Rural Areas: Territories not in an Urban Growth Boundary (UGB) or Planned Growth Area (PGA) and that is to be preserved as agricultural lands, forests, recreational areas, wildlife management areas or for uses other than high density commercial, industrial, or residential development.

Rural Preservation: Those areas of Dickson County characterized by predominant agriculture and woodland features.

Rural Development: Those areas of Dickson County once characterized by abundance of agriculture activity but are slowly transitioning to rural residential development.

Crossroad Community (Rural Center): Those areas of Dickson County comprising of historic focal points for certain commercial and community services within the rural landscape.

Planned Growth Areas (PGA's): Those areas outside municipalities and Urban Growth Boundaries where high or moderate density commercial, industrial, and residential growth is projected.

Urban Growth Boundaries (UGB's): The municipalities and contiguous territories where high-density residential, commercial and industrial growth is expected, or where the municipalities are better able than the county to provide urban services.

Specific Land Use categories

Agriculture: Agricultural lands, forests, greenbelt areas, and other like uses.

Low Density Residential: Residential uses characterized by open space, limited dwellings per acreage.

Medium Density Residential: Uses characterized by suburban development with appropriate urban services.

High Density Residential: Same as Medium Density Residential except for smaller lot size, mobile homes, duplex developments, and other related multi-family developments.

Commercial: Uses which provide goods and services to the public.

Industrial: Uses of an industrial nature which involve the manufacturing of goods.

Public/Semi-Public: Combination of educational, governmental, fraternal, religious, recreational, parks, walking trails, and other similar uses intended for the public.

Transportation: The network of roads providing traffic circulation into and through the community.

GENERAL LAND USE OBJECTIVES

Rural Areas

The Rural Areas comprise the largest land percentage within the Dickson County Comprehensive Plan study area. Included is all of the geographic area not contained

within a Municipality's corporate limits, nor an Urban Growth Boundary or Planned Growth Area.

Rural Areas are blessed with substantial historic, cultural and environmental resources. There are many historic homes and farmlands in the area as well as historic and scenic road corridors. Over time, the areas farther away from U.S. Hwy 70 and I-40 have tended to maintain their Rural Area character. There are also numerous environmentally sensitive resources such as slopes, floodplains, and forestry areas contained in the Rural Areas.

Rural Areas are characterized primarily by rural-related land uses on large tracts of land, including farms, homesteads associated with farms, large lot single family properties, and woodland/forest areas. The areas are served primarily by a rural level infrastructure. The areas are not generally served with sanitary sewers. Public roads are typically paved roads without curb and gutters, which was originally designed to support very low density rural levels of development, more pertinent to farming activities. Contrary to most areas of the county south of Charlotte, these rural areas of the County have maintained more of the historical rural character. Before the Dickson County Growth Plan was revised in 2006, the Spencer's Mill, Porter, Mt. Sinai, Ruskin, Yellow Creek, Adams Crossroads, and Bakersworks areas were classified as Rural Areas, although these areas still maintain a significant rural character. With these areas reclassified to Planned Growth Areas, there are no longer any designated Rural Areas in the southern portion of the County.

In order to better guide long-range planning objectives for the Rural Areas, this Development Concept will further define these Rural Areas into "Rural Development" and "Rural Preservation" Areas. The areas identified as *Rural Development Areas* have historically been home to more active farming operations, with more level topography and soils that make them better suited for agricultural uses. Rural Development Areas also have been locations for historic Crossroad Communities such as Tennessee City, Sylvia, and Cumberland Furnace. These areas, however, have been assimilated into the Planned Growth Areas category in the County's Growth Plan. Crossroad Communities will be further discussed in the next section.

The areas identified as *Rural Preservation Areas* also contain a significant amount of farming acreage, however, more severe topography and soils that are not as suited for certain agricultural uses have resulted in less attraction by higher levels of development, which makes for relatively higher percentage of larger agricultural tracts and more woodland tracts. Along with this, many Century Farms and Historical Sites identified on the National Register of Historic Places are located here. As an additional feature, the Rural Preservation tends to be more abundant in wildlife. Montgomery Bell State Park, which is under the State's authority, could also be included as Rural Preservation area. As a result, the North, the western and portions of the eastern areas of Dickson County have remained relatively unchanged. Certain rare aquatic and terrestrial occurrences as well as much of the County's Wetland areas have been identified within these areas and have also contributed to the designation of the Rural Preservation Areas.

This Development Concept does not intend to override or replace the County's Adopted Growth Plan, however, it does recommend that certain areas identified as Planned Growth Areas should be considered for reexamination for their potential to develop into PGA's as defined, with a possible reclassification to Rural Areas, unless a more thorough study of the Growth Plan proves otherwise. For this Concept, those areas identified in this Plan as *Rural Development Areas* are as follows: Jackson Chapel, Bellsburg, Dull, Mt. Sinai, Thompson's Crossroads, Rock Springs, Stoney Point, Woods Valley, Glenwylde, Stayton, Coaling, Dannertown, Maple Grove, and Harpeth Valley. For the *Rural Preservation Areas*, the following are identified: Spencer's Mill, Cumberland Furnace, Ruskin, Jewel Cave, Adams Crossroads, White Oak Flat, Promise, and Montgomery Bell State Park (See **Illustration 11** for these areas.) The areas that also contain existing and proposed Crossroad Communities will be discussed in the next section.

In the County's Zoning Resolution, the Agriculture-Forestry (A-1) zoning district better characterizes and promotes rural development over the other zoning districts. However, with the A-1 district, it permits a rural density equivalent to one acre with public water, resulting in the subdivision process being carried out more easily, thus eliminating one to two acres at a time. This creates disorganized sprawl with too little density to create meaningful solutions for the provision of basic services like wastewater treatment, police and fire protection, and suitable roads. A-1's District description states that "a primary objective of the [District] is to prevent undesirable urban sprawl and to exclude land uses which demand a level of urban services which are impossible or uneconomical to provide." To the reader this should easily mean preservation of rural character. In addition to this, much of the PGA areas contain a predominance of A-1 zoned parcels. Therefore, without an effective planning strategy to encourage preservation, these areas will continue to subdivide and lose their rural character.

As a further attempt to preserve the character of rural areas in Dickson County, this Plan proposes that the A-1 zoning district should be modified to require conservation, Planned Unit Development (PUD) or cluster-type major subdivisions for those lots served by public water, regardless if they're located within a Planned Growth Area. These alternatives to conventional developments are designed to permit single-family residential development that allows variations in lot area (smaller lot size) and setback standards when a large portion of the development site is set-aside as open space, where natural features are protected and agricultural activities can continue to work the land. And, for areas susceptible to wetlands, developers should be required to analyze their property for such wetlands, and make necessary modifications to their development design so as to preserve those areas. An option for developers would be contribution to a Wetlands Bank in return for additional flexibility in density. Therefore, flexibility in lot density will be permitted as a substitute for using a higher density in the rural areas, provided the developer agree to design their development as a conservation subdivision and contribute to the wetland bank as necessary.

As these rural areas are highly valued by the citizens of Dickson County for their historic and environmental resources, this Plan's goals and objectives are clear in calling for these areas to be preserved as low density with a rural character and rural levels of public services. There are several important influences, however, that will make the preservation of the rural character of these areas a challenge.

First, the growth of public sewage availability in the municipalities is also bringing increased growth pressures into a number of rural areas. In the past, the lack of sanitary sewer solutions has acted as a natural brake on development pressures that were subject to stringent septic system requirements. Alternative sewage disposal technologies (such as various versions of land application systems) are argued to be more environmentally sensitive, at least in the short range. However, they bring with them concerns about the possible proliferation of subdivisions in rural areas, promoting sprawl and haphazard development patterns that are contrary to the goals and objectives to this Plan. Additionally, the main sewer provider in the County, Water Authority of Dickson County, has no local policies restricting coverage outside the municipal areas. This means, as the utility is able to expand outward, public sewer can be provided to more places in the County than otherwise.

Second, the regional growth patterns will also continue to change the growth dynamics in the area. Communities that lie outside of Dickson County such as Montgomery, Davidson, Cheatham, and Williamson Counties are now showing increased potential for high growth. While these communities are certainly entitled to plan for their own long term growth and progress, they do have the potential to change the growth dynamics in Dickson County by creating multiple potential growth generators. And, as long as residents commute to occupations in other communities, the bedroom community lifestyle will continue to flourish in the County.

Finally, it should be acknowledged that the rural areas provide open space that is enjoyed by much of the County as a whole. However, this Plan recognizes that this is, in effect, "borrowed open space" in that it is open space provided by private land owners with no guarantees that it will remain. It cannot be expected to remain in its current state without active measures, including both reasonable land regulations as well as permanent mechanisms to preserve open space as discussed elsewhere in this Plan.

Objective-The Rural Areas should be rural in character, with preserved natural, cultural, and historic resources, including farms, permanently preserved open spaces, hillsides, hilltops, flood plains, wooded and forested areas, historic landscapes, historic corridors, and historic farmsteads. It will include active agricultural and livestock operations, with new residential development designed in such a way as to be balanced with the natural and existing man-made environment in order to minimize the degradation of the rural, natural, cultural, and historic environment.

Policies

The following development policies will be used when addressing development and land use issues in the Rural Areas:

1. Agricultural uses are recognized as economically desirable businesses, not “vacant” land. Agricultural uses are encouraged to remain, and agricultural preservation such as Century Farms is an important goal, but this goal should be balanced with respect for the property rights of land owners.
2. Rural commercial land uses and agricultural support businesses are encouraged to exist (though strongly encouraged for location within Crossroad Communities, as described in the next section.) Examples of rural commercial uses are nurseries, feed and seed stores, farmers markets, farm implement sales and supply stores, and other farm support businesses. Larger uses that are not related to agricultural or other rural uses, such as commercial landscaping businesses with outdoor storage, and heavy equipment not used for farming are discouraged in the Rural Areas, and will be subject to impact review and mitigation during the development review process, with a heavy emphasis on land use buffers and transitions.
3. Tourism uses that are compatible with rural character should be encouraged with a demonstration that proposed uses will not negatively impact existing rural or residential uses. Examples of such uses are livestock centers and boarding facilities, nurseries, conference centers, retreat and training facilities, heritage and rural tourism destinations, farmers markets, and bed and breakfasts.
4. Residents that move into Rural Areas should not expect urban services. Rural levels of service will typically not include sanitary sewer and storm water drainage facilities other than ditches, unless alternative sewer systems are planned.
5. The environmental integrity of stream corridors should be preserved and protected.
6. Agriculture should be viewed as being subject to eventual change. While the long term viability of agriculture is desirable, its future cannot be guaranteed. Thus, while the open nature of the area is enjoyed by many, and open space is a valued community amenity, agriculture should not be viewed as permanent open space. Open space preservation will require initiative and resources, as more fully described elsewhere in this Plan.
7. The desired character for this area is a continuation of the historic rural and agricultural patterns, including farms, farm-service businesses, and pasture land for livestock. New residential development will be accommodated, but will be required to occur in the conservation subdivision, PUD, or cluster-style developments encouraging “working farms.”
8. Flexible design that maximizes open space preservation should be promoted by separating the issue of density from minimum lot size. This approach would permit a wide range of lot dimensions (area, frontage, setbacks, etc.) and a variety of housing types (detached and semi-detached) to serve multiple markets (traditional families, single-parent households, empty-nesters, etc.). Dedication of open space

should be encouraged through incentives (density bonuses) based upon net density/yield rather than minimum lot size/widths.

9. Open space should be designed to form an interconnected network where possible.
10. Fragmentation of open space into isolated, unconnected pieces should be avoided, except to provide neighborhood parks and commons.
11. Stream corridors, woodlands, hedge rows, and other valuable natural resources should be maintained as part of the dedicated open space.
12. Homesteads, historic rock walls, fence rows, and other historic resources should be protected through the design and development process.
13. Roadways and house lots should be located to respect natural features and to maximize exposure of lots to open space (directly abutting or across the street). “Single-loaded” streets (with homes on one side only) can be used to maximize open space visibility, thus increasing real estate values and sales, while costing no more than streets in conventional subdivisions (due to savings from narrower lot frontages).
14. Open space should be used as part of an integrated storm water management approach to maintain natural drainage patterns, attenuate water quality impacts, replenish groundwater (ie., through bio-retention facilities such as infiltration trenches and “rain gardens”) and incorporate detention facilities as visual and environmental amenities such as ponds.
15. The open space can be either common or dedicated for compatible agricultural and horticultural uses (ie., pastureland for livestock, greenhouses, pick-your-own operations, community-supported agriculture, etc.).
16. Open space should be carefully located between housing lots, particularly those adjacent to working farms and other sensitive uses to provide buffers.
17. Open space should be located to maintain the visual character of scenic roads (ie., “foreground meadows” or preserved agricultural fields adjacent to roads).
18. Roadways should be designed to standards appropriate to the rural context (ie., narrower widths, drainage swales, shade trees, gravel footpaths, etc.).
19. Open space management should promote rehabilitation of degraded habitats. These rehabilitation activities need to pay close attention to impacts on surrounding properties, particularly when those activities involve potential alterations to drainage patterns.
20. This Plan recognizes that certain divisions of parcels are exempt from subdivision regulations when they involve five (5) or more acres and require no new street or

utility construction. In these instances, the landowners will be encouraged to develop under the subdivision regulations which will offer flexible approaches to smaller scale parcel divisions.

21. The County should recommend modification to the County Growth Plan by reclassifying certain areas identified as Planned Growth Areas to Rural Areas, unless a more thorough study of the Growth Plan proves otherwise, such as Adams Crossroads, Cumberland Furnace, Dull, Jewel Cave, Mt. Sinai, Ruskin, Spencer's Mill, Thompson's Crossroads, Promise, and White Oak Flat.

Appropriate Land Uses in Rural Areas

- Agricultural and livestock uses
- Single family uses, primarily in the form of conservation subdivision, Planned Development design, or large lot (e.g. five acres lot size or greater) subdivisions
- Rural commercial uses such as nurseries, feed and seed stores, farmers markets, farm implement sales and supply stores, and other farm support businesses
- Institutional uses, such as schools, churches, public safety facilities, and similar uses
- Recreation and Cultural uses

Crossroad Communities (Rural Centers)

Crossroad Communities provide a unique form of land use in Dickson County. Crossroad Communities are typically communities with a small (if any) residential population and housing stock that was typically built in the early part of the 20th Century. Crossroad Communities usually evolved at the intersections of either two roads or a road and a rail line. There are currently 3 Crossroad Communities identified in Dickson County: Cumberland Furnace, Sylvia, and Tennessee City.

These "crossroads" type communities typically have a historic place name and were often home to small businesses such as small grocery stores, feed stores, and institutions such as churches, post offices, lodges, elementary schools or community centers. The classic Crossroad Communities in Dickson County is (or was) home to a small grouping of residences, one or two small businesses, and one or two institutional uses.

Crossroad Communities are important to Dickson County in that they provide small but historic focal points within a rural landscape. As such, they contribute to a sense of rural community character that goes beyond the actual magnitude of their land uses and geographic area. For this reason, the preservation of the historic character of Crossroad Communities is an important goal of this Plan. Further, Crossroad Communities offer the ability to accommodate some, but not a great deal of new growth in the County. Small amounts of new residential, business, and institutional uses could be accommodated in and around existing Crossroad Communities. However, the scale and magnitude of new growth and development within these Crossroad Communities should continue the scale and magnitude of the Crossroad Communities themselves. Too much density centered

around Crossroad Communities will overwhelm them and result in the loss of their historic character and role in overall County development.

Some Crossroad Communities can also be an important element in the heritage tourism aspects of Dickson County and its economic development by providing small scale restaurants, bed and breakfasts, and shops for visitors. Other communities in the County such as Ruskin, Jewel Cave, and Yellow Creek, Claylick, Spencer's Mill, and Oak Grove should be considered qualified for being Crossroad Communities due to their vicinity to intersections with respective arterial and collector highways, historical sites, various community locales, as well as existing commercial activities. Oak Grove is the only community with an interchange at I-40.

In the County's Zoning Resolution, the Rural Center (C-1) zoning district best characterizes and promotes crossroad community development over the other zoning districts. The C-1's District description recognizes the need for certain convenience goods and services, merchandising and technical services to more isolated areas of the County. A mixed-land use is promoted as a necessary economic function provided it does not unnecessarily spread into the adjacent countryside. In past rezoning applications, it has been misused for rezoning of individual parcels that don't necessarily meet this description. With that said, this Plan proposes further describing this district by reserving such rezoning issues to only those areas identified on the County's Growth Plan as Crossroads Communities, identifying them specifically in the C-1 district. Further, it's also proposed that within 2-4 years of the adoption of this Plan, the County should meet with current residents, business owners, and other interested stakeholders about the intent and content of the C-1 zoning district, and how design and development standards might be tailored to accommodate the Plan's vision and goals for these crossroad communities. Allowing the vested stakeholders in their respective communities to invest their vision of their respective communities can more successfully advance this Plan's overall goal.

Along with the recommendation made in the previous section for Rural Areas, Crossroad Communities are also recommended to be reevaluated and better distinguished from the PGA's in the County's Growth Plan as part of the planning strategy to promote their intended purpose, as described here in this plan. Along with Cumberland Furnace, Sylvania, and Tennessee City, new areas recommended to the Growth Plan are as follows: The Ruskin-Jewel Cave-Yellow Creek area, Claylick, Jackson Chapel, Spencer's Mill, and Oak Grove. (See **Illustration 11** for these areas.)

Objective-The vision of Dickson County's Crossroad Communities is to "preserve and enhance" them. The existing character of the Crossroad Communities should be preserved through historic preservation programs and through the sensitive design of new development that maintains the Crossroad Communities scale. The Crossroad Communities should be enhanced with new investment that reinforces their historic character and scale.

Policies

1. Crossroad Communities are desirable land use patterns that complement the Rural Areas. They can be expected to accommodate a minor share of the forecasted growth in Dickson County.
2. When new development occurs, it should respect the existing pattern and scale of development.
3. New development in a Crossroad community should be “pedestrian friendly”, with sidewalks unless they are demonstrated by an applicant to be impractical and not needed.
4. New residential uses, non-residential uses and institutions are encouraged to locate in Crossroad Communities, but only if they respect the scale and character of the Crossroad Communities, and provide compatible density and intensity.
5. Any existing historic character of Crossroad Communities should be respected and preserved in new development. New development can be designed with modern amenities and features. However, new development should respect the scale, configuration, building orientation, density, pattern, materials, building relationship to street and general character of the existing Crossroad Communities.
6. While Crossroad Communities can and should accommodate new growth to maintain their vitality, this growth should be limited so as not to overpower the scale of the Crossroad Communities. While there is no precise amount of population that should be targeted, each crossroad community should be monitored as new development is proposed to ensure that its character is not compromised.
7. Crossroad Communities should be linked to alternative transportation modes, such as pedestrian and bicycle trails, wherever feasible.
8. The boundaries between Crossroad Communities and surrounding Rural Areas should be clear and distinct. Crossroad Communities should continue to be small as well as a definable focal point of minor activity. Crossroad Communities should accomplish this without dominating the rural landscape.
9. The County should consider revising the C-1 (Rural Center) Zoning District by implementing more specific language pertaining to identifying crossroad communities, and including stakeholders in those respective communities a voice in the visioning for their respective areas.
10. The County should recommend the Growth Plan officially identify existing Crossroad Communities on the map and include the additional communities of Ruskin-Jewel Cave-Yellow Creek area, Claylick, Spencer’s Mill, Jackson Chapel, and Oak Grove.

Appropriate Land Uses in Crossroad Communities

- Detached and attached residential (minor subdivisions)
- Institutional
- Small scale commercial
- Restaurants
- Bed and Breakfasts and Inns
- Small scale agricultural businesses

Planned Growth Areas (PGA's)

Planned Growth Areas (PGA's) are intended to welcome a broad array of land uses and activities including agricultural activities, residential, commercial and industrial uses. Before the 2006 amendment to the County Growth Plan, PGA's primarily were adjacent to the perimeters of the municipalities and their Urban Growth Boundaries. After the amendment, much more land was designated to PGA, resulting in practically half of the County, lands south of Charlotte, became PGA's. Due to the abundance of level land with relatively few barriers to development, and due to closer proximity to the City of Dickson, White Bluff, and Burns, along with quick access to U.S. Hwy 70 and I-40, residential subdivisions have developed at a faster pace in close proximity to these areas of the County than in other sections. Therefore, valuable woodland and farmland areas are rapidly disappearing throughout many of these areas. Further, the local road network has become overloaded with traffic, which in several places requires immediate improvements to accommodate the traffic, not to mention the water & sewer utilities working to maintain pace with demand for these services.

According to the County Growth Plan, the criteria for defining a PGA apply to territory that is reasonably compact yet sufficiently large to accommodate residential and nonresidential growth projected to occur over the next twenty years; that is not within the existing boundaries of any municipality, or within an urban growth boundary; that is reasonably likely to experience growth over the next twenty years, based upon history, economic and population trends, and topographic characteristics; that reflects the county's duty to manage natural resources and to manage and control urban growth, taking into account the impact on agriculture, forests, recreation and wildlife. The designated PGA's Cumberland Furnace, Sylvania, and Tennessee City have also been designated as Crossroad Communities, as stated in the previous section, however, identified only as PGA's on the map. Another area, Exit 163 at I-40 is also identified as PGA though designated as an Interchange Service Area in the Growth Plan.

Some patterns of development in these areas have been established, but there are still substantial planning issues remaining. First, the undeveloped land is fragmented in many places, creating some infill challenges. Second, public sewer service is located primarily within the municipalities of Charlotte and White Bluff and their UGB's, with exception to the Water Authority of Dickson County's service. However, the primary challenges in

these areas involve accommodating continued development pressures while protecting sensitive environmental features and providing adequate and feasible extensions.

Objective-The vision for the Planned Growth Areas (PGA's) is to ensure that as they continue to develop, they do so with compatible land uses and densities, provided development is done so in a way that natural resources are preserved and protected and adequate public facilities are provided.

Policies

1. These PGA areas will be largely residential but will accommodate commercial and certain industrial uses along arterial roadways, with exception to those PGA's which are also identified as Crossroad Communities.
2. High quality development should be encouraged through improved site plan and design standards, particularly related to landscaping, parking lot design, and best management practices related to stormwater retention, stream protection, and floodplain areas.
3. Pedestrian facilities should be included in all new developments, unless circumstances make them unrealistic. Improved connections between key destination areas should be developed over time. Examples are connectivity between residential and commercial areas and between residential, recreation, ie., a county greenway system or a municipality's greenway, and school areas.
4. Industrial uses should be located away from any residential areas. Buffering of these uses should be of very high priority.
5. High value should be placed on quality open space as part of suburban development. Open space should not be an afterthought but an integrated part of the development.
6. New development should be coordinated and timed relative to infrastructure, particularly sewer and water services (including fire protection).
7. Alternative sewer systems are appropriate only when they are part of a comprehensive approach to the provision of sewer service to the area. The use of alternative sewer is discouraged otherwise.
8. New infrastructure, particularly roads, should be planned to be adequate for both existing and planned growth. Level of service standards should be developed to ensure that adequate public facilities are provided in both short as well as long term.
9. Other uses, such as parks, churches, and certain multi-family developments should be considered as appropriate when part of an integrated site design and planned to minimize negative impacts on surrounding developments.

Appropriate Land Uses in Planned Growth Areas

- Detached and attached residential (major subdivisions)
- Institutional
- Certain Commercial (arterial roads only)
- Recreational and Cultural uses

Urban Growth Boundaries (UGB's)

The Urban Growth Boundaries (UGB's) are those areas that surround Dickson County's cities and are identified for growth through the system mandated by Tennessee Public Chapter 1101. They are the areas where the bulk of the future growth and development is intended to occur in the County, in accordance with the plans of each individual community.

This Plan embraces a land use pattern that preserves rural character with an environmental and historic preservation focus. It encourages growth to occur in and around the existing communities that are better able to provide urban or suburban level services and facilities, especially related to sanitary sewer and roads. This Plan calls for a compact form of growth with medium and moderate densities in focused areas, rather than suburban and rural sprawl. The role of the UGB's is critical to the success of this Plan.

The issues associated with implementing this form of land use have to do primarily with intergovernmental coordination. On the one hand, this Plan accepts the land use plans for the growth areas around municipalities, as embodied in their own plans for the UGB's. It views those plans as a critical and complementary ingredient in the overall County land use strategy. On the other hand, until and unless those growth areas are annexed to a city, they remain under county planning and zoning jurisdiction. Further, if property in one of the UGB's develops at a low density under County zoning, with rural infrastructure (such as septic systems), it is not likely to be annexed in the future. In fact, low density development in an identified UGB represents an underutilization of land, which can be inefficient from an infrastructure as well as tax structure perspective. For example, the revision to Vanleer's UGB in 2006 added at least three times the amount of acreage in UGB than the 2000 Growth Plan's UGB acreage. As the land use inventory in Chapter 5 depicts, Vanleer has only 541 acres in the corporate limits compared to 30,186 acres in the UGB area, of which 21,635 acres consist of timber/forest land use. Add in excessive slopes in many areas, and a lack of public sewer, then low density residential development will likely be the result of future land use and a great expense for extending infrastructure with less demand.

The primary challenge in these UGB's involves developing policies as to how this land should be addressed from a planning and zoning perspective during the time it remains under County zoning jurisdiction, which could be many years in some cases.

Objective-The vision for the UGB's is for them to remain largely undeveloped until such time as they are annexed into a city and developed under their system of planning and land use regulation.

Policies

1. The UGB's will be coterminous with the areas identified in the Dickson County Growth Plan under Tennessee Public Chapter 1101 at the time of adoption of this plan. In the event of a change in UGB's or the designation of new Planned Growth Areas, this Plan will be amended to address the land use impacts associated with those changes.
2. UGB's should be developed in the respective cities under their land use plans. Developers will be encouraged to work with the municipalities during the development-planning phase bearing in mind that annexation can occur. While still under the County's jurisdiction, these areas should be subject to the policies for the Rural Areas and Crossroad Communities identified earlier in this chapter.
3. Alternative non-municipal sanitary sewer systems are encouraged if determined feasible and practical. Otherwise, development should occur in accordance with the utilities' sanitary sewer policies.
4. The County will work with municipalities to develop intergovernmental agreements for additional coordinating policies relative to the development review in those areas.
5. For those property owners who desire to develop their land prior to a city being prepared to annex, the County and the respective city will coordinate the review of the development to address issues of multi-jurisdictional impacts with the intent that the land will ultimately be annexed into the city.
6. Those UGB areas, however, serviced or can be serviced by the Water Authority of Dickson County, may develop at a faster rate.
7. If a municipality cannot reasonably expect to annex lands in the next 20 years, then it is recommended that they amend their UGB's and reduce the land area to a more feasible size.

Appropriate Land Uses in Urban Growth Boundaries

- Agricultural and equestrian uses
- Detached and attached residential (major subdivisions)
- Recreational and cultural uses
- Certain commercial and light industrial uses (along major arterials only)
- Uses permitted under municipal land use plans when annexed into a city

SPECIFIC LAND USE OBJECTIVES

This section further elaborates on the objectives and policies provided for the General Land Use categories by concentrating on the specific land uses found in the County. Here, the specific land use categories (Agriculture/Natural Resources, Residential, Commercial, Industrial, Public/Semi-Public/Cultural/Recreation, Utilities, and Undeveloped Land/Open Space) are further objectified.

Agricultural/Natural Resources

The largest use of land in Dickson County is devoted to agriculture and woodlands. While much of Dickson County's communities have shifted from land used for agriculture to urban and suburban, the County's land use continues to be predominately agricultural. County officials, in planning the future of Dickson County, desire to preserve the agriculture and woodland tradition while at the same time controlling development, as indicated previously in the Rural Area General Land Use category.

Sections 67-5-101 to 1101 of the *Tennessee Code* provide for agriculture forest and open space (greenbelt) lands to be protected and encouraged. In recognizing the value of protecting agriculture, woodland, and other open-space areas, other areas within this chapter, Public/Semi-Public, Recreation Uses as well as Undeveloped/Open Space Lands will also contain similar objectives as those listed below. Together, these objectives will hopefully preserve and protect the vast acreage dedicated to the most prominent attraction in this community.

As identified in Chapter 5, there are 22 Century Farms located throughout the county, 11 of which are located near the center surrounding Charlotte, 3 are located in the southern area around the City of Dickson, one just west of White Bluff, 2 in the western edge of the county, and the remaining 5 located in the north end of the county. However, regardless of location, all 22 farms must be protected to ensure their historical significance and value to the Dickson County community.

Protecting the County's natural resources accompanies the efforts realized by protecting viable farmland from development encroachment as well as protecting the county's potable water supply. The water resources the surrounding areas rely on, both in economy and welfare of the many citizens that use them should be of valuable interest to all stakeholders. Maintaining the water quality of the watersheds involving the county's river sources is very crucial. The Cumberland, Harpeth, and Piney Rivers, and the Turnbull and Yellow Creeks all directly encompass the county, which is why it's very important to protect them. The TN Department of Environment & Conservation, Division of Water Pollution Control, created the Tennessee River Basin Water Quality Management Plan, which is a decision-making process that reflects a common strategy for information collection and analysis as well as a common understanding of the roles, priorities, and responsibilities of all stakeholders within a watershed. This watershed approach is based on the concept that many water quality problems, like the accumulation of pollutants or non-point source pollution, are best addressed at the watershed level.

Watersheds are appropriate as organizational units because they are readily identifiable landscape units with readily identifiable boundaries that integrate terrestrial, aquatic, and geologic features.

Focusing on the whole watershed helps reach the best balance among efforts to control point source pollution and polluted runoff as well as protect drinking water sources and sensitive natural resources such as wetlands. In addition, a watershed focus helps identify the most cost-effective pollution control strategies to meet clean water goals. Four main features are typical of this watershed approach: 1) Identifying and prioritizing water quality problems in the watershed, 2) Developing increased public involvement, 3) Coordinating activities with other agencies, and 4) Measuring success through increased and more efficient monitoring and other data gathering.

To ensure the most considerate and fair preservation of existing areas in Dickson County, the following developmental objectives and policies are adopted:

- A. **Objective**-Continue promoting the agricultural lifestyle in Dickson County, by recognizing those lands well-established in agricultural uses.

Policies

1. The County, through its regulatory tools of the zoning resolution and subdivision regulations, should administer and enforce proper and consistent development of future lands in the community that will eliminate or at least minimize adverse effects of development on existing agricultural lands.
 2. The County should continue to promote the Dickson County Farmer's Market, and increase support for local agriculture, including agritourism.
 3. The County should consider supporting the Farmer's Market by purchasing products for the County school system and various local functions.
 4. In an effort to retain agriculture lands and lands for wildlife preservation, the County should consider implementation of actions to encourage preservation by a variety of ways, such as offering tax break incentives or accolades to landowners who apply for "greenbelt" status when preserving large acreage. Smaller acreage divisions regarding inheritance of land would be acceptable.
 5. For properties identified as Century Farms or nearing Century Farm status, they should be protected from adjacent and nearby lands by limiting the types of development and higher densities. Certain areas should be identified and protected with land use development policies in at least a 2-3 mile radius.
 6. Any farms that can qualify for Century farm status should be highly encouraged.
- B. **Objective**-Promote "best management practices" with land development that will be beneficial to maintaining and improving water quality.

Policies

1. The County should consider implementing watershed management policies provided in both the Cumberland and Tennessee River Basin water quality management plans.
2. Administering and enforcing the National Flood Insurance Program (NFIP) regulations for permitting development in floodprone areas.
3. The County should consider creating a Stormwater Ordinance that will protect existing lands adjacent to or in vicinity of any proposed development, as well as protect the community's watershed areas. Such regulations should require erosion and sedimentation control methods, and comply with the standards found in the Clean Water Act and the State General Permit for the Discharge of Construction Storm Water.
4. The County should allocate funds to expand the building codes department to administer and police all developments throughout the course of the development process to ensure adequate compliance with all regulations, including protection of existing lands and their uses from new developments.
5. All agriculture land uses within the County should be encouraged to adopt "best management practices" so as to minimize any impact upon adjacent land uses and as well as the potable drinking water supply.
6. Properties reserved for wildlife protection such as the County's wildlife management and natural areas, ie., Pardue Pond Refuge and Cheatham Lake WMA, respectively, and areas around the County's utility water resources, the Cumberland, Harpeth, and Piney Rivers, and Turnbull and Yellow Creeks, should be protected from adjacent and nearby lands by limiting the types of development and higher densities. Certain areas should be identified and protected with land use development policies in at least a 2-3 mile radius.
7. The County should consider developing a countywide recreation plan which includes showcasing the natural features of the County.

Residential

A significant portion of the developed land in Dickson County is devoted to residential uses, consisting of single-family dwellings, multi-family dwellings and mobile homes. Assuming that the community will experience moderate population growth, suitable land for this growth will continue to be available in the County, residential development will occur in all of the general land use categories, though most notably in both the Planned Growth Area and Urban Growth Boundary categories.

New Residential developments in all levels of density are anticipated to continue, concentrating more towards I-40. With that said, development patterns south of U.S. 70

should be expected to develop at a faster rate than elsewhere in the County. That's why careful consideration must be given to developments and their impact on environmentally-sensitive areas as well as historic areas of interest, with encouragement of preservation efforts, as specified in the Rural Preservation Areas. Cooperation between the local governments and the developers is imperative in achieving an ideal quality of life.

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

A. **Objective**- Provide for revitalization of housing areas throughout the County.

Policies

1. The County should consider creation of a Countywide Housing Authority, which would work to increase the availability of affordable and desirable housing.
2. It is recommended that the County apply for any and all housing grants to revitalize blighted areas.
3. Littered conditions, dilapidated homes, and other nuisances should be addressed with consistent enforcement of building codes and other applicable regulations.

B. **Objective**- Provide for a variety of housing types and densities for a wide range of family incomes, sizes and lifestyles.

Policies

1. The County should promote new residential developments in environmentally safe and pleasing areas.
2. The County should allow housing types ranging from single-family structures to multi-family developments. Older, substandard and dilapidated mobile homes should be discouraged.
3. Infill development should be regulated only in locations which are comparable with surrounding residential densities.
4. Land use controls should be used to foster a variety of housing types compatible with the natural landscape.
5. The County should regulate and concentrate high density housing development along major traffic corridors where electrical, water and sewer lines are available and with easy access to retail business, pedestrian amenities, cultural activities, schools and parks.

6. The County should regulate low-density housing along local streets within proximity to service centers, which are buffered from excessive noise, traffic, and conflicting development.
 7. 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.
 8. The County should ensure that the existing housing stock continues to be maintained and that new residential construction is developed to appropriate standards and guidelines.
 9. The County should regulate the rehabilitation of existing residences which can be purchased by low and moderate-income residents.
 10. The County should regulate sound development in suitable areas by maintaining and improving transportation facilities.
 11. New residential development should be designed to regulate the neighborhood concept and should be situated to be easily accessible to collector or arterial status streets.
 12. Higher density residential uses should locate in planned developments or in close proximity to existing higher density developments. In lieu of mobile home parks and such developments, low-income housing developments consisting of stick-built homes, or planned developments such as townhomes and condominiums, should be highly encouraged.
 13. The A-1 Zoning District, which promotes low-density residential uses, should be amended to require conservation subdivision development for major subdivisions when proposed in Rural Areas with adequate public water and fire coverage.
 14. Any development which is located in an area with sensitive issues such as wetlands, floodplain, and have the potential for rare aquatic and terrestrial species should be required to do an extensive study to assure that the development will result in minimal or otherwise no impact upon them.
- C. **Objective**- Provide for preservation of Open Space/ Green Space development, historical homes.

Policies

1. Any homes with historical character should be encouraged for National Register of Historical Places.

2. Any farmsteads that can qualify for Century farm status should be highly encouraged.
3. The land-use controls, ie., zoning resolution and subdivision regulations, should be amended to require all developments consider best land management practices which include preservation of open space for infrastructure and effective stormwater control.
4. The zoning districts that permit residential development should provide incentives for cluster, PUD, and conservation-type subdivisions that work to preserve environmental, agriculture, historical, and other sensitive areas for residents to appreciate.
5. The County should work to restrict major residential development where infrastructure is minimal or insufficient to support those developments.

Commercial

Commercial development has been encouraged for certain areas of the County such as Crossroad Communities and primarily along major arterials. However, Dickson County's abundant commercial activity is predominantly located within the municipalities. The County has shown interest in preserving these traditional business sectors, while promoting new commercial activity for the local traffic as well as promoting pedestrian activity. Many communities like Dickson County had to decide whether or not they wanted to continue experiencing consumption of more raw land for development, or revisit each city's Downtown areas and revitalize what already exists. Pumping new life into the County's Courthouse square in Charlotte and the surrounding neighborhoods has been a topic of discussion for several years. Many people want to see the life of the Downtown areas be maintained, but provided that each downtown maintains its rustic, homespun charm. Getting local businesses to consider coming back to the respective downtown areas presents its challenges during the current economic status of the nation.

With the Dickson County Courthouse being a registered historical site and focal point of the Charlotte downtown area, and, with storefronts still evident, the County should consider investing in the Tennessee Main Street Program or the Tennessee Downtowns Program, which implemented would further support the Downtown revitalization efforts with technical assistance and guidance in promoting economic development, as well as historic preservation. The County should also encourage White Bluff and City of Dickson to continue investing in these downtown programs.

The County has been making improvements to the Dickson Airport, which has inspired discussion about creating an airport business park to provide an atmosphere integrated and coordinated with corporate airport traffic. The business park would be a combination of certain types of industrial activities, warehousing, and retail and office commercial, located close to transport facilities at the airport, and where air transportation can coincide with truck freight. And, with CSX rail lines less than 2 miles

away, a third transportation mode is possible. With the discussion of the proposed Southern Bypass, it has been suggested to extend the bypass north beyond connection with Hwy 70 to connect with Hwy 235, which connects with the airport. It is then perceived that the business park proposal hinges on connectability with the bypass.

Another factor that attracts commercial enterprise is Interstate 40 and U.S. Hwy 70. Both roads are arguably the most vital arteries for the County, and will always have the potential to attract commercial development. Since both roads practically parallel one another, both share similar potential for generating commercial growth as well as increased traffic. Exits 163 and 172 have already been established or at least have the potential to be Interchange Service Areas. Exit 182, which is just inside Williamson County, provides commercial accessibility to several commercial activities just inside Dickson County. At Exits 163 and 182, the matter of urban services remains an unresolved issue, as compared to Exit 172 which lies within the City of Dickson. However, it is clear that achieving the full economic potential afforded by these facilities will require full urban services. Thus, a significant land use issue within the county's future is establishing means and mechanisms for realizing the potential afforded at these sparsely developed interchanges that are subject to control by the county. As mentioned earlier with WADC's loose extension policy, sewer could be extended to Exit 163 in time, pending feasibility. Exit 182 will likely be serviced by Fairview, if likewise possible. Exit 172, however, will be subject to the City of Dickson's respective planning policy.

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

- A. **Objective**- The County should encourage cooperative efforts with its municipalities in creating viable downtown centers for commercial and private services to its citizens.

Policies

1. Future commercial developments should be approved only in areas where infrastructure is available and adequate to support such development, or where the developer is prepared to fund and construct all new infrastructure.
2. The County should support its local Chamber of Commerce to recruit and retain business and service outlets that fulfill local market demands.
3. The County should encourage and support the expansion of existing commercial areas and those that will result in the consolidation of commercial activities at central locations.
4. The County should encourage adequate parking within the municipalities' downtown areas as well as support the implementation of a pedestrian-friendly environment in each, which should include upgrading and expanding the existing sidewalk system.

5. Any new private services should be carefully planned so that they will contribute to the continued efforts of the community to preserve an open space appearance, while minimizing traffic inhibitions.
 6. The County should encourage application to the Tennessee Main Street Program or Tennessee Downtowns Program for its respective municipalities.
 7. The County should make every effort to apply for state and federal-funded grants, in effort to minimize impact on limited County funds.
- B. **Objective**-Ensure that all new commercial development meets appropriate standards and guidelines.

Policies

1. All commercial developments shall be designed in compliance with appropriate site development standards.
2. Commercial development shall be approved in only those areas where infrastructure is available and adequate to support such development, located on arterials as identified on the Major Thoroughfare Plan, and within Crossroad Communities provided they are appropriately zoned for rural center-type uses. Commercial development at the Interchange Service areas will depend largely on available infrastructure.
3. Commercial development should be designed so as to minimize negative impacts to the existing transportation system.
4. Strip commercial developments should be discouraged in favor of cluster developments with limited entrance and exit points.
5. All new large-scale commercial developments shall be located on frontage or access roads with controlled ingress and egress points, when feasible.
6. All commercial and private service developments shall be provided with an adequate number of off-street parking spaces.
7. The County should encourage locating certain public parking areas strategically located within Downtown areas to provide for adequate public parking, at the same time allowing for available lands to implement better design for pedestrian access, greenspace areas, and overall revitalization.
8. Commercial developments should be designed so as to minimize negative impacts to residential developments and to enhance the aesthetics of such developments.

9. To the extent feasible, landscaping or other screening shall be provided between commercial and residential land uses.
 10. The local zoning resolution should have additional provisions requiring the site plan review and approval for commercial and other non-residential and non-agricultural development.
 11. The County should consider further study of the Airport Business Park proposal, and coordinate with multi-modal parties in providing for adequate transportation infrastructure.
 12. The County should require traffic studies to assess the adequacy of the surrounding roadway network for commercial and industrial developments, and for residential developments resulting in fifty or more new homes.
- C. ***Objective-*** Amend the Zoning Resolution to modify the uses permitted and appropriate locations for A-1 (Agriculture/Forestry) and C-1 (Rural Center) Zoning Districts.

Within 2-3 years of the adoption of this Plan, the County should amend the A-1 and C-1 Zoning Districts. This timeframe should give the County adequate time to meet and consult with current residents, business owners, and other interested stakeholders about the intent and content of the C-1 Zoning District, and how design and development standards might be tailored to accommodate the Plan's vision and goals for the Crossroad Communities and for all general commercial activities in Rural areas. At a minimum, the A-1 and C-1 Districts should contain the following provisions:

Policies

1. The C-1 district will allow a mix of small-scale commercial and institutional/civic development, along with small-scale tourist accommodation uses such as small lodges and bed and breakfast inns, as well as single-family detached and attached residential housing types.
2. To ensure the existing character of each crossroad community is maintained as infill and new development occurs, neighborhood development standards should apply to each community.
3. The neighborhood development standards will require conformance with setback, yard and height requirements established by "average setbacks" and heights for all buildings on the same side of the street within a certain distance or within the block face.
4. Neighborhood development standards should be prepared to reinforce the existing development patterns in the Crossroad Communities to the greatest extent practicable through items such as street and sidewalk standards, pedestrian

connectivity standards, building orientation standards, open space standards, and standards for street trees and residential garage locations.

5. In order to assure the historic character and scale of the Crossroad Communities, the district should contain maximum thresholds for overall community size, mix of uses, and densities.
 6. Consider Historic District designation for specific Crossroad Communities, as desired. The County should encourage local community residents, businesses, and other County stakeholders to explore historic district or historic building designations for some or all of the Crossroad Communities, or specific buildings or areas within the Crossroad Communities. The County should provide technical and planning resources and assistance as requested by residents and advocates.
 7. The A-1 district should be amended to require that all permitted commercial uses must have immediate access to at least minor arterial-status streets, as well as contain at least one acre of land, and achieve proof in site plan review that such activity will contain sufficient buffering at all times and distance from residential structures to better preserve open space appearance.
 8. It is highly recommended that the A-1 district be reexamined to permit only such permitted activities that are directly related to Agriculture, Forestry, or low-density residential uses. All commercial uses currently permitted in A-1, with exception to agriculture-essential businesses, should be omitted and considered for the C-1 and C-2 districts.
- D. **Objective-** Consider the creation of Airport Business Park zoning regulations and design standards.

Within 3-5 years, and once the County resolves its study of the Airport Business Park proposal, the County should consider crafting either a separate zoning district for Airport Business Parks, or including business parks as a permitted activity in its C-2 or M-1 (General Industrial) Districts.

Policies

1. The County should consider crafting either a separate zoning district for Airport Business Parks, or include business parks as a permitted activity in its C-2 or M-1 zoning districts.
2. With the discussion of the proposed Southern Bypass, the County should recommend extension of the bypass north beyond connection with Hwy 70 to connect with Hwy 235, which connects with the airport.

3. The County should recommend certain infrastructure needs to promote multi-modal transportation options, including accessibility to the CSX rail lines.

Industrial

Similar to Commercial expectations, Industrial uses are anticipated to occur in Urban Growth Boundary areas where public facilities are available or can be made available. The Dickson County Industrial Board is continuously working on attracting industrial prospects to the County. Automotive and distribution-related industries are being entertained for locating to Tennessee, and so local communities with ample work force and available lands are becoming noticed. With interstate interchanges located within proximity to the County's industrial parks, Dickson County's industrial base has much potential for expansion. However, having any new areas suggested for industrial use must be equipped with the availability of sewer.

Properties in the Dickson County Industrial Park and the William D. Field Industrial Park should be the main locales for new industries coming into the County. Of 350 acres, there are 200 available acres with the Dickson County Industrial Park, while the William D. Field Industrial Park is at full capacity. Having almost immediate access to major thoroughfares as well as rail transportation and infrastructure needs within reach is beneficial. However, for air transportation, the Dickson Municipal Airport is much further away, which requires a longer trip transporting goods through the City of Dickson by truck or by rail. This plan encourages utilization of existing industrial buildings as part of the infill process, but also encourages certain industrial activities for the proposed business park at the airport, as mentioned in the previous section.

It has also been suggested that truck traffic coming from the industrial parks has only one major access, which is to I-40 via Hwy 46. Due to the heavy traffic count on this road, a remedy is suggested to provide a second access to I-40, perhaps with an interchange at Hogan Road. This would require improvements to Gum Branch Road and to Hogan Road, as well as approval by TDOT and the Federal Highway Administration for a new interchange.

Along with this proposal, it has also been suggested that the southwest corner of the County near I-40 and S.R. 840 could provide future industrial opportunity due to its proximity to these major thoroughfares. However, direct access to these roads as well as a lack of major infrastructure will hinder that potential. It is anticipated that improvements to Hogan Road including approval for a new interchange would be part of bringing this proposal to reality. Failing that, a direct connection to the northern terminus of S.R. 840 should be investigated.

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

- A. **Objective**-Retain the existing light industrial base, provide areas for suitable sites adjacent to and in the general vicinity of the Industrial area.

Policies

1. The County 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 Dickson County and provide public services to those industrial activities, the County should consider ways to continue to fund the infrastructure necessities.
 3. The County 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 Industrial Board and Chamber of Commerce in their efforts to attract industrial prospects and to retain and promote the expansion of existing industries. The County should continue to participate in the Middle Tennessee Industrial Development Association (MTIDA) to promote economic development.
 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, should be discouraged from locating in the County.
- B. **Objective**-Provide appropriate standards and guidelines for new industrial development and for expansion of existing industrial uses.

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 County consistent with a community facilities plan for infrastructure, where the proper sizing of facilities such as water, sewer and transportation has occurred or is planned.
4. To the extent feasible, landscaping or other screening shall be provided to reduce the conflict and soften the impact between industrial uses and other land uses.
5. The County should consider improving the roads on the east side of the industrial parks to allow for truck traffic to have a second access across Gum Branch Road

to Hogan Road. Hogan Road should be recommended for study to have an interchange at I-40.

Public/Semi-Public Service, Cultural and Recreational

All of the General Land Use Objectives in the previous section encourage a certain amount of Public/semi-public service, cultural and recreation uses, particularly when attempting to balance efforts of protection and preservation, buffering between incompatible uses, and achieving overall quality of life for County residents.

This specific land use category consumes a slightly smaller percentage of land than the other land use categories. The elementary and high schools are a significant land use in the County, doubling for community-wide activities as well as for educational purposes. Population increases in Dickson County within the 20 year period of this plan will likely prove the necessity for additions and modifications to existing schools as well as construction of new schools in the future. As it has already been shown in earlier chapters, Dickson County has many sites of historical and natural significance and undeveloped land. Therefore, there is potential for adequate and convenient locations for parks and public recreation uses.

It is important that during the site design process for all public, recreational, and cultural facilities, particular attention should be paid to the following items: the location of buildings in relation to parking and service areas; the relationship of buildings to existing and proposed streets; adjoining land uses; and the natural beauty of surrounding areas.

There are currently 10 convenience centers serving the entire county, with most centers accepting variety of recyclables. The County Landfill on Eno Road accepts used tires and certain construction materials that are collected from the other convenience centers. Household waste is currently carried outside the County. Though the landfill consists of 78.9 acres, its 20-year use horizon has reached the end. This is why the County should consider the continuance of funding for the convenience centers, and educating and encouraging citizens in the community to reduce waste, increase recycling, and litter containment.

The County does not have a community-wide greenway system. *Greenways* are linear parks or corridors of protected open space. They follow natural features such as rivers, streams, ridgelines or mountaintops. They may also be established along abandoned railroad lines, utility rights-of-way, scenic roads or other man-made features. Greenways can be owned at the federal, state, municipal or even private level. The City of Dickson, Charlotte, and White Bluff have a series of sidewalks and greenways, but only the City of Dickson has an established greenway system connecting to its city park areas. White Bluff has proposed a greenway system for connection to its public areas. The concept for a County greenway system would be more practical to be created in phases, with the first phases commenced at areas already designated for natural and wildlife management areas, or schools, churches, and community centers. Connection could also be to the municipalities with existing greenways, or to Montgomery Bell State Park, which already

has existing walking trails. The County can utilize State-level professionals within the Departments of Agriculture, Environment & Conservation, and TWRA, to name a few, and within the City of Dickson's Recreation Department to coordinate appropriate locations and areas to consider for this system. With this said, the County is encouraged to begin with a more thorough county-wide recreation plan. Information on available grants for crafting a greenway system can be found on the Tennessee Parks and Greenways Foundation website at www.tennngreen.org

In addition, as explained in previous chapters, Dickson County has an abundance of woodlands, a natural characteristic of the community that should be preserved. Vast woodland areas should be protected by acquisition of lands or agreement to not clear. These lands could be included in the county-wide recreation plan. Though the County has relatively level areas throughout, there are areas with higher elevations, such as the Claylick, Harpeth Valley and Bellsburg areas in the eastern portion of the county, and Stoney Point, Adams Crossroads, Yellow Creek, Ruskin, and Jewel Cave areas in the western portion of the county. Other areas in the County provide overlooks in several locations, hills and summits such as Brown Hill off Cathey Hollow Road near Burns, Cedar Hill off Oak Grove and Piney Roads, and Gallion Hill off Gallion Road. England Bluff off the West Piney River near S. Eno Road, and Paint Rock Bluff off the Harpeth River near Claylick Road also provide views of the area. The highest point in the county is located in the Pond community near the intersection of Pond Switch and Yellow Creek Roads. Due to recent land acquisitions by the State of Tennessee for preserving natural areas (known as the Land Trust for Tennessee), these identified areas could provide suitable preservation areas for the Land Trust to acquire. Not only would vast forest acreage be preserved but rare threatened aquatic and terrestrial species that have been identified in this area would be protected. On top of that, potable drinking water sources for the county could also have a higher level of protection.

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

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

Policies

1. The County should consider developing a Parks and Recreation Department, including a Recreation Director, which would handle administration and maintenance of local parks and recreation areas. A special recreation plan may help direct detailed attention of both recreational facilities and programs.
2. The County should consider crafting a countywide recreation plan.
3. The County should acquire undeveloped land for parks, recreation use, and greenspace preservation. Such undeveloped lands that have limited development capability should be explored as potential park and greenway system lands and overall County-wide beautification. The County should enhance the opportunities for passive recreation through the creation of a County-wide

- greenbelt/greenway system which includes walking and biking trails. Areas encompassing the Harpeth River, Yellow Creek, Jones Creek, and tributary creeks and streams should be utilized. Any floodplain areas and/or steep slope areas which may be impractical to develop should be utilized.
4. The County could consider working with the property owners in proposing countywide parks and other recreational facilities in the Dickson County community. The County should consider lands that are within any of the municipalities' Urban Growth Boundaries (UGB's) that will eventually be annexed for recreation lands.
 5. The County should promote the joint use of parks and other public facilities, especially with the schools. The County could consider forming a joint County Parks and Recreation Board with the municipalities.
 6. Community and neighborhood parks should be developed and appropriately located within the County, and within chosen areas of proximity to the local population.
 7. The County should increase the level of tourist activity through the development of new tourist attractions and promotion.
 - a. The County should join with Cheatham and Williamson Counties to promote trails along both sides of the Harpeth River.
 - b. The County should promote efforts to document, preserve and protect historic sites and structures in the County and its municipalities.
 - c. The County should encourage preservation of the by acquisition or by agreement, ie., through the Land Trust for Tennessee.
 8. The County should maximize the use of public recreational land through close coordination with federal, state and county officials. The County should consider a countywide greenbelt-greenway system that will connect the local parks and recreational areas to Montgomery Bell State Park and the Cumberland River (Cheatham Lake.)
 9. The County should explore opportunities to seek funding for acquisition of potential park lands and greenways through grants. The County could offer tax break incentives or accolades to landowners who donate acreage or allow for easements through their properties to facilitate the greenway system and overlooks and observation points.
 10. The County should coordinate with property owners and encourage the acquisition of certain woodlands within the County in order to preserve such lands as well as link to greenways and other designated local parks in order to successfully connect to the State Park and the river and creek systems.

B. ***Objective***-Provide adequate and efficient public services and facilities which meet appropriate standards and guidelines.

Policies

1. The County should prepare a comprehensive community facilities plan, following this land use plan and based on local standards and location criteria, that will evaluate what services are available and what services will be needed in the future.
2. Public facilities and services should be improved and expanded in accordance with an adopted public improvement program and capital budget.
3. Improve the visual appearance of the County through a beautification plan and anti-litter campaign, including expansion of the county recycling program with additional convenience centers.
4. Community and neighborhood parks should be developed and appropriately located within the County, and within chosen areas of proximity to the local population.
5. The County should consider the Dickson County School System's building plan, and the schools' potential effect on surrounding areas.
 - a. Require the school system to prepare a traffic and transportation study for all new proposed schools.
 - b. Create a plan for residential and commercial developers to help fund school system future needs.

Utilities

Land development in all of the General Land Use Objectives, without the extension of adequate utilities, will be 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.

As analyzed in Chapter 5, Dickson County has water, sewer, electric and natural gas in many places throughout the community, though sewer and natural gas are predominantly reserved within municipal areas of the county. It is expected that as land is annexed into the municipalities, sewer and natural gas will be facilitated. An understanding of the relationship of utilities to urban growth potential is imperative to creation of sound growth policy. To state the matter plainly, utilities are the facilitator of urban growth. This is particularly true with regard to water and sewer service. In the State of Tennessee, there are two principal sources of water and sewer services: municipalities and utility districts. These groups seek to provide low cost service and frequently compete with one another on the basis of price of service. There are, however, significant differences in the

operation of these two groups. In general, it can be said that municipally owned and operated water and sewer services are dedicated to providing these services with an eye toward ultimate inclusion of these customers within the County. In that municipalities are concerned with the impact of their utility policy upon the quality and cost of their total public service package they have an inherent interest in sound planning of their extensions. This is frequently not the case, however, with utility districts.

Frequently, utility districts are created as providers of limited services such as water and/or sewer service. With these agencies the focus is frequently upon maximization of a customer base at a minimum cost. Moreover, these entities frequently undertake to provide these limited services with no view of the implication of these activities upon broader public infrastructure issues. If Dickson County is to avoid a condition wherein it has encouraged the very policies that threaten the future of its cities while simultaneously encouraging loss of farmland to urban sprawl it must seek to assure to carefully link infrastructure decisions to land use policy. This can best be achieved to the mutual advantage and protection of all the county's residents by policies that require urban services in order to create urban development.

As previously mentioned in the Commercial section, the goal is to attract more businesses to the area. One valuable attraction that can be offered is that public utilities are already in place to meet development needs. Therefore, the following objectives and policies should be adopted as a guideline for the operation and extension of public utilities:

A. **Objective**-Promote adequate and efficient utility extension through coordination with utility systems.

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 the benefit of the community and economically feasible, the cost sharing of critical utilities in strategic areas should be considered.
2. The County should work with the Water Authority of Dickson County to ensure that the County's water systems are adequate to meet current and future needs.
3. The health of Dickson County residents shall be protected through the production of state approved potable water and the safe and efficient sanitary sewer collection.
4. The County should develop planning partnerships with the utility providers and the municipalities to help ensure continuity of efforts.
5. Adequate utilities should be extended into urbanizing areas on a priority basis. These extensions shall meet health and safety standards.

6. Water lines of adequate size and location shall be required in all new developments and redevelopments.
7. The use of underground electrical utilities should be encouraged wherever feasible.
8. 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.
9. 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 area. Present pressure deficiencies should be corrected.
10. The County should support the alternative sewer systems to be located in certain Crossroad Community areas, and maintained by outside sources if available.

B. **Objective-** Preserve the County's Fiscal Stability.

Policies

1. Prepare a community facilities plan that identifies the public infrastructure needs of the County.
2. Produce a public improvements program by evaluating, refining and prioritizing the public infrastructure needs identified in the community facilities plan by five-year increments.
3. Create a capital budget as a means of developing and scheduling a way to finance the projects identified in the public improvements program.

Undeveloped Land and Open Space

Farmland and woodland areas are a mixed-blessing—they provide the best land for agrarian needs, but they also provide the most attractive land for development. General land use objectives and policies to preserve and protect these vital lands have been identified to encourage developers to implement best management practices to minimize severe impact on this traditional activity and loss of invaluable acreage.

However, as the community grows, a significant amount of undeveloped land will be inevitably pressed into urban and suburban development. As mentioned previously in Agriculture and Public/Semi-Public Uses, the priority is high to preserve Dickson County's farmland and woodland areas. In contrast, those areas with poor drainage, unsuitable soils, and slope are the major limiting factors in practically all land use objectives. Such less-suitable areas could be better utilized as farmland, woodland, or otherwise open space when planning future developments. Therefore, to guide the future

development of these lands in Dickson County, the following objectives and policies are adopted:

- A. **Objective**-Ensure that adequate open space is provided in the County to retain 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 County should ensure that adequate amounts of open space areas are available for future populations.
3. Places of rare natural beauty, indigenous plants and animals, and areas of historic interest 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 County.
5. Any farms that can qualify for Century farm status should be highly encouraged.
6. Any lands fifteen acres or greater should be encouraged to apply for Greenbelt status. Also, the County could offer tax break incentives or accolades to landowners who apply for “greenbelt” status when preserving large acreage.

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

Policies

1. Public support and approval of development proposals that result in the conversion of prime farmlands should be reserved for those developments consistent with this plan and required for urban growth and development.
2. Areas of excessive slope should be conserved as open space, when possible, if development should cause significant soil and/or water degradation, or where the terrain possesses special scenic or recreational value.
3. Vegetation should be used as an alternative to man-made devices for buffering, insulation, erosion control and water quality protection.
4. Administering and enforcing National Flood Insurance Program regulations when permitting development in floodplain areas.

5. Filling and excavation in areas prone to flooding shall only be allowed when consistent with National Flood Insurance Program regulations and allowed only after careful review of appropriate alternatives.
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 County should adopt a stream protection policy that prohibits disturbances within a certain distance of the stream bank on any streams not listed on the 303d listed streams.

TRANSPORTATION OBJECTIVES

The Transportation system in Dickson County conveys traffic into and throughout the community through several modes: roads, rail, air, water, and pedestrian, with roads being the most prevalent. Without the transportation network, none of the general and specific land use objectives can be fulfilled at the magnitude desired.

The future transportation system in Dickson County and its projected growth areas will be affected by a number of factors. These factors include the existing street pattern, major impediments to traffic, location of major traffic generators, parking needs, growth trends, construction of new thoroughfares, and the location preferences of new development. Although the County cannot control all the factors which will influence its future transportation system, however, it can provide some direction.

The majority of land development in Dickson County is expected to gradually continue to develop single-family residential on individual lots with adequate setbacks. Therefore, in order to accommodate this increased land development, the roads identified in **Illustration 12** that are designated as the major traffic carriers should be analyzed for traffic capacity as well as adequate width of roadway and other safety and traffic circulation concerns before developments are approved. Failure to do so creates a burden on the County in its ability to maintain and keep pace with providing consistent service to the public.

Each road is different; therefore, each road comes with its own set of concerns that should be analyzed individually. A long-standing objective of the Tennessee Department of Transportation (TDOT) is to provide a four-lane major highway to every county seat. Due to the County's progressive population growth and higher traffic count, any widening of the major highways should become a higher priority in comparison to other counties in the area, however, this it will depend on the nature of the State as well as Nation-wide economy. Nevertheless, any development along any major corridor should be carefully designed so that any additional acquisition of land by a government entity will not detract from or otherwise condemn a land use when the time comes to widen the road. The same consideration should also be given to the other major thoroughfares in the County.

The Major Thoroughfare Plan for Dickson County is designed to identify major roads that should be maintained and improved to provide suitable traffic circulation into and through the community. Dickson County currently has an adopted thoroughfare plan (see **Illustration 9** in Chapter 5), as required in the *Tennessee Code*. Modifications to the Major Thoroughfare Plan will be provided on **Illustration 12**.

According to the current Major Thoroughfare Plan, Interstate 40 and State Route 840 are classified as Interstate roads; U.S. Highway 70 and State Highway 96 are classified as Principal Arterials; State Highways 47 and 48 are defined as Major Arterials, with exception to Highway 48 southwest of the City of Dickson to the Hickman County Line (a portion of Highway 46 in the City of Dickson from the intersection with U.S. Highway 70 to just below Exit 172 at I-40 is classified as a Major Arterial on the the City of Dickson Major Thoroughfare Plan); State Highways 46, 49, 235 and 250, White Bluff and Spencers Mill Road are defined as Minor Arterials, with exception to portions of Highways 46 and 48, respectively; State Highway 235 from the Montgomery County line to Slayden and Vanleer, respectively, and State Highway 47 from White Bluff to Burns are classified as Principal Collectors; Bowker Road, Old Highway 48, Stayton, Maple Valley, New Dry Hollow, Little Barton's Creek, Garner's Creek, Hayshed, Gum Branch, Abiff, and Deal Roads are classified as Major Collectors; and Hollis Crossing, Brake/Buckner Loop, Rock Springs, Jackson Lane/Greenwood, R. Owen/Promise Land, Breeden/Petty, Old Countyhouse/Old Hwy 47, Cedar Creek, Maysville, Gilliam Hollow, Tucker, Sycamore/Westfield, Ridge/West Field Hicks, Steele/Shelton, Rock Church/Buddy, Jones Creek, Taylor Town, Garner/E. Iron Hill/East Side, Hickman, Tidwell Switch, E. Piney, Cowan/W. Grab Creek, CCC, Eno, Locke Hollow, W. Piney, Hillcrest, and Potter Roads are classified as Minor Collectors. The remaining roads are classified as local (minor) roads.

According to the 25-year *TDOT Long Range Transportation Plan*, I-40 is classified as a strategic corridor. All strategic corridors, according to TDOT's plan, are to have accelerated, focused highway corridor improvements to move identified corridors toward completion, and initiatives to improve the movement of goods and freight within the broad corridors parallel to identified highways, supporting safety, mobility and access goals. Therefore, the County should consider review of its section of the I-40 corridor to improve traffic flow for all major roads feeding into I-40. TDOT's plan also recommends widening I-40 from Jackson to Nashville from 4 lanes to 6 lanes. I-40 runs approximately 8.5 miles through the County.

TDOT's long range plan also identifies multi-modal transportation, and recommends upgrades to short line rails for shipping as a viable alternative to truck transportation. The South Central Tennessee Railroad, which runs from the City of Dickson through Hickman County and ends at Hohenwald in Lewis County, is the only short line rail for the County. CSX provides the primary intrastate and interstate rail lines in Dickson County. There are no passenger rail services provided in Dickson County. As was mentioned in previous chapters, the county once had frequent stops for passenger rail service. In October 2003, the Tennessee Rail System Plan and the Music City Star program have evaluated and determined a passenger rail system as a growing need for

Tennessee to invest in and develop for future transportation. Both rail programs plan to utilize the existing rail lines that run from Nashville through Pegram and Kingston Springs in nearby Cheatham County, and westward to the City of Dickson. The Music City's Star's master plan is for shorter commutes within the Greater Nashville area, while the Tennessee Rail System Plan emphasizes intrastate commutes. It is recommended that the County coordinate with White Bluff, Burns, and the City of Dickson to begin study of potential locations for train stations in anticipation of passenger rail returning.

The Middle Tennessee Rural Transportation Planning Organization (RTPO) has prioritized two projects for Dickson County in the immediate future, one being a realignment of Highway 48 at Furnace Creek to Woods Valley Rd., and the Southern Bypass project. The Highway 48 realignment, a 0.5 mile project, is already under construction and due to finish in 2011, while the Southern Bypass, a 9.8 mile project around the southwest side of the City of Dickson, is underway with environmental studies, with preliminary engineering to commence in 2011, followed by right-of-way acquisition in 2012-2013. Regarding this bypass, a 1998 transportation study titled *Dickson Urban Transportation Study of Existing Conditions* was created that identified a need to reduce traffic congestion in downtown Dickson. Subsequent studies on traffic in the Dickson area were conducted through 2006. The studies found that vehicles in Dickson would experience increased traffic delays and forced to travel well below posted speed limits if improvements were not made to the roadway system. The result was this bypass proposal. Several options were proposed, which are categorized into three main alternatives, one which completely bypasses the City of Dickson and connects with a new interchange, while the second connects with Hwy 46 near Grab Creek Road. The third alternative consists of a variation of the first two alternatives. As already mentioned in previous sections, this Plan recommends a modification to the Southern Bypass project by extending northward from U.S. 70 to convergence with Hwy 235. This major project will have an obvious impact on land development in the City of Dickson's vicinity. Depending on the final design plans, this project will likely create new development potential in west and southwestern areas in and around the City of Dickson.

The Southern Bypass proposal is located primarily within the City of Dickson's Urban Growth Boundary and the County's Planned Growth Area, and appears to be consistent with the adopted County Growth Plan. Much of this area is Agricultural, which according to the local governments, there should be no conflicts with the bypass project. The proposal would require the acquisition of some vacant property, forested areas, rural-residential sites, and pasture areas. Conversion of these types of land would likely occur independently of the proposed project; however, the trend of conversion of farmland to other uses such as commercial and higher density residential uses would likely be accelerated with the proposed bypass especially near Hwy 46 and I-40.

The Northern Bypass, which is already shown on the current Major Thoroughfare Plan, will also serve as a major arterial, and will begin in the northwestern area of Highway 46 near Rouse Road and connect with Westfield Road, continue to connect with Highway 48, continue to connections with Sylvis, Harmon, and Jones Creek Roads, and ending at Highway 70.

As suggested in Chapter 5, there are certain roads that have been recommended to be upgraded on the Major Thoroughfare Plan, due to increased daily traffic according to the Average Daily Traffic Counts and projected area development. They are as follows: Abiff Road needs to be upgraded to a Minor Arterial status; and Highway 48 from the City of Dickson to I-40 interchange should be upgraded to a Major Arterial. All of these roads, however, should receive adequate improvements prior to their reclassification. **Illustration 12** will indicate these roads.

In the Industrial section of this Chapter, Hogan Road was suggested for improvements in regards to channeling truck traffic from the Industrial Park, as well as proposing a new interstate interchange at its crossing of I-40. Though this proposal is highly recommended by this Plan, its review by the TDOT and the RPO will determine its prioritization on statewide road projects.

“All roads in Dickson County should be built like 235.” In Chapter 5, the previous County Road Superintendent considers Hwy 235 to be the template for all roads in the County, and suggested that all major roads should be improved to mirror it. Hwy 235 was designed with adequate roadbed width, shoulders, guardrails, and has minimal sharp curves. The former superintendent also suggested certain roads and bridges that need more immediate attention: the railroad underpass at Highway 47 West at Montgomery Bell State Park needs to be raised for access by larger trucks; bridge widening improvements such as the bridge on Soules Chapel Road at Stayton Road and the bridge on Cathey Hollow Road; Highway 46 South of I-40 needs to become a five-lane route into Hickman County; Highway 47 from Charlotte to White Bluff should be widened to five lanes; Eno Road at Gredd Road is recommended for straightening, as well as Sanders Hollow Road at Johnny Hall Road. Any dead-end roads such as Schmutte Road with only a one-lane width should be widened to two lanes. These improvements should be addressed in an overall county thoroughfare plan.

The former Road Superintendent also highly recommended that S.R. 840 North project be resumed through Dickson County. However, with the project shelved indefinitely, it may be unlikely that it will become reality in the County. Nevertheless, this Plan recognizes a need to connect the existing S.R. 840 with the roads system in Dickson County. Therefore, it is suggested that the County consider the proposal to connect S.R. 840 with Hwy 96 at Spencer’s Mill Road. This extension would be a County road project, which would require the review and authorization of TDOT.

In recognition of the number of citizens who commute to Nashville each day for work, it is recommended that the County work with the RPO to secure alternative means of mass transportation. As mentioned previously, commuter rail projects are under investigation. However, the current trend seen in bedroom communities surrounding Nashville is to provide commuter bus service as a stop-gap measure to serve until the rail projects come to fruition. The County should request and support efforts to bring commuter transportation services to Dickson County.

The following objectives and policies are presented as a guide to achieving an adequate and efficient future transportation system:

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

Policies

1. All new development, whether public or private, should have an adequate transportation system which shall be properly installed at the expense of the developer.
2. All new major streets and right-of-way acquisitions should be located in a manner that will minimize disruption to neighborhoods, open space-recreational areas, or commercial areas.
3. All new segments of the transportation system should be designed and located to meet future as well as present demands, including access to all public schools. Existing segments of the transportation system should be planned for upgrades to meet future demands.
4. Wherever possible, off-street parking shall be required for existing land uses. All new land uses, except for commercial and private service uses in areas under the County's control, shall be required to provide off-street parking facilities.
5. On-street parking for existing uses shall be permitted only where adequate street widths are available and where such parking will not reduce the current level of service of the street.
6. Sidewalks should be extended and improved around schools, required in new major subdivisions, and in other areas of high pedestrian traffic.
7. The County should continue to explore opportunities to seek funding grants to improve and expand the existing sidewalk system.
8. Older roads and bridges in the County should be widened and upgraded or improved through a road improvement program, taking advantage of the State-Aid Bridge Program where possible.
9. The County should consider crafting an overall county thoroughfare plan.
10. Abiff Road should be upgraded to a Minor Arterial status; and Highway 48 from the City of Dickson to I-40 interchange should be upgraded to a Major Arterial. Provided, however, that they receive the adequate improvements.

11. The County should consider acquiring right-of-way to create both the Southern and Northern Bypass roads to improve traffic circulation as well as alleviate the safety and emergency-related issues.
12. The County should maintain association with multi-county organizations to campaign to improve all state route and secondary highways, such as the Rural Transportation Organization (RTPO.)
13. The County should consider the proposal to connect S.R. 840 with Hwy 96 at Spencer's Mill Road.
14. The County should coordinate with White Bluff, Burns, and the City of Dickson to begin study of potential locations for train stations in anticipation of passenger rail returning as well as promoting multi-modal options for commerce.

In the meantime, the County should work toward commuter bus routes to Nashville as an interim measure until the commuter rail system is implemented.

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

Policies

1. Streets should be related to the topography and use of land, and designed to minimize the points of traffic volume and turning movements.
2. All new streets and other public ways shall be designed to incorporate drainage systems which are adequate in size to handle runoff from anticipated developments.
3. All streets and other public ways shall be designed so as to provide the least interference with natural drainage ways.
4. All new streets and other public ways shall be designed and located in a manner which offers the maximum protection from flood and erosion damage.
5. Future roadways should be designed to incorporate appropriate landscaping to heighten the aesthetic and functional appeal both to motorist and surrounding residents.
6. Street signage, compliant with an approved sign ordinance and other safety features, should be required at the time of development.
7. Develop cost-effective management and operation strategies to extend life of existing roads, bridges, railroad crossings, public transportation facilities, and other transportation equipment and assets.

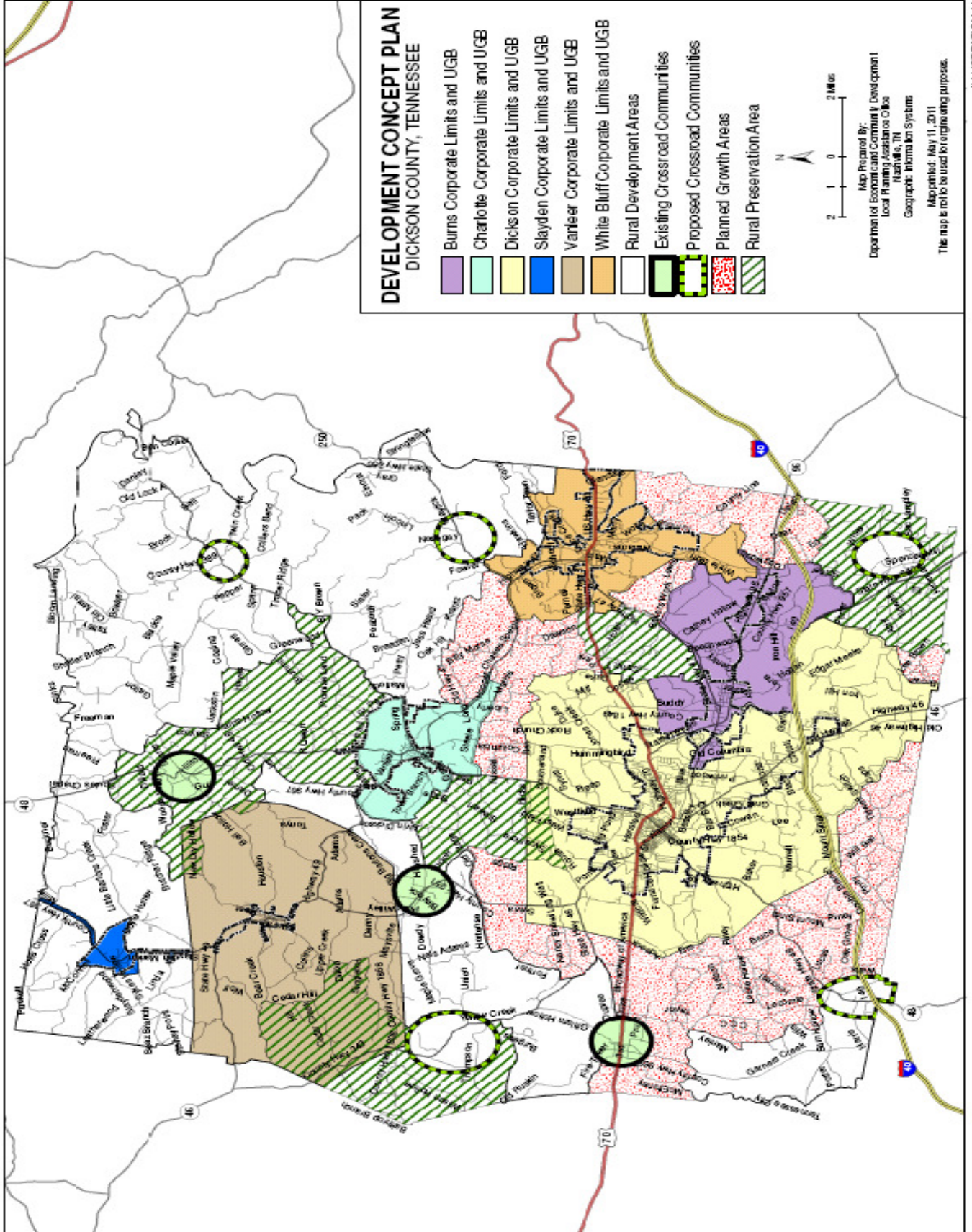
8. Develop transportation infrastructure and services that minimize adverse impacts to people, communities, and cultural and historical resources.

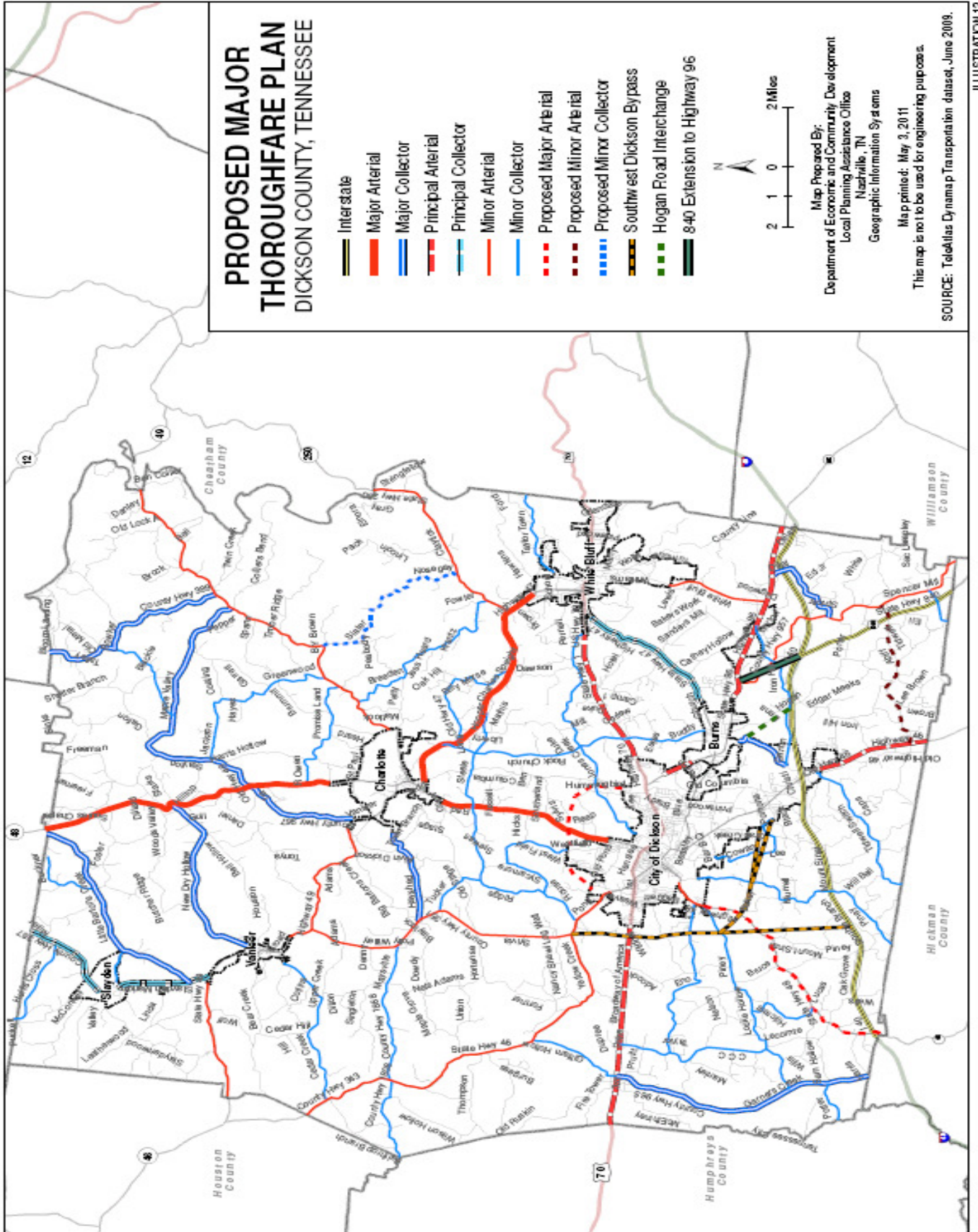
All Major Roads identified as priority for future upgrades and improvements as well as roads that should be considered for future reclassification will be identified in **Illustration 12**.

SUMMARY

As presented, the Development Plan requires the establishment of development goals reflective of the level of the growth desired through Development Goals, Objectives and Development Policies, General Growth and Growth Management, followed by General Land Use and Specific Land Use Objectives, and Transportation Objectives.

These objectives have detailed general and specific guidelines for future development, with **Illustrations 11 & 12** showcasing the 20-year Development Plan Concept and the Proposed Major Thoroughfare Plan, respectively.





PROPOSED MAJOR THOROUGHFARE PLAN DICKSON COUNTY, TENNESSEE

- Interstate
- Major Arterial
- Major Collector
- Principal Arterial
- Principal Collector
- Minor Arterial
- Minor Collector
- Proposed Major Arterial
- Proposed Minor Arterial
- Proposed Minor Collector
- Southwest Dickson Bypass
- Hogan Road Interchange
- 840 Extension to Highway 96



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

Map printed: May 3, 2011
 This map is not to be used for engineering purposes.
 SOURCE: TeleAtlas Dynamap Transportation dataset, June 2009.

CHAPTER 7

PLAN IMPLEMENTATION

INTRODUCTION

In this chapter, several methods for implementation of the objectives and policies developed in this plan are reviewed. Many of these methods for implementation are already being utilized by the county. The planning commission and the County Commission 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 County should consider taking the appropriate steps to do so.

Also, in this chapter an implementation schedule is presented. It is intended to provide specific strategies for implementing the objectives and policies recommended in this plan. The implementation schedule prioritizes the twenty individual objectives for the general land use as well as specific land use categories, as identified in the Development Plan in Chapter 6, and establishes time frames for their completion in four phases.

METHODS FOR IMPLEMENTATION

There have been eleven methods of plan implementation identified for Dickson County to utilize in the execution of this plan. Each of these is reviewed within this section.

Annual Performance Report and Program Design

The purpose of the Annual Performance Report and Program Design is to provide the planning commission with an evaluation of the community's overall planning program, and to establish a work plan for the year ahead. This annual report also serves as a report to the County Commission and the citizens on the activities and goals of the planning commission. The report is prepared by the Local Planning Assistance Office staff using information obtained through consultations with County staff members, planning commission records, and existing plans. Included in this report is information relative to the County's comprehensive planning program, strategic planning efforts, land use controls, and community development services during each program year. For purposes of implementation of this plan, this report can serve as an important mechanism to implement these outlined strategies in the form of a work program on an annual basis.

Planning Commission Project Review

Under *Tennessee Code* Section 13-3-402, after the adoption of a plan, no public improvement project can be authorized or constructed in the County 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. Therefore, the planning commission should continue to review road projects where road extensions,

abandonment, realignments, or new construction is proposed. All other county improvement projects should be reviewed by the respective boards and committees.

Zoning

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

Zoning regulations were first adopted by the Dickson County Commission in October 27, 1988. The current zoning regulations were last revised in 2008. Future zoning map amendments should reflect the objectives and policies outlined within this plan.

Subdivision Regulations

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

Subdivision regulations were first adopted by the Dickson County Regional Planning Commission on November 13, 1997, and were last revised in 2007. As specified in Chapter 6, alternative subdivision designs, such as cluster, conservation, and PUD subdivisions, are highly encouraged in promoting the preservation efforts identified in this plan while at the same time complies with the County's Growth Plan and promotes self-sufficient and ecologically safe, sustainable communities. These alternatives to conventional subdivisions can offer solutions that can preserve sensitive lands for open space, offer pedestrian-friendly neighborhoods through trails and sidewalks, integrating neighborhoods to each other and create neighborhood-scaled commercial centers and public places where higher growth is anticipated.

Codes Enforcement

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

A system of codes functions only if accompanied by an inspection system. Code enforcement ensures the adequacy of new residential, commercial and industrial structures while also detecting and preventing the deterioration of existing facilities through periodic inspection. Property values become more stable and the tax base is protected.

The Dickson County Commission has adopted the 2006 International Standard Building Code and has a building inspection staff to enforce all existing codes and ordinances and to monitor day-to-day activities in the community to ensure proper development procedures. Due to proposed growth and activity, the County should review this and consider hiring additional staff in the future.

Utility Extension Policies

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

Within the county, the extension of utilities is generally the responsibility of the developer. As land is subdivided it is the responsibility of the developer to pay for utility extensions into his development and to pass the cost on to the lot buyers. Additionally, the utilities are organized as authorities governed by boards over which the County has no control or input, having been appointed by the City of Dickson. However, coordination of the utilities' development policies with the County Zoning Resolution and Subdivision Regulations can ensure that adequate facilities are developed within areas of County jurisdiction.

Public Improvements Program and Capital Budget

A public improvements program and capital budget provides the means through which the local government can effectively undertake a properly planned and programmed approach toward utilizing its financial resources in the most efficient way possible to meet the service and facility needs of the community. The public improvements program

identifies recommendations for capital improvements, estimates their costs, and identifies possible financing alternatives. The capital budget is a method of developing and scheduling a way to finance the projects identified in the public improvements program.

Infill Development

Utilization of existing, undevelopable land within a County is a much overlooked mechanism to implement a land use plan. In most cases, these areas tend to be served by existing infrastructure such as streets, water, sewer, electric and gas; thereby eliminating normal costs associated with additional development. Infill development of serviced areas will expand the local tax base while better utilizing the infrastructure system. This was the theory behind Public Chapter 1101.

Annexation

Annexation of additional lands is anticipated for the immediate future by all municipalities. The lands located within each city's Urban Growth Boundary (UGB) are susceptible to annexation as they see necessary to facilitate. Any modifications to their respective UGB's shall be in accordance with Public Chapter 1101.

Citizen Participation

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

Citizen input was welcomed with the Dickson County Household Survey, which was submitted to county residents by local newspaper, handouts, and word-of-mouth in early 2010. Though only 58 responses were received, the respondents gave satisfying comments overall. Results of the survey are printed at the end of this plan.

Local Leadership

The Dickson County Commission bears as much of the responsibility for implementation of this land use plan as does the planning commission. The planning commission has the sole authority to craft and adopt a land use plan and propose strategies from the objectives in its Annual Performance Report and Program Design (APR). However, as the County's decision makers, the County Commission 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 legislative body maintain a close working

relationship with the planning commission so that the planning process is properly coordinated.

IMPLEMENTATION SCHEDULE

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

Many of the tools can be implemented by hiring additional staff, addressing issues with legislation, or continuing existing programming. Only as these program items are selected from this implementation schedule by the Dickson County Commission, in consultation with its respective departments, any of the respective municipalities, and other surrounding counties, will a detailed financial analysis and work schedule program become drafted. Work programs such as the APR mentioned previously should be reviewed and evaluated by local staff and the planning commission with plan implementation objectives in mind as a part of the county's strategic planning and budgeting process.

The following is a recap of land use and transportation objectives covered in Chapter 6, followed by prioritization of specific land use objectives for the County to schedule over the course of the next 20 years:

GENERAL DEVELOPMENT AND GROWTH MANAGEMENT

- 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, watersheds, and other natural features.
- B. **Objective**-Coordination of the demand for public services with the County's capability to supply them.
- C. **Objective**-Preservation of the County's fiscal stability.
- D. **Objective**-Protection and enhancement of present and future livability.

THE DEVELOPMENT PLAN CONCEPT

GENERAL LAND USE OBJECTIVES

Rural Areas

The Rural Areas should be rural in character, with preserved natural, cultural, and historic resources, including farms, permanently preserved open spaces, hillsides, hilltops, flood plains, wooded and forested areas, historic landscapes, historic corridors, and historic farmsteads. It will include active agricultural and livestock operations, with new residential development designed in such a way as to be balanced with the natural and existing man-made environment in order to minimize the degradation of the rural, natural, cultural, and historic environment.

Crossroad Communities (Rural Centers)

The vision of Dickson County's Crossroad Communities is to "preserve and enhance" them. The existing character of the Crossroad Communities should be preserved through historic preservation programs and through the sensitive design of new development that maintains the Crossroad Communities scale. The Crossroad Communities should be enhanced with new investment that reinforces their historic character and scale.

Planned Growth Areas (PGA's)

The vision for the Planned Growth Areas (PGA's) is to ensure that as they continue to develop, they do so with compatible land uses and densities, provided development is done so in a way that natural resources are preserved and protected and adequate public facilities are provided.

Urban Growth Boundaries (UGB's)

The vision for the UGB's is for them to remain largely undeveloped until such time as they are annexed into a city and developed under their system of planning and land use regulation.

SPECIFIC LAND USE OBJECTIVES

AGRICULTURAL/NATURAL RESOURCES

- A. **Objective**-Continue promoting the agricultural lifestyle in Dickson County, by recognizing those lands well-established in agricultural uses.
- B. **Objective**-Promote "best management practices" with land development that will be beneficial to maintaining and improving water quality.

RESIDENTIAL

- A. **Objective**- Provide for revitalization of housing areas throughout the County.
- B. **Objective**- Provide for a variety of housing types and densities for a wide range of family incomes, sizes and lifestyles.
- C. **Objective**- Provide for preservation of Open Space/ Green Space development, historical homes.

COMMERCIAL

- A. **Objective**- The County should encourage cooperative efforts with its municipalities in creating viable downtown centers for commercial and private services to its citizens.
- B. **Objective**-Ensure that all new commercial development meets appropriate standards and guidelines.
- C. **Objective**- Amend the Zoning Resolution to modify the uses permitted and appropriate locations for A-1 (Agriculture/Forestry) and C-1 (Rural Center) Zoning Districts.
- D. **Objective**- Consider the creation of Airport Business Park zoning regulations

INDUSTRIAL

- A. **Objective**-Retain the existing light industrial base, provide areas for suitable sites adjacent to and in the general vicinity of the Industrial area.
- B. **Objective**-Provide appropriate standards and guidelines for new industrial development and for expansion of existing industrial uses.

PUBLIC/SEMI-PUBLIC SERVICE, CULTURAL AND RECREATIONAL

- A. **Objective**- Provide a diversity of quality cultural and recreational opportunities.
- B. **Objective**-Provide adequate and efficient public services and facilities which meet appropriate standards and guidelines.

UTILITIES

- A. **Objective**- Promote adequate and efficient utility extension through coordination with utility systems.
- B. **Objective**- Preserve the County's Fiscal Stability.

UNDEVELOPED LAND AND OPEN SPACE

- A. **Objective**-Ensure that adequate open space is provided in the County to retain its aesthetic quality.
- B. **Objective**-Ensure that appropriate standards and guidelines are followed for usage of undeveloped land and for the provision of open space.

TRANSPORTATION

- A. **Objective**-Provide a transportation system that will adequately meet the future needs for growth and development.
- B. **Objective**-Provide appropriate standards and guidelines for the construction of new streets and other transportation facilities.

A prioritization schedule is provided below. It is intended to provide direction for the visions stated in the *general land use* objectives, and for implementing the *specific land use* objectives and policies recommended in the Development Plan in Chapter 6. This implementation schedule prioritizes the completion of the individual objectives in a series of three phases.

As mentioned in Chapter 6, the overall goal of this land use plan for Dickson County is to “provide a quality living and working environment for the residents of the community.” In order to accomplish this, it’s essential to facilitate the County’s expenditures of public funds to provide an adequate level of serviceable needs for the community in order to achieve proper development. This is why preserving the County’s fiscal stability is considered the introductory objective. The selection of this fiscal objective establishes the foundation for prioritizing the other objectives set forth in the three phases to follow.

The ranking of these objectives were done by selecting the planning-related objectives for the first phase. Following the planning phase are land use development-related objectives for the second and third phases.

Phase I Objectives (Planning Priorities)

1. *Amend the Zoning Resolution to modify the uses permitted in A-1 and C-1 zoning districts.*
2. *Consider the creation of Airport Business Park District and regulations.*
3. *Ensure that appropriate standards and guidelines are followed for usage of undeveloped land and the provision of open space.*
4. *Provide appropriate standards and guidelines for the construction of new streets and other transportation facilities.*
5. *Provide appropriate standards and guidelines for new industrial development and for expansion of existing industrial uses.*

Phase II Objectives (Development 'A' Priorities)

1. *Provide a transportation system that will adequately meet the future needs for growth and development.*
2. *Provide for preservation of Open Space/Green Space development and historical homes.*
3. *Ensure that adequate open space is provided in the County to retain its aesthetic quality.*
4. *Provide a diversity of quality cultural and recreational opportunities.*
5. *Promote adequate and efficient utility extension through coordination with utility systems.*

Phase III Objectives (Development 'B' Priorities)

1. *Provide for revitalization of housing areas throughout the County; provide for a variety of housing types and densities for a wide range of family incomes, sizes and lifestyles.*
2. *The County should encourage cooperative efforts with its municipalities in creating viable downtown centers for commercial and private services to its citizens.*
3. *Provide adequate and efficient public services and facilities which meet appropriate standards and guidelines.*
4. *Retain the existing light industrial base, provide areas for suitable sites adjacent to and in the general vicinity of the Industrial area.*
5. *Continue promoting the agricultural lifestyle in Dickson County, by recognizing those lands well-established in agricultural uses.*
6. *Promote "best management practices" with land development that will be beneficial to maintaining and improving water quality.*
7. *Ensure that all new commercial development meets appropriate standards and guidelines.*

Results of the Household Survey Dickson County, Tennessee

Dickson County has experienced significant growth in the past 10-20 years. In order to best prepare for the future, the Dickson County Planning Commission is in the process of crafting a long-range land use and transportation policy plan. This plan will incorporate projected growth patterns and trends to determine the best location for new development, protection of historical and cultural features, as well as the need for upgrading, expanding, and overall improvement to the infrastructure including roads, recreational areas, water utilities, fire and police protection, etc. This plan will also serve as a basis for addressing modifications to existing land use regulations and administration.

With your cooperation, this survey will involve the citizens of Dickson County in the planning process. Thank you in advance for your assistance in helping plan the future of Dickson County.

PLEASE CHECK ONE RESPONSE TO THE QUESTION BELOW.

1. How would you rate the general quality of life in Dickson County?

<u>10</u>	Very satisfactory (58 total respondents)
<u>42</u>	Satisfactory
<u>4</u>	Unsatisfactory
<u>0</u>	Very unsatisfactory
<u>2</u>	No response

2. Below is a list of issues that are lacking or have problems in some communities in Tennessee. Indicate with a checkmark how serious a problem you feel each of the following is to Dickson County. If you have any specific comments concerning a particular issue, please comment in the space provided underneath each issue.

<u>Issue</u>	<u>Serious Problem</u>	<u>Moderate Problem</u>	<u>Not a Problem</u>	<u>No Response</u>
A. Streets-Dirt & Litter	<u>4</u>	<u>22</u>	<u>32</u>	<u>0</u>
B. Streets-Holes, Bumps, Paving	<u>5</u>	<u>35</u>	<u>18</u>	<u>0</u>
C. Lack of Greenway System	<u>7</u>	<u>21</u>	<u>14</u>	<u>16</u>
D. Streets-Drainage	<u>5</u>	<u>25</u>	<u>26</u>	<u>2</u>
E. Traffic Safety & Circulation	<u>16</u>	<u>17</u>	<u>24</u>	<u>1</u>
F. Land Preservation efforts	<u>4</u>	<u>13</u>	<u>27</u>	<u>14</u>
G. Water Service availability	<u>4</u>	<u>7</u>	<u>43</u>	<u>4</u>
H. Garbage Collection/ Recycling Program	<u>7</u>	<u>18</u>	<u>30</u>	<u>3</u>
I. Fire Protection	<u>4</u>	<u>6</u>	<u>45</u>	<u>3</u>
J. Law Enforcement (Sheriff's Dept.)	<u>3</u>	<u>12</u>	<u>42</u>	<u>1</u>
K. Schools	<u>5</u>	<u>19</u>	<u>26</u>	<u>8</u>
L. Availability of Day Care Facilities	<u>1</u>	<u>9</u>	<u>33</u>	<u>15</u>

M. Availability of Recreation Facilities/Parks	<u>1</u>	<u>16</u>	<u>39</u>	<u>2</u>
N. Availability of Housing	<u>2</u>	<u>18</u>	<u>33</u>	<u>5</u>
O. Library Facilities	<u>7</u>	<u>6</u>	<u>42</u>	<u>3</u>
P. Signs and Billboards	<u>2</u>	<u>10</u>	<u>41</u>	<u>5</u>
Q. Commercial Retail variety	<u>9</u>	<u>19</u>	<u>29</u>	<u>1</u>

3. FOR THOSE QUESTIONS IN NUMBER #2 FOR WHICH YOU CHECKED “SERIOUS PROBLEM.” WOULD YOU AGREE TO PAY ADDITIONAL TAXES TO CORRECT THE PROBLEM?

19 YES 31 NO No response 8

4. OF THE ISSUES YOU CONSIDER TO BE PROBLEMS FOR DICKSON COUNTY, PLEASE RANK THEM IN THE SPACES BELOW WITH NUMBER 1 BEING THE MOST SERIOUS ISSUE.

<u>Rank</u>	<u>Issue</u>
1.	Traffic Safety & Circulation - 19
2.	Streets—Holes, Bumps, Paving - 15
3.	Schools - 11
4.	Commercial Retail Variety – 10
5.	Garbage/Trash Recycling – 10
6.	Streets—Drainage – 9
7.	Lack of Greenways - 8
8.	Library Facilities – 6
9.	Streets—Dirt & Litter – 6
10.	Law Enforcement – 6
11.	Land Preservation – 5
12.	Water Service Availability – 5
13.	Availability of Recreation/Parks – 5
14.	Housing Availability – 4
15.	Signs & Billboards – 3
16.	Fire Protection – 1
17.	Lack of Quality Daycare – 1
 <u>Other Issues not listed</u>	
1.	Excessive Taxes – 2
2.	Poor Leadership/Planning – 2
3.	Budget – 1
4.	Job Opportunities – 1
5.	Communication between governments – 1
6.	Train traffic noise – 1
7.	Landfill – 1
8.	Too many red lights – 1
9.	Garbage collection in White Bluff – 1
10.	Better internet service – 1
11.	Lack of Building Codes enforcement – 1

5. CHECK THE MOST APPROPRIATE RESPONSE TO THE FOLLOWING QUESTIONS.

DO YOU FEEL THAT HISTORIC/CULTURAL PROPERTIES IN DICKSON COUNTY SHOULD BE PROTECTED THROUGH SPECIAL, PROTECTIVE MEASURES?

37 YES 8 NO 13 NO RESPONSE

DO YOU FEEL THAT DICKSON COUNTY SHOULD ENCOURAGE THE LOCATION OF MORE INDUSTRIES IN THE COUNTY?

51 YES 5 NO 2 NO RESPONSE

DO YOU FEEL THAT DICKSON COUNTY SHOULD ENCOURAGE THE LOCATION OF MORE COMMERCIAL BUSINESS IN THE COUNTY FOR COMMUNITY NEEDS?

54 YES 2 NO 2 NO RESPONSE

ARE YOU AWARE THAT DICKSON COUNTY HAS A ZONING ORDINANCE TO ENCOURAGE HARMONIOUS GROWTH AND REGULATE THE MOST APPROPRIATE USES FOR PROPERTY THAT REFLECTS THE GOALS AND DESIRES OF THE COMMUNITY?

32 YES 24 NO 2 NO RESPONSE

ARE YOU AWARE THAT DICKSON COUNTY HAS SUBDIVISION REGULATIONS TO REQUIRE DESIGN STANDARDS AND PROCEDURES FOR NEW SUBDIVISIONS AND GENERAL DIVISION OF LAND?

46 YES 8 NO 4 NO RESPONSE

ARE YOU AWARE THAT DICKSON COUNTY HAS FLOODPLAIN REGULATIONS FOR DEVELOPMENT IN THE FLOODPLAIN?

35 YES 18 NO 5 NO RESPONSE

ARE YOU AWARE THAT DICKSON COUNTY HAS BUILDING PERMITS AND BUILDING CODES?

57 YES 0 NO 1 NO RESPONSE

WOULD YOU BE IN FAVOR OF DICKSON COUNTY CREATING AND IMPLEMENTING A LAND USE & TRANSPORTATION POLICY PLAN TO REFLECT THE GOALS AND DESIRES FOR THE FUTURE OF THE COMMUNITY?

36 YES 7 NO 15 NO RESPONSE

6. WHERE IS YOUR PRIMARY PLACE OF WORK?

In Dickson County 47
Nashville/Davidson County 3
Other County (please specify) 2-Humphreys Co.; 1-National; 1-West TN, KY;
1-Montgomery Co.;
No response (3)

7. WHICH VOTING DISTRICT DO YOU RESIDE AND/OR OWN PROPERTY IN DICKSON COUNTY? PLEASE CIRCLE ALL DISTRICTS THAT APPLY *Brackets () indicate number of voters per district*

District 1 (5) District 2 (3) District 3 (3) District 4 (1) District 5 (5) District 6 (4) District 7 (5) District 8 (9) District 9 (3) District 10 (2) District 11 (4) District 12 (7) No response (7)

8. WHAT IS YOUR VISION OF FUTURE LAND USE DEVELOPMENT IN DICKSON COUNTY FOR THE NEXT 20 YEARS? YOU MAY CHOOSE TO VISUALIZE COUNTY-WIDE, OR LAND USE WITHIN PROXIMITY TO YOUR LOCATION. IF YOU SELECT PROXIMITY TO YOUR LOCATION, PLEASE GIVE YOUR APPROXIMATE LOCATION. YOU MAY USE THE BACK OF THIS SURVEY FOR ADDITIONAL SPACE. *Number after comment indicates times the comment was mentioned*

Need for Greenways – 3
 Mall for shopping – 3
 Pedestrian-friendly shopping areas – 2
 More historic preservation – 2
 More low-income housing – 2
 Bypass needed to relieve congestion of Hwy 46 -2
 More retail -2
 Integration of Municipal & County planning -1
 County fire protection w/adequate water system -1
 Build a new library -1
 Utilize adequate facilities tax -1
 Recycling Program in County -1
 Transit options (ie., bus) -1
 Need a YMCA in county -1
 Don't allow County to be future Nashville suburb -1
 Need more PUD's -1
 Better parking in downtown Dickson -1
 Reconsider 840 North, or expand Hwy 48N -1
 Planning & Zoning doing great job -1
 Have builders & developers pay tax, not current residents -1
 More recreation facilities in North end of county -1
 Let development continue as it naturally occurs -1
 West side of Dickson (Hwy 70) have more commercial businesses, ie., grocery, gas -1
 More North to South road development (focus on direct routes—improve and reengineer) -1
 More residential housing & more retail along Hwy 96 to I-40 -1
 A 4-Lane highway (Hwy 70) west to Humphreys Co. Line -1
 Reactivate War Memorial Building -1
 More red lights in Dickson within Pomona area—very difficult to access with traffic volume and high speed traffic-1
 Relocate the County Fairgrounds and utilize that land for a greenway, or other recreational or community use-1
 City Lake should be revised to add general recreation; seniors and children/family-friendly facilities -1
 More Traditional Neighborhood Designs and dense housing -1
 Better night-life opportunities, a Nashville 2nd Avenue type -1
 A water park like the one located in Hopkinsville, KY, great for families -1

9. IF YOU HAVE ANY ADDITIONAL COMMENTS OR MATTERS WHICH YOU BELIEVE THE COUNTY COMMISSION AND/OR THE PLANNING COMMISSION SHOULD ADDRESS, PLEASE USE THE FOLLOWING SPACE BELOW. YOU MAY USE THE BACK OF THIS SURVEY FOR ADDITIONAL SPACE. *Number after comment indicates times the comment was mentioned*

Hwy 46 South in City of Dickson with congestion (need more alternate routes) -4
 Enforce building codes -3
 More restaurant choices, ie., finer dining options -3
 Require walking trails in all major subdivisions -2
 Better harmony between cities and county -2
 Traffic flow and red light situation on Hwy 46, around downtown area and W. Walnut Street -2
 Better employment opportunities -2
 Control signs/billboards -2
 Infill develop/redevelop existing land uses -2
 Keep county rural, preserve farmland -1

#9 Comments, cont'd

Need greenway/bike trails -1
Raise taxes only for higher quality schools -1
Make retail sites more attractive, less junky -1
Make rental properties taxed like businesses -1
Consider a metro form of government -1
Require higher development standards -1
No more taxes! -1
Zoning sucks -1
Better housing -1
Better schools -1
Better enforcement of speed/traffic laws -1
Handicap accessibility at libraries -1
Require developers to install good curb appeal lots -1
Eliminate duplicating offices and services if possible -1
Thanks for asking [to take this survey] -1
County will not enforce deed restrictions -1
Clean up the County, make it more enticing for new business -1
Clean up Nebletts Junkyard on Hwy 70, it ruins the looks of White Bluff -1
Poor treatment of female prisoners; use prisoners in cooking and custodial work to cut corners -1
Create more shade at pool at Buckner Park for children and the elderly use; plenty of room to do so -1