

**LAND USE AND
TRANSPORTATION POLICY PLAN**

FOR

WHITE BLUFF, TENNESSEE

2009 - 2030

LAND USE AND TRANSPORTATION POLICY PLAN

WHITE BLUFF, TENNESSEE

2009-2030

PREPARED BY THE

WHITE BLUFF MUNICIPAL PLANNING COMMISSION

ASSISTED BY THE

**TENNESSEE DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT
LOCAL PLANNING ASSISTANCE OFFICE**

ADOPTED BY THE

WHITE BLUFF PLANNING COMMISSION

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CHAPTER 1

INTRODUCTION

PURPOSE OF PLAN

The purpose of this document is to provide White Bluff, Tennessee and its growth area with a policy plan for the future development of land and transportation facilities. A Land Use and Transportation Policy Plan is an essential planning instrument for a community with the primary purpose of producing an overall development plan and identifying strategies for implementing the plan. The objective of such a plan, as outlined in Section 13-4-203 and 13-3-301 of the *Tennessee Code Annotated*, is to serve as a guide for "accomplishing a coordinated, adjusted and harmonious development of the municipality which will, in accordance with existing and future needs, best promote public health, safety, order, convenience, prosperity, and general welfare as well as efficiency and economy in the process of development."

The White Bluff Land Use and Transportation Policy Plan covers a planning period of approximately twenty years, 2009-2030. The information presented in this plan should be used as a framework to guide municipal and county officials, community leaders, businessmen, industrialists, and others as they make decisions which affect the future growth and development of White Bluff. The plan is not intended to supersede the responsibility or authority of local officials and department heads. Instead, it is designed to give the public and private sectors a basis to constructively use the interdependencies which exist between

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

SCOPE OF PLAN

This Land Use and Transportation Policy Plan is designed to formulate a coordinated, long-term development program for the Town of White Bluff and its identified projected growth area. The preparation of a development program requires gathering and analyzing a vast array of information. The historic events, governmental structure, natural factors, and socio-economic characteristics of White Bluff 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 White Bluff 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.

committee members as well as the public at large. This input was invaluable to the staff to help determine consensus of the committee and the public.

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 presentations, interviews and a written household survey. A household survey was prepared and was given to members of the Land Use Ad Hoc Committee as well as distributed at the Town Hall. The same survey was made available online on the Towns website.

In early 2009 the Town decided that the best approach to the development of a long range plan was to convene an Ad Hoc committee consisting of the Mayor and Town Council, the Planning Commission, and members that had been part of the 5 Year Strategic Plan that was part of the Tree Star program. This committee met 6 times. Staff then took this input to develop a draft long range Land Use and Transportation Plan that was then submitted to the Planning Commission for final development. (Note after they approve a draft the full Ad Hoc committee should be reconvened to review the plan prior to the public hearing before the Planning Commission.)

Staff presented the Ad Hoc committee with a visual preferences study. In addition the staff and Ad Hoc committee developed a 40 plus question survey that was completed by the

CHAPTER 2

BACKGROUND FOR PLANNING

INTRODUCTION

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

Location and Size

The Town of White Bluff comprises a total land area of approximately 5.92 sq. miles. The town is situated in Middle Tennessee on the Western Highland Rim in eastern Dickson County. White Bluff is located on State Highway 70 with additional access provided by State Routes 47 and 250.

White Bluff is located 34 miles from downtown Nashville, 34 miles from Franklin, 9 miles from Charlotte, and 10 miles from Dickson. The location of White Bluff is shown on Illustration 1, which follows.

Early Settlement

Dickson County was established by an act of the Tennessee Legislature on October 3, 1803. The county was formed from Robertson and Montgomery Counties.

Dickson County was named for William Dickson, a Nashville physician and statesman

who served in Congress at the time.

Many of the early settlers of Dickson County were veterans of the American Revolution and received their property through land grants as part of their veteran pensions. One of the first economic activities in the early settlement of Dickson County was iron ore smelting. The first smelting operation in the County was built at Cumberland Furnace in 1793. Montgomery Bell owned several iron ore smelting operations in Dickson County and what is now Cheatham County. He soon became one of the state's wealthiest industrialists.

During the Civil War the Union Army extended the rail line that ran from Nashville and terminated in Kingston Springs on to Johnsonville at the Tennessee River. This was done in order to help supply Union troops during the Federal occupation of Nashville. The Railroad became an important transportation route after the war and greatly increased growth in Dickson County in areas now incorporated as the City of Dickson, and the Towns of Burns and White Bluff.

The area around White Bluff began being settled in the early 1800's along Turnbull Creek. The "white bluffs" along Turnbull Creek is where the town gained its name. Again iron ore smelting played an important role with the White Bluff Iron Forge being an early industrial site. A post office was established in the White Bluff area in 1855.

Following the end of the Civil war the area near the railroad was platted by Alston Myatt

in 1867. The Town of White Bluff was incorporated two years later in 1869. The Town continued to grow with many of the residents being former Civil War Soldiers. The first public school was opened prior to 1879 with the first library being founded in 1911 or 1912. The first high school was opened in 1922 and named after Colonel William James who also donated the land for the school.

In 1917 Dickson County residents raised over \$700 to pay for the surveying of the Dickson County segment of the Bristol to Memphis Highway. This became the "Broadway of America" now know as Highway 70. Until the construction of Interstate 40 in the late 1960's this was the primary east-west highway in the State of Tennessee.

One issue that resulted in a decline in growth in White Bluff in the 1930's and 1940's was a lack of public water. This also contributed to several homes and buildings being lost to fires. In 1951 Zollie H. Bibb, Jr. helped organize the community to install public water in the town. Installation of the water system began in 1951 with the White Bluff Utility District being formally organized in 1965.

White Bluff grew steadily through the 1980's and 1990's. This was due to the location of several industries in the area as well as its relative close proximity to Nashville. The construction of a sanitary sewer system in 1968 obviously facilitated this growth.

LOCATION MAP

ILLUSTRATION 1

GOVERNMENTAL STRUCTURE

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

White Bluff is governed by a mayor and a five member town council. The community was chartered by Chapter 163 of the 1907 Private Acts of Tennessee.

The community has 19 full and part time employees and further identified as follows:

City Administration - 4 full-time
Police Department - 3 full-time, 2 part time
Sewer - 1 full time, 3 part-time
Parks and Recreation - 1 part time
Fire Department - 1 full time; 20 Volunteers
Street Department - 3 full time
Building Official - 1 part time
Animal Control - 1 part time

Municipal-Regional Planning Commission

The White Bluff Municipal Planning Commission was activated by Town Ordinance #____ and officially organized on _____. The planning commission consists of 5 members including the Mayor and one member of the Town Council. The Dickson County Growth Plan (including the White Bluff Urban Growth

Boundary) was approved by the Local Government Planning Advisory Committee in June of 2000. It was revised substantially in 2006 and 2007 with Local Government Planning Advisory Committee approval in April of 2007.

White Bluff is served by the Middle Tennessee Local Planning Assistance Office of the Tennessee Department of Economic and Community Development. The Local Planning Office has served the White Bluff Planning Commission since the initial meeting on xxx. The officers of the Planning Commission are Chairman, Vice-Chairman, and Secretary. Regular meetings of the Planning Commission are held monthly at the White Bluff Town Hall.

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 White Bluff and the urban growth boundary (planning region). Illustration 2 illustrates topography, the natural factors affecting development.

CLIMATE

The climate of White Bluff and Dickson County is described as temperate and continental, characterized by relatively short mild winters with short cold snaps and warm summers. Although White Bluff is located well inland, it lies in the path of cold 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 White Bluff. The average annual precipitation is 50.1 inches, including about 11 inches of snow. Precipitation is fairly uniform through the winter, spring and summer, falling off slightly in the fall.

There is little structural flooding in White Bluff. Most of the streams are located at the bottom of ravines. According to the FEMA Flood Insurance Rate Maps dated September 25, 2009 there are no structures located within the 100 year flood plain. During the summer, rains come quickly, and some of them are brief downpours. Thus, the periods of drought are offset by periods of ample to excessive precipitation.

The average annual temperature of the White Bluff area is 57.9 degrees Fahrenheit. Extremes in temperature are uncommon, seldom above 100 degrees Fahrenheit or below -5 degrees Fahrenheit. There is some variation in relative humidity during a given year. Although winters are not severe they are often wet and outside work may be hampered around construction sites. The average frost-free season in White Bluff is between 180 to 220 days, extending from about March 29 to about October 27.

ILLUSTRATION 2
Natural factors affecting
development---Slopes

AIR QUALITY AND WATER RESOURCES

At present, the air and water quality in the White Bluff area are excellent. White Bluff is located in a Federal and State attainment air quality area for all pollutants. There are no ambient problems in Dickson County. An abundance of open space and a lack of highly urbanized areas is conducive to the maintenance of the purity of the air.

The primary water source for the Town of White Bluff is the Cumberland River. According to the latest information provided by the Tennessee Department of Environment and Conservation, the Town of White Bluff is under no moratoriums due to water and wastewater treatment problems. The municipality has a National Pollutant Discharge Elimination System (NPDES) permit for discharging its treated wastewater into Turnbull Creek.

Findings. There are no air quality or water resource quality problems which would directly affect the future land use in White Bluff and its projected growth area.

TOPOGRAPHY AND GEOLOGY

Topography is defined as the general configuration of the earth's surface, including its slope, geological characteristics, and other natural features. White Bluff is located on the western part of the Highland Rim section of Tennessee west of the Nashville Basin. Illustration 2 shows that most areas of

excessive slope and floodplains have escaped development. The Town has primarily developed along ridge lines or on top of major hills. A good deal of the ridge top land is moderately sloping. Land that has a severe slope is rough and steep and will allow only limited and very carefully controlled uses. Some of this land is in the floodplain and thus allows very limited development. Other than the flood prone areas, the areas with slight slopes provide very little obstacles to intensive urban development.

Much of the land in White Bluff is severely sloped and considered virtually undevelopable without careful and detailed site analysis and great expense to avoid potential erosion problems. The elevation above sea level of the Town of White Bluff is 833 feet.

The geologic formations exposed in the county were formed in the paleoecologic or early life period. Several systems or rocks formed in the period are present here and they are Mississippian containing limestone, chert, shale, siltstone, sandstone and dolomite; Devonian-Silurian with limestone chert, shale and sandstone, and Ordovician containing limestone, shale, dolomite, siltstone, sandstone and claystone.

Mineral resources of Dickson County have been phosphate, limestone, chert, gravel and iron ore. Most all of the mines are inactive now and are part of the history of the county.

DRAINAGE

The drainage patterns are directly related to the topography of the town. Most water drains away from the town and from existing

development due to the fact that much development has occurred primarily along ridge tops.

Drainage in Dickson County consists primarily of a series of interconnecting tributaries of major rivers. The northern and eastern parts of Dickson County are drained by the Cumberland and Harpeth Rivers and their major tributaries. The Cumberland River flows northwest along the northeastern edge of the county. Flow on these rivers is controlled by a series of hydroelectric dams built by the Tennessee Valley Authority. It normally is moderate to sluggish, except in winter and early spring, when it can be moderately rapid. The Harpeth River flows from south to north along the eastern edge of the county. Flow is moderately rapid most of the year, except in dry periods in summer, when it becomes moderate.

Floodplains in the county are long and narrow. Stream terraces are along most of their lengths. Floodplains and low stream terraces are subject to occasional flooding during periods of heavy rainfall in winter and early spring.

SOILS

A general soils map shows broad areas or group that have a distinctive pattern of soils, their typical development potential and drainage. Likewise, areas where soils are not suitable for development can be identified. This information along with Illustration 3 provide generalized soils information. Each area on the map is composed of several major soils and includes varying amounts of minor soil types which may or may not have similar characteristics to the major soils. It should be noted that while this information is necessary for determining land use policies for larger areas, it is not detailed enough nor does the soil analyses given here provide specific enough information for small tracts of land. This information should in no way be used as

a basis for construction decisions. Detailed soils data should be obtained from a detailed soils study conducted by a soils conservation professional.

Group 1. **Sengtown:** The soils in this group are dominant in several areas of the county. They are on rolling ridgetops, on hilly or steep slopes, and in narrow valleys. Sinkholes are common in these areas due to limestone deposits. About 63% of Dickson County consists of this soil group. Sengtown soils are well drained and have a gravelly clay subsoil. These soils are well suited for forest, pasture land and hayfields. Hardwoods grow well. Slope, erosion hazards, and shallow depth to bedrock are main limitations. These soils are moderately suitable for residential and commercial uses, with exception to slope limitations, low permeability (suitable septic areas), and low strength of soils. Road building is more difficult in these areas.

Group 2. **Hawthorne-Sengtown-Sulphura:** These soils are in the eastern part of Dickson County. They are on narrow rolling ridges, steep hillsides and narrow valleys. Nearly vertical rock bluffs are common among major streams and rivers. About 20% of Dickson County consists of this soils group. The soils are overall well drained and have a moderately deep bedrock in places. These soils are well suited for forest, pastureland and hayfields, but unsuitable for row crops because of slope. These soils are somewhat difficult for intense residential and commercial development.

Group 3. **Saffell-Lax:** This soils group is mostly located in the southwestern edge of the county. It is located on wavy to rolling ridgetops, steep hillside, and narrow valleys. Some narrow floodplains are here also. About 10% of the county consists of this soils group. These soils are moderately well drained and gravelly in stream places. Drought resistant trees are more prominent

with this group with row crop usage suitable with erosion control measures. Intense residential and commercial development is difficult on these soils. Slope, low permeability and wetness are limitations to building and septic tank usage.

Group 4. Sengtown-Mountview-Dickson:

This soils group is primarily located in three areas of Dickson County, being more prominent within Vanleer and Sylvia areas, but also south of I-40 and west of White Bluff. These soils are found on wavy to rolling ridgetops. About 5% of the county consists of this group. The soils are well drained and have a gravelly clay subsoil. Most areas of this group are suitable for trees as well as pasture and hayfields, with some suitable areas for row crops if erosion is controlled. This soils group is overall suitable for residential and commercial uses, with isolated places not quite suitable for septic tank usage due to wetness and low permeability.

Group 5. Wolfever-Beason-Melvin: 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 1% of the county consists of this soils group. The soils are overall poorly drained, wet and have a clay subsoil. Many of the soils in the 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 rain. Most of this area is used by the Tennessee Wildlife Resource Agency as habitat for wetland wildlife and migratory waterfowl. These soils are poorly suited for residential or commercial uses because of flooding,

seasonal wetness, and low permeability. All building should be outside of the floodplain.

Group 6. Armour-Humphreys-Sullivan:

This soils group is found in the western part of the county along Yellow Creek. Areas are nearly level to raised stream terrain and narrow floodplains bordered by steep upland hillsides. About 1% of Dickson County consists of this group. The soils are overall well drained and have a slight gravelly subsoil.

Most areas are overall suitable for row crops pending the seasonal floodprone areas. Most areas are also suitable for pastureland, hayfields and hardwood trees. Some areas in this group are more suitable for residential and commercial uses than others, depending on floodprone areas.

Group 7. Byler-Nolin: 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 on nearly level floodplains. About 1% of Dickson County consists of this group. The soils are moderately well drained with low permeability subsoil. Most areas are well suited to row crop production, depending on seasonal flooding. The areas are also suited to pasture, hayfield uses and mostly suitable for hardwood trees, with limitations in the floodprone areas. This group is somewhat poorly suited to some residential and commercial uses due to flood prone areas and low permeability.

ILLUSTRATION 3
Soils map

CHAPTER 4

A SUMMARY OF HISTORIC AND PROJECTED POPULATION TRENDS WITHIN WHITE BLUFF, DICKSON COUNTY AND THE NASHVILLE-MURFREESBORO STANDARD METROPOLITAN STATISTICAL AREA AND SOCIO-ECONOMIC FACTORS AFFECTING DEVELOPMENT

INTRODUCTION

This portion of the report is intended to provide a brief overview of past and projected population levels within White Bluff and Dickson County along with comparison data for the Nashville-Murfreesboro Metropolitan Statistical Area (MSA). Before using the data, it is important that the reader understand several points with regard to census geography.

THE NASHVILLE MSA

The Nashville-Murfreesboro MSA forms the demographic and statistical base for virtually all the data presented within this report. The MSA is comprised of thirteen (13) Middle Tennessee counties which have been determined to be so socially and economically integrated as to function as a single economic unit. (See **ILLUSTRATION 4**) The counties of Cannon, Cheatham, Davidson, **Dickson**, Hickman, Macon, Robertson, Rutherford, Smith, Sumner, Trousdale, Williamson and Wilson comprise the current MSA. For purposes of data presentation, the counties have been divided into two groupings. In that Davidson County forms the core and central economic focal point for the region; it alone comprises one of the two classifications. The second grouping consists of the twelve remaining counties which, when combined with Metropolitan Nashville-Davidson County, form the Nashville-Murfreesboro MSA. 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 Nashville-Murfreesboro MSA.

LIMITED DATA IS PRESENTED

The summary and analysis of demographic trends being presented here is primarily intended to form a basis for projecting future population growth which, in turn, is a principal indicator of future land space needs. Thus, the major emphasis is upon the anticipated timing and aggregate totals of projected future population growth, rather than upon particular numbers which have existed at times past or are anticipated in the future.

ILLUSTRATION 4

*MAP OF
NASHVILLE-MURFREESBORO
MSA*

HISTORICAL TRENDS

POPULATION

TABLE 1, indicates the population of the counties of the Nashville-Murfreesboro MSA as recorded in the Census of Population, for the period 1960 to 2000. A very clear pattern of population concentration has continued over this forty-year time span. In 1960, the counties of the MSA accounted for an 18.1 percent share of Tennessee's total population. By 2000, the region's share had grown to 25.1 percent of the state total. While the population of the Nashville MSA counties has continued to rise as a percentage of the state's total, a significant change in the pattern of internal distribution of that population has been experienced. For several decades culminating about 1960, population gains within the counties of the MSA were largely concentrated within Davidson County. After 1960, however, the twelve counties surrounding Davidson, collectively termed the "outlying counties" in **TABLE 1**, have received the lion's share of regional population gains. In 1960 the population of these counties represented 38 percent of the region's total. However, by the year 2000 the "outlying counties" represented a 60 percent share of the total MSA population.

In general, population trends within Dickson County have remained constant and not followed that of the outlying counties taken as a whole. In 1960, Dickson County accounted for a 2.91 percent share of the MSA population. In 2000, the county comprised a 3.01 percent share of the total for the MSA.

TABLES 2 and 3 provide a look at population gains in terms of average annual increases for the period (1960-2000) and for the most recent decade. During this forty-year span the population of Dickson County increased by an average of 261 persons per year. Within the most recent decade (1990-2000), population increased by an average of 554 persons per year. As a whole, the population of the MSA counties has

increased at an average rate of 16,635 persons per year over the 1960-2000 time span.

TABLE 4 presents a summary of population distribution within White Bluff and Dickson County.

HOUSEHOLD STATISTICS

TABLES 5 presents information relative to the number and composition of households. This information provides a somewhat more accurate evaluation of market potential than total population in that households rather than individuals are the primary economic unit that generates demand for so-called "big ticket" expenditures such as houses and their associated furnishings.

TABLE 5 additionally indicates the number of households recorded by decade for the period 1960-2000, within each county of Nashville-Murfreesboro MSA. It is important to note that households have increased at a faster rate than the population. This is due to the continuing decline in household size experienced over the entire 40 year period. As recorded in the 2000 census, a total of 16,487 households were found to be within Dickson County. At that time the average household size within the county was 2.61 persons per household. This is predicted to decline further over the next 20 years.

REGIONAL COMMUTING PATTERNS

ILLUSTRATIONS 5 AND 6 present information as to commuting patterns and trends within Davidson and certain of the counties of the Nashville-Murfreesboro MSA near Davidson. **ILLUSTRATION 5** indicates the percent of the resident workforce that commuted to another county for purposes of employment along with the county that received these workers. This

data provides a comparison between the percentage of workers who were commuting in 1990, as compared to 2000. **ILLUSTRATION 6** provides information on the actual number of workers who at the time of the 2000 census were commuting from a resident county to another county for purposes of employment.

The information indicates that among the counties which surround Davidson County; increased commuting was experienced in Robertson, Sumner, Wilson and Rutherford during the period 1990-2000. A matter of particular note is the fact that Williamson County not only experienced a decline, from 44 to 38 percent, in the extent of the outflow of its resident workforce but that the county was the only outlying county to import a significant number of workers from Davidson County. In terms of actual numbers, Sumner County had the largest number of actual workers who were commuting out for employment. At the time of the 2000 census, a total of xxx resident Dickson County workers were recorded as commuting to jobs within Metropolitan Nashville-Davidson County. Note that the percentage of Dickson County residents working in Nashville-Davidson County fell from 1990 to 2000. Information obtained from the survey conducted as part of this plan suggests that 37% of White Bluff residents commute to Nashville-Davidson County. Also note that this number would be even higher as compared to US Census data as an option was given for retirees who do not work..

ILLUSTRATION 5

**PERCENT OF RESIDENT WORKERS
COMMUTING TO SPECIFIC
COUNTIES**

1990-2000

ILLUSTRATION 6
RESIDENT WORKFORCE
COMMUTERS 2000

TABLE 1
POPULATION WITHIN THE COUNTIES OF THE
NASHVILLE METROPOLITAN STATISTICAL AREA
1960-2000

	1960	1970	1980*	1990	2000
<u>COUNTY OF RESIDENCE</u>	<u>TOTAL POPULATION</u>				
Cannon	8,537	8,467	10,234	10,467	12,826
Cheatham	9,428	13,199	21,616	27,140	35,912
Dickson	18,839	21,977	30,037	35,061	43,156
Hickman	11,862	12,096	15,151	16,754	22,295
Macon	12,197	12,315	15,700	15,906	20,386
Robertson	27,335	29,102	37,021	41,494	54,433
Rutherford	52,368	59,428	84,058	118,570	182,023
Smith	12,059	12,509	14,935	14,143	17,712
Sumner	36,217	56,266	85,790	103,281	130,449
Trousdale	4,914	5,155	6,137	5,920	7,259
Williamson	25,267	34,423	58,108	81,021	126,683
Wilson	27,668	36,999	56,064	67,675	88,809
Sub-Total Outlying Counties	246,691	301,936	434,851	537,432	861,322
Davidson	399,743	447,877	477,811	510,784	569,891
NASHVILLE MSA	646,434	749,813	912,662	1,048,216	1,431,213
TENNESSEE	3,567,089	3,926,018	4,591,023	4,877,185	5,689,283
SUMMARY ANALYSIS 1960-2000					
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: U.S. Bureau of the Census, Census of Population, 1960 through 2000					

TABLE 2
ANALYSIS OF NET POPULATION CHANGE
WITHIN COUNTIES OF THE NASHVILLE MSA
1960 - 2000

<u>COUNTY OF RESIDENCE</u>	1960-1970		1970-1980		1980-1990		1990-2000	
	Change	%	Change	%	Change	%	Change	%
Cannon	-70	-0.8	1,767	20.9	233	2.3	2,359	22.5
Cheatham	3,771	40.0	8,417	63.8	5,524	25.6	8,772	32.3
Dickson	3,138	16.7	8,060	36.7	5,024	16.7	8,095	23.1
Hickman	234	2.0	3,055	25.3	1,603	10.6	5,541	33.1
Macon	118	1.0	3,385	27.5	206	1.3	4,480	28.2
Robertson	1,767	6.5	7,919	27.2	4,473	12.1	12,939	31.2
Rutherford	7,060	13.5	24,630	41.5	34,512	41.1	63,453	53.5
Smith	450	3.7	2,426	19.4	-792	-0.5	3,569	25.2
Sumner	20,049	55.4	29,524	52.5	17,491	20.4	27,168	26.3
Trousdale	241	4.9	982	19.5	-217	-3.5	1,339	22.6
Williamson	9,156	36.3	23,685	68.8	22,913	39.4	45,662	56.4
Wilson	9,331	33.7	19,065	51.5	11,611	20.7	21,134	31.2
OUTLYING COUNTIES	55,245	22.4	132,915	44.0	102,581	23.6	204,511	38.1
Davidson	48,134	12.0	29,934	6.7	32,973	6.9	59,107	11.6
NASHVILLE MSA	103,379	16.0	162,849	21.7	135,554	14.8	263,618	25.1
TENNESSEE	358,929	10.1	665,505	16.9	286,162	6.2	812,098	16.7
SOURCE: U.S. Bureau of the Census, Census of Population, 1960 through 2000								

TABLE 3
A SUMMARY OF POPULATION FOR WHITE BLUFF
1960 -- 2000

	1960	1970	1980	1990	2000	2006
INCORPORATED PLACE	<u>POPULATION</u>					
WHITE BLUFF	486	1,163	2,055	1,988	2,142	2,929
DICKSON COUNTY	18,839	21,977	30,037	35,061	43,156	52,529
	<u>PERCENTAGE</u>					
WHITE BLUFF, PERCENT CHANGE	-----	58.21% (1960- 70)	43.40% (1970- 80)	-3.37% (1980- 90)	7.18% (1990- 00)	26.86% (2000- 2006)
WHITE BLUFF, PERCENTAGE OF COUNTY	2.57%	5.29%	6.84%	5.67%	4.96%	5.57%
SOURCE: U.S. Bureau of the Census, <u>Census of Population, 1960-2000, State of TENNESSEE 2006.</u>						

TABLE 4
HOUSEHOLDS WITHIN THE COUNTIES OF THE NASHVILLE MSA
1960 -- 2000

	1960	1970	1980	1990	2000
	NUMBER OF RESIDENT HOUSEHOLDS				
Cannon	2,490	2,835	3,625	3,980	4,998
Cheatham	2,667	3,938	7,063	9,515	12,878
Dickson	5,525	7,021	10,468	13,019	16,473
Hickman	3,392	3,870	5,094	5,976	8,081
Macon	3,600	4,073	5,645	6,159	7,916
Robertson	7,839	9,071	12,532	14,801	19,906
Rutherford	13,822	17,386	28,002	42,118	66,443
Sumner	10,586	17,141	28,557	36,850	60,741
Trousdale	1,441	1,658	2,227	2,261	2,780
Williamson	6,816	10,232	18,723	27,928	44,725
Wilson	8,274	11,666	18,863	24,070	32,798
SUBTOTAL	66,452	88,891	140,799	186,677	277,739
Davidson	114,635	140,409	177,737	207,530	237,405
TOTAL MSA	181,087	229,300	318,536	394,207	515,144
	PERSONS PER HOUSEHOLD				
DICKSON County	3.40	3.13	2.86	2.69	2.61
Davidson County	3.32	3.05	2.57	2.36	2.30
SOURCE: U.S. Bureau of the Census, Census of Population, 1960-2000					

POPULATION PROJECTIONS AND ESTIMATES

NATURE OF PROJECTIONS

The business of making projections is at best a tenuous proposition. Any number of factors may be altered resulting in variation not previously experienced. Thus, projections should be viewed as best estimates given that the conditions on which the estimates are based remain valid.

Differing orders of reliability characterize various elements of the projections. These differences are caused by variations in the length of the projection period, the size of the aggregate being projected, and many other factors. A general understanding on the part of the user of the degree of reliability associated with any projection should help avoid misinterpretation and inappropriate use. However, levels of reliability for the projections cannot be stated in statistical terms. They can only be evaluated qualitatively by the user with the results interpreted in light of the proposed use.

Long-range projections are less reliable than are those made for short periods. Projection of small aggregates is less reliable than those of large magnitude. Thus, projections for 2010 are more reliable than those for 2015, and the reliability associated with projections for any given portion of a local area is less than that for the region, state, or nation as a whole.

Another major factor in reliability of the projections arises from differences in the confidence that can be attached to the basic assumptions used in developing them. Some assumptions are highly reliable characterizations of the future while others are more conjectural. A projection of the population at the national level for 2010, for example, will almost certainly be quite

accurate in that the national population growth rate is well documented. However, projection of the population for any given sub-national area is related, not only to growth within the total population, but also to inter-regional migration related in large part to changes within employment opportunities. In that these shifts are among the most difficult elements to anticipate, the sub-area projections become more questionable than the national figure. Thus, the user is forewarned that the projections offered should be taken as indicators of general magnitude, only. This is particularly true for the smallest geographic areas.

POPULATION

TABLE 6 presents a series of population projections for the state and the counties of the Nashville MSA. The principal source of these numbers is a publication, produced by the University of Tennessee, Center for Business and Economic Research, entitled, Population Projections for Tennessee Counties and Municipalities 2005-2025. This document was published in December, 2003 and has been adjusted to the actual counts recorded in the 2000 Census of Population.

The population of Dickson County is projected to rise at roughly the same rate throughout the 25 year projection timeline. In actual numbers, the population of the county is projected to rise to approximately 52,050 by 2010 and to somewhere around 66,148 by 2025.

Estimates of future population for the Town of White Bluff are presented in **TABLE 7**. These estimates indicate that the number of persons is anticipated to increase from its 2006 level of 2,929 to approximately 6,624 by 2030.

These projections were calculated using the annual growth rate of the Town from 2000 to 2006 of 3.98%. This figure was used as projections by the University of Tennessee and the US Census both showed that the population of White Bluff in 2025 would be less than the currently certified population of 2,929 persons that was done in 2006.

TABLE 6
PROJECTED POPULATION
FOR COUNTIES OF THE NASHVILLE MSA
2000—2025

ACTUAL		PROJECTED				
	2000	2005	2010	2015	2020	2025
Cannon	12,826	13,445	14,183	14,852	15,426	15,946
Cheatham	35,912	40,126	44,880	49,691	54,477	59,205
Dickson	43,156	47,288	52,059	56,823	61,487	66,148
Hickman	22,295	23,979	25,800	27,564	29,259	30,981
Macon	20,386	21,827	23,473	25,092	26,628	28,140
Robertson	54,433	59,380	64,809	70,196	75,388	80,534
Rutherford	182,023	203,240	232,326	260,125	288,924	318,583
Sumner	130,449	145,007	161,570	177,616	193,675	209,736
Trousdale	7,259	7,586	8,055	8,492	8,881	9,226
Williamson	126,638	149,596	174,261	199,813	226,133	252,426
Wilson	88,809	98,910	110,448	122,115	133,704	145,249
Sub-Total	724,186	810,384	911,864	1,012,379	1,113,982	1,216,174
Davidson	569,891	596,399	620,928	643,675	665,579	688,340
NASHVILLE MSA	1,294,077	1,406,783	1,532,792	1,656,054	1,779,561	1,904,514
TENNESSEE	5,689,283	6,017,599	6,425,969	6,821,312	7,195,375	7,559,532
PERCENTAGE ANALYSIS						
MSA, as % of Tennessee	22.75	23.38	23.85	24.28	24.73	25.19
Outlying, as % of MSA	55.96	57.61	59.49	61.13	62.60	63.86
DICKSON COUNTY, as % MSA	3.33	3.36	3.39	3.42	3.45	3.46
SOURCE: Center for Business and Economic Research , University of Tennessee and U.S. Bureau of the Census						

TABLE 7
PROJECTED POPULATION
FOR THE TOWN OF WHITE BLUFF
2010--2030

	PERSONS					
	Actual	Estimated				
	2006	2010	2015	2020	2025	2030
White Bluff	2929	3426	4128	5077	6176	6624
SOURCE: Local Planning Office						

EMPLOYMENT

The following are the Labor Force estimate of the White Bluff and Dickson County area.

<u>Labor Force:</u>	<u>County</u>	<u>Labor Market Area</u>
Civilian Labor Force	23,790	227,110
Employment	22,820	217,700
Unemployment	970	9,410
Unemployment Rate	4.1%	4.6%
H. S. Graduates (2007-08)	577	5,491

Available Labor (Estimated County-12-08)

Total:	2,220	15,490
Male:	1,010	7,230
Female:	1,210	8,260

Manufacturing in Area: County
(annual averages)

Number of Units	61
Annual Avg. Emp.	3,336

Note: The Labor Market Area is defined as Cheatham, Dickson, Hickman, Humphreys, Houston, Montgomery, and Williamson Counties.

The per Capita Income in Dickson County for 2006 was \$27,738.

The Total Retail Sales in Dickson County for 2007 was \$696,047,615.

The following are the largest companies by employment size in Dickson County (60 or more)

<u>Company</u>	<u>Product or Service</u>	<u>Total Employment</u>
1. ALP Lighting	Plastic injection molded products	82
2. Bridgestone APM	Foam Seating	150
3. Ebbtide Corporation	Fiberglass boats	150
4. Interstate Packaging	Packages and Labels	210
5. Martin-Brower Co. LLC	Distribution Center for fast food	121
6. Masonite International	Wooden, Steel & Fiberglass doors	181
7. Metrican Stamping	Metal auto stamping	85
8. Middle TN Lumber Co.	Lumber Sales	100
9. Nashville Wire Products	Wire parts for HVAC/wire shelving	140
10. Nematik	Alum Cylinder Heads/Casting	427
11. Porcelin Industries	Porcelin coatings	135
12. Quebecor World	Offset/Rotogravure printing	365
13. Shiloh Industries	Metal Auto. stamping	398
14. Sumiden Wire Products.	Stainless steel & pre-stressed wire	78
15. Tennessee Bun	Bakery	62
16. TN Odom's Pride Sausage	Pkg. Plant for sausage & biscuits	73
17. Tennesco Corp.	Steel Storage Prod.	650

CHAPTER 5

EXISTING LAND USE AND TRANSPORTATION ANALYSIS

INTRODUCTION

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

EXISTING LAND USE AND TRANSPORTATION

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

Illustration 7 depicts the various land uses in the Town of White Bluff as determined by a land use survey completed by the Local Planning Assistance Office in September of 2009.

The land uses depicted on Illustration 7 are grouped into the following categories:

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

Multi-Family Residential: This includes all apartments and other lots with three or more attached dwelling units on one lot. For this study all two family dwellings will also be included in this category.

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

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

Government/Recreation (Public/Semi-Public): Land on which educational facilities, and all federal, state, and local governmental uses are located. Land on which museums, libraries, churches, cemeteries, parks, and similar uses are located.

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

Utilities, Transportation and Communication: Land on which municipal streets, county roads and federal or state highways are located, including the right-of-ways. Also including all public and private utilities and communication facilities.

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

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

LAND USE ANALYSIS

Within the corporate limits of White Bluff there are approximately 3,792 acres, or 5.92 square miles of land.

Table 7

	Acres	%
RESIDENTIAL	1411	37
COMMERCIAL	127	3.3
MANUFACTURING	54	1.4
PUBLIC/SEMI PUBLIC	195	5.1
TRANSPORTATION	240	6.4
VACANT	1674	44
TOTAL TOWN	3792	100

Residential

The residential land use category, like in many communities, occupies the largest portion of developed land in White Bluff. Also, like most communities, the traditional single-family detached dwelling unit is the predominant form of residential land use.

Residential development in White Bluff is located in a grid street pattern in the oldest sections of town. This area is located along the railroad tracks and adjacent to Highway 70. The other significant residential areas are located in less formally gridded neighborhoods developed since 1960 derive access from White Bluff Road to the South and Highway 70 to the east. Many of these newer residential areas are located on top of ridgelines.

Most of the housing stock in White Bluff is single-family detached housing. There are three small apartment complexes, four retirement communities and a few mobile homes on individual lots. There are no mobile home parks. There are numerous lots of land both large and small suitable for infilling of new residential development in the community, with the majority having access to the sewer system. However, many other lots have topography

conditions not suitable for development. Floodplains cover very little area within the Town. Much of the land that will be needed for future growth lies outside of the current municipal limits of the Town of White Bluff.

Commercial

The majority of commercial areas of White Bluff are located along Highway 70. The area between White Bluff Road and slightly west of the intersection of Highway 70 and 47 North is predominantly developed as commercial and industrial and represents the prime commercial property in White Bluff. Much of this area is the historic downtown area with many buildings built prior to the Second World War.

To the east of downtown there are several commercial developments including a large building supply company and the “Jazz Center” development containing numerous retail businesses. However, despite the presence of public infrastructure including public sewer there has been little development activity in the past five years.

There are also some commercial developments along Highway 47 but this has not been expanding except in the area close to Highway 70.

The area in White Bluff with the greatest future potential for commercial development is Highway 70 between the intersection of 70 and 47 North west to the intersection of 70 and 47 South. This area is relatively flat, close to existing infrastructure and community

facilities, and would be a logical extension of the historic downtown area.

Manufacturing or Industrial

Industrial land uses in White Bluff currently occupy approximately 54 acres at several sites within the town limits. Each industrial site is independent of the others as there are no industrial parks, as such, within the town.

Interstate Packaging is located on Highway 47 with additional access on Old Charlotte Highway.

There are three other significant industries located on Highway 70, two being located downtown (Nashville Wire Products and Tennessee Attachment) and the other approximately one mile east on Highway 70 (BH Electronics.)

There are a couple of large industrial buildings located adjacent to the Railroad west of White Bluff road. They have not been used for manufacturing in recent years but they have been used for warehousing and storage.

Public/Semi-Public

The largest concentrations of land in this category are located at White Bluff Elementary and William James Middle School. The middle school includes a football field.

Adjacent to the Town Hall; White Bluff operates a small park consisting of a playground, a small walking trail, basketball courts and a community center. The Town also operates a library located in the old Town Hall building on Taylortown Road in the downtown area.

The Town also operates Veterans Park east of downtown off of Highway 70. The park consists of 2 baseball fields, 1 T-ball field, a concession stand and a moderate length walking trail.

A walking trail or greenway to connect Veterans Park to the core of town and the Middle School is needed. Acreage exists at Veterans Park for future expansion.

The Town of White Bluff is also fortunate to be adjacent to Montgomery Bell State Park, one of Tennessee's most visited state parks.

Dickson Electric System provides electrical service to the Town of White Bluff. Natural gas is provided by Dickson Gas Authority. Water is provided by the Water Authority of Dickson County. Sewer service is provided by the town.

The water for the Town is pumped primarily from the Cumberland River. The water system has a capacity of approximately 11,500,000 GPD with an approximate average consumption of 5,000,000 GPD.

The primary plant, located at the Cumberland River and operated by the Water Authority of Dickson County, is a modular design and can easily be upgraded for additional output. Thus, White Bluff faces no long range water supply issues.

Most customers in White Bluff are served by 6" water lines with some eight-inch lines in strategic locations. However, many of the older parts of Town are served by 3" water lines that are not adequate for fire protection. All

water lines within the White Bluff water system range from 2" to 12".

Fire hydrant coverage is very good with most structures having fire hydrants within 500 feet. The White Bluff Fire protection rating is a class 5. Illustration 8 depicts the location of water lines in White Bluff.

Most of the built up portion of the town is served by sewer service from the White Bluff Sewer Department. The sewer capacity is approximately 750,000 GPD with a current usage of 450,000 GPD. Approximately 65% of White Bluff has sewer coverage. The sewer system has experienced an infiltration problem in the past as have those in most communities. This problem is being addressed by rehabbing lines throughout the community. Some older sections of line may have to be replaced. Illustration 9 shows the sewer system for White Bluff.

The Town's current policy has been to extend sewer service only within the municipal limits. There are approximately 800 residential customers and 30 commercial customers. Montgomery Bell State Park is the only customer located outside of the municipal limits.

The Town also has some problems with sewer pumps being overloaded and running beyond acceptable range. However, new subdivisions have had their pumps designed with excess capacity and have been located in areas so as to allow flow to the overused pumps to be diverted to the new pumps.

White Bluff and the surrounding area is served by natural gas from Dickson Gas Authority. Lines are available and pressures suitable for residential, commercial and industrial use. Illustration 10 shows the location of gas lines in White Bluff.

Findings. White Bluff has adequate public and recreational land for a community of its size. This contributes livability and beauty of the community. However, additional non-vehicular connections are needed to connect the existing parks, library and schools to each other and to residential areas.

White Bluff is adequately served by all necessary utilities. There are problems with inadequate water lines in some limited areas but overall lines are adequate. Some corrections are needed in order for the community to maintain or improve their fire insurance rating which is an important goal of a long range plan. The town should continue to rehabilitate and upgrade its sewer lines as well as correcting existing problems, particularly as new properties are developed.

Vacant/Undeveloped Land

Approximately 1,674 acres of land in White Bluff, (or 44.1 percent) is vacant. This does not mean that the community has ample land for all anticipated future development. Some of this land is ideally suited for development but steep slopes greatly limit development in much of these lands. Approximately 644 acres are not suitable to development due to steep slopes or a lack of road frontage and/or access via easement only.

Future Land Use Needs.

The estimated current population of White Bluff as of August 2009 is 3168. The approximate number of households at the current estimate of 2.61 persons per dwelling is 1,213. Note that this equates to an average lot size 1.16 acres per dwelling unit.

To estimate need for future residential land several things need to be considered. Using the projected population increase for the Town of White Bluff for 2030 of 3,695 persons divided by average number of persons per dwelling (2.61) equates to need for 1,415 additional dwelling units.

The average number of persons per dwelling unit has been falling steadily in the United States, the State of Tennessee, and in Dickson County for the past 60 years. Though the rate of change has begun to slow the average household size is still projected to fall in White Bluff from 2.61 to 2.47. Additional dwellings needed due to decrease in average household size from 2.61 to 2.47 persons (a 5.2% decrease) is 344 dwelling units for the Town of White Bluff.

Though the average lot size is currently 1.16 acres this is projected to decrease due to the availability of public sewer in new developments and by steering growth to land more suitable for development. It is estimated that new developments have an average lot size of .75. Note this is consistent with recent development patterns.

Combining the need for housing, the projected population increase and the

need for additional housing due to the decrease in average household size results in a need for 1759 dwelling units. Using the projected average lot size of .75 acres per units equals a need for 1,319 acres. Given that there is approximately 1,030 acres of usable vacant land within the municipal limits leaves a minimum need of 289 acres of land outside of the Town. However, the amount of land that would need to be annexed to accommodate the future need for residential land is likely to be considerably higher due to the fact that many owners of large parcels of land have no desire to develop the property.

ILLUSTRATION 8

Water lines

ILLUSTRATION 9
Sewer lines

ILLUSTRATION 10

Gas lines

TRANSPORTATION ANALYSIS

A municipality'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.

Streets and highways occupy a significant percentage of the developed land area. Within White Bluff, approximately 240 acres of land are devoted to roads. This represents 6.4 percent of the total land area. White Bluff maintains approximately xx miles of local roads, while TDOT maintains approximately xx miles within the corporate limits. All streets and federal and state highways in White Bluff are included in this category of land use.

The numerous thoroughfares, which traverse the municipality and its potential growth area, vary in their design, purpose and utilization. To facilitate the analysis of these streets, roads and highways, these thoroughfares have been classified as to their intended use.

Thoroughfare Classification

The primary or intended use of a thoroughfare varies from that of providing access to residential and other structures, to providing uninterrupted movement of high speed traffic. To clarify the usage, a classification has been established denoting the function served. These classifications, as shown on Illustration 11, include (1) arterial

highways, (2) collector roads, and (3) minor streets.

Arterial Highways: Roadways which link population centers, but often lack controlled access and traffic flow separation. Usually these are numbered U.S. Highways. Highway 70, 47, and 250 are defined as major arterials. White Bluff Road is currently functioning as an Arterial Street as it is the most often used route between White Bluff and Nashville for many residents.

Collector Roads: Roadways that link arterials and distribute traffic onto minor streets. These links also provide direct access to major traffic generators. These roads also abut neighborhoods. Glendale, Park, Main, Taylortown, Old Charlotte, School, Trace Creek, Wakeman are the collector roads of White Bluff.

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

ILLUSTRATION 11

Thoroughfare plan

Traffic Circulation Patterns

The traffic circulation pattern in White Bluff relies heavily on Highway 70, which is the primary east/west highway in the area and carries the highest traffic volumes. White Bluff Road is also very important in that it provides the most direct access to Interstate 40 though it needs improvement in several areas to safely accommodate truck traffic. Highway 47 is also important as it connects White Bluff with Creek Wood High School that serves the White Bluff area. Highway 47 also serves as the most direct connection between the Charlotte area and Nashville. All of these roads intersect with Highway 70.

Impediments to Traffic

The major impediment to traffic is the railroad line that parallels Highway 70. There are four crossings located within the Town and all are at grade. This is further complicated by a lack of an east west route south of the railroad tracks. Persons traveling from Nashville via White Bluff Road are forced to cross the tracks then travel west before re-crossing the tracks in order to gain access to the many homes located in south east White Bluff.

The railroad line also causes major problems with emergency access. Currently there is no direct way for police or fire personnel to gain access to the southern portion of White Bluff when a train is located on the tracks.

Another impediment to traffic flow in White Bluff is at the intersection of U.S. Highway 70 and Hwy 47 North. However, this intersection is signalized and at current and projected traffic

counts the intersection should remain at satisfactory service levels.

There are also some problems on a few older residential streets and alleys, many of which are not suitable for two lane traffic.

Traffic Generators

The primary traffic generators in and around White Bluff are White Bluff Elementary and William James Middle School. The only other significant generators are Montgomery Bell State Park located west on Highway 70, Nashville Wire Products and Tennessee Attachment, both located on Highway 70 downtown, and Interstate Packaging on Highway 47 North.

Air/Rail/Port

There is one public airport facility located within the county. This is Dickson Municipal Airport on Airport Road located approximately 14 miles from White Bluff. It has a 5,001 ft lighted asphalt runway and serves Dickson County and vicinity. The airport has instrument approach GHM with a lighted runway (MIRL/PAPI). The Airport has hangers and tie down spaces and sells both Aviation Gas and Jet Fuel. White Bluff is located about 60 miles from the Nashville International Airport.

White Bluff has rail access via a main CSX line that crosses through town. At the present time no rail passenger service is available. The Nashville Area Metropolitan Planning Commission has plans for light rail service between Nashville extending west to Kingston Springs. This is less than 10 miles from White Bluff and on the same rail line. In

the Long Range Plan Survey roughly 25% said they would use rail service if it was available.

The nearest navigable waterway is the Cumberland River, located about 6 miles east of White Bluff.

SUMMARY OF FINDINGS

The current land use pattern in White Bluff is greatly affected by natural factors such as soils and slopes. Floodplains are not a major obstacle to development since it does not flood frequently and is well defined. There is no pressure to develop these lands. Agriculture and forestland is the most common use of these areas. The undeveloped land available for development is accessible to water and sewer facilities. Most new growth in the community should be located as infill development near the core infrastructure of the Town as this is the only land suitable due to topographical reasons.

New residential growth will continue to be mainly single family in nature as White Bluff continues to expand primarily as a residential community.

Moderate commercial development should take place to the west and north of the historic downtown area as they are best suited in terms of topography and have excellent access to arterial roads.

CHAPTER 6

THE DEVELOPMENT PLAN

INTRODUCTION

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

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

THE HIGHWAY 70 CORRIDOR

The Highway 70 corridor is, and will continue to be, an important gateway into the community. As such, the resulting character of this gateway experience to resident and visitor alike will be greatly influenced both by the type of land uses permitted along the corridor and by the physical characteristics of those uses.

Assessing the preferred mix and scale of land uses along the Highway 70 corridor must take into consideration the role of the corridor itself within the context of the overall community and the region. From a long-term land use perspective, development of the Highway 70 corridor should be complementary to and not competitive with the establishment of an economically healthy and viable downtown area.

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 Town of White Bluff, are as follows:

1. The local government will continue to support economic and community development and the municipality will continue to have a strong planning program.
2. The White Bluff Planning Commission will continue to lead in the adoption, development, and enforcement of land use controls.
3. Natural factors limit development in the municipality. Annexation will always be a necessary tool for growth in White Bluff in order to secure areas suitable for new development.
4. Population is projected to increase for the county during the planning period. The town's population is expected to increase by 100% by the year 2030.
5. The median age of the municipalities' population is 35.8 years. This is very close to the national median age 35.3 years.
7. Manufacturing, retail, and public services are projected to be the primary sources of employment for the municipality and county during the planning period.
8. The municipality has no major problems with dilapidated or deteriorated housing and has less than an average amount of manufactured homes compared to the County and the State of Tennessee.
9. The municipality has a relatively small amount of vacant commercial parcels or floor space which indicates that as the community grows in population additional commercial development will be required.
10. The municipalities' central business district has remained an extremely active location for private and public service enterprises.
11. The municipality has an adequate amount of vacant industrial land available for development within the city limits.
12. The Town is not projected to be a primary provider of locations for large scale and medium to heavy industrial developments.
13. The municipality's sewer treatment capacities will not be adequate to meet the projected demands for future development unless a new plant is constructed or an arrangement is made with the Water Authority of Dickson County for treatment.
14. Some of the municipality's substandard water lines and ageing sewer lines will need to be replaced and upgraded.
15. Some annexation will be necessary to provide strategic lands where new commercial and residential development needs to be directed. This should primarily be done by request of the property owner and where important town utilities are existing or needed.

16. The primary transportation problems in the city are the railroad intersections and the lack of a bridge over the railroad tracks.

DEVELOPMENT GOALS

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

The following goals are general statements that the White Bluff Planning Commission believes to be the desires of the citizens regarding the future development of the municipality.

1. To preserve, protect and enhance the quality of life in White Bluff while encouraging a more harmonious and higher standard of development.
2. To provide for adequate housing to meet the needs of all residents while ensuring that all residential developments provide pleasant and harmonious living environments, are served by adequate vehicular and pedestrian circulation systems, are served by adequate infrastructure, and are properly related to other municipal land uses.

3. To provide for an adequate supply of goods and commercial services with varied sites suitable for a variety of outlets.
4. To retain and expand the industrial development base and to provide for the essential employment needs of White Bluff & Dickson County.
5. To provide adequate and efficient public facilities and services, and to provide a diversity of cultural and recreational opportunities.
6. To provide utility services that effectively and efficiently meets and anticipates the needs of the municipality.
7. To provide an efficient and effective transportation system with appropriate linkages and capacities.
8. To encourage the development of vacant land which has less natural restrictions and which has access to necessary infrastructure.

OBJECTIVES AND DEVELOPMENT POLICIES

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

The objectives and policies contained in this document represent the official public policy guidelines concerning land

use and transportation matters for decision-making by the Town of White Bluff. 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 with growth and development in the community. The policies are also presented so that interested individuals and groups can better anticipate the Town's decisions on future matters.

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

GENERAL DEVELOPMENT AND GROWTH MANAGEMENT

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

The Town of White Bluff anticipates and welcomes growth and understands its importance as a part of those forces that beneficially affect the community's quality of life. At the other end of the spectrum, the policy of growth at any cost has long term detrimental impacts

and is not supported by the Town. The approach taken by White Bluff will be that of managed growth. To guide general growth and development the following objectives and policies are adopted.

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

Policies

1. Ensure that areas less suitable for development, due to natural factors, are developed only when appropriate remedial measures are taken.
2. Decisions on development proposals shall be based on an analysis of soils, slope, depth to bedrock, and location relative to flood prone areas.
3. Where the condition of 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 pre-development run-off discharge rate of any site is not increased as a result of development. Proposed future developments should not increase flooding potential, substantially alter drainage patterns, or degrade natural water quality.
 6. Areas located in a designated floodplain should be developed only in conformance with National Flood Insurance Program guidelines.
 7. Major natural drainage ways, which are a part of the natural system of dispersing normal flood run-off in any drainage basin, should be protected from encroachment.
 8. Ground water shall be protected by restricting the use of septic tanks to appropriate soil types and land formations. Most new development will be directed to areas that are or can be connected to the Town's 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. The Town should not accept the dedication of drainage facilities or appurtenances which have not been designed and installed in accordance with approved standards and these development policies.
 12. Mature vegetation, particularly trees, should be protected and replanting should be required where existing vegetation is removed or disturbed during construction.
 13. Vegetation should be used as an alternative to man-made devices for buffering, screening, insulation, erosion control and water quality protection, whenever practical.
 14. The town shall develop appropriate criteria or measures to ensure the protection of environmentally sensitive and other valuable areas.

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

Policies

1. All new development, whether public or private, shall have appropriate infrastructure 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 White Bluff.
2. All future expansions or extensions of the Town's services, facilities, or utilities should be in conformance with a plan which phases the improvements in segments suitable to the town's ability to pay.
3. Services and utilities provided by the town should be used as a tool to direct or discourage development in specific directions.
4. Availability and capacity of existing services and utilities should be used as criteria in determining the location of higher intensity uses in the

Town and in decisions concerning annexation.

5. To aid developers in determining those areas most conducive to development, database maps of the infrastructure system should be routinely updated.
6. Developments with requirements beyond existing levels of police and fire protection, parks and recreation, and utilities shall only be allowed to develop when such services can be adequately provided and maintained.
7. Appropriate infill development should be encouraged to enhance existing development and to make more efficient use of existing services and utilities.

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

Policies

1. Fiscal decisions concerning major capital improvements and expenditures should be based on a Community Facilities Plan and a multi-year Budgeting Program
2. The Town should establish annexation criteria in a long-range annexation plan through which it will

consider annexation proposals.

these standards or criteria should assess:

- 3. Urban development proposals which are contiguous with existing development within the town limits, or consistent with the Town's phasing and annexation plans, should be encouraged through the extension of services.
- 4. Services provided by the town should be in conformance with an adopted phasing plan and shall not be provided outside the Town prior to annexation.
- 5. The Town should participate in the establishment of a permanent source of funds to provide financing for economic development.
- 6. The town should encourage preservation of the tax base through the practice of sound land use decisions.

- a. Environmental impacts such as water quality degradation, destruction of wetlands, etc.
- b. Social impacts such as public safety, availability of community services, etc.
- c. Economical and fiscal impacts such as budget constraints, job creation or loss, etc.
- d. Impacts to public services and facilities, and transportation, such as water supply and treatment capacity, sewer treatment capacity, Average Daily Traffic (ADT) counts on major roads, etc.

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

Policies

- 1. The Town should establish livability standards or criteria for assessing the impacts of development projects on the continued livability of the community. For growth management

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.

4. Community development should concentrate on ways to encourage young people to remain in White Bluff and Dickson County to live and work.

RESIDENTIAL

A large portion of the developed land in White Bluff is devoted to residential uses, consisting of single-family dwellings, some multi-family dwellings and a few mobile homes. Only 84 or 7 percent of the estimated 1,213 housing units in White Bluff are vacant. Assuming that the community will experience significant population growth and that the average household size will fall to 2.47 persons, approximately 1749 new housing units will be needed by the year 2030. Sufficient land for this growth is available in Town near existing utility lines or just outside the community in the growth area.

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

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

Policies

1. The Town should promote new residential developments in environmentally safe and pleasing areas.

2. The Town should allow housing types ranging from single-family structures to multi-family developments. Mobile homes should be restricted to mobile home parks.

3. Infill development should be encouraged but 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 Town should encourage and concentrate high density housing development along major traffic corridors where water and sewer lines are available and with easy access to retail business, pedestrian amenities, cultural activities, schools and parks.

6. The Town should encourage low-density housing along local streets within proximity to service centers, which are buffered from excessive noise, traffic, and conflicting development.

7. Higher density residential uses should locate in close proximity to existing higher density developments.

8. The Town should ensure that the existing housing stock continues to be maintained and that new residential construction is developed to appropriate standards and guidelines.
9. The Town should encourage the rehabilitation of existing residences which can be purchased by low and moderate-income residents.
10. The Town should encourage the preservation and revitalization of older neighborhoods.
11. The Town should encourage sound development in suitable areas by maintaining and improving transportation facilities.
12. New residential development should not be allowed in those areas where infrastructure is unavailable or inadequate to support such development.
13. New residential development should be designed to encourage the neighborhood concept and should be situated to be easily accessible to collector or arterial status streets.
14. Transitional land uses or areas (linear greenbelts) or other design elements should be provided between residential neighborhoods

and commercial areas in order to enhance the compatibility of land uses.

COMMERCIAL

The central business district located downtown had been the focal point for commerce in White Bluff since the early years of the community. Downtown should continue to be the focus of the community. However, like many older business districts, this area has experienced some structural deterioration. Also, the central business district has little vacant floor space. In recent years there have been efforts to restore most of the buildings in the downtown area. The remodeling of existing buildings and infilling of scarce vacant spaces should be encouraged and should maintain some degree of conformity of design. Structures of architectural significance should be maintained. Ease and convenience of pedestrian circulation should be given priority over vehicular circulation and parking.

Although the central downtown area remains a vital area for business, commerce and professional use, areas along Highway 70 in the community are now the location of many of the businesses located in White Bluff. These areas have developed primarily in a strip commercial fashion with excessive entrance and exit points. Due to this type of development, traffic congestion has increasingly become a problem.

Office and retail development should be encouraged to locate downtown. The number of areas and acres available for commercial development outside of the

downtown area should not undermine the economic viability of the Town Center itself. Likewise, new developments should extend the downtown area along Highways 70 and 47 North rather than creating “leapfrog” automobile oriented areas.

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

- A. Objective - Take appropriate measures to ensure that the Town of White Bluff remains a viable center for commercial and professional services to its citizens.

Policies

- 1. Future commercial developments and redevelopments shall be in compliance with this plan for all commercial growth and development.
- 2. In conjunction with the Dickson County Chamber of Commerce and the Dickson County Industrial Recruiter, the Town should recruit and retain business and service outlets that fulfill local market demands.
- 3. The Town should encourage and support the expansion of

existing commercial areas and those that will result in logical extensions of the downtown area.

- 4. The Town should encourage the adaptive reuse of existing structures in the central business district.

- B. Objective-Provide areas away from downtown for clustered and coordinated commercial development.

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.
- 3. Commercial areas should be provided for large lot users (i.e., lumber yards, auto and farm implement dealers).
- 4. Strip commercial developments should be discouraged in favor of cluster developments with limited entrance and exit points.

5. Commercial uses which are high intensity traffic generators shall be located away from the old downtown area and on arterial status roads. the types of businesses located downtown. (Such as Auto Dealers, Building Supplies, and mini-storage garages.)
6. All new large-scale commercial developments should be located on access roads with controlled ingress and egress points, when feasible. A. Objective-Provide neighborhood convenience shopping adjacent to residential areas but discourage “spot” commercial zoning.
7. All commercial developments shall be provided with an adequate number of off-street parking spaces. Policies
8. Commercial developments should be designed so as to minimize negative impacts to residential developments and to enhance the aesthetics of such developments. 1. Coordinate neighborhood shopping centers or groups of stores which primarily provide goods and services to local residents only, such as convenience stores and pharmacies; and should be located at the edges of neighborhoods provided that they are located on an arterial street and nearby residences are adequately buffered.
9. Landscaping or other screening shall be provided between commercial and residential land uses. 2. Non-neighborhood oriented commercial development should be encouraged to locate in commercial centers on the arterial corridors or in the downtown area.
10. Provide safe and convenient pedestrian access from surrounding residential areas and internal pedestrian circulation in all commercial centers. 3. Neighborhood shopping centers should be sized to accommodate the specific market base of the neighborhood.
11. Businesses located outside of the Downtown area should be restricted to those types of businesses that will not compete directly with 4. The enhancement of neighborhood shopping centers should be encouraged to attract both shoppers and new business through the development and

redevelopment efforts of the private and public sectors.

B. Objective-Discourage the expansion of strip commercial development along the major streets of the Town.

1. Strip commercial development, characterized by individual commercial uses stringing out along a street, should be limited to highway commercial areas catering to the motoring public with uses such as motels, service stations and fast food restaurants.
2. These strip commercial developments should be limited to intersections of two arterial streets, collector street at an arterial street or via frontage roads or shared driveways/cross access easements.

INDUSTRIAL

The Town should first support existing industries. If new industrial opportunities present themselves, the community should consider participating in providing infrastructure paid for by the prospect or by use of grants or other means that do not burden the finances of the community. The Town should not offer any incentive for existing business to expand that it would offer to new industries.

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

A. Objective-Retain the existing industrial base and provide areas for industrial development within or adjacent to existing industrial areas. Continue to support the County for large scale and heavy industrial development.

Policies

1. The Town Council should support improvements in the local economy by maintaining industrial site locations and improving existing industrial site locations.
2. Industrial development should be located or designed so as to be afforded adequate police and fire protection.
3. The Town and the Planning Commission should support appropriate road and traffic improvements at existing industrial locations and at other areas suitable for the expansion or location of industry.
4. Public officials should cooperate with, and actively support, the Dickson County Chamber of Commerce and the County Industrial Recruiter in their efforts to attract industrial prospects and to retain and promote the expansion of existing industries.

5. Based on locally developed criteria, industrial land uses known or suspected of having harmful impacts on the health, safety, and welfare of people, and those activities and uses which would degrade, retard, or otherwise harm the natural environment, or the economic potential of the community, shall be discouraged from locating in the Town.
- B. Objective-Provide appropriate standards and guidelines for new industrial development and for expansion of existing industrial uses.
4. Landscaping or other screening shall be provided to reduce the conflict and soften the impact between industrial uses and other land uses.
 5. Industrial uses such as salvage yards should be located and screened so as to minimize their visual impact upon the community.
 6. Vehicular access should be provided to industrial areas in a manner that prevents traffic through residential areas. Direct access to major thoroughfares is preferred.

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 existing industrial areas where the proper sizing of facilities such as water, sewer and transportation has occurred or is planned.

PUBLIC/SEMI-PUBLIC

Even though public and semi-public facilities usually only consume a relatively small percent of an areas' total development, these facilities are extremely important land uses within a community. These uses should be convenient to the population and enhance the community's appearance, while at the same time creating the least possible conflict with adjacent land uses.

Land development without the extension of adequate utilities is costly to the general public. In order to achieve proper development and facilitate saving public funds, it is extremely important to coordinate the extension of utilities with the community's development plan.

It is also important that during the site design process for public/semi-public 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. The objectives and policies to be used as guide-lines for public and semi-public uses are as follows:

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

Policies

1. The Town should prepare a Comprehensive Community Facilities Plan based on local standards and locational criteria.
 2. Public facilities and services should be improved and expanded in accordance with an adopted Public Improvement Program and Capital Budget.
- B. Objective-Provide a diversity of quality cultural and recreational opportunities.

Policies

1. Decisions concerning the provision of recreation facilities should be guided by a Community Facilities Plan for such facilities, and should be consistent with the Capital Budget. A special recreation plan may help direct detailed attention of

both recreational facilities and programs.

2. The Town should continue to work toward acquiring recreational grants to increase recreational opportunities.
 3. The Town should promote the joint use of parks and other public facilities, especially schools.
 4. The Town should enhance the opportunities for passive recreation through the creation of a greenbelt/green-way system that includes walking and biking trails and/or other public open areas.
 5. Community and neighborhood parks should be developed and appropriately located within the Town.
 6. The Town should maximize the use of public recreational land through close coordination with federal, state and county officials.
 7. The Town should promote efforts to document, preserve and protect historic sites and structures in White Bluff.
- C. Objective-Provide adequate and efficient public utility facilities.

Policies

1. All new development, whether public or private, should have adequate utilities which shall be properly installed at the expense of the developer. Where it is to the benefit of the community and economically feasible, the cost sharing of critical utilities in strategic areas should be considered.
 2. The Town should ensure that the municipal sewer system are adequate to meet current and future needs.
 3. The health of residents shall be protected through the production of State approved potable water and the safe and efficient collection and treatment of wastewater.
 4. Through its budgeting process, the Town should plan early for any needed capacity expansions of its sewer treatment facilities to meet future needs and provide for future growth.
 5. The Town should continue to prevent or discourage the use of septic systems and private wells through its land use controls or other regulations.
- D. Objective-Provide appropriate standards and guidelines for utility facility improvements and extensions.

Policies

1. Adequate utilities should be extended into developing areas primarily at the expense of the developer. These extensions should be coordinated to improve existing deficiencies whenever possible.
2. Water and sewer lines of adequate size and location shall be required in all new developments and redevelopments.
3. The use of underground electrical utilities should be required wherever feasible.
4. The location of utility structures for storage of equipment, pumps or similar materials should be adequately buffered and landscaped so as not to detract from the surrounding area.
5. The Town should work with the Water Authority of Dickson County to periodically evaluate the water system 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.

VACANT/UNDEVELOPED LAND

The land use survey indicated that there were 1674 acres of vacant land in the Town of White Bluff. As the community grows, a significant amount of this land will be pressed into urban development. A large portion of this land can be developed and should be developed only according to the Development Plan. Much of the undeveloped land is restricted by steep topography. Some of this vacant land would best be utilized as open space. To guide the future development of the vacant lands in the Town of White Bluff the following objectives and policies are adopted:

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

Policies

1. Appropriately located public open spaces and general recreational uses should be provided to serve the local residents as well as visitors. These areas should be readily available and designed to serve all age groups.
2. The Town should ensure that adequate amounts of open space areas are available for future populations.
3. Places of rare natural beauty and areas of historic interest should be preserved and maintained.

4. All publicly-owned land should be examined for its potential open space or recreational use before being sold or disposed of by the Town.

- B. Objective-Ensure that appropriate standards and guidelines are followed for development of vacant 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. The areas of excessive slope should be conserved as open space, when possible, if development would 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. Filling and excavation in floodplains shall only be allowed when consistent with National Flood

Insurance Program regulations and allowed only after careful review of appropriate alternatives.

5. 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.
6. The Town shall develop appropriate criteria and measures to ensure the protection and enhancement of environmentally sensitive and other valuable areas.

TRANSPORTATION

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

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

Policies

1. All new development, whether public or private, should have an adequate transportation system which shall be properly installed at the expense of the developer.
2. All new major streets should be located in a manner that will minimize disruption to neighborhoods, open space-recreational areas, or commercial areas.
3. All segments of the transportation system should be designed and located to meet future as well as present demands.
4. Wherever possible, off-street parking shall be required for existing land uses. All new land uses shall be required to provide off-street parking facilities.
5. On-street parking for existing uses shall be permitted only where adequate street widths are available and where such parking will not reduce the current level of service of the street. Special consideration should be given to the central business district.
6. Sidewalks should be extended and improved around schools and in other

areas of high pedestrian traffic.

7. Older streets in the Town should be widened and upgraded or improved through a street improvement program.
8. All new developments should be required to install sidewalks.

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 designed to minimize the points of traffic conflict and turning movements.
2. All new streets and other public ways shall be designed to incorporate drainage systems which are adequate in size to handle runoff from anticipated developments.
3. All streets and other public ways shall be designed so as to provide the least interference with natural drainage ways.
4. All new streets and other public ways shall be designed and located in a manner 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 and other safety features should be required at the time of development.

**THE DEVELOPMENT
PLAN CONCEPT**

The goals, objectives and policies of the Development Plan are visually represented in the Development Plan Concept, Illustration 12 that follows. It is based on the same factors from which these goals, objectives and policies were derived including natural factors, existing land use patterns, and the existing transportation system. The Development Plan Concept reflects a decision making process culminating in a recommended general development pattern for the municipality. It is intended to be used in conjunction with the goals, objectives and policies to form a framework to guide future land development decisions. The Development Plan Concept is a general guide for future land uses and thoroughfares in the community. It is intended as a basis for policies of the Town and as a guide for property owners and developers in making decisions regarding land use development.

ILLUSTRATION 12
Development plan
concept

The Major Thoroughfare Plan

The Major Thoroughfare Plan for White Bluff is designed to identify streets that should be maintained and improved and to provide for the main corridors of access into and through the community. The main arterial is State Highway 70 along with Highway 47. The Town should pursue having White Bluff Road being designated as a State Highway. As White Bluff grows, it is believed that Highway 70 will need to be widened to five lanes from White Bluff Road to the Cheatham County line. Likewise a third lane will need to be added on Highway 70 West from the intersection of Highway 47 to the town limits.

A bridge should be built to cross the Railroad Tracks east of White Bluff Road. This would help alleviate many of the problems associated with the existing rail crossings. Likewise a road connecting Park Street and White Bluff Road should be constructed to provide easier access for the area and reduce the need to cross the railroad.

The Planning Commission also identified three intersections in need of improvements. The intersections of Main Street and Highway 70, Church Street and Highway 70 and Old Charlotte and Highway 70 are all at bad angles and would not be permitted using current engineering standards. These intersections should be studied by an engineer to look at options to improve the safety and functionality.

These improvements to the transportation system could provide a strong economic stimulus to Dickson County and the Town of White Bluff.

Conceptual Future Land Use Pattern

The majority of land use in White Bluff will continue to be single family residential on individual lots with adequate setbacks to insure the open relaxed spacious feeling that the community currently portrays. Land is available for future expansion on all sides of the community. Space should also be made available for the provisions of apartment units. High-density developments should also be considered.

It is anticipated that the downtown commercial area will change very little during the planning period. It is anticipated that except for some upgrading and infilling, that most new commercial development will gravitate to Highway 70 and the portion of Highway 47 near Highway 70 as shown on the Development Concept Plan map. Continued rehabilitation of the old sewer and water lines along with expansion of the sewer lines with protection of the city's water source are necessary to bring about this new growth.

CHAPTER 7

PLAN IMPLEMENTATION

INTRODUCTION

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

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

METHODS FOR IMPLEMENTATION

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

Planning Commission Project Review

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

Zoning

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

The Town of White Bluff first adopted zoning regulations in 1990. Substantial changes were made in 2002. They are periodically updated.

Subdivision Regulations

Subdivision regulations, used in a coordinated manner with zoning, are another legal mechanism to carry out the recommendations of the Land Use and Transportation Policy Plan. Like zoning, these regulations control private development. They serve as guidelines for the conversion of raw land into building sites. Subdivision regulations provide the guide by which a Planning Commission can review all proposed plats for subdivision in an equitable manner. These controls are necessary if sound, economical development is to be achieved. Through enforcement of these regulations, the design and quality of subdivisions will be improved, resulting in better living conditions and greater stability of property values for the individual property owner. Such controls over 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 also adopted in 1990. The regulations were substantially amended in 1999. These also are periodically updated.

Codes Enforcement

There are various types of codes that municipalities can adopt to ensure that

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

A system of codes functions only if accompanied by an inspection system. White Bluff has a Building and Codes Official. Code enforcement ensures the adequacy of new residential, commercial and industrial structures while also detecting and preventing the deterioration of existing facilities through periodic inspection. By reducing blight, property values become more stable and tax bases protected.

The Town of White Bluff has adopted many of the building and construction codes.

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, the refusal to extend such services into an area generally assures that only limited development can occur.

Within the Town of White Bluff, 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 in his development and to pass the cost on to the lot buyers.

In strategic areas where White Bluff is seeking growth, the city may want to cost share utilities to achieve the Town's purposes.

Public Improvements Program and Capital Budget

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

Infill Development

Utilization of existing, developable vacant land within a municipality is a much overlooked mechanism to implement a land use plan. In most cases, these areas tend to be served by existing infrastructure such as streets, water, sewer, electric and gas; thereby eliminating normal costs associated with additional development. An abundance

of vacant developable land is a costly luxury to a municipality. It results in under utilization of infrastructure due to low density development. Infill development of serviced areas will expand the local tax base while better utilizing the infrastructure system.

It is a goal of this study that most new development in White Bluff be of this type.

Annexation

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

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

White Bluff has ample land in its urban growth area to handle the proposed increase in population as projected into the year 2030. However, much of the

land most suitable for development is currently located outside of the White Bluff's municipal limits.

Citizen Participation

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

Local Leadership

The White Bluff Legislative Body bears much of the responsibility for implementation of this land use plan. As the municipality's decision-makers, they have the authority to adopt appropriate implementation strategies that will fulfill the goals, objectives and policies developed in this plan. It is important that the legislative body maintain a close working relationship with the Planning Commission so that the planning process is properly coordinated.

Implementation

The White Bluff Land Use and Transportation Policy Plan is an advisory document intended to serve as a guide for the development of the municipality over the next twenty years. Specific strategies for policy implementation are necessary if the goals and objectives of this Plan are to be achieved.

Many of the tools can be implemented by assigning existing municipal staff, addressing issues with legislation, or continuing existing programming.

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

CHAPTER 8

SUMMARY OF PLAN RECOMMENDATIONS

Based on plan findings and goals of the community, the following summary of plan recommendations is provided to serve as a guide for White Bluff Community Leaders and others in making future decisions regarding land use, transportation and community facilities important to the economic development of White Bluff.

- Seek funds for proposed sidewalk extensions.
- Develop a walking and biking trail along Hwy 70 from Downtown to Veteran's Park.
- Encourage new residential, commercial, and industrial growth in White Bluff.
- Seek grant funds to eliminate infiltration problems in the White Bluff Sewer System.
- Work with the Water Authority of Dickson County to upgrade old water lines so as to improve fire flow for hydrants.
- Adopt new regulations to preserve trees and vegetation.
- Update and strengthen the Zoning Ordinance concerning landscaping and screening requirements.
- Build a bridge east of White Bluff Road to alleviate existing traffic flow problems and to improve emergency response times.
- Have an engineer study the integrations of Main and Highway 70, Church and Highway 70, and Old Charlotte and Highway 70 and recommend improvements.
- Amend the Subdivision Regulations and Zoning Ordinance so as to insure that the right of way for proposed roadway improvements is secured and likewise not used for landscaping or parking areas that would be eliminated when the improvements are constructed.
- Build a connecting street between White Bluff Road and Park Street.
- Work with TDOT to develop a light rail system to connect White Bluff with Nashville and Dickson.
- Hire a consulting firm to look at long range updates of the sewer plant to accommodate anticipated growth.
- Amend the White Bluff Design Manual to require that new commercial buildings on Highways 70 and 47 near downtown be so designed as to be closer to the road and to place parking to the side and

rear so as to be an extension of the downtown area.

- Continue to work with the Tennessee Department of Transportation to widen Highway 70 both east and west of downtown.
- Work with TDOT to obtain State Highway status for White Bluff Road.
- Highway 70 will continue to be a key gateway into the community.
- The central business district should be complementary and not competitive with the other commercial areas in White Bluff.
- Continue strict controls on mobile homes and mobile home parks.
- Maintain, through planning and land use regulation, the spacious open character of White Bluff as it grows residentially, commercially, and industrially.
- Maintain an active planning commission to consistently enforce Zoning and Subdivision Regulations in a fair and equitable manner.
- Adopt and enforce new regulations to prevent property from being cleared and not replanted.

REGULAR PLANNING COMMISSION MEETING
Tuesday, July 13, 2010
12:00 Noon Town Hall

Call to order by Vice Chairman Oscar Martin.

Members present:	Dan Clark	Oscar Martin
	Herbert Driver	
Others present:	Carol Harmon	Jeff Martin
	Rachael Ivie	David Ford

Motion by Herbert Driver to approve minutes of the June 22, 2010 special called meeting; second by Dan Clark; carried 3-0.

New Business:

Request from David Ford, owner of 1.58 acres on Hwy 47 N at Westcott Road, to annex his property. He plans to build three houses on the property. Motion by Herbert Driver to recommend to Council the annexation of entire 10 acres owned by David Ford, plus the two parcels between his property and the current Town limits; second by Dan Clark; carried 3-0. The parcels to be annexed are shown on 2011 Dickson County property tax maps as Map 81, Parcel 108; and Map 82 Parcels 58 and 53.04.

Discussion Land Use and Transportation Plan. Motion by Dan Clark to adopt the Land Use and Transportation Plan subject to maps being prepared by State be inserted in the plan when completed; second by Herbert Driver; carried 3-0.

Motion by Dan Clark to approve Annual Report and Program Design as presented by State Planner, Rachael Ivie; second by Herbert Driver; carried 3-0.

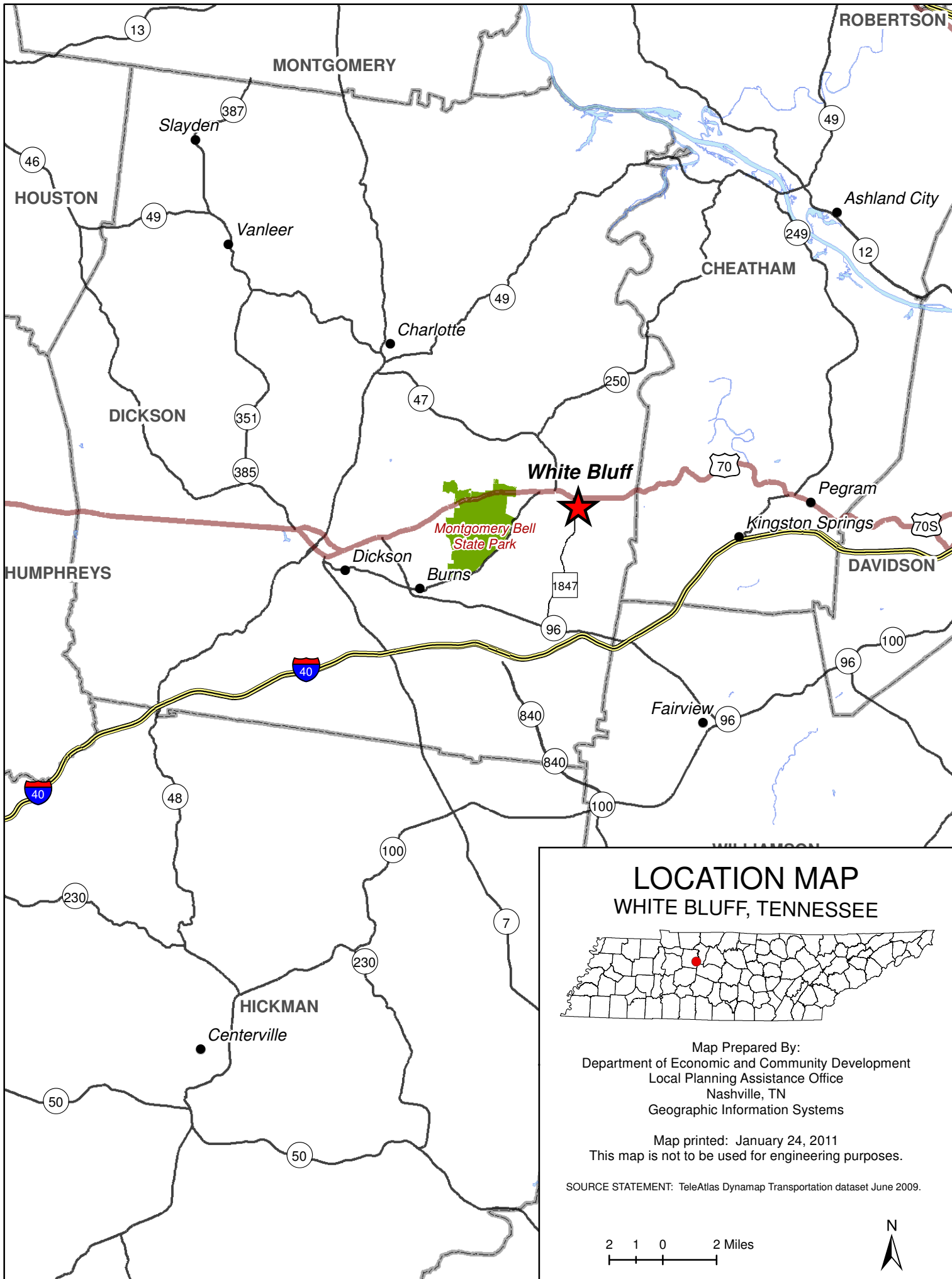
Motion by Herbert Driver to adjourn at 12:30 p.m.; second by Dan Clark; carried 3-0.

Meeting called back to order at 12:35 p.m. to discuss zoning for annexation. Motion by Dan Clark to recommend annexation be zoned R-1; second by Herbert Driver; carried 3-0.

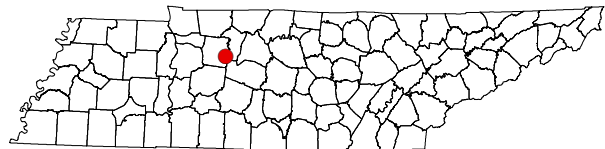
Motion by Herbert Driver to adjourn at 12:40 p.m.; second by Dan Clark; carried 3-0.



Carol Harmon, Secretary



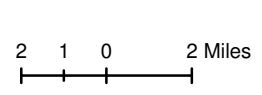
LOCATION MAP WHITE BLUFF, TENNESSEE

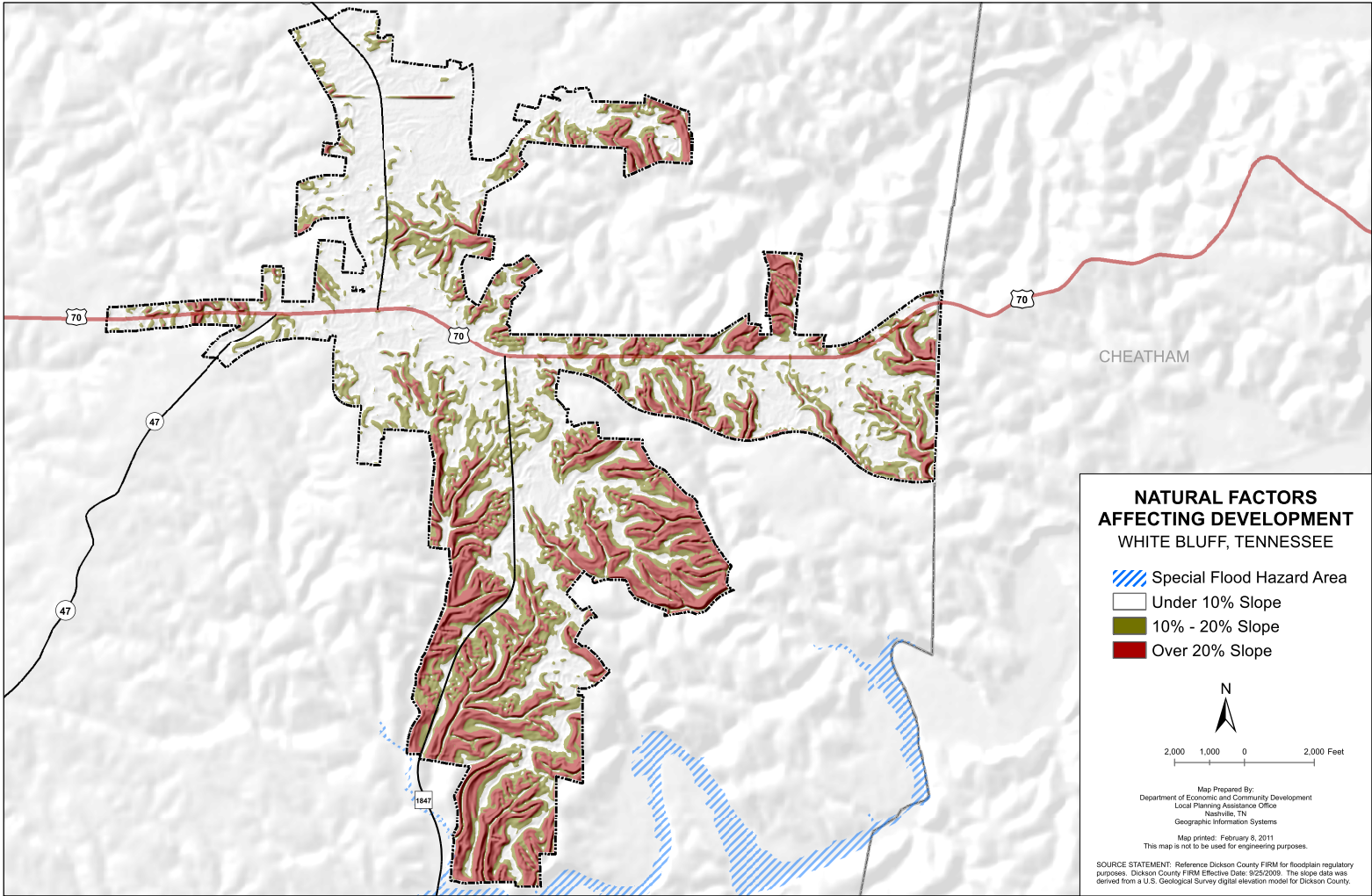


Map Prepared By:
 Department of Economic and Community Development
 Local Planning Assistance Office
 Nashville, TN
 Geographic Information Systems





Map printed: January 24, 2011
 This map is not to be used for engineering purposes.

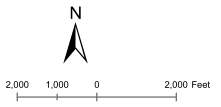
SOURCE STATEMENT: TeleAtlas Dynamap Transportation dataset June 2009.





**NATURAL FACTORS
AFFECTING DEVELOPMENT
WHITE BLUFF, TENNESSEE**

-  Special Flood Hazard Area
-  Under 10% Slope
-  10% - 20% Slope
-  Over 20% Slope



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

Map printed: February 8, 2011
 This map is not to be used for engineering purposes.

SOURCE STATEMENT: Reference Dickson County FIRM for floodplain regulatory purposes. Dickson County FIRM Effective Date: 9/25/2009. The slope data was derived from a U.S. Geological Survey digital elevation model for Dickson County.

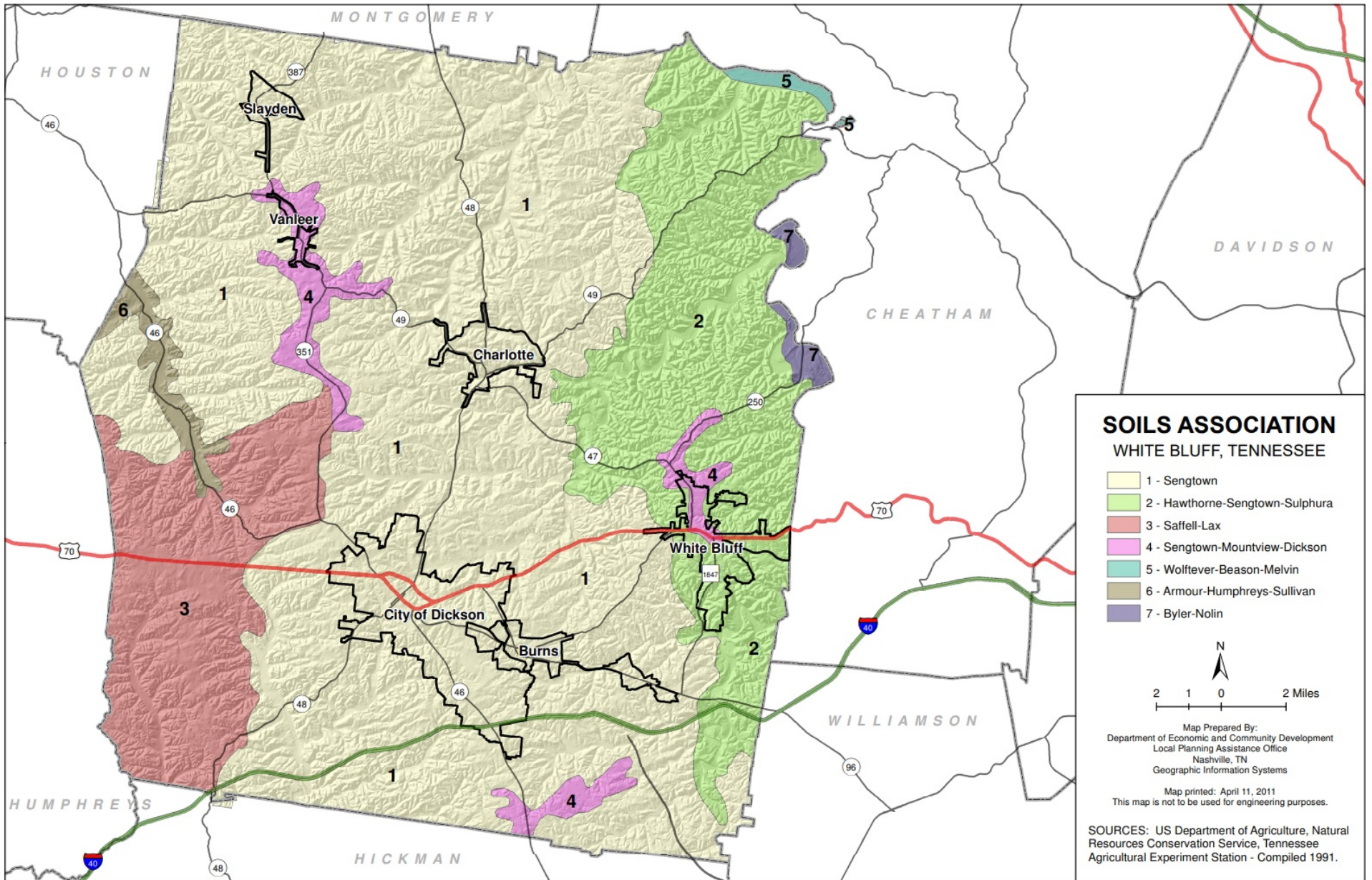
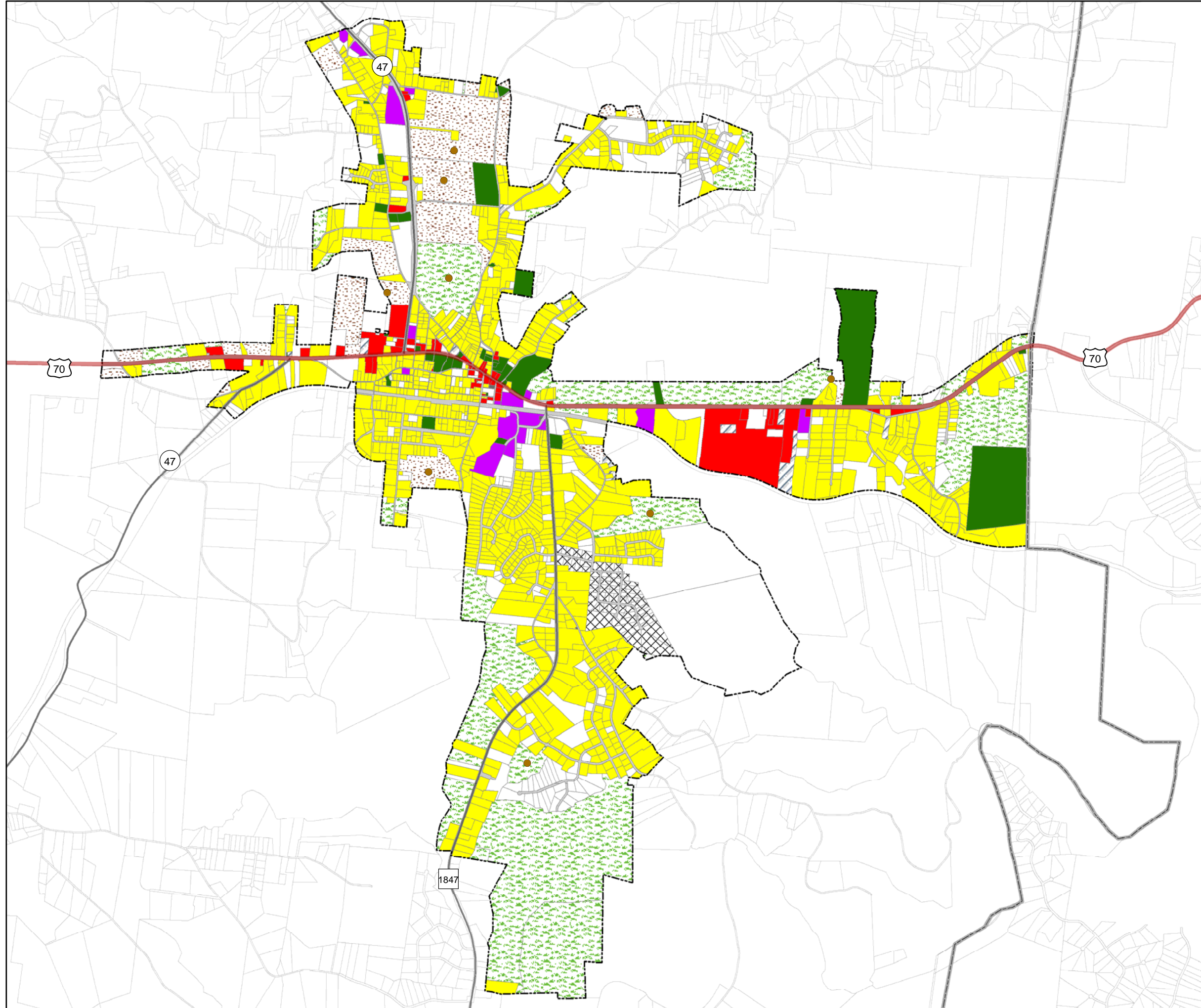
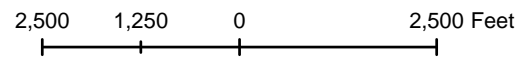


ILLUSTRATION 3



EXISTING LAND USE
WHITE BLUFF, TENNESSEE

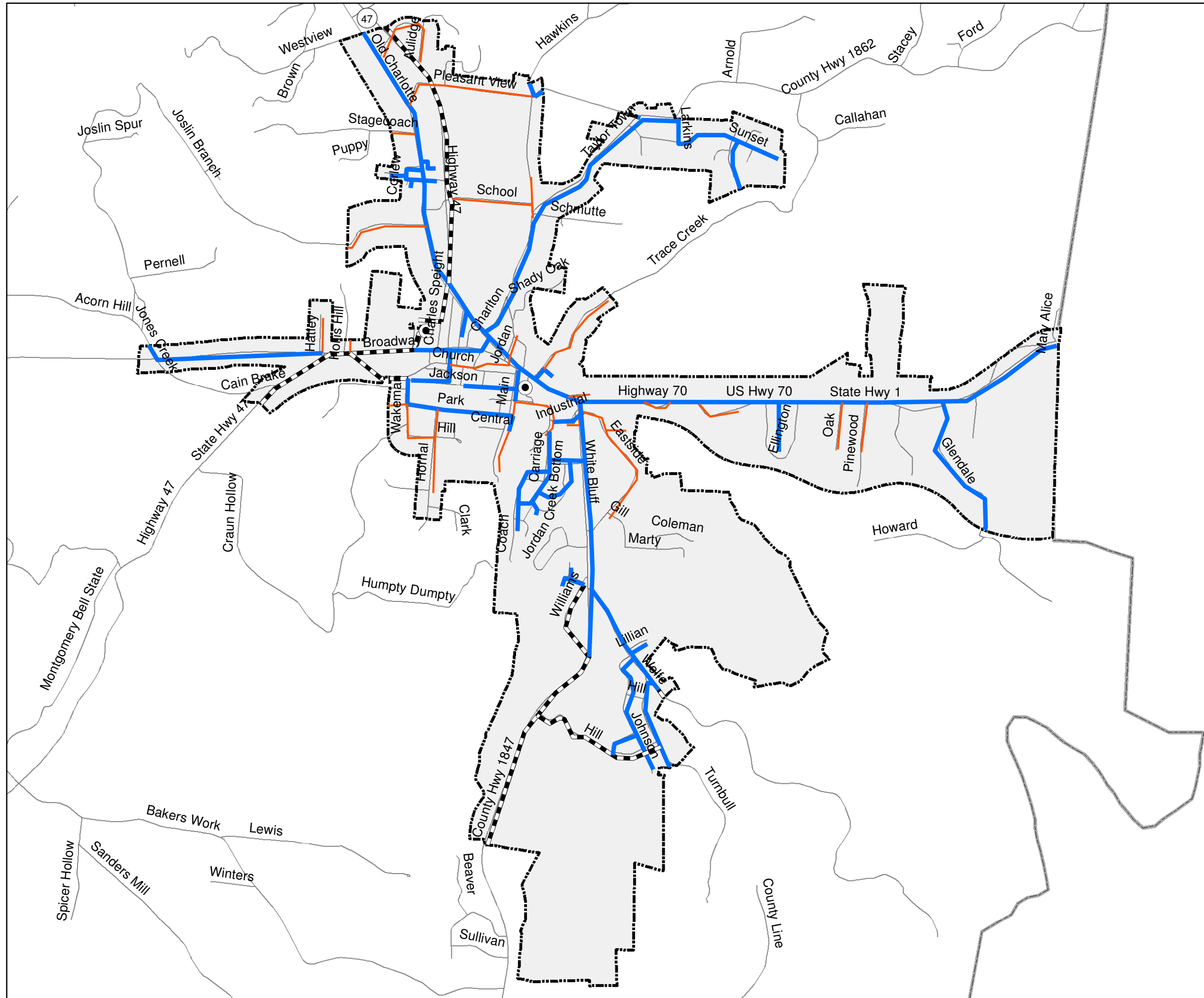
- Residential
- Commercial
- Industrial
- Public/Semi-Public
- Utilities
- Vacant
- Agricultural
- Timber/Forest
- Water Features
- Transportation Features
- CAAS Data Unavailable for Parcels
- Uncoded by Land Use Model



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

This is not an engineering map.

SOURCE STATEMENT: The Local Planning Assistance Office derived this land-use data by associating digital parcel boundaries from the Tennessee Base Mapping Program (BMP) with parcel attribute data maintained in the Comptroller of the Treasury's Computer Aided Assessment System (CAAS) database. Each parcel was assigned to one of the land use classes based on attributes contained in these two data sources or from examination and assignment by planning staff. Data Sources: Base Mapping Program dataset, May 2007; Computer Aided Assessment System database, February 2008.



CURRENT WATER SYSTEM
WHITE BLUFF, TENNESSEE

- Storage Tanks
- 4" line and under
- 6" line
- - - 8" line and over

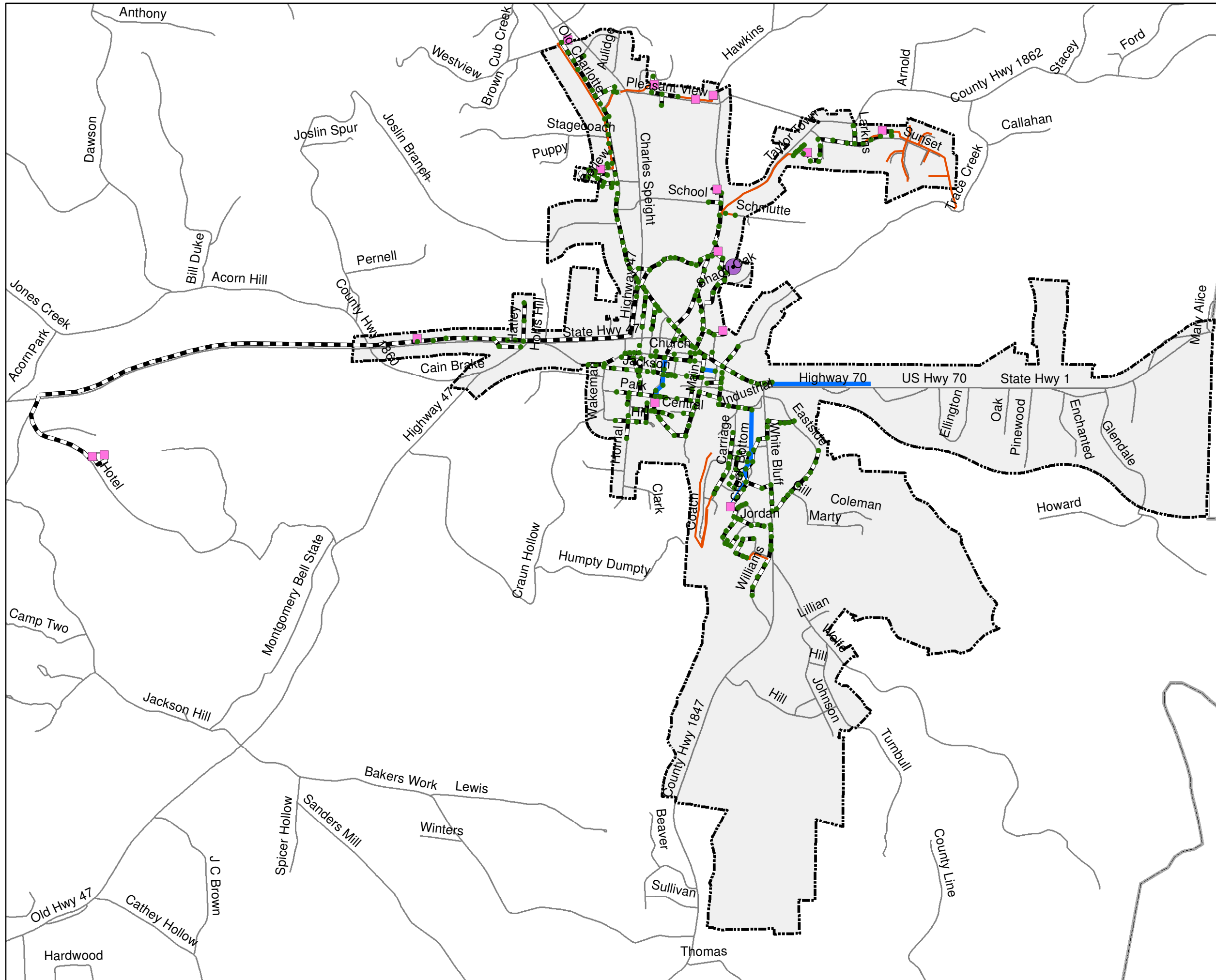


2,000 1,000 0 2,000 Feet

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

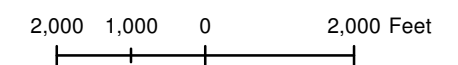
This is not an engineering map.

SOURCE STATEMENT: The location of utility lines and features were based on maps provided by the Water Authority of Dickson County. TeleAtlas Dynamap Transportation dataset, June 2009.



CURRENT SEWER SYSTEM
WHITE BLUFF, TENNESSEE

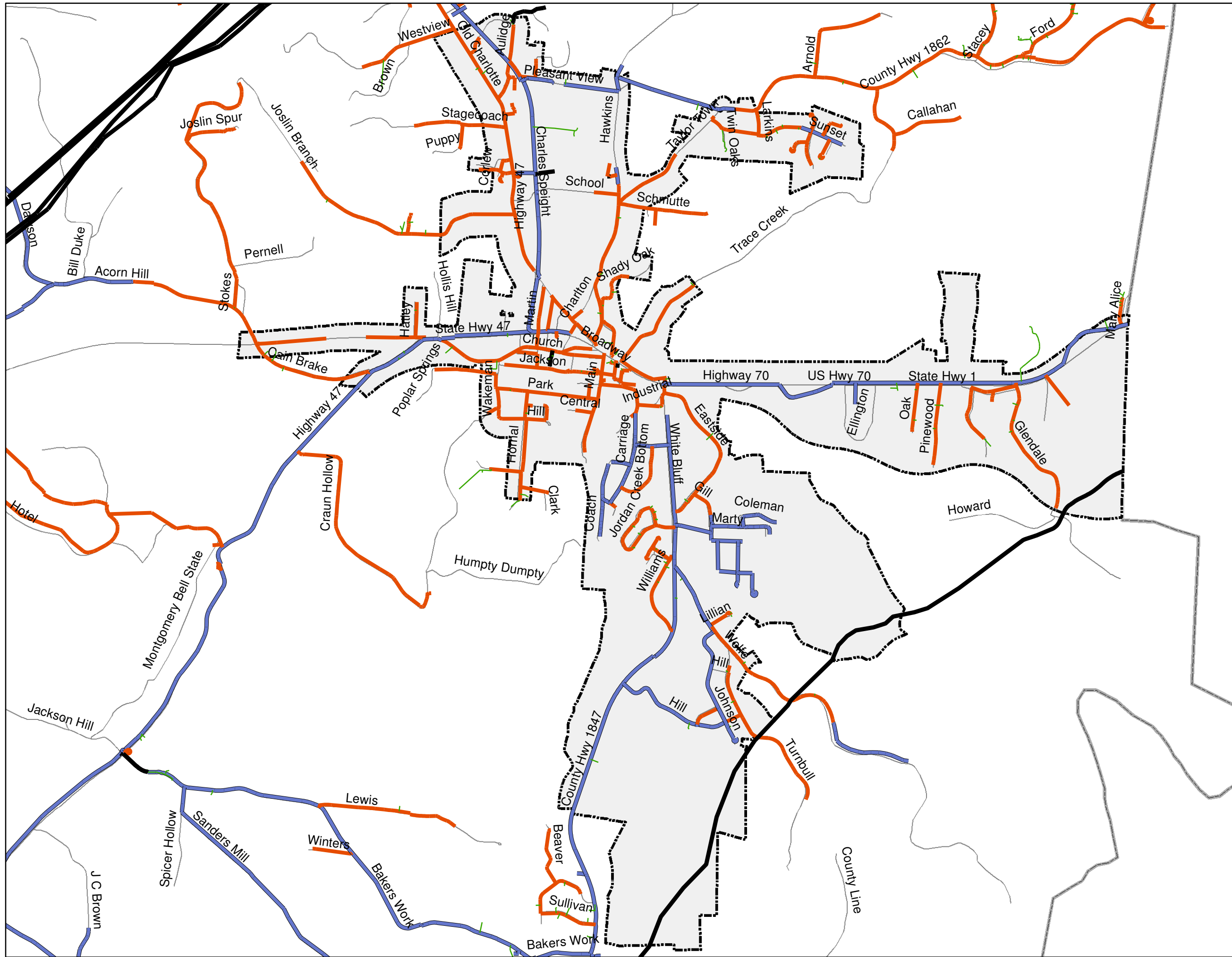
- Man hole
- Pump station
- Treatment plant
- 4" line and under
- 6" line
- 8" line and over



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

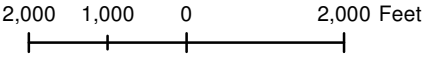
This is not an engineering map.

SOURCE STATEMENT: The location of utility lines and features were based on maps provided by the Water Authority of Dickson County. TeleAtlas Dynamap Transportation dataset, June 2009.



CURRENT GAS SYSTEM
WHITE BLUFF, TENNESSEE

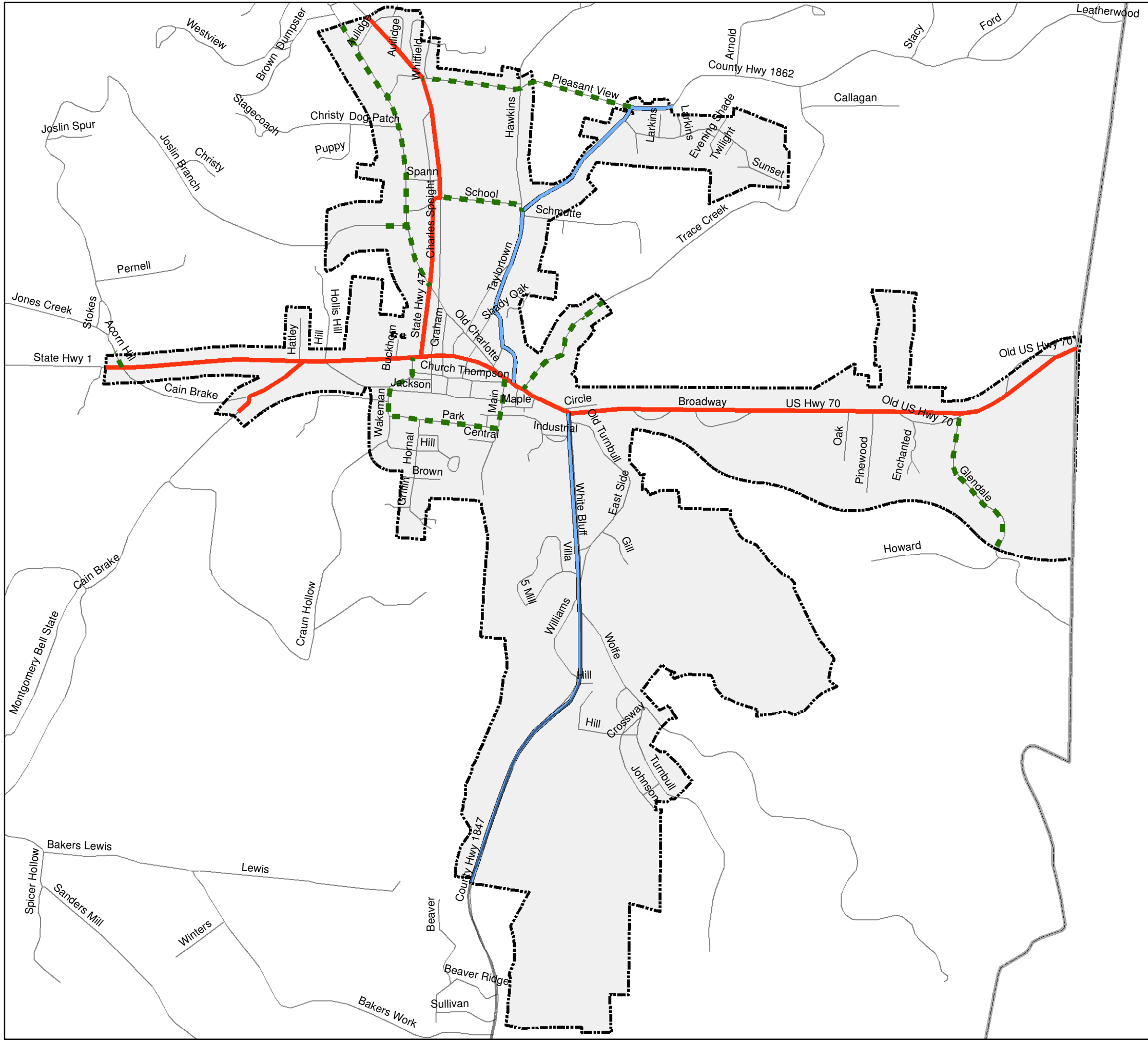
- Main Gas Line
- Under 2" Line
- 2" Line
- 4" Line



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

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

SOURCE STATEMENT: TeleAtlas Dynamap Transportation dataset, June 2009.



MAJOR THOROUGHFARE PLAN WHITE BLUFF, TENNESSEE

- Primary
- Secondary
- - - Collectors

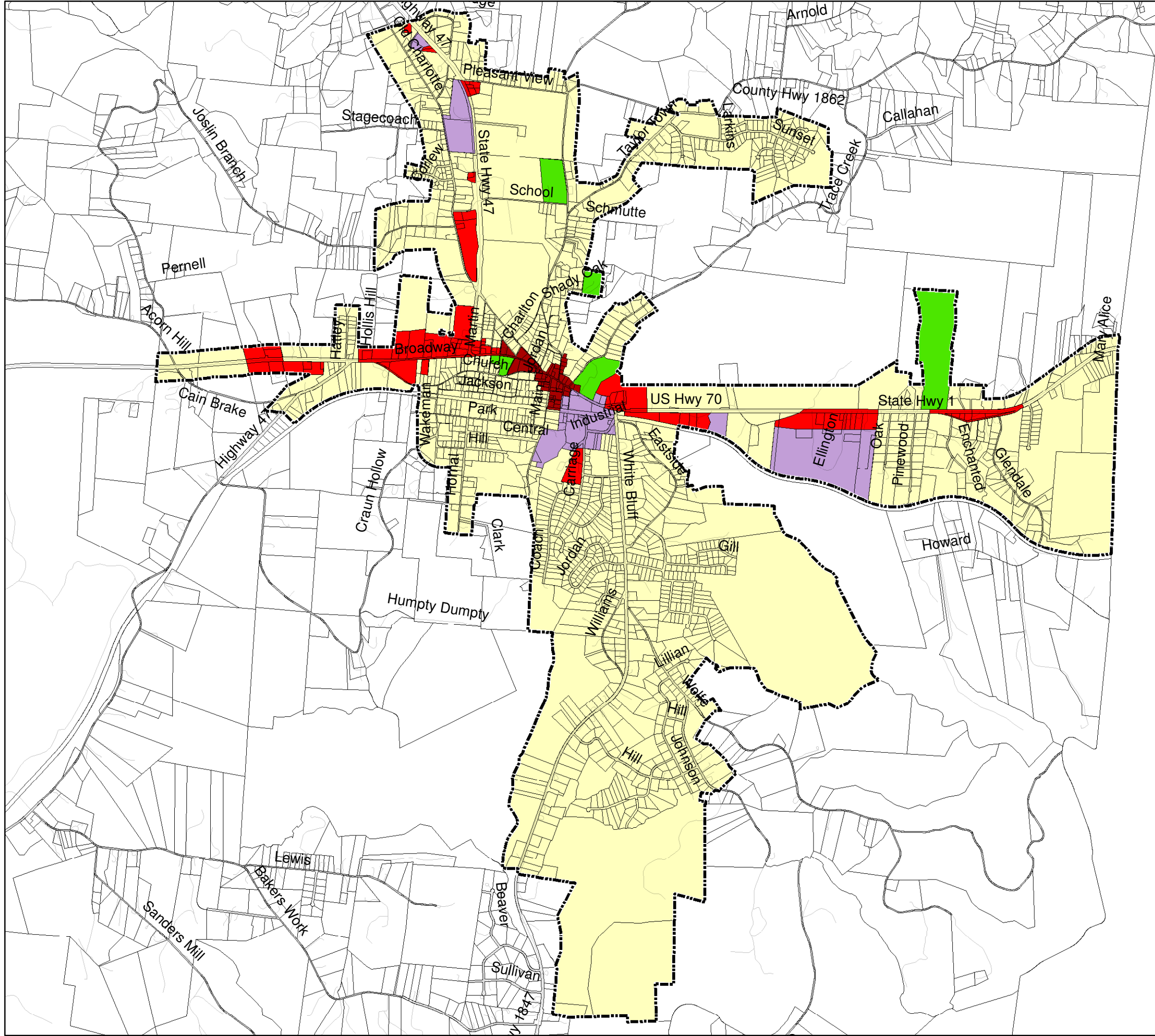


2,000 1,000 0 2,000 Feet

Map Prepared By:
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 Local Planning Assistance Office
 Nashville, TN
 Geographic Information Systems

Map printed: May 2, 2011
 This map is not to be used for engineering purposes.

SOURCE STATEMENT: TeleAtlas Dynamap Transportation dataset, June 2009.



DEVELOPMENT PLAN

WHITE BLUFF, TENNESSEE

- Residential
- Corridor Commercial
- Downtown Area
- Industrial
- Recreational/Public Use

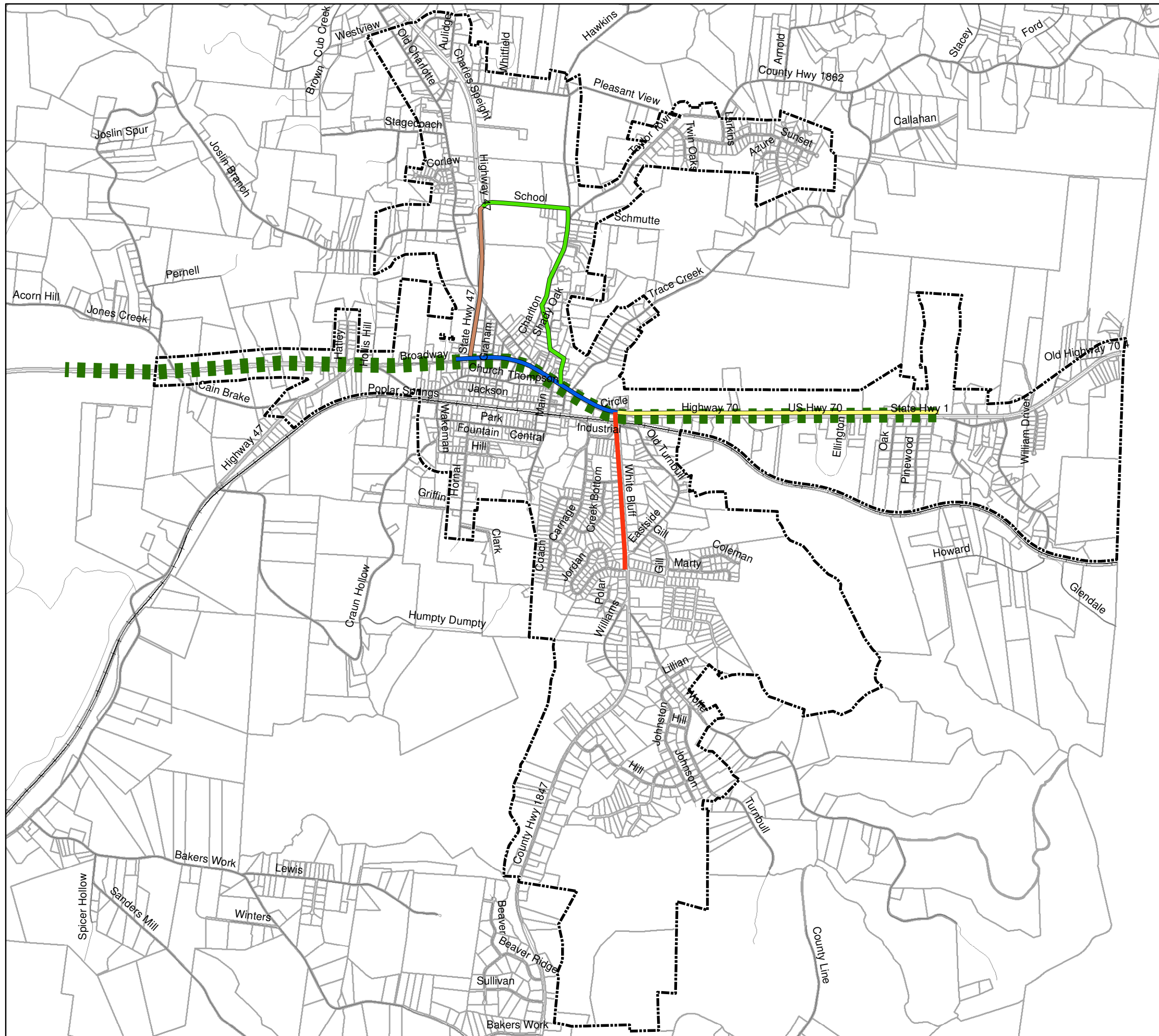


2,000 1,000 0 2,000 Feet

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

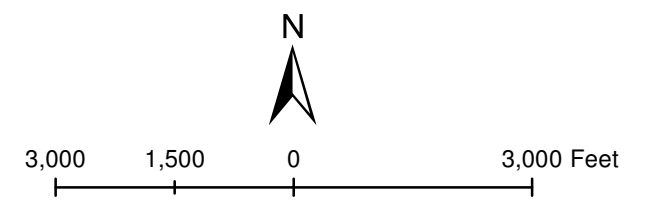
Map printed: May 2, 2011
 This map is not to be used for engineering purposes.

SOURCE STATEMENT: TeleAtlas Dynamap Transportation dataset, June 2009.
 Parcel base obtained from the Base Mapping Program dataset, January 2009.



PROPOSED SIDEWALK PLAN WHITE BLUFF, TENNESSEE

- Existing Sidewalks
- Proposed Sidewalk - Priority 1
- Proposed Sidewalk - Priority 2
- Proposed Sidewalk - Priority 3
- Proposed Sidewalk - Priority 4
- - - Proposed Greenway



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

Map printed: May 2, 2011
 This map is not to be used for engineering purposes.

SOURCE STATEMENT: TeleAtlas Dynamap Transportation dataset, June 2009.
 Parcel base obtained from the Base Mapping Program dataset, January 2009.